

TOWN OF MILTON

MATURE NEIGHBOURHOODS CHARACTER STUDY
DOWNTOWN CHARACTER AREA

BACKGROUND REPORT

April 2019 (Revised)



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1. INTRODUCTION

Milton is a growing community. Its mature neighbourhoods are experiencing increased development. While opportunities may exist to accommodate infill development, where appropriate, low-density neighbourhoods are not intended to be the focus of intensification. While communities may experience constant social and demographic change and evolve to accommodate change, the general physical character of residential neighbourhoods that identifies their identities should endure.

The Town of Milton Official Plan defines character as “*the aggregate of features that combined indicate the quality and nature of a particular area...*” which “*...include the physical and natural attributes of an area*”. The stability of these neighbourhoods’ physical character is one of the keys to the Town’s success and future as the Town continues to attract residents. An important objective of the Plan is to ensure that new development respects and reinforces these patterns within a neighbourhood.

Physical changes to established neighbourhoods must be contextually sensitive, gradual, and compatible within their existing physical character; in other words, must be managed. Whether it is a cosmetic improvement, a new addition, or a complete replacement of an existing house, investments in, and enhancement of houses and property is welcome and essential for community vitality. However, it becomes increasingly important to be able to define their distinctive character and identify what elements are important to that character.

The Heritage Master Plan for the Town, received by Council in October 2016, and the *Downtown Study Cultural Heritage Report*, prepared as part of the Downtown Study and dated December 2016, have identified the cultural heritage assets within the Downtown and addressed their conservation.

The *Heritage Master Plan* presented options and recommendations for moving forward ten areas of opportunity that support what residents value for their community. Some of these opportunities relate to the recognition of the historic downtown core as a potential Heritage Conservation District (HCD), the identification of clusters of properties of significant cultural heritage and the reduction of the existing Character Area.

The *Downtown Study Cultural Heritage Report* defined what makes Milton’s downtown unique and outlined the important elements that contribute to the uniqueness of the area. The study included details of the architectural styles that are the most prevalent and made recommendations regarding the Character Area boundary, the unifying features within the neighbourhoods and potential smaller Character Areas. The report identifies a HCD as a more effective tool to conserve the historic character; however, it requires the undertaking of extensive planning studies and public consultation, while a Character Area can be combined with area specific zoning and guidelines to encourage development that respects the existing character.

The Mature Neighbourhoods Character Study builds upon these findings and recommendations.

1.1 BACKGROUND

On April 25, 2016, Council adopted a Notice of Motion requesting staff to review the Town's current policies and regulatory framework relating to the construction of new dwellings in the Town's mature residential neighbourhoods and recommend changes as may be appropriate to protect the character of these areas. The notice of motion arose from public concern regarding the construction of large new development and their impact on the character of these neighbourhoods.

On July 25, 2016, planning staff requested Council permission to retain a group of consultants to conduct a study of mature neighbourhoods and provide any recommended amendments to the Town's Official Plan policies, zoning regulations and other applicable by-laws required to protect these neighbourhoods. Instead, Council directed staff to conduct the study in-house, utilizing Town resources, subject to approval of the project through the 2017 capital budget process.

In May 2018, Town Planning staff initiated a Mature Neighbourhoods Character Study to gain a better understanding, with community input, of the elements and qualities that contribute to define Neighbourhood Character; assess whether the policies of the Official Plan and the regulatory framework of the Town's Zoning By-law are effective in managing development and maintaining the character of mature neighbourhoods; and inform potential improvements to these and other regulatory tools.

1.2 DEFINING THE ISSUE

The Town of Milton is the fastest growing community within the Greater Toronto Area. The Town had a population growth of 30.5 percent from 2011 to 2016, which is extremely high when compared to the Province's 4.6 percent, Oakville's 6.2 percent or Burlington's 4.3 percent average growth rates. This rapid growth has resulted in pressure for intensification in the Town and significant interest on redevelopment and infill in its mature neighbourhoods.

A common problem currently experienced in Milton and other municipalities in the Greater Toronto Area is that residential infill and redevelopment projects look out of place and are not sympathetic to the built form of pre-existing houses in mature neighbourhoods.

Provincial Policy direction on intensification (i.e. Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe), increasing land costs in the GTA, denser greenfield development, and a trend for larger single detached houses, have led to considerable pressure for larger new dwellings and building additions in older mature neighbourhoods across the GTA. Some of the new houses and additions being undertaken have significantly increased lot coverages, reduced setbacks, or increased building heights.

The Downtown Character Area, the oldest part of the Town, is sensitive to the impact of new development and infill because of the modest quality and built form of the majority of the houses and structures in the area. It has significant historical, architectural and cultural relevance that make it a unique place.

In addition, mature neighbourhoods that extend beyond the boundary of the Downtown Character Area are also becoming a target for redevelopment. These residential areas represent a housing stock that was built generally between the 1940s and the 1980s, to “modern” standards. Suburban bungalows, side-split bungalows and two-storey single-family homes on individual lots, with large attached garages or carports and large front yards that characterize these neighbourhoods.

Milton residents have raised concern about the impacts on the character of the mature neighbourhoods resulting from situations where older houses are demolished and replaced with larger houses or older, smaller houses undergo significant renovation with large additions. These developments, which may comply with the zoning by-law or which may receive approval through a minor variance application, are out of scale with the existing buildings and impact the character and cultural heritage of the neighbourhood.

Several municipalities have conducted studies in recent years to address an increasing trend of large-scale houses in mature neighbourhoods. Neighbouring municipalities of Oakville, Burlington, and Brampton, amongst others, have adopted a number of different policy and regulatory tools to address the issue on a context-specific basis. While some approaches amend an Official Plan or Zoning By-law as it applies to all low-density residential areas within a jurisdiction, other approaches identify specific neighbourhoods and implement area-specific policy or zoning provisions.

The extent of Milton’s neighbourhoods needs to be established and a process to assess the unique characteristics that define their character and implementing tools shall be examined. Further analysis of the neighbourhood character can assist in identifying which Official Plan policies and by-law provision are the most concern in allowing the development of new larger houses or additions. Based on this understanding, recommendations can be made to the regulatory options to mitigate the impact of new residential infill and redevelopment projects and achieve a more sensitive integration of new development within mature neighbourhoods.

1.3 MILTON’S FUTURE URBAN STRUCTURE

Milton’s Future Urban Structure (endorsed by Council on September 25, 2017) represents a vision, which directs how Milton’s urban area will contribute positively to the Town’s overall urban structure. The future urban structure introduces a set of new areas along with a vision, attributes and dependencies for each area supporting the achievement of the vision. Two areas of the Town’s Future Urban Structure are significant to the study: the Stable Neighbourhoods and the Historic Downtown.

A significant portion of the Town’s Stable Neighbourhoods and the Historic Downtown comprises residential areas characterized as mature neighbourhoods. Mature neighbourhoods

often consist of older and modest-size dwellings on large properties and quiet streets that have not been built to their maximum development potential as permitted by the Zoning By-law.

The vision, attributes and dependencies described for the Milton's Stable Neighbourhoods and the Historic Downtown are:

Vision

- Generally, maintain pre-Halton Urban Structure Plan -HUSP- character (built form, lot fabric)
- Respect cultural heritage built form and landscapes
- Limited infill and redevelopment sympathetic to cultural heritage character
- Provision of a range of housing choices to support a full range of socio-economic circumstances including aging in place
- Potential for adaptive reuse of some historic building stock in appropriate locations

Attributes

- Concentration of cultural heritage built form and landscapes
- High degree of walkability due to grid road network
- High degree of visual interest
- Proximity to historic downtown

Dependencies

- Appropriate transitions between existing and new development
- Appropriate and defensible regulatory framework to protect important elements and to enable contextually sensitive redevelopment
- Adequacy of servicing (municipal water, wastewater, storm water infrastructure, roads, parks, schools etc.)

1.4 THE MATURE NEIGHBOURHOODS CHARACTER STUDY

In response to Council's request, Town planning staff has initiated a Mature Neighbourhoods Character Study that aims to:

- a) consider the qualities and characteristics influencing the character of the Town's mature neighbourhoods;
- b) understand what elements and qualities influencing character are important to residents;
- c) review the existing Town of Milton policies, regulations and by-laws to identify potential opportunities to enhance and clarify content to address the issues identified; and
- d) develop tools to improve the management of neighbourhood character issues related to development applications based on the findings of the study.

1.4.1 Geographic focus

The geographic focus of the study is the Town’s mature low-density neighbourhoods within the Established Urban Area, as identified in the Future Urban Structure. The Established Urban Area comprises the area bounded by Highway 401 to the north, Peru Road, the Canadian Pacific Railway to the west, Bronte Street to the South, Derry Street to the east and Ontario Street to the Northeast (Figure 1).

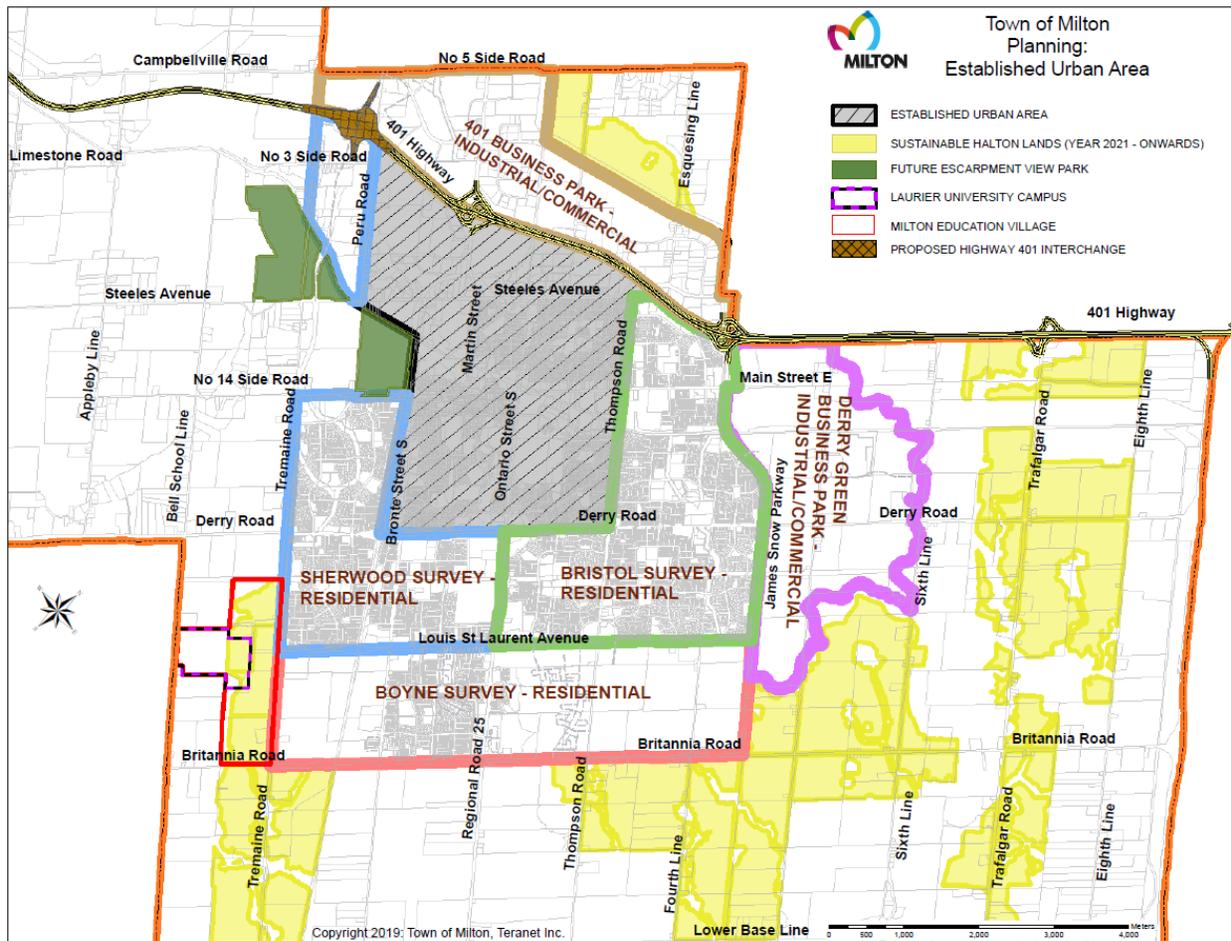


Figure 1. Established Urban Area within Milton’s Future Urban Structure.

The entirety of the Study Area includes eight mature neighbourhoods within the Established Urban Area known as Old Milton, Mountain View, Dorset Park, Fallingbrook, Forest Grove, Bronte Meadows, and Timbelea. These residential neighbourhoods are predominantly zoned Residential Low Density (RLD).

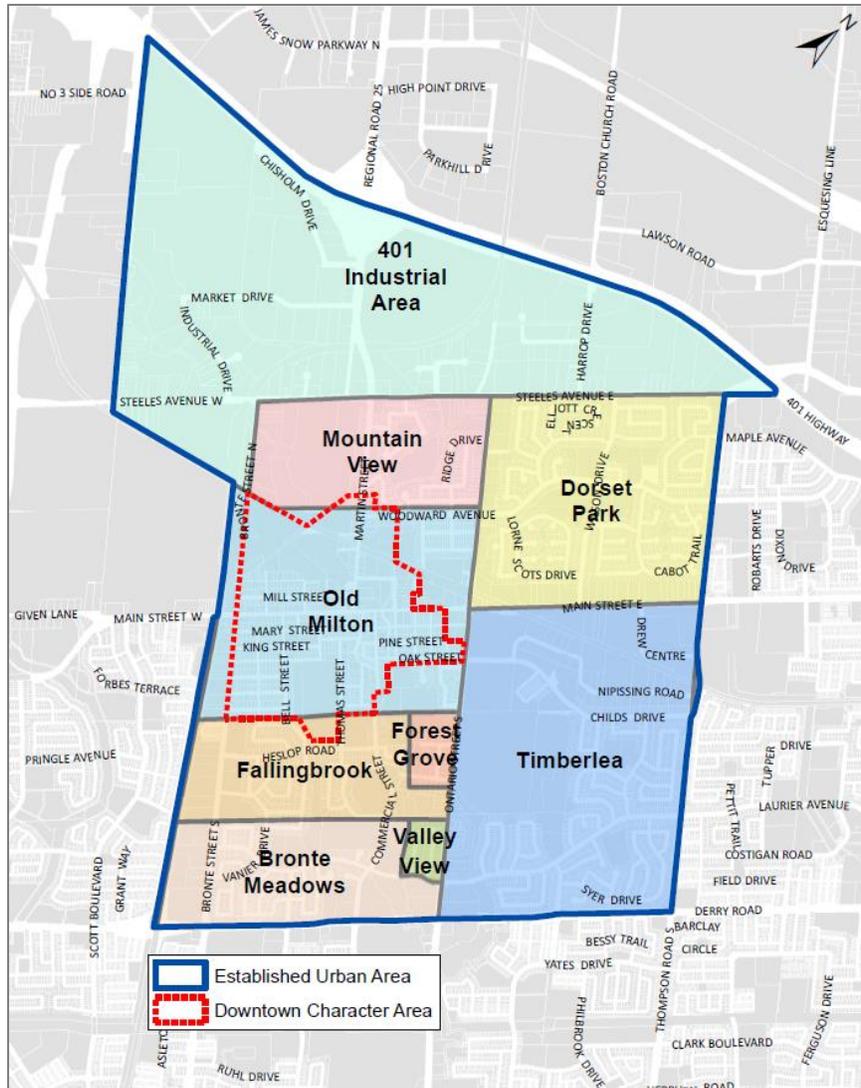


Figure 2. Stable neighbourhoods within the Established Urban Area.

Old Milton

Old Milton was built mainly between 1850 and 1890. Its boundaries are Woodward Ave. and the Canadian Pacific Railway to the north, Bronte Street to the west, Ontario Street to the east, and a line projecting the southerly boundary of the properties located on the south side of Barton Street and Sydney Street to Ontario Street to the south.

Mountainview

Mountainview was the first neighbourhood built after the sewage plant was constructed in 1949. Mountainview is bounded by Steeles Avenue to the north, Woodward Avenue to the South, Bronte Street North to the west and Ontario Street to the east. It was named after the views it affords of the Niagara Escarpment from its westerly point.

Fallingbrook

Registered in 1954, the Fallingbrook neighbourhood was built in the 1960s in the area just south of Old Milton. It falls in the area south of Barton and Sydney Streets, east of the CN Railway, west of Ontario Street.

Dorset Park

Dorset Park was registered in 1973. The neighbourhood is bounded by Steeles Avenue to the north, Main Street E. to the south, Ontario Street to the west and Thompson Rd. to the east.

Valleyview

Registered in 1973, Valleyview is characterized by homes built in the 1970s on Valleyview Cres. The neighbourhood is bounded by Ontario Street to the east, Laurier Ave. to the south, and Sixteen Mile Creek to the west and north.

Bronte Meadows

Bronte Meadows was constructed between 1982 and 1985. Its boundaries are Derry Rd. – Bell St. – Bronte St. – Commercial St. This area is well known for its excellent tobogganing hill at Sixteen Mile Creek, as well as John Tonelli arena. Milton District Hospital and the Milton Sports Centre are found just on the other side of Derry Road.

Timberlea

The Timberlea neighbourhood sprung up in the 1980s. The area is bounded by Derry Road to the south, Main Street E. to the north, Ontario Street to the west and Thompson Rd. to the east. The neighbourhood is known for its deep lots and mature trees.

Forest Grove

The Forest Grove neighbourhood represents a small group of houses built in the 1950s and early 1960s on Halton Ave., Donald Campbell Ave. and Parkway Drive E. The neighbourhood is bounded by Ontario Street to the east, the Milton Evergreen Cemetery to the north, and the Sixteen Mile Creek to the west and south. One pedestrian path and bridge over the creek connects the area with Commercial Street and provides access to Brian Best Park.

1.4.2 Study Process

The study process is composed of two Phases:

- Phase 1:** Preliminary work and study of the Downtown Character Area; as delineated on Schedule D: *Urban Planning Districts, Character Area and Community Improvement Area* of the Local Official Plan and the Martin Street corridor.
- Phase 2:** Study of other mature neighbourhoods within the Established Urban Area, as warranted.

Staff initiated Phase 1 with an assessment of the low-density residential neighbourhoods within the Downtown Character Area (part of the Old Milton Neighbourhood) and the low-density residential lands fronting onto Martin Street, between Main Street and Steeles Avenue. This

section of Martin Street has been identified as an important connector and gateway to the Downtown.

Phase 1 has provided an overall characterization of the area, identifying the commonalities, which define and distinguish them. It will also include any recommended amendments to the Local Official Plan policies, zoning regulations and other applicable by-laws required to achieve the objectives of the study.

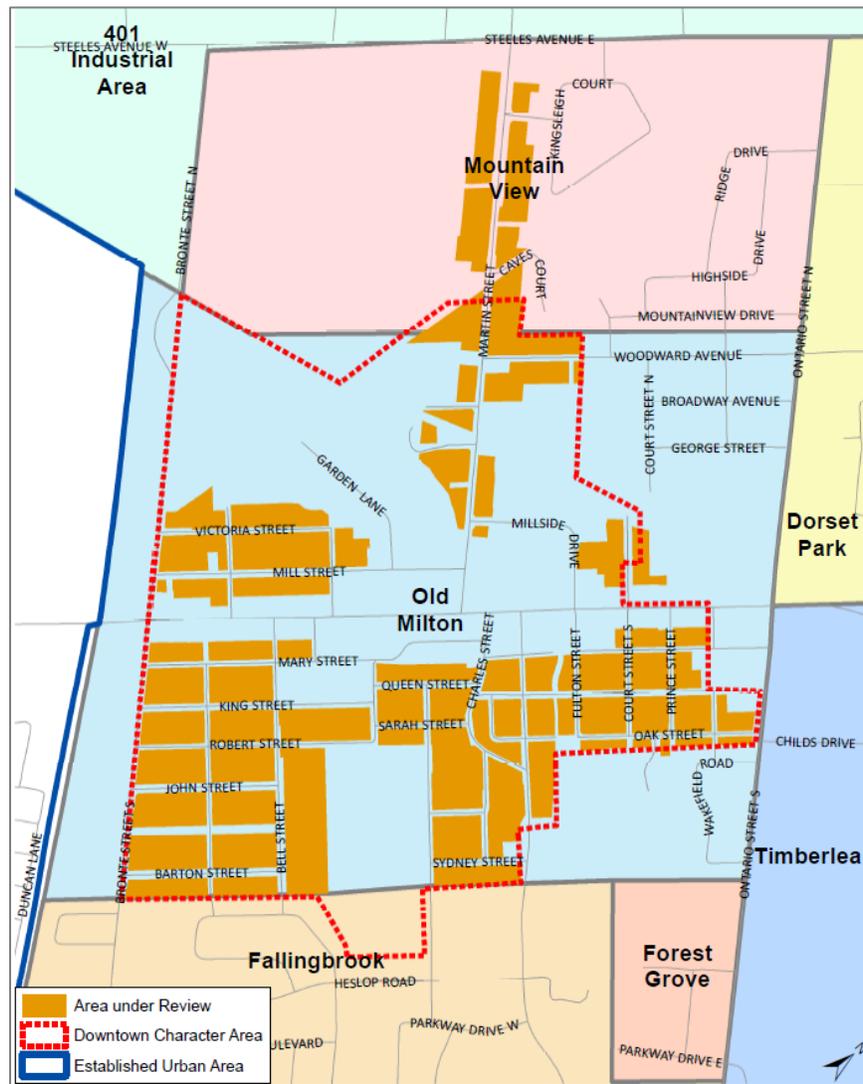


Figure 3. Area under review during Phase 1.

After completion of Phase 1, staff will establish the necessary steps to undertake Phase 2 of the study to identify and assess other mature neighbourhoods within the Established Urban Area.

The Downtown Character Area, as shown in Official Plan mapping, is bounded by Bronte Street to the South, Oak Street, Sydney Street and Barton Street to the east, Ontario Street to the

north and the Canadian Pacific Railway and Cave Court to the west. Figure 3 identifies the residential areas under review during Phase 1.

Phase 1 of the Study is composed of three stages. Each stage includes a number of opportunities for public input and feedback. It is anticipated that Phase 2 will follow a similar work plan.

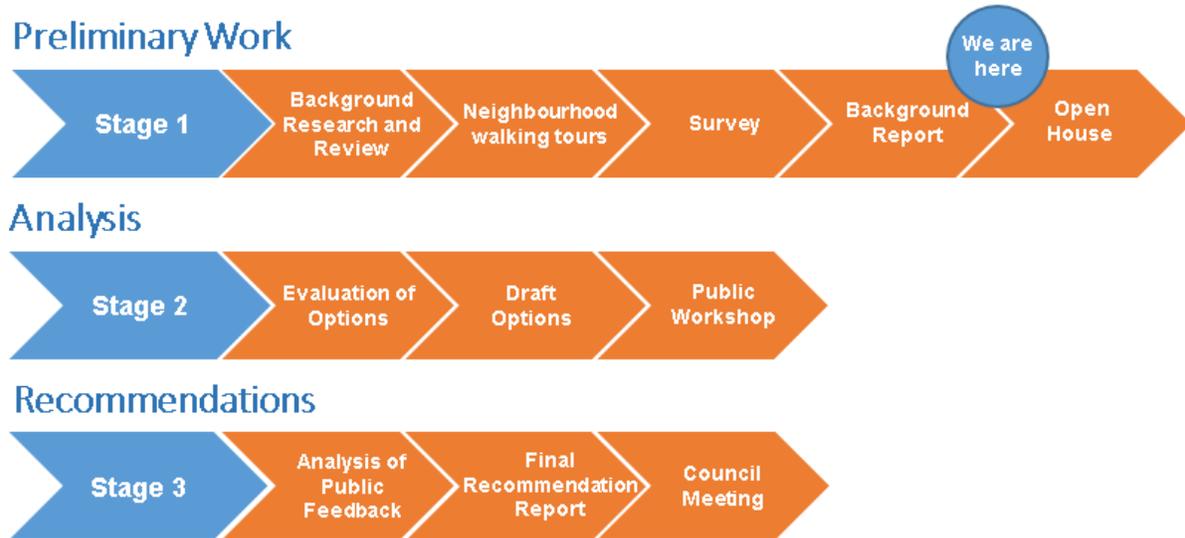


Figure 4. Study Work Plan.

The following are the five key components covered by this background report:

1. Identification of the historical and physical neighbourhood context;
2. Documentation and inventory of existing housing stock through data collection, mapping analysis and neighbourhood characterization;
3. Planning framework and summary of best practice review;
4. Identification of the changes occurring and an understanding of the factors influencing change; and
5. Input from the community and stakeholders, identifying the elements that define “neighbourhood character and major themes of public consensus and concern.

Public engagement and consultation during Phase 1 has included:

- Six (6) neighbourhood walking tours with residents to introduce the study, provide insight and understanding of the characteristics that are valued by residents;
- One (1) online survey to gain public’s input and feedback on the study; and
- One (1) survey to targeted stakeholders who have a role to play in the process of neighbourhood change, including local developers, architects, real estate representatives, and heritage advocates.

2. DEFINING NEIGHBOURHOOD CHARACTER

Neighbourhood character is incredibly important to the overall perception of neighbourhood quality. It refers to the look and feel of an area and the activities, which occur there. It is often defined to mean the collective qualities and characteristics that distinguish a particular area or neighbourhood. Every property, public place or piece of infrastructure contributes, whether great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character.

Neighbourhood character can be influenced by a combination of quantitative elements, such as lot frontage, setbacks, and building height; as well as qualitative elements, such as landscaping, materiality, and door and window placement. These elements of a place can be building-related, property-related or neighbourhood-related, which blend together to define a unique place and character.

Building-related features

Building-related features include those features that define the character of the built form in a neighbourhood. Building features include elements such as the height and massing of buildings, setbacks from the street and from adjacent buildings, or materials.



Property-related features

Property-related features include those features that define the lots in a neighbourhood. Lot features include elements such as the size of the lots and their frontage along a street, the orientation of the lots and the natural features common on the lots.



Neighbourhood-related features

Neighbourhood-related elements or features include those features that define the broader neighbourhood and include public areas such as the streetscape and street design, street network, sidewalks and trails, street lighting, street trees, natural features, and general lotting patterns (grid, curvilinear, cul-de-sacs, etc.).



Neighbourhood character can also be influenced by a wide range of social, cultural, ecological, physical and economic factors influencing the way different people perceive, experience and interpret character; therefore it is also subjective. It is common for some areas to be described as having “little or no character”, and other areas as having “lots of character”. In some areas the character may be more obvious, more unusual, or more attractive, but no area can be described as having no character.

There is no one-size-fits-all solution, and each neighbourhood will need to catalogue and analyze all urban design aspects before being able to identify what the key elements are that contribute to the character of that particular neighbourhood. The main concern is achieving compatibility rather than similarity of elements, and therefore the focus should be on character over architectural style.

3. HISTORICAL DEVELOPMENT OF THE CHARACTER AREA

Staff carried out background research to gain a better understanding of how historical development patterns have influenced the character of the residential area within the Downtown Character Area's residential neighbourhoods, what characteristic elements of character are identified, and where changes are occurring that may influence existing neighbourhood character.

3.1 EARLY DEVELOPMENT

Milton's early development was a self-sufficient agricultural community. In 1822, Jasper Martin received a grant from the Crown of 40.5 hectares of land on the west Branch of the Sixteen Mile Creek, an area now comprising Martin Street and the Mill Pond north of Main Street. He bought an additional 40.5 hectares and established a grist mill. The area became known as Martin's Mills. A pond, later known as the Mill Pond was developed to supply waterpower for operating the mill. Milton grew into a thriving agricultural community centred around the mills, which became the centre of the settlement for others as they settled in the region.

The settlement was later known as Milltown and, in 1837, became Milton. The first store and the post office opened in 1836 on what would become Main Street and the first churches began to be built in the 1840s. The population at that time was approximately 100 inhabitants.



Figure 5. Original home of George Brown, Milton's first mayor, built in 1842.



Figure 6. Four-storey stone mill, built in 1856 and destroyed by fire in 1963.

Development was rapid in the 1850s and 1860s. The Town’s original housing was built to accommodate those people employed in the Town’s commercial and processing activities related to the surrounding agricultural hinterland. Plans of subdivision were first registered in 1854 and street patterns emerged. Water supply started in 1855 when springs near the Escarpment were tapped.

In 1853 the village of Milton became the “County Town” of the new Halton County and in 1857 the town was incorporated. New buildings were built, such as the Court House and Jail (now the New Town Hall) and the Registry Office (now Hugh Foster Hall). Records from 1874 indicate that Milton had County buildings, a telegraph office, a foundry, a tannery, a woolen factor, a grist mill and a saw mill, a weekly newspaper and a number of stores.

