

PLANNING JUSTIFICATION REPORT

April 2021

OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT

Mixed Use Redevelopment 560 Main Street East Milton Inc.

560 Main Street East
Part of Lot 13, Concession 3, NS (Trafalgar)
Town of Milton

PREPARED FOR:

560 Main Street East Milton Inc.

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TABLE OF CONTENTS

1.0 INTRODUCTION.....	1
1.1 PURPOSE OF THE REPORT	2
1.2 SITE DESCRIPTION	2
1.3 SITE CONTEXT.....	3
2.0 PROPOSED DEVELOPMENT.....	6
3.0 POLICY FRAMEWORK	10
3.1 PROVINCIAL POLICY STATEMENT (2020).....	11
3.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020).....	11
3.2.1 METROLINX - MILTON GO STATION IMPROVEMENTS	12
3.2.2 METROLINX - 2041 REGIONAL TRANSPORTATION PLAN (2018).....	13
3.3 REGION OF HALTON OFFICIAL PLAN.....	13
3.3.1 DRAFT REGION OF HALTON OFFICIAL PLAN AMENDMENT 48	14
3.4 TOWN OF MILTON OFFICIAL PLAN - OPA 31	14
4.0 ADDITIONAL STUDIES, GUIDELINES AND CONSIDERATIONS.....	24
4.1 TOWN OF MILTON MAJOR TRANSIT STATION AREA & MOBILITY HUB POLICY DIRECTIONS REPORT (APRIL 2021) AND STUDY (MAY 2020)	25
4.2 TOWN OF MILTON MID-RISE AND TALL BUILDING GUIDELINES.....	27
4.3 PROXIMITY TO CANADIAN PACIFIC RAILWAY LINE.....	28
4.4 RISK ASSESSMENT - THE MINISTRY OF ENVIRONMENT (MOE) GUIDELINE D-6.....	29
5.0 PROPOSED OFFICIAL PLAN AMENDMENT.....	32
6.0 ZONING.....	34
7.0 PLANNING OPINION	36

LIST OF FIGURES

FIGURE 1: AIR PHOTO

FIGURE 2 : CONTEXT PHOTO

FIGURE 3: CONCEPTUAL SITE PLAN

FIGURE 4: CONCEPTUAL RENDERING

FIGURE 5: PLACES TO GROW

FIGURE 6: REGIONAL STRUCTURE

FIGURE 7: CENTRAL BUSINESS DISTRICT LAND USE PLAN

FIGURE 8: MILTON INTENSIFICATION AREAS

FIGURE 9: CENTRAL BUSINESS DISTRICT HEIGHT LIMITS AND GATEWAYS

FIGURE 10: CENTRAL BUSINESS DISTRICT OPEN SPACE, LINKAGES AND NODES

FIGURE 11: MOBILITY HUB STUDY – PRECINCTS

FIGURE 12: MOBILITY HUB STUDY – LAND USES

FIGURE 13: MOBILITY HUB STUDY – BUILDING HEIGHTS

FIGURE 14: MOBILITY HUB STUDY – DENSITY FRAMEWORK

FIGURE 15: MOBILITY HUB STUDY – STREETS AND BLOCKS

FIGURE 16: MOBILITY HUB STUDY – SETBACKS

FIGURE 17: PROXIMITY MAP

LIST OF APPENDICES

APPENDIX I : PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX II: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

APPENDIX III: DRAFT OFFICIAL PLAN AMENDMENT

APPENDIX IV: DRAFT ZONING BY-LAW AMENDMENT

An aerial photograph of a city grid, showing streets, buildings, and green spaces. A large, solid orange circle is centered over the image, containing the text '1.0 Introduction'.

1.0

Introduction

1.0 INTRODUCTION

Korsiak Urban Planning has been retained by 560 Main Street East Milton Inc. (Neatt Communities) to prepare this Planning Justification Report in support of Official Plan & Zoning By-law Amendment applications required to permit the mixed use redevelopment of lands located at the southwest quadrant of Main Street East and the future southern extension of Wilson Drive, abutting the Canadian Pacific (CP) Rail line (Figure 1 – Air Photo).

560 Main Street East Milton Inc. (Neatt Communities) has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed OPA/ZBA applications:

- Urban Design Brief
- Conceptual Site Plan, Architectural Set and Renderings
- Shadow Study
- 3D Fly-Through
- Preliminary Landscaping Plan
- Preliminary Tree Preservation Plan
- Functional Servicing Report/ Stormwater Management Report
- Preliminary Grading, Servicing & Sediment Control Plan (ESC Plan)
- Traffic Impact Study & Parking Justification
- Noise and Vibration Study
- Wind Study
- Geotechnical Investigation
- Hydrogeological Investigation & Water Balance Report
- Korsiak Urban Planning
- KNYMH Inc.
- KNYMH Inc.
- KNYMH Inc.
- Adesso Design Inc.
- Adesso Design Inc.
- Urbantech Consulting
- Urbantech Consulting
- Paradigm Transportation Solutions Limited
- SLR Consulting Limited
- SLR Consulting Limited
- Shad & Associates Inc./ R.J. Burnside & Associates Limited
- SLR Consulting Limited

1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to outline the nature of the proposed Official Plan and Zoning By-law Amendment and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton and the Town of Milton. In addition, the report outlines design considerations and mitigation measures for new development in proximity to railway operations.

1.2 SITE DESCRIPTION

The subject lands are located in the at the southwest quadrant of Main Street East and the future southern extension of Wilson Drive, abutting the Canadian Pacific (CP) rail line (Figure 1 – Air Photo). The lands were formerly occupied by Milton Pigment and Chemical which ceased operation approximately ten years ago. Subsequently, the

building was demolished, and the lands remediated to a residential standard. The subject lands are currently vacant.

In 2018, Metrolinx expropriated the eastern portion of the subject lands (0.87 ha) to provide a future dedicated bus loop servicing the Milton GO Station on the north side of Main Street and will be the fourth leg of this signalized intersection. Discussions are underway between Neatt Communities, the Town of Milton, and Metrolinx to have the expropriated lands also provide vehicular access to the subject property and the lands to the east (700 Main Street East) (Figure 2 – Context Photo).

The remaining site post-expropriation is ‘pie’ shaped and has an area of 1.2 hectares, with approximately 148 metres of frontage along Main Street East and a lot depth of approximately 64 metres at its deepest point.

1.3 SITE CONTEXT

As shown in Figure 1 – Air Photo, the subject property is located within the Town’s Central Business District, the Town of Milton Urban Growth Centre (UGC), and within a Major Transit Station Area (MTSA).

As shown on Figure 2, surrounding land uses include:

- South: CP/ Milton GO rail line, beyond which are industrial and commercial uses, 101 Nipissing (location of active development application for high density residential uses) followed by medium and low density residential uses;
- West: CP / Milton GO rail line, beyond which are commercial uses, followed by Ontario Street South and the historic downtown;
- North: Main Street East, beyond which are commercial uses, followed by low density residential uses;



FIGURE 1 - Air Photo



FIGURE 2 - Context Photo

- East: Commercial and future high density residential uses and the Milton GO Station. The site is approximately 325m away from the Milton GO station building and will be slightly over 100m away from the new building when it is relocated by Metrolinx as part of the improvement plans for the GO Station.

The subject property is conveniently located between two existing commercial complexes (Milton Mall to the west and Milton Common to the east), which serve the area with everyday amenities including a grocery store (Real Canadian Superstore), shops, banking, restaurants, coffee shops, etc. Additionally, leisure and recreational amenities including the Lions Sports Park, Milton Centre for the Arts, Milton Public Library and Milton Leisure Centre are in close proximity on the east side of Thompson Road.

The subject site is located in close proximity to the existing Milton GO Station (± 325 m) and even closer

to the future improved Milton GO Station (± 150 m). Currently, the Milton GO Station provides quick and convenient rush-hour service to/from downtown Toronto (Union Station), including a stop at Kipling Station, providing exceptional connections to Toronto's core via public transit, bike sharing and/or on foot. Metrolinx plans to provide more frequent rush-hour service from Monday to Friday, with the ultimate goal of providing all-day, two-way service. Additionally, the Milton GO Station is serviced by all ten local Milton transit routes, making regional and local commuting possible.

In recognition that the existing policies of the Official Plan and existing zoning provisions are dated, the Town of Milton recently undertook a Major Transit Station Area & Mobility Hub Study ('Mobility Hub Study') that will guide future redevelopment and intensification in this area. The final study (May 2020) was endorsed by Town Council on August 24, 2020. After the

completion of the Study, the Policy Directions Report was presented to Council on April 12, 2021, where staff were directed to prepare Town-initiated Official Plan and Zoning By-law Amendments to implement the findings of the Study. Completion of these initiatives is targeted for the fourth quarter of 2021. This will be described further in Section 4.1.



2.0
Proposed
Development



FIGURE 4 - Conceptual Rendering


As a result of those discussions, the proposal has been designed to provide a continuous streetwall along Main Street East, with the podium setback a minimum of 6 metres to Main Street East right-of-way (ROW) (approximately 12 metres from the back of curb line), to facilitate the development of a wider pedestrian boulevard with enhanced landscaping. The second floor of the podium cantilevers over the first floor to provide weather protection and a sense of enclosure along the street. The towers will be setback 10 metres from the podium edge along Main Street East to maintain view corridors, minimize shadow impacts and reinforce a pedestrian scaled streetscape. Varying podium and tower setbacks are provided along the southern extension of Wilson Drive. A minimum 30 metre railway setback to habitable living space has been maintained, consistent with the Town's Zoning By-law and Canadian Pacific Railway's development guidelines.

Two mid-block connections are provided along the Main Street East frontage. One will be in the form of a pedestrian breezeway through the podium between towers A and B. The other will be a pathway which connects to the proposed common community amenity area located at the western limits of the site. Both mid-block connections will facilitate convenient pedestrian linkages through the site to the historic downtown, Milton GO Station, Milton Mall and other sites within the Urban Growth Centre.

As per policy 2.2.5 (14) of the Growth Plan, *“Outside of employment areas, development criteria should be established to ensure that the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site”*. As noted previously, the site is currently vacant and does not provide any jobs. Neatt Communities owns and is seeking to redevelopment 145 & 151 Nipissing Road on the south side of the CP tracks via a separate

development application. Those properties have existing commercial and employment uses. Neatt Communities is proposing to provide the opportunity for a similar number of jobs to 560 Main Street East. It is our opinion that 560 Main Street East is a better location for future commercial to thrive in as it offers a highly visible frontage, significant pedestrian activity, better connectivity to the historic Downtown and will front onto the Main Street Green Connector (which promotes passive modes of transportation, and supports ground floor commercial). Further, the subject site is in close proximity to 145-151 Nipissing Road and ensures that the same number of jobs are retained in the overall neighbourhood (*Figure 2*).

As the proposal exceeds the maximum density and height permissions of the Official Plan and Zoning By-law, an Official Plan and Zoning By-law Amendment are required. A pre-consultation meeting was held on January 12, 2021 where a development submission checklist was provided.

An aerial photograph of a city grid, showing streets, buildings, and green spaces. A large, semi-transparent orange circle is centered over the image. Inside the circle, the text "3.0 Policy Framework" is written in a light orange, sans-serif font.

3.0

Policy Framework

3.0 POLICY FRAMEWORK

3.1 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (2020)(PPS) contains policies on matters of provincial interest related to land use planning and development. The policies set out in the PPS help to protect resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management to contribute to more effective and efficient land use patterns, thereby enhancing the quality of life for all Ontarians.

PPS policies applicable to the proposed development are described in Appendix I, including: Section 1.1 for 'Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns' and 'Settlement Areas'; Section 1.4 for 'Housing'; Section 1.6 for Infrastructure and Public Service Facilities' and 'Transportation Systems' Section 1.7.1 for 'Long-Term Economic Prosperity'; and Section 1.8.1 for 'Energy Conservation, Air Quality and Climate Change'.

The proposed development is consistent with the Provincial mandate as set out in the PPS for the following reasons:

- The proposed compact, mixed use development efficiently utilizes built infrastructure;
- The proposal produces a cost effective development that minimizes land consumption and servicing costs;
- The proposal redevelops underutilized land within the settlement area;
- The proposal contributes to the mix of dwelling types in Milton;
- The proposal provides transit supportive

densities and will promote active transportation;

- The proposal improves the mix of housing and employment uses in downtown Milton to promote live-work relationships;
- The proposal provides intensification in an appropriate location that can accommodate high density development;
- The proposal enhances the vitality and viability of downtown Milton.

3.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (the 'Growth Plan') came into full force and effect on May 16, 2019 (Amended August 28, 2020). The Growth Plan provides the framework for implementing Ontario's vision for building stronger, more prosperous communities by better managing growth in the Greater Golden Horseshoe (GGH) Region to 2051. The Growth Plan establishes a long-term structure for where and how the GGH will achieve complete communities that are compact, transit supportive, and make effective use of investments in infrastructure and public service facilities. The Growth Plan is structured to increase housing supply, expand economic prosperity and streamline approval processes while protecting important natural heritage features and agricultural lands.

The subject lands are located within the 'Settlement Area', 'Delineated Built-up Area' and downtown Milton 'Urban Growth Centre' (*Figure 5- A Place to Grow*). As per Section 2.2.4, the lands are identified within a MTSA. MTSAs generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

The Growth Plan policies that apply are further described in *Appendix I*, which includes: Section 1.21

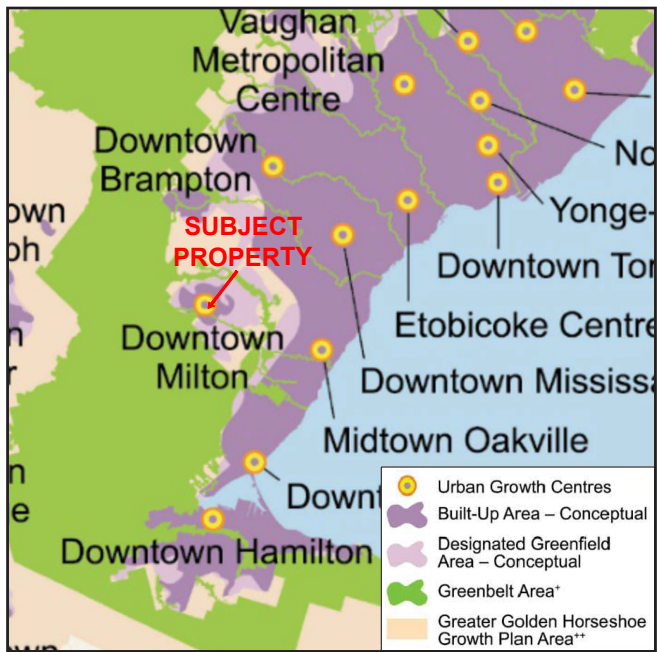


FIGURE 5 - A Place to Grow

‘Guiding Principles’; Section 2.2.1 ‘Managing Growth’; Section 2.2.2 ‘Delineated Built-up Areas’, Section 2.2.3 ‘Urban Growth Centres’, Section 2.2.4 ‘Transit Corridors and Station Areas’, Section 2.2.5 ‘Employment’ and Section 2.2.6 ‘Housing’.

