

## **PLANNING JUSTIFICATION REPORT**

**Official Plan Amendment  
&  
Zoning By-Law Amendment**

**Mixed Use Redevelopment**

**Vue Developments On Main**

**28 & 60 Bronte Street North  
Part of Lot 14, Concession 1, NS (Trafalgar)**

**Town of Milton**

**December 2018**

**Prepared for:**

**Vue Developments On Main**

**Prepared by:**

**Korsiak Urban Planning**

## CONTENTS

1.0 INTRODUCTION .....	3
1.1 Purpose of the Report.....	3
1.2 Site Description.....	3
1.3 Site Context .....	4
2.0 PROPOSED DEVELOPMENT .....	6
3.0 POLICY FRAMEWORK .....	7
3.1 Provincial Policy Statement (2014) .....	7
3.2 Growth Plan for the Greater Golden Horseshoe (2017).....	11
3.2.1 Metrolinx - Milton GO Station Improvements.....	15
3.2.2 Metrolinx - 2041 Regional Transportation Plan (2018) .....	16
3.3 Region of Halton Official Plan .....	17
3.4 Town of Milton Official Plan - OPA 31 and OPA 46 .....	23
3.5 Town of Milton Mid-Rise and Tall Building Guidelines .....	31
4.0 ADDITIONAL GUIDELINES AND CONSIDERATIONS .....	32
4.1 Proximity to Canadian National Railway Line.....	32
4.2 Shadow Impact .....	33
4.3 Archaeological Potential.....	34
5.0 PROPOSED OFFICIAL PLAN AMENDMENT .....	34
6.0 ZONING.....	35
7.0 CONFORMITY TO PLANNING POLICY.....	35
8.0 PLANNING OPINION.....	36

## LIST OF FIGURES

FIGURE 1: CONTEXT PHOTO

FIGURE 2 : SITE AIR PHOTO

FIGURE 3: CONCEPTUAL SITE PLAN

FIGURE 4: CONCEPTUAL RENDERING

FIGURE 5: PLACES TO GROW

FIGURE 6: 2041 RTP FREQUENT RAPID TRANSIT NETWORK

FIGURE 7: REGIONAL STRUCTURE

FIGURE 8: CENTRAL BUSINESS DISTRICT LAND USE PLAN

FIGURE 9: CBD HEIGHT LIMITS AND GATEWAYS

FIGURE 10: INTENSIFICATION AREAS

## LIST OF APPENDICES

APPENDIX I: TABLE 2 -INTENSIFICATION AND DENSITY TARGETS

APPENDIX II: CRITERIA FOR EVALUATING ARCHAEOLOGICAL POTENTIAL

APPENDIX III: DRAFT OFFICIAL PLAN AMENDMENT

APPENDIX IV: DRAFT ZONING BY-LAW AMENDMENT

# 1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Vue Developments On Main (Durante Group) to prepare this Planning Justification Report in support of Official Plan & Zoning By-law Amendment applications required to permit the mixed use redevelopment of lands located at the northwestern quadrant of Bronte Street North and Main Street West, abutting the Canadian National (CN) Rail line (*Figure 1 – Context Photo*).

Vue Developments On Main (Durante Group) has retained the assistance of additional specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed OPA/ZBA applications:

- |   |   |
|---|---|
| • Concept Plan & Renderings   | • KNYMH Inc.                                |
| • Shadow Study  | • KNYMH Inc.                                |
| • Urban Design Brief  | • Korsiak Urban Planning / KNYMH Inc.       |
| • Functional Serving Report /Preliminary Stormwater Management Report | • Lanhack Consultants Inc.                  |
| • Traffic Impact Study  | • Paradigm Transportation Solutions Limited |
| • Noise and Vibration Study   | • Valcoustics Canada Ltd.                   |
| • Geotechnical Investigation  | • Landtek Limited                           |
| • Hydrogeological Investigation                                       | • Sirati & Partners                         |

## 1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to outline the nature of the proposed Official Plan and Zoning By-law Amendment and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton and the Town of Milton. In addition, the report outlines design considerations and mitigation measures for new development in proximity to railway operations.

## 1.2 SITE DESCRIPTION

The subject lands are located at the northwestern quadrant of Bronte Road North and Main Street West, abutting the Canadian National Rail Line (*Figure 2 – Site Air Photo*). The site has an area of 1.34 hectares, with approximately 200 metres of frontage along Bronte Street North and approximately 60 metres of





**FIGURE 2**  
**SITE AIR PHOTO**

frontage along Main Street West. TSC Stores Hardware store occupies approximately 0.77 ha of the site with the remaining area being vacant.

### 1.3 SITE CONTEXT

As shown in *Figure 1 – Context Photo*, the subject property is located at the northwestern quadrant of Main Street West and Bronte Street North, within the western-most limits of the Central Business District. The site is a short walk from the historic downtown, which is generally located along Main Street between James Street and Sixteen Mile Creek and is served with everyday amenities including shops, banking, restaurants, coffee shops, personal service shops, the Farmers’ Market (May - October), etc. Existing and future leisure and recreational amenities are in close proximity; Rotary Park, Centennial Park Victoria Park and Milton Fair are all within short walking distance. The future Escarpment View Park is planned to be developed on the west side of the CN tracks, while the future Sherwood Community Centre is further west of the site near Tremaine Road.

Immediately north of the site is 96 Bronte Street North, surplus lands owned by Milton Hydro followed by 104 Bronte Street North, a recreational and athletic facility (Aspire Climbing) and warehouse, also owned by the applicant. Beyond 104 Bronte Street North, there are several light industrial and office uses. To the east, beyond Bronte Street, are non-residential uses (including a gas bar, automotive oil change establishment and a building automation system dealer), beyond which is a low density residential neighbourhood within the Downtown Character Area, which includes several listed and designated heritage properties. Further east are commercial uses (retail, office, restaurants, etc.) along Main Street East and low density residential uses along Mill Street and Victoria Street, followed by a 4-storey retirement home facility and high density apartment buildings ranging between 11 – 16 storeys at Martin Street and Millside Drive. Careful consideration was given to the Downtown Character Area when designing the proposal, including reducing shadow impact and maintaining view corridors of the escarpment. This will be described further in the next section.

At the southeast quadrant of Main Street and Bronte Street is an LCBO store while the southwest quadrant is occupied by a vacant single detached dwelling and a vacant service and repair shop (formerly Halton Power Equipment Shop). Beyond Main Street are several service commercial uses and low to high density residential uses (including existing 9 and 11-storey apartment buildings fronting Bronte Street). A CN Rail Principal Main Line is located 15 metres west of the subject site. Beyond the CN Rail Line on the north

side of Main Street are five single detached dwellings and the future location of the Escarpment View Park. South of Main Street West, between the CN Rail Line and Whitmer Street, are a number of single detached dwellings fronting Main Street, beyond which is a 6-storey apartment building and a Stormwater Management Pond, surrounded by the Scott Neighbourhood.

The subject lands will benefit from the Town's investment in improvements to the roads of which they front/flank. Bronte Street North, between Steeles Avenue and Main Street, is being widened to support growth in the community. The roadway is designed as two through lanes (one in each direction) with a centre shared turn lane, the construction of a multi-purpose trail on the east boulevard, a sidewalk on the west boulevard, on-street bike lanes, an at-grade crossing with CP Rail, as well as a crossing of the Sixteen Mile Creek. Specifically, the project is split into two phases. Phase 1 is between Victoria to Main Street (of which the subjects lands are within), consisting of the construction of an improved intersection with Main Street including new traffic signals. Additionally, the Town is burying the existing hydro lines that are predominantly along the west side of Bronte Street, vastly enhancing the pedestrian environment for existing and future residents. Phase 2 of the project (Steeles Avenue to Victoria Street) continues the road improvements north, where a new bridge crossing at Sixteen Mile Creek will be constructed. The project will also facilitate the straightening of Bronte Street North, south of the CP Rail Line, by partially filling the pond at Robertson Inc. (97 Bronte St N). The Environmental Assessment Study was completed in 2017 and construction of the first phase commenced in 2018 and is expected to be completed by 2020

The Main Street West improvement project is also a multiphase project, spanning from Tremaine Road to Bronte Street. The road was also widened to support and facilitate growth in the community. Phase 1 and 2 were completed in 2011 and 2015, respectively. Phase 3 includes the construction of pedestrian tunnels through the CN embankment on the north and south sides of Main Street. Construction is anticipated in spring 2019, pending finalizing agreements with CN. Both road improvement projects will facilitate pedestrian connections, greatly enhancing the experience for pedestrians, cyclists and motorists alike.

The subject site is directly served by Milton Transit 2-Main, 6-Scott and 10-Farmstead Routes, with connection opportunities with the entire system via Ontario Street and/or the Milton GO Station transit hub. The Milton GO Station is located 2.6 kilometres to the east, equating to approximately a 5-minute drive, 10-minute bike ride or a 30-minute walk. Currently, Milton GO Station provides quick and

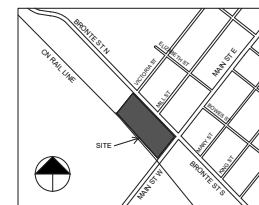
convenient rush-hour train service and bus services every half hour to/from downtown Toronto (Union Station), providing exceptional connections to Toronto's core via public transit, bike sharing and/or on foot. Metrolinx plans to provide more frequent rush-hour service from Monday to Friday, with the ultimate goal of providing 15-minute, all-day, two-way service. Thus, the subject site is well served by public transit, making regional and local commuting possible.

## 2.0 PROPOSED DEVELOPMENT

Vue Developments On Main (Durante Group) is proposing to redevelop the property with two high rise residential point towers with grade related commercial uses. Both towers are to be constructed on top of separate 6-storey podiums, totalling heights of 19 and 21 storeys, respectively (*Figure 3 – Conceptual Site Plan & Figure 4 – Conceptual Rendering*).

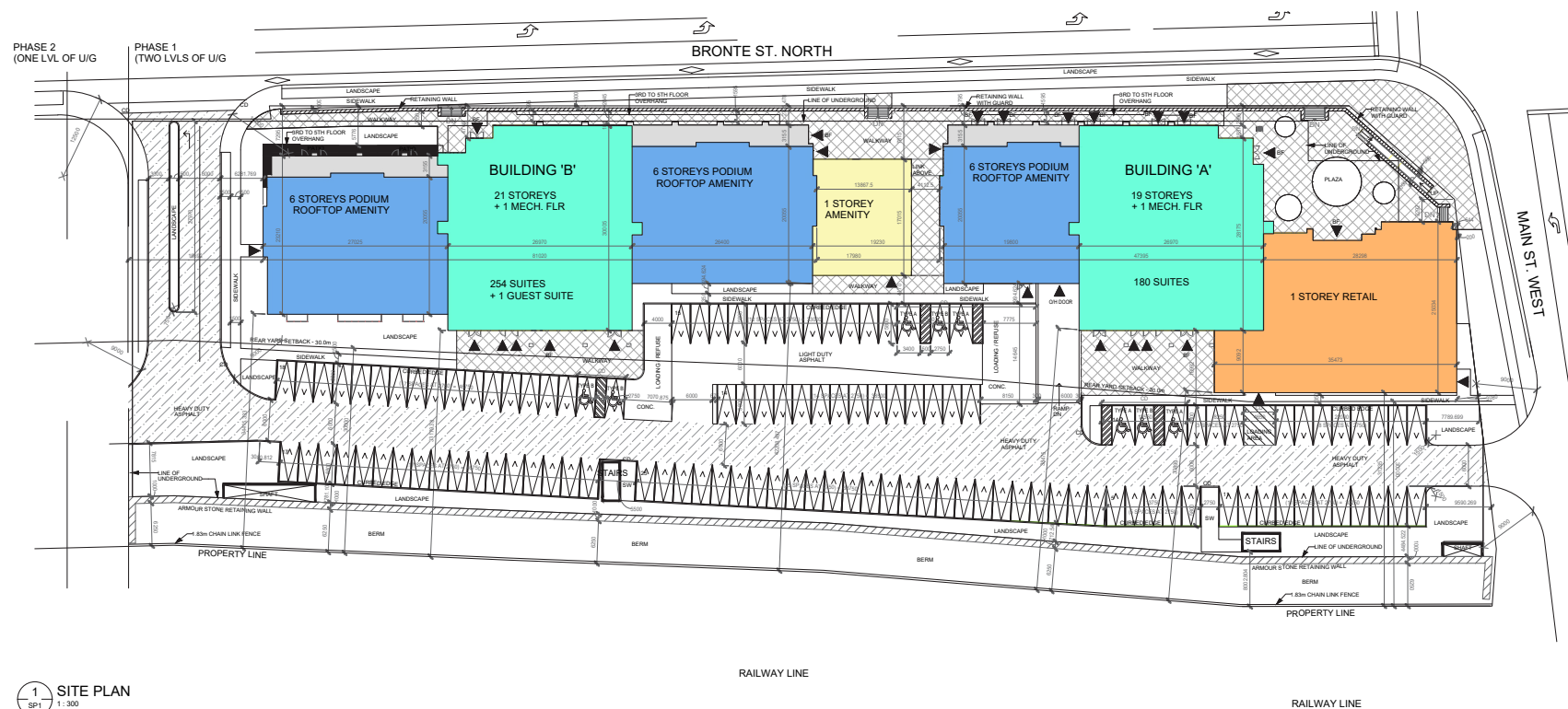
Careful consideration went into designing the proposed built form and site layout to achieve Official Plan intensification objectives, while at the same time, being sensitive to the adjacent established neighbourhoods and the character of Downtown Milton. Preliminary concepts were designed in consultation with Planning, Urban Design and Engineering Staff at meetings in May, June and December 2017 where their recommendations were incorporated into the development concept. As a result of those discussions, the proposal has been designed to minimize impact to the existing neighbourhood through the incorporation of setbacks, podiums and the point tower design which together reduce shadow impacts and reinforce the human scale of the development. The proposed towers are setback behind the podium to ensure that they are not visible from the sidewalk, providing a more comfortable pedestrian environment. As the development concept matured, efforts were made to ensure conformity to Milton's Tall Building Guidelines, discussed in depth in the Urban Design Brief prepared and submitted in support of this application.

