

# PLANNING JUSTIFICATION REPORT

October 2021

## OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT

### Proposed High Density Mixed Use Redevelopment

550 Ontario Street South  
Part of Lot 11, Concession 2, NS (Trafalgar)  
Town of Milton

PREPARED FOR:  
*2613708 Ontario Inc.*

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An aerial photograph of a suburban neighborhood, showing residential streets, houses, green spaces, and a school building. A large, semi-transparent 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 2613708 Ontario Inc. (the applicant) to prepare this Planning Justification Report in support of Official Plan (OPA) & Zoning By-law Amendment (ZBA) applications required to permit a high-density mixed-use redevelopment of lands located at the northwestern quadrant of Ontario Street South (Regional Road 25) and Derry Road West (*Figure 1 – Air Photo*).

A pre-consultation meeting was held on October 20, 2020 where a development submission checklist was provided. The applicant 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:

- Conceptual Site Plan, Architectural Set and Renderings
- Shadow Study
- Urban Design Brief
- Phase 1 Environmental Site Assessment
- Functional Servicing Stormwater Management Report
- Grading, Servicing & Sediment Control Plan
- Traffic Impact Study
- Wind Impact Study
- Noise and Vibration Study
- Soils/Geotechnical Investigation
- Hydrogeological Investigation
- Natural Constraints Mapping
- Landscape Plans
- Tree Inventory & Preservation Plan
- Floodline Mapping
- KNYMH Inc.
- KNYMH Inc.
- Korsiak Urban Planning
- Bendingo Consulting Inc.
- Mantecon Partners
- Mantecon Partners
- Paradigm Transportation Solutions Inc.
- Gradient Wind
- dBA Acoustical Consultants Inc.
- Bendingo Consulting Inc.
- Bendingo Consulting Inc.
- Bendingo Consulting Inc.
- Adesso Design Inc.
- Adesso Design Inc.
- Wood

## 1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to outline the nature of the proposed Official Plan Amendment and Zoning By-law Amendment applications 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 Official Plan and the Town of Milton Official Plan.

## 1.2 SITE DESCRIPTION

The subject lands are located at the northwestern quadrant of Ontario Street South (Regional Road 25) and Derry Road West (Regional Road 7), (*Figure 1 – Aerial Photo*). The site has an area of 1.68 hectares, with approximately 107 metres of frontage along Ontario Street South and approximately 127 metres of frontage along Derry Road.

Derry Road is a major arterial road with a planned ROW of 47 metres. Ontario Street South (located north of Derry Road) is a multi-purpose arterial road and is identified as a Higher Order Transit Corridor with a planned 35 metre Right-of-Way (ROW), under the jurisdiction of the Town. South of Derry Road, Ontario Street continues as Regional Road 25, which is also an arterial road. The site is currently occupied by a commercial plaza consisting of a large L-shaped building towards the rear and a smaller single storey building by the intersection, with approximately 3,700 square metres combined, containing a number of service commercial and office uses with and paved surfaces throughout the site.

### 1.3 SITE CONTEXT

The subject property is located at the intersection of two major arterial roads, with planned infrastructure improvements to accommodate road widenings for

Regional Road 25 and Derry Road. The site is within the Bristol Survey Secondary Plan and is part of a designated Secondary Mixed Use Node. A small portion of the site, along the western border is within Conservation Halton's regulated boundary associated with the abutting Sixteen Mile Creek.

As shown on *Figure 2*, surrounding land uses include:

- West: Sixteen Mile Creek, followed by a townhouse development, Commercial Street, and Our Lady of Victory Catholic Elementary School.
- North: Medium density 3-storey townhouse development, followed by Laurier Avenue and low density residential uses. To the northwest, are low density residential dwellings, Milton District High School, John Tonelli Sports Centre and Brian Best Park.
- East: Ontario Street South, a Petro Canada gas

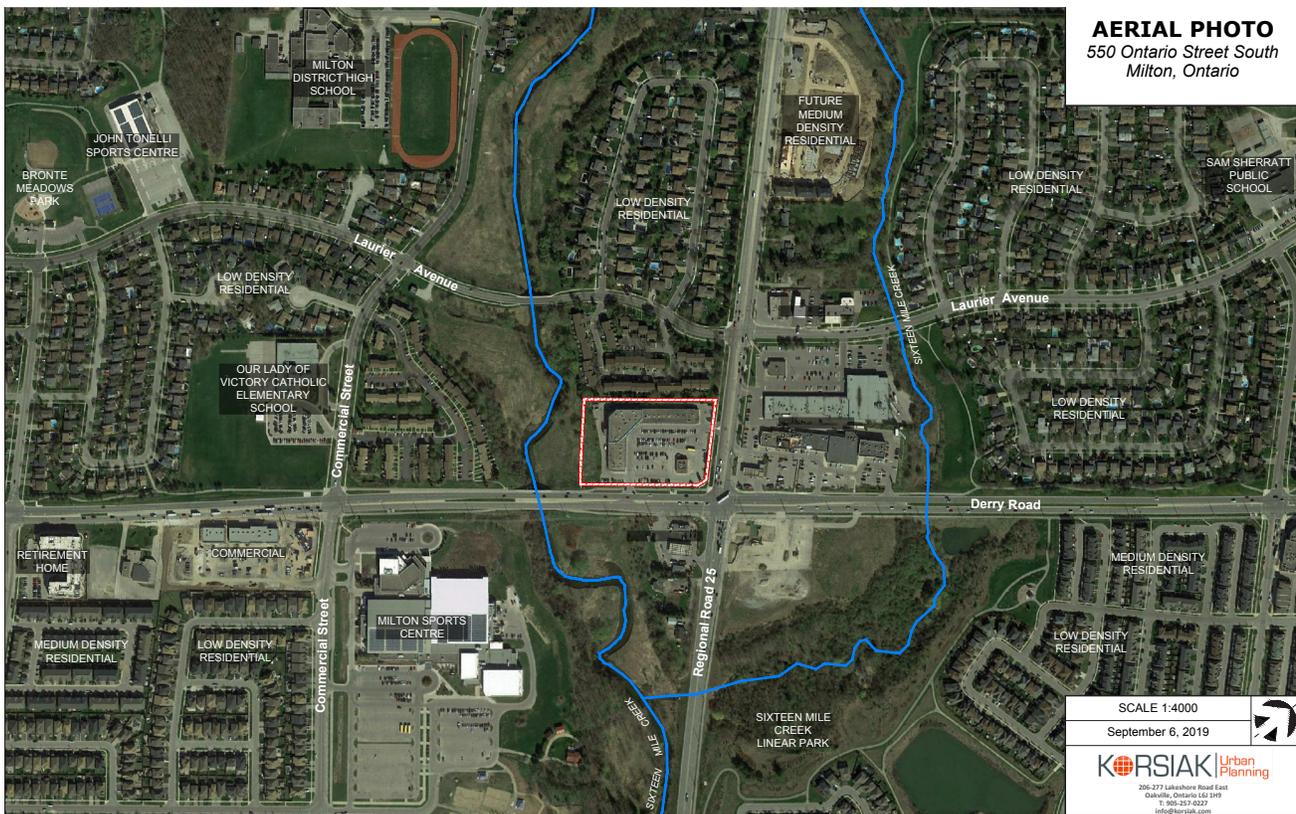


FIGURE 1 - Air Photo



FIGURE 2 - Context Plan

station, and a commercial plaza. Beyond that is the Moorelands Park and Sam Sherratt Trail. To the northeast, is a smaller commercial/office plaza, followed by a residential subdivision under construction with street and stacked townhouse units.

- South: Derry Road, an Esso gas station with a Tim Hortons, a single detached residential dwelling, and Sixteen Mile Creek. Further to the southwest, is the Milton Sports Centre followed by a low density residential neighbourhood. To the southeast, across the intersection, is the approved future high density residential development consisting of three point towers with heights of 25, 20 and 16 storeys, with 3-storey townhouses and stacked townhouses. Further to the southeast is a tributary of Sixteen Mile Creek, Winn Park and low density subdivision.

The subject property is conveniently located across

Ontario Street South from an established commercial plaza that includes a Food Basics (grocery store), Ethnic Supermarket (grocery store), Scotiabank, restaurants, and a medical/dental clinic and is directly served by Milton Transit bus routes along both Derry Road and Ontario Street (2-Main, 7-Harrison, 8-Willmott, 9-Ontario South and 10-Farmstead). The Milton GO Station is located approximately three kilometres to the northeast, equating to a 7-minute drive, 10-minute bike ride or a 40-minute walk. Currently, Milton GO Station provides quick and convenient rush-hour train service and bus services every half hour to/from downtown Toronto (Union 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 15-minute, all-day, two-way service. Thus, the subject site is well served by public transit, making regional and local commuting possible.

