

# PLANNING JUSTIFICATION REPORT

## AUGUST 2026

## DRAFT PLAN OF SUBDIVISION, OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT

Milton Land Four Investments Inc.
Part of Lot 9,
Concession 7, New Survey

PREPARED FOR:
Milton Land Four Investments Inc.

KORSIAK Urban Planning
206-277 Lakeshore Road East
Oakville, Ontario, L6J 6J3
T: 905-257-0227 | www.korsiak.com

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# 1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Milton Land Four Investments Inc. to prepare this Planning Justification Report in support of Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision applications. These applications are required to permit development of the lands located west of Tremaine Road and south of Derry Road (***Figure 1: Aerial Photo***), legally referred to as Part of Lot 9, Concession 7, New Survey, Town of Milton, Region of Halton (hereinafter the "Subject Lands").

Milton Land Four Investments Inc. has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment applications, as required following the Pre-Consultation meeting on April 16th, 2024 (See ***Appendix A: Record of Pre-Consultation***):

- Environmental Site Assessment (Phase 1)
- Pinchin Ltd.
- Stormwater Management / Functional Servicing Report
- DSEL
- Transportation Impact Study
- CGH Transportation Inc.
- Noise and Vibration Study
- HGC Noise Vibration Acoustics
- Archaeological Assessment
- Archaeological Assessments Ltd.
- Subwatershed Impact Study
- DSEL
- Urban Design Plan
- NAK

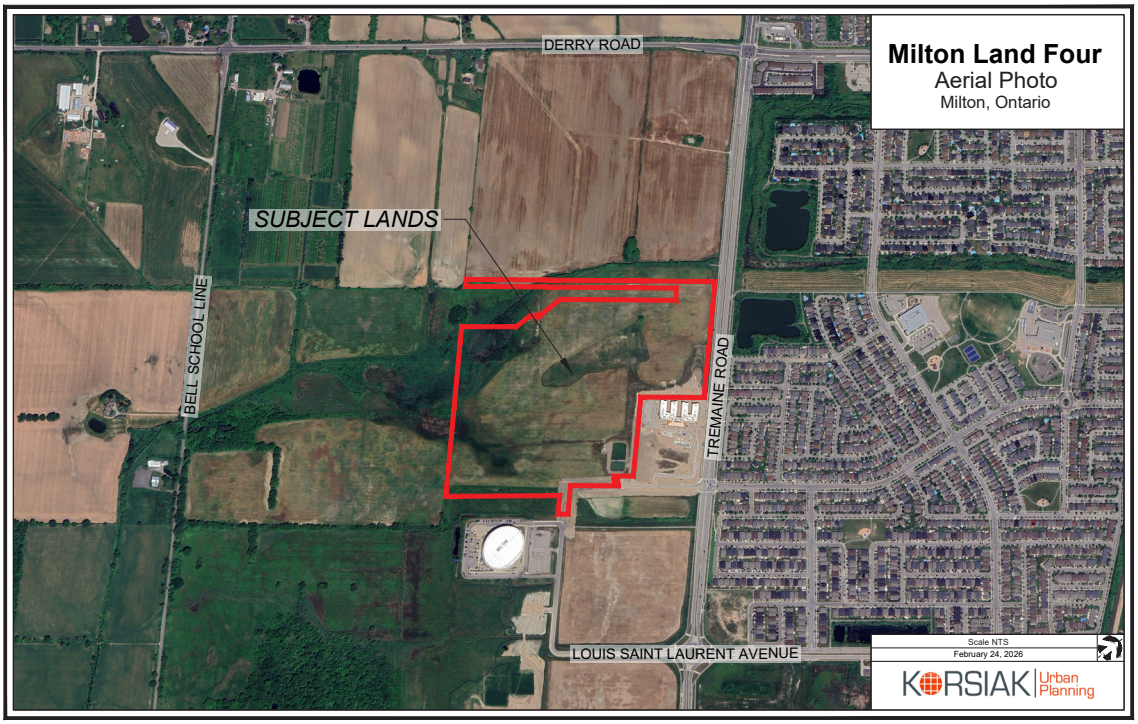



Figure 1: Aerial Photo

## 1.1 PURPOSE OF THE REPORT

The purpose of this Planning Justification Report is to support the proposed Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment for a community with residential, institutional, and open space uses. The report evaluates its merits in the context of the related planning policies of the ***Planning Act***, Provincial Planning Statement, the Town of Milton Official Plan, and the Milton Education Village (MEV) Secondary Plan. A separate Urban Design Plan, prepared by NAK Design Strategies, is submitted in compliance with the planning policies and design guidelines set out by the Town.