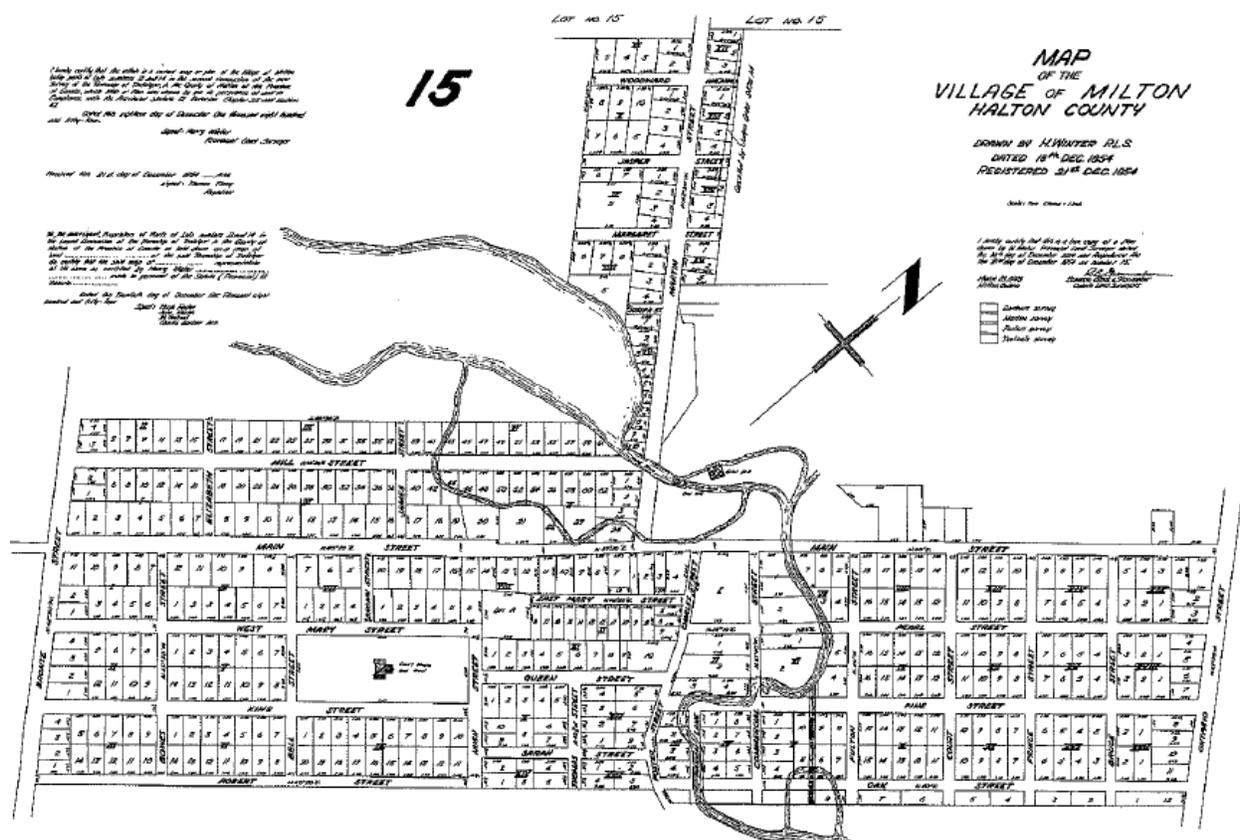


Figure 7. Plan 15, Registered 1854.

With the arrival of two railways between 1877 and 1879 (now CN rail and CP rail), the Town positioned itself as a well-established service and transportation centre. Around 1880, two brickyards were erected to the west of Milton close to the Escarpment. Throughout this period, Milton remained primarily an agricultural town serving the needs of the surrounding area. The population had increased to 891 persons by 1877 and to 1,450 persons by 1891.

Houses that were erected in Milton were typical of the various styles that were in mode at the time. Homes built in the 1840s were loyalist in design, whilst later on in the 1850s, gothic style

appeared, and many of the homes that were featured in the 1870s could be classified as Victorian.

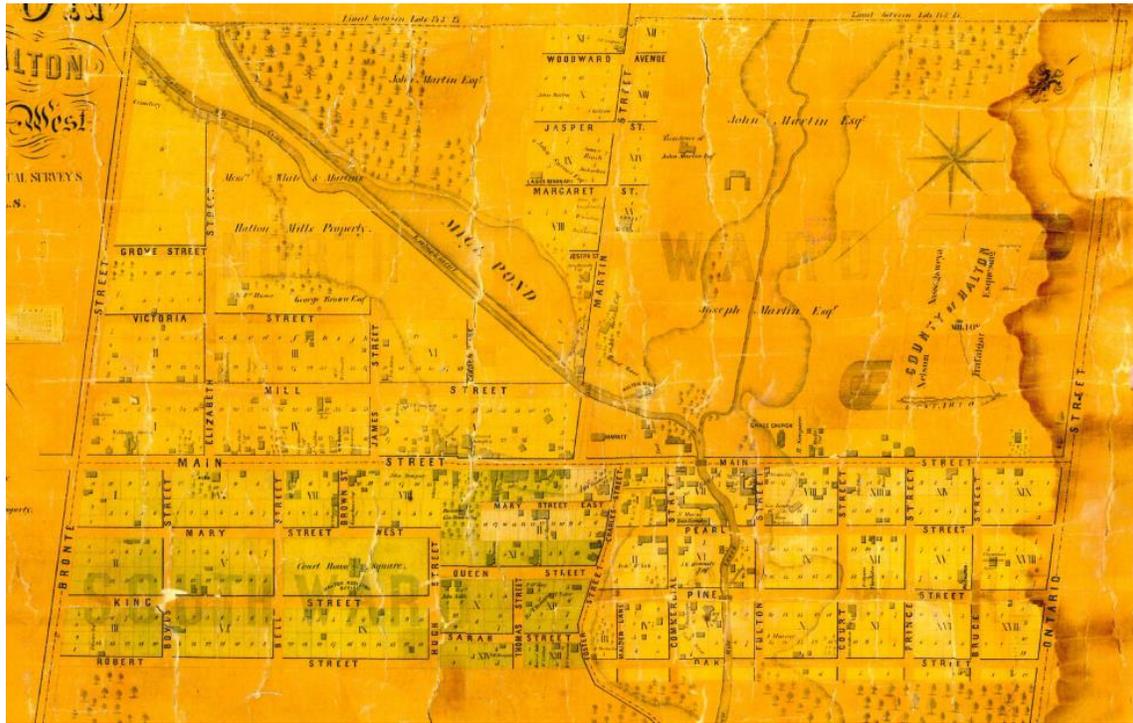


Figure 8. Extract from 1858 Livingston Map of Milton.

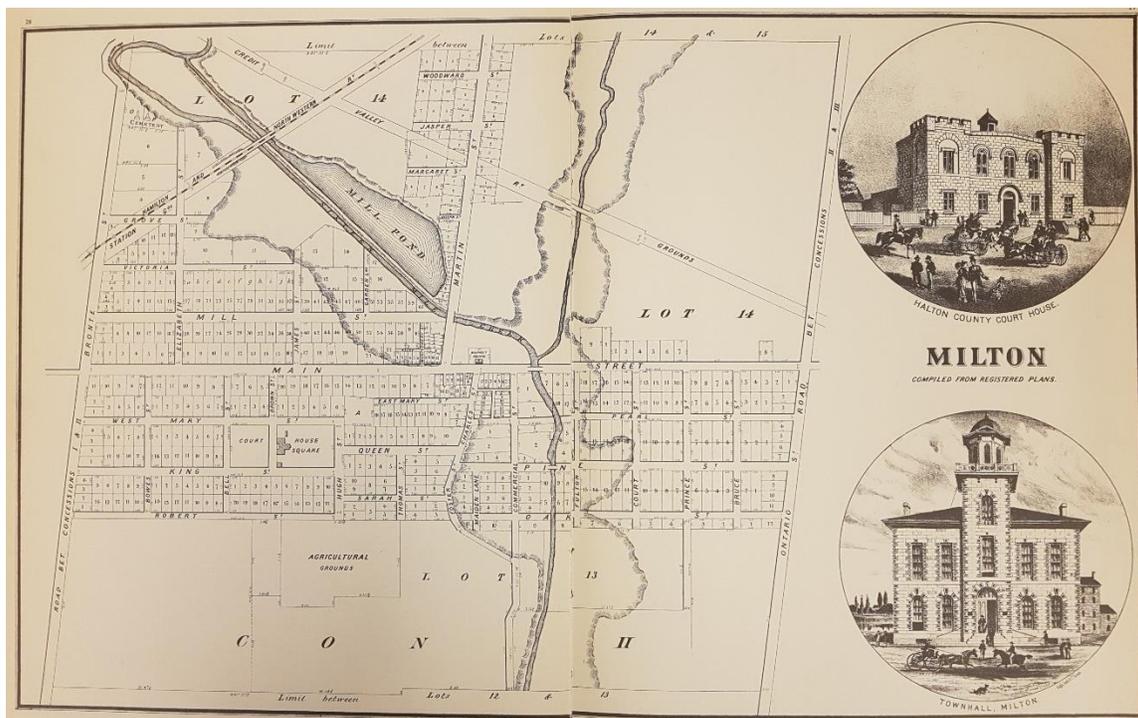


Figure 9. Map of Milton (Historical Atlas of Halton County 1877).

3.1 THE 20TH CENTURY

From the turn of the century to the 1940s, the town experienced very little change. However, after the Second World War, there was an increased housing demand. Development of the central business district and associated commercial area has always been of a “main street” nature, with a continuous shop frontage. Immediately following the Second World War, Canada experienced a housing shortage for its returning Veterans. Similar to many other communities, Milton constructed small areas of Veterans housing in order to address this shortage.

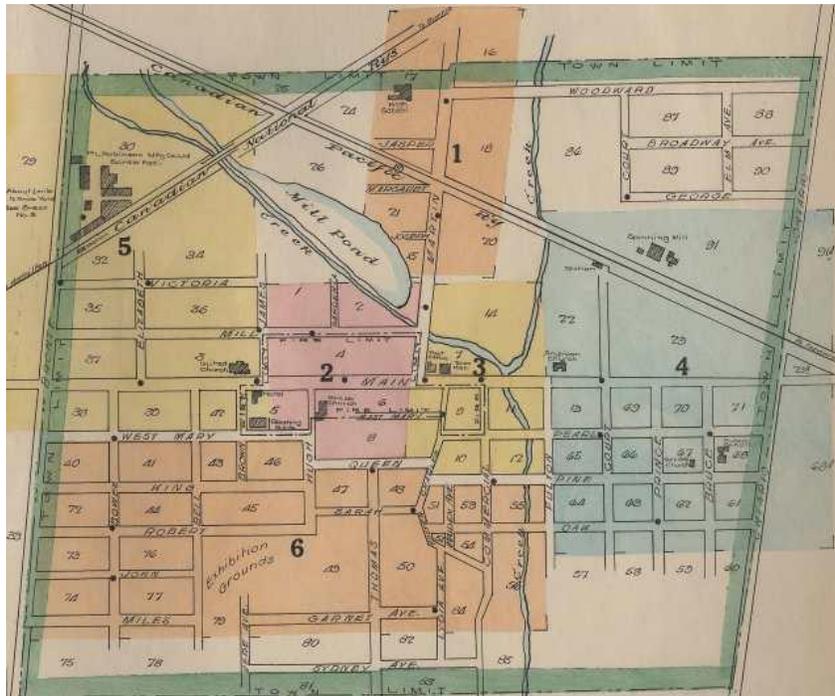


Figure 10. Extract from Milton Fire Insurance Maps, 1927.

In 1950, the Town installed a sanitary sewerage system and by the early 1960s experienced its first major period of growth with the location of new industries and the construction of new housing units to the north and south of the old town centre. By 1966, the Town had reached a population of 6,601 inhabitants and its limit extended beyond the early central area. In 1967, the Mill Pond, a significant feature in the area, was designed to be a Dominion Centennial project.

The residential areas north and south of the business district have been historically dominated by single-detached houses closely connected to the Central Business District. In the early 1970s, the number of new housing starts increased significantly as some 900 new units were built between 1971 and 1973 beyond the original town limits. In 1974, the present Town of Milton came into being as part of the Regional Municipality of Halton.

The 1977 Official Plan considered that the typical quality and range of post-war suburban development was not a satisfactory basis for the advancement and support of the urban centre.

The Plan addressed the need to promote the centre by redeveloping selected areas, “not only to replace housing of uncertain future, but also to improve the relationship of land uses, to accommodate a variety of households and to enhance the vitality of the centre”.

The subsequent 1984 Official Plan established the “Old Milton Neighbourhood Community Improvement (CIP) Area”; an area subject to goals, objectives and criteria set out in the Plan.

The community improvement area, as outlined on Figure 11, was chosen because it represented the historic core of Milton and had exhibited deficiencies in a number of its older buildings, roadways, parking and landscaped areas, parklands and related facilities and services. The boundary was established by using natural and man-made features such as roads, property lines and rail lines.

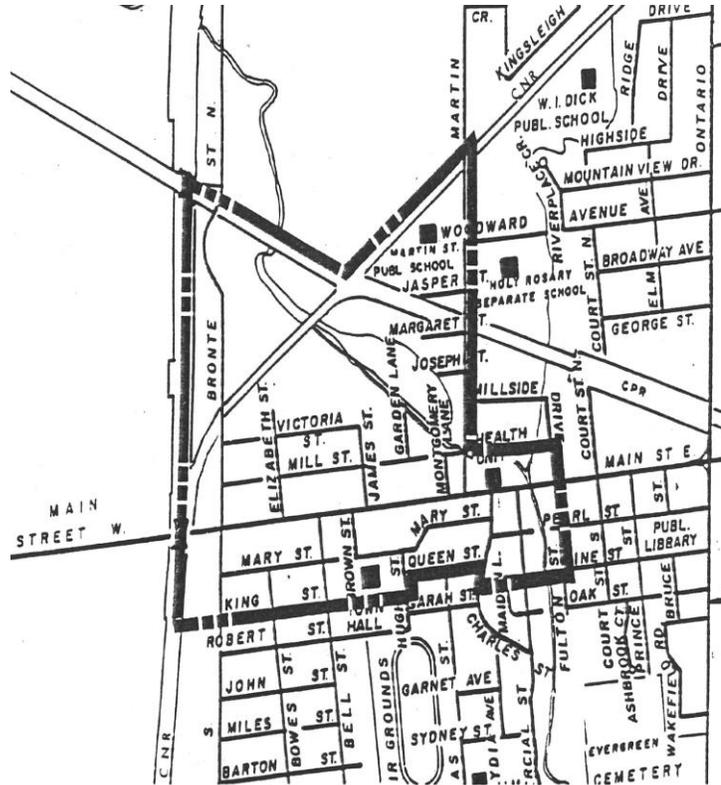


Figure 11. The Old Milton Neighbourhood Community Improvement Plan, Official Plan for the Town of Milton, August 1984.

3.3 ESTABLISHING A CHARACTER AREA

The Old Milton Neighbourhood Community Improvement Plan appears to be the foundation of the current Character Area, though expanded to include additional residential blocks at both sides of the Fairground, to the east of the original CIP boundary.

The Character Area is located within what is currently known as Old Milton, bounded by Steeles Avenue to the north, the CP Railroad Tracks to the west, Ontario Street to the east, and a line projecting the southerly boundary of the properties located on the south side of Barton Street and Sydney Street to Ontario Street to the south.

The designation of the Character Area is in accordance with the definition of “Character” provided in the current Local Official Plan: “the aggregate of features that combined indicate the quality and nature of a particular area. The distinct features include the physical and natural attributes of an area”. In this context, residential character is based on how these features combine to create a sense of place and feeling of the downtown. While the Plan outlines an area of 132 hectares as the “Downtown Character Area”, built mainly between 1850 and early 1900s, it does not have policies that say why the Character Area was designated.

3.4 HERITAGE FEATURES

The Town of Milton's Heritage List (2019) includes 398 properties, and related buildings, that are within the Downtown Character Area and on Martin Street (Figure 14). This represents a significant proportion of the overall number of buildings within the downtown. Of the properties included on the Town's Heritage List, 16 are designated under the *Ontario Heritage Act*, and the other 382 are of historic or architectural value or interest. There are 304 listed properties and 12 designated properties within the residential neighbourhoods located in the Downtown Character Area and on Martin Street (Updated Heritage List, May 2019).

The cultural heritage resources that exist within the Downtown are positioned in noticeable clusters (see Figure 14). The most noticeable clusters are the ones included in the "Clusters of Significant Architectural Merit" from Schedule C.7.D.CBD "Special Heritage Areas" of the Town's Official Plan. These areas are:

- Parts of Victoria and Mill Streets to the east of Victoria Street;
- Mary Street between Bronte Street South and Brown Street;
- The south side of King Street between Bowes and Hugh Streets; and
- Queen and Sarah Streets and portion of the northern end of Thomas and Charles Streets.

In addition to these recognizable areas, The Downtown Study Cultural Heritage Report (2016) acknowledged other clusters of listed heritage properties:

- Parts of Main Street East between Bowes Street and Commercial Street;
- The east side of Thomas Street between Sarah and Sydney Streets;
- Martin Street between Main Street and Caves Court and including the western end of Woodward Avenue; and
- Pearl Street between Fulton and Bruce Streets.

The existing architecture of Old Milton is an eclectic combination of architectural styles. The Town includes some very good examples of Georgian, Regency, Gothic Revival, Edwardian Classism and Craftsman styles of architecture. The progression of architectural styles, building techniques and materials over time is evident within the area.

The unique historical value of the Downtown Character Area is evident in the diverse architectural styles that can be discovered in residential, commercial or institutional buildings. Predominant architectural styles found in residential buildings in the Character Area include Georgian, Victorian, Edwardian, Ontario Cottage, Queen Anne, Italianate, Gothic Revival, Craftsman, Victory, and Suburban Bungalow (Ranch).

The Study has not conducted a comprehensive assessment of the architectural, historical and contextual value of each of the 316 properties (based on the Town's Heritage List, 2019) that are within the Character Area's residential neighbourhoods. However, extensive research conducted by The Town, the Historical Societies and other heritage advocates has documented a number of resources in the area.



Example of Gothic Revival Style



Example of Ontario Cottage Style



Example of Georgian Style



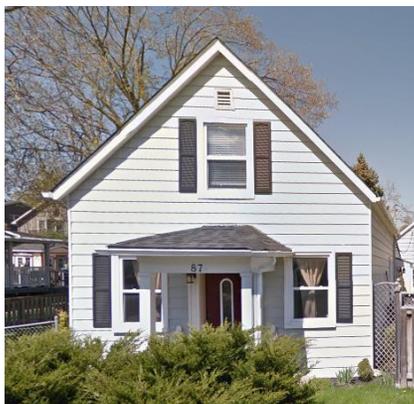
Example of Regency Style



Example of Regency Cottage Style



Example of Victorian Style



Example of Regency Cottage Style



Example of Mid Victorian Style

Figure 12. Some of the architectural styles of houses in the Character Area (Downtown Study, 2016).

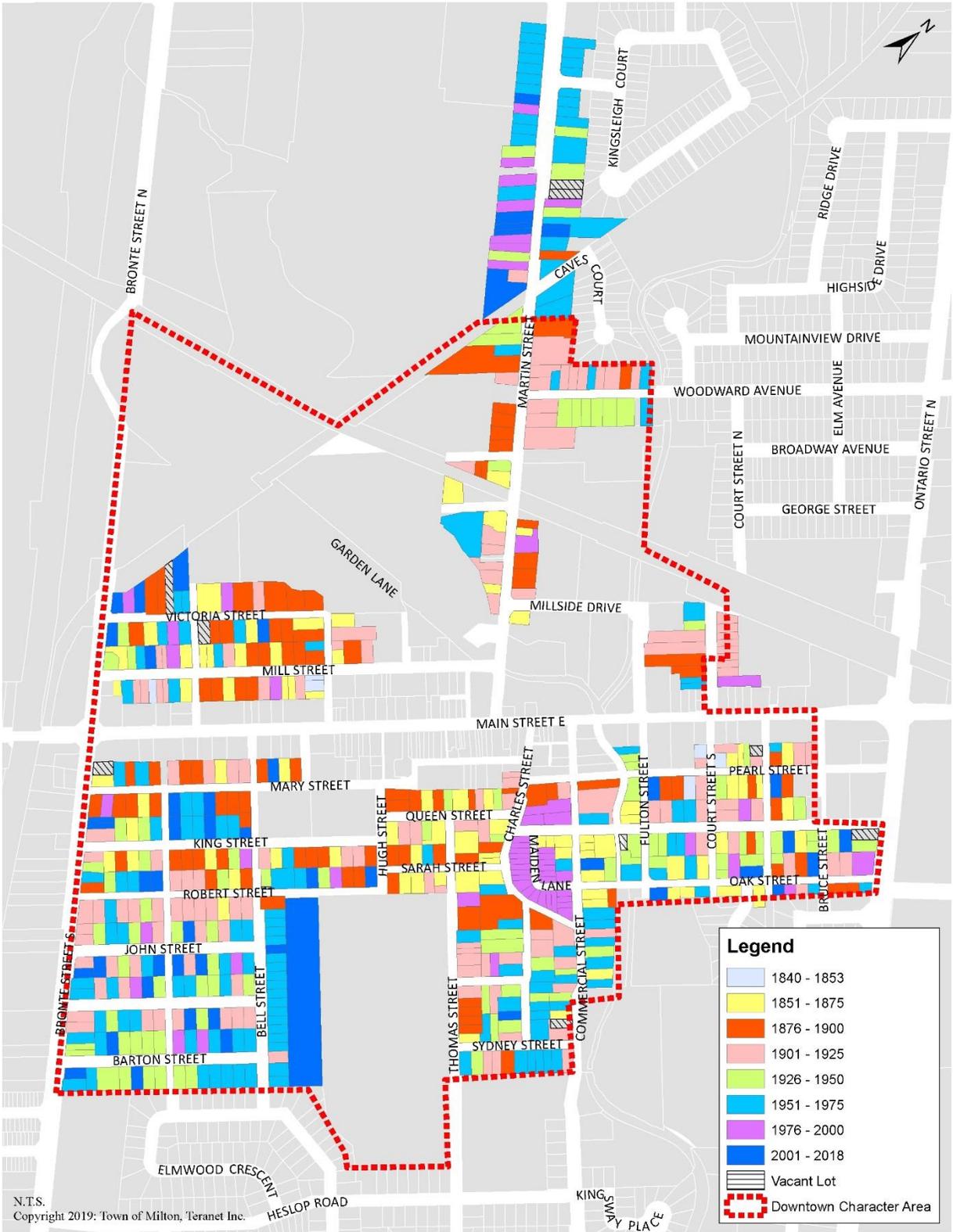


Figure 13. Mapping of period of construction of homes.

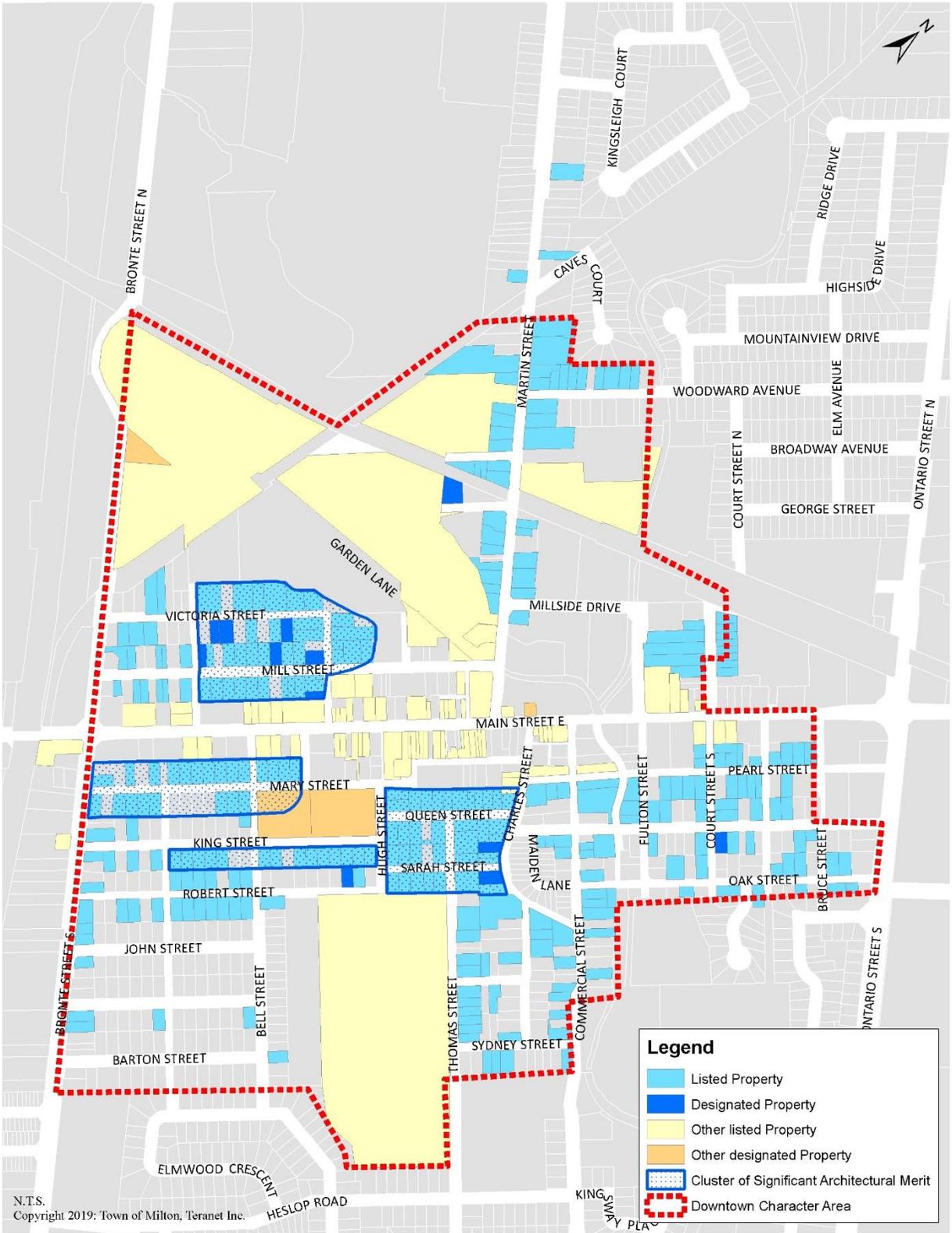


Figure 14. Mapping of buildings with heritage value and Significance and Clusters of Significant Architectural Merit.

4. BACKGROUND ANALYSIS

4.1 NEIGHBOURHOOD CHARACTERIZATION

Staff carried out background research to gain a better understanding of the development patterns that influence the character of the area and where changes are occurring that may influence existing residential character. As part of the background research, general observations about street and lotting pattern, built form, vegetation and street trees were made to understand what elements and qualities stood out and to identify patterns within the study area. Planning staff divided the study area into 7 (seven) sub-areas or neighbourhoods that each contain a unique set of attributes that contribute to their overall character.

This preliminary subdivision was used to coordinate the initial phase of public consultation. Each neighbourhood received a preliminary name that was used throughout the study. The seven sub-areas are shown in Figure 15 and the character defining elements are described as follows:

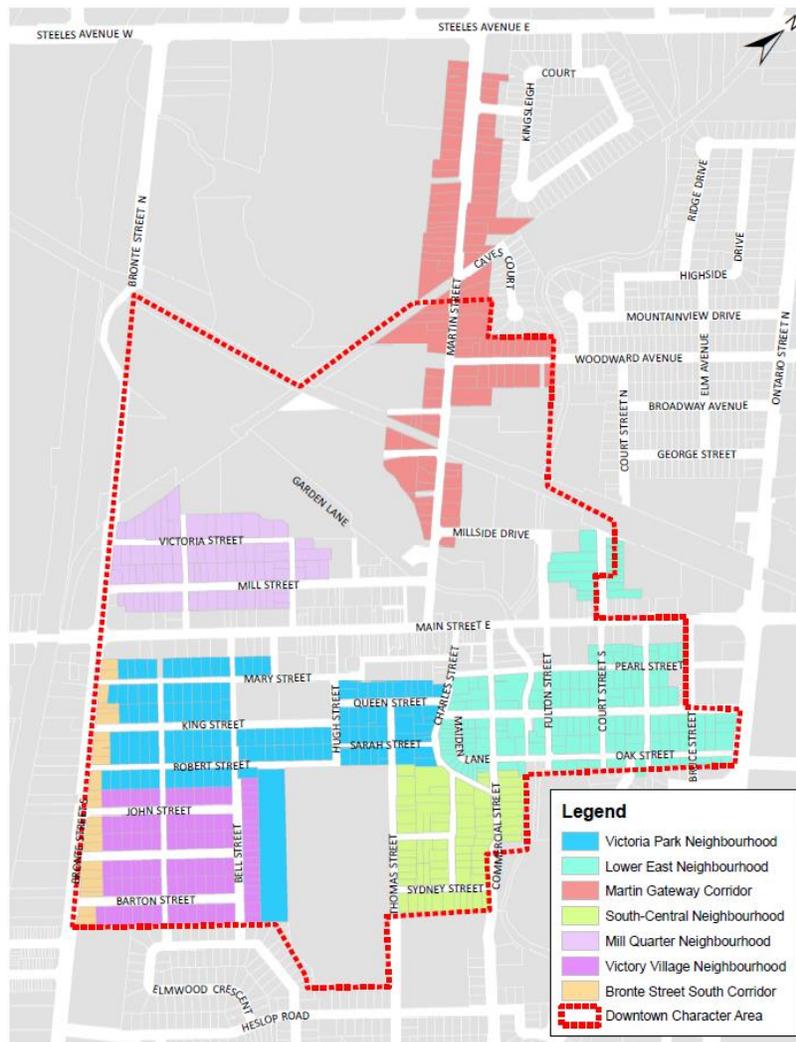


Figure 15. Neighbourhood areas under review.