An aerial photograph of a suburban residential area, showing a grid of streets, numerous houses, and several parks with baseball fields. A large, semi-transparent orange circle is centered over the image, containing the text '2.0 Proposed Development'.

# 2.0

## Proposed Development

## 2.0 PROPOSED DEVELOPMENT

The proposal is to redevelop the property with mixed-use buildings in the form of two high-rise point tower on top of a 6 and 5 storey podium, and a third four-storey mid-rise residential building to the rear. The towers are proposed at heights of 24 and 19 storeys fronting the intersection, with the rear 4-storey building setback at the approximately the same distances as the existing building footprint of the commercial plaza to the existing 3-storey townhouses and to the NHS area (Figure 3 – Conceptual Site Plan & Figure 4 – Building Perspectives). The mixed-use buildings will feature approximately 2,000 square metres of commercial uses in addition to private amenity use space on the ground floors along Derry Road and Ontario Street. In total, 649 residential units are proposed, achieving a net density of 386.3 units per hectare (UPH ) and Floor Space Index (FSI) up to 3.1.

Access to the site is proposed from Derry Road and Ontario Street near the existing locations. Limited surface convenience parking will be provided for commercial uses, with three levels of underground parking proposed with approximately 848 parking spaces to serve residents, visitors, and customers of the commercial uses.

Building 1 is sited at the intersection of Ontario Street South and Derry Road, providing a continuous street-wall of commercial uses on the ground level. The building features a 6-storey podium with commercial uses at grade. A point tower of 18 storeys sits on top of the podium for a total building height of 24-storeys. Commercial uses are located on the ground level along Ontario Street and wrap around to Derry Road. Due to a change in grade, the lands slope down from Ontario Street to the creek (west), the 6-storey podium along Ontario Street appears to be 7-storeys along Derry Road, as the underground parking and retail is

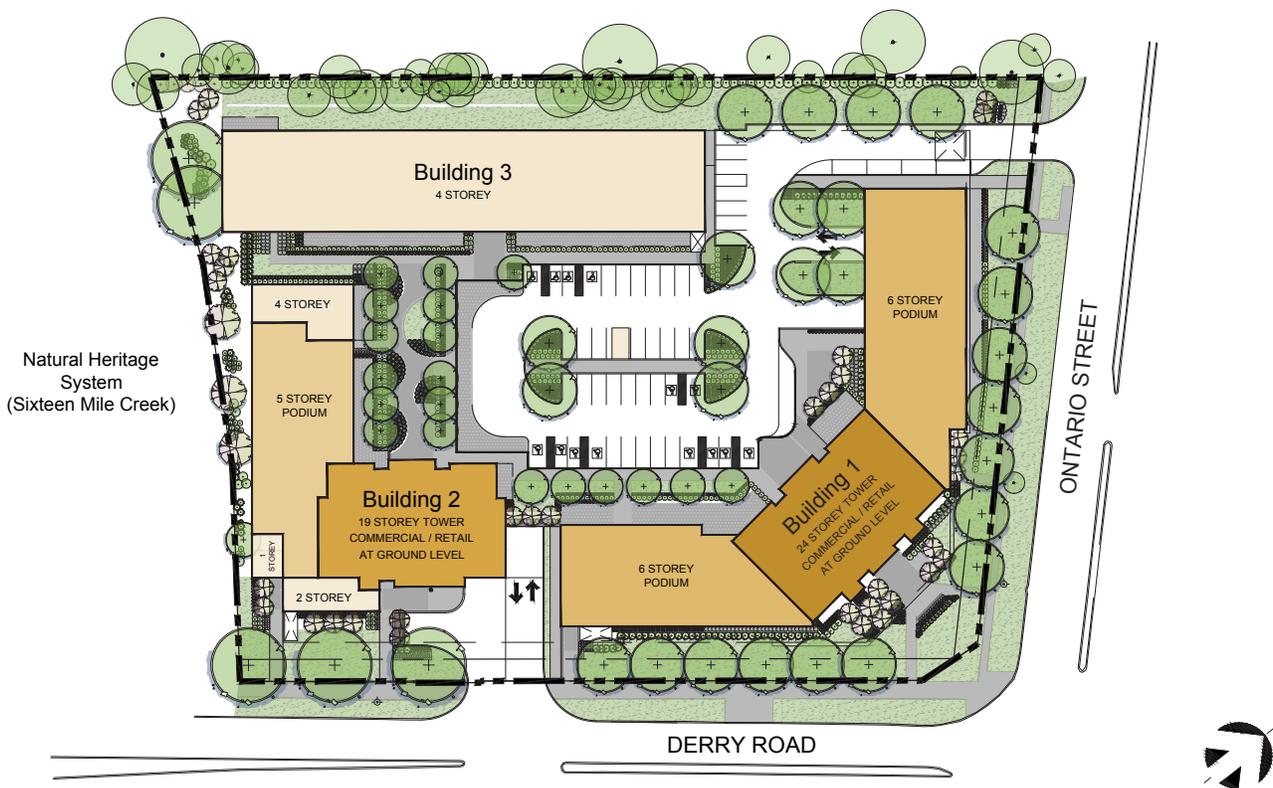


FIGURE 3 - Conceptual Site Plan



FIGURE 4a - Buildings 2 (left) and 1 (right) from Derry Road.



FIGURE 4b - Buildings 1 (left), 2 (right), 3 (rear) from the NHS.



FIGURE 4c - Buildings 1 (left) and 3 (right) from Ontario Street.



FIGURE 4d - Building 3 foreground, with Building 1 (left) and 2 (rear/right).

accessed at-grade. Private residential units and amenity areas provided on the floor above the retail uses.

Building 2 to the west features a 5-storey podium with commercial uses on 1st and 2nd floors. A point tower of 14 storeys sits on top of the podium for a total building height of 19 storeys. The building is setback from the street edge to offer a landscaped area that will serve the commercial uses and incorporates stepbacks on the 1st, 2nd, and 4th storeys. Buildings 1 and 2 are set apart with approximately 10 metres at the podium level and 42 metres separating the point towers.

The 4-storey residential apartment building (Building 3) is located at the rear, with similar setback as the existing commercial plaza to the northern limit of the property. This proposed 4-storey building will maintain the existing 10 metre setback and trees along the 3-storey residential community providing an appropriate transition from the high-rise point towers along Derry Road and Ontario Street South. The proposed setbacks, heights, and existing vegetation will help to minimize potential shadow impacts, which are discussed in section 4.1 of this report.



FIGURE 4e - Building 3 foreground and Building 2 (rear/left) from intersection of Derry Road and Ontario Street.

An aerial photograph of a suburban neighborhood, showing residential streets, houses, green spaces, and a school building. A large, semi-transparent orange circle is centered over the image, containing the text '3.0 Policy Framework'.

# 3.0 Policy Framework

## 3.0 POLICY FRAMEWORK

As the proposal exceeds the existing maximum height permissions of the Official Plan for a Secondary Mixed-Use Node, an Official Plan Amendment is required. A Zoning By-Law Amendment (ZBA) is also required to change the existing Secondary Mixed Use Commercial (C2) zone to permit a residential apartment building and a mixed-use building, with an increased height. The portion of the subject lands that are currently designated and zoned Natural Heritage System (NHS) are to remain unchanged. Refer to the Appendices for an in-depth policy analysis and the draft OPA and ZBA.

### 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 proposal are described in Appendix I, including: Section 1.1 for ‘Development and Land Use Patterns’ and ‘Settlement Areas’; Section 1.4 for ‘Housing’; Section 1.6.3 for ‘Infrastructure and Public Service Facilities’; Section 1.6.7 for Transportation Systems, Section 1.7.1 for ‘Long-Term Economic Prosperity’; Section 1.8.1 for ‘Energy Conservation, Air Quality and Climate Change’; and Section 2.1 for the ‘Natural Heritage’.

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

- The proposal redevelops underutilized land within the settlement area, negating the need for further land consumption;
- The proposal will help achieve density targets that require a minimum of 50 per cent of all residential development within delineated built-up area;
- The proposal contributes to the mix of dwelling types in Milton;
- The proposal avoids potential human health and environment concerns by redevelopment, which maintains existing setbacks to the NHS and the established neighbourhood;
- The proposal is compact and cost effective, which efficiently utilizes built infrastructure and reduces servicing costs;
- The proposal supports energy conservation and climate change with compact built forms;
- The proposal provides intensification in an appropriate location that can accommodate high density development; and
- The proposal recognizes, provides and protects Natural Heritage Systems, public open spaces and pedestrian connectivity to support the achievement of healthy and active communities.

