

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. 009-2022

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

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

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

PASSED IN OPEN COUNCIL ON FEBRUARY 7, 2022

Gordon A. Krantz Mayor

Meaghan Reid Town Clerk

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

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

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

February 2022

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

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

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

PART I: THE PREAMBLE

THE TITLE

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

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

PURPOSE OF THIS AMENDMENT

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

LOCATION OF THE AMENDMENT

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

EFFECT OF THE AMENDMENT

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

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

Part II: THE AMENDMENT

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

Schedule Changes:

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

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

Text Changes:

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

"The minimum *block level densities* required to achieve the gross *development density* target within the Urban Growth Centre/*Major Transit Station Area* are shown on Schedule C.7.C.CBD. Additional density beyond the minimum requirement is encouraged subject to the maximum building heights and densities shown on Schedule C.7.A.1.CBD."
- 7) Subsection 2.1.6.5 j) is amended by adding ", Community Planning Permit System, and Inclusionary Zoning in the Protected *Major Transit Station Area*" after "Community Improvement Plans".
- 8) Subsection 2.6.3.1 d) is replaced by the following: 'require the prioritization of projects with a transit component, in order for the proportion of trips taken by transit to reach a target of 20% of all trips by 2031'
- 9) Subsection 2.7.3.13 d) is amended by deleting the words "redevelopment, which includes" and removing the phrase "except in Employment Areas, the replacement of non-residential uses with compatible residential or mixed use developments with a residential component and which may also include

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

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

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

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

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

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

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

13) Subsection 3.5.1.1 is amended as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

- 25) Subsection 3.5.3.24 g) is amended as follows:
- “The tallest buildings shall be in *gateway* locations as shown on Schedule C.7.B.CBD, with the greatest *building height* peak at the Milton GO Station. The *tower* portion of *tall buildings* on the south side of Main Street shall be stepped back substantially from the front face of the *podium*. This *tower step back* will be required to maintain a predominantly *mid-rise* character and perception, maintain an enhanced public view corridor along Main Street and help to reduce summer time wind and shadow impacts on the pedestrian environment. The maximum prescribed *building heights* and densities may be exceeded within the *Major Transit Station Area* when the *development* or redevelopment is proposed by a non-profit housing provider or is proposed by a partnership in which:
- i) a non-profit housing provider has an interest that is greater than 51 per cent, and
 - ii) a minimum of 51 per cent of the units are intended as *affordable* or *assisted* housing.”
- 26) Subsection 3.5.3.24 h) is amended by replacing “designed” with “*transit supportive*” and by replacing “walking and cycling” with “*active transportation*”.
- 27) Subsection 3.5.3.24 i) [new] is added as follows:
- “The installation of on-street and off-street electric vehicle charging stations shall be encouraged.”
- 28) Subsection 3.5.3.24 j) [new] is added as follows:
- “Planning proposals need to demonstrate how land use compatibility has been assessed and addressed in accordance with any applicable guidelines, with the use of mitigation as needed, including the following:
- i) 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.”
- 29) Subsection 3.5.3.24 k) [new] is added as follows:
 “New development within 75m of the railways right of way should have regard to the Federation of Canadian Municipalities and the Railway Association of Canada’s Guideline for New Development in Proximity to Railway Operations.”
- 30) Subsection 3.5.3.26 is amended as follows:
 “A network of Major and Minor Linkages as described in 3.5.3.38 to 3.5.3.39 and shown on Schedule C.7.B.CBD shall be created. This network will provide *active transportation* connections from the Milton GO Station to the wider community and to improve linkages through the MTSA.”
- 31) Subsection 3.5.3.27 is amended by adding “/Major Transit Station Area” after “Urban Growth Centre” and adding “, subject to “2.2.3.13 e)” after “shall be promoted”.
- 32) Subsection 3.5.3.28 is amended by replacing: “A new urban square, located along the Main Street frontage, shall be a prominent” with: “The GO Station Gateway should include new urban plazas with active grade related buildings at both entrances as a”.
- 33) Subsection 3.5.3.29 is amended by adding at the end of the subsection:
 “Schedule C.7.D.CBD identifies four ‘Development Blocks’. These lands represent opportunities for major development and intensification through comprehensively planned and phased redevelopment. The prescribed maximum building heights and development densities may be varied through a Comprehensive Development Plan for the entire ‘Development Block’. The Comprehensive Development Plan for a ‘Development Block’ will be prepared by the landowner(s) in cooperation with the Town and other relevant stakeholders. The Comprehensive Development Plan will be generally consistent with the policies in this Plan. It will be required to demonstrate:
 a) how the ultimate build-out of the ‘Development Block’ will achieve the required minimum block-level density measured across the site as a whole;
 b) how the Development Plan responds to the guiding principles and recommendations of the Milton Mobility Hub Study, including the Mobility Hub Urban Design Guidelines; and
 c) how the development will address any community facility and infrastructure needs identified by the Town in accordance with sub-section 3.5.3.3.
 Upon completion, the Comprehensive Development Plan for a ‘Development Block’ shall be submitted to Council for endorsement and may be implemented through a Planning Act process without amendment to this Plan.”
- 34) Subsection 3.5.3.30 is amended by replacing “would have the effect of reducing the” with “may prejudice or inhibit the achievement of the gross” and by

inserting “target set out in Section 2.1.4.7 and 3.5.1.2 c) of this Plan” after “*development density*” and by replacing “height” with “block level densities required by 2.1.4.8” and by changing “C.7.A.CBD” to “C.7.C.CBD”.

35) Subsection 3.5.3.31 is amended as follows:

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

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

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

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

38) Subsection 3.5.3.40 is deleted and replaced as follows:

“Main Street East connects the community and cultural arts district in the east to the historic downtown in the west. It is envisioned as a landmark street and a central focus for the *MTSA*. The design of Main Street East should include active pedestrian boulevards, wide sidewalks, consistent paving treatment,

street tree planting and *active frontages*. Buildings along Main Street East should include a generous setback along the south side for an additional row of trees and plantings within the private setback.

