



# PLANNING JUSTIFICATION REPORT

January 2024

## ZONING BY-LAW AMENDMENT

Mattamy (Milton West) Limited  
Part of Lots 6, Concession 2, Trafalgar  
6096 Regional Road 25  
Town of Milton

PREPARED FOR:

*Mattamy (Milton West) Limited*

**KORSIAK** | Urban  
Planning

206-277 Lakeshore Road East  
Oakville, Ontario, L6J 6J3  
T: 905-257-0227 | [www.korsiak.com](http://www.korsiak.com)



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An aerial photograph of a residential development, showing a mix of completed houses, construction sites, and landscaped areas. A large, semi-transparent orange circle is centered over the image, containing the text '1.0 INTRODUCTION'.

# 1.0

## INTRODUCTION

## 1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Mattamy (Milton West) Limited to prepare this Planning Justification Report in support of a Zoning By-law Amendment application required to permit development of two parcels separated by an existing east-west local road, referred to as the subject lands located on the north side of Britannia Road, located northwest of the intersection of Britannia Road and Regional Road 25, legally referred to as Part of Lot 6, Concession 2, Town of Milton, with a municipal address of 6096 Regional Road 25. A portion of the lands, 6110 Regional Road 25, are existing residential, however they are included within the subject lands. Together, the 6096 and 6110 Regional Road 25 are hereinafter referred to as the “the subject lands” (*Figure 1 - Aerial Photo*).

Mattamy has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed applications, as required following the Pre-Consultation on December 6, 2022:

- Architectural Set
- Environmental Site Assessment
- Geotechnical Investigation
- Hydrogeological Investigation
- FSR/SWM, Civil Plans
- TIS, Parking Justification, Traffic Plans
- Noise Study
- Urban Design Brief
- Landscape Plans, Perspectives
- Core Architects
- PINCHIN
- McClymount
- McClymount
- WSP
- BA Group
- HGC Engineering
- Acronym Urban Design & Planning
- MBTW Group

### 1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to support the proposed Zoning By-law Amendment, for a community with residential, commercial, and open space uses. The report evaluates its merits in the context of the related planning policies of the Planning Act, Provincial Policy Statement, the Provincial Growth Plan, the Region of Halton Official Plan, the Town of Milton Official Plan, and the Boyne Survey Secondary Plan.

### 1.2 SITE DESCRIPTION & CONTEXT

The subject lands are located on the north side of Britannia Road (Regional Road 6) , bound by Regional Road 25 to the east and Natural Heritage System (NHS) channels to the west. Etheridge Avenue bisects the two parcels providing an existing signalized access from RR 25, as shown on *Figure 1 – Aerial Photo* and *Figure 2 - Context Plan*. The subject lands to be developed are vacant and have an area of approximately 4.15 hectares, with the south parcel at 2.40





FIGURE 1 - Aerial Photo

hectares and the north parcel at 1.75 hectares. The proposed development area also includes the property within the north parcel, located at 6110 Regional Road 25, with an area of approximately 0.36 hectares.

By way of background, the subject lands were part of Draft Approved Plan of Subdivision 24T-14002/M (Blocks 49 & 50), redlined on June 29, 2017 (Figure 3). Phase 1 (20M-1165) and Phase 2 (20M-1167) of 24T-14002/M have been registered. Blocks 49 & 50 are remanent parcels that were not registered, identified on Parts 3 & 4 on Reference Plan 20R-20160, deposited on June 3, 2015. Part 4 represents the southern parcel and Part 3 represents the northern parcel, as divided by Etheridge Avenue. The lands to the west beyond the NHS Channel include existing residential homes (Plans of Subdivision 20M-1165 & 20M-1167). To the north are existing residential homes (Plan of Subdivision 24T-14010/M). To the east, is Regional Road 25 (an arterial road planned for six-lanes of traffic), lands currently occupied by a single detached home and agricultural lands, with these lands subject to a development application (24T-16001/M). To the south is Britannia Road, a six-lane major arterial road, followed by agricultural lands beyond the Urban Boundary.

The site is served by existing transit (Route 9), with a stop located at the nearby intersection of Etheridge Avenue and Orr Terrace.







An aerial photograph of a residential development. The image shows a mix of completed and under-construction areas. On the left, there are rows of houses with grey roofs. In the center and right, there are large areas of bare earth and dirt roads, indicating ongoing construction. A prominent orange circle is overlaid on the center of the image, containing the text '2.0 PROPOSED DEVELOPMENT'.

2.0  
PROPOSED  
DEVELOPMENT

## 2.0 PROPOSED DEVELOPMENT

The proposed development will be informed through a public engagement strategy. A public information meeting was held on Feb. 2, 2023 as a hybrid in-person/online meeting. In addition, the project team had several meetings with staff, councillors and the mayor to discuss the pre-consultation concept. Feedback included a request for non-residential (retail) uses and public/private amenity areas.

Mattamy (Milton West) Limited is proposing to develop the south parcel with three residential buildings and one mixed-use building. The composition of the four buildings are as follows:

(Refer to Figure 4a)

- BLDG 1: 15-storeys with an 8-storey podium containing 231 units and 437 square meters of commercial space;
- BLDG 2: 14-storeys with an 8-storey podium containing 189 units;
- BLDG 3: 13-storeys with an 8-storey podium containing 155 units; and
- BLDG 4: 15-storeys with a 6-storey podium containing 217 units.

For the north parcel, Mattamy is proposing to develop two residential buildings and one mixed-use building. The composition of the three buildings are as follows:

(Refer to Figure 4b)

- BLDG 5: 13-storeys with an 8-storey podium containing 238 units and 490 square meters of commercial space;
- BLDG 6: 12-storeys with an 8-storey podium containing 188 units;
- BLDG 7: 15-storeys with an 8-storey podium containing 209 units; and
- BLDG 8 : 11-storeys with an 8-story podium containing 144 units.

In total, the proposal would supply approximately 927 square metres of non-residential use area and 1,571 residential units, with the following unit breakdown: 243 one-bedroom units, 950 one-bedroom with den units, 254 two-bedroom units and 124 two-bedroom with den units. The proposal includes 1,923 parking spaces, spread across two levels of underground parking and on surface parking. Of these parking spaces, 346 are proposed as visitor parking spaces and non-residential uses. All non-residential and visitor parking spaces are provided through surface parking.

The layout of the site has been designed to activate the frontages along Regional Road and Etheridge Avenue. Building 1 and 5 also feature commercial/retail space, which is provided at grade along Etheridge Avenue. Primary (full) vehicular access is provided through Etheridge Avenue, with secondary access (Right-In/Right-Out) off Regional Road 25, with internal circulation facilitating connection between the two entrances/exits. Along the western border of the site, a Natural Heritage System promenade had been provided as a buffer to the NHS and provides outdoor amenity areas adjacent to the unique landscape feature. Pedestrian circulation is facilitated through a network of internal sidewalks at surface, the underground parking levels, the NHS promenade and public sidewalks along Regional Road 25 and Etheridge Avenue.



The Shadow Study found that the proposed development will have no impact on existing adjacent residential uses to the west, future development to the east during the spring, summer and fall. Additionally, the proposal is expected to have limited impact to the public sidewalk on Etheridge Avenue and proposed NHS promenade.

