

PLANNING JUSTIFICATION REPORT

July 2023

OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT

Proposed High Density Residential Development

Milteron Developments Limited
8010, 8020, 8030, 8110, 8120, 8130, 8140 & 8150 Derry Road West
Part of Lot 10, Concession 3, NS (Trafalgar)
Town of Milton

PREPARED FOR:

Milteron Developments Limited

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An aerial photograph of a suburban area, showing a mix of residential housing, commercial buildings, and green spaces. 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 Milteron Developments Limited (Lindvest) to prepare this Planning Justification Report in support of Official Plan (OPA) & Zoning By-law Amendment (ZBA) applications required to permit a 27 unit stacked townhouse building at the approved and under construction high density residential development at 8010, 8020, 8030, 8110, 8120, 8130, 8140 & 8150 Derry Road West (Figure 1 – Aerial Photo).

By way of background, Briarwood Ltd., the previous owner of the site, submitted Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications (LOPA-06/17

& Z-12/17) in October 2017 to permit the development of three apartment buildings (20, 25 and 16-storeys), one 3-storey stacked townhouse building and five 3-storey front loaded townhouse buildings backing onto the Sixteen Mile Creek Tributary for a total of 643 dwelling units (Figure 2 – Approved 2019 Concept Plan). The OPA and ZBLA were approved on July 23, 2019. In August 2019, Briarwood Ltd. submitted a Site Plan Application and through the Site Plan process, chose to remove the 3-storey stacked townhouse and replace it with a surface parking lot (Figure 3 - Revised Site Plan)

To respond to market demand for smaller unit sizes and accommodate the displaced units, a minor variance application was submitted to increase the maximum number of apartment



FIGURE 1 - Aerial Photo

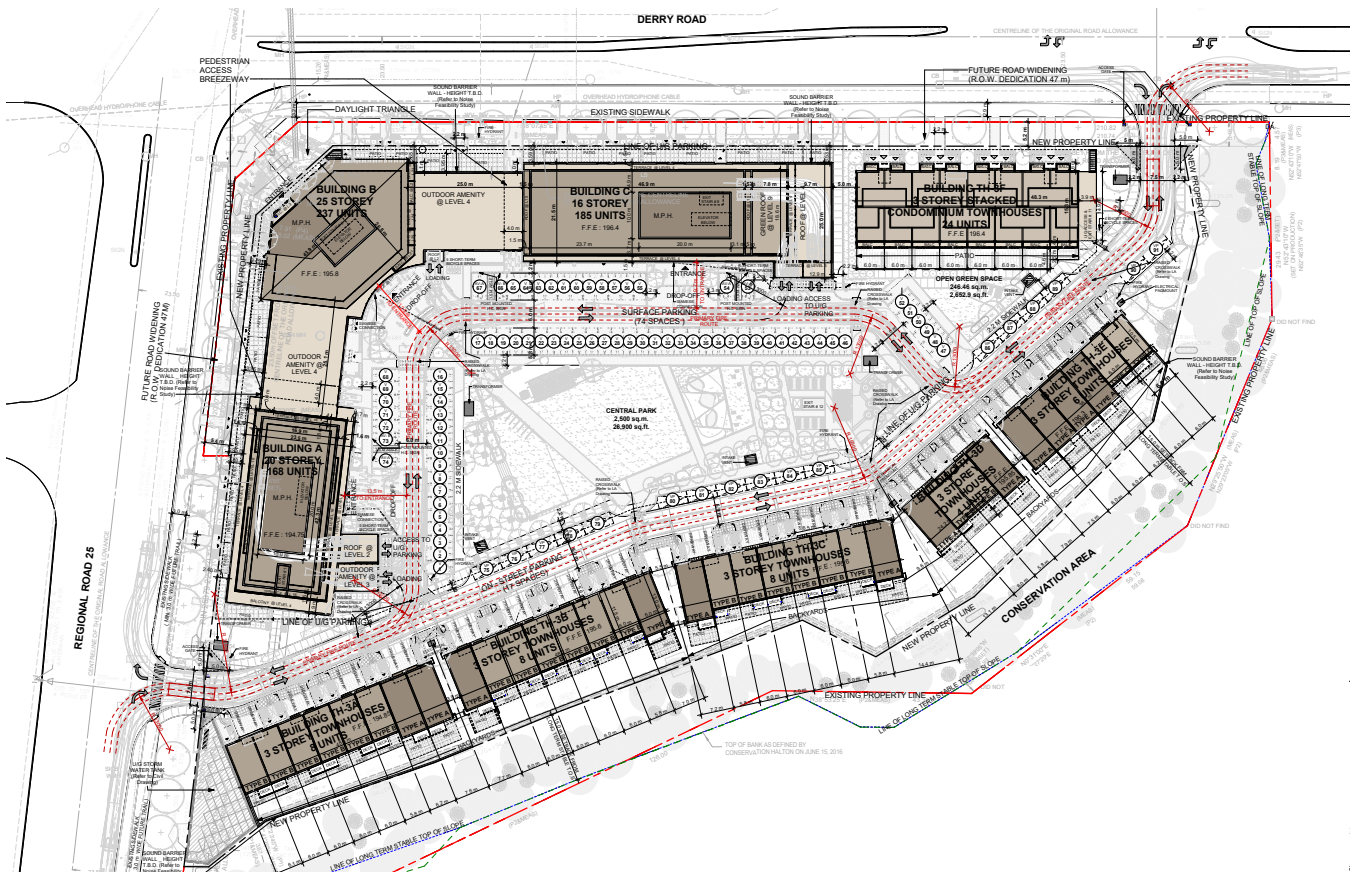


FIGURE 2 - Approved 2019 Concept Plan

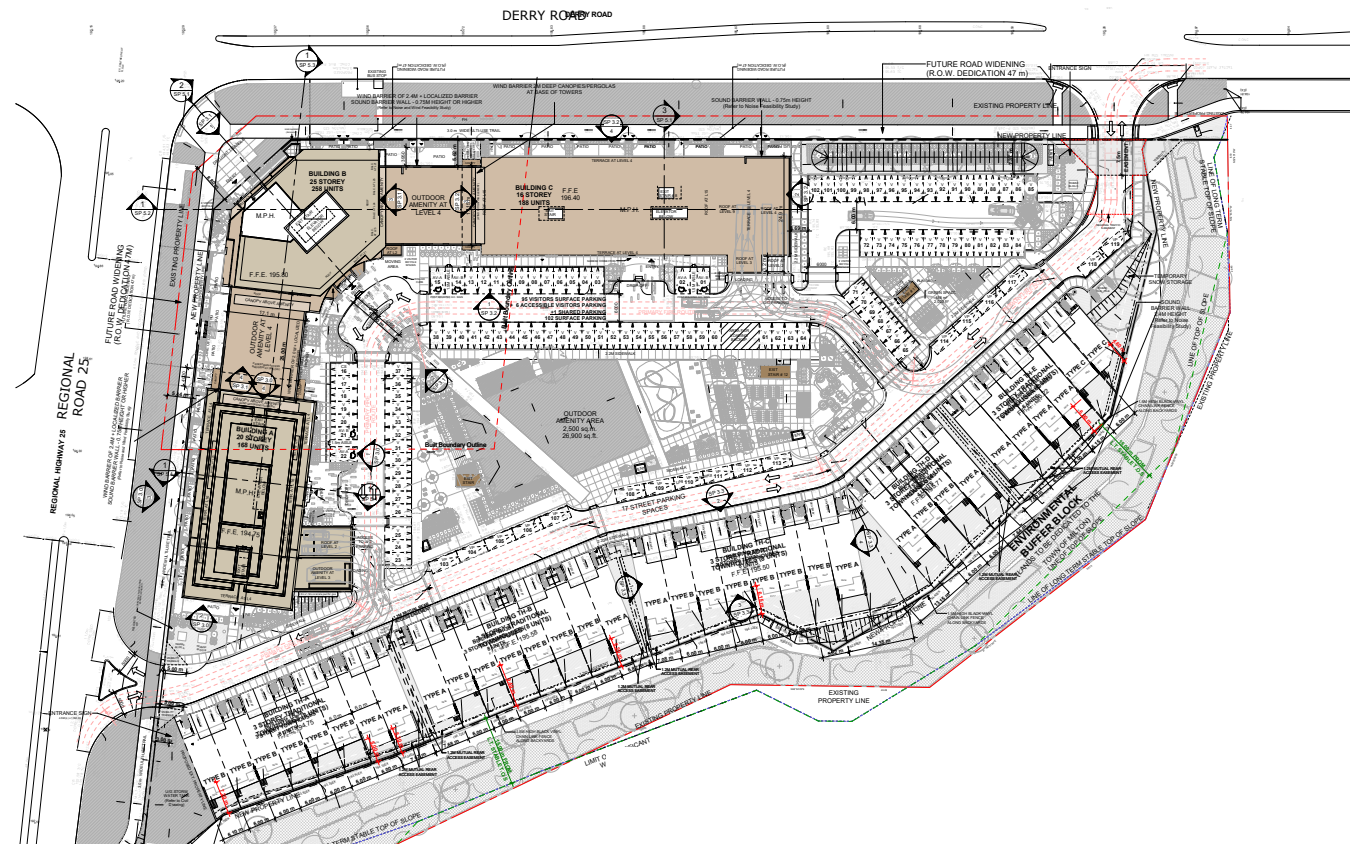


FIGURE 3 - Revised Site Plan

units from 590 to 614. The additional units would be accommodated through the reconfigurations to floor layouts and unit sizes while not altering the overall height or size of the building. The minor variance was approved on December 17, 2020.

In early 2021, Lindvest purchased the property from Briarwood Ltd. and proceeded with a phased site plan application for the site. To meet consumer demand, Lindvest underwent some design changes which did not impact the approved built form for the site. While completing this work, they recognized that the parking lot fronting Derry Road resulted in underutilization of their land and created an undesirable street interface. To address this issue, Lindvest prepared several concepts to replace the surface parking lot (referred to as 'Area D') fronting Derry Road.

Phases 1 and 2 (Buildings A and B) are now Site Plan Approved and most of those units have been sold (402 out of 430). Not one purchaser in either phase has purchased more than 1 parking space per unit nor has requested an additional parking space. Lindvest identified that this trend would result in large areas of unused parking and as a result, through their concept plan work, identified the need to reevaluate the parking needs for the site.

