



# Planning Rationale

**For Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision Applications for 150 Steeles Avenue East and 248, 250 and 314 Martin Street, Milton, ON**

**April 17, 2025**





## **LAND ACKNOWLEDGMENT**

This document was written with gratitude from the traditional territory of the Anishinaabe, including the Mississaugas of the Credit, Haudenosaunee, and Huron-Wendat (Wyandot), as well as Petun, Seneca, Erie, and Neutral, who have stewarded these lands with care since time out of mind.



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# 1.0

## Introduction



# 1.1 PURPOSE OF THIS REPORT

This Planning Justification Report has been prepared by Urban Strategies Inc. on behalf of site owner 150 Steeles Milton Inc. (hereafter referred to as “Neatt Communities” or “Neatt”) for its Official Plan and Zoning By-law Amendments, as well as a Draft Plan of Subdivision for the lands known as 150 Steeles Avenue East, and 248, 250, and 314 Martin Street in the Town of Milton (referred to as the “Site” or “Subject Site”). The purpose of this report is to:

- Provide relevant contextual information about the Site and surrounding context (Section 2);
- Provide an overview of the proposed development (Section 3)

- Outline a planning justification and policy rationale to demonstrate how the proposal is consistent with and conforms to the applicable planning policy framework and has regard for applicable guidelines and standards (Sections 4 and 6); and,
- Summarize the findings of the reports and studies that have been prepared for the applications.

A Comprehensive Development Plan (CDP) is also provided in support of this application, under separate cover. The CDP provides a holistic description of the design intentions for the proposed development framework.



Figure 1: Phase 1 of the Proposed Mountainview West Development, facing northeast towards Martin



## 1.2 THE OPPORTUNITY

### **Transforming a vacant 20.8ha brownfield site into a new community complete with housing, landmark open spaces and community amenities that integrates seamlessly with the context.**

The Site is undergoing vast remediation to transform the former Meritor Suspension Co. manufacturing site into clean and environmentally enhanced lands that will host a mixed use community with a sustainable natural heritage interface to Sixteen Mile Creek and the Natural Heritage System to the south.

With frontage along Steeles Avenue East and Martin Street, the well connected but vacant site presents a unique opportunity for development that can support Milton's Central Business District (CBD) and expand the community fabric of the Mountainview neighbourhood to the east.

The Town of Milton is continuing to urbanize as it manages new residential and employment growth, embracing complete communities and a transit-oriented built form. Growth in the Town of Milton is directed to Strategic Growth Areas. In keeping with the Site's planned context as a Strategic Growth Area, Neatt proposes to redevelop the Site into a high-density mixed-use community that will expand housing options and community infrastructure, and add complementary commercial space near Milton's Downtown

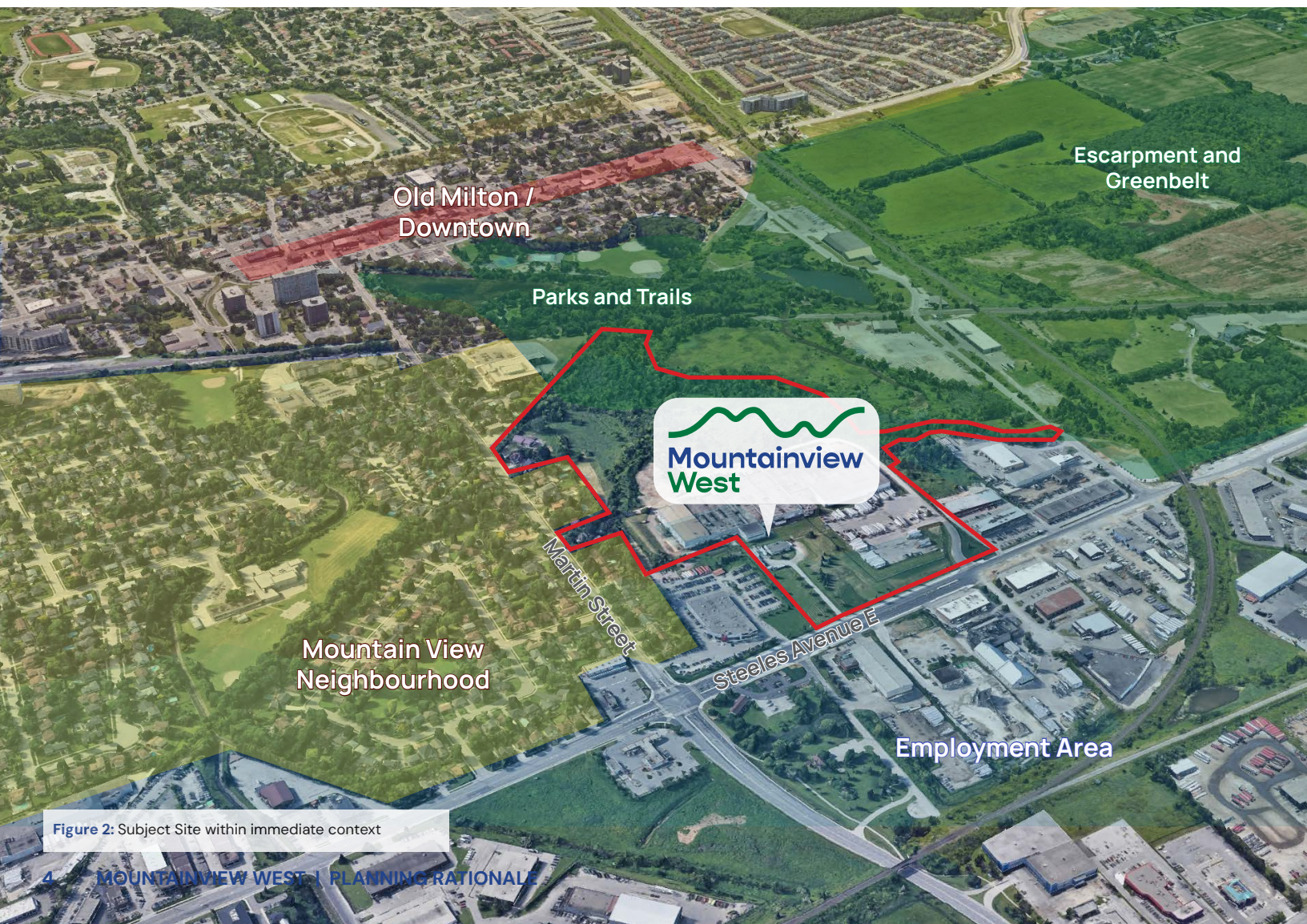


Figure 2: Subject Site within immediate context



Neatt's proposal (hereafter referred to as the "Proposed Development" or "Proposal") consists of the following:

- A Site-wide Official Plan Amendment to establish new land use designations and an overall development density that will enable the Site's evolution into a mixed use community.
- A Draft Plan of Subdivision which will create 5 new public streets, 7 Phase 1 development Blocks, a stormwater management pond block, 3 Future Development Area blocks to be further demised in Phase 2, and a Natural Heritage System and buffer zone. Phase 1 also includes 2 small blocks required to create one of the public streets (Street D).
- 3 Future Development Area blocks for Phase 2, which are contemplated to be demised into 8 smaller blocks that include within them 3 Community Open Spaces and a private street.
- A development framework that contemplates the delivery of 15 development blocks.
- Re-zoning for Phase 1 lands to implement its shift from industrial lands to a new community. The detailed re-zoning for development on the eastern blocks will deliver:

- 1,001 new residential apartment units (202 1-bedroom, 499 1+1 bedroom, and 300 2-bedroom);
- 3-storey townhouses nearest the existing neighboring residential houses along Martin Street, delivering 82 townhouse buildings (22 back-to-back townhouses, 33 double frontage townhouses, and 27 front-lane townhouses);
- 5 apartment buildings on the blocks further from existing residents, with heights transitioning from 6 to 10 storeys;
- An overall first phase net density of 2.17 FSI;
- A total of 209 square meters of commercial-retail space.

- For Phase 2 lands, future Zoning By-law Amendment applications will be submitted to propose specific development standards.

Only the 1,083 Phase 1 units are proposed at this time. For the purposes of the technical analyses that support this application, it is assumed that the Site could accommodate 4,133 total units (inclusive of Phase 1) at full build-out. Actual unit counts for future phases will be dependent on the built form that is proposed through future rezoning applications.



**Legend**  
 Phase 1 Boundary  
 Buildings

## 1.3 KEY CITY-BUILDING BENEFITS

### **1 Transforming a Brownfield Site into a New Community**

Regional Official Plan Amendment (ROPA) 48 removed the Site from the Employment Area designation. This decision was made during the Region's Municipal Comprehensive Review process, which concluded that the land was not required for long-term employment growth in Milton. Since the conversion of the Site to permit non-employment uses, significant remediation efforts have been undertaken to clean the contaminated lands, prior to seeking development approvals. As part of the rezoning approval in 2023, the Natural Heritage System (NHS) has been delineated based on woodland and wetland limits, restored with native plant species and buffered.

The Proposed Development will deliver a new community with open space next to nature that is well connected to its surroundings and supports sustainable modes of travel.

### **2 Supporting Growth in a Strategic Area Near the Downtown**

The Site has been identified as a growth and intensification area in the Town of Milton Official Plan. This will help the Town and Region optimize existing and planned infrastructure investments, including transportation and servicing infrastructure while generating demand for goods and services that will support the prosperity of Downtown.

The Site's strategic location acts as a hub connecting various activity clusters, which include the Central Business District (CBD) / Milton Downtown to the south; community amenities, parks, and open spaces to the south and west; residential neighbourhoods and schools to the east; and employment activities to the north and west.

The Proposal will assist the Town in concentrating growth within the existing built-up area, reducing the necessity for urban expansion, and enhancing the social and economic resilience of the Town by locating people near existing uses, including local businesses, downtown retail and community facilities.

### **3 Delivering Housing within a Complete Community**

The Proposed Development will deliver a diverse range of housing options at various scales, catering to individuals from all walks of life. Commercial space for convenience goods and services is planned at key locations within the Proposed Development to meet the needs of residents. New open spaces will also enhance placemaking on the Subject Site, creating destinations that attract people and offering amenities for both current and future residents of the area.

### **4 Thoughtful Community Integration**

The Proposed Development will deliver a diverse range of housing options at various scales, catering to individuals from all walks of life. Commercial space for convenience goods and services is planned at key locations within the Proposed Development to meet the needs of residents. New open spaces will also enhance placemaking on the Subject Site, creating destinations that attract people and offering amenities for both current and future residents of the area.

### **5 Supporting a Diverse Public Realm that Builds on the Existing Characteristics of the Site**

A spectrum of public open spaces and amenities, including large and small green spaces, plazas, promenades, and boulevard improvements, provides a clear community focus and space for togetherness. This range of community nodes and open spaces is connected by a network of trails, promenades, and multimodal streets, which collectively offer a variety of recreational amenities that will bring vibrancy and enrichment to the community. Connections and linkages to the surrounding context are located near existing trails and networks to support the expansion of pedestrian and active transportation systems.



## 1.4 ENGAGEMENT TO DATE

This Proposal benefits from early consultation with Town and Regional staff. Neatt first met with Town of Milton staff regarding its redevelopment plans in the first half of 2023. Additionally, Neatt worked closely with Town and Regional staff through the Comprehensive Environmental Management Process (CEMS) process undertaken in 2023. Through the 2023 Rezoning process, the Natural Heritage System identified in the CEMS, including the associated buffers, was rezoned from M1\*38 (Business Park) to NHS (Natural Heritage System) to refine the limit of the NHS zone in accordance with the staked key features of the Regional Natural Heritage System and its associated buffers. The Rezoning was approved by

Council on December 18th, 2023 (Site Specific By-law No. 099-2023).

A Pre-Consultation Meeting took place on February 27, 2024, attended by representatives of Neatt and Town of Milton, Halton Region, and Conservation Halton staff. Following this meeting, a Record of Pre-Consultation and Submission Checklist were provided to Neatt. The process to date has been highly collaborative, resulting in a development proposal that is responsive to numerous Town, Regional and Conservation Halton priorities.



Figure 3: Artists interpretation of Street A, looking toward Phase 1 development from future commercial uses on Street A



## 1.5 REQUESTED APPROVALS

Neatt is submitting applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision to facilitate the Proposed Development.

The Official Plan Amendment proposes to maintain the Site's Strategic Growth Area designation within the Town of Milton Official Plan, while introducing new policies for the intensification of the Site, including an overall site density at full build-out, new land use designations for all development blocks, specific built form policies for Phase 1, and general built form policies for future phases. Additionally, the Official Plan Amendment proposes the removal of the Subject Site from the Milton 401 Industrial / Business Park Secondary Plan and the corresponding Special Study Area overlay.

The Zoning By-law Amendment application proposes to amend the Milton By-law 016-2014 by rezoning the Phase 1 lands from Business Park (M1/M1\*38) and Low Density Residential (RLD1\*281) to residential Medium Density II (RMD2), Open Space – Stormwater Management (OS-2), and Mixed Use (MU), with

special sections for site-specific provisions under the RMD2 and MU zones. Through the Zoning By-law Amendment, the Phase 2 lands will be rezoned to apply a Future Development (FD) zone category, and future Zoning By-law Amendment applications will be submitted to propose specific development standards for that phase.

The proposed Draft Plan of Subdivision will create 5 new public streets, 7 Phase 1 development blocks, a stormwater management pond block, 3 Future Development Area blocks to be further demised in Phase 2, and a Natural Heritage System and buffer zone. Phase 1 also includes 2 small blocks required to create one of the public streets (Street D).

The 3 Future Development Area blocks for Phase 2 are contemplated to be demised into 8 smaller blocks which include within them 3 Community Open Spaces, and private street.

In total, the development framework contemplates 15 development blocks.

Figure 4: Artist interpretation of the Pondsides Promenade





- Phase 1
- Phase 2

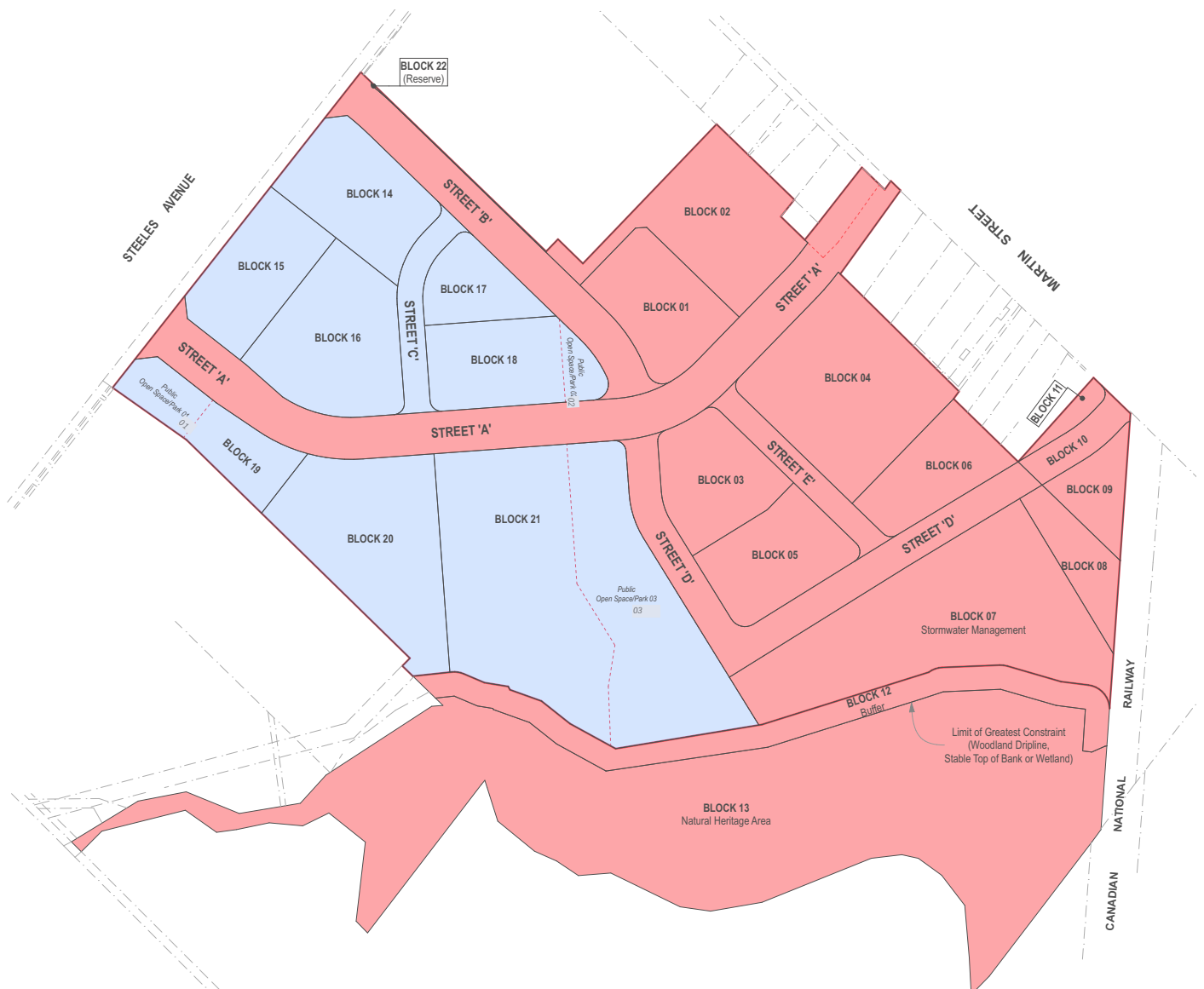


Figure 5: Block and Phasing Plan

# 2.0

Site and  
Surrounding  
Context

# 2.1 SITE HISTORY AND URBAN CHANGE

Located on 16-Mile Creek near the Niagara Escarpment and Milton’s Downtown, the Site has evolved with the community over time.

The 16-Mile Creek Watershed has been stewarded by the Anishinaabe, including the Mississaugas of the Credit, Haudenosaunee, and Huron-Wendat (Wyandot) since time out mind.



1805

Site Context



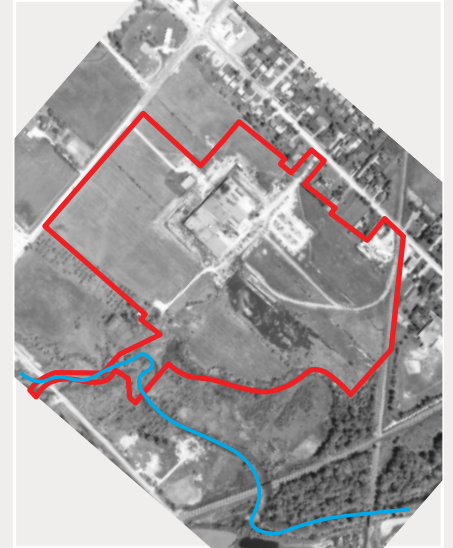
The Site is covered by Treaty 13A, made between the Mississaugas and the Superintendent-General of Indian Affairs on August 2nd, 1805.

1858



After the area was parcelled and sold, the Site was used for agriculture of various scales.

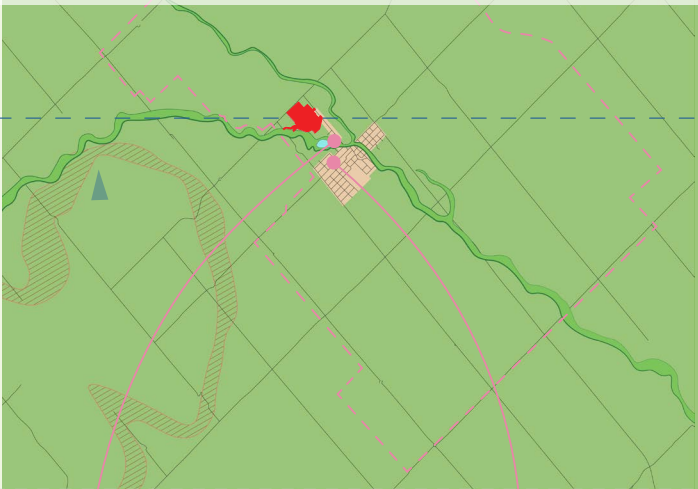
1975



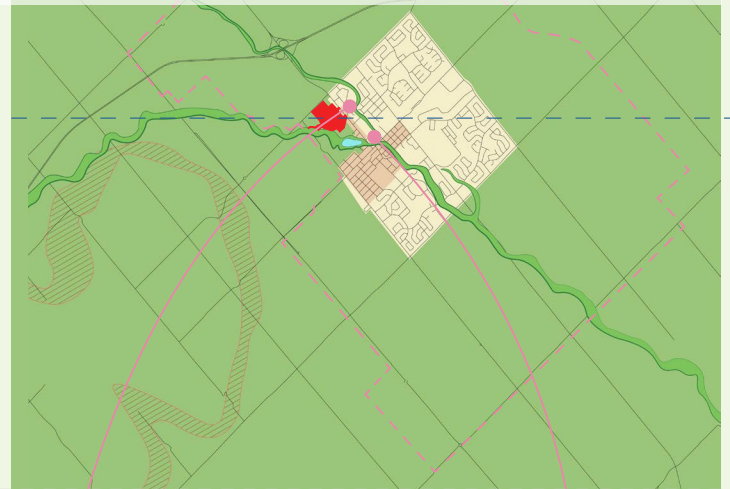
The Site was converted to industrial uses in 1954 for the Ontario Steel Products plant.

**Early urban settlement** was spurred by a gristmill built in 1821. The nascent town grew rapidly in the 1850's and 1860's, building up the old Main Street and adjacent neighbourhoods.

Urban Context



**Post-war development** established the inner suburbs and early apartment building development.



Urban Character



Milton Gristmill, Old Milton



Victorian house, Old Milton



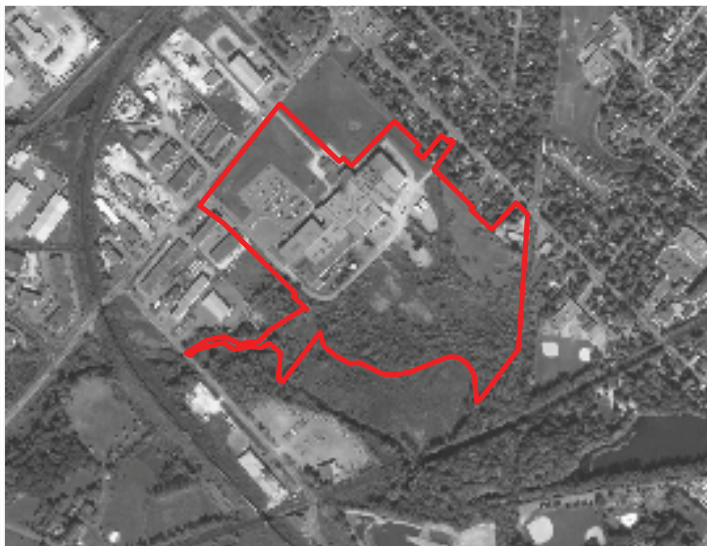
Mid-Century housing, Mountainview



Apartment development, Old Milton



2004



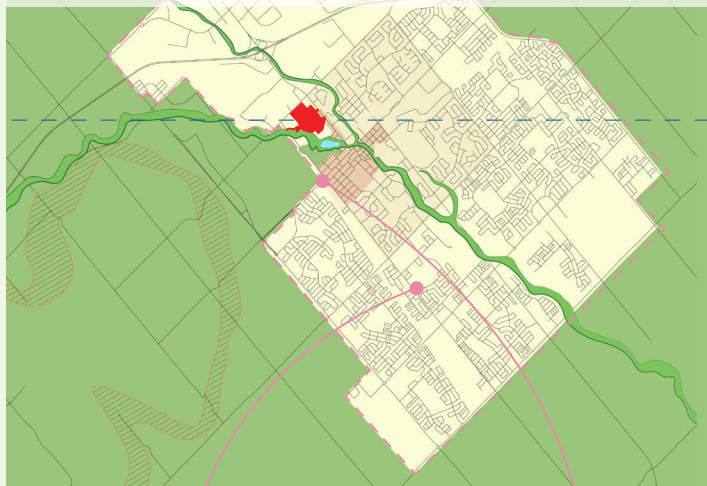
The Site continued to be a car parts manufacturing plant as Meritor Suspension Systems Company, which manufactured coil springs until 2009, when operations shut down.

Today

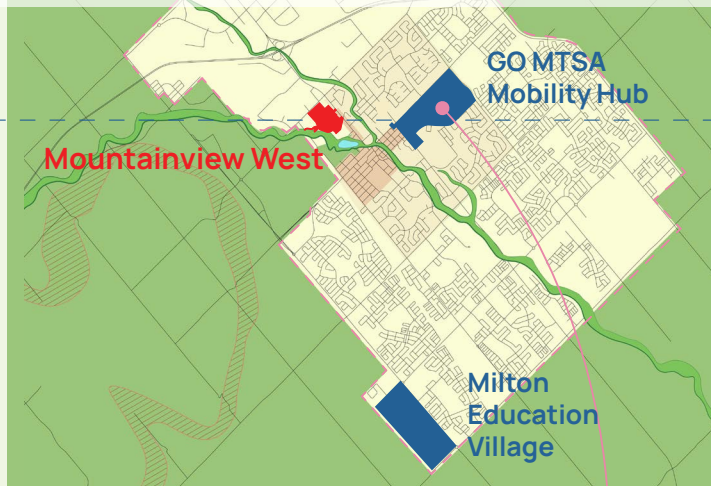


The Site was purchased by Neatt in 2019 and has undergone two years of extensive remediation to clean up the remnants of an industrial past and prepare the Site for its next chapter.

**Recent development** has been rapid with greenfield subdivisions, new employment areas north of Steeles and infill high-density housing.



**The next wave of development** will deliver a broader mix of housing while supporting strategic objectives such as downtown revitalization, transit and institutional development.



Townhouse residential development



High-rise residential development, Old Milton



Milton GO MTSA Mobility Hub Study Area Plan



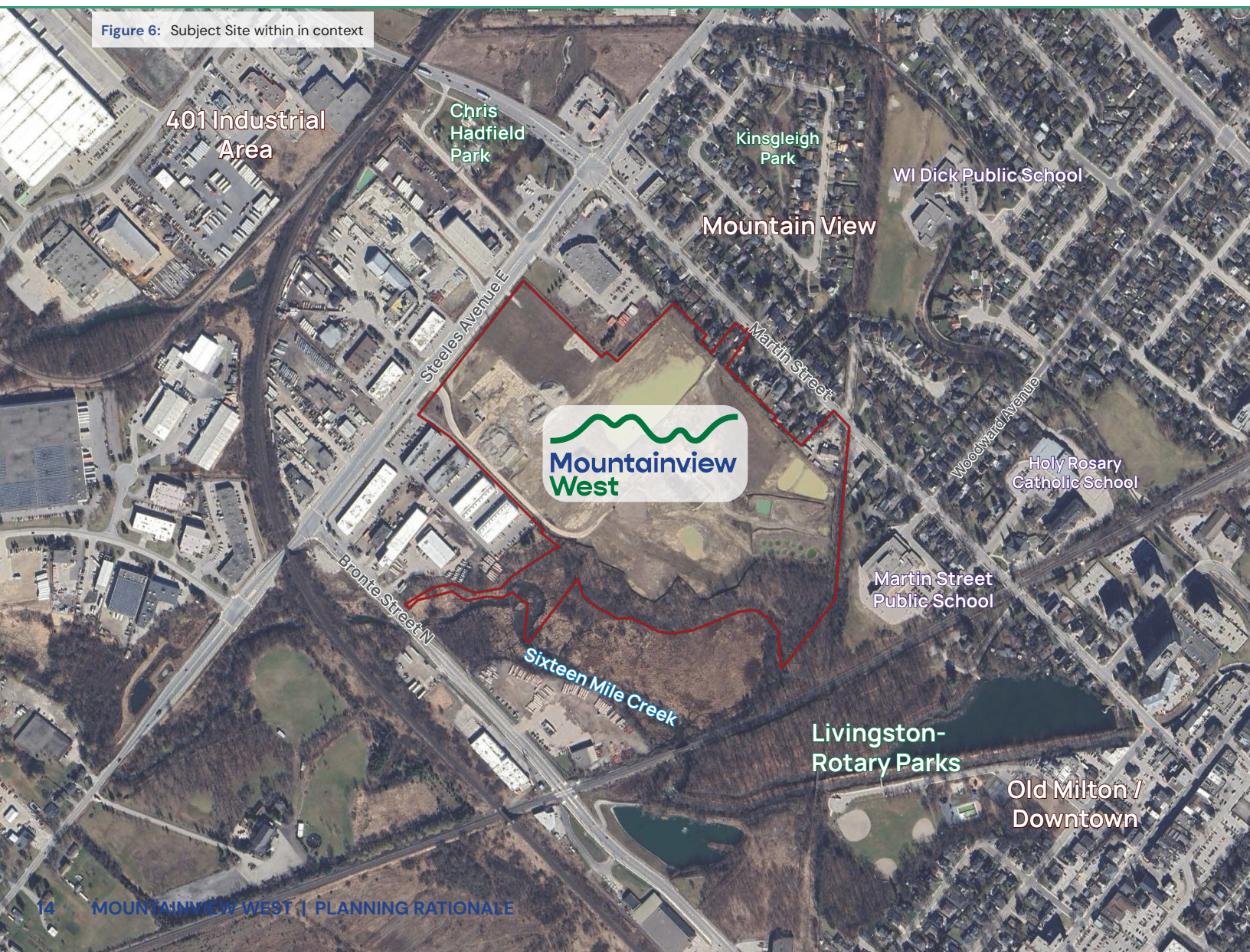
## 2.2 THE SITE TODAY

**The Mountainview West lands offer a unique opportunity to build a vibrant and green community that supports and connects to Milton's Downtown.**

The Subject Site is comprised of the lands known municipally as 150 Steeles Avenue East and 248, 250 and 314 Martin Street. The Site is located on the south side of Steeles Ave E, generally between Bronte St N in the west and Martin St in the east. The Site is bounded at the south by the CPKC Milton Line rail corridor and the former CNR rail spur.

The Subject Site, which is comprised of 3 properties, has a total area of approximately 20.8 hectares (51 acres), with approximately 285 metres of frontage along Steeles Avenue East and a depth of approximately 450 to 500 metres.

Figure 6: Subject Site within in context





# A remediated Site contributing to Milton and Halton Region’s natural heritage system and countryside setting.

The formerly contaminated industrial site has been cleaned, re-naturalized and integrated alongside 16-Mile Creek. The Proposal adds new land to Milton’s publicly-owned Natural Heritage System in proximity to protected countryside, the Niagara Escarpment and several Conservation Halton Conservation Areas.

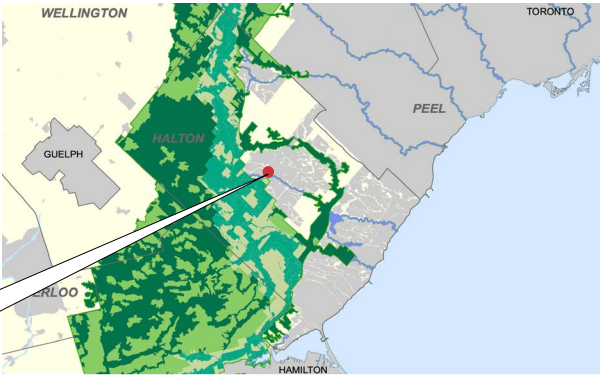


Figure 8: Greenbelt context

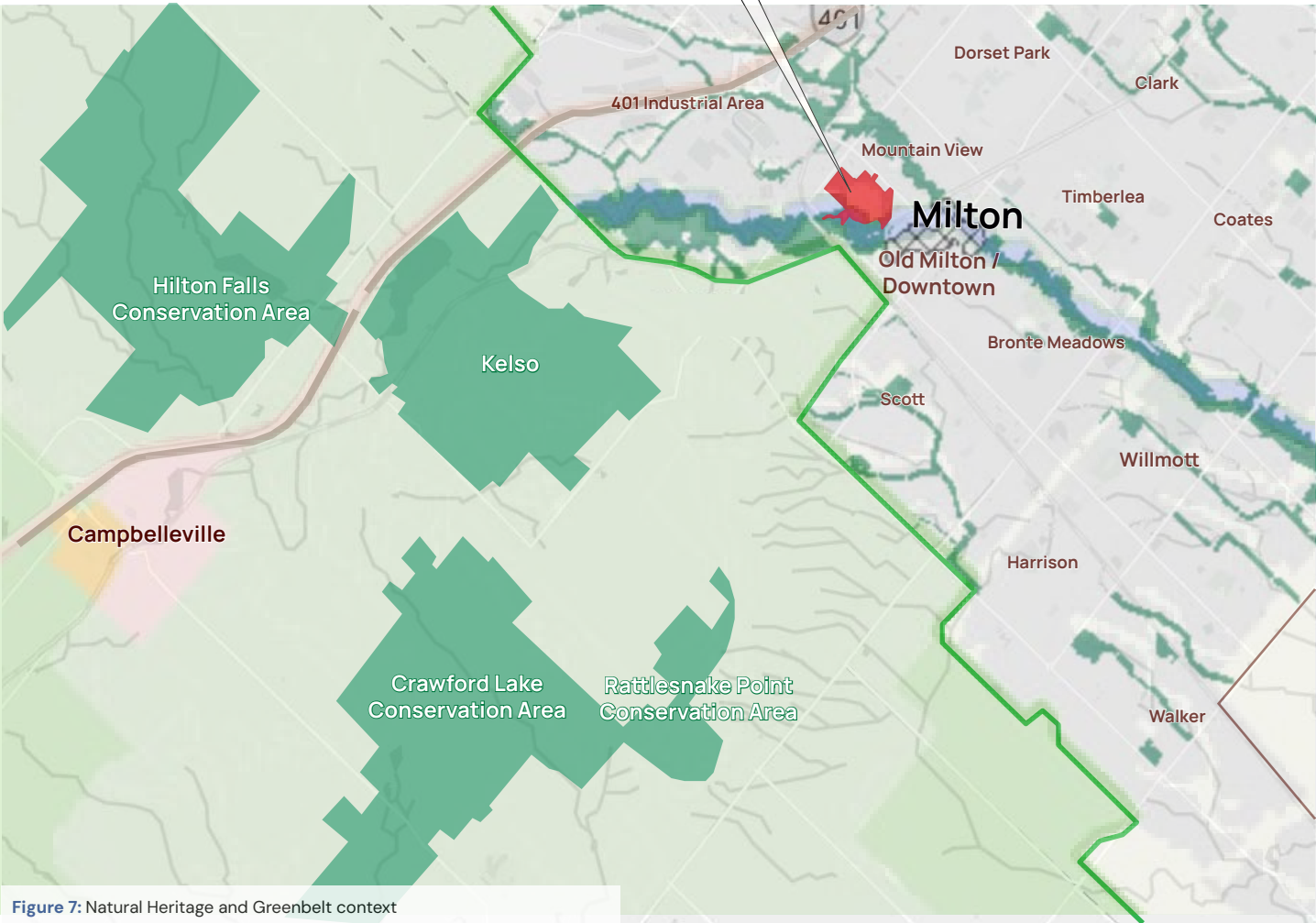


Figure 7: Natural Heritage and Greenbelt context

- Legend**
- Milton designated Natural Heritage Systems
  - Greenbelt
  - Conservation Halton Conservation Areas

# A renewed landscape

**Since 2023, the Site has been undergoing an extensive site remediation process to address the contamination issues caused by the industrial uses that were formerly on the Site and prepare the lands for future development.**

The remediation process has included replenishing the soil by treating the groundwater to remove chromium deposits, managing invasive species and creating a new wetland alongside 16 Mile Creek.

Remediation, planting and water management will support the vitality of the natural heritage system and encourage the flourishing of the local ecosystem and biodiversity .

**Starting with remediation creates a sustainable foundation for community development.**

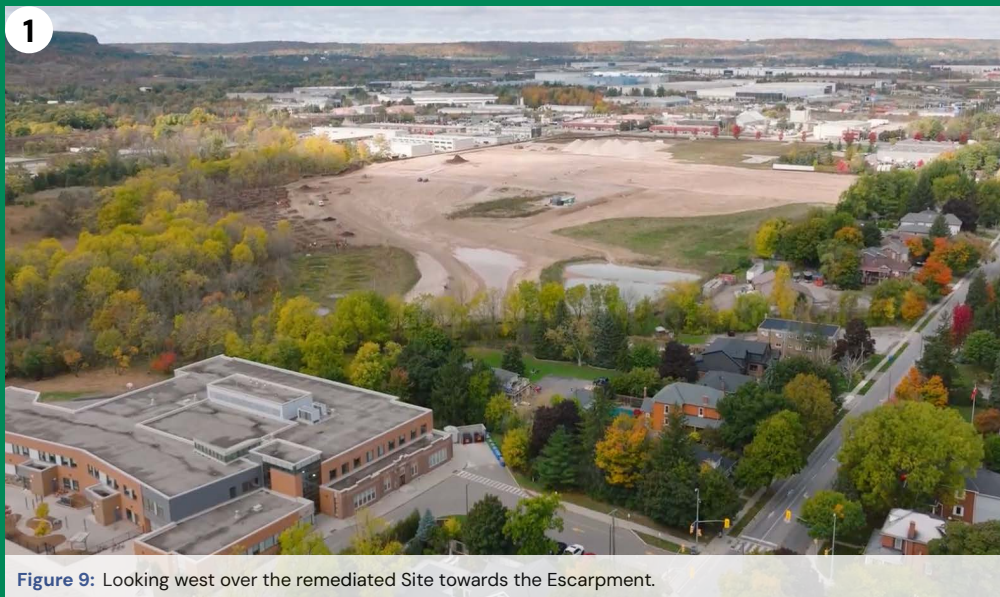


Figure 9: Looking west over the remediated Site towards the Escarpment.



Figure 10: New plantings are reforesting the Site edge.



Figure 11: Looking south at the new wetlands and pond.





Plantings along the NHA edge.



## 2.3 COMMUNITY CONTEXT

**Mountainview West sits at the interface of a diverse mix of uses, including established residential neighbourhoods, large commercial and employment uses and an expansive natural system.**



Figure 12: Subject Site within the Town and Countryside context.





Figure 13: Main street festival, Milton



Figure 14: Milton GO Mobility Hub Study Area Plan



Figure 15: Kelso Conservation Area

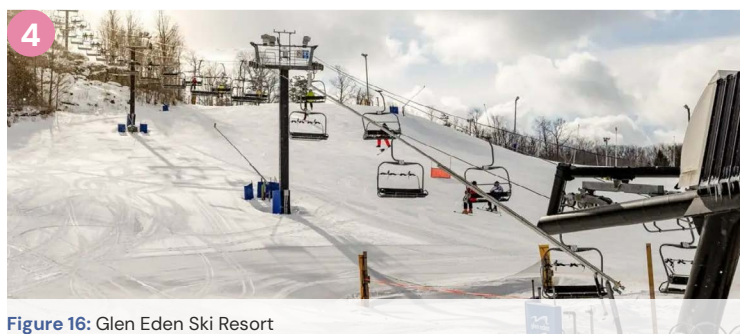


Figure 16: Glen Eden Ski Resort



### 2.3.2 Site Edges

## A large site abutting a rich mix of uses.

The surrounding context includes a mix of residential, institutional, commercial and employment uses in the form of low-rise and mid-rise buildings with a mix of building styles and vintages. The Site also abuts the Natural Heritage System.

South



Figure 17: View of the southern property line along the NHS

Immediately south of the Subject Site is a Natural Heritage System, Martin Street Public School, a decommissioned CP Rail line and an active freight rail line (CPCK). Further south are a range of parks and recreational areas, including Livingston Park, Centennial Park, Rotary Park (which includes a pool, splash pad, tennis courts, outdoor rink, and baseball fields), and Mill Pond. Beyond that are low-rise residential neighbourhoods characterized by 1- and 2-storey single-detached dwellings, and the Milton Central Business District.

East/Northeast

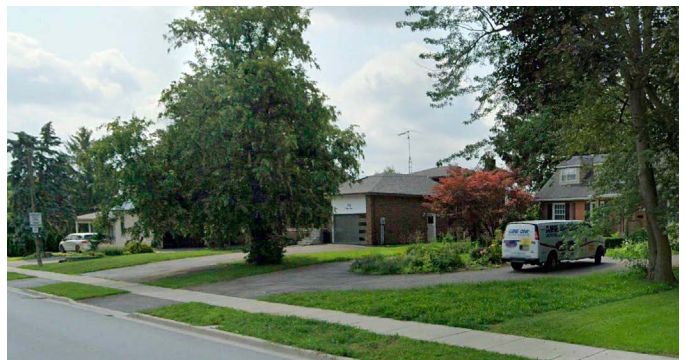
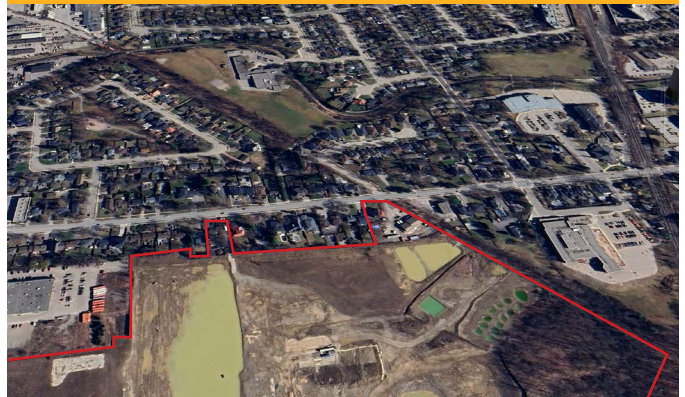
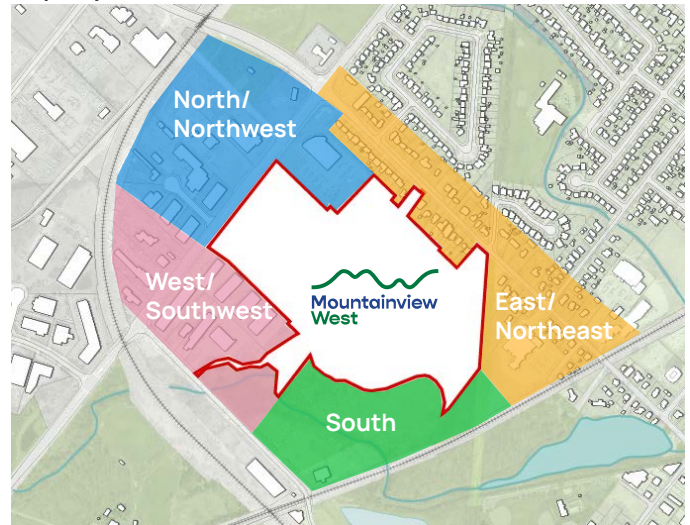


Figure 18: . View of the property line along Martin Street

Along Martin Street and immediately east are residential neighbourhoods characterized by 1- and 2-storey single-detached dwellings. These residential uses continue to extend further east between Steeles Avenue East and Main St, from the Subject Site to James Snow Parkway. In addition to the residential neighbourhoods, there are a range of schools, parks and recreational areas, including W.I. D Middle School, Holy Rosary Catholic Elementary School and Park, and Kingsleigh Park which are located within 500 metres of the Site.



## Key Map



## North/Northwest



Figure 19: View of the property line along Steeles Avenue

Immediately north of the Subject Site along Steeles Avenue East is a Honda dealership, which is characterized by a 1-storey building and outdoor surface parking areas. On the north side of Steeles Avenue East, are service commercial uses in a low-rise form (typically 1- to 2-storey buildings) and large format industrial and employment uses. These service commercial uses include auto services, flooring, and heating and cooling businesses. Further north are storage facilities and warehouses, the CN Rail line, and Chris Hadfield Park. Beyond that are more employment related uses and Highway 401.

## West/Southwest



Figure 20: View of the property line near Steeles and Bronte

Immediately west of the Site along Steeles Avenue East are light industrial and employment uses, including storage facilities and service commercial uses such as auto services and rental facilities. Immediately west is also the Natural Heritage System, which extends along the south-west edge of the Site. Further west is Bronte Street and the CN Rail line, with a range of open spaces, low-rise employment uses, and surface parking located along Bronte. Beyond that is the Milton Banquet and Conference Centre, which is surrounded by a range of open and green spaces.

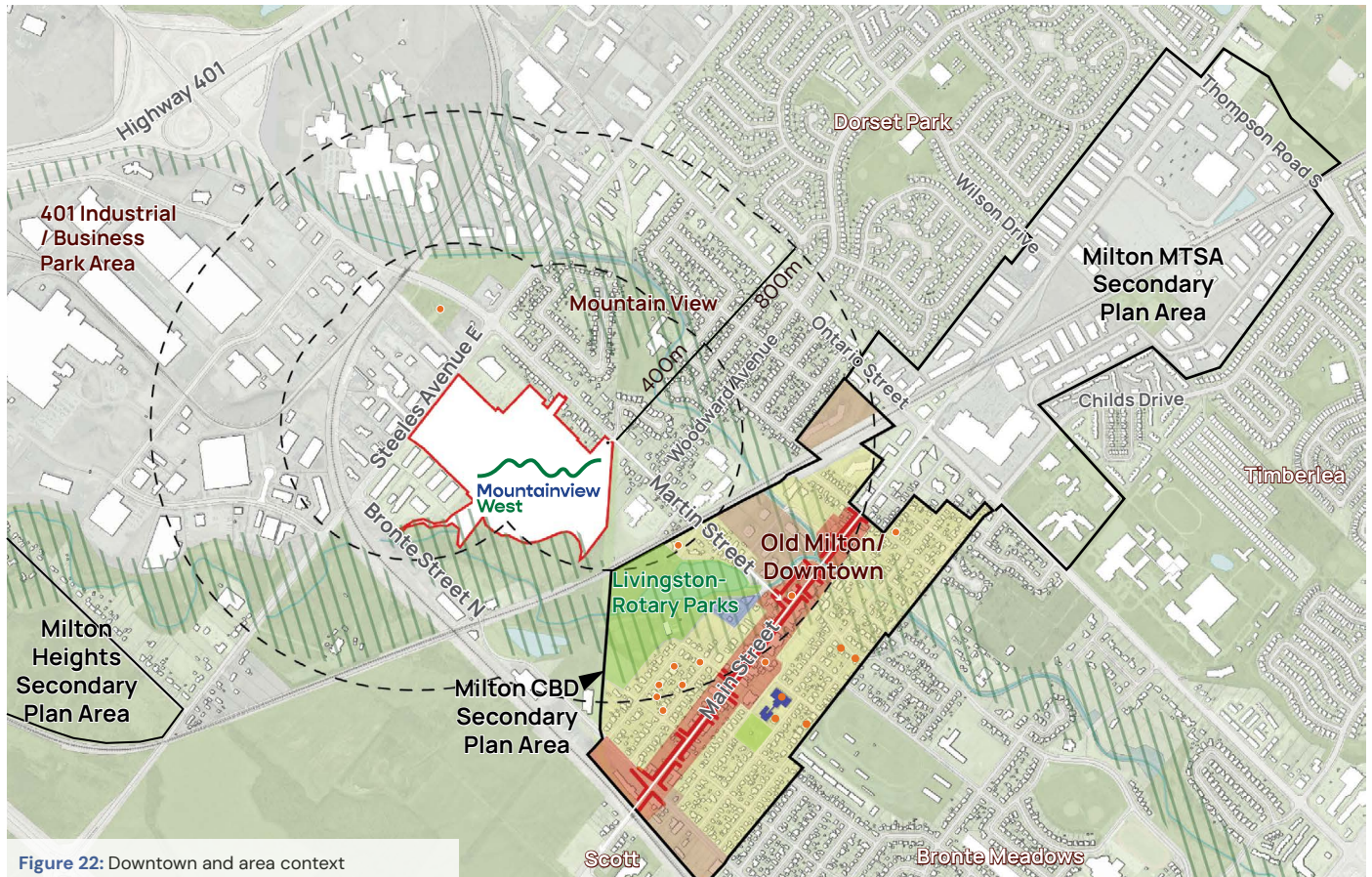


### 2.3.3 Proximity to Downtown

## A site just north of the Downtown in close proximity to a wide range of urban amenities

Mountainview West is located a convenient 10-minute walk from Downtown (from the intersection of Martin and Caves Court). It will contribute to Main Street's vitality by increasing the number of residents who can live nearby and conveniently frequent its shops, restaurants, and businesses.