## 1.2 SITE DESCRIPTION AND CONTEXT

The Subject Lands are situated within the Milton Education Village, as identified in ***Figure 3: Town of Milton Official Plan – Schedule 2 Growth Phases and Planning Policy Areas***. The area for the proposed development is 29.38 hectares. It is bound by:

- North: Existing agricultural lands, flood hazard lands, and a pipeline corridor;
- East: Tremaine Road (Regional Road 22) and Schlegel Village Long-term Care Home;
- South: Mattamy-owned lands and Conestoga College (Draft Plan of Subdivision 24T-25002/M), Town-owned parcel, and Velodrome; and
- West: Greenbelt Plan Area (Stormwater Management Pond and Channel Draft Plan of Subdivision 24T-25006/M).

The Subject Lands are currently used for agricultural purposes. The surrounding area provides opportunities for connectivity to the broader community through the existing and planned transportation and active transportation network. To the east, beyond Tremaine Road, are established residential neighbourhoods. The Mattamy National Cycling Centre Velodrome is located within the central portion of the Milton Education Village (MEV), adjacent to the Town-owned lands, and is accessible via Tremaine Road, Louis St. Laurent Avenue, and Pan Am Boulevard. In addition, the pipeline corridor north of the Subject Lands contains a multi-use trail that can be accessed from Tremaine Road, further enhancing active transportation connections within the area. The ultimate plan for MEV also includes two post-secondary institutional uses, contributing to the development of a complete community by providing opportunities for education, employment, and community activity within walking and cycling distance of the subject lands. A portion of this property is also within the Conservation Halton regulation limit.