The first development concept for Area D consisted of a 9-storey apartment building fronting Derry Road. This concept was presented at a pre-consultation meeting held

on March 8, 2022, where a development submission checklist was provided. Based on the comments received, Lindvest revised the proposal and is now requesting permission to develop Area D with a 3-storey stacked townhouse building, in keeping with the stacked townhouse approved for this area in 2019. The only difference is that the density has increased on site as some units in apartment buildings A, B and C have become smaller to meet market demand. In addition, the height of building C has been reduced from 16 to 14-storeys. Buildings A and B and the front-loaded townhouses have remained unchanged. To permit the development of the 3-storey stacked townhouse building, an OPA and ZBA are required to increase the maximum density on the site and reduce the minimum parking requirement.

The applicant has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed OPA/ ZBA applications:

- Conceptual Plan and Architectural Set
- Urban Design Brief
- Functional Serving Report / Storm-water Management Report
- Grading & Drainage, Erosion and Sediment Control and Servicing Plans
- Traffic Impact Study and Parking Justification Report
- Noise and Vibration Study
- Waste Management Plan
- Kirkor Architects and Planners
- Kirkor Architects and Planners
- Candevcon
- Candevcon
- GHD Ltd.
- RWDI
- R.J Burnside

1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to outline the nature of the proposed Official Plan Amendment and Zoning By-law Amendment applications and to evaluate the proposal in the context of the policies of the Provincial Policy Statement 2020, the Provincial Growth Plan – A Place to Grow: Growth Plan for the Greater Golden Horseshoe, Office Consolidation 2020, the Region of Halton Official Plan Interim Office Consolidation November 4, 2022, and Town of Milton Official Plan.

1.2 SITE DESCRIPTION

The subject lands are located at the southeastern quadrant of Regional Road 25 and Derry Road West (*Figure 1 – Aerial Photo*). The site has an area of 2.29 hectares, with approximately 188 metres of frontage along Derry Road West and approximately 142 metres of frontage along Regional Road 25. Building A and B are currently under construction. A temporary sales office is located at the eastern quadrant of the site. One driveway access is provided off of Derry Road to the temporary sales office and one construction vehicle driveway access is provided off of Regional Road 25.

1.3 SITE CONTEXT

The subject property is located at the intersection of two major arterial roads, Regional Road 25 and Derry Road. The site is located within the Bristol Survey Secondary Plan and is designated as 'Secondary Mixed Use Node'.

As shown on the Aerial Photo (*Figure 1*), surrounding land uses include:

- West: Regional Road 25, an Esso gas station, existing commercial plaza (proposed to be redeveloped with a high density residential mixed-use development (LOPA 10/21 and Z-30/21)), Sixteen Mile Creek, and the Milton Sports Centre.
- North: Large commercial plaza comprised of grocery stores, shops, banks a medical centre and dining options.
- East: Sixteen Mile Creek Tributary, followed by low/medium density residential uses.
- South: Sixteen Mile Creek Tributary, followed by low/medium density residential uses.

The subject property is within walking distance of a number of services and amenities and is served by Milton Transit '5 Yates', '7 Harrison', '8 Willmott', and '9 Ontario South'. Terminating at Milton GO Station, these routes intersect

many other transportation routes in the Milton Transit network. Currently, Milton GO Station provides quick and convenient rush-hour train service and bus services every half hour to/from downtown Toronto (Union Station), providing connections to Toronto's core via public transit, bike sharing and/or on foot. Metrolinx plans to provide more frequent rush-hour service from Monday to Friday, with the ultimate goal of providing 15-minute, all-day, two-way service. Thus, the subject site is well served by public transit, making public transit a feasible option for both inter and intra regional travel.

An aerial photograph of a suburban neighborhood, showing residential streets, houses, a baseball field, and a school building. A large, semi-transparent orange circle is centered over the image, containing the text '2.0 Proposed Development'.

2.0

Proposed Development

2.0 PROPOSED DEVELOPMENT

Lindvest is proposing to reintroduce one 3-storey stacked townhouse building to the proposed high-density residential development at 8010, 8020, 8030, 8110, 8120, 8130, 8140 & 8150 Derry Road, Milton (*Figure 3- 2023 Conceptual Site Plan*).

As previously mentioned, the 2019 Council approved development concept included three apartment buildings (A, B and C) (25, 20 and 16-storeys), one stacked townhouse building and five front-loaded townhouse blocks, achieving a total of 643 units and a density of 281 units per hectare. The development concept was revised at the Site Plan Application (SP 21-19) stage to remove the stacked townhouse building, replace it with a surface parking lot and add the displaced units to the three apartment buildings to make the units smaller in response to market demand. The site plan concept achieved a total of 648 units and a density of 283 units per hectare (uph). The site plan provided a total of 909 parking spaces (749 resident and 159 visitor) achieving the required parking rate of 1.03 resident spaces per 1 bedroom apartment dwelling unit, 1.15 resident spaces for all other apartment dwelling units, 2 resident spaces per townhouse unit and 0.25 visitor parking spaces per dwelling unit. Building A and B are now Site Plan Approved (SP 21-19, SP 05-22).

After the site was purchased in early 2021 by Lindvest, they recognized that the parking lot

fronting Derry Road resulted in underutilization of their land and created an undesirable street interface. Therefore, Lindvest is now proposing to reintroduce the 3-storey stacked townhouse building to the high density residential development, in keeping with the Council approved development concept for the site, replacing the proposed surface parking area fronting Derry Road. Through this work, the height of Building C has been reduced from 16 to 14-storeys. Buildings A and B and the front-loaded townhouses have remained unchanged.

In recognition of the fact that not one purchaser for Building A or B purchased more than one parking space per unit, Lindvest is proposing to revise the parking rate to 1 resident space per apartment and stacked townhouse dwelling unit, 2 parking spaces per townhouse unit and 0.2 visitor parking spaces per unit. This revised rate ensures there is sufficient parking while avoiding the creation of a large surplus of unused parking spaces. As articulated through *Bill 23, More Homes Built Faster Act*, there is a growing need to provide more housing across the Province and the revised proposal develops an underutilized portion of the property to provide an additional 27 units in proximity to a range of services and amenities.

The revised proposal would provide a total of 675 units at a density of 295 units per hectare, exceeding the maximum of 283 units per hectare in the Town of Milton Official Plan. Therefore, an OPA and ZBA are required to permit the proposed development.

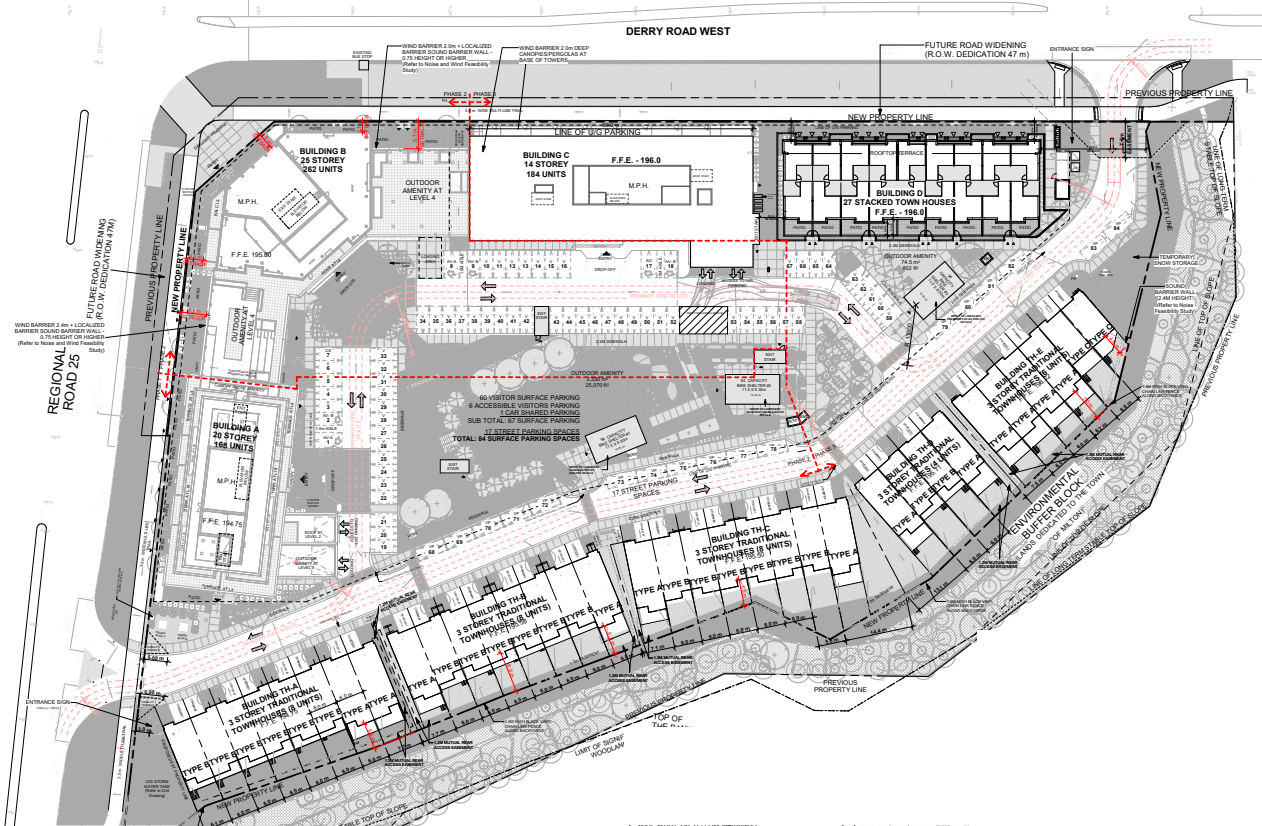



FIGURE 4 - 2023 Conceptual Site Plan

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

3.0

Policy Framework

3.0 POLICY FRAMEWORK

3.1 PROVINCIAL POLICY STATEMENT (2020)

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

On April 6, 2023, the Province released a Draft PPS, that would replace the existing PPS and Provincial Growth Plan, for comments. As these policies are currently draft, they have not been referenced in this report. However, the draft policies have been reviewed and the proposal continues to be consistent with the draft PPS as it increases housing supply within a Strategic Growth Area, provides transit supportive densities and efficiently uses existing and planned infrastructure and services.

PPS policies applicable to the proposal are described in *Appendix I*, including: Section 1.1 for 'Development and Land Use Patterns' and 'Settlement Areas'; Section 1.4 for 'Housing'; Section 1.6 for 'Infrastructure and Public Service Facilities'; Section 1.6.7 for Transportation Systems; Section 1.7.1 for

'Long-Term Economic Prosperity'; Section 1.8.1 for 'Energy Conservation, Air Quality and Climate Change', and Section 2.1 for 'Natural Heritage'.