Unlike Old Town/Downtown Milton, where new development is limited due to heritage or flooding concerns, the scale and location of Mountainview West makes it possible to accommodate a substantial new population while sensitively integrating alongside both the creek and existing communities. This new population has the potential to support existing business and attract new businesses to Main Street.



#### Legend

- Main Street Area
- Low-rise residential
- Apartment residential
- Regional Storm Floodplain
- Heritage registered building
- Town Hall



## 2.3.4 Open Space and Amenity

# Close to schools, parks and amenities that will be complemented by new open spaces on the Site.

**Mountainview West is adjacent to a walkable public service amenities, providing convenience for residents and visitors.** Within the area generally bounded by the CP Rail line to the west and north, Ontario Street to the east, and Main Street to the south, there are **several open spaces** including Chris Hadfield Park, Livingston Park, Rotary Park (which also includes recreational facilities such as a pool, splash pad, tennis courts, outdoor rink, and baseball fields), Kingsleigh Park, and the outdoor recreational areas of W.I. D Middle School and Holy Rosary Catholic Elementary School.

A future regionally significant park with a range of active sports fields planned south of the Site, West of Bronte and Main.

**The immediate area also contains a range of community facilities:**

- **Six schools** (Martin Street Public School, Holy Rosary Catholic Elementary School, W.I. D Middle School, Milton Community Nursery School, Silver Maple Montessori, and Stirling Montessori Academy)
- **Seven places of worship** (Divine Vine Gospel Church, Milton Bible Fellowship, Grace Anglican Church, Holy Rosary Parish, Graceway Baptist Church, St. Paul's United Church, and Iglesia Ni Cristo)
- **Three childcare centres** (Kids & Company, Wee Ones Daycare, and Silver Maple Montessori).

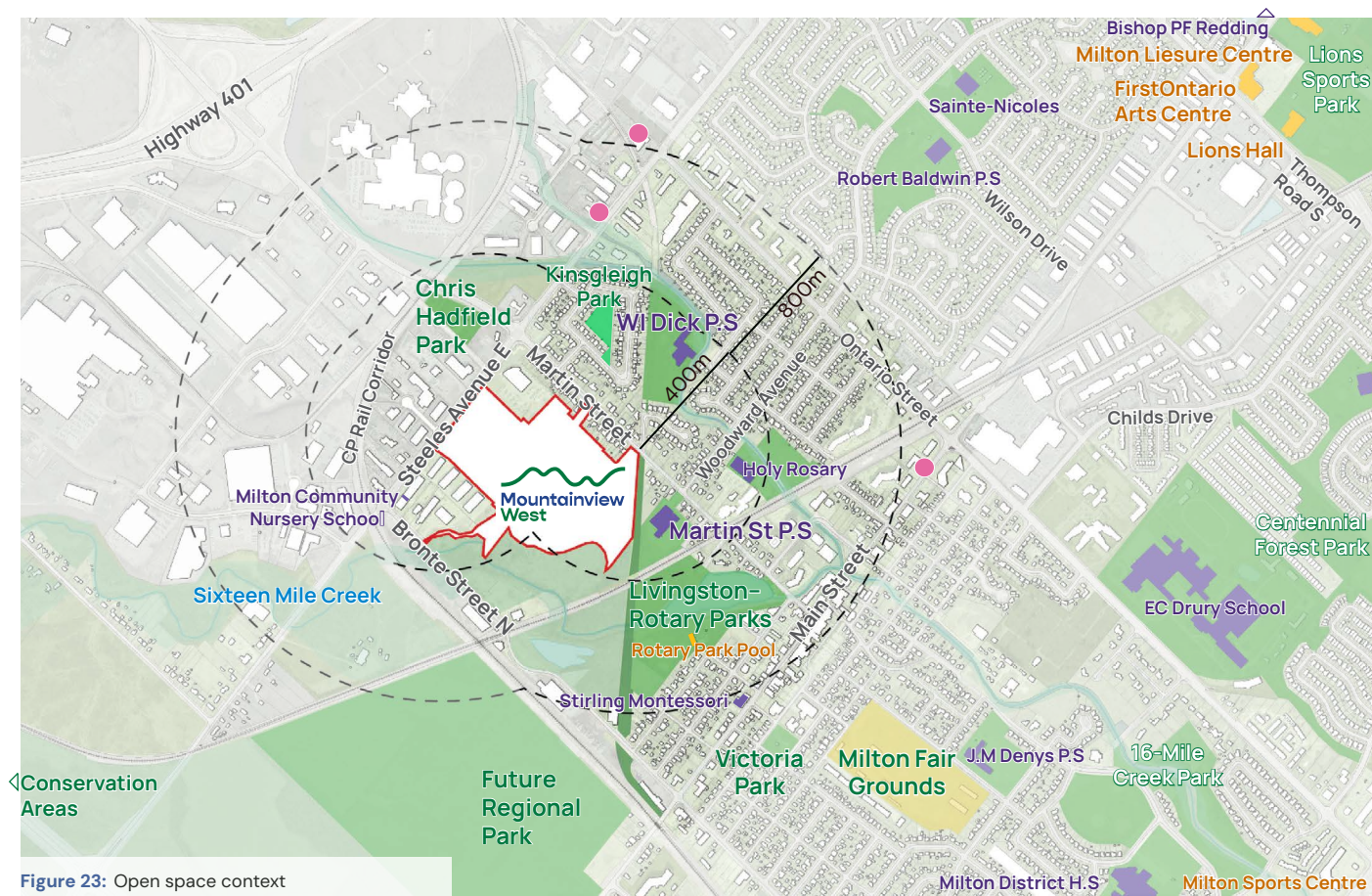


Figure 23: Open space context

### Legend

- Parks and public open space
- Fair Grounds
- NHA and Greenbelt area
- School
- Community service
- Daycare



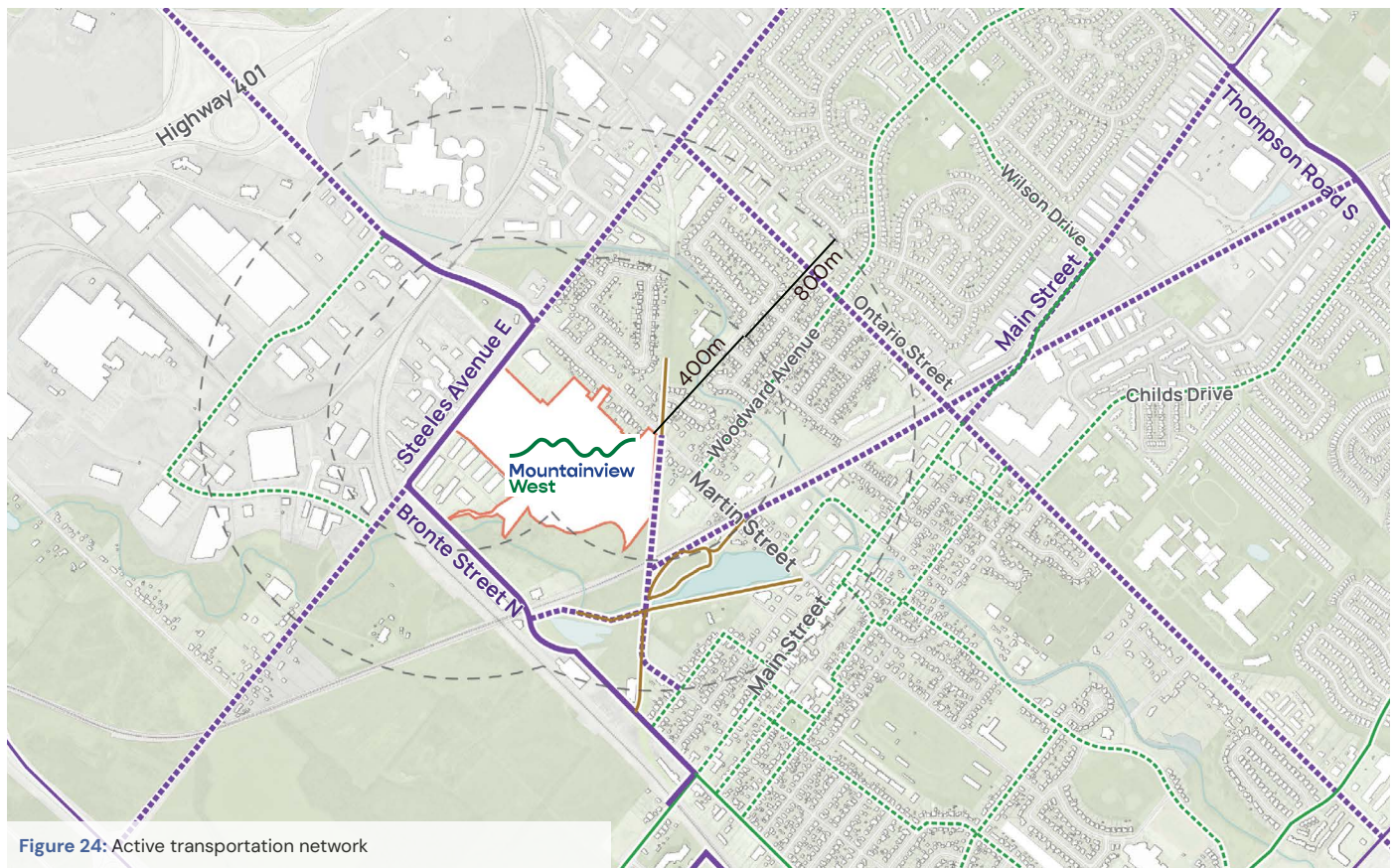
### 2.3.5 Active Mobility

## Strong potential to support walking and cycling.

**Mountainview West has high potential for active transportation being close to downtown, jobs, and services for people traveling by foot, bike or micro-modes.**

It is a short walk from many area destinations, including the schools, parks, and amenities previously identified. **The site is a 10-minute walk from Main Street along Martin Street** and has the potential for enhanced connectivity over time through the extension of the Livingston Trail along the municipally owned, abandoned rail corridor.

There is an existing multi-use trail and on-street bike lanes along Steeles Avenue across the top of the site that is proposed to be extended to the east and west to connect with James Snow Parkway and Tremaine Road, respectively. This route will connect the area to a series of proposed north-south cycling corridors, including Wilson Drive and Thompson Road. In the long term, a proposed rail-side trail would connect the site east to the GO station, placing it within a 10-minute ride of the Milton MTSA.



#### Active Transportation

- Existing Multi-Use Pathway or Cycle Track
- Existing on-street bike lane
- Existing Trail

- Planned Multi-Use Pathway (Transportation Master Plan)
- Planned on-street bike-lane (Transportation Master Plan)



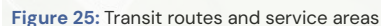
## Convenient town and regional connections.

- **1 High Point:** This bus runs from the Milton GO station to Conestoga College along Main Street, Ontario Street, Steeles Avenue East and Martin Street. While the closest stop is east of the site along Steeles, an opportunity exists to introduce new stops adjacent to the site.
- **2 Main:** This bus runs from the Milton GO station along Main Street to Old Milton/Bronte Meadows. The nearest stop is approximately 700 metres from the Subject Site at Mill Street and Martin Street.
- **6 Scott:** This bus runs from the Milton GO station along Main Street to the Scott neighbourhood (bounded by Main Street, Tremaine Road, Derry Road, and Duncan Lane). The nearest stop is


- **Milton Transit OnDemand – 401 Industrial Zone:** This flexible, shared-ride service provides transit without following a fixed route or schedule.

**The Site is approximately 1km from Highway 401, which provides regional connectivity.** Martin Street provides access to the highway with an all-direction interchange, and the under-construction Tremaine Road interchange will provide additional capacity. This location offers convenient access to numerous jobs and services across north Milton and beyond.

**The Site is located approximately 2.5 km (radius distance) from the Milton GO transit station**, providing inter-regional transit connections from the Town of Milton to the City of Mississauga and downtown Toronto.



- Route 1
- Route 2
- Route 6

-  On-Demand Transit Area  
 GO Rail  
 GO bus



## 2.4 DEVELOPMENT CONTEXT

### Milton is evolving with a range of new developments delivering low, mid and high-rise buildings

A review of recent development applications for residential and mixed-uses within the Town of Milton was conducted. There are a number of proposed, approved, or completed planning applications for residential or mixed-use developments with variations in density and building typologies across the town.

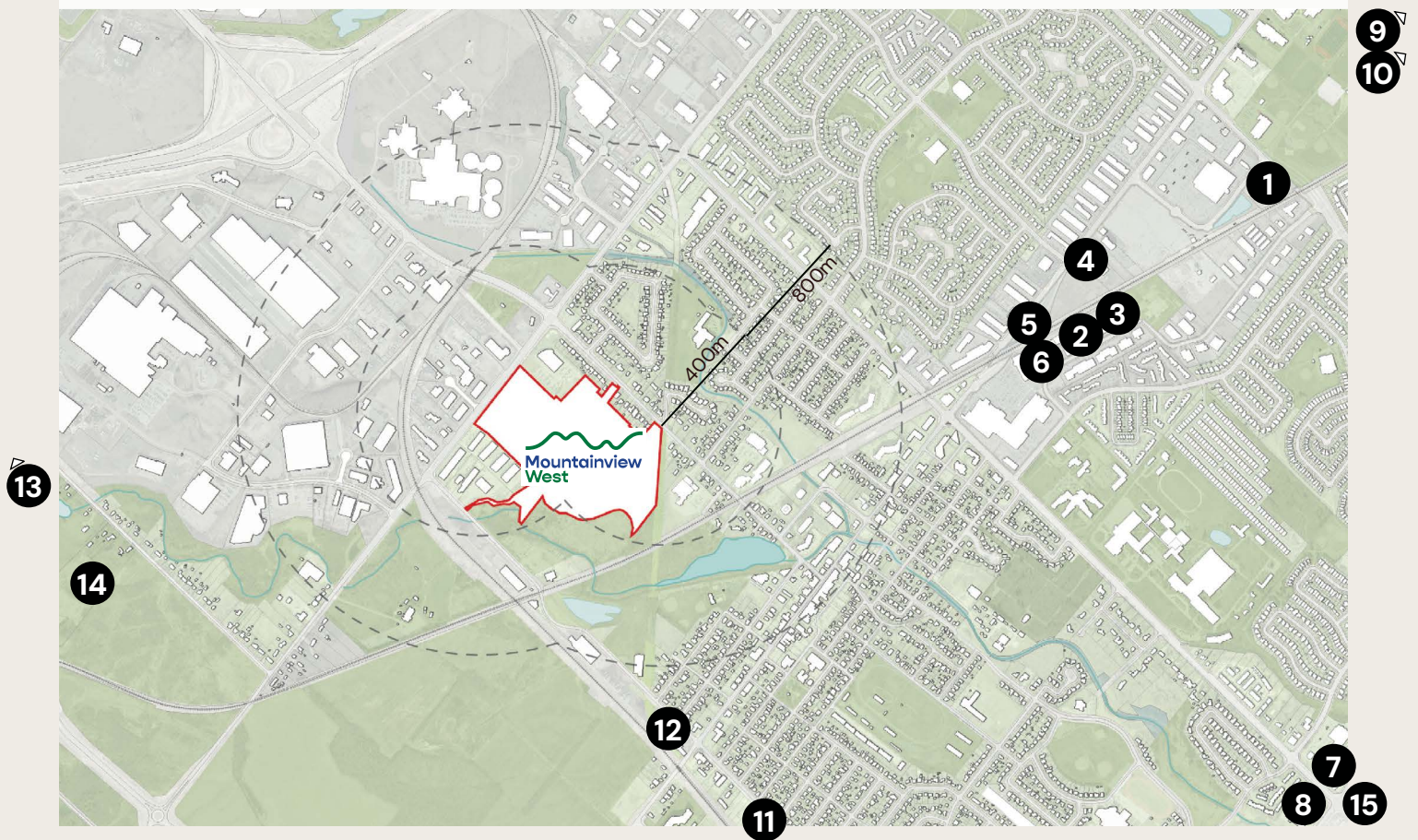
Several development applications have been submitted for Uptown, also known as the Milton GO station area. These developments consist mostly of

tall buildings, with heights ranging from 25–31 storeys. Outside of the Major Transit Station Area (MTSA), development applications include a range of low-rise (2–3 storeys) and mid-rise (6–8 storeys) building typologies. There are also clusters of development with building heights ranging from 14–25 storeys at the intersection of Ontario Street S and Derry Road W. Development activity in the Town of Milton is summarized in the table below and illustrated to the right.

No.	Address	Status	Building Height	Units
1	130 Thompson Road S	Approved	31, 29, and 27 storeys	802
2	145 and 151 Nipissing Road	Approved	23 and 19 storeys	588
3	155 Nipissing Road	ZBLA Approved	19 storeys	271
4	700 and 706 Main Street E	Under Review	23, 25 and 27 storeys	1,009
5	560 Main Street E	Under Review	17 and 19 storeys	588
6	101 Nipissing Road	Approved	15, 15 and 19 storeys	677
7	2252 Derry Road W	Approved	16, 21 and 25 storeys	649
8	550 Ontario Street S	Under Review	24 and 19 storeys	649
9	9755 Derry Road	Under Review	8 storeys	365
10	6071 Fourth Line	Under Review	6, 6 and 6 storeys	1,059
11	180, 182, 184 and 190 Bronte Street S	Approved	8 storeys	268
12	28, 60 and 104 Bronte Street N	ZBLA Approved	17 and 18 storeys	508
13	Milton Meadows S	Under Review	Detached homes and townhouses	141
14	Milton Meadows N	Under Review	Detached homes and townhouses	357
15	8010–8150 Derry Road W	Under Review	20, 25 and 14 storeys	675



Figure 26: Development applications in the area





# 3.0

## The Proposed Development




## 3.1 INTRODUCTION

The Proposed Mountainview West Development will redevelop the former Meritor lands to establish a new, vibrant neighbourhood that will support the commercial and office functions of the Downtown, while also located at a gateway to the escarpment. Phase 1 will provide a diverse, low-to-mid-rise development that will integrate alongside the existing Martin Street community.



Figure 27: Proposed Development Site Plan

 Phase 1 Boundary

## 3.2 STRUCTURING MOVES

**The Proposed Mountainview West Development is structured around six design strategies that provide a frame for the community while creating opportunities for connectivity, placemaking, integrating new housing and community amenities.**



### **A site integrated along the Natural Heritage System.**

Remediation efforts removed contaminants, effectively managed invasive species, restored the forest, and established a new wetland at the edge of the Natural Heritage System (NHS). The Urban Design Framework builds on these investments by placing key public spaces and the stormwater management pond along the NHS edge. This establishes an accessible landscaped edge to the Site that encourages curiosity and appreciation of natural and urban systems, while also ensuring protection of the NHS.



### **A green spine extending green space into the neighbourhood.**

The Green Spine is organized as a connected spectrum of green spaces that pulls the green character of the Natural Heritage System deep into the Site, promoting active mobility and providing a range of recreational uses including walking, cycling, gathering, passive use, active play, and space for spontaneity and special events. The Green Spine will add significant open space to Milton's park system while limiting urban heat island effect, providing a large tree canopy, and acting as a sponge for stormwater within the community.



### **A new link in the pedestrian and cycling network.**

A new Valley Side Trail adjacent to the NHS buffer will fill the missing link between Steeles Ave E and bike lanes Downtown. The multi-use trail provides access into the heart of the community through a series of local green streets and the open spaces. This new link in the network will enable both recreational use and active transport in a safe and convenient way that embraces the green edge of the Site.





## **A connected street network that supports transit.**

An efficient distribution of access points, streets and blocks, augmented by the Valley Side Trail, supports and enables a multi-modal network that distributes vehicle traffic and internalizes loading functions. Streets A and B have been designed to support transit and a secondary network of local green streets creates a safe and accessible block structure for pedestrians, cyclists, and vehicles.



## **A walkable mixed-use area at the centre of the community.**

The mixed-use centre of the community is positioned at the convergence of the Green Spine and Street A, putting the heart of the community at the intersection of the open space system and mobility network. This area will be defined by active use, engaging street fronts, and neighbourhood retail and services that support existing and future residents.



## **A diverse townscape that integrates with its neighbours.**

Mountainview West will provide a variety of building types that transition into the context. Development character will ensure diversity, delight, and distinctiveness throughout several distinct character areas. The first phase of development will deliver townhouses alongside the existing community on Martin Street, which transition to mid-rise buildings framing key public spaces such as the Green Spine and Stormwater Pond Promenade interior to the Site.

## **MOUNTAINVIEW WEST DEVELOPMENT: PHASE 1 BY THE NUMBERS:**

The Proposed Mountainview West Development will redevelop the former Meritor lands to support mixed-use, transit-supportive intensification while achieving a range of city building and urban design objectives. Phase 1 includes five mixed-use and residential buildings on six development blocks and 82 townhouse units on two townhouse blocks. Phase 1 will also deliver a new street network, inclusive of public and private streets (Streets A, B, D, E and a private road), access to the Site from Steeles Avenue East and Martin Street, a new stormwater management pond at the southeast of the Site, and public realm improvements throughout the Proposed Development.

The first phase of the Mountainview West Development proposes a total gross floor area of 87,890 sq.m. comprised of 87,731 sq.m. of residential and 209 sq.m. of non-residential uses. In this phase, 1,083 residential units (1,001 residential apartments and 82 townhouses) will be delivered in a range of sizes and forms. There will be approximately 20% one-bedroom, 50% one-bedroom plus den, and 30% two-bedrooms in residential apartments and approximately 27% back-back-back townhouses, 40% double frontage townhouses, and 33% front lane townhouses, providing a range of unit sizes in a variety of built forms to cater to individuals from all walks of life.

The proposed Draft Plan of Subdivision will create 4 new public streets, 7 Phase 1 development Blocks, a stormwater management pond block, 3 Future Development Area blocks to be further demised in Phase 2, and a Natural Heritage System and buffer zone. Phase 1 also includes 2 small blocks required to create one of the public streets (Street D). For a detailed phasing strategy, please see Section 3.9.

The Proposed Mountainview West Development will be anchored by public realm features, including the Community Green, Civic Plaza, Gateway Green, Steeles Avenue Frontage Improvement, Stormwater Management Pond and Promenade, and Martin Street Frontage Improvements. The Proposal will deliver 1.28 hectares of open space. More detailed discussions will be required to determine parkland conveyance to the Town of Milton through the development review process.

The Proposed Development will be a pedestrian focused neighbourhood with numerous pedestrian connections and cycling routes. Access to loading and underground parking will be from the internal street network to mitigate their impact on the public realm.



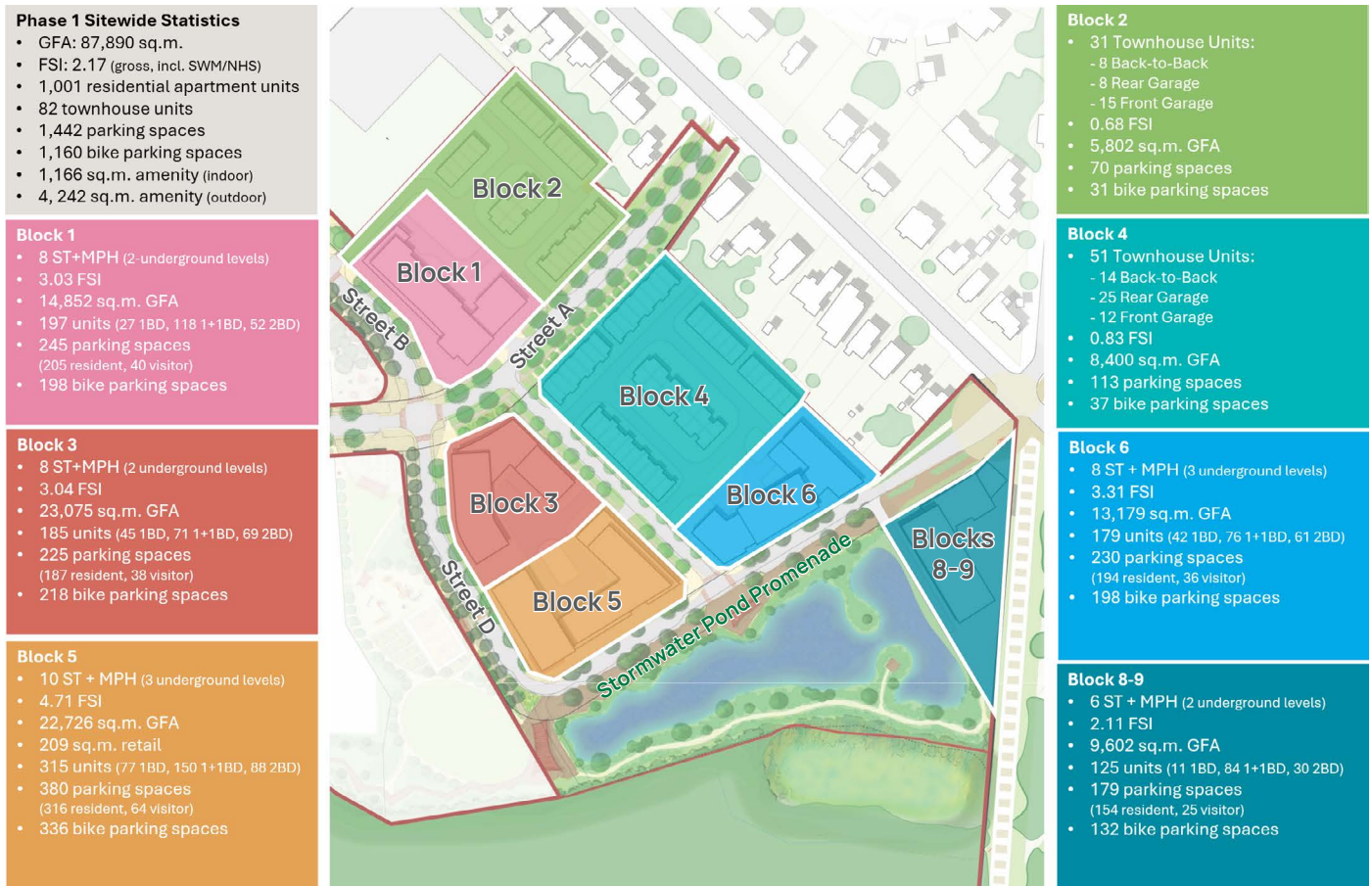


Figure 28: Phase 1 Development Statistics

# 3.3 STREETS AND BLOCKS

Phase 1 will establish a development framework that ensures careful integration of Phase 1 development alongside the existing neighbourhood, and facilitates future development phases.



Figure 29: Phase 1 Framework Plan, further described in the Comprehensive Development Plan and submitted under separate cover

- Legend
- Building Frontage
  - Priority Use / Retail Frontage

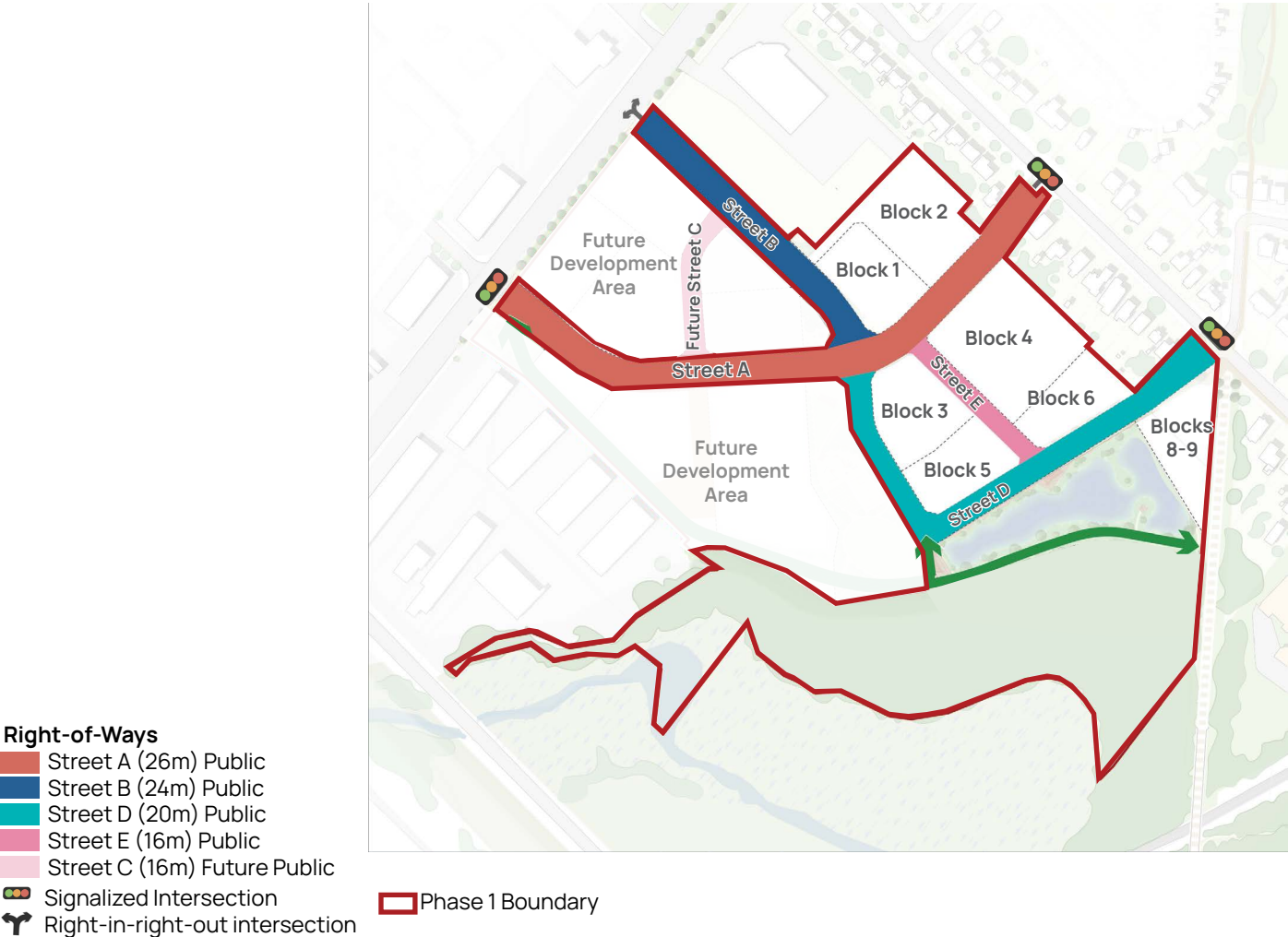


The proposed Draft Plan of Subdivision will create 5 new public streets, 7 Phase 1 development Blocks, a stormwater management pond block, 3 Future Development Area blocks to be further demised in Phase 2, and a Natural Heritage System and buffer zone. Phase 1 also includes 2 small blocks required to create one of the public streets (Street D).

Street A serves as the central organizing spine for new development in Mountainview West, providing a vital east-west connection between Martin Street and Steeles Avenue. This multi-functional street supports a range of activities, from residential living to retail and commercial activity, and is designed to evolve as a key transit corridor over time. Its design adapts to the distinct character of the areas it passes through, creating a diverse and engaging streetscape experience.

Street B and D are contiguous and collectively form a key structuring element of the street and block network, crossing Street A at the centre of the Site. Street B will have a green character, connecting several of the community’s signature open spaces along its length, including the Pondside Promenade, Community Green and Civic Plaza. The street will be multi-modal with a generous landscape characteristic and multi-use path along its length.

Street C and Street E are envisioned as predominantly residential streets that prioritize pedestrian comfort, green infrastructure, and a calm, community-oriented environment. While the streets share several design elements, they differ in the scale and form of the housing that lines them.



# 3.4 LAND USE

The Proposed Mountainview West Development will include a total Phase 1 GFA of 87,890 sq.m. made up of a mix of 87,731 sq.m. of residential, 209 sq.m. of retail and 1.28 hectares of open spaces.

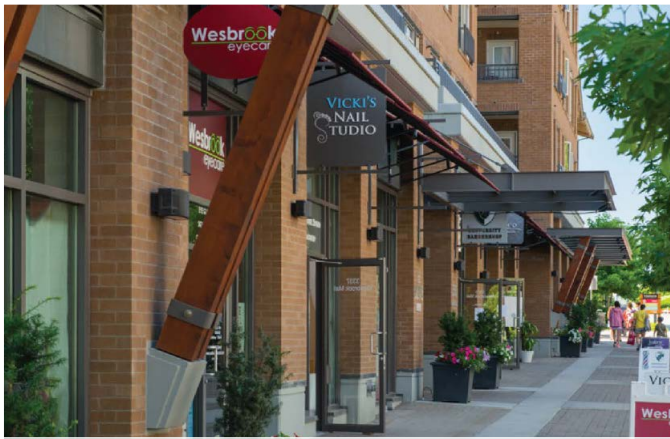


Figure 31: Ground Floor Uses in the Proposed Development





**Figure 32:** Mid-rise built form with vertical articulation that breaks up the mass of the building to promote a historic “rhythm” to the street



**Figure 33:** Active frontages, defined by articulations, lobbies, signs, and pilasters will create interest along higher order streets



**Figure 34:** The Stormwater Management Pond will be a community feature and should promote passive recreation

## Residential

Residential uses will be located in all proposed development blocks. In total, Phase 1 includes the delivery of 1,083 residential units (1,001 residential apartments and 82 townhouses) in a range of sizes and forms. There will be approximately 20% one-bedroom, 50% one-bedroom plus den, and 30% two-bedroom in residential apartments and approximately 27% back-back townhouses, 40% double frontage townhouses, and 33% front lane townhouses. The range of housing forms supports the delivery of housing that caters to individuals from in various stages of life.

## Retail

A total of 209 sq.m. of retail will be located on the ground floor of the building on Block 5 at the southwest corner, lining the corner of Street D. Future phases will also include the delivery of additional retail space, with the exact amount to be determined through future planning applications. Retail uses will be focused at the centre of the Site along Street A and around the Civic Plaza, adding porosity and animation throughout the Mountainview West lands.

## Open Space

A range of community open spaces (which may be delivered as parks or publicly-accessible open spaces) will be distributed throughout the Site. Phase 1 includes the delivery of new natural features within the Natural Heritage System and a stormwater management pond and pond-side promenade. Phase 2 will include Community Green, Civic Plaza, Valleyside trail, and Gateway Green. Overall, the Proposal will deliver 1.28 hectares of open space throughout the Site across both phases.

# 3.5 BUILT FORM

The Proposed Development will provide a variety of low to mid-rise buildings that will facilitate a gradual transition in scale from the existing community and promote a clearly defined public realm.





The Proposed Mountainview West Development will be defined by diverse building types and styles that respond to context, contribute to visual interest and support an active and vibrant pedestrian realm. Generally, buildings are designed and envisioned to enhance visual interest through variation in massing, materials, colour or texture.

The Proposed Mountainview West Development has been configured to contribute to the overall local context, while also creating new destinations in a new neighbourhood. The built form follows local context by proposing low-rise buildings adjacent to the existing homes on Martin Street, followed by mid-rise in the centre of the Site and potential future high-rise, farthest from existing neighbourhood.

## Built form and ground floor uses provide careful transition from the existing neighbourhood

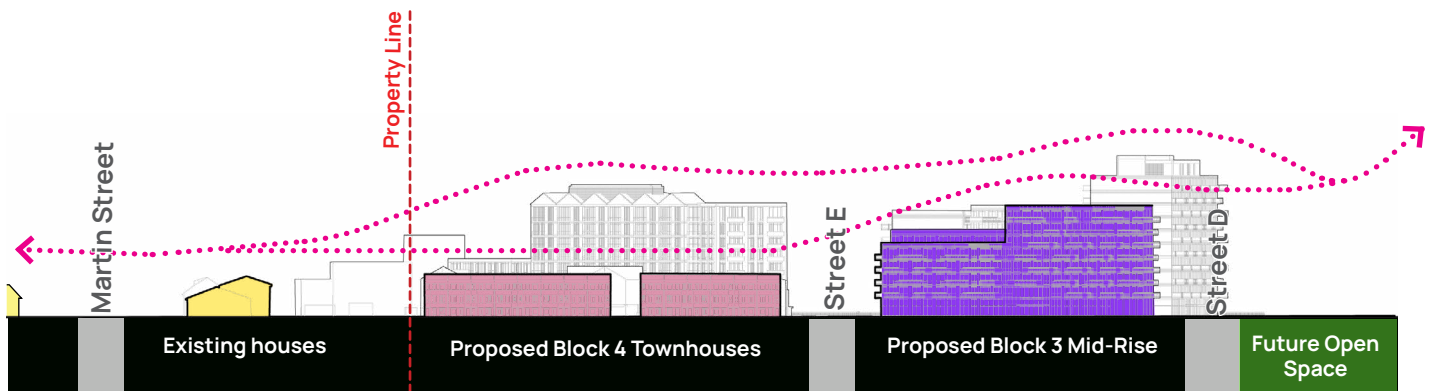


Figure 36:

**A** Section cut of the proposed development and Martin Street, looking south from Street A.

# 3.6 OPEN SPACE

The Proposed Mountainview West Development provides a spectrum of open spaces that are the focal points for community life and offer a diversity of opportunities for recreation and gathering.







## Natural Heritage System

The Proposed Mountainview West Development will contribute over 5.35 ha of Natural Heritage System, including associated buffers, to Milton's publicly-owned open spaces. These areas preserve biodiversity across the region and ensure the health of Sixteen Mile Creek, which is located adjacent to the Site.



## Open Spaces

A series of parks and plazas will provide key gathering and recreation opportunities within the community. A mix of soft and hard landscaping will allow residents and visitors to engage in active and passive recreation as well as space for community and cultural gathering. Open spaces include:

- Community Green
- Civic Plaza
- Gateway Green
- Stormwater Management Pond and Pond Promenade



## Boulevards and Landscape Improvements

A series of additional open spaces are provided to create green linear connections between important locations and improve public interfaces between Mountainview West and the rest of Milton. Avenues and landscape improvements include:

- Street B Avenue
- Steeles Frontage Improvements
- Martin Frontage Improvements



## Public Art

Opportunities to celebrate local history and culture, which can be stand-alone features within open spaces or integrated into streetscape elements and/or the design of buildings.

# 3.7 SITE ACCESS & CIRCULATION

The Proposed Mountainview West Development will be a connected and active neighbourhood, promoting a full range of mobility options.

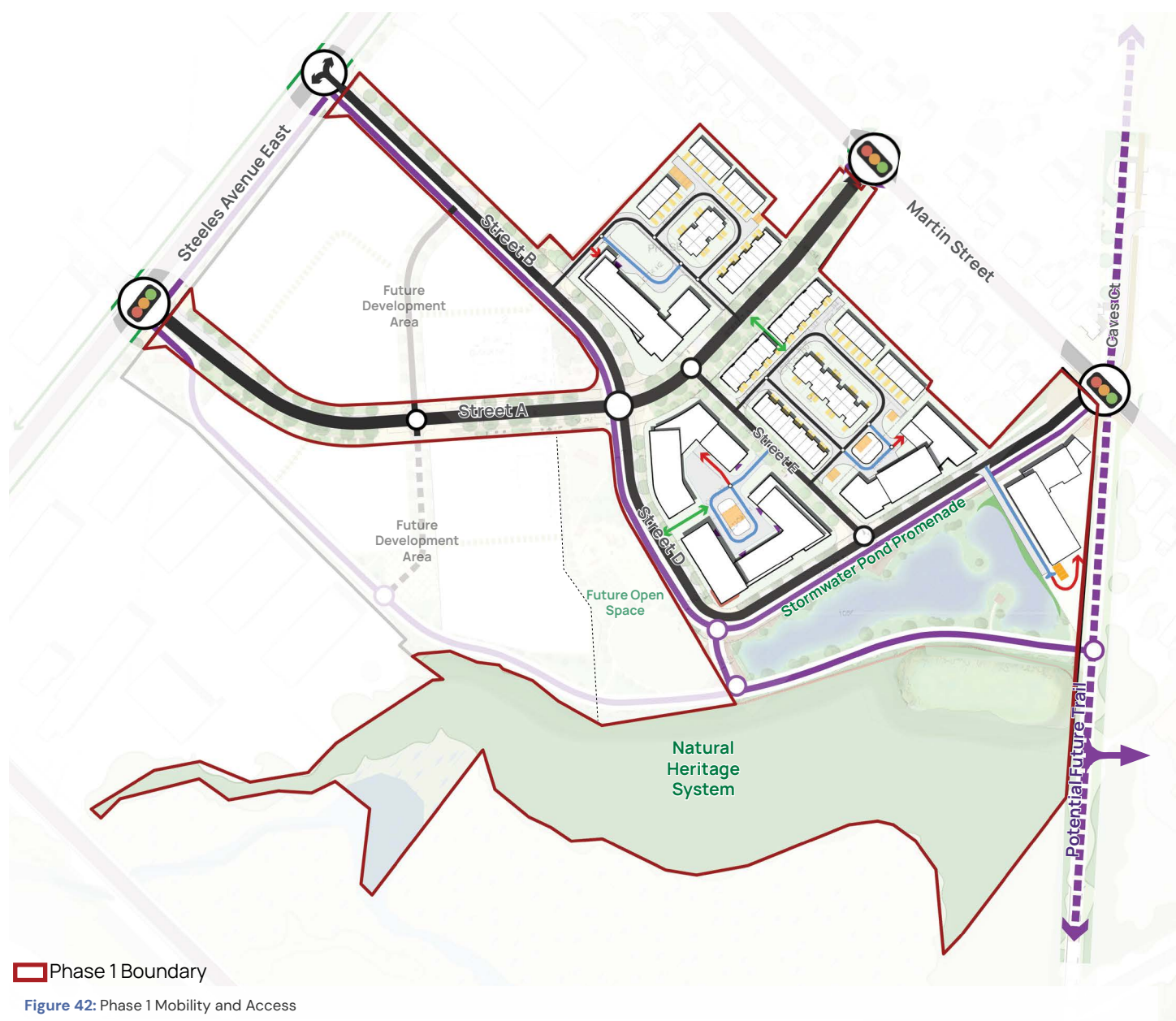


Figure 42: Phase 1 Mobility and Access

Legend

- Public Street
- Potential Private Road
- Multi-Use Pathway
- Potential Future Multi-Use Pathway
- Signalised Intersection
- Right-in-right-out intersection
- Pick-up drop-off
- Underground parking access
- Pedestrian Mews
- Townhouse parking stall
- Visitor parking stall



## Street Network

The network of streets is organized around key access points that seamlessly connect to the surroundings and contribute to a finer grained town. The network establishes higher order streets and key intersections where activity and connectivity are highest. This is supported by a secondary network of residential streets and townhouse lanes that deliver connectivity and provide for mid-block access to service blocks.

## Active Mobility

The network of streets is supported by a network of footpaths, and multi-use trails to create a highly connected network with convenient routes for pedestrians and cyclists. The proposed Valley Side (multi-use) Trail provides a significant cycling link in the urban/regional network and acts as a spine for local bicycle traffic. Multi-modal streets, footpaths, and quiet private laneways provide a secondary network for active mobility with easy connections throughout Mountainview West and beyond.

Valley Side Trail is a critical aspect of the street and block network activating the western edge of the Site and weaving together two Gateways, the Community Green, Pondsides Promenade and Gateway Green open spaces. The Valleyside Trail is envisioned as a key greenway corridor running along the southern edge of the Mountainview community, offering a scenic, active transportation link that seamlessly integrates nature with urban living. Following the boundary between the neighborhood and the Sixteen Mile Creek Natural Heritage System, the trail provides a lush, naturalized edge that serves as both a recreational amenity and a further ecological buffer.

The proposed trail spans from Martin Street in the Southeast to Steeles Avenue in the north, connecting the Community Green and the multi-use paths along Street D and B.

## Parking & Access

Phase 1 of the proposed Mountainview West Development has considerable mobility options for diverse uses. The townhouses on Blocks 2 and 4 will provide a mix of car and bicycle parking options at grade. There will be 62 car and 23 bicycle parking spots on Block 2 and 102 cars and 26 bicycle parking spots on Block 4. The parking areas will be accessible via Street A and Street E.

Blocks 3 and 5 will include a shared underground to facilitate efficient movement between the adjacent blocks. There will be a mix of car and bicycle parking options provided below grade. Block 3 will provide 225 parking spaces across two parking floors (187 resident spaces and 38 resident visitor spaces). 208 bicycle parking spaces will also be provided below grade. Block 5 will provide 380 parking spaces across three parking floors (316 resident spaces and 64 resident visitor spaces). 336 bicycle parking spaces will also be provided. The parking levels will be accessible through the 6m laneway from Street D and E.

Blocks 1, 6, 8 and 9 will also accommodate cars and bicycle parking across two below grade parking levels. Block 1 will accommodate 245 parking spaces (205 resident spaces and 40 visitor spaces), Block 6 will accommodate 230 parking spaces (194 resident spaces and 36 visitor spaces) and Block 8-9 will accommodate 189 parking spaces (154 resident spaces and 25 visitor spaces). In addition, 208, 198, and 132 bicycle parking spaces will be provided in Block 1, 6, 8-9 respectively. Vehicular access to parking levels will be off Street A for Block 1, Street E for Block 6 and Street D for Block 8-9.

The residential apartments within the development blocks of phase 1 will also provide a number of pick-up/drop-off parking spaces and loading and servicing areas.