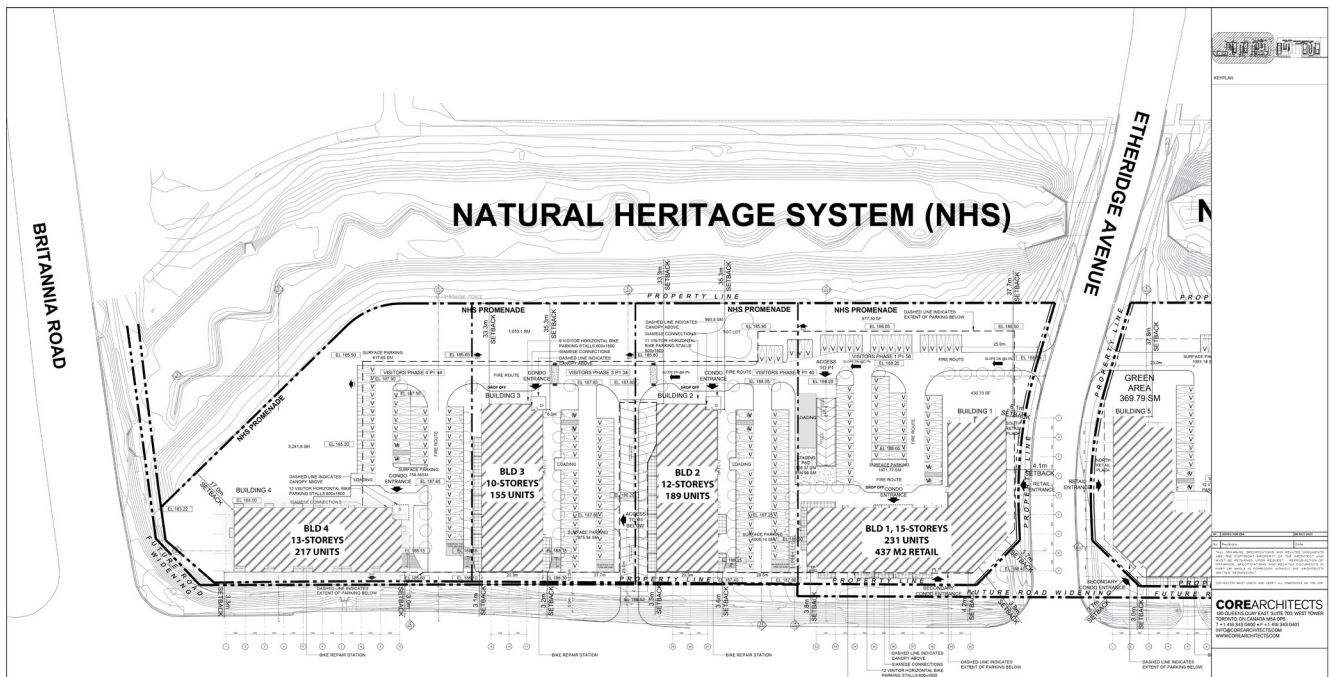


FIGURE 4a

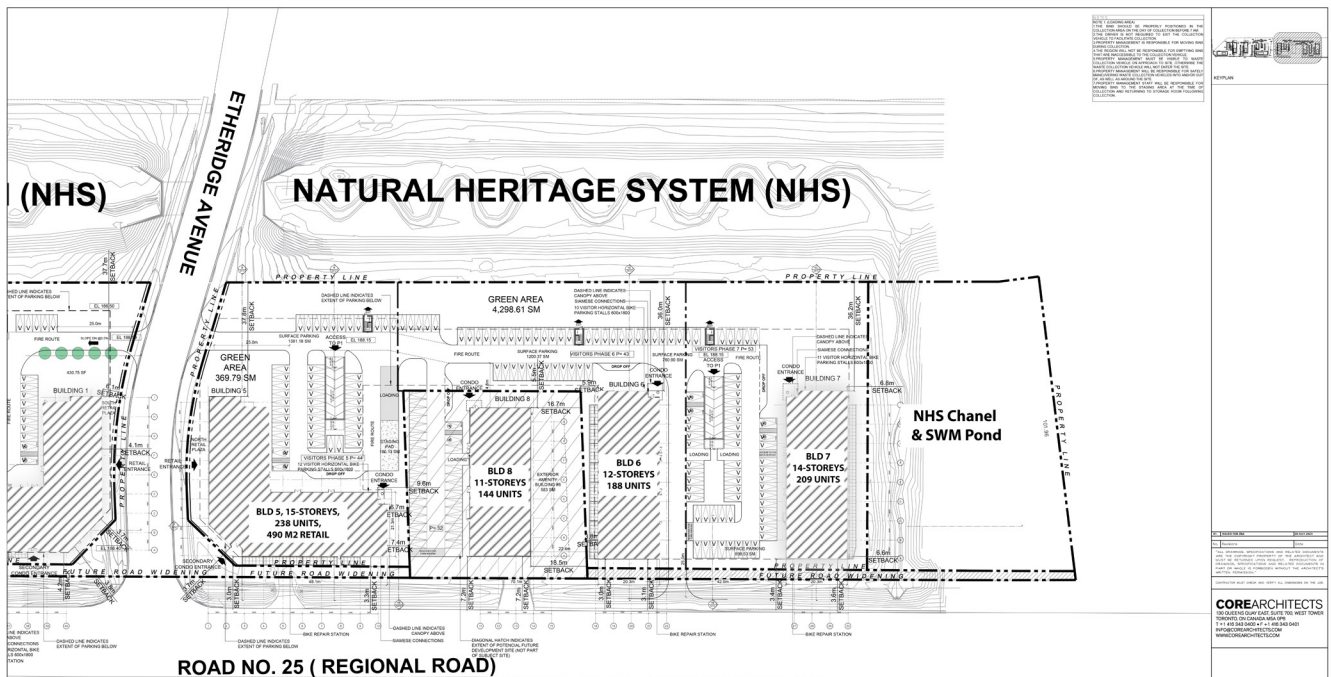


FIGURE 4b



An aerial photograph of a residential development. The image shows a mix of built-up areas with houses and parking lots, and large areas of undeveloped land, some of which are brown and appear to be under construction or recently cleared. A prominent orange circle is overlaid on the center of the image, containing the text '3.0 POLICY FRAMEWORK'.

3.0  
POLICY  
FRAMEWORK

## 3.0 POLICY FRAMEWORK

### 3.1 PLANNING ACT, R.S.O., 1990, c.P.13

The Planning Act is provincial legislation that establishes the rules for land use planning in Ontario. The purpose of the Planning Act is to create transparent, efficient and fair planning processes, to promote sustainable development, provide a land use planning system led by Provincial policy, integrate matters of provincial interest into all planning decisions, encourage co-operation and recognize the decision-making authority and accountability of municipal councils. It provides the basis for matters of provincial interest, preparing official plans, regulating and controlling land uses, the division of land, consultation requirements and other planning tools.

Planning Act policies applicable to the proposal are described in Appendix A.

The proposal has regard to the matters of Provincial interest under the Planning Act for the following reasons:

- The proposal accommodates the Natural Heritage System through an NHS promenade providing an appropriate buffer to the surrounding NHS to the west and north;
- The proposal directs growth to a Settlement Area and Designated Greenfield Area;
- The proposal makes efficient use of planned infrastructure and service upgrades;
- The proposal adds to the range and type of housing options in the Town of Milton to serve households of different sizes and incomes;
- The proposal provides commercial space to support employment;
- The proposal connects to the existing road network and is compatible with adjacent lands;

and

- The proposed development will provide a high-quality housing form to promote a sense of place.

### 3.2 PROVINCIAL POLICY STATEMENT (2020)

On February 28, 2020, the Government of Ontario released the Provincial Policy Statement (PPS) 2020, which is part of the government's plan to build healthier, safer and more affordable communities. The PPS 2020 contains new policies across five themes: Increasing Housing Supply and Mix; Protecting the Environment and Public Safety; Reducing Barriers and Costs; Supporting Rural, Northern and Indigenous Communities; and Supporting Certainty and Economic Growth. The PPS 2020 came into full force and effect on May 1, 2020.

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

PPS policies applicable to the proposal are described in Appendix B, including; Section 1.1 for 'Development and Land Use Patterns' and 'Settlement Areas'; Section 1.3 for 'Employment'; Section 1.4 for 'Housing'; Section 1.5 for 'Public Spaces, Recreation, Parks, Trails and Open Space'; Section 1.6 for 'Transportation Systems', Section 1.7.1 for 'Long-Term Economic Prosperity'; and Section 1.8.1 for 'Energy Conservation, Air Quality and Climate Change', and Section 2.1 for 'Natural Heritage'.

The proposed development conforms with the Provincial mandate as set out in the Provincial Policy



Statement for the following reasons:

- The proposed development adds to the tenure and mix of dwelling types in the Town of Milton;
- The proposed development promotes cost effective and efficient development patterns through proposed connections to surrounding lands;
- The proposed development is within a defined Settlement Area;
- The proposal establishes intensification through higher densities and a mix of uses that efficiently uses land, infrastructure, public service facilities and supports transit;
- The proposal provides employment opportunities to support the diversified economic base and residents daily needs;
- The proposed development recognizes the importance of the NHS through the incorporation of an NHS promenade providing an appropriate buffer to the west and north; and
- The proposed compact form and mixed-use development provide space to live and work.

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

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (2019) (the 'Growth Plan'), Office Consolidation (2020), came into full force and effect on August 28, 2020. This plan provides the framework for implementing Ontario's vision for building stronger, more prosperous communities by more effectively managing growth in the Greater Golden Horseshoe Region to 2041. The Growth Plan establishes a long-term structure for where and how the region will achieve complete communities that are compact, transit supportive, and make effective use of investments in infrastructure and public

service facilities. The Growth Plan is structured to increase housing supply, expand economic prosperity, and streamline approval processes while protecting important natural heritage features and agricultural lands.

The subject site is located within the 'Settlement Area' and is within the 'Designated Greenfield Area' on Schedule 2 – A Place to Grow Concept (*Figure 5*). The Growth Plan policies that apply are further described in Appendix C, which includes: Section 1.2.1 'Guiding Principles', Section 2.2.1 'Managing Growth', Section 2.2.5 'Employment', Section 2.2.6 'Housing', and Section 2.2.7 'Designated Greenfield Areas'.

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

- The proposal is located within a Settlement Area as defined by the Growth Plan;
- The proposal provides a mix of uses in higher density, thereby making efficient use of land and infrastructure;
- The proposed development directs growth to a location with planned public service facilities, municipal water and wastewater systems;
- The proposal provides employment / retail uses in a location that supports active transportation and public transit use;
- The proposed development includes a mix of apartment dwellings, which vary in size, accommodating a range of household sizes and incomes; and
- The proposal protects and mitigates negative impacts to the surrounding Natural Heritage System through the implementation of an NHS promenade providing an appropriate buffer to the surrounding Natural Heritage System to the west and north.

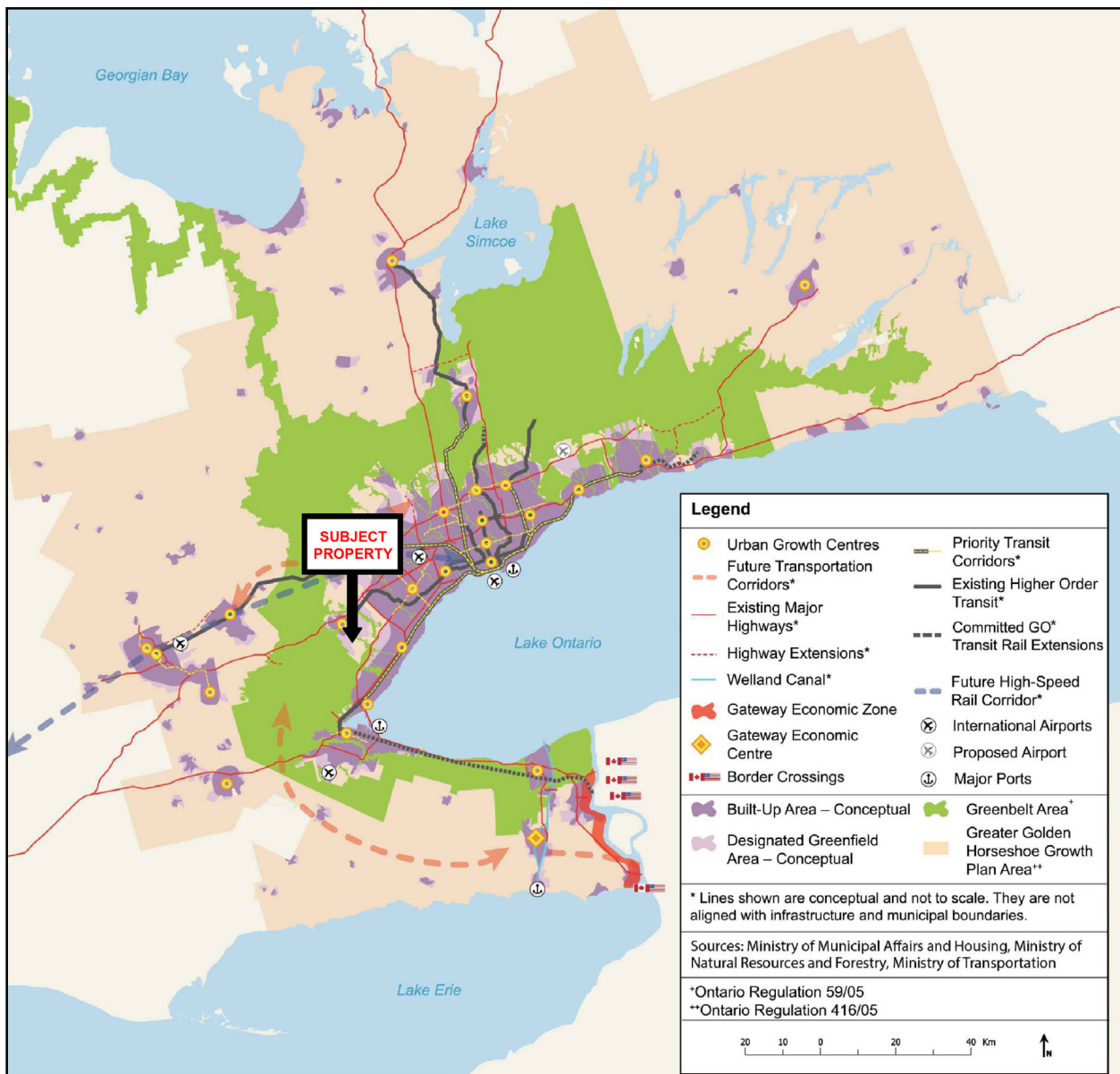


FIGURE 5 - Schedule 2 - A Place to Grow Concept

### 3.4 REGION OF HALTON OFFICIAL PLAN

The Region of Halton Official Plan provides direction for how physical development should take place in Halton Region to meet the needs of current and future residents. The Plan outlines a long-term vision for Halton’s physical form and community character by setting forth goals and objectives and by providing policies to be followed to achieve an urban structure that will accommodate future growth effectively.