### 3.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2020 (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

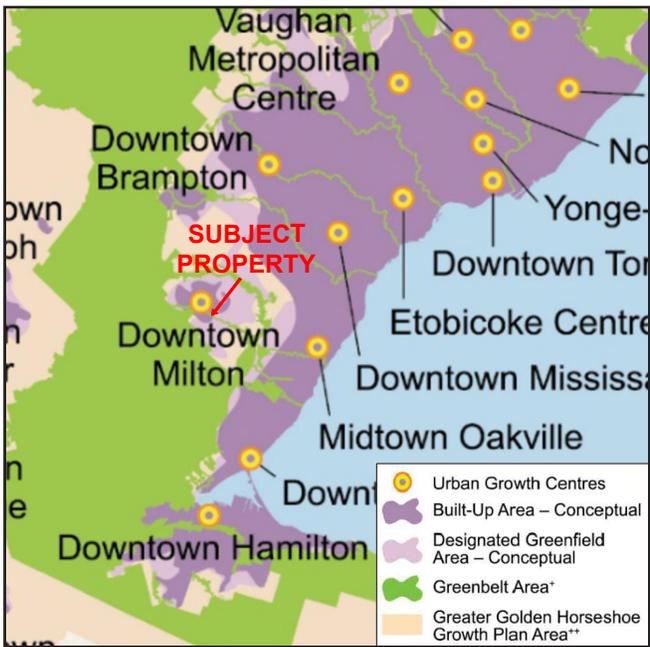


FIGURE 5 - Places to Grow

structure for where and how the GGH Region 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’ and are within the ‘Delineated Built-up Area’ as shown on Schedule 2-A Place to Grow Concept (*Figure 5*). The Growth Plan policies that apply are further described in Appendix I, which includes: Section 1.21 for ‘Guiding Principles’; Section 2.2.1 for ‘Managing Growth’; Section 2.2.2 for ‘Delineated Built-up Areas’, Section 2.2.5 for ‘Employment’; Section 2.2.6 for ‘Housing’; and Section 4.2.2 for ‘Natural Heritage System’.

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

- The proposal is located within a Settlement Area and Delineated Built-up Area;

- The subject site is an appropriate location to support high density intensification;
- The proposal contributes to economic vitality of the area by providing space for commercial uses and jobs;
- The proposal contributes to the range of unit types and sizes for different household sizes, incomes, and ages;
- The proposal is supportive of active transportation, transit corridors, and public transit services;
- The proposal enhances the vitality and viability of the Secondary Mixed Use Node at the intersection of Ontario Street / Derry Road;
- The proposed development makes use of existing and planned for infrastructure and public service facilities; and,
- The proposed development will protect NHS features and implement appropriate protection measures.

### 3.3 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). As shown on Map 6 (*Figure 6*), Derry Road and Regional Road 25/Ontario Street South are identified as future Priority Bus/Priority Streetcar routes as part of the ‘Proposed 2041 Frequent Rapid Transit Network’. These routes provide direct access to the Milton GO Line located approximately 3 km northeast of the lands, which are also identified in the Plan with provision for ‘15-minute GO Service’ from Union Station to Milton GO.

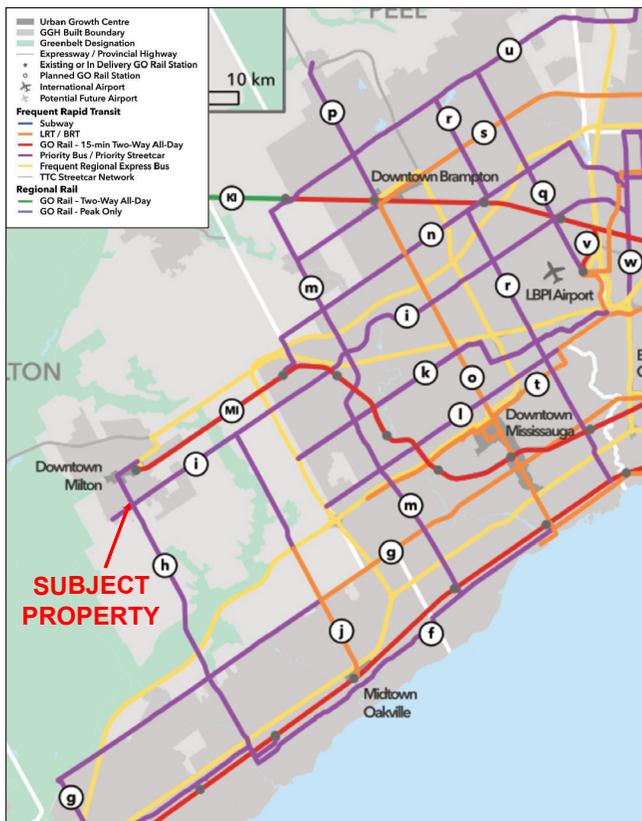


FIGURE 6 - Frequent Rapid Transit Network

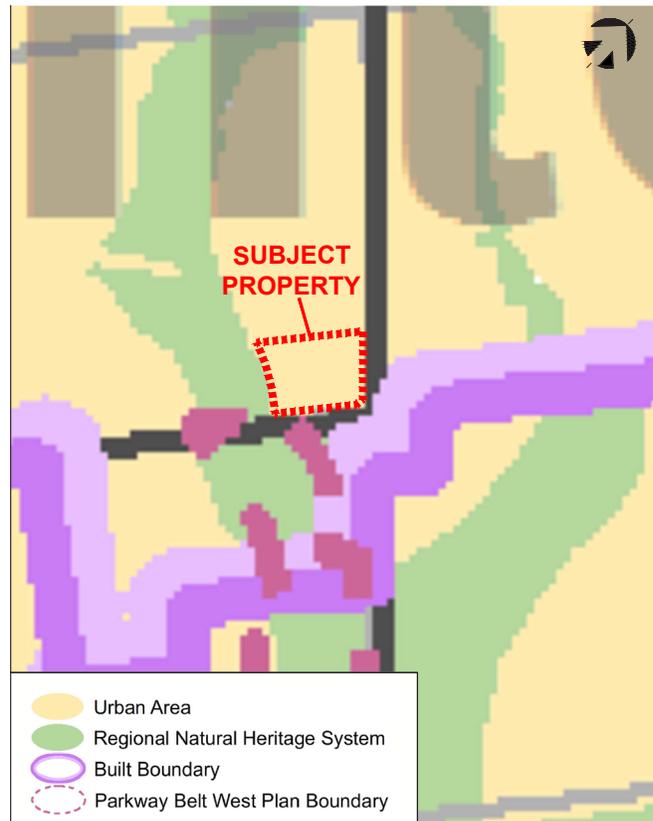


FIGURE 7 - Regional Structure

The proposed development complements the 2041 RTP, by providing convenient access to existing and future transit opportunities the GO train and bus services. Additionally, the proposed development will further strengthen Milton’s argument for the earlier implementation of ‘all-day, two-way’ rail service. Future residents will benefit from the planned all-day, two-way rail service which will contribute to reduced automobile dependency and increased pedestrian presence.

### 3.4 REGION OF HALTON OFFICIAL PLAN

The Region of Halton Official Plan (ROP) provides direction as 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 by setting forth objectives and policies to create an urban structure to effectively accommodate

future growth. The subject lands are designated ‘Urban Area’ and ‘Natural Heritage System’ as shown on Map 1 – Regional Structure (Figure 7).

The ROP policies applicable to this proposal are further described in Appendix II, which include: ‘Halton’s Regional Structure’ (Sections 51, 55); ‘Urban Area Designation’ (Sections 72, 77); Intensification (Sections 78 & 80); ‘Housing’ (Section 84, 85, 86); ‘Natural Heritage System’ and ‘Regional Natural Heritage System’ (Sections 114, 118); ‘Environmental Quality’ (Section 140); and ‘Transportation’ (Sections 171).

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 intensification within an identified 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 649 apartment units, the proposed development helps to achieve the 2015-2031 Regional intensification target, and that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouse or multi-storey buildings.

### 3.4.1 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 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. As the proposed ROPA 48 policies remain draft at this stage and are subject to change, they have not been referenced in this report.

### 3.5 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 and the Sustainable Halton Plan. 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 full force and effect.

