



The Corporation of the Town of Milton

Report To:	Council
From:	Barbara Koopmans, Commissioner, Development Services
Date:	October 4, 2021
Report No:	DS-076-21
Subject:	Milton Mobility Hub: Central Business District, Milton GO Major Transit Station Area & Downtown Milton Urban Growth Centre
Recommendation:	THAT Report DS-076-21, with respect to the Milton Mobility Hub - Town Initiated Draft Official Plan and Zoning By-law Amendments (short-term implementation phase), be received for information.

EXECUTIVE SUMMARY

In accordance with the *Planning Act*, this report presents the Milton Mobility Hub - Town Initiated Draft Official Plan and Zoning By-law Amendments for the purpose of a statutory public meeting. The proposed amendments would update the local planning framework in accordance with Provincial and Regional policy directions, based on the findings of the Milton Mobility Hub Study.

REPORT

Background

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

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

At its meeting on April 12, 2021, Council directed Staff to advance short-term implementation measures in the form of a Town initiated Official Plan Amendment (OPA) and the implementing Zoning By-Law Amendment (ZBLA) as outlined in the 'Milton Mobility Hub - Policy Direction Report' (Staff Report [DS-026-21](#)).

Background

The Policy Directions recommended in Staff Report [DS-026-21](#) are summarized below:

- 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.
- Add a development density (floor space index) schedule to the OP and Zoning By-Law. The new schedule would fine tune the density framework (recommended by the Study) in line with the building height and built form provisions.
- Update the permitted uses to:
 - Reflect the land use and built form recommendations of the Study;
 - Be consistent with and conform to Provincial and Regional policy;
 - Align with other recent changes to the OP and Zoning By-Law.
- Review the parking standards, parking design guidance and parking exemptions.
- Identify appropriate built form standards in the OP and Zoning By-Law and adopt the Milton Mobility Hub Urban Design Guidelines (referred to as the Guidelines).
- Update the OP policies and schedule relating to open space, linkages and nodes to reflect the Study recommendations.
- Revise, update and amend definitions in the OP and Zoning By-law, as necessary.

Discussion

Intent:

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

Implementation of the Study will also need further comprehensive processes in the medium and long term as outlined in [DS-026-21](#).

Official Plan Amendment (OPA):

The proposed draft OPA is attached as Appendix 1 to this report. For ease of reference, Appendix 2 lists the proposed draft text as tracked changes.

The proposed Official Plan changes include:

- Identifying and delineating the Milton GO Major Transit Station Area (MTSA) and Downtown Milton Urban Growth Centre (UGC), in conformity with the Regional Official Plan (ROPA 48).
- Prescribing minimum block-level densities and maximum building heights and development densities, in conformity with ROPA 48 and in accordance with the Planning Act.

Discussion

- Substituting the defined term Intensification Areas with a new defined term Strategic Growth Areas, in conformity with ROPA 48.
- Referring to other key terms, such as transit supportive, active frontages and public realm.
- Revising the policy for the redevelopment of employment uses and buildings, in conformity with ROPA 48.
- Adding a new policy for tall building tower design in keeping with the Guidelines.
- Distinguishing between the existing active frontages in the Downtown Supportive Area and the proposed active frontages in the MTSA/UGC.
- Clarifying the general intent and purpose of the policy relating to lot consolidation, in keeping with the Study.
- Modifying the built form policies in keeping with the Study and the Guidelines.
- Adding a new policy for the provision of electric vehicle charging stations in accordance with the Town's Climate Change Work Plan.
- Adding a new policy for land use compatibility assessment in accordance with Provincial and Regional policy and guidelines.
- Adding new policies for development in proximity to the rail corridor and rail setbacks, in accordance with Provincial policy and guidance.
- Modifying the policies for open space linkages and nodes, and clarifying their general intent and purpose.
- Replacing reference to a new urban square along the Main Street frontage with a reference to new station plazas at both entrances to the GO station.
- Modifying the policy for pre-zoning lands with holding provisions, in conformity with Provincial and Regional policy.
- Modifying the parking policies, in keeping with the Study.
- Adding key defined terms, for ease of understanding.

Zoning By-Law Amendment (ZBLA)

The proposed changes to the Official Plan will be implemented by an accompanying ZBLA. The proposed draft ZBLA is attached as Appendix 3.

The draft proposed changes to the Zoning By-Law include:

- Rationalizing the Mixed Use - Urban Growth Centre and Downtown Supportive Area zones consistent with the new delineated boundary for the MTSA/UGC.
- Identifying a new 'Milton GO MTSA - Cash-In-Lieu Parking Policy Area'.
- Revising the maximum permitted building heights and adding maximum permitted densities in the MTSA/UGC.
- Identifying the Milton GO MTSA - Active Frontage Areas.
- Updating the transition clauses.
- Adding new definitions.
- Permitting balconies for mixed use buildings in any yard.

Discussion

- Permitting outdoor retail display areas in front and exterior side yards in the MTSA.
- Permitting restaurant patios to encroach to the street line in the MTSA.
- Providing for the payment of cash in lieu of parking for non-residential uses proposed in the new 'Milton GO MTSA - Cash-In Lieu Parking Policy Area'.
- Adding new general parking and loading provisions for parking in the MTSA/UGC.
- Reducing the minimum off-street parking requirements for apartment buildings and mixed use building.
- Revising the minimum bicycle parking requirements.
- Limiting the scope of the bicycle parking exception.
- Adding requirements for electric vehicle charging stations.
- Expanding the list of permitted residential uses.
- Expanding the list of permitted non-residential uses.
- Adding or modifying the footnotes to the table of permitted uses as follows:
 - Retaining space for employment uses.
 - Limiting certain uses on the main floor of a building in the Active Frontage Areas.
 - Limiting the scale of retail and retail service uses in a stand-alone building.
 - Adding a minimum outdoor amenity area requirement.
 - Applying a minimum density and minimum parking garage requirement for multiple attached dwellings.
 - Adding a requirement for street oriented building entries.
- Revising the zone standards for the Urban Growth Centre - Mixed Use zones as follows:
 - Increasing the maximum permitted lot coverage.
 - Adding minimum required block-level densities and maximum permitted development densities.
 - Adding special required front yard setbacks.
 - Reducing the minimum required interior side yard setback in the UGC-MU zone, but adding an increased setback requirement for the tower portion of a tall building.
 - Reducing the minimum stepped rear yard setbacks in the UGC-MU zone abutting a residential zone, but adding an increased special rear yard setback for lots on the north side of Main Street East, abutting a residential zone.
 - Revising the maximum permitted building heights.
 - Adding tower controls for the minimum required separation distance between towers and the maximum permitted floorplate sizes.
- Adding footnotes to the table of zone standards as follows:
 - Requiring special step backs above the podium or building base.
 - Requiring a sun-shadow analysis for lots abutting a residential zone.

Discussion

- Requiring a minimum floor to ceiling height for non-residential uses on the main floor of a mixed use building.
- Requiring a variation in height for multiple towers on the same lot.
- Requiring a pedestrian wind impact analysis for tall buildings abutting on lots abutting a street.
- Placing a holding provision across all lands in the MTSA to require the completion of certain supporting studies and reports to the satisfaction of the Town.

Public Consultation Process:

The Milton Mobility Hub Study involved broad and in depth community engagement across three phases.

A Visioning Workshop was held in May 2018 to formally launch the project. The workshop brought together key internal team members and external stakeholders including Metrolinx, Halton Region, Conservation Halton and the Halton District School Board. The workshop provided a project overview and sought feedback on the strengths, weaknesses and opportunities of the Mobility Hub.

Three Public Information Centre (PIC) sessions were held in June 2018, December 2018 and June 2019. PIC #1 informed existing conditions and provided feedback on community priorities for the Study Area. PIC #2 informed the refinement of Draft Planning Alternatives. Feedback from PIC #3 helped further refine the Preferred Planning Framework. PICs 1 and 2 were held at the Town Hall. PIC 3 took place at the Farmers Market, the Milton Mall and the First Ontario Arts Centre. In addition, the Study team held hosted a pop-up event at the Milton GO Station where they distributed a post-card survey invitation. Four focus group meetings were also held with major landowners in the Study area during the course of the study.

In person community engagement has been supplemented by on-line consultation through the Town's Let's Talk platform.

Draft discussion concepts for the proposed draft OPA and ZBLA were presented to a virtual public open house on June 23, 2021. Between August 9, 2021 and August 24, the public were invited to comment on the discussion concepts through the Let's Talk Milton on-line engagement tool. A summary of comments received and Staff responses is provided as Appendix 4 to this report.

Notice for this public meeting was provided pursuant to the requirements of the Planning Act and the Town's Official Plan on September 02, 2021 and an email notification was sent to individuals on the subscription list.



Discussion

The intent of this report is to provide the public with sufficient information to understand the scope of the proposed OPA and ZBLA. Following the public meeting, staff will review all comments from the agencies and members of the public.

A technical report including recommendations for Council's consideration will be brought forward at a later date responding to any issues or concerns raised through the public and agency consultation process.

Financial Impact

Consideration of the financial implications of development is essential in the management of growth to ensure Milton's long-term financial sustainability. As noted in report [DS-026-21](#), further financial analyses of the Mobility Hub area will be undertaken through the medium-term planning processes described above as additional details are expected to be available in the secondary planning process. Development of this area has also been incorporated into the updated Fiscal Impact Study for the Town that will be presented to Council in Q4 2021.

Respectfully submitted,

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

For questions, please contact:
David Twigg, BA (Hons), MRTPI, MCIP, RPP
Senior Planner, Policy

Phone: Ext. 2205

Attachments

Figure 1 - Location Map
Appendix 1: Draft Official Plan Amendment
Appendix 2: Draft Official Plan Text Tracked Changes
Appendix 3: Draft Zoning By-Law Amendment
Appendix 4: Let's Talk Milton Comments and Response Table

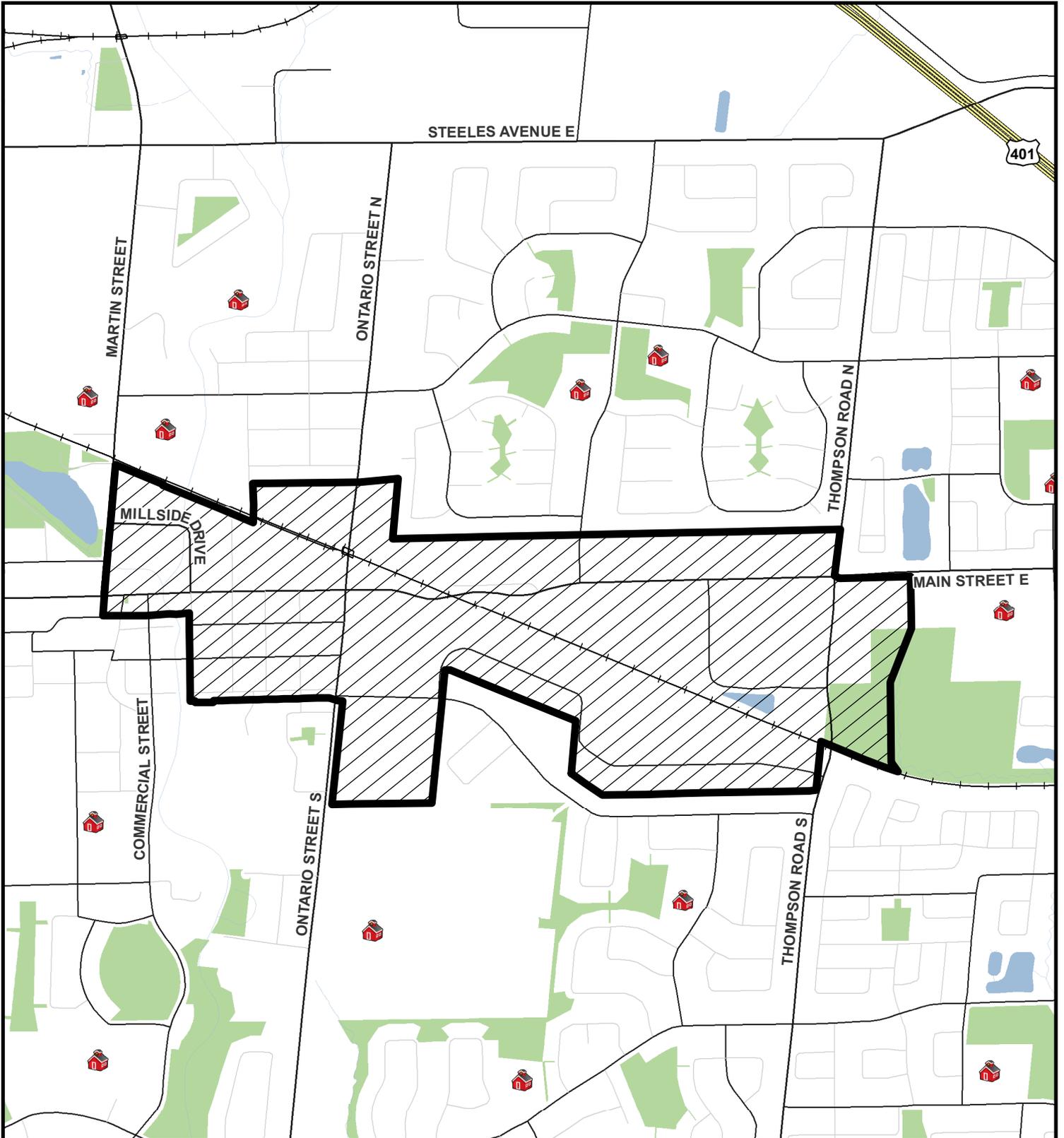
CAO Approval
Andrew M. Siltala
Chief Administrative Officer



Recognition of Traditional Lands

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

FIGURE 1 LOCATION MAP



Council Meeting Date:	Scale: 1: 15,000	Files:	Development Services Department
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Subject Area

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THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. -2021

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

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

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

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED this ** day of ** ,
2021

Gordon A. Krantz Mayor

Meaghan Reid Town Clerk

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

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

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

Month 2021

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

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

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

DRAFT

PART I: THE PREAMBLE

THE TITLE

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

Amendment No. **XX** to the Official Plan of the Town of Milton

PURPOSE OF THIS AMENDMENT

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

LOCATION OF THE AMENDMENT

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

EFFECT OF THE AMENDMENT

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

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

Part II: THE AMENDMENT

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

Schedule Changes:

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

- b. replacing the 'Urban Growth Centre Boundary' with a new 'Urban Growth Centre/Major Transit Station Area Boundary'; and
 - c. identifying the lands as 'Strategic Growth Area' within the new 'Urban Growth Centre/Major Transit Station Area Boundary', as shown on Schedule 8 attached hereto.
- 9) Schedule I1 is amended by removing Specific Policy Area 24.

Text Changes:

- 1) Section 1.3 is amended by deleting the final paragraph.
- 2) Section 2.0, Section 3.0, Section 5 and Schedule K all references to '*Intensification Area(s)*' are replaced with reference to the new defined term '*Strategic Growth Area(s)*'.
- 3) Section 2.0 and 3.0 all references to "public realm" are italicized as a new defined term.
- 4) Section 2.0, Section 3.0 and Section C all references to "transit supportive" are italicized as a new defined term.
- 5) Subsection 2.1.4.7 is amended by deleting "as identified on Schedule H", by adding "*Major Transit Station Area*" after "Urban Growth Centre" and by adding: "Over the long-term, the *Town* shall plan to achieve the general target for an overall proportion of 80% residents and 20% jobs in the Urban Growth Centre/*Major Transit Station Area*."
- 6) Subsection 2.1.4.8 is amended as follows:

"The minimum block level densities required to achieve the gross *development density* target within the Urban Growth Centre/*Major Transit Station Area* are shown on Schedule C.7.C.CBD. Additional density beyond the minimum requirement is encouraged subject to the maximum building heights and densities shown on Schedule C.7.A.1.CBD."
- 7) Subsection 2.1.6.5 j) is amended by adding ", Community Planning Permit System, and Inclusionary Zoning in the Protected *Major Transit Station Area*" after "Community Improvement Plans".
- 8) Subsection 2.6.3.1 d) is replaced by the following: 'require the prioritization of projects with a transit component, in order for the proportion of trips taken by transit to reach a target of 20% of all trips by 2031'

9) Subsection 2.7.3.13 d) is amended by deleting the words “redevelopment, which includes” and removing the phrase “except in Employment Areas, the replacement of non-residential uses with compatible residential or mixed use developments with a residential component and which may also include conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use.”

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

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

- i) In the case of a mixed use *development*, a similar amount of commercial and/or employment floor area is provided in the new *development* that was previously on the site; or,
- ii) in the case of a residential development, through a site specific Zoning By-Law amendment demonstrating to the satisfaction of the *Town* that space to accommodate a similar number of jobs as existing shall be made available in the *Major Transit Station Area* prior to commencement of the proposed residential development.”

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

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

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

13) Subsection 3.5.1.1 is amended as follows:

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

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

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

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

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

16) Subsection 3.5.3.7 is amended by italicizing the new defined terms ‘transit-supportive’ and ‘public realm’ and replacing the term ‘active streetscapes’ with the new defined term ‘*active frontages*’ in italics.

17) Subsection 3.5.3.15 is amended by replacing “Building heights” with “The maximum permitted *building heights* and densities”

18) Subsection 3.5.3.20 - ‘*Active Frontages*’ - is amended by replacing ‘along the south side of Main Street (between Brown Street and Sixteen Mile Creek) and the north side of Main Street (between James Street and Martin Street)’ with ‘in the Downtown Supportive Area and in the UGC/MTSA’ and by replacing ‘street edge’ with ‘minimum setback’.

19) Subsection 3.5.3.22 is amended by replacing ‘CBD and’ with ‘UGC/MTSA. It’.

20) Subsection 3.5.3.24 a) is amended as follows:

“Opportunities for lot consolidation and co-ordinated redevelopment of adjacent lots shall be encouraged to facilitate efficiencies including shared access, parking, amenity space and the *Linkages* shown on Schedule C.7.B.CBD;”

21) Subsection 3.5.3.24 b) is amended as follows:

“Pedestrian oriented activities, particularly retail commercial uses and restaurants at grade with upper floor residential and *office uses*, shall be encouraged, especially in the *Active Frontage* areas in accordance with 3.5.3.20 and at the *Gateways* and *Focal Points* shown on Schedule C.7.B.CBD;”

22) Subsection 3.5.3.24 f) is amended as follows:

“Generally, buildings shall be oriented towards the sidewalk and positioned to create a sense of enclosure along the street. All new buildings surrounding the

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

23) Subsection 3.5.3.24 g) is amended as follows:

“The tallest buildings shall be in *gateway* locations as shown on Schedule C.7.B.CBD, with the greatest *building height* peak at the Milton GO Station. The *tower* portion of *tall buildings* on the south side of Main Street shall be stepped back substantially from the front face of the *podium*. This tower *step back* will be required to maintain a predominantly *mid-rise* character and perception, maintain an enhanced public view corridor along Main Street and help to reduce summer time wind and shadow impacts on the pedestrian environment. *Building heights* and densities may be increased within the *Major Transit Station Area* when a significant proportion of *assisted* or *affordable housing* is proposed.”

24) Subsection 3.5.3.24 h) is amended by replacing “designed” with “*transit supportive*” and by replacing “walking and cycling” with “*active transportation*”.

25) Subsection 3.5.3.24 i) [new] is added as follows:

“The installation of on-street and off-street electric vehicle charging stations shall be encouraged.”

26) Subsection 3.5.3.24 j) [new] is added as follows:

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

- i) Ensuring that compatibility is clearly factored into OP and zoning designations and policies.
- ii) Resolving potential compatibility issues through an area-based approach to planning, such as secondary plans, instead of individual planning applications.

- iii) The zoning is use-specific i.e. only the existing or proposed industrial or *sensitive land use* is permitted.
- iv) Using holding by-laws and interim control by-laws. These can hold development until *compatibility studies* are completed and/or mitigation (as needed) is undertaken.
- v) Staging redevelopment to coincide with the phasing out of major industrial facilities.
- vi) Planning for transitional land uses. Lighter industrial uses would ideally be in proximity to heavy industrial uses, instead of *sensitive land uses*.
- vii) Putting in place long-term monitoring and maintenance requirements for mitigation measures.
- viii) Use of municipal by-laws (e.g. noise by-laws) as an effective means of addressing unplanned nuisance impacts.”

27) Subsection 3.5.3.24 k) [new] is added as follows:

“New development within 75m of the railways right of way should have regard to the Federation of Canadian Municipalities and the Railway Association of Canada’s Guideline for New Development in Proximity to Railway Operations.”

28) Subsection 3.5.3.26 is amended as follows:

“A network of Major and Minor Linkages as described in 3.5.3.38 to 3.5.3.39 and shown on Schedule C.7.B.CBD shall be created. This network will provide *active transportation* connections from the Milton GO Station to the wider community and to improve linkages through the MTSA.”

29) Subsection 3.5.3.27 is amended by adding “*Major Transit Station Area*” after “Urban Growth Centre” and adding “, subject to “2.2.3.13 e)” after “shall be promoted”.

30) Subsection 3.5.3.28 is amended by replacing: “A new urban square, located along the Main Street frontage, shall be a prominent” with: “The GO Station *Gateway* should include new urban plazas with active grade related buildings at both entrances as a”.

31) Subsection 3.5.3.30 is amended by replacing “would have the effect of reducing the” with “may prejudice or inhibit the achievement of the gross” and by inserting “target set out in Section 2.1.4.7 and 3.5.1.2 c) of this Plan” after “*development density*” and by replacing “height” with “block level densities required by 2.1.4.8” and by changing “C.7.A.CBD” to “C.7.C.CBD”.