## 3.8 SUSTAINABILITY

**The Proposed Development follows the comprehensive environmental remediation and enhancement of the Site. In addition to celebrating the enhanced green character of the Site, it will add new infrastructure and urban design that will further support a sustainable community.**





Since approval of the Rezoning in 2023, the Site has undergone extensive remediation to rehabilitate the lands that were previously heavily contaminated from the industrial uses that were formerly on the Subject Site. The contamination had the potential to impact the ecological health of the NHS and was a hazard to human health. The remediation process will have a positive impact on the Natural Heritage System and local habitats have already started to flourish from the remediation efforts that have been undertaken to-date, which include:

- 20,000 truckloads of material removed;
- 22,460 tonnes of concrete recycled;
- 3 acres of woodland and wetland restoration;
- 6,500 native species planted; and,
- 38 acres of future development opportunity created.

Sustainable development has been weaved throughout the community, from its foundation in

landscape remediation to its design with multi-family housing that efficiently uses land and promotes active mobility and public transit. Detailed design in later phases of the process will provide opportunities for lighting, building materials, electrified parking, stormwater source controls, and tree and plant choices that supplement the significant investment in urban systems to create a more climate-resilient and lower-carbon community.

Mountainview West employs a systems-based approach to water management that integrates stormwater management into the physical planning and placemaking of the community. The stormwater management facility situated along the community's southeastern edge will aid in source control and quality while enhancing amenities for nearby homes by extending the natural landscape of the Sixteen Mile Creek Natural Heritage System north into the community.



Figure 44: Artists interpretation of the Phase 1 development area

## 3.9 PHASING STRATEGY

**Careful planning of buildings, open spaces, and infrastructure will ensure Mountainview West remains livable and positively contributes to the existing community throughout the development process.**

The Proposal contemplates a total net FSI of 3.2 across both Phase 1 and Phase 2.

The developable site area excludes roads, the stormwater management pond and the NHS and associated buffer.

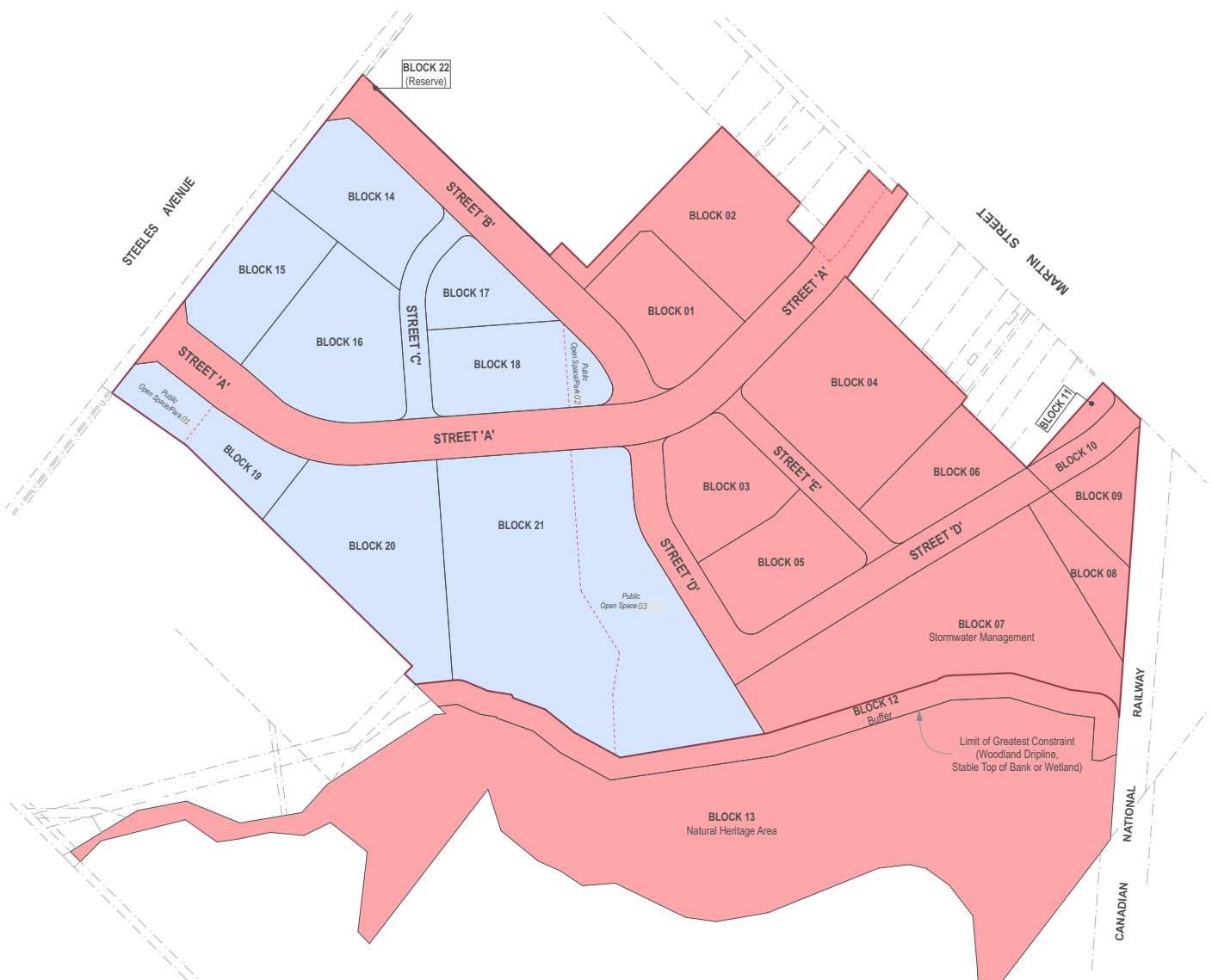


Figure 45: Block and Phasing Plan

- Phase 1
- Phase 2



Block	Area (ha)
<b>Phase 1</b>	
Natural Heritage System and buffer (Block 12–13)	5.35
Stormwater Pond (Block 7)	1.52
Street A	1.45
Street B	0.65
Street D	0.74
Street D Extension (Block 10–11)	0.35
Street E	0.22
Block 1	0.49
Block 2	0.74
Block 3	0.47
Block 4	1.01
Block 5	0.48
Block 6	0.4
Blocks 8–9	0.45
<b>Phase 2</b>	
Open Space 1 (Community Green)	1.04
Open Space 2 (Civic Plaza)	0.09
Open Space 3 (Gateway Green)	0.15
Street C	0.21
Block 14	0.56
Block 15	0.49
Block 16	0.74
Block 17	0.28
Block 18 (w/o open space)	0.45
Block 19 (w/o open space)	0.25
Block 20	0.96
Block 21 (w/o open space)	1.41
Block 22 (Reserve)	0.005
<b>TOTAL</b>	<b>20.80</b>

Phase 1 will include the eastern portion of the Site along the existing Martin Street neighbourhood, a stormwater management pond with associated public realm elements, and the Natural Heritage System. This phase will help to establish the early street network and infrastructure required for development within the community and introduce lower-scaled housing that integrates alongside established neighbourhoods.

**Phase 1 elements include:**

- Natural Heritage System and Buffer Blocks
- Stormwater Management Pond and Pondsides Promenade
- Streets A,B,D, and E.
- Development Blocks 1–9

Phase Two will encompass the remaining areas on the western side of the Site. It will build on the investments made in Phase 1 to complete the community, delivering major open spaces, higher densities, improved connectivity, and a greater mix of uses to serve the community's residents.

**Phase 2 elements include:**

- Community Green
- Civic Plaza
- Valley Side Trail
- Gateway Green
- Street D extension
- Street C
- Development Blocks 14–21, including the retail and services on Street A.

# 4.0

## The Planning Policy Framework



## 4.1 THE PLANNING ACT

The *Planning Act R.S.O. 1990, c. P.13* establishes the overall regulatory framework for land use planning in Ontario. Section 2 of the Act lists matters of provincial interest that decision makers shall have regard to when carrying out land use planning responsibilities. The matters of provincial interest relevant to the Proposed Development include:

- a) the protection of ecological systems, including natural areas, features and functions;
- d) the conservation of features of significant, cultural, historical, archaeological or scientific interest;
- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- h) the orderly development of safe and healthy communities;
- h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j) the adequate provision of a full range of housing, including affordable housing;
- k) the adequate provision of employment opportunities;
- l) the protection of the financial and economic well-being of the Province and its municipalities;
- o) the protection of public health and safety;
- p) the appropriate location of growth and development;
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) the promotion of built form that:
  - i) is well-designed
  - ii) encourages a sense of place, and
  - iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate

The Proposed Mountainview West Development has regard for the matters of provincial interest outlined in the Planning Act. The Site is in an appropriate location for growth, and its location and design support the protection of ecological systems and the preservation of cultural and historical features of interest. The Proposed Development is located in an optimal location for growth as it is in a designated Strategic Growth Area in the Milton Official Plan, is within the existing Urban Area and within walking distance of the Town's Central Business District and Downtown. By transforming an industrial brownfield on the Site into a compact new community in this location, the Development will prevent sprawl, add new population density to support the historic Downtown, and provide significant ecological enhancements. The Proposed development will both protect the ecological systems and support the mitigation of GHG emissions by reducing urban sprawl in the Town of Milton and the need for transportation-related emissions.

The Site has undergone significant remediation since 2023 to support and enhance the ecosystem and natural heritage features that exist adjacent to the Site and support growth and development on the Site that optimizes the use of the lands. As described in Section 1.4 of this report, the remediation process has already included delineating, expanding and improving the condition of the Natural Heritage System along the Sixteen Mile Creek valley; soil remediation across the Site; and the creation of a new wetland on-site. Additionally, the Proposal incorporates significant landscaping and bio-diverse plantings on-site to assist in the preservation and enhancement of local ecological systems and support in the reduction of GHG emissions. These remediation efforts, and the location of housing and open spaces adjacent the Natural Heritage System, will protect public health and safety by eliminating contamination in the environment and providing direct access and views to nature.

The effort to remediate the lands also responds to the matters of Provincial interest by preparing the lands to accommodate growth and development that is transit-supportive, pedestrian-oriented, and

sustainable; provides a broad range of housing types; provides commercial spaces to support employment opportunities; open spaces that can support community uses; and optimizes the use of the land within the Town of Milton. The Proposed Development will not only deliver some commercial space for jobs on-site, but it will also support business in the Downtown and in the nearby employment area by locating residents near existing businesses and employment opportunities, allowing residents to live and work in close proximity.

The Mountainview West Development will also provide:

- A wide range of housing types in a variety of sizes to suit people in many stages of life;
- A focused area of commercial use and activity to create new employment opportunities;
- A mixed-use development framework and variety of open spaces that can support community uses;
- Accessible building design to provide services and facilities to all individuals including those with disabilities;
- Transit-supportive development density land use mix within a new street network that is designed to accommodate transit vehicles;
- The promotion of active transportation through the incorporation of a range of pedestrian and cycling pathways and linkages to active transportation routes in the surrounding area;
- The efficient use of public infrastructure and planning by proposing new mixed use development in close proximity to existing public infrastructure (including transit infrastructure) as well as facilitating new density that will support the optimization of existing and future expansion of local infrastructure investments;
- A high level of design excellence in both built form and public realm elements to create a well-designed and vibrant community within the Town of Milton that will contribute to the strong sense of place of the new Mountainview West community.



## 4.2 PROVINCIAL PLANNING STATEMENT, 2024

In August 2024, the Province released a new Provincial Planning Statement, which replaces the previous Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. The Provincial Planning Statement (the “PPS”), which came into effect in October 2024, is a provincial document issued under Section 3 of the Planning Act, providing policy direction on matters of provincial interest related to land use planning and development. Section 3 of the Planning Act requires that all decisions relating to a planning matter be consistent with policy statements. The overall intent of the PPS is to set a policy foundation for regulating the development and use of land throughout the province, helping to meet the goals of the fast-growing province while enhancing the quality of life for Ontarians. Implementation of the PPS is principally achieved via municipal official plans, as well as through zoning by-laws in order to achieve comprehensive, integrated and long-term planning.

In general, the PPS includes policies supporting intensification, including policies supporting a range and mix of housing options through the development process. The PPS directs growth to be concentrated within urban areas and away from Natural Heritage Systems, to efficiently utilize existing and planned infrastructure and transportation investments, and to promote vibrant communities with a mix of housing options and uses. The intention of the PPS is to result in healthy, clean and strong communities; to protect the province’s natural heritage resources and biodiversity; and to reduce transportation-based air emissions caused by inefficient land use patterns.

### Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

#### 2.1 Planning for People and Homes

Chapter 2.1 of the PPS provides policies related to the long-term planning of people and homes in Ontario. Policy 2.1.3 directs that, at the time of creating new official plans and during official plan updates, sufficient land will be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years. Additionally, planning authorities are directed to maintain at all times the ability to accommodate residential growth for a minimum of 15 years through

lands designated and available for residential development, as well as maintain land with servicing capacity sufficient to provide a three-year supply of residential units on appropriately zoned lands (2.1.4).

Policy 2.1.6 of the PPS further directs that planning authorities support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and,
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

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The Proposed Development supports the requirement to maintain sufficient land for residential development and maintaining land with servicing capacity to provide a three-year supply of residential units on appropriately zoned lands by proposing the approval of mixed-use development, including residential uses, on 20.8 hectares of fully remediated land. The Subject Site in its previous condition (i.e., a formerly industrial, contaminated brownfield site) was unable to meet the policy objectives of the PPS.

The Proposed Development will also support the achievement of complete communities by delivering a range and mix of housing options, land uses, parks and open spaces, transportation options, and locating people and jobs in proximity to existing public service facilities and other amenities. Phase 1 includes the delivery of 1,001 new residential apartment units and 82 townhouse units. The Proposed Development will deliver a mix of uses, including retail and commercial uses that support jobs and economic activity delivered in Phase 2 of the Proposal; as well as a diverse range of parks and open spaces delivered in both phases, including the Community Green, Civic Plaza, Gateway Green, Stormwater Management Pond and Promenade, and Sixteen Mile Creek and associated Natural Heritage System. A new street

and block network will also be provided that facilitate opportunities for multi-modal access to and from the Site. Through the creation of a new street and block network that accommodates pedestrians, cyclists, and automobiles alike, the Proposal ensures that future development will be accessible for people of all ages and abilities. The Proposed Development will also ultimately locate people and jobs in proximity to existing public service facilities, institutions and other amenities that support quality of life.

## 2.2 Housing

Chapter 2.2 of the PPS provides policies related to the creation of new housing in Ontario.

Policy 2.2.1 directs planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents by:

- b) permitting and facilitating:
  - 1) all housing options required to meet the social, health, economic and well-being requirements of current and future residents; and,
  - 2) all types of residential intensification, including redevelopment which results in a net increase in residential units in accordance with policy 2.3.1.3, which directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities by planning for a range and mix of housing options and prioritizing infrastructure and public service facility planning and investment;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and,
- d) requiring transit-supportive development and prioritizing intensification.

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The Proposed Mountainview West Development is consistent with the housing policies of the PPS. The Proposed Development includes the delivery of a range and mix of housing options on a former brownfield site in the Town of Milton, enabling intensification that will deliver a net increase of residential density. Through both Phases 1 and 2 of the Proposed Development, the Proposal will deliver 3.2 FSI of net density (i.e., excluding roads, the stormwater management pond,

and NHS) over the long-term, contributing towards a significant amount of new housing in Milton's residential housing stock over the next decade and beyond. By concentrating the development into a compact and high-quality built form, the Proposed Development will support an efficient community form on underutilized lands proximate to the Milton Downtown. New public realm improvements in the Proposal will further support residential growth and intensification in Milton, while also providing for the well-being of residents.

The Proposed Development will include a variety of housing types and a range of unit sizes to suit people in all stages of life. Phase 1 includes the delivery of 1,083 new residential units in total, of which are 1,001 residential apartments and 82 are townhouse units. The Town of Milton currently has a large amount of ground-related residential housing, and the Proposal is well-suited to aid in the delivery of diversified housing options in Milton, with some additional ground-related housing as well as a range of other compatible and relatively attainable housing including townhouse and residential apartments.

The Proposal will also support residential intensification in an area undergoing extensive public investment and transit and infrastructure improvements, including an increase in the availability of bus services proximate to the Site and new cycling infrastructure along Steeles Avenue East. The Proposal will not only support transit investments but will also add opportunities for multi-modal and active transportation, including the potential to accommodate public transportation in the future, within and around the Site.

## 2.3 Settlement Areas and Settlement Area Boundary Expansions

Section 2.3 outlines policies related to settlement areas and where to focus development, as well as for appropriately identifying the requirements for settlement area boundary expansions. Policy 2.3.1 states that settlement areas shall be the focus of growth and development, and, within settlement areas, growth should be focused in strategic growth areas. The PPS further directs that land use patterns within settlement areas should be based on densities and a mix of uses that efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, and are transit supportive (2.3.1.2.a) to d)).

Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to



achieve complete communities by planning for a range and mix of housing options and prioritizing the planning and investment of infrastructure and public service facilities.

Policy 2.3.1.4. states that planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas. Furthermore, policy 2.3.1.5. encourages planning authorities to establish density targets for designated growth areas, while large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas. Schedule 1 of the PPS indicates that Milton is a large and fast-growing municipality. Policy 2.3.1.6 directs that planning authorities should implement phasing policies to ensure that development within designated growth areas is orderly and aligns with the provision of infrastructure and public service facilities.

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The Proposed Development is located within the Settlement Area and will not require the inefficient expansion of the settlement area within the Town of Milton. The Proposal is within a designated growth area in a large and fast-growing municipality, as defined by Schedule 1 of the PPS, and can help meet the density target of 50 residents and jobs per gross hectare. The Proposed Development will also establish a land use pattern that efficiently uses land and resources and optimizes the use of land and existing and planned infrastructure within the Town and will support the optimization of land within the urban boundary.

The Town of Milton has recently increased the service offerings of their transit system by adding one new bus route proximate to the Site, as well as the on-demand transit service in the 401 Industrial/Business Park Employment Area. New cycling infrastructure has also been introduced along Steeles Avenue East. The Proposed Development will support the development of new transit routes and stops within the Site, as well as potential increased transit ridership through the incorporation of new housing and commercial and retail uses that will optimize nearby transit investments.

The Proposed Development will ultimately support the policy objectives of intensification through redevelopment that achieves complete communities and delivers a range and mix of housing options by locating people, jobs and new community amenities in

close proximity.

The Subject Site is also located within the Urban Area, which is identified by the Town of Milton as part of the phase 1 lands within the Town that will accommodate growth and development and aligns with the provision of infrastructure and public service facilities.

## 2.4 Strategic Growth Areas

Chapter 2.4 of the PPS guides planning for strategic growth areas. Policy 2.4.1.1. encourages planning authorities to identify and focus growth and development within strategic growth areas. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, Policy 2.4.1.2 directs that strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;
- b) as focal areas for education, commercial, recreational, and cultural uses;
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and,
- d) to support affordable, accessible, and equitable housing.

Further, policy 2.4.1.3 encourages planning authorities to:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas; and,
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

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The Subject Site is located within a strategic growth area in the Town of Milton Official Plan (Schedule K – referenced on page 69 of this report). The Proposed Mountainview West Development is well positioned to support significant population growth in a strategically located site within the Town of Milton. The Proposal will generate 1,083 new residential units in the first phase of development, along with a total of 3.2 net residential FSI in the first and second phase of

development combined.

The Proposed Development will also deliver retail and commercial uses throughout the development, as well as new parks and open spaces and walking and cycling facilities to expand opportunities for local recreation and the multi-modal transportation network in the Mountainview area. The Proposal also provides for the potential to operate public transit service within and around the Site through the design of public streets and by generating new people and jobs that would increase transit service capacity and support in the optimization of future transit infrastructure investments.

The Proposed Development includes a variety of development types and scales to deliver compact development in the Town of Milton, with careful attention to transition areas established in Phase 1. These transition areas ensure that there is only low-rise built form adjacent to existing lower-scaled housing. The Proposed Development will also support the achievement of complete communities by delivering a range of housing options through the delivery of 1,001 new residential apartment units and 82 townhouse units, mix of land uses including retail and commercial uses that support jobs and economic activity, a diverse range of parks and open spaces throughout the Site, facilitating access to multi-modal transportation options, and locating people and jobs in proximity to existing public service facilities and other amenities.

## 2.8 Employment

Section 2.8 of the PPS includes policies for supporting a modern economy. Policy 2.8.1.1 details that planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses;
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and,
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate

transition to sensitive land uses.

The PPS further directs that, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines (2.8.1.3).

Planning authorities are directed to plan for, protect and preserve employment areas for current and future uses (2.8.2.1), including by designating, protecting and planning for all employment areas in settlement areas by:

- a) planning for the long-term employment uses of those areas;
- b) prohibiting residential, commercial and other institutional uses;
- c) prohibiting retail and office uses not associated with the primary employment use;
- d) prohibiting other sensitive land uses; and,
- e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility.

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The Proposed Mountainview West Development will promote economic uses in a compact and mixed-use development, which will support a livable community where residents can live and work in close proximity. At full build-out, the Proposal will include at least 209.1 sq.m. of non-residential (commercial and retail) gross floor area.

As is discussed in greater detail in section 4.4 (reviewing Section 2.1.6 Intensification of the Town of Milton Official Plan) of this report, the Subject Site was formerly located within the Employment Area per the Region of Halton Official Plan. The Site was removed from the Regional Employment Area designation through Regional Official Plan Amendment (ROPA) 48, where it was determined that the conversion from employment lands to an area planned for mixed-use intensification met the criteria of the applicable provincial planning policies that were in-force at the time. The Proposed Development, including the removal of the Site from the 401 Industrial/Business Park Secondary Plan Area, represents the implementation of the approved ROPA 48.

The Proposed Mountainview West development will



also contribute to the overall land use context by complementing the existing employment uses in the context area. Residents of the Mountainview West area will have the opportunity to work in Milton's Downtown and the 401 Industrial/Business Park Area.

## 2.9 Energy Conservation, Air Quality and Climate Change

Chapter 2.9 of the PPS outlines policies for reducing greenhouse gas (GHG) emissions and preparing for the impacts of climate change. Planning authorities are directed to plan to reduce GHG emissions and prepare for climate impacts through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
- c) support energy conservation and efficiency;
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and,
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

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The Proposed Mountainview West Development is consistent with the policies of Section 2.9. The Proposal represents a major remediation project in Milton that will protect the environment, improve air quality, and deliver green infrastructure. The Site was formerly an industrial brownfield and is adjacent the Natural Heritage System along the Sixteen Mile Creek. The Site has undergone extensive remediation efforts since 2023. The remediation undertaken on the Site not only creates opportunities for the land to be redeveloped to make optimal use of the land but also supports the restoration of the ecological health of the Natural Heritage System, which was negatively impacted by the contamination of the Site resulting from former industrial uses. The Site remediation has included removal of soil contaminants, the creation of a new wetland on the Site, and the expansion and replanting of the Natural Heritage System. The Proposal also establishes a clearly-defined buffer area around the Natural Heritage System. All of these

remediation efforts will support the sustainability of the Natural Heritage System and surrounding environment, and the replanting efforts in the Natural Heritage System will support improved air quality over the long term.

The Proposed Mountainview West Development incorporates strong connections to the surrounding community, including direct connectivity to the existing multi-use trail on Steeles Avenue East, a new active transportation link from Steeles Avenue East across the lower edge of the Site, two points of connection to Martin Street, and a potential trail connection to the parks and amenities located south of the Subject Site. These connections will promote the use of active transportation and enhance accessibility within and around the Site. The Proposal supports the achievement of a compact, transit-supportive and complete community through the inclusion of higher density built forms, the delivery of a new street and block network that is designed to include transit service and support non-motorized modes of travel, and the integration of a mix of land uses that supports the daily needs of locals.

## Chapter 3: Infrastructure and Facilities

### 3.1 General Policies for Infrastructure and Public Service Facilities

Chapter 3.1 of the PPS provides policies related to managing existing and future infrastructure and public service facilities, as well as their long-term investment. Policy 3.1.1. states that infrastructure and public service facilities will be provided in an efficient manner while accommodating projected needs. The policy further notes that planning for infrastructure and public service facilities will be coordinated and integrated with land use planning and growth management to ensure that they are financially viable over their life cycle, to leverage the capacity of development proponents, and so they are available to meet current and projected needs (3.1.1.a) to c)). Prior to any development of new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized (3.1.2.a)).

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The Proposed Mountainview West development promotes the integration of land use planning with public service facility and infrastructure planning. The

development is proposed in the existing Urban Area where there is currently enough capacity in the Town's water and wastewater servicing systems to support the proposed development. Additionally, as noted in the Functional Servicing and Stormwater Management Reports prepared by Urbantech, dated March 2025, and submitted as part of this application, appropriate existing and proposed infrastructure result in the efficient provision of water, sanitary and drainage services. A stormwater management facility and the potential to integrate green infrastructure throughout the Site will be applied to achieve stormwater quality and quantity control.

The Proposal also seeks to locate new housing options and commercial space near a broad range of existing public service facilities, including Livingston Park, Mill Pond, recreation facilities, and Martin Street Public School, that provide good access for new residents and employees as well as ensures that existing services and facilities are well-used and optimized.

The Proposed Mountainview West Development will also make good use of existing transportation infrastructure while adding new infrastructure required to serve the development and improve local connectivity. The Site is located proximate to several Milton Transit bus routes, three of which connect to the Milton GO transit station and one which provides on-demand service within the 401 Industrial zone (generally north and west of the Subject Site). The Proposal includes designs that anticipate local bus transit service connecting into and through the Site itself. As a compact, transit-oriented development, the Proposed Mountainview West Development will deliver higher densities and a broader mix of land uses and housing forms, as well as support the use of nearby existing transit infrastructure, while creating opportunities for the enhancement and expansion of public transportation services and active transportation networks in the Town of Milton. The Proposed Development will support existing public transit services, while creating opportunities to increase the frequency of transit in the area by co-locating higher density residential uses in proximity to existing transit services. The Proposed Development will help to optimize the use of this existing infrastructure and ensure its financial viability over the long term.

The proposed new street and block network on the Subject Site will ensure that the Site is well-connected to the surrounding community and provides opportunities for various modes of travel,

including public transportation and other active modes of travel. Through the delivery of new public streets, there is also potential for public transit to operate within the Subject Site in the future, which would create important connections between the Site and the rest of the Town and support the expansion of transit infrastructure over the long-term.

By locating intensification in an area well-served by existing infrastructure and public service facilities, within the existing Urban Area, the Proposal supports growth without the need for significant infrastructure expansions.

### 3.2 Transportation Systems

Chapter 3.2 of the PPS outlines policies related to transportation systems and their planning. Policy 3.2.2. states that existing and planned infrastructure should be efficiently used, including implementing transportation demand management (TDM) strategies, where feasible.

With regards multi-modal transportation, the PPS directs that connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved (3.2.3).

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The Proposed Mountainview West Development includes new residential and commercial development in a compact and transit-oriented form in proximity to existing transportation infrastructure and within a short distance of the Milton GO transit station and MTSA. The Proposal is also being planned in a manner that will support future transit delivery, ensuring that it will be able to accommodate transit within and around the Site over the long-term.

The Proposed Development also contemplates the integration of new multi-modal transportation infrastructure to improve the overall network and create new connections to the immediate community and beyond. New multi-modal transportation routes are contemplated along the Natural Heritage System along the west edge of the Site, providing connections to Steeles Avenue East and Martin Street. The Proposed Mountainview West Development incorporates strong connections to the surrounding community, including direct connectivity to the existing multi-use trail on Steeles Avenue East, a new active transportation link from Steeles Avenue East across the lower edge of the Site, two points



of connection to Martin Street, and a potential trail connection to the parks and amenities located south of the Subject Site. These connections will promote the use of active transportation and enhance accessibility within and around the Site.

For additional information regarding the proposed transportation network, please refer to the Transportation Impact Study, prepared by BA Group and dated April 2025, submitted under separate cover.

### 3.6 Sewage, Water and Stormwater

Chapter 3.6 of the PPS provides guidance of planning for sewage and water services. Policy 3.6.1 indicates that planning for those services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage and water services and existing private communal sewage and water services;
- b) ensure that these services are provided in a manner that can be sustained by the water resources they rely on, is feasible and financially viable, protects human health, safety and the natural environment, and aligns with comprehensive municipal planning for these services.
- c) promote water and energy conservation and efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process; and,
- e) consider opportunities to allocate and re-allocate the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply.

Regarding stormwater management, Policy 3.6.8 provides that planning shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- c) minimize erosion and changes in water balance

including through the use of green infrastructure;

- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and,
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

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The Proposed Development plans for sewage, water and stormwater infrastructure in a manner that is consistent with the PPS. The Subject Site is in an area where there is existing water and wastewater infrastructure to support the first phase of development, which contemplates the creation of 1,083 new residential units in the Town of Milton. The stormwater management strategy for the Proposal includes the delivery of a new stormwater management pond located at the southeast end of the Site. The stormwater management pond will minimize and prevent increases in stormwater volumes and contaminant loads, as well as improve the quality and quantity of water runoff that enters Sixteen Mile Creek. The stormwater management facility also mitigates risks to human health, safety, property and the environment by increasing stormwater capacity in the area, therefore preventing instances of flooding, creek erosion, and pollution.

The Proposed Development contemplates the inclusion of landscaping features and other low-impact development (LID) practices to improve water quality prior to discharge to the SWM pond. The landscaping features and LIDs also serve as public amenities that support the beautification of the public realm.

The overall stormwater management strategy not only considers the impacts of the Proposed Development, but also considers future development (not related to this planning application) on the existing Honda lands (170 Steeles Avenue East), specifically with regards to quantity control and the sizing of the stormwater management pond. For additional information regarding the servicing of the Proposal, please refer to the Functional Servicing Report, prepared by Urbantech and dated March 2025, submitted under separate cover.

### 3.9 Public Spaces, Recreation, Parks, Trails and Open Space

Chapter 3.9 of the PPS outlines policies for the promotion of healthy, active and inclusive communities, which includes:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity; and,
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

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Community connections and high-quality public realm form one of the core tenets of the Mountainview West Development. The redevelopment of the former brownfield site into a new community will provide extensive public realm features, including 1.28 hectares of public and private open space, in a variety of settings to suit individuals of all ages and abilities, including a Central Park, Civic Plaza, and Valleyside Trail, among others. The Central Park, Promenade and Valleyside Trail engage the Natural Heritage System while maintaining an appropriate buffer, providing views and active transportation linkages. The Proposal also directly addresses the proposed stormwater management pond with several community facilities surrounding the pond, including the Promenade, Valleyside Trail, and associated lookouts.

The Proposed Development anticipates and appropriately sets up the future opportunity for an active transportation link between the Site and the Downtown, through generous sidewalks and cycling infrastructure along the internal street network and an integrated trail network adjacent to the Natural Heritage System on the south and west edges, and the parks and trails located immediately south. The Proposed Mountainview West Development also incorporates strong connections to the surrounding community, including direct connectivity to the existing multi-use trail on Steeles Avenue East, a new active transportation link from Steeles Avenue East across the lower edge of the Site, two points of connection to Martin Street, and a potential trail

connection to the parks and amenities located south of the Subject Site. These connections will promote the use of active transportation and enhance accessibility within and around the Site. This creates the opportunity to reconnect the Site back into the Town's existing street network and facilitating connections between key areas in the Town of Milton, including the CBD to the south, Mountainview neighbourhood to the east, and the employment area to the north and west.

## Chapter 4: Wise Use and Management of Resources

Section 4 includes policies to protect natural heritage features, water systems and ecosystem health to promote a healthy environment, reduce the impacts of climate change and build resilience. Policies direct development away from natural heritage and water systems, as well as from key hydrological areas and natural heritage features.

The policies provide that natural features and areas should be protected for the long term (4.1.1) and that no development or site alteration are permitted within significant wetlands. The policies further provide that, unless no negative impacts on natural features or their ecological functions have been demonstrated, development and site alteration will not be permitted in a range of areas (4.1.3 to 4.1.7), including:

- Significant valleylands;
- Significant woodlands;
- Fish habitat
- Habitat of endangered or threatened species;
- Sensitive surface water and groundwater features;
- Significant wildlife habitats;
- Significant areas of natural and scientific interest; and,
- Lands adjacent to the features listed in policies 4.1.4 to 4.1.7.

With regards to water systems, planning authorities are directed to protect, improve or restore the quality and quantity of water by:

- a) using the watershed as the ecologically meaningful scale for integrated and long-term planning;
- b) minimizing potential negative impacts;
- c) identifying water resource systems;



- d) maintaining linkages and functions of water resource systems;
- e) implementing necessary restrictions on development and site alteration to protect, improve, or restore vulnerable surface and ground water, and their hydrologic functions; and,
- f) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality.

The Proposed Mountainview West Development is situated on a brownfield site adjacent to the Natural Heritage System. The Proposed Development is preceded by a Zoning By-law Amendment application and CEMS to facilitate the remediation of the Site. The Zoning By-law Amendment (Site Specific By-law No. 099-2023) proposed the rezoning of a portion of the lands located along the Natural Heritage System on the south-west edge of the Subject Site from M1\*38 (Business Park) to NHS (Natural Heritage System), therefore refining the limit of the NHS zone in accordance with the key features of the Regional Natural Heritage System and its associated buffers. The Rezoning was approved in 2024, and remediation efforts are currently ongoing.

The remediation efforts undertaken on the Site not only create opportunities for the land to be re-used in a safe way, but also support the restoration of the ecological health of the Natural Heritage System, which was negatively impacted by the former contamination of the Site. The proposed intensification of the Site also includes a clearly-defined buffer between development areas and the Natural Heritage System located along the southwest edge of the Site. The Proposed Mountainview West Development is situated outside of the NHS boundary and associated buffers, as defined by the approved 2023 Rezoning.

Additionally, the stormwater management strategy for the Proposal includes the delivery of a new stormwater management pond located at the southeast end of the Site, as well as landscaping features and LID strategies throughout the Proposed Development. The stormwater management pond will minimize and prevent increases in stormwater volumes and contaminant loads, as well as improve water quality prior to discharge to the stormwater management pond. The LID strategies will facilitate the reduction of pollutant-laden stormwater entering local watercourses and will serve as amenities to the

public.

## Chapter 5: Protecting Public Health and Safety

Chapter 5 of the PPS outlines policies for dealing with and preventing natural and human-made hazards. Policy 5.1.1 dictates that development will be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or safety or of property damage. The policy further directs that new hazards shall not be created and existing hazards shall not be aggravated. Development is also directed to areas outside of hazard lands adjacent to river, stream or small inland lake systems that are impacted by flooding hazards and/or erosion hazards (5.2.2.b)).

Through policy 5.2.4, planning authorities are directed to prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.

The PPS also directs that sites with contaminants in land or water will be assessed or remediated as necessary prior to any activity on the site associated with the proposed use so that there will be no adverse effects (5.3.2).

As is discussed above, the Proposed Mountainview West Development is situated on former a brownfield site adjacent to the Natural Heritage System. The Proposed Development is preceded by the Rezoning process to facilitate the remediation of the Site. The rezoning of a portion of the lands to NHS refined the limit of the NHS zone in accordance with the key features of the Regional Natural Heritage System and its associated buffers. The Rezoning was approved in 2024 and remediation efforts are currently ongoing.

The remediation efforts undertaken on the Site not only create opportunities for the land to be re-used in a safe way, but also support the restoration of the ecological health of the Natural Heritage System, which was negatively impacted by the contamination of the Site from human-made hazards. The intensification of the Site also directs growth and development away from natural heritage and water systems located in greenfield areas, limiting the risk associated with natural hazards. The Proposed Mountainview West Development is situated outside of the NHS boundary and associated buffers, as defined by the Rezoning, and is not within any identified natural hazard areas.

## 4.3 MORE HOMES, BUILT FASTER: ONTARIO'S HOUSING SUPPLY ACTION PLAN 2022-2023, AND PROVINCIAL HOUSING TARGETS

In 2022, the Government of Ontario released More Homes, Built Faster: Ontario's Housing Supply Action Plan 2022–2023, stemming from recommendations from the province's Housing Affordability Task Force. This Housing Supply Action Plan was in response to a province-wide crisis in housing supply, and the province's conclusion that not enough homes were being built to meet demand. To address the housing crisis, the Housing Supply Action Plan established a provincial commitment to facilitating the construction of 1.5 million homes over a ten-year period (by 2031), along with a series of proposed actions to help reach the goal, including reducing government fees applicable to development, pursuing policy changes intended to reduce development approval timelines, and others. In 2023, the Province launched the Building Faster Fund with \$1.2 billion in funding to reward municipalities with projected populations of 50,000 or larger by 2031 that deliver on provincial housing targets over a period of three years. Municipalities that reach 80 percent of their annual target each year will become eligible for funding based on their share of the overall goal of 1.5 million homes, in addition to a bonus if the municipalities exceed their target above their allocation.

The province assigned to the Town of Milton a ten-year housing target of 21,000 homes, and the Town pledged to reach that goal. Milton is currently on track to meeting the housing target. Since 2022, a total of 4,952 new homes were created, and the Town met 95 percent of its target for 2024, with 1,673 new homes of the 1,750 target.

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The Proposed Mountainview West Development will deliver in its first phase of development 1,083 new residential units. While the housing targets established by the Province are not reflected in land use planning policies, they represent provincial policy objectives and municipal commitments for housing delivery. As such, the Proposed Development will support the Town of Milton in achieving its 10 year housing target of 21,000 homes. Future phases of development will also have the ability to aid the Town in achieving longer term housing targets both at the provincial scale and locally.



# 4.4 REGION OF HALTON OFFICIAL PLAN, 1995

The Region of Halton Official Plan 1995, as amended (the “ROP”), is a policy document that guides land use decisions and sets out a series of goals and objectives for new development across the Region of Halton. On June 6, 2024, Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent. Bill 185 is an omnibus bill that amends several existing pieces of legislation, including the Planning Act. Among the changes to the Planning Act is the identification seven “upper-tier municipalities without planning responsibilities”, which includes the Region of Halton. As a result of Bill 185, effective July 1, 2024, Halton Region will no longer have planning policy responsibilities and will no longer be the approval authority for official plan amendments (“OPAs”), zoning bylaw amendments (“ZBAs”), consents or minor variances for the Town of Milton. Notwithstanding that change, the ROP will continue to exist as a deemed part of the lower tier municipalities’ official plans until they modify or remove it through a locally-initiated official plan amendment.

As part of its Official Plan Review, in 2022, Halton Region enacted Regional Official Plan Amendments 48 and 49 (“ROPA 48”, “ROPA 49”). These amendments have been consolidated in the ROP and are reflected in relevant policies cited below. ROPA 48 implements components of the Regional Urban Structure to establish a hierarchy of Strategic Growth Areas. ROPA 49 implements the results of the Region’s Integrated Growth Management Strategy, which considers how to accommodate growth in Halton to 2051, and updates policies and mapping related to Settlement Area boundaries, the Regional Urban Structure, Strategic Growth Areas, and Employment Areas. ROPA 49 also updates forecasts and targets for population and employment growth, intensification, density, and Regional phasing. Through ROPA 48, the Site was removed from the Employment Area designation to permit non-employment uses, with the intent to accommodate mixed use intensification. The former Meritor site was converted from Regional Employment Area and no new employment policies were applied through the employment conversion process.

## Population and Growth

The ROP includes a forecast that by 2051, the population in Milton will be 350,870 and employment will be 136,270 (Table 1). These estimates show the

largest distribution of population and employment in comparison to the other lower-tier municipalities in the Region of Halton. ROP Table 2 provides intensification and density targets for Milton. The intensification target for Housing Units in Milton’s Built-Up Area by 2041 is 9,800. Further, Table 2a identifies the target for units inside the Built Boundary in Milton by phases of 5 years, which are as follows:

Municipality	2022-2026	2027-2031	2032-2036	2037-2041
Milton				
Units inside the Built Boundary	2,360	2,500	2,480	2,530

The Proposed Development conforms with the ROP policies regarding Population and Growth by locating significant new residential density within the existing Built Boundary (including 1,083 units to be developed in Phase 1), which will help achieve the unit targets established for Milton.

## Regional Structure

The Site is designated as ‘Urban Area’ on Map 1: Regional Structure (see Figure 46). The Urban Area is defined as where urban services are provided to accommodate concentrations of existing and future development (Policy 51(1)). The strategy for the Regional Structure is to accommodate population and employment growth in Halton to 2051 by directing growth to Urban Areas (Policy 55(4)).

The goal of the Urban Area and the Urban Regional Structure is to manage growth in a manner that fosters complete communities and enhances mobility, addresses climate change, and improves housing affordability, sustainability and economic prosperity (Policy 72). Other relevant objectives for 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

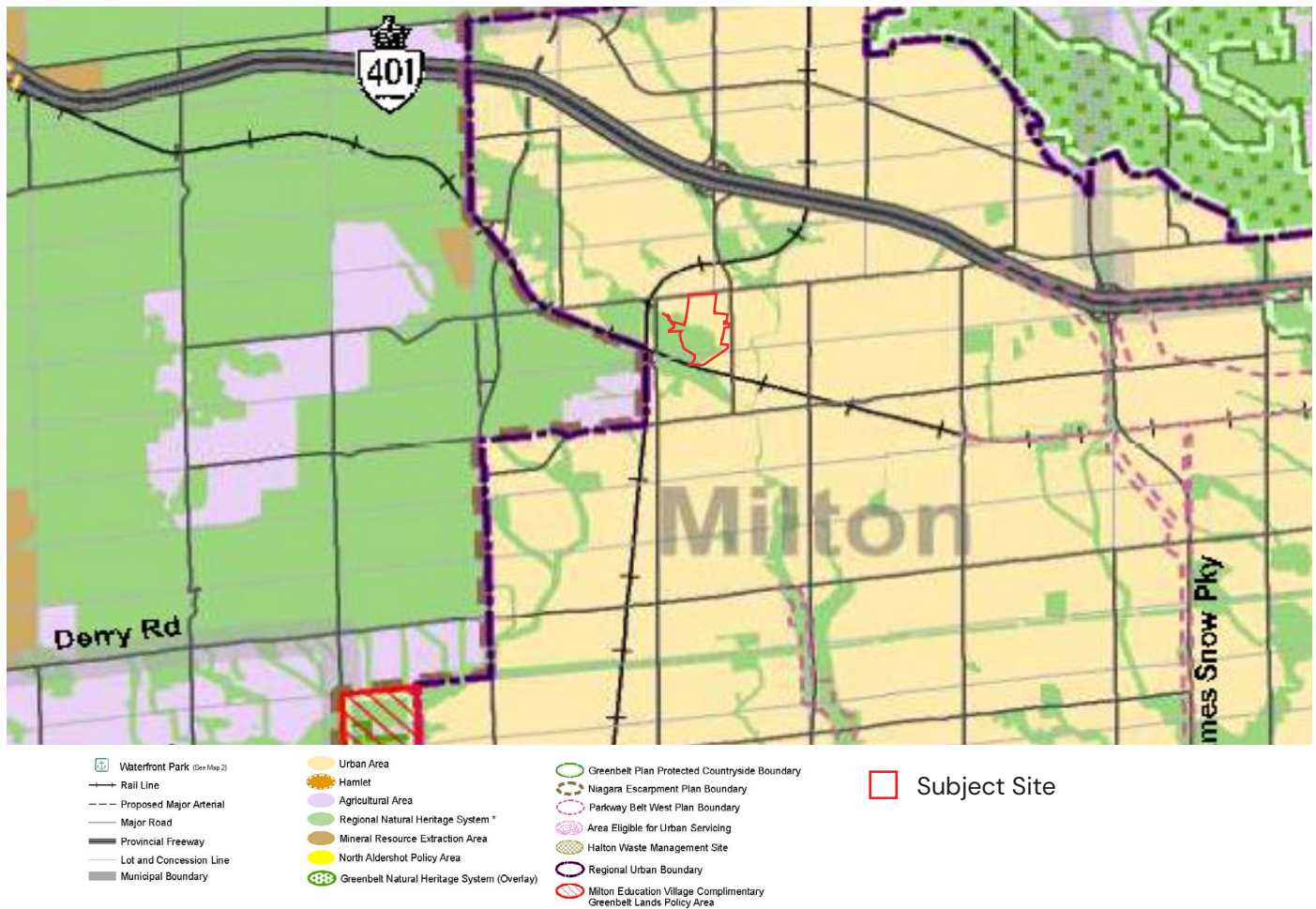


Figure 46: Map 1 – Regional Structure

- 2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
- 3) To provide a range of identifiable, interconnected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.
- 5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.
- 6) To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment 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.
- 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.
- 10.1) To direct where employment uses should be located and to protect areas designated for



such uses.

The Proposed Development conforms with the ROP Regional Structure policies by directing significant growth in the form of compact, mixed-use intensification within the designated Urban Area, as intended under the ROP Regional Structure. The Proposed Mountainview West Development will support a complete and sustainable community, as intended in the Regional Structure policies, by locating substantial new residential housing options and locally-serving commercial space in an area already well-served by public service facilities, Downtown shops and nearby places of employment. The Proposed Development further supports the achievement of a complete and sustainable community by introducing a wide variety of open spaces in conjunction with complete site remediation, the expansion and improvement of the adjacent Natural Heritage System as committed to through the CEMS, and the introduction of a new on-site wetland and NHS buffers that will both support views to nature while preserving ecological functions.

The Proposed Development is supportive of transit usage and non-motorized travel in that it provides new density within a compact footprint and on a site that is connected to and within walking distance of the existing urban fabric. The Proposed Development also includes a street and block network designed to optimize non-motorized connectivity within the Site and to the broader community, with direct connections to existing multi-use paths; new multi-use paths; sidewalks and bike lanes through the Site; and, the potential to extend existing cycling networks from the Mountainview neighbourhood south toward the Downtown. The Proposed Development will also benefit from existing bus transit service on adjacent streets, and includes a street network that is designed to accommodate transit vehicles within the Site.

## Strategic Growth Areas

Policy 79 establishes the ROP objectives of Strategic Growth Areas, which are as follows:

- 1) 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 in order to promote the development of complete communities.

- 2) To provide opportunities for more 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 neighbourhoods.
- 5) To create a vibrant, diverse and pedestrian-oriented urban environment.
- 6) To cumulatively attract a significant portion of population and employment growth.
- 7) To provide high quality public parks and open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities.
- 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.

It is the policy of the Region to direct development of higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy of areas as identified in Policy 79.2 (Policy 79.3(1)). Policy 79.3(3) requires Local Municipalities to prepare detailed official plan policies or an Area-Specific plan for the development or redevelopment of Strategic Growth Areas, in accordance with ROP Section 48 and Policy 77(5). Policy 77(5) provides that local Municipalities are required to prepare Area-Specific Plans or policies for major growth areas – including Strategic Growth Areas – that demonstrate the goals and objectives set out in this Plan (Policy 77(5)). Section 49 establishes that any Area-Specific Plans such as secondary plans that are prepared shall be in conformity with Regional and Official Plans.