The proposed building design incorporates setbacks on the third, fourth and sixth storey of the podiums to reduce shadow impacts, break down the building mass and create an appropriate transition to the adjacent low-density neighbourhoods. Private amenity areas will be provided at grade and on the rooftop of the sixth storey of each podium (*Figure 4 - Conceptual Rendering*). The proposed building design, massing and siting maintains the views of the escarpment from the surrounding area by ensuring the view



KEY PLAN  
1:1

COMMERCIAL GROSS FLOOR AREA		
Floors	Building A Commercial	Total Commercial Area
1st FLOOR	1,195 m <sup>2</sup>	1,195 m <sup>2</sup>



1 SITE PLAN  
SP1 1:300

FIGURE 3  
CONCEPTUAL SITE PLAN



**FIGURE 4**  
**CONCEPTUAL RENDERING**

corridors along Main Street, Mill Street and Victoria Street remain unobstructed. A View Analysis has been prepared and submitted in support of this application.

The proposed plaza at the corner of Main Street West and Bronte Street North, which will operate as an 'Privately Owned Public Space' (POPS), enhances the pedestrian realm and offers a community gathering place which will enhance the cultural prosperity of Downtown Milton. The proposed POPS is well connected to the existing street/trail network, serviced by transit and located in a prominent gateway location making it accessible to all residents of the Town of Milton.

Surface and underground parking spaces will be provided for residents and commercial customers. With a preliminary unit count of 435, the site would yield a net density of 325 units per hectare. Preliminary site design has allocated 1,195 square metres of commercial space. Official Plan and Zoning By-law Amendments are required to achieve the proposed increased height.

A pre-consultation meeting was held in November of 2017 where a development submission checklist was provided.

## 3.0 POLICY FRAMEWORK

### 3.1 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (2014)(PPS) contains policies on matters of provincial interest related to land use planning and development. The policies set out in the PPS help to protect resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management to contribute to more effective and efficient land use patterns, thereby enhancing the quality of life for all Ontarians. Within the PPS are a number of Provincial Policies that pertain to this proposal, including:

*Section 1.1.1 states:*

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

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b. accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and*

- commercial), institutional (including places of worship, cemeteries and long-term care homes), recreational, park, open space, and other uses to meet long-term needs; and*
- e. promoting cost effective development patterns and standards to minimize land consumption and servicing costs.*

*Section 1.1.2 states:*

*Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.*

The proposed development conforms to Section 1.1.1 and 1.1.2 of the PPS as it proposes the intensification of an underutilized site that provides a mix of residential and commercial uses and promotes cost effective development patterns.

Policies in the 'Settlement Areas' section state:

- 1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*
- 1.1.3.2 Land use patterns within settlement areas shall be based on:*
- a) densities and a mix of land uses which:*
    - 1. efficiently use land and resources;*
    - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion.*
    - 4. support active transportation;*
    - 5. are transit-supportive, where transit is planned, exists or may be developed;*
  - b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

The proposed development conforms to the aforementioned policies of the PPS as the location of the development is within a defined Settlement Area that is serviced by existing infrastructure and services. The proposed development offers transit supportive densities that efficiently uses land and resources and supports active transportation.

Policies in the 'Housing' Section state:

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

- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

*1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- b) permitting and facilitating:*
  - 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*
  - 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.*

The proposed mixed use development conforms to the 'Housing' policies of the PPS as it provides a range of different sized apartment units that contributes to the range and mix of housing types and densities in the Town of Milton.

Policies in the 'Infrastructure and Public Service Facilities' section state:

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

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

The proposed development will make use of existing and planned public infrastructure and intensify underutilized lands.

Policies in the 'Transportation Systems' section state:

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

The proposed higher density mixed use development provides transit supportive densities that supports current and proposed transit services and is within walking distances to a number of commercial uses, employment uses and amenities.

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

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

- c) maintaining, and where possible, enhancing the vitality and viability of downtowns and mainstreets.*

The proposed development supports the Town of Milton's achievement of these objectives as it is located at the western border of the Central Business District and provides residential intensification and commercial uses that will generate pedestrian activity and contribute to the economic and cultural prosperity of Downtown Milton.

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

*1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*

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

The proposed development conforms to the 'Energy Conservation, Air Quality and Climate Change' policies as it improves the mix of employment and residential uses in Downtown Milton, is compact in form, provides transit supportive densities and supports active transportation.

The proposed development conforms with the Provincial mandate as set out in the PPS for the following reasons:

- The proposed compact, mixed use development efficiently utilizes built infrastructure;
- The proposal produces a cost effective development that minimizes land consumption and servicing costs;
- The proposal provides redevelopment of underutilized land and growth within the settlement area;
- The proposal contributes to the mix of dwelling types in Downtown Milton;
- The proposal provides transit supportive densities, located in a transit supportive location and will promote active transportation;
- The proposal improves the mix of housing and employment uses in Downtown Milton to promote live work relationships;
- The proposal provides intensification in an appropriate location that can accommodate high density development;
- The proposal enhances the vitality and viability of mainstreet Downtown Milton.

## 3.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017)

The Growth Plan for the Greater Golden Horseshoe (2017) (GGH) provides a framework for implementing Ontario's vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe region for the land use planning horizon to 2041. The GGH establishes a long-term structure for where and how the region will achieve complete communities that are compact, transit supportive, and make effective use of investments in infrastructure and public service facilities. The GGH

vision is to offer thriving, liveable, vibrant and productive urban and rural areas, supported by an integrated transportation network, inclusive of natural areas and agricultural lands that will help to achieve a healthy natural environment, ultimately providing residents with a high standard of living and an exceptional quality of life.

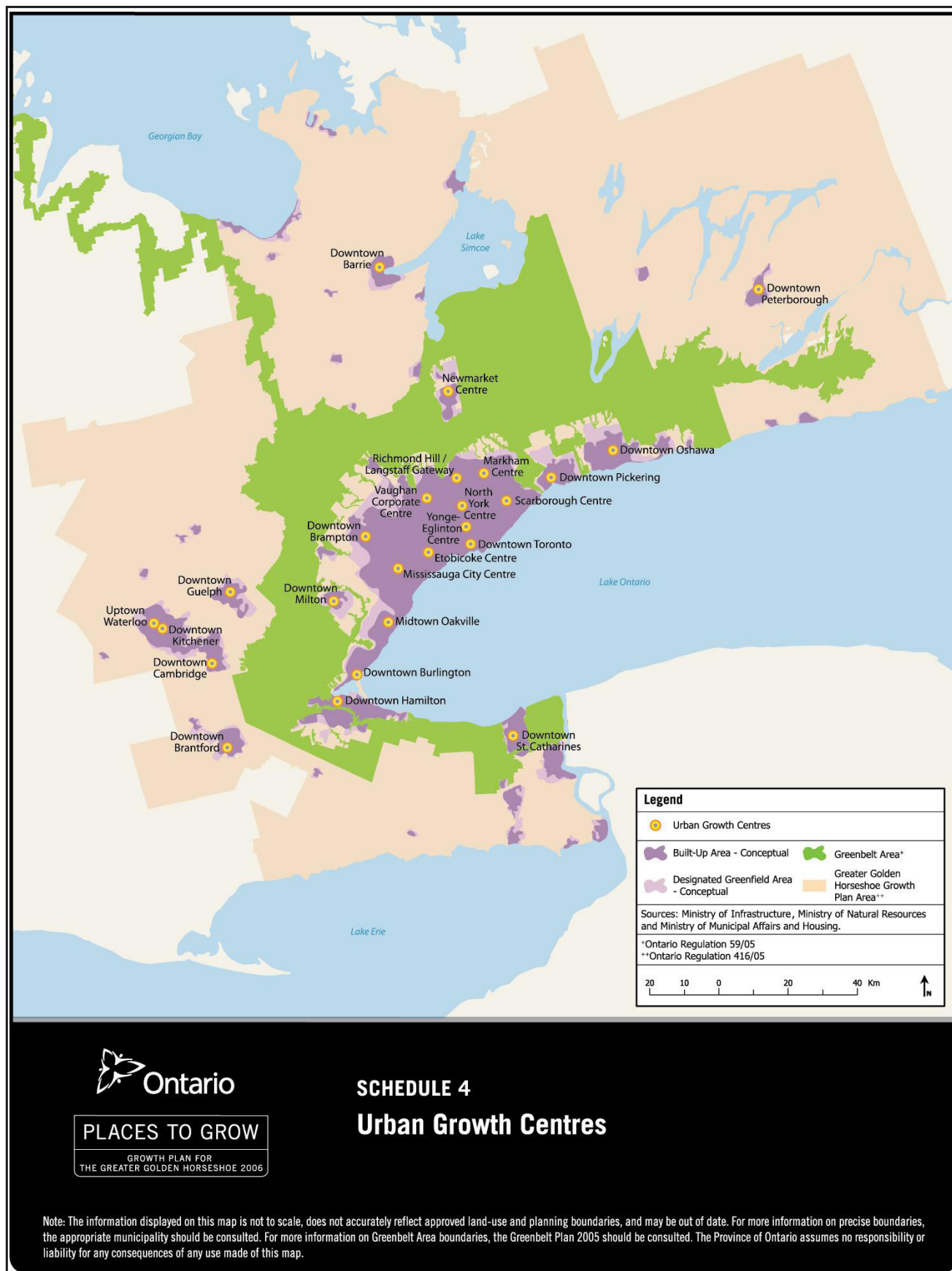
Section 2.1 of the Plan states that “better use of land and *infrastructure* can be made by directing growth to *settlement areas* and prioritizing *intensification*, with a focus on *strategic growth areas*, including *urban growth centres* and *major transit station areas*, as well as *brownfield sites* and *greyfields*” (p. 10-11). The subject site is located in close proximity to the Town of Milton Urban Growth Centre and is considered a greyfield site. The proposed redevelopment of the greyfield site to a higher density mixed use building is in keeping with the GGH vision to make better use of underutilized land and infrastructure in Downtown Milton.

The subject site is located within the ‘Built Up Area’ as illustrated on *Figure 5 - Places to Grow*. Within the GGH are a number of Provincial Policies that pertain to this proposal, including:

### 1.2.1 Guiding Principles

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability;*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all size, incomes, and ages of households;*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*

The proposed development fulfils the Guiding Principles of the GGH for several reasons. The design efficiently uses existing and planned infrastructure and supports healthy and active lifestyles by providing residential intensification near commercial uses, employment uses and amenities with improved pedestrian walkways and connections to existing and proposed transit services. Specifically, the proposal takes advantage of the Town’s improvements to both Bronte Street North and Main Street West, described in Section 1.3 – Site Context, providing an enhanced street presence and increased active



**FIGURE 5**  
**PLACES TO GROW**

transportation connections. Additionally, the proposal provides a mix of residential apartment options to support a range of household size, income and age.

### 2.2.1 Managing Growth

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - a) *the vast majority of growth will be directed to settlement areas that:*
    - i. *have existing or planned municipal water and wastewater systems; and*
    - ii. *can support the achievement of complete communities.*
  - c) *within settlement areas, growth will be focused in:*
    - i. *strategic growth areas;*
    - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
    - iv. *areas with existing or planned public service facilities.*
4. *Applying the policies of this Plan will support the achievement of complete communities that:*
  - a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
  - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
  - c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
  - d) *expand convenient access to:*
    - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
    - ii. *public service facilities, co-located and integrated in community hubs;*
    - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;*
  - e) *ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.*

The proposed development is within a settlement area that is readily serviced by existing water and wastewater systems, is supported by existing transit services and is near existing public service facilities,

making it an appropriate location for growth. The proposed development will provide a range of residential unit sizes and commercial and amenity uses at grade, contributing to the mix of land uses in the CBD. The proposed residential growth and density will increase the economic prosperity of historic Downtown Milton CBD and give existing and future residents convenient access to goods and services, therefore supporting the achievement of a complete community.

### 2.2.2 Delineated Built-up Areas

1. *By the year 2031, and for each year thereafter, a minimum of **60 per cent of all residential** development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
2. *By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
3. *Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*
4. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
  - a. *encourage intensification generally to achieve the desired urban structure;*
    1. *prioritize planning and investment in infrastructure and public service facilities that will support intensification;*

The proposed development conforms to the aforementioned policies as it proposes residential intensification within the Delineated Built-Up Area and helps to achieve the target that a minimum of 60 percent of all residential development be within the Delineated Built-Up Area by 2031 and is consistent with the policy direction moving forward.

### 2.2.5 Employment

1. *Economic development and competitiveness in the GGH will be promoted by:*
  - b) *ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;*

- d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*
- 3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit;*
- 12. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support this achievement of complete communities.*

The proposed development conforms to the ‘Employment’ policies of the GGH as it provides commercial space in a compact built form that is serviced by existing transit routes and supportive of active transportation. The proposed development has regard to integrating land use planning and economic development goals by providing residential intensification in an area that is intended to serve as a multi-functional centre and therefore increases its economic prosperity.

The proposed development conforms to the aforementioned policies of the GGH for the following reasons:

- The subject property is located within a settlement area and within a delineated built boundary;
- The subject site is an appropriate location to support high density intensification;
- The proposal intensifies an underutilized greyfield site within Downtown Milton;
- The proposed mixed use development provides commercial space in an appropriate location that will be able to serve the surrounding area and provide jobs for the forecasted employment growth as stated in the GGH;
- The proposal provides a mix of housing options for different household sizes, incomes, and ages;
- The proposal will make use of existing infrastructure and public service facilities without causing a financial burden to the Region or Town; and
- The proposal is supportive of active transportation and the use of transit services.