- 39) Subsection 3.5.3.41 is deleted and replaced as follows:

“Unless otherwise directed by the property owner of the railway right-of-way, buildings shall be setback a minimum of 30 metres from the property line of the railway right-of-way. Notwithstanding the required setback, *infrastructure*, parking areas, transit facilities including ancillary uses and amenities related thereto, and parks and open spaces, may be permitted within the setback.”
- 40) Subsection 3.5.3.44 is amended by replacing “CBD” with “*Town’s*” and adding “and standards” after “Guidelines”.
- 41) Subsection 3.5.3.46 is amended by adding: “In addition, all *development* within the *Major Transit Station Area* shall have regard to the Milton Mobility Hub Urban Design Guidelines.”
- 42) Subsection 3.5.3.48 is amended by replacing “work to provide such facilities through the following” with “and shall apply a strategic and holistic approach to parking provision as follows”.
- 43) Subsection 3.5.3.48 d) is amended as follows:

“parking standards will be sufficient to provide an appropriate supply of parking that meets the needs of users while incentivizing the use of *active transportation* and transit”.
- 44) Subsection 3.5.3.48 e) is amended by replacing “on all new local streets developed within the CBD” with “, especially within *Active Frontage Areas*,”.
- 45) Subsection 3.5.3.48 f) is amended by replacing “CBD” with “*Town’s*”.
- 46) Subsection 3.5.3.48 g) [new] is added as follows:

“*travel demand management*, reduced parking and opportunities for shared parking shall be encouraged in accordance with 2.6.3.14;”.
- 47) Subsection 3.5.3.48 h) [new] is added as follows:

“the provision of surface parking lots should be minimized and configured to transition to other uses over time;”
- 48) Subsection 3.5.3.48 i) [new] is added as follows:

“where appropriate, existing surface parking lots should be replaced with compact, mixed-use and *transit supportive* developments.”
- 49) Subsection 4.11.3.24 Specific Policy Area No. 24 is deleted.
- 50) Subsection 5.10.6 [new] a definition for “Active Frontages” is added as follows:

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

- 51) Subsection 5.10.6 [new] a definition for “Block-Level Densities” is added as follows:
- “**BLOCK-LEVEL DENSITIES** means the densities, represented by *floor space index (FSI)*, which are typically achieved by various forms of building type on a block. The *block-level densities* are an average of the *FSI* values achieved on individual *lots* or land parcels within each block. Individual *lots* or land parcels may have higher or lower *FSIs* depending on their unique conditions and development potential.”
- 52) Subsection 5.10.6 [new] a definition for “Building Height” is added as follows:
- “**BUILDING HEIGHT** means the vertical distance measured from the established grade of a building or structure to: a) in the case of a flat roof, the highest point of the roof surface or parapet, whichever is greater; b) in the case of a mansard roof, the decline of the roof; c) in the case of a gable, hip or gambrel roof, the mean height between the eaves and ridge. Excluding any rooftop ornamentation, masts, flues, tanks, mechanical rooms, plant or equipment.”
- 53) Subsection 5.10.6 [new] a definition for “Compatibility Study(ies)” is added as follows:
- “**COMPATIBILITY STUDY(IES)** means a study that assesses potential *adverse effects* and recommends separation distances and mitigation measures, if needed, to limit impacts to surrounding land uses.”
- 54) Subsection 5.10.6 the definition for “Floor Space Index (FSI)” is amended by italicizing “gross floor area” as a new defined term and by changing “a building or structure” to “all above grade buildings and structures, including parking structures,” and by adding: “*Community facilities* and *infrastructure* are excluded from the calculation of *FSI*.”
- 55) Subsection 5.10.6 [new] a definition for “Gross Floor Area” is added as follows:
- “**GROSS FLOOR AREA** means the total area of all floors measured between the exterior face of the exterior walls of the building or structure at the level of each floor, exclusive of any basements used for storage purposes and/or for the parking of a motor vehicle.”
- 56) Subsection 5.10.6 the definition for “Intensification Areas” is removed.
- 57) Subsection 5.10.6 the definition for “Major Transit Station Area” is amended by inserting “to 800m” after “500m”.
- 58) 5.10.6 [new] a definition for “Podium” is added as follows:
- “**PODIUM** means the base of a building that is distinguished from the uppermost floors of a mid-rise building or the *tower* portion of a *tall building* by being set forward or articulated architecturally.”
- 59) 5.10.6 [new] a definition for “Public Realm” is added as follows:

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

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

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

61) 5.10.6 [new] a definition for “Strategic Growth Areas” is added as follows:

“**STRATEGIC GROWTH AREAS** means lands identified within the *Urban Area* that are to be the focus for accommodating population and employment *intensification* and higher-density

mixed uses in a more compact built form. *Strategic Growth Areas* include Urban Growth Centres, *Major Transit Station Areas*, *Intensification Corridors* and Secondary Mixed Use Nodes.”

62) 5.10.6 [new] a definition for “Tall Building” is added as follows:

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

63) 5.10.6 [new] a definition for “Tower” is added as follows:

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

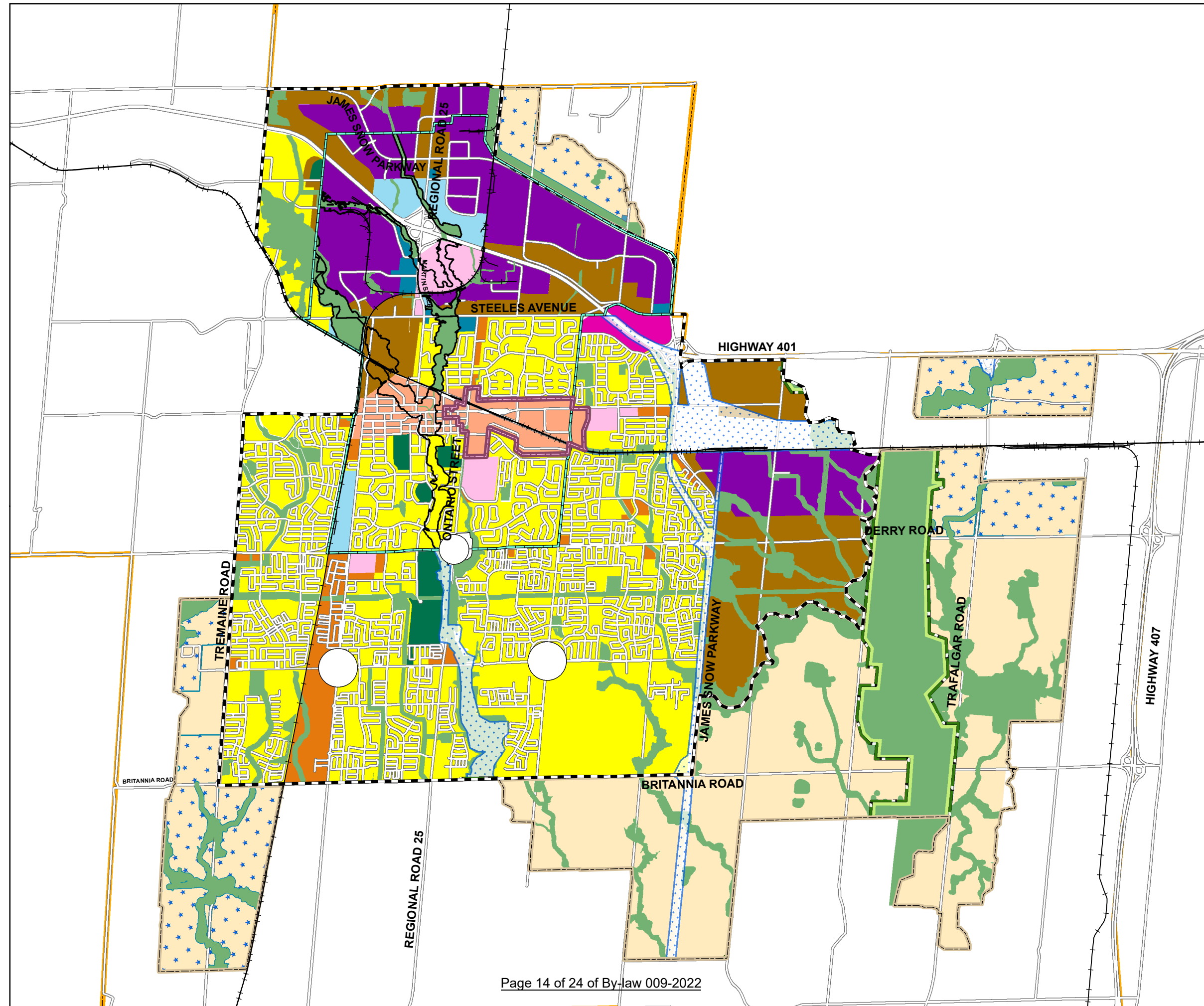
64) 5.10.6 [new] a definition for “Transit Supportive” is added as follows:

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

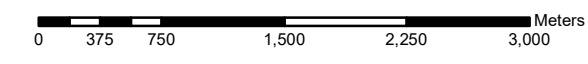
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TOWN OF MILTON OFFICIAL PLAN

Schedule B Urban Area Land Use Plan



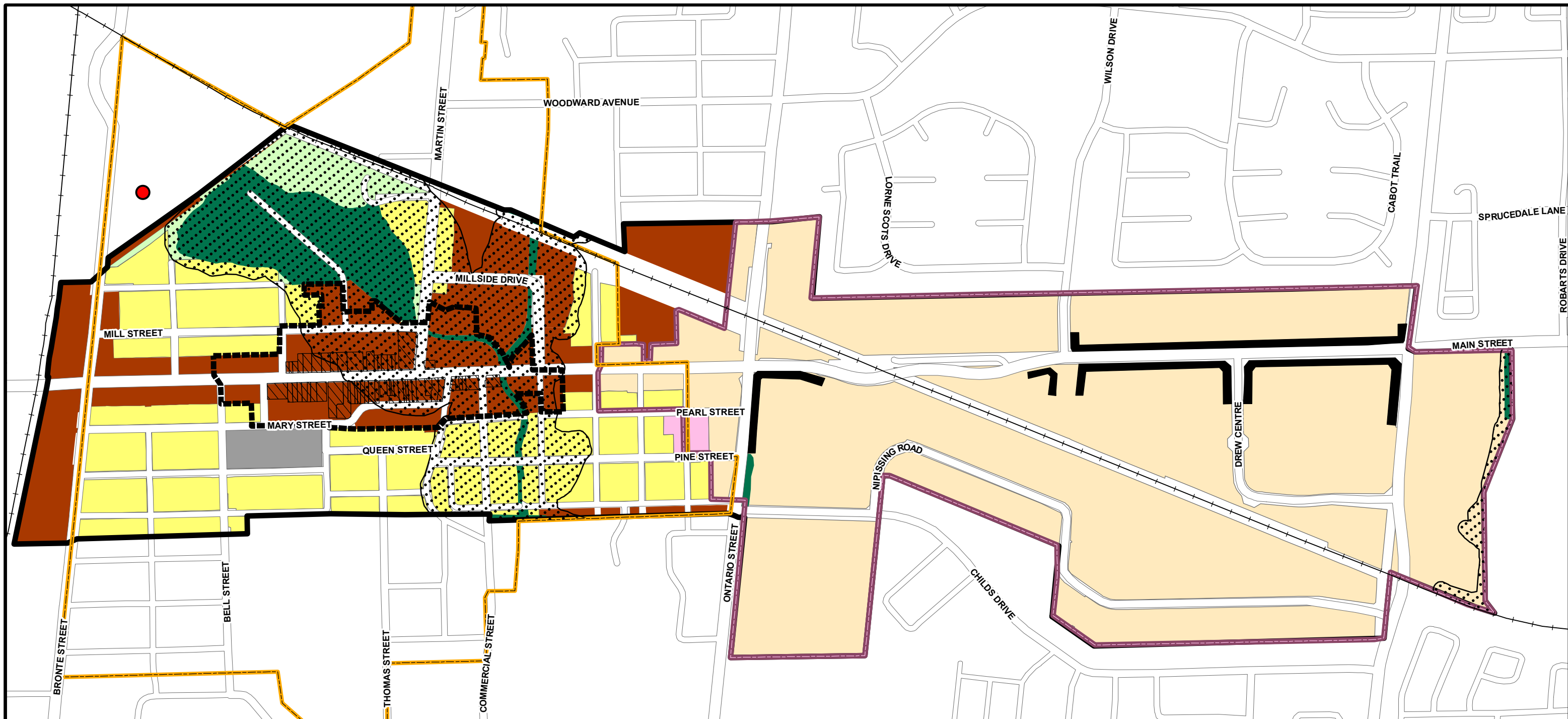
- Business Park Area
- Business Commercial Area
- Central Business District
- Community Park
- SHP Growth Area
- SHP Growth Area- Employment
- Industrial Area
- Institutional Area
- Office Employment Area
- Major Commercial Centre
- Residential Area
- Residential Office Area
- Secondary Mixed Use Node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














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






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November, 2021

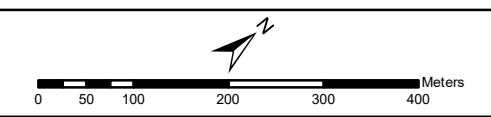


-  Central Business District Boundary
-  Business Improvement Area Boundary
-  Downtown Character Area Boundary
-  Milton GO MTSA/Downtown Milton UGC
-  Character Building
-  Rail