32) Subsection 3.5.3.31 is amended as follows:

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

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

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

34) Subsection 3.5.3.39 is amended by replacing ““off street” trails facilitating both bicycle and pedestrian traffic, and typically will be wider in dimension than minor linkages” with “*active transportation* connections between popular destinations, the GO Station and the wider community” and by replacing “occur within existing streets or constrained areas and are identified by street signage and pavement markings” with “provide internal connections, facilitating walking and cycling within the area”. Further, the final sentence is amended by replacing “CBD” with “*Town*’s” and by adding “and Standards” after “Urban Design Guidelines”.

35) Subsection 3.5.3.40 is deleted and replaced as follows:

“Main Street East connects the community and cultural arts district in the east to the historic downtown in the west. It is envisioned as a landmark street and a

central focus for the *MTSA*. The design of Main Street East should include active pedestrian boulevards, wide sidewalks, consistent paving treatment, street tree planting and *active frontages*. Buildings along Main Street East should include a generous setback along the south side for an additional row of trees and plantings within the private setback.”

36) Subsection 3.5.3.41 is deleted and replaced as follows:

“Unless otherwise directed by the property owner of the railway right-of-way, buildings shall be setback a minimum of 30 metres from the property line of the railway right-of-way. Notwithstanding the required setback, *infrastructure*, parking areas, transit facilities including ancillary uses and amenities related thereto, and parks and open spaces, may be permitted within the setback.”

37) Subsection 3.5.3.44 is amended by replacing “CBD” with “*Town’s*” and adding “and standards” after “Guidelines”.

38) Subsection 3.5.3.46 is amended by adding: “In addition, all *development* within the *Major Transit Station Area* shall have regard to the Milton Mobility Hub Urban Design Guidelines.”

39) Subsection 3.5.3.48 is amended by replacing “work to provide such facilities through the following” with “and shall apply a strategic and holistic approach to parking provision as follows”.

40) Subsection 3.5.3.48 d) is amended as follows:

“parking standards will be sufficient to provide an appropriate supply of parking that meets the needs of users while incentivizing the use of *active transportation* and transit”.

41) Subsection 3.5.3.48 e) is amended by replacing “on all new local streets developed within the CBD” with “, especially within *Active Frontage Areas*,”.

42) Subsection 3.5.3.48 f) is amended by replacing “CBD” with “*Town’s*”.

43) Subsection 3.5.3.48 g) [new] is added as follows:

“*travel demand management*, reduced parking and opportunities for shared parking shall be encouraged in accordance with 2.6.3.14;”.

44) Subsection 3.5.3.48 h) [new] is added as follows:

“the provision of surface parking lots should be minimized and configured to transition to other uses over time;”

45) Subsection 3.5.3.48 i) [new] is added as follows:

“where appropriate, existing surface parking lots should be replaced with compact, mixed-use and *transit supportive* developments.”

46) Subsection 4.11.3.24 Specific Policy Area No. 24 is deleted.

47) Subsection 5.10.6 [new] a definition for “Active Frontages” is added as follows:

“**ACTIVE FRONTAGES** means an area that should contribute to the interest, life and vibrancy of the *public realm*. This is achieved by providing a pedestrian oriented façade and uses at street level.”

48) Subsection 5.10.6 [new] a definition for “Block-Level Densities” is added as follows:

“**BLOCK-LEVEL DENSITIES** means the densities, represented by *floor space index (FSI)*, which are typically achieved by various forms of building type on a block. The *block-level densities* are an average of the *FSI* values achieved on individual *lots* or land parcels within each block. Individual *lots* or land parcels may have higher or lower *FSIs* depending on their unique conditions and development potential.”

49) Subsection 5.10.6 [new] a definition for “Building Height” is added as follows:

“**BUILDING HEIGHT** means the vertical distance measured from the established grade of a building or structure to: a) in the case of a flat roof, the highest point of the roof surface or parapet, whichever is greater; b) in the case of a mansard roof, the decline of the roof; c) in the case of a gable, hip or gambrel roof, the mean height between the eaves and ridge. Excluding any rooftop ornamentation, masts, flues, tanks, mechanical rooms, plant or equipment.”

50) Subsection 5.10.6 [new] a definition for “Compatibility Study(ies)” is added as follows:

“**COMPATIBILITY STUDY(IES)** means a study that assesses potential *adverse effects* and recommends separation distances and mitigation measures, if needed, to limit impacts to surrounding land uses.”

51) Subsection 5.10.6 the definition for “Floor Space Index (FSI)” is amended by italicizing “gross floor area” as a new defined term and by changing “a building or structure” to “all above grade buildings and structures, including parking structures,”.

52) Subsection 5.10.6 [new] a definition for “Gross Floor Area” is added as follows:

“**GROSS FLOOR AREA** means the total area of all floors measured between the exterior face of the exterior walls of the building or structure at the level of each floor, exclusive of any basements used for storage purposes and/or for the parking of a motor vehicle.”

53) Subsection 5.10.6 the definition for “Intensification Areas” is removed.

54) Subsection 5.10.6 the definition for “Major Transit Station Area” is amended by inserting “to 800m” after “500m”.

55) 5.10.6 [new] a definition for “Podium” is added as follows:

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

56) 5.10.6 [new] a definition for “Public Realm” is added as follows:

“**PUBLIC REALM** means all spaces to which the public has unrestricted access, such as streets, parks, and sidewalks. Privately owned public spaces, mid-block connections, front yards and patios are examples of complementary spaces, which also contribute to the enjoyment of the *public realm*.”

57) 5.10.6 [new] a definition for “Step Back” is added as follows:

“**STEP BACK** means the horizontal distance from the front face of the *podium* to the uppermost floors of a mid-rise building or the *tower* portion of a *tall building*, projecting balconies excepted. The *step back* is in addition to a required setback.”

58) 5.10.6 [new] a definition for “Strategic Growth Areas” is added as follows:

“STRATEGIC GROWTH AREAS means lands identified within the *Urban Area* that are to be the focus for accommodating population and employment *intensification* and higher-density mixed uses in a more compact built form. *Strategic Growth Areas* include Urban Growth Centres, *Major Transit Station Areas*, *Intensification Corridors* and Secondary Mixed Use Nodes.”

59)5.10.6 [new] a definition for “Tall Building” is added as follows:

“TALL BUILDING means generally a high rise building having a height greater than 8 storeys, or which appears tall in relation to its surrounding context and will be a prominent feature on the skyline.”

60)5.10.6 [new] a definition for “Tower” is added as follows:

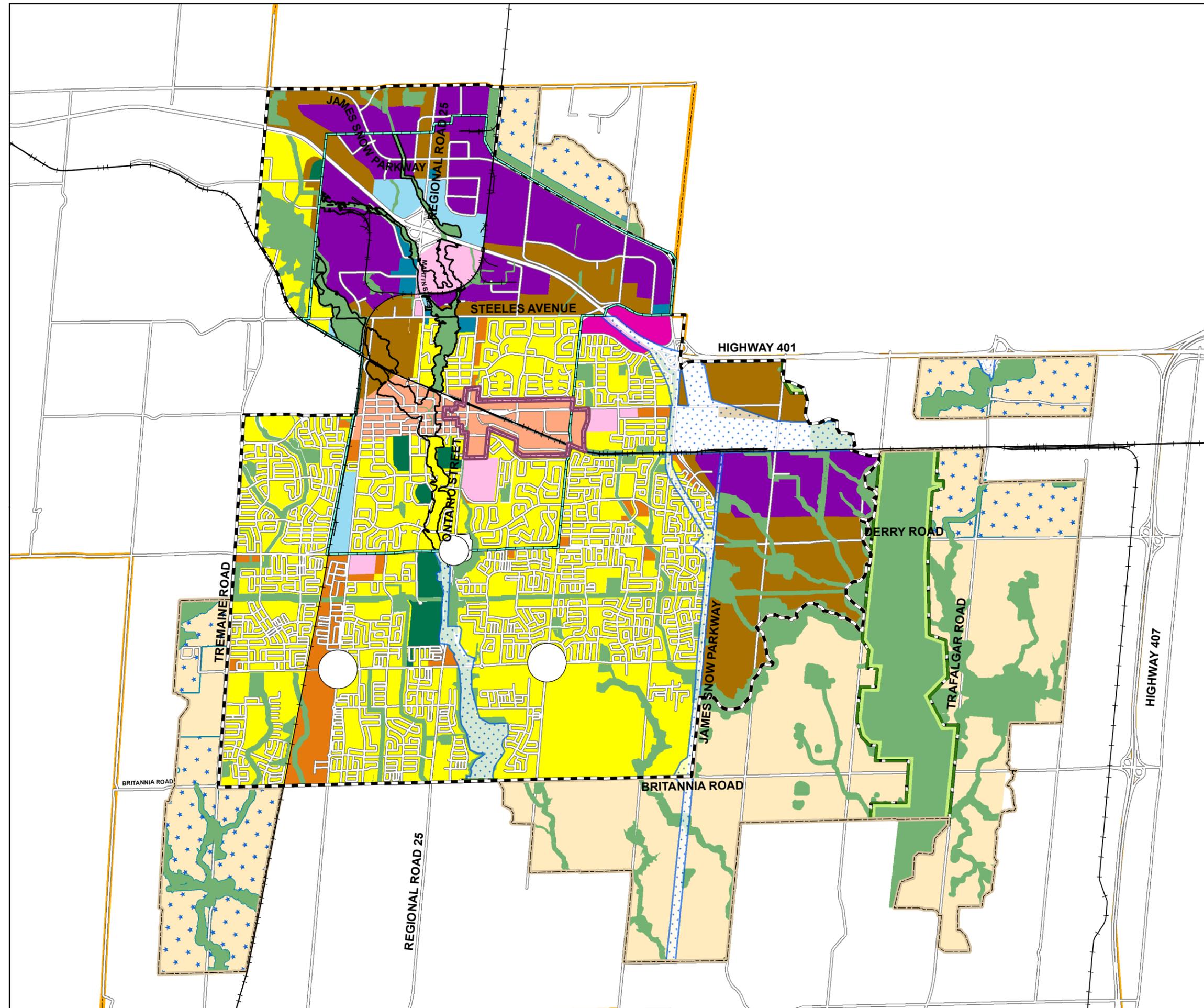
“TOWER means the portion of a *tall building* above the *podium* including the tower top or crown.”

61)5.10.6 [new] a definition for “Transit Supportive” is added as follows:

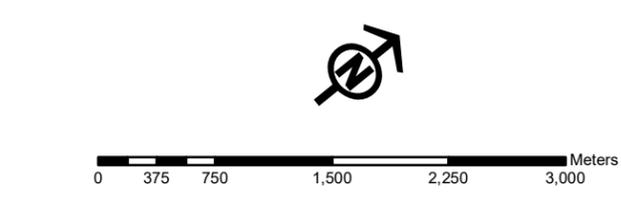
“TRANSIT-SUPPORTIVE: means *development* that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. *Transit-supportive* development will be consistent with Ontario’s Transit Supportive Guidelines.”

TOWN OF MILTON OFFICIAL PLAN

Schedule B Urban Area Land Use Plan



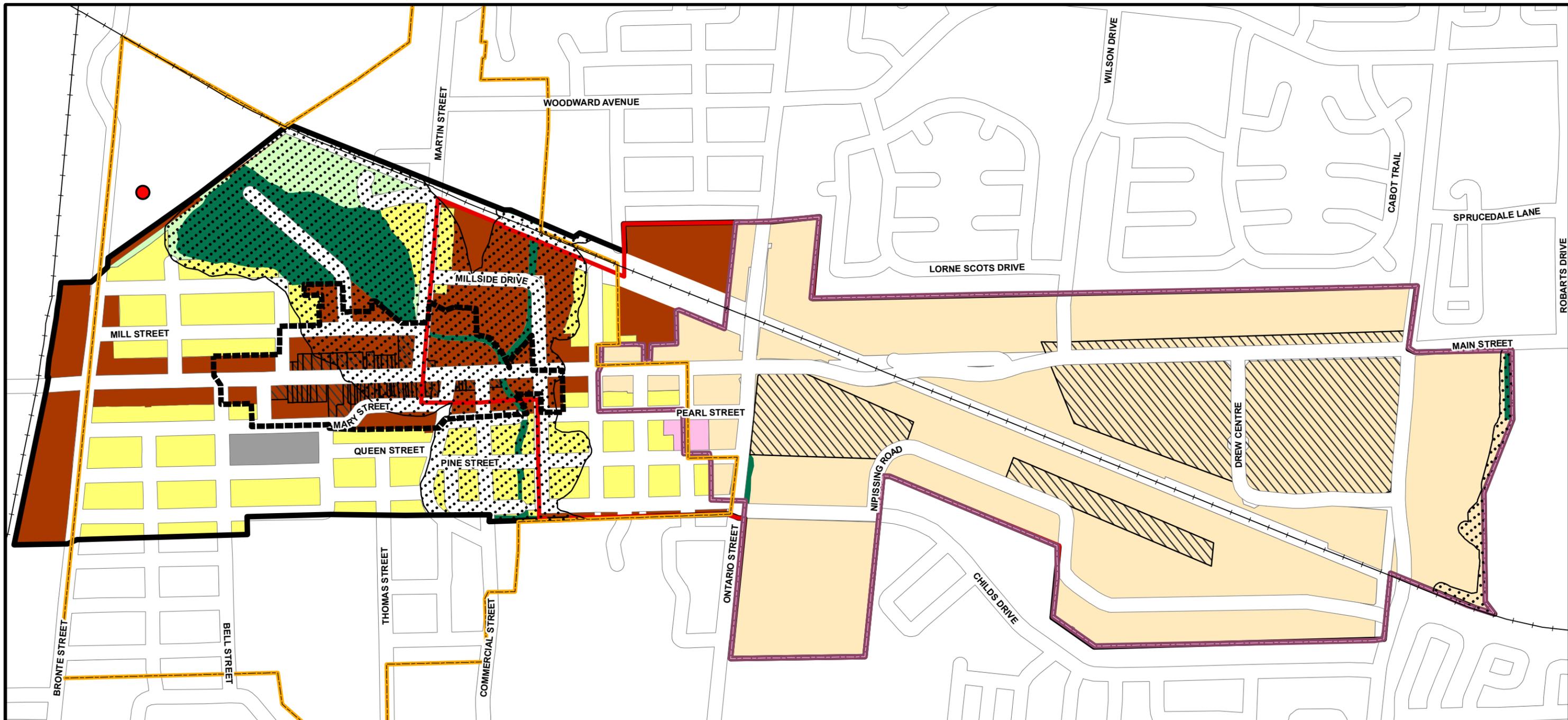
- Business Park Area
- Business Commercial Area
- Central Business District
- Community Park
- SHP Growth Area
- SHP Growth Area- Employment
- Industrial Area
- Institutional Area
- Office Employment Area
- Major Commercial Centre
- Residential Area
- Residential Office Area
- Secondary Mixed Use Node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



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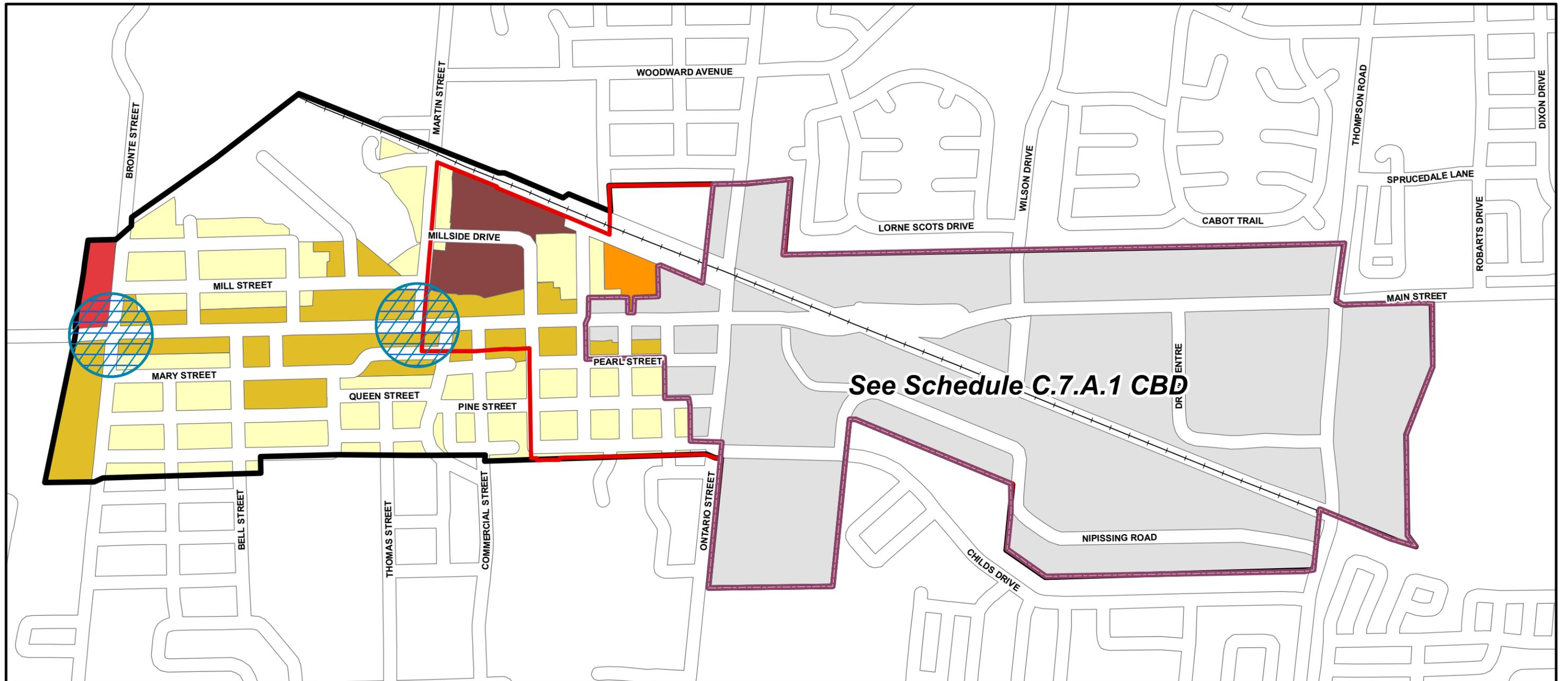


-  Central Business District Boundary
-  Urban Growth Centre Boundary (Revised by ROPA 48)
-  Business Improvement Area Boundary
-  Downtown Character Area Boundary
-  Milton GO MTSA/Downtown Milton UGC
-  Urban Growth Centre Mixed Use Sub-Area
-  Downtown Supportive Area
-  Institutional Sub-Area
-  Civil Precinct
-  Community Park Sub-Area
-  Low Density Residential Sub-Area
-  Natural Heritage System
-  Regulatory Flood Plain
-  Active Frontages
-  Character Building
-  Rail

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



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 Urban Growth Centre Boundary
(Revised by ROPA 48)

 Central Business District Boundary

 Milton GO MTSA/Downtown Milton UGC

 Transition Areas

 Gateways

 See Schedule C.7.A.1 CBD

Maximum Heights

 1-2 Storeys

 3-4 Storeys

 6-8 Storeys

 10-14 Storeys

 18 Storeys **Subject to appeal*

**TOWN OF MILTON
OFFICIAL PLAN**

**CENTRAL BUSINESS DISTRICT
SECONDARY PLAN**

Schedule C.7.A.CBD

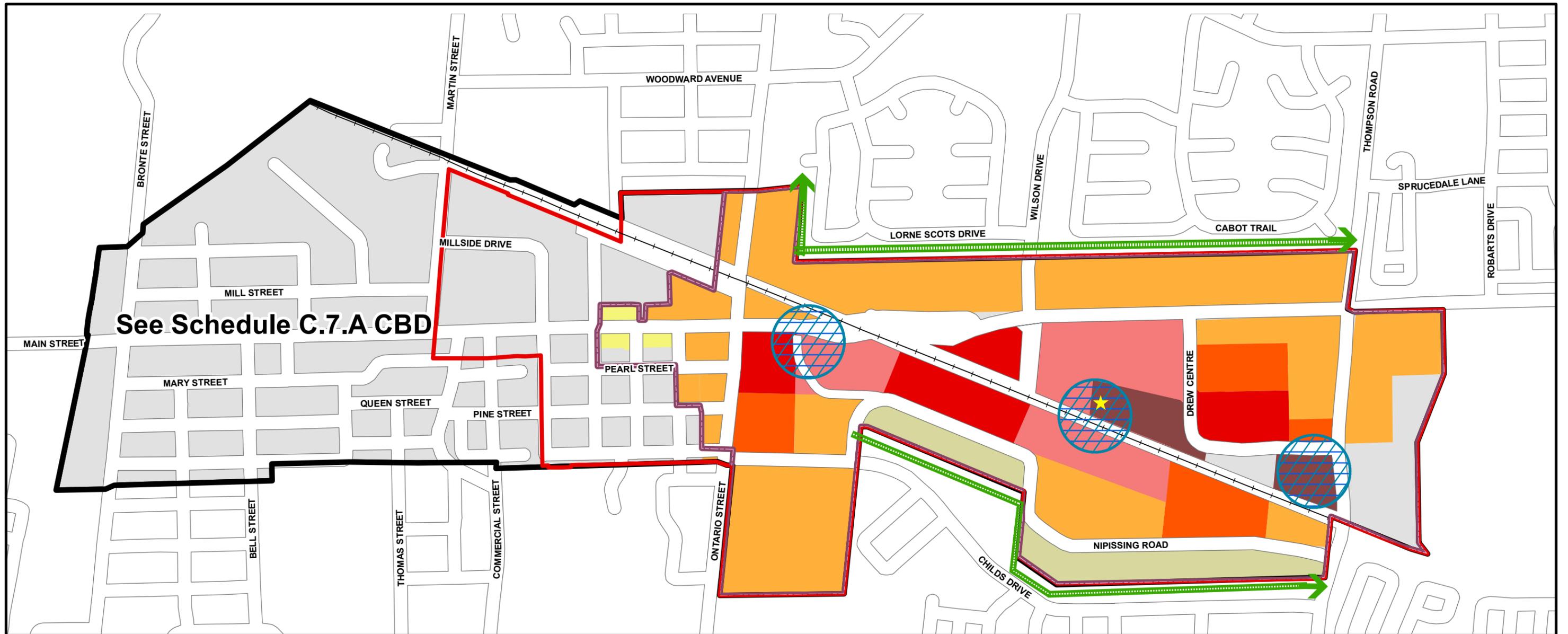
Central Business District
Height Limits



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-  Urban Growth Centre Boundary (Revised by ROPA 48)
-  Central Business District Boundary
-  Milton GO MTSA/Downtown Milton UGC
-  See Schedule C.7.A CBD
-  Transition Areas
-  Gateways

