

Slessor Square LP Inc.

Planning Justification Report

**388 Main Street East, 389, 395, 399, 405, 409 Pearl Street,
and 17 Prince Street in the Town of Milton**

March 25, 2025



Planning Justification Report

388 Main Street East, 389, 395, 399, 405, 409 Pearl Street, and 17 Prince Street in the Town of Milton

Applications for Official Plan Amendment and Zoning By-law Amendment

March 25, 2025

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Appendix A: Draft Official Plan Amendment and Schedules

Appendix B: Draft Zoning By-law Amendment and Schedule

Acronyms and Abbreviations

AODA	Accessibility for Ontarians with Disabilities Act
CBD	Central Business District
CP	Canadian Pacific
EV	Electric Vehicle
FSR/SWM	Functional Site Servicing and Stormwater Management
HUSP	Halton Urban Structure Plan
MECP	Ministry of Environment Conservation and Parks
MTSA	Major Transit Station Area
OHA	Ontario Heritage Act
OPA	Official Plan Amendment
PCA	Potentially Contaminating Activities
PJR	Planning Justification Report
PMTSA	Protected Major Transit Station Area
PPS	Provincial Planning Statement
ROW	Right-of-Way
RSC	Record of Site Condition
TIS	Traffic Impact Study
TPP	Tree Protection Plan
UDB	Urban Design Brief
UGC	Urban Growth Centre
ZBLA	Zoning By-law Amendment

Executive Summary

This Planning Justification Report has been prepared by Arcadis Professional Services (Canada) Inc. on behalf of Slessor Square LP Inc. to support the Official Plan Amendment and Zoning By-law Amendment application submission to the Town of Milton which would permit the construction of a proposed mixed-use development located at 388 Main Street East, 389, 395, 399, 405, 409 Pearl Street, and 17 Prince Street in the Town of Milton. Great effort has been made for this project to address ownership fragmentation. The consolidation of the noted properties provides for the opportunity for redevelopment along Main Street East making efficient use of existing land and infrastructure and strategically directing growth to the Downtown Milton Urban Growth Centre and Milton GO Major Transit Station Area.

The proposed development is to consolidate the seven (7) adjacent properties and redevelop the entire block into a compact, high-density, and mixed-use development. The built form consists of a 16-storey tower and 18-storey tower on a shared six (6) storey podium designed with ground level maisonette units facing Pearl Street and ground floor commercial spaces facing Main Street East. The development is proposed to provide for 570 residential units and 815 square metres of ground floor commercial space.

Recent changes to Section 16 and 34 of the Planning Act, R.S.O. 1990, c. P.13, enacted by Bill 185 restricts an Official Plan or Zoning By-law to contain policies or regulations that require a certain amount of parking within a Protected Major Transition Station Area. The proposed development includes a three (3) storey underground parking garage with 417 vehicular parking spaces, 311 long-term bicycle parking spaces, 32 short-term bicycle parking spaces, and 232 bicycle lockers, which is anticipated to meet market demand.

Overall, the redevelopment will help to create a livable and attractive development and support the achievement of complete communities, while supporting housing, residential, and commercial growth targets of the Province of Ontario, the Regional Municipality of Halton, and the Town of Milton.

Reference should be made to the supporting studies, reports, and materials included in this submission.

1 Introduction

Slessor Square LP Inc. (the “Owner”) is the owner of seven (7) parcels of lands of approximately 0.58 hectares (1.44 acres) located within the Town of Milton (the “Town”) in the Regional Municipality of Halton (the “Region”), municipally known as 388 Main Street East, 389, 395, 399, 405, 409 Pearl Street, and 17 Prince Street (herein referred to as the “subject lands”). Currently the subject lands are developed with a mix of residential and commercial buildings. There are six (6) single detached dwellings along Pearl Street, one (1) single detached dwelling along Prince Street as well as a commercial plaza fronting Main Street East, which contains an automobile dealership, restaurant, and wellness centre.

The Owner is proposing to redevelop the subject lands into a compact, high-density, and mixed-use development, consisting of a 16-storey tower and 18-storey tower on a shared six (6) storey podium designed with ground level maisonette units facing Pearl Street and ground floor commercial spaces facing Main Street East. The development is proposed to provide for 570 residential units and 815 square metres of ground floor commercial space. The redevelopment will help to create a livable and attractive development and support the achievement of complete communities, while supporting housing, residential, and commercial growth targets of the Province of Ontario (the “Province”), the Region, and the Town.

Currently, the subject lands are within the Central Business District (“CBD”) and are designated ‘Urban Growth Centre (“UGC”) Mixed Use Sub-Area’ and ‘Low Density Residential Sub-Area’ within the Town of Milton Official Plan, December 2024 Consolidation (the “Official Plan”). The subject lands are within the Downtown Milton UGC, Milton GO Major Transit Station Area (“MTSA”), and Downtown Character Area. The subject lands are subject to the CBD Secondary Plan.

The subject lands as zoned ‘UGC Mixed Use Zone with Holding Provision (“UGC-MU-H”)’ and ‘Low Density Residential I Zone (“RLD1”)’ in the Town’s Comprehensive Zoning By-law 016-2014 for the Halton Urban Structure Plan (“HUSP”) Urban Area, as amended (the “Zoning By-law”).

Applications for an Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBLA”) are required to facilitate the proposed development.

Arcadis Professional Services (Canada) Inc. (“Arcadis”) has been retained by the Owner to provide professional planning advice and assistance on the redevelopment of the subject lands. The authors of this report have come to an independent professional planning opinion which supports the applications as they are reflective of good planning and are in the public interest. This Planning Justification Report (“PJR”) provides a thorough discussion and analysis of current and applicable Provincial legislation and plans, local planning documents, supporting studies, technical works, and other relevant matters in the context of the proposed development.

2 Subject Lands and Surrounding Context

The following subsections provide a review of the context, existing uses, and conditions for the subject lands and surrounding context. These elements frame the discussion on the planning policy justification for the proposed OPA and ZBLA.

2.1 Subject Lands

The subject lands are an assembly of seven (7) adjacent parcels of land municipally known as 388 Main Street East, 389, 395, 399, 405, 409 and Pearl Street, and 17 Prince Street. They are legally referred to as Part of Lot 6 and all of Lots 7, 8 and 9, South of Main Street and all of Lots 4, 5, 6 and 7 North of Pearl Street Block 14 Registered Plan 9 (Teetzel's Survey), Town of Milton, Regional Municipality of Halton. The assembled parcels comprise the entire block and are bound by Main Street East to the north, Bruce Street to the east, Pearl Street to the south, and Prince Street to the west. The subject lands are rectangular in shape and have an approximate area of 0.58 hectares (1.44 acres). There is street presence on all four sides with lot frontages of 81.68 metres along Main Street East, 79.66 metres along Bruce Street, 81.66 metres along Pearl Street, and 81.01 metres along Prince Street. Currently the lands are developed as a mix of residential and commercial buildings. There are six (6) single detached dwellings along Pearl Street and one (1) single detached dwelling along Prince Street as well as a commercial plaza fronting Main Street East, which contains an automobile dealership, restaurant, and wellness centre. Please refer to **Figure 2-1** for an aerial image of the subject lands.

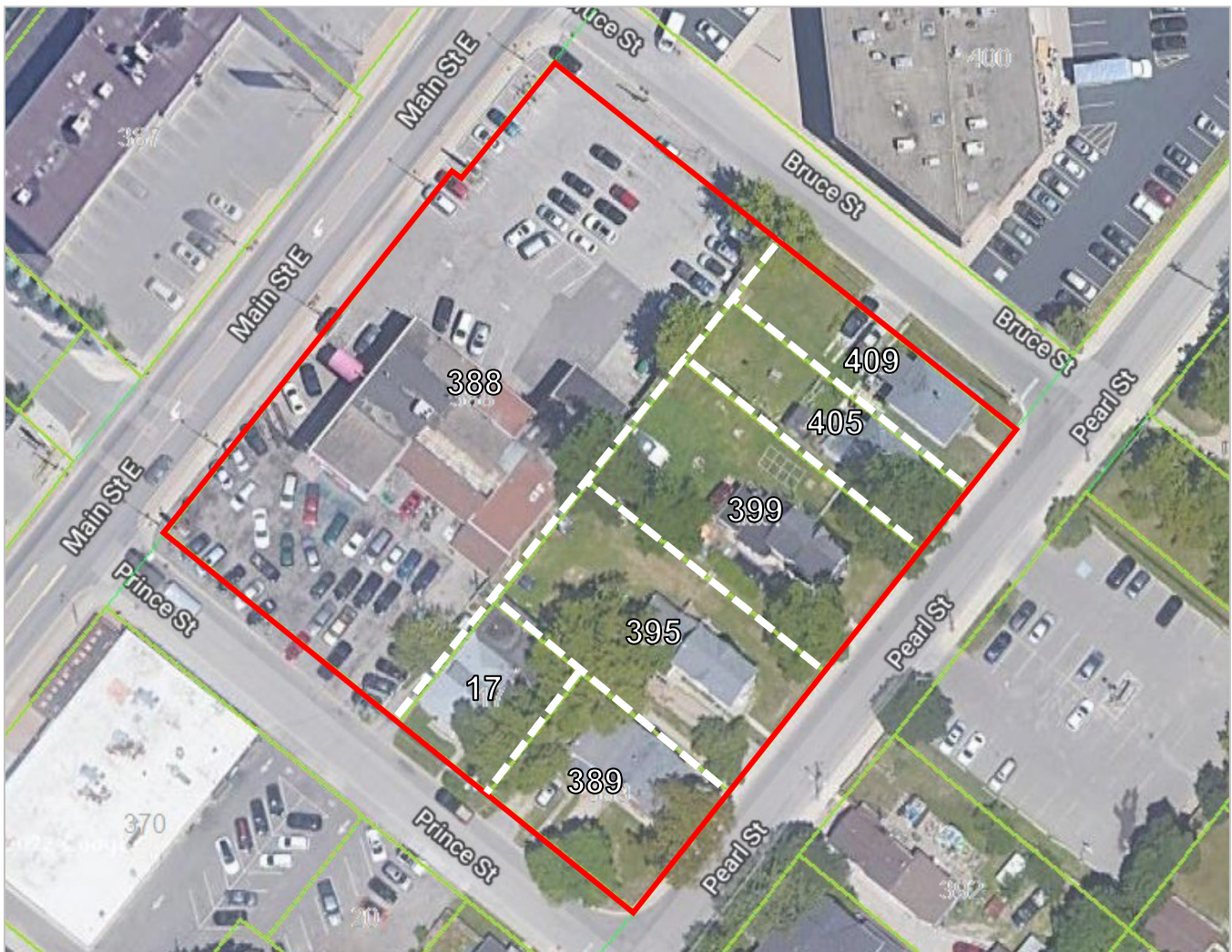


Figure 2-1: Subject lands outlined in red, retrieved from GeoWarehouse

2.2 Surrounding Context

In terms of the surrounding context, the subject lands are located within the urban and downtown area of the Town. The downtown area provides a wide range of residential, commercial, industrial/employment, institutional, and open space land uses, exhibiting a wide variety in density and land uses. The Town continues to enhance the downtown area while maintaining the rich heritage and culture, as the protection of the Town's identity is essential. To establish a sustainable and vibrant downtown area, the Town has focused on supporting residential and commercial intensification, as well as the creation of pedestrian-friendly spaces and engaging public spaces.

As per the Official Plan, the subject lands are located within a Strategic Growth Area and the central portion of the CBD, specifically the Downtown Milton UGC and Milton GO MTSA. Strategic Growth Areas are to be the focus for accommodating population and employment intensification and higher-density mixed uses in a more compact built form. The CBD is the nucleus of the urban area and is composed of the historic downtown area and the UGC/MTSA which is the primary focus for intensification. As various Official Plan policies direct intensification to these designations, the subject lands are in an ideal and prime location for development.

North: Directly north of the subject lands is Main Street East, which is identified as a multi-purpose arterial road with an existing transit route as per Schedule J – Urban Trails and Active Transportation Plan of the Official Plan. Main Street East connects the community and cultural arts district in the east to the downtown area in the west. The Town envisions Main Street East as a landmark street and central focus within the community. On the north side of Main Street East are commercial plazas with associated parking lots as well as low density residential dwellings fronting Court Street North. Beyond the commercial plazas, abutting the Milton GO Rail corridor (under the jurisdiction of Canadian Pacific (“CP”) Railway), is a six (6) storey condominium building at 383 Main Street East. Further north of the CP Railway is a nine (9) storey apartment building, an elementary and middle school, and low density residential dwellings.

East: Directly east of the subject lands is Bruce Street, which is identified as a local road as per Schedule J of the Official Plan. On the east side of Bruce Street is an office building with ground floor commercial uses and associated surface parking areas. Further east of this commercial building is Ontario Street South, also referred to as Highway 25, which similarly to Main Street East is identified as a multi-purpose arterial road with an existing transit route. There are a variety of commercial and office uses east of Ontario Street South, including the Milton Mall which contains a Service Ontario. South of the Milton Mall is the Halton Regional Police Service, Milton Seniors Activity Centre, a long-term care facility, and E.C. Drury High School.

The Milton GO Station, an important asset on Main Street East, is located approximately 1.6 kilometres east of the subject lands, at the corner of Main Street East and Drew Centre. The Milton Line provides regional train service, running east in the morning and west in the afternoon, and offers weekday rush-hour service between the Town and the City of Toronto. The Provincial government has announced the expansion of the GO Train Service across the Greater Toronto Area by adding 300 new weekly trips on five lines, including the Milton Line by 2031. This 15 per cent increase in weekly trips will provide commuters with more opportunities for the use of public transit¹.

In regard to the immediate surrounding context of the Milton GO Station, there are a wide range of commercial and industrial uses, notably Milton Common, a multi-tenant retail shopping plaza containing a grocery store, retail, coffee shops, restaurants, banks, and service commercial uses. There are also a variety of restaurants, grocery stores, auto-repair service shops, auto-dealerships, service commercial uses, and warehousing and industrial uses along

¹ <https://news.ontario.ca/en/release/1004441/ontario-expanding-go-train-service-across-the-greater-toronto-area>

Main Street East and Nipissing Road. Recreational and cultural uses include the Milton Leisure Centre, the Lions Sports Park, and the FirstOntario Arts Centre Milton. Residential uses range in height and density, from an 11-storey condominium complex to the immediate west to single detached dwellings in the established neighbourhoods. The Town has provided an update on six (6) developments within Uptown and the Milton GO Station Area which are described in **Subsection 2.3** of this PJR.

South: Directly south of the subject lands is Pearl Street, which is identified as a local road as per Schedule J of the Official Plan. Further south of Pearl Street is the PORTICO Community Church/Milton Christian School, low density residential dwellings, and parking lots.

West: Directly west of the subject lands is Prince Street, which is identified as a local road as per Schedule J of the Official Plan. On the west side of Prince Street are commercial plazas containing restaurants, office uses, and a medical centre, low density residential dwellings, and parking lots. Milton Town Hall is located approximately one (1) kilometre west of the subject lands. Livingston Park and the Milton Fairgrounds are located further west of the subject lands.

Please refer to **Table 2-1** for the surrounding uses of the subject lands and **Figure 2-2** for a surrounding context map highlighting uses within a 5-minute and 10-minute walking distance (i.e. 400 metres and 800 metres) from the subject lands.

Table 2-1: Surrounding uses of the subject lands

To the North	To the East
<ul style="list-style-type: none"> • Main St. E. • Commercial plaza <ul style="list-style-type: none"> ○ Restaurants ○ Day care centre ○ Floral shop ○ Sports store • Parking lots • 6-storey condominium building • 9-storey apartment building • Milton GO Rail corridor (CP Railway) • Holy Rosary Elementary School • Tarbiyah Elementary School • W.I.D Middle School • Low density residential dwellings 	<ul style="list-style-type: none"> • Bruce St. • Office building with ground floor commercial uses <ul style="list-style-type: none"> ○ The Salvation Army Thrift Store ○ Health Centre of Milton ○ Convenience store ○ Restaurants • Parking lots • Ontario St. S. (Hwy. 25) • Milton Mall • Service Ontario • Halton Regional Police Service • Milton Seniors Activity Centre • Long-term care facility • E.C. Drury High School • Milton GO Rail corridor (CP Railway)

To the North	To the East
	<ul style="list-style-type: none"> • Milton GO Station (surrounding uses include Milton Common, restaurants, grocery stores, auto-repair service shops, auto-dealerships, service commercial uses, warehousing and industrial uses, Milton Leisure Centre, the Lions Sports Park, the FirstOntario Arts Centre Milton, residential uses ranging in height and density)
To the South	To the West
<ul style="list-style-type: none"> • Pearl St. • PORTICO Community Church/Milton Christian School • Low density residential dwellings • Parking lots 	<ul style="list-style-type: none"> • Prince St. • Commercial plaza <ul style="list-style-type: none"> ○ Restaurants ○ Office uses ○ Medical centre • Low density residential dwellings • Parking lots • Milton Town Hall • Livingston Park • Milton Fairgrounds



Figure 2-2: Surrounding context map

2.3 Surrounding Development Activity

The Town has provided an update on developments within Uptown and the Milton GO Station Area. According to the Town, “When combined, these applications propose to build 4,500 new residential dwelling units and 27,850 square feet of new retail and working space”². These six (6) developments are located within an approximate 1.5-kilometre radius of the subject lands further described in **Table 2-2** and **Figure 2-3**.

Table 2-2: Surrounding development activity

No.	Address	Status	File No.	Description	Distance from Subject Lands
1	130 Thompson Rd S	Pre-construction	Unknown	Three high-rise residential condominium buildings with 802 apartment units, surrounded by open space and landscaping, with underground parking provided. Site grading, building position and landscape treatments are designed	1.55 km

² <https://www.milton.ca/en/business-and-development/uptown-development-update.aspx>

No.	Address	Status	File No.	Description	Distance from Subject Lands
				to activate the Thompson Road South and Drew Centre frontages.	
2	101 Nipissing Rd	In Review	LOPA 04/19 Z 02/19	Three residential towers with heights of 15, 17 and 22 storeys totaling 726 units. A podium and tower form of building scale establishes a pedestrian-scaled catalyst for the transition of Nipissing Road to a transit-supportive urban form. A two-storey above-grade parking garage for the three buildings at the north end of the site.	615 m
3	145 & 151 Nipissing Rd	Pre-Construction	Unknown	Two residential condominium buildings, with 595 residential dwelling units, and above-and below-ground parking. Both towers constructed on top of six-storey podiums, with heights of 23 and 19 storeys.	575 m
4	155 Nipissing Rd	In Review	Z-19-21	A 19-storey residential building with 263 apartments, three levels of underground parking, 146 square metres of retail space and 130 square metres of office space integrated into the mixed-use development.	450 m
5	560 Main St E	In Review	LOPA-05/21 Z-09/21	Two residential towers with 588 residential units and grade-related commercial uses. The towers (17 and 19 storeys) are built on a shared six-storey podium. A continuous street wall and a wider pedestrian boulevard with enhanced landscaping along Main Street East and the extension of Wilson Drive.	550 m
6	700 & 706 Main St E	Pre-Construction	Unknown	Three towers (23, 25 and 27 storeys) totaling 1,009 units with each on its own podium, creating an internal, mid-block courtyard; a proposed Privately-Owned Publicly Accessible Space (POPS); and	925 m

No.	Address	Status	File No.	Description	Distance from Subject Lands
				a strong built form presence at the intersection of Main Street East and the future Wilson Drive extension. Includes 504 square metres of commercial space.	



Figure 2-3: Surrounding development activity map, retrieved from Conservation Halton

2.4 Existing Transit Network

The subject lands are well serviced by public transit as they are strategically located within close proximity to the Milton GO Station and local public transit. The Milton GO Station, which is serviced by accessible regional train and bus services, is situated approximately 1.6 kilometres east of the subject lands, approximately a 20-minute walk or seven (7) minute transit ride. The Milton Line provides regional train service, running east in the morning and west in the afternoon, and offers weekday rush-hour service between the Town and the City of Toronto. Recent GO expansion construction projects to the Milton Corridor include the completion of the Cooksville GO Station and Kipling GO Station. Furthermore, the Provincial government has announced the expansion of the GO Train Service

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across the Greater Toronto Area by adding 300 new weekly trips on five lines by 2031, including the Milton GO line. This 15 per cent increase in weekly trips will provide commuters with more opportunities for the use of public transit³.

In terms of local public transit, Milton Transit provides bus services within the Town which connects to the GO Transit, Brampton Transit, and MiWay Transit services. Direct connection to the subject lands is provided by Route 2 (Main), Route 6 (Scott), Route 7 (Harrison), Route 9/9A (Ontario South), and Route 53 (School Extra).

Please refer to **Figure 2-4** for the GO Transit System Map and **Figure 2-5** and **Figure 2-6** for the Milton Transit System Map.

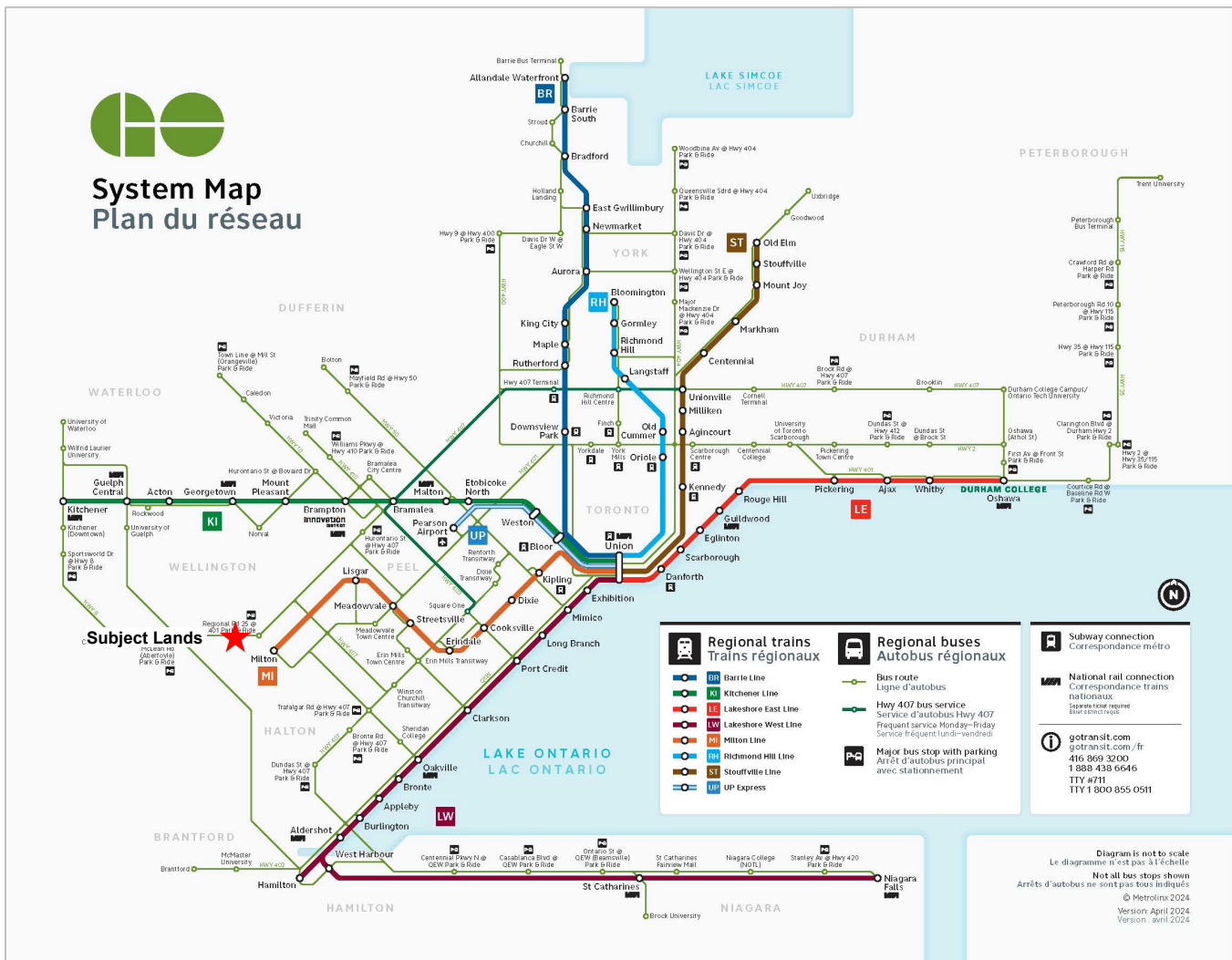


Figure 2-4: GO Transit System Map

³ <https://news.ontario.ca/en/release/1004441/ontario-expanding-go-train-service-across-the-greater-toronto-area>

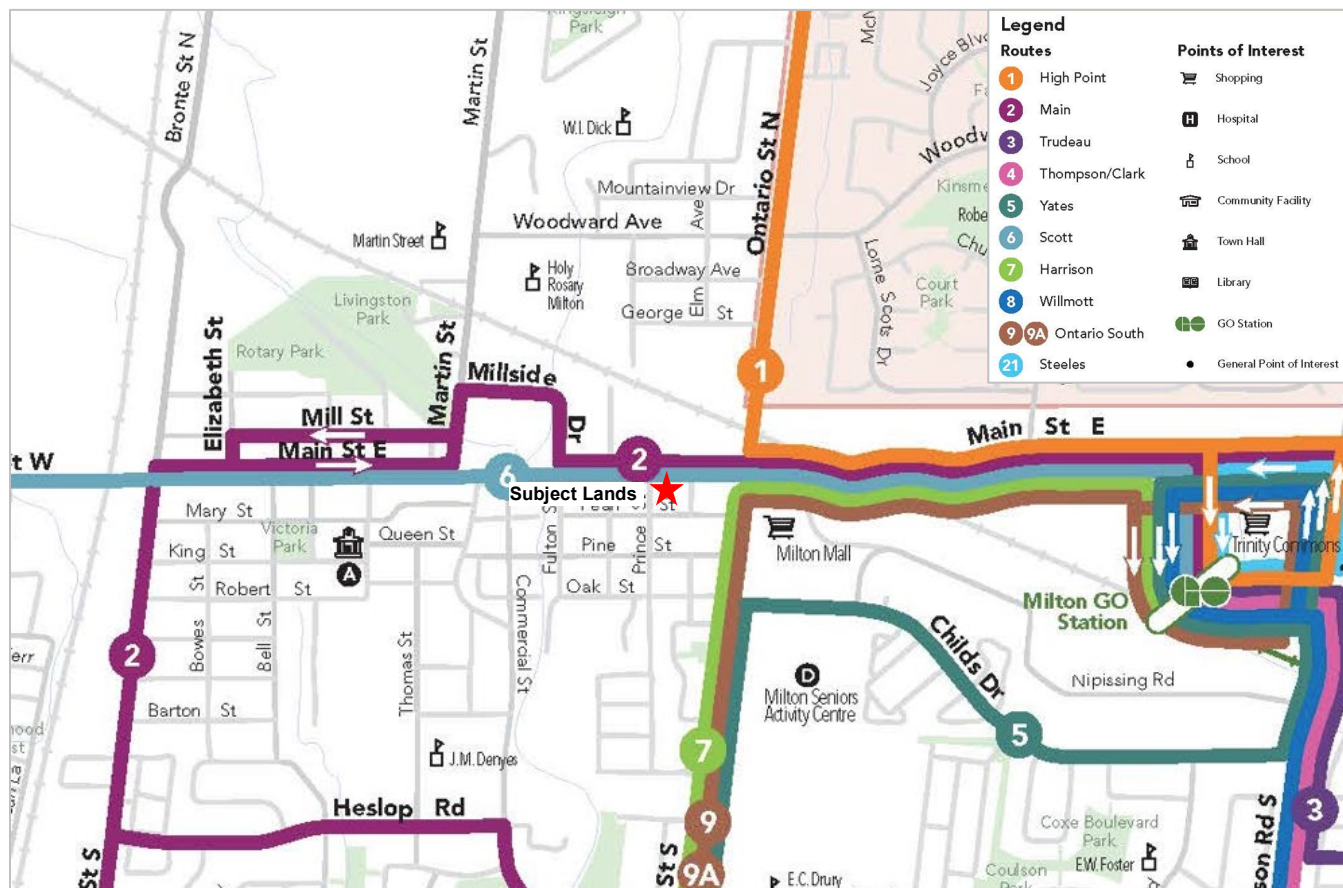


Figure 2-5: Zoomed in version of the Milton Transit System Map

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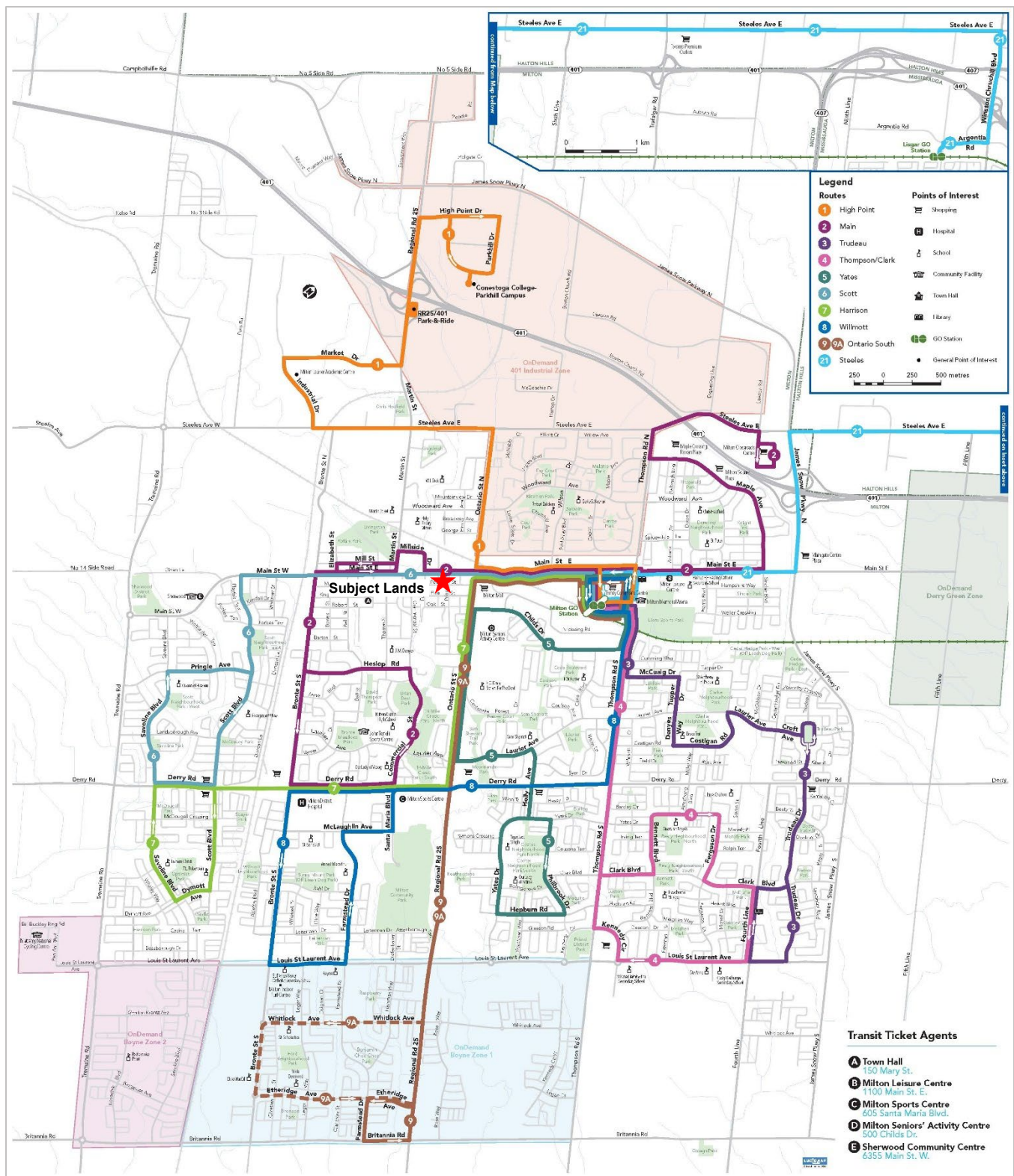


Figure 2-6: Milton Transit System Map

3 Subject Lands Images

The following images show the existing uses and context of the subject lands to frame the overall planning discussion.



Figure 3-1: View looking north towards subject lands, retrieved from Google Earth



Figure 3-2: View from Main Street East looking southeast towards subject lands, retrieved from Google Maps



Figure 3-3: View from Main Street East looking northwest, retrieved from Google Maps



Figure 3-4: View from Bruce Street looking east, retrieved from Google Maps



Figure 3-5: View from Pearl Street looking southeast, retrieved from Google Maps



Figure 3-6: View from Prince Street looking southwest, retrieved from Google Maps

4 Proposed Development

The Owner is proposing to redevelop the subject lands into a compact, high-density, and mixed-use development consisting of a 16-storey tower and 18-storey tower on a shared six (6) storey podium designed with ground level maisonette units facing Pearl Street and ground floor commercial spaces facing Main Street East. The proposed building will provide 570 residential units, ranging from one-bedroom units to two-bedroom units with a den, and 815 square metres of ground floor commercial space which will help create a vibrant and active urban environment.

The proposed development will be constructed in two (2) phases, with Phase 1 commencing along Bruce Street and Phase 2 continuing along Prince Street. Phase 1 will result in the construction of 278 units and Phase 2 will result in the construction of 292 units. A range and mix of unit compositions are provided to meet the needs of current and future residents, such as first home buyers, seniors, smaller households, and families. The range of unit sizes, from one-bedroom units to two-bedroom units with a den, also cater to a variety of household incomes. The proposed tenure is to be confirmed at a later stage.

Please refer to **Table 4-1** for the site statistics of the proposed development and **Table 4-2** for the composition of units.

Table 4-1: Site statistics of the proposed development

Items	Proposed
Minimum Lot Area	5,735.77 m ²
Minimum Lot Frontage	81.68 m (Main St. E.)