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

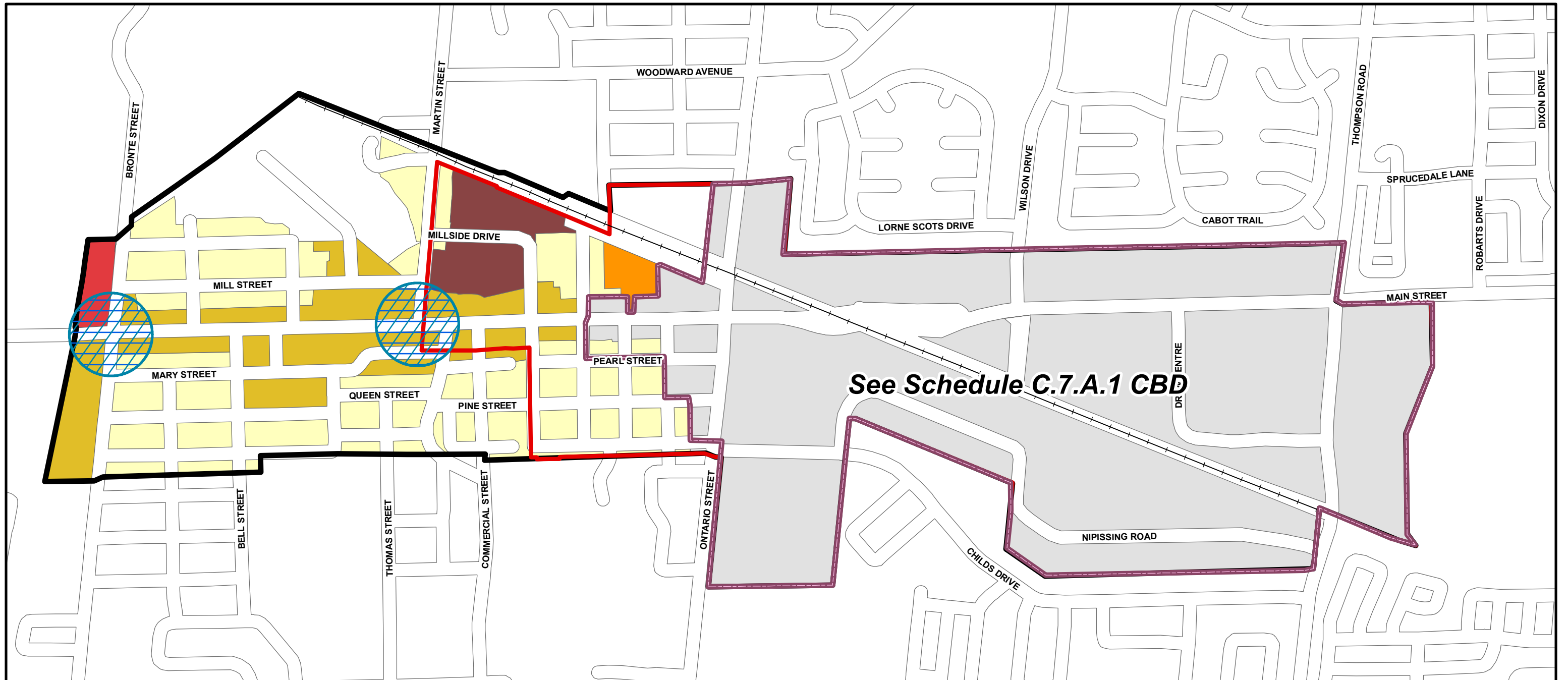
-  Low Density Residential Sub-Area
-  Natural Heritage System
-  Regulatory Flood Plain
- Active Frontages**
-  

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



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 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

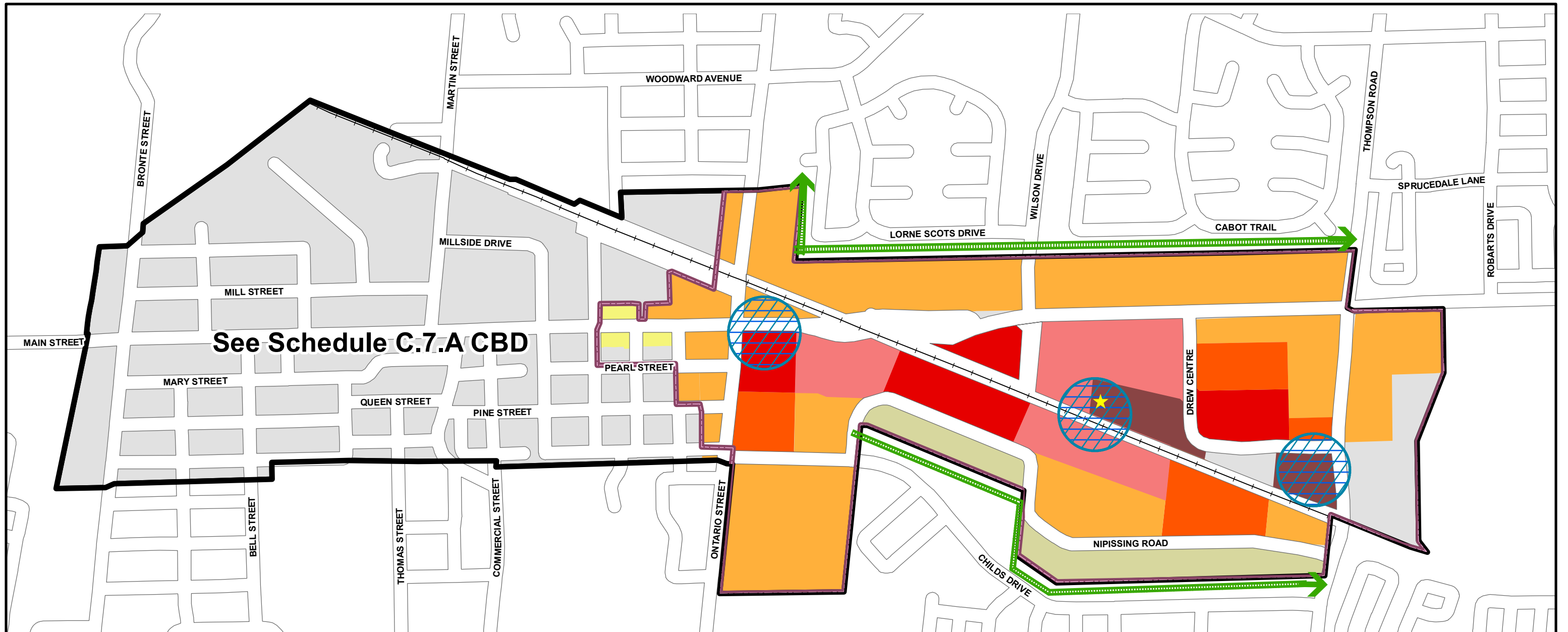
Central Business District
Height Limits








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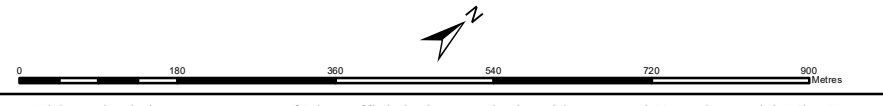