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

- The proposed development contributes to creation of a complete community and adds to the range of dwelling types within the Town of Milton. In particular, recognizing the need to provide more housing as articulated through *Bill 23, More Homes Built Faster Act*, the proposal provides an additional 27 dwellings;
- The proposal produces a cost-effective development that minimizes land consumption and servicing costs;
- The proposed development is compact and efficiently utilizes built infrastructure;
- The proposal provides transit supportive densities along a Regional Higher Order Transit Corridor (Regional Road 25), in proximity to existing and planned services and amenities, to support the achievement of healthy and active communities;
- The proposal provides intensification in an appropriate location that can accommodate high density residential development; and,
- The proposal does not develop on or negatively impact the NHS.

3.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

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

The subject lands are located within the ‘Settlement Area’ and are within the ‘Delineated Built-up Area’ and ‘Designated Greenfield Area’ as shown on Schedule 2-A Place to Grow Concept (Figure 5). The additional 27 units are proposed on the eastern portion of the site within the Designated Greenfield Area. The Growth Plan policies that apply are further described in Appendix I, which includes: Section 1.21 for ‘Guiding Principles’; Section 2.2.1 for ‘Managing Growth’; Section 2.2.6 for ‘Housing’; Section 2.2.7 for ‘Designated Greenfield Areas’.

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

- The subject property is located within a Settlement Area, Delineated Built-up Area and Designated Greenfield Area;
- The proposal provides growth in an area with existing and planned transit service and public service facilities;
- The proposed development helps to achieve the minimum density target within the Region of Halton;
- The proposal adds to range of unit types and sizes on site to suit different household sizes, ages, and incomes; and
- The proposal is supportive of active transportation and the use of transit services.

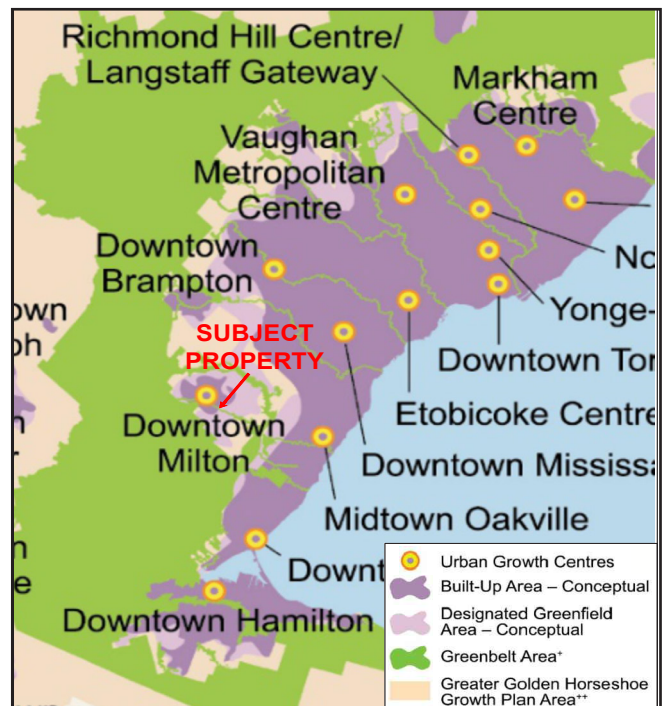


FIGURE 5 - Places to Grow

3.2 METROLINX - 2041 REGIONAL TRANSPORTATION PLAN (2018)

In March 2018, Metrolinx’s Board of Directors approved its 2041 Regional Transportation Plan (RTP). The 2041 RTP is the second Regional Transportation Plan developed by Metrolinx, which builds on The Big Move (2008). As shown on Map 6 (Figure 5), Derry Road and Regional Road 25/Ontario Street South are identified as future Priority Bus routes as part of the ‘Proposed 2041 Frequent Rapid Transit Network’. These routes provide direct access to the Milton GO Line located approximately 3 km northeast of the lands, which are also identified in the Plan with provision for ‘15-minute GO Service’ from Union Station to Milton GO.



FIGURE 6 - Frequent Rapid Transit Network

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

3.4 REGION OF HALTON OFFICIAL PLAN (2022 OFFICE CONSOLIDATION)

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.

As per Map 1 – Regional Structure (Figure 6) the subject site designated ‘Urban Area’. Map 1H - Regional Urban Structure (Figure 7), identifies the subject site along a ‘Regional Intensification Corridor’ (Regional Road 25). Map 3- Functional Plan of Major Transportation Facilities (Figure 8), further identifies Regional Road 25 as a ‘Higher Order Transit Corridor’.

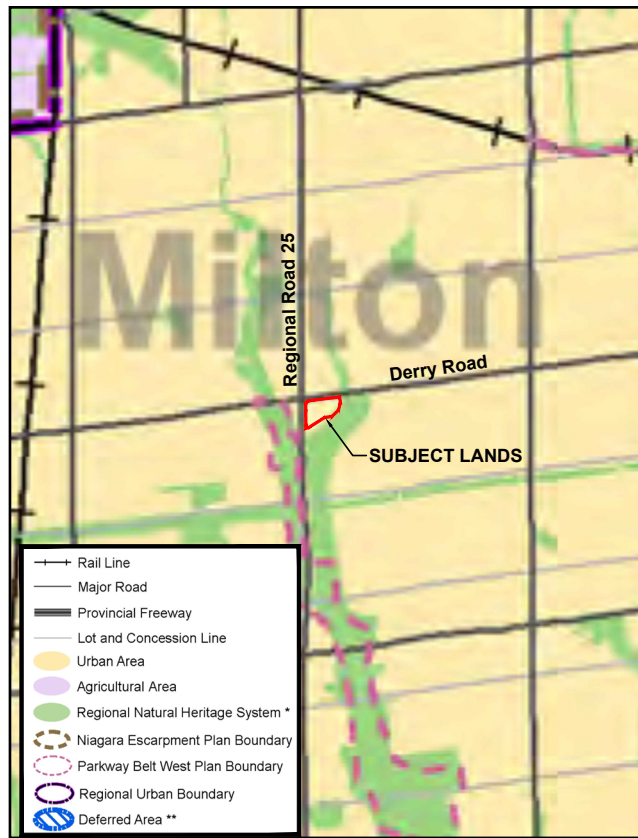


FIGURE 7 - Map 1 - Regional Structure

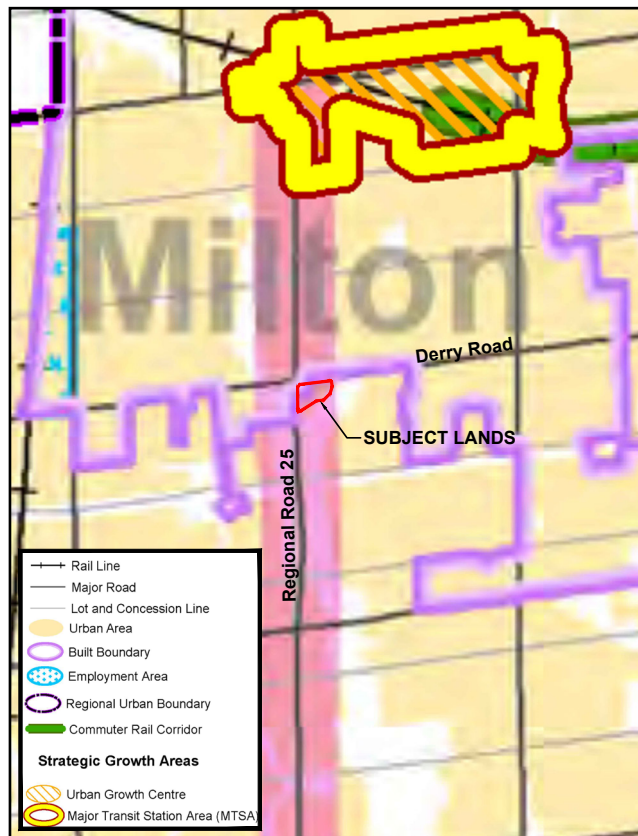


FIGURE 8 - Map 1H - Regional Urban Structure

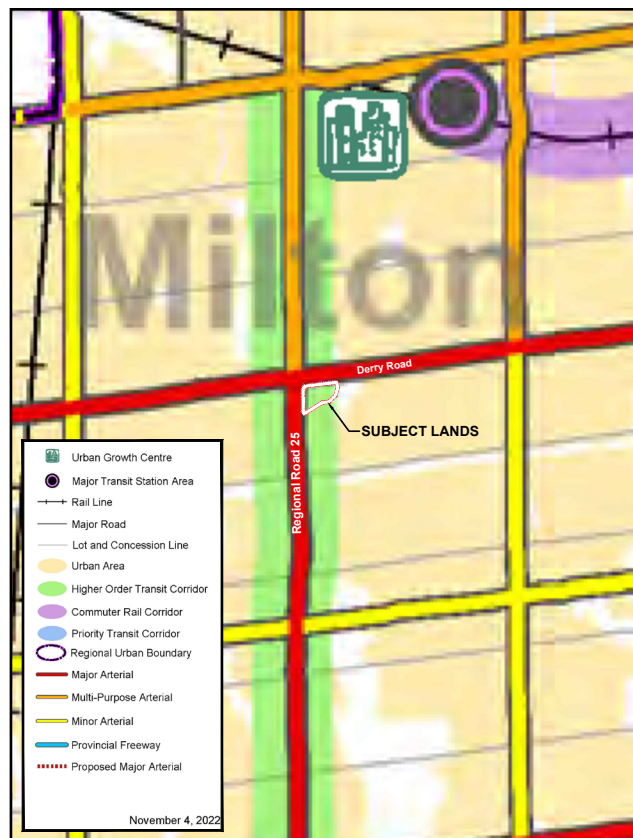


FIGURE 9 - Map 3 - Functional Plan of Major Transportation Facilities

The ROP policies applicable to this proposal are further described in *Appendix II*, which include: ‘*Halton’s Regional Structure*’ (Sections 51, 55); ‘*Urban Area Designation*’ (Sections 72, 74, 77); ‘*Regional Urban Structure*’ (Section 78), ‘*Strategic Growth Areas*’ (Section 79, 82), ‘*Housing*’ (Section 86); *Natural Heritage System* (113, 115) and ‘*Transportation*’ (Section 172).

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

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

- The proposed development provides residential uses in proximity to existing services and amenities, to support the creation of a vibrant community;
- The proposed development is supportive of transit and active transportation;
- The proposed development recognizes and protects the NHS;
- The proposed development complements planned developments on adjacent lands; and
- The proposed development contributes to the achievement of the Regional density target and housing target by providing 27 stacked townhouse units.