### **3.2.1 METROLINX - MILTON GO STATION IMPROVEMENTS**

On November 15, 2017 the Ministry of Transportation announced improvement plans for Milton GO redevelopment and expansion, including:

- A new station building;
- An upgraded parking lot with an additional 850 parking spaces, bringing the total to approximately 2,300 spaces;

- Reconfiguration of the parking lot layouts, bus loop, and passenger pick-up/drop-offs;
- Accessible connections to train and bus platforms;
- Upgraded platforms and infrastructure to support future layover of trains; and
- Improved pedestrian connections and bicycle storage.

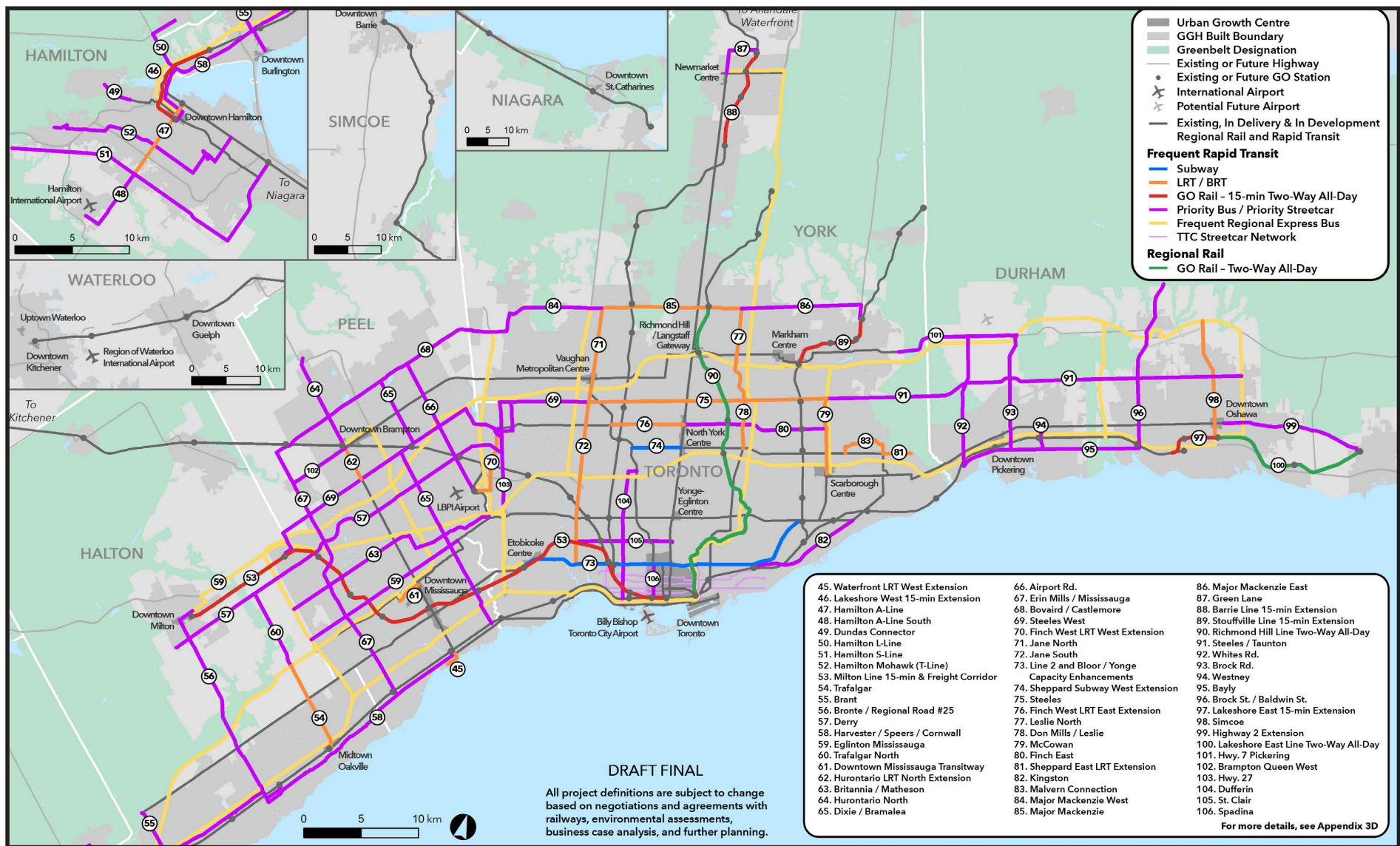
The proposed Milton GO Station improvements will improve accessibility for cyclists, pedestrians and transit users to the GO Station. The subject lands have ready access to the Milton GO Station and will benefit from the above improved services. The Milton GO Station improvements makes access to regional and local transit services easy and efficient for future residents and, therefore, reduces automobile dependency.

### 3.2.2 METROLINX - 2041 REGIONAL TRANSPORTATION PLAN (2018)

On March 8, 2018, the Metrolinx Board of Directors adopted the 2041 Regional Transportation Plan (2041 RTP). The 2041 RTP is the successor to The Big Move, the Greater Toronto Hamilton Area's first long range transportation plan. The Big Move's goal was to provide a regional transportation network connecting the *urban growth centres* by providing all-day, two-way transit service. The Big Move set a target for the Milton GO Line to have all-day, two-way transit service by 2023. Subsequently, updates to The Big Move in 2013 postponed the delivery of all-day, two-way service between Milton Station and Meadowvale Station to 2033.

In March 2018, Metrolinx's Board of Directors approved its 2041 Regional Transportation Plan (RTP). The 2041 RTP is the second Regional Transportation Plan developed by Metrolinx, which builds on the *The Big Move* (2008). As shown on Map 5 (*Figure 6*), the Milton GO Line is identified as part of the 'Proposed 2041 Frequent Rapid Transit Network' and is identified as '15-minute GO Service' from Union Station to Milton GO.

The proposed development complements the 2041 RTP. Additionally, the proposed development will further strengthen Milton's argument for the earlier implementation of 'all-day, two-way' rail service and act as a catalyst for further intensification within Downtown Milton, perpetuating this rationale. Future residents will benefit from the planned all-day, two-way rail service which will contribute to reduced automobile dependency and increased pedestrian presence.



**FIGURE 6**  
**2041 RTP FREQUENT RAPID TRANSIT NETWORK**

### 3.3 REGION OF HALTON OFFICIAL PLAN

The Region of Halton Official Plan gives clear direction as to how physical development should take place in Halton to meet the current and future needs of its residents. Regional Official Plan Amendment 38 ROPA 38 (2009) put the Region of Halton's Official Plan into conformance with the 2006 Growth Plan. As prescribed by the Growth Plan (2006), ROPA 38 identifies Milton's:

- Built Boundary;
- Urban Growth Centre;
- Intensification Areas; and
- Mobility Hub (Major Transit Station Area, i.e., Milton GO Station).

The Plan outlines a long term vision for Halton's physical form and community character by setting forth goals and objectives and by providing policy to be followed to achieve an urban structure that will accommodate future growth effectively.

As shown on Map 1– Regional Structure (*Figure 7*), the subject lands are designated 'Urban Area' and are within Milton's Built Boundary. There are a number of Regional Policies that pertain to this proposal, including:

#### Halton's Regional Structure

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

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

*55.1 The Regional Structure also sets out targets for intensifying development within the Built-Up Area, and development density in the Designated Greenfield Areas as contained in Table 2 (See Appendix I).*

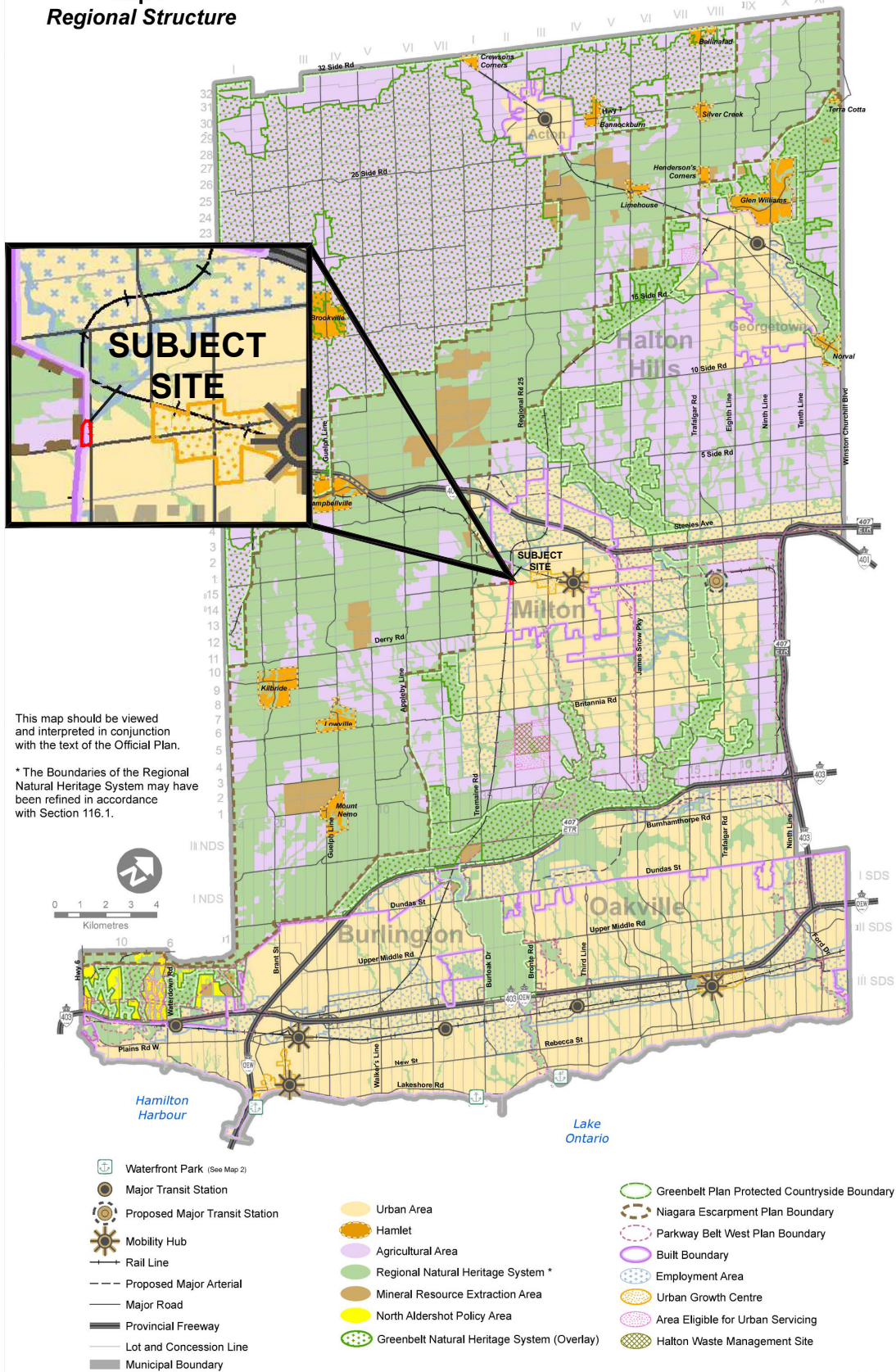
The proposed development contributes to growth within the Urban Area where urban services already exist, providing 435 additional residential units which helps to achieve the 2015-2031 Regional intensification target that a minimum of 5,300 units must be added to Milton's Built Up Area.

#### Urban Area

The subject lands are designated 'Urban Area' on Map 1 – Regional Structure (*Figure 7*).

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

# Map 1 Regional Structure



June 19, 2018

**FIGURE 7  
REGIONAL STRUCTURE**

1. *To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
  2. *To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*
  3. *To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*
  4. *To ensure that growth takes place commensurately both within and outside the Built Boundary.*
  6. *To identify an urban structure that supports the development of Intensification Areas.*
  7. *To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.*
  8. *To promote the adaptive re-use of brownfield and greyfield sites.*
  9. *To facilitate and promote intensification and increased densities.*
  10. *To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.*
77. *(2.1) Direct, through Table 2 and Table 2a, to the Built-Up Area a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter (Appendix I).*

The proposed development achieves the objectives of the Urban Area by redeveloping an underutilized greyfield site. The proposed high density development is compact and supportive of public transit and active transportation which reduces the dependence on the automobile. Additionally, the proposal helps the Region of Halton achieve its minimum residential development targets within the Built-Up Area.

78. *The objectives of the Intensification Areas are:*

1. *To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhance public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable.*
2. *To provide opportunities for most cost efficient and innovative urban design.*
3. *To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.*
4. *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighborhoods.*
5. *To create a vibrant, diverse and pedestrian-oriented urban environment.*
6. *To cumulatively attract a significant portion of population and employment growth.*
7. *To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places.*
8. *To support transit and active transportation for everyday activities.*
9. *To generally achieve higher densities than the surrounding areas.*

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

1. *Direct development with higher densities and mixed uses to Intensification Areas.*

**253.2** *INTENSIFICATION AREAS means lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating intensification. Intensification Areas include Urban Growth Centres, Major Transit Station Areas (including Metrolinx-designated Mobility Hubs), Intensification Corridors, and Mixed Use Nodes.*

- 7.2 *Consider intensification and development of Intensification Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans under the Planning Act, to promote and support intensification.*

The subject lands are identified by the Town of Milton (OPA 31) as an Intensification Area (to be discussed in the subsequent section). The proposal is consistent with Regional intensification policies as it intensifies underlined lands into a compact, mixed use development that will promote live-work relationships within Downtown Milton and foster social interaction by providing commercial uses and POPS at grade,

contributing towards the creation of healthy communities. The development has been designed to be cost efficient, innovative, environmentally sustainable, universally accessible and to enhance public safety and security. The proposed development not only provides residential intensification but also provides areas of pedestrian refuge and gathering spaces to create a vibrant pedestrian oriented urban environment.