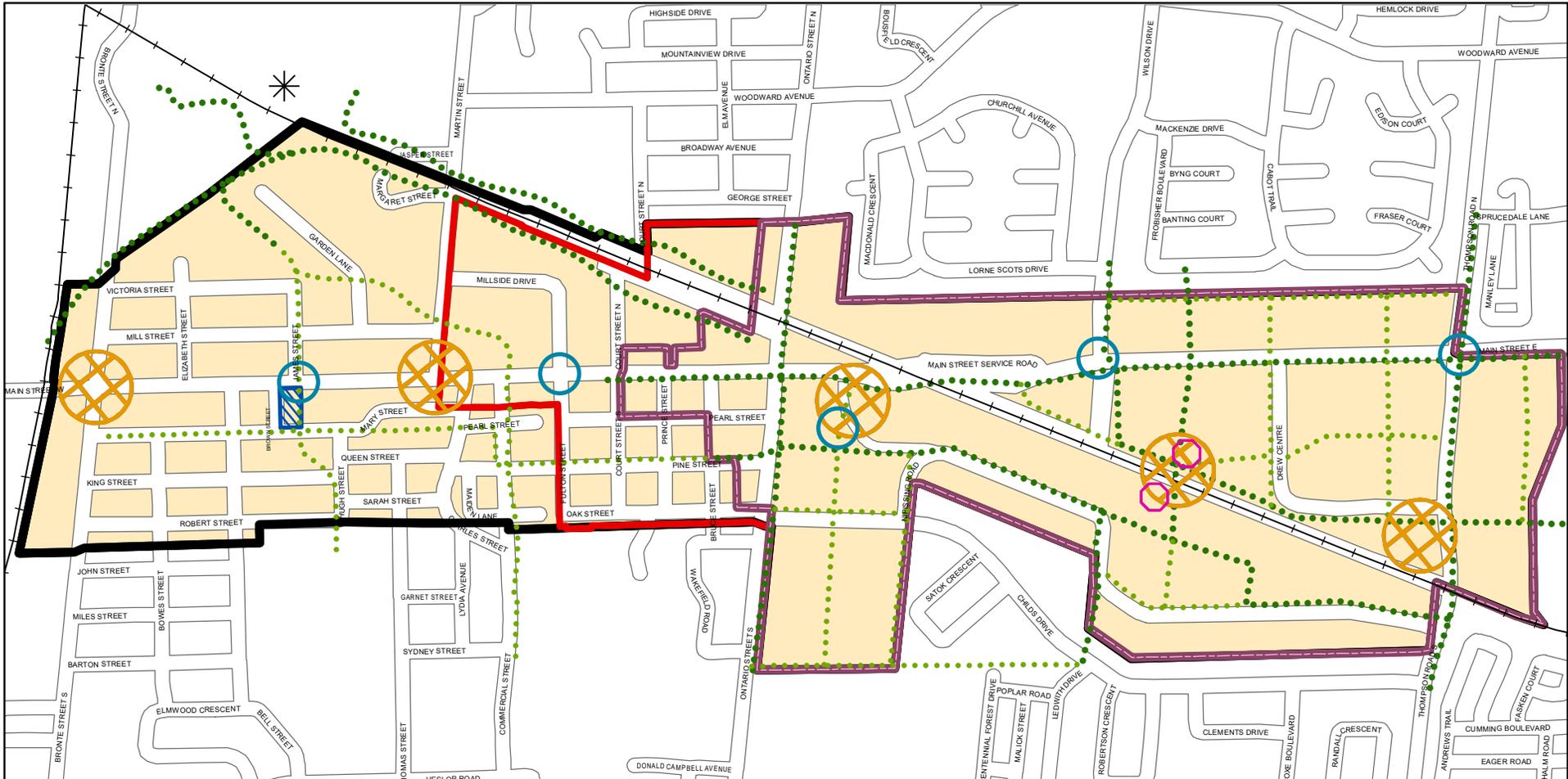
Maximum Heights		Maximum Density
	4 Storeys	2.0 FSI
	6 Storeys	3.0 FSI
	8 Storeys	3.0 FSI
	15 Storeys	5.0 FSI
	23 Storeys	5.0 FSI
	27 Storeys	6.0 FSI
	31 Storeys	6.0 FSI
	33 Storeys	6.0 FSI

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



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- Major Linkage
- Minor Linkage
- Future Crossing
- Urban Square
- Focal Point
- Gateway
- Station Plaza
- Central Business District Boundary
- Urban Growth Centre Boundary (Revised by ROPA 48)

**TOWN OF MILTON
OFFICIAL PLAN
CENTRAL BUSINESS DISTRICT
SECONDARY PLAN
Schedule C.7.B.CBD**

Open Space, Linkages and Nodes

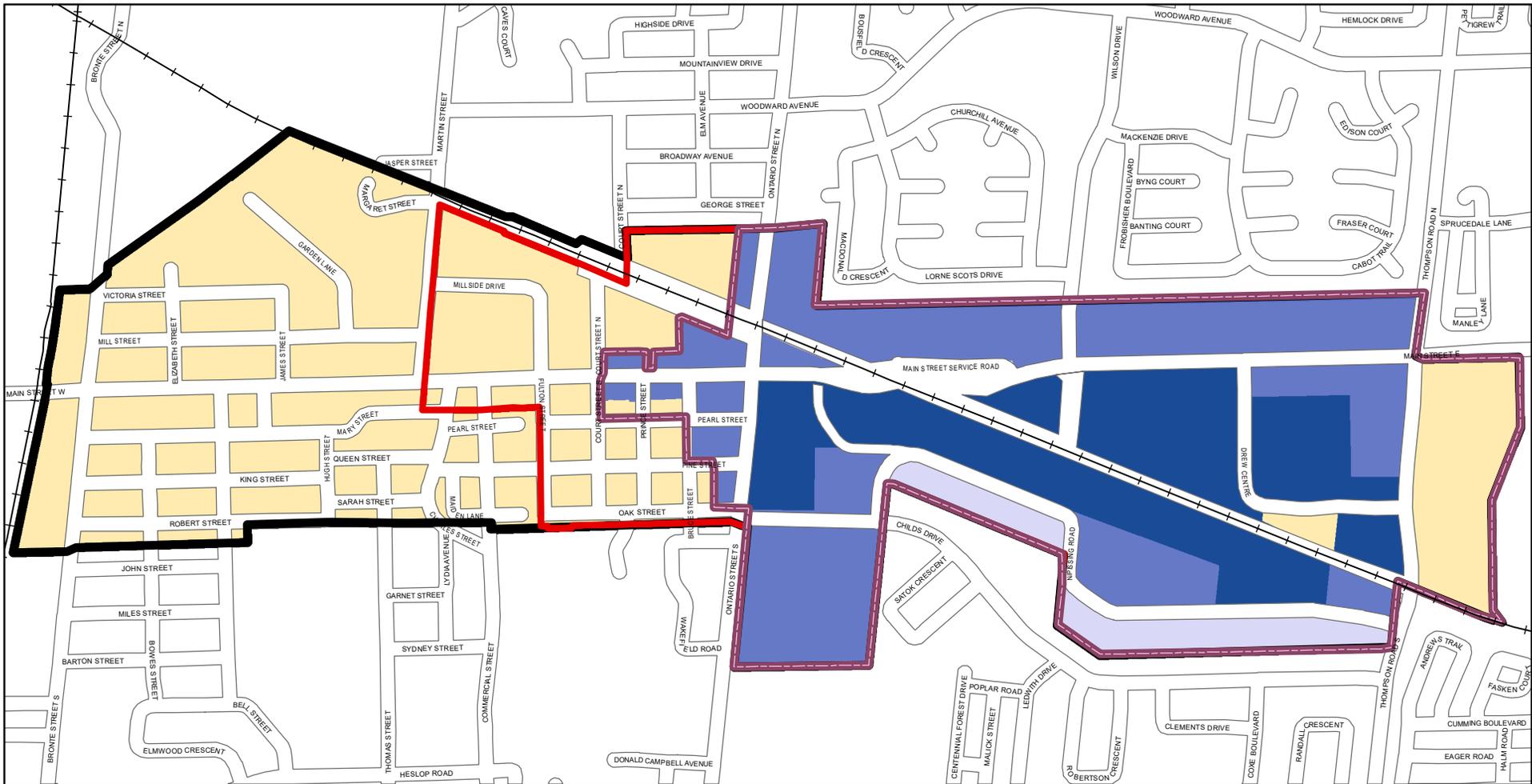


NOTE:
This Schedule forms part of the Official Plan Amendment No. 4 and should be read together with the text.

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-  Milton GO MTSA/Downtown Milton UGC
-  Urban Growth Centre Boundary (Revised by ROPA 48)
-  Central Business District Boundary

Minimum Density

-  FSI 1.0
-  FSI 2.0
-  FSI 3.0

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

Central Business District
Minimum Block Level Densities



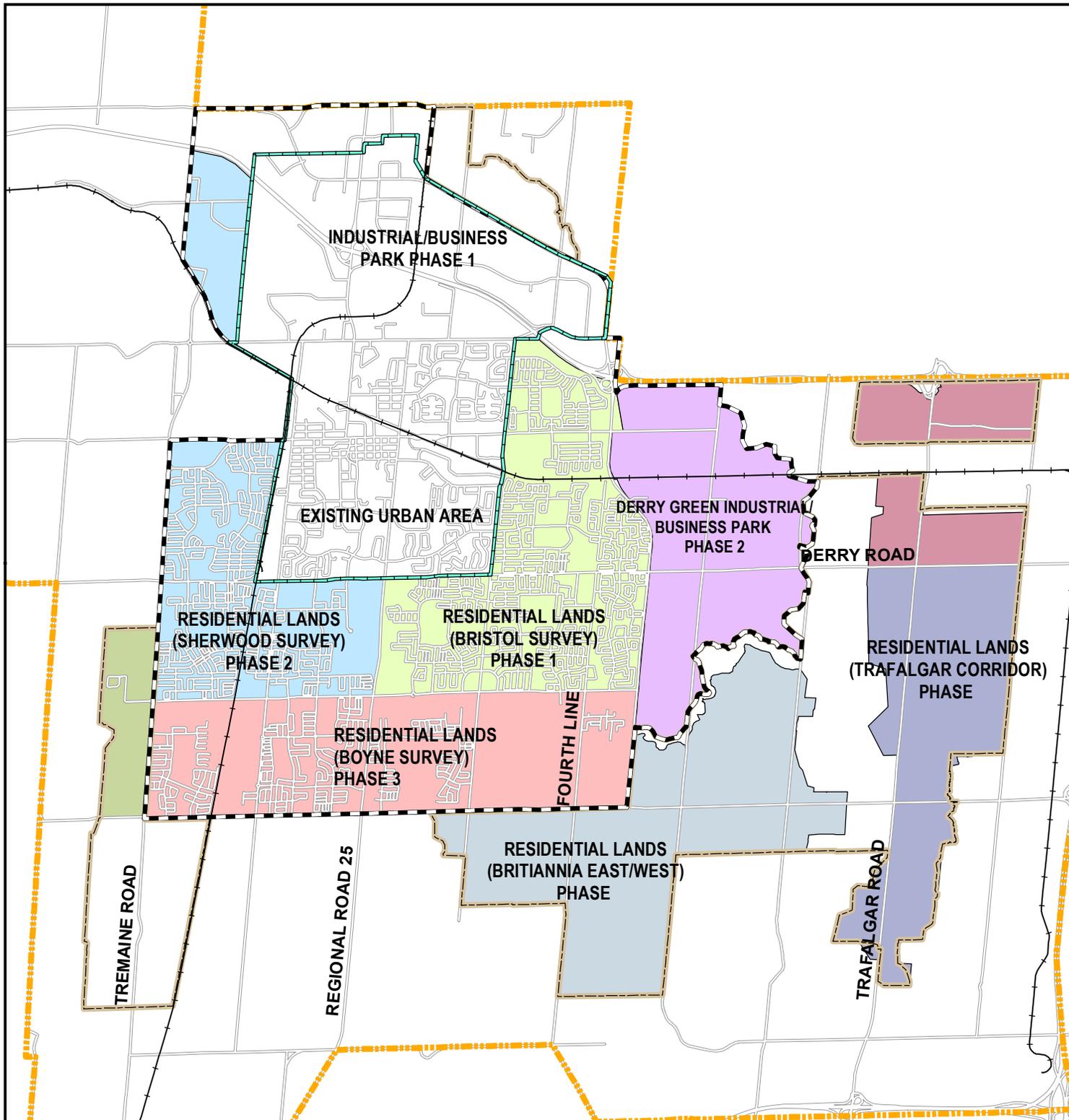
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TOWN OF MILTON OFFICIAL PLAN

Schedule H Phasing of Urban Expansion



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



NAD 1983 - UTM Zone 17N

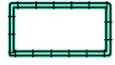

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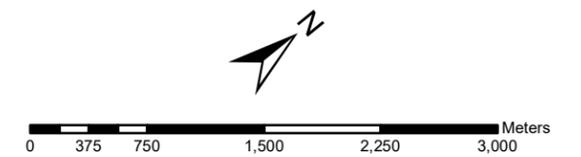
Date: August, 2021

TOWN OF MILTON OFFICIAL PLAN

Schedule I1

Urban Area Specific Policy Areas (Refer to section 4.11)

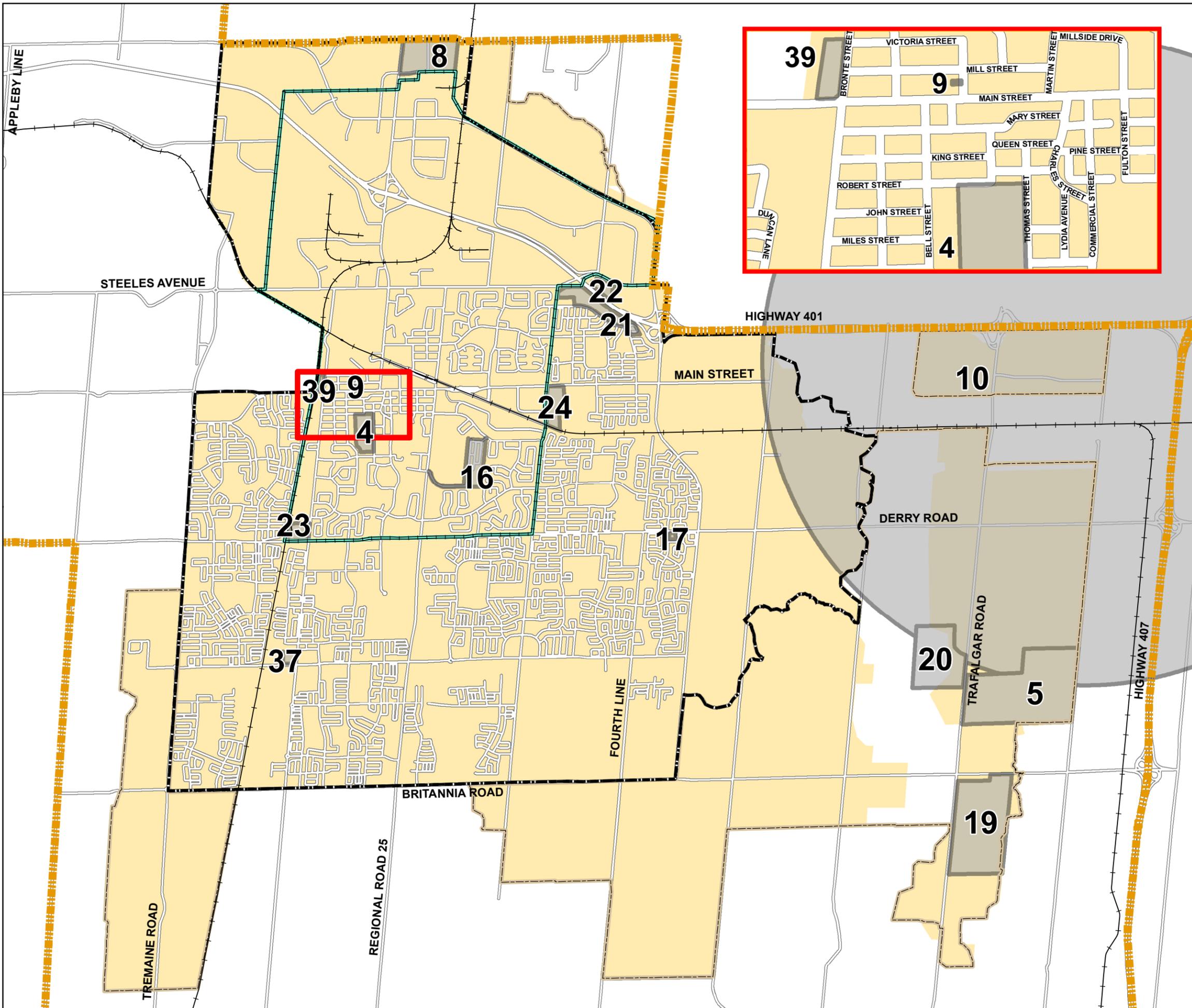
-  MILTON BOUNDARY
-  ESTABLISHED URBAN AREA BOUNDARY
-  HUSP URBAN AREA BOUNDARY
-  URBAN AREA
-  SPECIFIC POLICY AREA & NUMBER



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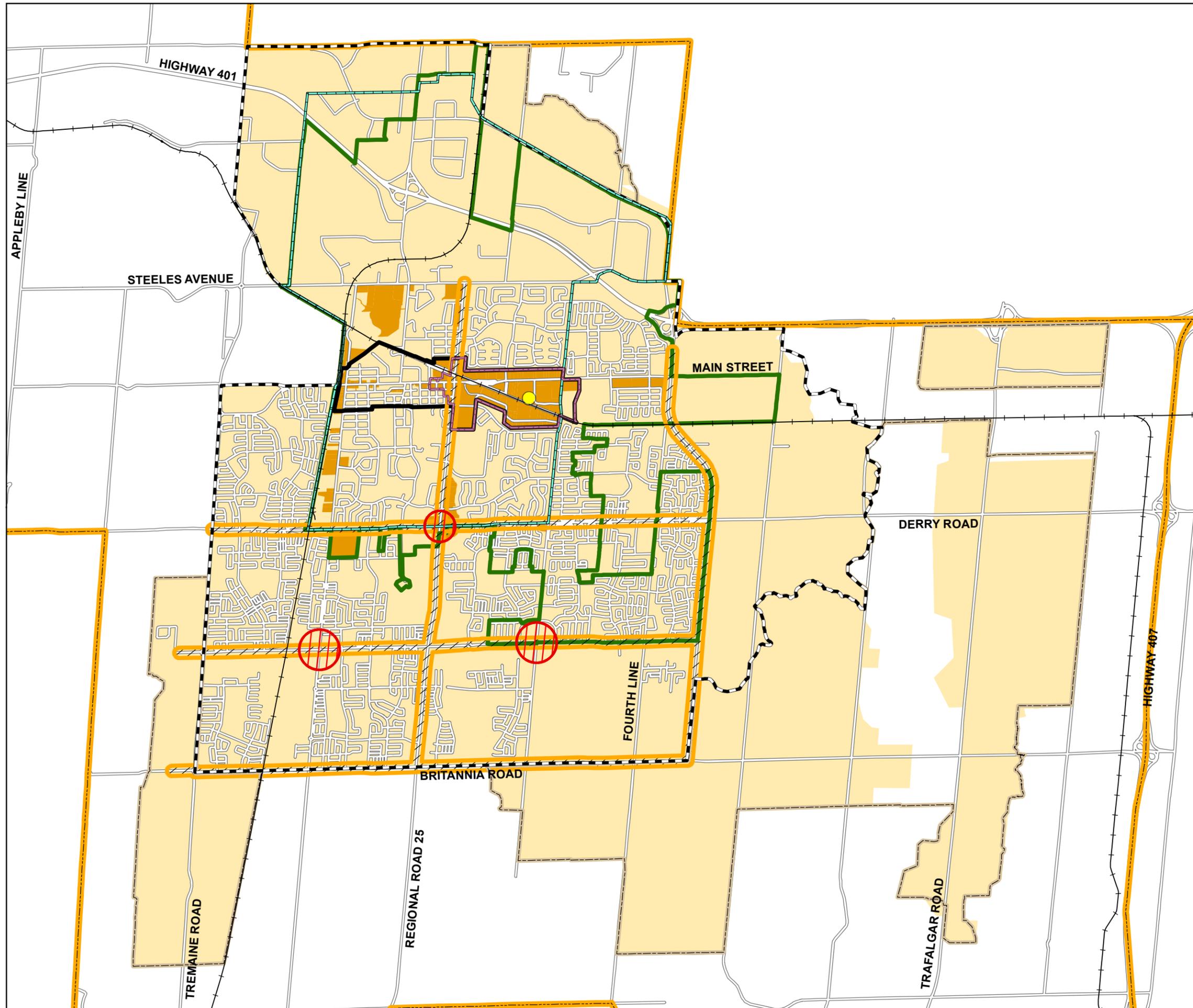
Date: August, 2021



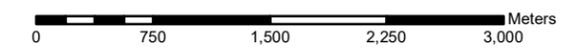
TOWN OF MILTON OFFICIAL PLAN

Schedule K

Intensification Areas



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



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Track Changes to the Town’s Official Plan

The table below identifies changes to the text of the Town’s Official Plan and reasons for the proposed change. The proposed changes are shown as **additions** and **deletions**.