The proposed development conforms to the above-noted Sections of the GGH for the following reasons:

- The subject property is located within a Settlement Area and Delineated Built Boundary;
- The subject property is within a Strategic Growth Area as it is located within Milton’s UGC and a MTSA;
- The subject site is an appropriate location to support high density intensification;
- The proposal intensifies an underutilized site within Milton’s UGC and a MTSA;
- The proposed mixed use development provides commercial space in an appropriate location that will serve the surrounding area and provide jobs for the forecasted employment growth as stated in the Growth Plan;
- The proposal adds to the mix of housing options in Milton to meet the needs different

household sizes, incomes, and ages;

- The proposal will make use of existing and planned infrastructure and public service facilities without causing a financial burden to the Region or Town; and
- The proposal is supportive of active transportation and the use of transit services.

3.2.1 METROLINX - MILTON GO STATION IMPROVEMENTS

On November 15, 2017 the Ministry of Transportation announced improvement plans for Milton GO redevelopment and expansion, including:

- A new station building;
- An upgraded parking lot with an additional 850 parking spaces, bringing the total to approximately 2,300 spaces;
- Reconfiguration of the parking lot layouts, bus loop, and passenger pick-up/drop-offs;
- Accessible connections to train and bus platforms;
- Upgraded platforms and infrastructure to support future layover of trains; and
- Improved pedestrian connections and bicycle storage.

In 2018, Metrolinx expropriated a significant portion of the subject lands (0.87 hectares) to facilitate the southern extension of Wilson Drive, to operate as dedicated bus loop servicing the Milton GO Station (*Figure 2*).

The proposed Milton GO Station improvements will improve accessibility for cyclists, pedestrians and transit users to the GO Station. The subject lands have ready access to the Milton GO Station and will benefit from the above improved services. The Milton GO Station improvements makes access to regional and local transit services easy and efficient for future residents and, therefore, reduces automobile dependency.

3.2.2 METROLINX - 2041 REGIONAL TRANSPORTATION PLAN (2018)

In March 2018, Metrolinx’s Board of Directors approved its 2041 Regional Transportation Plan (RTP). The 2041 RTP is the second Regional Transportation Plan developed by Metrolinx, which builds on *The Big Move* (2008). The Milton GO Line is identified as part of the ‘Proposed 2041 Frequent Rapid Transit Network’ and is identified as ‘15-minute GO Service’ from Union Station to Milton GO.

The proposed development complements the 2041 RTP, will strengthen Milton’s argument for the earlier implementation of ‘all-day, two-way’ rail service and will act as a catalyst for further intensification within the downtown Milton UGC. Future residents will benefit from the planned all-day, two-way rail service which will contribute to reduced automobile dependency and increased pedestrian activity.

3.3 REGION OF HALTON OFFICIAL PLAN

The Region of Halton Official Plan (ROP) provides direction to how physical development should take place in Halton Region to meet the needs of current and future residents. The ROP outlines a long term vision for Halton’s physical form and community character to achieve an urban structure that will accommodate future growth effectively. As shown on Map 1– Regional Structure (*Figure 6*), the subject lands are designated ‘Urban Area’ and are within Milton’s Built Boundary, UGC and a Mobility Hub (MTSA). There are a number of Regional Policies that pertain to this proposal and are further described in Appendix II, including: ‘Halton’s Regional Structure’, ‘Urban Area’, ‘Intensification Areas’, ‘Urban Growth Centres’, ‘Housing’, ‘Air and the Ambiance’, ‘Human Services’ and ‘Transportation’.

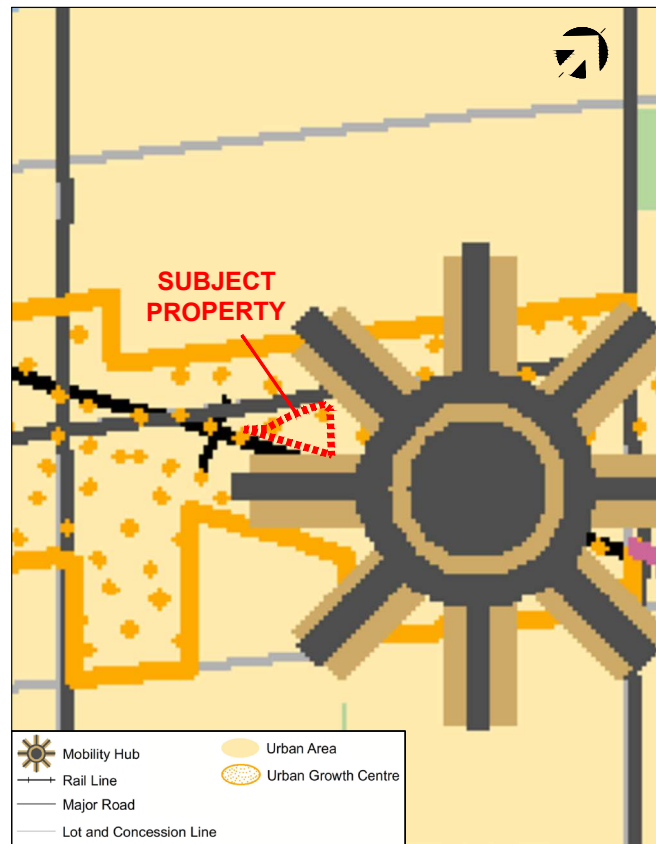


FIGURE 6 - Regional Structure

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:

- The proposed development is within the Urban Area where urban services exist to accommodate future development;
- The development proposal facilitates the intensification of the site within Milton’s UGC and Milton GO MTSA (Intensification Area);
- The proposed mixed use development contributes to the creation of healthy communities and promotes economic prosperity by providing both high density residential and commercial uses;
- The proposed mixed use development is supportive of transit and active transportation;
- The proposed development contributes to the Regional intensification target that a minimum of 5,300 units must be added to Milton’s Built Up Area

by 2031 as prescribed in Table 2 – Intensification and Density Targets.

- By providing 588 apartment units, the proposed development helps to achieve the Region’s housing target that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouse or multi-storey buildings.

3.3.1 DRAFT REGION OF HALTON OFFICIAL PLAN AMENDMENT 48

To implement provincial policy directions, the Region of Halton is completing a 2-step Regional Official Plan Review (ROPR). The first step is draft Regional Official Plan Amendment 48 (ROPA 48) which would define the Regional Urban Structure and in particular identify:

- The boundaries and locations of UGCs and MTSAs;
- Strategic Growth Areas; and
- Employment Area Conversions (removes certain properties from the Employment Area).

By completing a 2-step ROPR, the Region will advance its Urban Structure in step 1 before completing its entire ROPR. This will allow local municipalities to proceed with the next step of planning for their local urban structures by providing a policy framework that identifies densities and boundaries for UGCs and MTSAs, other strategic growth areas and employment areas.

The Region of Halton released draft ROPA 48 to the public for review. A small boundary change to the Milton MTSAs boundary is proposed but does not impact the subject property. No changes to the minimum overall density target for the Downtown Milton UGC/MTSA are proposed. As the proposed ROPA 48 policies remain draft at this stage and are subject to change, they have not been referenced in this report.

3.4 TOWN OF MILTON OFFICIAL PLAN - OPA 31

On June 14, 2014, Town Council adopted OPA 31, being an amendment to bring the Town’s Official Plan into conformity with the Growth Plan for the Greater Golden Horseshoe (2006) and the Sustainable Halton Plan. Through ROPA 38, the Region of Halton subsequently modified certain policies of OPA 31 and on June 18, 2018, Town Council endorsed the Region of Halton’s proposed modifications to Official Plan Amendment No. 31. As such, the modified policies of OPA 31 are now in effect.

As shown on Schedule C of OPA 31 – Central Business District Land Use Plan (*Figure 7 - Central Business District Land Use Plan*) the subject lands are within the Central Business District (CBD) and are designated ‘Urban Growth Centre Mixed Use Sub Area’ and ‘Major Transit Station Area’. The CBD encompasses both the ‘historic’ and ‘new’ downtown (UGC). Additionally, the lands are identified as a Town of Milton Intensification Area in Schedule K (*Figure 8 - Intensification Areas*).

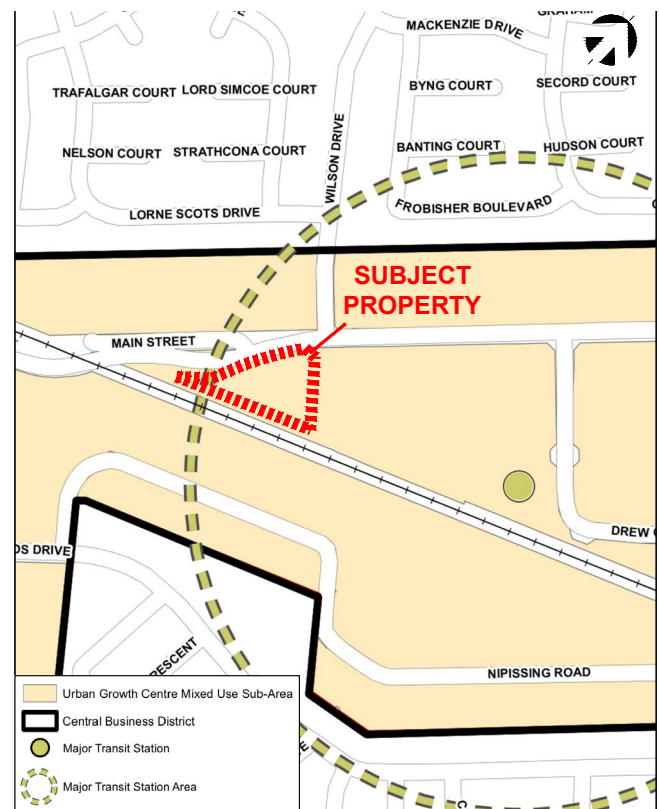


FIGURE 7 - Central Business District Land Use Plan

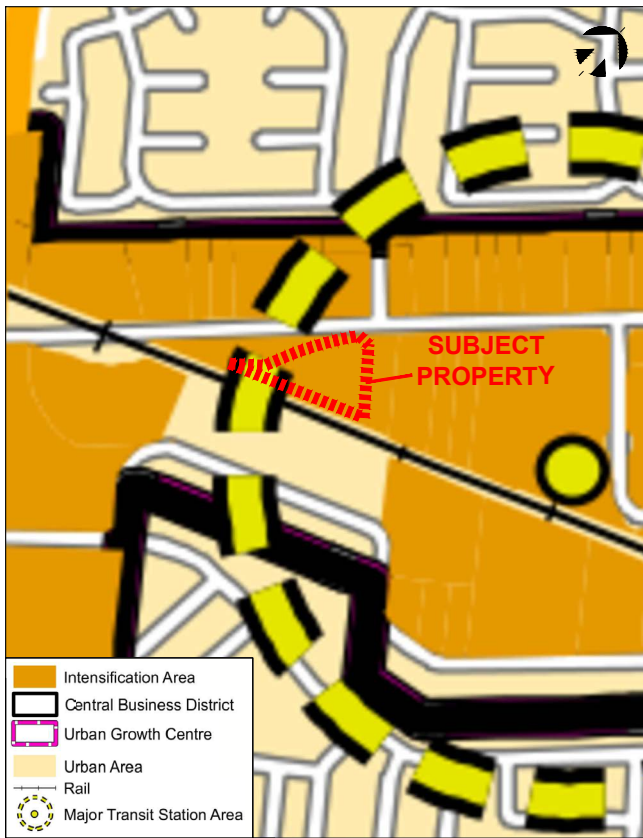


FIGURE 8 - Milton Intensification Areas

The ‘Urban Growth Centre Mixed Use Sub-Area’ is intended to be a concentrated, vibrant urban centre that accommodates a significant share of the Town’s population and employment growth supported by Regional scale public services and major transit infrastructure (3.5.3.22).

In addition to the uses permitted within the Central Business District land use designation, within the Urban Growth Centre Mixed Use Sub-Area designation, higher density residential and employment uses, major office, retail, hotels and convention centres and appropriate major institutional uses, may be permitted. All permitted uses within the Urban Growth Centre Mixed Use Sub-Area shall contribute to achieving the overall minimum development density target for the UGC of 200 residents and jobs combined per hectare, subject to the availability of appropriate infrastructure (3.5.3.23). Per Schedule C.7.A.CBD (Figure 9 - CBD Height Limits and Gateways), a maximum height of

eight storeys is permitted.