The ROP further provides density targets for Strategic Growth Areas in Table 2b. The ROP provides that these general targets can be further refined by Local Municipalities (Policy 55.3). The Subject Site is not identified as a Strategic Growth Area in the ROP but is identified as one in the Milton Official Plan.

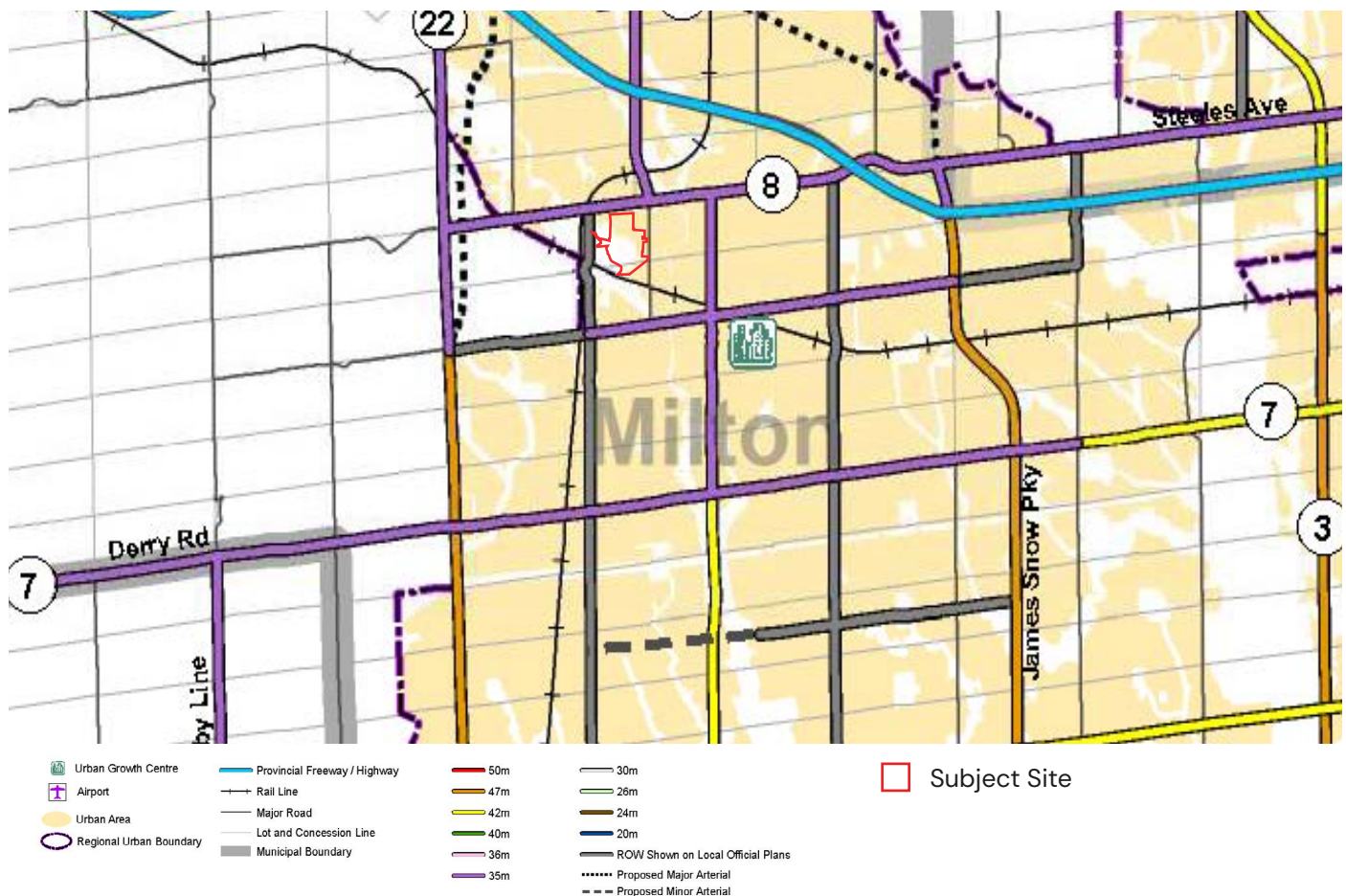


Figure 47: Map 4 - Right-of-way Requirements for Arterial Roads

With respect to transportation, the ROP establishes that Strategic Growth Areas are to promote active transportation and pedestrian-oriented development while maintaining the mobility function of Major Arterial Roads, which in this instance includes Steeles Avenue East (Policy 79.3(5)). The ROP requires Local Municipalities to prescribe minimum development densities within Strategic Growth Areas and to promote densities that support existing and planned transit services (Policy 79.7(b)(d)). Further, Local Municipalities are to promote development densities that will support existing and planned transit services (Policy 79.7(d)). Policy 173(5) states that Arterial Road right-of-way widths are shown on Map 4 (see Figure 47) and that through redevelopment, the Region will secure lands as necessary to achieve the right-of-way widths shown on Map 4. The ROP establishes that any lands to be acquired shall be of equal distance on either side of the centreline of the original road allowance.

The ROP also directs that Local Municipalities are required to plan for employment uses within Strategic Growth Areas by establishing development criteria to ensure that, outside of Employment Areas, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site (Policy 79.3(13)a)).

The Proposed Development is located within a designated Strategic Growth Area under the Town of Milton Official Plan and conforms with the ROP policies regarding Strategic Growth Areas. The ROP intends for Strategic Growth Areas to attach a significant proportion of population and employment growth, and to generally have higher densities than the surrounding areas while providing appropriate transition of built form to adjacent areas. The Proposed Development will attract a significant



amount of new residents along with population-serving commercial space, at a maximum total density of 3.2 FSI at full build-out. The Proposal would achieve this while establishing appropriate transition to the adjacent built form on Martin Street in Phase 1, with only low-rise built form proposed immediately adjacent existing low-scale buildings and providing a gentle transition upward in scale as the buildings move westward away from existing buildings.

The Proposed Development includes innovative, cost-effective and vibrant urban design that combines compactness with connectivity, delivering a high degree of porosity through the Site that delivers excellent street address for all uses, animates street frontages, and enables convenient travel to and through the Site by all travel modes. The Proposal includes a diverse mix of uses, including a range of housing types, commercial space focused on the central 'Street A' spine at the heart of the new community, and a wide variety of open spaces for residents and the broader community. The proposed street network is designed to accommodate transit vehicles, and the Site is adjacent existing transit services, so the proposed density will benefit from and support transit services.

The Proposal includes a Comprehensive Development Plan, as required and specified by the Town of Milton, which conforms to the ROP intention to have Area-Specific Plans for Strategic Growth Areas.

## Natural Heritage System

The ROP outlines objectives related to the Natural Heritage System, including:

- 4) To direct developments to locations outside hazard lands.
- 5) To protect or enhance the diversity of fauna and flora, ecosystems, plant communities, and significant landforms of Halton.
- 6) To protect or enhance Key Features, without limiting the ability of existing agricultural uses to continue.
- 8) To preserve and enhance the quality and quantity of ground and surface water.
- 9) To contribute to a continuous natural open space system to provide visual separation of communities and to provide continuous corridors and interconnections between the Key Features and their ecological functions.
- 10) To protect significant scenic and heritage resources.

- 15) To preserve and enhance air quality.
- 16) To provide opportunities for scientific study, education and appropriate recreation.
- 17) To preserve the aesthetic character of natural features.
- 18) To provide opportunities, where appropriate, for passive outdoor recreational activities.

Policy 116.1 states that the boundaries of the Regional Natural Heritage System may be refined, with additions, deletions and/or boundary adjustments, through:

- a) a Sub-watershed Study accepted by the Region and undertaken in the context of an Area-Specific Plan;
- b) an individual Environmental Impact Assessment accepted by the Region, as required by this Plan; or
- c) similar studies based on terms of reference accepted by the Region

Map 1G of the ROP identifies Key Features within the Natural Heritage System on a portion of the Subject Site (see Figure 48). The ROP directs that it is the policy of the Region to:

- 2) Apply a systems based approach to implementing the Regional Natural Heritage System by:
  - a) Prohibiting development and site alteration within significant wetlands, significant coastal wetlands, significant habitat of endangered and threatened species and fish habitat except in accordance with Provincial and Federal legislation or regulations;
  - b) Not permitting the alteration of any components of the Regional Natural Heritage System unless it has been demonstrated that there will be no negative impacts on the natural features and areas or their ecological functions; in applying this policy, agricultural operations are considered as compatible and complementary uses in those parts of the Regional Natural Heritage System under the Agricultural System and are supported and promoted in accordance with policies of this Plan;
  - c) Refining the boundaries of the Regional Natural Heritage System in accordance with Section 116.1; and
  - d) Introducing such refinements at an early stage of the development or site alteration

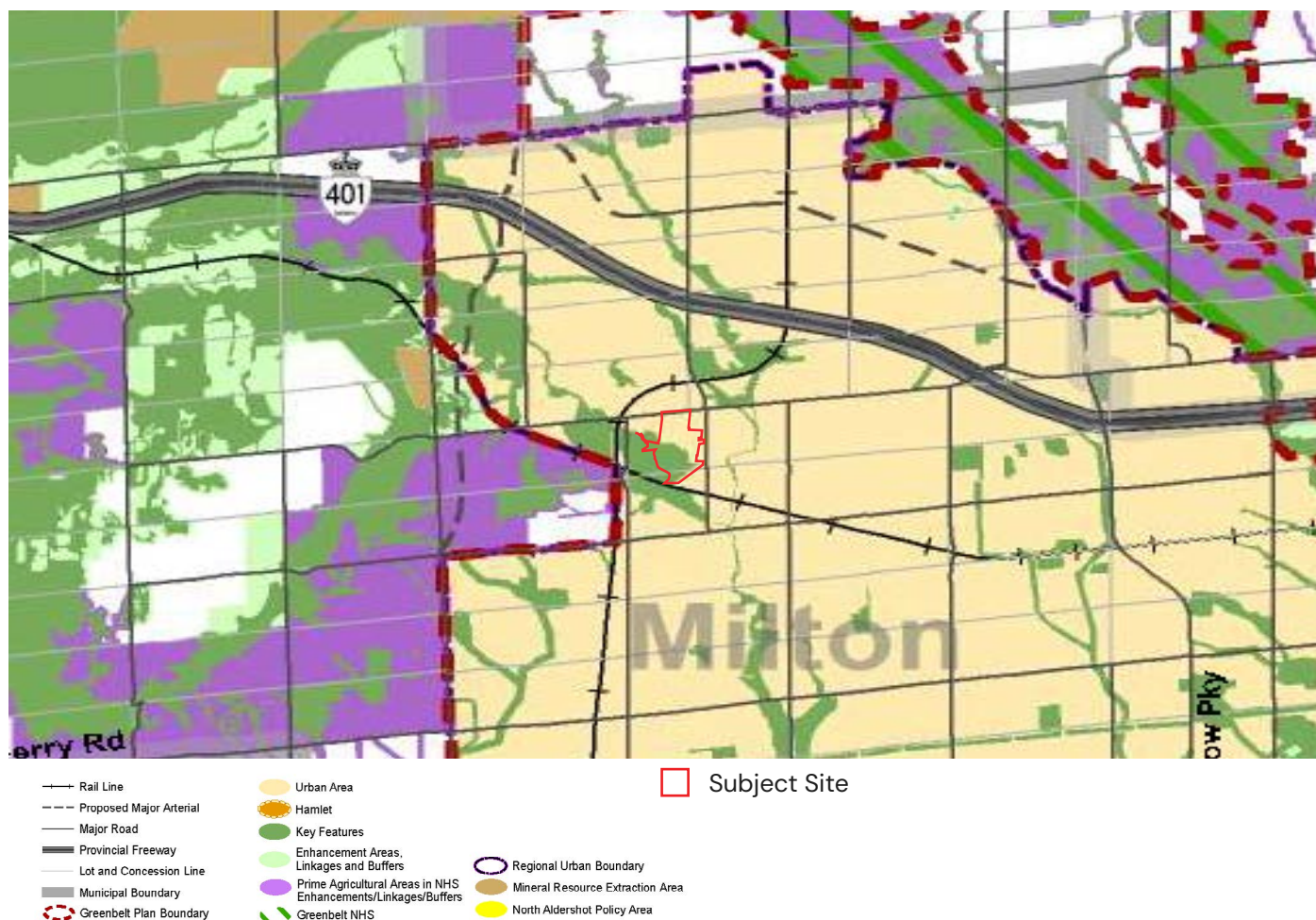


Figure 48: Map 1G - Key Features within the Greenbelt and Regional Natural Heritage System

application process and in the broadest available context so that there is greater flexibility to enhance the ecological functions of all components of the system and hence improve the long-term sustainability of the system as a whole.

was approved in 2024 and remediation efforts are currently ongoing.

The Proposed Mountainview West Development is situated on a brownfield site adjacent to the Natural Heritage System. The Proposed Development is preceded by a Zoning By-law Amendment application and CEMS to facilitate the remediation of the Site. The Zoning By-law Amendment rezoned a portion of the lands located along the Natural Heritage System on the south-west edge of the Subject Site from M1\*38 (Business Park) to NHS (Natural Heritage System), therefore refining the limit of the NHS zone in accordance with ROP Policy 116.1. The Rezoning

The remediation efforts undertaken on the Site not only create opportunities for the land to be re-used in a safe way, but also support the restoration of the ecological health of the Natural Heritage System, which was negatively impacted by the former contamination of the Site. The proposed intensification of the Site also includes a clearly-defined buffer between development areas and the Natural Heritage System located along the southwest edge of the Site. The Proposed Development is situated outside of the NHS boundary and associated buffers, as defined by the Rezoning.



## 4.5 TOWN OF MILTON OFFICIAL PLAN (DECEMBER 2024 CONSOLIDATION)

The Town of Milton Official Plan (the “Official Plan” or “OP”) is a comprehensive planning framework which guides growth and development in the town up to the year 2031. The Official Plan serves as the basis for making land use decisions and managing change and the effects on the social, economic and natural environments in the Town. The Official Plan establishes a town structure which guides growth and development, and it provides policies related to community structure, land use, environmental protection, population density, and servicing infrastructure.

The OP policies support intensification on the Mountainview West lands. Mountainview West is located within the Halton Urban Structure Plan (HUSP) Area in the Town Structure Plan (Schedule 1 – see Figure 49), and the majority of the Site, excluding the properties on Martin Street, is in a designated Strategic Growth Area (Schedule K – see Figure 50), which is identified as an ideal location for intensification and growth.

### Chapter 2: Community Goals, Objectives and Strategic Policies

Chapter 2 of the Official Plan sets out the direction and structure for future growth in the town. In line with provincial planning policies, Chapter 2 directs growth to occur in a compact form in areas served by transit or planned for transit expansion or on sites that are underutilized and will optimize infrastructure investments. The OP also directs new development and redevelopment to include a range of housing types and tenures to diversify the existing housing supply.

#### Section 2.1 The Planning Framework

Section 2.1 describes the overarching vision and goals for the Town of Milton. It notes that Milton’s vision is to be an engaging, balanced and connected community (2.1.1.1); and, to implement this vision, the following goals have been established:

- A responsible, cost effective and accountable local government;
- Well managed growth, well planned spaces;
- A safe, livable, healthy and complete community;
- A diverse and sustainable economy; and,

- A thriving natural environment.

Section 2.2 establishes high-level community directions and strategic objectives for the Town. The OP encourages the provision and maintenance of an appropriate mix of uses, including residential, commercial and institutional uses (2.1.2.5), while protecting and enhancing the heritage, identity and character of the Town (2.1.2.9). It encourages the private sector to meet the retail needs of the local population (2.1.2.14), while clarifying that the Central Business District (CBD) should be the main focal point of the community (2.1.2.12).

The OP directs that natural heritage will be protected and enhanced (2.1.2.15) to promote the enjoyment and responsible use of natural areas (2.1.2.17). It also encourages new development to be integrated with the natural environment (2.1.2.16). Active and healthy lifestyles and lifelong learning will facilitate and promoted (2.1.2.9).

The Proposed Mountainview West Development conforms with the overarching goals, vision and strategic objectives Chapter 2 of the OP.

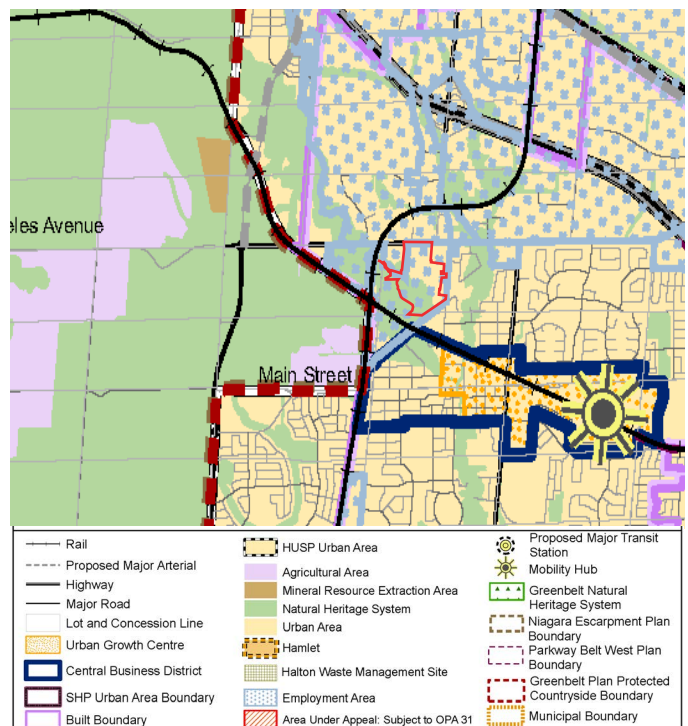


Figure 49: Schedule 1 – Town Structure Plan

The Proposed Development is a mixed use development that accommodates a range of residential, commercial, retail, parks and open space, and community uses. It provides adequate transitions from the Mountainview neighbourhood to the east, respecting the identity and character of the existing neighbourhood, and supports the CBD by increasing the local population within walking distance of the Downtown.

The Proposed Development engages and enhances the Natural Heritage System located south of the Site, while providing new opportunities to access parks and open spaces within the Site. The Proposal encourages multi-modal forms of travel by enhancing the public realm and creating opportunities for walking, cycling or rolling throughout the Site and to nearby pedestrian and cycling connections on Steeles Avenue East and to adjacent trail networks, thereby promoting and facilitating active and healthy lifestyles for people living or working within or nearby the Site. The Proposal is also designed to accommodate future transit connections within the Site, which would promote transit modes other than private automobiles, helping improve air quality across the region.

## Section 2.1.4 Growth Management

Section 2.1.4 of the OP provides policies for where and how to grow in the Town of Milton. Policy 2.1.4.1 states that, in accordance with the policies of the Growth Plan, the policies of the OP are intended to plan and manage growth and support the development of a compact, vibrant and complete urban community while protecting and preserving the surrounding natural heritage landscapes. Milton is planned to accommodate an additional 238,000 people and 114,000 jobs by 2031 (2.1.4.2); and, between 2015 and 2031, Milton is expected to accommodate a minimum of 5,300 new housing units within the built boundary (2.1.4.3).

Within the HUSP Urban Area, the OP establishes that minimum overall development densities are to be in accordance with approved Secondary Plans (2.1.4.5). Within the Urban Growth Centre (UGC) and Major Transit Station Areas (MTSAs), the OP establishes a minimum development density of 200 people and jobs combined per gross hectare to be achieved by 2031 or earlier, which is consistent with the general proportions identified in the ROP (2.1.4.7).

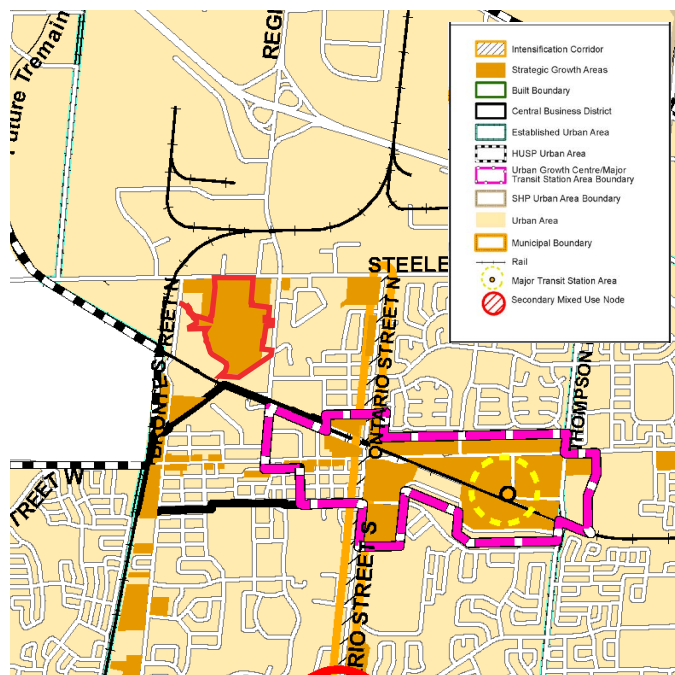


Figure 50: Schedule K – Strategic Growth Areas

Subject Site

The Proposed Mountainview West Development contemplates a development density of 3.2 FSI across two phases of development. Phase 1 of the Proposed Development will enable the delivery of 1,083 new residential units (1,001 residential apartment units and 82 townhomes) in a variety of forms, as well as 209 sq.m. of commercial GFA that will both contribute to the people and job targets for the Town to 2031 and beyond. The Mountainview West Site is not within a Secondary Plan area that relates to mixed use development, and the Proposal seeks to remove the Site from the 401 Industrial/Business Park Secondary Plan area to implement the employment land conversion enacted through ROPA 48. There are therefore no in-effect residential density targets specific to the Site or the Strategic Growth Area within which it is located. The Proposed Development includes a density that is intended to contribute to the Town-wide growth projections and housing unit targets, and that is reflective of the Site's location in a designated Strategic Growth Area within the built boundary and HUSP Urban Area.

## 2.1.6 Intensification

Section 2.1.6 outlines policies related to intensification within the Town of Milton. Policy 2.1.6.1 states that the



Town will 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 the Town's vision, goals and strategic objectives; and,
- e) Supports the achievement of the intensification and density targets of the LOP.

The OP provides specific direction for Strategic Growth Areas, which are identified on Schedule K. Policy 2.1.6.2 indicates that Strategic Growth Areas are located within 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. Sites that are identified on Schedule K that are within the Employment Area designation are identified for employment intensification. Strategic Growth Areas are considered the highest priority areas for intensification and development within the Town (2.1.6.5.i). Policy 2.1.6.5d) indicates that development with higher densities, including mixed use and transit-supportive development, will be directed to Strategic Growth Areas. Furthermore, Policy 2.1.6.3 directs that the intensification and development of Strategic Growth Areas will be promoted to achieve a set of objectives, including the following:

- a) Provide an urban form that is complementary to existing developed areas, uses space economically, promote live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is more environmentally sustainable;
- b) Provide opportunities for more cost-efficient and innovative urban design;
- c) Provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;
- d) Provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods;
- e) Create a vibrant, diverse and pedestrian-oriented urban environment;

- f) Attract a significant portion of population and employment growth;
- g) Provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;
- h) Support transit and active transportation for everyday activities;
- i) Achieve higher densities than the surrounding areas;
- j) Achieve appropriate transition of built form to adjacent areas;
- k) In Secondary Mixed Use Nodes: Achieve increased residential and employment densities to support transit viability (i) and achieve a mix of residential, office, institutional, and commercial development, where appropriate (ii); and,
- m) In Secondary Mixed Use Nodes: Accommodate local services, including recreational, cultural and entertainment uses, where appropriate (i).

The OP further directs that auto-oriented uses that detract from the character and function of nodes and affect the achievement of required minimum densities, compact built form, and pedestrian-oriented environments will be discouraged (2.1.6.4.). The policies further specify that development densities that support existing and planned transit will be promoted (2.1.6.5.h), and that parking standards that promote the use of active transportation and public transit will be adopted within Strategic Growth Areas (2.1.6.5.k). Policy 2.1.6.5.t) states that the early introduction of transit service in Strategic Growth Areas and expanding transit service in Strategic Growth Areas that will achieve transit-supportive densities will be encouraged.

Policy 2.1.6.5.c) states that alternative and innovative forms of housing, specifically high-density housing types that can accommodate a range of household types, will be encouraged. Policy 2.1.6.5.f establishes that Strategic Growth Areas must be properly integrated with surrounding neighbourhoods through the protection of the physical character of the neighbourhoods through urban design, pedestrian walkways, cycling paths and transit routes.

The OP promotes the use of rehabilitated brownfield and greyfield sites for residential intensification (2.1.6.5.s). The OP policies do, however, require the introduction of a new Strategic Growth Area or an existing Strategic Growth Area to include the

preparation of detailed official plan policies or an Area-Specific Plan in accordance with the ROP and Section 2.11 (Community Improvement) or Section 5.4 (Secondary Planning Process) of the LOP, and incorporate the following (2.1.6.5.p):

- i) A transportation network designed to integrate active transportation, local transit services and inter-municipal/inter-regional higher order transit services;
- ii) Urban design guidelines to promote active transportation and transit supportive land uses;
- iii) A demonstration of the regard for the Regional Healthy Community Guidelines; and,
- iv) A network of active transportation facilities that serves a transportation function and provides convenient access to Strategic Growth Areas and transit routes.

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The Subject Site, with the exception of 248, 250 and 314 Martin Street, is identified as a Strategic Growth Area on Schedule K of the OP. The Proposed Mountainview West Development conforms with the OP's intensification policies and policy objectives for Strategic Growth Areas. The OP Strategic Growth Area objectives stipulate that Strategic Growth Areas will be the highest priority for intensification in the Town and will attract a significant proportion of population and employment growth and have higher densities than surrounding areas. The OP policies also support residential intensification on rehabilitated brownfield sites. The Proposed Development directs a significant degree of mixed use intensification to a designated Strategic Growth Area on a rehabilitated brownfield site, facilitating a compact, mixed use, transit-supportive and pedestrian-oriented built form.

The proposed density will support existing and planned nearby transit, while also creating opportunities to expand transit service within the Subject Site through the creation of a new street and block network that has the capacity to accommodate public transit in the future. The OP Strategic Growth Area policies are clear that existing transit service is not a required precondition for growth in Strategic Growth Areas, and the policies instead encourage the early introduction of transit service in Strategic Growth Areas and expanding transit service in Strategic Growth Areas that will achieve transit-supportive densities. New public and private streets also provide opportunities for active modes of travel

within and throughout the Site.

The Proposal contemplates the creation of 1,083 new residential units (202 1 BD, 499 1-BD + D, 300 2-BD, and 82 townhouse) in a variety of high-density housing types in a compact built form, including townhouse, mid-rise and tall built form to support the intent of the OP to located high density housing types within Strategic Growth Areas. The Proposed Development carefully considers built form transitions to the Mountainview neighbourhood located east of the Subject Site by locating only low-scale forms (i.e., maximum of four storeys) along the neighbourhood edge on the east and transitioning building heights upward into the Site as distance from the existing low-scale buildings increases.

The Proposed Development will provide an appropriate mix of diverse and compatible land uses within the Site, in balance with supporting and providing convenient access to the existing commercial and employment land use mix in the immediate vicinity. ROPA 48 confirmed the municipal policy intention to convert the Site from an employment area to an area that would accommodate mixed use intensification, and this Proposal therefore seeks to remove the Site from the 401 Industrial/Business Park Secondary Plan and introduce site-specific Official Plan policies that reflect its currently planned intensification function within a non-employment land Strategic Growth Area. The Proposal therefore provides a focused area of locally-serving commercial space at the heart of the Site along Street A, where it will be accessible by transit and all other travel modes and serve to animate the primary street of the development when it is completed in Phase 2. The Proposal is also intentionally located and designed to intensify the former brownfield site so that it will support the Milton CBD by strategically locating high density residential development in a compact built form within walking distance to the Town's historic Downtown and broader business area. The Proposal also provides opportunities for future residents to work near their homes as the Site is conveniently located on the edge of the 401 Industrial / Business Park Employment Area which provides access to jobs.

The Proposed Mountainview West Development provides a variety of new community amenities, including 1.28 ha of parks and open spaces. The proposed Green Spine provides programming such as multi-use open spaces, dedicated seating areas, recreational activity and play areas, and active



pathways. The Green Spine also provides new multi-modal connections between Steeles Avenue East and Martin Street through the Site's internal street network and through the creation of a new Valleyside Trail. The Proposal also include a potential new connection to the parks and open spaces located south of the Subject Site, in addition to connections to the Mountainview neighbourhood to the west, and the employment area to the north, which supports policy direction to create an open space corridor system that links Natural Heritage System with other open spaces, as well employment areas, residential areas, and the CBD. Additionally, the Proposal will supporting adjacent and nearby schools and other recreational and community facilities by locating people close to existing community service and facilities.

A detailed Comprehensive Development Plan, as required and defined by the Town of Milton, has been prepared by Urban Strategies Inc., is dated April 17, 2025, and has been submitted as part of this development application, which meets the intent of policies relating to the requirement for an Area-Specific Plan.

## 2.2 Environment

Section 2.2 of the OP outlines goals, objectives and strategic policies related to the environment and Natural Heritage System. The overarching goal, as outlined in the OP, is to establish and promote an environmental management system that will conserve and protect life, property, natural features, and ecological systems, while encouraging the enhancement of the environment and livable space through the creation of an environmental / open space strategy (2.2.1).

Environment-related objectives include, but are not limited to, the following:

- Identifying, preserving and enhancing natural areas and ecosystems (2.2.2.1);
- Reducing the impact of urban drainage on the natural environment and preserving and enhancing the quality and quantity of surface water (2.2.2.2);
- Encouraging private and public conservation efforts (2.2.2.6);
- Defining hazard lands for the protection of life and property (2.2.2.7);
- Protecting significant scenic and natural heritage resources and landscapes (2.2.2.8);

- Promoting the conservation and managed use of all natural resources (2.2.2.9);
- Maintaining an interconnected system of natural areas and open space that preserve areas of ecological value (2.2.2.11);
- Encouraging the enhancement of the natural environment through the creation of a Natural Heritage System (2.2.2.12); and,
- Encouraging the creation of a sustainable urban streetscape by diversified group planting (2.2.2.13).

The OP specifies that development that is environmentally and economically sustainable and that strive to enhance the natural environment will be encouraged (2.2.3.1). Development will be limited to lands that are environmentally suited for the proposed use, considering the health and safety of people and negative effects on the natural environment (2.2.3.4.). The OP directs that, when required, an Environmental Impact Assessment (EIA) will be conducted as part of a development application, satisfying the Region and Conservation Authority's EIA requirements (2.2.3.4).

With regards to the Natural Heritage System, the focus for the Town of Milton is to protect and enhance natural features and areas and their ecological functions (2.2.3.6). Any refinements to the boundaries of the Natural Heritage System will occur in accordance with Section 4.9.3.12 of the OP (2.2.3.7).

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A portion of the Subject Site is located within the Natural Heritage System, as identified on Schedule 1 (Town Structure Plan) of the OP. The boundaries of the Natural Heritage System have been refined through the Rezoning process undertaken by Neatt Communities in 2022 where a Zoning By-law Amendment rezoned a portion of the Site located along the north-west edge of the Natural Heritage System from M1\*38 (Business Park) to NHS (Natural Heritage System). The limits of the NHS were determined in accordance with the staked key features of the Regional Natural Heritage System and its associated buffers.

Since approval of the Rezoning in 2023, the Site has undergone extensive remediation to rehabilitate the lands that were previously contaminated from the industrial uses that were formerly on the Subject Site. The contamination from the former heavy industrial uses negatively impacted the ecological health of the Natural Heritage System and was a hazard to

human health. The remediation process will have a positive impact on the Natural Heritage System and local habitats have already started to flourish from the remediation efforts that have been undertaken to-date. The remediation of the Site supports the Town's objectives for preserving natural areas and ecosystems, encouraging private conservation efforts, protecting scenic and natural heritage resources and landscapes, promoting conservation of natural resources, and enhancing the natural environment through the creation of a Natural Heritage System.

The Proposed Development additionally envisions the creation of new parks and open spaces throughout the Site that support the creation of an interconnected system of natural areas and open spaces in the Town of Milton. The new parks and open spaces will be interconnected within the Site, as well as make connections, where appropriate, to the rest of the Town's trail network and other parks and open spaces around the Subject Site.

The Proposal also includes the delivery of a new stormwater management facility on the south-east edge of the Site. The stormwater management facility will minimize and prevent increases in stormwater volumes and contaminant loads, as well as improve the quality and quantity of water runoff that enters Sixteen Mile Creek.

Additional landscape and LID features are also contemplated to improve water quality prior to discharging to the SWM Pond, thereby contributing to the sustainable urban streetscape of the Proposed Development.

## 2.3 Environmental Control

Section 2.3 includes policies related to environmental control, including policies that provide measures and approaches to prevent or minimize the adverse effects of development on the related environmental processes. As outlined in Policy 2.3.1, the goal is to control and enhance the quality of environmental processes related to:

- a) forestry;
- b) energy conservation;
- c) water conservation;
- d) ground and surface water quality;
- e) erosion and siltation;
- f) noise and vibration; and,

g) site contamination.

The objectives for environmental control include, but are not limited to, the following:

- Recognize, encourage and protect forestry (2.3.2.1);
- Maximize the retention and enhancement of existing urban forest and encourage new planting in the Urban Area (2.3.2.2);
- Protect, maintain and enhance the natural quality and quantity of groundwater and surface water (2.3.2.4);
- Maintain and enhance fish habitat through water quality management (2.3.2.5);
- Reduce the level of soil erosion through best management practices (2.3.2.6);
- Maintain and enhance surface water quality by reducing sedimentation loading, siltation and contamination caused by soil erosion (2.3.2.7);
- Identify constraints on land and related resources which require mitigating measures as a requirement of development including Noise and Vibration Impacts and Sites of Potential Contamination (2.3.2.8a) and b));
- Determine health risks associated with sites of potential contamination prior to permitting any development (2.3.2.9); and,
- Minimize contamination of ground water and soils in and around former industrial and waste disposal sites (2.3.2.10).

The OP provides additional detailed policies related to the conservation, management, and protection of forested areas, energy, water, ground and surface water quality and quantity, as well as site contamination (2.3.3).

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As is mentioned in the previous section of this Planning Justification Report, the Site has undergone significant remediation efforts to rehabilitate the land and eliminate the impact of the former industrial uses on the adjacent Natural Heritage System and on the rest of the Subject Site prior to any development occurring on the lands. The remediation process will have a substantial positive impact on the Natural Heritage System by restoring ecological health, protecting forestry, and allowing wildlife to re-flourish in the area, in addition to protecting human health



from harmful contaminants. The Site is well-suited to accommodate development, including sensitive uses like residential and other community and recreational uses due to the extensive remediation that has been undertaken on the Site. Through the remediation process, there has been planting of non-invasive tree and plant species to contribute to the restoration of the Natural Heritage System, while contributing to the City's goal of maximizing and enhancing the existing urban forest and encouraging new plantings. Additional plantings and other landscape features will also be included throughout the Proposed Development in the Central Park, the Parkette, Valleyside Trail, and Gateway Green, as well as within individual development blocks and within the new rights-of-way.

The new stormwater management facility will also facilitate the improvement of ground and surface water within and around the Subject Site, as stormwater capacity will increase and ensure that the water collected is treated accordingly before entering local waterways. This will mitigate risks to human health, safety, property and the environment by preventing instances of flooding, creek erosion, and pollution due to increased capacity.

## 2.4 Economic Development

Section 2.4 of the OP outlines goals, objectives and strategic policies related to economic development. The overarching goal is to maintain and enhance the Town's economic base through significant economic development (2.4.1).

The objectives for economic development include, but are not limited to, the following:

- Foster the health of existing businesses within the Town (2.4.1.2);
- Encourage and promote tourism through a series of events, promotions, and the attraction and encouragement of new facilities (2.4.2.4); and,
- Support the retail sector and its role in anchoring the Central Business District (2.4.2.6).

In support of the Town's retail identity, the OP directs that the Town will promote and support a farmer's market and other similar initiatives in downtown cores (2.4.3.6.a) and encourage residential and commercial intensification of Milton's downtown core that complements existing heritage and retail areas, while recognizing the flood susceptible areas (2.4.3.6.b).

The Proposed Mountainview West Development is strategically located within walking distance of the Milton Downtown and CBD. As the CBD faces development constraints being in a flood-susceptible area, the Subject Site is well-positioned to support the CBD by developing high-density housing options within a close walking distance. Future residents will have excellent access to the commercial amenities in the Downtown and CBD, helping to support local businesses and the retail sector in particular. Locating this Downtown-supportive intensification on the Mountainview West Site enables these economic benefits while overcoming the constraints relating to flooding in the Downtown itself, and without disturbing or affecting the heritage character in parts of the Downtown.

The Proposed Development also includes commercial and retail uses that will support the Town in meeting the intent of the OP to enhance the Town's economic base through local economic development. The incorporation of commercial and retail uses will support the creation of some jobs on the Site, while also contributing to the creation of complete communities by creating opportunities to live, work and play in close proximity.

The Proposal includes the delivery of several parks and open space features that have the potential to attract new users to the area and could accommodate various types of community-based events, including farmer's markets and similar initiatives. Additionally, due to its unique location immediately adjacent to the Sixteen Mile Creek and associated Natural Heritage System and in proximity to the Niagara Escarpment, the Proposed Development and the Site at large can facilitate a connection between the Historic Downtown and the Escarpment UNESCO Biosphere via the proposed multi-use path located adjacent to the Natural Heritage System.

## 2.5 Community and Cultural Services

Section 2.5 of the OP provides policy guidance on community and cultural facilities and their provision. The overarching goal related to community and cultural services is to ensure that a full range of community and cultural services is available to urban and rural residents within available financial resources (2.5.1).

The objectives for community and cultural services include, but are not limited to, the following:

- To consider the role that Conservation Authorities also serve for residents of the Town in planning for and delivering trail networks and open space systems to collaborate accordingly (2.5.2.2);
- To develop a trail network for the Urban Area that will link all residential areas, employment areas, the CBD and the Town's Major Open Space System (2.5.2.4); and,
- To ensure that the planning, location, design and programming of recreation facilities and park amenities is coordinated with the location of public and separate school and other community facilities (2.5.2.5).

The OP directs that the focus areas which form part of the Natural Heritage System will be on the protection of the natural environment, and, linked with that system, will be a Park and Recreation Hierarchy that described how recreation facilities, park amenities, trail networks and open space systems will be co-mingled and designed to provide the full range of active and passive activities (2.5.3.1). Additionally, a fundamental concept underlying the Town's park and recreation system, as indicated in the LOP, is the creation of an open space corridor system which links land in both of the Urban and Rural Areas and in the Natural Heritage System with other Open Space Linkages (2.5.3.4).

With regards to noise and light, the OP states that the Town will ensure that high noise and light generating activities are located away from the Natural Heritage System and residential development or are appropriately buffered (2.5.3.6).

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The Proposal meets the typical standard for the delivery of parkland for large sites, however the delivery of parkland (public vs private) will be worked out with the Town throughout the application process.

The Proposed Mountainview West Development provides a variety of new community amenities, including 1.28 hectares of parks and open spaces. The proposed Green Spine provides programming such as multi-use open spaces, dedicated seating areas, recreational activity and play areas, and active pathways. The Green Spine also provides new multi-modal connections between Steeles Avenue East and Martin Street through the Site's internal street network

and through the creation of a new Valleyside Trail. The Proposal also include a potential new connection to the parks and open spaces located south of the Subject Site, in addition to connections to the Mountainview neighbourhood to the west, and the employment area to the north, which supports policy direction to create an open space corridor system that links Natural Heritage System with other open spaces, as well employment areas, residential areas, and the CBD. Additionally, the Proposal will supporting adjacent and nearby schools and other recreational and community facilities by locating people close to existing community service and facilities.

The Proposed Development has also been strategically located to provide residential and commercial uses and local streets away from the broader Natural Heritage System in order to limit the impacts of noise and light on the Natural Heritage System and its wildlife.

## 2.6 Functional Community Services

Section 2.6 of the OP provides direction on the provision of physical support services in order to promote a sense of well-being that will continue to make the Town a desirable place to live. The overarching goal, as stated in Policy 2.6.1, is to establish and provide the type and level of physical services that are required to support the existing and proposed land use pattern and to ensure the health, safety and well-being of residents in Milton as related to the following physical services:

- a) Transportation System;
- b) Wastewater and Water Systems;
- c) Stormwater Management;
- d) Utilities and Telecommunications; and,
- e) Waste Management, Disposal and Composting.

The objectives for functional community services include, but are not limited to, the following:

- Provide a safe, convenient, affordable, efficient and energy-conserving transportation system, while minimizing the impact on the environment (2.6.2.1);
- Ensure that all development is controlled using environmentally sustainable stormwater management approaches to support the protection of ground and surface water quantity and quality (2.6.2.5); and,



- Require all development to have regard for policies and guidelines of the Region and Ministry of the Environment regarding land use compatibility (2.6.2.8).

The policies for functional community services provide guidance on the transportation system, travel demand management, public and private parking, the trails system, wastewater and water system capacity, and stormwater management plans.

Policy 2.6.3.1 states that the Town's transportation system will promote and support traffic movement by walking, cycling and public transit (2.6.3.1.c) and as well as support an efficient and safe GO Transit system (2.6.3.1.j). The OP directs that projects with a transit component will be prioritized in order for the proportion of trips taken by transit to reach a target of 20% of all trips by 2031 (2.6.3.1.d). Within Strategic Growth Areas, public transit services will be introduced early to new development (2.6.3.1.g).

The OP states that, as an incentive to encourage travel demand management (TDM), the Town may permit lower parking standards for developments that demonstrate through their TDM plan and parking strategy that a reduction is appropriate (2.6.3.17). Reductions may also be considered in mixed use developments with high density and good transit accessibility, such as in the CBD (2.6.3.17). However, as a condition of development, the Town will require that adequate off-street parking and loading facilities be provided (2.6.3.18).

With regards to the trail system, the OP directs that, throughout the Urban Area, the Town will provide and maintain a trail and active transportation system which connects the open space corridor and other public and private lands and transit services that link various activity and open spaces nodes throughout the community (2.6.3.32). The preferred location of the trail and active transportation system within the 401 Industrial / Business Park Secondary Plan Area is shown on Schedule C.2.A (see Figure 52).

Policy 2.6.3.33 states that development within the Established Urban Area will only be permitted to the limit of the capacity of the existing water and wastewater system, and any additional development beyond the capacity of these systems will only be permitted when new wastewater and water systems have been developed. Additionally, new developments must be connected to the municipal wastewater and water systems, provided that adequate capacity in

the respective treatment plants is available (2.6.3.34).

For stormwater, the OP directs that the Town will require the approval of a stormwater management plan prior to the approval of a development application that implements a management concept that is in accordance with Best Management Practices (2.6.3.39).

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The Proposed Development conforms to the functional community services policies of the Milton OP. The Subject Site is located within a Strategic Growth Area in close proximity to the Milton Downtown and CBD. The Site is in an optimal location to provide new mixed use development with multi-modal transportation connections and linkages, including walking, cycling and public transit connections, that will reduce auto-dependency in the Town. The Proposed Mountainview West Development provides an opportunity to expand transit service and create new transit connections in central Milton. The proposed high-density development will also contribute to the optimization of the transit investments in the Town by increasing the number of potential users in a compact, transit-supportive development within the HUSP Urban Area, as shown on Schedule 1 (Town Structure Plan). This will support The Town's ability to increase the proportion of trips taken by transit to reach a target of 20% of all trips. A Transportation Demand Management Plan, prepared by BA Group and dated April 2025, has been submitted as part of this application and outlines additional Transportation Demand Management practices to be undertaken in the Proposal.

The Proposed Development includes internal parking and loading functions, which meet the intent of the OP to deliver adequate off-street parking and loading facilities. Only a limited number of lay-by parking spaces are provided throughout the Proposed Development to provide convenient parking areas that will increase access to future retail and commercial services on the Subject Site.

The Proposal also includes new trails, connections and linkages throughout the Site, including new active transportation routes connecting Steeles Avenue East to Martin Street adjacent to the Natural Heritage System and on the internal street network, as well as a potential future link to the parks and open spaces located south of the Subject Site. Schedule C.2.A of the 401 Industrial / Business Park Secondary Plan shows that the preferred location of the trail and active transportation system is along the Steeles Avenue frontage of the Site (and is currently existing and functional on Steeles) and just south of the decommissioned rail corridor adjacent to the Site. The Proposed Development enables the expansion of the trail and active transportation system in Milton, as it creates new linkages and connections through the Site with the creation a Green Spine and Valleyside trail that connects the two trail/active transportation system locations identified in the Official Plan.

The Subject Site is in an area where there is existing water and wastewater infrastructure to support the full build-out of the Proposed Development, including the first phase that contemplates the creation of 1,083 new residential units in the Town of Milton. The population growth contemplated on the Subject Site will support the Town in meeting its forecasted growth in a timely manner, to optimize existing water and wastewater services. The Proposed Development also includes the delivery of a new stormwater management pond located at the southeast end of the Site, which will improve water quality and quantity by treating any captured stormwater before it is released into local waterways.

## 2.7 Housing

Section 2.7 of the OP provides policies and guidelines related to housing. Policy 2.7.1 outlines the overarching goals related to housing, including meeting the Town's current and future housing needs by:

- a) Ensuring that an appropriate range and mix of housing types and tenures are permitted within the town to meet the needs of current and future residents;
- b) Encouraging the development industry to design innovative housing forms that provide flexible and compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation;
- c) Fostering the creation of additional housing

accommodation through residential intensification; and,

- d) Encouraging the inter-mixing of different housing forms and types within neighbourhoods to foster community integration.

One of the key objectives of the OP is to support residential intensification in developed areas within the Built Boundary (2.7.2.6). Further, the OP directs that at least 50 percent of new housing units produced annually will be in the form of townhouses or multi-storey buildings (2.7.3.1).

To meet the Town's housing targets, the OP requires an appropriate mix of housing densities, types and tenures throughout the Urban Area (2.7.3.2). The OP further establishes that new development that proposes residential uses will be assessed relative to the Town's ultimate housing targets to ensure that the Town meets its targets relating to density, types and tenures, as well as ensuring that a full range and mix of housing types can be provided in each development phase (2.7.3.3).