As shown Schedule B – Urban Area Land Use Plan (*Figure 8*), the subject property is located within the Urban Area and Built Boundary and is designated ‘Secondary Mixed Use Node’ and ‘Natural Heritage System. Schedule D1 – Urban and Rural Districts (*Figure 9*) further identifies the lands within the Milton Central District, with the intersection of Derry Road and Ontario Street/Regional Road 25 as a Major Gateway.

Relevant Policies Include:

#### 2.1.3.2 Urban Area

*Additional mixed use development at higher densities is planned to occur within secondary mixed use nodes, located at significant intersections, and along*



FIGURE 8 - Land Use Map

intensification corridors, located along major transit routes. These areas will accommodate a full range of complementary uses which support the population at both the individual neighbourhood and community levels.

The proposed higher density mixed use development is located within a Secondary Mixed Use Node at a significant intersection (Derry Road and Ontario Street South) along two intensification corridors. The location offers a full range of commercial uses with direct access to transportation corridors and public transit. The proposed densities and space for complementary commercial uses will support the existing commercial areas, which will add to the economic and social success of the existing neighbourhood.

#### 2.1.4.3 Growth Management

2.1.4.3 Between the years of 2015 and 2031, a minimum of 5,300 new housing units are to be added

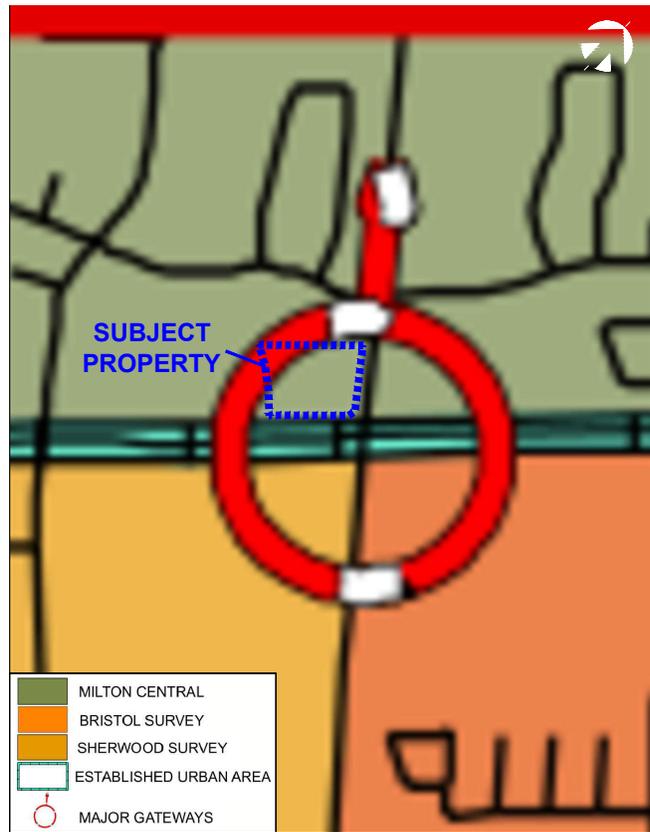


FIGURE 9 - Urban & Regional Districts

within the built boundary shown on Schedule K to this Plan.

The proposal helps to achieve the growth and intensification target by providing 649 apartment units, within the Built Boundary and Intensification Area.

#### 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. These areas along with the Built Boundary (as delineated by the Province) have been identified on Schedule K. The specific sites shown on Schedule “K” that are within an Employment Area designation are identified for the purposes of employment intensification.

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

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

b) To provide opportunities for more cost-efficient and innovative urban design;

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

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

e) To create a vibrant, diverse and pedestrian-oriented urban environment;

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

g) To provide high quality public open spaces with site design and urban design standards that create

attractive and vibrant places;

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

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

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

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

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

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

m) For Intensification Corridors, and Secondary Mixed Use Nodes:

a. To accommodate local services, including residential, cultural and entertainment uses, where appropriate;

2.1.6.5 It is the Policy of the Town to:

b) Provide opportunities for further intensification within Intensification Corridor and Secondary Mixed Use Nodes, in accordance with the policies of this Plan;

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;

*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 built form with point towers at this significant intersection creates an identifiable Major Gateway feature, which permits intensification achieving a density of 387 UPH. The proposed high density mixed use redevelopment conforms to the 'Intensification' policies by contributing to the intensification area, intensification corridor and the Secondary Mixed Use Node as shown in Schedule K – Intensification Areas (Figure 10). Ontario Street is a multi-purpose arterial road and both Derry Road and Regional Road 25 are arterial roads (Figure 11), which will accommodate the density proposed. The transit supportive densities are appropriate for a Higher Order Transit Corridor while providing for an appropriate transition to adjacent areas through the use of step backs, setbacks, and a four-storey apartment at the rear. The proposal will retain approximately 2,000 square metres of commercial use space promoting live-work relationships and contributing to a vibrant, diverse and pedestrian-oriented urban environment.

## **2.2 Environment**

### **2.2.2 Objectives**

*2.2.2.1 To identify, reserve and enhance natural areas*

*and ecosystems.*

*2.2.2.3 To maintain and enhance the landscape quality of the Niagara Escarpment in natural areas and open space which offer access to scenic vistas and offer opportunities for increased community awareness, appreciation, and conservation of the natural environment.*

*2.2.2.8 To protect significant scenic and natural heritage resources and landscapes.*

A small southern portion of the proposed development identified as part of the Natural Heritage System and will remain undeveloped and protected with appropriate buffers and setbacks, as established with the existing commercial plaza. Furthermore, the proposed development has been designed to preserve and maintain important views into the abutting valley of Sixteen Mile Creek and the Niagara Escarpment.

## **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*

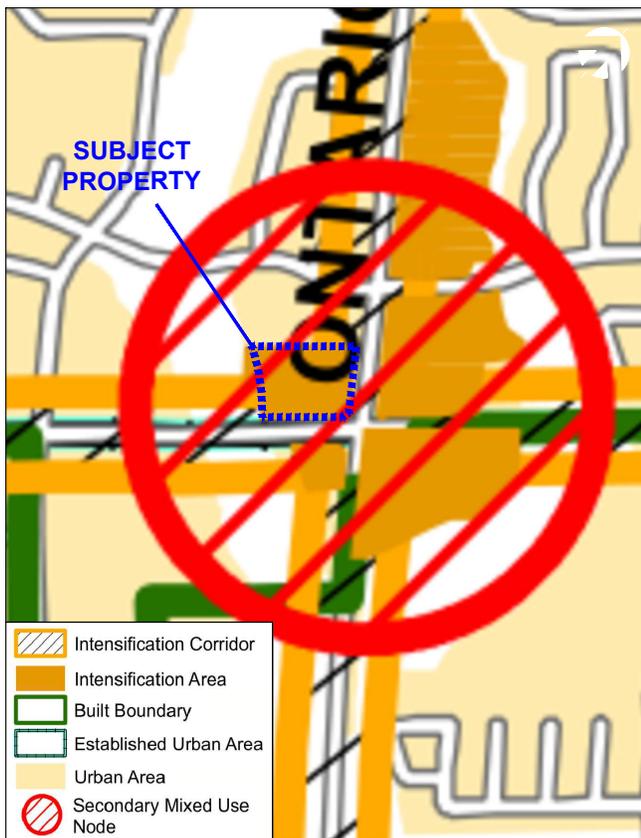


FIGURE 10 - Intensification Areas

*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.*

**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;*

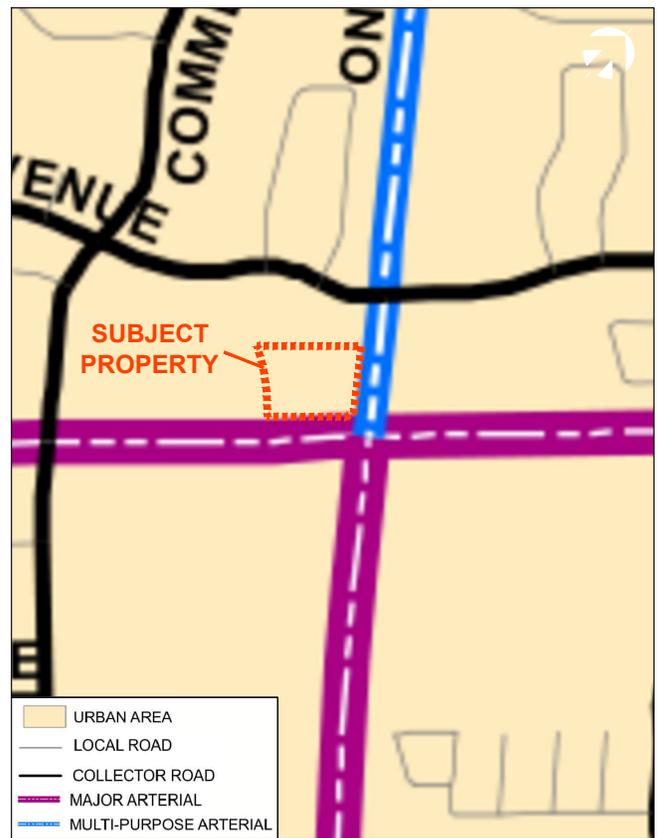


FIGURE 11 - Urban Area Transportation Plan

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 Built Boundary by providing 649 apartment units of differing unit size and type. The proposed development will be innovatively designed using good environmental practices and universal design principles to meet public safety and security needs.