See Schedule C.7.A CBD

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

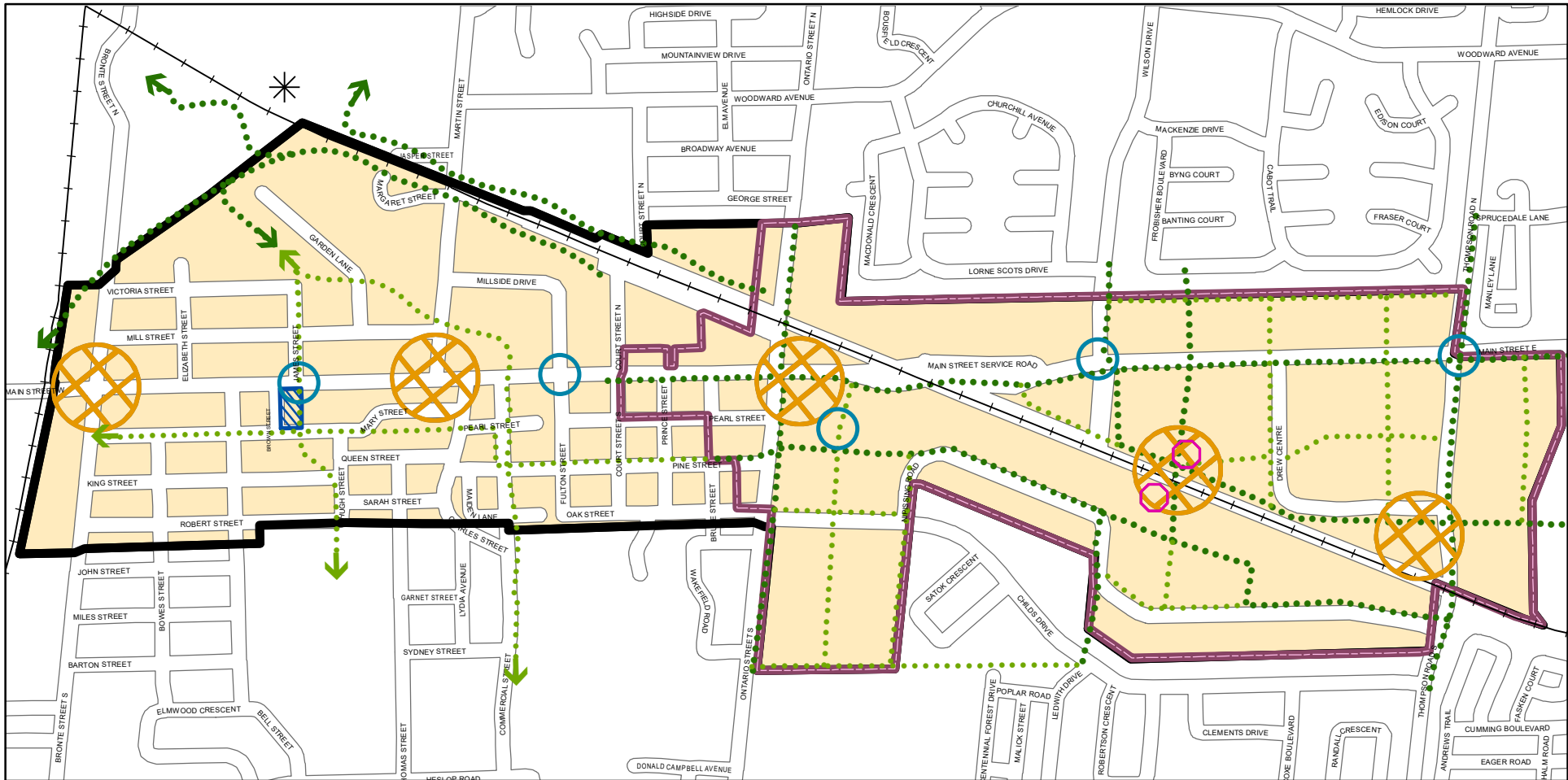
Maximum Heights	Maximum Density
 4 Storeys	2.0 FSI
 6 Storeys	3.0 FSI
 8 Storeys	4.0 FSI
 15 Storeys	5.0 FSI
 23 Storeys	5.0 FSI
 27 Storeys	6.0 FSI
 31 Storeys	6.0 FSI
 33 Storeys	6.0 FSI

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



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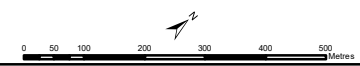
January, 2022



- Major Linkage
- Minor Linkage
- Future Crossing
- Urban Square
- Focal Point
- Gateway
- Station Plaza
- Central Business District Boundary
- Milton GO MTSA/Downtown Milton UGC