Related to residential intensification, Policy 2.7.3.13 states that the present and future demand for housing will be accommodated through intensification, including through the redevelopment of employment lands outside of Employment Areas with compatible residential or mixed use developments with a residential component (2.7.3.13.e). The OP directs that priority will be given to applications for residential plans of subdivision and other developments that assist the completion of the existing pattern of development in a neighbourhood to limit servicing costs and maximize use of existing services/resources; represent redevelopment or infill developments; and/or result in the relocation of existing incompatible uses (2.7.3.16.a through c).

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The Subject Site is located within the defined Built Boundary and the HUSP Urban Area, per Schedule 1 (Town Structure Plan) of the LOP. The Proposed Development ensures that growth is directed to an appropriate location in the Town of Milton that is well-suited to support the Downtown and reintegrate the Site into the Town's urban fabric in a manner that limit servicing costs and maximizes the use of existing services and resources.

The Proposed Development also conforms with the OP's policies regarding the provision of a range of



housing options through residential intensification with innovative design. The proposal will create new high-density housing forms on the Subject Site, including townhouse and multi-storey mid- and high-rise buildings across both proposed phases of development, to suit people in all stages of life. Phase 1 includes the delivery of 1083 new residential units (1,001 residential apartments units and 82 townhouse units). The Town of Milton currently has a large amount of ground-related residential housing, as well as a significant stock of townhouses and an emerging supply of higher-density apartments. The Proposed Development is well-suited to support the Town in providing other forms of housing to local residents that are more attainable relative to ground-related housing, including townhouse and residential apartments.

Through both Phases 1 and 2 of the Proposed Development, the Proposal will deliver 3.2 FSI of residential density over the long-term, contributing towards a significant amount of new housing in Milton's residential housing stock over the next decade and beyond. By concentrating the development into a compact and high-quality built form, the Proposed Development will support an efficient community form on underutilized lands proximate to the Milton Downtown.

## 2.8 Urban Design

Section 2.8 of the OP provides policies and guidelines related to urban design. The overarching goal is to ensure that any development proposal, from the individual site level to the community level, is designed to achieve a high standard of urban design and to contribute positively, in form and function, to the built and managed environment of the Town (2.8.1).

The urban design objectives include, but are not limited to, the following:

- Practice sustainable development by adhering to urban design principles and standards, which respect the natural bioregion, reinforce natural processes, and conserve natural resources (2.8.2);
- Achieve a high standard of design in the built environment that is complimentary to and compatible with existing development and the Town's natural and cultural heritage (2.8.2.2);
- Develop an active and attractive network of urban spaces by ensuring compatibility between open spaces and built forms (2.8.2.3);

- Achieve barrier-free access to public and publicly-accessible places for all by considering the full range of human abilities and impairments in built environment design (2.8.2.6);
- Consistently apply human scale design principles in urban design (2.8.2.9);
- Achieve a varied pattern of built form that supports and enhances the urban experience through architectural design (2.8.2.11);
- Achieve a complementary relationship between new and existing buildings, while accommodating evolving architectural styles and innovative built forms (2.8.2.12);
- Enhance the unique character of a district, neighbourhood, or group of buildings (2.8.2.13);
- Ensure high quality design in all public facilities and parks and open spaces (2.8.2.19);
- Encourage the integration of minimum green building standards for all new development, as set by the Green Energy Act (2009);
- Ensure that new development considers the provision of safe and accessible active transportation facilities and access to public transit services within walking distance (2.8.2.21); and,
- Encourage innovation in urban design that contributes to affordability and energy and natural resource conservation (2.8.2.23).

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The Proposed Mountainview West Development conforms with the urban design intent and objectives established in the OP. Specifically, the Proposed Development is complimentary and compatible with existing development and adjacent land uses. The Proposal delivers a high quality built form, open space and street network that respond to their surroundings and integrates human-scaled design in relation to building scale and street frontages. The Proposed Development has been strategically phased to deliver low-rise townhomes and mid-rise buildings in the early phase to incrementally add density to the Site and ensure appropriate transition between the low-rise neighbourhoods on the east edge of the Site. Additional transitions have been integrated, including along the along the Site's south-west edge facing the Natural Heritage System, where the NHS, including an appropriate buffer, were determined through the preceeding Rezoning (2023). As a result,

the development conserves and restores the NHS adjacent to the proposed development.

The street and active transportation network within the Site considers varying degrees of accessibility as well as multi-modal access to and from the Site. A variety of connections and linkages supporting the ability for people to walk, roll, or cycle through the Proposed Development. The Proposal has also been positioned to include the potential for future public transit access, which support the expansion of local transit service and increase local access.

The OP provides additional detailed policies and guidelines related to urban design guidelines, gateways, road design, parking, microclimate, views, barrier-free access, public art, and landscape design. An in-depth review of the policies outlined in the OP is included in the Comprehensive Development Plan prepared by Urban Strategies Inc., dated April 17, 2025, and submitted as part of this application.

## 2.9 Safe Community Design

Section 2.9 of the OP outlines policies and guidelines related to safe community design. The overarching goal is to achieve, through the timely review of development applications, safe community design that heightens the level of public safety and awareness.

The objectives for safe community design include, but are not limited to, the following:

- Encourage the design of urban open spaces and streetscapes which eliminate potentially hazardous conditions or objects (2.9.2.2);
- Ensure sufficient surveillance, visibility and lighting levels in public and publicly accessible spaces (2.9.2.3);
- Ensure the ability to hear and be heard in public and publicly accessible spaces in case of emergency or distress (2.9.2.5);
- Remove the environmental support for crimes by designing the relationships between buildings and outdoor spaces in a manner that does not facilitate concealment, entrapment or victimization (2.9.2.6); and,
- Implement Crime Prevention through Environmental Design (CPTED) Guidelines through the site plan approval process (2.9.2.7).

Policy 2.9.3.2 states that public spaces should be

designed to be continuously occupied throughout the daily, weekly and seasonal cycles, specifically by co-locating different types of spaces, activities and institutions that provide a public presence at various times. Additionally, the provision of a range of essential community facilities, including grocery stores, day care centres and other recreational services, is encouraged to foster a sense of familiarity, community and security (2.9.3.5).

The OP states that development applications within the Urban Area will be reviewed to promote a sense of community ownership for public and publicly accessible spaces such as open spaces and parking areas (2.9.3.6). To facilitate public surveillance, the OP directs that all publicly accessible spaces will be located near public roads, transit stops or other active spaces (2.9.3.7), and long passages or outdoor walks that cannot be monitored are discouraged (2.9.3.9).

Policy 2.9.3.12 states that there will be adequate lighting in non-isolated areas where there is poor visibility or there is there potential for concealed offenders, specifically within recesses in buildings, pedestrian and cycle routes, parking areas, and building lobbies. Additionally, buildings and open spaces should be designed so as to promote a number of clearly identified exits from public and publicly accessible spaces to preclude entrapment or the perception thereof (2.9.3.15). Public and private signage will also be installed to enhance safety and security (2.9.3.16).

The OP also directs that stormwater management ponds will not be located on or immediately adjacent to school sites in order to ensure student safety.

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The Proposed Development has been designed with consideration for safe wind, noise and shadow conditions throughout the site to eliminate potentially hazardous conditions throughout the Subject Site. The Proposed Development provides for a range of climate conditions throughout the site that ensure human comfort. The Wind Study prepared by SLR, dated April 14, 2025, and Sun/Shadow Study, dated March 12, 2025, submitted as part of this development application further describe the findings of the climate conditions in the Proposed Development.

The Proposed Development has also been designed with regard for Crime Prevention through Environmental Design (CPTED) principles and



implements passive surveillance opportunities where possible through the integration and location of setbacks, trees and landscaping features, and continuous street walls. A Lighting / Photometric Plan will be submitted as part of a future Site Plan application to address the provision of adequate lighting and visibility and between outdoor and indoor areas in the Proposed Development. Additionally, the Proposed Development adequately coordinates open spaces and built form to ensure active building uses are oriented toward street frontages and located adjacent to open spaces wherever possible, supporting overall community safety.

Additional information regarding the design principles and urban design guidelines for the Proposed Development can be found in the Comprehensive Development Plan prepared by Urban Strategies Inc., dated April 17, 2025, and submitted as part of this development application.

## Section 2.11 Community Improvement

Section 2.11 of the OP outlines policies related to community improvement. The overarching goal is to achieve a functional, attractive and well-maintained living and working environment for residents and businesses by promoting the following:

- Ongoing maintenance of established areas;
- Rehabilitation, redevelopment and/or conservation of areas characterized by deficient buildings, land use conflicts, economic instability or deficient capacity, or service life of hard and soft services;
- Encouragement of private sector participation in community improvement; and,
- Economic growth and development of the downtown commercial area.
- The objectives related to community improvement include, but are not limited to, the following:
  - Encourage the renovation, rehabilitation and residential intensification of obsolete buildings and inefficient land uses (2.11.2.1);
  - Reduce the conflict between land uses within the community (2.11.2.2);
  - Eliminate deficiencies in municipal services and utilities where feasible (2.11.2.3);
  - Encourage and facilitate greater use of public transit (2.11.2.5);

- Improve traffic circulation (2.11.2.7);
- Provide a level of open space and recreational facilities which serve the needs of the community (2.11.2.9);
- Encourage streetscape improvements within coordinated standards, particularly within the commercial and industrial areas (2.11.2.10);
- Mitigate adverse environmental impact (2.11.2.11);
- Encourage revitalization of older employment and industrial areas (2.11.2.13);
- Identify Strategic Growth Areas as the highest priority of Urban development (2.11.2.14); and,
- Promote the development and redevelopment of rehabilitated brownfield and greyfield sites (2.11.2.15).

Policy 2.11.3.1 directs that Community Improvement Areas will be identified based on conformity with a set of one or more elements of the criteria described in the OP, which include areas experiencing changes in density and land use (g), areas requiring streetscape improvements to improve the appearance, attractiveness and function (h), and unused or underutilized lands that could be developed or converted to another use (j).

The Proposed Mountainview West Development facilitates the revitalization of a former industrial site within the Town of Milton, with Site-wide rehabilitation preceding redevelopment that conforms with the objective to prioritize development within a Strategic Growth Area. The former industrial uses resulted in contamination of the Subject Site that negatively impacted the Natural Heritage System. The former industrial uses also created hazardous conditions for humans and nature alike. The ongoing remediation and rehabilitation of the Subject Site presents an opportunity to deliver new high-density development in a strategic location in the Town of Milton.

The Subject Site is located within a Strategic Growth Area, as defined by Schedule K (Strategic Growth Areas) of the OP. Strategic Growth Areas are considered the highest priority areas for urban development in the Town. The Proposed Development is well-positioned to support the Town in meeting the intent of the OP by locating new development in a Strategic Growth Area. The Proposal will also contribute to the economic growth and development the Downtown commercial area by locating high-density and compact development in close proximity to the CBD.

The Proposed Mountainview West Development will also contribute to the provision of a mix of uses, such as parks and open spaces that increase the availability of recreational opportunities in the Town, as well as potential future transit connections. The Proposed Development, specifically the proposed street and block network, have been designed to consider future transit connections that will support the expansion of transit services in the central Milton.

## Chapter 3: Urban Land Use Policies

Chapter 3 of the Milton Official Plan establishes directions for lands within the Urban Area shown on Schedule 1. General land use designations are identified on Schedule B (see Figure 51) of the OP. The following section provides an overview of the Business Park Area, Natural Heritage System, and Secondary Mixed Use Node land use policies.

### 3.2 Residential Area

Section 3.2 of the OP outlines the purpose, permitted uses, and policies for Residential Area land use designation. Residential Areas within the Town of Milton are lands within the Urban Area where the predominant use of land is, or is intended to be, a mix of low, medium and high density development (3.2.1.1). The OP states that Intensification within Residential Areas is encouraged within the built-up area and is generally directed to Strategic Growth Areas as identified on Schedule K of the Official Plan (3.2.1.2). Policy 3.2.1.2. states that residential intensification shall generally take the form of medium and high density residential uses and be guided by the following:

- a) The character of adjacent established residential neighbourhood will be respected in terms of height, massing and setbacks;
- b) Buildings shall be stepped back, terraced or setback to maintain appropriate transition and relationship between the different built forms;
- c) Rear or side yards abutting existing residential development shall be designed to include fencing and landscaping and other design features to mitigate noise, light and visual impacts;
- d) The development shall not cause traffic hazards or an unacceptable level of congestion on surrounding roads;

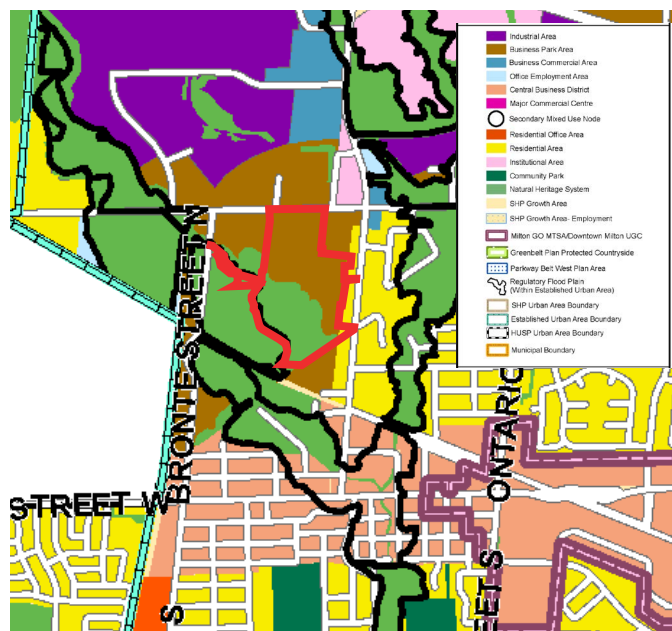


Figure 51: Schedule B – Urban Area and Land Use Plan

- e) The site shall be easily accessible by public transit;
- g) Surface parking shall be discouraged; and,
- h) Impacts on adjacent properties resulting from grading, drainage, service area locations, access and parking shall be minimized.

The OP also includes policies for Mature Neighbourhood Areas. Policy 3.2.1.10 states that Mature Neighbourhood Areas shall be identified in the Town's Zoning By-law. Policy 3.2.1.11 further states that the Town may add or delete Mature Neighbourhood Areas or alter the boundaries of existing Mature Neighbourhood Areas through further amendments to the Zoning By-law without the need for an amendment to the Official Plan.

A portion of the Subject Site, specifically 248, 250 and 314 Martin Street, is designated Residential Area per Schedule B Urban Area Land Use Plan. While the Proposed Development does not seek to intensify the lands on Martin Street, the property is a key component of the Proposal, as it supports the viability of the proposed medium- and high-density development on the Subject Site by creating a new access point that will support the movement of people within and throughout the Site. The new access point to Martin Street will facilitate intensification within a Strategic Growth Area, as is



directed by the Official Plan.

The Proposed Development incorporates appropriate transitions between the existing low-density residential uses located along Martin Street by locating low-density built forms (townhomes) adjacent to existing low-rise and low-density uses and progressively increasing heights and densities moving west with mid-rise residential buildings through the middle of the Site. The proposed first phase of development does not contemplate any high-rise built forms. All buildings throughout the Proposed Development are appropriately stepped back, terraced or setback to maintain appropriate transitions from existing uses, in accordance with Policy 3.2.1.2.b). The Proposed Development will also provide landscaping features and fencing to mitigate noise, light, and visual impacts from the Proposed Development on the existing residential uses.

The Proposed Development has been appropriately designed to support the movement of people within and around the Subject Site. A Transportation Impact Study (TIS) prepared by BA Group, dated April 2025, has been submitted as part of this application in support of the Proposed Development. The TIS demonstrates that the proposed density is appropriate and will be supported by the proposed streets and access points without causing traffic hazards or unacceptable levels of congestion on surrounding roads, in accordance with Official Plan Policy 3.2.1.d). Additionally, the Subject Site has been designed to accommodate future public transportation to support the expansion of existing transit infrastructure and facility easy access to public transportation from the Subject Site.

### 3.8 Business Park Area

Section 3.8 of the OP outlines the purpose, permitted uses, and policies for the Business Park Area land use designation. The Business Park Area is an employment designation that applies to areas where light industrial and office uses are permitted (3.8.1.1). New development is not permitted within areas designated Business Park within the HUSP Urban Area until a Secondary Plan has been approved (3.8.1.2).

Policy 3.8.3.1. states that development within designated Business Park Area in the Established Urban Area will be permitted subject to the following:

- a) The provisions of the applicable Secondary Plan outlined in Part C of the LOP;
- b) The submission of a development plan that demonstrated that the proposed development can be integrated within the existing and proposed uses of adjacent lands, including lands outside of the Business Park Area designation;
- c) No outdoor storage being allowed;
- d) A high quality of landscaped site development, particularly adjacent to Major, Minor or Multi-Purpose Arterial roads;
- e) The proposed development complies with the Community-wide policies in Section 2.0 of the LOP; and,
- f) It is demonstrated that there is adequate wastewater and water treatment capacity to accommodate the proposed use.

The main permitted uses within the Business Park Area are light industrial and office uses (3.8.2.1), as well as accessory service, wholesale and retail uses related to the industrial uses; research and development uses; cannabis production and processes facilities; restaurants located within light industrial or office buildings; and institutional uses, only on lands fronting Steeles within the Established Urban Area (3.8.2.2.a) to e)).

The Subject Site was formerly located within the 401 Industrial / Business Park Employment Area per the Region of Halton Official Plan. The Site was removed from the Employment Area designation through Regional Official Plan Amendment (ROPA) 48, where it was determined that the conversion request met the criteria that is set out in the former Growth Plan for the Greater Golden Horseshoe to assess the merits of employment conversions.

The Milton Official Plan has not yet been amended to reflect the removal of the Site from the Regional Employment Area through ROPA 48. OP Schedule 1 (Town Structure Plan), Schedule B (Urban Area Land Use Plan), and Schedule C.2.B (401 Industrial / Business Park Secondary Plan Land Use Plan – see Figure 53) of the OP designates the Subject Site as Business Park Area, however the uses associated with the Business Park designation, which are largely employment- or office-related, are not envisioned on the Subject Site over the long-term. This application includes a Draft Official Plan Amendment, which seeks to remove the Site from the Business Park Area designation and redesignate the Site to Residential

Areas in order to permit the development of a new compact mixed use community. The Draft Official Plan Amendment prepared as part of this application is included as Appendix A to this report.

## 4.8 Natural Heritage System

Section 4.8 of the OP outlines the purpose and objectives for the Natural Heritage System land use designation. The Natural Heritage System consists of the Regional Natural Heritage System and the Greenbelt Natural Heritage System (4.8.1.1). The overarching goal for the Natural Heritage System designation is to ensure that the biological diversity and ecological functions within the Town and broader Region of Halton will be preserved and enhanced for future generations (4.8.1.5).

Policy 4.8.1.6 outlines the objectives of the Natural Heritage System, which include, but are not limited to, the following:

- a) Protect, maintain and enhance natural heritage and hydrologic / landform features and functions, including protection of habitat for flora and fauna and species at risk;
- b) Protect, improve or restore the quality and quantity of ground and surface water and the hydrologic functions of watersheds;
- c) Protect or enhance Key Features, without impacting existing agricultural uses;
- d) Direct development to locations outside of hazard lands;
- e) 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) Protect significant scenic and heritage resources and preserve the aesthetic character of natural features;
- g) Protect or enhance air quality;
- h) Protect or enhance wildlife habitats and fish habitats;
- i) Protect or enhance the diversity of fauna and flora, ecosystems, plant communities, and significant landforms;
- m) Preserve native species and communities that are rare, threatened or endangered based on regional, provincial or national scales of assessment;

- n) Preserve examples of the landscape that display significant earth science features and their associated processes; and,
- s) Provide opportunities, where appropriate, for non-intensive, recreational activities.

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The Proposed Mountainview West Development is situated on a brownfield site adjacent to the Natural Heritage System. A portion of the Subject Site is identified to be within the Natural Heritage System on Schedule 1 (Town Structure Plan) of the OP. A portion of the land has been rezoned from M1\*38 (Business Park) to NHS (Natural Heritage System) through the Rezoning process approved in 2023. The Site has also subsequently undergone extensive remediation efforts since 2023. The remediation included the restoration of the ecological health of the Natural Heritage System on the Site, which was negatively impacted by the contamination of the Site.

The 2023 Rezoning of a portion of the Site included careful delineation of a new NHS boundary and buffer area, ensuring that future development is appropriately set back from the NHS.



## 4.6 MILTON 401 INDUSTRIAL / BUSINESS PARK SECONDARY PLAN

The Milton 401 Industrial / Business Park Secondary Plan (the “Secondary Plan”) is a more detailed planning framework for the Milton 401 Industrial / Business Park Planning District (the “Planning District”) in support of the general policy framework outlined in the OP (C.2.1.1). Chapter C.2 of the OP outlines the applicable policies and guidelines for the Planning District.

Policy C.2.1.2.1 notes that the Planning District area is generally bounded by the following:

- North: No. 5 Sideroad;
- East: SHP Urban Area boundary;
- South: Highway 401, Steeles Avenue, Martin Street, and former rail right-of-way; and,
- West: Bronte Street, Sixteen Mile Creek, Peru Road, tributary of Sixteen Mile Creek and Tremaine Road.

The overarching goal for the Planning District is to create a comprehensively planned, high quality industrial / business park and gateway to the Urban Area that also reflects Milton’s unique Escarpment context and the strong sense of community and environment within the Town (C.2.3.1.1). The objectives for the Planning District include, but are not limited to, the following:

- To ensure a high quality and consistent level of urban design for both public and private areas of the Industrial/Business Park, while providing flexibility to accommodate a broad range of potential uses (C.2.3.2.3);
- To create a linked open space system connected with other areas of the Town, including a trail system, which forms a central feature of the Industrial/Business Park, protects key natural features, and which is accessible and visible for residents and visitors (C.2.3.2.5);
- To preserve existing natural heritage features wherever feasible and provide for the potential community facilities or the creation of other landmark features that may serve as focal points for the Industrial/Business Park, employees and Town residents (C.2.3.2.6); and,
- To mitigate impacts on existing clusters of residential development from adjacent non-residential employment uses through design and the establishment of appropriate setbacks and buffering, while recognizing that the primary

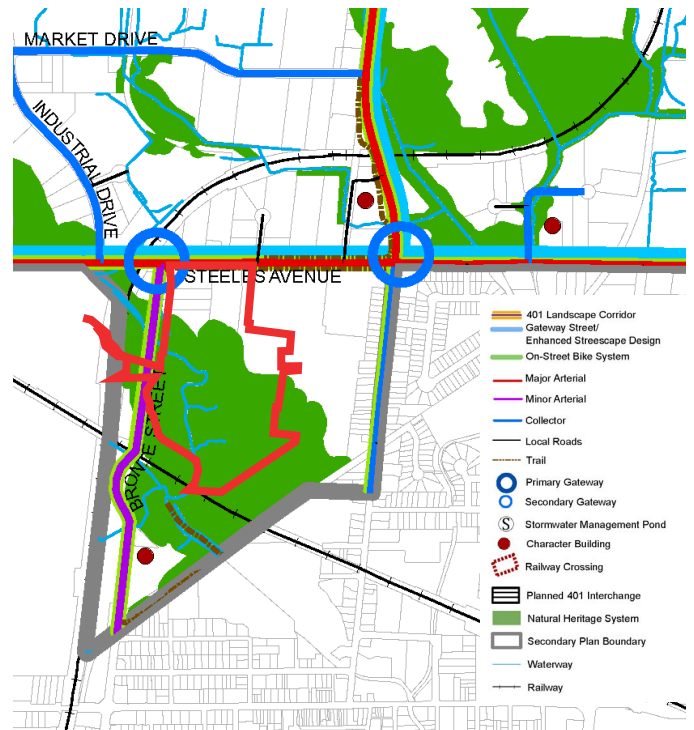


Figure 52: Schedule C.2.A – 401 Industrial / Business Park Area Structure Plan

use of the area is for employment development (C.2.3.2.7).

Additional strategic policies are outlined in Section C.2.4 of the Secondary Plan. Policy C.2.4.21 notes that the 401 Industrial / Business Park Structure Plan (shown on Schedule C.2.A – see Figure 52) establishes the proposed trail and active transportation system for the Secondary Plan area, as well as the locations of roads that will be designed to accommodate cycling infrastructure. According to the Structure Plan, two of the Secondary gateways will be located at the intersections of the Martin Street and Steeles Avenue East, as well as Bronte Street and Steeles Avenue East. Steeles Avenue East is also considered a Major Arterial and Gateway Street with Enhanced Streetscape Design and an On-Street Bike System. South of the Subject Site on the south side of the rail corridor there is also a trail identified along Sixteen Mile Creek within the Natural Heritage System.

Policy C.2.4.5.2 outlines general design principles to be implemented in future development, including the creation of a well-connected Industrial/Business Park visually and physically, including transit-supportive urban design, and the creation of a unique, place

specific Industrial/Business Park as a gateway to the Urban Area (a) and b)).

The Secondary Plan further directs that stormwater management facilities will be permitted in all land use designations on Schedule C.2.B (Land Use Plan – see Figure 53) and will be designed, where possible, to be integrated with the open space and trail system.

Policy C.2.5.9.1 of the Secondary Plan provides guidance on the Residential Special Policy Area designation, which identifies lands within the Planning District where there are existing strips of residential dwellings that are unlikely to be redeveloped in the short term. Furthermore, the policy directs that, where there is development proposed on lands abutting residential development within the Residential Special Policy Area designation, the Town will give consideration to the provision of landscaping or other buffering on the boundary with the residential use.

The Special Study Area designation generally applies to the lands bounded by Steeles Avenue, Martin Street, the CP Rail line, and the CN Rail line, as identified on Schedule C.2.B (Land Use Plan). Policy C.2.5.12 provides that the lands within this Special Study Area, with the exception of the Natural Heritage System and the Residential Area on Martin Street, have been identified as a Strategic Growth Area on Schedule K of the LOP. The policy further establishes that development applications in this area are considered premature until the required study is completed. Further study will be required with respect to land use, transportation, servicing and environmental issues prior to redevelopment, and the introduction of any non-employment uses shall require the completion of a municipal comprehensive review and amendment to the Official Plan.

The Site is currently situated within the 401 Industrial / Business Park Planning District, as indicated on Schedule D (Urban Area Planning Districts) of the OP. This development application seeks to remove the Site from the Secondary Plan area, as the lands are not planned to accommodate the employment or business park uses envisioned for the broader area. The Site has already been removed from the Regional Employment Area through ROPA 48, which was undertaken through a municipal comprehensive review process. This combined Official



Figure 53: Schedule C.2.B – 401 Industrial / Business Park Area Land Use Plan

Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Application, as well as the materials and works undertaken as part of the 2023 Rezoning process, include the elements of further study related to land use, transportation, servicing and environmental issues, in accordance with policy C.2.5.12 of the Secondary Plan.

While the Site is proposed to be removed from the Secondary Plan, the Proposed Mountainview West Development maintains the intent of certain elements of the Secondary Plan, including certain Structure Plan elements relating to streetscapes and connectivity, and policies directing the creation of a linked open space system that is connected to other areas of the Town and incorporating transit-supportive urban design. The Proposal provides a number of new open space linkages and active transportation connections that have the potential to extend to existing trails (including the trail along Sixteen Mile Creek within the Natural Heritage System that is identified within the Structure Plan), parks and open spaces, and active transportation networks (such as the On-Street Bike System along Steeles Avenue East), including the delivery of the Valleyside Trail, integrated stormwater management facility and Promenade, and other



inter-connected green spaces throughout the Site. The Proposed Development will ultimately support the Town in establishing the Gateway at both Steeles Avenue intersections (Martin Street and Bronte Street), providing new trail and street links between them, and complimenting the existing trail along Steeles.

The Secondary Plan also directs that natural heritage features be reserved. As is discussed extensively in this Planning Justification Report, this planning application is preceded by the 2023 Rezoning process, which was undertaken to redesignate a portion of the lands on the Subject Site from M1\*38 (Business Park) to NHS (Natural Heritage System). Additionally, a remediation process has also been undertaken on the Subject Site to remediate contamination caused by the former heavy industrial uses on the Site. The remediation of the Subject Site has improved overall soil quality and will prevent contaminated runoff from entering the Natural Heritage System, therefore protecting existing natural heritage features and supporting their enhancement over the long-term. The Proposal also situates development outside of the NHS boundary and associated buffers, in accordance with the approved 2023 Rezoning (Site Specific By-law No. 099-2023)..

## 4.7 NEW TOWN OF MILTON OFFICIAL PLAN (MARCH 2025) (ADOPTED BUT NOT IN FORCE)

The Town of Milton has recently completed their Official Plan Review with revised policies to manage growth to the year 2051. On March 17, 2025, Town Council approved amendments to the Town of Milton Official Plan (the “New OP” or “New Official Plan”), which implement the first set of changes proposed through the We Make Milton Official Plan. While the New OP has been adopted by Town Council, it is still subject to approval by the Minister of Municipal Affairs and Housing. At the time of writing this Planning Justification Report, it is not in full force and effect.

The New Town of Milton OP sets out the vision for long-term development and policies to achieve that vision. The New OP will serve as the basis for making land use decisions and managing change and its effects on the social, economic and natural environments in the Town. The New OP establishes an updated town structure that guides growth and development across the Town, and it provides updated policies related to community structure, land use, environmental protection, population density, and servicing infrastructure.

The New OP policies support the intensification of the Mountainview West lands. Mountainview West is located within the Urban Area as identified in the Municipal Structure (Schedule 3) and is identified as a Major Urban Centre (Bronte–Steeles) in the Urban Structure (Schedule 4) that will accommodate growth and intensification with the Town of Milton.

A summary of the policies, grouped by theme, is provided below.

### Growth Targets and Phasing of Growth

The growth management framework for the town is primarily addressed in Section 2.1 of the New OP. This section provides direction for where and how growth is to occur, while implementing planning direction from upper-levels of government. The growth management framework directs growth primarily to Settlement Areas, while also identifying distinct Strategic Growth Areas where significant amounts of growth will occur.



Figure 54: Schedule 3 – Municipal Structure

Milton is projected to grow to 333,900 people by 2041 and 400,400 people by 2051. To manage population and employment growth, the Town has identified density targets for the number of residents and jobs to be accommodated within Strategic Growth Areas. For Bronte–Steeles Major Urban Centre, the density target is 100 residents and jobs combined per hectare, with a ratio of 75 percent residents and 25 percent jobs.

The New OP states that it is the policy of the Town to:

- Make sufficient land available to accommodate a range and mix of land uses to meet projected needs for at least 20 years (2.1.1.1);
- Maintain the ability to accommodate residential growth for a minimum of 15 years (2.1.1.2);
- Monitor the supply of urban land on a regular basis to ensure that the population and employment targets are achieved and that the supply of urban lands reflects the population and employment growth forecast (2.1.1.5);
- Identify in Schedule 2 – Growth Phases and Planning Policy Areas, areas within the Urban Area that are to be the focus for accommodating population and employment growth (2.1.1.6);



- Promote intensification to support the development of compact, efficient and vibrant communities using the growth targets (2.1.1.7); and,
- Achieve minimum development density targets that apply to the Strategic Growth Areas in Table 2 by 2051 (2.1.1.8).

This planning application is for an Official Plan Amendment and Zoning By-law Amendment that seeks to modify the existing land use designations and zoning to permit a mix of uses, including residential. The application also includes a Draft Plan of Subdivision to establish a street and block network and stormwater management pond area to support the orderly development of the Site, and the delineation of the Natural Heritage System and associated buffer to protect sensitive ecological areas.

The Proposed Development will deliver residential intensification and population-serving commercial uses on a former industrial site which is currently mostly vacant and underutilized. The Proposed Development will deliver 1,083 residential units in the first phase of development and a total density at full build out of 3.2 FSI. By making optimal use of an existing site within a Settlement Area and within the existing Urban Area, the Proposed Development will support the Town in ensuring that there is sufficient land available to accommodate a range and mix of land uses to meet projected needs, as well as maintain the ability to accommodate residential growth over the next 15 years.

The proposed new housing, as well as the locally-serving new commercial and retail space in both phases of development, will support the Town in meeting its population growth forecasts. The Proposed Development will also ensure the achievement of the minimum density target for the Bronte-Steeles Strategic Growth Area. Table 2 of the New OP indicates a minimum density of 100 people and jobs per hectare combined, with a ratio of 75 percent residents and 25 percent jobs.

The proposed overall density of 3.2 FSI will ensure the achievement of the overall minimum density target by providing a significant degree of needed residential intensification and complementary commercial density that will help to achieve the New OP minimum density target.

The New OP minimum density target also includes an intended ratio of residents to jobs for the Bronte-Steeles Strategic Growth Area. Despite the fact the New OP is clear that the ratios are to be achieved area-wide for the Strategic Growth Area, and that the ratio is not yet in force and effect, it is our opinion that the job ratio is too high for this Site and the broader Strategic Growth Area. It is not clear on what basis the ratio was established or why a 25 percent job ratio is applied to a Strategic Growth Area that includes a 20.8 hectare site that was municipally removed from the Regional Employment Area through ROPA 48. Given the scale and location of the Site and its potential for intensification, contributing to a 25 percent job ratio for the Strategic Growth Area could translate to a high number of expected jobs. That would potentially be out of step with the market attributes of the Site, as NBLC's Residential, Population, and Commercial Market Assessment finds that the Site is not a logical location for significant office or retail uses.

Table 2: Intensification and Development Density Targets.

INTENSIFICATION TARGET			
New Housing Units in Existing Complete Neighbourhoods	27,000 units	30 per cent of all new housing units	
DENSITY TARGETS FOR NEW AND FUTURE AREAS			
	GROSS DENSITY	NET DENSITY <sup>(1)</sup>	
New and Future Complete Neighbourhoods	75 residents and jobs combined per hectare	95 residents and jobs combined per hectare	-
DENSITY TARGETS FOR STRATEGIC GROWTH AREAS <sup>(2)(3)</sup>			
Uptown/ Milton GO MTSA	200 residents and jobs combined per hectare	55 per cent residents	45 per cent jobs
Milton Trafalgar GO Village	180 residents and jobs combined per hectare	60 per cent residents	40 per cent jobs
Education Village Centre	130 residents and jobs combined per hectare	65 per cent residents	35 per cent jobs
Bronte - Steeles	100 residents and jobs combined per hectare	75 per cent residents	25 per cent jobs
South Milton Village Centre	100 residents and jobs combined per hectare	80 per cent residents	20 per cent jobs

Footnotes to Table 2:

(1) The applicable development density target is measured by excluding the following areas from the calculation:

- the Local Natural Heritage System;
- rights of way for hydro corridors, energy transmission pipelines, freeways as defined by and mapped as part of the Ontario Road Network, and railways;
- Employment Areas; and
- cemeteries.

(2) The applicable development density target is measured across the Strategic Growth Areas in their entirety.

(3) For Strategic Growth Area and the Protected Major Transit Station Areas, planned to be achieved by 2051.

Figure 55: Table 2 from the We Make Milton Phase 1 OP

Furthermore, significant commercial density on the Site would be at odds with the planning intention for development to complement, and not compete with, nearby commercial activity in the Downtown. The New OP specifically indicates that new development should be respectful of the function and character of the adjacent Downtown and contribute to its vibrancy (2.3.2.35). The Proposed Development will, however, support the general objective of supporting commercial activity and jobs on the Site by providing focused areas of retail/commercial activity along Street A and at the corner of Streets B and D, where that activity can support a vibrant public realm and provide amenity for the local community.

Schedule 2 of the New OP identifies the Site as located within an Existing Complete Neighbourhood. As stated in Policy 2.1.1.6.a, Existing Complete Neighbourhoods make up a significant portion of the Urban Area and include the Major Urban Centre, where development and redevelopment are underway. The redevelopment of the Subject Site would facilitate redevelopment in an area of the Town where development and redevelopment are anticipated. Schedule 3 of the New OP also identifies the Site as located within the Bronte-Steeles Strategic Growth Area, which is a key component of the Major Urban Centre as is described in Section 2.3, Urban Structure. The Proposal would facilitate the redevelopment of the Site, which is located in a Strategic Growth Area that is planned to accommodate greater levels of growth and development.

## Directing Growth to Strategic Growth Areas

Section 2.3 provides an updated articulation of the Urban Structure to efficiently use land and resources within the Town. Per Policy 2.3.1.1, the Urban Structure is comprised of the following major structural components and systems:

- a. Major Urban Centre:
  - i) Uptown
  - ii) Downtown
  - iii) Bronte – Steeles
- b. Urban Village Centres
- c. Community Hubs
- d. Complete Neighbourhoods
- e. Employment Areas

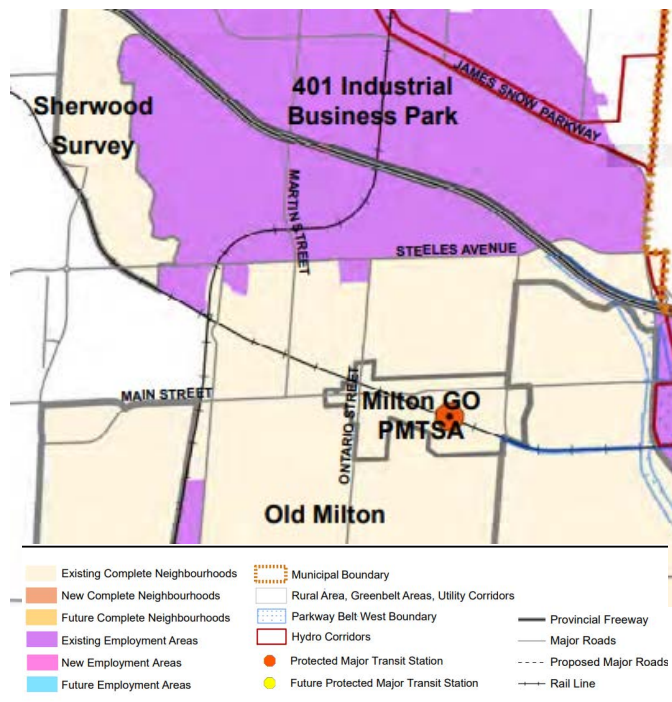


Figure 56: Schedule 2 – Growth Phases and Planning Policy Areas

- f. Environmental System
- g. Transportation System

One of the objectives related to the Urban Structure is to identify Strategic Growth Areas and focus a significant proportion of population and employment growth within Strategic Growth Areas through mixed-use intensification. As such, the New OP indicates that it is the policy of the Town to:

- Promote and support appropriate intensification throughout the Urban Area with attention to development in Strategic Growth Areas (2.3.1.13);
- Recognize as Strategic Growth Areas the following components of the Urban Structure (2.3.1.14):
  - a. Uptown
  - b. Bronte – Steeles
  - c. Milton Trafalgar GO Village
  - d. Education Village Centre
  - e. South Milton Village Centre
- Consider intensification and development of Strategic Growth Areas as the highest priority of urban development (2.3.1.15); and,
- Direct development with higher densities and mix of uses to Strategic Growth Areas, where appropriate, to support transit and active



transportation for everyday activities (2.3.116).

Policy 2.3.123 indicates that development on lands within Strategic Growth Areas is subject to minimum density targets and general targets for an overall proportion of residents and jobs in Table 2.

## Major Urban Centre – Bronte-Steeles

The New OP indicates that the Major Urban Centre (MUC) is made up of three distinct and identifiable areas: Downtown, Uptown and Bronte–Steeles. While these areas are located adjacent to each other and are distinct areas, they also interact, support each other and create an overall vibrancy. The New OP establishes that the Bronte–Steeles MUC is located north–west of Downtown, as identified on Schedule 4 (Urban Structure). The Bronte–Steeles MUC, which is recognized as a Strategic Growth Area, will accommodate urban redevelopment, as its location creates an opportunity to reinforce active connections within Downtown and support the economic and social viability of the area.

One of the key objectives for the Bronte–Steeles MUC is to establish a mixed–use complete neighbourhood that accommodates population and employment growth. As such, the New OP states that it is the policy of the Town to:

- Achieve a minimum development density target of 100 residents and jobs combined per gross hectare in Bronte–Steeles, subject to the availability of appropriate infrastructure (2.3.2.27);
- Plan to achieve an overall proportion of 75 percent residents and 25 percent jobs (2.3.2.28); and,
- Require development proponents to prepare a Comprehensive Development Plan in accordance with Terms of Reference, as determined by the Town, to determine an appropriate mixture of land uses, built forms, and densities (2.3.2.29).

The Proposed Development is located within the Bronte–Steeles Major Urban Centre, which is recognized as a Strategic Growth Area in the New OP. The Proposal will intensify a site within the Urban Area that is identified as one of the highest priority areas for urban development by delivering a range and mix of new housing that will support the Town in achieving its minimum density targets, as outlined in Table 2 and further described in Policy 2.3.2.27.

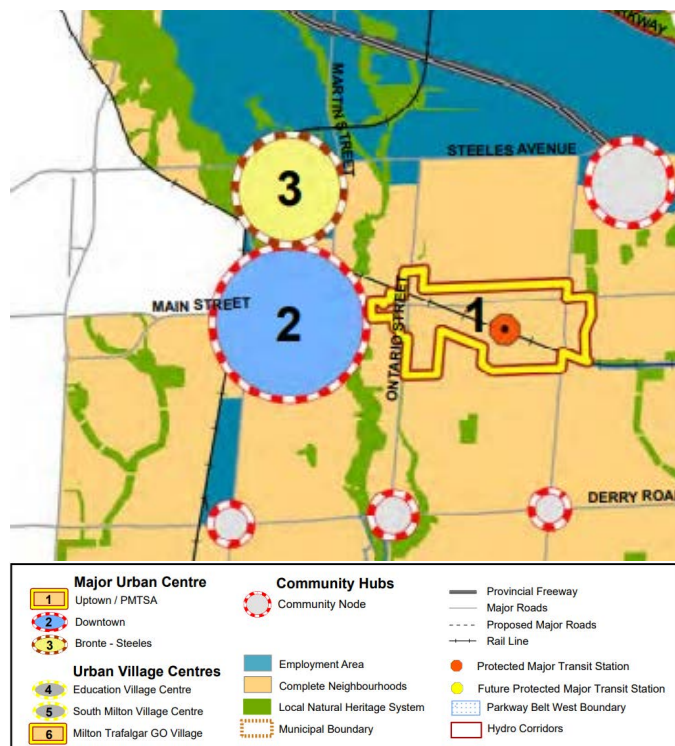


Figure 57: Schedule 4 – Urban Structure

At full built-out, the Proposal will deliver a total of 3.2 FSI of residential density, contributing towards a significant amount of new housing in Milton’s residential housing stock over the next decade and beyond. The Proposal will also deliver additional commercial density, with 209 sq.m. of commercial space delivered in Phase 1, and additional commercial space lining Street A at the heart of the Site to coincide with the delivery of greater residential density in Phase 2. This will support the Town in meeting its minimum development density target of 100 residents and jobs combined per gross hectare in the Bronte–Steeles Strategic Growth Area.

While an overall proportion of 75 percent residents and 25 percent jobs is planned for the Bronte–Steeles Strategic Growth Area, the Site has been determined to not be required to meet long-term employment needs within the Town through the removal of the Site from the Employment Area designation in ROPA 48. ROPA 48 confirmed the municipal policy intention to convert the Site from an employment area to an area that would accommodate mixed use intensification. As such, the Proposal contemplates only the delivery of locally-serving commercial spaces throughout the Site. This ensures that there is not an over-allocation

of commercial space relative to the planned function of the Site and its locational attributes, and ensures that the Site's future density will support – and not compete with – commercial activity in the Downtown CBD.

As part of this development application, a Comprehensive Development Plan has been submitted in accordance with the agreed upon Terms of Reference with the Town of Milton to establish the appropriate mix of land uses, built forms and densities. The Comprehensive Development Plan, prepared by Urban Strategies Inc. and dated April 17, 2025 has been submitted under separate cover.

## Delivering Compact, Complete and Transit-Oriented Communities

A number of policies related to the delivery of compact, complete, and transit-oriented communities are outlined throughout Section 2 of the New OP.

In Section 2.1, Growth Targets and Phasing of Growth, Policy 2.1.1.7 states that the Town will promote intensification to support the development of compact, efficient and vibrant communities.

Policies related to the Urban Structure provide that:

- Intensification and redevelopment will be encouraged to support the achievement of complete communities (2.3.1.2);
- Land and resources will be used efficiently through compact built forms and standards (2.3.1.5);
- Active transportation will be supported through the development of complete and walkable communities (2.3.2.6); and,
- Transit-oriented communities will be planned through transit-oriented design (2.3.1.7).

Within the Bronte-Steeles MUC, the policies state that it is the policy of the Town to:

- Plan a complete neighbourhood with densities and patterns supportive of active transportation and public transit (2.3.2.31);
- Ensure development in Bronte-Steeles is accessible by transit (2.3.2.34);
- Provide local commercial uses to meet the needs of local residents and employment uses (2.3.2.36).

In Section 2.6, Transportation System, the policies state that it is the policy of the Town to:

- Support the implementation of multimodal

transportation and active transportation options to accommodate and provide choice to all users and abilities (2.6.1.11);

- Facilitate the use of active transportation and transit to reduce dependency on private automobile through development patterns and neighbourhood design (2.6.1.12); and,
- Support the early introduction of public transit service into new development in order to encourage local transit ridership (2.6.1.17).

The Proposed Development will support the achievement of complete communities by delivering a range and mix of housing options, land uses, community open spaces, transportation options, and locating people and a modest number of jobs in proximity to existing public service facilities and other amenities. Phase 1 includes the delivery of 1,083 new residential units, consisting 1,001 residential apartment units and 82 townhouse units. The overall Proposed Development will deliver a mix of uses, including retail and commercial uses that support jobs and economic activity, delivered primarily in Phase 2 of the Proposal. The Proposed Development will also provide a diverse range of community open spaces in both phases, including the Community Green, Civic Plaza, Gateway Green, and the Promenade along the Stormwater Management Pond and Sixteen Mile Creek and associated Natural Heritage System.

The Proposed Development includes a new street and block network that facilitates opportunities for multi-modal access to and from the Site. The proposed circulation network accommodates pedestrians, cyclists, and automobiles alike, and the Proposal ensures that future development will be accessible for people of all ages and abilities. New walking and cycling facilities will be provided to expand opportunities for local recreation and the multi-modal transportation network in the Mountainview area. The active transportation network would support the creation of new multi-modal transportation connections and linkages, including walking, cycling and public transit connections, that will reduce auto-dependence in the Town.

The Proposal locates mixed-use intensification where there is existing bus transit service, and will generate new residential and commercial density that would increase transit service demand and support



in the optimization of future transit infrastructure investments. The Proposal also provides for the potential to operate public transit service within and around the Site through the design of public streets. This meets the Town's intention to ensure that Bronte-Steeles is accessible by transit and that the early introduction of transit service is supported in new development to encourage local transit ridership.