## Housing

- 84. The goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.*
- 85. The objectives for housing are:*
  - 4. To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.*
  - 8. To encourage the Local Municipalities and the building and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.*
  - 13. To promote residential intensification through the development or redevelopment of brownfield and greyfield sites.*
- 86. It is the policy of the Region to:*
  - 6. Adopt the following housing targets:*
    - a. That at least 50 per cent of new housing units produced annually in Halton be in the form of townhouse or multi-storey buildings.*
  - 11. 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.*

The proposed development redevelops a greyfield site with a high density mixed use development that makes more efficient use of existing lands and services. Additionally, the proposed development helps to achieve the Region's housing target that at least 50 per cent of new housing units produced annually in

Halton be in the form of townhouse or multi-storey buildings as it provides an additional 435 residential units in the form of a multi-storey building.

### **Air and the Ambience**

142. *The objectives of the Region are:*

5. *To support urban forms that will reduce long distance trip-making and the use of the private automobile.*

The proposed mixed-use development provides transit supportive densities and is within walking distance to many services and amenities.

### **Human Services**

150. *The goals of the Region are:*

2. *To develop and maintain healthy communities by fostering physical, social and economic conditions that will enhance the state of well-being and the quality of life for the residents of Halton.*

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

1. *Develop, jointly with the Local Municipalities, and adopt Healthy Communities Guidelines in accordance with the characterization under Section 31, which include, among other things:*
  - b. *desirable mix of land uses within the community,*
  - d. *physical design features that will promote health and safety of the community's inhabitants,*

The proposed development helps to achieve a desirable mix of land uses by providing commercial and residential land uses. The buildings incorporate amenity space, open space and landscaping that encourage active uses and is designed using CPTED principles to ensure that these areas remain safe and secure.

### **Transportation**

172. *The objectives of the Region are:*

2. *To develop a balanced transportation system that:*
  - a. *Reduces dependency on automobile use;*

- b. Includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and
  - c. Promotes *active transportation*.
- 9.1. To ensure *development* is designed to support *active transportation* and public transit.
- 9.2. To integrate transportation planning, land use planning and investment in infrastructure.
- 10. To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and *active transportation*.
- 173. It is the *policy* of the *Region* to:
  - 21. Require the Local Municipalities to:
    - c. direct the development of transit-supportive land uses to the *Intensification Areas*;

The proposed mixed use development provides transit supportive densities within a Town of Milton identified Intensification Area. The subject lands are located within walking distances of many services and amenities, therefore reducing the reliance on the automobile. Additionally, the improvements to Bronte Street North, including the sidewalk, multi use path, on-street bike lanes and the burying of hydro lines, will encourage active transportation. Furthermore, future improvements to Main Street West includes the construction of pedestrian tunnels through the CN embankment on the north and south sides of Main Street, further connecting the proposed development to the community.

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

- The proposed development is within the Urban Area where urban services exist to accommodate future development;
- The development proposal facilitates the intensification of the site within an Intensification Area identified by the Town of Milton in its Official Plan;
- The proposed mixed use development contributes to the creation of healthy communities and promotes economic prosperity by providing both high density residential and commercial uses;
- The proposed mixed use development is supportive of transit;
- The proposed development is supportive of active transportation, benefitting from the improvements to Bronte Street North and Main Street West; and

- By providing 435 apartment units, the proposed development helps to achieve the Region's housing target that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouse or multi-storey buildings.

### 3.4 TOWN OF MILTON OFFICIAL PLAN - OPA 31 AND OPA 46

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

On September 25, 2017, Town Council approved Official Plan Amendment 46 which implemented the recommendations from the Downtown Study. The Town initiated OPA/ZBA consolidated and replaced the 'Core Commercial Sub-Area' and 'Secondary Commercial Sub-Area' with a new 'Downtown Supportive Area'.

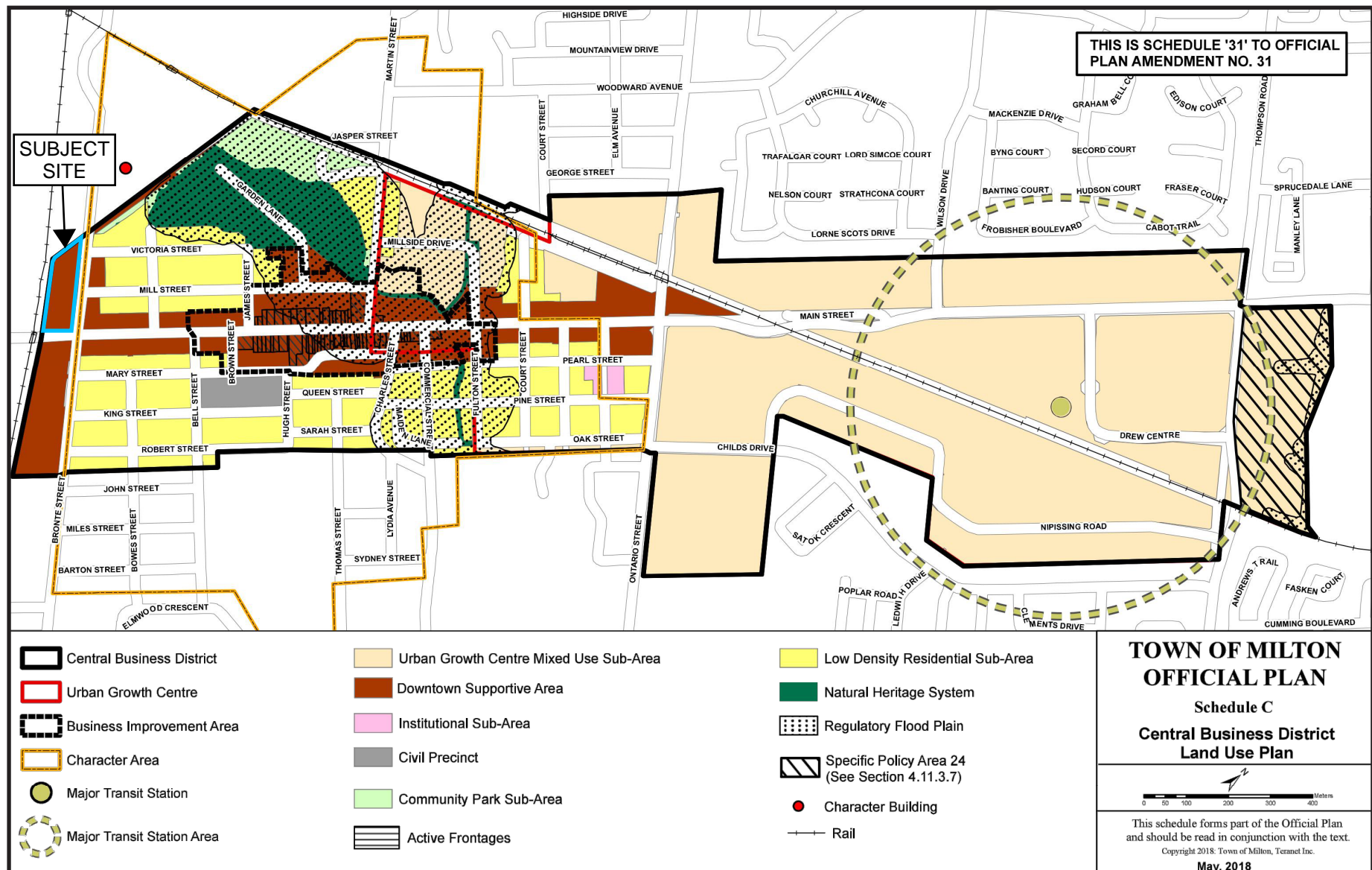
As shown on Schedule C of OPA 31 – Central Business District Land Use Plan (*Figure 8 - Central Business District Land Use Plan*) the subject lands are within the Central Business District (CBD) and are designated 'Downtown Supportive Area'. Additionally, the subject lands are within a Gateway Location as shown Schedule C.7.A.CBD (*Figure 9 - CBD Height Limits and Gateways*) and are identified as a Town of Milton Intensification Area in Schedule K (*Figure 10 - Intensification Areas*).

The 'Downtown Supportive Area' is intended to accommodate a range of retail and service commercial, office, institutional and residential uses that support and contribute to the vitality of the Downtown core. The area is intended to provide for more intensive development that accommodates a range of uses and provides opportunities for people to live and work in the CBD to support and maintain a thriving Downtown. Per Schedule C.7.A.CBD (*Figure 9 - CBD Height Limits and Gateways*), a maximum height of four storeys is permitted.

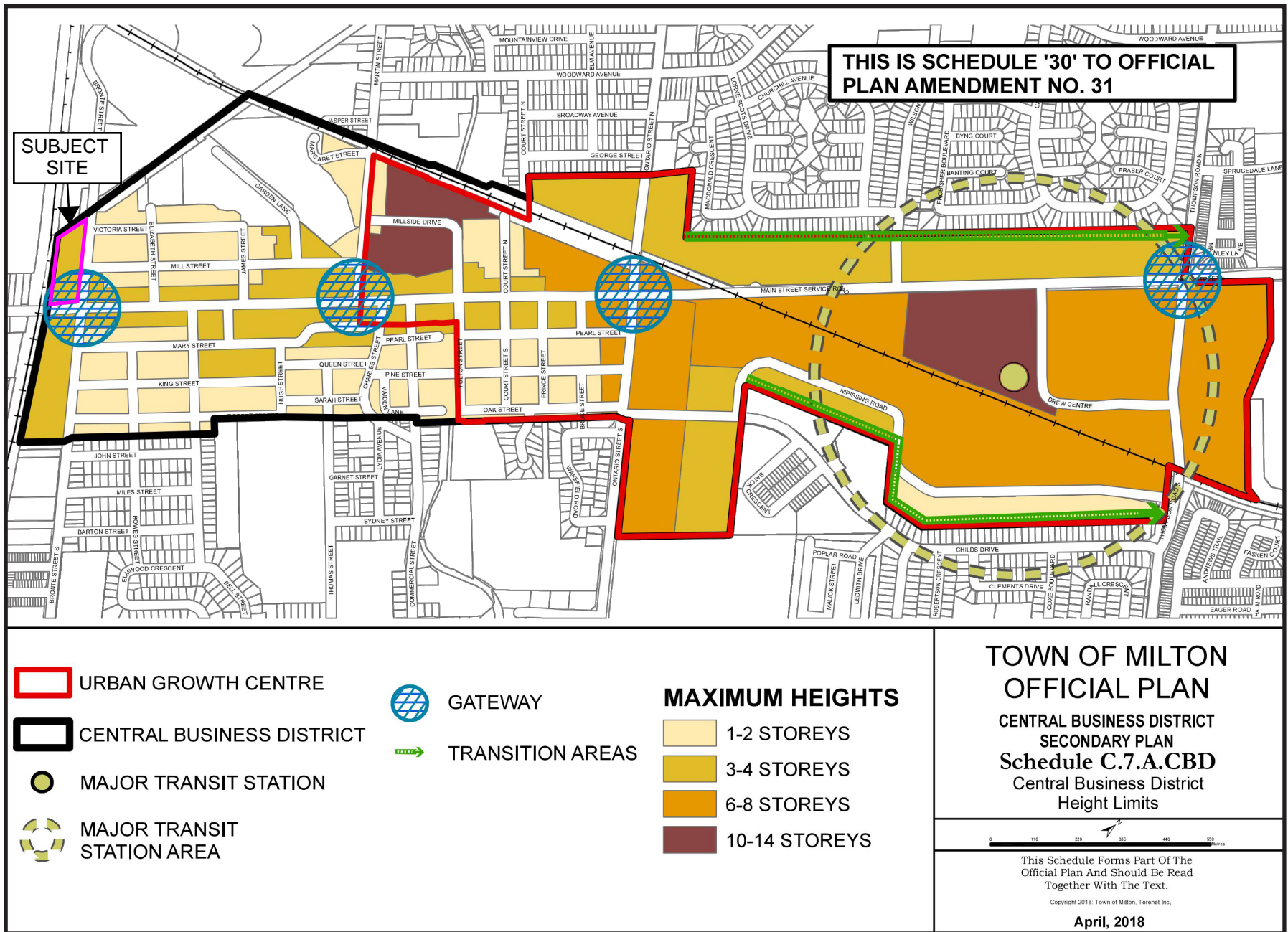
Relevant Policies Include:

#### 2.1.3.2 Urban Area

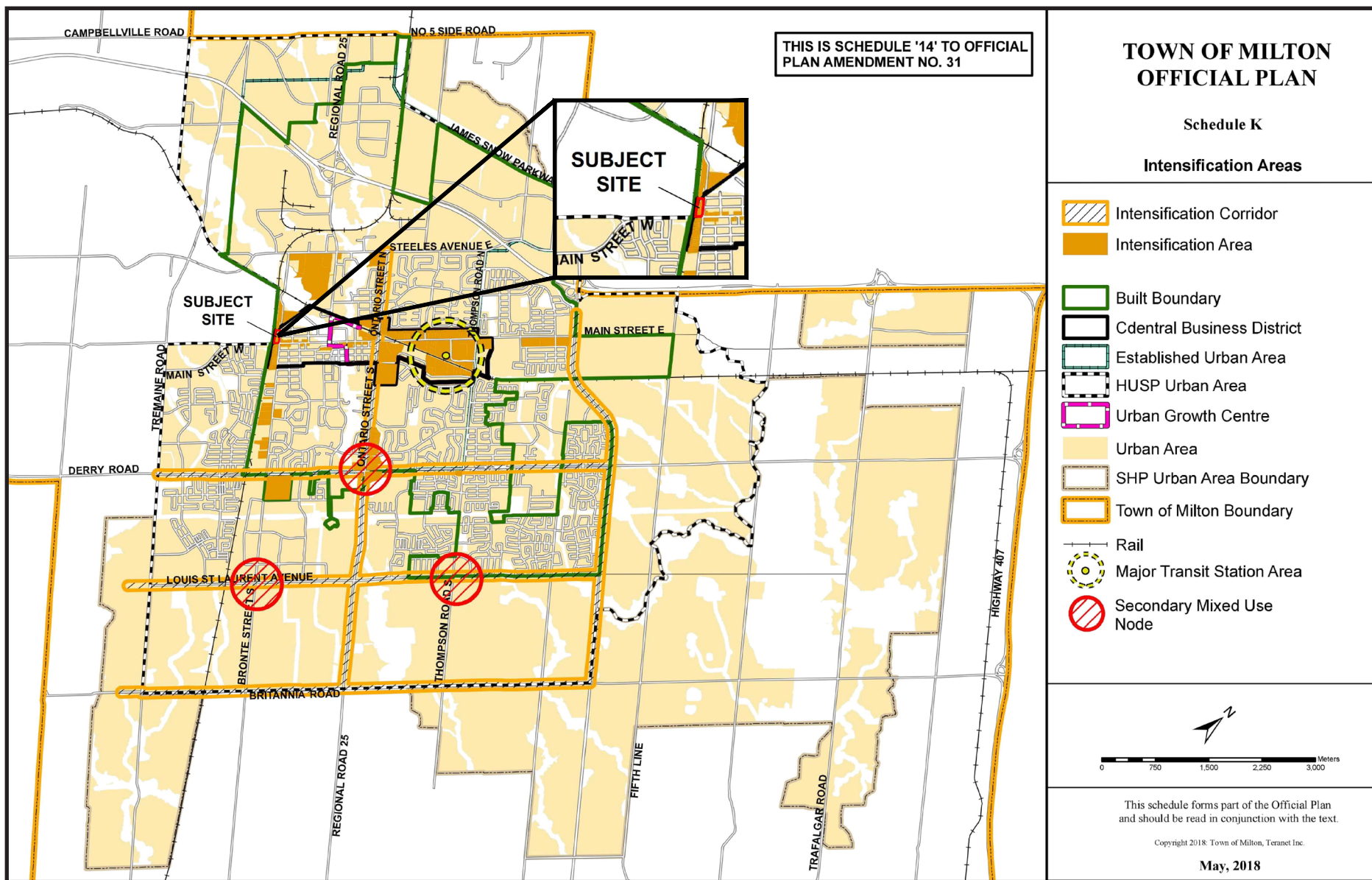
*The Central Business District, containing the historic downtown and the Urban Growth Centre is the nucleus of the urban area and functions as the civic and commercial core of the Town. The historic*



**FIGURE 8**  
**CENTRAL BUSINESS DISTRICT LAND USE PLAN**



**FIGURE 9**  
**CENTRAL BUSINESS DISTRICT HEIGHT & GATEWAY PLAN**



**FIGURE 10  
INTENSIFICATION AREAS**

*downtown plays an important role in defining the community identity and is intended to be preserved, protected and enhanced over the life of this Plan.*

The proposed development has been designed to further define and enhance the community identity of Downtown Milton through good quality urban design, ground floor commercial uses and POPs plaza which generates pedestrian activity, provides visual interest and creates community gathering places. The development will add population to Downtown Milton, which will contribute to its social and economic success.

## **2.1.6 Intensification**

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

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

*2.1.6.2 Intensification Areas are located within the Built-Up Area of the Urban Area and consist of the Urban Growth Centre, Major Transit Station Areas, intensification corridors and Secondary Mixed Use Nodes along with specific sites. These areas along with the Built Boundary (as delineated by the Province) have been identified on Schedule K (Figure 10 - Intensification Areas). The specific sites shown on Schedule "K" that are within an Employment Area designation are identified for the purposes of employment intensification.*

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

- a) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable;*
- b) To provide opportunities for more cost-efficient and innovative urban design;*
- c) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;*

- d) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods;*
- e) To create a vibrant, diverse and pedestrian-oriented urban environment;*
- f) To cumulatively attract a significant portion of population and employment growth;*
- g) To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;*
- h) To support transit and active transportation for everyday activities;*
- i) To generally achieve higher densities than the surrounding areas;*
- j) To achieve an appropriate transition of built form to adjacent areas;*

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

- d) Direct development with high densities, including mixed uses and transit supportive land uses to Intensification Areas;*
- h) Promote development densities that will support existing and planned transit services;*
- i) Consider intensification and development of Intensification Areas as the highest priority of urban development within the Town and consider programs and incentives, including Community Improvement Plans under the Planning Act, to promote and support intensification;*
- k) Adopt parking standards for Intensification Areas that promote the use of active transportation and public transit;*
- s) Promote the use of rehabilitated brownfield and greyfield sites for residential intensification;*

The proposed development is consistent with the ‘Intensification’ policies as it directs residential growth to an identified Intensification Area that supports transit and active transportation and achieves higher densities than the surrounding area. Additionally, it provides an appropriate transition to adjacent areas through step backs, setbacks and the use of the point tower design. The proposed mixed-use development will rehabilitate a greyfield site and promote live-work relationships by providing residential intensification in the Town’s identified civic and commercial core

## **2.7 Housing**

### **2.7.1 Goals**

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

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

## **2.7.2 Objectives**

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

The proposed development is consistent with the 'Housing' policies of the Town of Milton Official Plan as it increases the range and mix of housing types in the CBD area by providing 435 apartment units of differing unit size and type. The proposed development will be innovatively designed using good environmental practices and universal design principles to meet public safety and security needs.

## **2.7.3 Strategic Policies – Housing Targets**

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

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

The proposed development proposes an additional 435 residential units in the form of a multi-storey apartment building which helps achieve the housing target that at least 50 percent of new housing units produced annually be in the form of townhouses or multi-storey apartment buildings.

## **2.8.3 Strategic Policies - Gateways**

**2.8.3.19** *The strategic treatment of landscaping features, signage, the configuration of streets*

*and massing of new development to enhance gateways into the Urban Area, and to maximize desired views, and focus activities in public gathering spaces, and to enhance the overall experience of natural features and landforms shall be supported.*

As discussed in Section 2.0 - Proposed Development, the proposal has been designed to ensure that its massing, landscaping and architectural features visually enhance the Gateway and maximize desired views into and out of the CBD. The proposed design will create a strong streetwall and assist in identifying the CBD from surrounding community through good quality urban design and landscaping. Through consultation with Town Planning and Urban Design Staff, the proposed development was designed to be the 'Western Anchor' of the CBD.

### **3.5 Central Business District**

*3.5.1.1 The "Central Business District" (CBD) as identified on Schedule "B", composed of the historic downtown area and the Urban Growth Centre (UGC), is the focal point of the municipality. The UGC, as identified on Schedule "C", will serve as the focal area for investment in institutional and region-wide public services as well as residential, commercial, recreational, cultural and entertainment uses.*

*3.5.1.2 It is intended that the CBD, outside of the Regulatory Flood Plain, will continue to be the primary multi-functional centre of the Town, providing a broad range of commercial, civic and cultural services at a Town-wide scale. Higher density mixed-use development and residential intensification, including major office, retail and appropriate major institutional development, will be directed to the UGC, and especially to the Major Transit Station Area located around the GO station. Development will be planned to:*

- a) Accommodate and support major transit infrastructure and multi-modal access to the GO station with active transportation infrastructure and connections to nearby trip generators, such as community facilities;*
- b) Serve as a high density major employment centre that will attract provincially, nationally or internationally significant employment uses; and,*
- c) Accommodate a significant share of population and employment growth and within the UGC, achieve a minimum development density of 200 residents and jobs per gross hectare by 2031 or earlier, subject to the availability of appropriate infrastructure.*

### **3.5.2 Permitted Uses**

*3.5.2.1 The Central Business District designations on Schedule “C” shall permit a variety of commercial, institutional and office uses, and community facilities, including a diversified mixture of basic shopping facilities, specialty retail, business and professional offices, personal service uses, assisted, affordable and special needs housing and religious, recreational, entertainment and cultural facilities, unless otherwise specified in the Sub-Area classifications as set out in Section 3.5.3.*

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

### **3.5.3 Central Business District Policies**

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

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

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

*3.5.3.8 New development shall exhibit high quality architectural and urban design and shall be integrated with adjacent, established residential neighbourhoods through the incorporation of appropriate transitions to minimize impacts;*

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

The proposed development is consistent with the ‘Central Business District’ policies of the Town of Milton Official Plan by providing transit supportive densities, a pedestrian oriented streetscape and promoting live work relationships outside of the floodplain. The proposed residential use is permitted in the CBD and provides additional population that will enhance the economic prosperity of the CBD to ensure that it continues to be the primary multi-functional centre and focal point of the community.

## Downtown Supportive Area

*3.5.3.18 The Downtown Supportive Area as shown on Schedule C accommodates a range of retail, service commercial, office, institutional and residential uses that support and contribute to the continued vibrancy of the Downtown core focused along Main Street. By providing for more intensive development and by encouraging a broad range and mix of uses in this area, it is envisaged that an influx of people living and working in the area will help to maintain a thriving and prosperous Downtown.*

*Development in the Downtown Supportive Area shall:*

- a) Contribute to the creation of a distinctive urban character and high-quality pedestrian oriented environment;*
- b) To be compatible with the heritage character of its surroundings and provide an appropriate transition to nearby residential neighbourhoods;*
- c) Provide parking in accordance with the policies of subsection 3.5.3.25. On-site parking shall generally be restricted to the rear yard;*
- d) Be oriented to the street with at least one main entry leading directly from the sidewalk and generally, include the provision of transparent display windows at street level.*

*3.5.3.19 The following uses may be permitted in the Downtown Supportive Area:*

- a) Retail and service uses, including restaurants and personal service uses;*
- b) Multiple unit residential buildings, including apartments and townhouse dwellings;*
- j) Other pedestrian traffic generating activities located at street level in mixed-use buildings with office or residential uses above; and*
- k) Intensification will be encouraged in Gateway locations as identified on Official Plan Schedule C.7.B.CBD*

The proposed high density mixed use development is permitted within the policies of the ‘Downtown Supportive Area’ and provides intensification at a Gateway location. The proposed development is designed to be oriented to the street with multiple entrances leading directly from the side walk, supporting the pedestrian traffic that will be generated from the street level commercial uses. The parking areas are provided underground and at the rear of the building to screen them from the public realm. While the proposed height of 21-storeys exceeds the maximum height permissions (*Figure 9 - CBD Height Limits and Gateways*), it has been designed to provide appropriate transitions through stepbacks, setbacks and other architectural features to ensure it provides an appropriate transition to the nearby residential

neighbourhood. The proposed height helps to better achieve the intensification targets for the Town of Milton set out in both provincial and regional plans.

***Open Space, Linkages and Nodes (Gateways and Focal Points)***

*3.5.3.36 Schedule "C.7.B.CBD" identifies a system of open spaces, linkages and nodes (classified Gateway or Focal Point). Development on lands designated as Gateway will have regard for the importance of these intersections as major entry points into the Town and shall be consistent with subsections 2.8.3.19 to 2.8.3.22 (Gateways) of this Plan.*

The proposed development is consistent with the 'Open Space, Linkages and Nodes' policies as it will provide wide sidewalks along both Bronte Street North and Main Street West that will connect to the existing sidewalk/trail structure and future proposed Escarpment View Park. It provides a plaza (POPS) at the intersection of Main Street West and Bronte Street North to provide an area of pedestrian refuge that is framed by a well designed building to emphasize its role as a major entry point into the CBD.

While the proposed development exceeds the current height permissions of OPA 31, the proposed use is permitted in the 'Downtown Supportive Area'. Furthermore, Town staff have recognized that further intensification of these sites may be required and applications for further intensification are encouraged by Town Staff to promote the revitalization of the Downtown Core. The proposed higher density mixed use development is consistent to the policies of the Official Plan and OPA 31, as it is located at an identified gateway location and is a permitted use in the 'Downtown Supportive Area' designation. The proposed higher density mixed use development is orientated towards the street, provides transit supportive densities that contribute to the economic vitality of the downtown core and provides active ground floor uses to enliven the street. Therefore, the proposed development is consistent with the objectives and policies of Official Plan and meets the intent of the 'Downtown Supportive Area' land use designation.

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

- Proposes density that is supportive of transit;
- Provides residential intensification at an identified Gateway location and Intensification Area that will contribute to the economic prosperity of the CBD;
- Features at grade commercial uses that will generate pedestrian activity and create a pedestrian oriented streetscape;

- Compatible with the surrounding area by providing appropriate transitions through setbacks and stepbacks and a ‘human scaled’ street level;
- The proposal has been designed to be a ‘landmark’ development that maintains the view corridors of the CBD;
- Will connect to, and take advantage of, the planned new sidewalks and multi-use paths constructed through the Bronte Street North and Main Street West road improvements, further enhancing connectivity and walkability by providing areas of pedestrian refuge and wider sidewalks;
- optimizes the use of new and existing infrastructure; and
- By providing 435 apartment units, the proposed development supports the Town of Milton housing target of having 50 percent of new housing units in the form of townhouses or multi-storey buildings.

### **3.5 TOWN OF MILTON MID-RISE AND TALL BUILDING GUIDELINES**

On May 7, 2018, Town Council endorsed the Milton Mid Rise and Tall Building Guidelines prepared by Planning and Development Staff. The Town has proactively developed these design guidelines to aid the integration of these types of developments into communities. They are a recognition of the Province’s emphasis on urban intensification and increasing developer interest in pursuing mid-rise and tall buildings in Milton.

By clarifying the Town’s expectations for the design of tall buildings, it is intended that the guidelines will assist with the interpretation of Official Plan policies and provide a clear design direction for development proposals. Developers are encouraged to have regard to the guidelines and Development Review staff will use them to evaluate development proposals.