4.1.1 The Mill Quarter Neighbourhood

The Mill Quarter Neighbourhood comprises 82 properties located directly north of the Main Street commercial area, between Bronte Street North and Martin Street, representing 81 residential properties and one vacant lot on Victoria Street, Mill Street, Elizabeth Street and James Street.



Characteristics of the Mill Quarter Neighbourhood that contribute to the current character include:

Streetscape

- Primarily a grid street pattern of local streets
- Relatively large rectangular blocks (145 – 225 metre long)
- Sidewalks on both sides of the street except on Elizabeth Street, with sidewalk only on one side of the street of one block
- Mature street trees; lots of frontage and landscaped front yards

Lot Fabric

- Predominantly rectangular lots
- Predominantly deep lots; 91% of lots with depth greater than 30 metres, including 6 lots with depth greater than 60 metres and 4 lots having frontage to two streets; average lot depth of 41.7 metres
- Lot width mostly within the 20 to 25 metre range with average of 21.1 metres
- Average lot area of 821 square metres
- 27% of lots with area greater than 830 square metres
- One corner lot remains vacant

Housing

- Common theme of old homes dating from the mid to late 1800s and early 1900s, with some mid to late 1900s infill; 6 properties have been redeveloped since 2000.
- Examples of Pre-Confederation, Italianate, Victorian, Georgian, Ontario Cottage, Regency Cottage, Mid Victoria, Craftsman and Traditional Suburban
- More than half of houses are 2 storeys in height (57%), with significant presence of 1 storey (22%) and 1.5 storey (15%) houses; and some 2.5 storey houses (6%)
- Most houses have porches (present in 75% of houses)
- Average side yard setback of 4.0 metres (generally in old houses); and average front yard setback of 5.4 metres
- 50 houses (62% of properties) have garages; driveways are located to one side of the house
- Garages are predominately detached (64%), and located in the rear of the property (62%) or setback from the front façade (23%)
- Brick and wood siding are the predominant materials
- A significant number of properties are included in the Milton's Heritage List (57 properties or 70%); from which 7 properties are designated under the provisions of the *Ontario Heritage Act*.



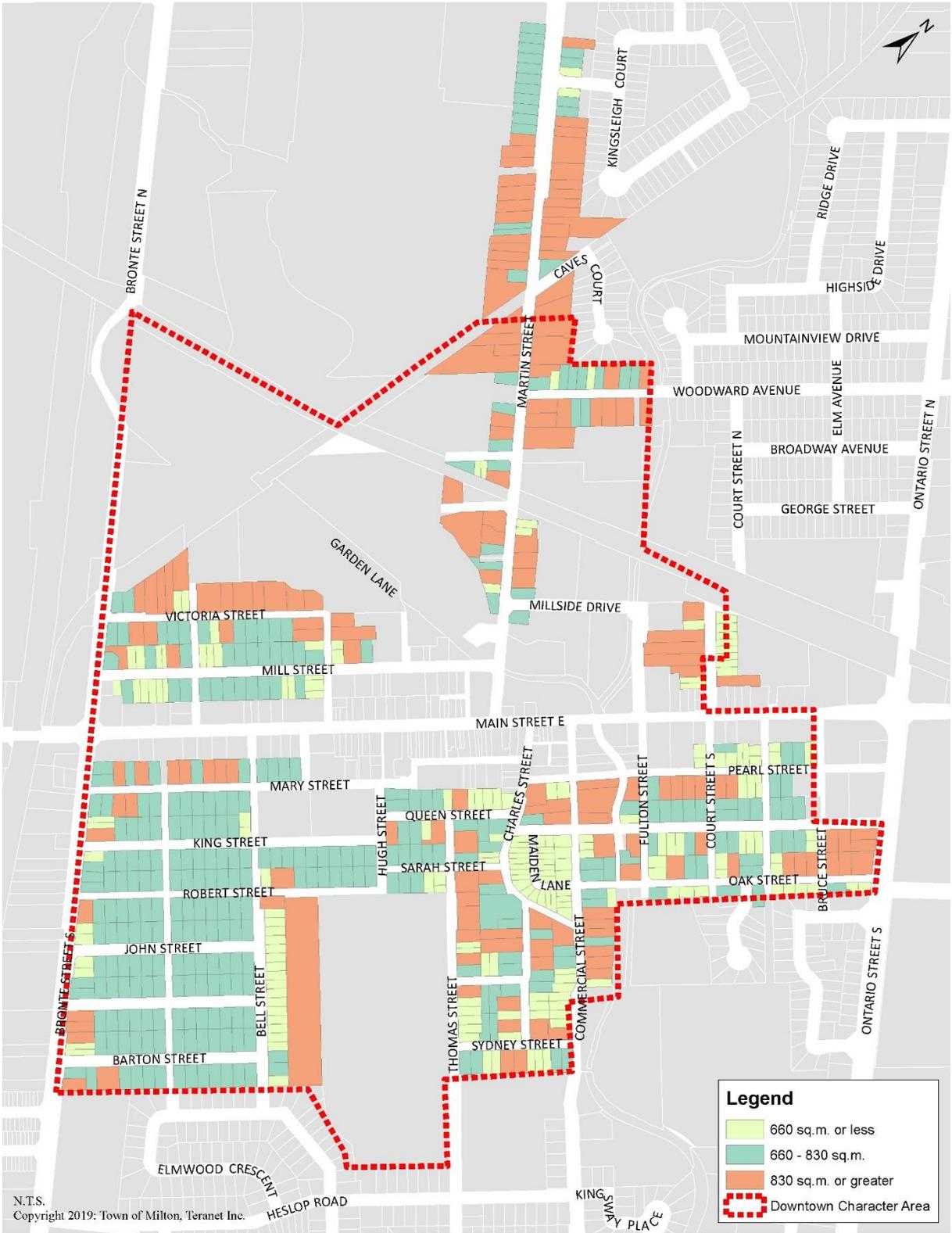


Figure 16. Mapping of lot area.

4.1.2 The Victoria Park Neighbourhood

The Victory Park Neighbourhood includes 136 residential properties located on Mary Street, King Street, Robert Street, Sarah Street, Queen Street, Hugh Street and sections of Bowes Street, Bell Street and Thomas Street that run through the area.



Characteristics of the Victoria Park Neighbourhood that contribute to its character include:

Streetscape

- Primarily a grid street pattern of local streets
- Short (80 – 110 metre long) and large rectangular blocks (110 – 280 metre long)
- Sidewalks generally on one side of the street except on Robert Street and Queen Street, with sidewalk on both sides of the street
- Mature street trees and a range of yard sizes, most fully landscaped

Lot Fabric

- Predominantly rectangular lots
- Predominantly deep lots (91% of lots with depth greater than 30m); average lot depth of 36.4 metres (excludes a large property containing a townhouse development)
- Predominant lot width within the 20 to 25 metre range (77%), with average lot frontage of 21.1 metres
- Average lot area of 883 square metres with 75% of lots ranging between 660 and 830 square metres
- There are no vacant lots

Housing

- Majority of houses date from the mid to late 1800s and early 1900s, with mid to late 1900s infill; 8 properties have been redeveloped since 2000; 2 new constructions are expected
- Large presence of examples of diverse architectural styles from 19th to 21st centuries including Italianate, Victorian, Ontario Cottage, Craftsman, Victory, Queen Anne, Georgian, Edwardian and Traditional Suburban styles
- 54% of houses are 2 storeys in height, with significant presence of 1 storey (21%) and 1.5 storey (22%) houses; 3 houses are 2.5 storeys in height, and only 1 house is 3 storeys in height
- Porches are characteristic of the area (present in 80% of houses)
- Average side yard setback of 3.6 metres (generally in old houses); and average front yard setback of 5.0 metres
- 29% of dwellings have no garage; driveways are located to one side of the property, with some properties with two driveways; some are also shared with neighbour property
- Existing garages are predominately detached (67%) and located in the rear yard (69%); an additional 23% of garages are setback from the front façade
- Brick and wood siding are the predominant materials
- 96 properties (71% of houses within the neighbourhood) are included in the Milton's Heritage List, from which 3 properties are designated under the provisions of the *Ontario Heritage Act*.



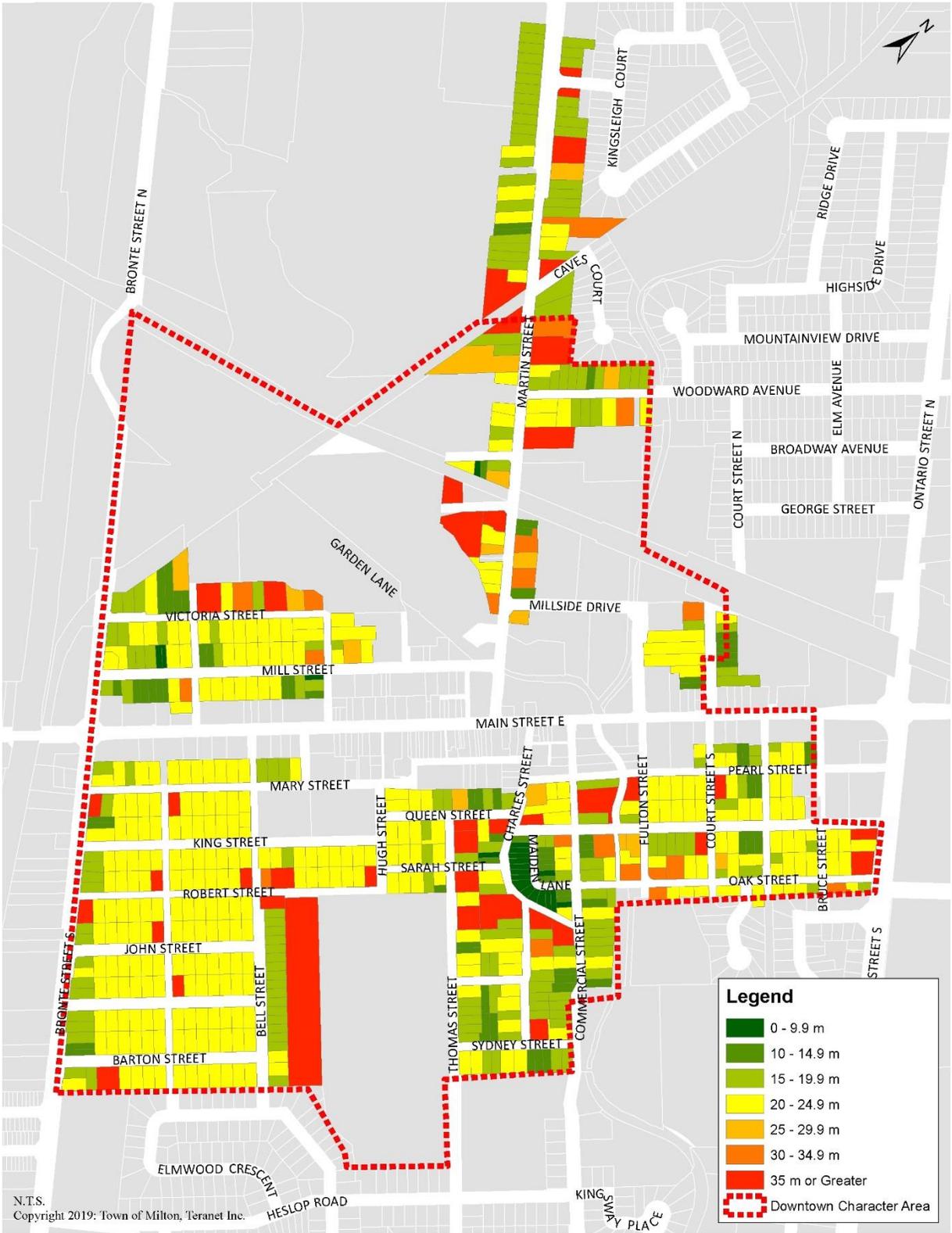


Figure 17. Mapping of lot frontages.

4.1.3 The Victory Village Neighbourhood

The Victory Village Neighbourhood groups 98 houses located on John Street, Miles Street, Barton Street, Bell Street and Bowes Streets south of Robert Street, but excludes the properties fronting Bronte Street South, which are grouped as a separate area. Based on housing date of construction, development in the Victory Village sub-area initiated in the early 1900s.



Characteristics of the Victory Village Neighbourhood that contribute to the current character include:

Streetscape

- Primarily a grid street pattern of local streets
- Relatively large rectangular blocks (145 – 175 metre long)
- Sidewalks on one side of the street
- Mature street trees and large and fully landscaped front yards

Lot Fabric

- Predominantly rectangular lots
- Generally uniform lot depth, 96% of lots with depth greater than 30 metres); average lot depth of 36.5 metres
- Generally uniform lot width; predominantly within the 20 to 25 metre range, with average lot frontage of 20.2 metres
- Average lot area of 729 square metres with majority of lots (81%) with area between 660 and 830 square metres
- There are no vacant lots, however some old homes have been replaced by new infill

Housing

- Majority of the housing stock dates from early to mid-20th century and from mid-20th century to 1999; 13 properties in the sub-area represent infill and redevelopment since 2000
- Predominantly Victory and Traditional Suburban architectural styles; modest in size; recent larger infill
- More than half of the houses are 1-storey (54%); significant number of 1.5-storey (19%) and 2-storey (27%) houses, some of which have been built in recent years
- Porches are characteristic of the area, predominantly small or medium in size
- Average side yard setback of 3.2 metres (generally in old houses); and average front yard setback of 5.7 metres
- 81% of houses have a garage; driveways are located to one side of the house
- Existing garages are predominately detached (67%), predominantly located in the rear yard (68%) or setback from the front façade (24%)
- Wood siding and brick are the predominant materials
- Only 4 properties (4% of properties within the neighbourhood) are included in the Milton's Heritage List; none are designated under the provisions of the *Ontario Heritage Act*.



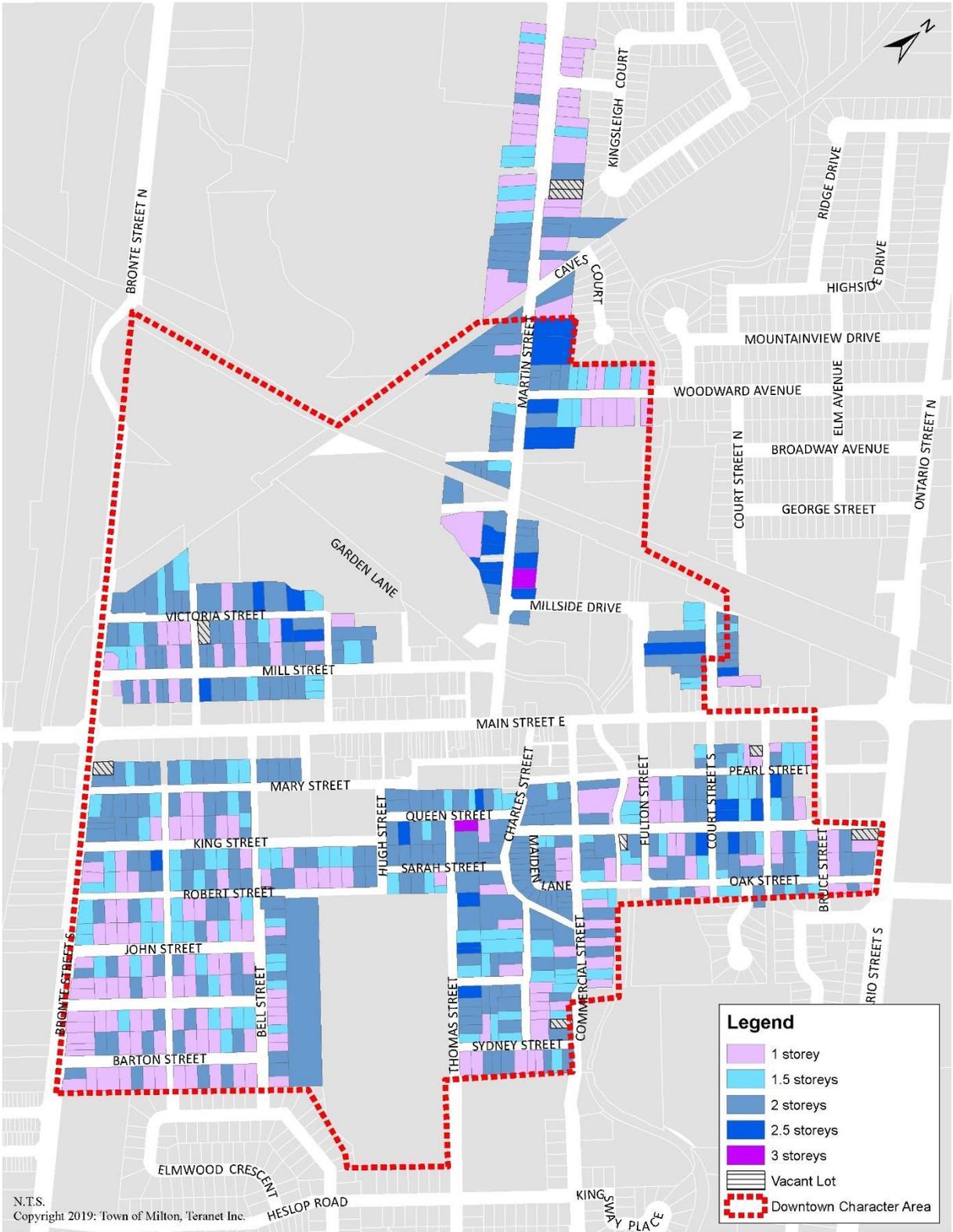


Figure 18. Mapping of building heights.

4.1.4 The Bronte Street South Corridor

The Bronte Street South Corridor represents the 23 residential properties located on the east side of Bronte Street South within the character area.



Characteristics of the Bronte Street South Corridor that contribute to the current character include:

Streetscape

- Transportation corridor (minor arterial)
- Short blocks (80 – 90 metre long)
- Sidewalks on eastern side of the street, within study area
- Mature street trees and medium and fully landscaped front yards
- Character area attributes on east side of corridor

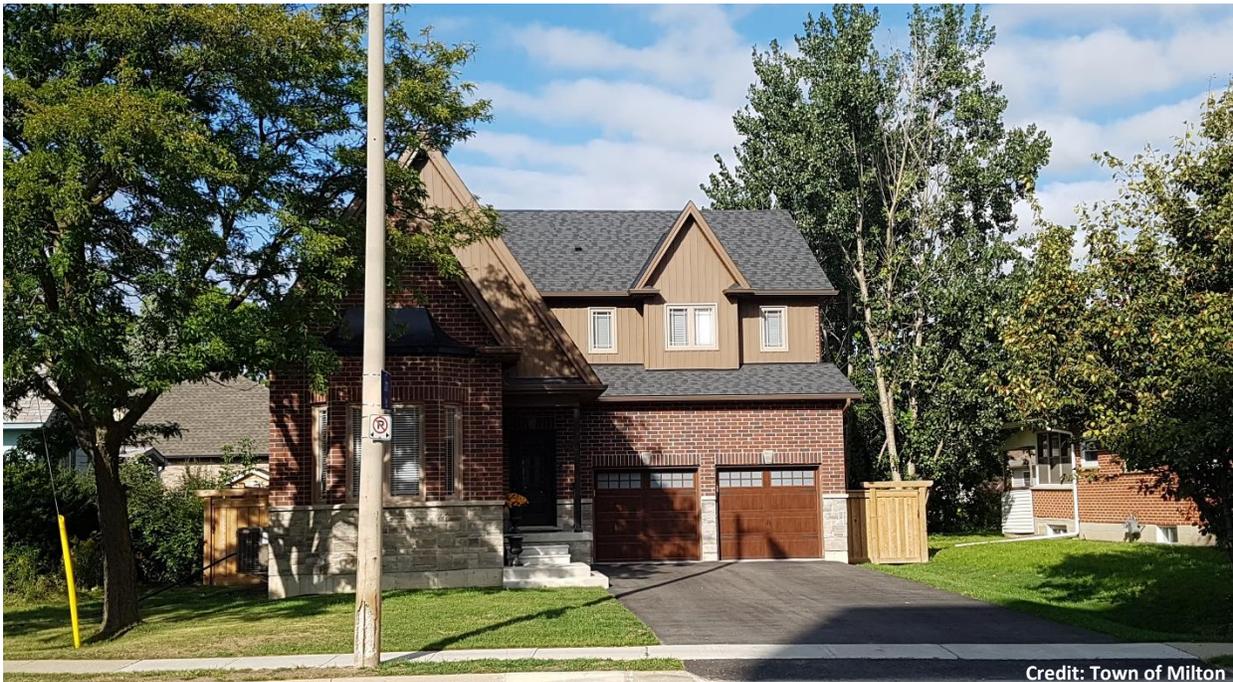
Lot Fabric

- Slightly irregular lots, caused by inclination of Bronte Street South
- Predominantly deep lots (83% of lots with depth greater than 30m); average lot depth of 38.3 metres
- Predominant lot width within the 15 to 20 metre range, with average lot frontage of 19.3 metres
- Average lot area of 710 square metres with 42% of lots with an area of 660 square metres or less
- One lot remains vacant after former structure was demolished

Housing

- Housing stock dates from late 19th to mid-20th centuries; recent redevelopment in two properties date 2016

- Variety of architectural styles from 19th to 21st centuries including examples of Ontario Cottage, Craftsman, Victory, Queen Anne and Traditional Suburban styles
- Almost half of the houses are 1 storey in height (48%); and a significant number are 2 storeys height (30%)
- 50% of the houses have porches, predominantly small to medium in size
- Average side yard setback of 4.1 metres (generally in old houses); and average front yard setback of 4.9 metres
- 52% of houses have a garage; driveways are commonly located to one side of the house
- Existing garages are predominately detached (63%), predominantly located in the rear yard (64%) or setback from the front façade (27%)
- Wood siding is the predominant material; new infill have introduced brick and stone
- 12 properties (50% of properties within the sub-area) are included in the Milton's Heritage List; none are designated under the provisions of the *Ontario Heritage Act*.



Credit: Town of Milton

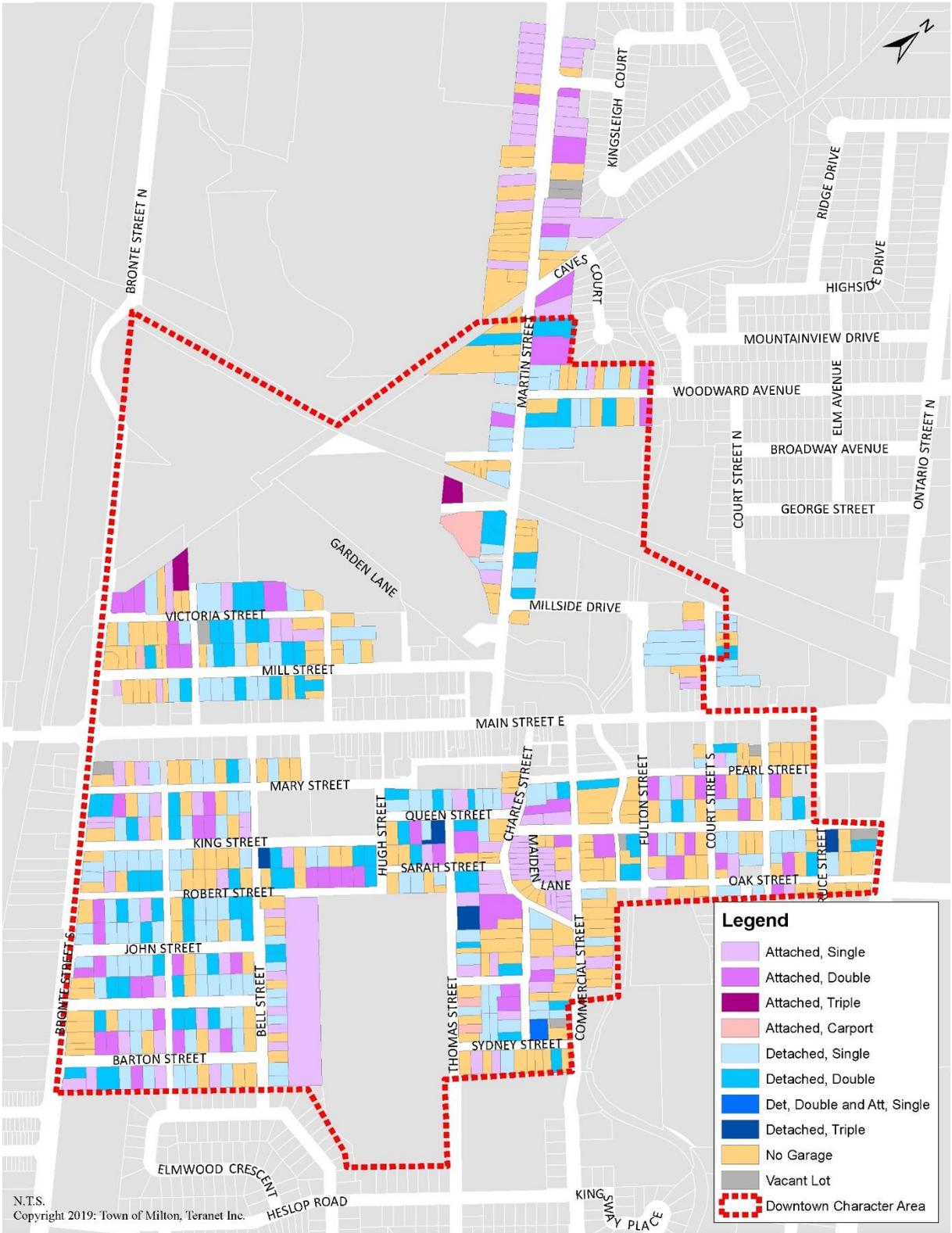


Figure 19. Mapping of garage typology.

4.1.5 The Lower-East Neighbourhood

The Lower-East Neighbourhood comprises 138 residential properties located in the blocks bounded by Charles Street to the east, the Main Street commercial area to the north and the Character Area boundary to the south and east. Properties in this sub-area are mostly located on Pearl Street, Pine Street, Oak Street, Maiden Line, Fulton Street, Court Street South, Prince Street, on sections of Commercial Street and Bruce Street, and the east side of Charles Street. A smaller group of houses is located on Court Street North between Main Street and the CP Railroad Tracks.



Characteristics of the Lower-East Neighbourhood that contribute to the current character include:

Streetscape

- Primarily a grid street pattern of local streets and one collector street (Commercial Street)
- Largely short blocks (80 – 110 metre long)
- Sidewalks on either one side or on both sides of the street with no consistent continuity
- Mature street trees and mostly small and medium moderately landscaped front yards

Lot Fabric

- Predominantly rectangular lots, some irregular lots along Charles Street and Sixteen Mile Creek
- Predominantly deep lots (72% of lots with depth greater than 30m); average lot depth of 36.2 metres
- Predominant lot width within the 20 to 25 metre range (43%), significant presence of lots with width less than 15 metres (21%); average lot frontage of 19.1 metres

- Average lot area of 674 square metres with 55% of lots with an area no greater than 660 square metres; and 23% of lots with area ranging between 660 and 830 square metres
- Two lots remain undeveloped; one is currently used as a parking lot serving a commercial building on adjacent property

Housing

- Half of the homes represents mid to late 1800s and early 1900s infill, and a significant presence of mid 1900s homes; 8 properties have been redeveloped since 2000
- Diverse presence of architectural styles from 19th to 21st centuries including Victorian, Ontario Cottage, Queen Anne, Georgian, Edwardian, Dutch Colonial Revival, Craftsman, Victory, and Traditional Suburban styles
- A significant presence of modest in style houses
- Half of the houses are 2 storey in height (51%), significant presence of 1 storey (21%) and 1.5 storey (23%) houses; 4 houses are 2.5 storey
- Porches are present in 65% of houses
- Average side yard setback of 4.1 metres (generally in old houses); and average front yard setback of 5.1 metres
- 44% of dwellings have no garage; driveways are mostly located to one side of the house; townhouses generally share driveway
- 49% of garages are attached; 51% of garages are detached; and generally located in the rear yard (51%); only the townhouses on Maiden Line have garages projecting from the front façade (20%)
- Wood siding, followed by brick, are the predominant materials
- 80 properties (51% of houses within the neighbourhood) are included in the Milton's Heritage List; from which only 1 is designated under the provisions of the *Ontario Heritage Act*.