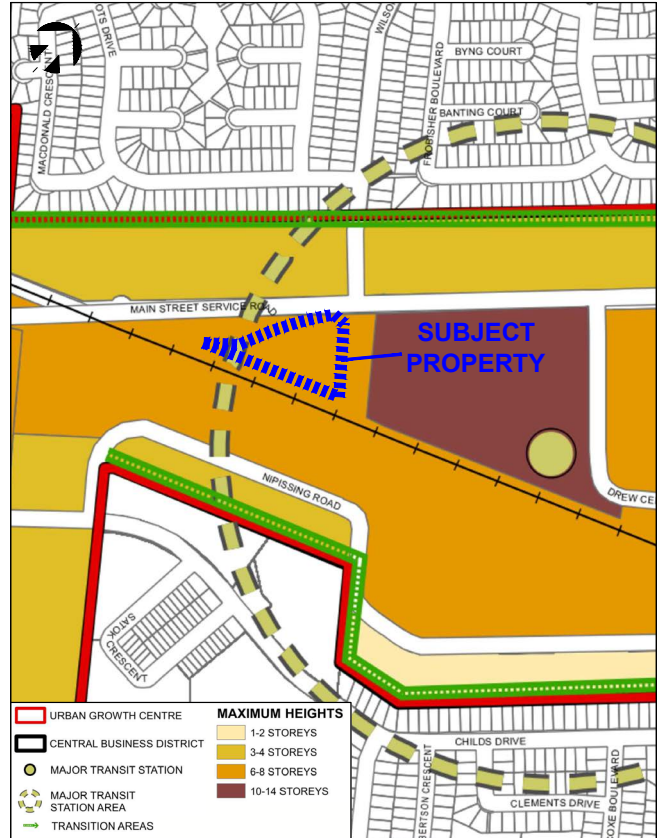


FIGURE 9 - Central Business District Height Limits and Gateways

While the proposed higher density mixed use development exceeds the maximum height permissions in the Official Plan, it is consistent with the intent of the Official Plan, as it is located within the Town’s Urban Growth Centre and Major Transit Station Area, where the greatest level of intensification is to be located, per Provincial and Regional policy. In recognition that existing Town policies are outdated and that the UGC is in transition, Town Council commissioned the comprehensive Mobility Hub Study. The proposed development is consistent with the recommendations of the final study (May 2020) and the Policy Directions Report, to be discussed in Section 4.1.

Relevant Policies Include:

2.1.3.2 Urban Area

The Central Business District, containing the historic downtown and the Urban Growth Centre is the nucleus

of the urban area and functions as the civic and commercial core of the Town. The historic downtown plays an important role in defining the community identity and is intended to be preserved, protected and enhanced over the life of this Plan.

Higher density mixed use development is generally directed to the Urban Growth Centre. The Urban Growth Centre for the Town is generally centred along Main Street, in the easterly area of the Central Business District and is a focal area for investment in institutional and Region-wide public services, as well as commercial, recreational, cultural and entertainment uses. It is to be planned as a vibrant high density, mixed use regional centre supported by a full range of public and complementary services and major transit infrastructure. It will accommodate and support a significant share of population and employment growth as well as major transit infrastructure to be achieved over the life of this Plan. The majority of the Town's intensification will be directed to the Urban Growth Centre, particularly to the major transit station area, located around the existing GO Station.

The proposed development conforms to policies for the Urban Area by intensifying underutilized lands within the Town's UGC. The proposal will enhance the community identity of downtown Milton by connecting the 'new' and 'historic' downtown through good quality urban design, ground floor commercial uses and mid-block connections. The proposed development will add to the population of downtown Milton, which will contribute to its social and economic success.

2.1.6 Intensification

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

a) Support a strong and competitive economy;

b) Protect, conserve, enhance and wisely use land, air and water;

c) Optimize the use of existing and new infrastructure;

d) Manage growth in a manner that reflects Milton's vision, goals and strategic objective; and

e) Support achievement of the intensification and density targets of this Plan.

*2.1.6.2 Intensification Areas are located within the **Built-Up Area of the Urban Area** and consist of the **Urban Growth Centre, Major Transit Station Areas, intensification corridors and Secondary Mixed Use Nodes** along with specific sites [...]*

2.1.6.3 Intensification and the development of Intensification Areas shall be promoted to achieve the following objectives:

a) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable;

c) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;

d) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods;

f) To cumulatively attract a significant portion of population and employment growth;

g) To support transit and active transportation for everyday activities;

h) To generally achieve higher densities than the surrounding areas;

i) To achieve an appropriate transition of built form to adjacent areas;

j) For Major Transit Station Areas, Intensification Corridors and Secondary Mixed Use Nodes:

i. to achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service; and,

ii. to achieve a mix of residential, office, institutional and commercial development, where appropriate;

k) For Major Transit Station Areas:

i. to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles;

2.1.6.5 It is the Policy of the Town to:

*a) Recognize the **Milton GO Station as a Major Transit Station** and the surrounding area as a Major Transit Station Area to which residential and employment intensification including major office and appropriate major institutional uses are to be directed in accordance with Section 3.5 of this Plan;*

c) Encourage alternative and innovative forms of housing, including those that support Affordable Housing and, in particular, higher density housing types that can accommodate a range of household types;

d) Direct development with higher densities, including mixed uses and transit supportive land uses to Intensification Areas;

e) Encourage alternative design standards for Arterial Roads through Intensification Areas to promote active transportation, pedestrian-

oriented development and transit-friendly facilities while maintaining the mobility function of the Major Arterial Road;

f) Ensure the proper integration of Intensification Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design [...];

h) Promote development densities that will support existing and planned transit services;

i) Consider intensification and development of Intensification Areas as the highest priority of urban development within the Town and consider programs and incentives, including Community Improvement Plans under the Planning Act, to promote and support intensification;

k) Adopt parking standards for Intensification Areas that promote the use of active transportation and public transit;

s) Promote the use of rehabilitated brownfield and greyfield sites for residential intensification.

The proposed high density mixed use development conforms to the 'Intensification' policies by contributing to the intensification of the downtown Milton UGC and MTSA, as prescribed by Provincial and Regional policy. The proposed mixed use development makes efficient use of an underutilized parcel of land (former brownfield site) in an Intensification Area that supports transit and active transportation and promotes live-work relationships. The proposal has been designed in accordance with the recommendations of the Mobility Hub Study (May 2020) and Policy Directions Report, to facilitate the creation of a wider pedestrian scaled boulevard along Main Street East that increases pedestrian comfort and safety and appropriately transitions to the existing and planned neighbourhood through good quality urban design. Two mid-block

connections are proposed to facilitate convenient connections through the site to the historic downtown, Milton Mall, GO Station and other sites in the UGC. Given the site's proximity to the GO Station, an alternative parking rate is proposed to further promote the use of active transportation and transit services.

Noise and Vibration

2.3.3.16 Proposed development adjacent to railway lines or railway yards will be required to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies to the satisfaction of the Region, the Town and the authorized review agency and in consultation with the railway agency, and to implement the study recommendations as approved, including mitigation measures and the restriction of new residential and other sensitive land uses:

- a) noise studies, if the development is within 300 metres*
- b) vibration studies, if the development is within 75 metres of the railway right-of-way or railway yard.; and*

2.3.3.17 Any mitigation measures, including noise and vibration control measures, required as a result of studies in Section 2.3.3.16 of this Plan, where approved by the Town in consultation with the authorized review agency and the appropriate railway, shall be included in a subdivision agreement or site plan agreement.

The proposed development is located adjacent to the CP/ Milton GO rail line and as a result a minimum 30 metre railway setback to habitable living space has been maintained, consistent with the Canadian Pacific Railway's development guidelines. As stated at the pre-con, the proposed development needs to be assessed against the Noise, Dust and Vibration D-Series guidelines and this is further evaluated in Section 4.4.

A noise study has been submitted in support of the development proposal and has assessed the potential noise, dust and vibration impacts and proposed appropriate mitigation measures. For further details please refer to the Noise Study prepared by SLR Consulting Ltd.

2.7 Housing

2.7.1 Goals

To meet the Town of Milton's current and future needs by:

- a) Ensuring that an appropriate range and mix of housing by density, type and affordability are permitted within the Town to meet a wide range of needs of current and future households;*
- b) encouraging the development industry to design innovative housing forms that stress flexibility in use, mix of compatible land uses, good environmental practices, incorporate universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles;*
- c) fostering the creation of additional housing accommodation through various forms of residential intensification;*
- d) encouraging the inter-mixing of different housing forms and types within neighbourhoods to foster community integration;*

2.7.2 Objectives

2.7.2.6 To support the principle of residential intensification in the developed areas within the Built Boundary, subject to the appropriate criteria and

review in accordance with the policies of this Plan.

The proposed development is consistent with the 'Housing' policies of the Town of Milton Official Plan as it increases the range and mix of housing types in the CBD by providing 588 apartment units of differing suite types or sizes. The proposed development will be innovatively designed using good environmental practices and universal design principles to meet public safety and security needs.

2.7.3 Strategic Policies – Housing Targets

2.7.3.1 Housing targets for the Urban Area shall be in accordance with the following:

- a) that at least 50 per cent of new housing units produced annually be in the form of townhouses or multi-storey buildings;*

The proposed development provides 588 residential units in the form of a multi-storey apartment building which helps achieve the housing target that at least 50 percent of new housing units produced annually be in the form of townhouses or multi-storey apartment buildings.

3.5 Central Business District

3.5.1.1 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. The UGC, 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 is the primary focus for intensification and therefore is subject to the policies for Intensifications

Areas as set out in Section 2.1.6 of this Plan, as appropriate.

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

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

3.5.2 Permitted Uses

3.5.2.1 The Central Business District designations on Schedule "C" shall permit a variety of commercial, institutional and office uses, and community facilities, including a diversified mixture of basic shopping facilities, specialty retail, business and professional offices, personal service uses, assisted, affordable and special needs housing and religious, recreational, entertainment and cultural facilities, unless otherwise specified in the Sub-Area classifications as set out in Section 3.5.3.

3.5.2.2 Residential uses shall be permitted in accordance with the policies of the various sub-areas as outlined in Section 3.5.3.

3.5.3 Central Business District Policies

3.5.3.1 The intent of the Central Business District land use designation is to preserve, promote and enhance the function of the core area of the Town as the primary centre for commerce, tourism and civic activity at a pedestrian-scale.

3.5.3.5 The development of a wide range of complementary uses to contribute to the vitality of the Central Business District and foster a live-work relationship, including the development of residential units above commercial establishments or offices, shall be encouraged.

3.5.3.7 Transit-supportive densities and pedestrian oriented, active streetscapes and improvements to the public realm that revitalize and enhance the character of the Central Business District are required.

3.5.3.8 New development shall exhibit high quality architectural and urban design and shall be integrated with adjacent, established residential neighbourhoods through the incorporation of appropriate transitions to minimize impacts;

3.5.3.11 Active transportation opportunities for pedestrians, cyclists and transit will be promoted to reduce automobile dependency.

3.5.3.14 The maximum floor space of individual retail uses shall be limited to approximately 500 square metres.

The proposed development conforms to the 'Central Business District' policies of the Town of Milton Official Plan by providing transit supportive densities, a pedestrian oriented streetscape and promoting live-work relationships. The proposed mixed use building consisting of residential and commercial uses is permitted in the CBD and provides additional population that will enhance the economic prosperity of the CBD to ensure that it continues to be the

primary multi-functional centre and focal point of the Town of Milton. Approximately 557 square metres of ground floor commercial area will be provided and will further activate the street. The maximum floor space for individual commercial units shall not exceed 500 square metres. The 'pie' shaped lot resulted in the design of a unique triangular shaped building that will exhibit high quality architectural design and is in accordance with the Town of Milton's Tall Building Guidelines and the recommendations of the Mobility Hub Study (May 2020) and Policy Directions Report. Two mid-block connections are proposed and will facilitate convenient pedestrian connections to the GO Station, Milton Mall and 'new' and 'historic' downtown Milton.

Urban Growth Centre Mixed Use Sub-Area

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

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

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

following policies:

- b) *Pedestrian traffic generating activities, particularly retail commercial uses and restaurants, shall be located at grade level, with residential and office uses in upper storey locations, except within purpose designed buildings;*
- c) *Parking shall be provided in accordance with the policies of subsection 3.5.3.48, with the majority of the required parking being provided in a structured parking garage or underground;*
- g) *Building heights may be increased within the Major Transit Station Area as shown on Schedule C and in gateway locations as shown on Schedule C.7.A.CBD, in accordance with the applicable bonusing policies of this Plan; and,*
- h) *Development shall be designed to facilitate access to public transit, including commuter pick-up/drop-off areas and bicycle parking, and encourage walking and cycling.*

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

The proposed high-density mixed use development is a permitted use within the policies of the 'Urban Growth Centre Mixed Use Sub-Area' and is consistent with the recommendations of the Mobility Hub Study (May 2020) and Policy Directions Report. The proposed development is orientated towards the street, provides transit supportive densities that contribute to the economic vitality of the downtown core and provides active ground floor commercial uses. The parking areas are provided underground and at the rear of the building and are screened from the public realm. While the proposed height

of 20-storeys exceeds the existing maximum height permissions (*Figure 9 - CBD Height Limits*), it has been designed to provide appropriate transitions through stepbacks, setbacks and other architectural features to provide an appropriate transition from the Main Street East corridor, consistent with the Town of Milton's Tall Building Guidelines and the recommendations of the Mobility Hub Study (May 2020) and Policy Directions Report. The increased building height helps to better achieve the minimum density target for the Milton UGC. Therefore, the proposed development is consistent with the objectives and policies of Official Plan and meets the intent of the 'Urban Growth Centre Mixed Use Sub-Area' land use designation.

At the pre-consultation meeting staff stated that a Comprehensive Development Plan should be prepared and should illustrate development on adjacent properties on both sides of the tracks, the Wilson Road extension and the Metrolinx busway. 560 Main Street East Milton Inc. (Neatt Communities) is still in the process of coordinating with adjacent developers to try and create a comprehensive development plan. 560 Main Street East Milton Inc. (Neatt Communities) will continue discussions with adjacent landowners and will use its best efforts to create a Comprehensive Development Plan once able to do so. Submission materials will include a draft ROW geometry for the Wilson Drive extension.

Open Space, Linkages and Nodes (Gateways and Focal Points)

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

3.5.3.38 Schedule "C.7.B.CBD" identifies a

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

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

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

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

As shown on Schedule C7.B.CBD (Figure 10), a ‘focal point’ is identified on the northeast corner of the site, a ‘major linkage’ is identified along the southern border of the site, along the north side of the rail line and a ‘minor linkage’ is located along the southern extension of Wilson Drive. No public trails will be provided on site, rather two ‘midblock’ pedestrian connections have been provided through the site, linking Main Street East with the Wilson Drive multi-use trail and future trail on the south side of the bus loop as contemplated in the Mobility Hub Study and Policy Directions Report, via an internal pathway that runs parallel to the CP Railway line. Ground floor commercial uses coupled with good quality architectural design will highlight

the site’s importance as a focal point in the community which acts as an area of public interest and gathering. The ‘minor linkage’ will be provided by the southern extension of Wilson Drive/Metrolinx Bus Loop.