To implement Provincial policy directions, the Region of Halton is completing a 2-step Regional Official Plan Review. The first step was Regional Official Plan Amendment 48 (ROPA 48) which defines the urban structure and in particular identifies employment area conversions and the boundaries of Strategic Growth Areas, Urban Growth Centres and Major Transit Station Areas. ROPA 49 was part of step two and implements the Region’s Integrated Growth Management Strategy, which considers how to accommodate growth in Halton to the 2051 planning

horizon. ROPA 49 was adopted by Regional Council on June 15, 2022 and approved with modifications by the Ministry of Municipal Affairs and Housing on November 4, 2022.

The subject lands are designated 'Urban Area' and 'Regional Intensification Corridor in Regional Urban Boundary' on Map 1H – Regional Urban Structure (Figure 6). The Regional policies applicable to this proposal are further described in Appendix D, which include Halton's Regional Structure, Urban Area and the Regional Urban Structure, Regional Urban Structure, Strategic Growth Areas, Regional Intensification Corridors, Housing, Natural Heritage System, Environmental Quality, and Transportation.

The proposed development conforms to the

forementioned policies of the Region of Halton Official Plan for the following reasons:

- The proposal facilitates development within the Urban Area, where urban services exist and are planned to accommodate future development;
- The proposal contributes to the creation of a compact mixed-use community that makes efficient use of land and services;
- The proposed multi-storey development will help achieve the 95% multi-family target;
- The proposal will aid in achieving the Region's population, employment, intensification and density targets as outlined in Tables 1 and 2;
- The proposed mixed-use development promotes live-work balance;
- The proposed amenity areas foster social

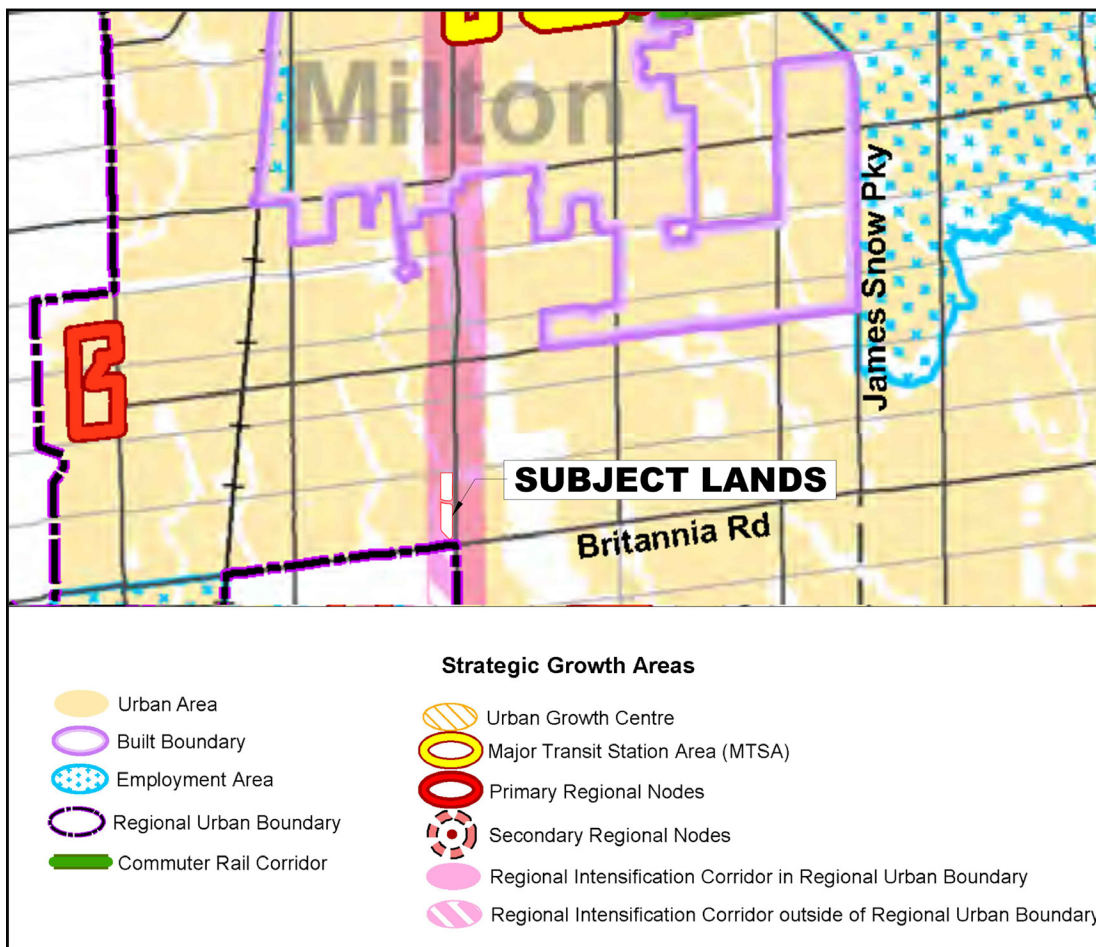


FIGURE 6 - Region of Halton Official Plan - Map 1H - Regional Urban Structure



interaction;

- The proposal facilitates transit supportive density along Regional Road 25 (Regional Intensification Corridor), which will support the use of transit services and promote active transportation; and
- The proposed development will preserve the Natural Heritage System through the implementation of an NHS promenade to the surrounding Natural Heritage System to the west and north.

### 3.5 TOWN OF MILTON OFFICIAL PLAN - OPA 31

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

The subject lands are designated ‘Residential Area’ on Schedule B – Urban Area Land Use Plan (Figure 7), with Regional Road 25 designated as a ‘Higher Order Transit Corridor’ on Schedule E – Transportation Plan (Figure 8) and designated as an ‘Intensification Corridor’ on Schedule K – Intensification Areas (Figure 9).

The Development Plan policies applicable to this proposal are further described in Appendix E, which include Growth Management, Intensification, Sustainable Halton Plan Urban Area, Environment, Housing, Urban Design, Urban Land Use Policies, and Residential Mix in Designated Greenfield Areas.

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

- The proposed development will achieve increased residential density within a designated intensification corridor;