An Urban Design Brief has been prepared in support of this development proposal and demonstrates consistency with to the Town’s Tall Building Guidelines.

## 4.0 ADDITIONAL GUIDELINES AND CONSIDERATIONS

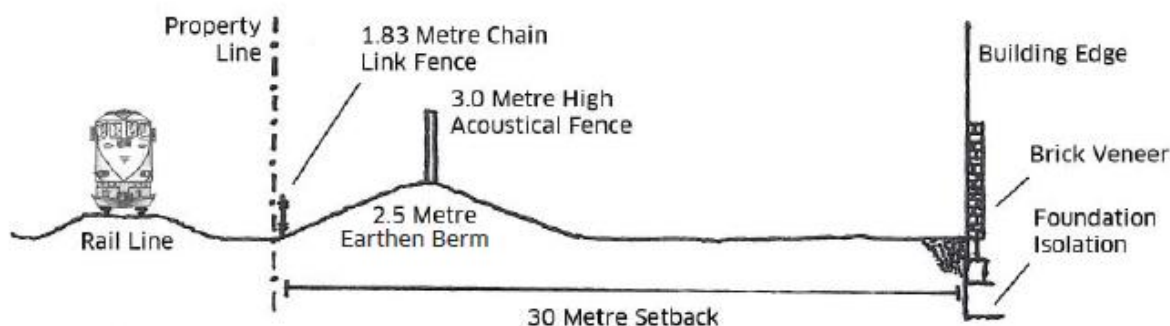
### 4.1 PROXIMITY TO CANADIAN NATIONAL RAILWAY LINE

#### Guidelines for New Development in Proximity to Railway Operations

A by-product of the Provincial Government's 'intensification mandate' has been the increasing conversion of commercial and industrial properties to residential uses in close proximity to railway operations. At the same time, both the passenger and freight operations of railways are growing steadily, leading to an increasing potential for conflicts between rail operations and adjacent land uses. In response to the Province's policy direction and recognizing the shift in how Canadian cities are urbanizing, the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) published the new *Guidelines for New Development in Proximity to Railway Operations* (2013). The new *Guidelines* provide Municipalities, Railways and Developers/Property Owners the tools and resources to mitigate the impacts of locating new (residential) development in proximity to railway operations.

#### Standard Mitigation Measures

In order to reduce incompatibility issues associated with locating new residential development in proximity to railway corridors, the railways suggest a package of mitigation measures that have been designed to mitigate issues relating to safety, security, noise, vibration, and trespassing. These mitigation measures (illustrated below) include a minimum setback, earthen berm, acoustical and/or chain link security fence, as well as additional measures for sound and vibration attenuation.



Standard Mitigation for New Residential Development in Proximity to a Main Line Railway  
 Source: *Guidelines for New Development in Proximity to Railway Operations, 2013*

Many of these measures are most effective only when they are implemented together as part of the entire package of standard mitigation measures. Implementation of the entire package of mitigation measures is, therefore, highly desirable, as it provides the highest possible overall attenuation of incompatibility issues. In instances where standard mitigation measures are not viable, alternative development solutions may be introduced.

The proposed development has been designed to incorporate the 30-metre building setback to any residential or commercial use and a safety berm with fence. The design of the proposed development will have regard to the proposed guidelines and be designed to mitigate issues relating to safety, security, noise, vibration, and trespassing. As the site design is still in its preliminary stage, further details pertaining to these mitigation measures will be provided at the detailed design stage.

## 4.2 SHADOW IMPACT

A Shadow Impact Study was prepared in support of this development proposal. As the Town of Milton does not have shadow impact study guidelines, the Town of Oakville Shadow Impact Analysis Guidelines were used per staff's instruction.

The shadow impact analysis is to demonstrate that adequate sunlight is available for residential amenity spaces to maximize their use during spring, summer and fall afternoons and evenings. Shadow impacts from a proposed development should not exceed two consecutive hourly test times after 12:00pm on April 21, June 21 and September 21 (or where the adjacent site is undeveloped, on at least 60% of that site). Likewise, the shadow impact analysis must demonstrate that public sidewalks, public plazas, public parks, and school yards receive at least 5 hours of continuous sunlight per day on April 21, June 21 and September 21.

The Shadow Impact Study found that the proposed development generally satisfies to the Town of Oakville Shadow Impact Analysis Guidelines, and therefore, the development proposal will not have a significant negative impact on the residential amenity areas to the east. The point tower design of the buildings ensures that sunlight is maximized to the neighbouring residential properties by producing narrow shadows that move quickly across the terrain.

Specifically, the Study demonstrates that public spaces (i.e., sidewalks, public plazas, public parks, school yards, etc.) receive at least 5 hours of continuous sunlight for each of the prescribed test dates. The

analysis does indicate shadow impact for greater than two (i.e., three) consecutive test times at the end of the day on some of the residential lots east of Bronte Street North. Six properties are affected during the spring, three properties during the summer and four properties in the fall. It should be noted that the shadows casted on the impacted properties do not fully cover the entire lot, nor are they stagnant. Rather, the shadows track across the properties over the course of the three test times, minimizing impact. Further, many of the impacted yards have considerable canopy coverage as the neighbourhood is occupied by mature trees. Thus, the proposed development should not preclude the adjacent residential landowners' enjoyment of the sun as the net increase in shadow impact (from existing conditions) is minimal.

### 4.3 ARCHAEOLOGICAL POTENTIAL

It is noted that an Archaeological Assessment is not included as part of this submission. In consultation with the Ministry of Tourism, Culture and Sport, we were advised to complete its Criteria for Evaluating Archaeological Potential checklist which is a series of 10 checklist questions. Question 8 inquires as to whether the subject property has been subject to recent, extensive and intensive disturbance.

Question 8 of the Checklist states that if the property has been subject to recent, extensive and intensive disturbance, an archaeological assessment is not required. The self-assessment concludes that the subject site has been intensively and extensively disturbed and as a result, does not require an Archaeological Assessment. Excerpts from the *Criteria for Evaluation Archaeological Potential* are appended hereto as *Appendix II*.

## 5.0 PROPOSED OFFICIAL PLAN AMENDMENT

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

#### ***Map changes***

- Amending Schedule C.7.C.CBD – Central Business District Secondary Plan, Height Limits by permitting a maximum height of 21 storeys on the subject property.

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

## 6.0 ZONING

### Existing Zoning

The subject lands are zoned Central Business District Secondary Commercial Zone (CBD-B and (CBD-B\*30). As per section 7.1 of Zoning By-law 016-2014, as amended, an apartment building is permitted as well as a number of service commercial uses. The maximum height permitted in the CBD-B zone is 4-storeys. As such, a Zoning By-law amendment is required to permit a maximum height of 21-storeys for the proposed development.

### Proposed Zoning

The proposal seeks to amend the Zoning By-law to rezone the subject lands to a site-specific Central Business District Secondary Commercial (CBD-B\*XX) Zone to allow a maximum building height of 21 storeys. The draft amending zoning by-law is appended to this report as *Appendix IV*.

## 7.0 CONFORMITY TO PLANNING POLICY

With the introduction of the Local Planning Appeal Tribunal (LPAT), enacted through Bill 139, the focus of planning applications has become its conformity with relevant Provincial, Regional and Municipal policies and plans. As of April 3, 2018, the basis for which appeals to Official Plan and Zoning By-law Amendment decisions have changed.

### Basis for appeal

- 17 (24.0.1) An appeal under subsection (24) may only be made on the basis that the part of the decision to which the notice of appeal relates is inconsistent with a policy statement issued under subsection 3 (1), fails to conform with or conflicts with a provincial plan or, in the case of the official plan of a lower-tier municipality, fails to conform with the upper-tier municipality's official plan. 2017, c. 23, Sched. 3, s. 6 (1).
- 34 (11.0.0.0.2) An appeal under subsection (11) may only be made on the basis that,
- (a) the existing part or parts of the by-law that would be affected by the amendment that is the subject of the application are inconsistent with a policy statement issued under subsection 3 (1), fail to conform with or conflict with a provincial plan or fail to conform with an applicable official plan; and

(b) the amendment that is the subject of the application is consistent with policy statements issued under subsection 3 (1), conforms with or does not conflict with provincial plans and conforms with applicable official plans.

As demonstrated in the previous sections, the development proposal conforms to the Provincial mandate outlined in the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. Likewise, the proposal also conforms to the policies of the Region of Halton and the Town Milton Official Plans.

## 8.0 PLANNING OPINION

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

1. The proposal conforms to the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe and the Regional Official Plan;
2. The subject property is located within the Town of Milton built boundary, identified in the Growth Plan for the Greater Golden Horseshoe which prescribes intensification;
3. The proposal will help achieve density targets of the Delineated Built-Up Area as prescribed by Provincial Policy;
4. The proposal is consistent with the policy objectives of the Town of Milton's Official Plan, including OPA 31;
5. The proposal is located within a designated Town of Milton Intensification Area in OPA 31;
6. The proposal is located at the Bronte Street North and Main Street West Gateway, which has been identified as a suitable location for identification;
7. The proposal is highly supported by public transit, providing both local and regional connections;
8. The proposal reduces the dependence on the automobile as it contributes to the development of a mixed-use, transit-supportive and pedestrian-friendly urban environment;
9. The proposed development is readily serviced, complimenting and taking advantage of the planned infrastructural improvements (i.e., sidewalks, multi-use paths, buried hydro lines, pedestrian tunnels, etc.) to both Bronte Street North and Main Street West;
10. The proposal complements and benefits from many of the adjacent commercial, cultural and recreational amenities. Conversely, the additional population will help support the historic downtown shopping area;
11. The proposed development has been designed to be sensitive to the existing adjacent neighbourhood by maintaining view corridors, providing a human scale street presence, and implementing setbacks, stepbacks and point towers to minimize shadow impact;

12. The proposal features commercial uses at grade, providing a 'store-front' presence along Main Street West and Bronte Street North, which will be the 'anchor' to the west end of the CBD; and
13. The proposed development provides a privately owned public space (POPS) at the corner of Main Street West and Bronte Street North which creates an area of pedestrian refuge that will contribute to the character of Downtown Milton and add to its sense of place.

Respectfully submitted,

**KORSIAK URBAN PLANNING**



Jacob Kaven, MES, RPP

PART II BASIC POSITION  
HALTON'S REGIONAL STRUCTURE  
Section 0

**TABLE 2      INTENSIFICATION AND DENSITY TARGETS**

<b>Municipality</b>	<b>Minimum Number of New Housing Units To Be Added To the Built-Up Area Between 2015 and 2031</b>	<b>Minimum Overall Development Density in Designated Greenfield Area (Residents and Jobs Combined Per Gross Hectare)<sup>1</sup></b>
Burlington	8,300	45
Oakville	13,500	46
Milton	5,300	58
Halton Hills	5,100	39
Halton Region	32,200 <sup>2</sup>	50

<sup>1</sup>In the measurement of these densities, the area of the Regional Natural Heritage System is excluded.

<sup>2</sup>This number represents 40 per cent of the new housing units occurring within Halton Region between 2015 and 2031.

Approved 2013-10-21

**TABLE 2A      REGIONAL PHASING**

<b>Municipality</b>	<b>2012-2016</b>	<b>2017-2021</b>	<b>2022-2026</b>	<b>2027-2031</b>
<b>Halton Region</b>				
Units in <i>Designated Greenfield Area</i>	17,899	16,606	16,350	14,371
Low Density Units	11,322	11,398	9,855	10,622
Medium & High Density Units	6,577	5,208	6,495	3,749
Units inside the <i>Built Boundary</i>	9,187	12,245	11,606	11,699
Employment	37,460	39,191	28,026	34,290

PART II BASIC POSITION  
HALTON'S REGIONAL STRUCTURE  
Section 0

<b>Municipality</b>	<b>2012-2016</b>	<b>2017-2021</b>	<b>2022-2026</b>	<b>2027-2031</b>
<b>Oakville</b>				
Units in <i>Designated Greenfield Area</i>	6,155	5,152	2,206	1,251
Low Density Units	3,382	3,354	477	699
Medium & High Density Units	2,773	1,798	1,729	552
Units inside the <i>Built Boundary</i>	4,235	5,068	4,323	4,189
Employment	15,516	14,311	1,782	5,781
<b>Burlington</b>				
Units in <i>Designated Greenfield Area</i>	428	432	133	221
Low Density Units	287	302	106	123
Medium & High Density Units	141	130	27	98
Units inside the <i>Built Boundary</i>	2,525	2,758	2,669	2,659
Employment	3,055	4,136	1,299	1,204
<b>Milton</b>				
Units in <i>Designated Greenfield Area</i>	10,644	10,175	10,075	9,126
Low Density Units	7,030	6,991	7,067	7,398
Medium & High Density Units	3,614	3,184	3,008	1,728
Units inside the <i>Built Boundary</i>	1,910	3,502	2,558	2,764
Employment	18,102	18,552	15,525	17,699
<b>Halton Hills</b>				
Units in <i>Designated Greenfield Area</i>	672	847	3,936	3,773
Low Density Units	623	751	2,205	2,402
Medium & High Density Units	49	96	1,731	1,371
Units inside the <i>Built Boundary</i>	517	917	2,056	2,087
Employment	787	2,192	9,420	9,606

Approved 2013-10-21

**Criteria for Evaluating  
Archaeological Potential  
A Checklist for the Non-Specialist**

The **purpose of the checklist** is to determine:

- if a property(ies) or project area may contain archaeological resources i.e., have archaeological potential
- it includes all areas that may be impacted by project activities, including – but not limited to:
  - the main project area
  - temporary storage
  - staging and working areas
  - temporary roads and detours

**Processes covered** under this checklist, such as:

- *Planning Act*
- *Environmental Assessment Act*
- *Aggregates Resources Act*
- *Ontario Heritage Act* – Standards and Guidelines for Conservation of Provincial Heritage Properties

**Archaeological assessment**

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a licensed consultant archaeologist (see page 4 for definitions) to undertake an archaeological assessment.