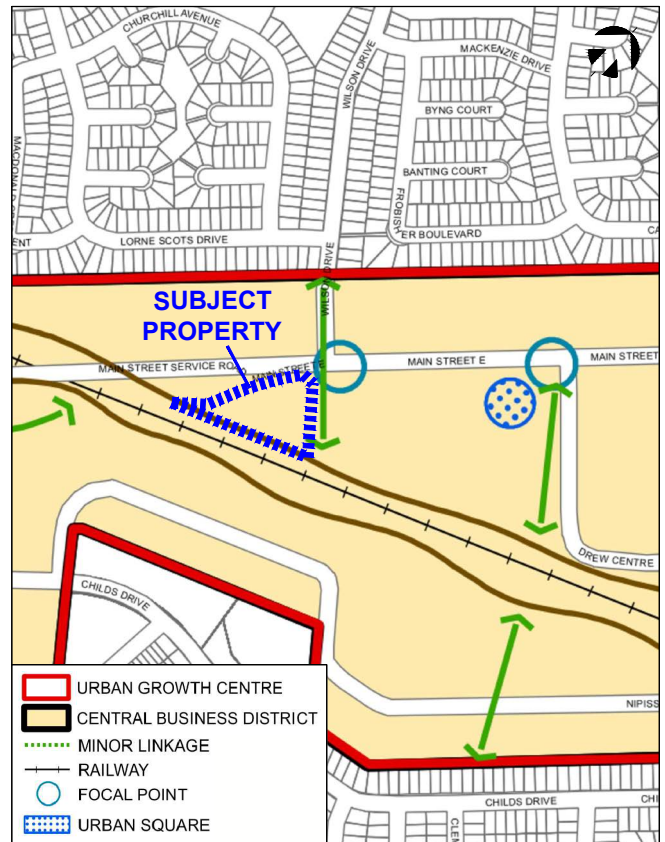


FIGURE 10 -Central Business District Open Space, Linkages and Nodes

The proposed development conforms to the aforementioned policies of the Town of Milton Official Plan for the following reasons:

- The proposal contributes to the prescribed density targets of the UGC;
- The proposed development is supportive of transit and active transportation;
- The proposal provides residential intensification within the UGC/MTSA, which is an identified Intensification Area, that will contribute to the economic prosperity of the CBD;
- The proposal provides at grade commercial uses that will generate pedestrian activity and create a pedestrian oriented streetscape;

- The proposed development is compatible with the surrounding area by providing appropriate transitions through setbacks and stepbacks and a ‘human scaled’ street level;
- The proposal has been designed to be a ‘landmark’ development that maintains the view corridors to the historic downtown and Niagara Escarpment;
- The proposed development will connect to and take advantage of the planned new Wilson Drive extension and Main Street East road improvements, further enhancing connectivity and walkability;
- The proposed development optimizes the use of new and existing infrastructure; and
- By providing 588 apartment units, the proposed development supports the Town of Milton housing target of having 50 percent of new housing units in the form of townhouses or multi-storey buildings.

An aerial photograph of a city grid, showing streets, buildings, and green spaces. A large, semi-transparent orange circle is centered over the image, containing the text '4.0 Additional Studies, Guidelines and Considerations'.

4.0

Additional Studies, Guidelines and Considerations

4.0 ADDITIONAL STUDIES, GUIDELINES AND CONSIDERATIONS

4.1 TOWN OF MILTON MAJOR TRANSIT STATION AREA & MOBILITY HUB POLICY DIRECTIONS REPORT (APRIL 2021) AND STUDY (MAY 2020)

The Milton Mobility Hub is identified as an Anchor Hub within Metrolinx’s Regional Transportation Plan and includes the Milton GO Station and bus bays for Milton Transit. This hub is planned to integrate Regional Rail, Rapid Transit and Local Transit Service and is identified as an area of strategic focus and intensification.

In recognition that the Milton Mobility Hub is an area where intensification of land uses can help to accommodate future growth and that the existing policies of the Official Plan and provisions of the Zoning By-law do not fully implement Provincial direction to maximize intensification in the vicinity of the Milton GO station, the Town initiated a Mobility Hub Study in April 2018. The objectives of the Study were to:

- Establish a long-term vision for the redevelopment of the Milton GO Station and surrounding lands, with an emphasis on improving circulation while prioritizing active transportation;
- Ensure that intensification achieves Provincially mandated density targets; and
- Provide direction related to land use and transportation policy, infrastructure investment, community facilities, urban design and public realm improvements, and implementation and phasing tools.

The Study was conducted in six stages occurring between April 2018 - April 2020 and was finalized in May 2020. It was presented to Council on August 24, 2020, where Staff was directed to prepare a Policy Directions Report

for Council’s consideration in the near future. The Policy Directions Report was presented to Council on April 12, 2021 where staff were directed to prepare Town-initiated Official Plan and Zoning By-law Amendments to implement the findings of the Study. Completion of these initiatives is targeted for the fourth quarter of 2021. A Community Open House/Workshop will be organized in the near future to provide a forum for discussion on the draft directions prior to the preparation of the draft Official Plan and Zoning By-law Amendments. Some medium and long term recommendations of the Policy Directions Report include the preparation of a new Secondary Plan (Medium Term) and the preparation of a new Official Plan (Long Term). These initiatives will be discussed in the future.

Recommendations

Zone and Precinct

The subject lands are located within the Primary Zone. The tallest buildings and greatest mix of uses will be located within this zone. The site is predominantly located within the Main Street East Precinct Area (*Figure 11 – Precincts*), which prescribes large setbacks and stepbacks and enhanced landscape treatment along Main Street East. These large setbacks and stepbacks have been included in the design of the proposed development.

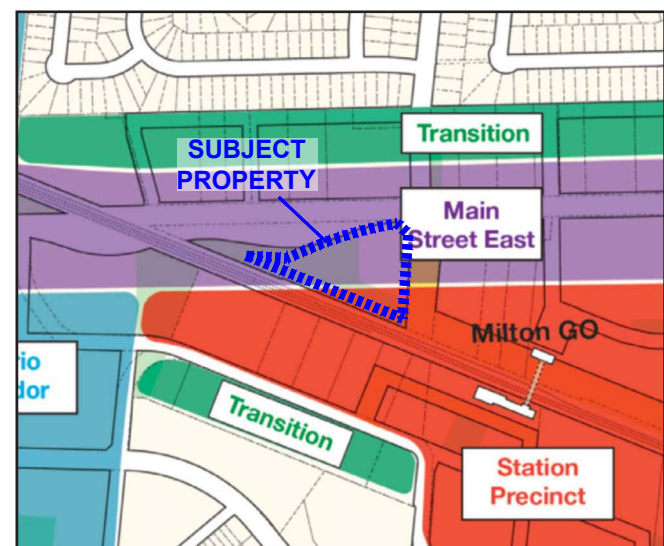


FIGURE 11 - MTSA Precincts

Land Use Plan

As shown on *Figure 12 – Land Use Plan*, the subject property is designated a ‘Mixed-Use’ and ‘New Open Space’. The proposed development is consistent with the land use recommendations as a high density mixed use building is provided at the future intersection of Wilson Drive and Main Street East.

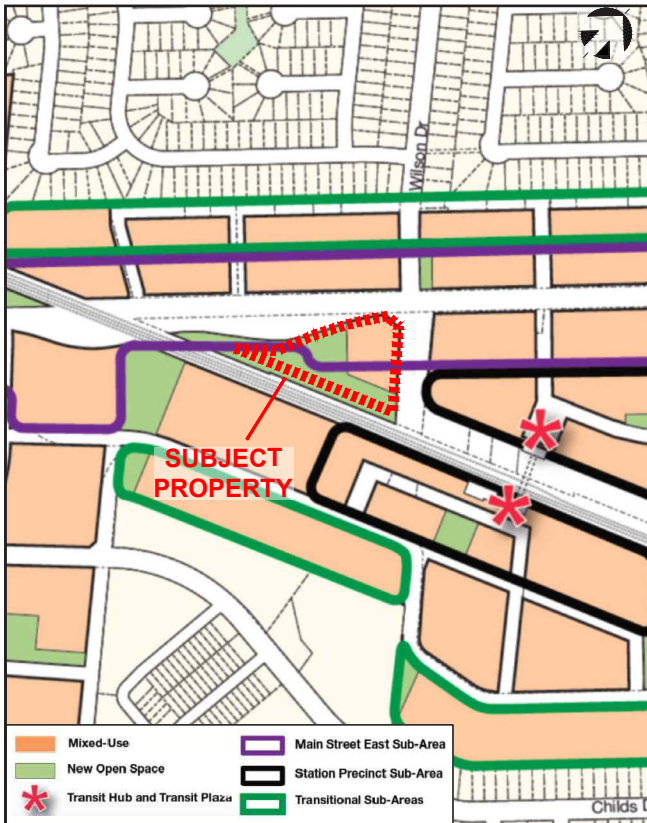


FIGURE 12 - MTSA Land Uses

Building Height

As shown on *Figure 13 – Building Heights*, the subject lands are designated as ‘Tall Buildings’ (More than 8 storeys). As this is the greatest height designation in the area, height will be evaluated on a site-specific basis in accordance with maximum density permissions and urban design requirements. To that end, we have worked in collaboration with Planning and Urban Design staff over many months to achieve a height and built form that is desirable for this site.

Density Framework

As shown on *Figure 14 – Density Framework*, the net

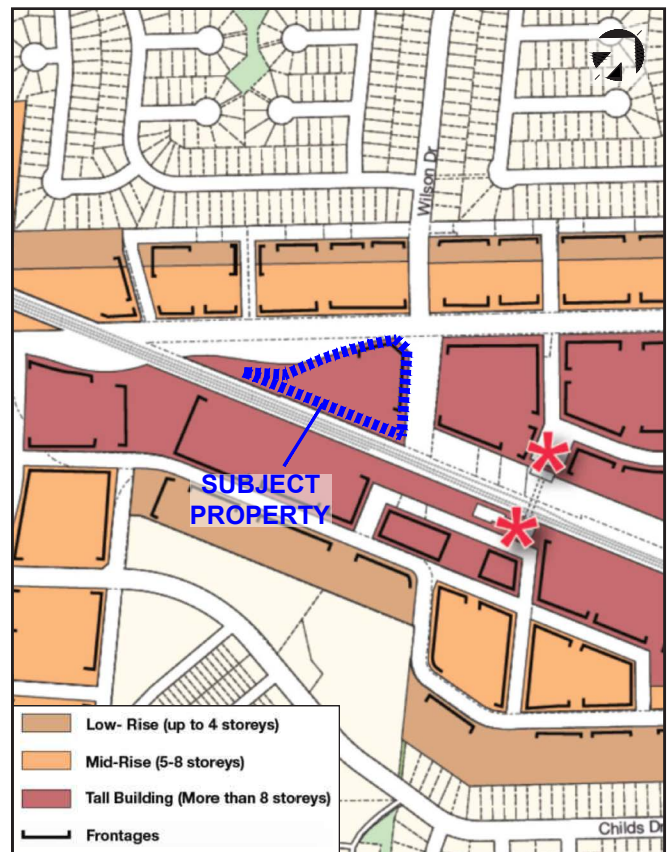


FIGURE 13 - MTSA Building Heights

developable density permitted on the site is between 3.0 – 5.0 Floor Space Index (FSI). The development proposal currently achieves an FSI of 3.88 and is consistent with the recommendations for the site.

Streets & Blocks

As shown on *Figure 15 – Streets & Blocks*, there is a ‘Mid-Block/Pedestrian Connection’ conceptually shown bisecting the property from Main Street and then running east along the property’s southern limits connecting with the southerly extension of Wilson Drive. As discussed in previous sections of this report, the conceptual site plan provides these pedestrian connections.

Setbacks

The revitalization of Main Street East will serve as the Mobility Hub’s principal avenue and a predominant public space. As shown on *Figure 16 – Setbacks*, a minimum 6.0 m building setback from the Main Street East ROW is required for properties south of arterial road. The Mobility Hub Study Urban Design Guidelines