3.5 TOWN OF MILTON OFFICIAL PLAN - OPA 31

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

As shown on Schedule B – Milton Urban Area Land Use Plan (*Figure 9*), the subject property is located within the Urban Area and is designated ‘Secondary Mixed-Use Node’. As shown on Schedule I1 –Milton Urban Area Specific Policy Areas (*Figure 10*), the site is identified as ‘Specific Policy Area #36’. Schedule K – Milton Intensification Areas (*Figure 11*), identifies the site as part of a ‘Secondary Mixed-Use Node’ along two Intensification Corridors (Regional Road 25 and Derry Road). Schedule E – Milton Transportation Plan (*Figure 12*) further identifies Regional Road 25 as a Higher Order

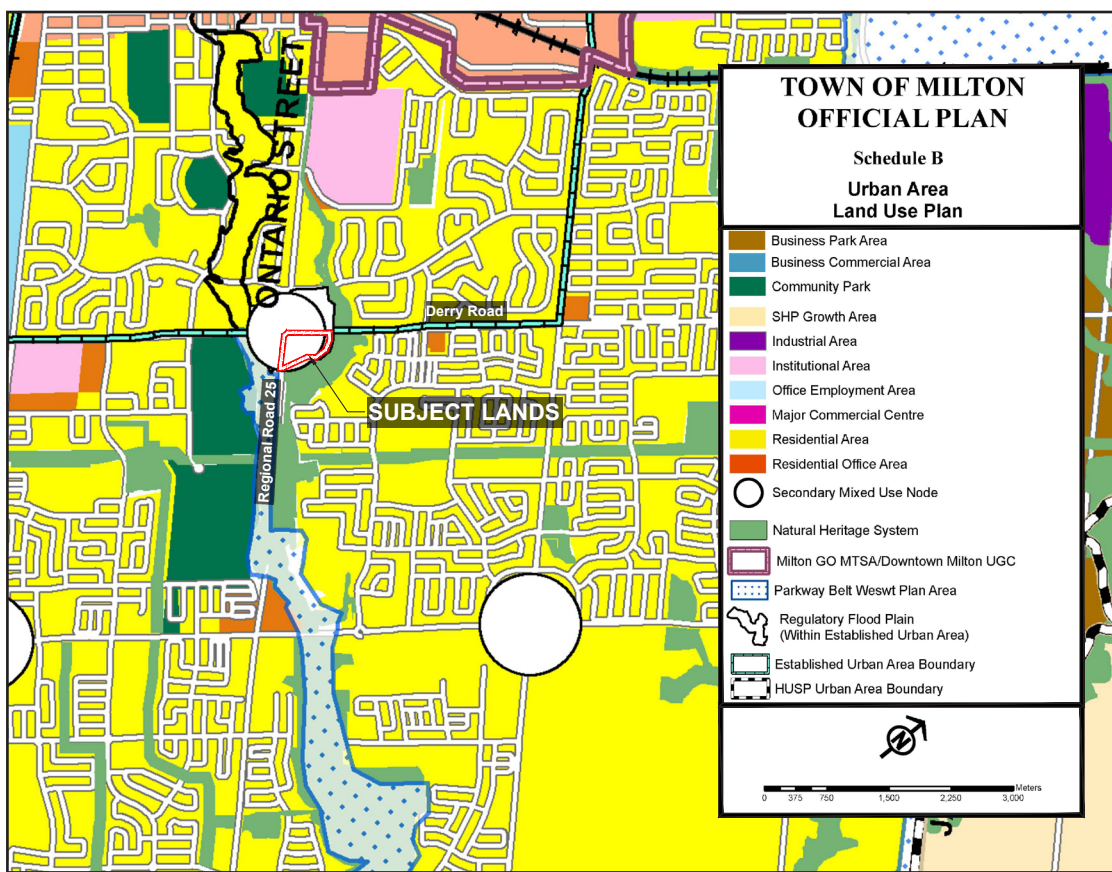


FIGURE 10- Schedule B - Milton Urban Area Land Use Plan

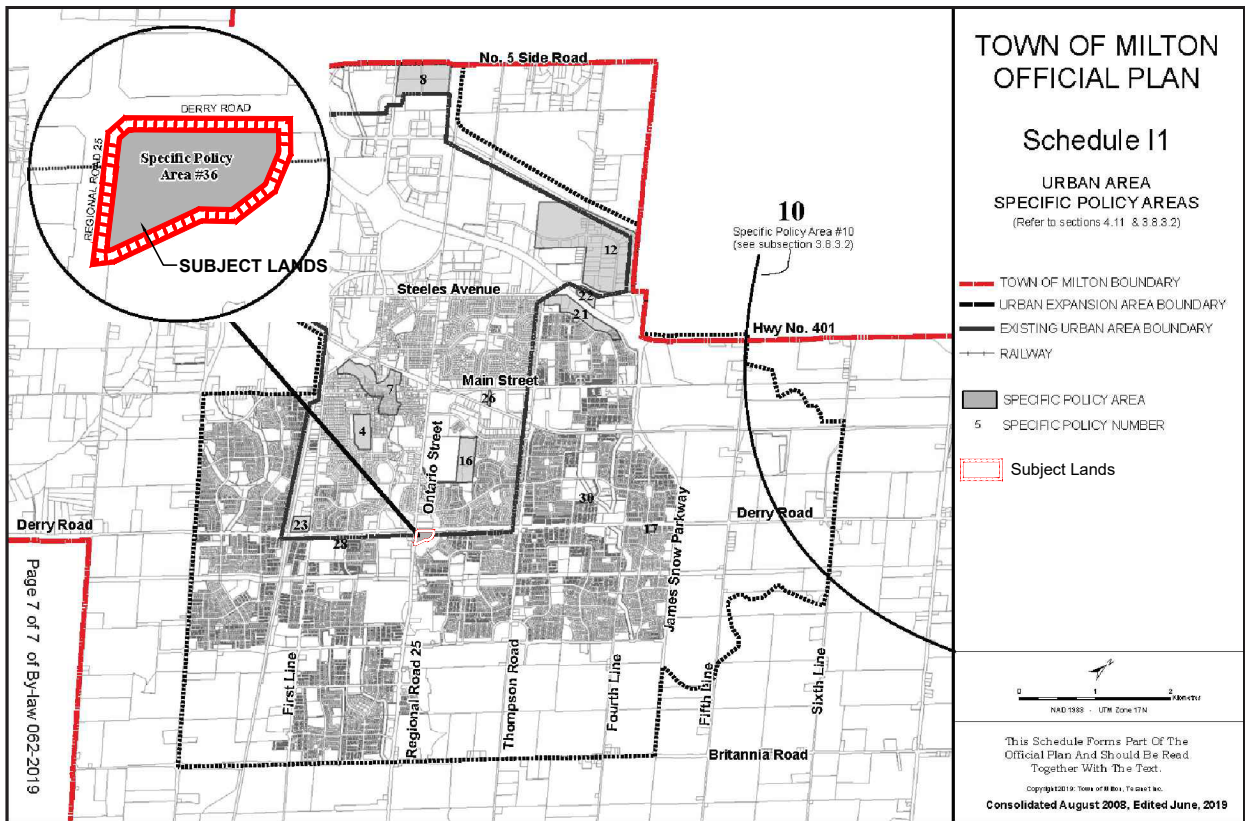


FIGURE 11 - Schedule I1 - Milton Site Specific Policy Areas

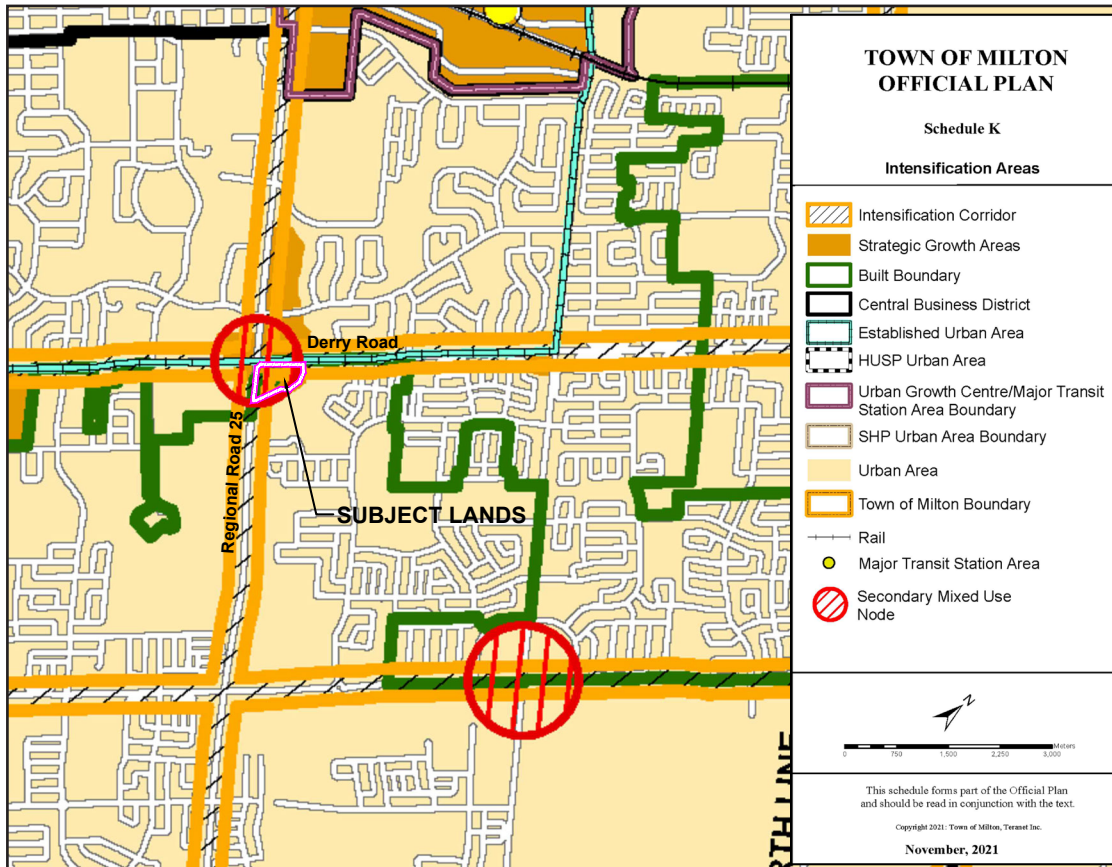


FIGURE 12 - Schedule K – Milton Intensification Areas

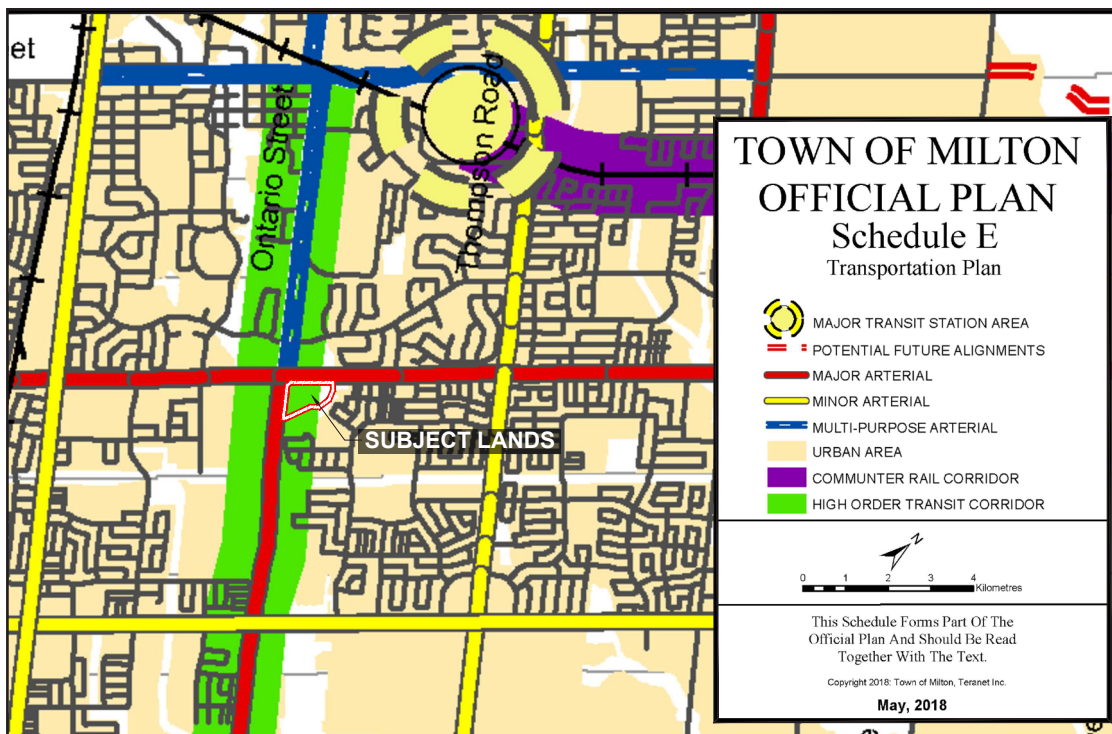


FIGURE 12 - Schedule E – Milton Transportation Plan

Transit Corridor.

Relevant Policies Include:

2.1.3.2 Urban Area

Additional mixed use development at higher densities is planned to occur within secondary mixed use nodes, located at significant intersections, and along intensification corridors, located along major transit routes. These areas will accommodate a full range of complementary uses which support the population at both the individual neighbourhood and community levels.

The proposal adds 27 stacked townhouse units to a Secondary Mixed Use Node at the significant intersection (Derry Road and Regional Road 25) of two Intensification Corridors. The Secondary Mixed Use Node offers a full range of commercial uses with

direct access to active transportation routes and public transit.

2.1.4.3 Growth Management

2.1.4.3 Between the years of 2015 and 2031, a minimum of 5,300 new housing units are to be added within the built boundary shown on Schedule K to this Plan.

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.

The proposal helps to achieve the growth and intensification target by adding 27 stacked townhouse units to an approved high density residential development with 648 units, on the portion of the site within the designated greenfield area.

2.1.6 Intensification

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

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

2.1.6.2 *Strategic Growth Areas are located within the Built-Up Area of the Urban Area and consist of the Urban Growth Centre, Major Transit Station Areas, intensification corridors and Secondary Mixed Use Nodes along with specific sites. These areas along with the Built Boundary (as delineated by the Province) have been identified on Schedule K. The specific sites shown on Schedule "K" that are within an Employment Area designation are identified for the purposes of employment intensification.*

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

- a) To provide an urban form that is complementary to existing developed areas, uses space more economically,*

promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable;

- b) To provide opportunities for more cost-efficient and innovative urban design;*
- c) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;*
- d) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods;*
- e) To create a vibrant, diverse and pedestrian-oriented urban environment;*
- f) To cumulatively attract a significant portion of population and employment growth;*
- g) To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;*
- h) To support transit and active transportation for everyday activities;*
- i) To generally achieve higher densities than the surrounding areas;*
- j) To achieve an appropriate transition of built form to adjacent areas;*
- k) For Major Transit Station Areas, Intensification Corridors, and Secondary*

Mixed Use Nodes

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

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

l) For Intensification Corridors, and Secondary Mixed Use Nodes;

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

2.1.6.5 It is the Policy of the Town to:

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

d) Direct development with high densities, including mixed uses and transit supportive land uses to Strategic Growth Areas;

e) Encourage alternative design standards for Arterial Roads through Strategic Growth Areas to promote active transportation, pedestrian-oriented development and transit-friendly facilities while maintaining the mobility function of the Major Arterial Road;

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

g) Consider intensification and development

of Strategic Growth 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 Strategic Growth Areas that promote the use of active transportation and public transit;

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

The proposal would add 27 stacked townhouse units to an approved high density residential development within a Strategic Growth Area (Secondary Mixed-Use Node) at the intersection of two intensification corridors, in conformity with the policies of Section 2.1.6. The revised proposal will provide a total of 675 units directly across from a commercial plaza with a variety of shops and services (grocery stores, restaurants, banks, office etc.) and within walking distance to parks and the Milton Sports Centre, thereby promoting live-work opportunities and reducing the reliance on the automobile to meet the needs of future residents.

The proposal adopts a lower parking requirement for apartment buildings and stacked townhouses than that required by the Town of Milton Urban Zoning By-law, given the services and amenities within walking distance and the sales data confirming a lower demand for parking spaces. This in turn promotes active transportation and the use of transit, while ensuring sufficient parking is available to