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

		Use Nodes along with specific sites. [...]	
5	2.1.6.3	Intensification and the development of Intensification Strategic Growth Areas shall be promoted to achieve the following objectives: [...]	To align the defined term with the Regional Official Plan (ROPA 48).
6	2.6.3.1 d)	include the provision of a public transit system which targets a high level of public transit usage in the Urban Area of approximately 20 percent of all trips by 2016 require the prioritization of projects with a transit component, in order for the proportion of trips taken by transit to reach a target of 20% of all trips by 2031;	To update and align the policy with the Halton Region Transportation Master Plan (TMP) and the Town of Milton TMP.
7	2.1.6.4	In addition to the specific Intensification Strategic Growth Areas identified in Section 2.1.6.2, <i>intensification</i> may also occur within Major Nodes and Minor-Sub Nodes. Major Nodes are integrated concentrations of mixed uses and higher residential densities located at key intersections within <i>Intensification Corridors</i> . [...]	To align the defined term with the Regional Official Plan (ROPA 48).
8	2.1.6.5 d)	Direct <i>development</i> with higher densities, including mixed uses and transit supportive land uses to Intensification Strategic Growth Areas;	To align the defined term with the Regional Official Plan (ROPA 48).
9	2.1.6.5 e)	Encourage alternative design standards for Arterial Roads through Intensification Strategic Growth Areas to promote <i>active transportation</i> , pedestrian-oriented <i>development</i> and transit-friendly facilities while maintaining the mobility function of the Major Arterial Road;	To align the defined term with the Regional Official Plan (ROPA 48).
10	2.1.6.5 f)	Ensure the proper integration of Intensification Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths	To align the defined term with the Regional Official Plan (ROPA 48).

		and transit routes, and the protection of the physical <i>character</i> of these neighbourhoods through urban design;	
11	2.1.6.5 h)	Prohibit site-specific Official Plan or Zoning By-law amendments to reduce <i>development density</i> within an Intensification <i>Strategic Growth Area</i> except through a <i>municipal comprehensive review</i> or a review of the Area-Specific Plan for the Intensification <i>Strategic Growth Area</i> ;	To align the defined term with the Regional Official Plan (ROPA 48).
12	2.1.6.5 j)	Consider <i>intensification</i> and <i>development</i> of Intensification <i>Strategic Growth Areas</i> as the highest priority of urban <i>development</i> within the <i>Town</i> and consider programs and incentives, including Community Improvement Plans, <i>Community Planning Permit System</i> , and <i>Inclusionary Zoning in the Protected Major Transit Station Area</i> under the Planning Act, to promote and support intensification;	To align the defined term with the Regional Official Plan (ROPA 48) and add a reference to Community Planning Permit System and Inclusionary Zoning in conformity with the Regional Official Plan (ROPA 48).
13	2.1.6.5 k)	Pre-zone intensification <i>Strategic Growth Areas</i> or sites that are suitable for intensification, where locations were established through a secondary planning exercise or other public process;	To align the defined term with the Regional Official Plan (ROPA 48).
14	2.1.6.5 l)	Adopt parking standards for Intensification <i>Strategic Growth Areas</i> that promote the use of <i>active transportation</i> and public transit;	To align the defined term with the Regional Official Plan (ROPA 48).
15	2.1.6.5 m)	Consider incentives to promote the <i>development</i> of Intensification <i>Strategic Growth Areas</i> ;	To align the defined term with the Regional Official Plan (ROPA 48).
16	2.1.6.5 n)	Direct Regional, local and other <i>public agency</i> services and facilities, appropriate in an urban setting, to Intensification <i>Strategic Growth Areas</i> ;	To align the defined term with the Regional Official Plan (ROPA 48).

17	2.1.6.5 p)	Monitor, in conjunction with the <i>Region</i> , the performance of the <i>Intensification</i> <i>Strategic Growth Areas</i> in achieving the goals and objectives and implementing the policies and targets of this Plan;	To align the defined term with the Regional Official Plan (ROPA 48).
18	2.1.6.5 q)	The introduction of a new <i>Intensification</i> <i>Strategic Growth Area</i> or the redevelopment of an existing <i>Intensification</i> <i>Strategic Growth Area</i> shall require the preparation of detailed official plan policies or an <i>Area-Specific Plan</i> in accordance with Section 2.11 (Community Improvement) or Section 5.4 (Secondary Planning Process) of this Plan, and incorporating the following: i) a transportation network designed to integrate <i>active transportation</i> , local transit services and inter-municipal/inter-regional <i>higher order transit</i> services; ii) urban design guidelines to promote <i>active transportation</i> and transit supportive land uses; iii) a demonstration of the regard for the Regional Healthy Community Guidelines; and, iv) a network of <i>active transportation</i> facilities that serves a transportation function and provides convenient access to <i>Intensification</i> <i>Strategic Growth Areas</i> and transit routes.	To align the defined term with the Regional Official Plan (ROPA 48).
19	2.1.6.5 u)	Encourage the early introduction of transit service in <i>Intensification</i> <i>Strategic Growth Areas</i> and support <i>Intensification</i> <i>Strategic Growth Areas</i> by extending transit services to <i>Intensification</i> <i>Strategic Growth Areas</i> and areas where transit supportive densities will be achieved.	To align the defined term with the Regional Official Plan (ROPA 48).
20	2.6.3.1 g)	include the early introduction of public transit service to new <i>development</i> and redevelopment	To align the defined term with the Regional Official Plan (ROPA 48).

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

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

		infilling that is compatible with and respectful of the existing <i>character</i> of the residential neighbourhood areas.	
31	3.5.1.1	<p>The “Central Business District” (CBD) as identified on Schedule “B”, composed of the historic downtown area and the Urban Growth Centre (UGC), is the focal point of the municipality. It is composed of the historic downtown area and the Downtown Milton Urban Growth Centre (UGC)/Milton GO Major Transit Station Area (MTSA). The UGC/MTSA, as identified on Schedule “C”, will serve as the focal area for investment in institutional and region-wide public services as well as residential, commercial, recreational, cultural and entertainment uses.</p> <p>The UGC/MTSA is the primary focus for intensification and therefore is subject to the policies for Intensification Strategic Growth Areas as set out in Section 2.1.6 of this Plan, as appropriate.</p>	To recognize the MTSA as delineated through ROPA 48 and the realignment of the UGC to coincide with the MTSA boundary.
32	3.5.1.2 c)	Accommodate a significant share of population and employment growth, and within the UGC/ MTSA , achieve a minimum <i>development density</i> of 200 residents and jobs per gross hectare by 2031 or earlier, subject to the availability of appropriate infrastructure.	To add reference to the MTSA designation in conformity with the Regional Official Plan (ROPA 48).
33	3.5.1.2 d) [new]	Achieve the general target for an overall proportion of 80% residents and 20% jobs in the UGC/MTSA, over the long term.	To add a reference to the target proportion of residents to jobs in conformity with the Regional Official Plan.
34	3.5.3.7	Transit-supportive densities and pedestrian oriented, streetscapes active frontages and improvements to the public realm that revitalize and enhance the character of the Central Business District are required.	To reference the new defined terms.

35	3.5.3.15	<p>Building heights The maximum permitted building heights and densities shall be in accordance with the ranges provided on Schedule C.7.A.CBD.</p>	
36	3.5.3.20	<p>ACTIVE FRONTAGES Active Frontages have been identified in Schedule C along the south side of Main Street (between Brown Street and Sixteen Mile Creek) and the north side of Main Street (between James Street and Martin Street) in the Downtown Supportive Area and in the UGC/MTSA to reinforce the character of these frontages as lively, pedestrian oriented, and interactive street fronts. Generally, buildings along <i>Active Frontages</i> will be located at the street edge minimum setback to help frame and animate the street. Development at street level in the <i>Active Frontages</i> shall be required to: [a) to c)]</p> <p>All buildings shall be designed to reflect the Downtown Main Street context and should have detailed and well-articulated street level façades with high quality materials. Blank walls facing a street, lane or public open space shall be avoided. At ‘gateway’ locations the street level façade treatment should wrap around the street corner. In the Downtown Supportive Area, buildings greater than four-storeys in height will not be permitted in <i>Active Frontages</i> in order to protect the pedestrian scale and character of Downtown Main Street.</p>	<p>To add a reference to the new ‘Active Frontage’ areas in the UGC/MTSA; and to recognize that buildings along some Active Frontages in the UGC/MTSA are to be located at a recommended setback, which may not always be at the street edge; and to acknowledge that the building height limit of four storeys only applies to Active Frontages within the Downtown Supportive Area.</p>
37	3.5.3.22	<p>The Urban Growth Centre Mixed Use Sub-Area designation makes up the majority of the CBD and UGC/MTSA. It is to be planned as a</p>	<p>To identify the Urban Growth Centre Mixed Use Sub-Area as the major land use designation in the UGC/MTSA.</p>

		concentrated, vibrant urban centre that accommodates a significant share of the <i>Town's</i> population and employment growth supported by Regional scale public services and major transit <i>infrastructure</i> .	
38	3.5.3.24 a)	Land assembly to create larger viable holdings and facilitate comprehensive redevelopment Opportunities for lot consolidation and co-ordinated redevelopment of adjacent lots shall be encouraged to facilitate efficiencies including shared access, parking, amenity space and the <i>Open Space Linkages</i> shown on Schedule C.7.B.CBD;	To clarify the general intent and purpose of the policy in keeping with the direction of the Milton Mobility Hub Study.
39	3.5.3.24 b)	Pedestrian traffic-generating oriented activities, particularly retail commercial uses and restaurants, shall be located at grade level, with upper floor residential and office uses in upper storey locations, except within purpose designed buildings shall be encouraged, especially in the <i>Active Frontage</i> areas in accordance with 3.5.3.20 and at the <i>Gateways</i> and <i>Focal Points</i> shown on Schedule C.7.B.CBD;	To clarify the general intent and purpose of the policy in keeping with the direction of the Milton Mobility Hub Study and to add reference to the <i>Active Frontage</i> areas.
40	3.5.3.24 f)	Generally, buildings shall be oriented towards the street and positioned to create a sense of enclosure along the street. All new buildings surrounding the Milton GO Station, and along internal local streets within the <i>Active Frontage Areas</i> , shall be located close to or at the street line to encourage retail activity. Along the south side of Main Street East, buildings will be setback sufficiently to maintain an enhanced public view corridor of the Escarpment and to accommodate a double row of street trees, landscape elements	To reflect the built form recommendations of the Milton Mobility Hub Study and Urban Design Guidelines.

		and furnishing/marketing zones. Along Ontario Street and Thompson Road landscape setbacks will be required for additional tree planting and greening to the frontages of new developments. Generally, setbacks should be unencumbered with no below grade structures so that trees and other planting can grow to a mature size.	
41	3.5.3.24 g)	Building heights may be increased within the Major Transit Station Area as shown on Schedule C and The tallest buildings shall be in gateway locations as shown on Schedule C.7.A B.CBD, with the greatest building height peak at the Milton GO Station. The tower portion of tall buildings on the south side of Main Street shall be stepped back substantially from the front face of the podium. This tower step back will be required to maintain a predominantly mid-rise character and perception, maintain an enhanced public view corridor along Main Street and help to reduce summer time wind and shadow impacts on the pedestrian environment. Building heights and densities may be increased within the Major Transit Station Area when a significant proportion of assisted or affordable housing is proposed, in accordance with the applicable bonus policies of this Plan; and,	To reflect the built form recommendations of the Milton Mobility Hub Study and Urban Design Guidelines.
42	3.5.3.24 h)	Development shall be designed transit supportive to facilitate access to public transit, including commuter pick-up/drop-off areas and bicycle parking, and encourage walking and cycling active transportation.	To acknowledge and apply defined terms consistent and in conformity with Provincial and Regional policy.

43	3.5.3.24 i) [new]	The installation of on-street and off-street electric vehicle charging stations shall be encouraged.	To be in accordance with the Town's Climate Change work plan.
44	3.5.3.24 j) [new]	<p>Planning proposals need to demonstrate how land use compatibility has been assessed and addressed in accordance with any applicable guidelines, with the use of mitigation as needed, including the following:</p> <ul style="list-style-type: none"> i) Ensuring that compatibility is clearly factored into OP and zoning designations and policies. ii) Resolving potential compatibility issues through an area-based approach to planning, such as secondary plans, instead of individual planning applications. iii) The zoning is use-specific i.e. only the existing or proposed industrial or <i>sensitive land use</i> is permitted. iv) Using holding by-laws and interim control by-laws. These can hold development until <i>compatibility studies</i> are completed and/or mitigation (as needed) is undertaken. v) Staging redevelopment to coincide with the phasing out of major industrial facilities. vi) Planning for transitional land uses. Lighter industrial uses would ideally be in proximity to heavy industrial uses, instead of <i>sensitive land uses</i>. vii) Putting in place long-term monitoring and maintenance 	To be consistent with Provincial policy and in conformity with the Regional Official Plan (ROPA) 48 in accordance with applicable guidelines.

		<p>requirements for mitigation measures.</p> <p>viii) Use of municipal by-laws (e.g. noise by-laws) as an effective means of addressing unplanned nuisance impacts.</p>	
45	3.5.3.24 k) [new]	<p>New development within 75m of the railways right of way should have regard to the Federation of Canadian Municipalities and the Railway Association of Canada's Guideline for New Development in Proximity to Railway Operations.</p>	To be consistent with Provincial policy and applicable guidelines.
46	3.5.3.26	<p>A new trail system shall be developed along each side of the rail line from Thompson Road to Ontario Street. A network of Major and Minor Linkages as described in 3.5.3.38 to 3.5.3.39 and shown on Schedule C.7.B.CBD shall be created. This network will provide <i>active transportation</i> connections from the Milton GO Station to the wider community and to improve linkages through the MTSA.</p>	To identify Major and Minor Linkages and clarify their general intent and purpose.
47	3.5.3.27	<p>The comprehensive redevelopment of existing industrial and automotive-related establishments within the Urban Growth Centre/<i>Major Transit Station Area</i> and replacement with intensive, high density residential, <i>office</i> and <i>institutional uses</i> shall be promoted, subject to 2.7.3.13 e).</p>	To identify the MTSA designation and add a reference to 2.7.3.13 in relation to the redevelopment of employment uses and buildings.
48	3.5.3.28	<p>Redevelopment of large surface parking areas, particularly the GO Station parking area fronting on Main Street, is encouraged. A new urban square, located along the Main Street frontage, shall be a prominent The GO Station Gateway should include new urban plazas with active grade related buildings at both entrances as a feature of any redevelopment proposal for the GO Station site.</p>	To reflect the recommendations of the Milton Mobility Hub Study and Urban Design Guidelines.

49	3.5.3.30	<p><i>Development</i> proposals which would have the effect of reducing the may prejudice or inhibit the achievement of the gross development density target set out in Section 2.1.4.7 and 3.5.1.2 c) of this Plan or the minimum height block level densities required by 2.1.4.8 as shown on Schedule C.7.AC.CBD on a site shall be prohibited unless it is part of a <i>municipal comprehensive</i> review or the review of the Secondary Plan for the Central Business District.</p>	To be in conformity with Provincial policy and the Regional Official Plan (ROPA 48).
50	3.5.3.31	<p>Lands within the Urban Growth Centre Mixed Use Sub-Area land use designation shall be pre-zoned to facilitate the redevelopment of these lands to meet the <i>intensification</i> and mixed-use objectives of this Plan, including the intensification target set out in Section 2.1.4.3 and the minimum gross development density target set out in Section 2.1.4.7 and 3.5.1.2 c) of this Plan, together with the minimum block level densities required by 2.1.4.8. A holding provision (H) may be implemented through the Zoning By-law amendment in order to ensure that place a hold on the proposed development until:</p> <ul style="list-style-type: none"> a) Compatibility studies and mitigation (as may be needed) are completed to assess and address, for example, air quality, traffic, noise and vibration; b) municipal services are adequate and available; c) a Comprehensive Development Plan is completed, where required in accordance with 3.5.3.29, including an Urban Design Brief; and, 	To be in conformity with Provincial policy and the Regional Official Plan (ROPA 48)

		<p>d) <i>the Town is satisfied that the development:</i></p> <p>a) <i>i) is consistent with and conforms to all other relevant policies of this Plan the Province, the Region and the Town;</i></p> <p>b) <i>ii) is sensitive to the character of adjacent residential neighbourhoods with respect to sun shadowing, building height, massing and setbacks and provides for suitable transition; and,</i></p> <p>e) <i>iii) is appropriately integrated with surrounding land uses;</i></p> <p>d) <i>municipal services are adequate and available.</i></p>	
51	3.5.3.36	<p>Schedule "C.7.B.CBD" identifies a system of open spaces, linkages and nodes (classified Gateway or Focal Point). <i>Development</i> on lands designated as Gateway will have regard for the importance of these intersections <i>locations</i> as major entry points into the <i>Town M TSA</i> and shall be consistent with subsections 2.8.3.19 to 2.8.3.22 (Gateways) of this Plan. <i>Public art is encouraged within each of the three Gateways.</i></p>	To reflect the recommendations of the Milton Mobility Hub Study and Urban Design Guidelines.
52	3.5.3.39	<p>Major linkages refer to <i>"off street" trails facilitating both bicycle and pedestrian traffic, and typically will be wider in dimension than minor linkages</i> <i>active transportation connections between popular destinations, the GO Station and the wider community.</i> Minor linkages <i>occur within existing streets or constrained areas and are identified by street signage and pavement markings</i> <i>provide internal connections, facilitating walking and cycling within the area.</i> The design of both major and</p>	To be in conformity with Provincial policy and the Regional Official Plan (ROPA 48).

		minor linkages shall have regard for the CBD <i>Town's</i> Urban Design Guidelines and Standards.	
53	3.5.3.40	<p>The major open space linkages adjacent to the CPR corridor will eventually serve as a major east-west connection through the centre of the Town, providing access to points of community interest via a system of minor trail connections. This linkage will also serve to protect the CPR corridor from noise and vibration sensitive developments.</p> <p>Main Street East connects the community and cultural arts district in the east to the historic downtown in the west. It is envisioned as a landmark street and a central focus for the MTSA. The design of Main Street East should include active pedestrian boulevards, wide sidewalks, consistent paving treatment, street tree planting and <i>active frontages</i>. Buildings along Main Street East should include a generous setback along the south side for an additional row of trees and plantings within the private setback.</p>	To reflect the recommendations of the Milton Mobility Hub Study and Urban Design Guidelines.
54	3.5.3.41	<p>A corridor width of 5 to 20 metres will be achieved on both sides of the CPR right-of-way.</p> <p>Unless otherwise directed by the property owner of the railway right-of-way, buildings shall be setback a minimum of 30 metres from the property line of the railway right-of-way.</p> <p>Notwithstanding the required setback, <i>infrastructure</i>, parking areas, transit facilities including ancillary uses and amenities related thereto, and parks and open spaces, may be permitted within the setback.</p>	To be consistent with Provincial policy and applicable guidelines.

55	3.5.3.44	<i>Development</i> or redevelopment applications that contemplate open space or streetscape improvements will be accompanied by plans that are consistent with the provisions of subsection 2.8.3.50 of this Plan (Landscape Design) and shall have regard for the CBD <i>Town's</i> Urban Design Guidelines and standards.	To reference all applicable guidelines and standards of the Town.
56	3.5.3.46	All <i>development</i> within the Central Business District shall have regard for the general design objectives contained in Section 2.8 of this Plan and the CBD Urban Design Guidelines. In addition, all <i>development</i> within the Major Transit Station Area shall have regard to the Milton Mobility Hub Urban Design Guidelines.	To reference the Milton Mobility Hub Urban Design Guidelines.
57	3.5.3.48	The <i>Town</i> supports the <i>development</i> of common parking areas in the CBD and shall work to provide such facilities through the following and shall apply a strategic and holistic approach to parking provision as follows: [...]	To reflect the recommendations of the Milton Mobility Hub Study.
58	3.5.3.48 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 sufficient to provide an appropriate supply of parking that meets the needs of users while promoting the use of <i>active transportation</i> and transit. Lands not required for parking should be landscaped and reserved for future development;	To reflect the recommendations of the Milton Mobility Hub Study.
59	3.5.3.48 e)	on street parking should be encouraged on all new local streets developed within the CBD, especially within <i>Active Frontage Areas</i>, as a means of providing additional parking but also to help animate street activity; and,	To reference the new defined term.