Credit: Town of Milton

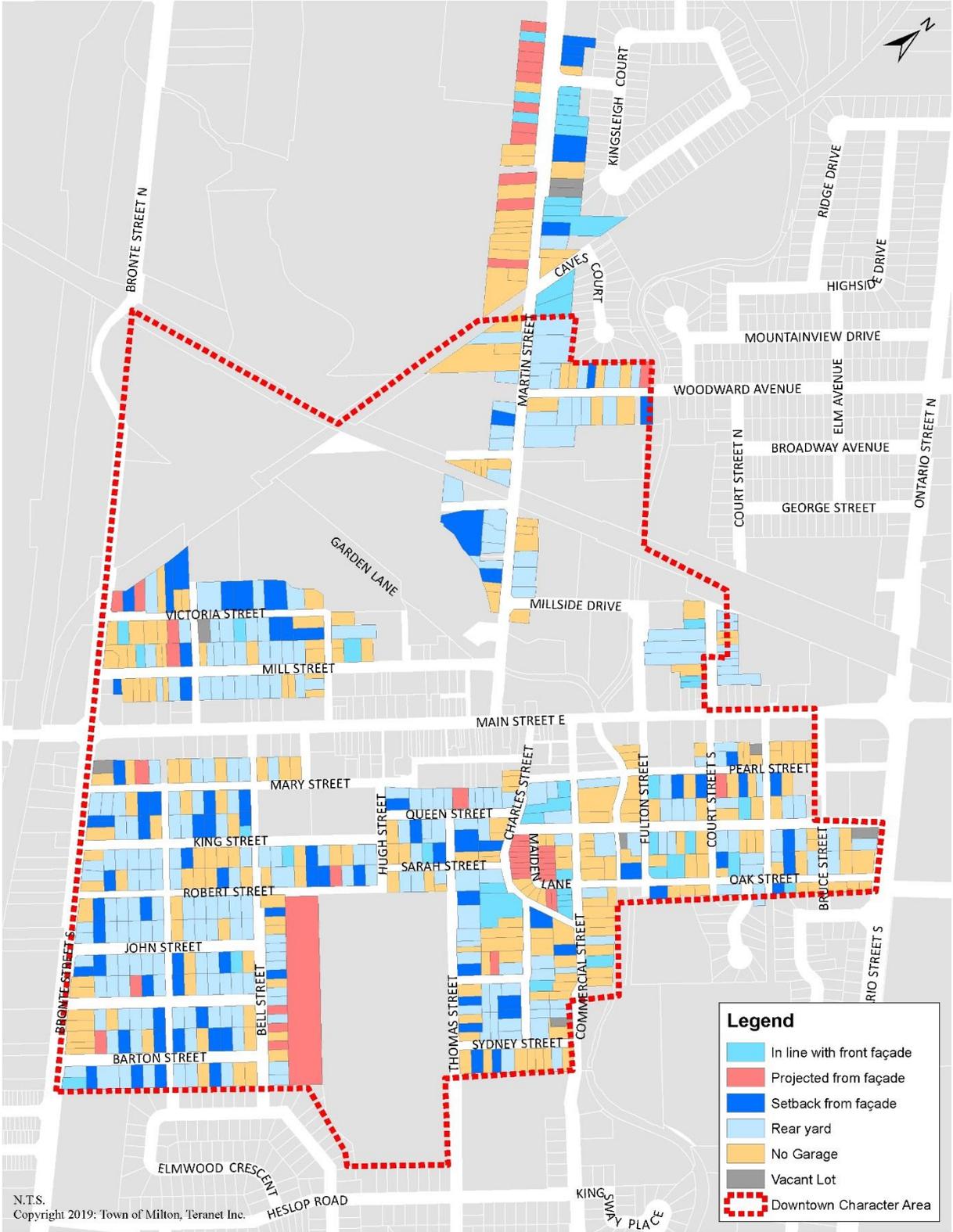


Figure 20. Mapping of garage location.

4.1.6 The South-Central Neighbourhood

The South-Central Neighbourhood comprises a group of 75 residential properties bounded by the Milton's Fairground to the west and the Character Area boundary to the east and south. Houses are located on Lydia Avenue, Sydney Street, Garnet Avenue, and on sections of Thomas Street and Commercial Street within the study area.



Characteristics of the South-Central Neighbourhood that contribute to the current character include:

Streetscape

- Primarily a grid street pattern of local streets and one collector street (Commercial Street)
- Short (80 – 100 metre long) and large blocks (110 – 240 metre long)
- Sidewalks on one side of the street
- Mature street trees and mostly large and medium fully landscaped front yard

Lot Fabric

- Predominantly rectangular lots, some square and irregular lots
- Predominantly deep lots (93% of lots with depth greater than 30m); average lot depth of 41.3 metres
- Predominant lot width within the 15 to 25 metre range, with average lot frontage of 19.1 metres
- Average lot area of 782 square metres with 44% of lots with an area less than 660 square metres; also an important presence of large lots (32%)
- One vacant lot

Housing

- Majority of houses represents mid to late 1900s infill (57%), with an important presence of late 1800s to early 1900s homes; one recent development dates 2015
- Examples of architectural styles from 19th to 21st centuries including Italianate, Victorian, Ontario Cottage, Craftsman, Victory, Queen Anne, Georgian, Edwardian, Dutch Colonial Revival, Classical Revival, and Traditional Suburban styles
- Houses are predominantly 2 storeys in height (46%), with significant presence of 1 storey (26%) and 1.5 storey (23%) houses; 4 other houses are 2.5 storeys in height
- Porches are present in 42% of houses
- Average side yard setback of 4.0 metres (generally in old houses); and average front yard setback of 7.2 metres
- 43% of dwellings have no garage; driveways are located to one side of the house; one property with two driveways
- Same amount of attached and detached garages totaling 85% of existing garages; generally located in the rear yard (57%) or setback from the front façade (24%)
- Brick and wood siding are the predominant materials; a few houses with stucco finish
- 32 properties (43% of houses within the sub-area) are included in the Milton's Heritage List; none are designated under the provisions of the *Ontario Heritage Act*.



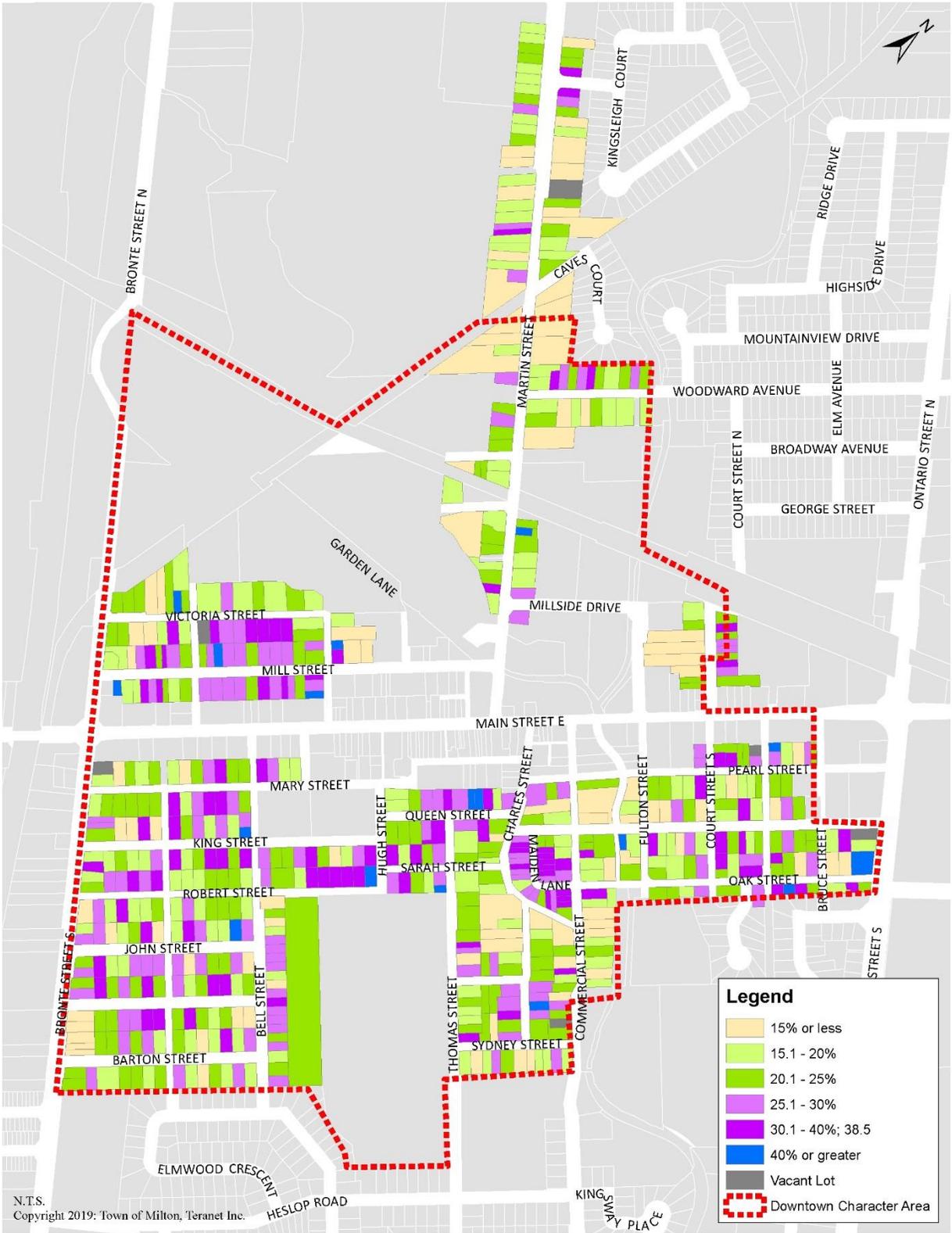


Figure 21. Mapping of lot coverage.

4.1.7 The Martin Gateway Corridor

The Martin Gateway Corridor comprises 103 residential properties within the study area located along Martin Street, Woodward Avenue, Margaret Street and Jasper Street, which have direct access from Martin Street. The area south of Margaret Street is identified in the Town's Official Plan as Residential/Office Conversion Sub Area and comprises 15 properties. The additional 88 properties in the sub-area are mainly residential in character.



Characteristics of the Martin Gateway Corridor that contribute to the current character include:

Streetscape

- Transportation corridor (collector street)
- Generally long blocks, mainly in the area north of the Character Area
- Sidewalks on both side of Martin Street and Margaret Street
- Mature street trees; mostly large fully landscaped front yard on properties along Martin Street and mostly medium moderately landscaped front yard on other streets

Lot Fabric

- Predominantly rectangular lots, with some irregular lots at the intersection of Martin Street and Cave Court and the railway crossing
- Predominantly deep treed lots (90% of lots with depth greater than 30 metres); average lot depth of 49.3 metres; 22 lots exceed 60 metres
- Predominant lot width within the 15 to 20 metre range (48%); significant number of lots exceeding 25 metres (23%); average of 22.0 metres
- Generally large lots; average lot area of 1108 square metres with 54% of lots with an area greater than 830 square metres
- Two lots remain vacant after demolition of former structures and approved severance

Housing

- Half of the homes represents mid to late 1900s infill, and a significant presence of mid to late 1800s and early 1900s homes; 5 properties have been redevelopment since 2000
- Architectural styles from 19th to 21st centuries including Victorian, Queen Anne, Georgian, Edwardian, Colonial Revival, Craftsman, Victory, and Traditional Suburban styles
- Houses are predominantly 1 storey (37%) or 2 storeys (36%) in height; 10 houses are 2.5 storeys in height and only one house is 3 storeys in height
- Porches are present in 63% of houses
- Average side yard setback of 4.3 metres (generally in old houses); and average front yard setback of 10.6 metres
- 35% of dwellings have no garage; driveway are mostly located to one side of the house; some are shared with neighbor; one is circular
- Predominantly attached garages (59% of houses); generally located in the rear yard (45%); 20% of houses with garage in line with front façade
- Brick is the predominant material, following by siding
- 43 properties (42% of houses within the sub-area) are included in the Milton's Heritage List; from which only 1 is designated under the provisions of the *Ontario Heritage Act*



Credit: Town of Milton

4.2 CHARACTER DEFINING ELEMENTS

The residential neighbourhoods within the study cover a large extent of the Downtown Character Area and most of the properties on Martin Street, a significant gateway corridor to the Downtown.

The Neighbourhoods

The area under review represents seven low-density residential neighbourhoods, including two corridor segments, each containing a unique set of attributes that contribute to their overall character. These neighbourhoods are contiguous to one another or are connected through the vibrant business area along Main Street, allowing a pedestrian to cross a series of neighbourhoods and experience a distinctive sense of place.

All neighbourhoods contribute to the authentic character of the area and all buildings contribute and influence in the same way as the street, block or neighbourhood.

The area is highly walkable, pedestrian friendly and generally well kept. Mature trees contribute significantly to character. Neighbouring houses share characteristics, which provide coherence that result in a unique neighbourhood “feel”. However, the review found that some street sections have sidewalks in only one side of the street, which affects the continuity of pedestrian circulation along a single street.

All neighbourhoods, as a group, concentrate an important number of properties with heritage significance that have been built across varying periods. A significant number represents mid to late eighteenth century and early nineteenth century architecture. In addition, a considerable presence of mid nineteenth century homes blend in the area.

Some of these houses are large in size and with fine detailing, an indication of the initial owners’ wealth and connection with their homeland. Other houses with historical value, located in clustered areas, are modest in size, representing a connection with Milton’s early industrial and post-war past.

Lotting Pattern

The general grid street pattern of local streets, only modified by geographic elements, supports a uniform configuration of lots, predominantly rectangular in shape.

Lot size varies across the neighbourhoods, with an average of 815 square metres across the entire study area. Most of the smallest lots are found in the Lower East Neighbourhood (55 percent of lots in this area are less than 660 square metres), mainly on Maiden Lane. A significant number of properties with area greater than 830 square metres are found on Martin Street, with an average lot size of 1108 square metres.

Most lot frontages are less than 25 metres wide (89%) and predominantly between 20 and 25 metres wide (49%). Only 8% of lots have a lot frontage greater than 30 metres and are generally located in the Lower East Neighbourhood and the Martin Gateway Corridor.

Most lots are 30 metres or greater in depth (87%), and the average depth for all neighbourhoods is 40 metres.

Appendix A summarizes the characteristics of lots by neighbourhood within the study area.

Buildings

There is a diverse range of architectural styles and a mix of original, original with additions and new builds or “replacement homes” in the neighbourhood. Some more recent developments are perceived as introducing changes to the cohesive perception and historical character of the area. At the same time, some examples of newer houses are also perceived as fitting the character of the area as the scale, materials, setback, or colour, complement the neighbourhood’s character.

Within the study area 322 dwellings, representing 48 percent of all dwellings, are identified in the Town of Milton Heritage List. From this group, 12 properties are designated and protected under S.29 of the Ontario Heritage Act. This represents the highest concentration of buildings with historical value and significance in the Town.

Single detached houses are the primary built form. Garage forms include detached (40%), attached (60%) and just a few carports. Garages are generally located in the rear of properties (60%) and, in a lesser degree, setback from the front building façades (20%).

Buildings are one, one-and-a-half or two storeys tall, and even three storeys in a few locations. Two-storey houses (45%) are the most prevalent built form in four neighbourhoods. The number of one-storey houses is also significant (30%) and is proportionally greater along the Bronte Street South Corridor and in the Victory Village neighbourhood, whereas the Martin Gateway Corridor accounts for a balanced proportion of one-storey and two-storey houses.

Large front yards are a primary characteristic of the area with 45 percent of dwellings have a front setback between 4.1 and 8 metres. The average front setback for all dwellings is 6.2 metres.

Many houses also have larger side yards with only 13% of dwelling having a side yard setback of 1.5 metres or less. The majority of dwellings have a side yard setback between 1.5 and 3 metres (28%) or between 3 and 4.5 metres (26%).

The separation between buildings, large front yards and lot sizes, create a sense of space and scale. Mature trees and generous landscaped front yards are also prevalent and further contribute to the overall character. Diverse front porch sizes and styles are also an important feature of the area.

Appendix A summarizes the characteristics of building by neighbourhood within the study area.

Landmarks

Victoria Park, the Town Hall, the Fairgrounds, the Milton's Lawn Bowling Club, and the Mill Pond have played a significant role in the history of the area and are predominant landmark features within the streetscape. These features are highly valued by residents.

Important features in the area adjacent to the residential neighbourhoods also include a vibrant historic Main Street commercial strip, churches of different congregations and other significant buildings, and views to the Niagara Escarpment.



The Mill Pond



Old Town Hall and Victoria Park



The Fairgrounds



The Milton Lawn Bowling Club



Main Street with views to the Escarpment



Grace Anglican Church

Figure 22. Landmark Features in the Character Area

4.3 LOCAL DEVELOPMENT ACTIVITY

An important part of this study is understanding the building trends in recent years that are prevalent in the study area. These trends can be identified through building permit activity and minor variance requests.

Staff undertook a review of development activity in the neighbourhood over the period between 2008 and 2018. The types of development activity assessed included building permits for new buildings, building permits for additions to existing buildings, Committee of Adjustment applications and demolition permits. Figure 24 identifies the locations of these types of applications.

This figure also indicates the location of Conservation Halton’s Regulation Limit (approximate). This regulation limit is identified as a flood hazard and is subject to Conservation Halton’s regulatory policies. All development proposals within this area must receive approval from Conservation Halton.

In accordance with the Town of Milton’s Site Plan Control By-law No. 005-2015 as amended, the development of detached dwellings within a “Character Area”, as defined by the Town of Milton Official Plan, is subject to site plan control. In these cases, the Town cannot issue building permits within the Character Area without prior site plan approval. Conversely, the development of detached dwellings within the study area but outside the “Character Area” is subject to site plan control and development can proceed directly to a building permit application provided that the development complies with the Official Plan policies, Zoning By-law regulations and other requirements (such as a Conservation Halton approval).

According to development data, the Town issued 106 building permits within the study area between 2008 and 2018. This includes 31 building permits for new houses and 75 building permits for additions to existing houses. Of the 31 building permits issued for new houses, 29 of the building permits replaced existing dwellings and 2 building permits were for new houses on vacant lots.

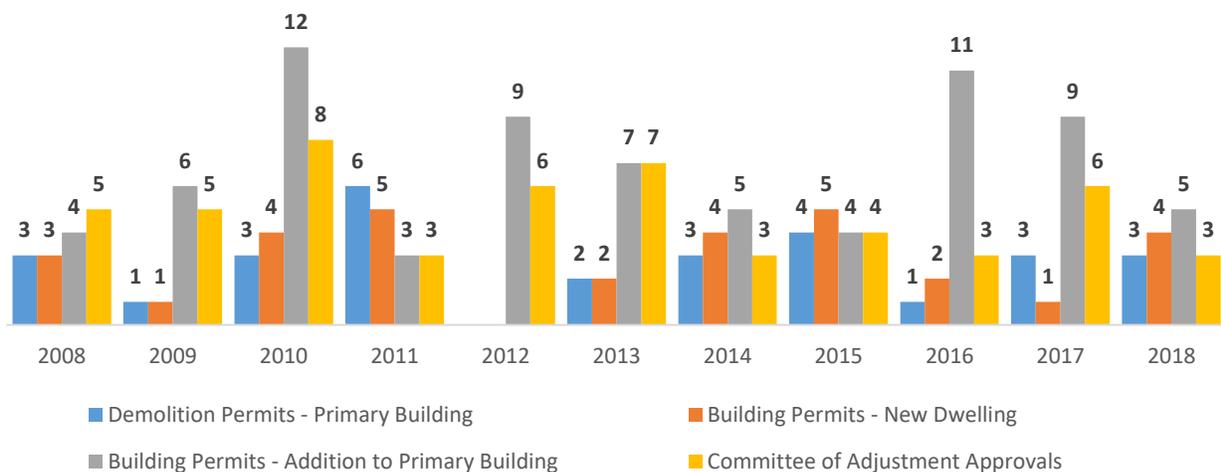


Figure 23. Development activity by Type (2008 – 2018).

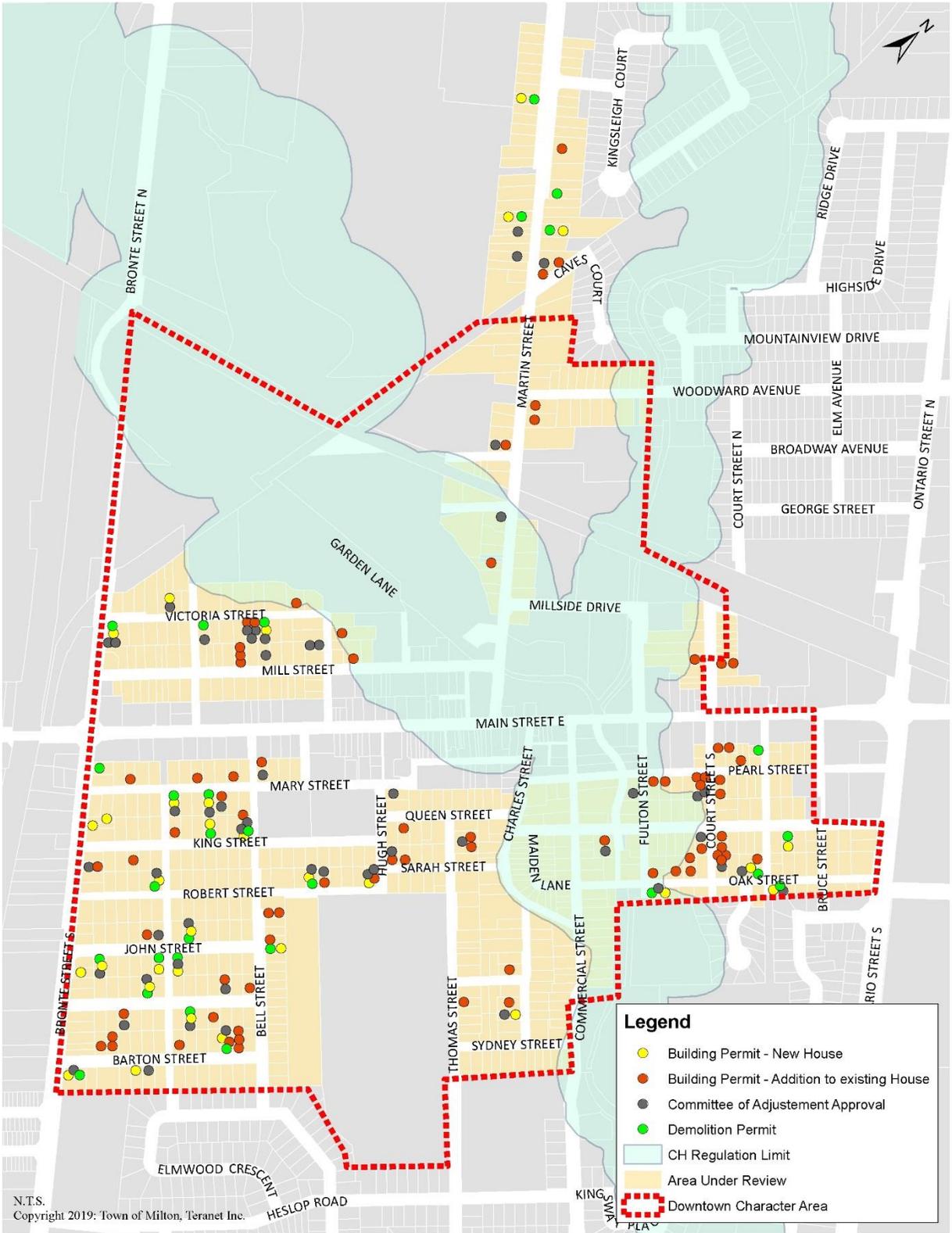


Figure 24. Mapping of development activity by type (2008 – 2018).

In general, building activity involving the construction of new houses within the Study Area remains constant over the period, with an average of 2.8 building permits per year with a peak of 5 building permits issued in a single year. Additionally, the Town issued an average of 6.8 building permits for additions to primary buildings per year. However, the data for additions indicates an irregular yearly trend with a minimum of 3 and a maximum of 12 permits issued in a single year.

4.3.1 Demolition and Replacement of Homes

There are 667 properties within the study area, which mainly comprise of single detached dwellings in the Residential Low Density “RLD” Zone. The 29 demolitions to an existing building represent approximately 4.3 percent of the building stock. 26 houses have since been replaced with new buildings. On average, from 2008 to 2018, the Town issued an average of 2.6 demolition permits per year and new buildings were generally constructed during the same year or the year after the demolition permit was issued.

Building size and lot coverage

Figure 25 compares the demolished and replacement dwellings in terms of size and lot coverage changes. The review demonstrates that there is an overall trend of replacement dwellings being larger than the dwellings they replace. Demolished dwellings have been in the range of 73 to 275 square metres (785 to 2,960 square feet), while replacement dwellings are in the range of 192 to 415 square metres (2,066 to 4,470 square feet).

Lot coverage has also increased. The lot coverage of demolished dwellings was in the range of 7.4 to 33.8 percent of the lot area. For replacement dwellings, lot coverage is in the range of 19 to 39.7 percent.

Note that lot coverage is calculated by adding the footprint of all buildings and roofed structures, including detached garages but excluding decks, patios, swimming pools and other accessory buildings. The current Zoning By-law provisions regulate the maximum lot coverage of development in the following way:

- 30 percent lot coverage for lots with an area less than 660 square metres;
- 25 percent lot coverage for lots with an area between 660 and 830 square metres; and
- 20 percent lot coverage for lots with an area greater than 830 square metres.

3 of the 9 new homes on lots with area less than 660 square metres increased lot coverage an average of 7.2 percent above the maximum 30 percent established in the Zoning By-law. 13 of the 19 new homes on lots with area between 660 and 830 square metres increased lot coverage an average of 9.6 percent above the current 25 percent provision in the Zoning By-law. Lot coverage in 2 of the 3 new homes on lots greater than 830 square metres increased an average of 1.2 percent above the maximum 20 percent permitted.

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Building permit for Replacement Dwellings	3	1	3	5	-	1	3	5	1	1	3
Average Size of Demolished dwelling (total building space)	134.8 sq.m.	275.0 sq.m.	154.0 sq.m.	123.3 sq.m.	-	115.0 sq.m.	118.2 sq.m.	102.6 sq.m.	104.9 sq.m.	129.8 sq.m.	141.8 sq.m.
Average Size of Replacement dwelling (total building space)	237.1 sq.m.	243.5 sq.m.	278.8 sq.m.	329.4 sq.m.	-	317.4 sq.m.	283.9 sq.m.	277.4 sq.m.	194.7 sq.m.	390.6 sq.m.	347.1 sq.m.
% increase in size	75.9%	-11.5%	81.0%	167.1%	-	176.0%	140.1%	170.4%	85.6%	200.8%	144.8%
Average Lot Coverage of Demolished dwelling	24.8%	33.8%	26.3%	18.0%	-	15.8%	17.1%	13.5%	16.2%	7.4%	13.6%
Average Lot Coverage of Replacement dwelling	37.0%	35.9%	33.8%	28.7%	-	30.5%	32.9%	25.1%	30.0%	19.6%	25.6%
% change in coverage (replacement dwelling / demolished dwelling)	49%	6%	27%	60%	-	125%	92%	86%	86%	165%	88%

Figure 25. Characteristics of Demolished and Replacement Dwellings.

Building height

Building height is also an important factor affecting neighbourhood character. Figure 26 displays the building heights of 17 new 2-storey dwellings and 2 new 2-storey additions approved and built in the last five years, including 5 built on vacant lots.