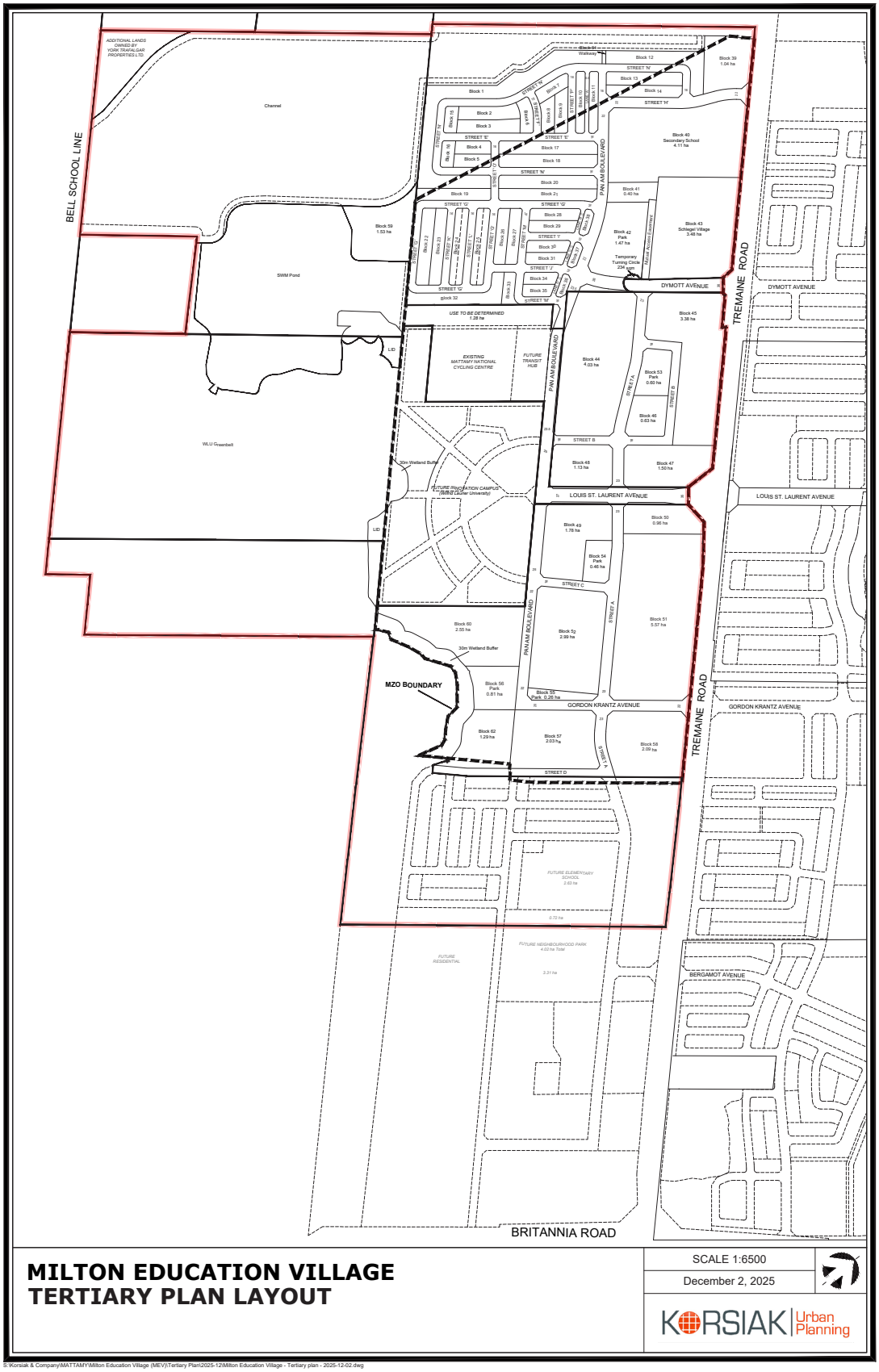



Figure 2: Tertiary Plan Layout

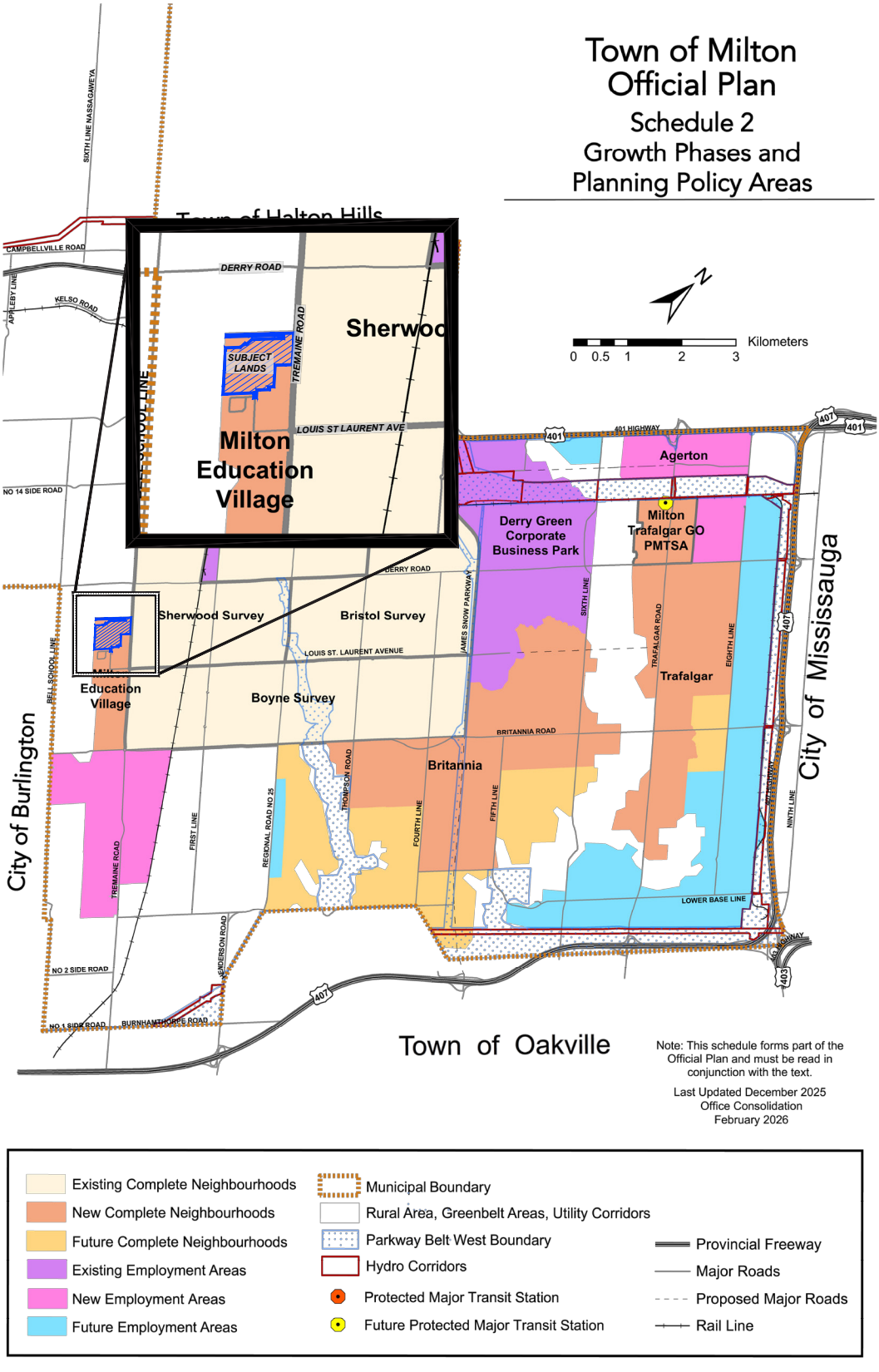



Figure 3: Town of Milton Official Plan – Schedule 2 Growth Phases and Planning Policy Areas

# 2.0 PROPOSED DEVELOPMENT

## 2.1 DESCRIPTION OF PROPOSAL

Milton Land Four Investments Inc. is proposing to develop the Subject Lands with a mix of residential uses, a secondary school, parks and open spaces, and future site plan blocks. As shown in ***Figure 4: Draft Plan of Subdivision***, the proposed development is comprised of a total of 264 blocks: 225 single detached dwellings (Lots 1-225), 15 street townhouse dwellings (Blocks 226-240), 11 back-to-back townhouse dwellings (Blocks 241-251), one high density block (Block 252), one secondary school (Block 253), one future site plan block (Block 262), two parks blocks (Blocks 254, 255), one vista (Block 259), one walkway (Block 258), one green corridor (Block 260), one gateway block (Block 261), and two reserve blocks (Blocks 263-264). The community will be connected through a network of public roads, with access from Pan Am Boulevard and Tremaine Road via Street 'C' and Dymott Avenue (Street 'A'). Pan Am Boulevard (Street 'B') will continue from the south adjacent property and stretch to the north, connecting with Street 'C'.

The Milton Education Village (MEV) Secondary Plan amendment was approved in accordance with Halton Region Notice of Decision on June 26, 2024, and came into effect July 17, 2024. It provides a detailed planning framework for the MEV area, building on the