60	3.5.3.48 f)	all proposed developments should illustrate through their site plans how parking areas will be developed having regard for the CBD <i>Town's</i> Urban Design Guidelines.	To reference all applicable guidelines of the Town.
61	3.5.3.48 g) [new]	<i>travel demand management, reduced parking and opportunities for shared parking shall be encouraged in accordance with 2.6.3.14;</i>	To reflect the recommendations of the Milton Mobility Hub Study.
62	3.5.3.48 h) [new]	<i>the provision of surface parking lots should be minimized and configured to transition to other uses over time;</i>	To reflect the recommendations of the Milton Mobility Hub Study.
63	3.5.3.48 i) [new]	<i>where appropriate, existing surface parking lots should be replaced with compact, mixed-use and transit supportive developments.</i>	To reflect the recommendations of the Milton Mobility Hub Study.
64	4.11.3.24	The area identified as Specific Policy Area 24 on Schedule 11 of this Plan applies to the lands on the south side of Main Street, east of Thompson Road which were originally developed as part of the Bristol Survey Secondary Plan area and are now included within the Urban Growth Centre and the Central Business District. Future permitted uses, development and re-development within this designation shall be subject to and in accordance with the general Central Business District policies and the Urban Growth Centre Mixed Use Sub-area policies found in Section 3.5 of this Plan.	To remove an out of date and redundant policy.
65	5.2.1.2	Within the Urban Area, <i>development</i> phasing strategies will give priority to achieving the targets for population, employment, density and intensification contained in Sections 2.1.4 and 2.1.5 of this Plan, and the development of Intensification <i>Strategic Growth</i>	To align the defined term with the Regional Official Plan (ROPA 48).

		Areas, employment lands, infilling and <i>completion</i> of existing neighbourhoods and communities, in accordance with provisions of the Regional Plan. Each development phase shall support the creation of healthy communities.	
66	5.2.2.1 a)	to give priority to development of Intensification Strategic Growth Areas , employment lands, infilling and <i>completion</i> of existing neighbourhoods and communities and ensure that a full range and mix of housing types can be provided in each phase, in accordance with Figure 2 in Section 2.1.5 of this Plan;	To align the defined term with the Regional Official Plan (ROPA 48).
67	5.10.6 [new]	ACTIVE FRONTAGES means an area that should contribute to the interest, life and vibrancy of the <i>public realm</i> . This is achieved by providing a pedestrian oriented façade and uses at street level.	To clarify a key defined term for ease of understanding.
68	5.10.6 [new]	BLOCK-LEVEL DENSITIES means the densities, represented by <i>floor space index (FSI)</i> , which are typically achieved by various forms of building type on a block. The <i>block-level densities</i> are an average of the <i>FSI</i> values achieved on individual <i>lots</i> or land parcels within each block. Individual <i>lots</i> or land parcels may have higher or lower <i>FSI</i> s depending on their unique conditions and development potential.	To clarify a key defined term for ease of understanding.
69	5.10.6 [new]	BUILDING HEIGHT means the vertical distance measured from the established grade of a building or structure to: a) in the case of a flat roof, the highest point of the roof surface or parapet, whichever is greater; b) in the case of a mansard roof, the decline of the roof; c) in the case of a gable, hip or gambrel roof, the mean height between the eaves and ridge.	To clarify a key defined term for ease of understanding.

		Excluding any rooftop ornamentation, masts, flues, tanks, mechanical rooms, plant or equipment.	
70	5.10.6 [new]	COMPATIBILITY STUDY(IES): a study that assesses potential <i>adverse effects</i> and recommends separation distances and mitigation measures, if needed, to limit impacts to surrounding land uses.	To clarify a key defined term for ease of understanding.
71	5.10.6	FLOOR SPACE INDEX (FSI) means the ratio of the <i>gross floor area</i> of a all buildings or structures to lot area.	To align the meaning with the Town’s Zoning By Law.
72	5.10.6 [new]	GROSS FLOOR AREA means the total area of all floors measured between the exterior face of the exterior walls of the building or structure at the level of each floor, exclusive of any basements used for storage purposes and/or for the parking of a motor vehicle.	To clarify a key defined term for ease of understanding.
73	5.10.6	INTENSIFICATION AREAS means lands identified within the <i>Urban Area</i> that are to be the focus for accommodating <i>intensification</i>. <i>Intensification Areas</i> include <i>Urban Growth Centres</i>, <i>Major Transit Station Areas</i> (including Metrolinx designated <i>Mobility Hubs</i>), <i>Intensification Corridors</i> and <i>Mixed Use Nodes</i>.	No longer in use as a defined term.
74	5.10.6	INTENSIFICATION CORRIDORS means <i>Intensification</i> <i>Strategic Growth Areas</i> identified along major roads, arterials or <i>higher order transit</i> corridors that have the potential to provide a focus for higher density mixed use <i>development</i> consistent with planned transit service levels.	To align the defined term with the Regional Official Plan (ROPA 48).
75	5.10.6	MAJOR TRANSIT STATION AREA means the area including and around any existing or planned <i>higher order transit</i> station within the <i>Urban Area</i> ; or the area	To update the defined term in conformity with Provincial policy and the Regional Official Plan (ROPA 48)

		including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m to 800m radius of a transit station, representing about a 10-minute walk.	
76	5.10.6 [new]	PODIUM means the base of a building that is distinguished from the uppermost floors of a mid-rise building or the <i>tower</i> portion of a <i>tall building</i> by being set forward or articulated architecturally.	To clarify a key defined term for ease of understanding.
77	5.10.6 [new]	PUBLIC REALM means all spaces to which the public has unrestricted access, such as streets, parks, and sidewalks. Privately owned public spaces, mid-block connections, front yards and patios are examples of complementary spaces, which also contribute to the enjoyment of the <i>public realm</i> .	To clarify a key defined term for ease of understanding.
78	5.10.6 [new]	STEP BACK means the horizontal distance from the front face of the <i>podium</i> to the uppermost floors of a mid-rise building or the <i>tower</i> portion of a <i>tall building</i> , projecting balconies excepted. The <i>step back</i> is in addition to a required setback.	To clarify a key defined term for ease of understanding.
79	5.10.6 [new]	STRATEGIC GROWTH AREAS means lands identified within the <i>Urban Area</i> that are to be the focus for accommodating population and employment <i>intensification</i> and higher-density mixed uses in a more compact built form. <i>Strategic Growth Areas</i> include Urban Growth Centres, <i>Major Transit Station Areas</i> , <i>Intensification Corridors</i> and <i>Secondary Mixed Use Nodes</i> .	To clarify a key defined term for ease of understanding.
80	5.10.6 [new]	TALL BUILDING means generally a high rise building having a height greater than 8 storeys, or which appears tall in relation to its	To clarify a key defined term for ease of understanding.

		surrounding context and will be a prominent feature on the skyline.	
81	5.10.6 [new]	TOWER means the portion of a <i>tall building</i> above the <i>podium</i> including the tower top or crown.	To clarify a key defined term for ease of understanding.
82	5.10.6 [new]	TRANSIT-SUPPORTIVE: means <i>development</i> that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. <i>Transit-supportive</i> development will be consistent with Ontario’s Transit Supportive Guidelines.	To clarify a key defined term for ease of understanding.
83	C.2.5.12	The “Special Study Area” designation for the area bound by Steeles Avenue, Martin Street, the CP Rail line and the CN Rail line on Schedule C.2.B” is an overlay designation. The lands in this Special Study Area, with the exception of the Natural Heritage Area and the <i>Residential Area</i> along Martin Street, have been identified as an <i>Intensification Strategic Growth Area</i> on Schedule K to this Plan.	To align the defined term with the Regional Official Plan (ROPA 48).

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. XXX-2021

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

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

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

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

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

5. **THAT** Schedule 'G' - 'Milton GO MTSA - Minimum Block Level Densities' attached hereto as Schedule E to this by-law, is added to Comprehensive Zoning By-law 016-2014, as amended.
6. **THAT** Section 1.11 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding the following provisions as follows:

1.11.2 Transition: Interim Control By-law NO. 082-2020 Exemption Approval, Site Plan Approval and Building Permit Applications

- i) Nothing in this By-law shall prevent the erection or *use* of a *building* or *structure* for a development for which a complete application for site plan approval and/or building permit was filed on or prior to the date of passage of By-law NO. 081-2020 or XXX-2021, whichever by-law applies to the subject property, if the development in question complies or the *building* permit application for the development is amended to comply, with the provisions of Comprehensive Zoning By-law 016-2014, as amended, as it read on the date of passage of By-law NO. 081-2020 or XXX-2021, as applicable.
- ii) Nothing in this By-law shall prevent the erection or use of a building or structure for a development for which a complete application for building permit was filed on or prior to the date of passage of By-law NO. XXX-2021, if the development in question complies or the building permit application for the development is amended to comply, with the provisions of Comprehensive Zoning By-law 016-2014, as amended, as it read on the date of passage of By-law NO. XXX-2021.

1.11.3 Transition: Minor Variance Applications

- i) Nothing in this By-law shall prevent the issuance of a building permit or site plan approval in accordance with both Comprehensive Zoning By-law 016-2014, as amended, as it read on the date of passage of By-law NO. 081-2020 and a related minor variance that was granted approval by the Town of Milton Committee of Adjustment or the Local Planning Appeal Tribunal, under Comprehensive Zoning By-law 016-2014, as amended, as it read on the date of passage of By-law NO. 081-2020, so long as the complete application for the building permit has been filed by the date of compliance with the conditions pursuant to the decision of the Town of Milton Committee of Adjustment or the decision of the Local Planning Appeal Tribunal.
- ii) Notwithstanding the provisions of Section 1.11.2 i), an application for minor variance associated with a complete application for site plan approval and/or building permit that was filed prior to the date of the passage of By-law NO. 081-2020, can still be made under the provisions of Comprehensive Zoning Bylaw 16-2014, as amended, as it read on the date of passage of By-law NO. 081-2020.
- iii) Nothing in this By-law shall prevent the issuance of a building permit in accordance with both Comprehensive Zoning By-law 016-2014, as amended, as it read on the date of passage of By-law NO. XXX-2021 and a related

minor variance that was granted approval by the Town of Milton Committee of Adjustment or the Local Planning Appeal Tribunal, under Comprehensive Zoning By-law 016-2014, as amended, as it read on the date of passage of By-law NO. XXX-2021, so long as the complete application for the building permit has been filed by the date of compliance with the conditions pursuant to the decision of the Town of Milton Committee of Adjustment or the decision of the Local Planning Appeal Tribunal.

iv) Notwithstanding the provisions of Section 1.11.2. iii), an application for minor variance associated with a complete application for exemption to Interim Control By-law NO. 082-2020 or building permit that was filed prior to the date of the passage of By-law NO. XXX-2021, can still be made under the provisions of Comprehensive Zoning By-law 016-2014, as amended, as it read on the date of passage of By-law NO. XXX-2021.

1.11.5 Sunset Clause Relating to Transition Matters

i) Sections 1.11.1 to 1.11.5 are repealed two years from the date of enactment of By-law NO. 081-2020. Sections 1.11.2 i), 1.11.3 i) and ii) and 1.11.5 i) are repealed two years from the date of enactment of By-law NO. 081-2020.

ii) Sections 1.11.1, 1.11.2 ii), 1.11.3 iii) and iv), 1.11.4 and 1.11.5 ii) are repealed two years from the date of enactment of By-law NO. XXX-2021..

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

ANCILLARY RESIDENTIAL USES

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

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

ANGULAR PLANE

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

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

BLOCK-LEVEL DENSITY(IES)

Means the densities, represented by *floor space index (FSI)*, which are typically achieved by various forms of *building* type on a block. The *block-level densities* are an average of the *FSI* values on individual *lots* or land parcels within each block.

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

COMPATIBILITY STUDY(IES)

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

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

ELECTRIC VEHICLE CHARGING STATION

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

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

ELECTRIC VEHICLE CHARGING STATION, ROUGHED-IN

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

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

FLOOR PLATE AREA

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

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

FLOOR SPACE INDEX

Means the ratio of the *gross floor area* of all above grade *buildings* or *structures*, including *parking structures*, to *lot area*.

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

GUEST SUITE OR UNIT, APARTMENT

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

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

MIXED USE BUILDING

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

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

PARKING SPACE, BICYCLE (LONG-TERM)

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

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

PARKING SPACE, BICYCLE (SHORT-TERM)

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

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

PODIUM

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

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

STEP BACK

Means the horizontal distance from a *main wall* on the lower floors of a *building* to a *main wall* on the uppermost floors of a mid-rise *building* or the

tower portion of a tall *building*, projecting *balconies* excepted. The *step back* is in addition to a required *setback*.

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

TOWER

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

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

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

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

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

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

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

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

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

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

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

i) A surface *parking area* at grade is not permitted to occupy more than 20% of the *lot* area;

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

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

TABLE 5E

Type or Nature of Use	Minimum Off-Street Parking Requirements
<i>Dwellings with individual driveway access from a public street</i>	<ul style="list-style-type: none"> • 2 <i>parking spaces</i> per <i>dwelling unit</i>
<i>Apartment Buildings</i>	<ul style="list-style-type: none"> • 1.5 <i>parking spaces</i> per unit PLUS • 0.25 <i>parking spaces</i> for visitor <i>parking</i> in a designated visitor <i>parking area</i>
UGC-MU <i>Apartment Buildings</i>	<ul style="list-style-type: none"> • 1 <i>parking space</i> per unit PLUS • 0.20 <i>parking spaces</i> for visitor <i>parking</i> in a designated visitor <i>parking area</i>

Type or Nature of Use	Minimum Off-Street Parking Requirements
Upper-Floor Dwelling Units	<ul style="list-style-type: none"> 1 parking space per dwelling unit
Accessory Dwelling Units	<ul style="list-style-type: none"> 1 parking space per accessory dwelling unit
All other dwellings units	<ul style="list-style-type: none"> 2 parking spaces per dwelling unit <u>PLUS</u> 0.25 parking spaces per unit for visitors on a lot with four or more dwelling units
Bed and Breakfast Establishments	<ul style="list-style-type: none"> 1 parking space for each room or suite used for the purposes of lodging for the traveling public, in addition to the required parking for the dwelling unit
Shared Housing	<ul style="list-style-type: none"> 1 parking space for each staff member per working shift in addition to the required parking for the dwelling unit type
Home occupation	<ul style="list-style-type: none"> Home occupations that have customers, clients or patients attending the dwelling, shall provide one (1) parking space in addition to the required parking for the residential use.
Cottage Industry / Home Industry	<ul style="list-style-type: none"> 1 parking space for each employee in addition to the parking requirements for the residential or other principal use.
Private Home Daycare	<ul style="list-style-type: none"> No requirement
Long-Term Care Facility	<ul style="list-style-type: none"> 0.33 parking spaces per bed
Dwelling, Retirement	<ul style="list-style-type: none"> 0.5 parking spaces per bed

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

TABLE 5F

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

Zones	Minimum Off-Street <i>Parking</i> Requirements
UGC-MU and UGC-MU-2 (applicable to buildings and the gross floor area contained therein as they legally existed on December 14, 2015 only)	<ul style="list-style-type: none"> 1 parking space per 40 m² of gross floor area, except for the following uses and circumstances: <ul style="list-style-type: none"> - Banquet Facility; - Hotel; - Night Club; - Place of Entertainment; - Place of Worship; - Theatre; and, - Buildings for which site specific parking provisions are already contained in this By-law
MU <i>Mixed Use Buildings</i>	<ul style="list-style-type: none"> 1.25 <i>parking space per dwelling unit</i> <u>PLUS</u> The greater of 0.25 <i>parking spaces per residential dwelling unit</i> for visitor parking or 1 <i>parking space per 25 m² of gross floor area</i> for permitted non-residential uses in a <i>mixed use building</i>
UGC-MU <i>Mixed Use Buildings</i>	<ul style="list-style-type: none"> 0.8 <i>parking space per dwelling unit</i> <u>PLUS</u> The greater of 0.2 <i>parking spaces per residential dwelling unit</i> for visitor parking or 1 <i>parking space per 30 m² of gross floor area</i> for permitted non-residential uses in a <i>mixed use building</i>

29. THAT Section 5.10 i) of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by modifying Table 5I as follows:

TABLE 5I

Type or Nature of Use	Minimum Bicycle <i>Parking Spaces</i>
<i>Apartment Building and Mixed Use Building</i>	0.5 <i>long term bicycle parking space/ unit</i> ¹ <u>PLUS</u> 0.05 <i>short term bicycle parking space/unit</i> ²
UGC-MU <i>Apartment Building and Mixed Use Building</i>	1 <i>long term bicycle parking space/ unit</i> ¹ <u>PLUS</u> 0.05 <i>short term bicycle parking space/unit</i> ²

Type or Nature of Use	Minimum Bicycle <i>Parking Spaces</i>
<i>Dwelling, Retirement</i>	0.1 spaces/ unit
Elementary and Secondary <i>Schools</i>	5% of the required <i>parking spaces</i> for the <i>use or lot</i>
All other Commercial, Employment and Institutional <i>Uses</i>	3% of the required <i>parking spaces</i> for the <i>use or lot</i>

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

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

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

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

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

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

TABLE 50

Type or Nature of Use	Minimum <i>EV Charging Station Requirement</i>
UGC-MU <i>Apartment Buildings, Mixed Use Buildings and Stacked Townhouses with a common parking structure</i>	Where the required number of <i>parking spaces</i> is 100 spaces or more, a minimum of 25% of the required <i>parking spaces</i> shall have a <i>roughed-in electric vehicle charging station</i>
UGC-MU and UGC-MU2 Permitted non-residential <i>uses</i>	Where the required number of <i>parking spaces</i> is 100 spaces or more, a minimum of 20% of the required <i>parking spaces</i> shall have a <i>roughed-in electric vehicle charging station</i> ; and, a minimum of 1% of all the required <i>parking spaces</i> shall have an <i>electric vehicle charging station</i> installed

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

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

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

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

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

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

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

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

A ‘•’ symbol is added to the table under the column ‘UGC-MU’ in the rows containing *Funeral Home; Home Day Care; Home Occupation; Hospital, Public or Private; Long-Term Care Facility; Mixed Use Building; Place of Assembly; School, Post-Secondary; School, Secondary;* and *Specialty Food Store*.

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

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

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

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

Footnote (*8) is added as follows:

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

Footnote (*9) is added as follows:

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

Footnote (*10) is added as follows:

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

Footnote (*11) is added as follows:

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

Footnote (*12) is added as follows:

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

Footnote (*13) is added as follows:

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

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

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

TABLE 7C-1

Central Business District – Urban Growth Centre/Major Transit Station Area		
Regulations	Zones	
	UGC- MU	UGC-MU-2
	Urban Growth Centre - Mixed Use	Urban Growth Centre - Mixed Use 2
Lot Frontage (Minimum)	50.0m	50.0m
Lot Area (Minimum)	3500m ²	3500m ²
Lot Coverage (Maximum)	70%	70%
Floor Space Index		
Minimum	See Block- Level Density Schedule	See Block- Level Density Schedule
Maximum	See Building Heights Schedule	See Building Heights Schedule
Setbacks		
Front Yard		
South side of Main Street East		
Minimum	6.0m (*1)	N/A
Maximum	7.5m (*1)	N/A
East side of Ontario Street South and west side of Thompson Road North		
Minimum	6.0m (*2)	N/A
Maximum	7.5m (*2)	N/A
Other streets in <i>Active Frontage Areas</i>		
Minimum	0.0m (*3)	0.0m (*3)
Maximum	3.0m (*3)	3.0m (*3)
All other streets		
Minimum	2.0m (*3)	2.0m (*3)
Maximum	5.0m (*3)	5.0m (*3)
Interior Side Yard		
Minimum	1.8m	3.0m
	Floors 9 and above: 12.5m	
Exterior Side Yard		
South side of Main Street East		
Minimum	6.0m (*1)	N/A
Maximum	7.5m (*1)	N/A
All other streets		
Minimum	3.0m (*2)	3.0m
Maximum	5.5m (*2)	5.5m

Central Business District – Urban Growth Centre/Major Transit Station Area		
Regulations	Zones	
	UGC- MU	UGC-MU-2
	Urban Growth Centre - Mixed Use	Urban Growth Centre - Mixed Use 2
<p>Rear Yard Setback Minimum</p> <p><i>Abutting a Residential Zone</i></p>	7.5m (*4)	12.0m (*4)
<p>North side of Main Street East</p> <p>Minimum</p>	<p>20.0m (*4)</p> <p>Floors 1 to 3: 7.5m Floor 4: 10.5m Floor 5: 13.5m Floor 6: 16.5m</p>	N/A
Building Height	See <i>Height Schedule</i> (*5) (*6) (*7)	See <i>Height Schedule</i> (*5) (*6)
Tower Controls	<p><i>Tower Separation</i></p> <p>Each <i>tower</i> must be separated a minimum of 25.0 metres from any other <i>tower</i> located on the same <i>lot</i>, measured horizontally from the <i>main wall</i> of one <i>tower</i> to the other, projecting <i>balconies</i> excepted.</p> <p><i>Tower Floor Plate Area</i></p> <p>Any <i>tower</i> portion of a <i>building</i> between a <i>height</i> of 9 storeys and 15 storeys inclusive must not exceed a <i>floor plate area</i> of 1,000 square metres on the <i>lot</i>.</p> <p>Any <i>tower</i> portion of a <i>building</i> above a <i>height</i> of 15 storeys must not exceed a <i>floor plate area</i> of 750 square metres or 40 linear metres measured diagonally on the <i>lot</i>.</p>	
Landscaped Open Space % of Lot Area (Minimum)	15%	15%
Landscape Buffer (Minimum)		
<i>Abutting a street line</i>	0.0m	0.0m
<i>Abutting a Residential Zone</i>	4.5m	4.5m

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

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

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

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

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

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

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

(*7) Where *abutting* a *street line* a pedestrian impacts wind study shall be provided for *buildings* greater than 8 storeys or 25.5 metres in *height*.