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

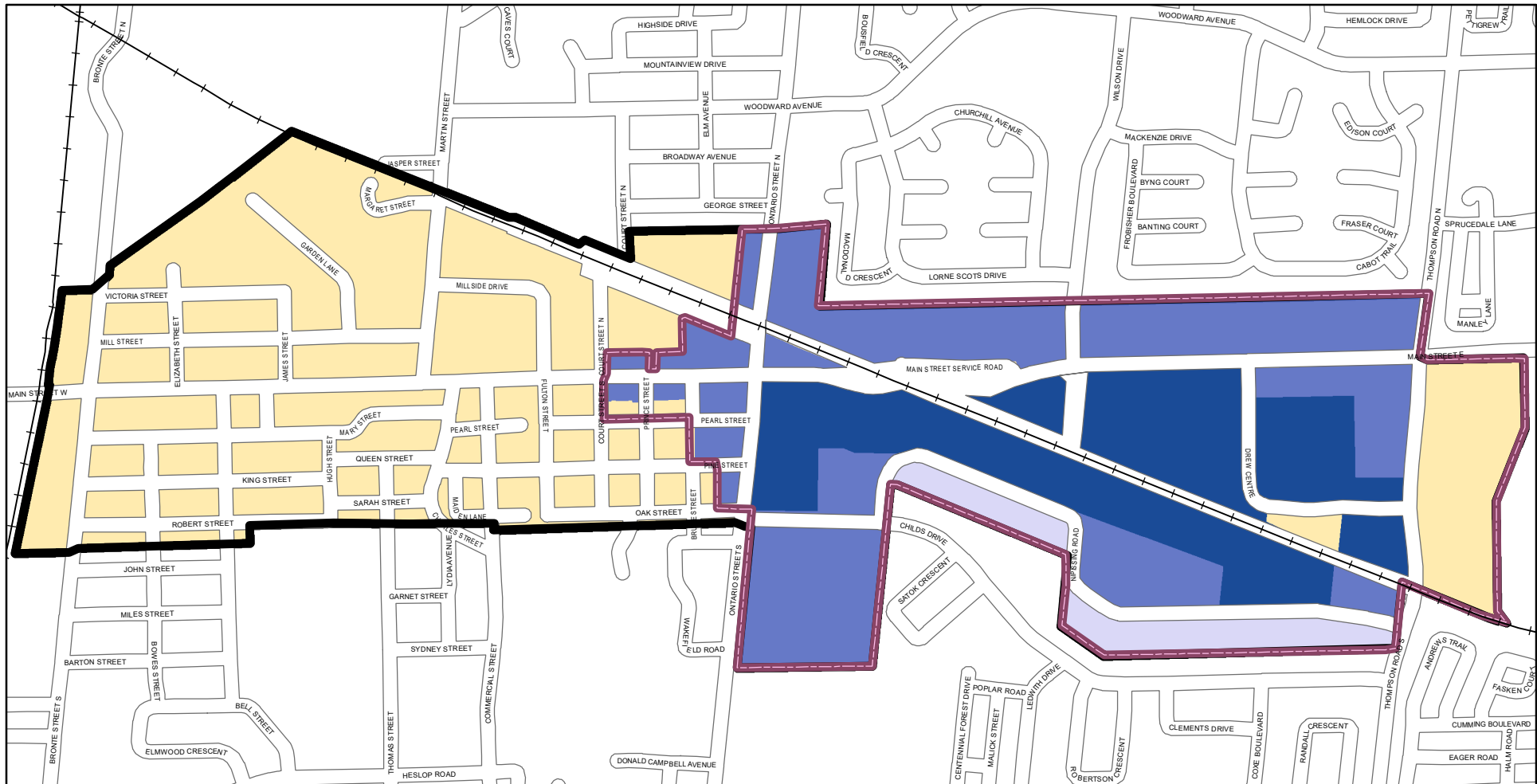
Open Space, Linkages and Nodes





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

Minimum Density

-  FSI 1.0
-  FSI 2.0
-  FSI 3.0

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

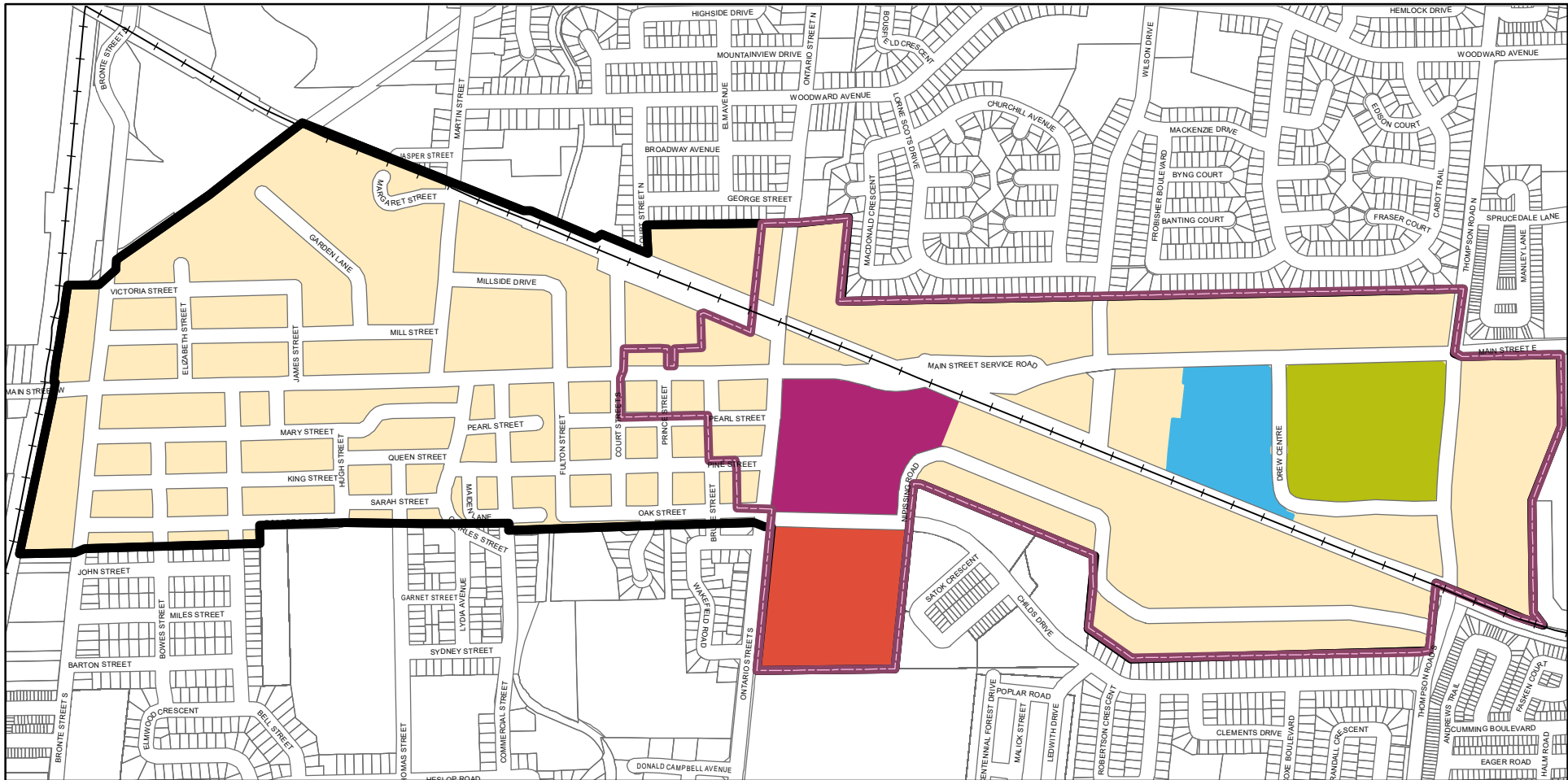
Central Business District
Minimum Block Level Densities