Items	Proposed
Minimum Lot Coverage	54.86%
Floor Space Index	9.37 FSI
Front Yard Setback (south side of Main St. E.)	5.27 m
Rear Yard Setback (abutting a residential zone)	Floor 1 to 3: 5.93 m Floor 4 to 5: 8.62 m Floor 6 to 18: 24.56 m
Interior Side Yard Setback	N/A
Exterior Side Yard Setback	5.60 m (to Prince St.) 5.53 m (to Bruce St.)
Building Height	18 storeys 58.35 m
Landscape Open Space	1,113.0 m ² 19.40%

Table 4-2: Total suite mix

Unit Description	Proposed
1 Bedroom	231
1 Bedroom + Den	29
2 Bedroom	18
Phase 1	278
1 Bedroom	73
1 Bedroom + Den	167
2 Bedroom	19
2 Bedroom + Den	14
Phase 2	273
1 Bedroom	9

Unit Description	Proposed
2 Bedroom	10
Phase 2	19
Total Unit Count	570

A reduced version of the Conceptual Site Plan prepared by Arcadis is provided in **Figure 4-1**. **Figure 4-2** to **Figure 4-5** are conceptual renderings of the proposed development prepared by KNYMH Inc. Please refer to the complete Architectural Set prepared by KNYMH Inc. for more details (i.e. underground plans, floor plans, elevations, three-dimensional views, building sections).

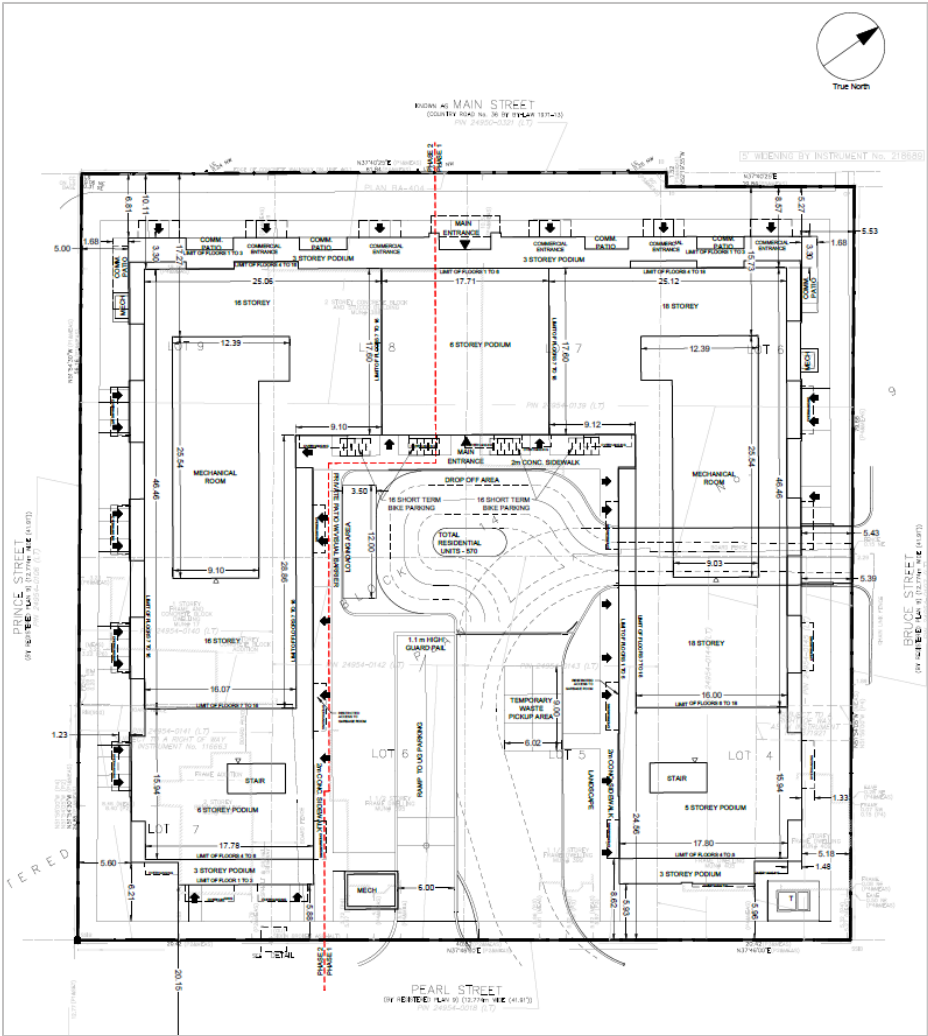


Figure 4-1: Conceptual Site Plan prepared by Arcadis – the dotted red line illustrates the anticipated phase limits between Phase 1 and 2



Figure 4-2: Built form, massing, and articulation of proposed development, prepared by KNYMH



Figure 4-3: Architectural treatment of the proposed development, prepared by KNYMH



Figure 4-4: Proposed streetscape render, prepared by KNYMH



Figure 4-5: Proposed ground floor commercial and street wall, prepared by KNYMH

In terms of massing, the majority of the proposed height and density are directed towards Main Street East and stepping down towards Pearl Street to interface with the existing lower residential uses to the south and west. A continuous residential street edge is proposed along Prince Street and part of Pearl Street and to interface with the Town's Downtown Character Area. The positioning of the proposed 18-storey tower at the north-east corner of the subject lands addresses the MTSA and the commercial Main Street East corridor. This is in keeping with the spirit of the urban design objectives of the Milton Mobility Hub Study which states that "Main Street East will become a landmark street". Additionally, the primary entrance to the residential portion of the building is located along Main Street East along with commercial storefronts which will activate Main Street East and provide visual interest. Building entrances have been designed to be well defined and visible from the public realm which will encourage active transportation and transit use. Visual interest is also created through the use of contemporary architectural elements as well as the inclusion of large windows and balconies for residential units, which will contribute to reducing the overall massing of the built form. Overall, the orientation of the building being directed towards Main Street East creates a pedestrian-oriented environment.

The proposed development will also offer a range of public and private and indoor and outdoor amenities. It includes 1,124 square metres of public amenity area and 2,297 square metres of private amenity area in the form of balconies. Outdoor amenities are centralized and face onto Pearl Street to further create a green and attractive environment.

In terms of parking, the subject lands are located within an MTSA which focuses on pedestrian movement and circulation. Recent changes to Section 16 and Section 34 of the Planning Act, R.S.O. 1990, c. P.13 (the “Planning Act”) as enacted by Bill 185 restricts an Official Plan or a Zoning By-law to contain policy or regulation which would have the effect of requiring providing and maintaining parking within certain areas including a Protected Major Transition Station Area (“PMTSA”). The Milton GO MTSA has been identified by the Province as a PMTSA, this designation is further discussed in **Subsection 8.2** of this PJR. Notwithstanding the latter, underground vehicular parking is being proposed to service the development contained within three (3) storey underground parking garage. As seen in the preliminary architectural design, the proposed development includes 417 vehicular parking spaces, 311 long-term bicycle parking spaces, 32 short-term bicycle parking spaces, and 232 bicycle lockers. This will accommodate anticipated market demand.

Vehicular access to the subject lands will be provided from Bruce Street and Pearl Street. For long-term parking, vehicles will enter from Pearl Street to access the three (3) storey underground parking garage. Short-term parking (i.e. drop offs, pick-ups, or loading), is provided at the rear internal section of the subject lands, where vehicles will enter and exit from Bruce Street and Pearl Street. Overall, the built form has been designed to be permeable by providing access points onto Main Street East, Bruce Street, and Pearl Street from the interior courtyard. Please refer to **Table 4-3** for parking details.

Table 4-3: Parking details

Level of Parking	Number of Parking Spaces	Number of Bicycle Parking	Number of Bicycle Lockers
Ground Floor	0	Long-term: 311 Short-term: 32	35
Underground Parking Level 1	135	0	25
Underground Parking Level 2	141	0	82
Underground Parking Level 3	141	0	90
Total	417	343	232

5 Pre-Consultation Meeting

Prior to submitting the applications for OPA and ZBLA, a Pre-Consultation Meeting was held with the Town’s Development Planning Staff. The purpose was to outline standards and expectations for Planning Act applications, to review the proposed development, and to identify high-level issues to determine the scope of information, plans, studies, and/or reports required to be submitted as part of a complete application.

Planning Justification Report

A Pre-Consultation Meeting occurred on May 19, 2023 to discuss a previous iteration of the proposed development and the necessary planning approvals. Since the time of the meeting, changes to the Planning Act amended the requirement for mandatory pre-consultation prior to the submission of an application. As such, Arcadis confirmed with Staff that the list of required submission documents contained within the May 19, 2023 version would not require revision and that the Planning Act applications can proceed. Therefore, the following forms, plans, studies, reports, and materials, have been identified as required by the Town for a complete application:

- OPA Application Form
- ZBLA Application Form
- Cover Letter
- Survey / Legal Plan
- Draft OPA
- Draft ZBLA
- Concept Plan
- Aerial Photograph / Context Plan
- 2D/3D Concept Plan (Colour) with street labels
- Building Elevations and Floor Plans
- Planning Justification Report
- Public Engagement / Community Consultation Strategy
- Tree Inventory, Analysis and Preservation Study (including tree protection details)
- Environmental Site Assessment (Phase 1 and 2)
- Crane Swing Plan
- Stormwater Management Report
- Geotechnical Report
- Hydrogeological Report
- Functional Servicing Report
- Transportation Impact Study
- Parking Justification Study
- Noise Feasibility Study / Noise Impact Assessment
- Urban Design Brief
- Streetscape Design Study/Plan
- Sun Shadow Analysis
- Site Plan and Details
- Grading and Drainage Plan
- Erosion and Sediment Control Plan
- Site Servicing Plan
- Shoring and Excavation Plans and Details
- Stormwater Management Plan and Details
- Photometric Plan and Exterior Light Fixture Details (pole-mounted and wall-mounted)
- Architectural Building Elevations
- Pedestrian and Cycling Circulation Plan
- Landscape Plan and Details
- Reference Plan for Land Dedication or Easements

- Topographic Survey and Real Property Survey
- Waste Management Plan
- Supplementary Waste Plan
- Pavement Marking and Signage Plan
- Vehicle Maneuvering and Turning Plans

6 Public Engagement Strategy

Arcadis has prepared a Public Engagement Strategy which is intended to be a living document that will evolve as the project progresses through the planning process, to construction and ultimately completion as part of a thriving, new, complete community. Its purpose is to raise awareness of the proposed development and inform the local businesses and residents about the area's transition. The public engagement strategy meets the requirements of the Planning Act for statutory meetings and the Town's OPA and ZBLA process and includes the following approaches to engagement:

1. Meetings with the Town of Milton Staff, Ward Councillor, and adjacent landowners to discuss the application and any comments, concerns or questions they or other local landowners, businesses and residents may have;
2. Public application notice signs will be installed on the property, visible from Main Street East by the applicant. The signs will contain details on the requested amendments to the Official Plan and Zoning By-law and the upcoming public meeting;
3. Notification of the public meeting will be mailed to surrounding landowners, businesses, and residents within 120 metres of the property (or an alternate radius later deemed more relevant either by Arcadis or as identified by the Town or Council). A staff information report will also be available on the Town's website prior to the public meeting;
4. A statutory public meeting will be held where the proposal will be discussed and input from the public will be received. The applicant and project consulting team will be present at the public meeting to provide further information, answer questions and take notes on the feedback received; and,
5. Other measures or activities as deemed necessary by Town Staff or Council.

7 Supporting Studies, Reports, and Materials

The Town's Pre-consultation Meeting outlined the information and materials required to be submitted as part of a complete application. In accordance with these requirements, and in the interest of good planning, technical studies and plans have been completed. These reports and plans will be included separately and should be referred to for a full analysis of the technical information available. An overview of these professional studies and reports are provided below.

7.1 Design Impact Analysis

A Design Impact Analysis was prepared by KNYMH Inc. ("KNYMH") on December 2, 2024 to study the shadow impact of the proposed building. The report analyzed the impact of the proposed development upon the adjacent

properties, streets, and public spaces. A discussion on the impact associated with the architectural form and massing of the proposed development upon the adjacent properties is provided.

The following summary was provided regarding the shadow impact of the proposed development upon the surrounding area:

- The shadow impact analysis of the public sidewalks demonstrates the opposing public sidewalks along Prince Street and Bruce Street will receive more than three (3) hours of continuous sunlight during the test periods. During the September 21 test period 60% of the opposing sidewalk along Main Street East did not receive 3 continuous hours of sunlight. The shadow impact analysis of the opposing public sidewalks shows that the proposed development meets and exceeds the criteria indicated in this assessment for 2 of the 3 pedestrian sidewalks in the immediate area.
- The shadow impact analysis of public active spaces indicates the school yards within the study areas will receive more than five (5) hours of sunlight during the test periods. The shadow impact analysis of the school yards shows that the proposed development meets and exceeds the criteria indicated in this assessment.
- The shadow impact analysis of residential amenity spaces indicates residential properties within the study areas will receive more than two (2) continuous hours of sunlight during the test periods. The shadow impact analysis of the private front yard, rear yard, windows and rooftop patios shows that the proposed development meets and exceeds the criteria indicated in this assessment.
- The shadow impact analysis of solar collection indicates the solar panel installation at #383 Main Street East will receive a minimum of eight (8) hours of sunlight during the April, June and September test periods plus not impacted more than two (2) continuous hours in December. The shadow impact analysis of solar collection shows that the proposed development meets the criteria indicated in this assessment.
- The proposed development presents the ideal building typology for this site and mitigates sun shading impact upon the neighbouring residential properties and the public realm. This building form and orientation produces narrow shadows that move quickly across the terrain. Based upon the analysis we suggest that the proposed design will not have a significant negative effect on the surrounding neighbourhood.
- In our opinion, this development is compatible with the area and does not have a significant effect on the existing neighbourhood in general.

7.2 Existing Conditions Plan

An Existing Conditions Plan was prepared by MTE Consultants Inc. ("MTE") on February 25, 2025. The Existing Conditions Plan illustrates the existing conditions of the subject lands and surrounding area, such as the contours, sanitary sewer, watermain, storm sewer, and buildings.

7.3 Functional Site Servicing and Stormwater Management Report

A Functional Site Servicing and Stormwater Management Report ("FSR/SWM") was prepared by MTE on February 25, 2025. The FSR/SWM outlines a functional servicing and stormwater management strategy for the proposed

development. It concluded that the proposed development can be constructed to meet the requirements of the Town.

The following recommendations were provided:

- The 100-year post-development flow rate be attenuated to the 5-year pre-development flow rate through the installation of casting orifices and roof storage complete with flow control drains.
- Erosion and sediment controls be installed as described in Section 2.4 of this report.
- Sanitary servicing for the development be installed as described in Section 3.3 of this report.
- On-site storm sewers connect to existing storm sewers on Main Street East described in Section 2.3.
- Water servicing for the development be installed as described in Section 4.4 of this report to meet OBC and the Region of Halton minimum water supply requirements.
- The site grading works described in this report and as shown on Drawings C2.1 be accepted.

7.4 Geotechnical Investigation

A Geotechnical Investigation was prepared by Soil-Mat Engineers & Consultants Ltd. ("Soil-Mat") on February 4, 2025. The investigation provides an assessment of the subsurface soil and groundwater conditions and provides comments and recommendations with respect to the design and construction of the proposed development, from a geotechnical point of view. The investigation outlines that additional studies including a Construction Dewatering assessment will likely be required to support the proposed construction. Please refer to the investigation for full details.

7.5 Grading and Servicing Plan

A Grading and Servicing Plan was prepared by MTE on February 25, 2025. The Grading and Servicing Plan illustrates the proposed features such as the building, man door, concrete curb, retaining wall, sanitary sewer, storm sewer, watermain, overland flow route (major storm), and saw cut.

7.6 Heritage Impact Assessment

A Heritage and Impact Assessment ("HIA") was prepared by MHBC on March 7, 2025. The HIA identifies the heritage value of the listed properties within the Town's Register of Heritage Properties and outlines the potential for impacts on the properties as a result of their proposed removal.

MHBC provides the following conclusions:

- The subject properties have been evaluated for heritage value in accordance with the Ontario Heritage Act and O.Reg 9/06. The evaluation concludes that the properties do not meet the minimum requirements for heritage designation. While the properties at 395, 399, 405 and 409 meet one criterion, being representative of an architectural style, they are modest examples of their respective styles. There are other dwellings within the area that exhibit stronger representations of these architectural styles. Considering that the subject properties do not meet the requirements for designation, they are not considered protected heritage properties and are not worthy of conservation.

- While the properties are located within a Character Area, this Character Area is varied and does not have a unique or discernable context. There are small clusters of historic residential dwellings within the Character Area, some of which exemplify typical architectural forms for their time. However, the subject properties do not form one of these clusters. Rather, the subject properties are on the periphery of the Character Area, within an area comprised of a range of building types, uses and ages. There is no uniformity to the Character Area, and there are no key characteristics identified which contribute to the Character Area. Therefore, the subject lands do not contribute to the context of the Character Area.
- The proposal has been assessed for possible impacts on heritage resources. As the properties do not meet the requirements for designation under the OHA and are not considered protected heritage property as defined in the PPS, they do not warrant conservation. As a result, the proposed development will not negatively impact cultural heritage resources on the subject lands. There are no other heritage resources within the vicinity of the proposed development.
- In terms of the proposal's compatibility with the Character Area, the proposed design provides a transition between the development and existing residential properties to the south. The Character Area has a range of land uses and building forms. With the development site at the periphery of the Character Area, it will incorporate a transition from the lower density area of Pearl Street to the higher density uses found along Main Street. Additionally, the definition of compatible refers to the co-existence of buildings without adverse impacts. The impact assessment concludes there will be no impacts. The proposal is therefore found to be compatible.

7.7 Landscape Plan

A Landscape Plan was prepared by adesso design inc. ("adesso") on January 23, 2025. The Landscape Plan depicts how the proposed development will enhance the natural attributes of the subject lands through the inclusion of landscaping design features.

7.8 Noise and Vibration Impact Study

A Noise and Vibration Impact Study was prepared by dBA Acoustical Consulting Inc. ("dBA") in November 2024. The purpose of the study was to determine the noise and vibration impact from Main Street East and Ontario Street South vehicular traffic as well as the CP Railway and the Milton GO train traffic that may impact the proposed residential buildings.

The following noise control measures are required to satisfy the indoor and outdoor noise level criterion:

- Central Air Conditioning for all Residential Units as recommended in Table 12.
- Window, Door, and Wall construction as recommended in Table 11
- Type "B" & "D" Warning Clauses as well as CP Rail and Metrolinx Warning Clauses for all residential units are required and registered on title (All Units).
- A letter from the window company be issued to confirm STC values for all proposed windows to be installed and an Acoustical Certificate to be sent to the Town of Milton confirming that STC values have been achieved.

- It is recommended that a qualified acoustical consultant certify that the required noise control measures have been incorporated into the builder's plans prior to issuance of a building permit.
- It is recommended that a qualified acoustical consultant certify that the required control measures have been properly installed prior to an occupancy permit.

The following conclusions were provided:

- dBA Acoustical Consulting Inc. has provided a noise and vibration impact study on behalf of Mikmada Homes for the proposed 16-storey tower connected to an 18-storey tower by a 6-storey podium Mixed-Use Building located at 388 Main Street East, Milton, ON.
- The study determined the noise and vibration impact from Main Street East and Ontario Street South vehicular traffic as well as the Canadian Pacific Railway (CP) and the Milton GO train traffic that impacts the proposed residential buildings as required for Site Plan Application (SPA) resubmission for the Town of Milton, Regional Municipality of Halton.
- This study detailed noise impact relative to the site plan and recommended noise control measures necessary to meet Ministry of Environment Conservation and Parks (MECP) Publication NPC-300 entitled "Stationary & Transportation Sources-Approval & Planning guidelines while satisfying the planning requirements of the Town of Milton, Regional Municipality of Halton.

7.9 Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment ("ESA") was prepared by Soil-Mat on May 26, 2023. The Phase One ESA contains historical records review, interviews, and a reconnaissance of six (6) of the seven (7) properties within the subject lands (i.e. 388 Main Street East, 395, 399, 405, 409 Pearl Street, and 17 Prince Street). The research and reporting were conducted in accordance with Ontario Regulation 153/04 [as amended] in order to support the future filing of a Record of Site Condition ("RSC") for the subject lands.

The Phase One ESA provides the following conclusions:

- At the time of this Report, the Phase One Property was comprised of six [6] adjoining parcels of land that together form an irregular shaped parcel of land located on the south side of Main Street East between Prince Street and Bruce Street in the Town of Milton, Ontario. Specifically, the Phase One Property was comprised of the following parcels of land:
 - 388 Main Street East: This portion of the Phase One Property was occupied by a two-storey, basementless, five [5] unit, mixed commercial and residential building. The building was occupied by the following tenants:
 - Slessor Quality Automobiles / Right Choice Auto Sales, who also occupy the storage unit on the southwestern portion of the building;
 - An apartment unit [Unit 1];
 - The World of My Baby (WOMB) [Unit 2];
 - An apartment unit [Unit 3], and;
 - Golden Fish and Chips / Sushi Yama [Unit 4].

- 17 Prince Street: This portion of the Phase One Property was occupied by a 11/2-storey dwelling, with a basement level, and a single-storey, basementless, attached garage located immediately east of the dwelling;
 - 395 Pearl Street: This portion of the Phase One Property was occupied by a 11/2-storey, basementless, dwelling;
 - 399 Pearl Street: This portion of the Phase One Property was occupied by a 11/2-storey dwelling, with a basement level;
 - 405 Pearl Street: This portion of the Phase One Property was occupied by a single-storey, basementless, dwelling, and;
 - 409 Pearl Street: This portion of the Phase One Property was occupied by a single-storey, basementless, dwelling.
- The remainder of the Phase One Property was comprised of a mixture of an asphaltic-concrete covered parking lot areas and landscaped yard areas
- The Phase One research revealed four (4) potentially contaminating activities (“PACs”) on the Phase One Property, including the following:
 - Information contained in the Vernon City Directory Series revealed a commercial automotive repair facility formerly operated on the ‘17 Prince Street’ portion of the Phase One Property;
 - Information contained in the Vernon City Directory Series, and the title search of the Phase One Property, revealed a commercial automotive repair facility formerly operated on the ‘388 Main Street East’ portion of the Phase One Property. Of note, this was also confirmed via an interview with Mr. Laffin [Property Manager for the Phase One Property];
 - Information provided by Mr. Laffin revealed an underground storage tank [UST] was formerly located immediately north of the dwelling on the ‘405 Pearl Street’ portion of the Phase One Property, and;
 - Information contained in available aerial photographs, topographic maps, and a Fire Insurance Plan from 1927 revealed three [3] buildings were demolished on the ‘388 Main Street East’ portion of the Phase One Property, including on each on the western, northern and eastern portion of this property.
- The neighbouring and nearby lands are comprised of a mixture of residential, commercial, and institutional use lands. The current and historic operations on properties located in the Phase One Study Area revealed six [6] PCAs that are considered likely to cause an area of potential environmental concern [APEC] on the Phase One Property, including the following:
 - Information contained in the Vernon City Directory Series revealed a commercial automotive repair facility formerly operated on the property recognised as ‘409 Main Street East’, which is located approximately 15 metres northwest [up-gradient] of the Phase One Property;
 - Information contained in the Vernon City Directory Series revealed a commercial automotive repair facility formerly operated on the property recognised as ‘420 Main Street East’, which is located approximately 10 metres northeast [up-gradient] of the Phase One Property;

- Information contained in the EcoLog ERIS database search revealed fuel storage tanks on the property recognised as '383 Main Street East', which is located approximately 55 metres northwest [up-gradient] of the Phase One Property;
 - Information contained in the Vernon City Directory Series revealed a print shop formerly operated on the property recognised as '361 Main Street East', which is located approximately 50 metres west-southwest [trans-gradient/down-gradient] of the Phase One Property;
 - Our visual observations of the Phase One Study Area revealed an active print shop on the property recognised as '357 Main Street East', which is located approximately 55 metres southwest [trans-gradient/down-gradient] of the Phase One Property, and;
 - Information contained in the aerial photographs, an acknowledged Record of Site Condition [RSC ID# 79919], and the EcoLog ERIS database search revealed a paperboard container manufacturing facility that formerly operated on the property recognised as '383 Main Street East', which is located approximately 55 metres northwest [up-gradient] of the Phase One Property.
- Based on the findings of the Phase One Environmental Site Assessment, Soil-Mat Engineers & Consultants Ltd. find the potential of Site contamination to be considered MEDIUM and therefore recommend that additional investigations ARE required at this time.
 - To reduce Soil-Mat Engineers' degree of uncertainty associated with the identified PCAs, and associated APECs, further assessment activities are recommended.
 - Although not considered an environmental liability to the Site, given the construction date of the buildings, it is possible that designated substances, such as asbestos containing materials, and ozone depleting substances, may be present in the buildings. As such, it is recommended that a non-intrusive designated substance survey of the buildings be undertaken before any planned demolition activities that may disturb building materials to identify where possible, designated substances that may be present in the buildings.
 - In addition to the above, this Office should be contacted if a suspected groundwater well is encountered during future construction activities to make arrangements for the water well to be abandoned as per Ontario Regulation 903 – Water Wells.

7.10 Plan of Survey

A Plan of Survey was prepared by J.D. Barnes Ltd. on October 28, 2024. The Plan of Survey illustrates the legal boundary of the subject lands and some surrounding features.

7.11 Traffic Impact Study and Parking Study

A Traffic Impact Study ("TIS") and Parking Study, dated March 2024, was prepared by Paradigm Transportation Solutions Ltd. ("Paradigm"). The TIS and Parking Study determine the impacts of the development traffic on the surrounding road network and identifies the recommended improvements, if necessary, to accommodate the site-generated traffic.

The following conclusions were made in reference to the TIS:

- **Study Area:** The intersections assessed in this study include:

- Main Street East & Ontario Street (signalized);
 - Main Street East & Bruce Street (unsignalized);
 - Main Street East at Prince Street (unsignalized);
 - Pearl Street at Bruce Street (unsignalized);
 - Ontario Street at Pearl Street (unsignalized); and
 - Up to two proposed driveways to Pearl Street and Bruce Street.
- **Existing Traffic Conditions:** Critical movements are observed at the westbound left-turn lane, operating at LOS D, with queues extending beyond the available storage by up to 25 metres in the weekday AM peak hour and 40 metres in the weekday PM peak hour. The through-right lane also experiences delays in the LOS D range during the PM peak.
 - **Trip Generation:** The site's trip generation is estimated to be approximately 170 weekday AM and 242 weekday PM peak-hour trips. With the consideration of internal trips, the site is forecast to generate 166 weekday AM and 216 weekday PM peak-hour trips.
 - **Background Traffic Conditions:** Under the 2034 Background horizon, critical movements are forecast at the intersection of Main Street East at Ontario Street during the weekday peak hours. These include the eastbound left, westbound through-right, northbound left, northbound through-right, and southbound through-right lanes, with many movements operating at v/c ratios above 0.95 and/or experiencing queues that exceed the available storage. The westbound left-turn lane is also projected to operate with delays in the LOS F range during the weekday peak hours.

The southbound approach of the Main Street East at Prince Street/ 377 Main Street East intersection is also expected to experience critical movements, operating in the LOS D range during the weekday PM peak hour.

Similar operational issues are forecast under the 2039 Background horizon, with further degradation for approaches experiencing critical movements.

- **Total Traffic Conditions:** Site-generated traffic is generally forecast to add less than 10 seconds of delay to the study area's intersections. Similar capacity issues are forecast under the 2034 and 2039 Total horizon to the future Background horizons, with a slight increase in delays and queue lengths with the inclusion of site-generated traffic.

The site driveway approaches to Bruce Street and Pearl Street are all forecast to operate with acceptable levels of service.

- **Remedial Measures:** To alleviate capacity issues at the intersection of Main Street East at Ontario Street, the Town may consider optimizing the signal timings to provide additional green time for left-turning vehicles. The Town should also promote alternative modes of transportation to reduce the number of vehicle trips in the study area.

No remedial measures are necessary for the northbound and southbound approaches at the intersection of Main Street East at Prince Street/ 377 Main Street East. While the minor road approaches are characterized by LOS D, the approaches operate within capacity, and this is not unusual where a minor road operating under stop control intersects with a major road.

The following conclusions were made in reference to the Parking Study:

- Despite Zoning Bylaw 89-2022 stipulating 1.00 parking space per residential unit, the Province of Ontario passed Bill 185 on June 6, 2024, which amends the Planning Act. This bill limits the ability of official plans and zoning bylaws to require property owners to provide or maintain parking facilities in protected major transit station areas and certain surrounding areas.
- Specifically, Bill 185 states that no official plan or zoning bylaw can require owners or occupants to provide vehicular parking— except for bicycles—on land not part of a highway in Protected major transit station areas. The proposed development is located within a Protected Major Transit Station Area in the Town of Milton, meaning that the requirement for vehicular parking is zero.
- The proposed development is located within a Protected Major Transit Station Area in the Town of Milton, meaning that the requirement for vehicular parking is zero.
- Despite the impact of Bill 185, it is crucial to accommodate practical parking demand for the proposed development to ensure its marketability and functionality.
- A review of actual parking demands indicates a maximum need of 0.81 to 0.86 resident parking spaces per unit and 0.14 to 0.21 visitor spaces. These figures align with the Town's current parking demands for areas outside a Parking Management Transportation Study Area (PMTSA).
- For sites within a PMTSA, a parking rate of 0.73 spaces per unit is more appropriate, considering the excellent transit and pedestrian access. The recommended parking standards are:
 - Resident: 0.58 spaces per unit
 - Residential Visitor: 0.15 spaces per unit

Based on the findings of the TIS and Parking Study, the following recommendations were made:

- The site's TDM program should be implemented and monitored over time to help manage its transportation and parking impacts.
- The site's loading area should be reoriented to an east-west orientation to improve access for large design vehicles.
- The site's underground parking garage should have some sections adjacent to the central ramp terminal to operation in a one-way direction to reduce potential conflicts.
- The Town should consider converting the eastbound and southbound right-turn slip lanes to conventional right-turn lanes to improve the pedestrian crossing environment.
- The Town is recommended to monitor the traffic volumes of Main Street East at Ontario Street and adjust the signal timings as required.

7.12 Tree Protection Plan

A Tree Protection Plan ("TPP"), dated December 2, 2024, was prepared by adesso. The TPP identifies the existing trees on the subject lands and recommends the existing vegetation to be removed, due to the potential impacts from construction, to accommodate the proposed development. The TPP identifies and recommends 25 trees to be removed, which are located within the subject lands and the municipal right-of-way ("ROW").

7.13 Urban Design Brief

An Urban Design Brief (“UDB”) was prepared by MHBC in March 2025. The UDB provides a review and understanding of the context, review, and analysis of applicable design guidelines, and commentary and professional opinion on the appropriateness of the design response. The UDB concludes that the proposed development incorporates a high level of urban design and has given appropriate consideration to the existing context, surrounding uses and the location within an MTSA.

The following conclusions were provided:

- Supports existing and planned transit and active transportation by locating significant density within an MTSA and by providing for bicycle parking as part of the proposed development.
- Represents an improved condition along Main Street, replacing an auto oriented use with a vibrant pedestrian friendly urban development.
- Considers surrounding development, including low-rise residential uses in the building design through the incorporation of significant step backs.
- Provides for indoor and outdoor amenity space for future residents, including shared outdoor amenity space above the podium levels.
- Locates servicing and loading elements internal to the street.
- Provides for building articulation and large windows along all surrounding public streets.
- Provides for active uses along Main Street to encourage pedestrian activity.

8 Applicable Planning Policy Review

8.1 Planning Act, R.S.O. 1990, c.P.13

The “Planning Act is the central piece of legislation governing land use planning in the Province of Ontario. The purpose of the Planning Act is to provide planning processes that are fair; promote sustainable economic development; provide for a land use planning system; integrate matters of provincial interest into provincial and municipal planning decisions; encourage co-operation and coordination among interests; and to recognize the decision-making authority and accountability of municipal councils on planning.

According to the Planning Act, it is the role of the Province to issue the Provincial Policy Statement and other provincial plans such as the Greenbelt Plan, and the Oak Ridges Moraine Conservation Plan in order to promote provincial interests. As well, it is the role of the Province to provide one-window planning service to municipalities through the Ministry of Municipal Affairs and Housing, which is the primary provincial contact for advice and information on land use planning issues.

The Planning Act sets out the role of the municipality to make local planning decisions that will determine the future of communities, as well to prepare planning documents such as Official Plans, and Zoning By-laws. The Planning Act recognizes upper-tier municipalities, such as counties and regions by allotting them and planning boards to deal with broad land use planning issues that concern more than one local municipality through Official Plans and gives them power to approve local Official Plans on behalf of the Minister of Municipal Affairs and Housing.

For the purposes of this PJR, the version of the Planning Act utilized was the online version found here: <https://www.ontario.ca/laws/statute/90p13>.

8.1.1 Section 2 of the Planning Act: Provincial Interest

Section 2 of the Planning Act refers to matters of provincial interest that the Minister, the council of a municipality, a local board, a planning board and the Ontario Land Tribunal, must have regard to, among other matters, in order to carry out their responsibilities under the Planning Act. The proposed development is subject to Section 16 and 34 of the Planning Act, as amendments to the municipal Official Plan/Secondary Plan and the Zoning By-law are required, which will be submitted concurrently. The applications will be processed in accordance with those sections of the Planning Act.

Applicable matters listed in Section 2 which pertain to the proposed applications include:

The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

- d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*

Planning Comment: The subject lands contain five properties, addressed as 389, 395, 399, 405, and 409 Pearl Street, proposed to be demolished to facilitate the development. The properties are listed on the Town of Milton heritage register however are not designated under Part IV of the Ontario Heritage Act (“OHA”). Although a cultural heritage report was not required as a result of the pre-consultation, an HIA was prepared by MHBC for the listed properties. The evaluation in accordance with the OHA and O.Reg 9/06 concluded that the listed properties do not meet the minimum requirements for heritage designation and that they do not warrant conservation. Please refer to the HIA for further details.