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

13.1.1.268	079-2019	C2	*268
1050 BRONTE STREET SOUTH, LEGALLY DESCRIBED AS PART OF LOT 8, CONCESSION 1, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (MANAMAN CENTRE INC) - FILE Z-04/17			
<p>i. Additional Permitted Uses: Notwithstanding Section 7.1, Table 7B to the contrary, the following uses shall also be permitted:</p> <ul style="list-style-type: none"> a. mixed use buildings b. apartment buildings <p>ii. Notwithstanding the Zone regulations of Section 7.2, Table 7D to the contrary, the following Zone Regulations shall apply:</p> <ul style="list-style-type: none"> a) Maximum lot coverage – 35% b) Minimum front yard setback for a building oriented along Bronte Street South – 3 metres c) Maximum front yard setback for a building oriented along Bronte Street South– 10 metres d) Minimum exterior side yard setback for a building oriented along Louis Saint Laurent Avenue – 3 metres e) Maximum exterior side yard setback for a building oriented along Louis Saint Laurent Avenue – 10 metres f) Notwithstanding the Gross Floor Area requirements of Table 7D, the following regulations shall apply: <ul style="list-style-type: none"> i) Maximum Permitted Non-residential Gross Floor Area– 7,917 m² g) Maximum building height – 6 storeys to a maximum of 25 metres h) Maximum residential density – 185 units per hectare i) Minimum landscaped open space – 10% j) A landscape buffer abutting a public or private street line shall not be required 			

k) Minimum landscape buffer abutting a residential zone – 1.25 metres

iii. Special Zone Provisions

- a) Non-residential uses shall only be permitted on the first storey of a multi-storey mixed-use building.
- b) Maximum length of a main wall shall not exceed 115 metres.
- c) Notwithstanding Section 5.14.1 to the contrary, the underground parking structure may be located within 1.5 metres of a street line or lot line.
- d) Notwithstanding Section 5.8.1, Table 5E to the contrary, the parking requirement for an apartment building shall be a minimum of:
 - 1.0 spaces per 1 bedroom dwelling unit
 - 1.0 spaces per 1 bedroom plus den dwelling unit
 - 1.25 spaces per 2 bedroom dwelling unit
 - 1.25 spaces per 2 bedroom plus den dwelling unitplus 0.25 visitor parking spaces per dwelling unit.
- e) Notwithstanding Section 5.8.1, Table 5E to the contrary, the parking requirement for a mixed use building shall be a minimum of:
 - 1.0 spaces per 1 bedroom dwelling unit
 - 1.0 spaces per 1 bedroom plus den dwelling unit
 - 1.25 spaces per 2 bedroom dwelling unit
 - 1.25 spaces per 2 bedroom plus den dwelling unitPLUS the Greater of 0.25 parking spaces per residential dwelling unit for visitor parking OR 1 parking space per 25 m² of GFA for the non-residential component in a mixed use building.
- f) Shared parking provision – Visitor parking associated with a residential use, and client parking associated with a permitted non-residential use, may be provided in any combination of a parking structure and a surface parking area and may be used for any combination of residential and permitted non-residential uses.
- g) Notwithstanding Section 5.1 ix), loading spaces and loading areas may be provided inside of a building;
- h) Section 4.18 iv, v & vii shall not apply.
- i) At grade patios are permitted for retail and restaurant uses facing an arterial road or a driveway.
- j) Notwithstanding Section 4.5, to the contrary, balconies are permitted in all yards.
- k) Notwithstanding Section 4.19.5 (i) (Table 4 H), mixed use buildings shall have the same encroachment permissions as apartment buildings.
- l) Notwithstanding Section 5.12 (Table 5L), the parking area may be setback 0.0 metres for the shared driveway on the west side of the subject lands that provides access to/from Louis St. Laurent.
- m) Minimum first storey height of a Mixed Use Building, measured from floor to floor shall be 4.0 metres.
- n) Notwithstanding Section 5.10, Table 5I to the contrary, the minimum Bicycle Parking Space requirement for residential dwelling units shall be:

<p>0.7 spaces per unit of Long Term Parking</p> <p>0.06 spaces per unit of Short Term Parking</p> <p>o) Notwithstanding Section 5.10, Table 5I to the contrary, the minimum Bicycle Parking Space requirement for non-residential uses shall be 3% of retail vehicle parking requirement.</p> <p>p) Notwithstanding Section 5.10, to the contrary, the terms “longterm” bicycle parking space and “short-term” bicycle parking space have the following meaning:</p> <p>a. “long term” bicycle parking spaces are bicycle parking spaces for use by the occupants or tenants of a building and shall be located within a building or structure, a secure area such as a supervised parking lot or enclosure with a secure entrance, or bicycle lockers; and,</p> <p>b. “short-term” bicycle parking spaces are bicycle parking spaces for use by visitors to the building, and shall be located within accessible and highly visible locations near the entrance of a building.</p> <p>q) Notwithstanding Section 5.10, Long Term Bicycle parking spaces shall:</p> <p>a. Be located in an area dedicated to bicycle parking only; and</p> <p>b. Not be located within a <i>dwelling unit</i>, on a <i>balcony</i> or in a general storage locker.</p>
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38. **THAT** Section 13.2 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding (H) Holding Provisions, as follows:

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

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

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

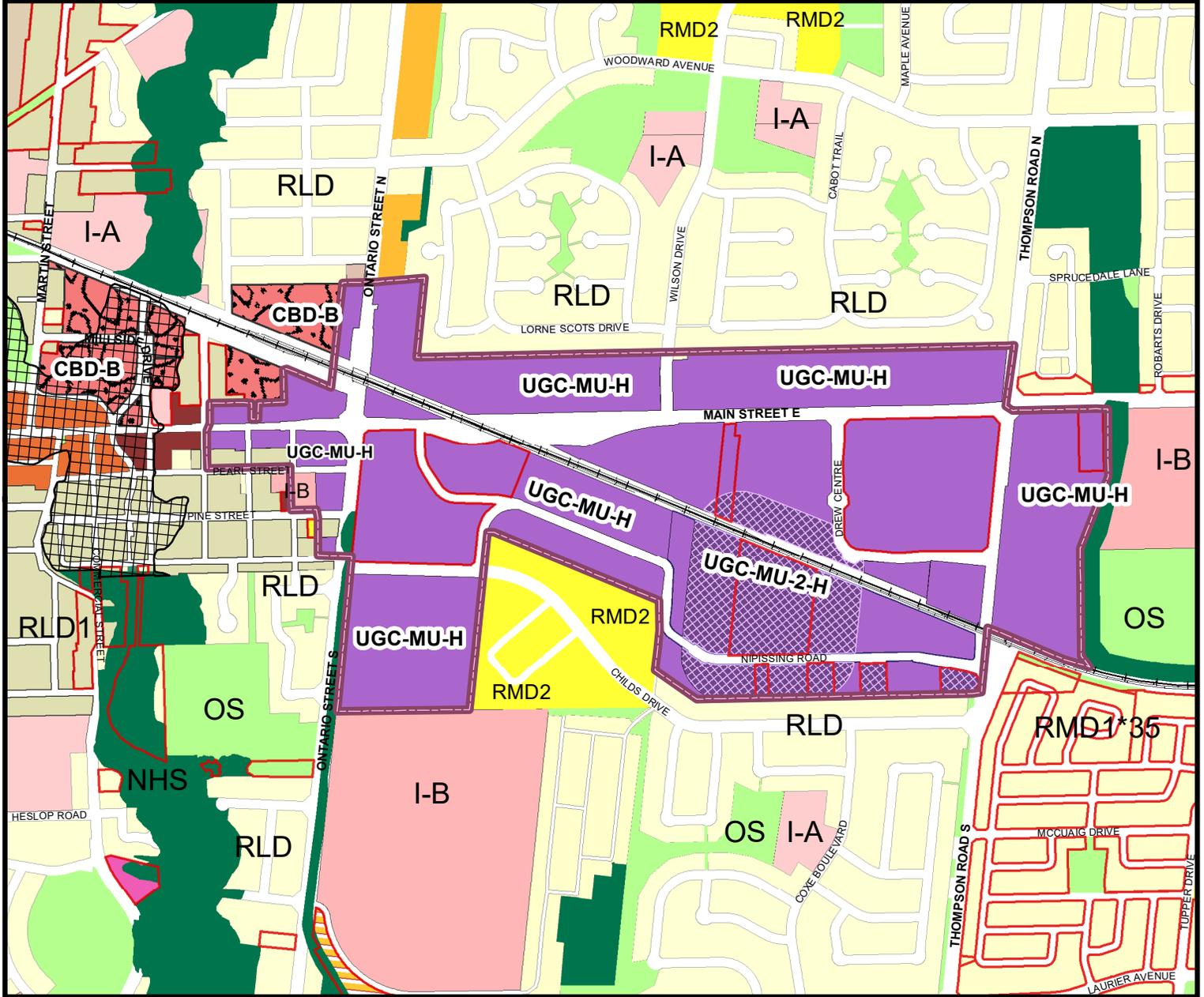
39. **THAT** Section 13.2.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding a the following:

13.2.1.1XX	UGC-MU UGC-MU-2	XXX-2021	H1; H2; H4; H31; HXA; HXB; HXC; HXD	Date 2021
Lands identified as Milton GO MTSA/Downtown Milton UGC on Schedule A of this By-Law				
For lands zoned UGC-MU or UGC-MU-2 and subject to one or more of the holding zones listed above, the only uses permitted prior to the lifting of the Holding provisions are as follows:				
<p>a) legally established existing uses;</p> <p>b) uses permitted in the UGC-MU-2 zone.</p>				

SCHEDULE A TO BY-LAW No. -2021 TOWN OF MILTON

Milton GO MTSA/Downtown Milton UGC Lands

Town of Milton



THIS IS SCHEDULE A
TO BY-LAW NO. _____ PASSED
THIS ___ DAY OF _____, 2021.

MAYOR - Gordon A. Krantz

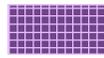
CLERK- Meaghan Reid



CBD-B - Central Business District Secondary Commercial Zone



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

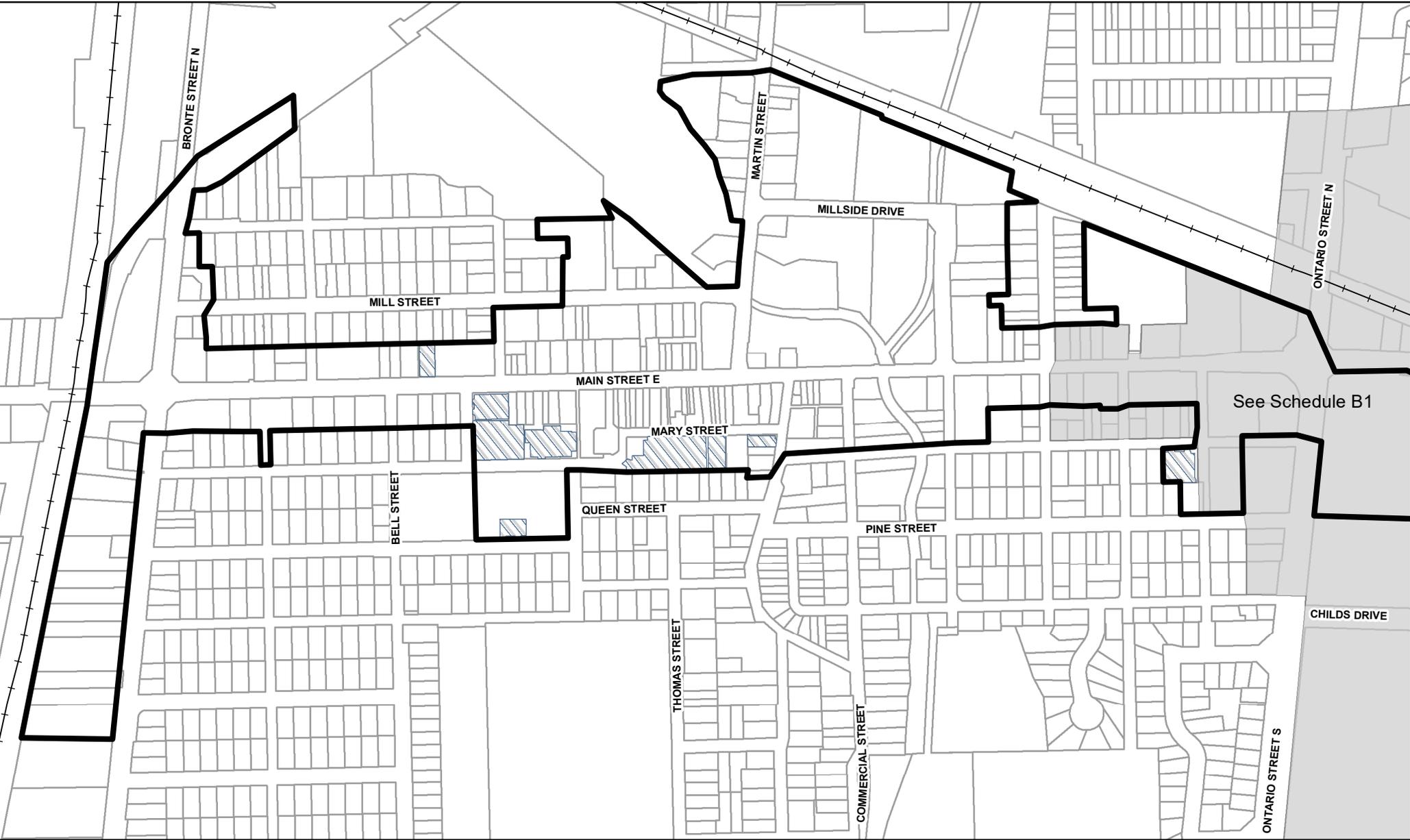


UGC-MU-2-H - Urban Growth Centre Mixed Use 2 Zone with Holding Provision



Milton GO MTSA/Downtown Milton UGC





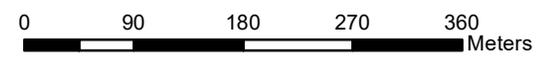
Town of Milton
 Zoning By-law 016-2014
 (HUSP Urban Area)

Date: 8/31/2021

Schedule B

Cash-in-Lieu Parking Policy Area

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



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

Date: 9/1/2021

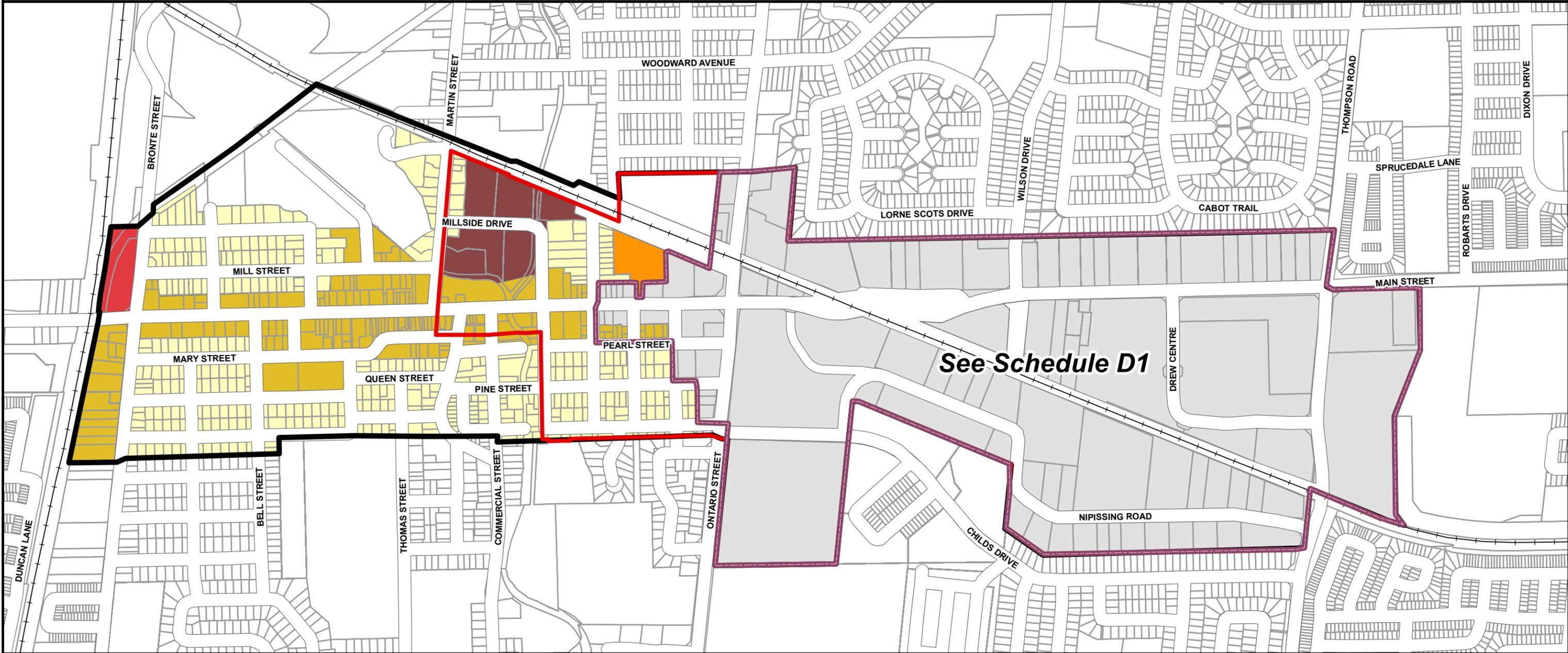
Schedule B1

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

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

SCHEDULE D

Central Business District - Building Heights



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

Date: 8/31/2021

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- Urban Growth Centre (Revised by ROPA 48)
- Central Business District
- Milton GO MTSA/Downtown Milton UGC
- See Schedule D1

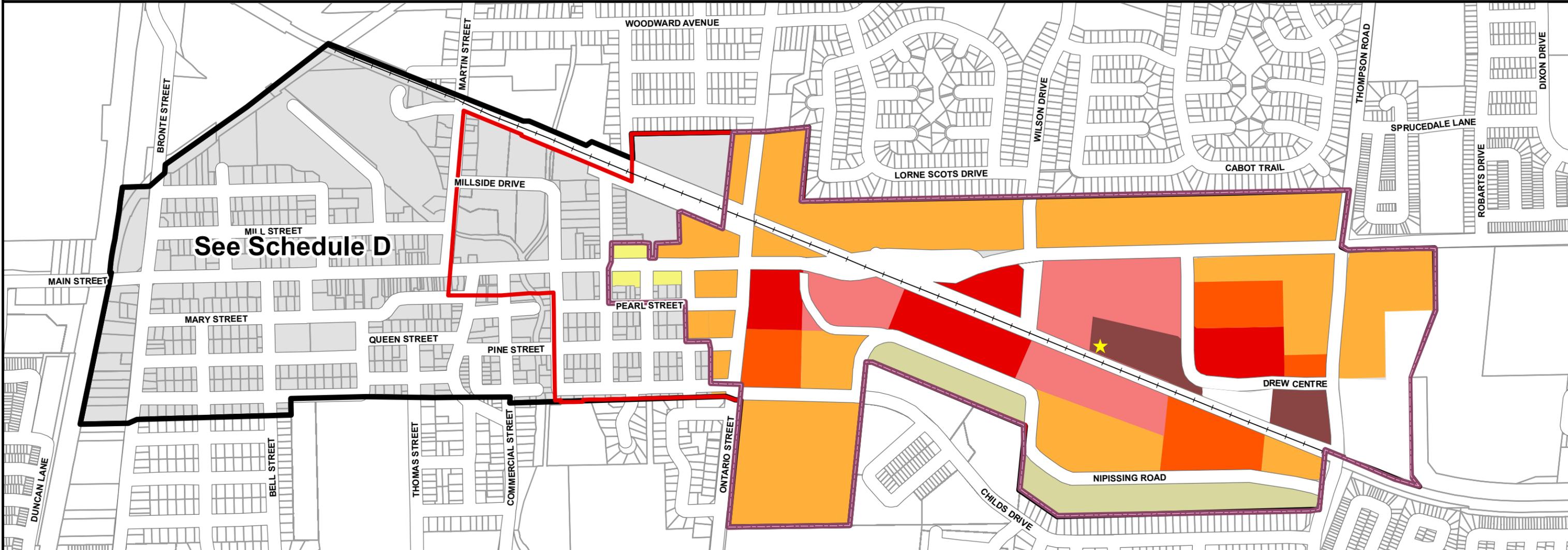
- Max 2 Storeys; height in accordance with the provisions of Table 6B
- Min 3 Storeys and 10.5m
Max 4 Storeys and 16.5m