The assessment will help you:

- identify, evaluate and protect archaeological resources on your property or project area
- reduce potential delays and risks to your project

**Note:** By law, archaeological assessments **must** be done by a licensed consultant archaeologist. Only a licensed archaeologist can assess – or alter – an archaeological site.

**What to do if you:**

- **find an archaeological resource**

If you find something you think may be of archaeological value during project work, you must – by law – stop all activities immediately and contact a licensed consultant archaeologist

The archaeologist will carry out the fieldwork in compliance with the *Ontario Heritage Act* [s.48(1)].

- **unearth a burial site**

If you find a burial site containing human remains, you must immediately notify the appropriate authorities (i.e., police, coroner's office, and/or Registrar of Cemeteries) and comply with the *Funeral, Burial and Cremation Services Act*.

**Other checklists**

Please use a separate checklist for your project, if:

- you are seeking a Renewable Energy Approval under Ontario Regulation 359/09 – [separate checklist](#)
- your Parent Class EA document has an approved screening criteria (as referenced in Question 1)

Please refer to the Instructions pages when completing this form.

Project or Property Name  
28-60 Bronte Street North

Project or Property Location (upper and lower or single tier municipality)  
Town of Milton

Proponent Name  
Jacob Kaven

Proponent Contact Information  
905-257-0227 ext 27

### Screening Questions

	Yes	No
1. Is there a pre-approved screening checklist, methodology or process in place?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**If Yes**, please follow the pre-approved screening checklist, methodology or process.

**If No**, continue to Question 2.

	Yes	No
2. Has an archaeological assessment been prepared for the property (or project area) and been accepted by MTCS?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**If Yes**, do **not** complete the rest of the checklist. You are expected to follow the recommendations in the archaeological assessment report(s).

The proponent, property owner and/or approval authority will:

- summarize the previous assessment
- add this checklist to the project file, with the appropriate documents that demonstrate an archaeological assessment was undertaken e.g., MTCS letter stating acceptance of archaeological assessment report

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g., environmental assessment document
- maintained by the property owner, proponent or approval authority

**If No**, continue to Question 3.

	Yes	No
3. Are there known archaeological sites on or within 300 metres of the property (or the project area)?	<input type="checkbox"/>	<input type="checkbox"/>

	Yes	No
4. Is there Aboriginal or local knowledge of archaeological sites on or within 300 metres of the property (or project area)?	<input type="checkbox"/>	<input type="checkbox"/>

	Yes	No
5. Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 300 metres of the property (or project area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
6. Is there a known burial site or cemetery on the property or adjacent to the property (or project area)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
7. Has the property (or project area) been recognized for its cultural heritage value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**If Yes** to any of the above questions (3 to 7), do **not** complete the checklist. Instead, you need to hire a licensed consultant archaeologist to undertake an archaeological assessment of your property or project area.

**If No**, continue to question 8.

	Yes	No
8. Has the entire property (or project area) been subjected to recent, extensive and intensive disturbance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**If Yes** to the preceding question, do **not** complete the checklist. Instead, please keep and maintain a summary of documentation that provides evidence of the recent disturbance.

An archaeological assessment is not required.

**If No**, continue to question 9.

	Yes	No
9. Are there present or past water sources within 300 metres of the property (or project area)?	<input type="checkbox"/>	<input type="checkbox"/>

**If Yes**, an archaeological assessment is required.

**If No**, continue to question 10.

	Yes	No
10. Is there evidence of two or more of the following on the property (or project area)?	<input type="checkbox"/>	<input type="checkbox"/>

- elevated topography
- pockets of well-drained sandy soil
- distinctive land formations
- resource extraction areas
- early historic settlement
- early historic transportation routes

**If Yes**, an archaeological assessment is required.

**If No**, there is low potential for archaeological resources at the property (or project area).

The proponent, property owner and/or approval authority will:

- summarize the conclusion
- add this checklist with the appropriate documentation to the project file

The summary and appropriate documentation may be:

- submitted as part of a report requirement e.g., under the *Environmental Assessment Act*, *Planning Act* processes
- maintained by the property owner, proponent or approval authority

## Instructions

Please have the following available, when requesting information related to the screening questions below:

- a clear map showing the location and boundary of the property or project area
  - large scale and small scale showing nearby township names for context purposes
- the municipal addresses of all properties within the project area
- the lot(s), concession(s), and parcel number(s) of all properties within a project area

In this context, the following definitions apply:

- **consultant archaeologist** means, as defined in Ontario regulation as an archaeologist who enters into an agreement with a client to carry out or supervise archaeological fieldwork on behalf of the client, produce reports for or on behalf of the client and provide technical advice to the client. In Ontario, these people also are required to hold a valid professional archaeological licence issued by the Ministry of Tourism, Culture and Sport.
- **proponent** means a person, agency, group or organization that carries out or proposes to carry out an undertaking or is the owner or person having charge, management or control of an undertaking.

### 1. Is there a pre-approved screening checklist, methodology or process in place?

An existing checklist, methodology or process may be already in place for identifying archaeological potential, including:

- one prepared and adopted by the municipality e.g., archaeological management plan
- an environmental assessment process e.g., screening checklist for municipal bridges
- one that is approved by the Ministry of Tourism, Culture and Sport under the Ontario government's [Standards & Guidelines for Conservation of Provincial Heritage Properties](#) [s. B.2.]

### 2. Has an archaeological assessment been prepared for the property (or project area) and been accepted by MTCS?

Respond 'yes' to this question, if all of the following are true:

- an archaeological assessment report has been prepared and is in compliance with MTCS requirements
  - a letter has been sent by MTCS to the licensed archaeologist confirming that MTCS has added the report to the Ontario Public Register of Archaeological Reports (Register)
- the report states that there are no concerns regarding impacts to archaeological sites

Otherwise, if an assessment has been completed and deemed compliant by the MTCS, and the ministry recommends further archaeological assessment work, this work will need to be completed.

For more information about archaeological assessments, contact:

- approval authority
- proponent
- consultant archaeologist
- Ministry of Tourism, Culture and Sport at [archaeology@ontario.ca](mailto:archaeology@ontario.ca)

### 3. Are there known archaeological sites on or within 300 metres of the property (or project area)?

MTCS maintains a database of archaeological sites reported to the ministry.

For more information, contact MTCS Archaeological Data Coordinator at [archaeology@ontario.ca](mailto:archaeology@ontario.ca).

### 4. Is there Aboriginal or local knowledge of archaeological sites on or within 300 metres of the property?

Check with:

- Aboriginal communities in your area
- local municipal staff

They may have information about archaeological sites that are not included in MTCS' database.

Other sources of local knowledge may include:

- property owner
- [local heritage organizations and historical societies](#)
- local museums
- [municipal heritage committee](#)
- published local histories

## 5. Is there Aboriginal knowledge or historically documented evidence of past Aboriginal use on or within 300 metres of the property (or property area)?

Check with:

- Aboriginal communities in your area
- local municipal staff

Other sources of local knowledge may include:

- property owner
- [local heritage organizations and historical societies](#)
- local museums
- [municipal heritage committee](#)
- published local histories

## 6. Is there a known burial site or cemetery on the property or adjacent to the property (or project area)?

For more information on known cemeteries and/or burial sites, see:

- Cemeteries Regulation Unit, Ontario Ministry of Consumer Services – for [database of registered cemeteries](#)
- Ontario Genealogical Society (OGS) – to [locate records of Ontario cemeteries](#), both currently and no longer in existence; cairns, family plots and burial registers
- Canadian County Atlas Digital Project – to [locate early cemeteries](#)

In this context, ‘adjacent’ means ‘contiguous’, or as otherwise defined in a municipal official plan.

## 7. Has the property (or project area) been recognized for its cultural heritage value?

There is a strong chance there may be archaeological resources on your property (or immediate area) if it has been listed, designated or otherwise identified as being of cultural heritage value by:

- your municipality
- Ontario government
- Canadian government

This includes a property that is:

- designated under *Ontario Heritage Act* (the OHA ), including:
  - individual designation (Part IV)
  - part of a heritage conservation district (Part V)
  - an archaeological site (Part VI)
- subject to:
  - an agreement, covenant or easement entered into under the OHA (Parts II or IV)
  - a notice of intention to designate (Part IV)
  - a heritage conservation district study area by-law (Part V) of the OHA
- listed on:
  - a municipal register or inventory of heritage properties
  - Ontario government’s list of provincial heritage properties
  - Federal government’s list of federal heritage buildings
- part of a:
  - National Historic Site
  - UNESCO World Heritage Site
- designated under:
  - *Heritage Railway Station Protection Act*
  - *Heritage Lighthouse Protection Act*
- subject of a municipal, provincial or federal commemorative or interpretive plaque.

To determine if your property or project area is covered by any of the above, see:

- Part A of the MTCS Criteria for Evaluating Potential for Built Heritage and Cultural Heritage Landscapes

## Part VI – Archaeological Sites

Includes five sites designated by the Minister under Regulation 875 of the Revised Regulation of Ontario, 1990 (Archaeological Sites) and 3 marine archaeological sites prescribed under Ontario Regulation 11/06.

For more information, check [Regulation 875](#) and [Ontario Regulation 11/06](#).

### 8. Has the entire property (or project area) been subjected to recent extensive and intensive ground disturbance?

Recent: after-1960

Extensive: over all or most of the area

Intensive: thorough or complete disturbance

Examples of ground disturbance include:

- quarrying
- major landscaping – involving grading below topsoil
- building footprints and associated construction area
  - where the building has deep foundations or a basement
- infrastructure development such as:
  - sewer lines
  - gas lines
  - underground hydro lines
  - roads
  - any associated trenches, ditches, interchanges. **Note:** this applies only to the excavated part of the right-of-way; the remainder of the right-of-way or corridor may not have been impacted.

A ground disturbance does **not** include:

- agricultural cultivation
- gardening
- landscaping

#### Site visits

You can typically get this information from a site visit. In that case, please document your visit in the process (e.g., report) with:

- photographs
- maps
- detailed descriptions

If a disturbance isn't clear from a site visit or other research, you need to hire a licensed consultant archaeologist to undertake an archaeological assessment.

### 9. Are there present or past water bodies within 300 metres of the property (or project area)?

Water bodies are associated with past human occupations and use of the land. About 80-90% of archaeological sites are found within 300 metres of water bodies.

#### Present

- Water bodies:
  - primary - lakes, rivers, streams, creeks
  - secondary - springs, marshes, swamps and intermittent streams and creeks
- accessible or inaccessible shoreline, for example:
  - high bluffs
  - swamps
  - marsh fields by the edge of a lake
  - sandbars stretching into marsh

Water bodies not included:

- man-made water bodies, for example:
  - temporary channels for surface drainage
  - rock chutes and spillways
  - temporarily ponded areas that are normally farmed
  - dugout ponds
- artificial bodies of water intended for storage, treatment or recirculation of:
  - runoff from farm animal yards
  - manure storage facilities
  - sites and outdoor confinement areas

## Past

Features indicating past water bodies:

- raised sand or gravel beach ridges – can indicate glacial lake shorelines
- clear dip in the land – can indicate an old river or stream
- shorelines of drained lakes or marshes
- cobble beaches

You can get information about water bodies through:

- a site visit
- aerial photographs
- 1:10,000 scale [Ontario Base Maps](#) - or [equally detailed and scaled maps](#).

### 10. Is there evidence of two or more of the following on the property (or project area)?

- elevated topography
- pockets of well-drained sandy soil
- distinctive land formations
- resource extraction areas
- early historic settlement
- early historic transportation routes

#### • **Elevated topography**

Higher ground and elevated positions - surrounded by low or level topography - often indicate past settlement and land use.

Features such as eskers, drumlins, sizeable knolls, plateaus next to lowlands, or other such features are a strong indication of archaeological potential.

Find out if your property or project area has elevated topography, through:

- site inspection
- aerial photographs
- [topographical maps](#)

#### • **Pockets of well-drained sandy soil, especially within areas of heavy soil or rocky ground**

Sandy, well-drained soil - in areas characterized by heavy soil or rocky ground - may indicate archaeological potential

Find out if your property or project area has sandy soil through:

- site inspection
- [soil survey reports](#)

- **Distinctive land formations**

Distinctive land formations include – but are not limited to:

- waterfalls
- rock outcrops
- rock faces
- caverns
- mounds, etc.

They were often important to past inhabitants as special or sacred places. The following sites may be present – or close to – these formations:

- burials
- structures
- offerings
- rock paintings or carvings

Find out if your property or project areas has a distinctive land formation through:

- a site visit
- aerial photographs
- 1:10,000 scale [Ontario Base Maps](#) - or [equally detailed and scaled maps](#).

- **Resource extraction areas**

The following resources were collected in these extraction areas:

- food or medicinal plants e.g., migratory routes, spawning areas, prairie
- scarce raw materials e.g., quartz, copper, ochre or outcrops of chert
- resources associated with early historic industry e.g., fur trade, logging, prospecting, mining

Aboriginal communities may hold traditional knowledge about their past use or resources in the area.

- **Early historic settlement**

Early Euro-Canadian settlement include – but are not limited to:

- early military or pioneer settlement e.g., pioneer homesteads, isolated cabins, farmstead complexes
- early wharf or dock complexes
- pioneers churches and early cemeteries

For more information, see below – under the early historic transportation routes.

- **Early historic transportation routes** - such as trails, passes, roads, railways, portage routes, canals.