- e) the supply, efficient use and conservation of energy and water;*
- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- h) the orderly development of safe and healthy communities;*
 - h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*

Planning Comment: The subject lands are located within a Strategic Growth Area and the CBD, specifically the Downtown Milton UGC and Milton GO MTSA, where development should be concentrated to support increased density, population, and economic activity. The subject lands’ strategic location is within proximity to a variety and range of complementary land uses, such as commercial (e.g. Milton Mall, Milton Commons), health (e.g. Health Centre of Milton), open space (i.e. Livingston Park), institutional (e.g. E.C. Drury High School, Holy Rosary Elementary School) and recreational facilities (e.g. Milton Fairgrounds). In addition, capacity at institutional uses will be confirmed through the comments circulated to the Halton District School Board and Halton Catholic District School Board which will provide guidance on future educational needs resulting from proposed development. This strategic location establishes accessibility to future residents between the proposed development and complementary land uses. The proposed development will be designed to be compliant with Accessibility for Ontarians with Disabilities Act (“AODA”) Standards to ensure that there is adequate accessibility for persons with disabilities.

The Province, Region, and Town emphasize the importance of sustainable and efficient development, in which growth and development should be directed to lands which result in the protection of environmental resources and the utilization of existing infrastructure, services, and amenities. Supporting technical studies have been prepared to demonstrate that the proposed compact development makes an efficient use of lands, infrastructure, and services as well as to support the proposed development, including the FSR/SWM prepared by MTE and the TIS and Parking Study prepared by Paradigm.

The proposed development as a compact, high-density, and mixed-use development will support the achievement of complete communities by providing a built form which contributes to the diversity of land uses within the community and meets the needs of future residents.

- j) *the adequate provision of a full range of housing, including affordable housing;*
- k) *the adequate provision of employment opportunities;*
- l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- o) *the protection of public health and safety;*
- p) *the appropriate location of growth and development;*
- q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- r) *the promotion of built form that,*
 - i. *is well-designed,*
 - ii. *encourages a sense of place, and*
 - iii. *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

Planning Comment: The proposed development will contribute to residential growth within the Downtown Milton UGC and Milton GO MTSA by providing a total of 570 residential units. A variety of unit compositions are provided, as described in **Section 4** of this PJR. As a result, the range and mix of dwelling types and housing options will increase. This mix of suites is expected to help accommodate a range of incomes and residents who wish to live in the urban and downtown area. The proposed tenure is to be confirmed at a later stage. The proposed development will also contribute to commercial growth and additional employment opportunities for current and future residents by providing 815 square metres of commercial space. Overall, the addition of residential and commercial development in an area where existing municipal services exist will help accommodate the anticipated growth within the Region and Town while contributing to the land tax base. Furthermore, Development Charges collected for the development will contribute to funding new and upgraded infrastructure as well as improvements to transit and services.

As outlined previously, the subject lands are located within a Strategic Growth Area and the CBD, specifically the Downtown Milton UGC and Milton GO MTSA, which is to be the focus of urban development in accordance with local planning policy direction. As the proposed development will connect to existing systems and support the existing complementary land uses, the location is appropriate for the type and scale of mixed-use intensification proposed. Furthermore, the proposed development is not anticipated to have a negative impact on public health and safety as demonstrated by the supporting technical studies submitted, such as the Noise and Vibration Impact Study prepared by dBA. The proposed development will help improve public health as it has been designed with pedestrian-friendly streetscapes, connections to active transportation and public transit options, and bicycle parking spaces and lockers to promote active transportation. In addition to improving public health through the support of

the reduced reliance on the automobile, the proposed development will contribute to the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The proposed development will demonstrate a high standard of urban design and establish a stronger sense of place for residents. The supporting technical studies submitted, including the UDB prepared by MHBC, demonstrate that the proposed development has been designed to be compatible with the existing surrounding context while enhancing the area for future residents by creating an attractive and vibrant streetscape.

8.1.2 Section 3 of the Planning Act: Policy Statements

Section 3 of the Planning Act states that the Minister may issue policy statements, that have been approved by the Lieutenant Governor in Council on matters relating to municipal planning that in the opinion of the Minister are of provincial interest. **Subsection 8.3** of this PJR outlines how the proposed development conforms with the Provincial Planning Statement, 2024.

8.1.3 Planning Act Conclusion

The proposed development and associated applications are subject to Section 16 and Section 34 of the Planning Act, as amendments are required to the Official Plan and Zoning By-law. The applications will be processed in accordance with these applicable sections. The proposed development **conforms with the Planning Act** as it will:

- Aid in the efficient use of energy and water by connecting to existing services (i.e. communication, transportation, sewage and water services, and waste management systems);
- Contribute to a compact development form which will increase residential and commercial growth in an area within proximity to a variety of services and amenities (i.e. educational, health, social, cultural, and recreational facilities);
- Be compatible with the surrounding area and respect the existing downtown character;
- Incorporate applicable standards of the AODA;
- Help accommodate a range of incomes and residents by providing a range and mix of dwelling types and housing options;
- Not have negative impact on public health and safety; and,
- Support public transit and be pedestrian-oriented.

8.2 Bill 185, Cutting Red Tape to Build More Homes Act, 2024

The Provincial government has set a goal of building at least 1.5 million homes by 2031⁴. In line with this goal, Bill 185, Cutting Red Tape to Build More Homes Act, 2024 ("Bill 185") was introduced, which focuses on streamlining approvals and increasing housing and infrastructure development. Bill 185 received Royal Assent on June 6, 2024 and is in force and effect.

⁴ <https://ero.ontario.ca/notice/019-8365>

Schedule 12 of Bill 185 makes amendments to the Planning Act, including:

3. New subsections 16 (22) to (24) limit the ability of official plans to contain policies requiring an owner to provide or maintain parking facilities within protected major transit station areas, certain other areas surrounding and including an existing or planned higher order station or stop and other prescribed areas. Related amendments are made to section 34.

As the subject lands are located within the Milton GO MTSA, parking facilities are not required to be incorporated into the proposed development. Although the proposed development provides 417 parking spaces in a three (3) storey underground parking garage, it has been designed to be sustainable, support public transit, and be pedestrian-oriented. The TIS prepared by Paradigm outlines that the proposed development has excellent existing and future transit and states the following:

The bus stops serving these routes are conveniently located near the site access intersections, making it easily accessible for development residents. Routes 2, 6, and 53 can be found at the intersection of Main Street East at Court Street South and Main Street East at Ontario Street, both less than 130 metres (2-minute walk) from the subject site. Routes 7 and 9/9A can be accessed from the intersection of Pine Street at Ontario Street, approximately 140 metres south of Main Street East.

The Milton GO station is located about 1.6 kilometres east of the subject site and approximately a 20-minute walk or seven-minute transit ride on Routes 2, 6 and 52. Since this GO line provides train service to Mississauga and Downtown Toronto, it is expected that the subject site will attract residents that will use both City transit and interregional transit for commuting purposes.

The development proposes residential and commercial intensification in an appropriate and strategic location, and assists with the Town in exceeding the planned intensification targets. Specifically, the subject lands are within close proximity to the Ontario Street intensification corridor, the Milton GO Station, and 200 metres of a transit stop. The proposed development will help to achieve a complete, walkable, and transit-supportive community which is the goal of an MTSA.

8.3 Provincial Planning Statement, 2024

The Provincial Planning Statement (“PPS”), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (the “Growth Plan”). It builds upon housing-supportive policies from both documents and provides municipalities with the tools and flexibility they need to build more homes.

The PPS, 2024 was approved by the Lieutenant Governor in Council, Order in Council No. 1099/2024 and was issued under section 3 of the Planning Act and came into effect October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020.

For the purposes of this PJR, the version of the PPS utilized was the online version found here: <https://www.ontario.ca/files/2024-10/mmah-provincial-planning-statement-en-2024-10-23.pdf>.

The PPS is to be read in its entirety. With respect to the specific policies in the PPS, the following below are applicable to the subject lands, proposed development, and the OPA and ZBLA.

8.3.1 Chapter 2 of the PPS: Building Homes, Sustaining Strong and Competitive Communities

8.3.1.1 Subsection 2.1 of the PPS: Planning for People and Homes

Policy 2.1.1 *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate.*

Policy 2.1.2 *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*

Policy 2.1.3 *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.*

Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.

Policy 2.1.4 *To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.*

Policy 2.1.6 *Planning authorities should support the achievement of complete communities by:*

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

Planning Comment: The PPS provides that forecasts should be based on Ontario Population Projections published by the Ministry of Finance. Until that time, previous forecasts contained in the Growth Plan should be applied. Schedule 3 of the Growth Plan outlines that the Region of Halton's forecasted population to 2051 is 1,100,000 and forecasted employment to 2051 is 500,000. Policy 2.1.4.2 of the Official Plan outlines that by 2031, the population target for the Town is 238,000 people and the employment target for the Town is 114,000 jobs. As the Province identified the Region as an "upper-tier municipality without planning responsibilities", the Town is currently undergoing its Official Plan Review with the objective to delete the Halton Region Official Plan policies

that are redundant or irrelevant, while the remaining applicable policies of the Halton Region Official Plan will be added as a part of the Draft Town of Milton Official Plan.

The subject lands are located within the Downtown Milton UGC and Milton GO MTSA, where growth and development are to be directed. They are currently connected to existing municipal services and the FSR/SWM prepared by MTE confirm that the proposed development can be constructed to meet the requirements of the Town. The subject lands are in an appropriate location for residential growth as they are within proximity to a variety of complementary land uses, amenities, and services (i.e. employment, public service facilities, institutional uses, recreation, and parks and open space), such as Service Ontario and Livingston Park. Furthermore, there is access to active transportation and public transit options. The proposed development will support the existing and future complementary land uses through increased population and potential use from the added population. Additionally, it will support the achievement of complete communities as it will assist in the Town meeting and/or exceeding planned intensification targets (i.e. by adding 570 residential units). This will also increase the range and mix of housing options and densities which will help accommodate a range of incomes and residents. In terms of accessibility, the proposed development will be designed to be compliant with AODA Standards to ensure that there is adequate accessibility for persons with disabilities. Detailed design elements will be provided through later project phases, such as at the Site Plan Approval stage.

8.3.1.2 Subsection 2.2 of the PPS: Housing

Policy 2.2.1 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

- a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

8.3.1.3 Subsection 2.3 of the PPS: Settlement Areas and Settlement Area Boundary Expansions

Subsection 2.3.1 General Policies for Settlement Areas

Policy 2.3.1.1 *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

Policy 2.3.1.2 *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *optimize existing and planned infrastructure and public service facilities;*
- c) *support active transportation;*
- d) *are transit-supportive, as appropriate; and*
- e) *are freight-supportive.*

Policy 2.3.1.3 *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

Policy 2.3.1.4 *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

Policy 2.3.1.5 *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

Policy 2.3.1.6 *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

8.3.1.4 Subsection 2.4 of the PPS: Strategic Growth Area

Subsection 2.4.1 General Policies for Strategic Growth Areas

Policy 2.4.1.1 *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*

Policy 2.4.1.2 *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

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

Policy 2.4.1.3 *Planning authorities should:*

- a) *prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;*
- b) *identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;*
- c) *permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
- d) *consider a student housing strategy when planning for strategic growth areas; and*
- e) *support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.*

Subsection 2.4.2 Major Transit Station Areas

Policy 2.4.2.1 *Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.*

Policy 2.4.2.2 *Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:*

- a) 200 residents and jobs combined per hectare for those that are served by subways;*
- b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or*
- c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.*

Policy 2.4.2.3 *Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:*

- a) planning for land uses and built form that supports the achievement of minimum density targets; and*
- b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.*

Policy 2.4.2.4 *For any particular major transit station area, planning authorities may request the Minister to approve an official plan or official plan amendment with a target that is lower than the applicable target established in policy 2.4.2.2, where it has been demonstrated that this target cannot be achieved because:*

- a) development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or*
- b) there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.*

Policy 2.4.2.5 *Planning authorities may plan for major transit station areas that are not on higher order transit corridors by delineating boundaries and establishing minimum density targets.*

Policy 2.4.2.6 *All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:*

- a) connections to local and regional transit services to support transit service integration;*
- b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
- c) commuter pick-up/drop-off areas.*

Subsection 2.4.3 Frequent Transit Corridors

Policy 2.4.3.1 *Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.*

Planning Comment: The proposed development, as a compact and high-density built form providing 570 residential units on lands which are serviced with major roads, transit, and full municipal services, will direct growth to the urban and downtown area which is intended to be the focus of urban development. It will make efficient use of municipal services as well as the planned and existing public transportation options.

The FSR/SWM prepared by MTE outlines that the proposed development can connect to existing storm sewers and that erosion and sediment controls, sanitary servicing, and water servicing can be installed. MTE also confirms

that the proposed development be constructed to meet the requirements of the Town. The TIS prepared by Paradigm state that site-generated traffic is generally forecast to add less than 10 seconds of delay to the study area's intersections, in which similar capacity issues are forecast under the 2034 and 2039 Total horizon to the future Background horizon.

The subject lands are located within the Milton GO MTSA and are supported by existing and planned public transportation options (i.e. bus routes, GO Transit). Although parking is not required as per Bill 185, an underground parking garage has been provided. In regard to active transportation and transit-supportive development, the subject lands being located within proximity to a variety of land uses, amenities, and services, will support access to these elements. Furthermore, the proposed development has strategically incorporated pedestrian-friendly streetscapes (e.g. wide sidewalks and landscaped elements) and included bicycle parking spaces and lockers to reduce the reliance on automobiles and promote active transportation.

The proposed development will contribute to achieving the previously established minimum targets for intensification and an appropriate range and mix of housing options and densities within the Region and Town. In addition to diversifying the existing housing stock within the Region and Town, it will also help accommodate a range of incomes and residents as it provides a variety of unit compositions as described in **Section 4** of this PJR. The residential intensification and increased density will be achieved through the redevelopment of a mixed-use site, which will increase the population in proximity to existing complementary land uses, amenities, and services.

While the proposed development represents a departure from the existing designations and zoning in the Town's planning documents in regard to building height and development intensity, it provides a contextually appropriate and well-designed residential and commercial intensification for the subject lands and surrounding context. Furthermore, key architectural elements such as the podium height, setbacks, and step backs have been designed to ensure an appropriate transition to adjacent areas and respect the existing downtown character, including the abutting residential dwellings. Overall, the proposed development will aid in achieving complete communities, a range and mix of housing options, and intensification.

8.3.1.5 Subsection 2.8 of the PPS: Employment

Subsection 2.8.1 Supporting a Modern Economy

Policy 2.8.1.1 *Planning authorities shall promote economic development and competitiveness by:*

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

Planning Comment: The provision of residential units will protect and support the existing skilled labour force within the community, by providing a range of housing options in close proximity to existing employment areas. In

addition, the proposed development incorporates 815 square metres of ground floor commercial space. This will contribute to supporting a sustainable economy within the urban and downtown area, assist the Region and Town in achieving their employment targets, and overall aid in the achievement of a complete community.

8.3.1.6 Subsection 2.9 of the PPS: Energy Conservation, Air Quality and Climate Change

Policy 2.9.1 *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*

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

Planning Comment: The proposed development will promote the reduction of greenhouse gas emissions and prepare for the impacts of a changing climate as it is a compact, high-density, and mixed-use built form which will make efficient use of existing public and municipal services and transportation systems as confirmed by the FSR/SWM prepared by MTE and TIS prepared by Paradigm. Additionally, the proposed development has been designed to be transit-supportive which will reduce the reliance on the automobile. Future project phases will allow the continued consideration, design, and implementation of sustainability measures.

8.3.2 Chapter 3 of the PPS: Infrastructure and Facilities

8.3.2.1 Subsection 3.1 of the PPS: General Policies for Infrastructure and Public Service Facilities

Policy 3.1.1 *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.*

Policy 3.1.2 *Before consideration is given to developing new infrastructure and public service facilities:*

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

Policy 3.1.3 *Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.*

Policy 3.1.4 *Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.*

Policy 3.1.5 *Planning authorities, in collaboration with school boards, should consider and encourage innovative approaches in the design of schools and associated child care facilities, such as schools integrated in high-rise developments, in strategic growth areas, and other areas with a compact built form.*

8.3.2.2 Subsection 3.2 of the PPS: Transportation Systems

Policy 3.2.1 *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero-and low-emission vehicles.*

Policy 3.2.2 *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

Policy 3.2.3 *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.*

8.3.2.3 Subsection 3.3 of the PPS: Transportation and Infrastructure Corridors

Policy 3.3.1 *Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.*

Policy 3.3.2 *Major goods movement facilities and corridors shall be protected for the long term.*

Policy 3.3.3 *Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

Policy 3.3.4 *The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible.*

Policy 3.3.5 *The co-location of linear infrastructure should be promoted, where appropriate.*

8.3.2.4 Subsection 3.4 of the PPS: Airports, Rail and Marine Facilities

Policy 3.4.1 *Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:*

- a) their long-term operation and economic role is protected; and*
- b) airports, rail facilities and marine facilities, and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5.*

8.3.2.5 Subsection 3.5 of the PPS: Land Use Compatibility

Policy 3.5.1 *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

Policy 3.5.2 *Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.*

8.3.2.6 Subsection 3.6 of the PPS: Sewage, Water and Stormwater

Policy 3.6.1 *Planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) *ensure that these services are provided in a manner that:*
 - 1. *can be sustained by the water resources upon which such services rely;*
 - 2. *is feasible and financially viable over their life cycle;*
 - 3. *protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - 4. *aligns with comprehensive municipal planning for these services, where applicable.*
- c) *promote water and energy conservation and efficiency;*
- d) *integrate servicing and land use considerations at all stages of the planning process;*
- e) *consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and*
- f) *be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.*

Policy 3.6.8 *Planning for stormwater management shall:*

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*
- b) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) *minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces;*
- f) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) *align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

Planning Comment: The FSR/SWM prepared by MTE outlines that the proposed development can connect to existing storm sewers and that erosion and sediment controls, sanitary servicing, and water servicing can be installed. MTE also confirms that the proposed development be constructed to meet the requirements of the Town. Please refer to the FSR/SWM which provides additional detailed information on the proposed servicing scheme for the subject lands, in regard to stormwater management, sanitary sewer servicing, and domestic and fire water supply servicing.

The Official Plan designates the subject lands as a 'High Order Transit Corridor'. These areas serve inter-municipal and inter-regional travel demands by public transit and connect UGCs and Mixed Use Nodes. The subject lands are also located within the Milton GO MTSA and are supported by existing and planned public transportation options (i.e. bus routes, GO Transit). In regard to transportation systems supporting the proposed development, the TIS prepared by Paradigm states site-generated traffic is generally forecast to add less than 10 seconds of delay to the study area's intersections. Paradigm also outlines that similar capacity issues are forecast under the 2034 and 2039 Total horizon to the future Background horizons. Please refer to the TIS for more details.

A Noise and Vibration Impact Study was prepared by dBA for the proposed development as the subject lands are located within 300 metres of the CP Railway which services the Milton GO rail. The study confirmed that the recommended noise control measures can meet the noise requirements as outlined by the MECP, Region, and Town. dBA also confirms that vibration is not considered as the railway lines are not within the required 75-metre setback distance and aircraft is not a concern as the proposed development is located outside the NEF 25 contour of any area airports. As such, there are no land use compatibility concerns anticipated from the proposed development.

8.3.2.7 Subsection 3.7 of the PPS: Waste Management

Policy 3.7.1 *Waste management systems need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.*

Planning Comment: A Waste Management Plan will be provided through later project phases, such as at the Site Plan Approval stage.

8.3.2.8 Subsection 3.9 of the PPS: Public Spaces, Recreation, Parks, Trails and Open Space

Policy 3.9.1 *Healthy, active, and inclusive communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- c) *providing opportunities for public access to shorelines; and*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

Planning Comment: The podium height, setbacks, step backs, and placement of parking contribute to a consistent street edge of the downtown heritage area which will enhance the public realm and foster a positive pedestrian

experience. A combination of building and landscape materials have been incorporated to create visual interest, smooth transitions, and an attractive and vibrant public realm. Additionally, the proposed development will offer a range of public and private and indoor and outdoor amenities. It includes 1,124 square metres of public amenity area and 2,297 square metres of private amenity area in the form of balconies. Furthermore, there are also a variety of public parks within proximity to the subject lands for use by future residents, including Livingston Park to the west and Lions Sports Park near the Milton GO Station. Livingston Park features a hiking trail and Mill Pond. Lions Sports Park provides a wide range of amenities including baseball diamonds, a basketball court, playground, and soccer fields.

8.3.3 Chapter 4 of the PPS: Wise Use and Management of Resources

8.3.3.1 Subsection 4.6 of the PPS: Cultural Heritage and Archaeology

Policy 4.6.1 *Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.*

Policy 4.6.2 *Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.*

Policy 4.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.*

Policy 4.6.4 *Planning authorities are encouraged to develop and implement:*

- a) *archaeological management plans for conserving archaeological resources; and*
- b) *proactive strategies for conserving significant built heritage resources and cultural heritage landscapes.*

Policy 4.6.5 *Planning authorities shall engage early with Indigenous communities and ensure their interests are considered when identifying, protecting and managing archaeological resources, built heritage resources and cultural heritage landscapes.*

Planning Comment: As the subject lands contain five listed heritage properties addressed as 389, 395, 399, 405, and 409 Pearl Street and the proposed development contemplates the demolition of these properties, an HIA was prepared by MHBC. The evaluation in accordance with the OHA and O.Reg 9/06 concluded that the listed properties do not meet the minimum requirements for heritage designation and that they do not warrant conservation. Please refer to the HIA for more details.

8.3.4 PPS Conclusion

The proposed development is **consistent with the PPS** as it will:

- Encourage increased amounts of residential and commercial intensification within the Milton GO MTSA;
- Be located at an appropriate location for residential and commercial intensification due to the proximity to a variety of land uses, amenities, and services;
- Contribute to accommodating the existing forecasted and projected population and employment growth through the provision of 570 residential units and 815 square metres of ground floor commercial space;

- Support the achievement of complete communities in a compact and mixed-use built form;
- Increase the range and mix of housing options and densities within the urban and downtown area, the Region, and the Town;
- Offer a variety of unit sizes and types, from 1-bedroom units to 2-bedroom units with a den, which will help accommodate a range of incomes and residents;
- Support the existing and future variety of complementary land uses (i.e. employment, public service facilities, institutional uses, recreation, and parks and open space) through potential increased use and access from the added population;
- Be accessible to existing and planned transportation and transit options, supporting transit use and development;
- Be compliant with AODA Standards, as applicable;
- Make efficient use of existing roads, transit, and full municipal services;
- Encourage active transportation by providing an appropriate amount of bicycle parking spaces (311 long-term bicycle parking spaces and 32 short-term bicycle parking spaces), and 232 bicycle lockers while the subject lands are within walking distance to a variety of land uses, amenities, and services;
- Ensure an appropriate transition to adjacent areas and respect the existing contextual character through the inclusion of strategic setbacks;
- Continued to be designed to incorporate sustainable design measures to contribute to the reduction of greenhouse gas emissions and adaptation to a changing climate; and,
- Has assessed cultural heritage impacts through the preparation of an HIA.

8.4 Halton Region Official Plan, May 2024 Consolidation

On July 1, 2024, through changes to the Planning Act, the Province identified the Region as an “upper-tier municipality without planning responsibilities”. As a result, the Halton Region Official Plan (“Regional Official Plan”) is no longer a Regional Plan but will now be a Local Plan of the four Local Municipalities in Halton. The Town of Milton is currently undergoing its Official Plan Review with the objective to delete the Halton Region Official Plan policies that are redundant or irrelevant, while the remaining applicable policies of the Halton Region Official Plan will be added as a part of the Draft Town of Milton Official Plan.

For the purposes of this PJR, the 2024 version of the Regional Official Plan (<https://www.halton.ca/Repository/ROP-Office-Consolidation-Text>) was used for information purposes only, while the policies applicable to the subject lands, proposed development, and the OPA and ZBLA are provided below.

Within the Regional Official Plan, the subject lands are within the ‘Built Boundary’ and ‘Urban Area’ of the Region. As seen in **Figure 8-1**, they are also within a ‘Strategic Growth Area’, the ‘Milton GO UGC/MTSA’.

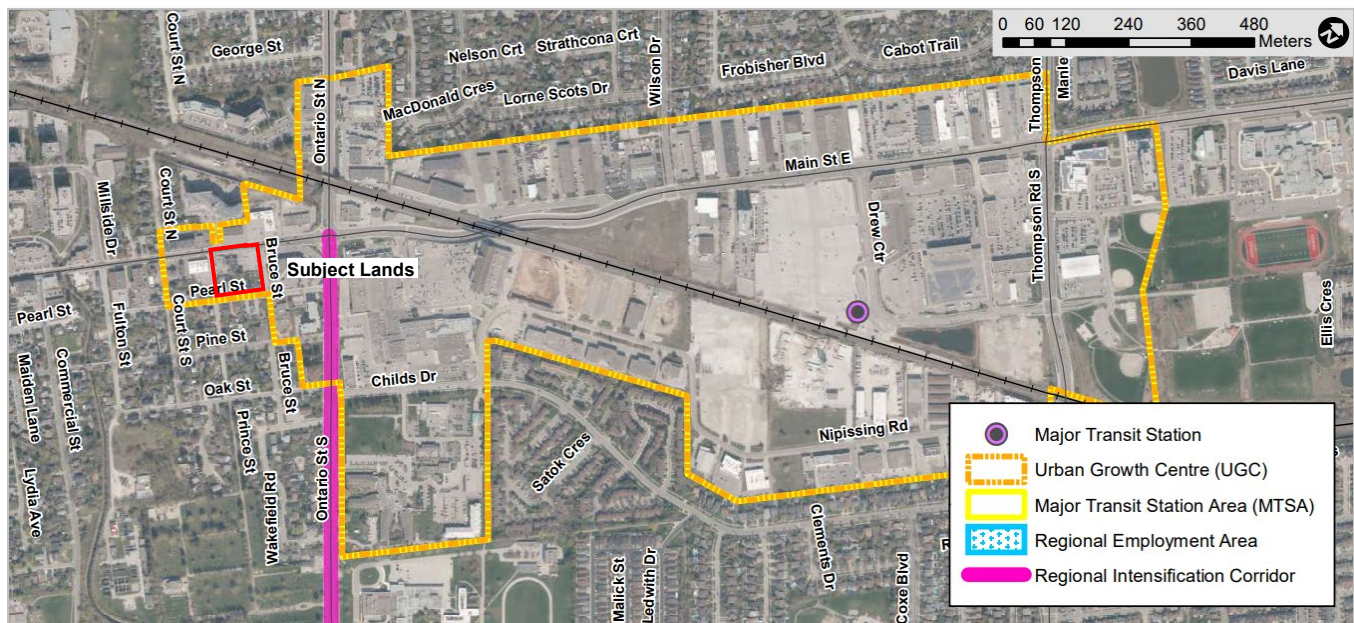


Figure 8-1: Excerpt of Map 6c – Milton GO UGC/MTSA from the Regional Official Plan

8.4.1 Part II of the Regional Official Plan: Basic Position

8.4.1.1 Halton's Planning Vision

Policy 25 Regional Council supports the concept of "sustainable development", which meets the need of the present without compromising the ability of future generations to meet their own need. ("Our Common Future, The World Commission on Environment and Development, 1987") Planning decisions in Halton will be made based on a proper balance among the following factors: protecting the natural environment, preserving Prime Agricultural Areas, enhancing its economic competitiveness, and fostering a healthy, equitable society. Towards this end, Regional Council subscribes to the following principles of sustainability: that natural resources are not being over-used; that waste generated does not accumulate over time; that the natural environment is not being degraded; and that this and future generations' capacity to meet their physical, social and economic needs is not being compromised. The overall goal is to enhance the quality of life for all people of Halton, today and into the future.

Policy 26 Halton recognizes its strategic location within the Greater Toronto and Hamilton Area and the importance of population and employment growth to the social and economic life of its residents. Halton expects further urbanization and changes to its landscape within the planning period between now and 2051. In this regard, Halton will undertake the necessary steps to ensure that growth will be accommodated in a fashion that is orderly, manageable, yet sensitive to its natural environment, heritage and culture. To maintain Halton as a desirable and identifiable place for this and future generations, certain landscapes within Halton must be preserved permanently. This concept of "landscape permanence" represents Halton's fundamental value in land use planning and will guide its decisions and actions on proposed land use changes accordingly.

Planning Comment: To achieve a sustainable development, the proposed development has been planned and designed to balance the environment, economy, and society by introducing a compact mixed-use built form which is respectful to the existing surrounding context, development pattern, built forms, and landscapes.

The proposed development achieves sustainability through utilizing lands within the built boundary for a transit-oriented community focused on supporting active and public transportation. Further sustainable efforts will be refined during the detailed design of the building.

The proposed development has also been designed with key architectural elements (i.e. podium height, setbacks, step backs, placement of parking, and building materials) to ensure the proposed development is compatible with the surrounding buildings and structures and to integrate its built form into the surrounding context.

The proposed development of 570 units and 815 square metres of commercial space will assist the Region in achieving and exceeding its population and employment growth targets within the UGC/MTSA, which is an area within proximity to a variety of land uses, services, and amenities. A variety of unit compositions, from one-bedroom units to two-bedrooms units with a den, are being provided which will help accommodate a range of incomes and residents. As such, the proposed development will promote a healthy, safe and accessible community that promotes a high quality of life.

8.4.1.2 Halton's Regional Structure

Policy 55 *The Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment as contained in Table 1, which has been updated to the planning horizon year of 2051 through the municipal comprehensive review, and in accordance with the Regional phasing outlined on Map 5, as well as by other infrastructure elements such as transportation systems and urban services and other policies of this Plan.*

Policy 55.3 *The Regional Structure also sets out targets that apply to Strategic Growth Areas as contained in Table 2b, including:*

- a) *specific minimum density targets, planned to be achieved by 2031 or earlier for Urban Growth Centres and beyond the 2051 planning horizon of this Plan for other Strategic Growth Areas; and*
- b) *general targets for an overall proportion of residents and jobs to be planned for and achieved over the long-term. The general targets for an overall proportion of residents and jobs in Strategic Growth Areas may be refined by the Local Municipalities, subject to Regional approval, and provided the change does not compromise the overall intent of the Region's growth strategy.*

Policy 55.4 *The Regional Structure is based on a strategy to accommodate population and employment growth in Halton to 2051 by directing growth to the Urban Areas within the Regional Urban Boundary as shown on Map 1 and in accordance with the distribution of population and employment in Table 1.*

Planning Comment: The section above has been deleted within the Draft Town of Milton Official Plan. The PPS 2024 provided that municipalities shall be based population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance or continue to forecast growth using population and employment forecasts previously issued by the Province. This has been reflected within the Draft Town of Milton Official Plan.

8.4.2 Part III of the Regional Official Plan: Land Stewardship Policies

8.4.2.1 Land Use Designations

Urban Area and the Regional Urban Structure

Policy 72 *The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity.*

Planning Comment: The proposed development will support the achievement of complete communities as it is a compact, high-density, and mixed-use built form which will contribute to the existing housing stock and commercial growth within the Region, Town, and downtown area. The proposed development will result in an increase of 570 residential units and offers a variety of unit compositions, from one-bedroom units to two-bedroom units with a den, which will help accommodate a range of incomes and residents. As the subject lands are located within the UGC and MTSA, the proposed development will support the existing and future variety of complementary land uses through increased population and potential use from the added population (i.e. more potential customers in proximity). Furthermore, there is access to active transportation and public transit, employment, public service facilities, institutional uses, recreation, and parks and open space to meet the long-term needs of all residents.

Strategic Growth Areas

Policy 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.*

Urban Growth Centres

Policy 80 *The objectives of the Urban Growth Centres, as delineated on Map 1H, are:*

1. *To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;*
2. *To accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;*
3. *To serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses; and*
4. *To function as the primary Strategic Growth Areas of the Regional Urban Structure hierarchy where a significant share of population and employment growth will be accommodated.*

Planning Comment: As seen in **Figure 8-1**, the subject lands are located within the UGC, a Strategic Growth Area which is intended to be the focal area where a significant proportion of population and employment growth will be accommodated. The proposed high-density mixed-use development is a compact built form, which will support the proposed intensification on the subject lands which will provide 570 residential units and 815 square metres of ground floor commercial space. Key architectural features have been integrated within the proposed building which are complementary to existing uses along Main Street East, Pearl Street, Prince Street, and Bruce Street.

The active ground floor uses will foster social interaction and pedestrian movement in a location which is in a convenient walking distance and has excellent transit access to a range of residential, commercial, institutional, employment, and cultural uses.

While Bill 185 has removed vehicular parking requirements within MTSA's, the proposed development proposes underground vehicular parking within a three (3) storey underground parking garage and bicycle parking spaces and lockers. This will encourage reduced automobile travel and promote transit and active transportation usage.

Major Transit Station Areas

Policy 81 *The objectives of the Major Transit Station Areas, as delineated on Map 1H and Map 6, are:*

- 1. To leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit support densities through existing or planned frequent transit service.*
- 2. To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment.*
- 3. To function as an important Strategic Growth Area component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit-supportive growth.*
- 4. To achieve multimodal access to stations and support complete communities.*
- 5. To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate.*
- 6. To protect existing employment uses within and adjacent to Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved. New developments are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.*
- 7. To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of Area Specific Plans.*

Planning Comment: As indicated in **Figure 8-1**, the subject lands are located within the Milton GO MTSA, which is an important Strategic Growth Area anticipated to support a significant share of growth. As described in **Subsection 2.2** of this PJR, the Milton GO Station is located at the corner of Main Street East and Drew Centre. The immediate area surrounding the GO Station consists of: Milton Commons, a multi-tenant retail shopping plaza containing a grocery store, retail, coffee shops, restaurants, banks and service commercial uses, and a variety of restaurants, grocery stores, auto-repair service shops, auto-dealerships, service commercial uses, warehousing and industrial uses along Main Street East and Nipissing Road. These commercial/industrial/employment uses are primarily contained in fragmented parcels with different owners with no current timeline on relocation or redevelopment. The policy above advocates for protecting such employment uses within the MTSA. As such, the subject lands, which is a consolidation of seven (7) otherwise fragmented parcels is an ideal opportunity to provide a mix of transit-supportive uses (i.e. commercial and residential) and increased densities to support a pedestrian-oriented environment and increased transit levels with minimal displacement of employment uses.