meet the needs of future residents.

The addition of a stacked townhouse building creates a more desirable streetscape and provides a better transition to the Sixteen Mile Creek Valley to the east. Through the use of large windows, patios and balconies, the proposal will aid in the creation of an active and pedestrian oriented streetscape.

2.2 Environment

2.2.2 Objectives

2.2.2.1 To identify, reserve and enhance natural areas and ecosystems.

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

2.2.2.4 To provide a buffer to prominent Escarpment features.

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

The limits of the key features of the NHS and their associated buffers were determined through the original OPA and ZBA application (LOPA-06/17 & Z-12/17). These NHS lands were subsequently dedicated to the Town through the Building A (SP 21/19) Site Plan Application. The proposed stacked townhouse development is well setback (~ 25 metres) from the limits of the NHS and its associated buffers and has been designed to preserve and maintain important views of Sixteen Mile

Creek.

2.7 Housing

2.7.1 Goals

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

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

2.7.2 Objectives

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

policies of this Plan.

2.7.3 Strategic Policies – Housing Targets & Housing Mix

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

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

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.*

The proposed development conforms to the 'Housing' policies of the Town of Milton Official Plan as it increases the range and mix of housing types in the Town of Milton by providing an additional 27 stacked townhouse units. The existing site plan consists of apartment and front-loaded townhouse units which will be further diversified by the proposal. The proposed development recognizes the need to provide more housing as articulated through *Bill 23, More Homes, Built Faster Act*, and provides 27 additional units within walking distance to a range of services and amenities. The proposal has been innovatively

designed using good environmental practices and universal design principles to meet public safety and security needs.

Natural Heritage System

3.12 Regional Natural Heritage System

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

4.8 Natural Heritage System

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

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

The limits of the key features of the NHS and their associated buffers were determined

through the original OPA and ZBA application. These NHS lands were subsequently dedicated to the Town through the Building A (SP 21-19) site plan application. The proposal will have no negative impacts on the NHS.

3.6 Secondary Mixed-Use Nodes

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

3.6.2 Permitted Uses

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

3.6.3 Secondary Mixed Use Node Policies

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

- a) the total commercial floor space allowed within this particular node shall be 16,725*

sq. m. and shall be in accordance with the existing or future zoning and with the approval of (a) site plan(s) in accordance with Section 41 of the Planning Act;

- b) unless the total commercial floor space exceeds 16,725 sq. m., the submission of an overall development plan or Secondary Plan and market impact study shall not be required for this particular node;*
- c) the southeast corner of this node shall be developed primarily for high density residential uses at a density of 85 to 150 dwelling units per net hectare. Accessory commercial and/or office uses may also be permitted within a multi-storey building. The maximum building height shall not exceed 10 storeys unless specifically permitted by other policies of this Plan.*
- d) the integration of this particular node with surrounding development shall be considered in the context of the existing development.*

The proposed development adds 27 stacked townhouse units to an approved high density residential development at the southeast quadrant of the Secondary Mixed Use Node and implements the high density built form approved by Council in 2019. The number of units within the apartment buildings increased as some units became smaller to satisfy market demand. As a result, the proposal now exceeds the maximum density on the site by 12. The minor increase in density is appropriate as it facilitates the creation of 675 dwelling

units, directly across from a large commercial plaza and a proposed high density mixed-use development (LOPA 10/21 and Z-30/21), thereby adding to the mix of uses within the Secondary Mixed Use Node and promoting live-work opportunities. Policy C is no longer applicable through the approval of Specific Policy Area #36 which permits a maximum height of 25-storeys and a maximum density of 283 uph on the site. The proposed amendment would further modify Specific Policy Area #36 to increase the maximum permitted density on the site to 295 uph to permit the introduction of a stacked townhouse building in Area D.

As demonstrated through the policy review and detailed analysis in *Appendix I and II*, the proposed amendment is consistent with the policy direction as set out by the Province, Region and Town for increased density within identified intensification areas/corridors and, more specifically, the subject Secondary Mixed Use Node. In our opinion, the proposal with an addition of 27 stacked townhouse units and an overall density of 295 units per hectare allows for intensification as intended by planning policies, which will better serve the community while contributing to the density targets prescribed by the Province.