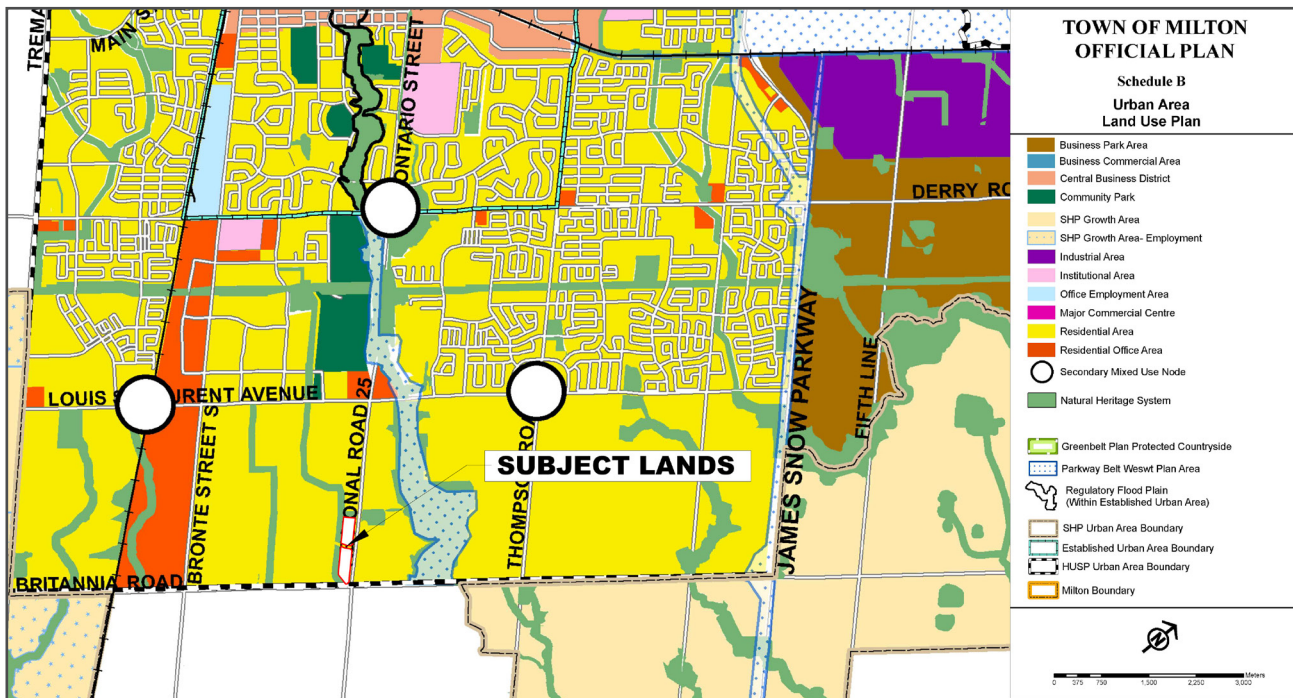


FIGURE 7 - Town of Milton Official Plan - Schedule B - Urban Area Land Use Plan

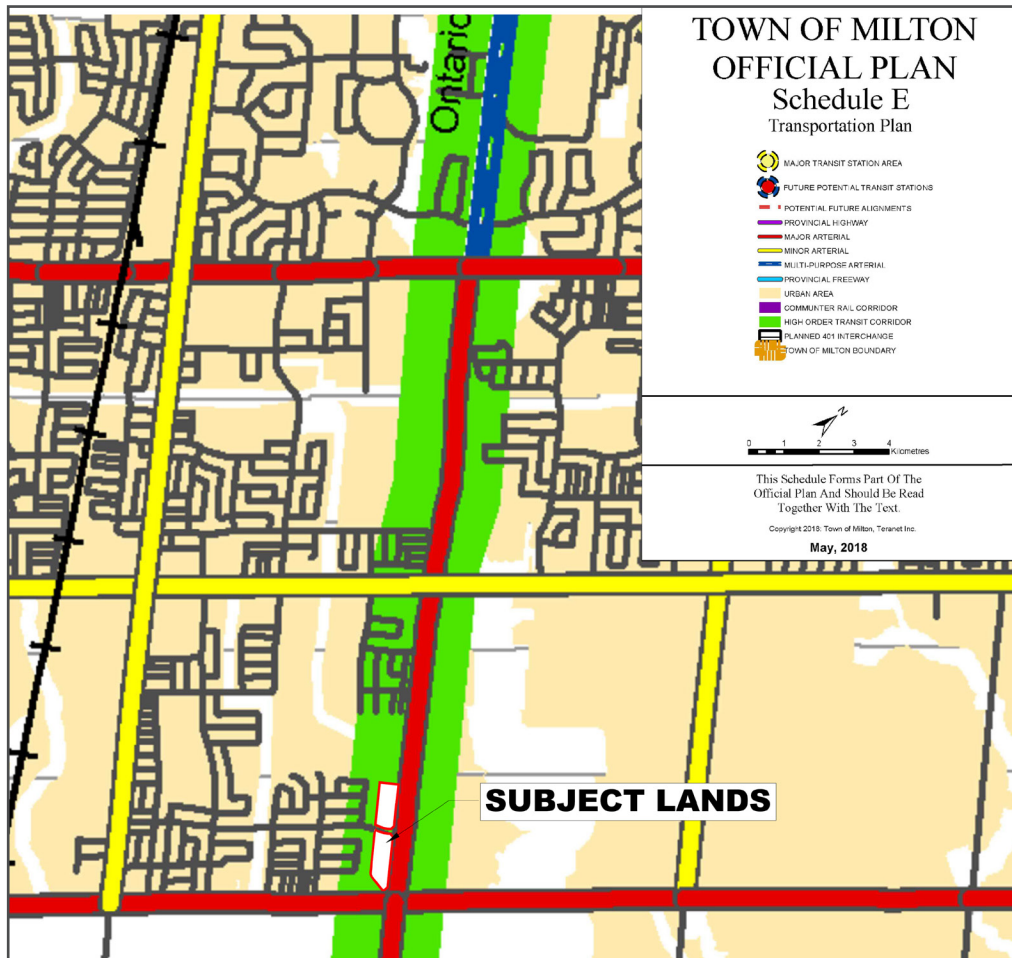


FIGURE 8 -Town of Milton Official Plan - Schedule E - Transportation Plan

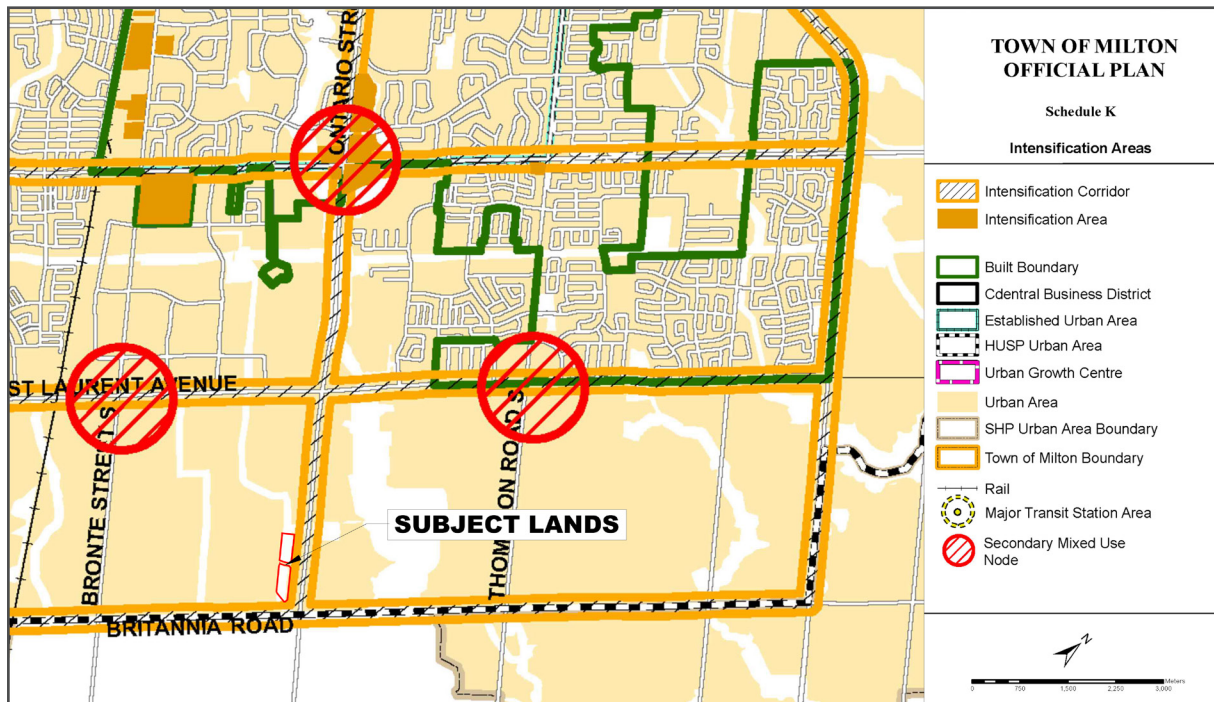


FIGURE 9 -Town of Milton Official Plan - Schedule K - Intensification Areas

- The proposed mixed-use development is an economic and efficient use of land that will contribute to the designated greenfield area density target;
- The proposal locates employment opportunities where alternative modes of transportation can be used for access;
- The proposal locates commercial space on the ground floor, thereby creating a strong street edge;
- The proposal achieves a compact neighborhood structure with appropriate density to support future transit; and
- The proposed development respects the unique landscape of the lands by utilizing variations in the design of the development to protect and integrate the surrounding NHS and achieve a distinct neighborhood character.

### 3.6 TOWN OF MILTON - BOYNE SURVEY SECONDARY PLAN

The Boyne Survey Secondary Plan establishes a more detailed planning framework for the Boyne Survey Planning District in support of the general policy framework provided by the Official Plan. The goal of the Secondary Plan is to create a safe, liveable and complete community within the Boyne Survey that is designed to be integrated with the rest of the Milton Urban Area. The subject lands are located within the Ford Neighborhood of the Plan Area as shown on Schedule C.10.A. As per Schedule C.10.C, Boyne Survey Secondary Plan Land Use Plan (*Figure 10*), the subject lands are designated ‘Major Node Area’, as well as identifying the intersection of Britannia Road and Regional Road 25 as a ‘Gateway’.

The Boyne Survey Secondary Plan policies applicable to this proposal include the following:

#### C.10.2 Planning District Concept

##### C.10.2.1 Community Character

*The Secondary Plan is designated to create a complete, safe, liveable, attractive and healthy community, which has the strong sense of community and the environment evident in Milton today by:*

- Ensuring the maximum degree of physical connection with the Existing Milton Urban Area, within the Boyne Survey Planning District itself, and with other surrounding areas of the Town, particularly the Niagara Escarpment, Bruce Trail, and Greenbelt Plan – Protected Countryside to the north and west, and the Milton Education Village Neighborhood planned for the area west of Tremaine Road;*
- Creating a natural heritage system and linked parkland system within the Planning District, which is connected to the Greenbelt, including the Niagara Escarpment Plan Area and the natural heritage system and parkland in other areas of the town;*
- Ensuring a compact community and transit supportive densities through the achievement of an overall residential density of 40 units per net hectare and an overall density of approximately 70 residents and jobs combined per gross hectare exclusive of lands within the Natural Heritage System; and*
- Ensuring a strong pedestrian orientation by creating development and a transportation/transit system which reflects the characteristics of the established Milton Urban Area and which is supportive of transit and pedestrian/bicycle movement.*

##### C.10.2.2 Key Design Elements

*The Boyne Survey Secondary Plan Master Concept Plan in Appendix C.10.A forms the basis for the*