The proposed high-density mixed-use development has been designed with pedestrian-friendly streetscapes to promote active transportation and enhance the public realm, while also ensuring that the built form, proposed amenities, and associated elements (i.e. parking) provide features and functions to future residents (i.e. wide

sidewalks, bicycle parking spaces, bicycle lockers, etc.) to assist with achieving a pedestrian-oriented urban environment and an overall complete community.

As seen in **Section 2.1** and **Section 2.2**, the subject lands contain a large surface area parking lot and are immediately surrounded by an office building to the east, a surface parking lot and low rise residential dwellings to the south, and a commercial plaza to the west. The proposed development removes the presence of parking along Main Street East while the proposed building considers the existing neighbourhood character, by incorporating ground level maisonette façades, building articulation, large windows, setbacks, and step backs to be compatible with adjacent buildings.

Housing

Policy 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.*

Policy 85 *The objectives for housing are:*

- 1. *To establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole.*
- 4. *To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.*

Planning Comment: On May 24, 2024 Watson & Associates Economists Ltd. prepared the Residential and Non-Residential Needs Analysis Study Phase 1 Report which provides forecasting and analyses of population and employment. The intent is to inform the quantity and types of housing and non-residential land uses that the Town can anticipate and should plan for through the new Official Plan. The Town has recommended Watson’s report to be used to inform planning for growth through Part 1 of the Town’s new Official Plan⁵. As seen in **Figure 8-2** below, the Milton UGC and MTSA is identified as a developed/developing community, where the housing growth potential is forecast to accommodate 16,600 high density units. The proposed development as a high-density built form will assist in the Region and Town in meeting and/or exceeding forecasted and planned intensification targets.

Development Area	Policy Area ID	Units in Development Approvals	2021 to 2051 Housing Growth				
			Low Density ^[1]	Medium Density ^[2]	High Density ^[3]	Total Units	Share of Town-wide Total
Developed/Developing Community Area ^[5]	Bronte-Main-Meritor Bristol Boyne Milton Heights Milton U.G.C./M.T.S.A. Old Milton West Old Milton East Old Milton North Sherwood	21,500	5,900	4,500	16,600	27,000	31%

Figure 8-2: Housing growth by development area, 2021 to 2051, retrieved from the Residential and Non-Residential Needs Analysis Study Phase 1 Report prepared by Watson & Associates

⁵ <https://calendar.milton.ca/Meetings/Detail/2024-06-03-1900-Council-Meeting/c0565565-a68d-4809-a765-b18800e08f13>

The subject lands are connected to existing municipal services. The proposed compact high-density development will provide 570 residential units, which will increase the supply of housing and the range and mix of housing options and densities within the Region. In addition to diversifying the existing housing stock within the Region, it will also help accommodate a range of incomes as it provides a variety of unit compositions. The proposed development has also been designed with key architectural elements, such as height, setbacks, and step backs, to ensure the proposed development is compatible with the surrounding context, specifically adjacent buildings and structures.

Urban (Water Supply and Wastewater Treatment) Services

Policy 87 *The goal for urban services is to ensure the adequate provision of an economic level of urban services to achieve Regional development objectives while conscious of the need to protect the environment.*

Policy 88 *The objectives for urban services are:*

4. *To provide satisfactory levels of urban services in the Urban Area to meet existing and future requirements.*

Planning Comment: The FSR/SWM prepared by MTE outlines that the proposed development can connect to existing storm sewers and that erosion and sediment controls, sanitary servicing, and water servicing can be installed. MTE also confirms that the proposed development can be constructed to meet the requirements of the Town.

8.4.3 Part IV of the Regional Official Plan: Healthy Communities Policies

8.4.3.1 Environmental Quality

Air and the Ambiance

Policy 143 *It is the policy of the Region to:*

9. *Require proposed development adjacent or in proximity to railway lines or railway yards to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies, to the satisfaction of the Region, the Local Municipality and the Ministry of the Environment, and in consultation with the appropriate railway agency, and to implement the study recommendations, as approved, including the restriction of new residential and other sensitive land uses:*
 - a. *noise studies, if the development is within 300m of a railway right-of-way or 1000m of a railway yard;*
 - b. *vibration studies, if the development is within 75m of a railway right-of-way or a railway yard; and*
 - c. *air quality studies, if the development contains sensitive land uses and is within 1,000m of a railway yard.*
12. *Achieve land use compatibility between sensitive land uses and major facilities by:*
 - a. *requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise, vibration, air pollutants, and other contaminants, to minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities, in accordance with Provincial guidelines, standards, and procedures;*

- b. *where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing, or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated through appropriate studies in accordance with Provincial guidelines, standards and procedures:*
 - i. *there is an identified need for the proposed use;*
 - ii. *alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;*
 - iii. *adverse effects to the proposed sensitive land use are minimized and mitigated; and*
 - iv. *potential impacts to industrial, manufacturing or other uses are minimized and mitigated;*
and
- c. *requiring an air quality study based on guidelines under Section 143(2.1) for development proposals with sensitive land uses located within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan.*

Planning Comment: A Noise and Vibration Impact Study was prepared by dBA for the proposed development as the subject lands are located within 300 metres of the CP Railway which services the Milton GO rail. The study confirmed that the recommended noise control measures can meet the noise requirements as outlined by the MECP, Region, and Town. As provided by the study, vibration impacts were not considered as the rail corridor exceed the required 75 metre setback distance.

Land

Policy 147 *It is the policy of the Region to:*

- 17. *Require that, prior to the Region or Local Municipality considering any development proposals, the proponent undertake a process in accordance with the Region's Guidelines (Protocol) for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites and any applicable Provincial legislation, regulations and guidelines to determine whether there is any potential contamination on the site and the steps necessary to bring the site to a condition suitable for its intended use.*

Planning Comment: As outlined previously, the Phase One ESA was prepared by Soil-Mat to support the future filing of an RSC. It is anticipated that the RSC will be filed prior to site alteration.

8.4.3.2 Economic Development

Policy 168 *The goal for economic development is to achieve sustainable economic prosperity for Halton on the basis of its competitive location, innovative businesses, skilled labour force, high quality infrastructure, sustainable natural resources, a positive business environment, and a diversified economic base.*

Planning Comment: As identified in **Subsection 2.2** of this PJR, the immediate area surrounding the Milton GO Station consists of fragmented employment/industrial condominiums with different owners, which is a significant source of employment in the Town. The proposed development will provide housing opportunities for the skilled labour force of these employment areas. In addition, the proposed development provides 815 square metres of ground floor commercial space continuing the commercial street wall along Main Street East. The proposed retail will contribute to employment growth within the urban and downtown area, assist the Region and Town in achieving their employment targets, and overall aid in the achievement of a complete community.

8.4.4 Regional Official Plan Conclusion

The proposed development is **consistent with the Regional Official Plan** as it will:

- Balance the environment, economy, and society and support the achievement of complete communities by introducing a mixed-use high-density built form which is respectful to the existing surrounding context, development pattern, built forms, and landscapes;
- Support an appropriate amount of intensification and make efficient use of lands within the UGC, through providing 570 residential units and 815 square metres of ground floor commercial space;
- Provide transit supportive densities and foster a pedestrian-oriented environment within the Milton GO MTSA, through incorporating active ground floor uses and enhanced public realm measures;
- Provide a variety of unit compositions, from one-bedroom units to two-bedrooms units with a den, which will help accommodate a range of incomes and residents;
- Incorporate key architectural elements (i.e. podium height, setbacks, step backs, placement of parking, and building materials) to ensure it is compatible with the surrounding buildings and structures;
- Ensure the noise control measures can meet the noise requirements as outlined by the MECP, Region, and Town;
- Support a sustainable economy and protect existing employment uses, by providing housing units for the skilled labour force.

8.5 Town of Milton Official Plan, December 2024 Consolidation

The Town of Milton Official Plan, December 2024 Consolidation (the “Official Plan”) repeals and replaces the Official Plan for the Town of Milton as adopted by the Corporation of the Town of Milton in August 1984. It is an office consolidation of the Official Plan Policies and Amendments as of December 2024. The intent of the Official Plan is to serve as the basis for making land use decisions and managing change and the effects on the social, economic, and natural environments within the Town.

For the purposes of this PJR, the version of the Official Plan utilized was the online version found here:

<https://www.milton.ca/en/business-and-development/resources/Official-Plan/January-2024-Consolidation/Milton-OP-December-2024-Office-Consolidation.pdf#page=42>

Table 8-1 below outlines the Official Plan designations of the subject lands.

Table 8-1: Official Plan designations of the subject lands

Schedule	Designation
Schedule 1	UGC
Town Structure Plan	CBD

Schedule	Designation
	Built Boundary HUSP Urban Area Urban Area
Schedule B Urban Area Land Use Plan	CBD Milton GO MTSA/Downtown Milton UGC Established Urban Area Boundary HUSP Urban Area Boundary
Schedule C Central Business District Land Use Plan	Downtown Character Area Boundary Milton GO MTSA/Downtown Milton UGC UGC Mixed Use Sub-Area Low Density Residential Sub-Area
Schedule D Urban Area Planning Districts, Character Area and Community Improvement Area	Milton Central Urban Area HUSP Urban Area Boundary Character Area Community Improvement Area
Schedule D1 Urban and Rural Districts	CBD UGC Community Improvement Area Character Area Established Urban Area HUSP Urban Area
Schedule D2 Urban Districts and Neighbourhoods	Character Area Old Milton
Schedule E Transportation Plan	High Order Transit Corridor Multi-Purpose Arterial (Main Street East) In proximity to MTSA
Schedule F	Downtown Character Area

Schedule	Designation
Downtown Character Area and Right-of-Way Widening Requirements	Up to 5 metres may be required (Pearl Street and Prince Street) More than 10 metres may be permitted (Main Street East)
Schedule H Phasing of Urban Expansion	UGC/MTSA Boundary Established Urban Area HUSP Area
Schedule J Urban Trails and Active Transportation Plan	Multi-Purpose Arterial Road (Main Street East) Existing Transit Route (Main Street East)
Schedule K Strategic Growth Area	Strategic Growth Areas CBD Established Urban Area HUSP Urban Area UGC/MTSA Boundary Urban Area

The following policies are applicable to the subject lands, the proposed development, and the OPA and ZBLA.

8.5.1 Section 2 of the Official Plan: Community Goals, Objectives and Strategic Policies

8.5.1.1 Subsection 2.1 of the Official Plan: The Planning Framework

Subsection 2.1.1: Community Vision and Goals

Policy 2.1.1.1 *Milton's vision as established through the Destiny Milton 2 process, is to be an engaging, balanced and connected community. The following goals have been established as a basis to implement this vision:*

- a) *A responsible, cost effective and accountable local government;*
- b) *Well managed growth, well planned spaces;*
- c) *A safe, livable, healthy and complete community;*
- d) *A diverse and sustainable economy;*
- e) *A thriving natural environment.*

Planning Comment: The proposed development has considered the Town's vision and goals of being an engaging, balanced, and connected community as it provides a high-quality and high-density residential/commercial mixed-use built form within the Urban Area, Milton GO MTSA, and Downtown Milton UGC.

The subject lands are in a strategic downtown location being east of the historic downtown area and within close proximity to a variety of land uses, amenities, and services (i.e. employment, public service facilities, institutional uses, recreation, and parks and open space). While the proposed development itself will provide commercial ground floor space, which will contribute to a diverse sustainable economy, the proposed residential units will accommodate a skilled labour force and provide added population to access the complementary uses.

The proposed development will make efficient use of the subject lands, through a compact built form which will connect to existing public and municipal services. Due to its strategic location within the MTSA/UGC, the subject lands are also connected to planned and existing public transportation options. The proposed transit-oriented development will capitalize on the proximity to the Milton GO Station and existing transit routes, by providing reduced parking spaces and fostering a pedestrian-oriented streetscape.

Overall, increased densities and a mix of land uses within an MTSA and UGC contribute to the goal of creating a complete community within easy access to transit, public services, jobs, and day to day needs.

Subsection 2.1.3: Municipal Structure and Community Context

The Town's basic structure, as shown on Schedule "1" – Town Structure Plan, consists of the central urban area, the rural area to the southeast and the northwest and an interconnected system of natural heritage features and areas extending across all of these areas. This structure is shaped and influenced by a number of Provincial Plans, including the Niagara Escarpment Plan; the Greenbelt Plan, the Parkway Belt West Plan and the Growth Plan for the Greater Golden Horseshoe, as well as the Regional Official Plan

Subsection 2.1.3.2: Urban Area

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

Higher density mixed use development is generally directed to the Urban Growth Centre. The Urban Growth Centre for the Town is generally centred along Main Street, in the easterly area of the Central Business District and is a focal area for investment in institutional and Region-wide public services, as well as commercial, recreational, cultural and entertainment uses. It is to be planned as a vibrant high density, mixed use regional centre supported by a full range of public and complementary services and major transit infrastructure. It will accommodate and support a significant share of population and employment growth as well as major transit infrastructure to be achieved over the life of this Plan. The majority of the Town's intensification will be directed to the Urban Growth Centre, particularly to the Major Transit Station Area, located around the existing GO Station. The Urban Growth Centre/Major Transit Station Area is identified as a Protected Major Transit Station Area in the Regional Official Plan pursuant to Section 16 (16) of the Planning Act.

Planning Comment: As seen in **Figure 8-3**, the subject lands are identified as being within the Urban Area, CBD, and UGC, which will accommodate a significant share of intensification and population and employment growth.

As mentioned previously, the subject lands are a collection of individual parcels. The parcel located along Main Street East is rectangular and narrow constraining development potential which is exacerbated by the requirement to dedicate additional lands for a road widening along each of the boundary roads. Intensification opportunities for the Main Street East parcel alone is limited without the consolidation of the block. As a consolidated parcel, the development has the opportunity to propose a comprehensive and thoughtfully high density for Main Street East. The provision of a mixed-use building, containing residential and commercial uses within the MTSA, UGC, and

Downtown Area assists the CBD in being a vibrant high-density and mixed-use regional centre. The subject lands are in proximity to a range of public and complementary land uses (i.e. commercial, employment, institutional), amenities (open space, recreational), services (Service Ontario, Seniors Activity Living), and major transit infrastructure (Milton GO Station).

In regard to the historic element of the downtown area, a variety of complementary materials have been proposed to complement the surrounding cultural heritage context. The tower typology, podium placement, and building heights have been designed to provide a smooth transition between the subject lands and the surrounding cultural heritage. As provided in the HIA prepared by MHBC, the proposed development is compatible with the Downtown Character Area.

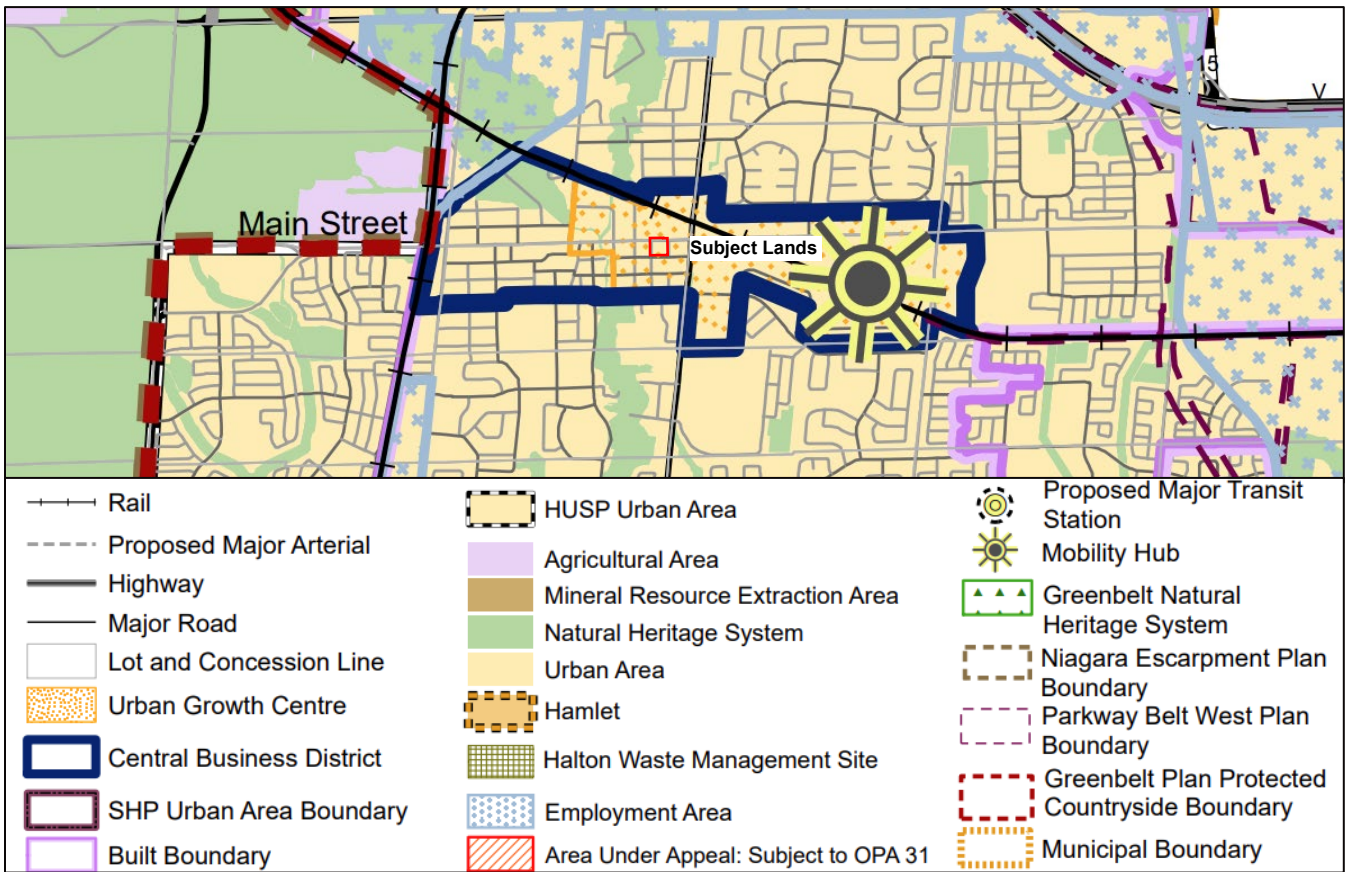


Figure 8-3: Excerpt of Schedule 1 – Town Structure Plan from the Official Plan

Milton's residential neighbourhood areas make up a significant proportion of the Urban Area. These areas comprise Mature Neighbourhoods Areas, developing residential areas, and planned residential areas that are intended to accommodate a wide range of residential uses and forms.

The Mature Neighbourhood Areas, located around the Central Business District, will remain relatively stable, and able to adapt to changing social, economic and physical considerations, over the life of this Plan. In these areas, infill and development that is compatible with and respectful of the existing neighbourhood character is expected to occur.

Planning Comment: While the subject lands are located in the UGC, CBD, and Downtown Area, Mature Neighbourhood Areas are located around the CBD. The subject lands are located at the periphery of the existing stable neighbourhood on Pearl Street. The proposed development has been designed to be compatible with and respectful of the existing neighbourhood character by incorporating key architectural features. This includes scale, massing, building height, setbacks, step backs, orientation, and building separation distances. Furthermore, the supporting technical studies outline that the proposed development has been designed to be compatible with the stable neighbourhood in terms of sun, shadow, and urban design architectural treatment. Please refer to Subsection 3.2.1: General for the detailed analysis of Policy 3.2.1.8 and Policy 3.2.1.9.

Subsection 2.1.4: Growth Management

Policy 2.1.4.2 *This Plan contains policies to guide land use planning and development decisions through to the 2031 horizon year based upon the following population and employment targets:*

Table 8-2: Excerpt of Figure 1 – Population & Employment Targets from the Official Plan

Population		Employment	
2006	2031	2006	2031
56,000	238,000	28,000	114,000

These targets are to be accommodated within the urban area as depicted on Schedule "B" to this Plan by the planning horizon year of 2031.

Policy 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.*

Planning Comment: The PPS provides that forecasts should be based on Ontario Population Projections published by the Ministry of Finance. Until that time, previous forecasts contained in the Growth Plan should be applied. Schedule 3 of the Growth Plan outlines that the Region of Halton's forecasted population to 2051 is 1,100,000 and forecasted employment to 2051 is 500,000. Policy 2.1.4.2 of the Official Plan outlines that by 2031, the population target for the Town is 238,000 people and the employment target for the Town is 114,000 jobs. The proposed development will provide 570 residential units and 815 square metres of ground floor commercial space. This will assist the Region and Town in meeting and exceeding their minimum population and employment targets as well as the Town's new housing supply target of 5,300 new housing units.

Policy 2.1.4.5 *Within the HUSP Urban Area, the minimum overall development density shall be in accordance with the approved Secondary Plans.*

Planning Comment: The subject lands are located within the Town's CBD Boundary. The Secondary Plan for the CBD outlines that for the commercial land at 388 Main Street East, the minimum density is 2.0 FSI and the maximum density is 3.0 FSI. The density of the proposed development is 9.37 FSI, therefore the proposed development will require an OPA to increase the FSI for the subject lands.

Policy 2.1.4.7 *Within the Urban Growth Centre/Major Transit Station Area, a minimum development density of 200 persons and jobs combined per gross hectare, consistent with the general target proportion identified through the Regional Official Plan, is to be achieved by 2031, or earlier subject to the availability of appropriate infrastructure.*

Over the long-term, the Town shall plan to achieve the general target for an overall proportion of 80% residents and 20% jobs in the Urban Growth Centre/Major Transit Station Area.

Policy 2.1.4.8 The minimum block level densities required to achieve the gross development density target within the Urban Growth Centre/Major Transit Station Area are shown on Schedule “C.7.C.CBD”. Additional density beyond the minimum requirement is encouraged subject to the maximum building heights and densities shown on Schedule “C.7.A.CBD”.

Planning Comment: As previously outlined, the subject lands are within the Milton GO MTSA/Downtown Milton UGC, in which a minimum development density of 200 persons and jobs combined per hectare is to be achieved. The proposed development will provide 570 residential units and 815 square metres of ground floor commercial space, which provides a development density of 1,670 persons and 90 jobs per gross hectare, assuming 1.7 people per unit as per the FSR/SWM prepared by MTE. This will assist the Region in achieving a minimum development density of 200 persons and jobs combined per gross hectare and the Town in achieving the overall proportion of 80% residents and 20% jobs.

The minimum block level densities are identified in the Secondary Plan. The proposed development will also assist the Town in achieving the minimum block level density of 2.0 FSI, as provided in the Secondary Plan for the CBD. It provides a maximum density of 9.37 FSI.

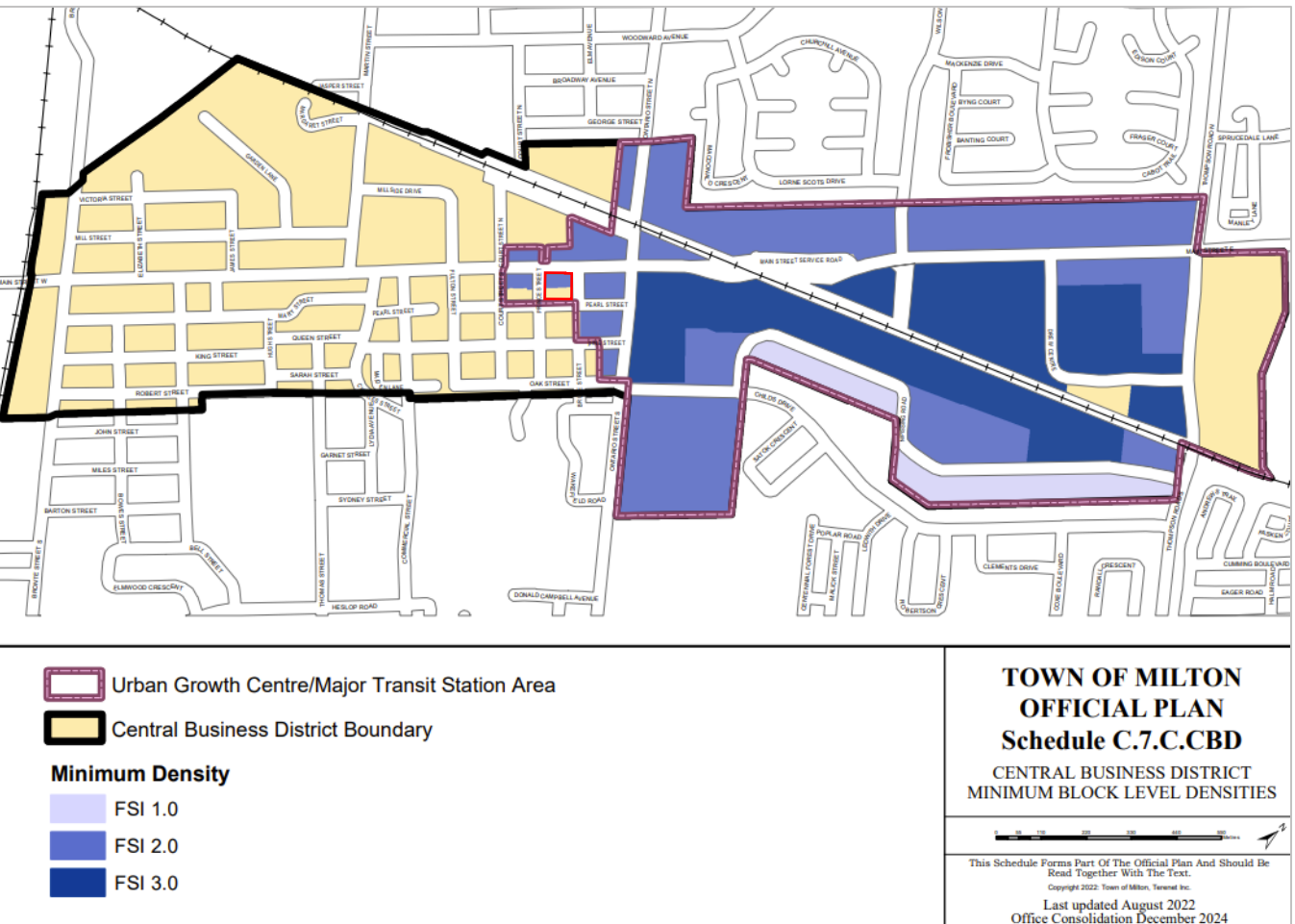


Figure 8-4: Excerpt of Schedule C.7.C – Minimum Block Level Densities from the Official Plan

Subsection 2.1.6: Intensification

Policy 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 objectives; and,*
- e) *Support achievement of the intensification and density targets of this Plan.*

Policy 2.1.6.2 *Strategic Growth Areas are located within the Urban Area and consist of the Urban Growth Centre, Major Transit Station Areas, Intensification Corridors and Secondary Mixed Use Nodes along with specific sites. 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.*

Planning Comment: The proposed high-density and mixed-use built form will assist the Town in achieving intensification targets to support the development of compact, efficient, vibrant, complete, and healthy communities. The compact built form will optimize and make efficient use of the subject lands, public services, public transportation options, and infrastructure. It will reflect the Town's goals and strategic objective, as the proposed development will incorporate pedestrian-friendly streetscapes and is strategically located within walking and short travel distance to a variety of land uses, amenities, services, and major transit infrastructure, which will promote active transportation. The proposed commercial ground floor space will provide employment, and the proposed residential units will contribute to the economy through the potential increased use and access of complementary land uses from the added population.

Strategic Growth Areas

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

Policy 2.1.6.5 *It is the policy of the Town to:*

- a) Recognize the Milton GO Station as a Major Transit Station and the surrounding area as a Major Transit Station Area to which residential and employment intensification including major office and appropriate major institutional uses are to be directed in accordance with Section 3.5 of this Plan;*
- b) Provide opportunities for further intensification within Intensification Corridors and Secondary Mixed Use Nodes in accordance with the policies of this Plan;*
- c) Encourage alternative and innovative forms of housing, including those that support Affordable Housing and, in particular, high density housing types that can accommodate a range of household types;*
- d) Direct development with higher densities, including mixed uses and transit-supportive land uses to 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) Ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design;*
- g) Prohibit site-specific Official Plan or Zoning By-law amendments to reduce development density within an Strategic Growth Area except through a review of the Local Official Plan or a review of the Area Specific Plan for the Strategic Growth Area and only where it is demonstrated that the change will not impact the ability to achieve the targets in Table 2b of the Regional Official Plan;*
- h) Promote development densities that will support existing and planned transit services;*
- i) 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, Community Planning Permit System, and Inclusionary Zoning policies informed by an assessment report completed to the Region's satisfaction, in the Protected Major Transit Station Area under the Planning Act, to promote and support intensification and further the development of Affordable Housing;*
- k) Adopt parking standards for Strategic Growth Areas that promote the use of active transportation and public transit;*
- a) Encourage the timely and co-ordinated provision of Regional water and wastewater servicing and transportation infrastructure to support intensification.*
- t) Encourage the early introduction of transit service in Strategic Growth Areas and support Strategic Growth Areas by extending transit services to Strategic Growth Areas and areas where transit-supportive densities will be achieved.*

Planning Comment: As seen in **Figure 8-5**, half of the subject lands are within a Strategic Growth Area and Milton GO MTSA, where increased population and employment growth should be directed. The Strategic Growth Area contains fragmented land parcels with different buildings and owners. As such, intensification opportunities which

are to be redirected to Main Street East can be efficiently met with consolidation of several parcels of lands. As noted throughout the PJR, the subject lands are an assembly of seven (7) parcels with an approximate area of 0.58 hectares (1.44 acres). The seven (7) parcels will be consolidated providing an enhanced opportunity for the comprehensive development of the lands within the Strategic Growth Area. The proposed high-density mixed-use built form will intensify and make more efficient use of the subject lands. The proposed apartment units will provide a variety of unit typologies, accommodating a range of household types. The commercial use will provide additional employment opportunities, while the residential units will support the commercial and employment uses within the area.

The mix of residential and commercial uses will be compatible with the existing character and context, as there is currently a range of residential, commercial, institutional, employment, and cultural uses to support. Key architectural features have been designed to integrate and respect the character and built form with the adjacent buildings and structures. As provided in the UDB prepared by MHBC, the proposed development provides an appropriate transition to the surrounding development, including low rise residential uses through the incorporation of significant step backs.

Due to the subject lands' strategic location within an MTSA and the downtown area, surrounding complementary uses are within a walking and short travel distance and are accessible by public transit. Reduced parking ratios than the Town of Milton Zoning By-law is provided to reduce automobile travel and support increased transit usage. Short term parking (i.e. drop offs, pick-ups, or loading), is provided at the rear internal section of the subject lands, where vehicles will enter and exit from Bruce Street and Pearl Street.

The proposed development will be pedestrian-oriented as it has been designed with pedestrian-friendly streetscapes (i.e. wide sidewalks, connections, and public transit access) to promote active transportation. Additionally, a total of 311 long-term bicycle parking spaces, 32 short-term bicycle parking spaces, and 232 bicycle lockers are provided. Ground floor commercial uses will animate the streetscape and promote pedestrian activity and social interaction.

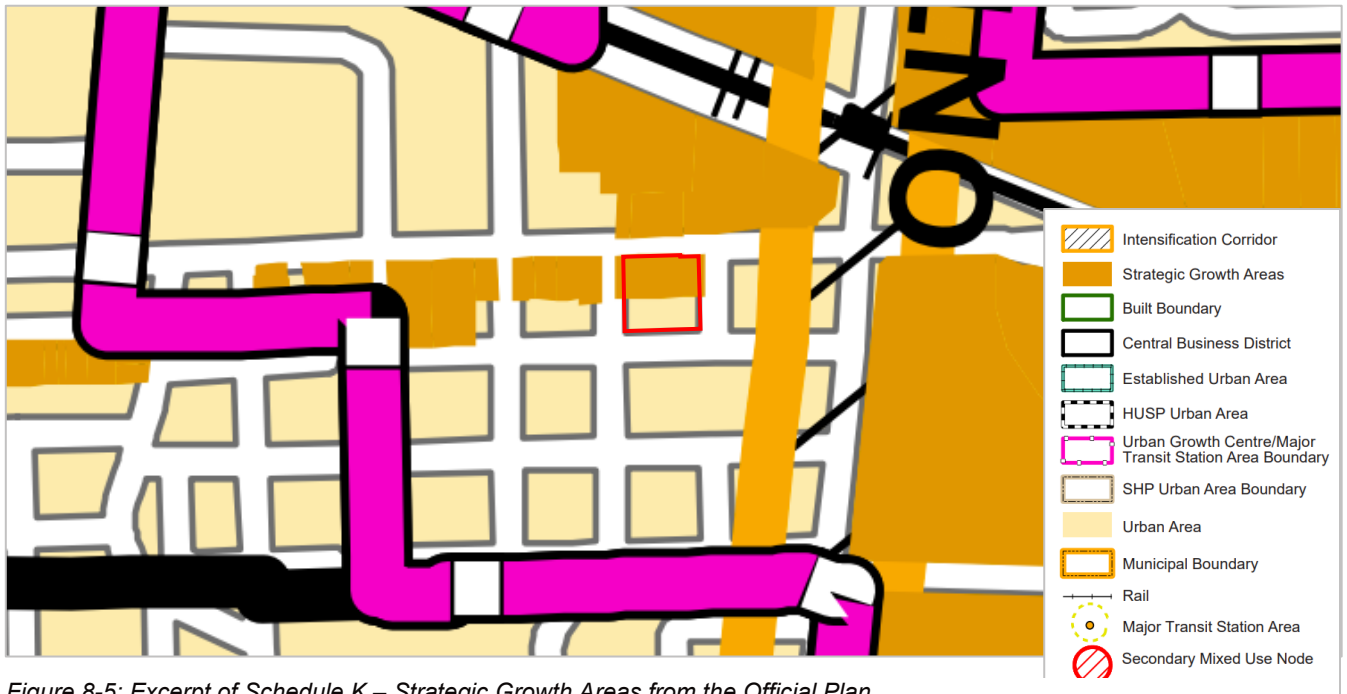


Figure 8-5: Excerpt of Schedule K – Strategic Growth Areas from the Official Plan

8.5.1.2 Subsection 2.3 of the Official Plan: Environmental Control

Subsection 2.3.3: Strategic Policies

Conservation

Policy 2.3.3.2.a. *The Town shall encourage all new development by a public authority, to adhere to the minimum requirements for green building as set out in the Green Energy Act.*

Policy 2.3.3.2.b. *The Town shall further encourage the integration of minimum green building standards for all new development to mirror the public standard set by the Green Energy Act.*

Planning Comment: Green building standards will be considered and incorporated in the proposed development. Further details will be confirmed at the Site Plan Approval stage.