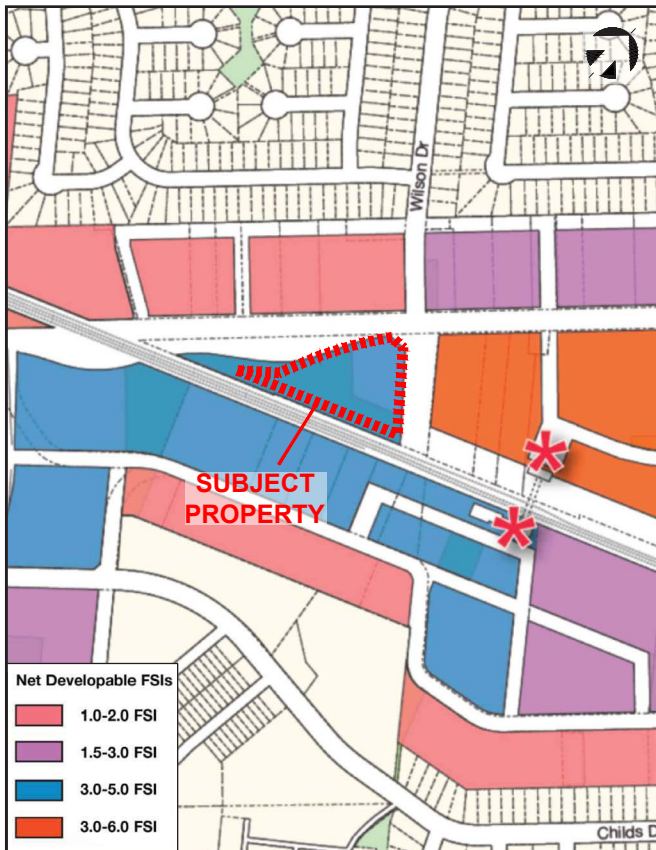


FIGURE 14 - MTSA Density Framework

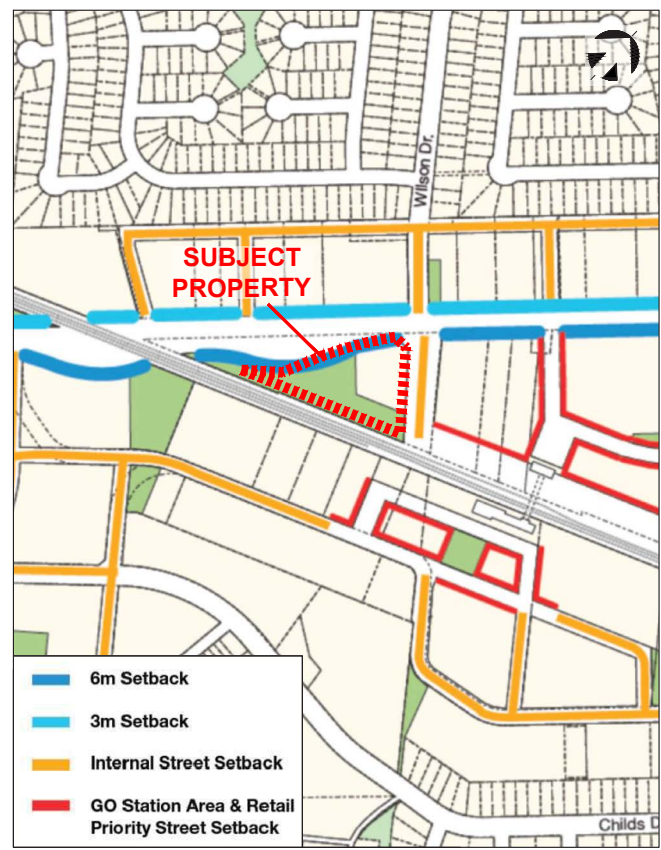


FIGURE 16 - MTSA Setbacks

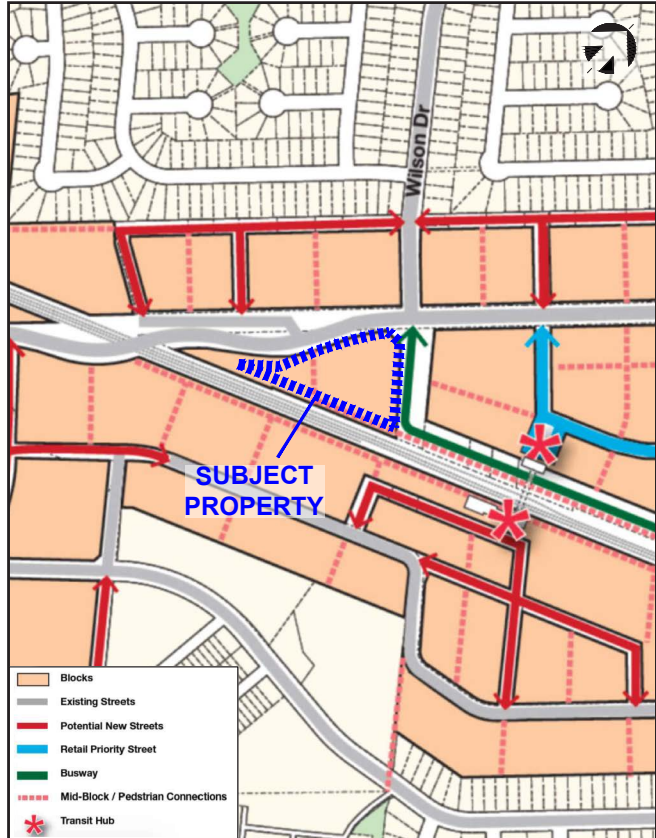


FIGURE 15 - MTSA Streets & Blocks

further prescribes an additional 10 m tower stepback (from Main Street). The proposed development has been designed with these considerations.

Therefore, the proposed development has been designed to be consistent with the recommendations of the Mobility Hub Study (May 2020) and Policy Directions Report.

4.2 TOWN OF MILTON MID-RISE AND TALL BUILDING GUIDELINES

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

in pursuing mid-rise and tall buildings in Milton.

By clarifying the Town's expectations for the design of tall buildings, it is intended that the guidelines will assist with the interpretation of Official Plan policies and provide a clear design direction for development proposals. Developers are encouraged to have regard to the guidelines and Development Review staff will use them to evaluate development proposals.

An Urban Design Brief has been prepared in support of this development proposal and demonstrates consistency with to the Town's Tall Building Guidelines.

4.3 PROXIMITY TO CANADIAN PACIFIC RAILWAY LINE

Guidelines for New Development in Proximity to Railway Operations

A by-product of the Provincial Government's 'intensification mandate' has been the increasing conversion of commercial and industrial properties to residential uses in close proximity to railway operations. At the same time, both the passenger and freight operations of railways are growing steadily, leading to an increasing potential for conflicts between rail operations and adjacent land uses. In response to the Province's policy direction and recognizing the shift in how Canadian cities are urbanizing, the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) published the *Guidelines for New Development in Proximity to*

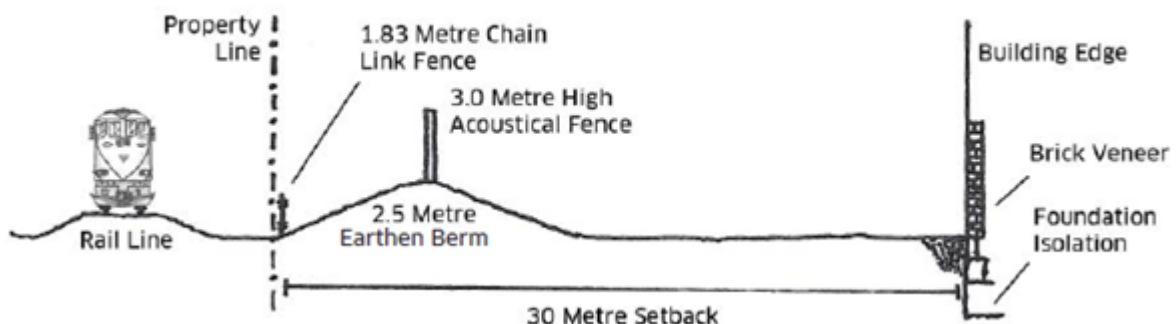
Railway Operations (2013). The *Guidelines* provide Municipalities, Railways and Developers/Property Owners the tools and resources to mitigate the impacts of locating new (residential) development in proximity to railway operations.

Standard Mitigation Measures

In order to reduce incompatibility issues associated with locating new residential development in proximity to railway corridors, the RAC suggest a package of mitigation measures that have been designed to mitigate issues relating to safety, security, noise, vibration, and trespassing. These mitigation measures (illustrated below) include a minimum setback, earthen berm, acoustical and/or chain link security fence, as well as additional measures for sound and vibration attenuation.

Many of these measures are most effective only when they are implemented together as part of the entire package of standard mitigation measures. Implementation of the entire package of mitigation measures is, therefore, highly desirable, as it provides the highest possible overall attenuation of incompatibility issues. In instances where standard mitigation measures are not viable, alternative development solutions may be introduced.

The proposed development has been designed to incorporate the 30-metre building setback to any residential or commercial use and a safety berm with fence. The design of the proposed development



Standard Mitigation for New Residential Development in Proximity to a Main Line Railway
Source: Guidelines for New Development in Proximity to Railway Operations, 2013

will have regard to the proposed guidelines and be designed to mitigate issues relating to safety, security, noise, vibration, and trespassing. As the site design is still in its preliminary stage, further details pertaining to these mitigation measures will be provided at the detailed design stage.

4.4 RISK ASSESSMENT - THE MINISTRY OF ENVIRONMENT (MOE) GUIDELINE D-6

At the pre-consultation, planning staff advised that the D6 Guideline Assessment / Risk Assessment would be required to examine the potential level of risk that transportation or industrial facilities within a 300 metre radius may have on the proposed sensitive land use.

The Ministry of Environment’s (MOE) Guideline D-6 is intended to be applied when a change of land use is proposed to prevent or minimize future land uses problems due to the encroachment of sensitive land uses (i.e., residential) and industrial land uses on one another. The D-series identifies three Industrial Facility Classifications and associated minimum separation distances and ‘potential areas of influence’ (in which adverse effects *may* be experienced within industrial use areas) for each.

Ministry of Environment: D-Series – INDUSTRIAL USES		
Potential Areas of Influences and Minimum Separation Distances		
Industrial Facility	Minimum Separation Distance (metres)	Potential area of Influence (metres)
Class I	20	70
Class II	70	300
Class III	300	1000

Surrounding Industrial Uses

The existing employment uses identified in *Figure 17 – Proximity Map*, can be classified as Class I Industrial Facilities, as per the Guideline D-6-1 Industrial Categorization Criteria. A Class I Industrial facility can be defined as place of business for a small scale, self contained plant or building which produces/ stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. They are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.

As such, the recommended minimum separation distance between Class I industrial uses and sensitive land uses (residential) is 20 metres. As the ROW of the CP rail line, public roads and busway alone is greater than 20 metres this requirement is satisfied. Thus, no adverse effects to the proposed residential use from the light industrial uses are anticipated.

805 Nipissing Road – St. Marys CBM (Concrete Batching Plant)

As illustrated in *Figure 17 – Proximity Map*, St. Marys CBM concrete batching plant is located to the southeast of the subject property, opposite the CP rail line and Milton GO Station Parking Lot. St. Marys CBM is the building materials division of St. Marys Cement. As such, site operations include the trucking-in of course aggregates to the facility from St. Marys Cement Limestone Quarry, where it is then mixed with water and cement (and other chemicals to enhance its performance) to create concrete. The concrete is then ‘loaded’ into individual ‘ready-mix’ mobile concrete trucks to be distributed to clients at various locations. The concrete batching plant can be classified as a Class II Industrial Facility.



FIGURE 17 - Proximity Map

Class II Industrial Facilities can be defined as a place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e., it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours.

Fugitive Emissions are reasonably expected/predictable contaminant occurrences associated with normal operational practices and procedures (e.g., materials handling or outdoor storage) of industrial facilities, which are generally difficult to practically control at the source or on-site. These emissions are not point sources (i.e., not from stacks or vents). Fugitive emissions are from all sources. These emissions may

include odour, noise, vibration and particulate such as dust. Emissions from a breakdown are also not considered 'fugitive'.

In the case of the Concrete Batching Plant, fugitive emissions may include point of source emissions resulting from materials being transferred to the silos, dust sources which includes sand and aggregate transfer, truck and mixer loading and vehicle traffic.

Class II Industrial Facilities require a minimum separation distance of 70 metres from sensitive land uses. The potential area of influence for Class II Facilities is 300 metres. The minimum separation distance of 70 metres between the subject property and the concrete batching facility is achieved many times over. Further the property is separated from the plant by the CP rail line and existing and future Milton GO Station. Given that this area is planned to be comprehensively redeveloped, it is expected that

this use will cease to exist. Further, given that existing residential dwelling and the approved Jasper Condo development (716 Main Street East) lie within this 300 metre radius of St. Marys, it is not anticipated that the concrete batching plant will have any adverse effects on the proposed development.

The Region of Halton Official Plan Land Use Compatibility Guidelines states that Official Plan & Zoning By-law Amendments may be required in order to permit 'new' sensitive land uses near an existing industrial use. As the development proposal is an application to amend the Official Plan & Zoning By-law, we defer to Planning Staff as to advise whether further action, i.e., carry out a study to determine actual land use compatibility conflicts, is required.

Technical Studies

Additional specialized technical reports have been prepared in support of the application to further demonstrate land use compatibility.

Noise Impact and Vibration Study

A Noise Impact and Vibration Study was prepared by SLR Consulting Ltd. in support of the proposed development. The purpose of the Study was to establish if the proposed development requires noise and/or vibration control measures to meet the requirements of the Town of Milton, the Ministry of the Environment and Climate Change (MOECC) and the Canadian Pacific Railway. The study found that the existing industrial operations on the south side of the Canadian Pacific Railway line are expected to generate sound levels within the MOECC's noise criteria (NPC-300). However, the analysis of transportation noise found that the Main Street East and Canadian Pacific Rail line is expected to generate sound levels that exceed the MOECC's noise criteria. The report recommends a series of standard mitigation measures to ensure the proposed development will meet the requirements of the MOECC. Noise control measures are typical of

those impacted by road and rail noise, including:

- Ventilation, building façade, and warning clause requirements for the development as a result of the various transportation sources;
- Air conditioning prior to occupancy and provision for future air conditioning are common mitigation measure found at many developments adjacent to major railway; and
- As the façade sound levels were predicted to exceed 60 dBA at night at multiple locations throughout the development, upgraded exterior glazing will be required.

Conclusion

As demonstrated above, the proposed residential use is compatible with the existing adjacent industrial and transportation uses. The Noise Impact Study demonstrate MOECC acceptable impingement levels. Where noise levels exceed acceptable limits, a series mitigation measures are recommended to ensure the proposed development will meet the requirements of the MOECC.

An aerial photograph of a city grid, showing streets, buildings, and green spaces. A large, semi-transparent orange circle is centered over the image. Inside the circle, the text "5.0 Official Plan Amendment" is written in a light orange, sans-serif font.

5.0
Official Plan
Amendment

5.0 PROPOSED OFFICIAL PLAN AMENDMENT

In order to permit the proposed development, it is requested that the Official Plan of the Town of Milton be amended as follows:

Map changes

- Amending Schedule I1 - 'Urban Area Specific Policy Areas' by adding a Special Policy Area to the lands.
- Amending Schedule C.7.C.CBD – Central Business District Secondary Plan, Height Limits by permitting a maximum height of 20 storeys on the subject property.
- Text Change
 - Adding the following text to Section 4.11 "Specific Policy Area":

4.11.3.XX The land identified as Specific Policy Area No. XX on Schedule I1 of this Plan, being the lands at 560 Main Street East may be developed to provide two mixed use or residential buildings of up to 20 storeys in height and Floor Space Index (FSI) of between 3.0 - 5.0.

The Draft Official Plan Amendment is appended to this report as *Appendix III*.



6.0

Zoning By-law Amendment

6.0 ZONING

Existing Zoning

The subject lands are zoned Urban Growth Centre Mixed Use (UGC-MU) zone. As per section 7.1 of Zoning By-law 016-2014, as amended, an apartment building is permitted as well as a number of service commercial and office uses. The maximum height permitted in the UGC-MU zone is 8-storeys. As such, a Zoning By-law amendment is required to permit a maximum height of 20-storeys for the proposed development.

Proposed Zoning

The proposal seeks to amend the Zoning By-law to rezone the subject lands to a site-specific Urban Growth Centre Mixed Use (UGC-MU*XXX) Zone to allow a maximum building height of 20 storeys. The draft amending zoning by-law is appended to this report as *Appendix IV*.