**Natural Heritage System**

**3.12 Regional Natural Heritage System**

**3.12.1.1** The Regional Natural Heritage System designation as shown on Schedule “B” recognizes those areas within the Urban Area where protection and preservation of natural heritage features and areas and their ecological functions is required, in accordance with the policies of Sections 4.8 and 4.9 of this Plan.

## 4.8 Natural Heritage System

4.8.1.6 *The objectives of the Natural Heritage System are:*

- a) To protect, maintain and enhance natural heritage, hydrologic and landform features and functions including protection of habitat for flora and fauna and particularly species at risk;*
- e) To contribute to a continuous natural open space system to provide continuous corridors and inter-connections between the Key Features and their ecological functions and a visual separation of communities;*
- f) To protect significant scenic and heritage resources and preserve the aesthetic character of natural features;*

The proposed development maintains the established and appropriate setbacks of the existing commercial

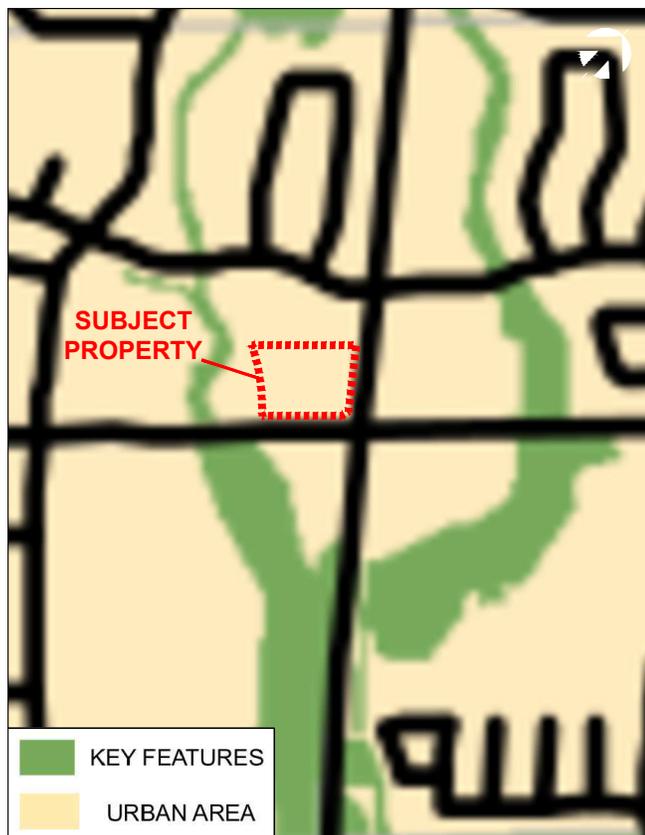


FIGURE 12 - Features of Greenbelt & NHS

uses on the subject lands to the NHS (Figure 12), which is discussed in Appendix I through review of applicable Regional Policies.

## Urban Land Use Policies

### 3.6 Secondary Mixed-Use Nodes

3.6.1.1 *The Secondary Mixed Use Node designation on Schedule “B” identifies higher order commercial nodes which will form focal points for surrounding residential neighbourhoods with pedestrian and transit-supportive development.*

### 3.6.2 Permitted Uses

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

### 3.6.3 Secondary Mixed Use Node Policies

3.6.3.4 *Notwithstanding the policies of Section 3.6.2.1 of this Plan, recognizing that the Secondary Mixed Use Node located at Highway 25 and Derry Road is already in large measure constructed and that those lands which are vacant have existing zoning or a reasonable opportunity for future development, this particular node shall be developed in accordance with the following:*

- a) the total commercial floor space allowed within this particular node shall be 16,725 sq. m. and shall be in accordance with the existing or future zoning and with the approval of (a) site plan(s) in accordance with Section 41 of the Planning Act;*
- b) unless the total commercial floor space*

*exceeds 16,725 sq. m., the submission of an overall development plan or Secondary Plan and market impact study shall not be required for this particular node;*

*d) the integration of this particular node with surrounding development shall be considered in the context of the existing development.*

The proposed development provides approximately 2,000 square metres of commercial space, within the 2 mixed-use buildings. The total commercial floor space in the node will not be exceeded.

As previously described the lands are exceptionally served by the existing commercial uses in the area, with an additional 2,000 square metres of commercial area proposed to serve future residents and the neighbourhood alike. The proposed development ranges in height from 4 to 24-storeys, with adequate parking located underground for residents and guests, as well as limited surface convenience parking for commercial users. A Shadow Study has been prepared and submitted as part of this application, which is further discussed with analysis in Section 4.1 of this report.

The Town of Milton has identified intensification and the development of Intensification Areas as the highest priority of urban development as previously discussed in Section 2.1.6. The Secondary Mixed Use Node is largely constructed with commercial uses that do not make the most efficient use of the available land within the Node. Transition of the Node to a more intense form of development envisaged by current polices has begun through the approval at the southeast quadrant of Derry Road and Regional Road 25 for three high rise towers with heights of 25, 20 and 16 storeys, including stacked and traditional townhouses, totaling 648 units.

As demonstrated through the policy review and

detailed analysis in Appendix I, the proposed development is consistent with the policy direction as set out by the Province, Region and Town for increased density within identified intensification areas/corridors and, more specifically, the subject Secondary Mixed Use Node. While OPA 31 recognizes the redevelopment potential for under-utilized lands, intensification corridors and Secondary Mixed Use Nodes, it should be noted that OPA 31 was prepared to bring the Town's Official Plan into conformance with the 2006 Growth Plan. Subsequent versions of the Growth Plan were published in 2013, 2017, and 2020 which have increased minimum density targets within the built-up area. In our opinion, the proposal with point tower heights up to 24 storeys and a density of 387 units per hectare (FSI up to 3.1) allows for intensification as intended by planning policies, which will better serve the community while contributing to the density targets prescribed by the Province.

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

- Proposes density that is supportive of transit;
- Provides residential intensification within an identified Intensification Area that will contribute to the economic prosperity of the Town of Milton by supporting local commercial uses, existing and future transit, and infrastructure investments;
- Features at grade commercial uses that will generate pedestrian activity and create a pedestrian oriented streetscape;
- 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 of the Niagara Escarpment;

- Optimizes the use of new and existing infrastructure; and
- By providing 649 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 and contributes to achieving the Town and Regional policies of providing a minimum of 5,300 new housing units within the built boundary between 2015 to 2031.

### **3.6 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 the 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.



# 4.0

## Additional Studies, Guidelines and Considerations

## 4.0 ADDITIONAL GUIDELINES AND CONSIDERATIONS

### 4.1 SHADOW IMPACT

A Shadow Impact Study was prepared in support of this development proposal. The study demonstrates that adequate sunlight is available for residential amenity spaces to maximize their use during spring, summer and fall afternoons and evenings.

The criteria for shadow impacts to the public realm is evaluated for September 21 based on:

- (a) 60% of the opposing sidewalks should receive direct sunlight for at least 3 continuous hours (between 10 am and 3 pm);
- (b) In mixed-use areas, sidewalk patios should receive at least 2 hours of sunlight during either lunchtime or dinner hours;
- (c) 50% of community parks and urban plazas should receive 5 continuous hours of sunshine between 9 am and 5 pm; and
- (d) Active areas - fixed picnic stations or barbeque areas, splash pads, play equipment areas, schoolyards and community gardens should receive at least 5 hours of sunshine (between 9 am and 5 pm) but may not be continuous.

The criteria for the private realm is to provide at least 2 continuous hours of sunshine (between 10 am and 5 pm) applicable to private front yard, rear yard, windows and rooftop patios. Lastly criteria is evaluated for solar panels to receive a minimum 8 hours sunlight (not consecutive).