Energy Conservation

Policy 2.3.3.4 *The Town shall maximize opportunities for energy efficient modes of travel by increasing opportunities for non-auto transportation and promoting other modes such as public and active transportation.*

Policy 2.3.3.5 *The Town shall promote energy conservation during the preparation of Secondary Plans and in the review of all development applications.*

- a) *All new development will be encouraged to integrate features that minimize energy consumption such as:*
 - i. *the inclusion of mixed use developments and live-work relationships, where appropriate;*
 - ii. *the retention of significant and augmentation of existing vegetation and installation of new vegetation wherever feasible;*
 - iii. *the orientation of development to provide opportunities for solar gain; and,*
 - iv. *the integration of renewable energy technologies, as defined by the Green Energy Act, 2009, where appropriate, in both new and retrofit construction.*
- b) *All new development within the Urban Area will be required to consider in its design:*
 - i. *the provision of accessible active transportation through pedestrian walkways and bicycle paths; and,*
 - ii. *access to public transit within a maximum walking distance of 400 metres.*

Planning Comment: The proposed development has been designed to be sustainable as it provides a mixed-use built form which supports a pedestrian-friendly environment and promotes healthy and active lifestyles. For example, a total of 311 long-term bicycle parking spaces, 32 short-term bicycle parking spaces, and 232 bicycle lockers are provided to encourage bicycle use and reduce the reliance on the automobile. Through the enactment of Bill 185, Section 16(22) of the Planning Act restricts official plan policies to require or maintain parking facilities within a PMTSA. However, the proposed development provides 417 parking spaces, for functionality purposes and marketability, which is a reduced parking standard based on the Zoning By-law. Additionally, the installation of vegetation will enhance the natural attributes of the subject lands while contributing to the reduction of greenhouse gas emissions. Sustainable design elements will be designed and confirmed in future detailed design phases, such as at the Site Plan Approval stage.

Noise and Vibration

Policy 2.3.3.16 *Proposed development adjacent to railway lines or railway yards will be required to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies to the*

satisfaction of the Region, the Town and the authorized review agency and in consultation with the railway agency, and to implement the study recommendations as approved, including mitigation measures and the restriction of new residential and other sensitive land uses:

- a) *noise studies, if the development is within 300 metres of the railway right-of-way or 1000 metres of a railway yard;*
- b) *vibration studies, if the development is within 75 metres of the railway right-of-way or railway yard; and,*
- c) *air quality studies, if the development contains sensitive land uses and is within 1,000m of a railway yard.*

Policy 2.3.3.19 *Proponents of sensitive land uses in proximity to industrial, transportation and utility sources of noise, vibration, odour and air pollutants shall be required to submit appropriate studies and undertake necessary mitigating actions in accordance with the Region's Land Use Compatibility Guidelines, Air Quality Impact Assessment Guidelines, and any applicable Ministry of the Environment guidelines. Specifically, an air quality study based on Regional guidelines for development proposed within 150 metres of a Provincial Freeways or within 30 metres of Major Arterial roads as shown on Schedule "E" or Schedule "F" of this Plan. The study will be evaluated by the Town, in consultation with the authorized review agency and will indicate the total noise impact and recommend noise control measures.*

Planning Comment: A Noise and Vibration Impact Study was prepared by dBA for the proposed development as the subject lands are located within 300 metres of the CP Railway which services the Milton GO rail. The study confirmed that the recommended noise control measures can meet the noise requirements as outlined by the MECP, Region, and Town. The study also stated that vibration was not considered as the railway lines are not within the required 75 metre setback distance.

Site Contamination

Policy 2.3.3.23 *The Town shall only consider development proposals after the proponent undertakes a process in accordance with the Region's Guidelines (Protocol) for Reviewing Development Applications with Respect to Contaminated or Potentially Contaminated Sites and any applicable Provincial legislation, regulations and guidelines to determine whether there is any potential contamination on the site and the steps necessary to bring the site to a condition suitable for its intended use.*

Policy 2.3.3.24 *The Town may only permit development upon determination that the development site complies with Provincial guidelines, Regional standards and other requirements regarding soil and ground water quality. Any studies required to allow the Town or Region of Halton to evaluate the level of risk will be prepared by qualified professionals retained and paid by the proponent to the satisfaction of the Town and will be in accordance with all Ministry of the Environment guidelines and Regional protocols.*

Planning Comment: As outlined previously, the Phase One ESA prepared by Soil-Mat to support the future filing of an RSC. It is anticipated that the RSC will be filed prior to site alteration.

8.5.1.3 Subsection 2.4 of the Official Plan: Economic Development

Subsection 2.4.3 Strategic Policies

Retail Sector Enhancement

Policy 2.4.3.6 *In support of the Town's retail identity and character the Town will:*

- c) *encourage residential and commercial intensification of Milton's downtown core that complements existing heritage and retail areas, while recognizing the flood susceptible areas;*

Planning Comment: As identified in **Section 2.2**, the immediate area surrounding the Milton GO Station consists of fragmented employment/industrial condominiums with different owners, which is a significant source of employment in the Region. The proposed development will provide housing opportunities for the skilled labour force of these employment areas. In addition, the proposed development provides 815 square metres of ground floor commercial space. This will contribute to employment intensification within the urban and downtown area.

8.5.1.4 Subsection 2.6 of the Official Plan: Functional Community Services

Subsection 2.6.3: Strategic Policies

Transportation Facilities: Classification, Function and Design Requirements

Policy 2.6.3.3 *Transportation facilities shall generally be developed and planned to comply with the general classification, function and design requirements outlined in Table 2 - Classification, Function and Design Requirements of Transportation Facilities and the more specific right-of-way widths outlined in Table 2A - Right-of-Way Widths of Specific Transportation Facilities. However, the Community Connector and Community Connector Link roads in the Boyne Survey shall be developed and planned to comply with the policies of the Boyne Survey Secondary Plan. However, the "Community Connector" and "Community Connector Link" roads in the Boyne Survey shall be developed and planned to comply with the policies of the Boyne Survey Secondary Plan.*

Planning Comment: As identified in **Figure 8-6**, the subject lands are located within a Higher Order Transit Corridor, which accommodates higher order transit services and connects UGCs to mixed-use nodes. **Figure 8-6** also identifies Main Street East as a Multi-purpose Arterial, in which the functions are to serve a mix of functions of Major Arterials and Minor Arterials while accommodating active transportation. The subject lands being located within proximity to a variety of land uses, amenities, and services will support pedestrian access to these elements and encourage healthy and active living, through the incorporation of active at-grade uses, pedestrian-friendly streetscapes (e.g. wide sidewalks and landscaped elements) and bicycle parking space and lockers to reduce the reliance on automobiles.

The Official Plan identifies Main Street East with a 35-metre ROW. The TIS prepared by Paradigm states that Main Street East has a current ROW of approximately 19 metres at Bruce Street, which narrows to 15 metres at Prince Street. The purpose of the transition is to address both existing buildings encroaching into the future ROW as well as to taper the road as you travel further west towards the gateway of the historical downtown area.

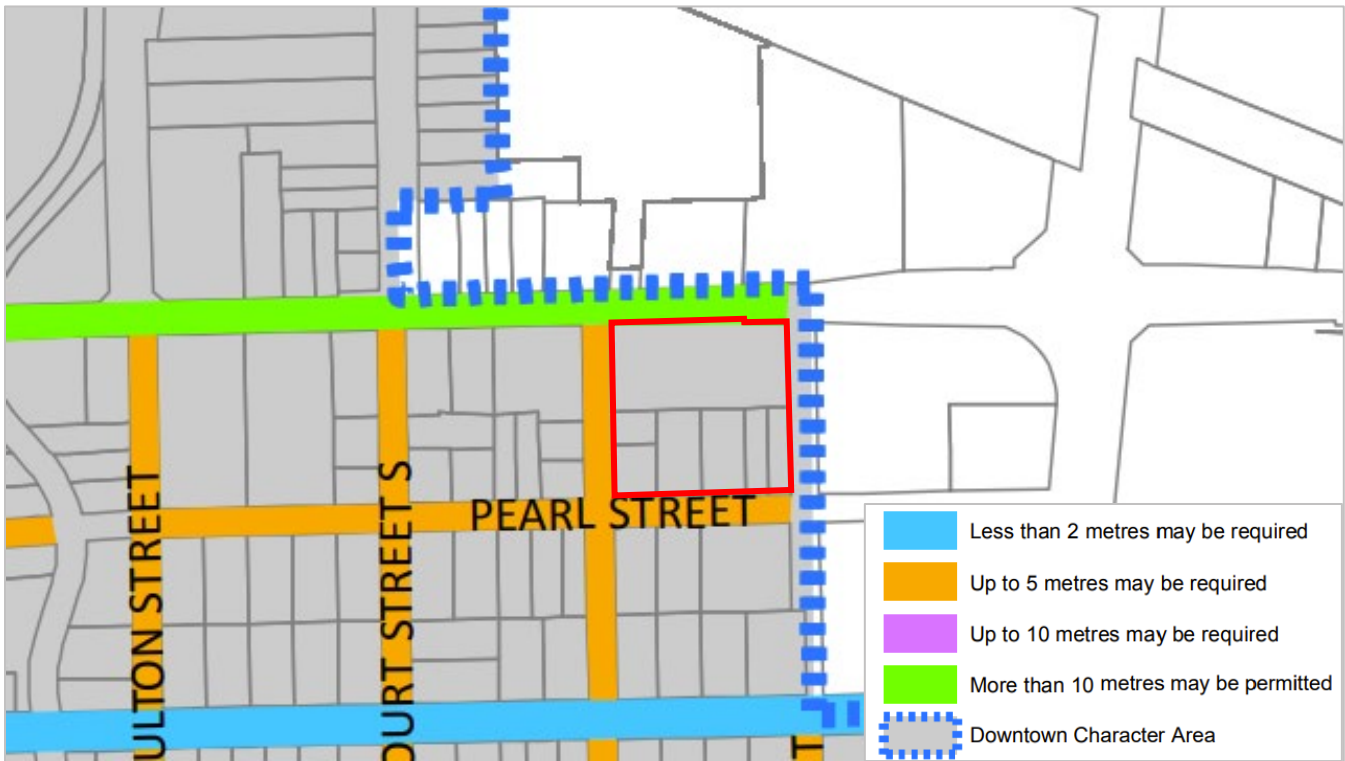
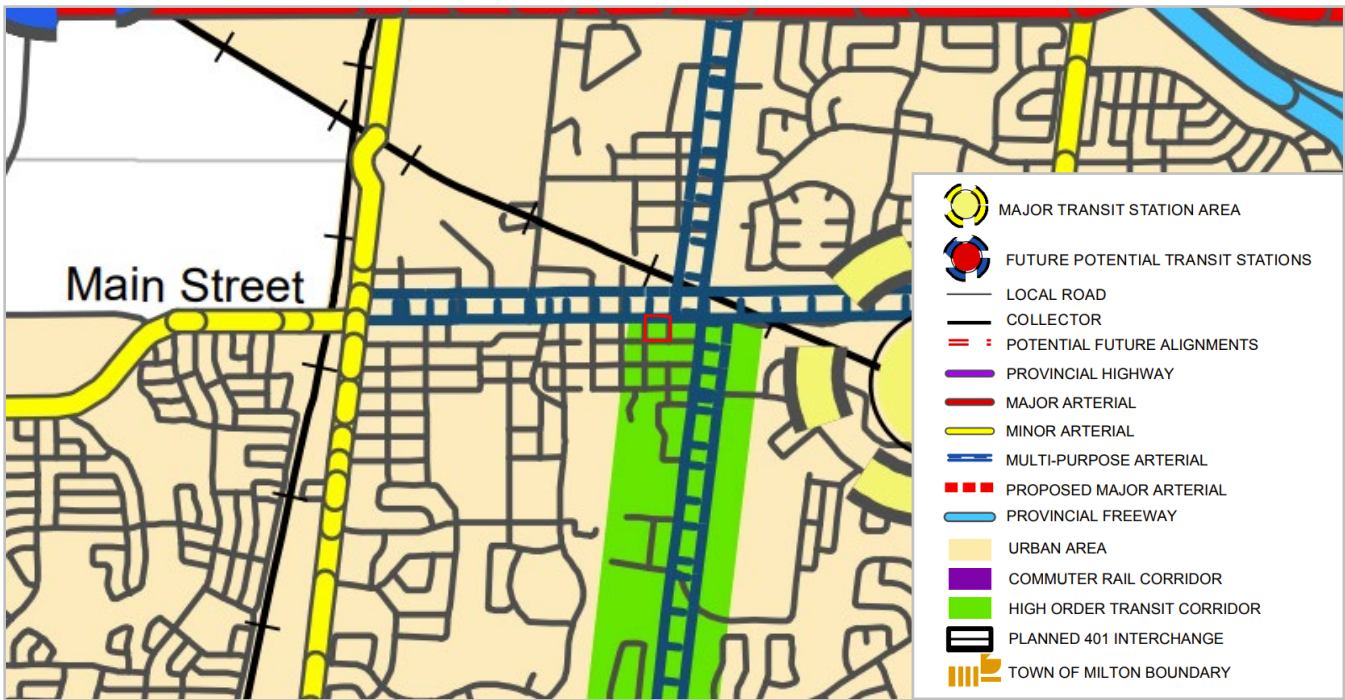
In light of the ROW improvements contemplated for Main Street, the proposed development provides for a widening to accommodate for a 23-metre ROW for this portion of Main Street East. The 23-metre ROW will provide for the bicycle lanes and active space for the ground floor commercial units.

It concluded that the proposed ROW along Main Street East has made allowances for vehicular lane configurations consistent with anticipated vehicular volumes associated with the general level of intensification within the study area. Paradigm states that the proposed ROW devotes 60% of the ROW dimension to non-vehicular activities or uses.

Table 8-3: Function of transportation facilities, retrieved from the Official Plan

Facility Type	
Multi-purpose Arterials	<ul style="list-style-type: none">• Serve a mix of functions of Major Arterials and Minor Arterials

Facility Type	
	<ul style="list-style-type: none"> • Accommodate active transportation
Higher Order Transit Corridors	<ul style="list-style-type: none"> • Serve inter-municipal and interregional travel demands by public transit • Serve an Intensification Corridor • Accommodate higher order transit services • Connect UGCs and Mixed Use Nodes
Major Transit Station Area	<ul style="list-style-type: none"> • Part of the higher order transit network • Serve inter-municipal and interregional travel demands by public transit • Complements Strategic Growth Areas
Local Road	<ul style="list-style-type: none"> • Serves residential neighbourhood or employment area travel demands • Connects individual properties to Collectors and Arterials



8.5.1.5 Subsection 2.7 of the Official Plan: Housing

Subsection 2.7.3: Strategic Policies

Housing Targets

Policy 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; and*
- b) *that at least 30 per cent of new housing units produced annually be Affordable Housing.*

The Town shall establish, in conjunction with the Region, annual targets for the production of housing units by density, type and affordability specific to the Town, based on the Regional targets.

Housing Mix

Policy 2.7.3.2 *In order to meet the housing targets, the Town will require an appropriate mix of housing by density, type and affordability throughout the Urban Area once servicing issues have been resolved. In areas identified for major residential development, proposals which provide a mix of housing forms and densities in each Planning District in the Urban Area shall be generally encouraged.*

Policy 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.*

Planning Comment: The proposed 18-storey mixed-use development will contribute to the Town's housing target of 50 per cent of new housing units produced annually in the form of multi-storey buildings. In regard to the housing mix, the variety of unit sizes will contribute to the range and mix of housing forms, types, and densities to meet the needs of current and future residents, such as seniors, youth, smaller households, and families. The range of unit sizes, from one-bedroom units to two-bedroom units with a den, also cater to a variety of household incomes. The proposed tenure is to be confirmed at a later stage.

Residential Intensification

Policy 2.7.3.13 *The present and future demand for housing in Milton will be accommodated, in part, through forms of intensification, which include the efficient use of vacant residential lands, underutilized lots and existing housing stock in all neighbourhoods, while recognizing the flood susceptibility in the urban core. Intensification may include the following subject to the provisions of Section 3.5:*

- a) *the conversion of existing dwellings to rooming, boarding or lodging houses or construction of new rooming or boarding houses subject to the policies of subsection 3.2.3.5. Rooming, Boarding and Lodging Houses, of this Plan;*
- b) *infill development and residential development of vacant land or under-utilized land in existing residential neighbourhoods; and,*
- c) *the replacement of existing residential uses with compatible new residential developments at a higher density or;*

- d) *Outside Employment Areas, the redevelopment of employment lands with compatible residential or mixed use developments with a residential component, which may also include conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use, provided that:*
- i. *a similar account of commercial and/or employment floor area is provided in the new development that was previously on the site; or*
 - ii. *through a Site Plan application and prior to the lifting of a holding by-law a technical study is completed demonstrating to the satisfaction of the Town and the Region that space to accommodate a similar number of jobs as existing shall be provided as part of the proposed development or made available prior to the commencement of, or concurrent with, the proposed development.*

Planning Comment: The subject lands currently contain six (6) residential dwellings along Pearl Street, one (1) single detached dwelling along Prince Street as well as a commercial plaza fronting onto Main Street East, which contains an automobile dealership, restaurant, and wellness centre. It is currently underutilized; therefore the existing uses are proposed to be demolished to facilitate mixed use intensification within a higher density-built form in the MTSA and UGC.

Policy 2.7.3.14 *Infill development and redevelopment of sites and buildings through intensification, will be considered based on conformity with all of the following criteria:*

- a) *the proposed development meets locational criteria in the Official Plan;*
- b) *the existing hard infrastructure, including wastewater and water services, can support additional development;*
- c) *the required parking can be accommodated;*
- d) *the local road network can accommodate any additional traffic;*
- e) *compliance with the zoning by-law;*
- f) *compatibility with the existing development standards and physical character of the adjacent properties and the surrounding neighbourhood; and*
- g) *recognition of the flood susceptibility in the urban core.*

Planning Comment: As stated throughout this PJR, the subject lands are designated as part of the UGC, CBD and MTSA, where growth and intensification is encouraged in the form of higher density mixed-use built forms.

The subject lands are currently connected to existing public and municipal services including water and wastewater systems. The FSR/SWM prepared by MTE outlines that the proposed development can connect to existing storm sewers and that erosion and sediment controls, sanitary servicing, and water servicing can be installed. MTE also confirms that the proposed development can be constructed to meet the requirements of the Town. The TIS and Parking Study state that the proposed development will connect to the existing transportation system and there is excellent transit and pedestrian access.

As the subject lands are located within the Milton GO MTSA, parking facilities are not required to be incorporated into the proposed development. However, the ZBL requires 682 residential parking spaces and 417 are proposed, a ZBLA will be provided out of an abundance of caution to permit the reduced parking rate. This will encourage increased transit usage.

A ZBLA is also required to allow the overall proposed built form and development intensity with site specific modifications. The proposed development has been designed with key architectural elements (i.e. podium height, street setbacks, step backs, placement of parking, and materials) based on guidelines and supporting technical

studies to ensure the proposed development is compatible with surrounding buildings and to integrate its built form into the surrounding context.

Policy 2.7.3.15 *Priority shall be given to applications for residential plans of subdivision and other developments which:*

- a) *assist in the completion of the existing pattern of development in a neighbourhood in order to limit servicing costs and maximize the use of existing community services and land resources;*
- b) *represent redevelopment or infill developments; and/or,*
- c) *result in the relocation of existing incompatible uses.*

Planning Comment: To ensure compatibility with the existing patterns and built form of the community, the proposed development includes key architectural features (i.e. step backs, setbacks, building materials). As provided by the UDB and Conceptual Landscape Plan, the proposed development aims to reduce the visual massing of the building through the podium height, street setbacks, step backs, placement of parking, and selection of materials.

8.5.1.6 Subsection 2.8 of the Official Plan: Urban Design

Subsection 2.8.3 Strategic Policies

Design Guidelines

Policy 2.8.3.6 *The development of urban design guidelines by the proponent shall ensure that proposed high density residential, mixed use or commercial centres:*

- a) *is compatible in architectural form with abutting neighbourhoods;*
- b) *forms a cohesive and unified cluster of buildings which are architecturally compatible with each other;*
- c) *provides links with the pedestrian, cycle, transit and vehicular routes on their perimeter by such means as the extension of existing pathways and local streets into or through the site; and,*
- d) *maintains and enhances remaining elements of valued historic development patterns in the layout of new development.*

Planning Comment: The proposed high-density mixed-use development aims to be compatible with the adjacent buildings and structures, through architectural features including setbacks, step backs and materials. The UDB prepared by MHBC states that it is one building with two podiums and two towers, all of which are cohesive in form and overall structure. Furthermore, the historic development pattern of the surrounding community and block structure is retained through the design articulation and material coordination.

In regard to the connection with transportation options, direct and seamless access is provided between the subject lands with sidewalks, bicycle lanes, and public transportation.

Policy 2.8.3.8 *New development located within an established district or Mature Neighbourhood Area will be designed as an integral part of the area's existing larger pattern of built form and open spaces, reinforcing and complementing viable existing patterns by complementing the existing range of building mass, height, proportion, enclosed volume and position relative to street and site.*

Policy 2.8.3.11 *New developments within the Central Business District will be required to support the creation of continuous building facades along streets frequented by pedestrians. These building facades may be interrupted at strategic locations with pocket parks, plazas or other open spaces which provide a supportive function to the street activity.*

Planning Comment: As stated previously, the subject lands are located within the CBD, which is surrounded by Mature Neighbourhood Areas. The UDB prepared by MHBC states that the proposed development aims to balance both parts of the MTSA and Mature Neighborhood Area. In terms of scale, massing, and density, it supports the goals and intentions of the MTSA. However, the development maintains the same block network that is existing and predominant throughout the Mature Neighbourhood Area. Overall, the proposed development provides a transition from the MTSA to the Mature Neighbourhood Area through the use of setbacks and step backs which are sympathetic to the surrounding height and density. The variety of building heights, which generally transition from lower to taller from the street frontages to the internal subject lands, also maximize the views from adjacent residential buildings and minimize the potential shadow impacts. To minimize the massing impacts, the building has been broken up with projections, recessions, window sizes, material changes, and horizontal and vertical elements. Therefore, the proposed development respects the existing community character, development patterns, and built form.

Furthermore, a vibrant public realm for pedestrians is created with a continuous street and active streetscape. The UDB highlights that a continuous street wall is created along Main Street East which is the most frequented by pedestrians, meanwhile Prince Street and Bruce Street also have continuous street walls to compliment the semi-enclosed building typology.

8.5.1.7 Subsection 2.10 of the Official Plan: Cultural Heritage

Subsection 2.10.3: Strategic Policies

Designation of Character Areas

Policy 2.10.3.37 *In the absence of a Character Area Plan, the Town shall ensure to the degree possible that:*

- a) all new development is compatible with and sympathetic to existing building forms including heights, setbacks, scale, architectural features, and complies with the policies of Section 2.8 of this Plan; and,*
- b) disruption to the natural environment, topography or vegetation will be minimized.*

Planning Comment: As seen in **Figure 8-8**, the subject lands are designated as a 'Character Area'. An HIA was prepared by MHBC, which identified that the Character Area is varied and without a unique/discernable context. The subject lands are on the eastern periphery of the Character Area, within an area comprised of a range of building types, land uses and building maturity.

In terms of the proposal's compatibility with the Character Area, the proposed design provides a transition between the development and existing residential properties to the south. It features a podium and tower typology with large step backs, which establishes a seamless transition between the subject lands with the abutting residential dwellings and overall surrounding community.

The UDB states that the design incorporates a consistent, contemporary façade style for the built form and that the façade treatments emphasize a pedestrian scale where private and public realms merge. It also states that horizontal articulations and setbacks, terracing and colour/material variations are utilized to present a seamless hierarchy in the structure and that there is little to no disruption to of the natural environment, topography or vegetation as a result of the proposed development.

Policy 2.10.3.39 *Proposed development in the form of new housing, replacement housing, additions and alterations within Character Areas shall be subject to the policies of subsections 3.2.1.8 to 3.2.1.12 inclusive, where applicable, and subsection 5.6.3 of this Plan.*

Planning Comment: Conformity with subsections 3.2.1.8 – 3.2.1.12 will be discussed further in this report.

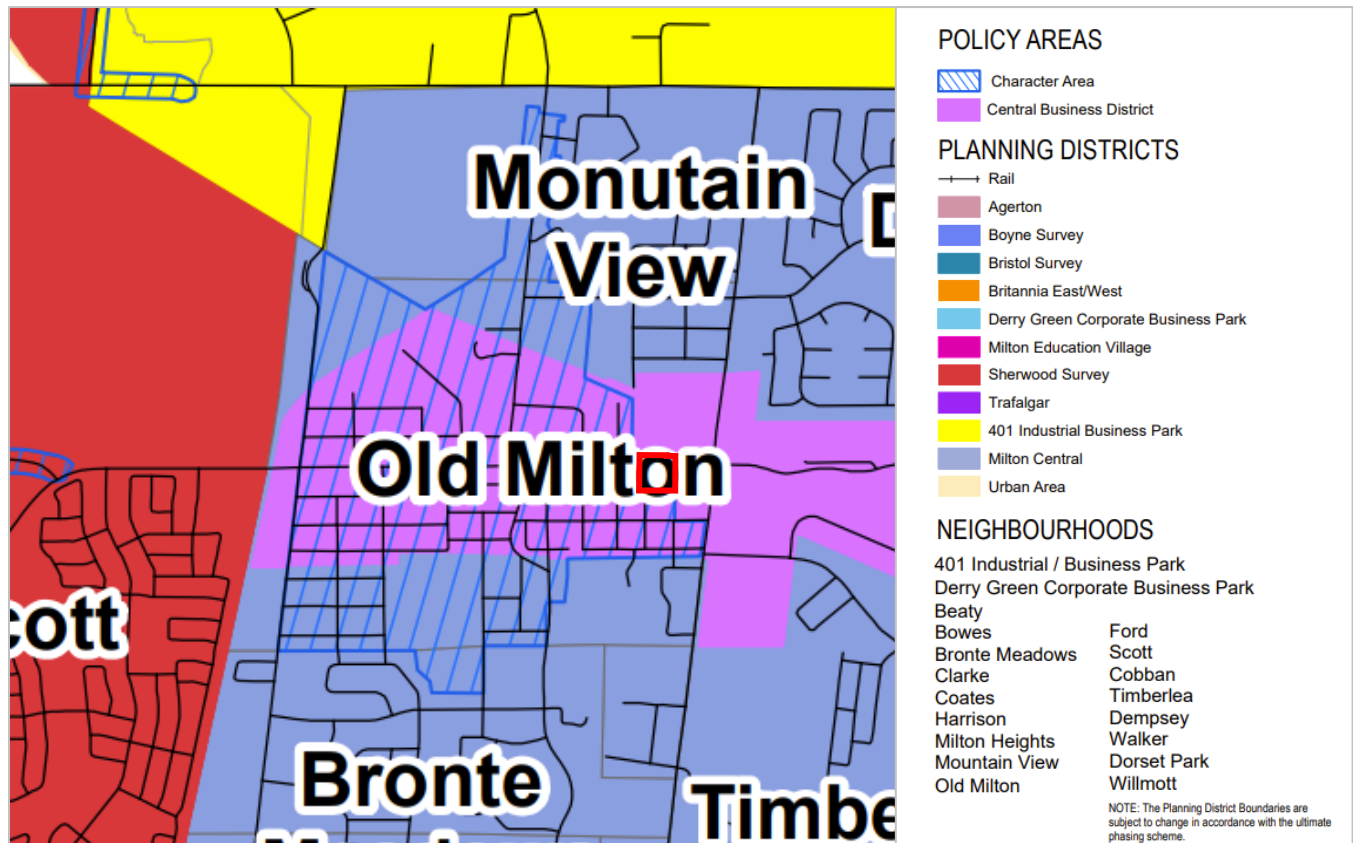


Figure 8-8: Excerpt of Schedule D2 – Urban Districts and Neighbourhoods from the Official Plan

8.5.2 Section 3 of the Official Plan: Urban Land Use Policies

8.5.2.1 Subsection 3.2 of the Official Plan: Residential Area

Subsection 3.2.1: General

Residential Intensification

Policy 3.2.1.2 Intensification within the "Residential Area" designation is encouraged within the built-up area and is generally directed to the Strategic Growth Areas and to nodes and corridors as identified on Schedule "K" and in Section 2.1.6 of this Plan. Residential intensification shall generally take the form of medium and high density residential uses in accordance with policies 3.2.3.1, 3.2.3.2, 3.2 and 3.3 of this Plan and shall be guided by the following:

- The character of adjacent established residential neighbourhoods shall be respected in terms of height, massing and setbacks;
- Buildings shall be stepped back, terraced or setback to maintain an appropriate transition and relationship between the different built forms;

- c) *Rear or side yards abutting existing residential development shall be designed to include fencing and landscaping and other design features to mitigate noise, light and visual impacts;*
- d) *The development shall not cause traffic hazards or an unacceptable level of congestion on surrounding roads;*
- e) *The site shall be easily accessible by public transit;*
- f) *Site design shall take advantage of natural topography and vegetation to minimize the impacts of building height on adjacent land uses;*
- g) *Surface parking shall be discouraged; and,*
- h) *Impacts on adjacent properties resulting from grading, drainage, service area locations, access and parking shall be minimized.*

Planning Comment: As seen in **Figure 8-9**, the subject lands are designated 'CBD' and are outside the 'Residential Area' designation. Currently, it contains seven (7) detached dwellings as well as a commercial plaza, containing an automobile dealership, restaurant and wellness centre. The commercial plaza portion predominantly contains surface parking spaces. In addition to the intensification opportunity, the proposed development has considered the varying contextual nature of the surrounding areas and has incorporated key architectural features which aims to ensure compatible and respectful facades for each street edge. The building heights are focused on Main Street East and transition via building steps moving south. As illustrated on the conceptual architectural design, massing impacts has been addressed through projections, recessions, window sizes, material changes, and horizontal and vertical elements. Please refer to **Section 4** of the PJR for the renderings prepared by KNYMH. Setbacks and step backs have been strategically placed to establish a building base and create an appropriate transition to adjacent buildings. The Design Impact Analysis, prepared by KNYMH, conclude there are no adverse shadow impacts on the surrounding neighbourhood. Furthermore, landscape features, which include private walkways and large canopy street trees, have been designed to blend with the surrounding context, specifically the surrounding residential streets. These features will soften the landscape creating a comfortable and walkable environment.

Due to the location of the subject lands within the MTSA, the proposed development will capitalize on public transit availability, by providing reduced parking spaces and an abundance of bicycle lockers.

As provided in the FSR/SWM prepared by MTE and TIS prepared by Paradigm and, there are no negative impacts to traffic, grading, and drainage.