The current Zoning By-law regulates a maximum building height of development of 11 metres, measured from the established grade of such building or structure to:

- in the case of a flat roof, the highest point of the roof surface or parapet, whichever is greater;
- in the case of a mansard roof, the deck line of the roof; and
- in the case of a gable, hip or gambrel roof, the mean height between the eaves and ridge.

The data shows that new 2-storey dwellings or second storey additions to existing dwellings have an average height of 7.8 metres, measured as specified in the zoning regulation. In the group, the lowest and highest height between eaves and ridge are 7.0 metres and 10.16 metres, respectively, which represents a significant variation from the maximum height of 11.0 metres permitted in the comprehensive Zoning By-Law 016-2014.

In this same group, the average height between the established grade and the top of the roof is 9.4 metres; the minimum height to this point is 7.7 metres, and the maximum height is 14.75 metres, only measured in one new dwelling.

Type of Development	Neighbourhood	Year built	Demolition of former dwelling	Number of storeys	Mean height between eaves and ridge	Height to top of roof
New Dwelling	Lower East	2015	2015	2	7.00 m	7.70 m
New Dwelling	Victory Village	2014	2014	2	7.00 m	7.95 m
New Dwelling	Victory Village	2014	2014	2	7.22 m	8.00 m
New Dwelling	Lower East	2015	2015	2	7.25 m	8.60 m
New Dwelling	Lower East	2015	2015	2	7.20 m	8.65 m
New Dwelling	Bronte St. S.	2015	2013	2	7.40 m	8.75 m
New Dwelling	Mill Quarter	2018	-	2	7.75 m	8.90 m
New Dwelling	Victory Village	2018	2017	2	7.72 m	9.00 m
New Dwelling	Bronte St. S.	2016	-	2	7.60 m	9.09 m
New Dwelling	Victoria Park	2018	2018	2	7.80 m	9.35 m
New Dwelling	Victory Village	2016	2016	2	7.85 m	9.45 m
New Dwelling	Victoria Park	2018	2018	2	8.42 m	9.87 m
New Dwelling	Martin Gateway	2017	-	2	8.50 m	10.75 m
New Dwelling	Victory Village	2018	2018	2	8.70 m	11.45 m
New Dwelling	Martin Gateway	2015	2015	2	10.16 m	14.75 m
Second Storey Addition	Victory Village	2014	-	2	7.65 m	9.00 m
Second Storey Addition	Victory Village	2017	-	2	8.53 m	9.98 m

Figure 26. Height of new 2-storey houses and significant second storey additions (2014 – 2018).

4.3.2 Analysis of Minor Variances for New Dwellings and Additions to existing Dwellings

While there are visible signs of development in the Character Area, one tangible way to measure the levels of development over time includes a review of the Committee of Adjustments (COA) minor variance applications. Minor variances are applications for minor changes to the Zoning By-law regulations. Owners submit the application to the Committee of Adjustment and all residents within 60 metres of the property are notified of the application and can provide comments to the Committee.

There were 591 residential and non-residential minor variance applications in the Town of Milton between 2008 and 2018. Of those, 54 minor variance applications fall within the Study Area. The Town refused three of these applications. The Ontario Municipal Board later approved two of them. Figure 24 illustrates the location of the 53 approved minor variance applications.

Minor Variances Granted in the Study Area

Of the 54 minor variance applications, 37 were for the primary residential building and 17 were for accessory structures and parking areas.

Of the new developments studied, 20 new houses out of 31 obtained a minor variance, and 17 additions to existing houses out of 75 obtained a minor variance. As such, some developments that potentially deviate from the neighbourhood character did not exceed current zoning standards.

Zoning Standards

The Zoning By-law regulation most often changed through a minor variance approval is lot coverage, seen in 21 applications related to new houses and 14 applications related to additions, representing 66 percent of all COA approvals.

The next most common minor variance application relates to changes to maximum garage height, gross floor area or setback in 16 cases, accounting for 30 percent of all COA approvals.

Side yard setback reductions (7 requests approved representing 13 percent of all applications), and rear yard setback reductions (7 requests approved representing 13 percent of all applications) were also approved.

3 COA approvals relate to front yard setback reductions (6 percent) and only one relates to front yard setback reduction. Other minor variances relate to by-law provisions such as fence height, lot frontage, parking standards, decks, porches and other regulations.

Figures 27 to 33 illustrate the number of COA approvals by type per year.

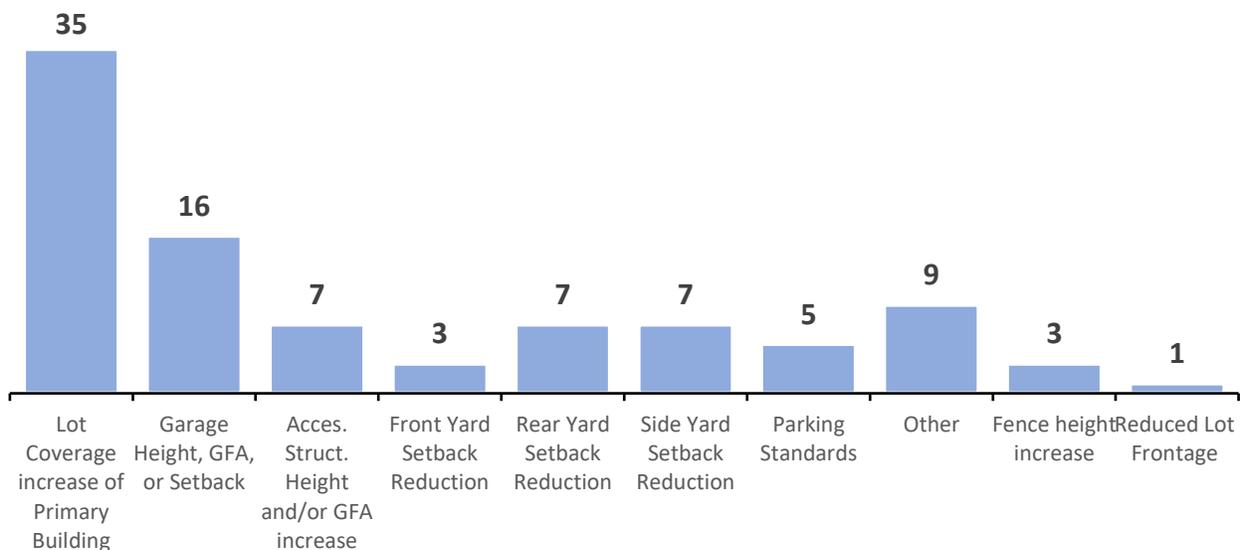


Figure 27. Adjustments to Zoning By-law regulations approved through a minor variance (2008 – 2018).

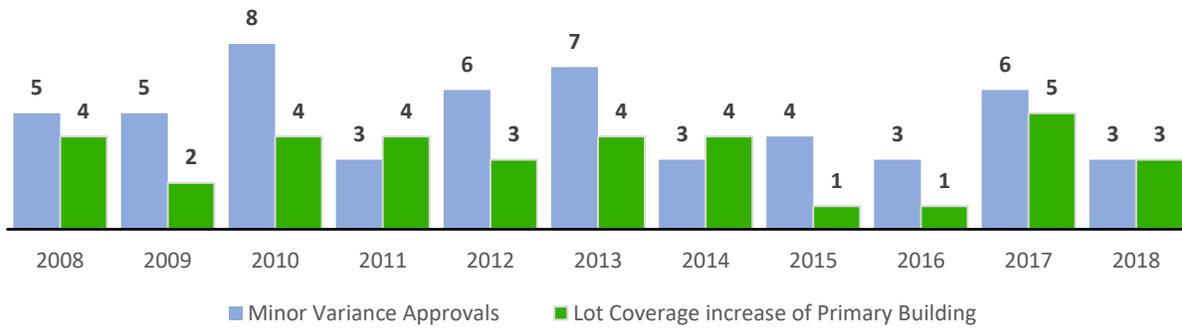


Figure 28. Minor Variances for lot coverage increase of primary building (2008 – 2018).

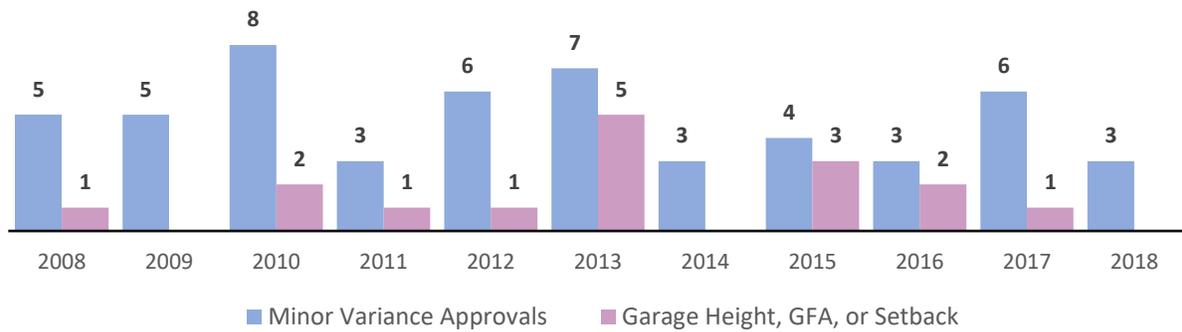


Figure 29. Minor Variances for increased garage height, gross floor area or setback (2008 – 2018).



Figure 30. Minor Variances for front yard setback reduction (2008 – 2018).



Figure 31. Minor Variances for side yard setback reduction (2008 – 2018).



Figure 32. Minor Variances for rear yard setback reduction (2008 – 2018).

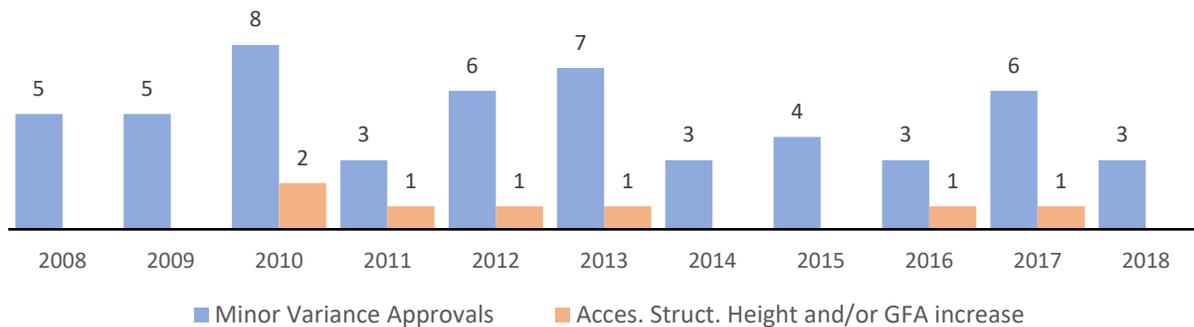


Figure 33. Minor Variances related to accessory structures (2008 – 2018).

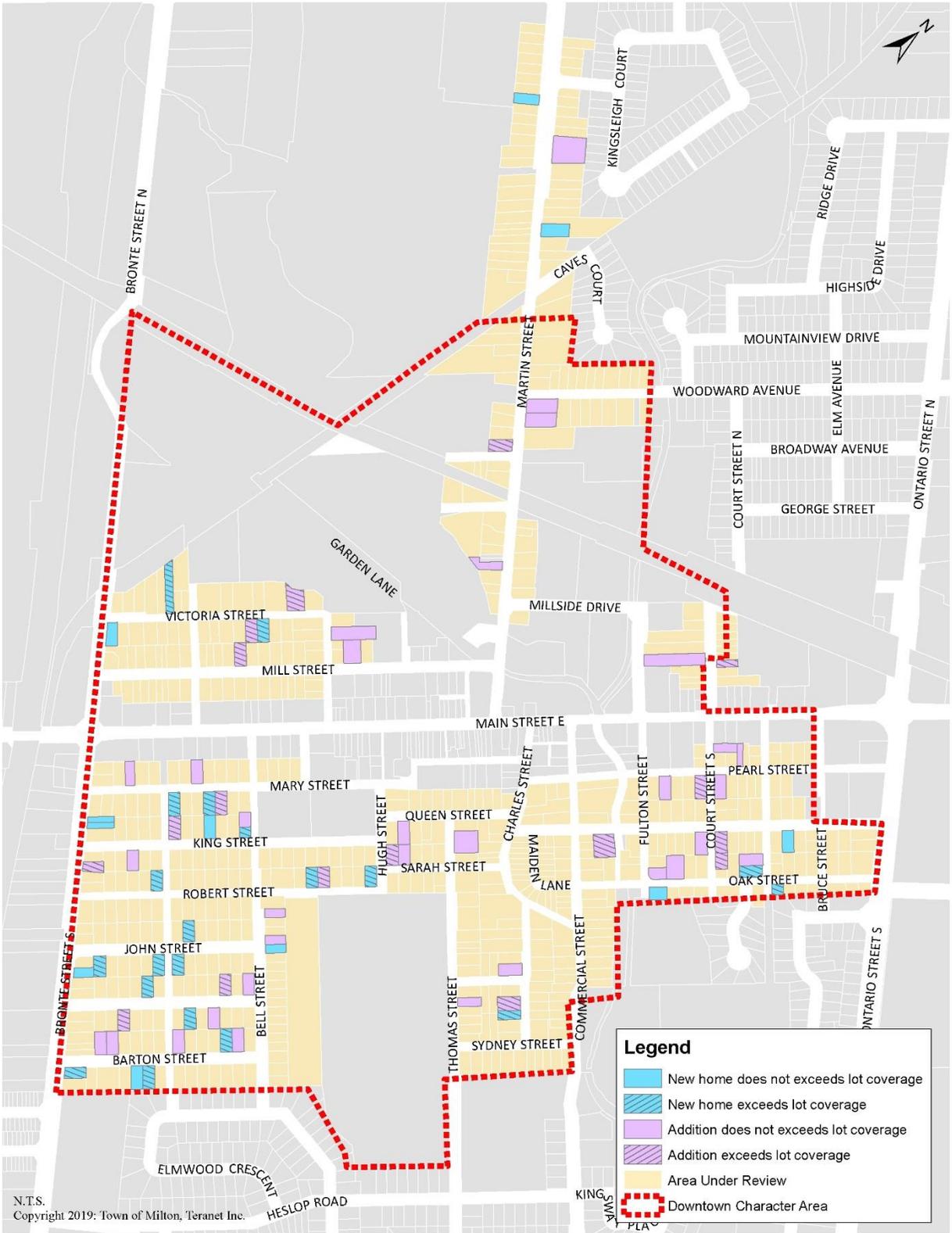


Figure 34. Mapping of lot coverage and project type.

5. WHAT WE HAVE LEARNED FROM THE COMMUNITY

Public consultation has been an important component of the Mature Neighbourhoods Character Study. Opportunities to engage the public are addressed through community engagement strategies, integrated into the study work plan. These strategies are designed to ensure the opportunities for public engagement are specific to the study goals and address the needs of key stakeholders.

Public engagement and consultation during Phase 1 (Downtown Character Area) has included a series of neighbourhood walking tours with residents, an online survey, and a targeted stakeholder survey. In order to promote these activities, the Town launched a front page web banner on Milton.ca, which led directly to the Engagement page for the study and walking tours. Each Neighbourhood walk also appeared on the Town’s Meeting listings as well as on the community events calendar. Social media content and digital ads were planned to target this specific population and encourage participation in the online survey. Milton created a dedicated Facebook event and used Milton’s new digital engagement platform Let’s Talk Milton to gather feedback and inform residents about this study. In addition, staff distributed an invite to the walking tours to all residential properties within the study area.

5.1 NEIGHBOURHOOD WALKING TOURS

Planning staff hosted six walking tours during September and October of 2018, with 54 participants. The purpose of the walking tours was to discuss the purpose of the study with residents, collect information about the characteristics of the neighbourhoods that are valued by residents, consider their opinion, and gain public’s input and feedback on the study. Appendix B the invitation to the walks is attached as Appendix B.

The walking tours represented a learning opportunity for participants and Town staff to develop a better understanding of the physical context of the Downtown Character Area, to provide input on the distinct features that define “neighbourhood character”, and to identify the most important elements to be considered in order to maintain the character. In every walk, participants expressed their interest in sharing the historical facts of some homes in the neighbourhood, which emphasizes the significance of the area that needs to be protected.

During these walks, residents had the opportunity to identify the features and elements that define their neighbourhoods, and share their feedback about recent developments, the streetscape and public spaces in the study. Participants received a copy of the walking tour routes and the survey form (see Appendix C).



The following is a summary of the extensive feedback we heard during the six walking tours:

Neighbourhood Character

- The area is beautiful and has an old neighbourhood feeling. The neighbourhoods are mature areas where no two houses are the same, characteristic that is perceived as “good”.
- Residents take care of properties and share their “Pride of ownership”. They enjoy the nice big lots, older homes, and the variety of housing styles in their neighbourhoods.
- The differences between the houses creates a gradual variety without being too distant in either size, color or lot coverage. The strongest feature is the variety of features: 1-100 years, excellent to poor condition; 1, 1.5 and 2 storey, from minimum to wide separation.
- This diversity makes it difficult to characterize the neighbourhood, though it is easy to see when one does not “fit” through. In some areas, this diversity of sizes, colours and styles was also interpreted as unfavourable.
- There is no predominant character south of the mid-line of Robert Street that needs to be preserved or encouraged to be replicated in new construction, with the exception of additions and renovations that should be sympathetic to the architecture of the existing house.
- Some resident have moved to Martin Street because of the character of century -old-homes. They would like to have Martin Street stay the way it is and recommended to expand the Character Area to include Martin Street.

Streetscape

- The quality of the streetscape is important to neighbourhood character.
- Overall condition of structures and landscape treatments influences character.
- Mature trees contribute to beautification, including mitigating noise, however low branches and hedges hanging over sidewalks reduce visibility and impact walkability. Need better maintenance of dead trees and overgrown vegetation in public lands. In addition, trees make properties blend in well and neighbours perceive the area as affected when trees are cut.
- There is the need for not just ornamental short trees, but large mature growing trees as well as different edible varieties such as nut and fruit bearing trees and trees that bloom at different times during the year (i.e. sycamore trees, apple trees, walnut trees, etc.).
- Participants expressed concerns over high fences and pointed out how nice gardens and charming fences add to the character of their neighbourhood.
- Sidewalks need to be upgraded and improved; some areas have discontinuous sidewalks along the same street.
- Participants would like to see street lighting and street name signage that go with the historic character of the area and suggest that utility lines should be buried.

Massing and Sitting of Dwellings

- Massing and positioning of homes are important regardless of architectural style.
- Bulky “monolith” built form does not fit. Houses have open space beside them, with setback garages, with rooflines with lots of peaks and valleys. Houses are square loom over all.
- Participants liked the space between houses and recommended maintaining this quality of their neighbourhood. Setback from street should be consistent with existing neighbourhood.
- House setbacks and separation between houses contribute to the perception of safety because it allows for good sight lines.
- Height issues were identified as more important than lot coverage issues. Participants expressed concerns over tall houses looking into small houses and backyards. Low heights are preferred to maintain character and no house should be built over 2.5 storeys.
- Porches are a significant feature that contributes to generate a sense of community. In some cases, porches have been replaced replicating the same footprint.
- Flat roof style, colour of certain buildings, and grey parking surfaces do not fit in with the neighbourhood.
- Participants expressed concern with duplexes and townhomes where owners use two different colored shingles to their roofs.

Garage Features and Driveways

- Garages are generally located at rear of properties. Garages are not the main architectural feature and should be setback from the front façade to improve the perception of the overall massing.
- Participants expressed concern over the design of garages that do not match the style of the house and their location in relation to the primary building. When a garage is not setback far enough, it feels overbearing and contrasts with the majority of garages on a given street, mainly set in the back of the property, where they do not impose.
- Shared driveways help to generate a sense of community with neighbours.
- Permeable driveway surfaces are seen as positive and an issue was raised about homes with large paved surfaces.

Heritage Features

- Building design and façade treatment is important. Participants shared their love and respect for cultural heritage values. They consider that the heritage features of buildings are important.
- The right and appropriate use of colours, materials, detailing, size and style is appreciated. Residents identify matching existing style, colour and size as an aspect of good character. Where deviations from character are made, either some aspect of size or color should remain the same as existing character.

- The use of material and colour in combination with form is important, i.e. the colour of brick and participants supported the use of new material while respecting its form. Some additions have used same architectural details and elements (columns, brick, colour, roofs) which fit well.
- The Town should regulate the use of material.
- In the past, stonework was associated in the past with wealth and strong character.
- Stucco is not something generally used in the area, and does not match other houses
- Some properties still have barns hidden in the rear yards. Owners could use these buildings as secondary units or rentals.

Development and Change

- Some properties have been sold and are prospects for demolition. Others will not be here in 10 years. Participants believed that houses in disrepair or substandard will be replaced, but they want to ensure they get houses that fit in the area.
- Each tear down is then used as precedent to build larger, modern homes as developments that are approved could be used to inform future bad character designs as the neighbourhood moves forward.
- An old and modest house on a big lot seems to be a concern for redevelopment of a monster house.
- There are some examples of newer houses that fit the character of the area (materials, architectural style, appropriate setback compared to other houses, colour, etc. complement the character).
- Just because a certain house exists, does not mean you should keep building another house like it. Nevertheless, “monster houses” impact the character qualities of adjacent houses. Residents highlighted issues with height and lot coverage. Newer houses need to make sure they do not tower over or cast a shadow over smaller houses.
- Some of the existing homes are modest in form and additions are in keeping with the original structure. Additions to existing homes that are larger than the original structure make it hard to recognize, i.e. where garage footprint is consistently large.
- Participants expressed concerns over having portions of the lot severed to create new lots. This goes against the character of the area, as there is usually wider distances between houses. Participants do not want infill beside each other building right to the edge of their lot and recommend greater side yard setbacks in new builds.
- A large footprint causes issues on drainage and affects other properties. Drainage control impacts building heights.
- It is the impression of participants that when developers move into the area, they feel helpless to protect their interests.
- Milton may eventually become a university town, but as seen in other cities, turning single family homes into student housing or illegal apartments does become unattractive, and likely a devaluation of the neighborhood, with parking and noise

issues. It is also a challenge when single-family homes are turned into Duplexes or triplexes.

- Intensification is not the right approach here, however, one participant expressed that there is opportunity for greater density along Bronte Street South.

Processes and Tools

- Owners may have interest in preserving their heritage homes; however, incentives may be needed, to help owners in their maintenance of buildings, which would ensure the preservation of character.
- Participants did not want “ornamental trees” as the only permissible trees allowed on certain lots and requested larger tree permissions and incentive for the replacement of old trees as they begin to age and die.
- In new constructions, owners consider road allowance as a limitation. Participants expressed concerns with land dedication for streetscape improvements; boulevard streets would have an impact on mature trees located within the right-of-way.
- Zoning standards for the study area are the same as the ones that apply to new subdivisions and should be revised.
- The area south of the mid-line of Robert Street, including the Fairgrounds to Bronte Street, should be excluded from the Character Area.
- The Town has to enforce its Downtown Design Guidelines to stop current trends.
- Residents identified Martin Street as a gateway to the Downtown. The Town should define and celebrate the various gateways for Martin Street and set by-laws accordingly. Residents recommended wider sidewalks and lighting features that are more appropriate to the historic character of the Downtown.
- Participants expressed concerns over the effectiveness of citizen engagement in the review of design matters in new houses.
- Residents should be educated about the flood zone. The Town’s web site should display more upfront information.

Landmark Features

- Other neighbourhood features play a role in the history and significance of the area and contribute to neighbourhood character. Residents value these landmark features.
- Participants described the rebuilding of Victoria Park as “splendid” and very well done and celebrated the conservation of the Old Town Hall.
- The Fairgrounds is important to neighbourhood character. Residents described the Fairgrounds as a positive feature because of its proximity to residential area and the ease with which it could be walked towards. Residents described the old trees in the middle of the fairgrounds as some of the nicest trees in Milton. Participants expressed interests in knowing the status of the Fairgrounds and were pleased to know that the Town is not assessing this area as part of the study nor considering its redevelopment.
- Residents like the Milton Lawn Bowling Club and acknowledge its 100-year history.

- Centennial Park and the Mill Pond should be preserved and protected as they represent important historical and environmental features.
- Residents describe the Martin Street Junior School as a good example of treatment of colour and material. It is a view terminus. The original façade was kept and the building is respectful of character.
- The Gateway Baptist Church on Martin Street had beautiful brick underneath the Stucco finish.
- The vacant lands at 159 Mill Street could be used as a community garden, with many benefits to the community.

Traffic and On-street Parking

- Traffic and cutting through the neighbourhood is a concern, especially when Main Street is closed off. Speeding is perceived as a problem in every street; participants encouraged the implementation of traffic calming measures such as reducing speed limit, posting speed limit signs, adding more stops on through streets or considering one way streets on certain streets to control traffic and overload. In particular, participants would like to see a four way stop at the intersection of Bell and King Streets, or traffic-calming measures implemented on Martin or Thomas Streets.
- Thomas Street has a school on it, and its straight and long design leads to speeding. A resident recommended a stop sign at the intersection with Garnet Street.
- On street parking during events, especially on the Fairground, causes inconvenience to local users and residents. Commercial and Thomas Streets, where parking is blocked off entirely, seem to be the most impacted.
- Need of consistency labelling signs, as participants pointed out at Garnet Street where one sign says 'Street' and other sign says 'Avenue'.
- People use all of Charles Street as a one-way street, including the portion of Charles that is two-way, leading to people driving on wrong side of road. The route is often used as a shortcut through the neighbourhood. Participants recommended assessing its change to the opposite direction.

5.3 ONLINE SURVEY TO RESIDENTS

Walking tour participants filled out a survey. The survey collected their opinions on which features best define neighbourhood character. Based on the background work and input received during the walking tours, the Town developed an online survey was developed to seek further input from residents. The online survey run from November 2018 to January 2019, addressed the same questions and offered additional insight on the public perspective. Overall, there were 71 contributions to the survey.

The following figures show the results describing the neighbourhood and lot and housing features that best define neighbourhood character:

Among all neighbourhood features considered, street trees, lotting and street pattern defining the streetscape, and sidewalks are the most significant neighbourhood features identified by the public.

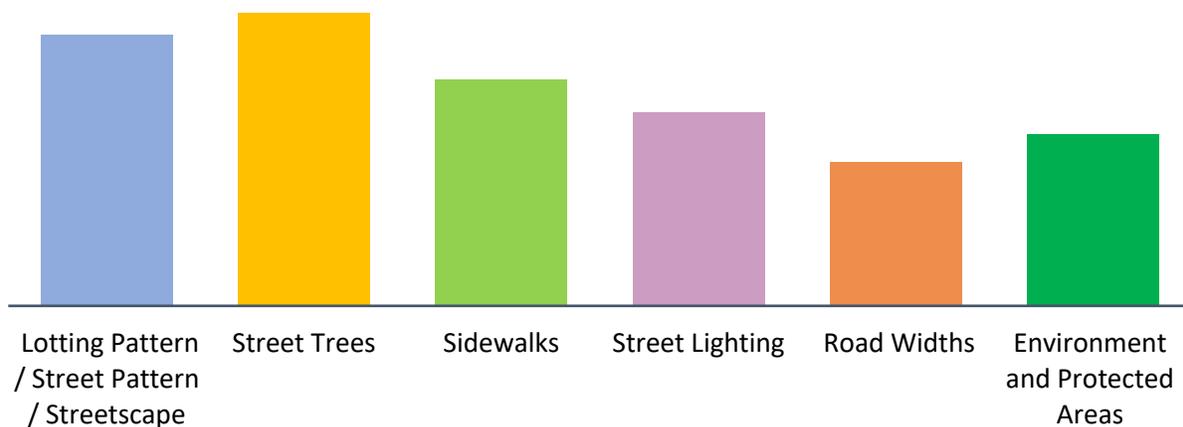


Figure 35. Neighbourhood features that best define neighbourhood character as perceived by the public.

Among all lot and housing features considered, residents consider the architecture style of buildings, trees and landscape treatment, and separation distance between buildings as the most important features contributing to character.