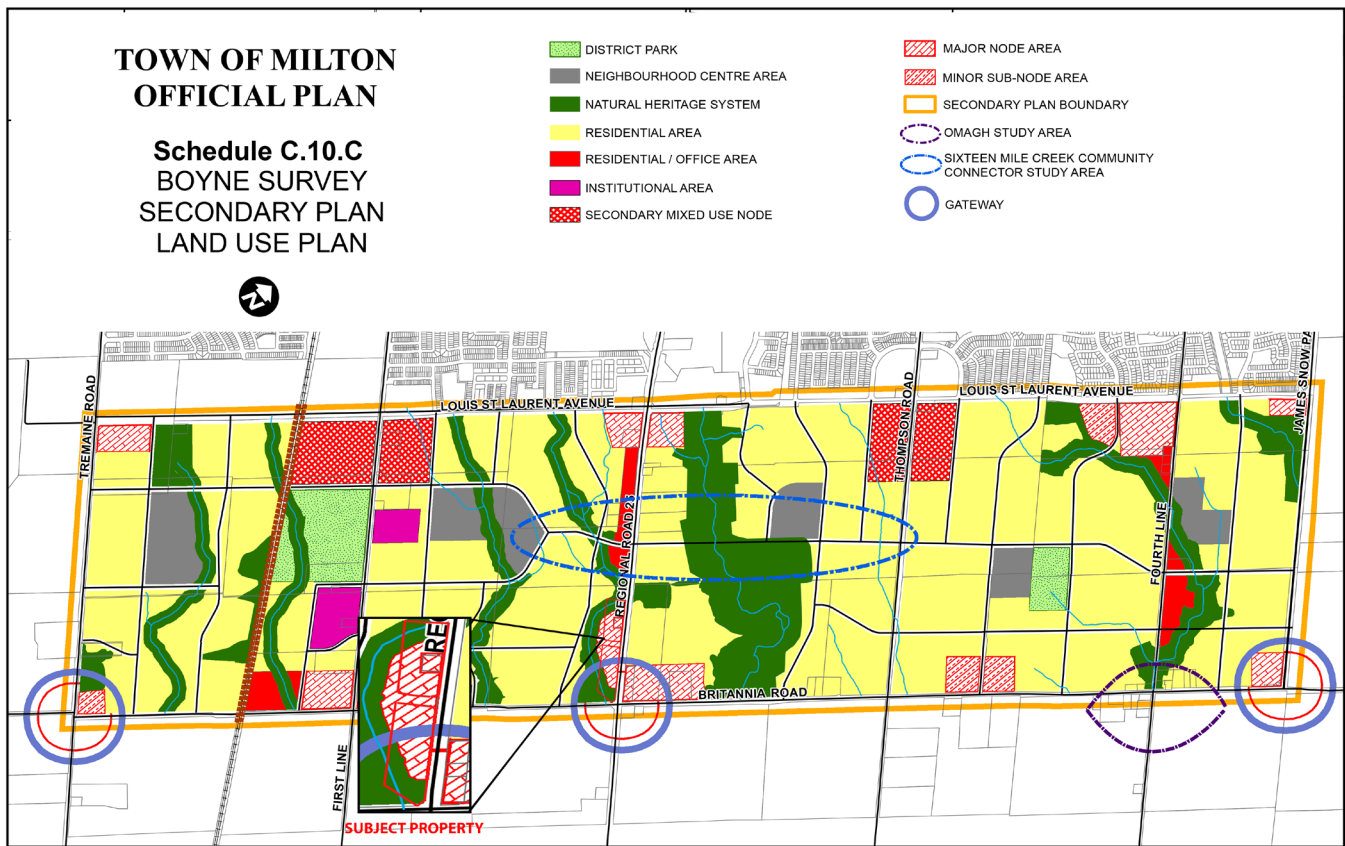


FIGURE 10 -Town of Milton Boyne Survey Secondary Plan - Schedule C.10.C - Land Use Plan

Secondary Plan. Key elements derived from the Master Concept Plan are outlined in Schedule 'C.10.A' Community Structure Plan and Schedule 'C.10.B', Active Transportation and Greenlands/Natural Heritage System Plan. They include:

a. Natural Heritage System

A natural heritage system, consisting of habitat complexes, watercourse corridors and buffers is a central feature of the community and provides a strong connection to the Greenbelt Plan Protected Countryside, and the Niagara Escarpment Plan Area. The road pattern is aligned to give appropriate accessibility to the natural heritage system both physically and visually (e.g. single loaded roads at key locations and vistas in a manner that has regard to the urban design guidelines). Parks are used as central meeting places for neighborhoods and

sub-neighborhoods and to the extent possible are located to complement the Natural Heritage System.

b. Bicycle/Pedestrian Trail System

The Secondary Plan has been designed to accommodate the development of an extensive system of recreational trails, located within the outer portion of the Natural Heritage System buffers. In addition,

sidewalks and/or multi-use trails will be provided on all roads. Separate bicycle lanes or paths will be incorporated where feasible into the right-of-way on collector and arterial roads to ensure a community which provides maximum opportunities for pedestrian, bicycle and other similar movement. All development shall have regard for the Town's Trail Master Plan Update

and comply with other relevant Town standards including the provision of on-road bike lanes, safe linkages within the Secondary Plan Area and connections to trails and bike routes outside the Secondary Plan Area.

e. Community Structure

The Planning District includes:

ii. A range of opportunities for higher density mixed-use development at key intersections (nodes) and in corridors (residential/office areas, nodes) along both arterial and local roads to provide for a wide range of housing, and commercial and other services for the community, as well as transit-supportive development densities.

f. Gateway Streets/Enhanced Streetscape Design

Regional Road 25, Britannia Road (RR 6), James Snow Parkway (RR 4), Tremaine Road (RR 22) and Louis St. Laurent Avenue represent significant corridors in and through the Boyne Survey and the Milton Urban Area, as well as being potential major transit corridors, and as such they require enhanced streetscape design. The design of Tremaine Road will also be critical to ensuring an appropriate interface with the future Sustainable Halton lands. An essential focus of its design in this area will be to mitigate any 'barrier' effects.

[...]

In addition, the Town shall through the subdivision, zoning by-law and site plan approval processes, control development along these roads to ensure both a high quality of site design and built form. In particular, buildings will be designed to face on these roads, and any significant parking areas will be at least partially screened.

g. Gateways

'Gateways' are recognized as key points of entry to the Milton Urban Area of the Town which require special design treatment of both the road allowance and any development adjacent to the road allowance.

The Gateway intersections are located at:

b. Regional Road 25 and Britannia Road (RR 6).

**C.10.3 Goal and Objectives**

**C.10.3.1 Goal**

To create a safe, livable, attractive complete and healthy community in Boyne Survey which is designed to be integrated with the rest of the Milton Urban Area, and to reflect the engaging, balanced and connected character of the Town of Milton as a whole.

C.10.3.2.8 To develop neighborhoods that each have a 'sense of place' created by the design of the development, including the pedestrian orientation of the streetscape, and the provision of community facilities for social, cultural, recreational, educational and religious purposes within neighborhoods, with a particular emphasis on parks which are designed as 'meeting' points for the immediate area.

C.10.3.2.9 To ensure that the integrated street and path system is designed to provide maximum opportunities for active transportation including pedestrian, bicycle and other similar movements as well as access to public transit.

C.10.3.2.12 To protect and enhance existing natural heritage features as part of a linked natural heritage system in accordance with the SUS, FSEMS and CFCP.

C.10.3.2.15 To design Regional Road 25, Britannia Road (RR 6), James Snow Parkway (RR 4), Tremaine Road (RR 22) and Louis St. Laurent Avenue to reflect

*their role as major ‘gateways’ to the Milton Urban Area, and to design the proposed Community Connector System as a focal point for the Boyne Survey.*

The proposed development will provide a compact community with transit supportive density, achieving the density goals per gross hectare outlined in this Plan. The development protects and enhances the Natural Heritage System by providing landscaped setbacks to the NHS lands to the north, west and south. The NHS is also featured through the implementation of an NHS promenade within the NHS buffer, which promotes passive recreation uses. The proposal recognizes the lands designation as a ‘Major Node Area’ and as a ‘Gateway’ by focusing higher density mixed-use development at a key intersection, Regional Road 25 and Britannia Road, providing a focal point for the neighborhood. Refer to the Urban Design Brief for key features within the Gateway area.

#### **C.10.4 Strategic Policies**

##### **C.10.4.4 Housing Mix**

*Boyne Survey is designed to provide for a diverse range of housing options and transit-supportive development. To assist in achieving these objectives, the following housing mix target, which anticipates a higher percentage of medium and high density development than in other parts of the Urban Expansion Area, is established:*

- a. Low Density – 48%
- b. Medium Density – 35%
- c. High Density – 17%

##### **C.10.4.5 Urban Design**

*C.10.4.5.3 Further to the policies of Section C.10.4.5.2, development shall also be designed in accordance with the following:*

- b. *Vistas of the Natural Heritage System will be incorporated strategically into development to afford views and managed public access.*

The proposed development places high-density mixed-use development in a suitable location within the Boyne Survey Plan area, thereby supporting the housing mix target established for the Boyne area. In addition, the proposal offers a Natural Heritage promenade running north/south beside the NHS lands to the west of the subject lands, thereby providing a continuous vista into the NHS, while also providing an appropriate passive recreation use with public access.

#### **C.10.5 Land Use Policies**

##### **C.10.5.6 Major Node Area**

###### **C.10.5.6.1 Purpose**

*The Major Node Area designation on Schedule ‘C.10.C’ identifies integrated concentrations of mixed uses and higher residential densities at key intersection locations. These areas are intended to be the focus of urban activity for surrounding residential neighborhoods, be pedestrian-oriented and maximize the use of public transit.*

###### **C.10.5.6.2 Permitted Uses**

*The Major Node Area designation on Schedule ‘C.10.C’ means that main uses permitted may include a variety of high density residential, institutional and office uses and community facilities. The following additional uses may also be permitted:*

- e. *Retail and service commercial uses, generally not exceeding a combined total gross floor area of 2,787 square meters within a single node, located on the main floor of a multi-storey building. A market impact study will not be required unless the maximum is proposed to be exceeded.*



*C.10.5.6.3 The design of development within the Major Node Area shall ensure compatibility and transition between the Node and adjacent development. In addition, the following policies apply:*


- a. Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;*
- b. A variety of building heights and forms is encouraged with the highest buildings being oriented to the primary intersection, and stepped back or terraced abutting development outside of the Node;*
- c. Buildings shall have a minimum height of three storeys and a minimum FSI of 1.0, however development with additional height and density is encouraged to a maximum height of 15 storeys and a maximum FSI of 3.0. For the purpose of this policy, the FSI shall be calculated on the basis of the ultimate development of the entire Node as illustrated on a detailed concept plan in accordance with this Plan and the entire Node Area shall be zoned to ensure the achievement of the FSI at the time of the approval of the first development application or any phase thereof;*
- d. Building should be located on or close to the street line and massed at intersections to establish a strong street edge;*
- e. Pedestrian traffic generating activities, particularly retail commercial uses and restaurants, shall be located at grade level, with residential and office uses in upper storey locations except in purpose designed buildings;*
- f. Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the streetline; and*
- g. Development shall be designed to facilitate access*

*to public transit.*

### **C.10.6 Implementation**

*C.10.6.3 This Secondary Plan shall be implemented by an appropriate amendment(s) to the Town's Comprehensive Zoning By-law in accordance with the policies of this Secondary Plan and Section B.5.5 of this Plan.*

The proposed development concentrates a mix of uses at higher densities at a key intersection location, as the Major Node Area designation intends. The proposal provides 929 square meters of commercial space, not exceeding the maximum outlined in the Boyne Survey Plan. In addition, the proposal provides an overall FSI of 3.0 for the node, respecting the maximum FSI of 3.0. The proposed development also locates buildings adjacent to the street line, creating a strong street edge, with pedestrian traffic generating activities located at grade level to foster a street level activity. In order to reduce the presence of the automobile and encourage active transportation and public transportation use, residential parking is located underground to minimize its presence within the development. An Urban Design Brief, prepared by others provides an overview of the applicable Urban Design elements respecting the Boyne Survey Urban Design Guidelines.