4.11 Specific Policy Areas

4.11.3.36 Notwithstanding Section 3.6 (Secondary Mixed Use Nodes) and C.6.5.5 (Bristol Survey Secondary Plan Secondary Mixed Use Node), the lands identified as Specific Policy Area No. 36 on Schedule I1 of this Plan, being the lands – legally known as

Part of Lot 10, Concession 3 (NS Trafalgar) may be developed to provide three high-rise residential buildings with heights of 25, 20 and 16 storeys, a 3-storey multiple dwelling building and five 3-storey townhouse buildings, with a maximum density of 283 units per hectare.

By reintroducing a 3-storey multiple dwelling (stacked townhouse) along Derry Road, the proposal implements the approved built form for the site. As previously discussed, the original stacked townhouse dwelling was removed through the site plan approval process and those displaced units were added to the apartment buildings to provide smaller units to meet market demand. As a result, the proposal exceeds the maximum permitted density on site and an Official Plan Amendment is required to increase the maximum density to 295 units per hectare.

The proposed amendment continues to meet the intent of the Town of Milton Official Plan as it provides higher density residential uses within a Strategic Growth Area along two intensification corridors, where higher density uses are to be directed per policy 2.1.6.3.i). Further, the proposal provides increased residential densities, in proximity to a range of services and amenities thereby promoting active transportation and the use of transit services. As confirmed through the Functional Servicing/Stormwater Management Report prepared by Candevcon, the increase in density will have no negative impacts to the approved stormwater management and servicing design. This increase in density is further justified in recognition of the need to

provide more housing as articulated through *Bill 23, More Homes, Built Faster Act*.

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

- The proposal implements the high density built form contemplated through Site Specific Area #36;
- The proposal aids in the achievement of the minimum density target for the Town of Milton's designated greenfield area by providing 27 stacked townhouse units at a scale and density that is complementary to the existing and planned neighbourhood;
- The proposal adds 27 stacked townhouse units to an approved high density residential development, within a Strategic Growth Area and along two intensification corridors, where high density development is to be directed;
- The proposed development provides a total of 675 dwelling units, in proximity to a range and mix of services and amenities thereby supporting active transportation and the use of transit;
- The proposal facilitates residential intensification within a Strategic Growth Area that will contribute to the economic prosperity of the Town of Milton by supporting local commercial uses, existing and future transit, and promotes live-work opportunities;
- The proposal optimizes the use of existing

infrastructure and services;

- The proposed stacked townhouse development replaces a surface parking lot fronting Derry Road and provides an improved pedestrian oriented streetscape;
- The revised proposal provides an improved transition from the apartment buildings to the Sixteen Mile Creek Valley; and,
- The proposal contributes to the range and mix of housing types within the Town of Milton.

3.6 TOWN OF MILTON - BRISTOL SURVEY SECONDARY PLAN

The subject site is located at the north-western limits of the Coates Neighbourhood of the Bristol Survey Secondary Plan. As per *Figure 13- Bristol Survey Land Use Plan*, the subject property is designated 'Secondary Mixed Use Node'.

Relevant Policies Include:

C.6.2 Planning District Concept

C.6.2.1 Community Character

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

- a) ensuring the maximum degree of physical connection with the Existing Milton Urban Area, and particularly the Central Business District, within the Planning District and with other surrounding areas*

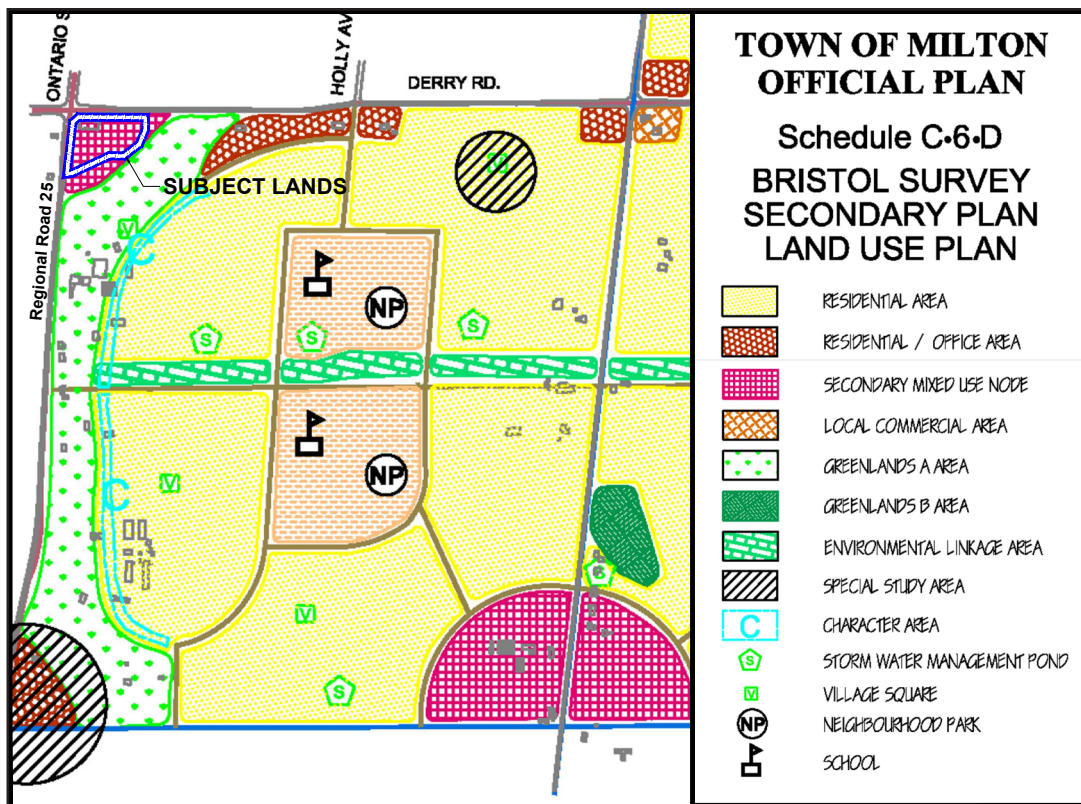


FIGURE 13 - Schedule C.6.D Bristol Survey Land Use Plan

of the Town;

- e) ensuring a community which is at a human scale with a pedestrian orientation by creating development and a transportation system which reflects the characteristics of the Established Urban Area.

The proposed development facilitates high density residential development at the intersection of Derry Road and Regional Road 25 and provides direct connections to the existing multi-use trail along Derry Road and the public sidewalk network. Overall, the proposed development ensures that a larger proportion of people can live in proximity to existing and planned services and amenities, including the Milton GO Station. By reintroducing the stacked townhouse building fronting Derry

Road, the proposed development provides an improved pedestrian-oriented streetscape with more windows and entrances fronting Derry Road and an improved transition from the Sixteen Mile Creek Valley to the east.

C.6.3 Goal and Objectives

C6.3.1 Goal

To create a safe, liveable, attractive and healthy community in Bristol Survey which has the strong sense of community and the environment evident in Milton today, and which is designed to be integrated with the Established Urban Area and its Central Business District.

C.6.3.2 Objectives

C.6.3.2.1 To create strong physical connections with the Established Urban Area to ensure maximum opportunities for integration of the two areas.

C.6.3.2.5 To create secondary mixed use nodes at key locations which provide community facilities for both the District and the Town as a whole.

While the proposed development is located at the edge of the Bristol Survey Secondary Plan, it acts as an entrance to the Secondary Plan and other communities within Milton. By providing high density residential development in this location, the proposal supports the economic prosperity of surrounding commercial and community uses and provides densities necessary to support existing and planned transit services.

C.6.4 Strategic Policies

C.6.4.4 Housing Mix

The ultimate housing mix targets for the Urban Area as found within Section 2.7.3.1 the Official Plan shall apply to the Bristol Survey Planning District. These targets are 60 per cent single detached and semi-detached, 15 per cent row housing or similar housing forms and 25 per cent apartment or similar housing form mix.

C.6.4.5 Urban Design

C.6.4.5.2 Further to, and in accordance with the policies of Section 2.8 of this Plan, all development within the Bristol Survey Planning District shall be designed in a manner which

reflects the following urban design objectives and the Urban Design Guidelines in the Bristol Survey Implementation Strategy:

e) To provide a high quality streetscape design to accommodate safe pedestrian, bicycle and vehicular links within the Bristol Survey Secondary Plan lands and to the surrounding community;

g) To establish Regional Road 25 as a gateway which reflects the unique natural open space character of the community through the provision of streetscape treatments and the siting and design of buildings and structures.

The Bristol Survey Secondary Plan predates the 2006 and 2019 Provincial Growth Plan and therefore its housing mix targets are out of date. Through the reintroduction of a stacked townhouse building fronting Derry Road, the proposal provides an improved transition to Sixteen Mile Creek which creates an improved pedestrian experience and streetscape with more building entrances and windows, thereby generating pedestrian activity and interest. The proposed high density residential development further reinforces the role of Regional Road 25 as a gateway into the community.

C.6.5.5 Secondary Mixed Use Node

Further to, and in accordance with, the policies of Section 3.6 of this Plan, development on lands designated “Secondary Mixed Use Node” at the intersection of Thompson Road

and Louis St. Laurent Avenue on Schedule "C.6.C." shall be designed to recognize that lands to the south of Louis St. Laurent Avenue form a significant part of the Node, although they may not develop initially because of their location in the Boyne South Planning District. In addition, this Node may be developed with up to 14,864 square metres of total commercial floor space.

These additional policies apply to the Secondary Mixed Use Node at the intersection of Thompson Road and Louis. St Laurent Avenue and are therefore not applicable.

The proposed development conforms to the policies of the Bristol Survey Secondary Plan for the following reasons:

- The proposal aids in the achievement of a livable, safe and healthy community by siting high density residential uses in proximity to existing services and amenities, thereby promoting active transportation and live-work opportunities;
- The proposal reintroduces a stacked townhouse building fronting Derry Road to provide an improved height transition down to Sixteen Mile Creek Valley and improved streetscape with a greater number of building entrances and windows to provide visual interest and encourage pedestrian activity;
- The proposed high density residential

development further reinforces the role of Regional Road 25 as a gateway into the community; and

- The proposal provides direct connections to the existing transportation network, accommodating all forms of transportation.

An aerial photograph of a suburban neighborhood, showing residential streets, houses, a baseball field, and a school building. A large, semi-transparent orange circle is centered over the image, containing the text '4.0 Additional Studies, Guidelines and Considerations'.