An aerial photograph of a city grid, showing streets, buildings, and green spaces. A large, semi-transparent orange circle is centered over the image. Inside the circle, the text "7.0 Planning Opinion" is written in a light orange, sans-serif font.

7.0

Planning Opinion

7.0 PLANNING OPINION

The proposed Official Plan and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The proposal conforms to the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe and the Regional Official Plan;
2. The subject property is located within the Town of Milton built boundary, Urban Growth Centre and Major Transit Station Area which are all identified in the Growth Plan for the Greater Golden Horseshoe for intensification;
3. The proposal will help achieve density targets for the Urban Growth Centre as prescribed by Provincial Policy;
4. The proposal conforms to all policy objectives of the Town of Milton's Official Plan save for Schedule C.7.A.CBD which permits a maximum height of 8-storey on the site;
5. The proposed amendment to increase the height and density of the site is consistent with the recommendations of the Milton Mobility Hub Study (May 2020) and is consistent with Provincial directives to make efficient use of land and accommodate significant population and employment growth within the Urban Growth Centre;
6. The proposal is located within a designated Town of Milton Intensification Area in OPA 31;
7. The proposal is highly supported by public transit and provides transit supportive densities in proximity to the Milton GO Station, thereby supporting the long term viability of existing and future planned transit services;
8. The proposal reduces the dependence on the automobile as it contributes to the development

of a mixed use, transit-supportive and pedestrian-friendly urban environment;

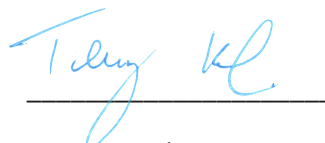
9. The proposed development will complement and take advantage of the planned infrastructure improvements (i.e., Main Street East revitalization & southerly extension of Wilson Drive);
10. The proposal features commercial uses at grade, providing a pedestrian friendly 'store-front' presence along Main Street East and the Wilson Drive extension;
11. The proposal complements and benefits from many of the adjacent commercial, cultural and recreational amenities;
12. The proposal will help support the economic viability of downtown Milton; and,
13. The proposed development has been designed to appropriately transition to Main Street East, by maintaining view corridors, providing a human scale street presence, and implementing setbacks, stepbacks and point towers to minimize shadow impact, consistent with the Town of Milton's Tall Building Guidelines.

Respectfully submitted,

KORSIAK URBAN PLANNING



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Terry Korsiak, MA, MCIP, RPP

APPENDICES

APPENDIX I: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

PROVINCIAL POLICY STATEMENT (2020)

Section 1.1.1 states:

Healthy, livable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.*

Section 1.1.2 states:

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

The proposed development conforms to Section 1.1.1 and 1.1.2 of the PPS by redeveloping an underutilized site with a high density mixed use development that

provides a mix of residential and commercial uses and promotes cost effective development patterns.

Policies in the 'Settlement Areas' section state:

1.1.3.1 *Settlement areas shall be the focus of growth and development.*

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

1.1.3.5 *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The proposed development conforms to the aforementioned policies of the PPS as the location of the development is within a defined Settlement Area and designated growth area (UGC/MTSA) and will make use of existing and planned infrastructure and services. The proposed development offers transit supportive densities that efficiently uses land and resources and supports active transportation.

Policies in the 'Housing' section state:

1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness*

plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;

b) *Permitting and facilitating:*

1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*
2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed high density mixed use development conforms to the 'Housing' policies of the PPS as it provides a variety of suite options that contribute to the range and mix of housing types and densities in the Town of Milton. Further provides a transit supportive development in close proximity to the Milton Go Station and makes use of existing and planned infrastructure and public service facilities.

Policies in the 'Infrastructure and Public Service Facilities' section state:

1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

- a. the use of existing infrastructure and public service facilities should be optimized; and*
- b. opportunities for adaptive re-use should be considered, wherever feasible.*

The proposed development will make use of existing and planned public infrastructure and intensify underutilized lands.

Policies in the 'Transportation Systems' section state:

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed higher density mixed use development provides transit supportive densities that supports current and proposed transit services and is within walking distances to existing and future commercial uses, employment uses and amenities.

Policies in the 'Long-Term Economic Prosperity' section states:

1.7.1 Long-term economic prosperity should be supported by:

d) maintaining, and where possible, enhancing the vitality and viability of downtowns and mainstreets.

The proposed development supports the Town of Milton's achievement of these objectives as it is located within the Town of Milton Central Business District, UGC and a MTSA and provides residential intensification and commercial uses that will generate pedestrian activity and contribute to the economic and cultural prosperity of Downtown Milton.

Policies in the 'Energy Conservation, Air Quality and Climate Change' section state:

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion*

The proposed development conforms to the ‘Energy Conservation, Air Quality and Climate Change’ policies as it improves the mix of employment and residential uses in Downtown Milton, is compact in form, provides transit supportive densities and supports active transportation.

The proposed development is consistent with the Provincial mandate as set out in the PPS for the following reasons:

- The proposed compact, mixed use development efficiently utilizes built infrastructure;
- The proposal produces a cost effective development that minimizes land consumption and servicing costs;
- The proposal redevelops underutilized land within the settlement area;
- The proposal contributes to the mix of dwelling types in Downtown Milton;
- The proposal provides transit supportive densities and will promote active transportation;
- The proposal improves the mix of housing and employment uses in Downtown Milton to promote live-work relationships;
- The proposal provides intensification in an appropriate location that can accommodate high density development; and,
- The proposal enhances the vitality and viability of Downtown Milton.

A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020 OFFICE CONSOLIDATION)

The subject lands are located within the ‘Settlement

Area’, ‘Delineated Built-up Area’ and downtown Milton ‘Urban Growth Centre’ (*Figure 5- A Place to Grow*). As per Section 2.2.4, the lands are identified within a MTTSA. MTTSAs generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

1.2.1 Guiding Principles

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability;*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*

The proposed development fulfils the Guiding Principles of the Growth Plan for several reasons. The design efficiently uses existing and planned infrastructure and supports healthy and active lifestyles by providing residential intensification near commercial uses, employment uses and amenities with improved pedestrian walkways and connections to existing and proposed transit services. The proposal will contribute to the facilitation and implementation of the Urban Growth Center, as envisioned by the Milton Major Transit Station Area & Mobility Hub Study (May 2020). Further, the proposal provides a mix of residential

apartment options to support a range of household sizes, ages and incomes.

2.2.1 Managing Growth

2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

a) *the vast majority of growth will be directed to settlement areas that:*

- i. *have a delineated built boundary;*
- ii. *have existing or planned municipal water and wastewater systems; and*
- iii. *can support the achievement of complete communities.*

c) *within settlement areas, growth will be focused in:*

- i. *delineated built-up areas;*
- ii. *strategic growth areas;*
- iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
- iv. *areas with existing or planned public service facilities.*

4. *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including additional residential units*

and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

d) *expand convenient access to:*

- i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
- ii. *public service facilities, co-located and integrated in community hubs;*
- iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*

e) *Provide for a more compact built form and vibrant public realm, including public open spaces;*

The proposed development is within a Settlement Area that is serviced by existing water and wastewater systems, is supported by existing transit services and is near existing public service facilities, making it an appropriate location for growth. The proposed development will provide transit supportive densities within the Delineated Built-up Boundary and Strategic Growth Area, adds to the mix of uses within the downtown Milton UGC and provides existing and future residents with convenient access to goods and services, therefore supporting the achievement of a complete community.

2.2.2 Delineated Built-up Areas

- 1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*

- a. *A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*
3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
- a. *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
 - b. *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
 - c. *encourage intensification generally throughout the delineated built-up area;*
 - d. *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
 - e. *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
 - f. *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The proposed development conforms to the aforementioned policies as it proposes the residential intensification of an underutilized site within the Delineated Built-Up Area and helps to achieve the minimum intensification target for the Region of Halton.

2.2.3 Urban Growth Centres

1. *Urban growth centres will be planned:*
 - a. *as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*
 - b. *to accommodate and support the transit network at the regional scale and provide connection points for inter-and intra-regional transit;*
 - c. *to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
 - d. *to accommodate significant population and employment growth.*
2. *Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:*
 - b. *200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres; and*

The proposed development contributes to the achievement of the above noted policies as it proposes to intensify underutilized lands within the UGC with a transit supportive mixed use development, consistent with the recommendations of the Mobility Hub Study

(May 2020) and Policy Directions Report.

2.2.4 Transit Corridors and Station Areas

8. *All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:*
 - a. *connections to local and regional transit services to support transit service integration;*
 - b. *infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
 - c. *commuter pick-up/drop-off areas.*
9. *Within all major transit station areas, development will be supported, where appropriate, by:*
 - a. *planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;*
 - b. *fostering collaboration between public and private sectors, such as joint development projects;*
 - c. *providing alternative development standards, such as reduced parking standards; and*
 - d. *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*
10. *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and*

activities.

11. *In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate.*

The proposed development contributes to the achievement of the above noted policies as it proposes to intensify underutilized lands within the MTSA with transit supportive mixed uses, consistent with the recommendations of the Milton Major Transit Station Area & Mobility Hub Study and Policy Directions Report.

2.2.5 Employment

1. *Economic development and competitiveness in the GGH will be promoted by:*
 - a. *ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;*
 - b. *planning to better connect areas with high employment densities to transit; and*
 - c. *integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*
2. *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit;*
3. *In planning for employment, surface parking will be minimized and the development of active*

transportation networks and transit-supportive built form will be facilitated.

14. *The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.*

The proposed development conforms to the 'Employment' policies of the GGH as it provides commercial space in a compact built form that is serviced by existing transit routes and supportive of active transportation. The proposed development has regard to integrating land use planning and economic development goals by providing residential intensification in an area that is intended to serve as a multi-functional centre and therefore increases its economic prosperity.

2.2.6 Housing

1. *Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*
 - a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. *identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents;*

The proposed development provides a range of suite options which adds to the range of housing option in the community to meet the needs of different households while helping to achieve the minimum density target within the Region of Halton.

The proposed development conforms to the aforementioned policies of the Growth Plan for the following reasons:

- The subject property is located within a Settlement Area and Delineated Built Boundary;
- The subject property is within a Strategic Growth Area as it is located within Milton's UGC and a MTSA;
- The subject site is within an appropriate location to support high density intensification;
- The proposal intensifies an underutilized site within Milton's UGC and a MTSA;
- The proposed mixed use development provides commercial space in an appropriate location that will serve the surrounding area and provide jobs for the forecasted employment growth as stated in the Growth Plan;
- The proposal adds to the mix of housing options in Milton to meet the needs different household sizes, incomes, and ages;
- The proposal will make use of existing and planned infrastructure and public service facilities without causing a financial burden to the Region or Town; and
- The proposal is supportive of active transportation and the use of transit services.

APPENDIX II: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

As shown on Map 1– Regional Structure (Figure 6), the subject lands are designated ‘Urban Area’ and are within Milton’s Built Boundary, UGC and a Mobility Hub (MTSA). There are a number of Regional Policies that pertain to this proposal, including:

Halton’s Regional Structure

51. *The Regional Structure consists of the following mutually exclusive land use designations:*

1. *Urban Area, where urban services are provided to accommodate concentrations of existing and future development;*

55.1. *The Regional Structure also sets out targets for intensifying development within the Built-Up Area, and development density in the Designated Greenfield Areas as contained in Table 2.*

Municipality	Minimum Number of New Housing Units to Be Added To the Built-Up Area Between 2015 and 2031	Minimum Overall Development Density in Designated Greenfield Area (Residents and Jobs Combined Per Gross Hectare) ¹
Burlington	6,300	45
Oakville	13,500	46
Milton	5,300	55
Halton Hills	5,100	39
Halton Region ²	32,200 ²	50

¹ In the measurement of these densities, the area of the Regional Natural Heritage System is excluded.
² This number represents 40 per cent of the new housing units occurring within Halton Region between 2015 and 2031.

The proposed development provides growth within an Urban Area where urban services are planned to accommodate future development and helps to achieve the Region’s intensification target by providing 588 apartment units in a compact mixed use development.

Urban Area

72. *The objectives of the Urban Area are:*

1. *To accommodate growth in accordance with the Region’s desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
2. *To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*

3. *To provide a range of identifiable, interconnected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*
4. *To ensure that growth takes place commensurately both within and outside the Built Boundary.*
6. *To identify an urban structure that supports the development of Intensification Areas.*
7. *To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.*
8. *To promote the adaptive re-use of brownfield and greyfield sites.*
9. *To facilitate and promote intensification and increased densities.*
10. *To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.*

77. (2.1) *Direct, through Table 2 and Table 2a, to the Built-Up Area a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter.*

The proposed development achieves the objectives of the Urban Area by redeveloping an underutilized site with a high density mixed use development in close proximity to the Milton GO Station, commercial uses, employment uses and amenities. The proposed development is compact in form and supportive of public transit and active transportation which reduces the dependence on the automobile. Additionally,

the proposal helps the Region of Halton achieve its minimum residential development targets within the Built-Up Area.

Intensification Areas

78. *The objectives of the Intensification Areas are:*

1. *To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhance public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable.*
2. *To provide opportunities for most cost efficient and innovative urban design.*
3. *To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.*
4. *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighborhoods.*
5. *To create a vibrant, diverse and pedestrian-oriented urban environment.*
6. *To cumulatively attract a significant portion of population and employment growth.*
7. *To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places.*

8. *To support transit and active transportation for everyday activities.*
9. *To generally achieve higher densities than the surrounding areas.*
11. *For Major Transit Station Areas and Intensification Corridors:*
 - a. *To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.*
 - b. *To achieve a mix of residential, office, institutional and commercial development, where appropriate.*
 - c. *For Major Transit Station Areas, to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.*

80. *Intensification Areas are parts of the Urban Area and consist of:*

1. *Urban Growth Centres, which are shown as an overlay on top of the Urban Area on Map 1, subject to specific policies in addition to those for Intensification Areas,*
2. *Major Transit Station Areas (including Metrolinx-designated Mobility Hubs) as identified on Map 1 and Map 3 and/or in Local Official Plans, which generally consist of areas within 500 m of the Major Transit Station,*

The proposed development will redevelop an underutilized site within an Intensification Area with a high density mixed use development. The proposal will make use of existing and planned infrastructure and will provide residential and commercial uses in proximity to existing commercial, employment and recreational uses, thereby promoting live-work relationships. The proposed development is compact in form and supportive of public transit and active transportation. The development has been designed to be cost efficient, innovative, environmentally sustainable, universally accessible and enhances public safety and security. The proposed development not only provides residential intensification but also provides areas of pedestrian refuge and gathering spaces to create a vibrant pedestrian oriented urban environment.