As noted above, the Site is uniquely positioned to provide substantial residential density to support the commercial activity in the Downtown, which is a flood-constrained area with limited potential for intensification. The new residents in the Proposed Development will be located within a short walk of Downtown shops and businesses and can play an important role of supporting the economic vibrancy of the CBD. The proposed density in this location, combined with the careful approach to proposing a focused amount of locally-serving commercial space on-Site will directly contribute to the Town's objective of development being respectful of the function and character of the adjacent Downtown and contributing to its vibrancy.

## Optimizing Existing Infrastructure, Land and Resources

Building on the policies related to the creation of compact and complete communities, policies related to making efficient use of existing infrastructure, land and resources are provided throughout Section 2 of the New OP.

In Section 2.3, Urban Structure, Policy 2.3.1.3 states that land use patterns with a range of land uses, densities and built form will be created. Furthermore, Policy 2.3.1.5 directs that land and resources will be used efficiently through compact built forms and standards. The New OP also directs that the Town ensure that development is served by existing and planned infrastructure and public service facilities.

Section 2.6, Transportation System, further outlines that existing and planned transportation infrastructure and public service facilities will be integrated to create a multimodal transportation network (2.6.1.6), which will result in the optimization and expansion of existing transportation infrastructure within the Town.

The Proposed Mountainview West Development will deliver a range and mix of land uses, including residential, community open space, commercial, Natural Heritage System, and a stormwater management pond nearby existing residential, employment, commercial and community uses. The Site currently presents a gap in the Town's urban fabric, as it has been vacant since the closure of the former Meritor manufacturing plant, and there is ample opportunity to integrate new land uses that complement the existing residential, employment, commercial and community uses around the Site. Additionally, the Site is located in close proximity to the CBD and Downtown, which presents an opportunity to deliver a mix of land uses that support the viability of the flood-constrained CBD and Downtown.

The Proposed Development will also ultimately locate people and jobs in proximity to existing public service facilities, institutions and other amenities that support quality of life, which will optimize existing and planned infrastructure investments in the Bronte-Steeles area.

The Proposed Development has been carefully designed to locate a dense mixed-use community in a location already served by bus transit, and to include the potential for future public transit access, which will support the Town in meeting its intent to integrate existing and planned transportation infrastructure.

## Delivering New Housing Options

Policies and objectives related to housing are primarily outlined in Section 3.1 of the New OP. One of the key housing objectives is to enable a wide choice of housing types, tenures, and affordability to meet the diverse housing needs of current and future residents. As such, the New OP states that it is the policy of the Town to:

- Permit and facilitate a range and mix of housing options, densities, unit size and tenures to meet social, health, economic and well-being requirements of current and future residents (3.1.1.2);
- Support the development of missing middle housing, that is four storeys in height, along Milton Transit lines and throughout the Urban Area (3.1.1.3);
- Require development proponents to demonstrate how the development will contribute to a mix of housing forms and densities (3.1.1.4); and,

- Permit residential intensification, where appropriate, and allow for new housing options and redevelopment within previously developed areas that results in a net increase in residential units (3.1.1.5).

The Proposed Development supports the New OP's policies regarding the provision of a range and mix of housing options to meet the social, economic, health and well-being requirements of current and future residents. The Proposal will create new high-density housing forms on the Subject Site, including townhouse and multi-storey mid- and high-rise buildings across both proposed phases of development, to suit people in all stages of life. Phase 1 includes the delivery of 1,083 new residential units (1,001 residential apartments, including 202-1BD, 499 1+1BD, and 300 2-BD, and 82 townhouse units). The Town of Milton currently has a large amount of ground-related residential housing, as well as a significant stock of townhouses and an emerging supply of higher-density apartments that support the development of missing middle housing throughout the Urban Area. The Proposed Development is well-suited to support the Town in providing other forms of housing to local residents that are more attainable relative to ground-related housing, including townhouse and residential apartments.

Through both Phases 1 and 2 of the Proposed Development, the Proposal will deliver 3.2 FSI of mixed-use density at full build-out, contributing towards a significant amount of new housing in Milton's residential housing stock over the next decade and beyond. By delivering compact development, the Proposed Development will support an efficient community form on underutilized lands proximate to the Milton Downtown. The overall intensification of the Subject Site will also result in a net increase in residential units within the Town, which will support the achievement of housing targets as previously described.

## Protecting and Enhancing the Environmental System

Section 2.5 of the New OP outlines policies and objectives related to the Environmental System within the Town. The overarching objective for the Environmental System is to implement a systems approach to protecting and enhancing a healthy natural

environment. As such, the New OP states that it is the policy of the Town to:

- Protect, improve or restore natural features, areas and their functions for the long-term (2.5.1.2);
- Recognize the importance of the watershed as the meaningful scale for identifying, protecting and maintaining the Environmental System (2.5.1.3);
- Provide for the protection of the Niagara Escarpment as a continuous natural environment (2.5.1.4);
- Protect or enhance linkages between natural heritage features and areas, surface water and ground water features by retaining, restoring or creating new natural linkage corridors (2.5.1.5);
- Preserve biodiversity, especially native special, for the long-term (2.5.1.6);
- Encourage ecological net-gains that enhance the natural environment (2.5.1.7); and,
- Promote the donation of privately owned lands in the Local Natural Heritage System or the transfer of the responsibilities for the protection of the ecological functions and features on such lands to a public agency through a conservation easement agreement (2.5.1.8).

With regards to the Local Natural Heritage System, Policy 2.5.1.16 states that proponents of development will be required to carry out an Environmental Impact Assessment in accordance with the policies of the Plan and undertake, where appropriate, studies to protect, improve or restore such features and areas.

The New OP also outlines more detailed policies related to water resource features and areas, stormwater management, and soil health.

A portion of the Subject Site is located within the Local Natural Heritage System, as identified in Schedule 6 (Green System) of the New OP. The boundaries of the Natural Heritage System have been refined through the Rezoning process approved in 2023 where a Zoning By-law Amendment (By-Law No. 099-2023) rezoned a portion of the Site located along the north-west edge of the Natural Heritage System from M1\*38 (Business Park) to NHS (Natural Heritage System). The limits of the NHS were determined in accordance with the key features of the Regional Natural Heritage System and its associated buffers.

Prior to and since approval of the Rezoning in 2023, the Site has undergone extensive remediation to rehabilitate the lands that were previously contaminated from the industrial uses that were



formerly on the Subject Site. The ongoing remediation efforts have improved soil quality on the Subject Site and within the Natural Heritage System, as they have removed harmful chemicals from the lands and restored soil conditions on the Site. To date:

- 20,000 truckloads of material have been removed;
- 22,460 tonnes of concrete have been recycled;
- 3 acres of woodland and wetlands have been restored; and,
- 6,500 native species have been replanted.

The contamination from the former heavy industrial uses negatively impacted the ecological health of the Natural Heritage System and was a hazard to human health. The remediation process will have a positive impact on the Natural Heritage System and local habitats have already started to flourish from the remediation efforts that have been undertaken to-date. The remediation of the Site supports the Town's objectives for protecting and restoring natural areas and ecosystems, protecting and enhancing linkages between natural heritage features and areas, preserving biodiversity, encouraging ecological net-gains that enhance the Natural Heritage System, and encouraging private conservation efforts.

The Proposal also includes the delivery of a new stormwater management facility on the south-east edge of the Site. The stormwater management facility will minimize and prevent increases in stormwater volumes and contaminant loads, as well as improve the quality and quantity of water runoff that enters Sixteen Mile Creek.

## Contributing to the Existing Parks, Open Space and Trail Network

Section 3.4 of the New OP outlines policies related to parks and open space infrastructure, including trails. To support the achievement of the Town's objectives for parks, open spaces and trails, the New OP outlines a number of policies, including:

- Developing a system of publicly accessible parkland, open spaces and trails for recreational activities to support healthy, active and inclusive communities (3.4.1.1);
- Ensure that parks, open spaces and trails are provided in Strategic Growth Areas (3.4.1.4);
- Acquire parklands and open space to achieve

the Town's Parkland provision Standard using all available tools, including conveyance through the development application process (3.4.1.6); and,

- Design and locate parks and open spaces to (3.4.1.20):
  - a. connect and extend to existing parks, natural areas, and other open spaces such as school yards;
  - c. provide appropriate spaces for a variety of active and passive recreation, as well as productive recreation (like community gardening);
  - e. Implement the principles of Crime Prevention Through Environmental Design (CPTED) through the design and location of parks and open spaces;
  - f. Ensure that the design and development of parks and recreation facilities, trail networks and open spaces address public safety and accessibility for all ages and abilities;
  - i. Maximize the urban forest and protect and enhance natural features within and adjacent to parks; and,
  - j. Be accessible and usable to all residents year-round.
- Recognizing privately owned publicly accessible spaces as spaces that contribute to the public realm, but remain privately owned, privately maintained and do not replace the need for new public parks and open spaces (3.4.1.22);
- Integrating land uses that can enrich the experience of the public realm, including abandoned rail lines and other corridors, into the community (3.4.1.24);
- Seeking opportunities to integrate open spaces with the Environmental System (3.4.1.29).

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The Proposed Mountainview West Development contemplates the creation of several community open spaces and trails throughout the Subject Site that will ultimately support the creation of a healthy, active and inclusive community. Through the Proposed Development, a new Community and Gateway Green would be provided at the heart and northwest edge of the Site, respectively, in addition to a civic plaza and Pond Promenade that will provide

key gathering and recreation opportunities within the community. The delivery of these community open spaces in the Proposed Development will support the Town delivering parks, open spaces and trails within Strategic Growth Areas.

The Proposal meets the typical standard for the delivery of parkland for large sites in terms of land area dedicated to public open space. However, the ownership and maintenance of the proposed open space areas requires further discussion with Town staff related to desired programming and other factors. For now, the Proposal identifies these green spaces as Open Space.

The Proposed Development incorporates strong connections to the surrounding community, including direct connectivity to the existing multi-use trail on Steeles Avenue East, a new active transportation link from Steeles Avenue East across the lower edge of the Site, two points of connection to Martin Street, and a potential trail connection to the school, parks, and amenities located south of the Subject Site. Additionally, the potential for a new connection to the Downtown via the decommissioned rail is considered in the Proposal.

A variety open space typologies are provided throughout the Proposed Development, including areas for active and passive activities, such as the Pondsides Promenade, Civic Plaza and Community Green, as well as trails and active transportation routes that link the Site to the external community. Opportunities for rest, observation and quiet contemplation are also incorporated throughout the public realm. This provides a multitude of opportunities for community members to engage in active and passive recreational and leisure activities.

The Proposed Development has also been designed with regard for Crime Prevention through Environmental Design (CPTED) principles and implements passive surveillance opportunities where possible through the integration and location of setbacks, trees and landscaping features, and continuous street walls. A Lighting / Photometric Plan will be submitted as part of future Site Plan applications to address the provision of adequate lighting and visibility and between outdoor and indoor areas in the Proposed Development. Additionally, the Proposed Development adequately coordinates open spaces and built form to ensure that public safety and accessibility for all ages and abilities are prioritized

throughout the Proposed Development.

The Proposed Development also contemplates the inclusion of landscaping features that will support the Town's objective to maximize the urban forest and protect and enhance natural features within and adjacent to parks. The ongoing remediation process is setting up a foundation to facilitate the expansion of the urban forest within the Town by adequately preparing the lands to accommodate new landscaping features and trees that would not have otherwise been viable due to the contamination of the Subject Site.

## Ensuring High Quality Urban Design and Placemaking

Section 3.2 of the New OP provides policies for urban design and placemaking that speak to overall design excellence in the built environment and public realm. The key objectives for urban design and placemaking are to achieve a high standard of design in the built environment and ensure that new development is complementary to and compatible with existing development. To support in the achievement of these objectives, the New OP provides policies that include:

- Designing and developing an active and attractive network of places and destinations (3.2.1.1);
- Achieving a varied pattern of built form that supports and enhances the urban experience (3.2.1.2);
- Achieving development that supports public transit and active transportation (3.2.1.3);
- Encouraging new development to have regard to the urban design objectives of this Plan and any complementary criteria (3.2.1.4);
- Ensuring high quality design is used in all public service facilities, parks and open spaces (3.2.1.5);
- Developing design guidelines for certain types of building forms, land uses, the public realm or specific areas (3.2.1.6);
- Encouraging new development to establish a contextual relationship between the proposed development to adjacent buildings, streets and areas (3.2.1.7);
- Designing development as an integral part of the area's existing larger pattern of built form and open spaces, reinforcing and complementing viable



existing patterns (3.2.1.8); and,

- Enhancing the unique character of locations, ensuring new development incorporates design that is in keeping with the character of the area, including height, massing, orientation, aesthetic, and landscaping, while enhancing a sense of place and providing a unique architectural integrity (3.2.1.9).

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The Proposed Mountainview West Development will conform with the urban design intent and objectives established in the New OP, when in force and effect. Specifically, the Proposed Development incorporates an active and attractive network of places and destinations in the Proposal, including a range of community open spaces, commercial and residential areas, a high quality built form and public realm, and a street network that is framed by human-scaled design. The Proposed Development has been strategically phased to deliver low-rise townhomes and mid-rise buildings in the early phase to incrementally add density to the Site and ensure appropriate transition to the low-rise neighbourhoods on the east edge of the Site. Additional transitions have been integrated, including along the Site's south-west edge facing the Natural Heritage System, where the NHS has been pre-delineated, and a buffer established so that development conserves and reinforces the natural bioregion.

The street and active transportation network within the Site considers varying degrees of accessibility as well as multi-modal access to and from the Site. A variety of connections and linkages support the ability for people to walk, roll, or cycle through the Proposed Development. The Proposal has also been positioned to benefit from existing bus access and include the potential for future bus transit access on-site, which supports the objectives to expand local transit service and increase local access.

In accordance with Policy 3.2.1.6, a Comprehensive Development Plan, prepared by Urban Strategies Inc. and dated April 17, 2025, has been submitted as part of this application and provides new design guidelines for the various building typologies, land uses, public realm, and specific character areas within the Proposed Development.

Today, the Subject Site does not present opportunities for connection or transition to/from adjacent uses. The Proposed Mountainview West

Development proposes thoughtfully organized density to fit within and among the established community and to facilitate the reintegration of the Site into the Town's urban fabric, in a manner that responds to the existing conditions around the Site and beyond. The Proposal adequately responds to the Natural Heritage System on the south-west edge by locating development away from the NHS and promoting active and passive recreation along the edge. The Proposal also considers the existing low-rise residential neighbourhoods to the east and proposes the delivery of lower-density built forms in the first phase of development, with townhouse blocks located along the rear yards of the residential homes on Martin Street, then scaling up towards the west of the Site with mid-rise buildings. Future phases of development consider the integration of additional mid-rise and high-rise buildings, with the heat peak occurring in the northwestern portion of the Site to also provide appropriate transition to the adjacent employment uses on the west edge. The overall design of the Proposed Development respects the existing character of the area, while also creating a unique sense of place for the Mountainview West neighbourhood.

## Protecting Cultural Heritage Resources

Section 3.3 outlines policies and objectives related to cultural heritage resources in the Town of Milton. A key objective for cultural heritage resources is to identify and inventory Milton's significant built and cultural heritage landscapes and heritage resources. Policy 3.3.1.2 states that the Town will maintain a Municipal Heritage Register documenting all properties designated under Part IV of the Ontario Heritage Act and properties of cultural heritage value or interest to the town. Additionally, the Town will also make available and public the Heritage Register on the municipal website (3.3.1.3).

Another key objective is to protect and conserve Milton's cultural heritage resources. Policy 3.3.1.5 states that heritage properties which may contain built heritage resources or cultural heritage landscapes will be protected. Policy 3.3.1.6 also states that the demolition, destruction or inappropriate alterations to designated or listed cultural heritage resources will be discouraged.

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A portion of the Subject Site, specifically 248 Martin Street, has been identified as a property with some cultural heritage value and is listed on the Town's heritage list as of May 26, 2019, in accordance with S. 27 (1.2) of the Ontario Heritage Act, R.R.O 1990, c.O.18. That property will be affected by the proposed road network. However, the property has not been designated under the Ontario Heritage Act.

In 2022, Bill 23, the More Homes Built Faster Act, amended the Ontario Heritage Act, specifically subsections 27(1.1), (3), (3.1), (13), (14), (16), (17), and (18), to:

- Make the registry more accessible by requiring municipalities to make it easier to access the list of registered properties;
- Limit the criteria for adding a non-registered property to the registry, requiring that properties must meet the prescribed criteria under Ontario Regulation 9/06, in addition to being of cultural value or interest;
- Allow an owner to object to having their property be included on the heritage register, even if the property was already on the registry at the time

that Bill 23 came into force; and,

- Remove non-designated properties from the registry in various cases where the municipality has given notice of intention to designate the property, including withdrawing the notice of intention, failing to pass a by-law designating the property, or having a by-law that designated the property be repealed. Additionally, non-designated properties were to be removed from the registry if the municipality did not give notice of intention to designate the property within two years of adding the non-designated property to the registry (if prior to January 1, 2023, the date was January 1, 2025).

Subsequently, Bill 200, the Homeowner Protection Act (2024), further amended the Ontario Heritage Act, specifically subsection 27 (16) and (18), to grant an extension to municipalities to determine whether to designate properties listed on their heritage registers until January 1, 2027. Since 2019, the Town has not signaled an intention to designate the property.



## 4.8 ZONING BY-LAW 016-2014

**Zoning regulations control site development and implement broader policies set out in the Official Plan and Secondary Plans. The Site is subject to the Town of Milton Comprehensive Zoning By-law 016-2014 for the HUSP Urban Area. To enable the Proposed Development, an amendment to Zoning By-law 016-2014 is required.**

Zoning By-law 016-2014 was adopted by Town of Milton Council on February 24, 2014, and approved by the Ontario Municipal Board (OMB) on October 16, 2014.

The majority of the Subject Site is zoned Business Park (M1/M1\*38) and a portion of the Site fronting onto Martin Street is zoned Low Density Residential (RLD1\*281). The M1 zone permits a range of employment uses, including commercial schools, adult education schools and daycares; office uses; entertainment and commercial uses; health services, veterinary and other animal services, and places of worship. The RLD1 zone permits a range of residential dwelling types, including detached and semi-detached dwellings, duplexes, shared housing, and short-term rentals, as well as home occupation and home daycares. The M1 zone permits a maximum building height of 15.0 metres, in addition to a range of other regulations that are highlighted in Table 1.

A portion of the Site is also subject to Special Site Provision 38, which indicates that outdoor storage that is accessory to the existing industrial use is permitted, subject to a range of conditions such as setbacks, lot coverage and screening requirements.

The RLD1 zone permits a maximum building height of 8.0 metres for flat roof buildings and 9.5m for gable, hip, gambrel or mansard roof buildings, in addition to a range of other regulations that are highlighted in Table 2.

Building Height	15.0 metres
Lot Frontage	40.0 metres
Lot Area	0.8 hectares
Lot Coverage	35% maximum with municipal servicing
Front Yard Setback (Min.)	9.0 metres
Interior Side Yard Setback (Min.)	3.0 metres (where abutting residential 9.0 metres)
Exterior Side Yard Setback (Min.)	9.0 metres
Rear Yard Setback (Min.)	12 metres (where abutting residential 18.0 metres)
Landscaped Open Space	10% of lot area
Landscape Buffer Abutting a Street Line Abutting a Residential Zone	4.5 metres 6.0 metres

**Table 1:** Regulations for Business Park (M1) Zone

	Dwelling Type	
	<i>Detached Dwelling / Duplex</i>	<i>Semi-Detached Dwelling</i>
Building Height	8.0 metres for flat roof buildings	
	9.5 metres for gable, hip, gambrel or mansard roof buildings	
Lot Frontage	15.0 metres	11.4 metres – corner lot 10.0 metres – interior lot
Lot Depth	30 metres	
Lot Coverage	30% if <600 sq.m. 25% if 660 to 830 sq.m. 20% if >830 sq.m.	
Front Yard Setback (Min.)	8.0 metres (based on Special Site Provision 281)	
Interior Side Yard Setback (Min.)	Ranges between 1.2 metres and 5.0 metres based on lot frontage and whether there is a garage or carport	0.0 metres
Exterior Side Yard Setback (Min.)	4.0 metres	4.0 metres – corner lot N/A – interior lot
Rear Yard Setback (Min.)	7.5 metres	
Landscaped Open Space	30% of lot area	

**Table 2:** Regulations for Low Density Residential (RLD1\*281) Zone

The primary in-force zoning for the Site is related to its previous industrial function and former planned intention as part of the 401 Industrial/Business Park Secondary Plan. The M1 and M1\*38 zoning categories do not reflect the removal of the Site from the Regional Employment Area through ROPA 48, nor the Town's in-process planning for the Site as a Strategic Growth Area within the Town Structure. The RLD1\*281 zone permits residential uses, but only permits low-rise and low density residential uses, which is not reflective of the Site's role within a Strategic Growth Area that is intended to be a prioritized area for intensification, and which can provide appropriate transition to the surrounding context while fulfilling that planning intention. As such, a site-specific amendment to By-law 016-2014 is being sought as part of this application to permit a range of built form typologies in Phase 1 of the Proposal, including low-

rise buildings with a maximum height of 4 storeys adjacent to the residential properties along Martin Street, mid-rise buildings ranging in height from 8 to 10 storeys further west of the Site, and other site-specific development standards to facilitate Phase 1 of the Proposed Development. The Proposal also seeks to amend By-law 016-2014 by rezoning the Phase 1 lands from M1/M1\*38 and RLD1\*281 to Future Development (FD), Residential Medium Density II (RMD2), Open Space – Stormwater Management (OS-2), and Mixed Use (MU), with special sections for site-specific provisions under the RMD2 and MU zones. A draft Zoning By-law Amendment has been prepared for this submission and is included as Appendix B to this report.

A subsequent zoning by-law amendment will be submitted for the Phase 2 lands, as indicated in the Draft Official Plan Amendment.



## 4.9 TALL BUILDING GUIDELINES

**The Tall Building Guidelines were adopted by Council in May 2018. The Tall Building Guidelines provide urban design guidance for the site planning and design of tall buildings in the Town of Milton.**

The document states that the guidelines should be used to support interpretation of Official Plan policies. The Guidelines establish that Developers are encouraged to consider the guidelines in the preparation of proposals for tall buildings in Milton, and they will be used by Town staff to provide pre-application advice and during the review of development applications for tall buildings. Urban Design Guidelines for the Mountainview West Development have been submitted with this application as part of the Comprehensive Development Plan, which further describes the urban design vision for Mountainview West.

The Guidelines describe tall buildings as those which are taller than the adjacent right-of-way width, indicating that a in the Milton context even a 9-storey building can seem tall. However, the Guidelines describe that tall buildings are also those that are generally 11 to 15-storeys and taller. Though the Guidelines specify this threshold for tall buildings, they specify that they may also be applied in areas where a building appears tall in relation to its context. The Tall Building Guidelines include commentary on the preferred location for tall buildings in Milton, indicating that higher density mixed use development is generally directed to Milton's Urban Growth Centre. Secondary Mixed Use Nodes and Intensification Corridors are also planned to accommodate additional mixed use development at high densities. The Guidelines indicate that tall buildings are also encouraged at key locations within the Urban Area, specifically at identified gateways and sites adjacent to major open spaces and institutional uses.

The Guidelines provide direction under four categories: Podium Design, Tower Design, Building Top Design, and Public and Private Open Space. The Guidelines describe podiums as the primary interface between the tall building and the surrounding streets and public spaces; therefore, they have the greatest impact on pedestrian interactions with the buildings and the building's presence within the street-level environment. Towers are described as

the most visually substantial and physically impactful component of a tall building; and, as such, they are likely to be a prominent and defining feature of the urban landscape. The Guidelines indicate that the design, modelling and materials of a tower are important to create a unique, identifiable and interesting skyline. The Guidelines also note that the top of the building is a key element of a skyline, with the potential to add visual interest to the skyline and assist with wayfinding and orientation in the urban environment. Finally, public and private open spaces make up the spaces between buildings – they include the municipal sidewalk and boulevards within the right of way, publicly accessible open spaces (POPS) such as plazas and parkettes, parking and servicing areas, and private open amenity space. The Tall Building Guidelines provide high-level guidance for these four categories.

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The Proposed Mountainview West Development has been designed with regard for Milton's Tall Building Guidelines. The application only proposes specific built form for Phase 1 of the Proposed Development. In Phase 1, the westernmost buildings along Street D reach heights of 8 and 10 storeys and are designed in a manner consistent with the mid-rise building typology, rather than the 'podium-tower-top' typology contemplated in the Tall Building Guidelines. Tall buildings of a scale and typology are contemplated in the Tall Building Guidelines may be part of future phase development applications for Mountainview West and would potentially be located within the Mountainview Centre and Steeles District character areas, as defined in the Comprehensive Development Plan that has been submitted as part of this application. If tall buildings are proposed in future phases, they would be evaluated according to the policies, regulations and design guidelines that are applicable at that time.

A more detailed analysis of the Proposed Development's urban design and built form rationale, including of the specific applicable guidelines, urban design analysis of the Proposed Development and regard for the Tall Building Guidelines, is included in the Comprehensive Development Plan submitted as part of this application.

## 4.10 MID-RISE GUIDELINES

**The Mid-Rise Guidelines were adopted by Council in May 2018. The Mid-Rise Guidelines provide urban design guidance for the site planning and design of mid-rise in the Town of Milton.**

The document states that the guidelines should be used to support interpretation of Official Plan policies. Developers are encouraged to consider the guidelines in the preparation of proposals for mid-rise buildings in Milton, and they will be used by Town staff to provide pre-application advice and during the review of development applications for tall buildings. Urban Design Guidelines for the Mountainview West Development have been drafted and submitted with this application, which further describe the urban design vision for Mountainview West.

The Guidelines describe mid-rise buildings as those which are between 4 to 8-storeys in height (buildings that are no taller than the width of the right-of-way). The Guidelines do not apply to certain forms of multiple-unit residential buildings up to 4 storeys, such as stacked or back-to-back townhomes. Mid-rise buildings are anticipated with the Urban Growth Centre, Secondary Mixed Use Nodes, and Intensification Corridors.

The Guidelines provide direction for the design of mid-rise buildings, addressing the position, scale, and massing of the buildings in relation to the street interface, transition to adjacent buildings and neighbourhoods, and the integration of parking and open space. The street interface (i.e., the interface between the mid-rise building and the surrounding streets and public spaces) is described as having the greatest impact on how pedestrians interact with the building and how the building fits within the street level environment. Architectural features, materials and transparency can impact visual interest for passers-by. The Guidelines also suggest a sensitive and gentle transition in scale to adjacent neighbourhoods, particularly low-rise dwellings, backyards, and public open spaces, which enable mid-rise buildings to fit comfortably into the local context. Lastly, the guidelines suggest that a well-designed and integrated sequence of open space creates a livable and pedestrian friendly environment; as such, parking and service areas should be concealed within the building or below ground.

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The Proposed Mountainview West Development has been designed with regard for Milton's Mid-Rise Guidelines. Mid-rise buildings within the Proposed Development are a minimum of 5-storeys and a maximum of 10-storeys in height. They have also been massed to contribute to the spatial enclosure of adjacent streets and open spaces. Buildings have been vertically articulated to provide adequate transitions and break up the perceived mass of the building, and they incorporate appropriate setbacks to provide a consistent street wall to provide a positive pedestrian experience.

An overview of the specific applicable guidelines, urban design analysis of the Proposed Development and conformity with the Mid-Rise Guidelines is included in the Comprehensive Development Plan, prepared by Urban Strategies Inc. and dated April 17, 2025, that has been submitted as part of this application.

## 4.11 DESIGN GUIDELINES FOR SCHOOL SITES AND ADJACENT LANDS PLANNING

**The Design Guidelines for School Sites and Adjacent Lands Planning were adopted by Council in May 2011. They were developed for the purpose of encouraging and supporting children and families to choose active transportation methods to get to and from schools. The focus of the guidelines is on the design of schools and adjacent communities, with the overarching goals of promoting healthy communities and physical activity, increasing personal safety and community awareness about active transportation, decreasing vehicular traffic congestion at school sites, and addressing environmental issues.**

The Design Guidelines for School Sites and Adjacent Lands Planning are intended to highlight preferred approaches to the built form and access at the school site and the surrounding neighbourhood. The document provides objectives for the community and school sites, along with specific guidelines for each objective. The objectives for the community include the following:

- To ensure safe connectivity between the school site and the adjacent community;
- To ensure that roadways can accommodate cyclists; and,
- To ensure public transit supports and accommodates student travel to school.

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The Proposed Mountainview West Development is located approximately 250 metres north of Martin Street Public School. Due to the Site's proximity to the school, the Proposed Development has been designed with regard for Milton's Design Guidelines for School Sites and Adjacent Lands Planning. An overview of the specific applicable guidelines, urban design analysis of the Proposed Development and conformity with the Design Guidelines for School Sites and Adjacent Lands Planning is included in the Comprehensive Development Plan, prepared by Urban Strategies Inc. and dated April 17, 2025, that has been submitted as part of this application.



# 5.0

## Supporting Studies

# 5.1 TRANSPORTATION IMPACT STUDY

**A Transportation Impact Study (TIS) was prepared by BA Group in support of the applications. The TIS, dated April 2025, has been submitted as part of this development application under separate cover.**

As is discussed throughout this Planning Justification Report, the Proposed Development will deliver a new public road network with active transportation facilities, open spaces and a multi-use offroad pathway. The majority of the road network is proposed to be constructed as part of Phase 1. The new road network includes 5 public roads and a recommendation for 3 new traffic signals.

The proposed new roads are as follows:

- **Street A:** public local road extending from Steeles Avenue East to Martin Street;
- **Street B:** public local road extending from Steeles Avenue East to Street A;
- **Street C:** public local road extending from Street A to Street B;
- **Street D:** public local road extending from Street A to Martin Street; and,
- **Street E:** public local road extending from Street A to Street D.

The recommended signalized intersections in the TIS are as follows:

- Steeles Avenue East / Street A / Morobel Drive (4-legged intersection)
- Martin Street / Street A (3-legged intersection)
- Martin Street / Street D / Caves Court (4-legged intersection)

## TRANSPORTATION CONTEXT

The Site is well-served by a variety of roadway connections provided across the Town and Region, and to / from the Greater Toronto and Hamilton Area (GTHA). Surface transit (bus) routes to serve the Site are operated by Milton Transit, which provide local connections to higher-order transit services in the area (e.g. Milton GO Rail Line and GO Regional Bus Services) via Milton GO Station. The Site is located within convenient walking distance to Downtown Milton. The Site is currently served by a number of active transportation options including sidewalks, multi-use trails, bicycle lanes and park pathways. In order to accommodate growth, the Region and Town have plans for a number of road upgrades, inclusive of active transportation facilities, within the Site study area. Transit/GO Rail service is also being expanded in the future such that residents of the Site will be encouraged to travel with transit.

## PLANNED GROWTH IN MILTON

The Town of Milton is undertaking a review and update to the Town Official Plan in order to manage growth across Milton to the 2051 horizon year. In support of the Town Official Plan update and planned growth, the Milton Transportation Master Plan (TMP) was recently updated in December 2024. The updated TMP considers all modes of transportation and identifies strategic improvements that will facilitate a shift toward sustainable travel across Milton. Halton Region is currently undertaking an Integrated Master Plan (IMP) to complete the next Regionwide water, wastewater and multi-modal transportation master plans. The IMP will provide the strategies, policies and tools required to meet the Region's infrastructure needs up to 2051. The transportation component of the IMP will focus on a multi-modal regional transportation network for all users and will review the needs of the Region's active transportation network to support non-auto modes of travel and the overall reduction of greenhouse gas emissions. Both the Town TMP and Regional IMP are informed by the Region's strategic transportation (EMME) model.

## TRAVEL DEMAND FORECASTING

The analysis scenarios of the TIS correspond with the proposed development horizons (2036 completion of Phase 1 and 2046 completion of Phase 2) plus 5-years post completion of each development phase (as per the Terms of Reference). The analysis scenarios are as follows and considered the AM and PM Peak weekday periods:

- 2024 Existing Traffic
- 2036 Future Background Traffic
- 2036 Future Total Traffic (Phase 1)
- 2041 Future Background Traffic
- 2041 Future Total Traffic (Phase 1 + 5 years)
- 2046 Future Background Traffic
- 2046 Future Total Traffic (Phase 2)
- 2051 Future Background Traffic
- 2051 Future Total Traffic (Phase 2 + 5 years)

Existing baseline traffic volumes were established at study area intersections for the weekday morning (06:00–09:00) and afternoon (14:00–19:00) street peak hour periods using traffic count information obtained from surveys undertaken by Spectrum Traffic Data Inc. on Tuesday May 7, 2024. Five additional intersection counts were conducted for the weekday morning (06:00–09:00) and afternoon (14:00–19:00) street peak hour periods using traffic count information obtained from surveys undertaken by Spectrum Traffic Data Inc. on Tuesday December 10, 2024, as per the terms of reference with the Town of Milton.

Traffic growth assumptions were based on the corridor growth rates provided by the Town and Region, based on the Regional transportation (EMME) model. The Joint Best Planning Estimates (JBPE) forecasts provided by the Region in November 2024, include future residential and employment allocations for the Site. In order to avoid double counting Site traffic, the “background site traffic” associated with the JBPE Site forecasts were estimated and removed from the road network.

A conservative auto driver mode share assumption was adopted for traffic analysis purposes. It was assumed that the Site travel characteristics reflect

a 70% auto driver mode share at the first analysis horizon year (2036) and gradually reduce over time to 50% by the ultimate (2051) horizon. The auto driver mode share assumptions were assumed to evolve over time as follows:

- 2031 to 2041 (includes 2036 horizon)  
70% auto driver mode share
- 2041 to 2051 (includes 2041, 2046 horizon)  
60% auto driver mode share
- 2051 and beyond (includes 2051 horizon)  
50% auto driver mode share

The established travel mode share assumptions were applied to the trip generation methodology for both the “background site traffic” and the Proposed Development Site traffic. The TIS finds that the Proposed Development is expected to generate the following two-way auto driver vehicle trips, during the weekday morning and afternoon peak hours outlined below. It is noted that due to the expected evolving travel mode share, the Site-related auto driver trips at full build-out, are lower in 2051 than in 2046.

- 405 and 430 two-way auto driver vehicle trip in the 2036 horizon (Phase 1);
- 360 and 375 two-way auto driver vehicle trip in the 2041 horizon (Phase 1 + 5 years);
- 1,115 and 1,265 two-way auto driver vehicle trip in the 2046 horizon (Phase); and,
- 995 and 1,135 two-way auto driver vehicle trip in the 2051 horizon (Phase 2 + 5 years).

## TRAFFIC ANALYSIS SUMMARY & RECOMMENDED ADDITIONAL ROAD IMPROVEMENTS

The TIS concludes that the Proposed Development will have negligible or no impact on the area road network, due to the net reduction of traffic generation, relative to the JBPE allowances, at all study horizons. The TIS further concludes that Site-related traffic volumes can be appropriately accommodated on the future area road network with all planned and additional recommended infrastructure improvements required to accommodate background growth.

The impact of the Site to overall intersection V/C ratios is generally 2% or less but slightly higher at key intersections that a larger proportion of the proposed



Site traffic would use, including Martin / Main, Ontario / Main and RR25 / Martin / Steeles. The TIS finds that proposed Site-related traffic activity can be appropriately accommodated on the future area road network, with the inclusion of all planned and proposed infrastructure improvements.

The TIS indicates that Site driveway intersections, based on side street delay, should all be signalized by 2036 (at build-out of Phase 1) with the traffic signal at Street D / Caves being the first priority. The TIS finds that increasing traffic along Martin Street will increase the delays to any unsignalized side street connections. Given signalization of all Site driveway connections, they will operate at LOS D or better with acceptable overall intersection V/C ratios 0.65 or better. Expected 95th percentile queues outbound can be accommodated within the proposed internal street network without impeding upstream block driveway intersections.

Including the adjustment to the Town's growth rates, the TIS recommends a number of additional improvements (beyond those being considered by the Town and Region) at various horizons to accommodate general area background growth. These improvements include:

- RR25/Steeles/Martin
  - 2041 – overlapping SBR/EBL phase
  - 2051 – separate channelized SBR with exclusive receiving lane for free flow operations
- Ontario Street / Woodward Avenue
  - 2036 – WBL and SBL advance phases
- Ontario Street / Main Street East
  - 2036 – new exclusive SBR lane
- Bronte Street North / Main Street East
  - 2036 – Widening from 2 to 4 lanes
  - 2041 – additional SBT and convert new NBR lane to NBTR
- Highway 401 WB Off Ramp / RR25
  - 2046 (Optional) – separate dual WBL and dual EBL

- The storage within existing turning lanes needs to be extended at a number of intersections within the Focus Study area.

## PROPOSED TRAFFIC SIGNALS

The results of the traffic signal warrant assessments in the TIS indicate that the proposed traffic signals do not technically meet the 150% required score for installation at 1) Steeles Avenue East / Street A / Morobel Drive 2051 score of 93%), 2) Martin Street / Street A (2051 score of 89%) and 3) Martin Street / Street D/ Caves Court (2051 score of 59%). It is however recommended that the proposed traffic signals be installed as part of Phase 1, when Street A is connected to Steeles Avenue East and Street A and Street D are connected to Martin Street, for reasons related to: being prepared for future traffic growth, traffic operations and the reduction of delays for Site traffic, road safety (including school zone safety) and the provision of protected crossings for pedestrians and cyclists, including students travelling to/from the two schools on Martin Street.

## SCHOOL PEAK TRAFFIC ANALYSIS

A supplementary traffic analysis was completed during school peak hours for the Martin Street intersections in the immediate vicinity to the schools. The TIS notes that the "school out afternoon peak hour" traffic volumes were extracted from the traffic counts, for the intersections along Martin Street, between Steeles Avenue and Jasper Street. Given traffic signal timing optimization at the school driveway intersections, the TIS finds that the local area intersections can accommodate the new site traffic under 2051 future conditions, during the school out peak hour and the school driveways will continue to operate acceptably. It is expected that since the highest traffic volume under 2051 conditions can be accommodated, traffic at earlier horizons can also be acceptably accommodated along Martin Street.

## MULTI-MODAL TRAVEL ASSESSMENT

For multi-modal travel demand forecasting purposes, an auto driver mode share of 50% was assumed at 2051 and the balance of the travel mode shares were based generally on 2022 TTS data.

In 2051, with full build-out of the proposed

development, the Site is forecast to generate approximately 1,432 and 1,634 two-way auto trips (auto driver + auto passenger), during the morning and afternoon peak periods, respectively, and 560 and 637 two-way non-auto trips (transit, walking and cycling), during the morning and afternoon peak periods, respectively. Two-way site transit trips at the 2051 horizon are forecast to be in the order of 259 and 295 two-way trips during the morning and afternoon peak periods, respectively. Two-way site walking trips at the 2051 horizon are forecast to be in the order of 279 and 318 two-way trips during the morning and afternoon peak periods, respectively. Two-way 2051 site cycling trips are forecast to be in the order of 22 and 24 trips in the weekday morning and afternoon peak hours, respectively. The non-auto travel demands (transit, walking and cycling) related to the Site can be accommodated within the Site and the surrounding transportation network.

## **PHASE 1 SITE PLAN ELEMENTS**

As the application for a Zoning By-law Amendment (ZBA) only relates to Phase 1 of the wider Site, the TIS considers vehicle parking, bicycle parking and loading for Phase 1 only. The Town of Milton is currently undergoing the process of amending the Town's Urban Zoning By-law (Zoning By-law 016-2014) with respect to the minimum parking space requirements for developments. However, at this time, the Site is subject to the Town of Milton Comprehensive Zoning By-law 016-2014 (HUSP Urban Area – March 2023) for parking considerations.

### **Vehicle Parking**

The parking rates for the Proposed Development align with a minimum resident parking rate of 1.0 space per apartment / condominium unit, 2.0 spaces per townhouse and a minimum visitor parking rate of 0.20 spaces unit. Application of the proposed parking rates to the Site results in a minimum total vehicle parking requirement of 1,386 spaces, inclusive of 1,165 resident spaces and 221 visitor spaces. The Proposed Development includes a total of 1,442 parking spaces, inclusive of 1,220 resident spaces and 222 visitor spaces. The TIS therefore finds that proposed vehicle parking supply exceeds the proposed minimum parking rates.

### **Bicycle Parking**

As the redevelopment of the Site envisions a mixed-use complete community that is well-connected to

Milton's downtown area and encourages cycling trips throughout the Site, the provision of a bicycle parking supply is proposed that aligns with the bicycle parking requirements specified in the Town of Milton Comprehensive Zoning By-law 016-2014 (UGC-MU). The proposed bicycle parking supply includes a total of 1,092 spaces, inclusive of 53 short-term spaces and 1,039 long-term spaces. The TIS finds that the proposed bicycle parking supply exceeds the requirements of the prevailing Zoning By-law and will meet the needs of the Site.

## **Loading Considerations**

Phase 1 includes loading facilities for the mid-rise residential blocks. Solid waste pick-up for the townhouses (Blocks 2 & 4) is expected to occur at the driveway of each unit. The proposed loading spaces and areas are located at-grade, without any overhead obstructions, with the exception of Block 8/9, where the loading space is located in an internal loading facility. A total of 6 formal loading spaces are proposed for Phase 1 of the development. The TIS concludes that loading supply is appropriate and will meet the needs of solid waste vehicles, as well as moving and delivery activities.

## **Conclusions**

The TIS finds that the proposed Phase 1 development and the overall conceptual development proposed for the Site, will have negligible or no impact on the area road network, due to the net reduction of traffic generation, relative to the JBPE allowances, at all study horizons. The TIS further indicates that proposed Site-related traffic volumes can be appropriately accommodated on the future area road network with all planned and additional recommended infrastructure improvements required to accommodate background growth.

## 5.2 ENVIRONMENTAL NOISE STUDY

### **An Environmental Noise Study was prepared by SLR Consulting (Canada) Ltd. (“SLR”), in support of the applications.**

The Environmental Noise Study, which is dated April 14, 2025, and is submitted under separate cover, was prepared according to the land use planning guidelines which are included with the Halton Region – Noise Abatement Guidelines (2014) & Land Use Compatibility Guidelines (2014).

The Study considered:

- Transportation-related noise; and
- Industrial/ commercial noise.

The Environmental Noise Study recommends that Warning Clauses and receptor based physical mitigation measures be included in the architectural design of the Site structures. A summary of the mitigation measures and the Warning Clauses is provided in Appendix A of the report. With the inclusion of at-receptor mitigation and use of Warning Clauses, the Proposed Development is anticipated to be compatible with the surrounding land uses from an environmental noise, and vibration perspective.

Further, the Study indicates that the Site will not affect the ability for facilities in the area to obtain or maintain compliance with applicable Provincial environmental policies, regulations, approvals, authorizations, and guidelines. Based on the findings of the Study, the requirements of the Region of Halton–Noise Abatement Guidelines (2014), Land Use Compatibility Guidelines (2014) and Publication NPC–300 are met. SLR finds that, as the applicable policies and guidelines are met, the requirements of the Provincial Policy Statement are met and the Site is:

- Unlikely to result in increased risk of complaint and nuisance claims;
- Unlikely to result in operational constraints for the major facilities; and
- Unlikely to result in constraints on major facilities to reasonably expand, intensify or introduce changes to their operations.



## 5.3 PEDESTRIAN WIND ASSESSMENT

**A Pedestrian Wind Assessment was prepared by SLR Consulting (Canada) Ltd. (“SLR”) in support of the applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision.**

The Pedestrian Wind Assessment, which is dated April 14, 2025, and is submitted under separate cover, provides an overview of the approach and methodology used to conduct the wind assessment for Phase 1 of the Proposed Development. A qualitative assessment was conducted using computational fluid dynamics (CFD), and wind comfort conditions were predicted on and around the Subject Site to identify potentially problematic windy areas. SLR assessed two configurations, for comparison, as follows:

- **Existing Configuration:** Existing Site with existing surroundings; and,

- **Proposed Configuration:** Proposed Development with existing surroundings.

SLR reaches the following conclusions:

- The wind safety criterion is expected to be met in all areas assessed in both the Existing Configuration and the Proposed Configuration, including the amenity terraces.
- Through the Proposed Development, wind conditions on the Site, including the numerous entrances and exits, are expected to be suitable for the intended use year-round.
- Wind conditions on the amenity terraces are expected to be suitable for the intended use. Suggestions are provided if calmer conditions are desired in the spring and autumn seasons.
- In both the Existing Configuration and the Proposed Configuration, wind conditions on the sidewalks surrounding the Proposed Development are anticipated to be suitable for the intended use throughout the year, including the sidewalk along Martin Street.

## 5.4 FUNCTIONAL SERVICING REPORT

### A Functional Servicing Report was prepared by Urbantech in support of the applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision.

The Functional Servicing Report, which is dated March 2025 and is submitted under separate cover, presents functional design details and calculations related to drainage, wastewater servicing and water supply for the Proposed Development. The servicing strategy for the Proposed Development is summarized below.

#### GRADING DESIGN

The proposed grading design for the Subject Property:

1. Conforms to the Town of Milton's design criteria.
2. Optimizes cut and fill operations to minimize import/export situations.
3. Matches existing boundary conditions and self-contain drainage.
4. Provides overland flow conveyance for major storm conditions.
5. Minimizes the length and height of retaining walls.
6. Provides minimum cover on proposed servicing; and
7. Ensures compatibility with extensions of roads into surrounding lands.

Further details are provided in Drawing GR-1 of the report.

#### STORM DRAINAGE AND STORMWATER MANAGEMENT

The storm drainage and stormwater management strategy for the Proposed Development contemplates the following:

- **Design:** Storm sewers within the subdivision are sized to convey the 5-year storm in accordance with the Town of Milton standards. Local storm sewer pipes generally range in size from 375 mm to 1200 x 1800 mm box sewers. Box sewers are proposed as opposed to the equivalent circular

pipe due to cover and crossing constraints. All stormwater within the subdivision is conveyed to the stormwater pond on the southeast of the Site.

- **Extended Detention and Orifice:** The drawdown time for the pond is 31 hours with the use of a 200 mm orifice tube, as per the Town of Milton standards.
- **Quality Control:** Enhanced (Level 1) water quality protection through the removal of 80% of total suspended solids (TSS) will be provided, as required by the Town of Milton.
- **Quantity Control:** In addition to runoff from the Site, flows originating from the existing Honda Lands (170 Steeles Avenue East) where there will be future development (outside of this development application), are also to be conveyed to the SWM pond. Post-development flows for the 2-year to 100-year storms, as well as the Regional storm event, will be controlled to the pre-development flows of the Site. The proposed pond has been sized to provide regional control onsite, including conservatively assume that all storage below the 100-year event is full. As such, the Functional Servicing Report indicates that no impacts to downstream flooding are expected. The pond will outlet to the Sixteen Mile Creek via a 1500 mm concrete box culvert, which has been determined to have no negative impacts to the NHS.
- **Emergency Outlet Design:** The pond has been designed to release emergency flows at an elevation of 204.80 m.
- **Water Balance:** In accordance with the Town's requirements, the first 27mm of runoff from the Proposed Development must be retained on-site. A number of LID measures are considered, including rainwater harvesting, downspout disconnection, pit/infiltration chambers, bioretention, among others.