For more information, see:

- historical maps and/or historical atlases
  - for information on early settlement patterns such as trails (including Aboriginal trails), monuments, structures, fences, mills, historic roads, rail corridors, canals, etc.
  - [Archives of Ontario](#) holds a large collection of historical maps and historical atlases
  - digital versions of historic atlases are available on the [Canadian County Atlas Digital Project](#)
- commemorative markers or plaques such as local, [provincial](#) or [federal](#) agencies
- [municipal heritage committee](#) or other [local heritage organizations](#)
  - for information on early historic settlements or landscape features (e.g., fences, mill races, etc.)
  - for information on commemorative markers or plaques

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

**Part of Lot 14, Concession 1 (NS Trafalgar)**  
**28 and 60 Bronte Street North**  
**Town of Milton**  
**(Town File: LOPA-XX/19)**

## **AMENDMENT NUMBER XX**

### **TO THE OFFICIAL PLAN OF THE TOWN OF MILTON**

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

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

## **PART I: THE PREAMBLE**

### **THE TITLE**

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

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

28 & 60 Bronte Street North  
(Part of Lot 14, Concession 1 (NS Trafalgar))  
(Town of Milton)  
(LOPA XX/19)

### **PURPOSE OF THE AMENDMENT**

The purpose of this amendment is to amend Schedule C.7.A.CBD to permit a maximum height of 21 storeys for the lands at 28 & 60 Bronte Street North.

### **LOCATION OF THE AMENDMENT**

The subject lands are located on the northeast side of Bronte Street North, east of Main Street West and north of the Canadian National Railway line. The lands are municipally identified as 28 & 60 Bronte Street North and are legally described as Part of Lot 14, Concession 1 (NS Trafalgar), Town of Milton. The location of the property is illustrated in Figure 1.

### **BASIS OF THE AMENDMENT**

The proposed amendment would permit the development of two high-rise residential buildings of 19 and 21 storeys respectively, containing up to 435 residential units with 1195 square meters of ground floor commercial space on the subject lands.

## **PART II: THE AMENDMENT**

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

### **DETAILS OF THE AMENDMENT**

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

#### **1.0 Map Change**

- 1.1 Amending Schedule C.7.A.CBD – Central Business District Secondary Plan, Height Limits by permitting a maximum height of twenty-one storeys on the lands at 28 and 60 Bronte Street North (known legally as Part of Lot 14, Concession 1 NS Trafalgar)).

## THE CORPORATION OF THE TOWN OF MILTON

### BY-LAW NO.XX.2019

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTION 17 OF THE PLANNING ACT, AS AMENDED, IN RESPECT OF THE LANDS MUNICIPALLY IDENTIFIED AS 28 AND 60 BRONTE STREET NORTH, LEGALLY DESCRIBED AS PART OF LOT 14, CONCESSION 1, (NS TRAFALGAR), TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA XX/19)

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

1. Amendment No. XX to the Official Plan of the Town of Milton, to amend Schedules C.7.A.CBD of the Town of Milton Official Plan to provide for permission for the development of two high-rise residential buildings with heights of 21 and 19 storeys, respectively, at lands located at 28 and 60 Bronte Street North and legally described as Part of Lot 14, Concession 1 (NS Trafalgar), Town of Milton, consisting of the attached maps and explanatory text, is hereby adopted.
2. Pursuant to Subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Local Planning Appeal Tribunal.
3. In the event that the Regional Municipality of Halton, being the Approval Authority, has declared this Official Plan Amendment to not be exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number XX to the Official Plan of the Town of Milton.

**READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this \*\* day of  
\*\*\*\*\*, 2019**

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

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



# THE CORPORATION OF THE TOWN OF MILTON

## BY-LAW NO.XXX.2019

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOT 14, CONCESSION 1, NS (TRAFALGAR), 2183271 ONTARIO INC. & HIGH POINT INDUSTRIAL PARKS

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

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

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

1. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014 is hereby further amended by changing the existing Secondary Commercial (CBD-B) Zone symbol to the Secondary Commercial Special Section XXX (CBD-B\*XXX) Zone symbol shown on Schedule A attached hereto.
2. **THAT** Schedule D to Comprehensive Zoning By-law 016-2014 is hereby further amended by changing the existing Maximum Building Height to 21 Storeys on the land shown on Schedule B attached hereto.
3. **THAT** Section 13.1 of Comprehensive By-law 016-2014 is hereby further amended by adding subsection 13.1.1.XXX as follows:

Secondary Commercial Special Section XXX (CBD-B\*XXX) Zone

(i) Additional permitted uses:

- a. Guest Suite
- b. Mixed Use Building

(ii) Definitions:

For the purpose of this by-law:

- a. **BALCONY** means a platform that may be partially enclosed projecting from the main wall of a building which is not supported by vertical uprights other than the wall itself except when located above a porch/veranda, patio or exclusive use driveway and which is only accessible from within the building.

- b. AMENITY AREA means the area situated on a residential or mixed use building lot that is intended for recreational purposes, and may include landscaped open spaces, patios, balconies, communal play areas, lunges, decks and other similar uses but shall not include a swimming pool or areas occupied at grade, by service areas, parking areas, aisles or access driveways associated with the development.
- c. GUEST UNIT means a room within the apartment building that is not connected to any individual apartment, but which includes bedroom and bathroom space that can be used by visitors to the apartment building as overnight temporary accommodation and it shall not include a kitchen. A Guest Unit does not constitute an apartment and shall not require a separate parking provision.

(iii) Special Provisions:

- a. Despite any provisions to the contrary, more than one residential building is permitted on the lot.
- b. Despite any provision to the contrary, Bronte Street North shall be deemed the front lot line.
- c. Notwithstanding the provisions of Section 4.5.i, Balconies, balconies are permitted in all yards for apartment buildings and mixed use buildings only.
- d. Notwithstanding the provisions of Section 4.18.to the contrary:
  - i) A restaurant patio is shall be located a minimum of 0.5 m from any other lot line.
  - ii) The restaurant patio shall not be required to comply with provision 4.18.vi.
- e. Notwithstanding the provisions of Section 4.19.4, Exceptions to Height Requirements, to the contrary:
  - i) the calculation of Building Height shall be exclusive of mechanical penthouses, rooftop equipment, elevator tower, stair tower and/or architectural features such as parapets and screen walls
- f. Notwithstanding Section 5.8.1, Table 5E, to the contrary the minimum off-street parking requirements shall be:
  - i) 1.0 spaces per dwelling unit

- ii) plus 0.25 visitor parking spaces per dwelling unit
  - iii) plus 1 parking space per 20 square metres of commercial gross floor area
  - iv) Visitor parking associated with a residential use, and client parking associated with a permitted non-residential use, may be provided in any combination of a parking structure and may be used for any combination of residential and permitted non-residential uses.
- g. Notwithstanding Section 5.12, Table 5L, to the contrary, the parking area may be setback a minimum of 1.5 metres from a building.
- h. Notwithstanding Section 5.14.1 to the contrary, the underground parking structure may be located within 0.0 metres of a street line or lot line.
- i. Notwithstanding Section 7.2, Table 7C to the contrary, the maximum lot coverage shall be 35%.
4. **THAT** if no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Local Planning Appeal Tribunal dismisses the appeal, this by-law shall come into force on the day of the passing. If the Local Planning Appeal Tribunal amends the by-law pursuant to Section 34(26) of the *Planning Act*, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

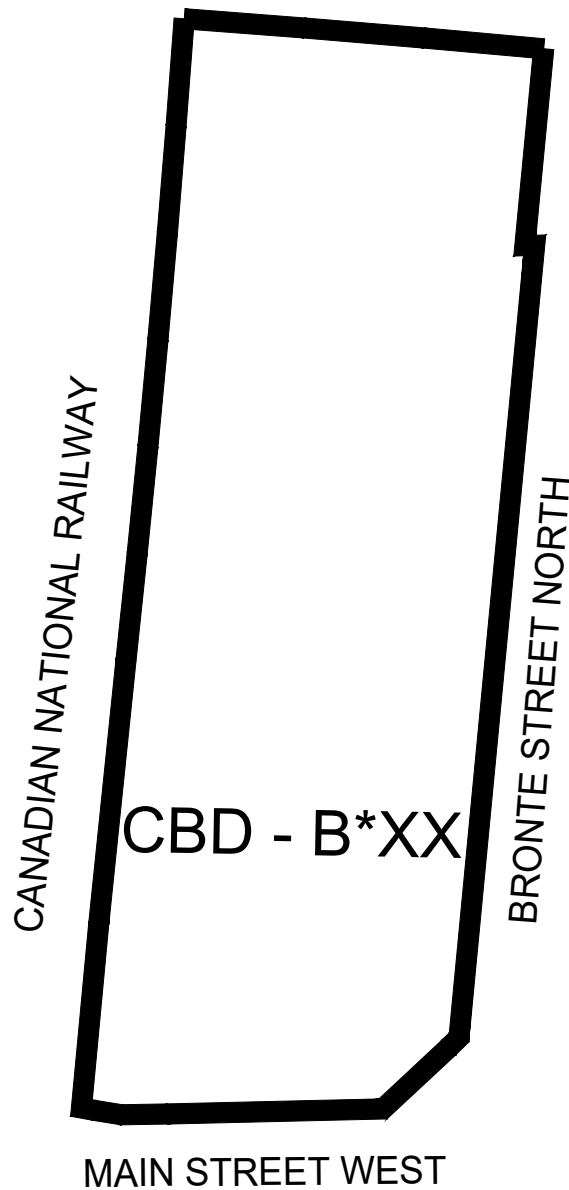
**READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this \*\* day of  
\*\*\*\*\*, 2019**

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

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

SCHEDULE A  
TO BY-LAW No. \*\*\*-2019  
TOWN OF MILTON

PART OF LOT 14, CONCESSION 1,  
NEW SURVEY (TRAFALGAR)  
TOWN OF MILTON



VUE DEVELOPMENTS ON MAIN INC. & HIGH POINT INDUSTRIAL PARKS.

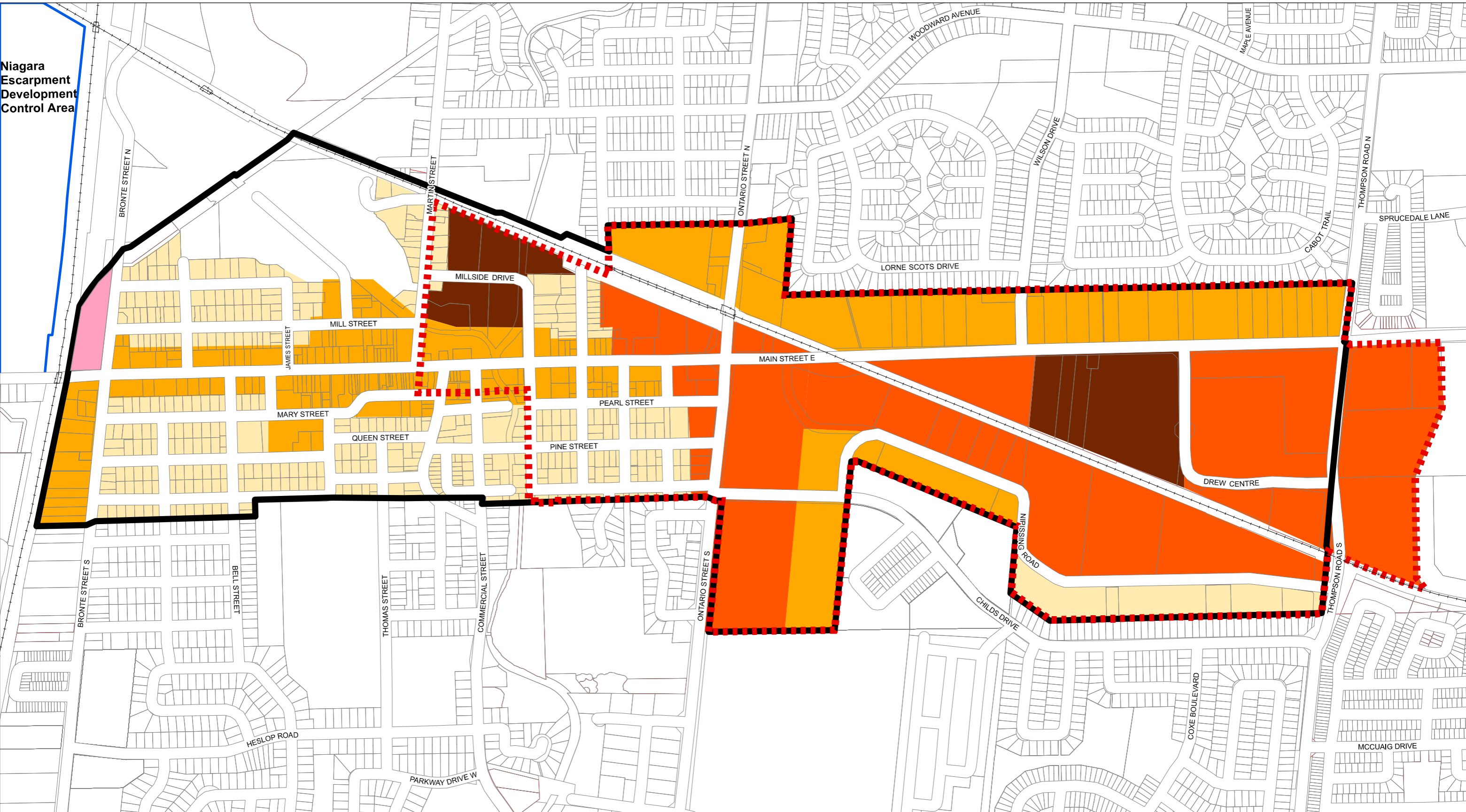
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NOVEMBER 2, 2018



# SCHEDULE D

## Central Business District - Building Heights



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

Date: February 24, 2014

Max 2 Storeys and 9.5m  
Min 3 Storeys and 10.5m  
Max 4 Storeys and 16.5m

Min 6 Storeys and 19.5m  
Max 8 Storeys and 29m  
Min 10 Storeys and 31.5m  
Max 14 Storeys and 42m

Max 21 Storeys  
Urban Growth Centre

Central Business District



0 100 200 400 Metres

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