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 Milton GO MTSA/Downtown Milton UGC

 Central Business District Boundary

Development Blocks

 A - Region of Halton Allendale Campus

 B - Milton Mall

 C - Metrolinx

 D - Milton Commons

**TOWN OF MILTON
OFFICIAL PLAN
CENTRAL BUSINESS DISTRICT
SECONDARY PLAN
Schedule C.7.D.CBD
Development Blocks**



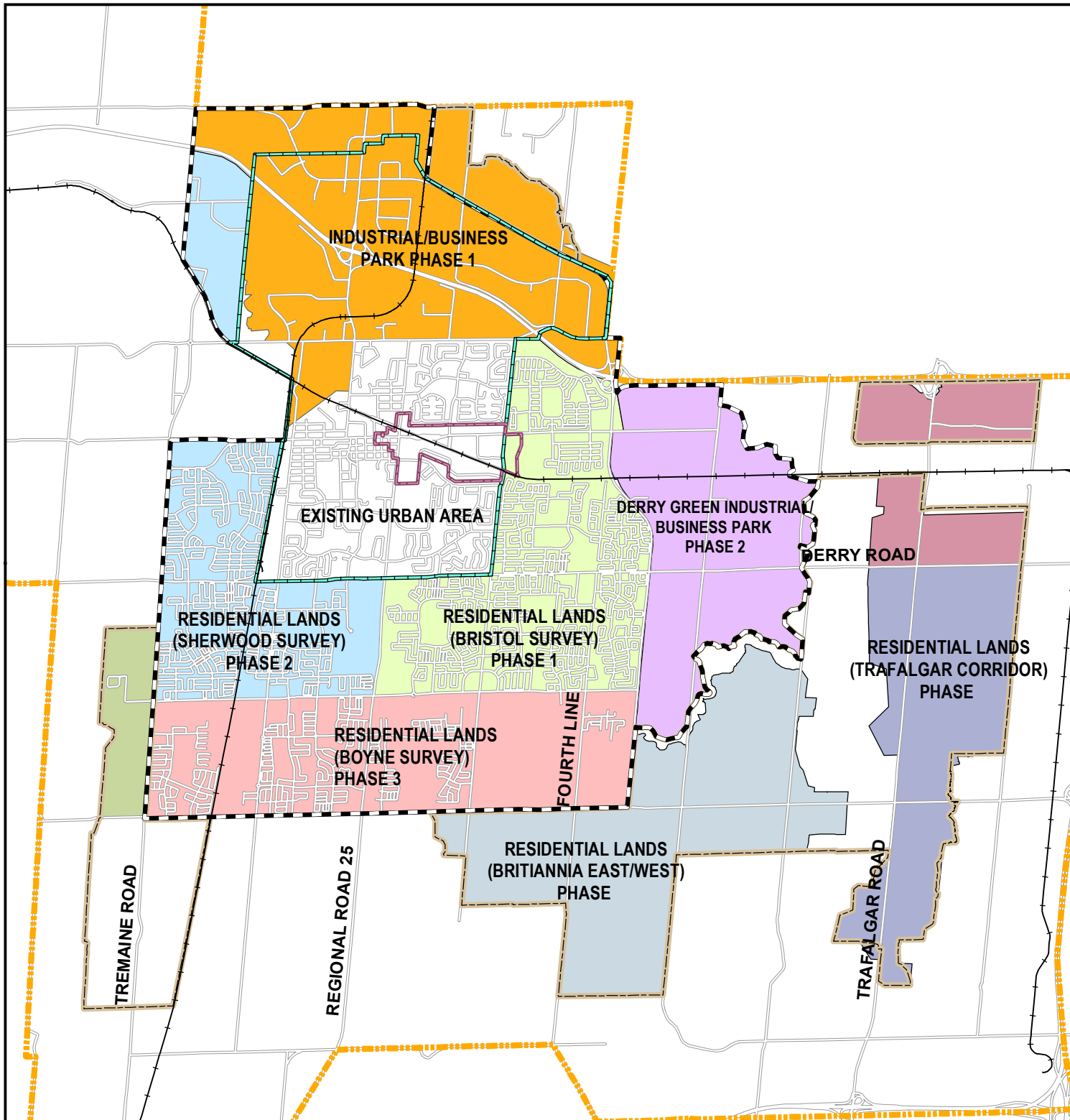
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


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TOWN OF MILTON OFFICIAL PLAN

Schedule H Phasing of Urban Expansion



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



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


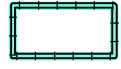



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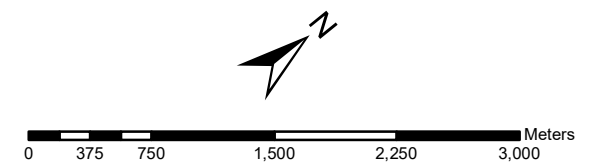
Date: November, 2021

TOWN OF MILTON OFFICIAL PLAN

Schedule I1

Urban Area Specific Policy Areas (Refer to section 4.11)