Urban Growth Centres

81.1 *The objectives of the Urban Growth Centres, as shown on Map 1, are:*

1. *To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses.*
2. *To accommodate and support major transit infrastructure.*
3. *To serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses.*
4. *To accommodate a significant share of population and employment growth.*

81.2 *The Urban Growth Centres are parts of Intensification Areas, which in turn are parts of the Urban Area and therefore are subject to the objectives and policies for both Intensification Areas and the Urban*

Area. The boundaries of the Urban Growth Centres as shown on Map 1 are to be interpreted in accordance with Section 52 of this Plan.

81.3 It is the policy of the Region to:

- 1. Require Urban Growth Centres to achieve a minimum development density target of 200 residents and jobs combined per gross hectare by 2031 or earlier.*

The proposed high density mixed use development provides 588 residential units and approximately 557 square metres of commercial space, thereby helping to achieve the minimum density target for the Urban Growth Centre and providing the densities required to support existing and planned transit services.

Housing

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

85. *The objectives for housing are:*

- 4. To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.*
- 8. To encourage the Local Municipalities and the building and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.*

13. To promote residential intensification through the development or redevelopment of brownfield and greyfield sites.

86. *It is the policy of the Region to:*

- 6. Adopt the following housing targets:*
 - a. That at least 50 per cent of new housing units produced annually in Halton be in the form of townhouse or multi-storey buildings.*
- 11. Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.*

The proposed development redevelops a former brownfield site with a high density mixed use development that makes efficient use of existing lands and services. Further, the proposed development helps to achieve the Region's housing target that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouse or multi-storey buildings by providing an additional 588 residential units in the form of a multi-storey building.

Air and the Ambience

142. *The objectives of the Region are:*

- 1. To support urban forms that will reduce long distance trip-making and the use of the private automobile.*

The proposed mixed use development provides transit supportive densities and is within walking distance to many services and amenities, thereby reducing the reliance on the automobile.

Human Services

150. The goals of the Region are:

2. To develop and maintain healthy communities by fostering physical, social and economic conditions that will enhance the state of well-being and the quality of life for the residents of Halton.

152. It is the policy of the Region to:

1. Develop, jointly with the Local Municipalities, and adopt Healthy Communities Guidelines in accordance with the characterization under Section 31, which include, among other things:
 - b. desirable mix of land uses within the community,
 - d. physical design features that will promote health and safety of the community's inhabitants,

The proposed development provides commercial and residential land uses thereby adding to the mix of land uses in the community. The buildings incorporate amenity space, open space and landscaping that encourage active uses and are designed using CPTED principles to ensure that these areas remain safe and secure.

Transportation

172. The objectives of the Region are:

2. To develop a balanced transportation system that:
 - a. Reduces dependency on automobile use;
 - b. Includes a safe, convenient, accessible,

affordable and efficient public transit system that is competitive with the private automobile; and

- c. Promotes active transportation.

9.1 To ensure development is designed to support active transportation and public transit.

9.2. To integrate transportation planning, land use planning and investment in infrastructure.

10. To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.

173. It is the policy of the Region to:

21. Require the Local Municipalities to:

- c. direct the development of transit-supportive land uses to the Intensification Areas;

The proposed mixed use development provides transit supportive densities within an identified Intensification Area. The subject lands are located within walking distances of many services and amenities, therefore reducing the reliance on the automobile. The proposed development will contribute to proposed improvements to Main Street East and the creation of a pedestrian oriented streetscape.

The proposed development conforms to the aforementioned policies of the Region of Halton Official Plan for the following reasons:

- The proposed development is within the Urban Area where urban services exist to accommodate future development;

- The development proposal facilitates the intensification of the site within Milton's UGC and Milton GO MTSA (Intensification Area);
- The proposed mixed use development contributes to the creation of healthy communities and promotes economic prosperity by providing both high density residential and commercial uses;
- The proposed mixed use development is supportive of transit and active transportation;
- The proposed development contributes to the Regional intensification target that a minimum of 5,300 units must be added to Milton's Built Up Area as prescribed in Table 2 – Intensification and Density Targets.
- By providing 588 apartment units, the proposed development helps to achieve the Region's housing target that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouse or multi-storey buildings.

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

Part of Lot 13, Concession 3 (NS Trafalgar)
560 Main Street East
Town of Milton
(Town File: LOPA-XX/21)

DRAFT

AMENDMENT NUMBER XX

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

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

PART 2 **THE AMENDMENT, consisting of the following text constitutes
Amendment No. 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 of the Town of Milton shall be known as:

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

560 Main Street East
(Part of Lot 13, Concession 3 (NS Trafalgar))
(Town of Milton)
(LOPA XX/21)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to add Specific Policy Area XX to the lands at 560 Main Street East.

LOCATION OF THE AMENDMENT

The subject lands are located on the north side of the Canadian Pacific Railway Line, on the south side of Main Street East, generally east of Ontario Street South and generally west of Thompson Road South. The lands are municipally identified as 560 Main Street East and are legally described as Part of Lot 13, Concession 3 (NS Trafalgar), Town of Milton.

BASIS OF THE AMENDMENT

The proposed amendment would permit the development of two mixed use or purpose designed residential buildings of 20 and 17 storeys, respectively, with a Floor Space Index (FSI) of up to 5.0.

- a) The subject application proposes intensification which is consistent with the Provincial Policy Statement (PPS 2020) and Provincial Growth Plan (2020 Office Consolidation). The Provincial policies contained in the PPS 2020 and Growth Plan actively promote and encourage compact urban form, intensification, optimization of existing land base and infrastructure and development which will take better advantage of existing public transit.
- b) The proposal contributes in building a complete community that is compact and creates a mixed-use, transit supportive and pedestrian-friendly area where residents could live, work and shop.

- c) The proposal represents intensification within Milton's Urban Growth Centre that would make a positive contribution to meeting the Town's growth targets in accordance with Town, Region and Provincial planning policy.
- d) The close proximity of the subject lands to the multi-modal transit hub at the Go Station justifies reducing the Town's normal parking standards and reduces the dependence on the automobile.
- e) The proposed new landmark would bring a vibrant new residential mixed use to the Urban Growth Centre and would provide for a range of housing opportunities for present and future residents of all ages and incomes.
- f) The subject application promotes urban design excellence within Milton's Urban Growth Centre and will help maintain and enhance a well-designed built form that contributes to community image and identity.
- g) The proposed high-rise residential mixed use building is compatible with surrounding land uses and an appropriate form of residential intensification.

PART II: THE AMENDMENT

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

DETAILS OF THE AMENDMENT

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

1.0 Map Change

- 1.1 Amending Schedule I1 – “Urban Area Specific Policy Areas” by adding Special Policy Area No. XX to the lands at 560 Main Street East (known legally as Part of Lot 13, Concession 3 (NS Trafalgar)).
- 1.2 Amending Schedule C.7.A.CBD – Central Business District Secondary Plan, Height Limits by permitting a maximum height of 20 storeys on the lands at 560 Main Street East (known legally as Part of Lot 13, Concession 3 (NS Trafalgar)).

2.0 Text Change

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

4.11.3.XX The land identified as Specific Policy Area No. XX on Schedule I1 of this Plan, being the lands at 560 Main Street East may be developed to provide two mixed use or purpose designed residential buildings of up to 20 storeys in height and Floor Space Index (FSI) of between 3.0 - 5.0.

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO.XX.2021

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTION 17 OF THE PLANNING ACT, AS AMENDED, IN RESPECT OF THE LANDS MUNICIPALLY IDENTIFIED AS 560 MAIN STREET EAST, LEGALLY DESCRIBED AS PART OF LOT 13, CONCESSION 3, (NS TRAFALGAR), TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA XX/21)

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

1. Amendment No. XX to the Official Plan of the Town of Milton, to amend Schedules I1 and C.7.A.CBD of the Town of Milton Official Plan to provide for permission for the development of two mixed-use or purpose designed residential buildings with heights of 20 & 17 storeys, respectively, with a Floor Space Index of between 3.0 – 5.0, at lands located at 560 Main Street East and legally described as Part of Lot 13, Concession 3 (NS Trafalgar), Town of Milton, consisting of the attached maps and explanatory text, is hereby adopted.
2. Pursuant to Subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Local Planning Appeal Tribunal.
3. In the event that the Regional Municipality of Halton, being the Approval Authority, has declared this Official Plan Amendment to not be exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number 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

Troy McHarg Town Clerk






DRAFT

THIS IS SCHEDULE '12' TO OFFICIAL
PLAN AMENDMENT NO. 31

TOWN OF MILTON OFFICIAL PLAN

Schedule I1

Urban Area Specific Policy Areas (Refer to section 4.11)

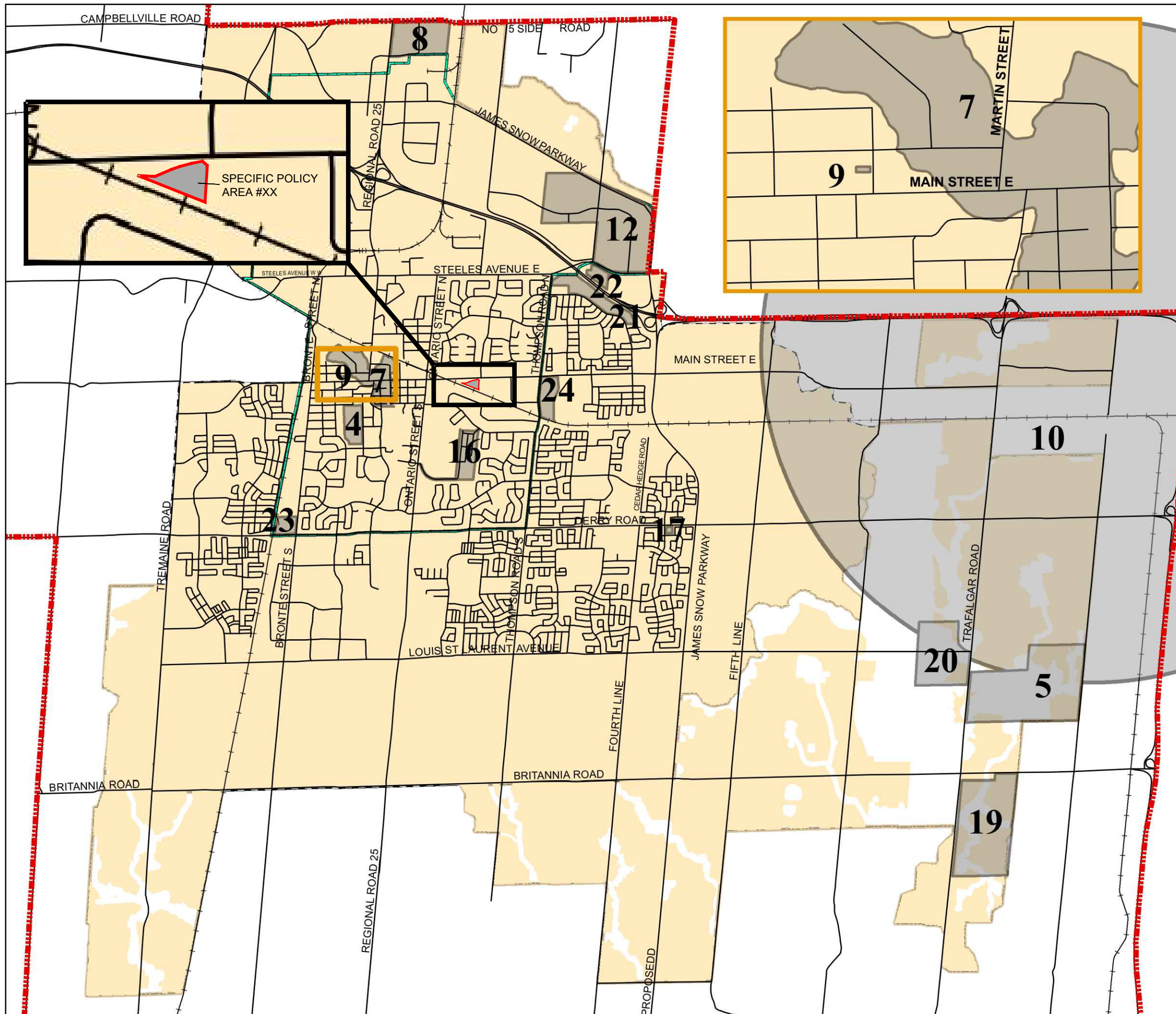
-  TOWN OF MILTON BOUNDARY
-  ESTABLISHED URBAN AREA BOUNDARY
-  HUSP URBAN AREA BOUNDARY
-  URBAN AREA
-  8 SPECIFIC POLICY AREA & NUMBER