An aerial photograph of a residential development. The image shows a mix of completed houses with grey roofs, some under-construction lots with exposed earth, and landscaped areas with green grass and small trees. A road runs horizontally across the middle of the image. A large, semi-transparent orange circle is centered over the image, containing the text '4.0 ADDITIONAL GUIDELINES & CONSIDERATIONS' in a light orange, sans-serif font.

# 4.0

## ADDITIONAL GUIDELINES & CONSIDERATIONS

## 4.0 ADDITIONAL GUIDELINES & CONSIDERATIONS

### 4.1 BOYNE SURVEY URBAN DESIGN GUIDELINES

The Boyne Survey Urban Design Guidelines support the vision and objectives of the Boyne Survey Secondary Plan. They provide recommendations to ensure quality urban design and the establishment of a planning framework that allows for the creation of a successful and sustainable community. Directions and supporting illustrations are included for both the public and private realm, including parks, open spaces, streets, streetscapes and buildings, promoting the development of a community that is attractive, pedestrian-supportive and includes a linked greenlands/natural heritage and open space system.

Developers are encouraged to have regard to the guidelines and Development Review staff will use them to evaluate development proposals. An Urban Design Brief has been prepared in support of this development proposal and demonstrates consistency with the Boyne Survey Urban Design Guidelines.

### 4.2 TALL BUILDING GUIDELINES

The Town of Milton Tall Building Guidelines help to shape the look and feel of buildings, streets and neighbourhoods to create vibrant places. Under the Guidelines, Regional Road 25 is highlighted as an Intensification Corridor. In addition, the Guidelines state a building 47 meters in height, approximately the width of Regional Road 25, would be approximately 14 or 15 storeys in height. As demonstrated within the submission package, the proposed development features a range of buildings up to 15 storeys in height, respecting the Guidelines and providing an

appropriate built-form. Therefore, the proposed development aligns with the Tall Building Guidelines.

### 4.3 METROLINX - 2042 REGIONAL TRANSPORTATION PLAN

MetroLinx's 2041 Regional Transportation Plan (RTP) is the second Regional Transportation Plan, which builds on The Big Move (2008). As shown on Map 6 (Figure 11), Regional Road 25 is identified as a future Priority Bus route 'Proposed 2041 Frequent Rapid Transit Network'. This future route will provide direct access to the Milton GO Line located approximately 4 km north of the subject lands, which are also identified in the Plan with provision for '15-minute GO Service' from Union Station to Milton GO.

The proposed development complements the 2041 RTP, by supporting existing local and future planned regional transit services. The proposed development will further strengthen Milton's argument for the earlier implementation of regional priority bus routes and 'all-day, two-way' rail service, which help to reduced automobile dependency.



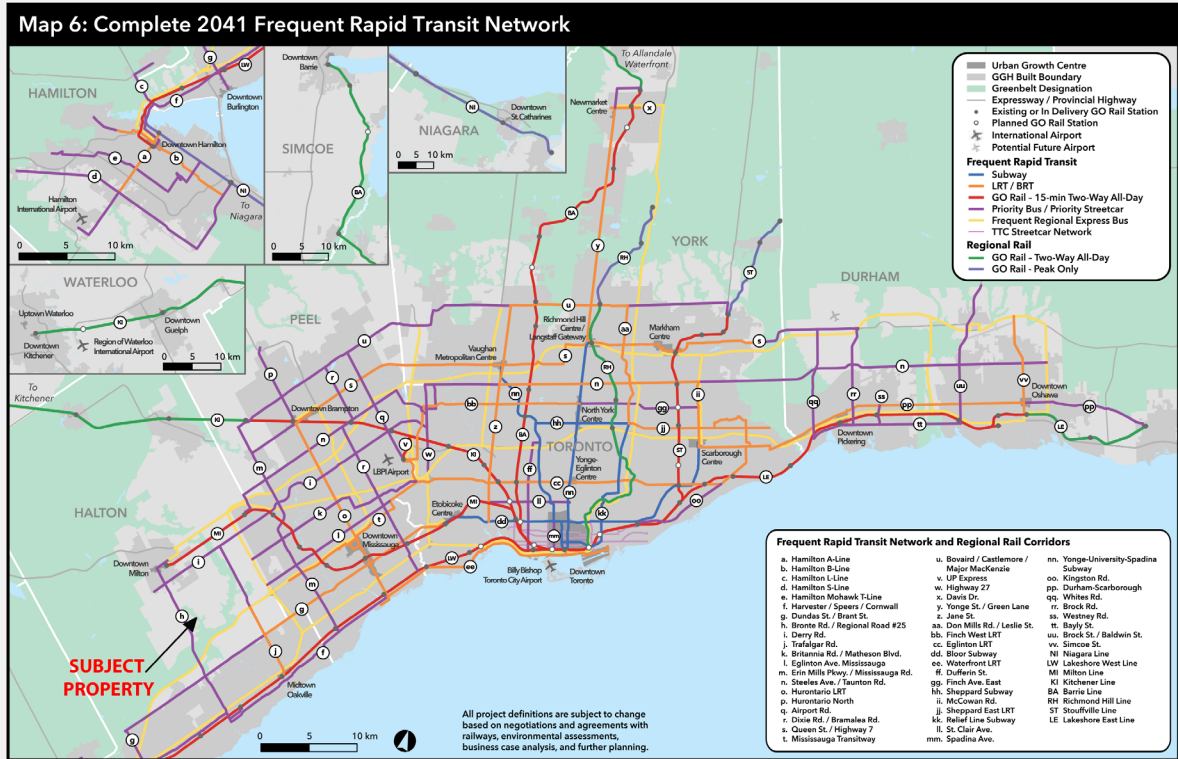


FIGURE 11 - 2041 complete frequent rapid transit network

An aerial photograph of a residential development. The image shows a mix of completed houses with grey roofs, some under-construction lots with dirt and rebar, and landscaped areas with ponds and trees. A large, semi-transparent orange circle is centered over the middle of the image, containing the text '5.0 ZONING BY-LAW AMENDMENT' in a light orange, sans-serif font.

# 5.0

ZONING BY-LAW  
AMENDMENT

## 5.0 ZONING

### Existing Zoning

The subject lands are currently zoned Future Development. As per Section 12.1 of Zoning By-law 016-2014, only uses that legally existed on the date the By-law came into effect are permitted. The development of new buildings and structures are not permitted. As such, a Zoning By-law Amendment is required to permit the proposed development.

### Proposed Zoning

The proposal seeks to amend the Zoning By-law and rezone the lands to Mixed Use – Special Section AAA (MU\*AAA). The Draft Zoning By-law is appended to this report as Appendix F. This will be refined through the review process.





# 6.0

## PLANNING OPINION

## 6.0 PLANNING OPINION

The proposed Zoning By-law Amendment is justified and represents good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Provincial Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, Town of Milton Official Plan and Boyne Survey Secondary Plan;
2. The subject land is located within a Settlement Area and Designated Greenfield Area, along a High Order Transit Corridor/Transportation Corridor, and within a Major Node and will help to achieve the minimum density targets identified by the Province, Region and Town;
3. The proposal considers the Gateway to Milton and it's importance within the Town's structure;
4. The proposal contributes to the range of housing options with a mix of condominium apartment sizes within a high-density development to serve households of varying sizes and incomes;
5. The proposed development makes efficient use of existing and planned hard and soft services;
6. The proposed development will provide employment opportunities through the mixed-use nature of the development;
7. The NHS is protected and enhanced through landscaped buffers, with public access provided through a promenade feature; and
8. The density of development is supportive of existing transit use and active transportation.

Respectfully submitted,

**KORSIAK URBAN PLANNING**



Wayne Coutinho, MPI, BSc Env., RPP  
Planner





# APPENDICES

## APPENDIX A: PLANNING ACT EXCERPT

The following sections and policies of the Planning Act are applicable to this proposal:

### Provincial Interest

Section 2 of the Planning Act establishes matters of provincial interest which decision makers shall have regard to when making decision on planning applications and carrying out their responsibilities under the Act. Section 2 of the Planning Act states:

2. *The minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:*
  - a. *The protection of ecological systems, including natural areas, features and functions;*
  - e. *The supply, efficient use and conservation of energy and water;*
  - f. *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
  - g. *The minimization of waste;*
  - h. *The orderly development of safe and healthy communities;*
    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;*

- m. *The coordination of planning activities of public bodies;*
- n. *The resolution of planning conflicts involving public and private interests;*
- 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;*
  1. *Is well-designed;*
  2. *Encourages a sense of place, and;*
  3. *Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- s. *The mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

### Zoning By-law Amendment

A Zoning By-law Amendment is being requested for the subject lands pursuant to Section 34 of the Planning Act, which sets the legislative basis for Zoning By-laws and amendments. Details regarding the proposed amendments are discussed throughout the report.

## APPENDIX B: PROVINCIAL POLICY

### STATEMENT EXCERPT

The following sections and policies of the Provincial Policy Statement (PPS) are applicable to this proposal: Section 1.1.1 states:

*Section 1.1.1 states:*

*Healthy, liveable and safe communities are sustained by:*

*1.1.1 Healthy, liveable and safe communities are sustained by:*

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

*participation in society;*

- g. ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h. promoting development and land use patterns that conserve biodiversity;*

Policies in the 'Settlement Areas' section state:

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

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

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

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

*1.1.3.4 Appropriate development standards*



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

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

Policies in the 'Employment' section state:

*1.3.1 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, and take into account the needs of existing and future businesses;*
- e. encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
- f. ensuring the necessary infrastructure is provided to support current and project needs.*

Policies in the 'Housing' section state:

*1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area 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, including special needs requirements and needs arising from demographic changes and employment opportunities;*

- 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

- c. Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d. Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e. Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f. Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

Policies in the 'Public Spaces, Recreation, Parks, Trails and Open Space' section state:

*1.5.1: Healthy, active communities should be promoted by:*

- a. Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b. Planning and providing for a full range and equitable distribution 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; and*

- d. Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

Policies in the 'Transportation Systems' section state:

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

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

*1.7.1. Long term economic prosperity should be supported by:*

- b. Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c. Optimizing the long-term availability and use of land, resource, infrastructure and public service facilities; and*
- e. Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.*

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

*1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate*

*through land use and development patterns which:*

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

Policies in the 'Natural Heritage' section state:

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

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

## APPENDIX C: GROWTH PLAN EXCERPT

Within the Growth Plan are a number of Provincial policies that pertain to this proposal, including:

### 1.2.1 Guiding Principles

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

### 2.2.1 Managing Growth

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

- a) *the vast majority of growth will be directed to settlement areas that:*
  - ii. *have existing or planned municipal water and wastewater systems; and*
  - iii. *can support the achievement of complete communities.*
- c) *within settlement areas, growth will be focused in:*

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

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

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
  - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - ii. *public service facilities, co-located and integrated in community hubs;*
  - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- e) *Provide for a more compact built form and vibrant public realm, including public open spaces;*

### 2.2.5 Employment



1. *Economic development and competitiveness in the GGH will be promoted by:*
  - a. *making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities; and*
  - d. *integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*
3. *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*
15. *The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.*

#### **2.2.6 Housing**

1. *Upper- and single-tier municipalities, in consultation with lower tier municipalities, the Province, and other appropriate stakeholders, will:*
  - e) *Support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as other policies of this Plan by:*
    - i. *Identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents.*
3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

#### **2.2.7 Designated Greenfield Areas**

1. *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
  - a. *supports the achievement of complete communities;*
  - b. *supports active transportation; and*
  - c. *encourages the integration and sustained viability of transit services.*
2. *The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:*
  - a. *The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.*

# APPENDIX D: REGION OF HALTON OFFICIAL PLAN

## Halton's Regional Structure

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

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

3. Within the Urban Area designation as shown on Map 1, this Plan defines a Regional Urban Structure consisting of the following: (1) Strategic Growth Areas that are subject to policies and/or conditions for development as described in Section 78 to 82.7 of this Plan and which are identified below and shown on Map 1H:

f. Regional Intensification Corridors.

55. 1. The Regional Structure also sets out targets for intensification within the Built-Up Area and for the density of Designated Greenfield Areas and Employment Areas, as contained in Table 2.

55. 3. The Regional Structure also sets out targets that apply to Strategic Growth Areas as contained in Table 2b, including:

a. Specific minimum density targets, planned to be achieved by 2031 or earlier for Urban Growth Centres and beyond the 2051 planning horizon of this Plan for other Strategic Growth Areas; and

b. General targets for an overall population of residents and jobs to be planned for and achieved over the long-term.

The general targets for an overall proportion of residents and jobs in Strategic Growth Areas may be refined by the Local Municipalities, subject to Regional approval, and provided the changes does not compromise the overall intent of the Region's growth strategy.

## Urban Area and the Regional Urban Structure

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

1. To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve

**Table 1 – Population and Employment Distributions (Excerpt)**

Municipality	Population			Employment		
	2021	2041	2051	2021	2041	2051
Milton	137,990	277,000	350,870	44,390	100,120	136,270
<b>Halton Region</b>	<b>620,990</b>	<b>929,400</b>	<b>1,098,070</b>	<b>279,220</b>	<b>421,230</b>	<b>507,240</b>

**Table 2 – Intensification and Density Targets (Excerpt)**

Target	Halton Region	Milton
<b>Community Area Density Targets</b>		
People and Jobs per Hectare in the Designated Greenfield Area	<b>62</b>	<b>59</b>

*certain landscapes permanently.*

- 2. To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*
  - 3. To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*
  - 4. To ensure that growth takes place commensurately both within and outside the Built Boundary.*
  - 5. To establish a rate and phasing of growth that ensure 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.*
- 74. The Urban Area consists of areas so designated within the Regional Urban Boundary as delineated*

*on Map 1, where urban services are or will be made available to accommodate existing and future urban development and amenities.*

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

*(2.4) Require development occurring in Designated Greenfield Areas to:*

- a. Contribute towards achieving the development density target of Table 2 and the Regional phasing of Table 2a;*
- b. Contribute to creation healthy communities;*
- c. Create street configurations, densities, and an urban form that support walking, cycling and the early integration and sustained viability of transit services;*
- d. Provide a diverse mix of land uses, including residential and employment uses to support vibrant neighborhoods; and*
- e. Create high quality parks and open spaces with site design standards and urban design guidelines that support opportunities for transit and active transportation.*

### **Regional Urban Structure**

*78. With the Urban Area, the Regional Urban Structure, as shown on Map 1H, implements Halton's planning vision and growth management strategy to ensure efficient use of land and infrastructure while support transit, and the long-term protection of lands for employment uses. The Regional Urban Structure consists of the following structural components:*

- 1. Strategic Growth Areas; and*
- 4. Designated Greenfield Areas.*

*78. 1. The objectives of the Regional Urban Structure are:*

- 1. To provide a structure and a hierarchy in which to direct population and employment growth*



*within the Urban Area to the planning horizon of this Plan;*

- 2. To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed-use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan; and*
- 5. To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and supporting existing and planned transit and active transportation.*

### **Strategic Growth Areas**

*79. The objectives of the Strategic Growth Areas are:*

- 1. To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, 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 neighborhoods.*
- 5. To create a vibrant, diverse and pedestrian-*

*oriented urban environment.*

- 6. To cumulatively attract a significant portion of population and employment growth.*
  - 7. To provide high quality public 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.*
- 79. 1. Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:*
- 4. Regional Intensification Corridors as shown on Map 1H and subject to policies in Sections 82.3 to 82.7, which consist of areas along Higher Order Transit Corridors and select Arterial Roads within the Urban Area, which connect other elements of the Regional Urban Structure and support achieving residential and employment densities to ensure the viability of existing and planned transit infrastructure and service.*
  - 5. Local Nodes and Local Intensification Corridors as identified in Local Official Plans, which have a concentration of residential and/or employment uses with development densities and patterns supportive of active transportation and public transit.*
- 79. 2. The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:*
- 7. Regional Intensification Corridors.*
- The Regional Urban Structure is supported*

by the Local Urban Structures identified in Local Official Plans which reflect this hierarchy of Strategic Growth Areas and may include additional Local Nodes and Local Intensification Corridors.

79. 3. It is the policy of the Region to:

1. Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan.
8. Encourage the Local Municipalities to adopt parking standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit.

#### **Regional Intensification Corridors**

82. 3. The objectives of the Regional Intensification Corridors, identified conceptually on Map 1H, are:

1. To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and serve an existing or planned higher order transit function, connecting other elements of the Regional Urban Structure, and accommodating high-density mixed-use development and/or a mix of employment uses appropriate to the existing local context.
2. To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.
3. To achieve a mix of residential, office, institutional and commercial development, where appropriate.
7. To reflect and reinforce Local Urban Structures.

82. 4. The Regional Intensification Corridors as identified conceptually on Map 1H are:

7. Bronte/Regional Road 25 Corridor, Oakville/Milton

82. 7. It is the policy of the Region to:

1. Direct development with higher densities and mixed uses to Regional Intensification Corridors in accordance with the hierarchy identified in Section 79.2 of this Plan, and based on the level of existing and planned transit service.

#### **Housing**

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

86. It is the policy of the Region to:

6. Adopt the following housing targets:
  - a. That the percent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 95 percent to 2031 and at least 75 percent each year thereafter

#### **Natural Heritage System**

113. The Natural Heritage System consist of the Greenbelt Natural Heritage System and the Regional Natural Heritage System.

114. The goal of the Natural Heritage System is to increase the certainty that the biological diversity and ecological functions within Halton will be preserved and enhanced for future generations.

114. The objectives of the Natural Heritage System are:

1. To maintain the most natural Escarpment features, stream valleys, wetlands and related significant natural areas and associated Cultural Heritage Resources.

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.*
  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 inter-connections between the Key Features and their ecological functions.*
  10. *To protect significant scenic and heritage resources.*
  17. *To preserve the aesthetic character of natural features.*
9. 2. *To integrate transportation planning, land use planning and investment in infrastructure.*
  10. *To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.*

### **Environmental Quality**

140. *The goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living.*

### **Transportation**

172. *The objectives of the Region are:*
  2. *To develop a balanced transportation system that:*
    - a. *Reduces dependency on automobile use;*
    - b. *Include a safe, convenient, accessible and efficient public transit system that is competitive with the private automobile; and*
    - c. *Promotes active transportation.*
9. 1. *To ensure development is designed to support active transportation and public transit.*



## APPENDIX E: TOWN OF MILTON OFFICIAL PLAN - OPA 31 EXCERPT

Within the Town of Milton Official Plan, there are a number of policies that pertain to this proposal, including:

### **Growth Management**

**2.1.4.4** *Within the designated greenfield area, a minimum overall development density target of 58 residents and jobs combined per gross hectare is required to be achieved.*

**2. 1.4.9** *Within the Urban Area, balanced growth between designated greenfield areas and on lands within the built boundary is encouraged.*

### **2.1.6 Intensification**

**2. 1.6.1** *The Town shall promote intensification in order to support the development of compact, efficient, vibrant, complete and healthy communities that:*

- a. *Support a strong and competitive economy;*
- b. *Protect, conserve, enhance and wisely use land, air and water;*
- c. *Optimize the use of existing and new infrastructure;*
- d. *Manage growth in a manner that reflects Milton's vision, goals and strategic objective; and*
- e. *Support achievement of the intensification and density targets of this Plan.*

**2. 1.6.2** *Intensification Areas are located within the Urban Area and consist of the Urban Growth Centre, Major Transit Station Areas, Intensification Corridors and Secondary Mixed Use Nodes along with specific sites. These areas along with the Built Boundary, as delineated by the Province, have been identified on Schedule K. [...]*

**2. 1.6.3** *Intensification and the development of Intensification Areas shall be promoted to achieve the following objectives:*

- a. *To provide an urban form that is complementary to existing development areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable;*
- b. *To provide opportunities for more cost-efficient and innovative urban design;*
- c. *To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;*
- d. *To provide a diverse and compatible mix of lands uses, including residential and employment uses, to support neighborhoods;*
- e. *To create a vibrant, diverse and pedestrian-oriented urban environment;*
- f. *To cumulatively attract a significant portion of population and employment growth;*
- g. *To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;*
- h. *To support transit and active transportation for everyday activities;*
- i. *To generally achieve higher densities than the surrounding areas;*
- j. *To achieve an appropriate transition of built form to adjacent areas;*
- k. *For Major Transit Station Areas, Intensification Corridors, and Secondary Mixed-Use Nodes:*
  - i) *To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit*

*infrastructure and service; and*

- ii) To achieve a mix of residential, office institutional and commercial development, where appropriate.*