The analysis of the public realm demonstrates that opposing sidewalks will receive 5 hours of continuous sunlight, which exceeds the minimum criteria. The analysis of residential amenity spaces indicates no

significant impacts to surrounding properties and no solar panel installations were observable in the study areas.

The proposed building form and orientation will generate narrow shadows that help to mitigate sun shading impacts upon the neighbouring residential properties. The proposed development should not preclude the adjacent residential landowners' enjoyment of the sun as the net increase in shadow impact (from existing conditions) is minimal.

An aerial photograph of a suburban residential area, showing a grid of streets, numerous houses, and several parks with baseball fields. A large, semi-transparent orange circle is centered over the image, containing the text '5.0 Official Plan Amendment'.

# 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 Change

- Amending Schedule I1 - 'Urban Area Specific Policy Areas' by adding Specific Policy Area No. XX to the subject property.

### Text Change

*4.11.3.XX Notwithstanding Section 3.6 (Secondary Mixed Use Node), the lands identified as Specific Policy Area No. XX on Schedule I1 of this Plan, being the lands – municipally identified as 550 Ontario Street South and legally described as Part of Lot 11, Concession 2 (NS Trafalgar) may be developed to provide residential buildings of up to 24 storeys in height and with a Floor Space Index (FSI) up to 3.1.*

A maximum Floor Space Index (FSI) or Floor Area Ratio (FAR) will permit the proposed development with density limits while allowing the detailed design and makeup of the building floors and units to evolve to reflect market conditions, which will be reviewed and approved through the Site Plan Approval process.

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

An aerial photograph of a suburban residential area, showing a grid of streets, houses, and green spaces. A large, semi-transparent orange circle is centered over the image, containing the text '6.0 Zoning By-law Amendment'.

6.0  
Zoning By-law  
Amendment

# 6.0 ZONING

## Existing Zoning

The subject lands are zoned Secondary Mixed Use Commercial (C2) and Natural Heritage System (NHS) (Figure 13). As per Section 7.1 of Zoning By-law 016-2014, as amended, the C2 zone permits a number of commercial and office uses but does not permit residential uses. The maximum height permitted in the C2 zone is 9.5 metres. As such, a Zoning By-law Amendment is required to permit residential uses in the form of a mixed use building and a mid-rise apartment building, with a maximum height of 24 storeys for the point towers.

## Proposed Zoning

The proposal seeks to amend the Zoning By-law to rezone the subject lands to a site-specific Mixed Use (MU) Zone to allow a maximum building height of 24 storeys. The draft amending zoning by-law is appended to this report as Appendix IV.



FIGURE 13 - Existing Zoning Schedule

An aerial photograph of a suburban residential area, showing a grid of streets, houses, and green spaces. A large, semi-transparent orange circle is overlaid in the center of the image. The text "7.0 Planning Opinion" is written in a light orange, sans-serif font within the circle. The background shows a mix of residential buildings, parking lots, and some commercial structures, including what appears to be a school or community center with a red track.

# 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 proposal will help achieve density targets of the Delineated Built-Up Area as prescribed by Provincial Policy;
3. The subject lands are within and identified intensification area (Secondary Mixed-Use Node) and front/flank two Intensification Corridors identified in the Town's Official Plan (OPA 31);
4. The subject lands flank Ontario Street South, an identified Higher Order Transit Corridor in the Official Plan (OPA 31) and Regional Official Plan (ROPA 48); The proposal is located within a designated Town of Milton Intensification Area in OPA 31;
5. The proposal is supported by public transit, providing both direct access to local transit and regionally through connections at the Milton GO Station;
6. 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;
7. The proposed development is readily serviced, complementing and taking advantage of the planned infrastructural improvements (road widenings to Regional Road 25 and Derry Road);
8. The proposal complements and benefits from many of the adjacent commercial, cultural and recreational amenities. Conversely, the

additional population will help support the non-residential uses within the Secondary Mixed-Use Node;

9. The proposed development has been designed to be sensitive to the existing adjacent neighbourhood by maintaining view corridors, providing a human scale street presence, and implementing setbacks, setbacks and point towers to minimize overlook and shadow impact;
10. The proposal features commercial uses at grade providing a 'store-front' presence along Ontario Street South and Derry Road, and point towers visible from afar to create a Major Gateway as intended for the Secondary Mixed-Use Node; and
11. The proposal is consistent with the intent of the Town of Milton's Official Plan, including OPA 31.

Respectfully submitted,

### KORSIAK URBAN PLANNING



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Wayne Coutinho, MPI, BSc (Env), RPP



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Terry Korsiak, MA, 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 adds to the mix of uses in a Secondary Mixed Use Node 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, and their vitality and regeneration shall be promoted.*

*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, at the intersection of two Intensification Corridors, and within a designated Secondary Mixed Use Node that is serviced by 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 residential

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 it provides a transit supportive development for areas within Transportation Corridors with convenient access to the Milton Go Station and GO Bus service.

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 existing and future 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 these objectives as it is located in Secondary Mixed Use Node at the intersection of two main streets. The proposed will generate pedestrian activity and contribute to the vitality of the Node and viability of proposed and existing commercial uses.

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;*
- c) 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 offers a compact built form, which supports existing and future transit and supports active transportation opportunities for convenient access to surrounding uses and amenities.

Policies in the 'Natural Heritage' section state:

*2.1.1 Natural features and areas shall be protected for the long term.*

*2.1.2 The diversity and connectivity of natural features*

*in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*

The proposal maintains the existing setbacks established with current uses and proposes additional landscaping to protect and improve the transition to the abutting NHS features and areas.

The proposed development is consistent with the mandate of the Provincial Policy Statement for the following reasons:

- The proposal redevelops underutilized land within the settlement area, negating the need for further land consumption;
- The proposal contributes to the mix of dwelling types in Milton;
- The proposal avoids potential human health and environment concerns by redevelopment, which maintains existing setbacks to the NHS and the established neighbourhood;
- The proposal is compact and cost effective, which efficiently utilizes built infrastructure and reduces servicing costs;
- The proposal supports energy conservation and climate change with compact built forms;
- 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 recognizes, provides and protects Natural Heritage Systems, public open spaces

and pedestrian connectivity to support the achievement of healthy and active communities.

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

The subject lands are located within the ‘Settlement Area’, the ‘Delineated Built-Up Area’ as shown on Schedule 2 - A Place to Grow Concept (*Figure 5 – A Place to Grow*).

### **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.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features and functions.*

The proposed development fulfills the Guiding Principles of the Growth Plan by prioritizing intensification and higher densities, with a range of housing options and land uses to help achieve complete communities, integrating the development with existing infrastructure, and protecting the natural

heritage system and function through the adequate landscaped buffers and setbacks.

### **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 readily serviced by existing water and wastewater systems, is supported by existing transit services and 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 a Secondary Mixed Use Node and provides existing and future residents with convenient access to future 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 strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
  - b. *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
  - c. *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
  - d. *encourage intensification generally throughout the delineated built-up area;*
  - e. *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
  - f. *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
  - g. *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.

## **2.2.5 Employment**

3. *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit;*
14. *Outside of employment areas, development criteria should be established to ensure that redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.*
15. *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 redevelopment of an existing underutilized commercial site with a high density mixed-use development conforms to the Official Plan/Secondary Plan designation. The mixed-use proposal supports these objectives by providing for supportive retail/office space within a compact residential built form located in proximity to existing transit, with limited surface parking that encourages the integration of other land uses to help achieve a complete community.

## **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;*

1. *Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

*b) Planning to accommodate forecasted growth to the horizon of this Plan;*

*c) Planning to achieve the minimum intensification and density targets in this Plan;*

*d) Considering the range and mix of housing options and densities of the existing housing stock; and*

*e) Planning to diversify their overall housing stock across the municipality.*

The proposed development provides a range of suite options through mid and high rise buildings, 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.

#### **4.2.2 Natural Heritage System**

3. *Within the Natural Heritage System:*

*a. New development or site alteration will demonstrate that:*

*i. There are no negative impacts on key natural/heritage features or key hydrogeologic features or their functions;*

*ii. Connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where*

*possible, enhanced for the movement of native plants and animals across the landscape;*

*iii. the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;*

The proposal maintains the existing setbacks established to protect to the abutting NHS features. Through detailed site plan the proposed use will ensure appropriate grading, setbacks, and landscaping is provided to protect and improve the transition to the NHS area.