4.0

Additional Studies, Guidelines and Considerations

4.0 ADDITIONAL GUIDELINES AND CONSIDERATIONS

4.1 SHADOW IMPACT

A Shadow Impact Study, dated July 24, 2018, was prepared by Kirkor Architects and Planners in support of the original development proposal (LOPA-06/17 & Z-12/17), which contemplated a stacked townhouse building fronting Derry Road. The Study demonstrated that the proposed development will not negatively impact the surrounding context and that all public sidewalks and trails, public plazas, public parks and public realm features will receive at least 5 hours of continuous sunlight per day and that the shadow impact on adjacent buildings will not exceed two consecutive hours between 10 am and 5 pm. Therefore, as the built form was contemplated in the original Shadow Impact Study, an updated Shadow Impact Study is not required.

An aerial photograph of a suburban neighborhood, showing residential streets, houses, a baseball field, and a school building. A large, semi-transparent orange circle is centered over the image, containing the text "5.0 Official Plan Amendment".

5.0

Official Plan Amendment

5.0 PROPOSED OFFICIAL PLAN AMENDMENT

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

Text Change

4.11.3.36 Notwithstanding Section 3.6 (Secondary Mixed Use Nodes) and C.6.5.5 (Bristol Survey Secondary Plan Secondary Mixed Use Node), the lands identified as Specific Policy Area No. 36 on Schedule I1 of this Plan, being the lands – legally known as Part of Lot 10, Concession 3 (NS Trafalgar) may be developed to provide three high-rise residential buildings with heights of 25, 20 and 16 storeys, a 3-storey multiple dwelling building and five 3-storey townhouse buildings, with a maximum density of 295 units per hectare.

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

An aerial photograph of a suburban area, showing a mix of residential housing, commercial buildings, and green spaces. A large, semi-transparent orange circle is centered over the image, containing the text '6.0 Zoning By-law Amendment'. The background shows a grid of streets, a baseball field, and various commercial and residential structures.

6.0

Zoning By-law Amendment

6.0 ZONING

Existing Zoning

The subject lands are zoned Residential High Density Special Section 261 (RHD*261). Per Section 13.1.1.261, the RHD*261 zone permits apartment buildings, stacked townhouses and townhouse dwellings. The RHD*261 zone requires a parking rate of 1.03 resident spaces per 1 bedroom apartment dwelling unit, 1.15 resident spaces for all other apartment dwelling units, 1.15 resident spaces per stacked townhouse unit, 2 resident spaces per townhouse unit and 0.25 visitor parking spaces per dwelling unit. The existing zoning limits the size of accessory buildings and structures to a combined total gross floor area of 25 m². Currently there is one accessory building on site that is 12.5 m² in size. As such, a Zoning By-law Amendment is required to reduce the required parking for the apartment buildings and stacked townhouse dwellings while increasing the maximum combined total gross floor area for accessory buildings to permit the development of six bicycle storage shelters.

Proposed Zoning

The proposal seeks to amend the Zoning By-law Residential High Density Special Section (RHD*261) Zone to allow a parking rate of 1 resident space per apartment or stacked townhouse dwelling unit and 0.2 visitor parking spaces per unit for the entire site. No changes have been proposed to the resident parking rate for the front-loaded townhouses. The Zoning By-law will further be amended to permit a maximum total gross floor area of 270 m² for accessory buildings. The proposed modification to the total accessory building size is appropriate as the site is proposed to be developed with 3 apartment buildings, one stacked townhouse block and 5 front-loaded townhouses, all of which are greater in size than the proposed accessory buildings. The larger cumulative accessory building size continues to ensure that accessory buildings are subordinate in size to the principal buildings on site. The larger cumulative accessory building size is required to permit the development of three bicycle storage shelters which are a maximum of 73 m² in size. These shelters are located in the central amenity areas, away from the street and are screened through the use of landscaping.

The draft amending zoning by-law is appended to this report as *Appendix IV*.

An aerial photograph of a suburban neighborhood, showing residential streets, houses, a baseball field, and a school building. A large, semi-transparent orange circle is centered over the image, containing the text '7.0 Planning Opinion'.

7.0

Planning Opinion

7.0 PLANNING OPINION

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

1. The proposal is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Halton Official Plan;
2. The proposal conforms to all policy objectives of the Town of Milton's Official Plan save for Policy 4.11.3.36 which sets out a maximum density of 283 uph on the site;
3. The proposal implements the council approved built form for the site and the exceedance in density is due to changes made to the apartment unit sizes in Buildings A, B and C, which increased the overall unit count for the site;
4. The increase in density is appropriate as it can be accommodated from a servicing and transportation perspective and provides more housing, in keeping with provincial directives set out through *Bill 23, Build More Homes Faster Act*;
5. The proposal will help achieve the minimum density target for the Town of Milton's Designated Greenfield Area by providing 27 stacked townhouse units at a scale and density that is complementary to the existing and planned neighbourhood;
6. The proposal is within an identified Strategic Growth Area, at the intersection of two Intensification Corridors, where growth is to be directed, as identified by the Region of Halton and Town of Milton Official Plan;
7. The proposed development contributes to creation of a complete community and adds to the range of dwelling types within the Town of Milton;
8. The proposal is supported by public transit, providing both direct access to local transit and regionally through connections at the Milton GO Station;
9. The proposal reduces the dependence on the automobile as it contributes to the development of a mixed-use, transit-supportive and pedestrian-friendly urban environment;
10. The proposed development is readily serviced, complementing and taking advantage of the planned infrastructure improvements (road widenings to Regional Road 25 and Derry Road); and,
11. The proposal complements and benefits from many of the adjacent commercial, cultural and recreational amenities. Conversely, the additional population will help support the non-residential uses within the Secondary Mixed-Use Node.

Respectfully submitted,

KORSIAK URBAN PLANNING



Alison Bucking, BES, RPP

APPENDICES

APPENDIX I: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

PROVINCIAL POLICY STATEMENT (PPS)

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

Section 1.1.1 states:

Healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, 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*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- 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;*

The proposed development conforms to Section 1.1.1 of the PPS by providing a compact residential development with a mix of unit types, within walking distance of a large commercial plaza, sports centre, park and schools, thereby promoting cost effective and efficient development patterns to facilitate the creation of a complete community. The proposal is located along a Regional Higher Order Transit Corridor and provides densities required to support existing and planned transit services.

Policies in the 'Settlement Areas' section state:

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

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

- a) efficiently use land and resources;*

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

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

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

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

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

The proposal conforms to the ‘Settlement Areas’ policies as it adds 27 stacked townhouse dwellings to an approved high density residential development on lands within a Settlement Area and provides transit-supportive development along a Regional Higher Order Transit Corridor. The proposed development establishes a mix of residential uses, is compact in form and connects to the existing transportation network, thereby supporting the development of a complete community. The development has been designed to connect to and promote the use of existing and proposed active transportation routes and transit services. The proposal acts as an extension of the built boundary as half of the site is located within the built boundary and the other half (including the stacked townhouse building) located within the designated greenfield area.

Policies in the ‘Housing’ section state:

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet project market-based and affordable housing needs 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; and*
 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; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development adds to the range and mix of housing types on the site and within the Town of Milton to meet the needs of households of different sizes, ages and incomes. The proposal directs development to an area where existing infrastructure, public

service facilities and amenities are available to meet the needs of the community. The proposal replaces a surface parking area along Derry Road with a stacked townhouse to better activate the street and encourage active transportation due to its proximity to a range of services and amenities.

Policies in the ‘Transportation Systems’ section state:

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

The proposed high density residential development provides densities that support current and proposed transit services and is within walking distances to existing commercial uses, employment uses and amenities.

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; and*
- c) *optimizing the long-term availability and use of land, resources, infrastructure and public service facilities.*

The proposed development supports planning authorities’ achievement of these objectives

as it is designed to make efficient use of land, thereby optimizing the long-term availability of land, resources and infrastructure. The character of the community will be further defined through good quality urban design and a mix of housing options.

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; 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.*

The proposed development conforms to the ‘Energy Conservation, Air Quality and Climate Change’ policies as it facilitates compact high density residential development in proximity to a mix of commercial/office use and amenities to promote active transportation and the use of transit services.

Policies in the ‘Natural Heritage’ section state:

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

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

The limits of the NHS were established based on the 2019 LOPA/ZBA application and were subsequently dedicated to the Town of Milton via a reference plan through the Site Plan Approval process for Building A (SP 21-19). The proposal is located well outside of the limit of the NHS and will have no negative impacts on the NHS.

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

- The proposed development contributes to creation of a complete community and adds to the range of dwelling types within the Town of Milton. In particular, recognizing the need to provide more housing as articulated through *Bill 23, More Homes Built Faster Act*, the proposal provides an additional 27 dwellings;
- The proposal produces a cost-effective development that minimizes land consumption and servicing costs;
- The proposed development is compact and efficiently utilizes built infrastructure;
- The proposal provides transit supportive

densities along a Regional Higher Order Transit Corridor (Regional Road 25), in proximity to existing and planned services and amenities, to support the achievement of healthy and active communities;

- The proposal provides intensification in an appropriate location that can accommodate high density residential development; *and*,
- The proposal does not develop on or negatively impact the NHS.

A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

The subject lands are located within the 'Settlement Area' and are within the 'Delineated Built-up Area' and 'Designated Greenfield Area' as shown on Schedule 2-A Place to Grow Concept (Figure 5). Within the Growth Plan the following sections and policies are applicable to this proposal:

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.*

The proposed development fulfils the Guiding Principles of the Growth Plan for several reasons. The design efficiently uses existing and planned infrastructure and supports healthy and active lifestyles by providing residential intensification near commercial uses, employment uses and amenities with connections to sidewalks/trails and existing and proposed transit services. The proposal provides high density residential uses along Regional Road 25, a Regional Intensification Corridor and Strategic Growth Area. Further, the proposal provides a mix of dwelling types and units to support a range of household sizes, ages and incomes.

2.2.1 Managing Growth

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

following:

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities.*
 - c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities.*
4. *Applying the policies of this Plan will support the achievement of complete communities that:*
- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes*
 - c) *provide a diverse range and mix of housing options, including additional residential units and affordable housing,*

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

- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*

The proposal directs growth to a Settlement Area and Strategic Growth Area with existing services and amenities, making it an appropriate location for growth. The proposed development provides transit supportive densities along a Regional Intensification Corridor, adds to the mix of uses within the Town of Milton and provides future residents with convenient access to goods and services, therefore supporting the achievement of a complete community.

2.2.6 Housing

- 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.

The proposed development adds stacked townhouse units to an approved high density residential development which includes a mix of apartment and townhouse units thereby providing a greater mix of unit types and sizes that can accommodate different household sizes, ages 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;*
- 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 the horizons of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.