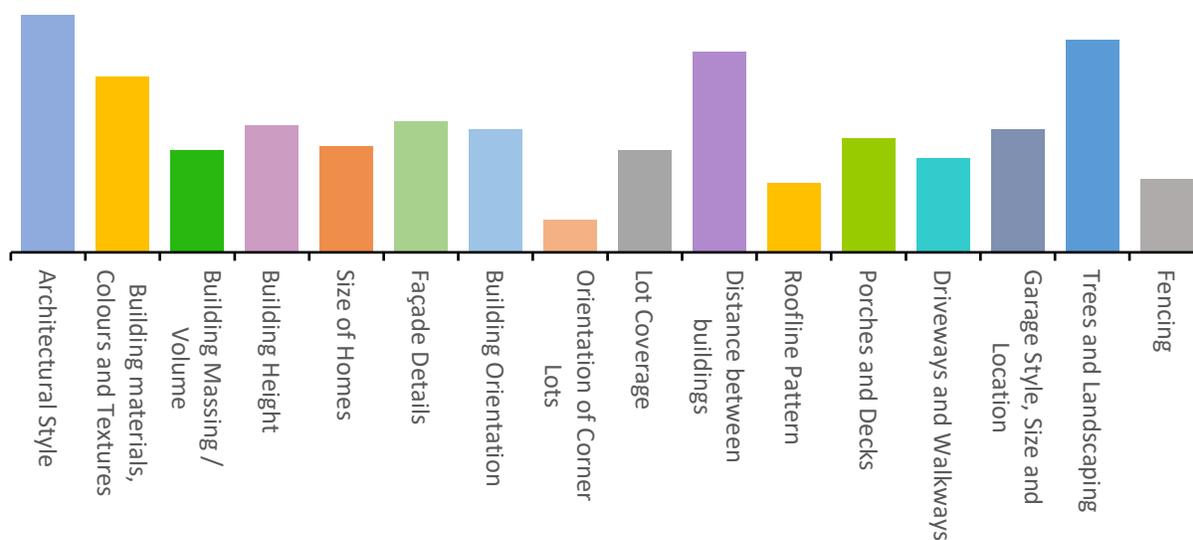


Figure 36. Lot and housing features that best define neighbourhood character as perceived by the public.

Respondents also described in their own words which additional features are important in their neighbourhoods:

- Small block sizes and grid pattern that contributes to a walkable neighbourhoods;
- Size and housing footprint; houses that do take up whole lot;
- The heritage buildings and the uniqueness of each individual building;
- House aesthetics (materials, style, etc.);
- Variety of setbacks and fencing;
- Space distribution between roads and lots;
- Lots sizes;

- Yards with trees and space for a backyard; generally older vegetation; and
- Sidewalks separating the front yard from the street and trees in city property between sidewalk and street

In addition, members of the public also listed the top three features they believe have the strongest impact on neighbourhood character. The results indicate that the variety of architectural styles of homes, street trees and landscaping elements, the local lotting and street pattern defining the streetscape are perceived as important to residents, followed by the separation between houses, and the road width.



Figure 37. Most important features as perceived by the public.

Lastly, members of the public provided additional comments in the survey. The comments are summarized below, organized by the themes of character, change and controls.

Neighbourhood Character

- The demolition of older homes to make way for monster homes is negatively impacting the character and history of the area. They reduce the general visibility between properties and takes away from the old style.
- New large builds overshadow existing bungalows and destroy the character of surrounding older homes.

Massing and sitting of Dwellings

- Houses are now too close together and roads are too narrow. Houses should be kept far from the street.
- Houses should not be taller than 8.5m from grade to ridge.
- Garages should be set back so there is at least 4 metres between houses on one side.
- Homeowners need real yards, longer and wider driveways half the areas driveways are so small the vehicles hand out on sidewalks or even roadways.

Development and Change

- New houses should be designed to keep in line with heritage homes.
- New homes should be built on footprint of old home and fit in with other homes.
- New houses should not be built so close to each other or the road. It impacts privacy and quality of amenity spaces.
- Keep garages setback and front of new houses in line with other houses.
- Lot coverage should be reviewed based on the house style and features.

Processes and Tools

- A Heritage Conservation District is encouraged; as proposed in the Ad Hoc Task Force Heritage Master Plan report PD-039-16; and the use of heritage plaques where appropriate.
- Preservation of older buildings should be a priority.
- Site Plan requirements for renovations of single-family dwellings do not reflect the needs or values of our community and must be removed.
- Forcing Milton property owners to dedicate land for wider roadways is not wanted, and does not reflect the values of our community in a free and fair society.
- Tree and landscaping protection is needed for all private and public land; restriction on removal of trees or significant landscaping on private property is warranted.
- The flood plain impacts a number of properties, including some heritage buildings.

5.4 TARGETED STAKEHOLDER SURVEY

Staff reached out to architects, designers, builders and heritage advocates with knowledge and experience in the local area. With a survey, participants identified features that define neighbourhood character, describe the changes occurring in the Character Area and the factors that are driving these changes, and provide feedback on potential measures or tools that would contribute to protecting Character.

Professional Designers and Builders

Based on feedback from four professional designers and builders, neighbourhood character is defined by the lotting and street patterns of an area, its trees and landscape treatment, sidewalks, elements such as porches, decks driveways and walkways, architecture style, façade treatment, materials, colours and textures, among other features.

When asked about the features that have the strongest impact on the Character Area, respondents identified trees, architectural style, building height, materials, colours and textures, porches and decks, and the design and location of garages as contributing to character in an area where small houses are being replaced with large houses, mainly motivated by the location and desirability of the area and the large lots.

The group perceived the site plan process as valuable to protect neighbourhood character and, as much as character should be protected, the current lifestyles of homeowners and the desire for larger homes should be balanced when reviewing development applications. Setbacks and height restrictions should need to be adhered to as long as proper drainage is achieved, and lot coverage and gross floor area should not be limited.

Heritage Advocates

22 members of the Milton Historical Society filled out the survey. The following figures show the results describing the neighbourhood and lot and housing features that best define neighbourhood character as perceived by this group.

The group describe the Character Area as a traditional, historic, and eclectic area comprised of housing units of comparable scale separated by a mature landscape, and an established streetscape.

Among all neighbourhood features, lotting and street pattern and street trees, defining the streetscape, and environmental protected areas are the most significant neighbourhood features identified by the group. The group described the historical nature, age and size of buildings, and community features such as the Mill Pond and Victoria Park as contributing to character.



Figure 38. Neighbourhood features that best define neighbourhood character as perceived by heritage advocates.

Among all lot and housing features, architecture style, building height, separation distance between buildings, and trees and landscape treatment are viewed as the most important features contributing to character.

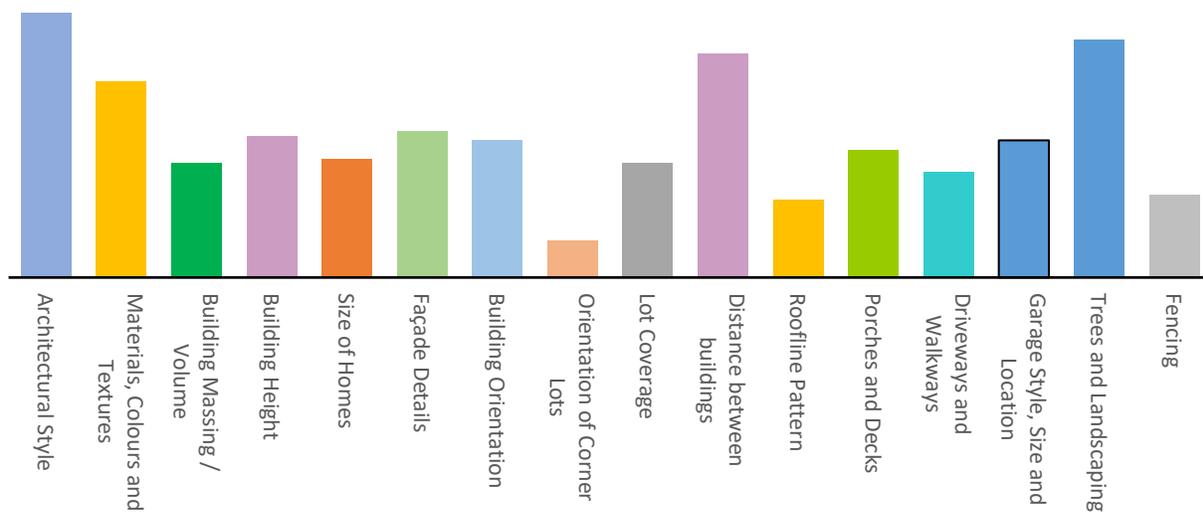


Figure 39. Lot and housing features that best define neighbourhood character as perceived by heritage advocates.

When asked to prioritize the three most important features, the variety of architectural styles of homes, height of buildings and street trees and landscaping elements were perceived as important, followed by the separation between houses, and façade details, materials and colours, in that order.

Whilst new builds are seen as necessary in some cases, the neighbourhood is perceived as threatened by the construction of large homes and renovations with new building style, and high-rise buildings, affecting character. Changes are driven by an active housing market, lifestyles modifications, the desirability of the area, its proximity to parks and markets and the inadequacy of planning rules. The high costs of maintenance and repairs is also seen as impacting the long-term sustainability of old houses.

Respondents recommended some tools and measures to protect the character of the neighbourhoods and promote its preservation, including:

- Establishing building height, lot coverage, separation between houses and garage setback provisions consistent with existing buildings,
- Developing design guidelines that protect the character of neighbourhoods,
- Maintaining heritage properties whenever possible, and celebrating Milton’s heritage resources,
- Stronger legislation to protect home facades and uniformity of neighbourhoods,
- Create a Heritage Conservation District as laid out in the Heritage Master Plan,
- Implementing a tree protection by-law,
- Reducing and controlling traffic generated by intensification, and
- Promoting the beautification of surrounding streets.

6. POLICY CONTEXT

The Province gives directions to regions and municipalities to manage land and resources. The section provides an overview of the provincial, regional and local policy frameworks for residential land uses to understand what tools are available to municipalities to manage development and neighbourhood character.

6.1 PROVINCIAL POLICIES

6.1.1 The Planning Act, RSO 1990, c.P.13 as amended

The *Planning Act, RSO 1990, c.P.13* as amended, sets out the ground rules for land use planning in Ontario and describes how land uses may be controlled, and who may control them. The Act provides municipalities the basis for preparing official plans, zoning by-laws and utilize other planning tools to guide and regulate development.

Under The *Planning Act*, local municipal councils may pass zoning by-laws regulating the height, bulk, location, size, floor area, spacing, character, use of buildings or structures, minimum frontage and depth of a parcel of land and the proportion of the land a building or structure may occupy (S.34.(1).4).

In addition, local municipal councils may pass site plan control by-laws to regulate external building design, site and streetscape matters including the character, scale, appearance and design features of buildings (S.41(4)).

The *Planning Act* now allows municipalities to establish additional criteria for a minor variance through municipal by-laws. In 2015, the Provincial government adopted changes to the *Planning Act* through the Smart Growth for Our Communities Act (also known as Bill 73). Bill 73 changed the *Planning Act* in various ways, including matters related to the Committee of Adjustment and the four tests of a minor variance under subsection 45(1), namely:

- Is the application minor?
- Is the application desirable for the appropriate development or use of the land, building or structure?
- Does the application maintain the general intent and purpose of the Official Plan?
- Does the application maintain the general intent and purpose of the Zoning By-law?

6.1.2 The Provincial Policy Statement (PPS), 2014

The PPS is issued by the Province under the *Planning Act*. It provides policy direction on matters of provincial interest related to land use planning and development. These policies support the development of strong communities through the promotion of efficient land use and development pattern. The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the nature and built environment. It indicates that long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and

by conserving features that help define character, including built heritage resources (S. 1.7.1 d)).

6.2 HALTON REGION OFFICIAL PLAN, 2019

The housing policies of the Halton Region’s Official Plan permit “intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained” (S.86(11)), where development or redevelopment of a property results in a density higher than what currently exists (i.e. more units or homes).

6.3 LOCAL PLANNING FRAMEWORK

6.3.1 Town Of Milton Official Plan

On June 2018, Council endorsed the proposed Regional modifications to Official Plan Amendment No. 31 OPA 31, being an amendment to bring the Local Official Plan into conformity with the Growth Plan for the Greater Golden Horseshoe and the Sustainable Halton Plan. The amendment contains a series of text and schedule changes and is currently pending issuance of a Notice of Decision by Halton Region.

The LOP recognizes the historical development of patterns that have taken place over time within the Town. One of the seventeen community directions and strategic objectives of the Plan is to protect and enhance the Town’s heritage, identity and character (2.1.2.11). In addition, the Plan indicates that, within the Urban Area, the established residential neighbourhoods, located around the Central Business District, will be planned to remain relatively stable, and suburban in character and that only modest redevelopment is planned to occur, largely taking the form of modest infill projects (2.1.3.4).

Infill development and redevelopment of sites and buildings through intensification will be considered provided the development application is compatible with the existing development standards and physical character of the adjacent properties and the surrounding neighbourhood (2.7.3.15).

Urban Design Direction in the Official Plan

Urban design objectives have regard for achieving a high standard of design and maintaining compatibility with the built environment, seeking to:

- “achieve a consistently high standard of design in the built environment that is complementary to and compatible with existing development and the Town’s natural and cultural heritage in all areas including site, building and landscape design” (2.8.2.4);
- “achieve a complementary relationship between new buildings and existing buildings, while accommodating a gradual evolution of architectural styles, as well as accommodating innovative built forms” (2.8.2.12); and

- “enhance the unique character of a district, neighbourhood, grouping of buildings or prominent building, based on an analysis of their identifiable architectural characteristics” (2.8.2.13).

The urban design policies of Section 2.8.3 seek to implement the design objectives. In this sense, new development located within an existing established district or neighbourhood 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 (2.8.3.8). Moreover, the preservation of the existing pattern of setbacks in the Established Urban Area shall be supported so that new buildings do not substantially alter the street relationship (2.8.3.10).

Character Areas as a tool to conserve Neighbourhood Character

The LOP allows the recognition and designation of developed areas as “Character Areas” (2.10.3.35) and provides direction to develop Character Area Plans or Studies. In absence of a Character Area Plan, for areas identified as “Character Areas”, the Town will ensure to the degree possible that all development is compatible with and sympathetic in design to existing building forms including heights, setbacks, scale, architectural features, and comply with the relevant Urban Design policies, of this Plan; and, that disruption to the natural environment, topography or vegetation is minimized (2.10.3.38).

The LOP also enables the Town to require agreements as conditions of approval to secure the Character Area features deemed appropriate (2.10.3.39) and to encourage the protection, maintenance and enhancement of existing development in areas designated as "Character Areas" and where appropriate and feasible, the designation of properties under the Ontario Heritage Act (2.10.3.40).

Schedule D – *Urban Area Planning Districts, Character Area and Community Improvement Plan* depicts the Boundary of the Downtown Character Area.

Residential Infilling

Residential intensification and infill policies for the Urban Area demonstrate a similar intent to maintain compatibility between new and existing structures in the built environment. While residential intensification is encouraged within the built-up area and is generally directed to Intensification Areas (3.2.1.2), outside of these areas, intensification is intended to occur generally through infilling to maintain and protect the character of established neighbourhoods (3.2.1.3).

The Plan requires that infill residential development within the urban area be compatible with the established land use pattern of the surrounding area in terms of dwelling unit type, lot size and configuration and building size and design (3.2.1.4).

Infill lots may be created provided that the proposed lot is consistent with the predominant lot fabric of the surrounding neighbourhood, trees and vegetation is retained and enhanced, new driveways are sited to minimize tree loss, and the orientation and sizing of the new lots do not

have a negative impact on significant views and vistas (3.2.1.5). When conformity in housing form is not feasible, the Plan requires that the project be compatible with the surrounding area in terms of scale, massing height and density; and that setbacks, building orientation and separation distances are consistent with the surrounding neighbourhood (3.2.1.6).

Land Use Designations

The Residential Area designation and the Central Business District Low Density Residential Sub-Area designation are relevant to the study.

The Residential Area designation

Areas designated “Residential Area” on Schedule "B" permits primarily low to medium density residential dwellings and contemplates additional uses that are necessary to create a residential neighbourhood environment (3.2.2). Policies identified as permitted uses: Low rise residential uses categorized as Low Density Residential, Low rise residential uses categorized as Medium Density Residential I, Mid-rise multiple attached residential uses categorized as Medium Density Residential II, and High rise apartment residential uses categorized as High Density Residential (3.2.2 a to d).

The Central Business District Low-Density Residential Sub-Area Designation

The residential area within the Central Business District is designated “Low Density Residential Sub-Area”. These lands are contained within the Downtown Character Area. Development in the form of single-detached, semi-detached and duplex dwellings is permitted, in conformity with the Character Area, Character Area Plan, and the residential policies of the Plan (Section 3.5.3.21). The maximum building height permitted within the Central Business District Low-Density Residential Sub-Area is 2 storeys, as indicated on Schedule C.7.A.CBD.

New development shall be sensitive to and compatible with the existing character. The conservation, preservation and adaptive re-use of built heritage resources for compatible residential intensification and/or other appropriate and compatible uses shall be encouraged.

Cluster of Significant Architectural Merit

The LOP designates “Clusters of Significant Architectural Merit” within the Downtown Character Area on Schedule C.7.C.CBD. These areas are distinguished in policy as having cohesive heritage character and architectural quality. These clusters encompasses the following areas:

- Parts of Victoria and Mill Streets to the east of Elizabeth Street;
- Mary Street between Bronte Street South and Victoria Park;
- The south side of King Street between Bowes and Hugh Streets; and
- Queen and Sarah Streets and part of the northern end of Thomas and Charles Streets.

Special attention to alterations or improvements will be given to development within areas designated “Clusters of Significant Architectural Merit”. Policy 3.5.3.49 establishes additional development evaluation criteria within the CBD, including site plan review for single-family dwellings within areas designated Character Areas and the use of the CBD Urban Design Guidelines to ensure compatibility is achieved.

Official Plan Definitions

The Official Plan also contains definitions relevant to mature neighbourhoods:

Character Means the *aggregate* of features that combined indicate the quality and nature of a particular area. The distinct features include the physical and natural attributes of an area.

Compatible Means *development or redevelopment* or uses which may not necessarily be the same as or similar to the existing or desired development, but which blends, conforms or is harmonious with the ecological, physical, visual or cultural environment and which enhances an *established* community and co-exists with existing *development* without unacceptable adverse impact on the surrounding area.

Cultural Heritage Features Means those features derived from past agricultural, mineral resource, natural heritage resource, aboriginal uses, etc., that our society values and that *survives as a living context, which are important for their architectural, historic or contextual value as a legacy of the cultural landscape and heritage of an area.*

Development Means the creation of a new *lot*, a change in land use, or the construction of buildings and structures, any of which requires approval under the *Planning Act*, or that are subject to the *Environmental Assessment Act*, but does not include:

- activities that create or maintain *infrastructure* authorized under an environmental assessment process;
- activities or works under the *Drainage Act*; or
- within the Greenbelt Plan Area, the carrying out of *agricultural* practices on land that was being used for *agricultural uses* on the date the Greenbelt Plan 2005 came into effect.

Intensification Means the *development* of a property, site or area at a higher density than currently exists through:

- redevelopment, including the reuse of brownfield sites;
- the development of vacant and/or under-utilized lots within previously developed areas;
- infill development; or
- the expansion or conversion of existing buildings.

Setback Means the distance between a line established as the stable top of channel bank of a watercourse, or as the stable top of valley bank of a watercourse, as determined by the appropriate *Conservation Authority* and the proposed *development* boundary.

6.3.2 Town of Milton Comprehensive Zoning By Law

The Zoning By-law establishes use permissions and development regulations for all lands within the Town of Milton. Most of the properties under review within the Downtown Character Area and Downtown and along Martin Street, north of the Character Area, are zoned *Residential Low Density* (RLD) in the Town of Milton Comprehensive Zoning By-Law 016-2014. The only exception is a group of four (4) properties with frontages to Mill Street and Victoria Street in proximity to Bronte Street N. that are zoned Downtown Supportive Area. These four (4) properties have been included in the study since they contribute to the residential character of the neighbourhood.

Permitted Uses

Uses permitted under the RLD zone are Detached Dwelling, Duplex Dwelling, Semi-detached Dwelling, Group Home Type 1, Group Home Type 2, Home day Care and Home Occupation.

Zone Standards

The table illustrates the Town of Milton's current residential low density zone (RLD) and with the previous residential zones (R2, R3 and R4) from the previous 2003 Zoning By-law, which pertain to the subject properties within the study area.

	ZBL 016-2014			2003 ZBL		
	(RLD)			(R2)	(R3)	(R4)
	Detached Dwelling / Duplex Dwelling	Semi-detached dwelling				
Corner Lot		Interior Lot				
Lot Frontage (Min)	15.0m	11.4m/unit	10.0m/unit	22.5m	18.0m	15.0m
Lot Depth (Min)	30.0m			30.0m		
Lot Area (Min)	N/A			830m ²	660m ²	550m ²
Lot Coverage (Max)	Less than 660 m ² = 30% 660-830 m ² = 25% Greater than 830 m ² = 20%			25%	25%	30%
Front Yard Setback (Min)	4.0m			7.5m		
Interior Side Yard Setback (Min)	1.2m			**		
Exterior Side Yard Setback (Minimum)	4.0m	4.0m (*)	N/A	6.0m		
	2.0m minimum if the yard abuts a public right-of-way less than 18.0m wide.					
Rear Yard Setback (Min)	7.5m			7.5m		
Building Height (Max)	11.0 m			9.5m		
Landscaped Open Space (Min)	30%			30%		

* Min=2.0m if the yard abuts a public right of way <18.0m wide

** =3.0m on one side, 1.8m on the other side plus 0.6m on the narrow side for each additional or partial storey above the first storey which abuts the narrow side, provided that where a garage or carport is attached to or is within the main building or the lot is a corner lot, the minimum width of the interior side yard shall be 1.8m plus 0.6 m for each additional or partial storey above the first floor abutting the side.

Source: Town of Milton (2003) Comprehensive Zoning By-law, Consolidated 61-85, passed July 2, 1985;
Town of Milton (2014) Comprehensive Zoning By-law 016-2014.

Other Provisions in the Zoning By-law provide regulations for attached and detached accessory garages and carports and driveways.

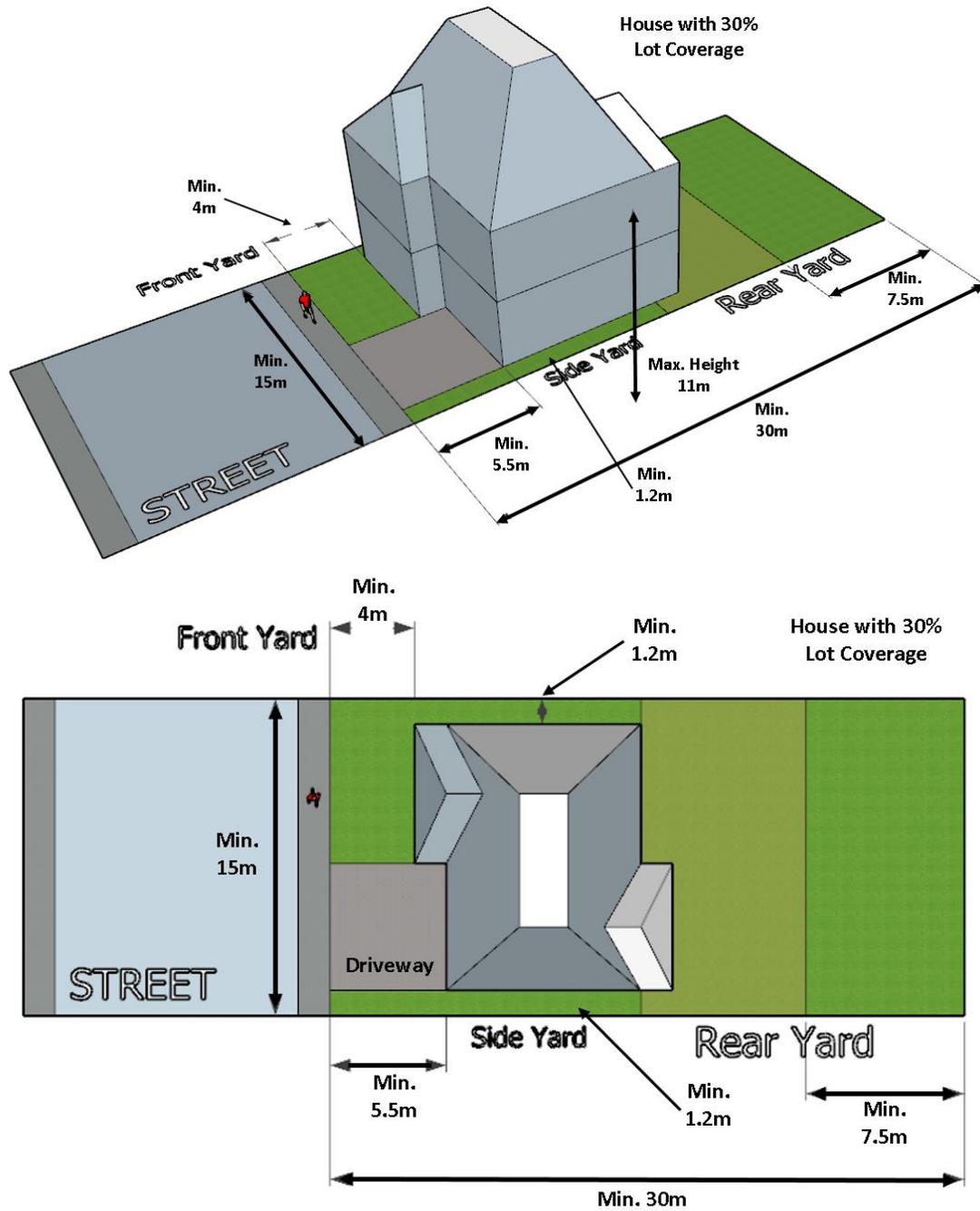


Figure 40. Existing Zoning Regulations in Milton ZBL 016-2014 (Conceptual).

Zoning By-law Definitions

Important to the interpretation of Zoning By-laws are the definitions of standards and aspects of the lot and building. The following terms are often used in zoning controls from Zoning By-law 016-2014.

Lot Coverage Means the horizontal area at grade of all buildings and roofed structures on a lot. For the purpose of this definition, decks, patios, swimming pools, and all accessory buildings, excluding detached garages, are not to be included within the lot coverage calculation”.

Lot Frontage Means the distance measured along the *front lot line* between the *side lot lines* where the *side lot lines* are parallel. In cases where the *side lot lines* are not parallel, the distance is measured from a point on each *side lot line* that is located a distance equal to the required *front yard* from the *front lot line* or the hypothetical intersection of the *front lot line* and the *side lot line*.

Setback Means the horizontal distance of a structure or feature from the property line or other feature.

Accessory buildings or Structure Means a detached *building* or *structure*, the use of which is naturally or customarily incidental and subordinate to, and exclusively devoted to a principal use, *building* or *structure* and located on the same *lot* therewith and shall also mean and include a detached private *garage* or detached *carport* but which does not include children's play structures or patios and *decks* associated with a *dwelling*.

Floor Area Means the area of a *building* or *structure* or part thereof, measured from the exterior of outside walls, or from the mid-point of *common walls*.

Floor Area, Gross Means the total area of all floors measured between the exterior face of the exterior walls of the *building* or *structure* at the level of each floor, exclusive of any *basements* used for storage purposes and/or for the parking of a *motor vehicle*.

Floor Space Index Means the ratio of the *floor area* of all *buildings* to the *lot area*, excluding any *accessory structures* on a *lot*.

Height Means with reference to a *building* or *structure*, the vertical distance measured from the established grade of such *building* or *structure* to:

- a) in the case of a flat roof, the highest point of the roof surface or parapet, whichever is greater;
- b) in the case of a mansard roof, the deck line of the roof;
- c) in the case of a gable, hip or gambrel roof, the mean height between the eaves and ridge.

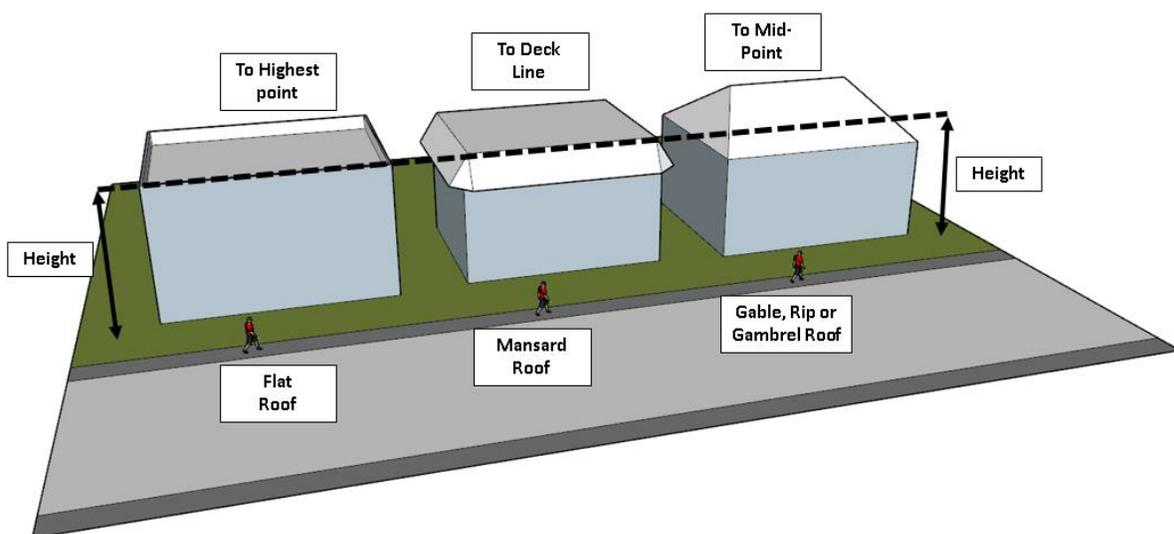


Figure 41. Building Height Interpretation.