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

- The subject property is located within a Settlement Area and Delineated Built-up Area;
- The proposal will help achieve density targets that require a minimum of 50 per cent of all residential development within delineated built-up area;
- The subject site is within an appropriate location to support high density intensification;
- The proposal contributes to economic vitality of the area; jobs, space for commercial uses;
- The proposal contributes to the range of unit types and sizes for different household sizes, incomes, and ages;
- The proposal is supportive of active transportation, transit corridors, and public transit services;
- The proposal enhances the vitality and viability

of the Secondary Mixed Use Node at the intersection of Ontario Street / Regional Road 25 Corridor;

- The proposed development makes use of existing and planned for infrastructure and public service facilities; and,
- The proposed development will protect NHS features and implement appropriate protection measures.

# APPENDIX II: REGIONAL PLANNING POLICIES APPLICABLE TO THE PROPOSAL

## REGION OF HALTON OFFICIAL PLAN

### 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.

The proposed development contributes to growth within the Urban Area where urban services already exist, providing 649 additional residential units which helps to achieve the 2015-2031 Regional intensification target.

### Urban Area

The subject lands are designated ‘Urban Area’ on Map 1 – Regional Structure (Figure 7).

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, inter-connected and complete communities of various sizes, types and characters, which

TABLE 2 INTENSIFICATION AND DENSITY TARGETS

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) <sup>1</sup>
Burlington	8,300	45
Oakville	13,500	46
Milton	5,300	58
Halton Hills	5,100	39
Halton Region <sup>2</sup>	32,200 <sup>2</sup>	50

*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 greyfield site. The proposed high density development is compact 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.*
8. *To support transit and active transportation for everyday activities.*
9. *To generally achieve higher densities than the surrounding areas.*
10. *To achieve an appropriate transition of built form to adjacent areas.*

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

3. *Intensification Corridors as identified in Local Official Plans, which consists of areas along Higher Order Transit Corridors and selected Arterial Roads within Urban Areas, as shown on Map 3, and*

4. *Mixed Use Nodes as identified in Local Official Plans, which have a concentration of residential and employment uses with development densities and patterns supportive of pedestrian traffic and public transit.*

The proposed development achieves the objectives of intensification on lands identified by the Town of Milton (OPA 31) as an Intensification Corridor and Secondary Mixed Use Node, which will be discussed in the subsequent section. The proposal is consistent with these policies with a proposed compact, high density, mixed use development that will promote live-work relationships. An appropriate transition is provided to adjacent lands through a four storey mid-rise building. The redevelopment of the node contributes towards the creation of healthy communities with a vibrant pedestrian oriented urban environment.

## **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.*
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 greyfield site with a high density mixed use development that makes more efficient use of existing lands and services. Additionally, 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 as it provides an additional 649 residential units in the form of a multi-storey building.

## **Natural Heritage System**

114.1. *The objectives of the Natural Heritage System are:*

4. *To direct developments to locations outside hazard lands.*

## **Regional Natural Heritage System**

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

1. *Require Local Municipalities, when undertaking the preparation of Area-Specific Plans, Zoning By-law amendments and studies related to development and/or site alteration applications, to protect, through their Official Plans and Zoning By-laws, the Key Features listed in Section 115.3(1) but not mapped on Map 1G in accordance with policies of this Plan.*

12. *Require that Local Zoning By-laws impose for development appropriate setbacks from Regulated Flood Plains, based on the kind, extent and severity of existing and potential hazard to public safety. Special consideration should be given to agriculture-related buildings, including dwellings, to maintain the long term viability of existing agricultural operations, without compromising the safety of such buildings or their occupants.*

The proposed development maintains the established and appropriate setbacks of the existing commercial uses on the subject lands to the NHS. The lands to be developed are outside of the hazard lands. The redevelopment conforms to the local and regional Official Plan policies for the development of the Mixed-Use Node as identified on land use schedules.

### **Environmental Quality - Air and Ambience**

142. *The objectives of the Region are:*

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

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

### **Transportation**

172. *The objectives of the Region are:*

9. *To support the early introduction of public transit service in new development and redevelopment areas and in Intensification Areas.*

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

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.*

14. *To develop transportation corridors as shared-use facilities with other linear utilities.*

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;*
- d. *adopt parking policies in the Intensification Areas that would promote active transportation and the use of public transit;*

The subject lands are identified in the ROP Map 3 - Functional Plan of Major Transportation Facilities, with Regional Road 25 as a Higher Order Transit Corridor and a major arterial road south of Derry Road, Ontario Street as a multi-purpose arterial north of Derry Road, and Derry Road itself as an arterial road (*Figure 14*). The proposed mixed use development provides transit supportive densities within a Town of Milton 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 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 an Intensification Area identified by the Town of Milton in its Official Plan;
- 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 649 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, and contributes to achieving the Town and Regional policies of providing a minimum of 5,300 new housing units within the built boundary between 2015 to 2031.

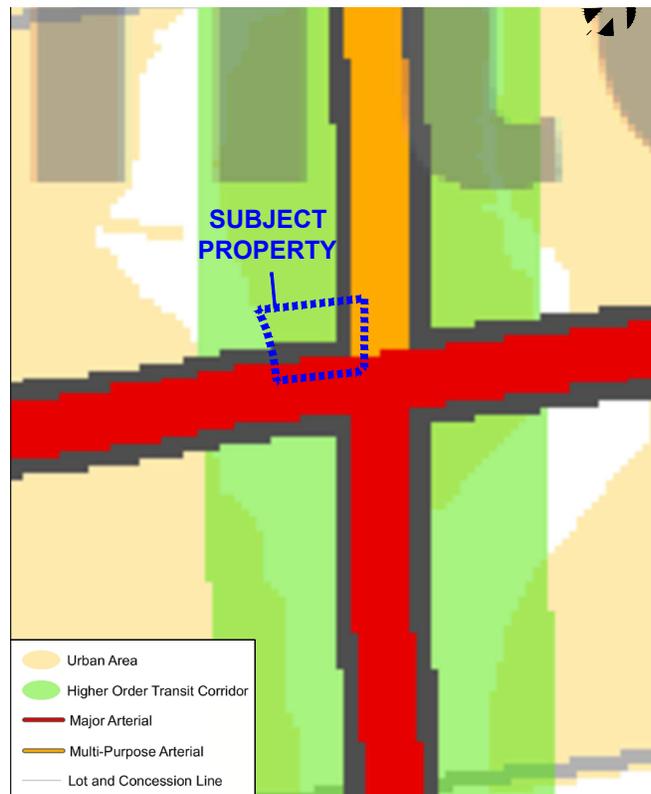


FIGURE 14 - Regional Transportation Plan

# Appendix III - Draft Official Plan Amendment

**AMENDMENT NUMBER XX**

**TO THE OFFICIAL PLAN OF THE TOWN OF MILTON**

**550 Ontario Street South**

**Part of Lot 11, Concession 2 (NS Trafalgar)**

**Town of Milton**

**(Town File: LOPA-XX/20)**

**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**

## **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

550 Ontario Street South  
Part of Lot 11, Concession 2 (NS Trafalgar)  
(Town of Milton)  
(LOPA XX/17)

### **PURPOSE OF THE AMENDMENT**

The purpose of this amendment is to add a Specific Policy Area to the lands municipally identified as 550 Ontario Street South and legally described as Part of Lot 11, Concession 2 (NS Trafalgar).

### **LOCATION OF THE AMENDMENT**

The subject lands are located on the northwestern quadrant of Derry Road West and Ontario Street South. The lands are municipally identified as 550 Ontario Street South and legally described as Part of Lot 11, Concession 1 (NS Trafalgar), Town of Milton. The location of the property is illustrated in Figure 1.

### **BASIS OF THE AMENDMENT**

The proposed amendment would permit the development of two mixed-use high-rise buildings, and one residential mid-rise apartment buildings totaling 649 residential units. The development proposes a maximum height of 24 storeys with a maximum Floor Space Index (FSI) of 3.1.

- a) The subject application proposes intensification that is consistent with the Provincial Policy Statement and Provincial Growth Plan. The Provincial policies contained in the PPS and the Growth Plan actively promote and encourage compact urban form, intensification, optimization of the use of existing land base and infrastructure, and development which will take better advantage of existing public transit.
- b) The proposal contributes in building a complete community that is compact and creates a mixed-use, transit supportive and pedestrian-friendly area where residents could live, work and shop.
- c) The proposal represents intensification that would make a positive contribution to meeting the Town's growth targets in accordance with Town, Regional and Provincial planning policy.
- d) The proposed development is compatible with surrounding land uses and an appropriate form of residential intensification subject to the satisfaction of all of the conditions pursuant to the holding provision placed on the lands.