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



SCHEDULE D1

Central Business District - Building Heights

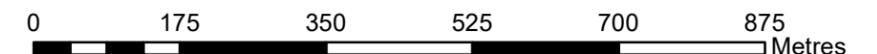


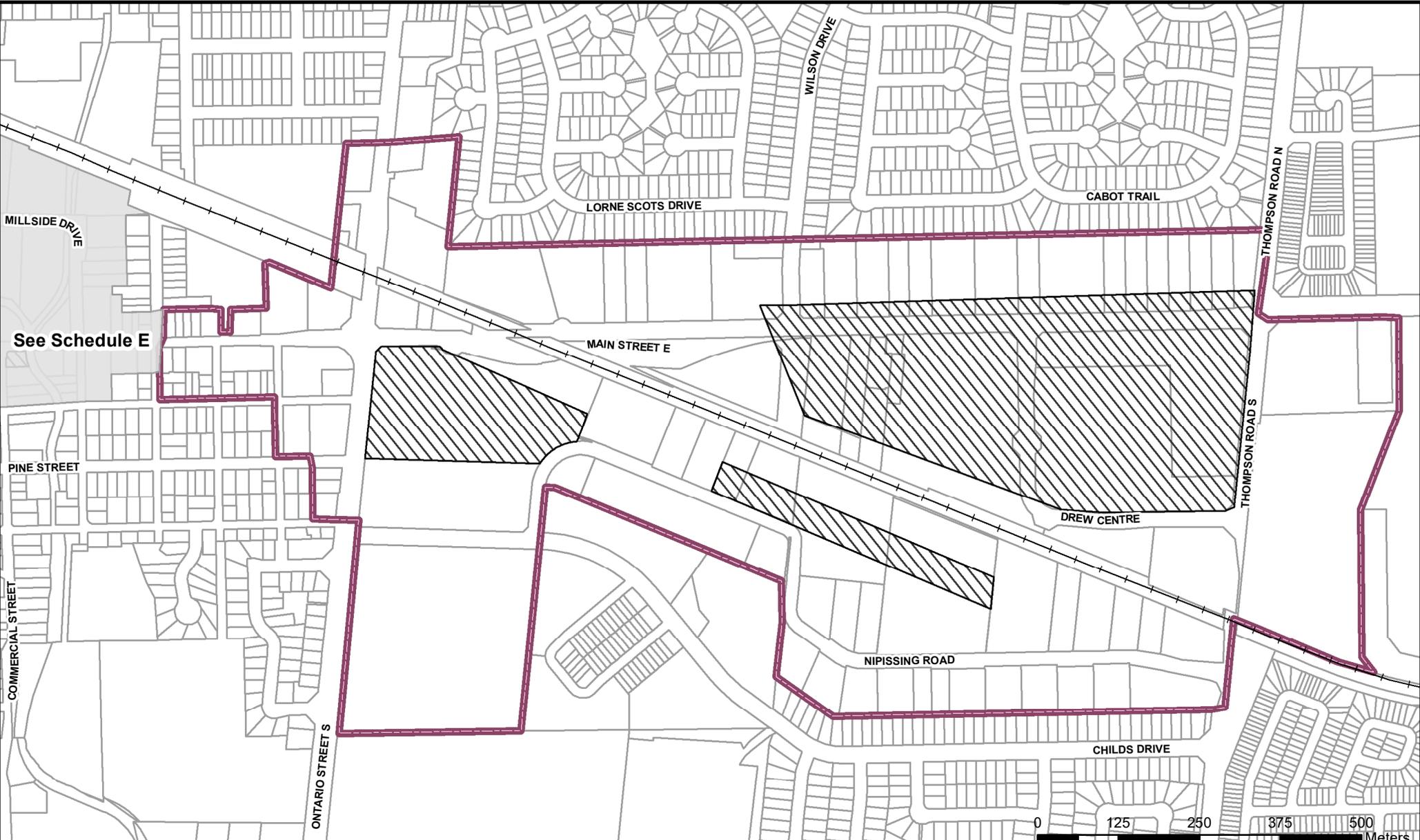
**Town of Milton
Zoning By-law 016-2014
(HUSP Urban Area)**

Date: 8/31/2021
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Maximum Heights		Maximum Density
	4 Storeys and 14m	2.0 FSI
	6 Storeys and 20m	3.0 FSI
	8 Storeys and 26m	3.0 FSI
	15 Storeys and 47m	5.0 FSI
	23 Storeys and 72m	5.0 FSI
	27 Storeys and 84m	6.0 FSI
	31 Storeys and 95m	6.0 FSI
	33 Storeys and 101m	6.0 FSI

-  Urban Growth Centre
(Revised by ROPA 48)
-  Central Business District
-  Milton GO MTSA/Downtown Milton UGC
-  See Schedule D





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

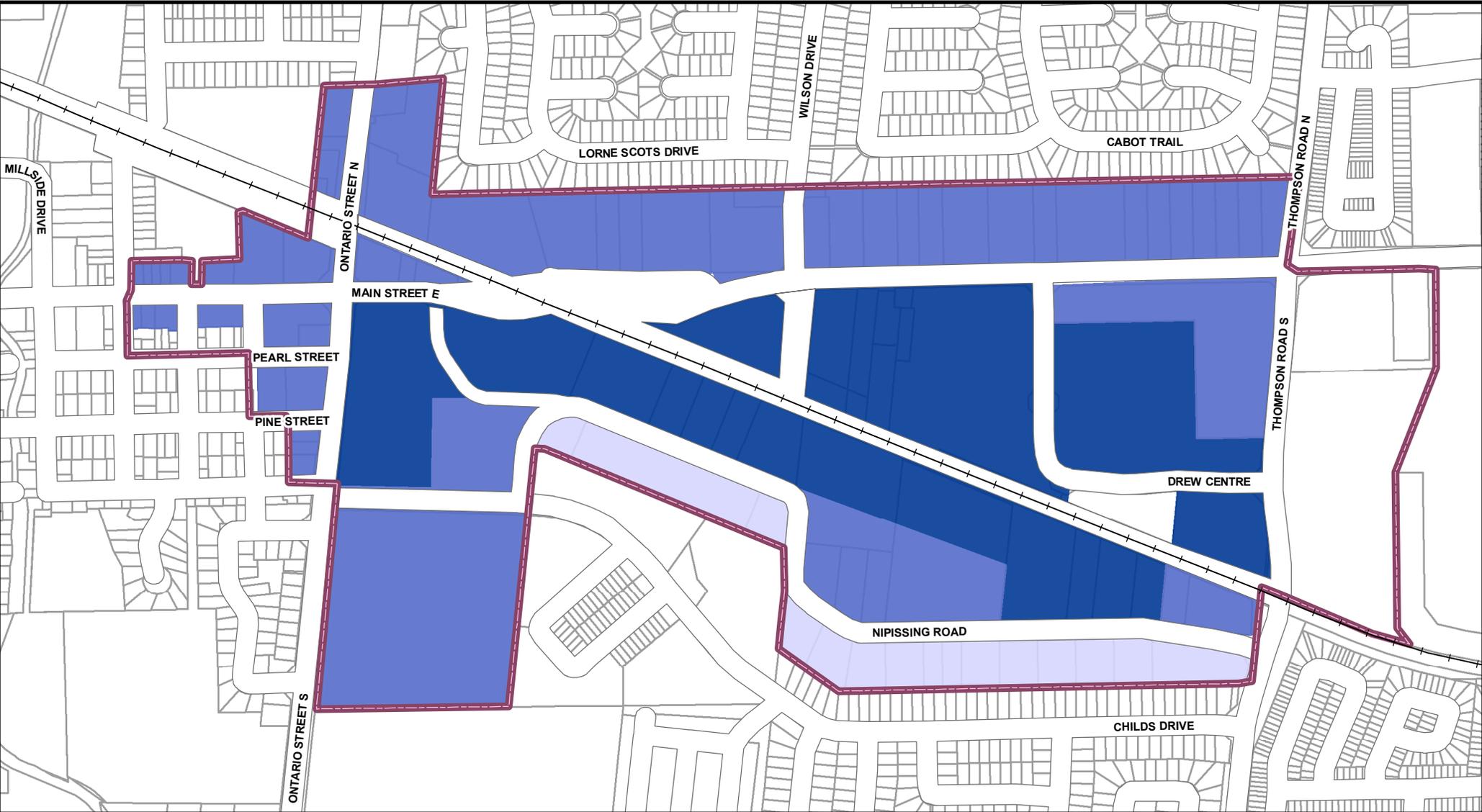
Date: 8/31/2021

Schedule E1

Milton GO MTSA

Active Frontage Areas

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




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

Schedule G

Milton GO MTSA

Minimum Block Level Densities'

Minimum Density

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



Comments Received on the Discussion Concepts with Staff Responses

The discussion concepts presented to the virtual Open House on June 23, 2021, were shared on Let's Talk Milton for public comments. The discussion concepts were open for comments between August 5 and August 25, 2021. There were 243 visitors and 21 anonymous contributors. The tables below summarizes the questions posted, the comments received and a Staff response to each comment. Each question had an explanatory image board. Comments are redacted where they are deemed to be inappropriate, offensive or defamatory.

Q1 Do you have any comments about built form standards in the Mobility Hub area?		
	11 Comments Received (10 Skipped)	Staff Response
1	Ensure any development is architecturally pleasing i.e. no square box towers or strip malls. Let's make this city a pleasing place to visit.	Agreed. An important objective of the Study is to pursue design excellence and ensure that the area is an attractive destination.
2	It's all very well having this survey if the thoughts and comments are taken into consideration.	Noted. All thoughts and comments have been taken into consideration.
3	The buildings shouldn't be high as they will block the view of the Escarpment, one of the reasons people come to Milton, to live. Tall buildings will cast shadows on longtime residents homes.	Any building of any height, even low-rise buildings, can and do obstruct some views of the Escarpment. Buildings up to a height of 14 storeys are currently permitted as of right in this area. The study identified Main Street as being a principal public view corridor. The proposals seek to maintain and enhance this public view corridor. The proposals also seek to ensure that taller buildings are located closest to the rail corridor and furthest from the established residential neighborhood. A sun-shadow impact analysis will be required for lots abutting a residential zone.
4	Why do we continue to insist on a planning model of grids and blocks? Why not a more sustainable fluid design - of green tiered levels. Let's reach for architectural excellence. I.e. the Orbit.	These proposals do not include plans for new streets and blocks. New streets and blocks will be addressed through the medium-term planning initiatives. However, the proposed open space linkages do identify a network of walking and cycling connections. The pursuit of design excellence is an important objective of the Study.
5	I just moved to Milton and I feel bad for the public transportation in everywhere. I live not too far from the hub area and my kids have not even school bus!	An important objective of the Study is to facilitate transit supportive and transit oriented development. The Town is committed to providing excellent transit service now and in the future. Our transit plans include a comprehensive review of our current transit service, consultations with residents and the creation of a new transit strategy with the goal of creating a complete community.

Q1 Do you have any comments about built form standards in the Mobility Hub area?		
6	Height needs to be limited.	Maximum permitted height limits are proposed in keeping with the Study recommendations.
7	I believe mid-rise, multi-use suits the town of Milton best	The draft proposals seek to establish a predominantly mid-rise character and pedestrian level perception along Main St, Ontario Street and Thompson Road. Taller buildings will be located closest to the rail corridor. Overall, heights are planned to step down towards surrounding neighborhoods. The entire area is proposed to be multi-use.
8	There is no room for any additional residential anywhere near GO station due to Main St already being backed up and roads cannot handle.	The area is already planned and zoned for intensification, including higher density mixed use development. The area is and will continue to be a major destination in the Town. As Milton experiences further growth, more people will be drawn here to access facilities and the GO network. Much of the peak hour congestion is caused by single occupancy vehicles accessing the Milton GO Station from outside the area. The intention is to support and promote other modes of transportation, especially for first and last mile trips. The Milton GO Station area will be more attractive to residents willing to access most of their daily requirements by walking, cycling or using transit. In time, the new Milton Trafalgar GO Station will provide a more convenient option for motorists to access the Milton GO Line from other areas.
9	Buildings in the mobility hub should be in keeping with existing structure heights and occupancy should reflect existing road capacity where the street cannot be widened to accommodate more traffic.	The draft proposals take into account existing structures, such as Jasper Condos (11 storeys) and Art on Main (12 storeys); as well as approved development heights, all in keeping with the Provincially mandated population target of 200 residents and jobs per hectare.
10	Mid to low rise	The existing policy and zoning provisions permit a range of high, mid and low rise buildings as of right.
11	The major piece of information missing in this whole process is the timing. when will it start, what will you do first, how many types of building are you aiming for. Without those parameters, you'll end up where you are: too many tall buildings, in the wrong spots and a few important unanswered issue.	Intensification and growth in this area has already started. A broad range and mix of building types and uses are planned for in conformity with Provincial, Regional and Town policies. The Mobility Hub Study was comprehensive. It provides recommendations for a pro-active planning

Q1 Do you have any comments about built form standards in the Mobility Hub area?	
	framework that will be up to date, relevant and fit for purpose.

Q2 Do you have any comments about setbacks in the Mobility Hub area?		
14 Comments Received (7 Skipped)		
	Staff Response	
1	Ensure room for people and wide enough for vehicle traffic and parking.	The recommended front setbacks have been designed to accommodate pedestrian oriented activity, trees and landscape and to create a human scale street frontage. Setbacks are in addition to the planned right of way which is designed to accommodate traffic and, where appropriate, on-street parking.
2	I agree with the setbacks	Noted.
3	Ontario Street has no regular bus service other than the go bus and the one that goes to Maplehurst Prison in a morning and comes back about 4:30 pm	Noted. An important objective of the Study is to facilitate transit supportive and transit oriented development.
4	Instead of a patchwork of green areas, how about a fluid walkable corridor of green walls, park areas, water fountains, sculpture.	The proposed open space linkages and nodes are designed to create a walkable network, with policies to encourage the provision of the features mentioned.
5	The town of Milton has to encourage people to use BUS!! Every home has at least 2 cars.	An important objective of the Study is to facilitate transit supportive and transit oriented development. The Town is committed to providing excellent transit service now and in the future. Our transit plans include a comprehensive review of our current transit service, consultations with residents and the creation of a new transit strategy with the goal of creating a complete community.
6	Must be Sufficient entrances and exits.no	Generally, the Study recommends minimizing independent driveway entrances. This would improve conditions for all road users by creating a continuous street frontage with fewer potential conflict points for vulnerable road users. This will be addressed further as part of the medium-term planning initiative.
7	Agree with above standards	Noted.
8	interesting and sounds good if it does not raise taxes.	
9	Setbacks should also be consistent to provide a uniform streetscape and eyes on the street.	Agreed.
10	Setbacks around the mobility area should be maximized to create opportunities for	Agreed. The recommended front setbacks have been designed to accommodate pedestrian oriented activity, trees and

Q2 Do you have any comments about setbacks in the Mobility Hub area?		
	landscaping and seating to encourage retail activity.	landscape and to create a human scale street frontage.
11	I don't believe that the setbacks will be followed once applied. Current spacing from commercial property lines and home not followed and the Town does nothing to force compliance. It's a joke.	The Zoning By-Law is strictly applied and enforced. Departures from its provisions are only permitted through a Planning Act process.
12	Don't want it built as I live in the 10 minute walk	Noted. The area is currently planned and zoned for intensification, including higher density mixed use development.
13	Priority should be given to build more housing, rather than provide a scenic view.	The proposals seek to achieve an appropriate balance between maintaining a public view corridor of acknowledged importance along Main Street and accommodating residential intensification as mandated by the Province.
14	I would hope that tree planting and landscape would occur on both side of Main St.	Agreed. The Study recommends a landscape boulevard with street trees on both sides of Main Street.

Q3 Do you have any comments about step backs in the Mobility Hub area?		
9 Comments Received (12 Skipped)		Staff Response
1	There should be no building above 10 floors in Milton	There are six existing buildings above 10 floors in Milton. The current Official Plan permits buildings up to 15 floors. Four site specific amendments have been approved to permit buildings above 15 floors. One building in the Milton GO Station area has a maximum permitted height of 31 floors.
2	I agree [to the proposed step backs]	Noted.
3	Not important	
4	no towers should be allowed in Milton	There are several existing towers in Milton. The current Official Plan permits new towers in certain locations, including the Milton GO Station area.
5	Recommend for retail oriented streets that the step backs be above the 2nd or 3rd floor, not the 6th.	The required step back has been lowered to above the 4th floor for all streets except Ontario St, Main St and Thompson Rd.
6	Building height should be limited to no more than six floors.	The existing Official Plan and the Zoning By-Law currently permits buildings of more than six floors across most of the lands in the Milton GO Station area. Limiting buildings to no more than six floors across the entire area would not meet the minimum density required to achieve the Provincially mandated population target.
7	I put this the same as Comment 2. [Q2 Comment 11]	See response to Q2 Comment 11.

Q3 Do you have any comments about step backs in the Mobility Hub area?		
8	Don't want it built	Noted. The area is currently planned and zoned for intensification, including higher density mixed use development.
9	The new buildings are definitely not what you envision for the area. They are not inappropriate but definitely not midrise.	The draft proposals seek to establish a predominantly mid-rise character and pedestrian level perception along Main Street, Ontario Street and Thompson Road. Taller buildings would be located closest to the rail corridor. Overall, heights are planned to step down towards surrounding neighborhoods.

Q4 Do you have any comments about tower controls in the Mobility Hub area?		
13 Comments Received (8 Skipped)		Staff Response
1	No square blocks ... let's have some imagination in the design	The pursuit of design excellence is an important objective of the Study.
2	I totally disagree with towers. There is not the road infrastructure for the extra cars and it is detrimental to the existing homes in the area	The area is already planned and zoned for intensification, including higher density mixed use development. The area is and will continue to be a major destination in the Town. As Milton experiences further growth, more people will be drawn here to access facilities and the GO network. Much of the peak hour congestion is caused by single occupancy vehicles accessing the Milton GO Station from outside the area. The intention is to support and promote other modes of transportation, especially for first and last mile trips. The Milton GO Station area will be more attractive to residents willing to access most of their daily requirements by walking, cycling or using transit. In time, the new Milton Trafalgar GO Station will provide a more convenient option for motorists to access the Milton GO Line from other areas. The draft proposals recommend that towers should be located closest to the rail corridor where they will have the least impact on the established residential neighborhoods.
3	Tall towers should not be built Main between Thompson and Wilson where there is an established neighborhood. Esp. since the town froze those neighborhood's from being able to expand their own houses upwards.	Noted. Main Street is planned to achieve a predominantly mid-rise character. Tall buildings with towers are not recommended on the north side of Main St between Thompson Road and Wilson Drive.
4	As number 3 [Q3 Comment 1]	See response to Q3 Comment 1.
5	Agreed	Noted.

Q4 Do you have any comments about tower controls in the Mobility Hub area?		
6	If these tall buildings are allowed, take into consideration the wind tunnel effect, before someone gets blown off a their feet	It is proposed that a pedestrian impacts wind analysis shall be required for any tall building on a lot abutting a street.
7	Allow sustainable and inspirational design be the driving force instead of practical application to meet density targets.	The pursuit of design excellence is an important objective of the Study.
8	Not important	Noted.
9	As in first comment, building stories need to be capped at a reasonable level. No huge high rise buildings.no	Maximum permitted height limits are proposed in keeping with the Study recommendations.
10	6 floor max [REDACTED]	The existing Official Plan and the Zoning By-Law currently permits buildings of more than six floors across most of the lands in the Milton GO Station area. Limiting buildings to no more than six floors across the entire area would not meet the minimum density required to achieve the Provincially mandated population target.
11	No tall buildings	The current Official Plan permits new towers in certain locations, including the Milton GO Station area. The existing policy and zoning provisions permit a range of high, mid and low rise buildings as of right.
12	Tallest not in Milton at all	There are several existing towers in Milton. The current Official Plan permits new towers in certain locations, including the Milton GO Station area. There are six existing buildings above 10 floors in Milton. The current Official Plan permits buildings up to 15 floors. Four site specific amendments have been approved to permit buildings above 15 floors. One building in the Milton GO Station area has a maximum permitted height of 31 floors.
13	You should have put height limits before you released any of this plan.	The current Official Plan and the Zoning By-Law sets height limits for this area. However, these height limits are no longer relevant or fit for purpose. A number of proposals have been approved or are pending approval in the area which challenge the existing height provisions. The Mobility Hub Study identifies the minimum development densities that are required to meet the overall density target prescribed by the Province. The draft proposed height limits implement the recommendations of the Study. These draft proposals are being published for consideration in accordance with the

Q4 Do you have any comments about tower controls in the Mobility Hub area?	
	Planning Act and prior to bringing any of this the plan amendments into effect.

Q5 Do you have any comments about density in the Mobility Hub area?	
10 Comments Received (11 Skipped)	Staff Response
1 Again how are the roads handling this extra traffic	The area is already planned and zoned for intensification, including higher density mixed use development. The area is and will continue to be a major destination in the Town. As Milton experiences further growth, more people will be drawn here to access facilities and the GO network. Much of the peak hour congestion is caused by single occupancy vehicles accessing the Milton GO Station from outside the area. The intention is to support and promote other modes of transportation, especially for first and last mile trips. The Milton GO Station area will be more attractive to residents willing to access most of their daily requirements by walking, cycling or using transit. In time, the new Milton Trafalgar GO Station will provide a more convenient option for motorists to access the Milton GO Line from other areas.
2 increased parking is all that's required	There is evidence to suggest that traffic expands to fill the roads and parking infrastructure that is available. This is referred to as induced demand. Parking provision also comes at a cost. It adds to the cost of housing. It also has a lost opportunity cost by occupying space that could be used for other beneficial purposes, such as green space, or for homes and businesses. The Study recommended that consideration be given to eliminating minimum parking standards and setting a maximum parking limit. At this point in time, staff concluded that this would be a step too far. Instead, staff are recommending a holistic and strategic approach to parking provision. This includes: lower parking standards for apartments, based on a review of parking demand and parking requirements for apartments in similar situations; increased bicycle parking standards and requirements for EV parking stations; provision for parking stackers to allow a lower cost solution to adding 'on-

Q5 Do you have any comments about density in the Mobility Hub area?		
		demand' parking spots; and expanding the cash-in-lieu of parking policy area to provide more flexibility for businesses to expand and contribute additional revenues for Municipal parking in the Downtown.
3	Traffic needs to be considered big time for this area as it is already bad enough.	The area is already planned and zoned for intensification, including higher density mixed use development. The area is and will continue to be a major destination in the Town. As Milton experiences further growth, more people will be drawn here to access facilities and the GO network. Much of the peak hour congestion is caused by single occupancy vehicles accessing the Milton GO Station from outside the area. The intention is to support and promote other modes of transportation, especially for first and last mile trips. The Milton GO Station area will be more attractive to residents willing to access most of their daily requirements by walking, cycling or using transit. In time, the new Milton Trafalgar GO Station will provide a more convenient option for motorists to access the Milton GO Line from other areas.
4	The traffic on the main arteries is already horrendous... There should be encouragement for people to use public transportation... With COVID-19 and variant safety's in place... Smaller and more buses ... When have you ever seen more than 10 people on the buses? Un-economical, these big buses	Noted. The Town is committed to providing excellent transit service now and in the future. Our transit plans include a comprehensive review of our current transit service, consultations with residents and the creation of a new transit strategy with the goal of creating a complete community.
5	Very important	Noted.
6	Density suggested above seems too high/too dense	In order to define appropriate density assumptions for the Milton Mobility Hub, research was conducted on the density for various building types and uses in mid-sized municipalities across the Greater Toronto Area. Appropriate densities were identified and organized according to the various forms of development that are expected to occur within Milton's GO Station Major Transit Station Area. The recommended minimum densities range from 1.0 to 3.0 FSI (FSI = Floor Area/Site Area). These are the minimum densities required to ensure that the Provincially mandated intensification targets are met.