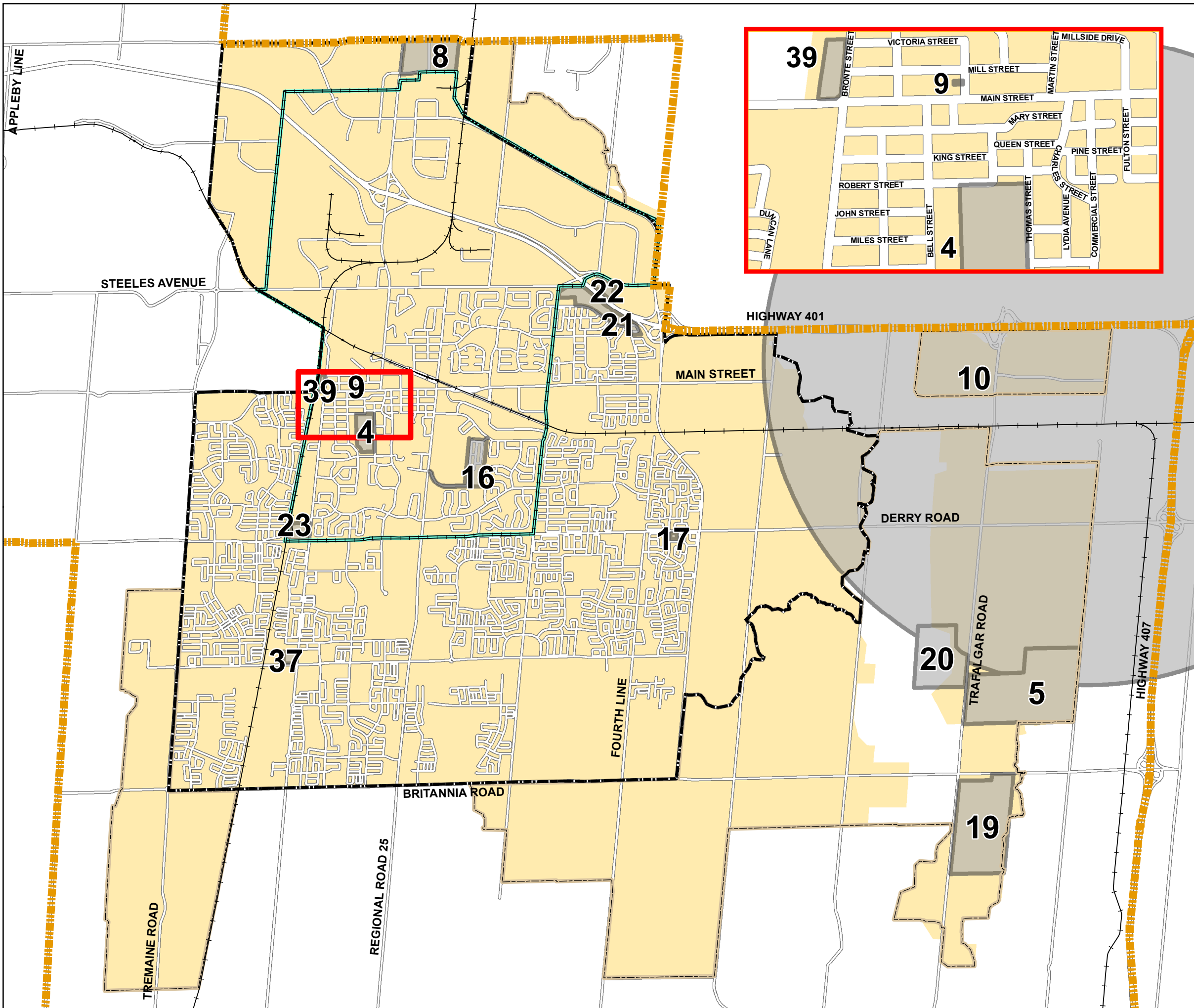
-  MILTON BOUNDARY
-  ESTABLISHED URBAN AREA BOUNDARY
-  HUSP URBAN AREA BOUNDARY
-  URBAN AREA
-  SPECIFIC POLICY AREA & NUMBER



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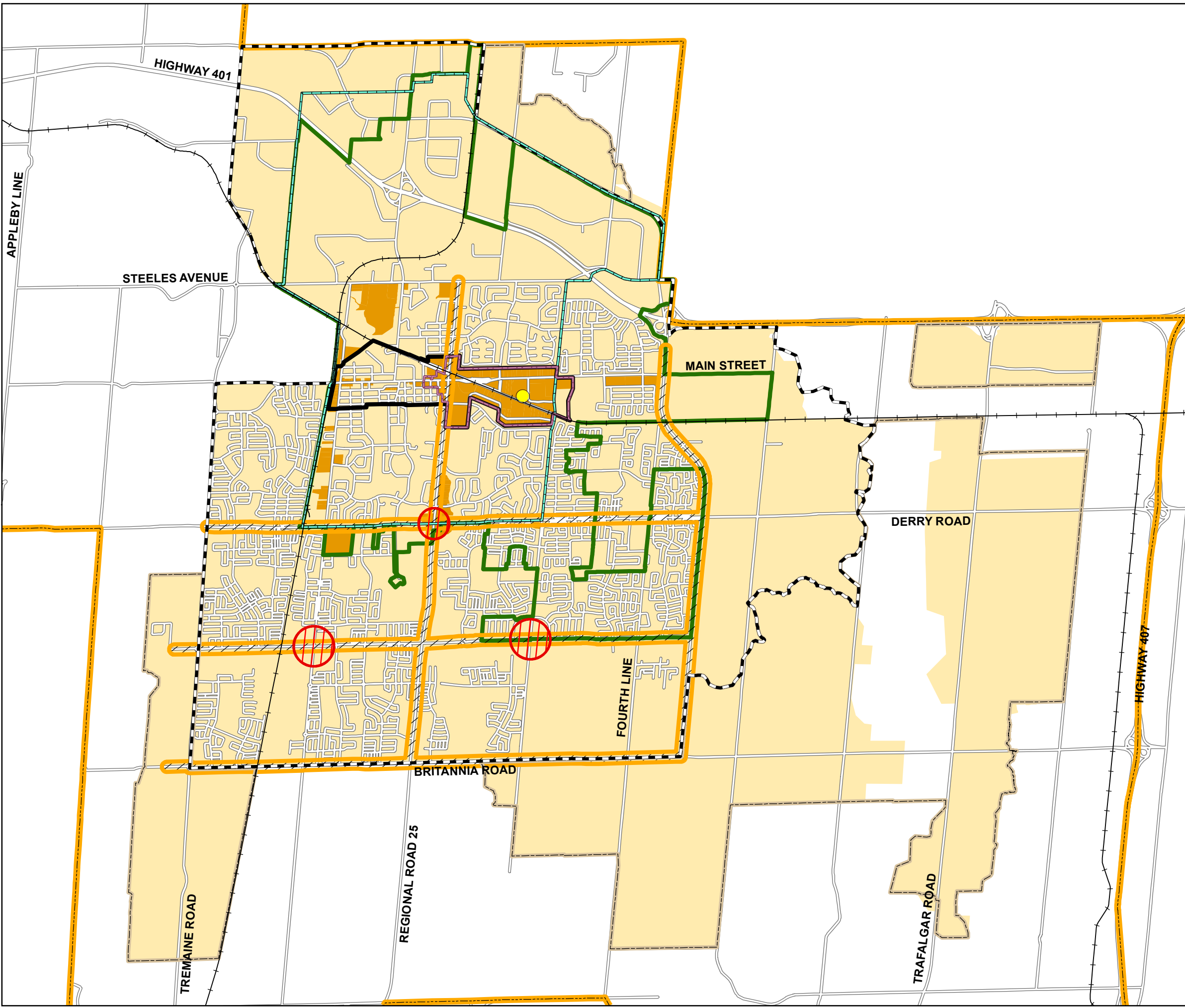
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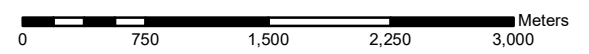
TOWN OF MILTON OFFICIAL PLAN

Schedule K

Intensification Areas



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



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