6.3.3 Development Application Process

The *Planning Act* guides the planning and development process in Ontario. The Act sets out requirements for plans and by-laws to manage growth and change and regulate development. The policy and regulatory framework generally establishes the policies and controls that manage development and change. The majority of the developments require site plan approval prior to the issuance of a building permit. If a proposal does not comply with the zoning by-law regulations or if lot severance is proposed, additional applications would be required. The official plan is only considered through the site plan and minor variance process. If site plan approval is not required, and if the site complies with the requirements of the ZBL, the applicant can proceed to a building permit application.

The most common additional application required in the Study Area is a minor variance application. An owner may apply for a minor variance if the proposed development requires minor revisions to the Zoning By-law regulations. In addition, other municipal regulatory processes apply.

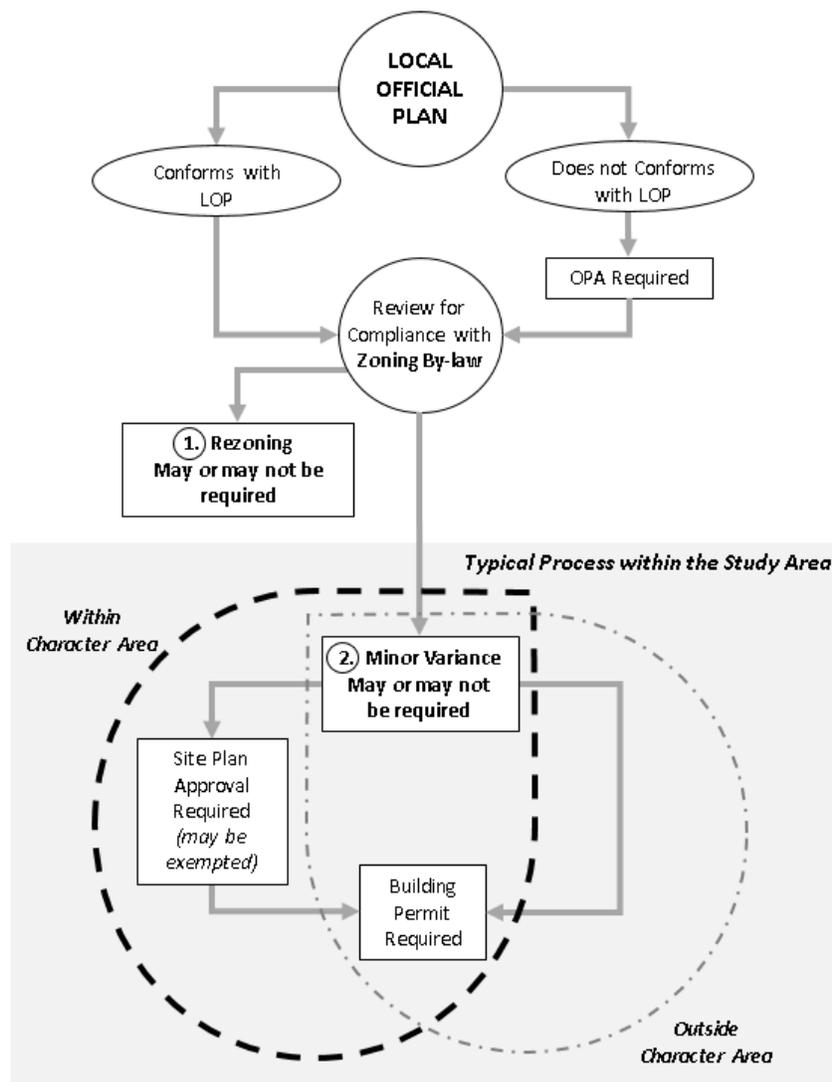


Figure 42. Typical development process within the Study Area.

Minor Variance Application

To obtain a minor variance, an application needs to be submitted to Milton's Committee of Adjustment and Consent. The Town requires a completed application, including all fees, at the time the application is submitted. The Committee of Adjustment process is a public process with public notification requirements. All property owners within 60 metres of the property are mailed a notice of the application and a notice is posted on the property. The application is also provided to internal departments and public agencies for comments. Planning staff review all of the internal comments, agency comments, public comments, and the Town's policies, and provide a recommendation to the Committee. At a formal public hearing, the Committee of Adjustment considers all of the comments and makes a decision on the application. All decisions made by the Committee of Adjustment are subject to appeal to the Local Planning Appeal Tribunal.

As was highlighted in Section 4.3 of this report, applications in the study area have been made over the review period in order to accommodate changes through the minor variance process.

Heritage Permit

Under the Ontario Heritage Act, the Town of Milton maintains a register of properties that are of cultural heritage value or interest to assist municipalities in identifying and conserving heritage resources. The register is comprised of both listed and designated properties in the Town.

A Heritage Permit is not required to undertake alterations of a building that is included on the Heritage List, however, it is required for any alteration or removal that affects the heritage attributes of a designated property under Part IV (individually designated properties) of the Ontario Heritage Act. This process assesses the impact of the changes on the heritage attributes of the property and ensures the long-term conservation of the property.

Demolition Permit

Demolition of all or part of a building in the Town requires a demolition permit. As part the application process, which is governed by Town By-laws, applicants are required to describe the existing use of the building as well as the proposed future use of the building, if any, and a description of the proposed work.

A Heritage Impact Assessment is normally required when applications to demolish buildings on the Town's Heritage List are submitted, in order to understand the heritage significance of the listed building. The assessment may be circulated to Heritage Milton consultation and advice to staff. All demolition permits must receive heritage clearance from the Town prior to a demolition permit being issued. Council approval is needed before a demolition permit can be issued for an individually designated heritage property.

The demolition process must be coordinated with the proper authorities for safe and complete disconnection of all existing water, sanitary and storm sewer, gas, electric, telephone and other

utilities. Currently, property owners who apply for a demolition permit are not required to submit an application for a building permit for a replacement dwelling.

Site Plan Control

The existing Site Plan Control process is applicable to development within the Character Area. Site Plan Control is permitted under the *Planning Act* and is established through the Town of Milton Official Plan and Site Plan Control By-law. The objective of Site Plan review is to improve the function, design and appearance of proposed developments. This is achieved by:

- Implementing consistent municipal design and technical standards;
- Encouraging a high standard of built form and landscape design;
- Ensuring safe and efficient vehicular and pedestrian access, connections and circulation;
- Mitigating impacts on adjacent properties;
- Controlling the provision and placement of required services and facilities; and
- Creating appropriate relationships and transitions

In accordance with the provisions of the by-law, some developments within the Character Area have been exempt from Site Plan Control. This usually includes minor additions or applications for detached garages. A site plan exemption letter is signed by Town.

To apply for Site Plan Approval, the Town requires the submission of a completed application form, all required drawings and reports and the payment of all fees. A pre-consultation meeting is encouraged to confirm application requirements and receive initial comments on a concept plan from Town staff. Development proposals may also require the approval of other agencies before the Town issues a Building Permit. Development applications affecting the Character Area have been normally reviewed by Heritage Milton. The Site Plan Process is not a process for which public notice is required and there is no right of appeal of a decision other than by an applicant.

A review of the practice of a group of municipalities (Figure 39 below) confirmed that the majority of municipalities do not require site plan approval for single detached and semi-detached dwellings. The Town of Oakville only requires site plan approval if the property is located within 50 metres of Lake Ontario, a new lot has been created, and in rare cases as a condition of a minor variance application. The City of Guelph requires site plan approval for singles and semis within a plan of condominium and the City of Kitchener requires site plan approval for some heritage buildings. Lastly, the City of Brampton, as described in Section 7.2 of this report, imposes a scoped site plan review for infill in identified mature neighbourhood areas.

Municipal Road Widening as part of Site Plan process

The *Planning Act* grants municipalities the authority to require an owner of land to provide road widening as a condition of Site Plan approval, at no expense to the municipality. In order to request a road widening however, the highway to be widened must be shown on or described in an Official Plan.

As per the *Planning Act* regulations, the Town's Official Plan establishes that a road widening may be required where a proposed development is designated within a Site Plan Control Area. The maximum road rights-of-way are established within Section 2.0 of the LOP and within Section IV, Section E of the Region of Halton Official Plan.

Specifically, policy 2.6.3.8 of the LOP indicates that the Town will require as a condition of approval of any new development, creation of new lots, or redevelopment that sufficient lands are conveyed to the Town, the Region of Halton or the Province of Ontario as applicable, to provide the road right-of-way width established in Plan.

Policy 2.6.3.9 provides further authority for the Town to require additional lands at intersections to provide for turning lanes, daylight triangles and other specific features based upon the functional design of the road facilities. Since the lands are taken as a condition of approval, the Town is able to acquire these lands at no expense to the municipality. As a result, upon the development of dwellings within the Character Area, any required lands for right of way improvements are required to be conveyed to the Town as a condition of approval.

The planned road widths are based upon the type and volume of traffic that they are intended to accommodate as well as the connections they are intended to provide. They are also designed to accommodate municipal and regional infrastructure such as sewers, watermains, ditches, sidewalks and multi-use trails as well as street lighting and other utilities including natural gas, hydro and telecommunications infrastructure. Daylighting triangles are required to provide safe and adequate sight lines at intersections.

The review of various municipalities confirmed that road widenings are required through site plan control, subject to the policies of the respective Official Plans. The municipalities of Guelph, Waterloo, Kitchener and Cambridge require the dedication of the road widening prior to final site plan approval. The municipalities of Halton Hills and Oakville require the dedication of the road widening at the same time as the registration of the site plan agreement.

In order to streamline the process, the Town of Milton requires road widening as a condition of site plan approval. The Town does not require the dedication of the road widening until after the construction has been completed and prior to the return of financial securities.

Municipality	Site Plan requirement	Is road widening required as a condition of site plan approval?	When is road widening conveyed?
Town of Halton Hills	<ul style="list-style-type: none"> All single and semi-detached homes are exempt from site plan approval. 	Yes	<ul style="list-style-type: none"> Road widening is conveyed at the same time as the registration of the site plan agreement. Conditional site plan approval is issued prior to final site plan approval. A condition would require a reference plan for the road widening.
Town of Oakville	<ul style="list-style-type: none"> All singles created through a consent application require site plan approval. Sometimes site plan approval is required as a condition of a minor variance. 	Yes	<ul style="list-style-type: none"> Road widening is deposited at the same time as the site plan agreement.
City of Guelph	<ul style="list-style-type: none"> Only required for singles and semis within a Plan of Condominium. 	Yes	<ul style="list-style-type: none"> Road widening must be conveyed prior to final site plan approval.
City of Waterloo	<ul style="list-style-type: none"> All singles, semis and freehold towns exempt from site plan approval. All heritage buildings require a heritage permit issued by the heritage committee prior to building permit issuance. 	Yes	<ul style="list-style-type: none"> Widening conveyed prior to final site plan approval. Two step site plan approval process: <ol style="list-style-type: none"> Site plan review committee recommends approval subject to conditions including a road widening. Final site plan approval once conditions have been satisfied. Site plan agreement registered.
City of Kitchener	<ul style="list-style-type: none"> Site plan approval is required for some heritage buildings. Very rarely required. 	Yes	<ul style="list-style-type: none"> Widening conveyed prior to final site plan approval. Two step site plan approval process: <ol style="list-style-type: none"> Site plan approved in principal-subject to conditions such as road widening. Final site plan approved once conditions have been satisfied. Site plan agreement is registered.
City of Cambridge	<ul style="list-style-type: none"> Site plan approval not required for singles, semis or triplexes. It is very rare that road widening is required for local roads. Typically, only regional road widening is required. 	Yes	<ul style="list-style-type: none"> Widening conveyed prior to final site plan approval. Region must confirm that the road widening has been dedicated prior to site plan approval.

Figure 43. Site Plan and road widening comparison.

Building Permit

The Town issues a building permit to a property owner or contractor pursuant to the Building Code to allow them to proceed with a construction or remodeling project on a property. The building permit is intended to ensure that the project plans comply with the requirements of all applicable law, including Zoning By-laws, and the construction requirements in the Ontario Building Code.

The building permit helps enforce the requirements of the Building Code, Zoning By-law as well as other laws and standards to ensure compliance during construction as well as the safety of the building and its occupants.

7. BEST PRACTICE REVIEW

Many municipalities across the Greater Toronto Area (GTA) have discussed the concern of balancing new development within mature residential neighbourhoods and overcome this challenge through the implementation of a wide array of strategies and approaches. This section explores how other municipalities have addressed the issue of development and redevelopment within their mature residential neighbourhoods.

7.1 TOWN OF HALTON HILLS

The Town of Halton Hills amended the Official Plan and added new Zoning classifications to address new development within mature neighbourhoods.

On February 2016, Town of Halton Hills enacted an Interim Control By-law to conduct a Mature Neighbourhoods Character Study, which initiated in May 2016. The intent of the Study was to examine whether the existing regulatory framework of the Town's Zoning By-law is effective in maintaining the character of mature neighbourhoods, and propose recommendations for amendments if necessary. On June 2017, the Town amended their Official Plan and established four new zoning standards for the Mature Neighbourhood Areas.

Official Plan Amendment

The amendment strengthened Official Plan objectives and to address the character and identity of existing residential areas and new housing, the development and redevelopment in established residential areas, and the replacement housing, additions, and alterations in Mature Neighbourhood Areas.

A new section was established, "New Housing, replacement housing, additions and alterations in Mature Neighbourhood Areas", to require new housing, replacement housing, additions, and alterations in Mature Neighbourhood Areas to be compatible, context sensitive, and respectful of existing neighbourhood character. The section recognizes additional standards in the Zoning By-law that aim to maintain the character of Mature Neighbourhood Areas, and requires minor variances in Mature Neighbourhood Areas to consider, where applicable, compatibility with existing building orientation and building setbacks; compatibility with existing neighbourhood character in terms of scale, massing, building height, and built form features; the preservation of landscaped open space and the protection of existing trees and, that impacts on adjacent properties are minimized.

A new definition for "Mature Neighbourhood Areas," recognizes older established residential neighbourhoods that are characterized by predominantly single-detached housing stock on larger lots within the Low Density Residential Area land use designation. The terms "Character" and "Compatible" were redefined to address new housing, replacement housing, additions, and alterations in Mature Neighbourhood Areas.

Zoning By-law Amendment

The following are the requirements and restrictions within the four zones with the Mature Neighbourhood Suffix.

Zoning Standards	
Side Yard Setback (minimum)	<p>i) 1.2m on each side for single storey dwellings, and 1.8m on each side for two storey dwellings, for all dwellings in the LDR1-1 (MN) and LDR1-2 (MN) zones, compared to the existing standard of 1.2m for all dwellings;</p> <p>ii) 1.0m on one side and 0.6m on the other side for single storey dwellings, and 1.6m on one side and 1.2m on the other side for two storey dwellings, for all dwellings in the LDR1-3 (MN) and LDR1-4 (MN) zones, compared to the existing standard of 1.0m on one side and 0.6m on the other side for all dwellings;</p>
Exterior Side yard Setback (minimum)	4.5m for all buildings in the LDR1-1 (MN) and LDR1-2 (MN) zones
New Maximum Lot Coverage	<p>40% for 2 and 2.5 storey buildings (LDR1-1 and LDR1-2 zones)</p> <p>35% for 1 and 1.5 storey buildings (LDR1-1 and LDR1-2 zones)</p> <p>40% for all buildings (LDR1-3 and LDR1-4 zones)</p>
Maximum Building Height	<p>10.0m and 2.5 storeys for all buildings in the LDR1-1 (MN) and LDR1-2 (MN) zones (compared to former zoning standard of 11.0m)</p> <p>11.0m for all buildings in the LDR1-3 (MN) and LDR1-4 (MN) zones</p>
	A balcony or deck is not permitted on the second storey in the interior side yard
	A driveway must have a minimum length of 5.5m in all MN zones

7.2 CITY OF BRAMPTON

The City of Brampton amended the Official Plan, Zoning By-law and established a “basic” Site Plan process with urban design guidelines.

Many older neighbourhoods in Brampton were regulated by historical zoning regulations that generally permit buildings envelopes larger than the existing homes. Some new infill housing in old areas did not reflect the existing physical character of the mature neighbourhoods.

In February 2013, the City Brampton Council enacted an Interim Control By-law to conduct a neighbourhood study and required a Council-approved exemption to the by-law before a building permit could be issued for building additions or replacement dwellings exceeding 15 per cent of the existing dwelling’s gross floor area in the City’s mature residential neighbourhoods that permit single and semi-detached dwellings. It was initiated to examine the development process and recommend new policies, zoning regulations and a review process for building additions and replacement dwellings.

On September, 2014, City Council adopted an Official Plan Amendment and a Zoning By-law Amendment respecting mature neighbourhoods. On January, 2017 City Council adopted a Zoning By-law Amendment regarding mature neighbourhoods.

Official Plan Amendment

Brampton’s Official Plan was amended to include policies that recognize older, mature neighbourhoods and direct that new or replacement dwellings and building additions be compatible with the host community in scale, height, massing, architecture, setbacks, orientation, and building separation distances.

The amendment also imposed a “scoped” site plan process for new or replacement single detached dwellings and building additions to single detached dwellings that are 50 square metres gross floor area or greater. The scoped site plan process assesses building massing, scale, siting, height, coverage, setbacks and architecture, and landscaping and fencing on the lot.

Older Mature Neighbourhoods Area was defined and the area was mapped:

“...a residential area where the majority of dwellings were built prior to 1980. These dwellings are generally not constructed to the minimum building setback and maximum lot coverage regulations of the Zoning By-law. Typical characteristics of older, mature neighbourhoods are generous separation distances between dwellings, greater front and rear yard setbacks, and lower lot coverage than in newer neighbourhoods with dwellings built after 1980.”

Zoning By-law Amendment

The City of Brampton established new zoning regulations to control coverage, side and rear yard setbacks and building height within the area defined in the City’s Zoning By-law as “Mature Neighbourhood Areas” (By-law 280-2014), which include the following:

Zoning Standards	
Minimum Interior Side Yard Setback	<ul style="list-style-type: none"> i) 1.2m for the first storey, or part thereof, plus 0.6m for each additional storey, or part thereof, where the lot width is less than, or equal to, 16m. ii) 1.8m where the lot width is equal to, or greater than, 16m but less than 21m. iii) 2.8m where the lot width is equal to, or greater than, 21 m but less than 30m. iv) 3.0m where the lot width is equal to, or greater than, 30m.
Minimum Rear Yard	Equal to 25% of the depth of the lot or the minimum rear yard depth required by the zone designation of the lot, whichever is greater.
Maximum Lot Coverage	30%, excluding permitted accessory structures.
Maximum Building Height	8.5 metres

The City also imposed a Site Plan Approval for detached garages of any size, as defined in the Zoning By-law (By-law 3-2017).

Mature neighbourhoods are subject to a Mature Neighbourhoods Overlay, which captures these unique zoning regulations.

Related Definitions

Building Height: the vertical distance between the established grade, and:

- (a) in the case of a flat roof, the highest point of the roof surface,
- (b) in the case of a mansard roof, the deck line, or
- (c) in the case of a peaked, gabled, hip or gambrel roof, the mean height level between eaves and ridge.

Grade, Established or Grade, Finished: the average finished surface elevation at the outside walls of any building or structure, which is determined by taking the arithmetic mean of the levels of the finished ground surface at the midpoint of each of those outside walls.

In addition to Zoning By-law provisions, the design of infill housing is guided by *The Resident's Guide for Infill Housing in Mature Neighbourhoods*, which outlines design standards for building setbacks, height and massing, garages and driveways, front entrance treatment and landscape treatment.

7.3 TOWN OF NEWMARKET

The Town of Newmarket amended the Zoning By-law and added a site-specific zoning standard to address new development within stable residential area.

On September 2011, the Town of Newmarket Council directed Newmarket Staff to investigate the matter of infill development and its compatibility in the Town's stable residential areas. On June 2013, a site-specific amendment to the Zoning By-law was enacted.

There are two Stable Residential neighbourhoods located in the central area of the Town of Newmarket. The first area is located east of Yonge Street towards Lorne Avenue, north of Eagle Street towards Millard Avenue. The second area is just east of the intersection of Prospect Street and Gorham Street towards Prospect Street and Queen Street and across towards Leslie Street. The Study proposed changes to the R1-D and R1-C residential zone regulations. It recommended an "overlay zone", where lots within the "overlay zone" would be subject to alternate zone regulations.

The Town established a site-specific zoning standard (R1-B-119, R1-C- 119 and R1-D-119) within their stable residential areas (By-law 2013-30). The following are the requirements and restrictions within the Stable Residential areas:

Zoning Standards	R1-B-119, R1C-119 and R1-D-119
Maximum height (building height is measured from the front grade of the dwelling to the highest portion of the roof)	One Storey: 7.5 m One and half Storey: 8.5 m Two Storey: 10.0 m
Maximum Lot Coverage	One Storey: 35% Two Storey: 25%
Minimum Front Yard Setback	Notwithstanding any other provision of this by-law, structure built between existing buildings shall be built with a setback, which is within the range of existing front yard setbacks for the abutting buildings, but this depth shall not be less than 3 metres from the front lot line.

7.4 TOWN OF ANCASTER

The City of Hamilton amended the existing Residential “ER” zone to better manage development in mature areas and established a scoped site plan process.

The City of Hamilton Council directed staff to review the existing Residential “ER” Zone in the Town of Ancaster to determine how to manage the building of new residential homes in mature areas that were facing change where larger homes are replacing smaller ones that were built decades before.

The City passed Zoning By-law No. 18-105 on April 2018 to amend the Existing Residential “ER” Zone in the Town of Ancaster Zoning By-law. The effect of the By-law is to establish new or revised requirements for the size and location of dwellings on lots in the “ER” Zone, and to modify the minimum requirements for parking space size and parking space size within private residential garages to be consistent with established standards.

Redundant area specific and site specific exceptions were deleted, site specific exceptions were modified to reflect the new regulations of the Existing Residential “ER” Zone, and site specific exceptions were added to recognize approved or in process development applications.

By-law No. 18-105 has been appealed to the Local Planning Appeal Tribunal.

City Council also passed By-law No. 18-104 to amend the Site Plan Control By-law, and By-law No. 18-105 to implement the changes to the regulations of the Existing Residential “ER” Zone and to expand Site Plan Control to include properties in the “ER” Zone. Properties zoned Existing Residential “ER” Zone are subject to Site Plan Control to address grading, elevation changes of a property as it relates to grading and tree preservation.

The following is a summary of the changes to the Town of Ancaster Zoning By-law:

Zoning Standards Residential "ER" Zone

Maximum Height i) 7.5 metres for a one-storey dwelling
 ii) 9.5 metres for a two-storey dwelling

(Measured as the vertical distance from grade to the uppermost point of the building, not including any mechanical equipment or features (e.g. chimneys), that extend beyond the uppermost point of the roof).

Maximum Lot Coverage For lots with an area less than or equal to 1,650 square meters:
 i) Maximum lot coverage of 35%
 For lots with an area greater than 1,650 square meters:
 i) Maximum lot coverage of 30% (one-storey)
 ii) Maximum lot coverage of 20% (two-storeys)

Minimum Front Yard

- The front yard setback is the average of the existing front yards of the nearest adjacent dwellings on either side of the lot, within 20% of the established average. In no case can a front yard setback be less than 5.0 metres.
- Notwithstanding the above, where the average of the existing front yards of the nearest adjacent dwellings on either side of the lot results in a front yard setback less than 5.0 metres, the minimum setback must be 5.0 metres and the maximum setback must be 6.0 metres.
- Where a lot is a corner lot, the existing front yard setback of the adjacent dwelling that faces the same street applies.
- Where the lot is a corner lot and the principal dwelling faces the flankage lot line, the Front Yard Setback regulation will be applied to the flankage yard and the Side Yard Setback will be applied to the front yard.
- Where a lot abuts a corner lot on which the dwelling faces a different street, only the existing front yard setback of the abutting dwelling that faces the same street applies.
- In all other cases not listed above, a minimum front yard setback of 7.5 metres and a maximum front yard setback of 9.0 metres must be provided.

Minimum Side Yard

- For lots with a lot frontage of less than or equal to 23 metres: a minimum side yard of 2 metres.
- For lots with a lot frontage greater than 23 metres: a minimum side yard of 10% of the lot frontage, up to a maximum of 5 metres.
- Except on a corner lot where the minimum flankage yard must be 6 metres.
- In addition a minimum of one metre within the side yard shall be unobstructed and shall not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.

Minimum Rear Yard

- For lots with less than or equal to 40 metres lot depth: a minimum rear yard of 25% of the lot depth. In no cases can the rear yard be less than 7.5 metres.
- For lots greater than 40 metres lot depth and less than or equal to 45 metres lot depth: a minimum rear yard of 30% of the lot depth.
- For lots greater than 45 metres lot depth and less than or equal to 50 metres lot depth: a minimum rear yard of 35% of the lot depth.
- For lots greater than 50 metres lot depth, a minimum rear yard of 40% of the lot depth.
- In addition a minimum of one metre within the rear yard shall be unobstructed and shall not contain structures, walkways, sidewalks, hard surfaced material, and landscaping other than sod.

Garage Location (projection): The garage (attached or detached) or carport may extend up to 2 metres beyond the front wall of any principal building, or side wall of any principle building on corner lots, but will not be permitted to encroach into the front yard or flankage yard.

Second Storey Projections: Balconies, decks and enclosed and unenclosed porches located above the first storey are not permitted in the side yard.

The process also implemented changes to the Site Plan Control By-law No. 15-176. Properties zoned Existing Residential “ER” Zone are subject to Site Plan Control to address grading, elevation changes of a property as it relates to grading, and tree preservation. However, an application for site plan approval is only required for certain types of development: new dwellings, substantial additions, accessory buildings or structures, if greater than or equal to 40 square metres ground floor area, on lots with a maximum lot coverage of 35 percent, an addition and /or accessory building or structure that results in a lot coverage that exceeds 35 percent.

7.5 CITY OF BURLINGTON

The City of Burlington amended the Official Plan and Zoning By-law to manage infill and development in two of its mature neighbourhoods.

In 2015, the City of Burlington Council directed staff to conduct a number of neighbourhood character studies to address development concerns regarding new infill housing. The neighbourhoods studied included Shoreacres, Indian Point and Roseland, all three areas that were facing increased infill activities. The study sought to review how existing policy, zoning and development process were addressing new development; and to develop recommendations.

In 2017, a staff report to City Council presented the findings of Character Area Studies for the low-density residential neighbourhoods of Roseland, Indian Point and Shoreacres. The report consolidated the proposed amendments to the Official Plan, Zoning and site Plan By-laws, and outlined the elimination of the site plan review for low-density residential areas. A subsequent report sought approval of a series of recommendations.

Official Plan Amendment

The amendment added a new section under the Residential Neighbourhood Areas policies for neighbourhood character areas to help manage change in character areas. This section includes objectives and general policies for Neighbourhood Character Areas, and site-specific policies or “Character Area Statements” for the Roseland and Indian Point neighbourhoods.

These policies include a vision statement for each Character Area, introductory text and policies that address character elements, such as compatible building materials, separation between buildings and tree protection, and provide criteria for evaluating development applications. The Character Area statement and objectives establish the vision and objectives for each neighbourhood, provide a descriptor for the area, and lay the foundation for additional Official Plan policies, zoning regulations and urban design guidance. The policies serve as additional criteria to be considered when evaluating development proposals in Character Areas.

Key refinements to Official Plan policies also included the elimination of the proposed definitions for Compatible, Massing, and Neighbourhood; the introduction of definitions for Neighbourhood Character Area, Neighbourhood Character, and Scale; and amendments to the implementation policies for evaluating minor variance applications.

Zoning By-law Amendment

The majority of Burlington’s mature neighbourhood areas have the parent zone of R1 or R2, which only permits single-detached dwellings. A number of areas are identified on the Zoning maps as being “designated areas” for reduced lot coverage provisions. The mapping in the zoning by-law will be updated to reflect the updated study area.