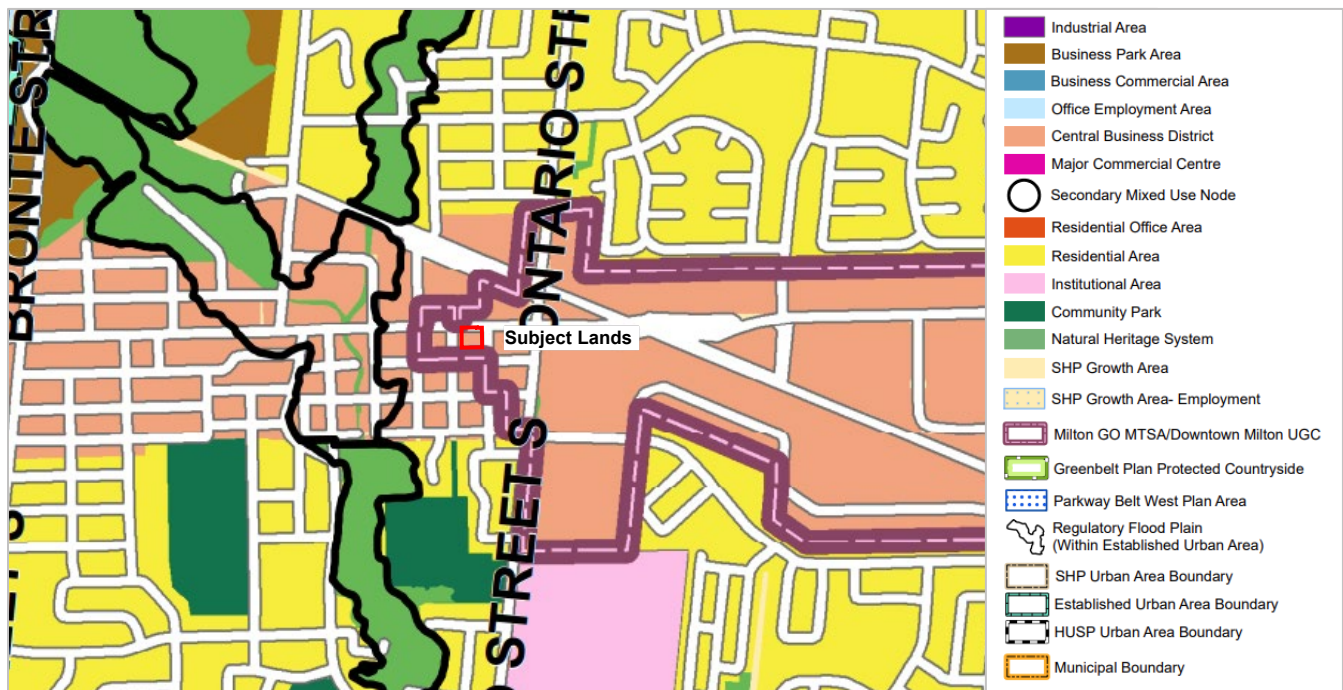


Figure 8-9: Excerpt of Schedule B – Urban Area Land Use Plan from the Official Plan

Mature Neighbourhood Areas

Policy 3.2.1.8 *Proposed development in the form of new housing, replacement housing, and additions and alterations within Mature Neighbourhood Areas may be permitted provided they are compatible and respectful of the character of the neighbourhood by incorporating scale, massing, building height, and other characteristics that are prevalent in the Mature Neighbourhood Area.*

Policy 3.2.1.9 *Proposed development should be generally consistent with the setbacks, orientation and building separation distances within the Mature Neighbourhood Area. Landscaping and fencing is encouraged to maintain established aesthetics and privacy.*

Planning Comment: The Official Plan states that Mature Neighbourhood Areas are located around the CBD. The proposed mixed-use development has incorporated key architectural features to ensure it is compatible and respectful of the surrounding neighbourhood character. To define a human-scaled and inviting public realm for pedestrians, the proposed development features a continuous street and active streetscape and strategically orients the building towards the public realm. This provides a density transition between the 18-storey towers and adjacent residential buildings. In addition to the building orientation, the building height also maximizes the views from adjacent residential buildings and minimizes the potential shadow impacts. The building heights generally transition from lower to taller from the street frontages to the internal of the subject lands. To minimize the massing impacts, the building has been broken up with projections, recessions, window sizes, material changes, and horizontal and vertical elements. Setbacks and step backs have been strategically placed to establish a building base and create an appropriate transition to adjacent buildings. Furthermore, landscape features, which include private walkways and large canopy street trees, have been designed to blend with the surrounding context, specifically the surrounding residential streets. These features will soften the landscape creating a comfortable and walkable environment.

8.5.2.2 Subsection 3.5 of the Official Plan: Central Business District

The subject lands are located within the Town's CBD Boundary, which is guided by the Secondary Plan for the CBD (the "Secondary Plan"). It was conducted to provide detailed direction with respect to the allocation of land uses, heritage protection, street layout, and urban design within the CBD Boundary.

The subject lands are located within the Milton GO MTSA and Downtown Milton UGC. **Table 8-4** outlines the Secondary Plan designations of the subject lands.

Table 8-4: Secondary Plan designations of the subject lands

Schedule	Designation
Schedule C.7.A.CBD Central Business District Height Limits	Maximum Height of 1-2 Storeys (389, 395, 399, 405, 409 Pearl Street, and 17 Prince Street)
Schedule C.7.A.1 CBD Central Business District Milton GO MTSA/Downtown Milton UGC Height & Density Limits	Maximum Height of 6 Storeys (388 Main Street East) Maximum Density of 3.0 FSI (388 Main Street East)
Schedule C.7.B.CBD Open Space, Linkages and Nodes	Major Linkage along Main Street East
Schedule C.7.C.CBD Central Business District Minimum Block Level Densities	Minimum Density of FSI 2.0 (388 Main Street East)
Schedule C.7.D.CBD Development Blocks	N/A

Subsection 3.5.2 Permitted Uses

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

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

Planning Comment: As seen in **Figure 8-10**, the subject lands are located within the CBD. Schedule C – CBD Land Use Plan designates the northern portion of the subject lands as UGC Mixed-Use Area, while the southern portion is designated as 'Low Density Residential Sub-Area'. As stated, the CBD shall permit a variety of commercial and residential, in accordance with the policies of the various sub-areas. The proposed development includes residential and commercial development which are permitted uses within the CBD.

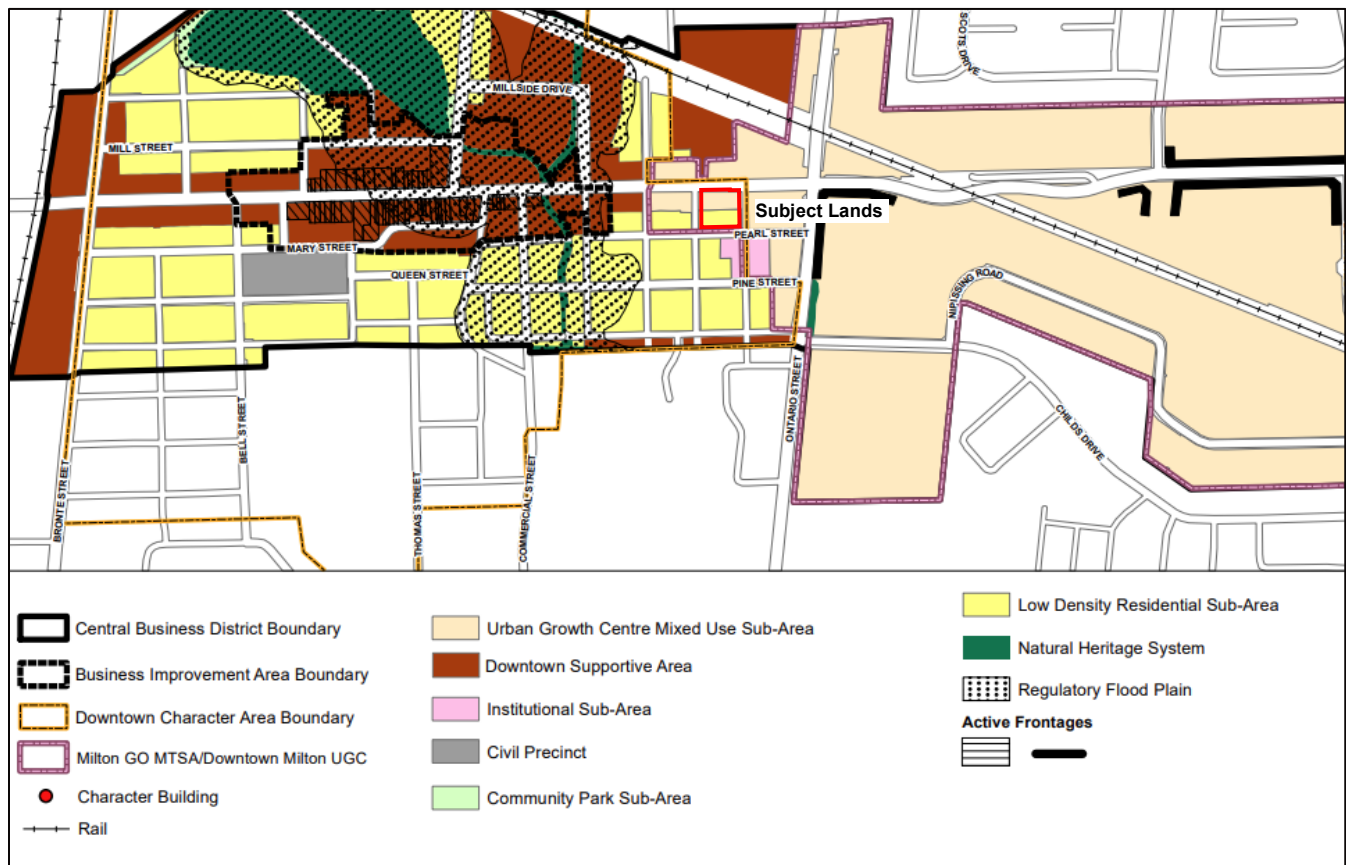


Figure 8-10: Excerpt of Schedule C – CBD Land Use Plan from the Official Plan

Subsection 3.5.3: Central Business District Policies

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

Planning Comment: The proposal includes 815 square metres of ground floor commercial space, separated into six (6) units. Ground floor commercial space has been incorporated to create an active and vibrant streetscape and overall public realm which will support pedestrian-oriented activity.

The population and employment growth resulting from the mixed-use development will help support the existing commerce, tourism, and civic activity within the community, through potential increased access from the added population.

Policy 3.5.3.4 *All development within the CBD shall be evaluated on its ability to be serviced by the regional water and wastewater sewer systems. The timing of development shall be co-ordinated with the financing and delivery of the infrastructure required to support it.*

Planning Comment: The subject lands are currently connected to existing public and municipal services including water and wastewater systems. The FSR/SWM prepared by MTE outlines that the proposed development can

connect to existing storm sewers and that erosion and sediment controls, sanitary servicing, and water servicing can be installed. MTE also confirms that the proposed development can be constructed to meet the requirements of the Town.

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

Planning Comment: The proposed development will help foster a live-work relationship through the proposed residential and commercial unit complement. As outlined previously, the proposed development will support the existing and future variety of complementary land uses through increased population and potential use from the added population (i.e. more potential customers in proximity), thereby contributing to the vitality of the CBD.

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

Policy 3.5.3.8 *New development shall exhibit high quality architectural and urban design and shall be integrated with adjacent land uses, especially Mature Neighbourhood Areas through the incorporation of appropriate transitions to minimize impacts.*

Policy 3.5.3.9 *The scale and location of new development within the historic downtown area shall be sensitive to and compatible with the existing character and appearance.*

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

Planning Comment: As the subject lands are located within an MTSA, there is excellent access to public transportation options (i.e. bus stops and GO Transit). To capitalize on this locational advantage, the mixed-use development will be transit-supportive and pedestrian-oriented, through providing reduced parking spaces, and pedestrian -friendly streetscapes (i.e. connections and public transit access) to promote active transportation. The provision of parking spaces and lockers will reduce the reliance on the automobiles.

Furthermore, the proposed development has been designed to complement, enhance, and animate the existing character of the surrounding context. The mixed-use built form will establish a smooth transition between the less developed downtown area with the more developed downtown area to the east. As stated by the Design Impact Analysis prepared by KNYMH, there are negligible shadow and visual impacts onto the surrounding buildings. Majority of the shadowing impacts are contained within the MTSA, which is intended for increased intensification. It is not negatively affecting properties within the Character Area, and continue to meet sun/shadow guidelines set by the Town.

Policy 3.5.3.14 *The maximum floor space of individual retail uses generally shall be limited to approximately 500 square metres. Within the Urban Growth Centre Mixed Use Sub-Area, having regard to Section 3.5.3.24, individual retail uses greater than 500 square metres may be permitted in a mixed-use building provided that:*

- a) *it is demonstrated that the building will contribute to achieving the minimum development density target for the UGC in accordance with Section 3.5.3.23; and*
- b) *the building height is in accordance with Schedule “C.7.A.CBD”.*

Planning Comment: While the proposed development will provide a total of 815 square metres of ground floor commercial space, each individual retail space ranges from a minimum of 54 square metres to a maximum of 241 square metres.

Policy 3.5.3.15 *The maximum permitted building heights and densities shall be in accordance with the ranges provided on Schedule “C.7.A.CBD” and Schedule “C.7.A.1.CBD”.*

Planning Comment: As seen in **Figure 8-11** and **Figure 8-12**, the subject lands are identified to have a maximum building height of 1-2 storeys along the southern portion of the subject lands, while a maximum of six (6) storeys are identified for the northern portion.

An OPA to Schedule C.7.A.CBD & C.7.A.1.CBD will be required to permit an increased maximum building height of 18 storeys for the entirety of the subject lands. The increased maximum building height will support appropriate intensification for the subject lands while remaining compatible with the surrounding buildings through key architectural elements such as setback and step backs, as provided by UDB prepared by MHBC and Design Impact Analysis prepared by KNYMH. The dual-tower design separated by a shared podium reduce the perceived visual mass.

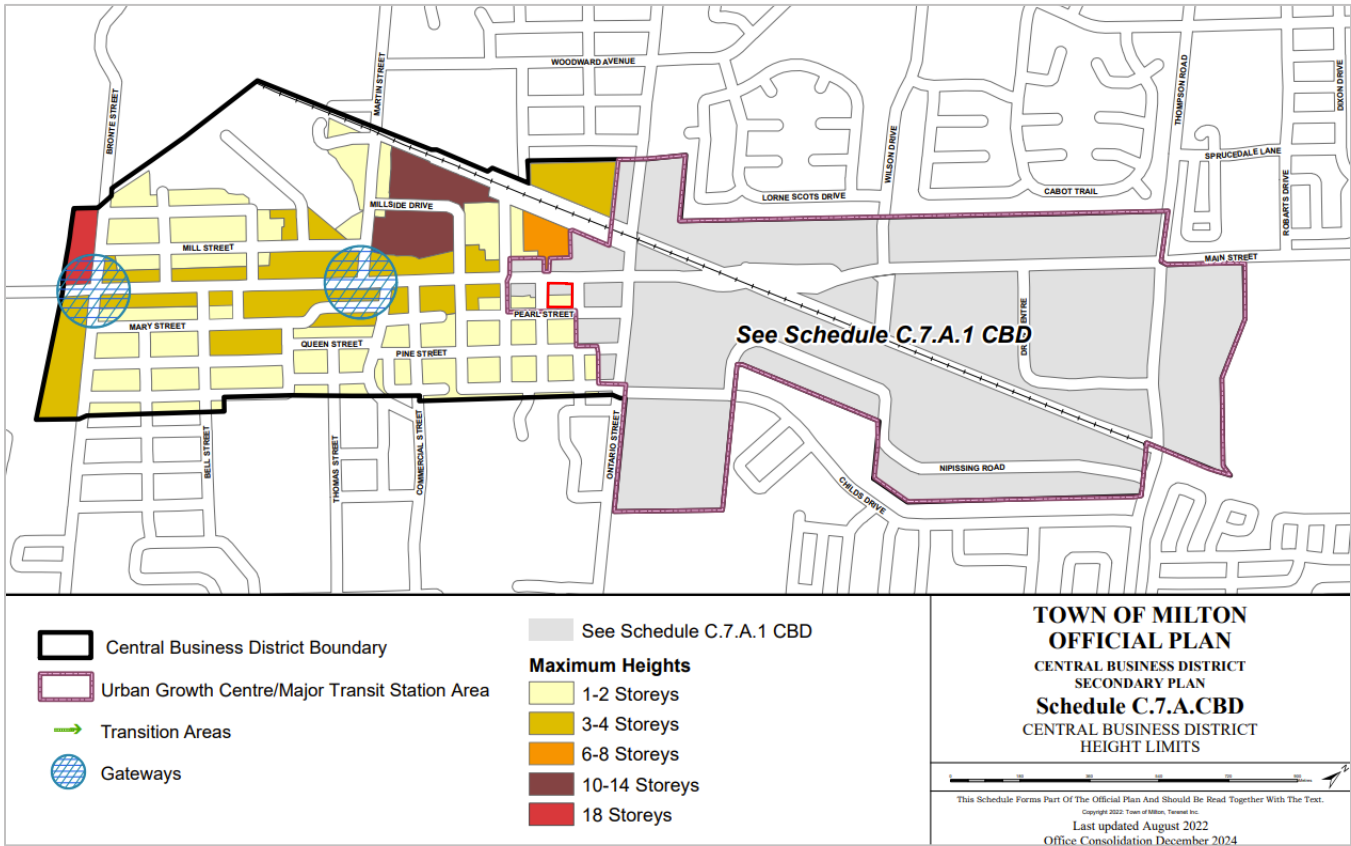


Figure 8-11: Excerpt of Schedule C.7.A. CBD – Height Limits from the Town of Milton Official Plan

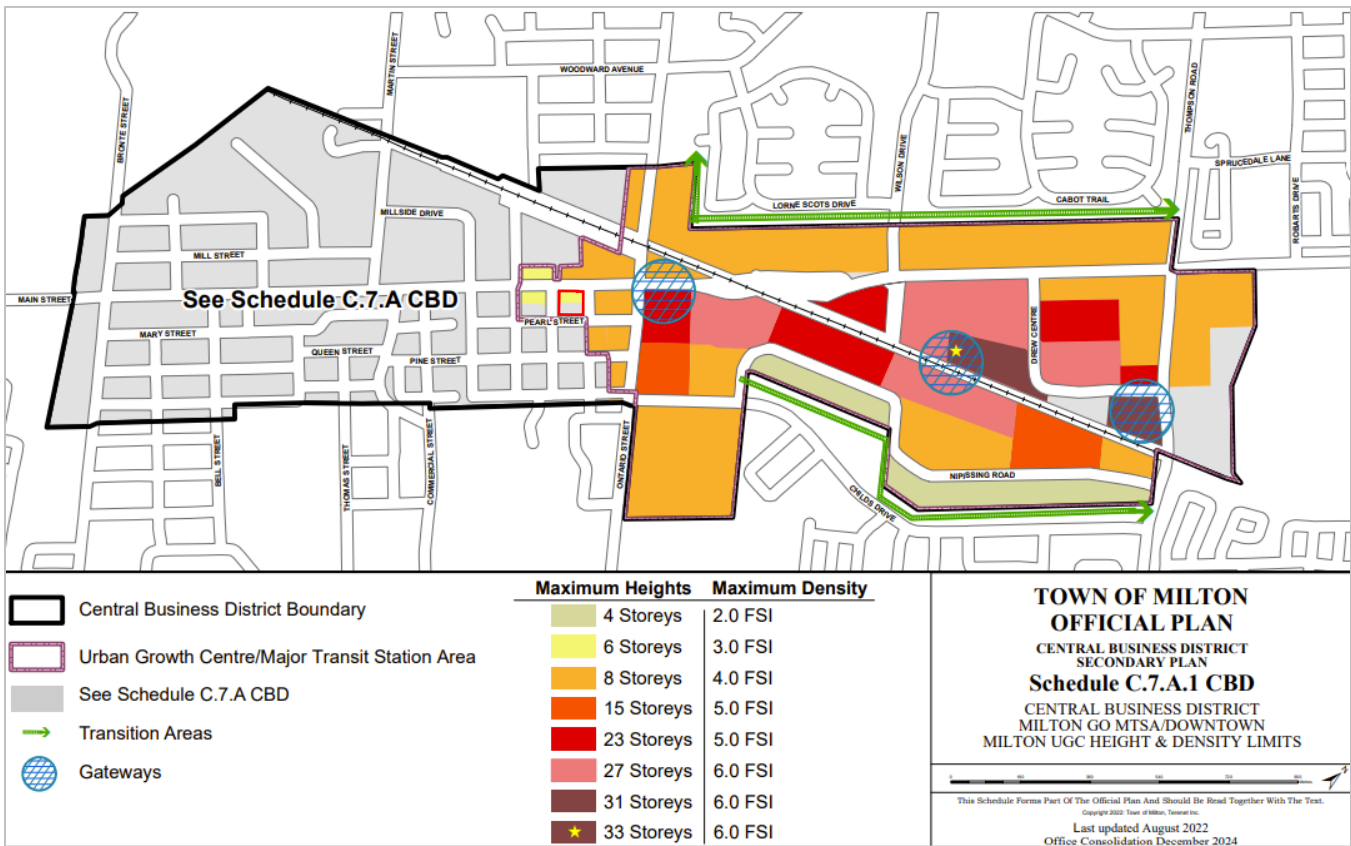


Figure 8-12: Excerpt of Schedule C.7.A.1 CBD – Milton GO MTSA/ Downtown Height and Density Limits from the Town of Milton Official Plan

Low Density Residential Sub-Area

Policy 3.5.3.20 The permitted uses within the Central Business District Low Density Residential Sub-Area shall be single detached, semi-detached, duplex dwellings and additional residential units in accordance with the policies of subsection 2.7.3.17 and 2.7.3.18. Development shall be subject to the policies of subsections 2.10.3.35 to 2.10.3.41 inclusive, subsections 5.4.3.11 and 5.4.3.12, and Section 3.2 of this Plan.

Planning Comment: As identified in **Figure 8-10**, the southern portion of the subject lands are identified to be within the Low Density Residential Sub-Area. The designation is reflective of the existing uses which were assessed for cultural heritage value, having none which leads to the consideration of opportunities to promote intensification. To permit the proposed mixed-use high-density building, an OPA will be required to redesignate 389, 395, 399, 405, 409 Pearl Street, and 17 Prince Street, which currently contain single detached dwellings, to UGC Mixed Use Sub-Area.

Urban Growth Centre Mixed Use Sub-Area

Policy 3.5.3.21 The Urban Growth Centre Mixed Use Sub-Area designation makes up the majority of the UGC/MTSA. It is to be planned as a concentrated, vibrant urban centre that accommodates a significant share of

the Town's population and employment growth supported by Regional scale public services and major transit infrastructure.

Policy 3.5.3.22 *In addition to the uses permitted within the Central Business District land use designation, within the Urban Growth Centre Mixed Use Sub-Area designation, higher density residential and employment uses, major office, retail, hotels and convention centres and appropriate major institutional uses, may be permitted. All permitted uses within the Urban Growth Centre Mixed Use Sub-Area shall contribute to achieving the overall minimum development density target for the UGC of 200 residents and jobs combined per hectare, subject to the availability of appropriate infrastructure.*

Planning Comment: As seen in **Figure 8-10**, the northern portion of the subject lands are designated as part of the "UGC Mixed-Use Sub-Area", which is where a significant share of population and employment growth will be accommodated. The proposed development will result in a compact built form, which will increase residential and commercial growth in an area within proximity to a variety of land uses, services, and amenities and is connected to existing public infrastructure. The proposed residential and ground floor commercial units provide an approximate development density of 1,670 persons and 90 jobs per gross hectare, assuming 1.7 people per unit residents and jobs combined per hectare which meets the density target outlined by the Town.

Policy 3.5.3.23 *New development and redevelopment in this area may take the form of purpose-designed or mixed use buildings and shall be guided by the following policies:*

- a) *Opportunities for lot consolidation and co-ordinated redevelopment of adjacent lots shall be encouraged to facilitate efficiencies including shared access, parking, amenity space and the Open Space Linkages shown on Schedule "C.7.B.CBD";*

Planning Comment: As noted throughout the report, the subject lands are an assembly of seven (7) parcels with an approximate area of 0.58 hectares (1.44 acres) and contain commercial and low density residential uses. To facilitate the mixed-use development, as well as efficient shared access, utilities, and parking, the seven (7) parcels will be consolidated providing an enhanced opportunity for the comprehensive development of the lands within the PMTSA.

- b) *Pedestrian oriented activities, particularly retail commercial uses and restaurants, at grade, with upper floor residential and office uses shall be encouraged, especially in the Active Frontage areas in accordance with 3.5.3.20 and at the Gateways and Focal Points shown on Schedule "C7.B.CBD";*

Planning Comment: To encourage pedestrian-oriented activity and enhance the streetscape for ground floor commercial development, the building has been oriented towards the public realm. The proposed commercial units will have direct pedestrian access to Main Street East. As well, a prominent gateway for pedestrians is created by the location of the primary residential entrance along Main Street East. This main entrance will provide for direct access to the lobby and two (2) ground floor amenity spaces.

- c) *Parking shall be provided in accordance with the policies of subsection 3.5.3.48, with the majority of the required parking being provided in a structured parking garage or underground;*

Planning Comment: Vehicular access to the subject lands will be provided from Bruce Street and Pearl Street. Short term parking (i.e. drop offs, pick-ups, or loading), is provided at the rear internal section of the subject lands, where vehicles will enter and exit from Bruce Street and Pearl Street. For long term parking, vehicles will enter from Pearl Street to access the 3-storey underground parking garage and bicycle parking spaces and lockers. Please refer to **Table 4-3** for the parking breakdown.

- d) *Rear or side yards abutting residential development shall be designed to include fencing and landscaping and other design features to mitigate noise, light and visual impacts;*
- e) *Buildings abutting established residential neighbourhoods shall be stepped back, terraced or setback to maintain an appropriate transition and relationship between the different built forms. Where applicable, development proposals shall be subject to Section 2.10, Subsections 3.2.1.8 to 3.2.1.12 inclusive, and subsection 5.6.3 of this Plan;*

Planning Comment: There are low density residential dwellings along Pearl Street and Prince Street. To establish an appropriate height transition, the building heights generally transition from lower to taller from the street frontages to the internal of the subject lands. To minimize the massing impacts, the building has been broken up with projections, recessions, window sizes, material changes, and horizontal and vertical elements. Setbacks and step backs have been strategically placed to establish a building base and create an appropriate transition to adjacent buildings.

- f) *Generally, buildings shall be oriented towards the street and positioned to create a sense of enclosure along the street. All new buildings surrounding the Milton GO Station and along internal local streets within the Active Frontage Areas, shall be located close to or at the street line to encourage retail activity. Along the south side of Main Street East, buildings will be setback sufficiently to maintain an enhanced public view corridor of the Escarpment and to accommodate a double row of street trees, landscape elements and furnishing/ marketing zones. Along Ontario Street and Thompson Road, landscape setbacks will be required for additional tree planting and greening to the frontages of new developments. Generally, setbacks should be unencumbered with no below grade structures so that trees and other planting can grow to a mature size;*

Planning Comment: As outlined by the UDB prepared by MHBC, the ground floor commercial units are oriented towards Main Street East and is designed with an approximate 2.8 metre setback allowing for future market spaces and patios. This will activate the streetscape, while providing ample space to maintain a public view of the Niagara Escarpment. The UDB states that the design incorporates a consistent, contemporary façade style for the built form and that the façade treatments emphasize a pedestrian scale where private and public realms merge.

- g) *The tallest buildings shall be in gateway locations as shown on Schedule “C.7.B.CBD”, with the greatest building height peak at the Milton GO Station. The tower portion of tall buildings on the south side of Main Street shall be stepped back substantially from the front face of the podium. This tower step back will be required to maintain a predominantly midrise character and perception, maintain an enhanced public view corridor along Main Street and help to reduce summer time wind and showdown impacts on the pedestrian environment. The maximum prescribed building heights and densities may be exceeded, up to a maximum of three additional storeys, within the Major Transit Station Area through a Zoning By-law Amendment only when:*
 - i. *The development or redevelopment is proposed by a non-profit housing provider or is proposed by a partnership in which a nonprofit housing provider has an interest that is greater than 51 percent, and a minimum of 51 percent of the units are intended as affordable or assisted housing; or*
 - ii. *The development or redevelopment shall, prior to or upon final site plan approval and the lifting of a holding by-law, be secured as purpose-built rental housing pursuant to an agreement made between the owner and the Town that is registered on title to the lot(s) on which development or*

redevelopment will be constructed and secures its function as purpose-built rental housing and prevents conversion to a condominium without the Town's consent.

Planning Comment: The subject lands are not located within a gateway location. However, being at the eastern periphery of the downtown character area, the redevelopment of the subject lands would be a visual gateway into the designated PMTSA. The Eastern tower, which is slightly taller than the Western tower, has been placed closest to the major intersection of Main Street East and Ontario Street, which is the closest to the Milton GO Station. In addition, the UDB states that the proposed building has been stepped back from the front face of the podium, which places the tallest portions of the building in the centre.

- h) Development shall be transit-supportive to facilitate access to public transit, including commuter pick-up/drop-off areas and bicycle parking, and encourage active transportation.*
- i) The installation of on-street and off-street electric vehicle charging stations shall be encouraged.*

Planning Comment: The subject lands are located within the UGC/ Downtown Area/ MTSA and within proximity to a variety of land uses, services, and amenities. It is also within walking and short travel distance to existing and planned public transportation options (i.e. bus routes, GO Transit). The proposed development is transit supportive, as it reduces the amount of parking required and features bicycle parking spaces and lockers which will reduce the reliance on the automobile.

- j) Planning proposals must demonstrate how land use compatibility has been assessed and addressed in accordance with Section 2.3.3.19 of this Plan and any applicable guidelines, with the use of mitigation as necessary, including the following:*
 - a) The zoning is use-specific, i.e., only the existing or proposed industrial or sensitive land use is permitted;*
 - b) Using holding by-laws and interim control by-laws. These can hold development until Compatibility Studies are completed and/or mitigation (as needed) is undertaken.*
 - c) Staging redevelopment to coincide with the phasing out of major industrial facilities.*
 - d) Planning for transitional land uses. Lighter industrial uses would ideally be in proximity to heavy industrial uses, instead of sensitive land uses.*
 - e) Putting in place long-term monitoring and maintenance requirements for mitigation measures.*
 - f) Use of municipal by-laws (e.g. noise by-laws) as an effective means of addressing unplanned nuisance impacts.*
- k) Studies undertaken in accordance with Provincial policies to the satisfaction of the Region, the Town and the authorized review agency and in consultation with the railway agency, for new development adjacent or in proximity to the railways rights-of-way should have regard to the Federation of Canadian Municipalities and the Railway Association of Canada's Guideline for New Development in Proximity to Railway Operations.*

Planning Comment: Land use compatibility was assessed through the submitted Noise and Vibration Impact Study prepared by dBA for the proposed development. The study confirmed that the recommended noise control measures can meet the noise requirements as outlined by the MECP, Region, and Town. The study also stated that vibration was not considered as the subject lands are located further than 75m from the rail corridor.

Policy 3.5.3.24 *A pedestrian linkage across the rail line to connect Nipissing Road and Childs Drive to the GO Station and Main Street will be encouraged.*

Policy 3.5.3.25 A network of Major and Minor Linkages as described in Section 3.5.3.38 to 3.5.3.39 and shown on Schedule “C7.B.CBD” shall be created. This network will provide active transportation connections from the Milton GO Station to the wider community and to improve linkages through the MTSA.

Planning Comment: As seen in **Figure 8-13**, Main Street East is identified as a ‘Major Linkage’ and will provide sidewalks to connect the subject lands with the Milton GO Station.

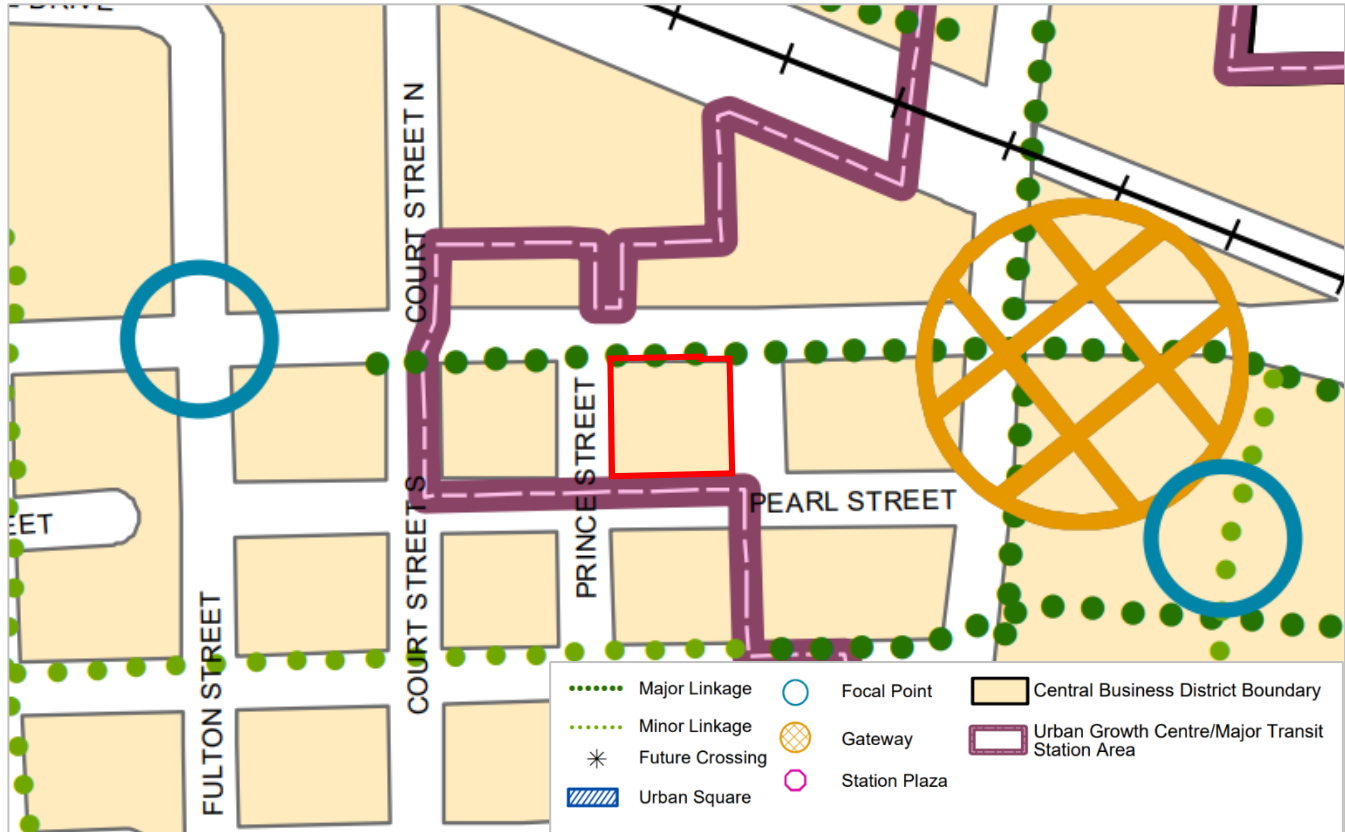


Figure 8-13: Excerpt of Schedule C.7.B.CBD – Open Space, Linkages and Nodes from the Official Plan

Policy 3.5.3.26 The comprehensive redevelopment of existing industrial and automotive-related establishments within the Urban Growth Centre/Major Transit Station Area and replacement with intensive, high density residential, office and institutional uses shall be promoted, subject to 2.7.3.13e.

Planning Comment: The subject lands currently contain an automobile dealership. A future filing of an RSC will address required mitigation to ensure that the subject lands are suitable for residential occupation as applicable.