#### WASTEWATER SERVICING

- Wastewater from the Proposed Development is proposed to drain from north to south through a network of pipes ranging in size from 200mm to 450mm in diameter along Street A, Street E and Street D.

- Flow conveyance will continue external to the Site through a new 450 mm sewer along Martin Street from Street D (MH39A) to Woodward Avenue (MH41A), and a new 450 mm sewer along Woodward Avenue from MH41A eastward to the Region's 1050 mm trunk sewer. The existing 250 mm service on Martin Street and 200 mm service on Woodward Avenue are proposed to remain in place as service lateral connections to the new 450 mm sewer would not be permissible under Regional standards.

4. Inspecting all sediment and erosion control controls to maintain them in good repair until such time as the Engineer or the Town approves their removal.

The Functional Servicing Report indicates that, if required, site-specific measures will be determined during the detailed design / site alteration application stage.

## **WATER SERVICING**

- The Proposed Development is proposed to connect to the Milton groundwater-based distribution system via the existing 300mm Zone M5G watermain on Steeles Avenue and on Martin Street. A series of local 200 mm and 300 mm watermain are proposed internal to the development to provide service connections, as well as looping and redundancy for the system.

## **EROSION AND SEDIMENT CONTROL**

Erosion and sediment controls will be implemented during all site construction works including topsoil stripping, bulk earthworks, foundation excavation, site servicing and stockpiling of materials and will conform to ESC guidelines (2019 STEP/TRCA). These measures will include:

1. Installing heavy duty silt control fencing along the perimeter of the Site at strategic locations.
2. Installing a temporary mud mat at the construction site entrance.
3. Wrapping the tops of all inlet structures with filter fabric and using install silt sacks.



# 5.5 PUBLIC CONSULTATION STRATEGY

The following Public Consultation Strategy outlines the purpose and desired outcomes of consultation with the external community, highlights the demographic profiles of the nearby population, outlines expected matters to be addressed, and provides an overview of the proposed consultation approach.

## PURPOSE OF CONSULTATION

The goal of project consultation activities is to inform and receive input from local neighbours, key interest holders, City Staff, local Councillors, and members of the broader community regarding the redevelopment of the Site.

## DESIRED OUTCOMES

The intended outcomes for this public consultation process include:

- Building awareness of:
  - The nature and purpose of the development applications;
  - Details of the proposed development and phasing;
- Receive input from participants in the engagement process on their priorities for, and thoughts about, the Proposed Development; and,
- Incorporate feedback into the development concept, wherever possible and appropriate, as the development applications progress.

## DEMOGRAPHIC PROFILE OF AUDIENCE

The demographic profile was formed using data from Statistics Canada's 2021 Census.

### Households and Family Sizes

The Subject Site is bound by Old Milton in the south, Mountainview to the east and the 401 Industrial / Business Park Area to the north. They collectively make up the Engagement Area for the Site. Working-age individuals (25-64) make up the largest share of the population, which is consistent with the

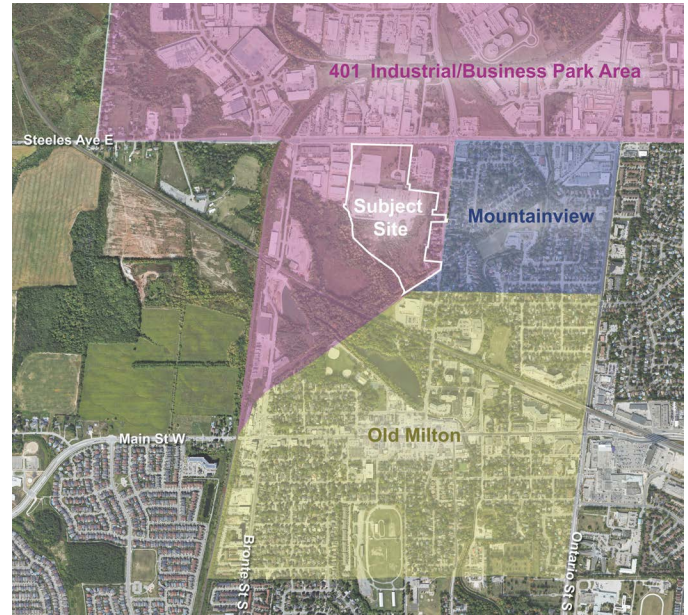


Figure 58: Overview of Engagement Area

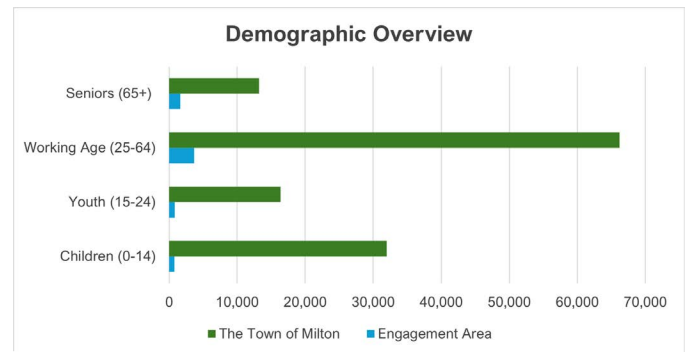


Figure 59: Demographic Overview of Engagement Area and the Town of Milton

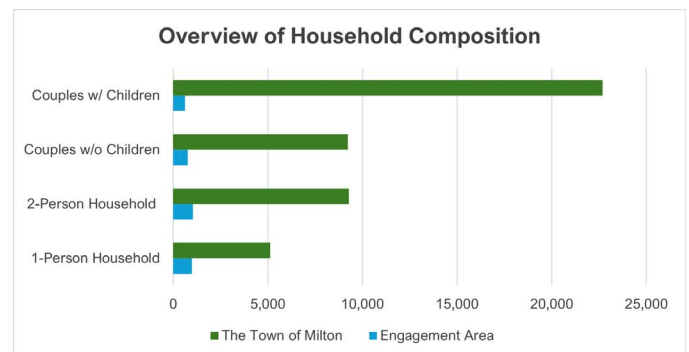


Figure 60: Overview of Household Composition within the Engagement Area and the Town of Milton

population of Milton overall. Seniors (65+) make up the second largest demographic in the Engagement Area, but they represent the smallest demographic in the overall population of the Town. Children (0-14) make up the second highest demographic in Milton; however, they constitute the smallest demographic in the Engagement Area (see Figure 59).

In comparison to the population of Milton overall, the Engagement Area has a higher percentage of 1-person households (16% vs 4%), 2-person households (17% vs 7%) and couples without children (12% vs 7%). However, Milton overall has a higher percentage of couples with children than the Engagement Area (17% vs 10%) (see Figure 60).

The demographic data shows that, in comparison to the overall population of Milton, the Engagement Area has a higher number of seniors and generally smaller households. These factors may inform public consultation approaches moving forward.

**Housing**

The average percentage of homeowners in the Engagement Area is marginally higher than the overall population of Milton (26% vs 25%). The percentage of renters differs, with the Engagement Area having 15% renters and Milton overall having 5% renters. The Engagement Area has a higher percentage of condominium residents compared to Milton overall (8% vs 4%). In addition, the Engagement Area also has a higher percentage of residents living in housing forms other than condominiums (33%) compared to the Town overall (26%). The largest point of difference exists in the share of households residing in 5+ storey apartments, with the Engagement Area at 13% compared to 2% for Milton overall (see Figure 61).

This data allows us to understand the existing housing types that people in Engagement Area reside in and are familiar with.

**COMMUTING PATTERNS**

The percentage of households who rely on their private vehicles to commute to work is consistent across both the Engagement Area and Milton overall (91% and 94%). There are more households who walk in the Engagement Area (7%) compared to Milton

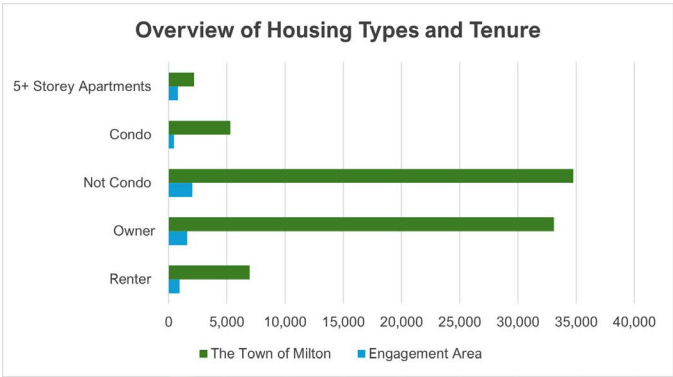


Figure 61: Overview of Housing Types and Tenures in the Engagement Area and the Town of Milton

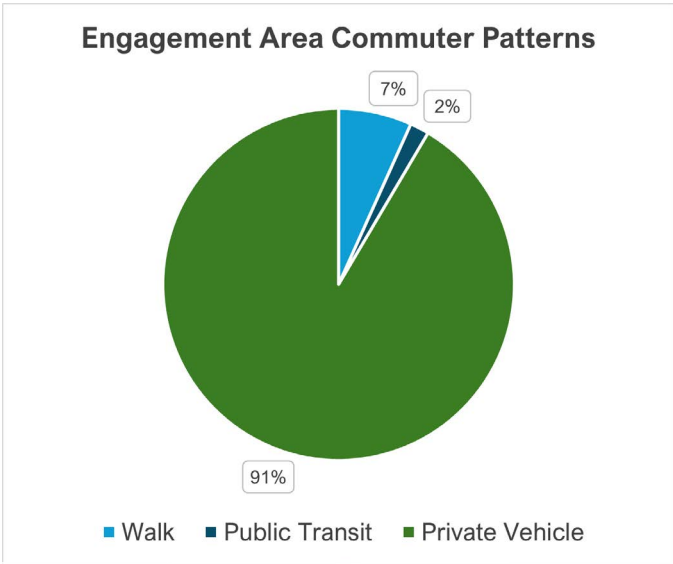


Figure 62: Commuting Patterns in the Engagement Area

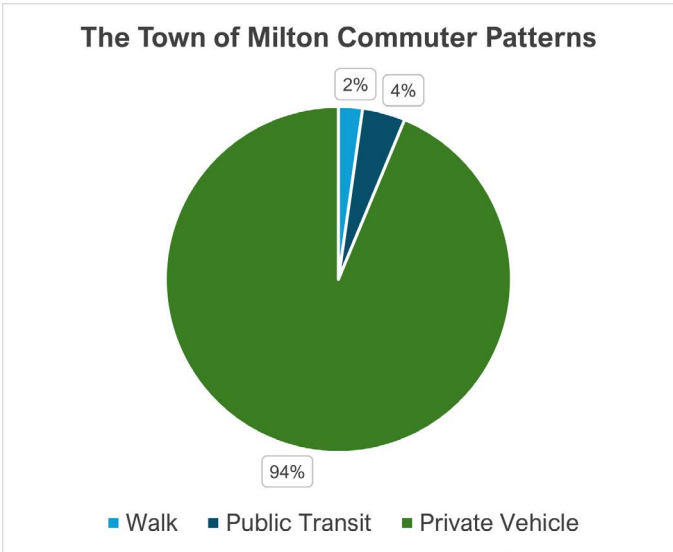


Figure 63: Commuting Patterns in the Town of Milton

overall (2%). However, Milton overall has a higher percentage of households taking public transit in their commute compared to the Engagement Area (4% vs 2%).

This data provides insights into the commuting patterns of the residents in the Engagement Area compared to the overall population of Milton.

## MATTERS TO BE ADDRESSED

In pre-application consultations, Town Staff have described a preliminary set of potential matters that will be of interest to engagement participants and should be addressed through the consultation process.

- Traffic impacts
- Built form and massing
- Shadowing
- Public realm design and access

The consultation process will address these matters and other that arise in advance of

## COMMUNICATION STRATEGY

The Public Consultation Strategy anticipates the following consultation events and measures:

- The project team will undertake ongoing engagement with Councillor Kristina Tesser Derksen, Councillor Colin Best, Town Staff, adjacent landowners, and the community throughout the approvals process.
- Future consultation will take place in the form of

a Public Information Centre (PIC) meeting hosted by the applicant, to be attended by Town Staff and local Councillors to respond to community questions and comments. All property owners within 200 metres of the Site will be contacted via mailing notice at least 20 days prior to the PIC meeting.

- Additionally, a development application sign will be posted on the Site to inform community members of the proposal, how to obtain more information, and the date and time of the PIC.

## EVALUATION AND FEEDBACK

The project team intends to ensure the feedback loop is completed for all interested consultation participants. Comments and concerns captured during the engagement process will be considered with the goal of balancing planning principles, site programming requirements, operational efficiencies and functions of the Proposed Development. All comments received in response to the application will be monitored, reviewed and tracked. Feedback provided to the project team will be processed with the following action steps:

- **Categorization and analysis:** The project team will organize and summarize comments and questions received, and identify key themes, opportunities and gaps. In particular, the analysis will suggest the most salient issues for different stakeholder types and how the team can best address them.
- **Project team dissemination:** The comments will be distributed to the project team, with questions and comments most pertinent to specific consultants highlighted for review and response.
- **Actions:** The project team will develop a list of actions that should be taken in response to the feedback. In some cases, the response may be a design change, while in other cases the response may be a written explanation of why the feedback cannot be incorporated as requested.
- **Evaluation and feedback:** The applicant will continue to work with Town Staff to tailor this Public Consultation Strategy through the approval process. Further discussions with Town Staff will be required to confirm timing, logistics, roles and anticipated outcomes of all engagement activities.



## 5.6 SHADOW STUDY

### **A Shadow Study was prepared by Urban Strategies Inc. in support of the applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision.**

The Shadow Study, which was completed in accordance with Milton's Terms of Reference for Shadow Studies and is dated March 12, 2025, and is submitted under separate cover, illustrates shadows from existing buildings, as well as shadow impacts from the Proposed Development on April 21, June 21, September 21 and December 21.

On April 21 and September 21, the Proposed Development results in some net new shadowing relative to the existing condition across all Phase 1 blocks, as well as on a portion of the future open space areas between 9:00 and 11:00 AM, and the public realm on portions of Streets A, B, D and E throughout the day. There are minimal shadow impacts on the adjacent private properties on Martin Street on April 21, with minimal shadows occurring only at 5:00 PM on a small portion of the rear yards of 8 private residences. Shadow impacts slightly increase on September 21, with some rear yards of adjacent private residences experiencing shadow impacts from 3:00 PM onwards.

On June 21, net new shadows are comparatively shorter and only have a very limited impact on the adjacent neighbourhood areas. Only a minimal portion of the rear yards of adjacent private residences are impacted along the property line that abuts the Subject Site at 5:00 PM. The Proposed Development does result in some net new shadowing relative to the existing condition across all Phase 1 blocks, some portions of the future open space areas at 9:00 AM (clearing by 10:00 AM), and the public realm on portions of Streets B, D and E throughout the day.

A shadow study was completed for December to understand the shadowing effects on 270 Martin Street, which is the only property adjacent to the Site with rooftop solar panels (as of April 2025). On

December 21st, when the sun's angle is lowest, the rooftop of 270 Martin Street will receive a shadow from the Proposed development starting at 2:00 PM. At 3:00 PM, a mix of sun and shadow falls on the rooftop, and at 4:00 PM, the solar panels will be covered by shadow just before sunset at 4:44 PM.

Overall, the shadows created by the Proposed Development are appropriate, particularly due to the planned context as the Site is within a Strategic Growth Area that is expected to deliver higher density development. The Proposed Development demonstrates a clear and consistent transition to the established neighbourhood along Martin Street, adequately limiting shadow on nearby backyards and rooftops, as well as patios, public sidewalks and other important public within the Proposed development and private backyards along Martin Street. In summary, the net new shadows meet the parameters for a shadow test as determined by Milton's Shadow Study Terms of Reference. Specifically, the Shadow Study finds that:

- 60% of opposing sidewalks will receive 60% sunlight for at least three hours;
- Commercial sidewalk patios will receive at least two hours of sunlight over lunchtime (10:00 AM to 2:00 PM) or dinner hours (5:00 PM–9:00 PM);
- 50% of the proposed open spaces will receive sunshine for 5 consecutive hours between 9:00 AM and 5:00 PM;
- Backyards and front yards will receive sunlight for at least 2 consecutive hours between 10:00 AM and 5:00 PM; and,
- Solar panels on adjacent properties will receive sunlight for an extended period (minimum 8 hours) in April, June and September.

Lastly, net new shadows will have some impacts on the proposed future open space areas, however these impacts are reasonable and acceptable as the net new shadows are limited in area and will move quickly throughout the day and maintain the utility of the public realm, specifically during warmer months. T

## 5.6 RESIDENTIAL, POPULATION AND COMMERCIAL ASSESSMENT

**A Residential, Population and Commercial Assessment was prepared by N. Barry Lyon Consultants Limited (NBLC) in support of the applications for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision for the Proposed Development at 150 Steeles Ave E and 248, 250 and 314 Martin St.**

The Residential, Population and Commercial Assessment, which is dated April 2025 and is submitted under separate cover, provides a high-level overview of the current market context, outlines current demand and demographic trends, and illustrates key factors and implications on non-residential (office and commercial) markets.

Key findings of the assessment related to population growth include the following:

- Milton is a fast-growing municipality, with population growth being driven by internal migration, particularly from within Ontario.
- Milton's long-term population and job growth forecast (based on the Halton Region OP) of ~213,000 persons and ~91,880 jobs translates to an estimated need of approximately 90,000 residential units (or 2,900 new units per year, on average). To meet the residential targets, Milton will require a significant increase in local development capacity.

With regard to the current residential market, the assessment concludes that:

- Development activity suggests that there is a growing acceptance of denser housing formats, including townhouse and residential apartment typologies, despite Milton's prominence as a low-density market.
- The rising cost of housing and an aging community support the market acceptance of denser housing formats.

- Rising prices in housing have widened the affordability gap within the Town, requiring higher household incomes to be able to afford a mortgage under current conditions.

Related to the current non-residential market (office and commercial), the assessment finds the following:

- Milton has experienced strong levels of non-residential investment in the last five years; however almost all of this space has been industrial (96%), followed by retail (3%) and office (1%).
- While some new office development activity has occurred throughout the Town over the last decade, these developments have been population-serving, where demand is correlated to residential growth. In total, there have been six professional office spaces developed in Milton within the last ten years.
- The per capita retail requirement will likely fall with implications for planned retail space, including within the Proposed Development due to the changing retail environment as a result of growing e-commerce and digital retail platforms and the decline of the traditional mall.
- Key factors to consider in determining when and where to locate future retail include:
  - Overall demographics and planned growth – areas with higher population densities support greater retail demand; however sufficient demand to support viable business will only emerge later in a development program. Given this, it would be appropriate to plan to deliver most retail space towards the end of the development, and to locate this space within the highest density node(s).
  - Mobility patterns – any retail proposed in the future on the Subject Site should not be clustered in the highest density areas, but along major thoroughfares through the community that enhance visibility, with the potential to form a modest commercial spine.

# 6.0

## Summary of Planning Rationale

This Planning Justification Report has been prepared in relation to the applications for Official Plan and Zoning By-law Amendments and a Draft Plan of Subdivision to facilitate the redevelopment of the Site with a mixed-use development.

The Proposed Mountainview West Development provided a significant environmental improvement of a 20.8 hectare former industrial site, including expansion of the Natural Heritage System. The Proposed Development and associated amendments will facilitate the development of a new neighbourhood on an underutilized brownfield site, inclusive of a range of uses, ample green space, a high quality public realm, and the extension of the active transportation network. The Proposed Mountainview West Development will result in a compact, mixed-use, transit-supportive and complete community in central Milton, and it represents good planning. Highlights of the project are discussed below.



## 6.1 TRANSFORMING A BROWNFIELD SITE INTO A NEW COMMUNITY NEXT TO NATURE

As part of its Official Plan Review in 2022, Halton Region enacted Regional Official Plan Amendments 48 and 49 (“ROPA 48”, “ROPA 49”). As is discussed in Section 4.4 of this Planning Justification Report, these amendments were consolidated in the Regional Official Plan and are reflected in the relevant policies cited in Section 4.4. ROPA 48 implemented the results of the Region’s Growth Management Strategy, which considered how to accommodate growth in Halton to 2051 (including growth forecasts for people and jobs) and updated policies and mapping related to the Regional Urban Structure, including Employment Areas. The Subject Site was removed from the Employment Area designation through ROPA 48 and it was determined that the request to convert the lands to permit non-employment uses met the criteria that was set out in the former Growth Plan for the Greater Golden Horseshoe to assess the merits of employment conversions.

The Subject Site was initially converted to permit industrial uses in 1954 for the Ontario Steel Products plant, and later was operated by Meritor Suspension Systems Company which manufactured coil springs until 2009. Since 2009, the main portion of the Site has been vacant and underutilized. Due to the former heavy industrial uses that operated on the Site, the land became heavily contaminated, making it unsuitable for safe use or development.

Subsequent to Neatt Communities purchasing the Site, Neatt submitted a Zoning By-law Amendment application and CEMS to facilitate the remediation of the Site and transform a former brownfield site into a new community next to nature. Through the Rezoning process, a portion of the lands located within the Natural Heritage System on the south-west edge of the Site were also rezoned from M1\*38 (Business Park) to NHS (Natural Heritage System) to refine the limit of the NHS zone in accordance with the key features of the Regional Natural Heritage System and its associated buffers, which resulted in the expansion of the existing Natural Heritage System surrounding Sixteen Mile Creek.

The Rezoning was approved in 2023 and remediation

efforts are currently ongoing. The remediation that is being undertaken on the Subject Site not only enables the land to be re-used in a safe way, but also supports the restoration of the ecological health of the Natural Heritage System, which was negatively impacted by the contamination of the Site. The intensification of the Site also directs growth and development away from natural heritage and water systems located in greenfield areas, as the Proposed Development is situated outside of the NHS boundary and associated buffers, as defined by the Rezoning.

The Proposed Development also includes a stormwater management strategy for the Site, which includes the delivery of a new stormwater management pond located at the southeast end of the Site. The Proposal also anticipates the use of landscaping features and Low Impact Development (LID) strategies throughout the Proposed Development, which will be determined through the Site Plan Approval process. The stormwater management pond will minimize and prevent increases in stormwater volumes and contaminant loads, as well as improve the quality and quantity of water runoff that enters Sixteen Mile Creek. The LID strategies will also facilitate improved water quality prior to discharging to the stormwater management pond, and they will serve as amenities to the public. The overall stormwater management strategy will contribute to the resilience of north-west Milton by protecting the environment by improving water quality near the Natural Heritage System.

The Proposed Development will deliver a new community next to nature that is also well-connected to its surroundings and supports sustainable modes of travel, including cycling and walking, in the early phase of development, making sustainability one of the core tenets of the project. The Proposal will support the Town in focusing growth within the existing built up area, limiting the need for urban expansion, and supporting the social and economic resilience of the Town by locating people near existing development, including local businesses and existing community services and facilities.

## 6.2 SUPPORTING GROWTH IN A STRATEGIC AREA NEXT TO THE MILTON DOWNTOWN

The provincial and municipal policy framework emphasizes protecting the financial and economic well-being of the Province and municipalities and the appropriate location of growth and development. The Mountainview West development will intensify an area that is intended for growth, and which can support other strategic growth areas.

Section 2.3 of the PPS directs growth to settlement areas, and specifically strategic growth areas within the settlement area. By directing growth to settlement areas, natural features in undeveloped areas are protected. Policies in Section 2.4 of the PPS further specify that growth should be targeted in Strategic Growth Areas to support the achievement of complete communities and a compact built form.

The Subject Site is located within a strategic growth area, as defined by Schedule K of the Town of Milton Official Plan. The Site is identified as being within Milton's Major Urban Centre per Schedule 4 of the Town's New Official Plan, which is still subject to ministerial approval. Growth and development in the Town of Milton are directed to the Major Urban Centre and other strategic growth areas. They are intended to accommodate both population and job growth, as outlined in Table 2 of the New OP. While the Milton GO Major Transit Station Area / Uptown and Downtown are planned to accommodate some levels of growth, the Milton Downtown is also subject to significant flood constraints that limit the potential for new development.

The Proposed Mountainview West Development will direct population growth and locally-serving commercial uses to a strategic growth area within Milton's settlement area boundary, on underutilized formerly industrial lands, making them a highly appropriate location for revitalization and development. The Proposal will generate 1,083 new residential units in the first phase of development, along with a net residential FSI of 2.17 in the first phase of development,

and residential FSI of 3.2 across both the first and second phases of development combined. The Proposed Development will also deliver retail and community uses throughout the development, including new open space, walking and cycling facilities to expand opportunities for local recreation and the multi-modal transportation network in the Mountainview area. The Proposal also provides for the potential to operate public transit service within and around the Site through the design of public streets and by generating new people and jobs that would increase transit service capacity and support in the optimization of future transit infrastructure investments.

In addition to directing growth to a strategic growth area, the Proposal will also support the economic sustainability of Milton's Central Business District in the historic Downtown. Downtown Milton is planned as a Major Urban Centre that will accommodate some levels of growth and development. However, flooding constraints limit the potential for new development within the CBD to add residential and commercial density that can help to sustain and grow local business and culture Downtown. The Mountainview West Site is one of the closest large intensification areas to the Downtown – within approximately 10 minutes walking distance – and the Proposed Development is carefully planned to deliver new mixed-use density that will complement and support the CBD. In the first phase, the proposed 1,083 units will immediately add new residents within convenient walking distance to the CBD. At full build-out, the proposed 3.2 FSI will include even more residents within walking distance to the Downtown, increasing the local population that can support commerce and work locally in spite of the existing flooding constraints within the CBD itself.

The Proposed Development is also carefully planned to balance the need for on-site commercial amenities with the broader objective of supporting – and not

competing with – commercial activity in the CBD. The Mountainview West Development is therefore planned to accommodate future non-residential uses in locations within the Site that will activate the public realm and serve the local population. The Comprehensive Development Plan included as part of the proposal indicates where ground-related non-residential spaces along proposed Street A and at the corner of Streets B and D will provide convenient amenities and some job opportunities for residents and activate the development's main public streets and open spaces. This non-residential space strategy responds to market analysis by NBLC that indicates that the Site is not a viable location for significant retail intensification nor a likely candidate for office locations, and that providing a more limited and focused amount of non-residential space can ensure complementarity with Downtown commercial activity.

The Proposed Development will also locate new residents, employees and visitors with direct connections to the Milton GO transit station via public transportation, as well as within a short distance of the broader MTSA. The increased residential and commercial densities will support the viability of the existing GO transit infrastructure and support in the future implementation of all-day, two-way GO transit service on the Milton line.



## 6.3 DELIVERING HOUSING WITHIN A COMPLETE COMMUNITY

The provincial and municipal planning policy frameworks provide direction for the creation of complete communities and the provision of a full range of housing options.

The Proposed Mountainview West Development offers a range of housing options to support the creation of a complete community. The Proposal will contribute 1,083 new residential units to the area in the first phase of development, and additional residential density in the second phase of development (with the exact amount to be determined through future planning applications).

The Proposed Development envisions the creation of a range of housing forms within compact development on the Subject Site. The first phase of development is proposed to include a mix of townhouses and mid-rise apartment buildings. Later phases will also include apartments in taller buildings. The mix of building typologies and unit sizes are intended to accommodate people in all stages of life. Phase 1 proposed the delivery of 202 1-bedroom units, 499 units with 1 bedroom plus den, 300 2-bedroom units, and 82 3-bedroom units in townhouse form. This area of Milton currently features predominantly ground-related residential housing, and the Proposed Development will provide an expanded variety of housing options, with many units that are more attainable relative to ground-related housing.

By delivering 1,083 units in Phase 1 and a total density of 3.2 FSI (for all uses) at full buildout, the Proposed Development will make significant contributions towards meeting provincial and local housing goals. In

response to the acute need for new housing in Ontario, the Province has established a goal to build 1.5 million homes by 2031, and the Town of Milton has committed to facilitate construction of 21,000 housing units within that timeframe. The Town of Milton OP also establishes a forecasted growth goal of 400,400 people by 2051. The Proposal represents contextually-appropriate intensification that will support the Town in meeting its forecasted growth and achieving appropriate density targets within Milton.

In addition to providing housing, the Proposed Development will benefit from and contribute to land uses and amenities that support a complete community. The Mountainview West Site is within walking distance to community services and facilities such as Livingston Rotary Park and associated recreational facilities, a local library, Chris Hadfield Park, and a range of schools, including Martin St Public School, as well as a range of commercial amenities opportunities to work in Milton's Downtown and the 401 Industrial/Business Park. The Proposed Development will also provide a range of new public open spaces to expand and add diversity to the open spaces available to the community. The new spaces, which will have a total area of approximately 1.28 hectares, include the provision of a Central Park, Civic Plaza, Parkette, Gateway Green, and Valleyside Trail. New non-residential spaces will activate key streets within the Proposed Development and add new commercial amenities and job opportunities at a scale that serves the local population while complementing the role of Downtown Milton as the Central Business District.

## 6.4 THOUGHTFUL COMMUNITY INTEGRATION

Provincial and municipal planning policies support the appropriate location for growth, well-designed built form, protection of ecological features, and design that supports public transit and encourages sustainable travel. The Proposed Mountainview West Development proposes thoughtfully organized land uses, connections and density to fit appropriately within the established local context.

The Site is a 20.8 hectare former industrial area with three neighbouring contexts: the established Mountainview neighborhood to the east, the Sixteen Mile Creek and related Natural Heritage System to the southwest, and the employment uses in the 401 Industrial/Business Park to the west and north. The Proposal is planned to appropriately address and relate to its context and seeks to reintegrate the Site into the Town's street grid to create a more seamless urban fabric that responds to the existing conditions around the Site and beyond.

The Proposal adequately responds to the Natural Heritage System on the southwest edge by locating development outside of the NHS and its buffer area and promoting active and passive recreation along the edge. The locations of the Community Green and pond-adjacent Promenade are designed to enable views of the NHS and extend its character into the Site, while respecting the defined boundaries and enabling the continued ecological improvement of that area. The Proposal also considers the existing low-rise residential neighbourhoods to the east and proposes the delivery of lower-density built forms in the first phase of development, with low-rise townhouse blocks located along the rear yards of the residential homes on Martin Street, then scaling up towards the west of the Site with mid-rise building blocks. Future phases of development consider the integration of additional mid-rise and high-rise buildings, with the conceptual height peak occurring in the northwestern portion of the Site to also provide appropriate transition to the adjacent employment uses on the west edge. The multi-use pathway along the west and south ends of

the Site will help to ensure that future land uses are appropriately separated from the existing employment uses and are outside of the recently established NHS buffer.

The Proposed Development proposes the integration of new multi-modal and active transportation connects on the Subject Site through the creation of a new street and block network that delivers active transportation infrastructure and the new Valleyside trail. Additionally, the Proposal considers the future expansion of transit on the Subject Site, protecting for the potential to accommodate future transit routes to and within the Site.

As the Site is located outside any area potentially at risk of natural hazards, the Site is also well-positioned to support the Milton Downtown by providing higher density development in close proximity to the CBD, which is largely constrained as it is located within a floodplain hazard area. The Proposed Development will locate a large number of new residents in close proximity existing businesses and community services and facilities, which helps support the viability of Downtown businesses over the long-term.

Additionally, the intensification of the Subject Site presents a unique opportunity to locate a significant amount of residential development in an area that will support the optimization of existing infrastructure, making optimal use of land within the settlement area and avoiding urban sprawl. The outcome will be a new community that integrates into the existing urban fabric, and a community that provides excellent transition between various uses, including employment, residential, the Natural Heritage System, and Milton Downtown. Overall, the result is a carefully master planned community that responds to the surrounding context, while providing a street and open space framework that anticipates and protects the potential for future development on adjacent lands.

## 6.5 SUPPORTING A DIVERSE PUBLIC REALM THAT BUILDS ON THE EXISTING CHARACTERISTICS OF THE SITE

The Proposed Mountainview West Development will deliver multiple exceptional green spaces and public realm initiatives, including the Central Park, Valleyside Trail, Civic Plaza, the Promenade, and public realm street frontages throughout the development. The proposed green spaces will connect with the broader context of parks and open spaces, including the parks and recreational amenities located south of the Site surrounding trail system. The spectrum of open spaces provided throughout the Proposed Development are the focal points for community life with a diversity of opportunities for recreation and togetherness.

### Open Spaces

The Proposal includes the delivery of a series of open spaces, including the Community Green, Civic Plaza, Gateway Green, and Stormwater Management Pond and Promenade, that provide key gathering and recreation opportunities within the community. A mix of soft and hard landscaping allows residents and visitors to engage in active and passive recreation, as well as space for community and cultural gathering.

### Boulevards and Landscape Improvements

Through the Proposed Development, a series of additional open spaces are provided to create green linear connections between important locations and improve public interfaces between Mountainview West and the rest of Milton. Avenues and landscape improvements include Street B Avenue, Steeles Avenue frontage improvements, and Martin Street frontage improvements.

### Natural Heritage System

The Proposed Mountainview West Development has also contributed nearly 5.5 hectares of remediated Natural Heritage System to Halton Region's expansive and important system of protected natural areas. These areas preserve biodiversity across the region and ensure the health of Sixteen Mile Creek.

### Public Art

Opportunities to celebrate local history and culture, which can be stand-alone features within open spaces or integrated into streetscape elements and/or the design of buildings.



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# **APPENDIX A:**

DRAFT OFFICIAL PLAN AMENDMENT

Prepared by Urban Strategies Inc.

## THE CORPORATION OF THE TOWN OF MILTON

### BY-LAW XXX-2025

BEING A BY-LAW TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTION 22 OF THE *PLANNING ACT* IN RESPECT OF THE LANDS MUNICIPALLY IDENTIFIED AS 150 STEELES AVENUE EAST AND 248, 250, AND 314 MARTIN STREET AND LEGALLY DESCRIBED AS PART OF LOT 7, CONCESSION 2NS, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (150 STEELES MILTON INC.) - FILES: LOPA-XX/25 AND Z-XX/25

The Council of the Corporation of the Town of Milton, in accordance with the provisions of Section 22 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 remove Policy C.2.5.12 and amend Schedule B, Schedule D, Schedule D1, Schedule I1, Schedule H, Schedule N, Schedule C.2.A and Schedule C.2.B of the Town of Milton Official Plan to remove the subject lands from the Milton 401 Industrial/Business Park Secondary Plan in its entirety and to permit the development of a mixed-use high density community with buildings ranging in height from 4 to 28 storeys, with a total maximum floor space index of 3.14, on lands known municipally as 150 Steeles Avenue East and 248, 250, and 314 Martin Street and legally described as Part of Lot 7, Concession 2NS, Town of Milton, consisting of the attached maps and explanatory text, is hereby adopted.
2. Pursuant to Subsection 22(9.3) 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 22(6.4) and 22(7). Where one or more appeals have been filed under Subsection 22(6.4) or 22(7) 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 Ontario Land Tribunal.
3. The Clerk is hereby authorized to approve the aforementioned Amendment Number No. XX to the Official Plan of the Town of Milton.

**PASSED IN OPEN COUNCIL ON [DATE]**

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

\_\_\_\_\_  
Meaghen Reid Town Clerk





**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 1: 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  
150 Steeles Avenue East  
Part of Lot 7, Concession 2NS  
(File: LOPA XX/25)

### **PURPOSE OF THE AMENDMENT**

The purpose of this amendment is to amend certain schedules and policies of the Official Plan of the Town of Milton and the Milton 401 Industrial/Business Park Secondary Plan, to remove the subject lands from the Milton 401 Industrial/Business Park Secondary Plan in its entirety and to add a Specific Policy Area No. XX to the lands located at 150 Steeles Avenue East and 248, 250, and 314 Martin Street.

### **LOCATION OF THE AMENDMENT**

The subject lands are located on the south side of Steeles Avenue East, east of Bronte Street North and west of Martin Street and are approximately 20.8 hectares in size. The lands are legally described as Part of Lot 7, Concession 2NS, Town of Milton, and municipally known as 150 Steeles Avenue East and 248, 250, and 314 Martin Street.

### **BASIS OF THE AMENDMENT**

The amendment would remove the subject lands in their entirety from the Milton 401 Industrial/Business Park Secondary Plan and add a new Specific Policy Area No. XX to permit the development of a compact mixed-use community consisting of low-, medium-, and high-density development; including heights ranging from low-rise buildings to a maximum height of 28 storeys in select areas, with a total maximum floor space index of 3.2. The following provides basis for the amendment:

- a) The subject application proposes intensification that is consistent with the Provincial Planning Statement (PPS). The Provincial policies contained in the PPS actively promote and encourage compact urban form, intensification, optimization of the use of existing land base and infrastructure, conserving and expanding natural heritage areas, and the redevelopment of brownfield sites. In addition, the PPS prioritizes focusing growth and intensification with higher densities in strategic growth areas. The proposal is for the redevelopment of a brownfield site and is located within a strategic growth area per the Official Plan of the Town of Milton.
- b) The subject lands have been removed from the Employment Area designation



through Regional Official Plan Amendment (ROPA) 48, which determined that the subject lands are suitable to permit non-employment uses. The amendment will ensure conformity with the Regional Official Plan.

- c) The proposed Draft Plan of Subdivision will create 5 new public streets, 7 Phase 1 development Blocks, a stormwater management pond block, 3 Future Development Area blocks to be further demised in Phase 2, and a Natural Heritage Area and buffer zone. Phase 1 also includes 2 small blocks required to create one of the public streets (Street D). The 3 Future Development Area blocks for Phase 2 are contemplated to be demised into 8 smaller blocks which include within them 3 Community Open Spaces, and private street. In total, the development framework contemplates 15 development blocks.
- d) The proposal contributes to building a complete community that is compact and creates a mixed-use, active transportation-friendly, transit supportive area where residents could live, work and recreate.
- e) The proposal would introduce mixed-use intensification that is complementary to Milton's commercial core in the Downtown, and will support the vitality of the Central Business District.
- f) 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.
- g) The proposed development is compatible with surrounding land uses and an appropriate form of residential intensification aligning with the regional policy intentions for these lands.

## **PART 2: THE AMENDMENT**

All of this document, entitled Part 2: THE AMENDMENT consisting of the following text constitutes Amendment No. XX to the Town of Milton Official Plan.

### **DETAILS OF THE AMENDMENT**

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

#### **1.0 Map Change(s)**

- 1.1 Amending 'Schedule B – Urban Area Land Use Plan' by redesignating the subject lands to Residential Area as shown on amended Schedule 'B' attached hereto.
- 1.2 Amending 'Schedule C.2.A – Milton 401 Industrial/Business Park Secondary Plan – Structure Plan' by removing the subject lands in their entirety from the "401 Industrial / Business Park Secondary Plan" as shown on amended Schedule 'C.2.A' attached hereto.
- 1.3 Amending 'Schedule C.2.B – Milton 401 Industrial/Business Park Secondary Plan – Land Use Plan' by removing subject lands in their entirety from the "401 Industrial / Business Park Secondary Plan" as shown on amended Schedule 'C.2.B' attached hereto.
- 1.4 Amending 'Schedule D – Urban Area Planning Districts, Character Area and Community Improvement Area' by removing the subject lands in their entirety from the "401 Industrial/Business Park" Planning District and adding the lands as part of the "Milton Central" Planning District as shown on amended Schedule 'D' attached hereto.
- 1.5 Amending 'Schedule D1 – Urban and Rural Districts' by removing the subject lands in their entirety from the "401 Industrial/Business Park" Planning District and adding the lands as part of the "Milton Central" Planning District as shown on amended Schedule 'D1' attached hereto.
- 1.6 Amending 'Schedule D2 – Urban Districts and Neighbourhoods' by removing the subject lands in their entirety from the "401 Industrial/Business Park" Planning District and adding the lands as part of the "Milton Central" Planning District, labelled as the 'Mountainview West' neighbourhood as shown on amended Schedule 'D2' attached hereto.
- 1.7 Amending 'Schedule H – Phasing of Urban Expansion' by removing the subject lands in their entirety from the "401 Industrial/Business

Park Phase 1” and adding the lands as part of the “Established Urban Area” as shown on Schedule ‘H’ attached hereto.

- 1.8 Amending “Schedule I1 – Urban Area Specific Policy Areas’ by adding Specific Policy Area No. XX to the lands at Municipal Address 150 Steeles Avenue East and 248, 250, and 314 Martin Street Martin Street as shown on amended Schedule ‘I1’ attached hereto.
- 1.9 Amending ‘Schedule N – Future Strategic Employment Areas’ by removing the subject lands in their entirety from the “Employment Area” overlay as shown on amended Schedule ‘N’ attached hereto.