- 2. 1.6.4 In addition to the specific Intensification Areas identified in Section 2.1.6.2, intensification may also occur within Major Nodes and Minor-Sub nodes. Major Nodes are integrated concentrations of mixed uses and higher residential densities located at key intersections within Intensification Corridors. These areas are intended to be the focus of urban activity for surrounding residential neighborhoods, be pedestrian-oriented and maximize the use of public transit.*

*Major Nodes and Minor Sub-Nodes shall be identified during the preparation of Secondary Plans or Area Specific Plans and designated by amendment to this Plan.*

*The main permitted uses may include a variety of high rise residential, institutional and office uses and community facilities. All drive through service facilities shall be prohibited.*

*The development of Major Nodes and Minor Sub-Nodes shall be promoted to achieve the following objectives:*

- a) To design development to ensure compatibility and transition between the Node and adjacent development;*
- b) To encourage land assembly to create larger viable holdings and facilitate comprehensive development or redevelopment;*
- c) To encourage a variety of building heights and forms with the highest building being oriented to the primary intersection and stepped back or terraced abutting development outside of the Node;*
- d) To ensure that buildings are located on or close to the street line and massed at intersections*

*to establish a strong street edge;*

- e) To require pedestrian traffic generating activities, particularly retail commercial uses and restaurants, to be located at grade level, with residential and office uses in upper storey locations except in purpose designed buildings;*
- f) To encourage parking to be located underground or within parking structures; surface parking, where permitted, should be minimized and shall be located away from the street line; and*
- g) To design development to facilitate access to public transit.*

- 2. 1.6.5 It is the policy of the Town to:*

- b. Provide opportunities for further intensification within Intensification Corridors and Secondary Mixed Use Nodes in accordance with the policies of this Plan;*
- c. Encourage alternative and innovative forms of housing, including those that support Affordable Housing and, in particular, higher density housing types that can accommodate a range of household types;*
- d. Direct development with higher densities, including mixed uses and transit supportive land uses to Intensification Areas;*
- h. Promote development densities that will support existing and planned transit services;*
- i. Consider intensification and development of Intensification Areas as the highest priority of urban development within the Town and consider programs and incentives, including Community Improvement Plans under the Planning Act, to promote and support intensification;*
- k. Adopt parking standards for Intensification Areas that promote the use of active*

*transportation and public transit;*

- t. *Encourage the early introduction of transit service in Intensification Areas and support Intensification Areas by extending transit services to Intensification Areas and areas where transit supportive densities will be achieved.*

### **2. 2.1.7 Sustainable Halton Plan Urban Area**

2. *1.7.2 Prior to development within the SHP Urban Area, land uses shall be established through a secondary planning exercise in accordance with Section 5.4.3 of this Plan and supported by appropriate phasing and financial plans. In addition, adequate water supply and wastewater treatment services must be available to accommodate such future development and amenities.*

## **2.2 Environment**

### **2.2.2 Objectives**

2. *2.2.1 To identify, preserve and enhance natural areas and ecosystems.*
2. *2.2.2 To reduce the impact of urban drainage on the natural environment and to preserve and enhance the quality and quantity of ground and surface water.*
2. *2.2.2.12 To encourage the enhancement of the natural environment, and hence human environment, through the creation of a Natural Heritage System.*

## **2.7 Housing**

### **2.7.1 Goal**

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

- a. *Ensuring that an appropriate range and mix of*

*housing by density, type and affordability are permitted within the Town to meet a wide range of needs of current and future households; and*

- b. *Encouraging the development industry to design innovative housing forms that stress flexibility in use, mix of compatible land uses, good environmental practices, incorporate universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.*

### **2.7.3 Housing Targets**

2. *7.3.1 Housing targets for the Urban Area shall be in accordance with the following:*
  - a. *That at least 50 percent of new housing units produced annually be in the form of townhouses or multi-storey buildings.*
2. *7.3.2 In order to meet the housing targets, the Town will require an appropriate mix of housing by density, type and affordability throughout the Urban Area once servicing issues have been resolved. In areas identified for major residential development, proposals which provide a mix of housing forms and densities in each Planning District in the Urban Area shall be generally encouraged.*
2. *7.3.3 All proposals for residential development in the Town will be assessed relative to the Town's ultimate housing targets relating to type and tenure, as well as affordability. While not every proposed infill development or subdivision will be expected to reflect the housing targets, every development application will be reviewed in relation to the approved Secondary Plan for that area in order to determine its contribution to the housing targets and to ensure that a full range and mix of housing types can be provided in each development phase.*



## 2.8 Urban Design

### 2.8.2 Objectives

2. 8.2.2 *To achieve a consistently high standard of design in the built environment that is complementary to and compatible with existing development and the Town's natural and cultural heritage in all areas including site, building and landscape design.*
2. 8.2.3 *To develop an active and attractive network of urban spaces by ensuring mutually supportive relationships between those open spaces and the built forms which enclose them.*
2. 8.2.9 *To consistently apply human scale design principles in urban design, such that buildings, spaces, and facilities accommodate various human dimensions, mobility and strength.*
2. 8.2.11 *To achieve a varied pattern of built form which supports and enhances the urban experience through architectural design which addressed both aesthetic and functional requirements.*
2. 8.2.16 *To identify and encourage the maintenance and enhancement of "gateway" entrances, both from a vehicular and pedestrian point of view, into the Urban Area.*
2. 8.2.22 *To ensure that all new urban development considers in its design, the provision of safe and accessible active transportation facilities and access to public transit services, or stops where they are likely to be located, within a walking distance of 400m.*

## 3.0 Urban Land Use Policies

### 3. 2.1.2 Residential Intensification

*Intensification within the "Residential Area" designation is encourage within the built-up area and is generally directed to the intensification areas and to nodes and corridors as identified*

*on Schedule "K" and in Section 2.1.6 of this Plan. Residential intensification shall generally take the form of medium and high density uses in accordance with policies 3.2.3.1, 3.2.3.2 and 3.2.3.3 of this Plan and shall be guided by the following:*

- a. *The character of adjacent established residential neighborhoods shall be respected in terms of heigh, massing and setbacks;*
- b. *Buildings shall be stepped back, terraced or setback to maintain an appropriate transition and relationship between the different built forms;*
- e. *The site shall be easily accessible by public transit; and*
- f. *Site design shall take advantage of natural topography and vegetation to minimize the impact of building height on adjacent land uses.*

### 3.2.1.7 Residential Mix in Designated Greenfield Areas

*In accordance with the provisions of Section 2.7, Housing, and other applicable policies of this Plan, residential development within designated greenfield areas shall:*

- a. *Encourage an intermixing of dwelling unit types and densities;*
- c. *Encourage a higher distribution of Medium Density II and High Density Residential Uses, particularly within nodes and along corridors;*
- d. *Encourage medium and high density development that is street-oriented;*
- f. *Contribute toward achieving the density target set out in Section 2.1.4 and Regional Phasing set out in Section 2.1.5 of the Plan in order to contribute to the creation of healthy, complete communities.*



**THE CORPORATION OF THE TOWN OF MILTON**

**BY-LAW NO. -2024**

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PART 2, 20R-20604; PARTS 2&4 20R-19779; PART 4, 20R-20160; AND PART 19, 20R-20414, PART OF LOT 6, CONCESSION 2, NEW SURVEY, (TRAFALGAR), MATTAMY (MILTON WEST) LIMITED, FILE Z-XX/23

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

**AND WHEREAS** the Town of Milton Official Plan provides for the lands affected by this by-law to be zoned as set forth in this by-law;

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

1. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014 is hereby further amended by changing the existing Future Development (FD) Zone symbol to the Mixed Use - Special Section AAA (MU\*AAA) Zone symbol on this property as shown on Schedule A attached hereto.
2. **THAT** Section 13.1 of Comprehensive By-law 016-2014 is hereby further amended by adding subsection 13.1.1.AAA as follows:

**Mixed Use – Special Section AAA (MU\*AAA)**

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 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.
- c) Notwithstanding Section 4.19.5, Table 4H; balconies and porches/verandas may encroach 1.8m metres into any required yard and are permitted to be setback a minimum 0.0m to the lot line.



- d) 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:
  - a. 1 parking space per dwelling unit
  - b. 0.22 parking spaces per residential unit for visitor parking. For mixed use buildings parking spaces for the non-residential component are not required.
  - c. Vehicles associated with a car share program shall be permitted to be parked in required visitor spaces.
- e) Notwithstanding Section 5.10, Table 5I, the minimum bicycle parking space requirement for apartment buildings or mixed-use buildings shall be:
  - a. 0.4 long term bicycle parking spaces per unit
- f) Notwithstanding Section 5.11.1 ii), Table 5K, minimum setback of a loading space to a building shall be 2.0 metres.
- g) Notwithstanding Section 5.12, Table 5L, minimum setbacks of a parking area shall be:
  - a. Minimum 1.5 metres to a building
  - b. Minimum 2.5 metres to a street line
- h) Notwithstanding Section 5.14.3 entrance and exit ramps may be located 3.0 metres from a street line.
- i) Notwithstanding Section 5.14.1, the underground parking structure may be located within 0.0 metres of a street line or lot line.

ii. Zone Standards:

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

- a) Minimum setback to NHS Zone shall be 5 metres.
- b) For buildings above 10.5 m in height adjacent to an NHS Zone, 45 degree angular plane requirements shall not apply.
- c) 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.
- d) The minimum first storey height for a residential apartment building shall be 3 metres.
- e) Maximum height of all buildings is 15 storeys and 55 metres.
- f) Balconies oriented toward an arterial road are permitted above 3 metres from established grade.
- g) Above grade parking within the first 9 metres of depth of the building is permitted.
- h) 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 and shall be maintained and operated by a common entity (such as a condominium corporation).

- i) Minimum setback from the property line to above grade parking shall be 3 metres.
- j) Transformer, telecommunications vaults and pads, gas header stations and gas metres shall be permitted to project 0.5 metres to a public street beyond the main wall of the building.
- k) Maximum Floor Space Index for Mixed Use and Residential Buildings shall be 3.0.
- l) Above grade parking structures shall not be included in Floor Space Index calculations.

**3. THAT** if no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Ontario Municipal Board dismisses the appeal, this by-law shall come into force on the day of the passing. If the Ontario Municipal Board 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 Board's Order is issued directing the amendment or amendments.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS**

**\*\* DAY OF \*\*\*\*\*, 2024**

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

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

SCHEDULE A  
TO BY-LAW No. \*\*\*-2023  
TOWN OF MILTON

PART OF LOT 6, CONCESSION 2, NEW SURVEY (TRAFALGAR)  
TOWN OF MILTON