Policy 3.5.3.30 Lands within the Urban Growth Centre Mixed Use Sub-Area land use designation shall be pre-zoned to facilitate the redevelopment of these lands to meet the intensification and mixed-use objectives of this Plan including the minimum gross development density target set out in Section 2.1.4.7 and 3.5.1.2 c) of this Plan, together with the minimum Block-Level Densities required by 2.1.4.8. A holding provision (H) may be implemented through the Zoning By-law in order to place a hold on the proposed development until:

- a) Compatibility Studies, including appropriate studies to achieve land use compatibility, and mitigation are completed to assess and address potential adverse effects from odour, noise and other contaminants;

- b) *Municipal services are adequate and available;*
- c) *A Comprehensive Development Plan is completed, where required in accordance with 3.5.3.29, including an Urban Design Brief; and*
- d) *The Town is satisfied that the development:*
 - i. *Is consistent with and conforms to all other relevant policies of the Province, the Region and the Town*
 - ii. *is sensitive to the character of adjacent residential neighbourhoods with respect to sun shadowing, building height, massing and setbacks and provides for suitable transition; and*
 - iii. *is appropriately integrated with surrounding land uses.*

Planning Comment: The Noise and Vibration Impact Study prepared by dBA confirmed that the recommended noise control measures can meet the noise requirements as outlined by the MECF, Region, and Town. This PJR and UDB outlines that the OPA and ZBLA applications reflect the intent, policies, and guidelines of the Town and represent good urban design and compatibility with the character of the adjacent residential neighbourhood.

Policy 3.5.3.48 *The most substantial portions of Milton's cultural heritage resources are contained within the CBD. Development should be consistent with the policies in addition to the policies contained in Section 2.10, the following should also apply to lands within the CBD:*

- a) *the CBD Urban Design Guidelines will encourage maintenance of the best existing cultural heritage resources buildings and provide design direction for compatible infilling and redevelopment of vacant lands and other areas where appropriate in the CBD's historic core;*
- c) *the small scale character of the historic residential areas of the CBD will be retained by limiting the size of redevelopments to two lots, both within and on the fringe of the areas described in d):*

Planning Comment: As the subject lands contain five properties addressed as 389, 395, 399, 405, and 409 Pearl Street which are listed on the Town's heritage register but not designated under Part IV of the OHA. The proposed development contemplates the demolition of these properties therefore an HIA was prepared by MHBC to assess impacts to cultural heritage resources. The evaluation in accordance with the OHA and O.Reg 9/06 concluded that the listed properties do not meet the minimum requirements for heritage designation and that they do not warrant conservation. Please refer to the HIA for more details.

8.5.3 Official Plan Conclusion

The proposed development **conforms to the intent of the Official Plan** as it will:

- Assist the Region and Town in achieving their population and employment targets as well as the Town's new housing supply target of 5,300 new housing units, by providing 570 residential units and 815 square metres of commercial space;
- Provide a high-density mixed-use building, which will increase and diversify existing residential and commercial development within the MTSA and UGC;
- Are permitted uses within the CBD/MTSA/UGC;
- Achieve minimum block density identified in the Secondary Plan schedules;
- Is a form of intensification within the Strategic Growth Area, which will make efficient use of public and municipal services by connecting to existing services;

- Be located in a strategic downtown location within proximity to a variety of land uses, amenities, and services (i.e. employment, public service facilities, institutional uses, recreation, and parks and open space);
- Be a transit-supportive development and connect to planned and existing public transportation options, through providing reduced parking standards;
- Be respectful and compatible with adjacent Mature Neighbourhood Areas and existing neighbourhood character by incorporating key architectural features (i.e. scale, massing, building height, setbacks, step backs, orientation, and building separation distances); and,
- Incorporate pedestrian-friendly streetscapes (i.e. wide sidewalks, connections, and public transit access) to promote active transportation.

8.6 Town of Milton Draft Official Plan, 2024

At the time of writing this PJR, the Town has been updating the Official Plan with policies to manage growth in the community to the year 2051. When approved, the new Official Plan will guide land-use decisions on how to manage change so that future development will meet the specific needs of the Milton community.

The Town of Milton Official Plan, 2024 is a DRAFT document for consultation and discussion purposes and has not been adopted by Town Council. For the purposes of this PJR, the version of the Draft Official Plan utilized was the online version found here:

<https://pub-milton.escribemeetings.com/filestream.ashx?DocumentId=9297>

Table 8-5 outlines the Draft Official Plan designations of the subject lands.

Table 8-5: Draft Official Plan designations

Map	Designation
Map 3: Functional Plan of Major Transportation Facilities	Urban Area UGC MTSA
Map 4: Right-of-Way Requirements of Arterial Roads	35 m
Schedule 1: Provincial Land Use Plans	Municipal Boundary
Schedule 2: Municipal Structure	Urban Area
Schedule 3: Urban Structure	Major Urban Centre (Downtown)
Schedule 4: Rural Structure	Municipal Boundary
Schedule 5: Green System	Urban Area
Schedule 6: Water Resources System	Urban Area

Map	Designation
Schedule 7a: Source Water Protection – Wellhead Protection Areas	Urban Area
Schedule 7b: Source Water Protection – Highly Vulnerable Aquifers	Urban Area
Schedule 7c: Source Water Protection – Significant Groundwater Recharge Areas	Urban Area

Section 1 of the Draft Official Plan describes the community's vision for Milton's future and the principles on which the vision and policies are based. The Draft Official Plan states that, "The vision expresses an aspirational dynamic and ambitious future for Milton. By 2051, Milton will be home to an increasingly diverse community of residents and businesses. Milton will need to provide its community with a variety of choices. The Plan takes the community's vision and turns it into directions that enable these opportunities for choice."

The proposed development will help the Town achieve its vision as it is a high quality and compact mixed-use development. It provides a range of mix of unit compositions, from one-bedroom units to two-bedroom units with a den. The variety of unit compositions will help accommodate a range of incomes and residents, thereby providing current and future residents the opportunities for choice within the community.

Section 2 of the Draft Official Plan is focused on sustainable growth management and provides policies which direct how the Town will accommodate residents and jobs, support modes of transportation, ensure the protection of the natural environment, and address climate change. Section 3 of the Draft Official Plan provides detailed policies that apply town-wide, relating to topics such as housing, parks and recreation, transportation, sustainability, climate change, economic development, urban design, and infrastructure.

These policies are high-level and the planning comments provided in **Subsection 8.5** of this PJR reflect that the proposed development comply with the proposed policies.

The Draft Official Plan states that the Town's population is projected to grow to 333,900 people by 2041 and 400,400 people by 2051. The proposed development provides 570 residential units and 815 square metres of ground floor commercial space which will assist the Town in achieving its growth targets while strategically directing growth towards the urban area and notably the MTSA and UGC. Specifically, the subject lands are within close proximity to the Ontario Street intensification corridor, the Milton GO Station, and 200 metres of a transit stop. The proposed development will utilize an innovative urban design and support the reduced reliance on private automobiles through the connection to active transportation and public transit options as well as the inclusion of bicycle parking spaces and lockers. Additionally, pedestrian-friendly streetscapes including wide sidewalks have been incorporated. Overall, the proposed development will help to achieve a complete, walkable, and transit-supportive community which is the goal of an MTSA.

8.7 Town of Milton Comprehensive Zoning By-Law 016 – 2014

The Zoning By-Law, which is applicable to the urban area of the Town, sets the land uses allowed, defines parking and landscaped areas, and controls building location, size and height. It was approved by the Ontario Municipal Board on October 16, 2014. The last consolidated version was in October 2024.

As illustrated in **Figure 8-14** below, the northern portion of the subject lands are zoned as 'UGC-MU-H - UGC Mixed Use Zone with a Holding Provision' and the southern portion of the subject lands are zoned 'RLD1 - Low Density Residential Zone'. The UGC-MU Zone permits an apartment building, back-to-back townhouses, and mixed-use buildings. The RLD1 Zone permits a detached dwelling, duplex dwelling, semi-detached dwelling, home-day care and home occupation.

The UGC-MU-H Zone has a Holding Provision, which states that the only uses permitted prior to the lifting of the Holding Provisions are as follows:

- Legally established existing uses; and
- Uses permitted in the UGC-MU-2 Zone.

As such, a ZBLA is required to rezone the RLD1 portion of the subject lands to UGC-MU to allow for the permitted use and a Site-Specific Exception will be applied to the subject lands to allow for the built form. The proposed ZBLA will also remove the Holding Provision.



Figure 8-14: Zoning of subject lands, retrieved from the Town of Milton interactive mapping

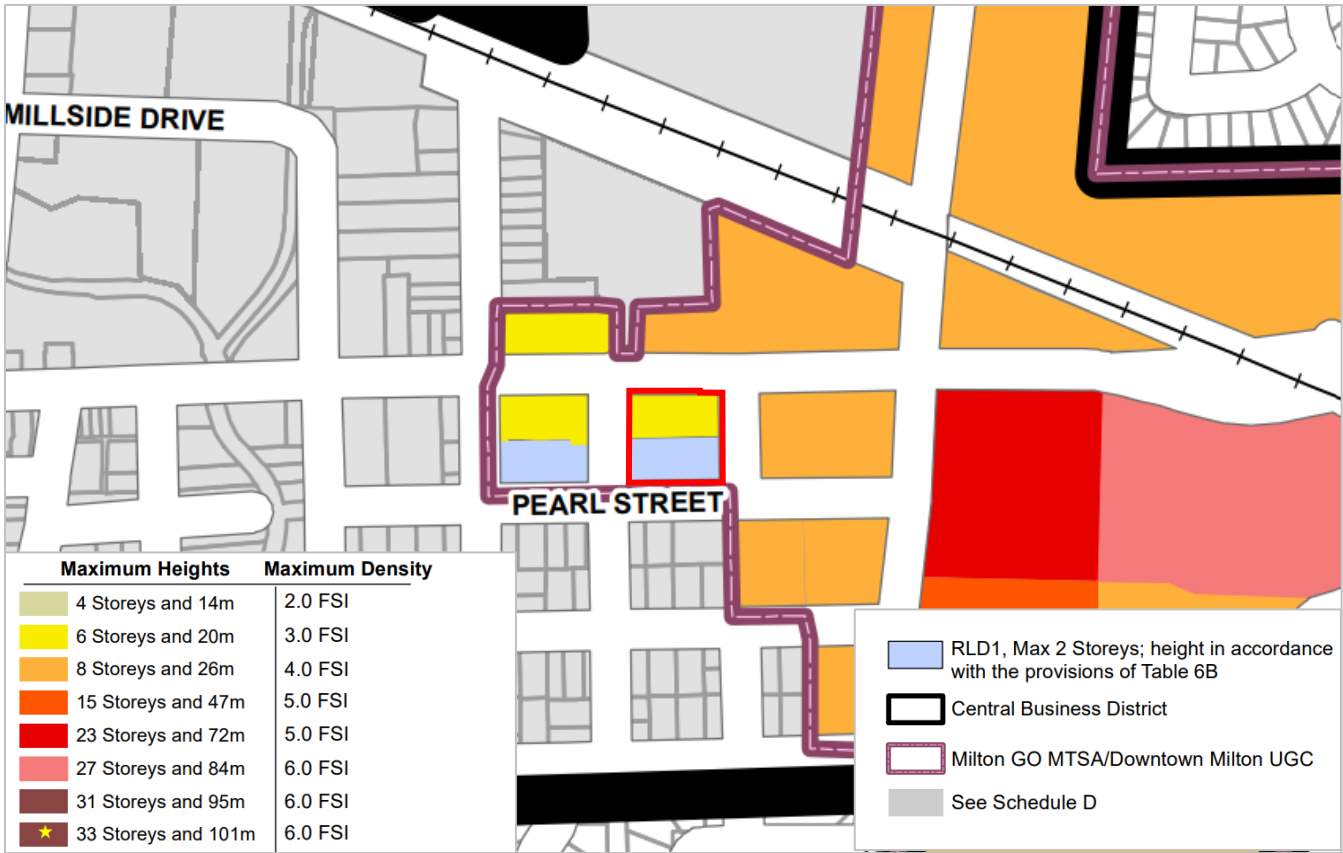


Figure 8-15: Excerpt of Schedule D1 – CBD – Building Height from the Zoning By-law



Figure 8-16: Excerpt of Schedule G – Milton GO MTSA Minimum Block Level Densities from the Zoning By-law

9 Proposed Planning Instruments

9.1 Official Plan Amendment

In order to accommodate the proposed development, an application under Section 22 of the Planning Act is required to amend the Town of Milton Official Plan, December 2024 Consolidation and the Secondary Plan for the Milton CBD. The Official Plan repeals and replaces the Official Plan for the Town of Milton as adopted by the Corporation of the Town of Milton in August 1984. It is an office consolidation of the Official Plan Policies and Amendments as of December 2024. The Town is currently updating the Official Plan with policies to manage growth in our community to the year 2051. The Secondary Plan provides detailed direction with respect to the allocation of land uses, heritage protection, street layout, and urban design within the CBD Boundary.

388 Main Street East is designated as 'Urban Grown Centre Mixed Use Sub-Area' and the remaining residential properties of the subject lands are designated as 'Low Density Residential Sub-Area' on Schedule C – CBD Land Use Plan of the Official Plan. The proposed development is a permitted use within the 'Urban Grown Centre Mixed Use Sub-Area' designation, whereas permitted uses within the 'Low Density Residential Sub-Area' shall be single detached, semi-detached, duplex dwellings, and additional residential units.

Therefore, the proposed development will require an amendment to Schedule C – CBD Land Use Plan to redesignate 389, 395, 399, 405, 409 Pearl Street and 17 Prince Street from 'Low Density Residential Sub-Area' to

'Urban Grown Centre Mixed Use Sub-Area', in line with the designation of 388 Main Street East. Intensification opportunities for the Main Street East parcel alone is limited without the consolidation of the southern block. Opportunities for lot consolidation shall be encouraged and as a consolidated parcel, the development has the opportunity to propose a comprehensive and thoughtfully high density for Main Street East. To facilitate the mixed-use development, as well as efficient shared access, utilities, and parking, the southern block will be re-designated, providing an enhanced opportunity for the comprehensive development of the lands within the PMTSA.

Based on the density and built form proposed, the proposed development would be considered a 'high-density' residential development. As per Schedule C.7.A. CBD of the Secondary Plan, the permitted maximum heights of 389, 395, 399, 405, 409 Pearl Street and 17 Prince Street are 1-2 storeys. As per Schedule C.7.A.1 CBD of the Secondary Plan, the permitted maximum height of 388 Main Street East is 6 storeys and maximum density is 3.0 FSI. An OPA will be required to redesignate the subject lands to a maximum height of 18 storeys and maximum density of 9.37 FSI on each of these schedules.

As stated throughout this report, the subject lands are located within a Strategic Growth Area, CBD, UGC, Milton GO MTSA and a Higher Order Transit Corridor, where higher intensities of population and employment growth should be directed. Additionally, the subject lands are an ideal location for high-density development, as it is located within an established mixed-use area, that comprises of residential, commercial, industrial, institutional, and open space uses. Therefore, the increased permitted maximum height and density are more appropriate to allow for transit-supportive densities, intensification and accommodate a variety of residential and commercial built forms. This will help contribute to accommodating forecasted population and employment growth for the Town, resulting in a more efficient use of lands and infrastructure (i.e. servicing and transportation) within the urban and downtown area.

In terms of height, the proposed development has considered the varying contextual nature of the surrounding areas and has incorporated key architectural features which aims to ensure compatible and respectful façades for each street edge. The building heights are focused on Main Street East and transition via building steps moving south. As stated in the UDB, the proposed podium design aims to ensure compatibility to the lower density residential are to the south by interfacing Pearl Street with a 6-storey brick clad podium. Setbacks and step backs have been strategically incorporated into the building design to minimize massing on adjacent properties and avoid sun and shadow issues. Majority of the shadowing impacts are contained within the MTSA, which is intended for increased intensification. It is not negatively affecting properties within the Character Area, and continue to meet sun/shadow guidelines set by the Town.

9.2 Zoning By-law Amendment

Under Section 34 of the Planning Act, a ZBLA may be used to amend any by-law passed under that section. The Town of Milton Comprehensive Zoning By-Law 016 – 2014 was approved by the Ontario Municipal Board on October 16, 2014. The last consolidated version was in October 2024.

388 Main Street East is zoned as 'UGC-MU-H - UGC Mixed Use Zone with Holding Provision' whereas 389, 395, 399, 405, 409 Pearl Street and 17 Prince Street are zoned as 'RLD1 - Low Density Residential Zone'. The proposed ZBLA is required to rezone 389, 395, 399, 405, 409 Pearl Street and 17 Prince Street from RLD1 Zone to UGC-MU Zone with site-specific provisions.

It is being requested that the UGC-MU Zone be modified to recognize site specific provisions relating to outdoor communal amenity area, access to residential/ non-residential uses, replacement of an existing non-residential

uses, density, front yard setback, exterior side yard setback, rear yard setback, building height, minimum landscaped buffer, tower controls, encroachments, bicycle parking, and electric vehicle ("EV") parking.

Urban Growth Centre Mixed-Use Zone Provision	Required	Proposed
Permitted Uses	<ul style="list-style-type: none"> • Apartment Building • Dwelling Multiple • Art Gallery • Bank • Convenience Store • Day Care Centre • Fitness Centre • Laundromat • Library • Medical Clinic • Mixed Use Building • Office Use • Personal Service Shop • Restaurant • Retail Store • Service Retail Outlet • Social Services Establishment • Specialty Food Store • Theatre • Veterinary Clinic 	<ul style="list-style-type: none"> • Mixed Use Building
(9) Outdoor Communal Amenity Space	<p>A minimum of 4 square metres per dwelling unit of outdoor communal amenity area shall be provided at grade and/or as a rooftop amenity area on the podium. (570 units = 2,280 square metres)</p> <p>This outdoor communal amenity area shall be aggregated into areas of not less than 50 square metres and have a minimum width of 6.0 metres.</p>	<p>1.5 square metres per dwelling unit of outdoor communal amenity area will be provided (859 square metres)</p>
(11) Access to residential/ non-residential uses	<p>Where residential and/or non-residential uses are located on the first storey of an apartment building</p>	<p>Access for two ground floor dwelling units are oriented and directly</p>

Urban Growth Centre Mixed-Use Zone Provision	Required	Proposed
	or mixed use building, a minimum of one principal building entrance to each dwelling unit and use shall be directly accessible from, and oriented towards, a public street	accessible from the internal roadway
(13) Replace an existing non-residential building	Where a Mixed Use Building(s) will replace an existing non-residential building on the same lot, the replacement building or buildings must contain one or more permitted non-residential use(s) with the same or greater gross floor area as the existing non-residential use or, where a lesser non-residential gross floor area is proposed, the gross floor area of the permitted non-residential use(s) must be sufficient to accommodate a similar number of jobs as the existing non-residential use(s) on the lot	Existing Non-Residential Building contains an automobile dealership, restaurant, and wellness centre. There are no identified commercial uses for the ground floor commercial as of yet.
Minimum Lot Frontage	50.0 m	81.68 m
Minimum Lot Area	3,500 square metres	5,735 square metres
Maximum Lot Coverage	70%	54.86%
Minimum Floor Space Index	2.0	9.37
Maximum Floor Space Index	3.0	
Minimum Front Yard on the South Side of Main Street East	6.0 m	5.0 m
Maximum Front Yard on the South Side of Main Street East	9.0 m	
(4) Minimum Step back	A minimum step back of 10 m is required above a height of 19.5 metres or 6 storeys	3.0 m
Minimum Interior Side Yard Setback	1.8 m Floors 9 and above: 12.5 m	N/A

Urban Growth Centre Mixed-Use Zone Provision	Required	Proposed
Minimum Exterior Side Yard (All Other Streets)	3.0 m	Bruce Street: 5.5 m Prince Street: 5.6 m
Maximum Exterior Side Yard Setback (All Other Streets)	5.5 m	
(6) Minimum Step back	A minimum step back of 1.5 m is required above a height of 13.5 m or 4 storeys.	0 metres
Minimum Rear Yard	7.5 m Floors 1 to 3: 7.5 m Floor 4: 10.5m Floor 5: 13.5 m Floor 6: 16.5 m	Floors 1 to 3: 5.5 m Floors 4 to 5: 8.5 m Floors 6 to 18: 24.5 m
Building Height	6 storeys 20 m	18 storeys 58.5 m
(8) Minimum height of a non-residential first storey	Minimum height of a non-residential first storey (measured from top-of-slab to top-of-slab) of a mixed used building is 4.5 metres	4.5 m
(9) Building Height Difference Between Tallest Tower and Shortest Tower	Multiple towers on the same lot shall have a height difference of at least 4 storeys and 12.0 metres between the height of the tallest tower and the shortest tower on the lot.	6.0 m 2 storeys
Tower Separation	Each tower must be separated a minimum of 25.0 metres from any other tower located on the same lot, measured horizontally from the main wall of one tower to the other, projecting balconies excepted.	17.5 m
Tower Floor Plate Area	Any tower portion of a building between a height of 9 storeys and 15 storeys inclusive must not	900 square metres above a height of 9 storeys

Urban Growth Centre Mixed-Use Zone Provision	Required	Proposed
	<p>exceed a floor plate area of 1,000 square metres on the lot.</p> <p>Any tower portion of a building above a height of 15 storeys must not exceed a floor plate area of 750 square metres or 40 linear metres measured diagonally on the lot</p>	
Minimum Landscaped Open Space	15%	19.4%
Minimum Landscaped Buffer	<p>Abutting a Street Line: 0.0m</p> <p>Abutting a Residential Zone: 4.5 m</p>	0.0 m

General Provisions	Required	Proposed
Exceptions to Height Requirements	Mechanical features, such as structures containing the equipment necessary to control an elevator, are permitted to project a maximum of 6.0 m above the highest point of the roof surface, regardless of the height of the building;	4.98 m
	Mechanical floors / penthouses provided they are setback a minimum of 3.0 metres from the exterior walls of the floor beneath it	3.00 m
Encroachment into Required Yards	Balconies: 1.5m into a required yard, and where located on top of a porch / veranda shall be provided in accordance with the encroachments for porches / verandas	1.7 m
	Ornamental Projections: 0.15m provided that the ornamental projection is 2.0m above grade	0.25 m

Parking and Loading Provisions	Required	Proposed
Parking in the Major Transit Station Area	A surface parking area at grade is not permitted to occupy more than 20% of the lot area;	
	Visitor parking associated with a residential use, and client parking associated with a permitted non-residential use, may be provided in any combination of a parking structure and a parking area and may be used for any combination of residential and permitted non-residential uses	
	No part of a parking area or parking structure is permitted within a front yard or an exterior side yard;	
	A parking structure that projects above established grade is not permitted within the first 9.0 metres of the depth of the building measured horizontally from the main wall facing a street, and the first 4.5 metres of height of the building measured vertically from the top of the floor of the first storey to the top of the floor of the second storey within that depth.	
	Notwithstanding anything to the contrary, no minimum vehicle parking rates shall apply for lands located in the Milton GO MTSA/Downtown UGC area as identified on Schedule E1 to this by-law.	417 spaces
	Where parking spaces are provided, a percentage of provided parking spaces must be allocated to accessible parking spaces, visitor	

Parking and Loading Provisions	Required	Proposed
	parking spaces, and EV parking spaces as follows:	
	Visitor parking spaces shall be provided at a rate of 17% of the parking spaces provided.	0 visitor parking spaces are provided
	Accessible parking spaces shall be calculated in accordance with Table 5H based on the number of parking spaces provided.	19 spaces are provided
	EV charging stations shall be calculated in accordance with Table 5O based on the number of parking spaces provided	0 EV spaces are provided
Driveway Access to a Parking Area	Minimum Two-Way Driveway: 6.0 m Maximum Two-Way Driveway: 15.0m	6.0 m
Size Requirements of Off-Street Aisles	Minimum width of Two-Way Aisle: 6.0 m	6.0 m
Size Requirements of Off-Street Parking, Loading or Queuing Spaces	Perpendicular – 5.8 m x 2.75 m	Perpendicular – 5.8 m x 2.75 m
	Accessible Parking Space Type A: 5.8 m x 3.4 m Type B: 5.8 x 2.75 m An accessible aisle must be provided adjacent to an accessible parking space with a minimum width of 1.5m and length of 5.8m. Adjacent accessible parking spaces may share one access aisle.	Type A: 5.8 m x 3.4 m Type B: 5.8 x 2.75 m
Bicycle Parking Requirements	1 long term bicycle parking space/unit (570 spaces) Plus 0.05 short term bicycle parking spaces per unit (28.5 spaces)	311 long-term spaces 32 short term spaces

9.2.1 Minimum Outdoor Amenity Area

The proposed development seeks to allow a reduced communal outdoor amenity area of approximately 859 square metres in the form of a roof-top amenity area on the podium. All dwelling units will continue to have a private amenity area in the form of a balcony. The proposed reduction in outdoor amenity area is mitigated by the proximity of the subject lands having adequate access to nearby open spaces and trails including Livingston Park, Milton Fairgrounds, Holy Rosary Field, and Timberlea Trail, all of which provide recreational opportunities.

9.2.2 Access to Residential/Non-Residential Uses

The modification to this provision is minor, as majority of dwelling units have a principal entrance from a public street. Two dwelling units are oriented and directly accessible from the internal roadway.

9.2.3 Replacement of an Existing Non-Residential Building

Currently, the subject lands contain a commercial plaza, consisting of an automobile dealership, restaurant, and wellness centre. An amendment to this provision is requested as specific commercial uses are not finalized at this stage.

9.2.4 Maximum Density

As outlined throughout this report, the subject lands are an ideal location for high-density development, due to its location within the UGC, CBD and Milton GO MTSA. The lands to the west of the subject lands are the western extent of the MTSA, which may be developed in the future to support the vision and target population/ employment counts of the overall MTSA.

The subject lands are located within an established mixed-use area, within proximity to a variety of residential, commercial, industrial, institutional, and open space uses. As such, there are limited impacts to surrounding uses. The consolidation of the fragmented parcels provides the optimal condition to consider the planned densities. The proposed increase for the permitted maximum density is appropriate as it provides for the comprehensive development of fragmented lands within the established MTSA to provide transit-supportive densities, accommodate an efficient development to meet the forecasted population and employment growth for the Town, has minimal impact to the surrounding stable neighborhood and will make more efficient use of lands and infrastructure (i.e. servicing and transportation).

9.2.5 Minimum Front Yard Setback and Step Back

The general intent and purpose of the front yard setback is to establish a consistent streetscape. The reduction is appropriate, as it supports a continuous streetscape and street wall along Main Street, as provided by the UDB prepared by MHBC.

The purpose of a front yard step back is to provide a pedestrian oriented streetscape. The proposed development provides a four-storey podium along Main Street East, which provides consideration to the orientation of the building towards the public realm. It will provide an active streetscape and an inviting public realm for pedestrians, as provided by the UDB.

9.2.6 Maximum Building Height and Building Height Variability

The intent of a maximum height provision is to ensure compatibility in terms of built form, while the intent of a height difference provision between multiple towers on the same lot is to provide building height variability. The proposed development has been designed with an initial four-storey podium and an additional four-storey podium before stepping back into two towers along each of the four surrounding streets. This provides visual variability, as the building height is focused along Main Street East and steps down towards Pearl Street to enhance the street wall and public realm at the ground level. As stated in the UDB, the proposed podium design aims to ensure compatibility to the lower density residential are to the south by interfacing Pearl Street with a 6-storey brick clad podium. Setbacks and step backs have been strategically incorporated into the building design to minimize massing on adjacent properties and avoid sun and shadow issues.

9.2.7 Maximum Exterior Side Yard Setback and Step Back

The exterior side yard is along Bruce Street and Prince Street. The general intent and purpose of the exterior side yard is to ensure adequate separation between buildings on separate properties, minimize impacts of shadow and overlook, and provide sufficient space for access, landscaping, amenity areas, and parking.

On the opposite side of Bruce Street is a two-storey commercial building, containing retail uses and an associated parking area. On the opposite side of Prince Street is a one-storey commercial building, containing a restaurant, an associated parking area and a single detached dwelling.

The increase to the maximum exterior side yard is minor, while the decrease to the step backs do not cause negative shadowing and overlook on adjacent properties, as provided by the Design Impact Analysis, prepared by KNYMH.

9.2.8 Minimum Rear Yard Setback

The general intent and purpose of the rear yard setback is to allow for the provision of suitable space for access, landscaping, and amenity areas, while maintaining compatibility with abutting uses. There is sufficient space for pedestrian and vehicular access to the primary entrance from Pearl Street. Landscaped elements have been incorporated throughout the proposed development and balconies are provided for the residential units. Furthermore, the abutting use to the south is residential, therefore there are no compatibility concerns as a result.

9.2.9 Minimum Landscaped Buffer

The reduction to the minimum landscaped buffer abutting a residential zone is in relation to 386/ 392 Pearl Street and 20/26 Prince Street, which are zoned residential. The intent of a landscaped open strip is to ensure compatibility between the proposed development and surrounding uses. The right-of-way of Pearl Street and Prince Street separate the subject lands from the residentially zoned properties, therefore there is sufficient distance between the proposed building and residential dwellings.

9.2.10 Tower Separation and Tower Floor Plate Area

The intent of a tower separation provision is to maintain adequate spacing between structures, while the intent of the Tower Floor Plate Area is to control the size and shape of tall buildings, which will assist in reducing the visual impact. The reduction to the tower separation provision and modification to the tower floor plate area provision continues to maintain the intent as it provides variability in height, as well as visual interest in terms of materiality.

9.2.11 Encroachments

The intent of the required projection of balconies into the lot lines is to avoid any adverse impacts on adjacent properties. The subject lands are bounded by Main Street, Bruce Street, Pearl Street and Prince Street. The projections into the right-of-way will not negatively impact the use or function of the roadways

9.2.12 Parking within a Major Transit Station Area

As the subject lands are located within the Milton GO MTSA, parking facilities are not required to be incorporated into the proposed development. Although the proposed development provides 417 parking spaces in a three (3) storey underground parking garage, visitor parking spaces are not specifically identified. The proposed development promotes using other modes of transportation, which includes setting an example for residents and visitors to consider non-automotive travel, as provided by the TIS, prepared by Paradigm.

9.2.13 Electric Vehicle Parking Spaces

EV Spaces are not currently contemplated at this time.

9.2.14 Bicycle Parking Requirements

The proposed development provides 311 long-term bicycle parking stalls, which is a reduction from the current Zoning By-law and 32 short-term bicycle parking stalls, which exceeds the minimum requirements. Additional parking stalls may be contemplated through future stages.

10 Conclusion

Based on Arcadis' professional opinion, the proposed development is a transit-supportive development which will result in an appropriate residential and commercial intensification within the Town and specifically the Milton GO MTSA and Downtown Milton UGC. Based on an analysis of the subject lands, the adjacent and surrounding lands, supporting studies and the applicable planning policy framework, it is our opinion that the proposed OPA and ZBLA will facilitate an appropriate form of land use, constitute good land use planning, and are within the public interest. It is our professional opinion that the proposed amendments:

- Are consistent with the policies of the Provincial Planning Statement, 2024;
- Conform with the policies and intent of the Halton Region Official Plan, May 2024 Consolidation;
- Conform with the policies and intent of the Town of Milton Official Plan, December 2024;
- Conform with the policies and intent of the Secondary Plan for the Town of Milton CBD;
- Are consistent with the intent of the Town of Milton Comprehensive Zoning By-Law 016 – 2014; and,
- Enable a development that will be compatible with the existing and future uses on adjacent lands, adding value and benefit to the Town of Milton and the Milton GO Station.

We trust this PJR satisfies your request. Please do not hesitate to contact Arcadis should you require additional information regarding the above.

Appendix A

Draft Official Plan Amendment and Schedules

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW XXX-2025

BEING A BY-LAW TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTIONS 17 AND 21 OF THE *PLANNING ACT* IN RESPECT OF THE LANDS KNOWN MUNICIPALLY AS 388 MAIN STREET EAST, 389, 395, 399, 405, 409 PEARL STREET, AND 17 PRINCE STREET AND LEGALLY DESCRIBED AS PART OF LOT 6 AND ALL OF LOTS 7, 8 AND 9, SOUTH OF MAIN STREET AND ALL OF LOTS 4, 5, 6 AND 7 NORTH OF PEARL STREET BLOCK 14 REGISTERED PLAN 9 (TEETZEL'S SURVEY), TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (SLESSOR SQUARE LP INC.) - FILE: LOPA-XX/25

The Council of the Corporation of the Town of Milton, in accordance with the provisions of Sections 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 Schedule C, Schedule C.7.A.CBD, and Schedule C.7.A.1 CBD of the Town of Milton Official Plan to permit the development of a 16-storey tower and 18-storey tower on a shared six (6) storey podium, at lands known municipally as 388 Main Street East, 389, 395, 399, 405, 409 Pearl Street, and 17 Prince Street and legally described as Part of Lot 6 and all of Lots 7, 8 and 9, South of Main Street and all of Lots 4, 5, 6 and 7 North of Pearl Street Block 14 Registered Plan 9 (Teetzel's Survey), Town of Milton, Regional Municipality of Halton, consisting of the attached maps and explanatory text, is hereby adopted.
2. Pursuant to Subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land 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 No. XX to the Official Plan of the Town of Milton.

PASSED IN OPEN COUNCIL ON [DATE]

Gordon A. Krantz Mayor

_____ Town Clerk
Meaghen Reid

AMENDMENT NUMBER XX

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

PART OF LOT 6 AND ALL OF LOTS 7, 8 AND 9, SOUTH OF MAIN STREET AND ALL OF LOTS 4, 5, 6 AND 7 NORTH OF PEARL STREET BLOCK 14 REGISTERED PLAN 9 (TEETZEL'S SURVEY), TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (SLESSOR SQUARE LP INC.)