The proposed development adds stacked townhouse units to a high density residential development within walking distance of a variety of services and amenities and provides the necessary densities to support existing and planned transit services. The proposal adds 27 units to the designated greenfield area, thereby aiding in the achievement of the minimum density target.

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

- The subject property is located within a Settlement Area, Delineated Built-up Area and Designated Greenfield Area;
- The proposal provides growth in an area with existing and planned transit service and public service facilities;
- The proposed development helps to achieve the minimum density target within the Region of Halton;
- The proposal provides a range of unit types and sizes to suit different household sizes, ages, and incomes; and
- The proposal is supportive of active transportation and the use of transit services.

APPENDIX II: REGIONAL POLICIES APPLICABLE TO THE PROPOSAL

As per Map 1 – Regional Structure (Figure 7) the subject site designated ‘Urban Area’ and ‘Regional Natural Heritage System’. Map 1H - Regional Urban Structure (Figure 8), identifies the subject site along a ‘Regional Intensification Corridor’ (Regional Road 25).

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.

51.3 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 intensifying development within the Built-Up Area, and development density in the Designated Greenfield Areas as contained in Table 2.

The proposal facilitates residential growth within the Urban Area and along a Regional Intensification Corridor (Regional Road 25) where urban services exist to accommodate future development. Part of the site, nearest to the intersection of Derry Road and Regional Road 25, is located within the Built Boundary. The remainder of the site, including the lands proposed to be developed with a 3-storey 27 unit stacked townhouse building, are located within the Designated Greenfield Area. By adding 27 additional units to the Designated Greenfield Area, the proposal aids in the achievement of the minimum density target for the Town of Milton.

Target	Municipality				
	Halton Region	Burlington	Oakville	Milton	Halton Hills
Intensification Target					
Housing Units in Built-Up Area ¹	53,300	20,500	19,400	9,800	3,600
Community Area Density Targets					
People and Jobs per Hectare in the Designated Greenfield Area ²	62	76	70	59	53
Employment Area Density Targets					
Jobs per Hectare in the Employment Areas ³	26	33	36	19	24

Urban Area

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 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 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 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 creating 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 neighbourhoods; 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.

The proposed development contributes to the creation of a healthy community that is compact in form, maintains a high quality natural environment, and makes efficient use of land and services. The proposed development provides a mix of residential unit types and achieve transit-supportive densities needed to support the creation of a vibrant, walkable, transit-oriented community. The proposal follows a logical and orderly progression of development by facilitating the extension of the built-up area.

Regional Urban Structure

78. Within 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 supporting transit, and the long-term protection of lands for employment uses.

The Regional Urban Structure consists of the following structural component:

- 1. Strategic Growth Areas;*
- 2. Regional Employment Areas;*
- 3. Built-up Areas; and*
- 4. Designated Greenfield Areas.*

78.1 The objectives of the Regional Urban Structure are:

- 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;*
- 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;*

The proposed development fronts Regional Road 25, a Regional Intensification Corridor and Strategic Growth Area and is within walking distance of a range and mix of services and amenities. The proposal facilitates residential growth within a primarily commercial area, thereby encouraging live-work opportunities and contributing to the creation of a walkable mixed-use environment. By achieving a density target of 489 residents per hectare,

as estimated using the person per unit assumptions from the Region of Halton 2022 Development Charges Background Study, the proposal exceeds the minimum density targets of the Plan and reduces the reliance on the automobile, thereby supporting the use of existing and planned transit and encouraging active transportation opportunities.

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.

(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.

(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 selected 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, and

(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.

79.3 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 higher-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.

(5) 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.

The proposed development is located along a Regional Intensification Corridor (Regional Road 25), one local Intensification Corridor (Derry Road) and within a local Secondary Mixed Use Node, all of which are considered Strategic Growth Areas within the Region of Halton Official Plan. The proposal achieves higher densities than the surrounding area and adds high density residential uses in proximity to a range commercial/employment uses, services and amenities, thereby contributing to a diverse and compatible mix of land uses. Given its location, the proposed high density residential development promotes live-work opportunities, active transportation and the use of transit. The proposal connects to the existing transportation network and provides densities necessary to support existing and planned transit services.

Housing

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

86. It is the policy of the Region to:

- 6) Adopt the following housing targets:*
- a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter; and*

The proposal adds 27 stacked townhouse units to an approved high density residential development, aiding in the achievement of the Region's housing target. As a whole, the proposed development will provide a mix and range of apartment and townhouse unit types and size to suit households of different sizes, ages and incomes.

Natural Heritage System

113. The Natural Heritage System consists 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.

114.1 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;

6. To protect or enhance Key Features, without limiting the ability of existing agricultural uses to continue;

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; and

17. To preserve the aesthetic character of natural features.

The limits of the NHS were established based on the 2019 LOPA/ZBA application and were subsequently dedicated to the Town of Milton via a reference plan through the Site Plan Approval process for Building A (SP 21-19). The proposal is located well outside of the limit of the NHS and will have no negative impacts on the NHS.

Transportation

172. The objectives of the Region are:

2. To develop a balanced transportation system that:

a) reduces dependency on automobile use;

b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and

c) promotes active transportation.

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

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

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

The proposed development is in proximity to a range and mix of services and amenities and connects to the existing transportation network, thereby promoting active transportation and the use of transit and reducing the reliance on the automobile to meet the needs of future residents. Future residents will benefit from the convenient access to the multi-use path along Derry Road and associated trail connections.

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

- The proposed development is within the Urban Area and a Strategic Growth Area where urban services exist to accommodate future development;
- The proposed development provides residential uses in proximity to existing services and amenities, to support the creation of a vibrant community;
- The proposed development is supportive of transit and active transportation;
- The proposed development recognizes and protects the NHS;
- The proposed development complements planned developments on adjacent lands; and

- The proposed development contributes to the achievement of the Regional density target and housing target by providing 27 stacked townhouse units.

APPENDIX III:

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO.XX.2023

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTION 17 OF THE PLANNING ACT, AS AMENDED, IN RESPECT OF THE LANDS LEGALLY DESCRIBED AS PART OF LOT 10, CONCESSION 3, (NS TRAFALGAR), TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA XX/23)

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

1. Amendment No. XX to the Official Plan of the Town of Milton, to amend Policy 4.11 and Schedules C.7.A.CBD and I1 of the Town of Milton Official Plan to provide for permission for the development of three high-rise residential buildings with heights of 25, 20 and 14 storeys, a 3-storey multiple dwelling building and five 3-storey townhouse buildings at lands legally described as Part of Lot 10, Concession 3 (NS Trafalgar), Town of Milton, consisting explanatory text, is hereby adopted.
2. Pursuant to Subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Local Planning Appeal Tribunal.
3. In the event that the Regional Municipality of Halton, being the Approval Authority, has declared this Official Plan Amendment to not be exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number XX to the Official Plan of the Town of Milton.

**READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this ** day of
*****, 2023**

Gordon A. Krantz Mayor

Meaghan Reid Town Clerk

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

Part of Lot 10, Concession 3 (NS Trafalgar)
Town of Milton
(Town File: LOPA-XX/23)

AMENDMENT NUMBER XX

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

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

PART 2 **THE AMENDMENT, consisting of the following text constitutes
Amendment No. XX to the Official Plan of the Town of Milton**

PART I: THE PREAMBLE

THE TITLE

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

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

Part of Lot 10, Concession 3 (NS Trafalgar)
(Town of Milton)
(LOPA XX/23)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to amend Specific Policy Area 36 on the lands legally described as Part of Lot 10, Concession 3 (NS Trafalgar).

LOCATION OF THE AMENDMENT

The subject lands are located on the southeastern quadrant of Derry Road West and Regional Road 25. The lands are legally described as Part of Lot 10, Concession 3 (NS Trafalgar), Town of Milton.

BASIS OF THE AMENDMENT

The proposal would amend site specific policy 36 to increase the maximum density on site to 295 units per hectare to permit the three apartment buildings, one multiple dwelling building and five townhouse buildings totaling 675 residential units. The development proposes a maximum height of 25 storeys with a net residential density of up to 295 units per hectare.

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

d) The proposed development is compatible with surrounding land uses and an appropriate form of residential intensification.

PART II: THE AMENDMENT

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

DETAILS OF THE AMENDMENT

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

1.0 Text Change

- 1.1 That Section 4.11 Special Policy Area 36, of the Official Plan for the Town of Milton is hereby amended by modify the language to increase the maximum density, which shall read as follows:

4.11.3.36 Notwithstanding Section 3.6 (Secondary Mixed Use Nodes) and C.6.5.5 (Bristol Survey Secondary Plan Secondary Mixed Use Node), the lands identified as Specific Policy Area No. 36 on Schedule I1 of this Plan, being the lands – legally known as Part of Lot 10, Concession 3 (NS Trafalgar) may be developed to provide three high-rise residential buildings with heights of 25, 20 and 14 storeys, a 3-storey multiple dwelling building and five 3-storey townhouse buildings, with a maximum density of 295 units per hectare.

APPENDIX IV:

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO.XXX.2023

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOT 10, CONCESSION 3, NS (TRAFALGAR), MILTERON DEVELOPMENTS LIMITED.

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 upon the approval of Official Plan Amendment XX;

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

1. **THAT** Section 13.1 of Comprehensive By-law 016-2014 is hereby further amended by adding subsection 13.1.1.AAA as follows:

Notwithstanding any provision of the by-law to the contrary, for lands zoned Residential High Density *261 (RHD*261), the following special provisions apply:

- i. Special Parking provisions
 - a. Notwithstanding Section 5.8.1, Table E, the minimum off-street parking requirements for *apartment buildings* and *stacked townhouse dwellings* shall be:
 - i. 1.0 spaces per *dwelling unit*
 - ii. 0.2 visitor spaces per *dwelling unit*
 - b. Notwithstanding Section 5.8.1, Table E, the minimum off-street parking requirements for *townhouse dwellings* shall be:
 - i. 2.0 spaces per *dwelling unit*
 - ii. 0.2 visitor spaces per *dwelling unit*
 - ii. Notwithstanding Section 4.2.1, Table 4A, a maximum of 8 *accessory buildings* shall be permitted on the property, with a maximum combined Gross Floor Area of 270 m².
2. **THAT** if no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Local Planning Appeal Tribunal dismisses the appeal, this by-law shall come into force on the day of the passing. If the Local Planning Appeal Tribunal amends the by-law pursuant to Section 34(26) of the *Planning Act*, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this ** day of ***,
2023**

Gordon A. Krantz Mayor

Meaghan Reid Town Clerk