Q5 Do you have any comments about density in the Mobility Hub area?		
7	Since the Milton transit has been a waste of millions and millions of dollars, just handle GO	The Town is committed to providing excellent transit service now and in the future. Our transit plans include a comprehensive review of our current transit service, consultations with residents and the creation of a new transit strategy with the goal of creating a complete community.
8	I have no idea what 200 people per hectare represents. What is it currently?	According to the 2016 census, the existing density is approximately 43 people per hectare.
9	Low density	The area is currently planned and zoned for intensification, including higher density mixed use development.
10	Renegotiate with the region pointing out the floodplain issues.	Based on input from the Town, the Regional Official Plan has been amended (through ROPA 48) to remove the floodplain and the Downtown heritage area from the Downtown Milton Urban Growth Centre.

Q6 Do you have any comments about building heights in the Mobility Hub area?		
16 Comments Received (5 Skipped)		Staff Response
1	I don't agree with high buildings. You are ruining the existing homes enjoyment and how are we handling all this extra traffic	<p>The proposals also seek to ensure that taller buildings are located closest to the rail corridor and furthest from the established residential neighborhood. Buildings would step down in height towards existing homes. A sun-shadow impact analysis will be required for lots abutting a residential zone.</p> <p>The area is already planned and zoned for intensification, including higher density mixed use development. The area is and will continue to be a major destination in the Town. As Milton experiences further growth, more people will be drawn here to access facilities and the GO network. Much of the peak hour congestion is caused by single occupancy vehicles accessing the Milton GO Station from outside the area. The intention is to support and promote other modes of transportation, especially for first and last mile trips. The Milton GO Station area will be more attractive to residents willing to access most of their daily requirements by walking, cycling or using transit. In time, the new Milton Trafalgar GO Station will provide a more convenient option for motorists to access</p>

Q6 Do you have any comments about building heights in the Mobility Hub area?		
		the Milton GO Line from other areas. The Area Transportation Plan prepared by WSP as part of the Mobility Hub Study includes recommendations to handle additional traffic.
2	North side of Main between Thompson and Wilson should have max 4 floors. 8 stories is too tall and is terrible for existing homeowners.	Buildings on the north side of Main would step down to 6 storeys in height. A minimum set back of 20 metres from the abutting residential zone would be required. A sun-shadow impact analysis will be required for lots abutting a residential zone.
3	Buildings should be no more than 10 stories	Buildings up to a height of 14 storeys are currently permitted as of right in this area. The draft proposals take into account existing structures, such as Jasper Condos (11 storeys) and Art on Main (12 storeys); as well as approved development heights, all in keeping with the Provincially mandated population target of 200 residents and jobs per hectare.
4	Sounds reasonable, unless you live on Child's Drive	Building heights are planned to step down towards surrounding neighbourhoods.
5	Not important	Noted.
6	Prefer there be no buildings taller than 15-16 stories.	The draft proposals seek to establish a predominantly mid-rise character and pedestrian level perception along Main Street, Ontario Street and Thompson Road. Taller buildings would be located closest to the rail corridor. Overall, heights are planned to step down towards surrounding neighborhoods.
7	Seems reasonable	Noted.
8	6 floor max	The existing Official Plan and the Zoning By-Law currently permits buildings of more than six floors across most of the lands in the Milton GO Station area. Limiting buildings to no more than six floors across the entire area would not meet the minimum density required to achieve the Provincially mandated population target.
9	Allow more height in areas abutting residential neighborhoods if stepped back below 45 degree angle from lot line.	Building heights are planned to step down towards surrounding neighborhoods, beneath a 45 degree angular plane.
10	I love the idea of planning this out but would like to see more accountability for developers to have to follow the rules.	Noted. The Zoning By-Law is strictly applied and enforced. Departures from its provisions are only permitted through a Planning Act process.
11	Keep high rises out of the downtown corridor. Put them on the outskirts and	The Downtown Milton Urban Growth Centre is already planned and zoned for

Q6 Do you have any comments about building heights in the Mobility Hub area?		
	provide efficient transit to the GO and downtown.	intensification, including higher density mixed use development. The area is and will continue to be a major destination in the Town. Intensification and growth in this area is already taking place. A broad range and mix of building types and uses are planned for in conformity with Provincial, Regional and Town policies.
12	Builders will do as they please and the Town will do nothing.	The Zoning By-Law is strictly applied and enforced. Departures from its provisions are only permitted through a Planning Act process.
13	Low or none	Buildings up to a height of 14 storeys are currently permitted as of right in this area. The draft proposals take into account existing structures, such as Jasper Condos (11 storeys) and Art on Main (12 storeys); as well as approved development heights, all in keeping with the Provincially mandated population target of 200 residents and jobs per hectare.
14	If we knew how many floors were required to meet the guidelines we might discover that we don't need so many tall buildings. Typical # of units per floor. Quality of Life issues need to be considered.	The Milton Mobility Hub Study modelled the floor area and building heights required to achieve the Provincially mandated population and density targets. Quality of life issues are taken into account.
15	Tall building should be built all over Milton in order to ensure better housing opportunities.	Noted. The current Official Plan permits tall buildings in certain locations, including the Milton GO Station area.
16	Is consideration being given to privacy for existing homes in Dorset park?	The draft proposals include provisions to ensure that future development will not be unduly harmful to the reasonable enjoyment of existing homes.

Q7 Do you have any comments about open space linkages and nodes in the Mobility Hub area?		
10 Comments Received (11 Skipped)		Staff Response
1	Traffic?	The Area Transportation Plan prepared by WSP as part of the Mobility Hub Study includes recommendations to handle additional traffic.
2	I am very happy about the cut-through (major linkage) from Childs Dr to Nipissing so the residents of Timberlea do not have to walk all the way out to Thompson or Nipissing to get to the GO station	Noted.
3	Traffic? If we lose the appeal for CN Container location... Nobody will be going	The area is and will continue to be a major destination in the Town. As Milton experiences further growth, more people

Q7 Do you have any comments about open space linkages and nodes in the Mobility Hub area?		
	anywhere!!! Total gridlock, fumes, exasperated drivers	will be drawn here to access facilities and the GO network. Much of the peak hour congestion is caused by single occupancy vehicles accessing the Milton GO Station from outside the area. The intention is to support and promote other modes of transportation, especially for first and last mile trips. The Milton GO Station area will be more attractive to residents willing to access most of their daily requirements by walking, cycling or using transit. In time, the new Milton Trafalgar GO Station will provide a more convenient option for motorists to access the Milton GO Line from other areas. The Area Transportation Plan prepared by WSP as part of the Mobility Hub Study includes recommendations to handle additional traffic.
4	Be bold, be grand. Modern sculpture, fantastic garden walls,	The pursuit of design excellence is an important objective of the Study. The proposed open space linkages and nodes are designed to create a walkable network, with policies to encourage the provision of the features mentioned.
5	Great	Noted.
6	as long as it keeps parking on flat land and not in multi-level parking	Current planning policy requires the Town to minimize surface parking. Parking structures are encouraged, mostly underground.
7	Needs more accessibility for walking/cycling to GO station, including within the station itself.	The proposed open space linkages and nodes are designed to create a network of walking/cycling connections to the GO Station. The intention is to support and promote other active transportation, especially for first and last mile trips.
8	Where are the open spaces? How about adding requirements for builders to do landscaping, tree planting, and seating around developments? Play areas for children? An over/underpass connecting residents to the GO station?	The draft proposals require the provision of open amenity space, landscaping, tree planting and amenities around developments. A pedestrian over/underpass connecting residents to the GO Station is proposed.
9	How are you dealing with the Rail overpass and that awkward street near the corner of Main and Ontario? It's going to be a challenge to make that a Gateway.	Block planning will be addressed through the medium-term planning initiatives. Future detailed site planning processes will address the Gateway design.
10	Concerns about rush hour traffic flow and increased traffic through Woodward Ave as alternative route.	Woodward Avenue was outside the scope of the Milton Mobility Hub Area Transportation Plan prepared by WSP.

Q7 Do you have any comments about open space linkages and nodes in the Mobility Hub area?	
	<p>However, the Milton Transportation Master Plan (TMP) details the existing and future transportation capacity available and provides detailed recommendations as to potential transportation improvements including infrastructure and transportation demand management. Multiple recommendations are made to further bolster the mode split goals set out within the Halton Region TMP. Furthermore, recommendations were made to further the design and development of new, complete streets, like those found in MTSAs, as a method of supporting non-auto modes of transportation.</p>

Q8 Do you have any comments about land use compatibility in the Mobility Hub area?	
8 Comments Received (13 Skipped)	
Staff Response	
1	<p>Avoid. Don't mitigate. We don't want to be Toronto.</p>
2	<p>Concrete mixing is not good for the co2 levels.... in fact there is too much concrete on the planet and it's not healthy</p>
3	<p>All lands will have to be investigated for any indigenous remnants - All lands will then have to biohazard ☣ checked for previous businesses that may have buried their dirty little secrets, that could leak into the watershed</p>
4	<p>Great</p>
5	<p>main St currently allows cement mixers, gravel trucks and dump trucks from Tremaine to James Snow. It has to stop. Why not force them to Steeles?</p>
	<p>Noted. Sensitive land uses will be avoided in the minimum separation distance area. Mitigation will be required where necessary within the area of influence.</p> <p>Noted.</p> <p>Environmental screening will be required, together with remediation of contaminated sites where necessary.</p> <p>Noted.</p> <p>Main Street is presently signed 'No Heavy Trucks' between Tremaine Road and Ontario Street South. Within these limits trucks should use either Derry Road or Steeles Avenue. Trucks are permitted to use a prohibited truck route for local deliveries or to gain access to a work site if that is the only access to that property. They are to use the shortest distance of a prohibited truck route. If trucks are using Main Street as a through route police enforcement would have to be requested. Trucks are permitted to use Main Street East between Ontario Street South and James Snow Parkway. This is because of the types of businesses that are currently</p>

Q8 Do you have any comments about land use compatibility in the Mobility Hub area?		
		located there, especially between Ontario and Thompson. As the area transitions away from its former industrial base, consideration may be given to prohibiting truck movement in the area.
6	Mixed use is best. Identify land uses that are specifically sensitive (e.g. heavy industry, animal products, manure) and exclude them, but allow more flexibility with other uses (e.g. live/work, ground floor). Eliminate parking requirements so that car access is not mandated and businesses catering to local walk/bike usage can succeed.	The area is already planned and zoned for intensification, including higher density mixed use development. The draft proposals prohibit incompatible uses, but expand the range of permitted uses outside the minimum separation distance areas. The Study considered eliminating parking requirements or reducing parking standards for some developments. The draft proposals take a balanced approach. Reduced vehicle parking standards are proposed for apartments with provision for parking stackers to provide flexibility to respond to demand. Cash in lieu of parking provisions are extended into the area for businesses to forego car parking.
7	Builders and owners will do as they please - Town will do nothing.	The Zoning By-Law is strictly applied and enforced. Departures from its provisions are only permitted through a Planning Act process.
8	Does anybody really want to live beside a railway track? Does anybody really want to live beside cement factory?	The draft proposals prohibit residential uses within 30m of the railway corridor and within 100m of the concrete batching plant.

Q9 Do you have any comments about land use in the Mobility Hub area?		
6 Comments Received (15 Skipped)		Staff Response
1	Limit mixed use of land to what you want ... do not leave it too open as someone will take advantage of any loophole and put in undesirable units / businesses / facilities	The area is already planned and zoned for intensification, including higher density mixed use development. The draft proposals prohibit incompatible uses, but expand the range of permitted uses outside the minimum separation distance areas.
2	Agreed	Noted.
3	Again TRAFFIC and all the existing residents need to get to work, school shopping not sit waiting for a break in the traffic	The area is and will continue to be a major destination in the Town. As Milton experiences further growth, more people will be drawn here to access facilities and the GO network. Much of the peak hour congestion is caused by single occupancy vehicles accessing the Milton GO Station from outside the area. The intention is to support and promote other modes of transportation, especially for first and last mile trips. The Milton GO Station area will

Q9 Do you have any comments about land use in the Mobility Hub area?		
		be more attractive to residents willing to access most of their daily requirements by walking, cycling or using transit. In time, the new Milton Trafalgar GO Station will provide a more convenient option for motorists to access the Milton GO Line from other areas. The Area Transportation Plan prepared by WSP as part of the Mobility Hub Study includes recommendations to handle additional traffic.
4	Great	Noted.
5	no need for redevelopment. [REDACTED]	The area is currently planned and zoned for intensification, including higher density mixed use development.
6	Leave it as is	

Q10 Do you have any comments about parking in the Mobility Hub area?		
12 Comments Received (9 Skipped)		Staff Response
1	Make sure there is lots of free parking to attract people to the area and that there is ample parking in general as we are a rural community where most families have multiple cars	There is evidence to suggest that traffic expands to fill the roads and parking infrastructure that is available. This is referred to as induced demand. Parking provision also comes at a cost. It adds to the cost of housing. It also has a lost opportunity cost by occupying space that could be used for other beneficial purposes, such as green space, or for homes and businesses. The Study recommended that consideration be given to eliminating minimum parking standards and setting a maximum parking limit. At this point in time, staff concluded that this would be a step too far. Instead, staff are recommending a holistic and balanced approach to parking provision. This includes: lower parking standards for apartments, based on a review of parking demand and parking requirements for apartments in similar situations; increased bicycle parking standards and requirements for EV parking stations; provision for parking stackers to allow a cost effective solution to adding 'on-demand' parking spots; and expanding the cash-in-lieu of parking policy area to provide more flexibility for businesses to expand and contribute additional revenues for Municipal parking in the Downtown.
2	MORE Parking. Residential use rarely has ONE vehicle per. Be smart.	

Q10 Do you have any comments about parking in the Mobility Hub area?		
3	We don't need more parking [REDACTED]	Staff are recommending a holistic and balanced approach to parking provision.
4	Any new housing should have appropriate parking spaces as that is already a current issue now. Residents will still require a car to get around town.	The draft proposals provide for an appropriate supply of parking that meets the needs of users but does not act as a disincentive to using transit. This includes: lower parking standards for apartments, based on a review of parking demand and parking requirements for apartments in similar situations; increased bicycle parking standards and requirements for EV parking stations; and provision for parking stackers to allow a cost effective solution to adding 'on-demand' parking spots.
5	There should have been multiple level parking built, when you built the present car parking lots	The Town does not have any Municipal Parking lots in the area under consideration, except for the parking for the Arts Centre/Library, the Arena and Lions Park
6	Underground parking is a must.	Current planning policy requires the Town to minimize surface parking. Parking structures are encouraged, mostly underground.
7	Underground parking wherever possible.	
8	As long as the parking areas are NOT multi-level. Ruins the town even more.	
9	Eliminate automobile parking requirements entirely. They are unnecessary and presume that the car is the only acceptable mode of transport. They add to housing costs and make lower-scale development less feasible. Having minimum parking requirements is one of the biggest factors causing car-dependence in North American cities. Most cities are doing away with them, Milton should too. Let the people who will live in and shop in these locations decide how much car parking they require.	There is evidence to suggest that traffic expands to fill the roads and parking infrastructure that is available. This is referred to as induced demand. Parking provision also comes at a cost. It adds to the cost of housing. It also has a lost opportunity cost by occupying space that could be used for other beneficial purposes, such as green space, or for homes and businesses. The Study recommended that consideration be given to eliminating minimum parking standards and setting a maximum parking limit. At this point in time, staff concluded that this would be a step too far. Instead, staff are recommending a holistic and balanced approach to parking provision. This includes: lower parking standards for apartments, based on a review of parking demand and parking requirements for apartments in similar situations; increased bicycle parking standards and requirements for EV parking stations; provision for parking stackers to allow a cost effective solution to adding 'on-demand' parking spots; and expanding the cash-in-lieu of parking policy area to
10	There just aren't enough parking accommodations. I know transit is the way of the future but people will still need a way to get out of the city. Parking cannot be under developed or the surrounding areas of Dorset Park and Timberlea will have cars parked everywhere (from people in the high rises)	
11	People can't even park their cars on most streets in the town.	
12	Will never be enough	

Q10 Do you have any comments about parking in the Mobility Hub area?	
	provide more flexibility for businesses to expand and contribute additional revenues for Municipal parking in the Downtown.

Q11 Do you have any additional input you would like to share with us?	
10 Comments Received (10 Skipped)	Staff Response
1 I am very disappointed in this master plan. Everything in Milton is done reactively. I don't see how our roads are going to handle this extra traffic. I live on main St just east of Ontario and it is a nightmare to get in and out of my condo now, what will it be like in the future? Skyscrapers should be built in an area that has roads to handle the extra traffic. Thinking that all of the people that move into skyscrapers by the go station is naive and thinking all of those people will be walking everywhere is not going to happen	The draft proposals provide a pro-active planning framework that will be up to date, relevant and fit for purpose. The area is and will continue to be a major destination in the Town. As Milton experiences further growth, more people will be drawn here to access facilities and the GO network. Much of the peak hour congestion is caused by single occupancy vehicles accessing the Milton GO Station from outside the area. The intention is to support and promote other modes of transportation, especially for first and last mile trips. The Milton GO Station area will be more attractive to residents willing to access most of their daily requirements by walking, cycling or using transit. In time, the new Milton Trafalgar GO Station will provide a more convenient option for motorists to access the Milton GO Line from other areas. The Area Transportation Plan prepared by WSP as part of the Mobility Hub Study includes recommendations to handle additional traffic.
2 Senior citizens lose out again... The needs to be a new multi storied complex building for seniors, children and others, with specialists for all that ails yah. Instead of us having to go traipsing off to Burlington, Oakville, Mississauga, Hamilton, Guelph, Toronto, Acton, Georgetown. This is a golden opportunity to do something right and make expendable, not like Milton District Hospital already too small to cover Milton's ever increasing population!!?	A broad range and mix of building types and uses are planned for in conformity with Provincial, Regional and Town policies.
3 Utilize every sustainable tool. Mitigate flooding and high temperatures by maximizing green land use, green roofs, water diversion, and solar panels. Focus on pedestrian, cycling, scooter, infrastructure as primary, not vehicles.	Noted. The Study includes a number of recommendations to promote sustainable urban drainages systems and active transportation infrastructure. The draft proposals reflect these recommendations. Other aspects will be developed further through the medium and long term planning initiatives.

Q11 Do you have any additional input you would like to share with us?		
4	Milton has to increase the buses and public transportation urgently	An important objective of the Study is to facilitate transit supportive and transit oriented development. The Town is committed to providing excellent transit service now and in the future. Our transit plans include a comprehensive review of our current transit service, consultations with residents and the creation of a new transit strategy with the goal of creating a complete community.
5	Need council to stop trying to please vocal minority. Example: Milton Transit, if it was used by 10% of Miltonians would generate 25,000 single paid riders per day. Are they reaching those numbers or are we only pleasing 2-4% of population at millions of taxpayer dollars?	<p>The draft proposals are in the public interest and represent good planning. The Milton Mobility Hub Study involved broad and in depth community engagement across three phases. A Visioning Workshop was held in May 2018 to formally launch the project. The workshop brought together key internal team members and external stakeholders including Metrolinx, Halton Region, Conservation Halton and the Halton District School Board. The workshop provided a project overview and sought feedback on the strengths, weaknesses and opportunities of the Mobility Hub. Three Public Information Centre (PIC) sessions were held in June 2018, December 2018 and June 2019. PIC #1 informed existing conditions and provided feedback on community priorities for the Study Area. PIC #2 informed the refinement of Draft Planning Alternatives. Feedback from PIC #3 helped further refine the Preferred Planning Framework. PICs 1 and 2 were held at the Town Hall. PIC 3 took place at the Farmers Market, the Milton Mall and the First Ontario Arts Centre. In addition, the Study team held hosted a pop-up event at the Milton GO Station where they distributed a post-card survey invitation. Four focus group meetings were also held with major landowners in the Study area during the course of the study.</p> <p>In person community engagement has been supplemented by on-line consultation through the Town's Let's Talk platform. Draft discussion concepts for the proposed draft OPA and ZBLA were presented to a virtual public open house on June 23,</p>

Q11 Do you have any additional input you would like to share with us?		
		2021. Between August 9, 2021 and August 24, the public were invited to comment on the discussion concepts through the Let's Talk Milton on-line engagement tool.
6	I love seeing thought and effort put into the future development. Embracing it rather than fighting it.	Noted.
7	I have no trust whatsoever with the Town of Milton. [REDACTED]	Noted.
8	I don't want to see Milton turn into a city!!! Lived here all my life and now it makes me want to leave!! Kick out the old welcome in the city folk!	The area is already planned and zoned for intensification, including higher density mixed use development.
9	Although I think this is an admirable attempt, there are too many unanswered questions. Who will want to live here? Will developers invest in Quality of life issues or do they just want a good ROI? Give us some timelines ..is this complete by 2030 , 2040, 2050?	The Mobility Hub Study was comprehensive. It fully addresses all of the relevant issues. Implementation of the plan to full build-out will likely take place over a period of at least 30 years.
10	Taller buildings and more apartment buildings are necessary in order to tackle the housing crisis we are seeing in the GTA.	Noted.