388 MAIN STREET EAST, 389, 395, 399, 405, 409 PEARL STREET, AND 17 PRINCE STREET

FILE: LOPA-XX/25

AMENDMENT NUMBER XX

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

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

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

PART 1: THE PREAMBLE

THE TITLE

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

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

388 Main Street East, 389, 395, 399, 405, 409 Pearl Street, and 17 Prince Street
Part of Lot 6 and all of Lots 7,8 and 9, South of Main Street and all of Lots 4, 5, 6
and 7 North of Pearl Street Block 14 Registered Plan 9 (Teetzel's Survey)
(Town of Milton)
(File: LOPA XX/25)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to add a Specific Policy Area XX to the lands at 388 Main Street East, 389, 395, 399, 405, 409 Pearl Street, and 17 Prince Street. It will redesignate 389, 395, 399, 405, 409 Pearl Street and 17 Prince Street from 'Low Density Residential Sub-Area' to 'Urban Growth Centre Mixed Use Sub-Area' (Schedule C - Central Business District Land Use Plan).

In addition, it will redesignate 389, 395, 399, 405, 409 Pearl Street and 17 Prince Street from 'Maximum Heights of 1-2 Storeys' to 'Maximum Heights of 18 Storeys' (Schedule C.7.A.CBD - Central Business District Height Limits), and redesignate 388 Main Street East from 'Maximum Heights of 6 Storeys' to 'Maximum Heights of 18 Storeys'. It will redesignate the whole property from 'Maximum Density of 3.0 FSI' to 'Maximum Density of 9.37 FSI' (Schedule C.7.A.1 CBD - Central Business District Milton GO MTSA/Downtown Milton UGC Height & Density Limits).

LOCATION OF THE AMENDMENT

The subject lands are located on the south corner of Main Street East between Prince Street and Bruce Street. The lands are municipally identified as 388 Main Street East, 389, 395, 399, 405, 409 Pearl Street, and 17 Prince Street. The lands are legally described as Part of Lot 6 and all of Lots 7, 8 and 9, South of Main Street and all of Lots 4, 5, 6 and 7 North of Pearl Street Block 14 Registered Plan 9 (Teetzel's Survey), Town of Milton.

BASIS OF THE AMENDMENT

The proposed amendment would permit the development of a high-rise mixed-use building, containing a 16-storey and an 18-storey building. It would contain 570 residential units with a density of 9.37 FSI on the subject lands.

- a) The subject application proposes intensification that is consistent with the Provincial Planning Statement, 2024. The provincial policies contained within

the PPS 2024 actively promote and encourage compact urban form, intensification, and development which will take better advantage of existing and future public transit within the Milton GO MTSA .

- b) The proposed development 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 represent intensification within the Milton Urban Growth Centre. Central Business District and Milton GO MTSA, which would assist in accommodating the Town's population and employment forecasts
- d) The proposed development would bring a vibrant new residential use to the Urban Growth Centre, providing a range of housing opportunities for present and future residents of all ages and incomes
- e) The subject application promotes urban design excellence within Milton's Urban Growth Centre/ Milton GO MTSA and will help maintain and enhance a well-designed built form that contributes to community image and identity
- f) The proposed high-rise mixed-use building is compatible with surrounding land uses, development pattern, built form and landscapes.

PART 2: THE AMENDMENT

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

DETAILS OF THE AMENDMENT

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

1.0 Mapping Change

- 1.1 Amending Schedule I1 - “Urban Area Specific Policy Areas” by adding Special Policy Area No. XX to the lands at 388 Main Street East, 389, 395, 399, 405, 409 Pearl Street, and 17 Prince Street
- 1.2 Amending Schedule C - Central Business District Land Use Plan by redesignating 389, 395, 399, 405, 409 Pearl Street and 17 Prince Street from ‘Low Density Residential Sub-Area’ to ‘Urban Growth Centre Mixed Use Sub-Area’; as per Schedule B attached
- 1.3 Amending Schedule C.7.A.CBD - Central Business District Height Limits by redesignating 389, 395, 399, 405, 409 Pearl Street, and 17 Prince Street from “Maximum Heights of 1-2 Storeys” to ‘Maximum Heights of 18 Storeys’; and,
- 1.4 Amending Schedule C.7.A.1 CBD - Central Business District Milton GO MTSA/Downtown Milton UGC Height & Density Limits be amended by redesignating 388 Main Street East from ‘Maximum Heights of 6 Storeys and Maximum Density of 3.0 FSI’ to ‘Maximum Heights of 18 Storeys and Maximum Density of 9.37 FSI’.

2.0 Text Change







- 2.1. Adding the following text to Section 4.11 Specific Policy Area

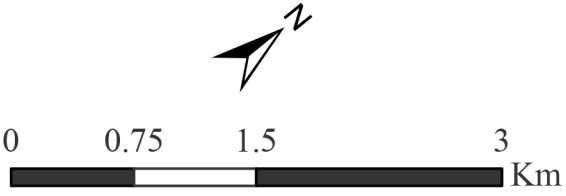
4.11.XX The lands identified as Specific Policy Area XX on Schedule I1 of this Plan, being the lands at 388 Main Street East, 389, 395, 399, 405, 409 Pearl Street, and 17 Prince Street may be developed to provide a high-density building, consisting of two towers of up to 18 storeys in height and a maximum density of 9.37 FSI.

TOWN OF MILTON OFFICIAL PLAN

Schedule I1

URBAN AREA SPECIFIC POLICY AREAS (Refer to Section 4.11)

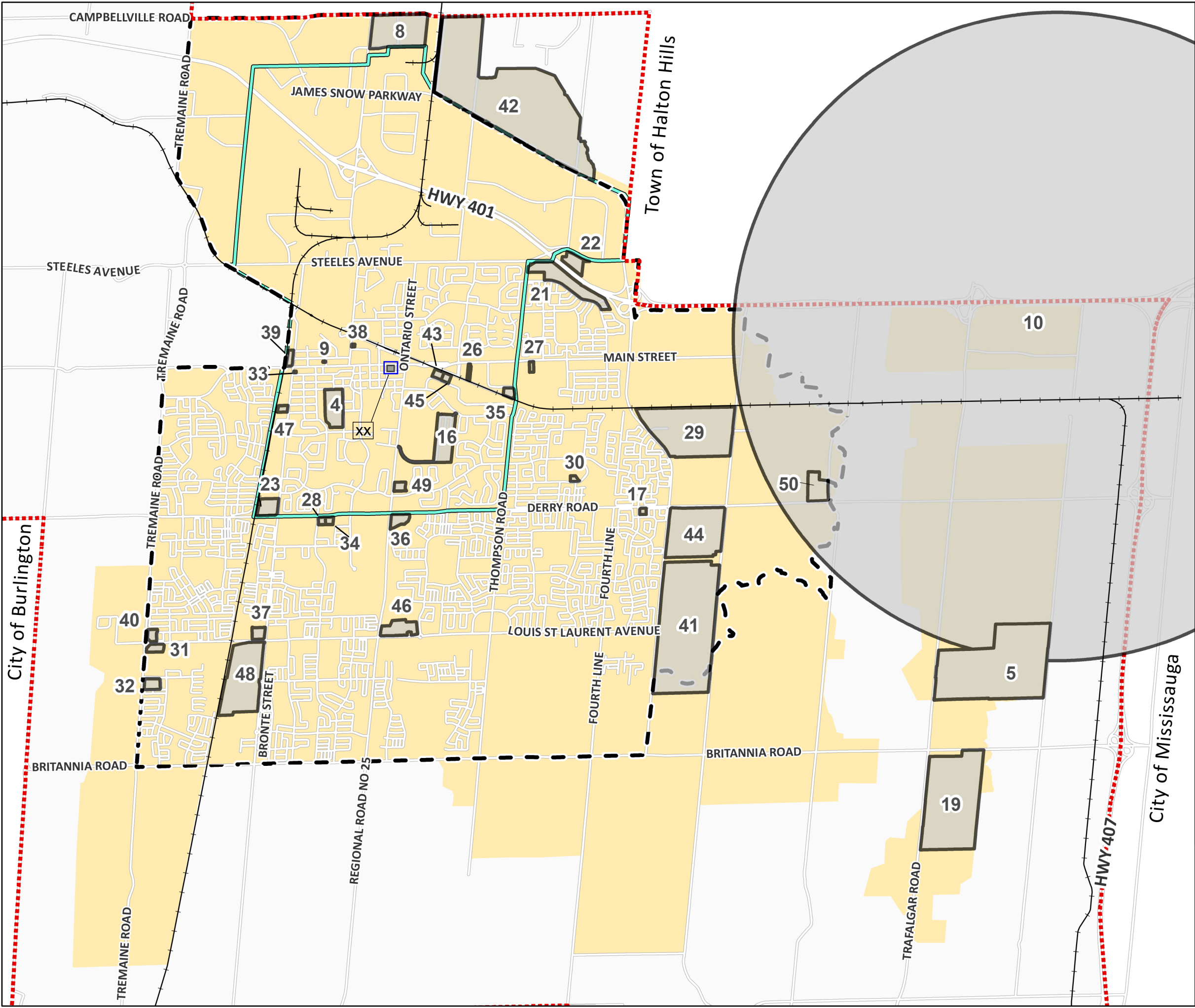
-  Rail
-  Urban Area Specific Policy Area
-  Area Milton Boundary
-  Urban Area
-  Established Urban Area
-  HUSP Area




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


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Last updated May 2024
Office Consolidation December 2024



Legend

 LANDS TO REMAIN "URBAN GROWTH CENTRE MIXED USE SUB-AREA".

 "LOW DENSITY RESIDENTIAL SUB-AREA" LANDS TO BE DESIGNATED "URBAN GROWTH CENTRE MIXED USE SUB-AREA"



Scale: N.T.S.

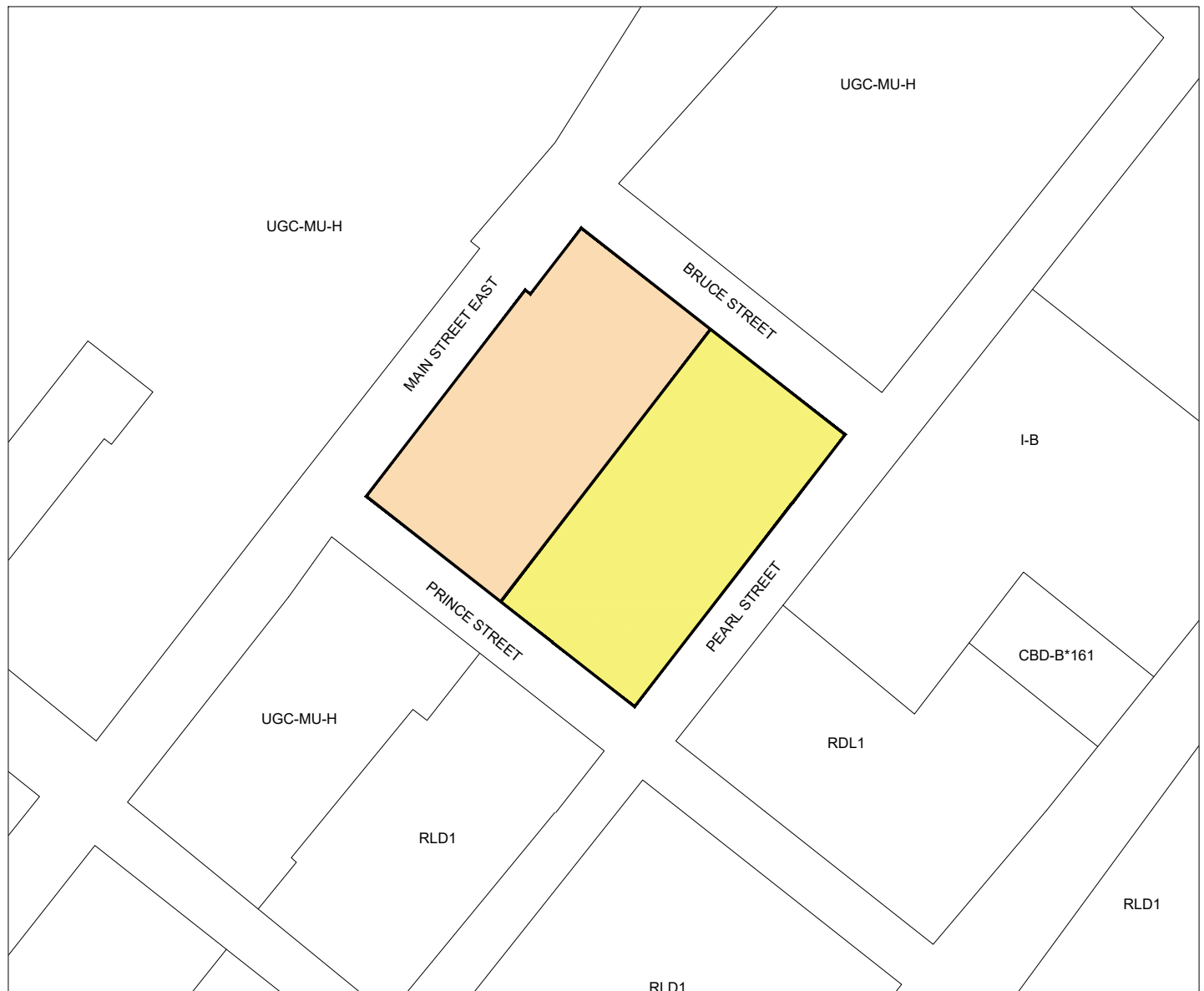
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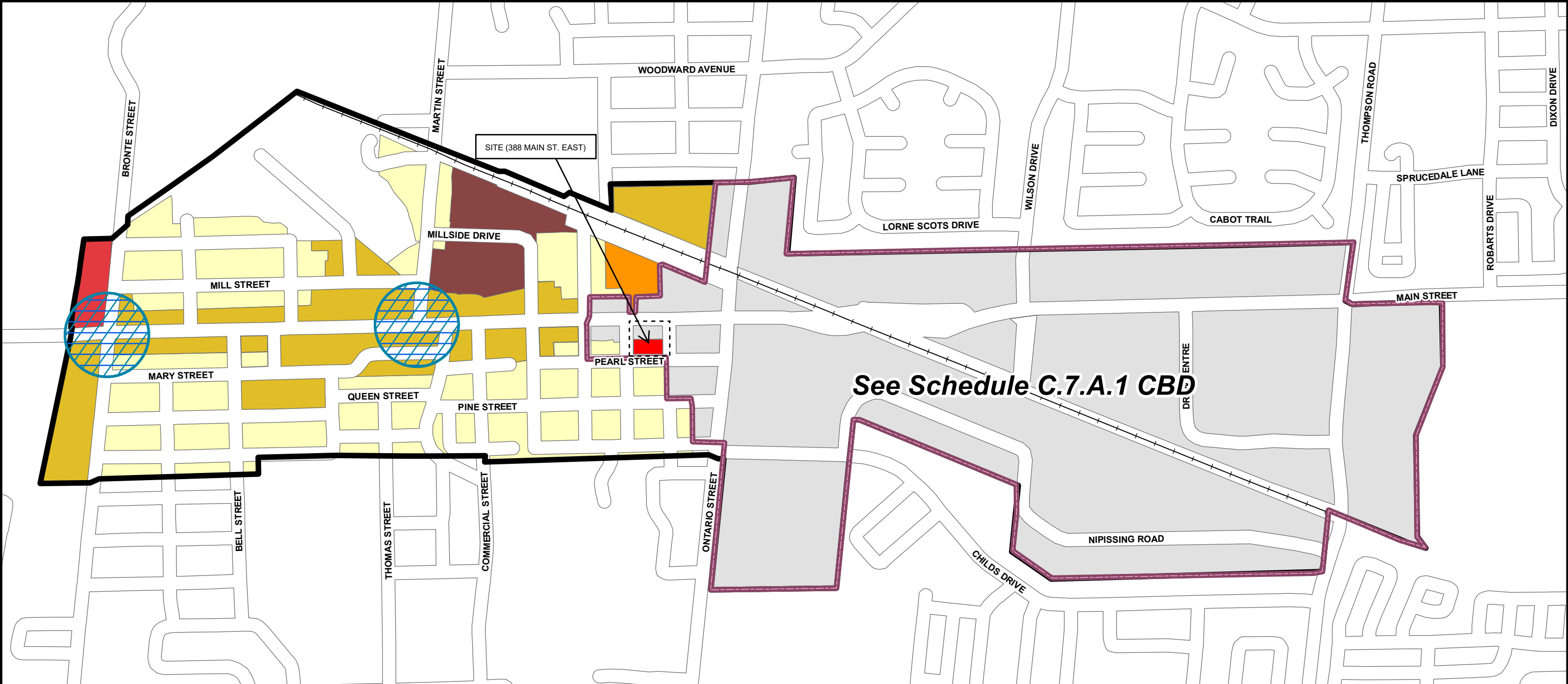
This is Schedule 'B' to amend the Town of Milton Official Plan, Schedule C - Central Business District Land Use.





Passed the ____ day of _____, 2025.

MAYOR

CLERK





-  Central Business District Boundary
-  Urban Growth Centre/Major Transit Station Area
-  Transition Areas
-  Gateways

-  See Schedule C.7.A.1 CBD
- Maximum Heights**
-  1-2 Storeys
-  3-4 Storeys
-  6-8 Storeys
-  10-14 Storeys
-  18 Storeys

TOWN OF MILTON OFFICIAL PLAN

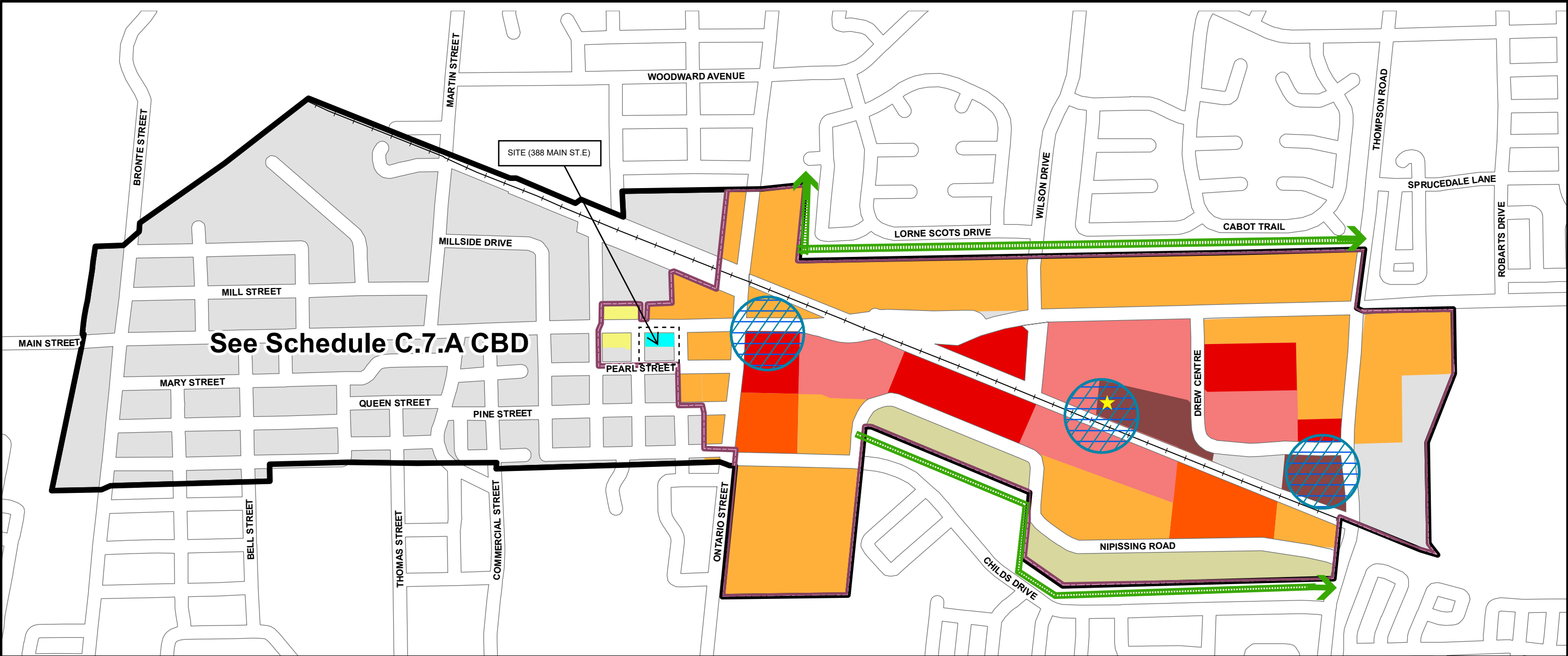
CENTRAL BUSINESS DISTRICT
SECONDARY PLAN




Schedule C.7.A.CBD









CENTRAL BUSINESS DISTRICT
HEIGHT LIMITS



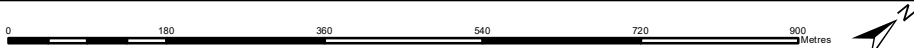
This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.
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Last updated August 2022
Office Consolidation December 2024



-  Central Business District Boundary
-  Urban Growth Centre/Major Transit Station Area
-  See Schedule C.7.A CBD
-  Transition Areas
-  Gateways

Maximum Heights		Maximum Density
	4 Storey	2.0 FSI
	6 Storey	3.0 FSI
	8 Storey	4.0 FSI
	15 Storey	5.0 FSI
	18 Storeys	9.37 FSI
	23 Storeys	5.0 FSI
	27 Storeys	6.0 FSI
	31 Storeys	6.0 FSI
	33 Storeys	6.0 FSI

TOWN OF MILTON
OFFICIAL PLAN
CENTRAL BUSINESS DISTRICT
SECONDARY PLAN
Schedule C.7.A.1 CBD
CENTRAL BUSINESS DISTRICT
MILTON GO MTSA/DOWNTOWN
MILTON UGC HEIGHT & DENSITY LIMITS



This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.
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Last updated August 2022
Office Consolidation December 2024

Appendix B

Draft Zoning By-law Amendment and Schedule

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW XX-2025

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS 388 MAIN STREET EAST, 389, 395, 399, 405, 409 PEARL STREET, AND 17 PRINCE STREET, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

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

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

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

1. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Urban Growth Centre Mixed-Use Zone with a Holding Provision symbols (UGC-MU-H) to a new site-specific Urban Growth Centre Mixed-Use (UGC-MU-XX) Zone symbols on the lands shown on Schedule A attached hereto and changing the Low Density Residential (RLD1) to a new site specific Urban Growth Centre Mixed Use Zone (UGC-MU-XX) zone on lands shown on Schedule A attached hereto
2. **THAT** Schedule D1 to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Maximum Building Height and Maximum Density to 18 storeys and 63 metres and 9.37 FSI on the lands shown on Schedule D1 attached hereto
3. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.XX to read as follows:

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

- a. Notwithstanding any provisions of the By-law to the contrary, for lands zoned the following standards and provisions shall apply
 - i. Notwithstanding the provisions of Section 4.19.5 Encroachments, balconies for mixed-use buildings may encroach 1.7 metres into a required yard;

- ii. Notwithstanding Section 5.10 Bicycle Parking Space Requirements, a minimum of 31 Long-Term Bicycle Parking Spaces and 32 Short-Term Bicycle Parking Spaces shall be provided;
- iii. Notwithstanding Section 5.5.2 vii) 0 visitor parking spaces and 0 EV Parking Spaces will be provided.
- iv. Notwithstanding Section 5.19, 0 EV Parking Spaces will be provided.

b. Zone Standards:

Notwithstanding any provisions of Section 7.2, Table 7A, the following shall apply:

- i. A minimum of 1.5 square metres per dwelling unit of outdoor communal amenity area shall be provided as a rooftop amenity area. This outdoor communal amenity space shall be aggregated into areas of not less than 50 square metres.
- ii. Where residential and/or non-residential uses are located on the first-storey of a Mixed-Use Building, a minimum of one principal building entrance to each dwelling unit shall be directly accessible from a public street or internal roadway
- iii. Footnote 13 (Where a Mixed-Use Building(s) will replace an existing non-residential building on the same lot? the replacement building or buildings must contain one or more permitted non-residential use(s) with the same or greater gross floor area as the existing non-residential use or? where a lesser non-residential gross floor area is proposed? the gross floor area of the permitted non-residential use(s) must be sufficient to accommodate a similar number of jobs as the existing non-residential use(s) on the lot) does not apply

Notwithstanding any provisions of Section 7.2, Table 7A, the following shall apply:

- i. Maximum Floor Space Index: 9.37
- ii. Minimum front yard setback on the south side of Main Street East: 5.0 metres
- iii. A minimum stepback of 3.0 metres is required above a height of 19.5 metres or 6 storeys

- iv. Maximum Exterior Side Yard Setback on all other streets: 5.6 metres
 - v. Minimum Stepback along Exterior Side Yard does not apply
 - vi. Minimum Rear Yard Setback abutting a Residential Zone is as follows:
 - a. Floor 1 to 3: 5.5 metres
 - b. Floor 4 to 5: 8.5 metres
 - c. Floor 6 to 18: 24.5 metres
 - vii. Maximum building height: 18 storeys
 - viii. Multiple towers on the same lot shall have a height difference of at least 2 storeys and 6.0 metres between the height of the tallest tower and shortest tower on the lot
 - ix. Minimum Landscaped Buffer abutting a Residential Zone: 0.0 m
 - x. Each tower must be separated by a minimum of 17.5 metres from any other tower located on the same lot, measured horizontally from the main wall of one tower to the other, projecting balconies excepted
 - xi. Any Tower Portion of a building above a height of 9 storeys shall have a maximum floor plate area of 900 square metres
4. If no appeal is filed pursuant to Section 34(19) of the Planning Act, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Ontario Land Tribunal dismisses the appeal, this by-law shall come into force on the day of its passing. If the Ontario Land Tribunal amends the by-law pursuant to Section 34 (26) of the Planning Act, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

PASSED IN OPEN COUNCIL ON _____

_____ Mayor

Gordon A. Krantz

_____ Town Clerk

Meaghen Reid

Legend

Areas to be zoned:



LANDS TO BE REZONED FROM URBAN GROWTH CENTRE MIXED USE ZONE WITH HOLDING PROVISION [UGC-MU-H] ZONE TO URBAN GROWTH CENTRE MIXED USE ZONE [UGC-MU]



LANDS TO BE REZONED FROM LOW DENSITY RESIDENTIAL ZONE [RLD1] TO A SITE-SPECIFIC URBAN GROWTH CENTRE MIXED USE ZONE [UGC-MU]



Scale: N.T.S.

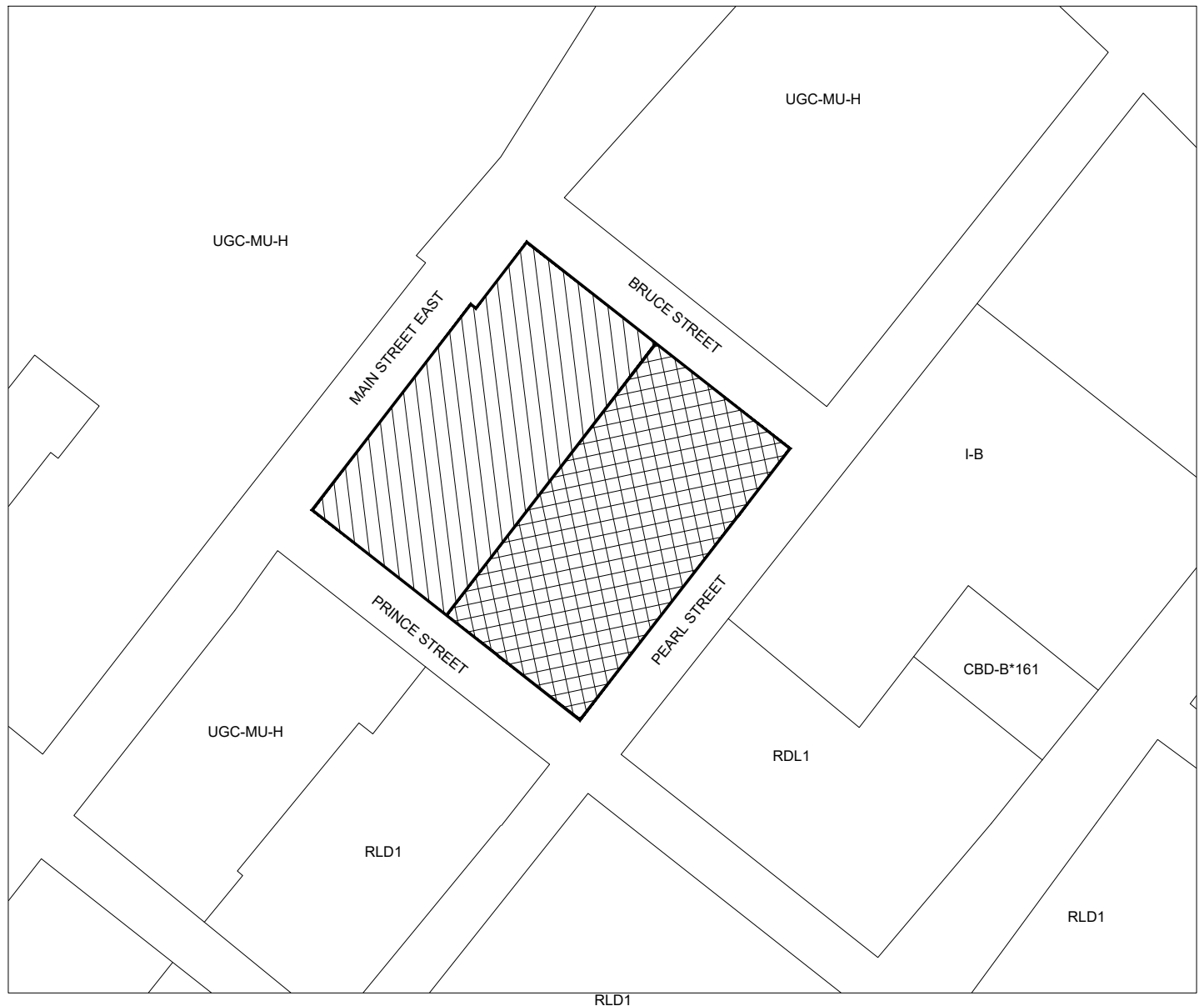
File Number:

This is Schedule 'A' to By-law No. ____ - 2025 to amend the Town of Milton Zoning By-Law No.016-2014.

Passed the ____ day of _____, 2025.

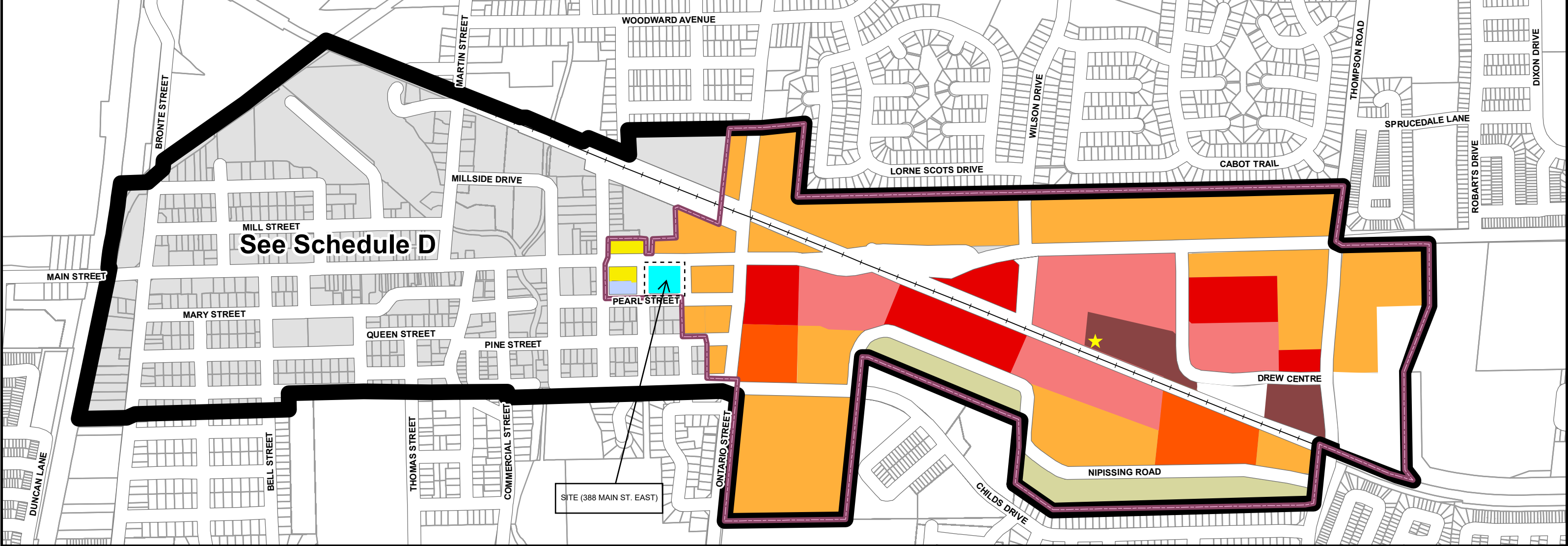
MAYOR

CLERK



SCHEDULE D1





Central Business District - Building Heights

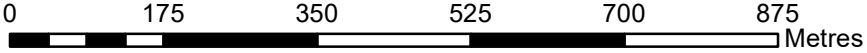


Town of Milton
Zoning By-law 016-2014
(HUSP Urban Area)

Date: 2022-08-30
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Maximum Heights		Maximum Density
	4 Storeys and 14m	2.0 FSI
	6 Storeys and 20m	3.0 FSI
	8 Storey and 26m	4.0 FSI
	15 Storeys and 47m	5.0 FSI
	18 Storeys and 63m	9.37 FSI
	23 storey and 72m	5.0 FSI
	27 Storey and 84m	6.0 FSI
	31 Storeys and 95m	6.0 FSI
	33 Storeys and 101m	6.0 FSI

-  RLD1, Max 2 Storeys; height in accordance with the provisions of Table 6B
-  Central Business District
-  Milton GO MTSA/Downtown Milton UGC
-  See Schedule D



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