## **PART II: THE AMENDMENT**

All of this part of the document entitled Part II: THE AMENDMENT consisting of the following text constitutes Amendment no. XX 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 known legally as Part of Lot 11, Concession 2 (NS Trafalgar).

#### 2.0 Text Change

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

4.11.3.XX Notwithstanding Section 3.6 (Secondary Mixed Use Node), the lands identified as Specific Policy Area No. XX on Schedule I1 of this Plan, being the lands – municipally identified as 550 Ontario Street South and legally described as Part of Lot 11, Concession 2 (NS Trafalgar) may be developed to provide residential buildings of up to **24**-storeys in height and with a maximum Floor Space Index (FSI) of **3.1**.

**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 550 ONTARIO STREET SOUTH AND LEGALLY DESCRIBED AS PART OF LOT 11, CONCESSION 2, (NS TRAFALGAR), TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA XX/19)

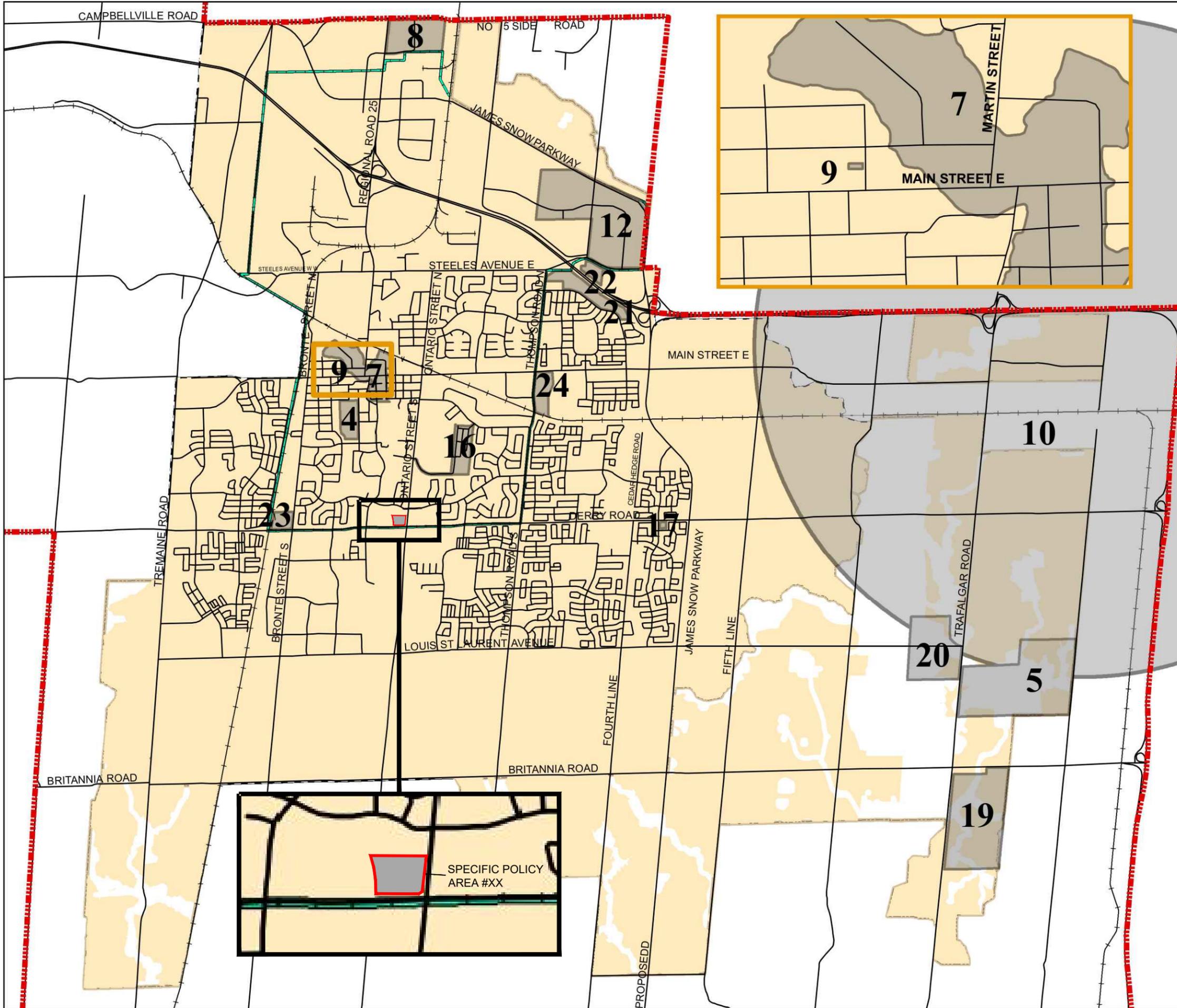
The Council of the corporation of the Town of Milton, in accordance with the provisions of Section 17 and 21 of the Planning Act R.S.O. 1990, c. P.13, as amended, hereby enacts as follows:

1. Amendment No. XX to the Official Plan of the Town of Milton, to amend Policy 4.11 and Schedules C.7.A.CBD and I1 of the Town of Milton Official Plan to provide for permission for the development of two high-rise mixed-use residential buildings with heights of 24 and 19 storeys, and a 4-storey multiple dwelling building at lands municipally identified as 550 Ontario Street South and legally described as Part of Lot 11, Concession 2 (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



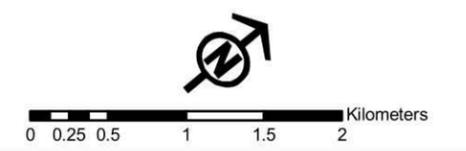
THIS IS SCHEDULE '12' TO OFFICIAL  
PLAN AMENDMENT NO. 31

# 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

# Appendix IV - Draft Zoning By-law Amendment

## 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 10, CONCESSION 3, NEW SURVEY, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (2613708 ONTARIO 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 provides for the lands affected by this by-law to be zoned as set forth in this by-law;

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

1. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014 is hereby further amended by changing the existing C2 - Secondary Mixed Use Commercial Zone symbol to a site – specific Mixed Use (MU\*XXX) Zone symbol shown on Schedule A attached hereto.
2. **THAT** Section 13.1 of Comprehensive By-law 016-2014 is hereby further amended by adding subsection 13.1.1.AAA as follows:

Mixed Use – Special Section (MU\*XXX) Zone

**i) Definitions:**

- 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.

**ii) Special Provisions:**

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

- a) For the purpose of administering the zoning by-law, the lands identified as MU\*XXX on Schedule A shall be considered to be one lot.
- b) A principal access directly accessible from and oriented towards a public street is not required for each residential unit located at-grade within the first storey of a mixed-use building.
- c) Balconies oriented towards an arterial road are permitted at 0.0 metres from established grade.
- d) Any portion of a building above a height of 7 storeys must not exceed a tower floor plate area of 830 square metres.
- e) Despite any provisions to the contrary, more than one residential building is permitted on the lot.
- f) Any awning, canopy and/or similar weather shielding structure, and any restaurant patio, may project to any lot line.

**iii) Zone Standards:**

- a) Maximum Floor Space Index is 3.1.
  - b) Maximum height is 24 storeys and 74 metres.
  - c) A mechanical penthouse is exempt from the maximum height requirements regardless of its setback from the exterior walls of the floor beneath it.
  - d) 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.
  - e) Notwithstanding Section 5.8.1, Table 5E, the minimum off-street parking requirements for an apartment building shall be:
    - i. 1.0 spaces per 1 bedroom dwelling unit;
    - ii. 1.15 spaces per dwelling unit for all other bedroom units; and
  - f) The maximum length of a main wall shall not exceed 70 metres.
  - g) Minimum Setbacks to NHS zone at 2.9 m.
  - h) Transformer and telecommunications vaults and pads shall be permitted beyond the main wall of a building towards a public street.
  - i) Notwithstanding Section 5.14.1 to the contrary, the underground parking structure may be located within 1.7 metres of a street line or lot line.
3. **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.

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

\_\_\_\_\_  
**Gordon A. Krantz** Mayor

\_\_\_\_\_  
**Troy McHarg** Town Clerk

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

2613708 Ontario Inc.  
Z-\_\_\_\_\_  
May 13, 2021

PART OF LOT 11, CONCESSION 2, NEW SURVEY (TRAFALGAR)  
TOWN OF MILTON