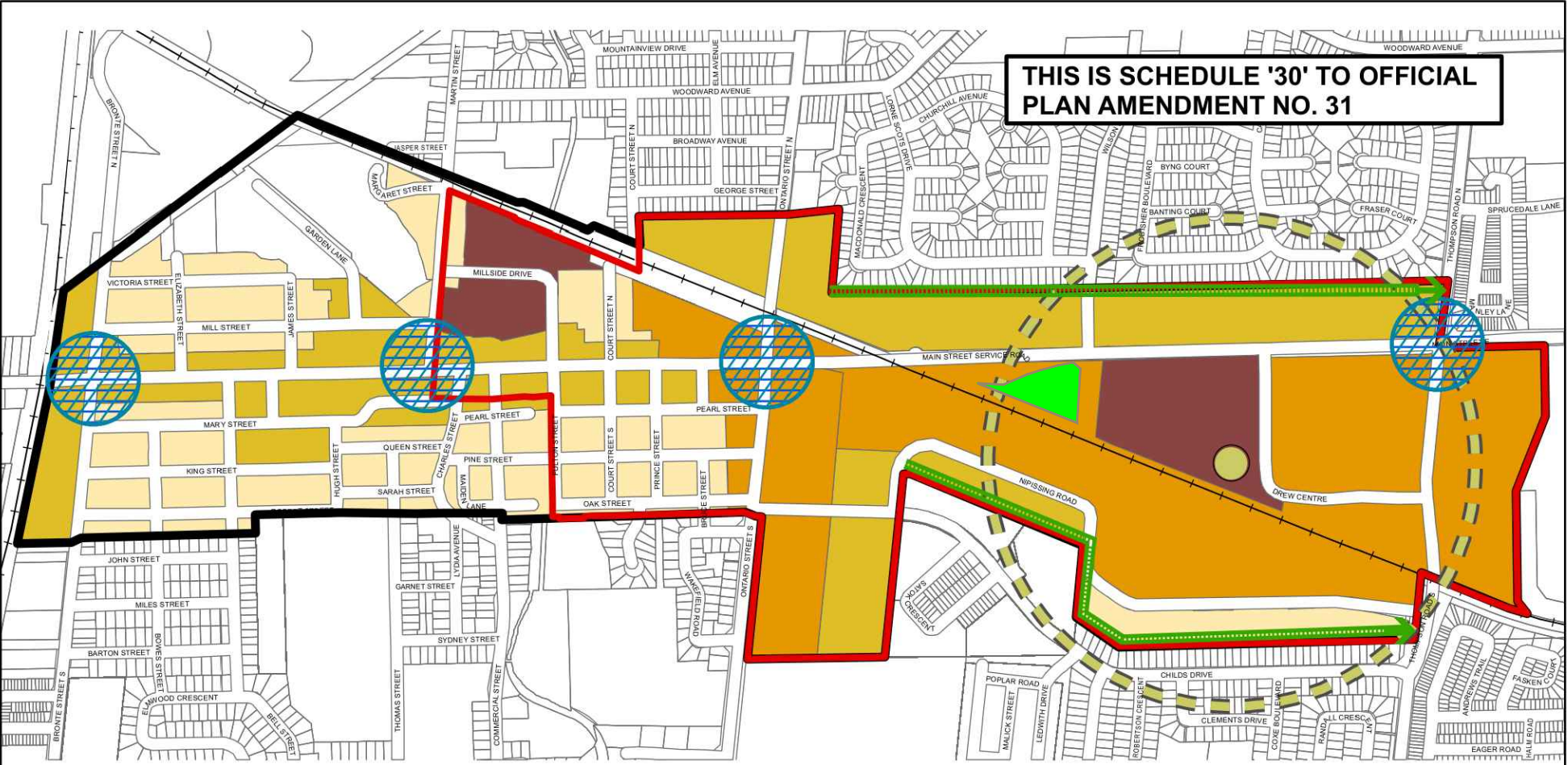
This schedule forms part of the Official Plan
and should be read in conjunction with the text.





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June 2010



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



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

-  GATEWAY
-  TRANSITION AREAS

- MAXIMUM HEIGHTS**
-  1-2 STOREYS
 -  3-4 STOREYS
 -  6-8 STOREYS
 -  10-14 STOREYS
 -  20 STOREYS

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



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

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April, 2018

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 THE LANDS DESCRIBED AS PART OF LOT 13, CONCESSION 3, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (560 MAIN STREET EAST MILTON INC.) – TOWN FILE - Z-XX/21

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

AND WHEREAS the Town of Milton Official Plan will provide for the lands affected by this By-law to be zoned as set forth in this By-law upon the approval of Official Plan Amendment Number 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 the existing Urban Growth Centre Mixed Use (UGC-MU) Zone symbol to the to a new site-specific Urban Growth Centre Mixed Use (UGC-MU*XXX) Zone symbol on the lands shown on Schedule A attached hereto.
2. **THAT** Schedule D to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Maximum Building Height to 20 storeys on the land shown on Schedule B attached hereto.
3. **THAT** Section 13.1 of Comprehensive By-law 016-2014, as amended, is hereby further amended by adding subsection 13.1.1.XXX as follows:

Urban Growth Centre Mixed Use – Special Section (UGC-MU*XXX) Zone

(i) Additional Permitted Uses:

- a. Guest Suite
- b. A Day Nursery
- c. A Mixed Use Building

(ii) Definitions:

For the purpose of this by-law:

- a. TOWER FLOOR PLATE AREA means the gross horizontal floor area of a single floor measured from all the exterior walls of a building or structure excluding balconies.
- b. LONG TERM BICYCLE PARKING means bicycle parking spaces located within the building for the use by occupants or tenants of a building;
- c. SHORT TERM BICYCLE PARKING means bicycle parking spaces for use by visitors to a building.
- d. GUEST SUITE is a room within the apartment building that is not connected to any individual apartment, but which includes bedroom and bathroom space that can be used by visitors to the apartment building as overnight temporary accommodation and it shall not include a kitchen. A Guest Unit does not constitute an apartment and shall not require a separate parking provision.

(iii) Special Provisions:

- a) Drive-through facilities either stand-alone or ancillary to another permitted use is not permitted the lot.
- b) Despite any provisions to the contrary, more than one residential building is permitted on the lot.
- c) Notwithstanding the provisions of Section 4.19.4, Exceptions to Height Requirements, the calculation of Building Height shall be exclusive of mechanical penthouses, rooftop equipment, elevator tower, stair tower and/or architectural features such as parapets and screen walls.
- d) Notwithstanding Section 5.8.1, Table 5E, to the contrary the minimum off-street parking requirements shall be:
 - a. 0.72 spaces per dwelling unit plus 0.21 visitor parking spaces per dwelling unit.
 - b. 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 may be used for any combination of residential and permitted non-residential uses.

- e) Notwithstanding Section 5.14.1 to the contrary, the underground parking structure may be located within 0.0 m of a street line or lot line.
- f) Notwithstanding Section 5.10, to the contrary, the bicycle parking requirement for a mixed-use building or apartment building shall be 1.00 Long-term spaces per dwelling unit plus 0.05 visitor Short-term parking spaces per dwelling unit.
- g) A minimum of 4 square metres per *dwelling unit* of outdoor communal *amenity* space 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* space shall be aggregated into areas of not less than 50 square metres and have a minimum width of 6.0 metres.
- h) The podium of a residential or mixed use building shall have a minimum height of 3 storeys and a maximum height of 6 storeys.
- i) Any portion of a building between a height of 7 storeys and 12 storeys must not exceed a floor plate area of 1,200 square metres on the development site.
- j) Any portion of a building between 13 storeys and 15 storeys must not exceed a floor plate area of 1,000 square metres on the development site.
- k) Any portion of a building above a height of 15 storeys must not exceed a floor plate area of 750 square metres.
- l) Despite any provision to the contrary, where there is more than one residential building on the lot, the minimum separation between towers shall be 25 metres measured from the main face of the building and excluding balconies.
- m) A minimum of 500 square metres of commercial gross floor area shall be provided at grade.
- n) Waste storage areas shall be located within the principal building or underground parking garage.
- o) Any awning, canopy and/or similar weather shielding structure, and any restaurant patio, may project to any lot line.

- p) Transformers and Telecommunications: Transformers and telecommunications vaults and pads shall be permitted to project 0.5 metres to a public street beyond the main wall of the building.
- q) Building Height: Minimum height of a non-residential first storey (measured from top-of-slab to top-of-slab) of a mixed use building is 4.5 metres.
- r) Despite any provisions to the contrary, a Guest Suite does not constitute an apartment and shall not require a separate parking provision.

(iv) Zone Standards:

Notwithstanding the provisions of Section 7.2, Table 7C to the contrary:

- a) Minimum permitted Floor Space Index (FSI) shall be 3.0.
- b) Maximum permitted Floor Space Index (FSI) shall be 5.0.
- c) Maximum lot coverage shall be 70%.
- d) Minimum building setback to Main Street East shall be 6.0 metres.
- e) Maximum building setback to Main Street East shall be 14.0 metres.
- f) Minimum Building Setback to Wilson Drive shall be 2.0 metres.
- g) Maximum Building Setback to Wilson Drive shall be 9.5 metres.
- h) Maximum exterior side yard shall be 9.5 metres.
- i) Maximum height of all buildings is 20 storeys and 66.5 metres.

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

PASSED IN OPEN COUNCIL ON XXXXXX, 2021.

Gordon A. Krantz Mayor

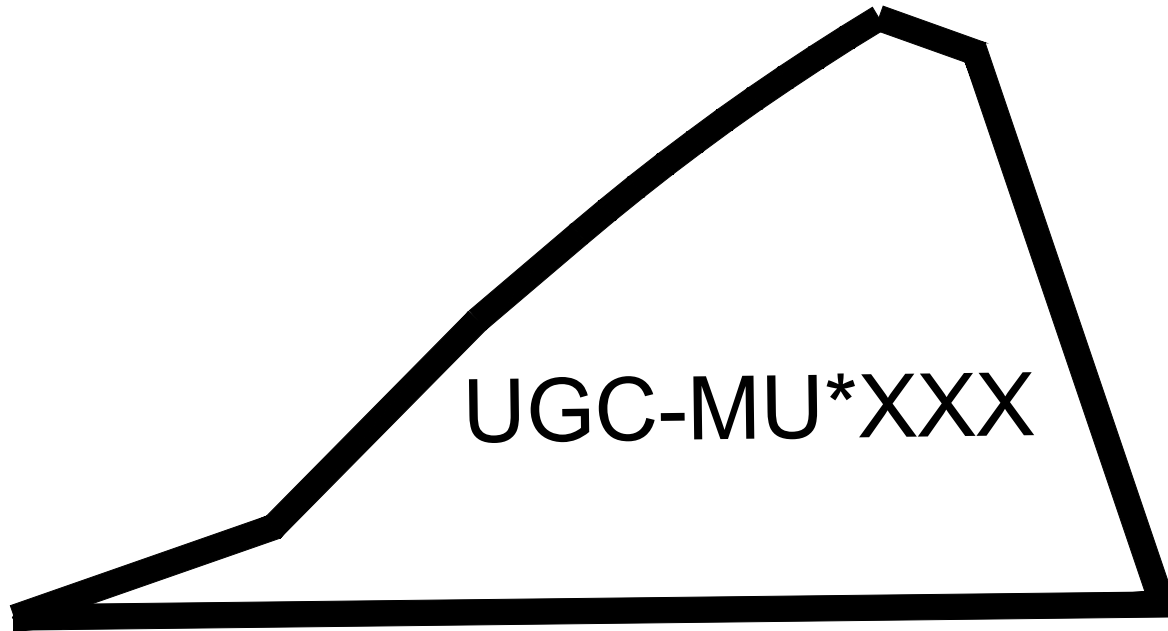
Troy McHarg Town Clerk

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

560 MAIN STREET EAST MILTON INC.

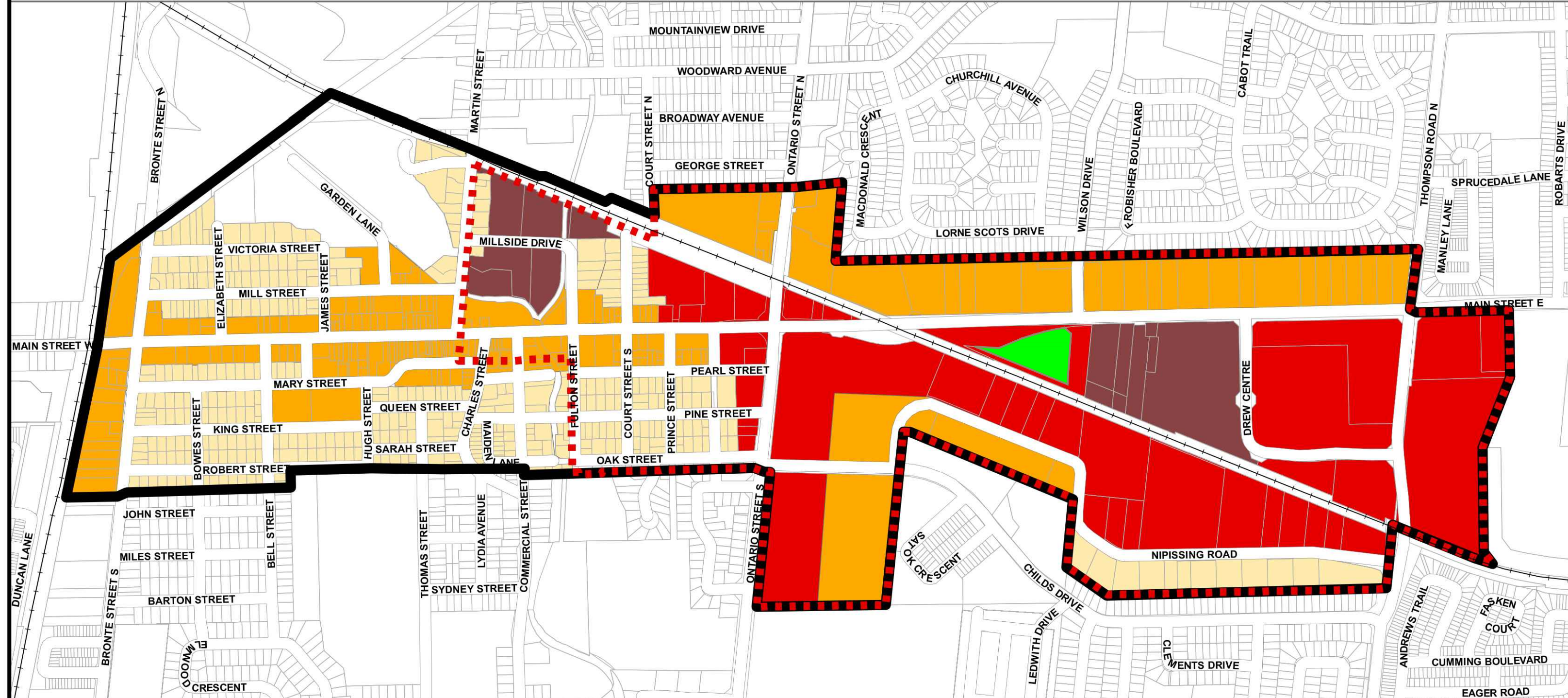
Z-_____
March 24, 2021

PART OF LOT 13, CONCESSION 3, NEW SURVEY (TRAFALGAR)
TOWN OF MILTON



SCHEDULE D

Central Business District - Building Heights



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

Date: 19, November 2020

- 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 20 Storeys and 66.5 m

- Central Business District
- Urban Growth Centre