#### 1.0 Text Change(s)

No.	Section No.	Modification
1.	C.2.1.2.1c)	<u>“c) Highway 401, Steeles Avenue, Martin Street, and former rail right-of-way, but not including the lands south of Steeles Avenue that are generally between Martin Street and Morobel Drive; and,”</u>
2.	C.2.5.12	<u>“The "Special Study Area" designation for the area bound by Steeles Avenue, lands generally west of Morobel Drive, the CP Rail line and the CN Rail line on Schedule “C.2.B” is an overlay designation. The lands in this Special Study Area, with the exception of the Natural Heritage System have been identified as a Strategic Growth Area on Schedule “K” to this Plan.”</u>
	<b>4.11</b>	<b><i>Specific Policy Areas</i></b>
	THAT section 4.11 Specific Policy Areas of the Town of Milton Official Plan is hereby amended to include Specific Policy Area No. XX, which shall permit the development of a new compact and mixed use community.	
3.	4.11.3.XX	New Specific Policy Area No. XX to read as follows:  <u>“Notwithstanding Policies 3.2.3.2.c) and 3.2.3.3.c), the lands identified as Specific Policy Area No. XX on Schedule “I1” of this Plan - being the lands legally known as 150 Steeles Avenue East and 248, 250, and 314 Martin Street and legally described as Part of Lot 7, Concession 2NS, Town of Milton - shall be</u>

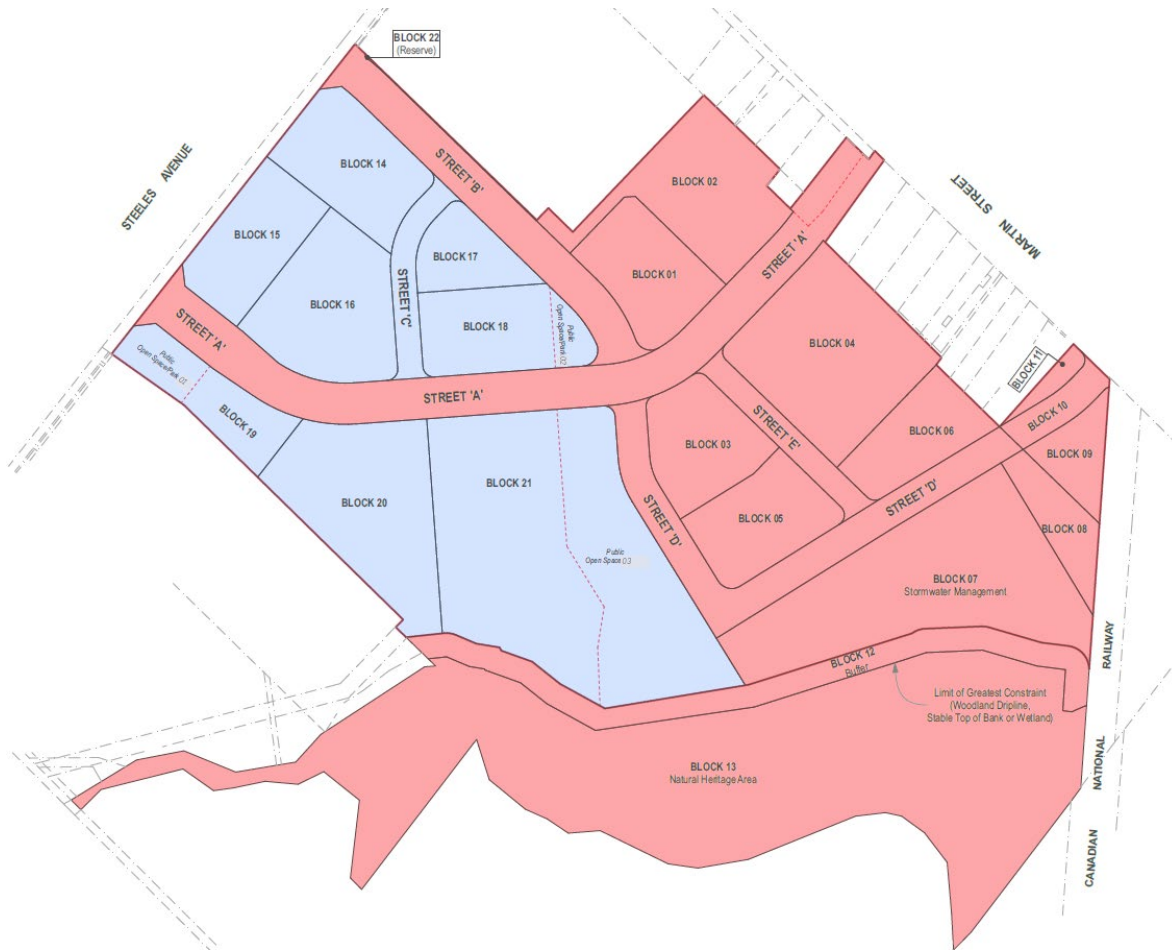


		<p><u>developed according to the land use designations shown on Schedule B and the policies of this Specific Policy Area.</u></p> <p><u>Development with a maximum floor space index of 3.2 and consisting of fifteen development blocks within two phases that may be developed as follows:</u></p> <p><u>Phase 1:</u>     <u>The lands identified as Phase 1 on Diagram 1 consist of Blocks 1, 2, 3, 4, 5, 6, and 8-9. The lands contained within these blocks shall be designated Medium Density Residential II. Notwithstanding Section 3.2.3.2 c) i) of this Plan, building heights will be as follows:</u></p> <ul style="list-style-type: none"> <li>• <u>Blocks 1, 3 and 6 - up to eight storeys will be permitted.</u></li> <li>• <u>Blocks 2 and 4 - up to three storeys will be permitted.</u></li> <li>• <u>Block 5 - up to ten storeys will be permitted.</u></li> <li>• <u>Blocks 8-9 - up to six storeys will be permitted.</u></li> </ul> <p><u>Phase 2:</u>     <u>The lands identified as Phase 2 on Diagram 1 consist of Blocks 14, 15, 16, 17, 18, 19, 20, and 21. The lands contained within these blocks shall be designated High Density Residential. Notwithstanding Section 3.2.3.3 c) i) of this Plan, building heights up to twenty-eight storeys will be permitted. The lands identified as Phase 2 on Diagram 1 will be subject to future rezoning applications.</u></p> <p><u>Notwithstanding the policies in Section 3.2.3.7 c), commercial uses with greater floor space than 930 square metres which support the vitality of the community and the economic prosperity of the Central Business District and the Town of Milton may be permitted without an amendment to this Plan, subject to the policies in Section 3.2.3.6.”</u></p>
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End of text

## DIAGRAM 1

Phase 1  
Phase 2









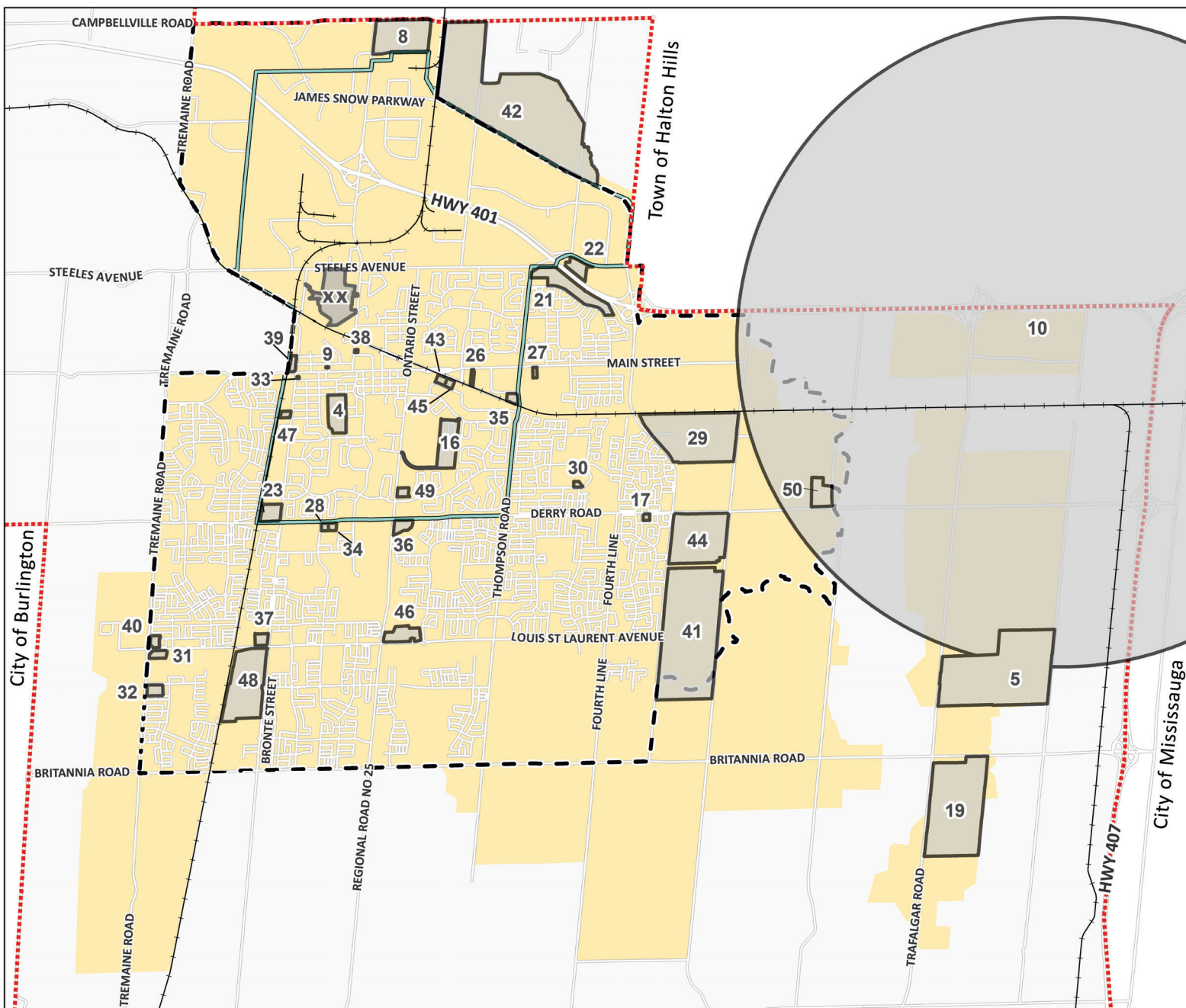
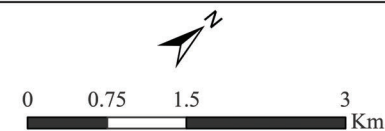


# TOWN OF MILTON OFFICIAL PLAN

## Schedule I1

### URBAN AREA SPECIFIC POLICY AREAS (Refer to Section 4.11)

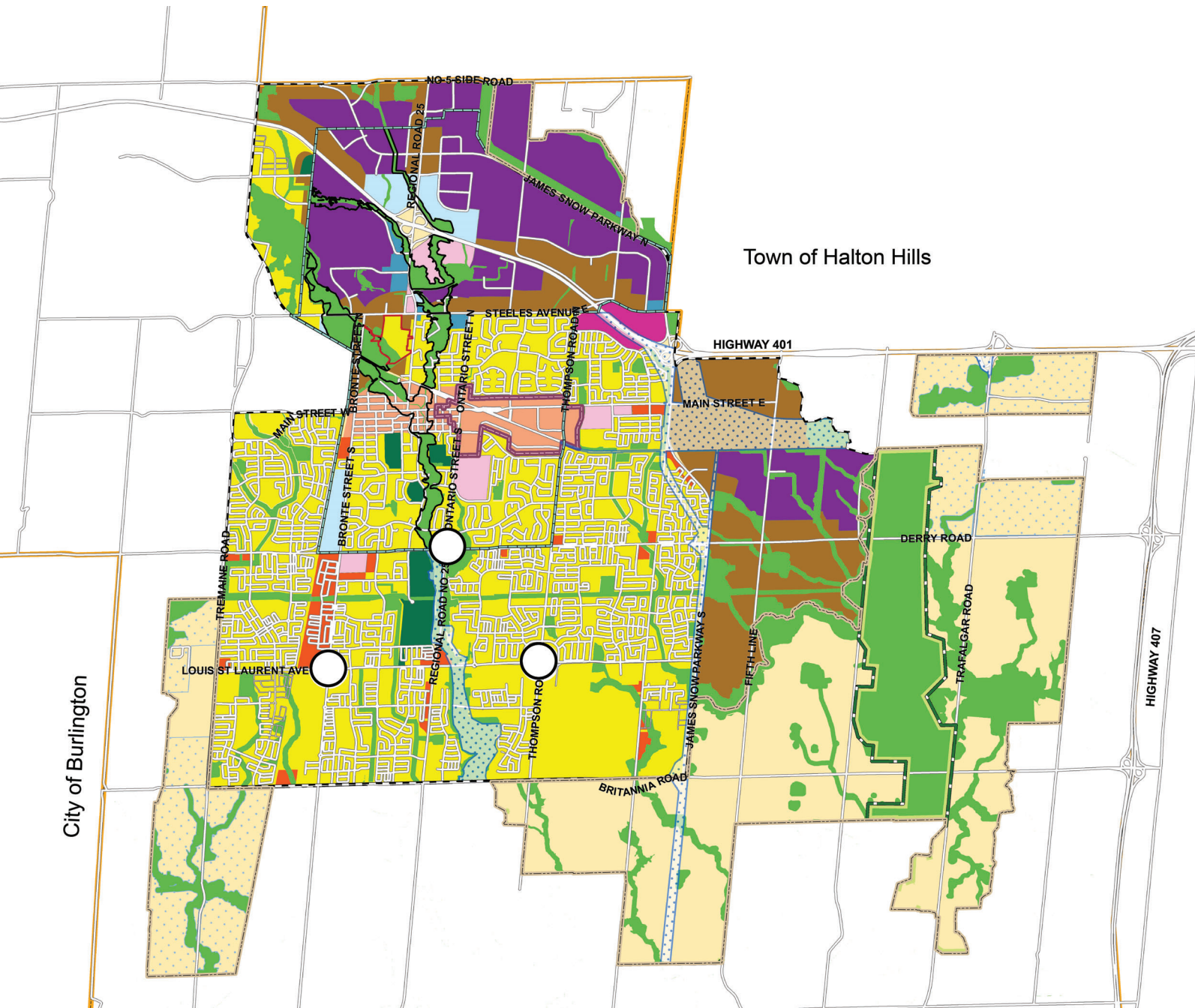
-  Rail
-  Urban Area Specific Policy Area
-  Area Milton Boundary
-  Urban Area
-  Established Urban Area
-  HUSP Area



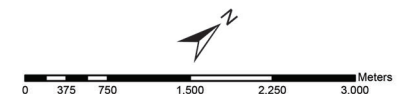
# TOWN OF MILTON OFFICIAL PLAN

## Schedule B

### URBAN AREA LAND USE PLAN



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























# TOWN OF MILTON OFFICIAL PLAN

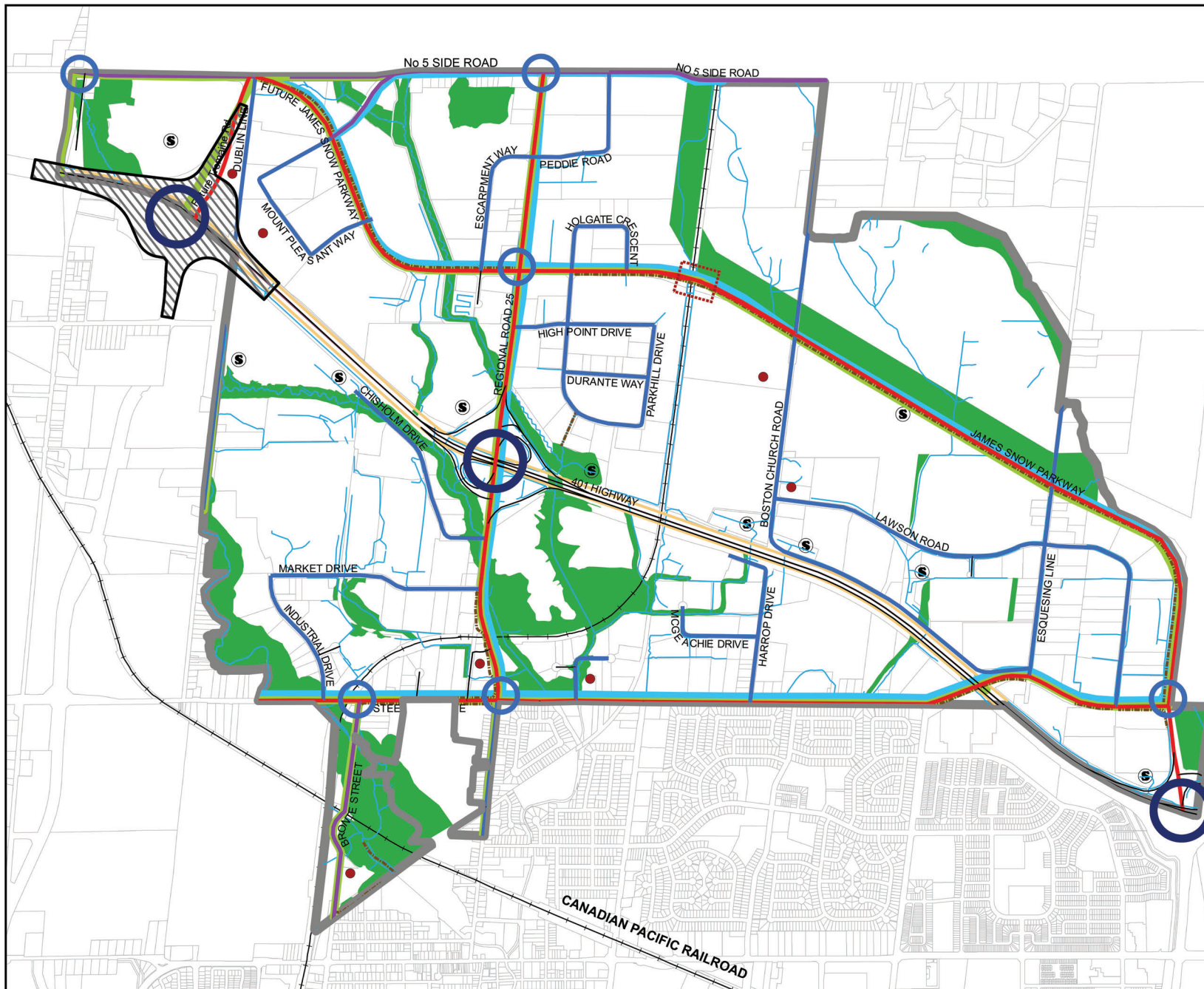
## Schedule C.2.A

### MILTON 401 INDUSTRIAL/ BUSINESS PARK SECONDARY PLAN

#### STRUCTURE PLAN

-  401 Landscape Corridor
-  Gateway Street/  
Enhanced Streetscape Design
-  On-Street Bike System
-  Major Arterial
-  Minor Arterial
-  Collector
-  Local Roads
-  Trail
-  Primary Gateway
-  Secondary Gateway
-  Stormwater Management Pond
-  Character Building
-  Railway Crossing
-  Planned 401 Interchange
-  Natural Heritage System
-  Secondary Plan Boundary
-  Waterway
-  Railway

0 0.15 0.3 0.45 0.6  
Kilometres





# TOWN OF MILTON OFFICIAL PLAN

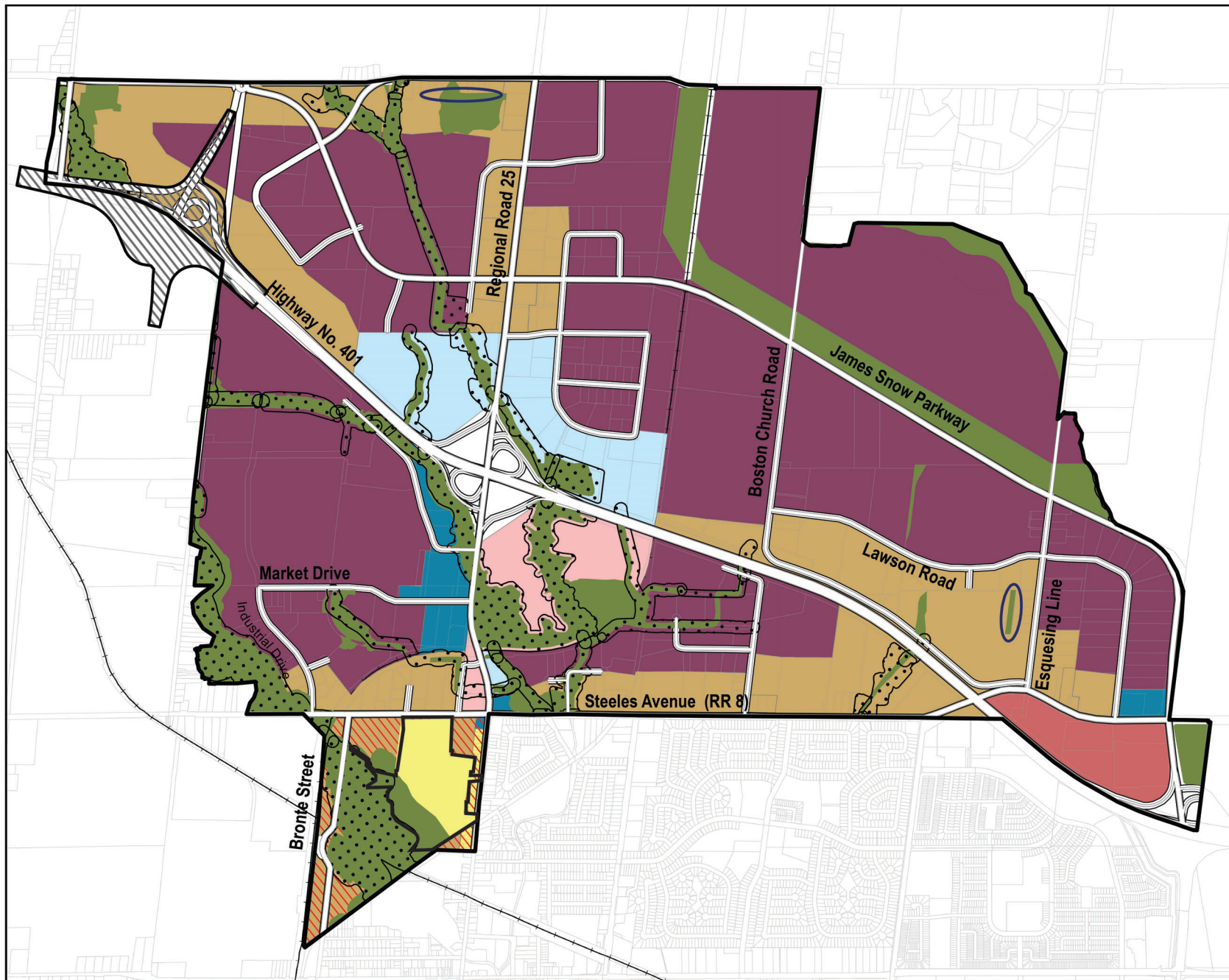
## Schedule C.2.B

### MILTON 401 INDUSTRIAL/ BUSINESS PARK SECONDARY PLAN

#### LAND USE PLAN

-  Railway
-  Planned 401 Interchange
-  Regulatory Flood Plain
-  Natural Heritage System
-  Institutional Area
-  Business Park Area
-  Business Commercial Area
-  Industrial Area
-  Office Employment Area
-  Residential
-  Major Commercial Centre
-  Residential Special Policy Area
-  Special Study Area

0 0.15 0.3 0.45 0.6 Kilometres








# TOWN OF MILTON OFFICIAL PLAN

## Schedule D

URBAN AREA PLANNING DISTRICTS,  
CHARACTER AREA AND COMMUNITY  
IMPROVEMENT AREA

### PLANNING DISTRICTS

-  Agerton
-  Boyne Survey
-  Bristol Survey
-  Britannia East / West
-  Derry Green Corporate Business Park
-  Milton Education Village
-  Sherwood Survey
-  Trafalgar
-  401 Industrial / Business Park
-  Urban Area

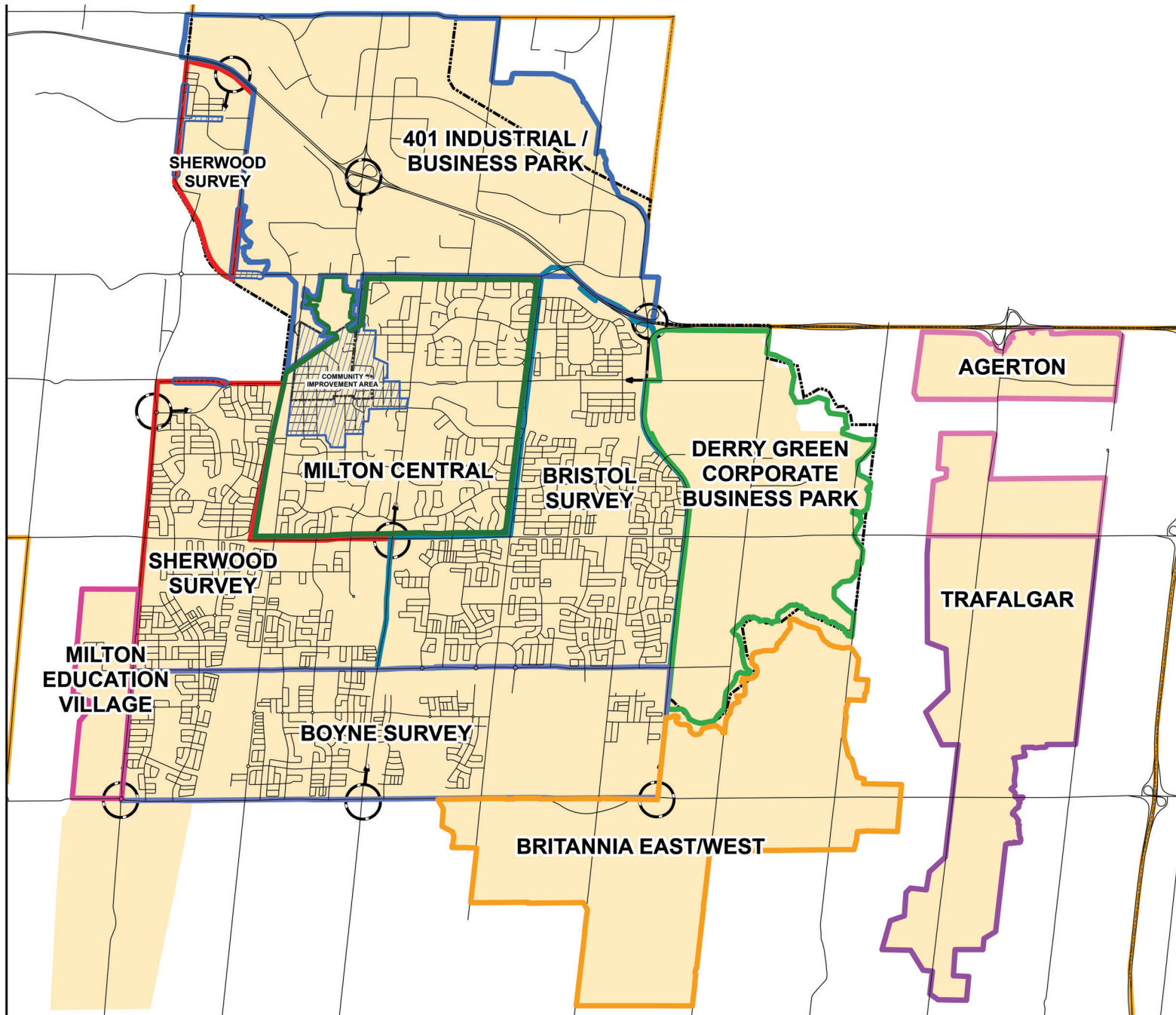
-  Major Gateways
-  HUSP Urban Area Boundary
-  Town of Milton Boundary
-  Character Area
-  Community Improvement Area

NOTE: The Planning District Boundaries  
are subject to change in accordance with  
the ultimate phasing scheme.



NAD 1983 - UTM Zone 17N

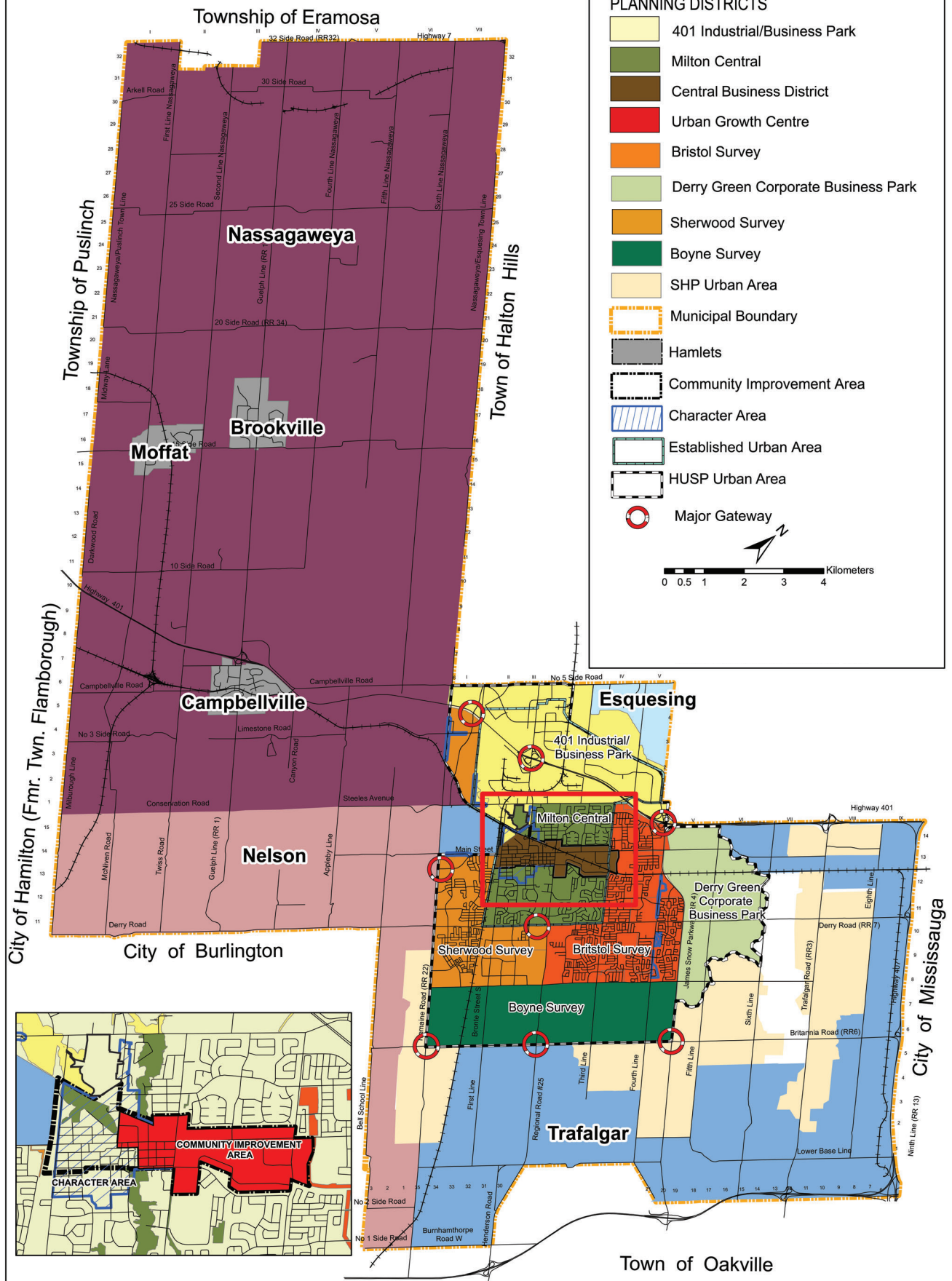
0 0.1 0.2 0.3 0.4 0.5 Kilometres





# TOWN OF MILTON OFFICIAL PLAN

## Schedule D1 URBAN AND RURAL DISTRICTS







# TOWN OF MILTON OFFICIAL PLAN

## Schedule D2

URBAN DISTRICTS AND  
NEIGHBOURHOODS

### POLICY AREAS

-  Character Area
-  Central Business District

### PLANNING DISTRICTS

-  Rail
-  Agerton
-  Boyne Survey
-  Bristol Survey
-  Britannia East/West
-  Derry Green Corporate Business Park
-  Milton Education Village
-  Sherwood Survey
-  Trafalgar
-  401 Industrial Business Park
-  Milton Central
-  Urban Area

### NEIGHBOURHOODS

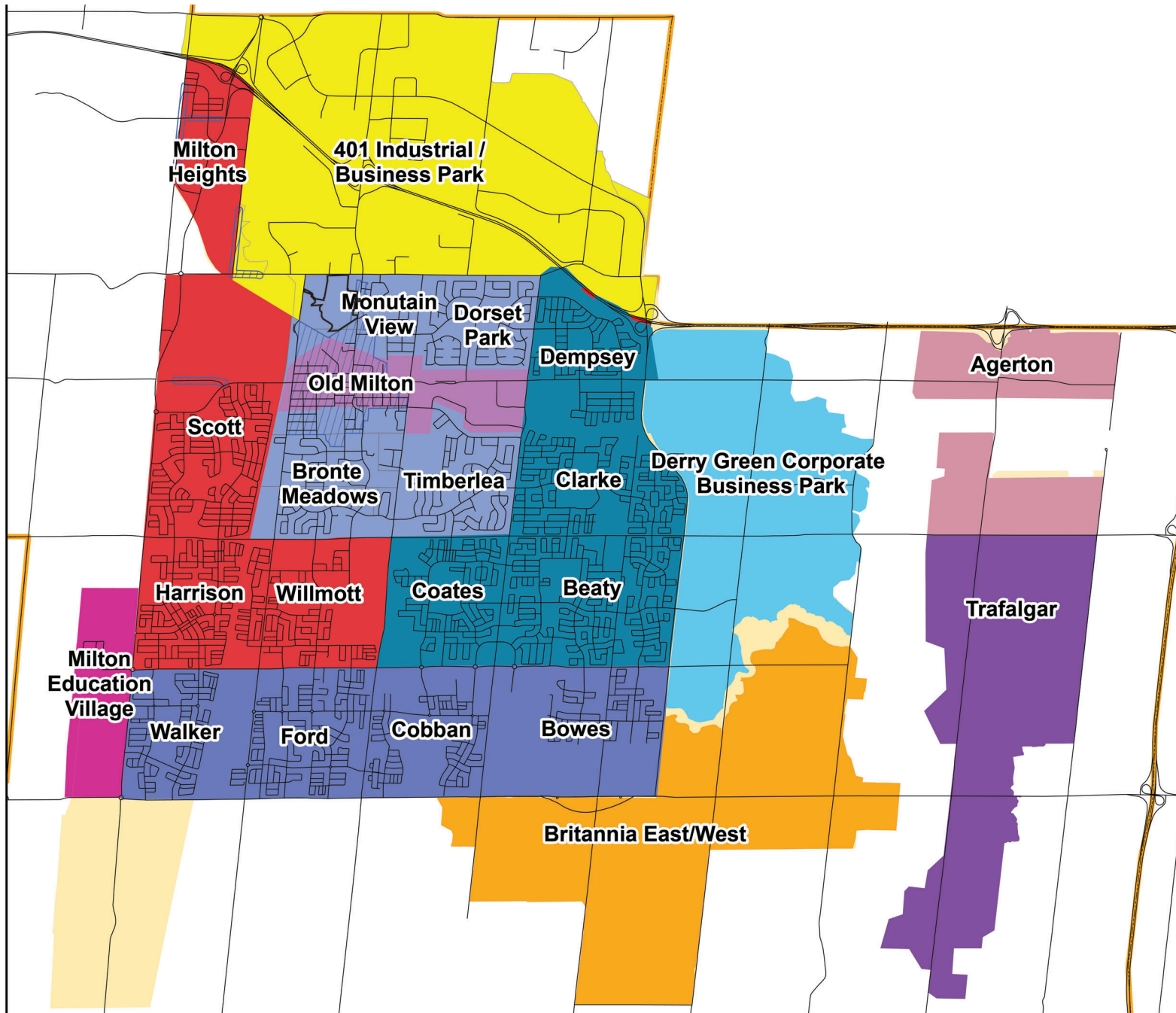
401 Industrial / Business Park  
Derry Green Corporate Business Park  
Beaty  
Bowes  
Bronte Meadows  
Clarke  
Coates  
Harrison  
Milton Heights  
Mountain View  
Old Milton  
Ford  
Scott  
Cobban  
Timberlea  
Dempsey  
Walker  
Dorset Park  
Willmott

NOTE: The Planning District Boundaries are  
subject to change in accordance with the ultimate  
phasing scheme.



NAD 1983 - UTM Zone 17N

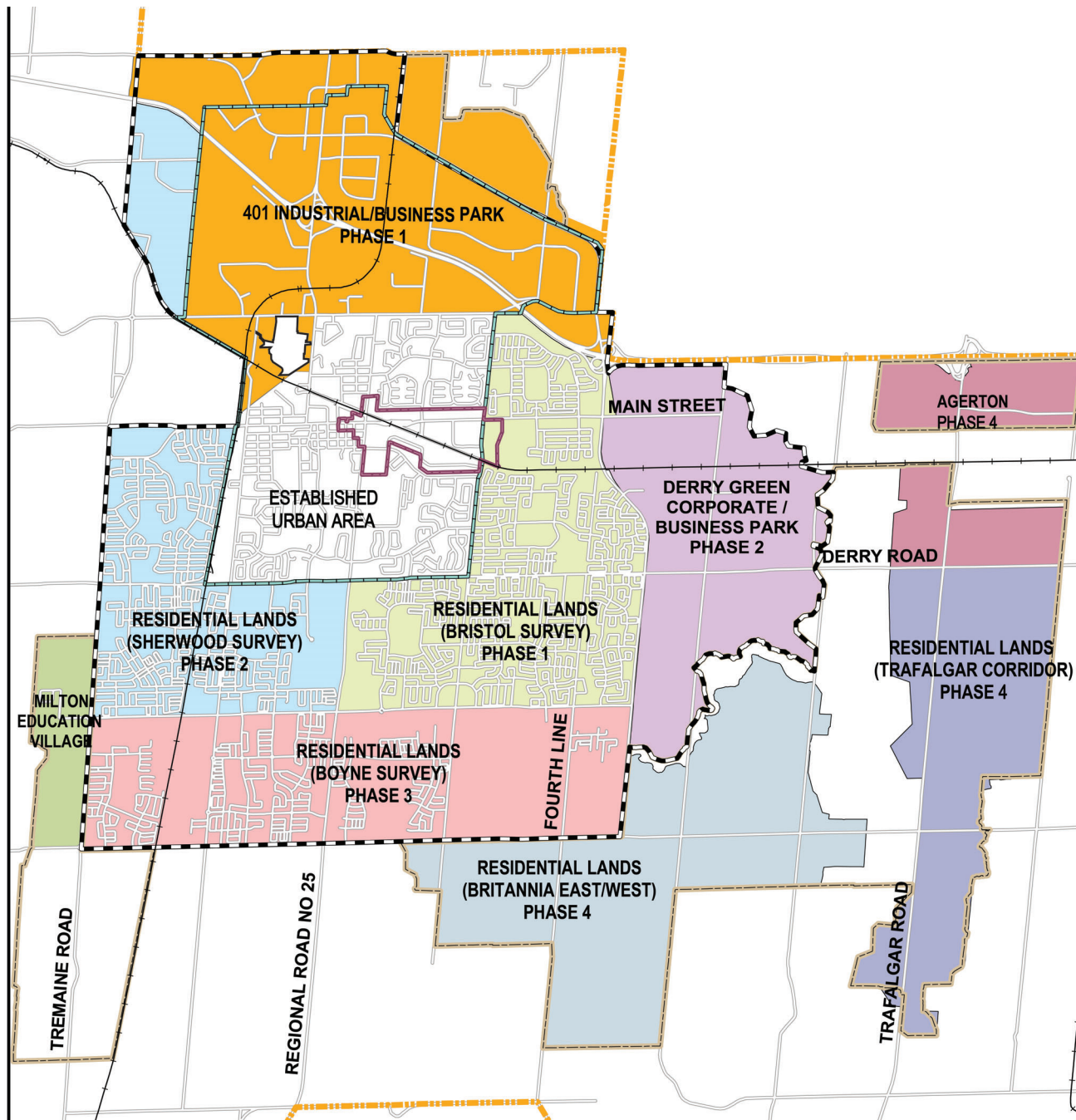
0 0.1 0.2 0.4 0.6 0.8 1 Kilometres



# TOWN OF MILTON OFFICIAL PLAN

## Schedule H

### PHASING OF URBAN EXPANSION



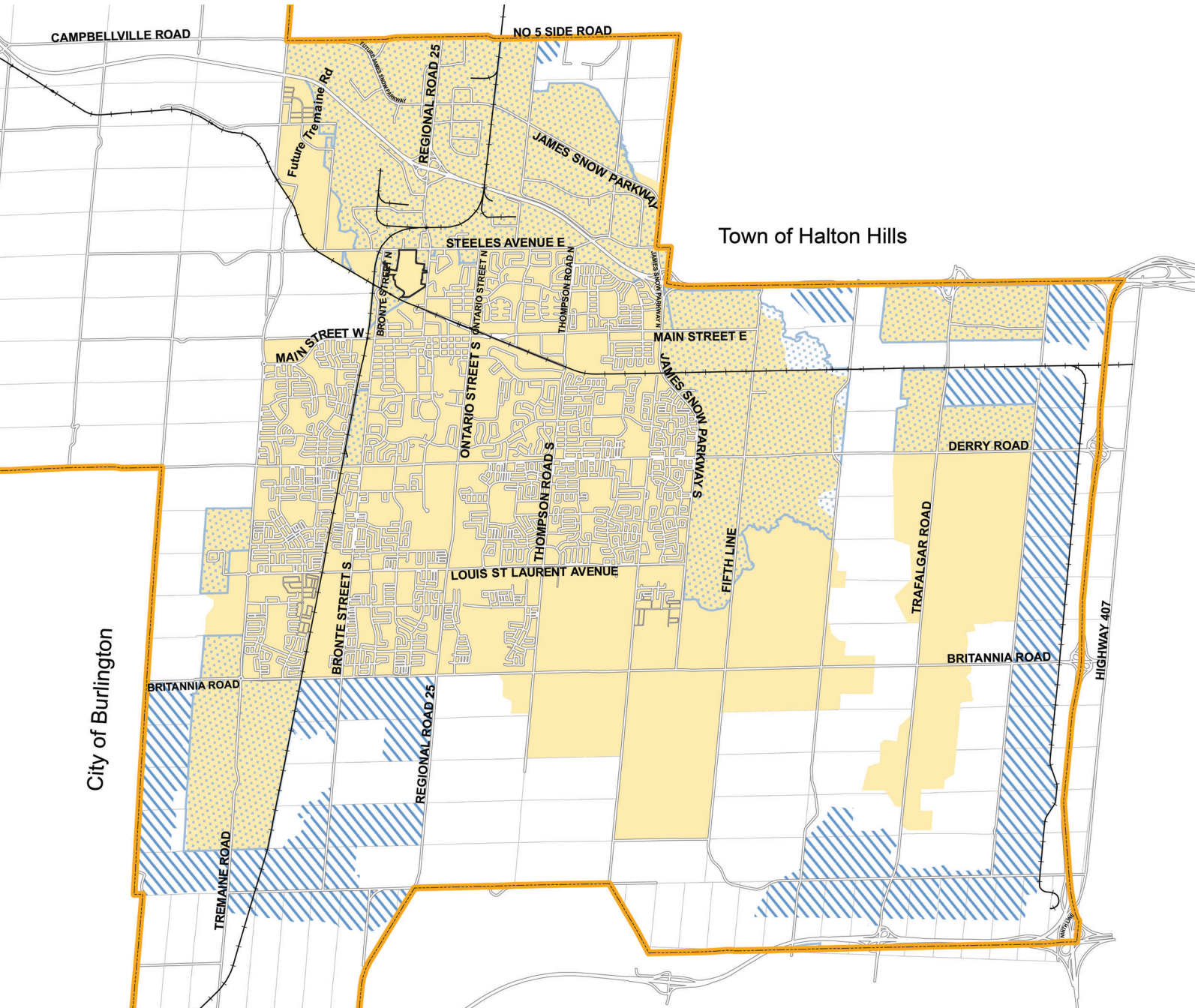
- Urban Growth Centre/Major Transit Station Area Boundary
- Established Urban Area
- Future Growth Area
- HUSP Area
- Non-Residential Phase I
- Non-Residential Phase II
- Residential Phase I
- Residential Phase II
- Residential Phase III
- Agerton Phase IV
- Britannia East/West Phase IV
- Milton Education Village
- Trafalgar Corridor Phase IV
- Municipal Boundary
- Railway





# TOWN OF MILTON OFFICIAL PLAN

## Schedule N FUTURE STRATEGIC EMPLOYMENT AREAS



- Urban Area
- Employment Area
- Future Strategic Employment Area (Overlay)\*
- Lots and Concessions
- Rail
- Municipal Boundary

Note: The Future Strategic Employment Areas are not land use designations but represent a constraint to development. Refer to section 2.1.8 of this plan



0 375 750 1,500 2,250 3,000 Meters



# **APPENDIX B:**

DRAFT ZONING BY-LAW AMENDMENT

Prepared by Urban Strategies Inc.

**THE CORPORATION OF THE TOWN OF MILTON  
BY-LAW NO. XXX-2025**

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 KNOWN MUNICIPALLY AS 150 STEELES AVENUE EAST AND 248, 250, AND 314 MARTIN STREET AND LEGALLY DESCRIBED AS PART OF LOT 7, CONCESSION 2NS, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (150 STEELES MILTON INC.), FILE Z-XX/25

**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 lands affected by this By-law will comply with the Town of Milton Official Plan upon Official Plan Amendment No. XX taking full effect;

**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 Business Park (M1/M1\*38) Zone to the Future Development (FD) Zone symbol on this property as shown on **Schedule A** attached hereto.
2. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014 is hereby further amended by changing the existing Business Park (M1\*38) Zone to the Medium Density Residential II Zone - Special Section XXX (RMD2\*XXX) Zone symbol on this property as shown on **Schedule A** attached hereto.
3. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014 is hereby further amended by changing the existing Business Park (M1\*38) Zone to the Open Space – Stormwater Management (OS-2) Zone symbol on this property as shown on **Schedule A** attached hereto.
4. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014 is hereby further amended by changing the existing Low Density Residential (RLD1\*281) Zone to the Mixed Use - Special Section XXX (MU\*XXX) Zone symbol on this property as shown on **Schedule A** attached hereto.
5. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014 is hereby further amended by changing the existing Business Park (M1\*38) Zone to the Mixed Use - Special Section XXX (MU\*XXX) Zone symbol on this property as shown on **Schedule A** attached hereto.
6. **THAT** Section 13.1 of Comprehensive By-law 016-2014 is hereby further amended by adding subsection 13.1.1.XXX as follows:

## **Residential Medium Density II – Special Section XXX (RMD2\*XXX)**

### **i. Special Site Provisions:**

- a) For the purpose of this by-law, where a lot line of a lot abuts a reserve of 0.3 m or less that has been established by the Town to restrict or control access to an abutting street, the lot is considered to have frontage on a public street.
- b) Notwithstanding Section 4.19.5, Table 4H:
  - i. Porches/verandas are permitted to be setback 0.0 m from the lot line.
  - ii. Balconies may encroach 2.0 metres into any yard.
- c) Notwithstanding Section 5.8.1, Table 5E, the minimum visitor parking requirement for townhouse dwelling units shall be 0.2 parking spaces per unit for visitors on a lot with four or more dwelling units.

### **ii. Zone Standards:**

Notwithstanding the provisions of Section 6.2, Table 6D to the contrary:

- a) Minimum lot frontage for a corner townhouse unit accessed off a local street shall be 6.8 metres.
- b) Minimum lot frontage for an interior townhouse unit accessed off a local street shall be 5.5 metres.
- c) Minimum lot frontage for an end townhouse unit accessed off a local street shall be 7.0 metres.
- d) Minimum exterior side yard setback for a corner townhouse unit accessed off a lane shall be 1.3 metres.
- e) Minimum rear yard setback for a townhouse unit with an attached garage accessed off a lane shall be 6.0 metres.
- f) Minimum exterior side yard setback for a corner back-to-back townhouse unit shall be 1.5 metres.

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

### **i. Special Site Provisions:**

- g) For the purpose of this by-law, where a lot line of a lot abuts a reserve of



0.3 m or less that has been established by the Town to restrict or control access to an abutting street, the lot is considered to have frontage on a public street.

- h) Notwithstanding anything to the contrary, no non-conformity will be created as a result of any severance of the land for the purpose of mortgaging or conveying to a condominium corporation or any public authority.
- i) Notwithstanding Section 4.19.5, Table 4H:
  - i. Porches/verandas are permitted to be setback 0.0 m from the lot line.
  - ii. Stairs and air vents associated with an underground parking structure shall be permitted in any yard.
  - iii. Balconies may encroach 2.0 metres into any yard.
- j) Notwithstanding Section 5.8.1, Table 5E and Section 5.8.2, Table 5F, the minimum off-street parking requirement for apartment buildings or mixed-use buildings shall be:
  - i. 1.0 parking space per dwelling unit
  - ii. 0.2 parking spaces per residential unit for visitor parking or for the non-residential component in a mixed use building.
- k) Notwithstanding Section 5.11.1 ii), Table 5K, the minimum setback of a loading space to a building shall be 2.0 metres.
- l) Notwithstanding Section 5.14.1, the underground parking structure may be located within 0.0 metres of a street line or lot line.
- m) A minimum of 4 square metres of outdoor communal amenity space per apartment dwelling unit shall be provided at grade and/or as a rooftop amenity area on the podium and shall be maintained and operated by a common entity (such as a condominium corporation).
- ii. Zone Standards:

Notwithstanding the provisions of Section 6.2, Table 6F to the contrary:

- n) Minimum front yard setbacks for residential apartments or mixed use buildings shall be 2.5 metres.
- o) Minimum rear yard setbacks for residential apartments or mixed use buildings shall be:
  - i. 1.9 metres, if yard is adjacent to a storm water management pond facility;

- ii. 0.1 metres, if yard is adjacent to a shared driveway access;
    - iii. 5.2 metres, in all other cases.
  - p) Minimum side yard setbacks for residential apartments or mixed use buildings shall be:
    - i. 3.1 metres for an interior side yard, if adjacent to a shared driveway access;
    - ii. 2.9 metres for an exterior side yard, if abutting a street;
  - q) For buildings above 10.5 metres in height, 45-degree angular plane requirements shall not apply.
  - r) Maximum height of all buildings is established in **Schedule B**.
  - s) Maximum length of a main wall shall be 84.0 metres.
  - t) Minimum landscape open space for residential buildings shall be 25%
  - u) Maximum Floor Space Indexes for blocks zoned Mixed Use and Residential Buildings are established in **Schedule C**.
  - v) Where residential units are located at-grade within the first storey of a residential building, the principal access is not required to be directly accessible from and oriented towards a public street.
7. 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 Ontario Land Tribunal dismisses the appeal, this by-law shall come into force on the day of its passing. If the Ontario Land Tribunal amends the by-law pursuant to Section 34(26) of the *Planning Act*, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

**PASSED IN OPEN COUNCIL ON [DATE]**

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

\_\_\_\_\_  
**Meaghen Reid** Town Clerk

SCHEDULE 'A' LAND USE  
TO BY-LAW No. \*\*\*\*-2025  
TOWN OF MILTON

PART OF LOT 15, CONCESSION 2, AND PART OF LOT 7  
GEOGRAPHIC TOWNSHIP OF TRAFALGAR NOW IN THE  
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON





**SCHEDULE 'B' HEIGHT  
TO BY-LAW No. \*\*\*\*-2025  
TOWN OF MILTON**

PART OF LOT 15, CONCESSION 2, AND PART OF LOT 7  
GEOGRAPHIC TOWNSHIP OF TRAFALGAR NOW IN THE  
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON



SCHEDULE 'C' DENSITY  
TO BY-LAW No. \*\*\*\*-2025  
TOWN OF MILTON

PART OF LOT 15, CONCESSION 2, AND PART OF LOT 7  
GEOGRAPHIC TOWNSHIP OF TRAFALGAR NOW IN THE  
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