Zoning By-law amendments included a front yard setback reduction for the R2.1 zone, a revision of side-yard setbacks as a percentage of lot width (10 to 15 percent range) subject to type of garage, lot width, a restriction to driveways on corner lots within to one street only.

Zoning Standards	R2.1 Zone
Side Yard Setback	<p>(a) With attached garage or carport: 10 % of actual lot width Without attached garage or carport: 10% of actual lot width, 3 m minimum on one side</p> <p>(d) Properties located within the Roseland and Indian Point Character Area:</p> <ul style="list-style-type: none"> • With attached garage or carport: <ul style="list-style-type: none"> Lots under 17 m in width: 10% of actual lot width Lots between 17-25 m in width: 12% of actual lot width Lots greater than 25 m in width: 15% of actual lot width up to a 5m max. • Without attached garage or carport: <ul style="list-style-type: none"> Lots under 17 m in width: 10% of actual lot width, 3 m minimum on the side with a driveway Lots between 17-25 m in width: 12% of actual lot width, 3 m minimum on the side with a driveway Lots greater than 25 m in width: 15% of actual lot width, 3 m minimum on the side with a driveway
Front Yard Setback	<p>For properties on the west side of Indian Road: 4 m. For Properties within Shoreacres: 9 m.</p>
Lot Coverage	<p>Dwelling With Attached Garage</p> <ul style="list-style-type: none"> 35% for one storey dwellings including accessory buildings 30% for one and a half storey dwellings including accessory buildings 25% for all other dwelling types including accessory buildings <p>Dwelling Without Attached Garage</p> <ul style="list-style-type: none"> 27% for one storey dwellings plus 8% for accessory building 22% for one and a half storey dwellings plus 8% for accessory buildings 17% for all other dwelling types plus 8% for accessory buildings

7.6 LESSONS LEARNED

The Town of Milton Official Plan directs development to be sensitive and compatible with the existing character and encourages the conservation, preservation and adaptive re-use of built heritage resources. It also indicates that, within the Urban Area, the established residential neighbourhoods located around the Central Business District, will be planned to remain relatively stable, and suburban in character and that modest infill is expected.

Official Plan schedules depict a Character Area boundary; however, the Official Plan does not contain specific policies that describe its purpose and unique characteristics.

The mature neighbourhoods in the Character Area, and other neighbourhoods within the Established Urban Area, fall within the *Residential Low-Density* (RLD) Zone. These areas are all subject to the same general vision and broad provisions, even though their neighbourhood character is significantly different. The Zoning By-law provisions are too permissive in the Study Area and do not reflect the existing housing stock. Some members of the public perceive new houses as incompatible with the existing streetscape and housing stock.

This current context requires additional policy and zoning direction to better manage the changes occurring in the Character Area.

Many municipalities across the Greater Toronto Area (GTA) have discussed the concern of balancing new development within mature neighbourhoods and have adopted special zoning provisions and/or established new zones in their Zoning By-laws to apply to special areas or adjusted existing area-specific zoning standards to maintain the existing character of these areas. Considerations included:

1. Side yard setback provisions based on building height (number of storeys), as a percentage of lot frontage, or a combination of lot frontage and building height, or subject to type of garage.
2. Minimum front yard setback provision for all cases, also subject to the range of existing front yard setbacks for abutting dwellings.
3. Minimum rear yard setback provision for all cases, also subject to a percentage of lot depth.
4. Lot coverage as a percentage of lot area, or based on building height (number of storeys).
5. Single maximum building height provision, also based on number of storeys.
6. Other provisions for second storey projections, garage location and minimum driveway length.

8. SUMMARY OF FINDINGS

This background report for the Mature Neighbourhoods Character Study is supported by extensive research and public and stakeholder consultation and engagement. Of the information collected, the following is a summary of the findings of the preliminary work conducted during Phase 1 of the Study in the Downtown Character Area:

1. Milton's early development was a self-sufficient agricultural community. Since the 1820s, the settlement grew into a thriving agricultural community centred around the mills. The Town's original housing was built to accommodate those people employed in the Town's commercial and processing activities related to the surrounding agricultural hinterland. Plans of subdivision were first registered in 1854 and street patterns emerged. Homes built in the 1840s were loyalist in design, whilst later on in the 1850s, gothic style appeared, and many of the homes that were featured in the 1870s were Victorian in style. From the turn of the century to the 1940s, the town experienced very little change. However, after the Second World War, there was an increased housing demand; new subdivisions emerged and small areas of Veterans Housing were built.
2. The Old Milton Neighbourhood Community Improvement Plan was established in the 1984 Official Plan, which appears to be the foundation of the current Character Area, though expanded to include additional residential blocks at both sides of the Fairgrounds, to the east of the original CIP boundary.
3. Milton residents have raised concern about the impacts on the character of the mature neighbourhoods resulting from situations in which new large houses are built or older, smaller houses undergo significant renovation or large additions or are demolished to make way for larger houses.

Neighbourhood Character

4. The study area comprises 660 residential properties zoned *Residential Low Density* (RLD) and grouped in 7 (seven) areas or neighbourhoods for the purpose of the study. The seven (7) areas under review are unique as defined by a combination of building-related, property-related or neighbourhood-related elements, which blend together to define a unique place and character.
5. The area is characterized as primarily a grid street pattern of local streets that is only modified by the presence of natural features. Moderately large and some large lots, mature trees, landscaped front yards and building setbacks contribute significantly to character.
6. The area is highly walkable, pedestrian friendly and generally well kept.
7. The unique historical value is evident in the diverse architectural styles. Single detached houses with consistent setbacks are the primary built form wherein garages may or may not be present. Garage forms include detached (60%), attached (40%) and just a few carports. Garages are generally located in the rear of properties (60%) and, to a lesser degree, recessed from the main building façade (20%).

8. Houses are primarily two-storey (45%) or one storey (30%) in height, with 20% representing one-and-a-half storey houses and 5% representing three-storey houses in a few locations.
9. Public engagement and consultation has provided input on defining neighbourhood character and identifying features that are most important to the community. Residents and stakeholders prioritize neighbourhood, lot and built form features, and perceive the variety of architectural styles of homes, street trees and landscaping elements, the local lotting and street pattern, and the separation between houses, among other features, as important.

Development and Change

10. Property owners are seeking changes to older housing stock through replacement housing or major renovations or additions to accommodate changing lifestyles and needs. Between 2008 and 2018, the Town issued 31 permits for new houses, 75 permits for additions to existing houses and 29 demolition permits of a primary building. 3 lot division applications were also filed.
11. Residents have expressed concerns about the size, height and location of new dwellings, which may be of a mass, and scale in excess of the existing homes, despite meeting the existing *Residential Low Density* (RLD) Zone regulations in the Urban Zoning By-law. Residents perceived the demolition of older homes to make way for larger homes as ruining the character of surrounding older homes. New builds block the views and overshadow adjacent houses.
12. Conversely, there are some examples of newer dwellings that fit the character of the area (appropriate materials and colour, architectural style, setbacks, compared to other houses, etc. complement the character).
13. Feedback noted the need to establish a new height limit, preserve the setbacks from the street and the separation between houses, establish a garage setback further from the front wall of the house, review the lot coverage and prioritize the preservation of heritage buildings.
14. Through the minor variance process, the majority of changes sought for development focuses on increases to lot coverage and reductions to side yard setback, and, in a lesser extent, provisions regulating garages, front or rear setbacks or accessory structures, among others.

Development Tools and Procedures

15. The Official Plan does not have specific policies that describe or protect the unique characteristics of these residential neighbourhoods.
16. Zoning By-law provisions for the Study Area are too permissive and do not reflect the existing housing stock and neighbourhood character. Developers see them as not reflecting current lifestyles of homeowners and the desire for larger homes. This current context requires additional policy and zoning direction in order to manage the changes occurring in the study area.

17. Residents emphasized the need to review the site plan process for single-family dwellings and the right-of-way dedication process and expressed their concerns with lot severance, traffic, parking, and flood plain issues.
18. The Character Area boundary should be revised.
19. Establishing a Heritage Conservation District was also encouraged.

APPENDIX A. SUMMARY OF LOT AND BUILDING SPECIFICATIONS BY NEIGHBOURHOOD

Table A.1 Lot Size (sq.m.) (all lots, based on Town of Milton's GIS data)

	The Mill Quarter Neighbourhood	The Victoria Park Neighbourhood	The Victory Village Neighbourhood	The Bronte Street South Corridor	The Lower East Neighbourhood	The South Central Neighbourhood	The Martin Gateway Corridor	Total
	82	* 135	98	24	157	75	102	673
660 sq.m. or less	25 30%	17 13%	18 18%	10 42%	86 55%	33 44%	16 16%	205 30%
660 - 830 sq.m.	35 43%	101 75%	79 81%	8 33%	36 23%	18 24%	31 30%	308 46%
830 sq.m or greater	22 27%	17 13%	1 1%	6 25%	35 22%	24 32%	55 54%	160 24%
Average Lot Size	<i>821 sq.m</i>	<i>883 sq.m</i>	<i>729 sq.m</i>	<i>710 sq.m</i>	<i>674 sq.m</i>	<i>782 sq.m</i>	<i>1108 sq.m</i>	<i>815 sq.m</i>

*Excludes townhouse development at 130 Robert Street.

Table A.2 Lot Frontage (m)

	The Mill Quarter Neighbourhood	The Victoria Park Neighbourhood	The Victory Village Neighbourhood	The Bronte Street South Corridor	The Lower East Neighbourhood	The South Central Neighbourhood	The Martin Gateway Corridor	Total
	82	* 136	98	24	157	75	102	621
0 - 14.9 m	18 22%	7 5%		4 17%	39 25%	16 21%	8 8%	92 14%
15 m - 19.9 m	17 21%	16 12%	18 18%	14 58%	32 20%	32 43%	49 48%	178 26%
20 m - 24.9 m	38 46%	102 76%	75 77%	4 17%	68 43%	20 27%	21 21%	328 49%
25 m - 29.9 m	3 4%	10 7%			3 2%		7 7%	23 3%
30 m or greater	6 7%	1 1%	5 5%	2 8%	15 10%	7 9%	17 17%	53 8%
Average Lot Frontage	<i>19.5 m</i>	<i>21.1 m</i>	<i>20.2 m</i>	<i>19.3 m</i>	<i>18.9 m</i>	<i>19.1 m</i>	<i>22.3 m</i>	<i>20.1 m</i>

*Excludes townhouse development at 130 Robert Street.

Table A.3 Lot Depth (m)

	The Mill Quarter Neighbourhood	The Victoria Park Neighbourhood	The Victory Village Neighbourhood	The Bronte Street South Corridor	The Lower East Neighbourhood	The South Central Neighbourhood	The Martin Gateway Corridor	Total
	82	* 135	98	24	157	75	101	672
0 - 30 m	7 9%	12 9%	4 4%	4 17%	44 28%	5 7%	9 9%	85 13%
30.1 or Greater	75 91%	123 91%	94 96%	20 83%	113 72%	70 93%	92 90%	587 87%
Average Lot Depth	<i>41.7 m</i>	<i>36.4 m</i>	<i>36.5 m</i>	<i>38.3 m</i>	<i>36.2 m</i>	<i>41.3 m</i>	<i>49.3 m</i>	<i>40.0 m</i>

* Excludes townhouse development at 130 Robert Street.

Table A.4 Number of Storeys

	The Mill Quarter Neighbourhood	The Victoria Park Neighbourhood	The Victory Village Neighbourhood	The Bronte Street South Corridor	The Lower East Neighbourhood	The South Central Neighbourhood	The Martin Gateway Corridor		
	81	* 135	98	23	155	74	** 99	Total	665
1 storey	18 22%	28 21%	53 54%	11 48%	32 21%	19 26%	37 37%	198	30%
1.5 storeys	12 15%	30 22%	19 19%	5 22%	36 23%	17 23%	15 15%	134	20%
2 storeys	46 57%	73 54%	26 27%	7 30%	79 51%	34 46%	36 36%	301	45%
2.5 storeys	5 6%	3 2%			8 5%	4 5%	10 10%	30	5%
3 storeys		1 1%					1 1%	2	0%
Vacant Lots	1	-	-	1	2	1	2	7	

* Excludes townhouse development at 130 Robert Street.

** Excludes 250 Martin St.

Table A.5 Lot Coverage

	The Mill Quarter Neighbourhood	The Victoria Park Neighbourhood	The Victory Village Neighbourhood	The Bronte Street South Corridor	The Lower East Neighbourhood	The South Central Neighbourhood	The Martin Gateway Corridor		
	81	* 136	99	23	155	74	** 99	Total	667
15% or less	8 10%	8 6%	10 10%	6 26%	22 14%	16 22%	22 22%	92	14%
15.1 - 20%	14 17%	33 24%	21 21%	5 22%	29 19%	16 22%	33 33%	151	23%
20.1 - 25%	20 25%	38 28%	24 24%	6 26%	44 28%	22 30%	26 26%	180	27%
25.1 - 30%	19 23%	26 19%	30 30%	5 22%	30 19%	12 16%	11 11%	133	20%
30.1 - 40%	15 19%	26 19%	13 13%	1 4%	27 17%	7 9%	6 6%	95	14%
40.1% or Greater	5 6%	5 4%	1 1%		3 2%	1 1%	1 1%	16	2%
Average Lot Coverage	25.1%	24.7%	24.3%	20.6%	23.2%	21.1%	20.1%	22.9%	
Vacant Lots	1	-	-	1	2	1	2	7	

* Excludes townhouse development at 130 Robert Street.

** Excludes 250 Martin St.

Table A.6 Front Yard Setback (m)

	The Mill Quarter Neighbourhood		The Victoria Park Neighbourhood		The Victory Village Neighbourhood		The Bronte Street South Corridor		The Lower East Neighbourhood		The South Central Neighbourhood		The Martin Gateway Corridor		Total	
	81		136		98		23		155		74		99		666	
4 m or less	32	40%	63	46%	19	19%	9	39%	72	46%	10	14%	12	12%	218	33%
4.1m - 8m	33	41%	57	42%	65	66%	11	48%	67	43%	44	59%	23	23%	299	45%
8.1m - 12m	15	19%	12	9%	14	14%	3	13%	12	8%	14	19%	36	36%	106	16%
12.1m - 16m	1	1%	3	2%					2	1%	5	7%	12	12%	23	3%
16.1 or greater			1	1%					2	1%	1	1%	16	16%	20	3%
Average Front Setback	5.4 m		5.0 m		5.7 m		4.9 m		5.1 m		7.2 m		10.6 m		6.2 m	
Vacant Lots	1		-		-		1		2		1		2		7	

Table A.7 Side Yard Setback (m)

	The Mill Quarter Neighbourhood		The Victoria Park Neighbourhood		The Victory Village Neighbourhood		The Bronte Street South Corridor		The Lower East Neighbourhood		The South Central Neighbourhood		The Martin Gateway Corridor		Total	
	81		136		98		23		155		74		99		666	
1.5m or less	10	12%	8	6%	13	13%	3	13%	28	18%	5	7%	22	22%	89	13%
1.5m - 3.0m	27	33%	30	22%	30	30%	5	22%	40	26%	27	36%	25	25%	184	28%
3.0m -4.5m	25	31%	41	30%	25	25%	13	57%	30	19%	22	30%	18	18%	174	26%
4.5m - 6.0m	6	7%	48	35%	24	24%	2	9%	32	21%	8	11%	13	13%	133	20%
6-0 or greater	13	16%	9	7%	6	6%		0%	25	16%	12	16%	21	21%	86	13%
Average Front Setback	4.0 m		3.6 m		3.2 m		4.1 m		4.1 m		4.0 m		4.3 m		4.0 m	
Vacant Lots	1		-		-		1		2		1		2		7	

Table A.8 Garage Typology

	The Mill Quarter Neighbourhood		The Victoria Park Neighbourhood		The Victory Village Neighbourhood		The Bronte Street South Corridor		The Lower East Neighbourhood		The South Central Neighbourhood		The Martin Gateway Corridor		Total	
	50		* 97		79		11		86		42		** 64		429	
Attached Single	7	14%	17	18%	14	18%	3	27%	28	33%	14	33%	26	41%	109	25%
Attached Double	7	14%	13	13%	12	15%	1	9%	14	16%	4	10%	9	14%	60	14%
Attached Triple	1	2%											1	2%	2	0%
Attached Carport	1	2%									2	5%	1	2%	4	1%
Detached Single	16	32%	39	40%	37	47%	5	45%	33	38%	15	36%	18	28%	163	38%
Detached Double	16	32%	25	26%	16	20%	2	18%	11	13%	5	12%	9	14%	86	20%
Combined	2	4%									1	2%			3	1%
Detached Triple			3	3%							1	2%			4	1%
No garage	31		39		19		12		68		32		36		237	
Vacant Lots	1		-		-		1		2		1		2		7	

* Excludes townhouse development at 130 Robert Street.

** Excludes 250 Martin St.

**Dwellings with no
garage**

31	38%	39	29%	19	19%	12	52%	68	44%	32	43%	36	36%	237	36%
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Table A.9 Garage Location

	The Mill Quarter Neighbourhood		The Victoria Park Neighbourhood		The Victory Village Neighbourhood		The Bronte Street South Corridor		The Lower East Neighbourhood		The South Central Neighbourhood		The Martin Gateway Corridor		Total	
	52		* 97		79		11		86		42		** 64		431	
Projected from façade	4	8%	3	3%	5	6%			17	20%	1	2%	12	19%	42	10%
In line with façade	4	8%	4	4%	1	1%	1	9%	15	17%	7	17%	13	20%	45	10%
Setback from façade	12	23%	23	24%	19	24%	3	27%	10	12%	10	24%	10	16%	87	20%
Rear yard	32	62%	67	69%	54	68%	7	64%	44	51%	24	57%	29	45%	257	60%
No garage	31		39		19		12		68		32		36		237	
Vacant Lots	1		-		-		1		2		1		2		7	

* Excludes townhouse development at 130 Robert Street.

** Excludes 250 Martin St.

Table A.10 Heritage Status

	The Mill Quarter Neighbourhood		The Victoria Park Neighbourhood		The Victory Village Neighbourhood		The Bronte Street South Corridor		The Lower East Neighbourhood		The South Central Neighbourhood		The Martin Gateway Corridor		Total	
Listed Properties	50	61%	93	69%	3	3%	11	46%	79	50%	32	43%	42	41%	310	46%
Designated Properties	7	9%	3	2%					1	1%			1	1%	12	2%
Other Listed Properties within the Character Area but outside the Study Area															78	
Other Designated Properties within the Character Area but outside the Study Area															4	

APPENDIX B. WALKING TOUR INVITE



Tell us what you value about the character of your neighbourhood!

Milton has initiated a Mature Neighbourhoods Character Study in the Downtown Character Area to gain a better understanding, with community input, of the elements and qualities that contribute to neighbourhood character. The study is assessing whether the policies of the Official Plan and the regulatory framework of the Town's Zoning By-law are effective in managing development and maintaining the character of these mature neighbourhoods.

By joining us on a neighbourhood walking tour, we invite you to share your input about what you value about the character of your neighbourhood.

For more information about the study and to register for the walking tours: Visit www.milton.ca/CharacterStudy

Contact: **Hugo Rincon**
Planner, Policy and Urban Design
905-878-7252 x2307
Hugo.Rincon@milton.ca

Walking Tour 1

The Victoria Park Neighbourhood

September 18, 2018

5:00 pm - 6:30 pm

Meet Up Point: Victoria Park (on King Street)



Walking Tour 2

The Lower East Neighbourhood

September 20, 2018

6:00 pm - 7:30 pm

Meet Up Point: Milton Lawn Bowling Club,
43 Commercial Street



Walking Tour 3

The Martin Gateway Corridor

September 25, 2018

6:00 pm - 7:30 pm

Meet Up Point: Centennial Park Mill Pond, 50 Martin Street



Walking Tour 4

The South Central Neighbourhood

September 27, 2018

6:00 pm - 7:30 pm

Meet Up Point: 95 Thomas Street



Walking Tour 5

The Mill Quarter Neighbourhood

October 2, 2018

6:00 pm - 7:30 pm

Meet Up Point: Milton Historical Society, 16 James Street

Walking Tour 6

The Victory Village Neighbourhood

October 4, 2018

6:00 pm - 7:30 pm

Meet Up Point: Intersection of John Street and Bowes Street



APPENDIX C. WALKING TOUR HANDOUTS

TOWN OF MILTON MATURE NEIGHBOURHOOD STUDY
Downtown Character Area Walking Tour 1 – The Victoria Park Neighbourhood
 Tuesday, September 18, 2018
 5:00 pm – 6:30 pm

★ **Meet Up Point:** Victoria Park (on King St.), 43 Brown St. Milton



★ **From Meet Up Point**

Head east on King St toward Hugh St, turn left onto Hugh St

- A Turn right onto Queen St and head east toward Thomas St, turn right onto Thomas St
- B Head south toward Sarah St, turn right onto Sarah St
- C Head west toward Hugh St, turn left onto Hugh St,
- D Head south on Hugh St, turn right onto Robert St and head west toward Bell St
- E Head west on Robert St toward Bowes St, turn right onto Bowes St
- F Head north on Bowes St, turn right on Mary St
- G Head east on Mary St, turn right onto Bell St
- H Head South on Bell St, turn left onto King St and head east toward the Engagement Point

★ **Return to Meet Up Point**



TOWN OF MILTON MATURE NEIGHBOURHOOD STUDY
Downtown Character Area Walking Tour 2 – The Lower East Neighbourhood
 Thursday, September 20, 2018
 6:00 pm – 7:30 pm

★ **Meet Up Point:** Milton Lawn Bowling Club, 43 Commercial St. Milton, ON L9T 2H6



★ **From Meet Up Point**

Head north on Commercial St, turn left onto Pine St and head east toward Fulton St

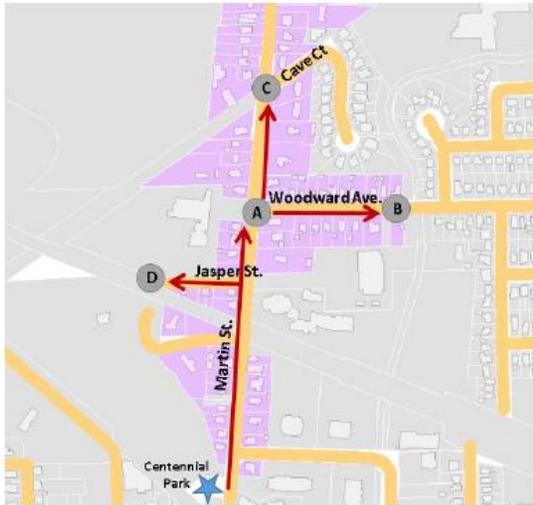
- A Turn right onto Fulton St, head south toward Oak St and turn right onto Oak St
- B Head east on Oak St, turn left onto Prince St
- C Head north on Prince St, turn left onto Pine St
- D Head west on Pine St, turn right onto Court St S
- E Head north on Court St S, turn left onto Pearl St
- F Head west on Pearl St, turn right onto Fulton St
- G Head south on Fulton St, turn right onto Pine St, head west and turn right onto Commercial St toward the engagement point

★ **Return to Meet Up Point**



TOWN OF MILTON MATURE NEIGHBOURHOOD STUDY
Downtown Character Area Walking Tour 3 – The Martin Gateway Corridor
 Tuesday, September 25, 2018
 6:00 pm – 7:30 pm

★ **Meet Up Point:** Centennial Park Mill Pond, 50 Martin St. Milton, ON L9T 2R2



- ★ **From Meet Up Point**
- Head north on Martin St, toward Jasper St and turn right onto Woodward Ave
- A** Head east on Woodward Ave
- B** Stop at 292 Woodward Ave, head west on Woodward Ave toward Martin St, turn right onto Martin St and head north toward Cave Court
- C** Head south toward Jasper St, turn right onto Jasper St, stop at 192 Jasper St
- D** Head east on Jasper St, turn right onto Martin St and head south toward the engagement point
- ★ **Return to Meet Up Point**



TOWN OF MILTON MATURE NEIGHBOURHOOD STUDY
Downtown Character Area Walking Tour 4 – The South Central Neighbourhood
 Thursday, September 27, 2018
 6:00 pm – 7:30 pm

★ **Meet Up Point:** 95 Thomas St. Milton, ON L9T 2E3



- ★ **From Meet Up Point**
- Head south on Thomas St toward Garnet Ave, turn left onto Garnet Ave
- A** Head east toward Lydia Ave, turn left onto Lydia Ave
- B** Head north toward Charles St, turn right onto Charles St
- C** Head southeast on Charles St, turn right onto Commercial St
- D** Head south toward Sydney St, turn right onto Sydney St
- E** Head west toward Thomas St, turn right onto Thomas St
- F** Head north toward the Engagement Point
- ★ **Return to Meet Up Point**



TOWN OF MILTON MATURE NEIGHBOURHOOD STUDY
Downtown Character Area Walking Tour 5 - The Mill Quarter Neighbourhood
 Tuesday, October 2, 2018
 6:00 pm – 7:30 pm

★ **Meet Up Point:** Milton Historical Society, 16 James St, Milton, ON L9T 2P4



★ **From Meet Up Point**

Head north on James St toward Mill St, turn right onto Mill St

- ★ **A** Head east on Mill St, stop at 147 Mill St
- ★ **B** Head west on Mill St, turn right onto James St, head north and turn left onto Victoria St
- ★ **C** Head west on Victoria St, toward Elizabeth St
- ★ **D** Head west on Victoria St, turn left on Bronte St N
- ★ **E** Head south on Bronte St N, turn left onto Mill St
- ★ **F** Head east on Mill St toward Elizabeth St
- ★ **G** Head east on Mill St, turn right on James St, head south toward the Engagement Point

★ **Return to Meet Up Point**



TOWN OF MILTON MATURE NEIGHBOURHOOD STUDY
Downtown Character Area Walking Tour 6 – The Victory Village Neighbourhood
 Thursday, October 4, 2018
 6:00 pm – 7:30 pm

★ **Meet Up Point:** Intersection of John Street and Bowes Street



★ **From Meet Up Point**

Head east on John St toward Bell St, turn right onto Bell St

- ★ **A** Head south on Bell St toward Miles St, turn right onto Miles St
- ★ **B** Head west on Miles St toward Bowes St, turn right onto Bowes St
- ★ **C** Head south on Bowes St toward Barton St, turn right onto Barton St
- ★ **D** Head west on Barton St toward Bronte St S, turn right on Bronte St S
- ★ **E** Head north on Bronte St S toward Miles St, turn right onto Miles St
- ★ **F** Head east on Miles St toward Bowes, turn left on Bowes St, head north toward the Engagement Point

★ **Return to Meet Up Point**



TOWN OF MILTON MATURE NEIGHBOURHOOD STUDY

Tell us what you value about the character of your neighbourhood

The following list includes some of the features that are often used to define the character of a neighbourhood. During the walking tour, we are interested in hearing your thoughts about these features, and others, as they relate to neighbourhood character.

Please check the boxes below to indicate which features best define neighbourhood character, in your opinion.

NEIGHBOURHOOD FEATURES

- | | |
|---|--|
| <input type="checkbox"/> Lotting Pattern / Street Pattern / Streetscape | <input type="checkbox"/> Street Lighting |
| <input type="checkbox"/> Street Trees | <input type="checkbox"/> Road Widths |
| <input type="checkbox"/> Sidewalks | <input type="checkbox"/> Environment and Protected Areas |

LOT AND HOUSING FEATURES

- | | |
|---|---|
| <input type="checkbox"/> Architectural Style | <input type="checkbox"/> Distance between buildings |
| <input type="checkbox"/> Building materials, Colours and Textures | <input type="checkbox"/> Roofline Pattern |
| <input type="checkbox"/> Building Massing / Volume | <input type="checkbox"/> Location and Placement of Porches and Decks |
| <input type="checkbox"/> Building Height | <input type="checkbox"/> Location and Placement of Driveways and Walkways |
| <input type="checkbox"/> Size of Homes (Floor Area) | <input type="checkbox"/> Style, Size and Location of Garages |
| <input type="checkbox"/> Façade Details | <input type="checkbox"/> Trees and Landscaping |
| <input type="checkbox"/> Building Orientation (Front, Side, and Rear Yard Setbacks) | <input type="checkbox"/> Fencing |
| <input type="checkbox"/> Orientation of Corner Lots | <input type="checkbox"/> Other |
| <input type="checkbox"/> Lot Coverage | |

Please rank the three features that you believe to have the strongest impact on the character of your neighbourhood.

1. _____
2. _____
3. _____

Do you have any additional comments or concerns that you would like to provide?

How did you find out about this walking tour?

- Invite
 Town website
 Social Media
 Farmer's Market
 Other _____