general policy direction of the Town of Milton Official Plan. The MEV represents a collaborative development initiative involving seven ownerships: Milton Land Four Investments Inc., Mattamy (Milton West) Limited and Mattamy (Brightpoint) Limited, the Town of Milton, Conestoga College, Wilfrid Laurier University, York Trafalgar, and Schlegel Village, as illustrated in *Figure 2: Tertiary Plan Layout*.

A portion of the subject lands are currently zoned under the Minister's Zoning Order (MZO) 476-21 for Milton Education Village. This MZO was made pursuant to Clause 47(1)(a) of the ***Planning Act***, regulating the use of land, every erection, location, or use of any building or structure on the land. The MZO is deemed for all purposes and is a by-law passed by the council of the Town of Milton. Parts of the subject lands that are subject to the MZO is shown in ***Figure 5: MZO Map No. 256***, are currently zoned MEV Medium Density Residential I Zone, MEV Medium Density Residential II Zone, High Density Residential II Zone, Institutional Major Special Zone, and Institutional Campus Zone. The northern lands beyond the MZO boundary are zoned Natural Heritage System in the Town of Milton Zoning By-law No.016-2014. The northern limit of the MZO was based on the conceptual NHS limits, associated with the Indian Creek watercourse corridor. The analysis in the Subwatershed Impact Study (SIS) has reduced the extent of the watercourse corridor in this area, resulting in a narrower corridor and additional developable lands north of the MZO boundary. As such, the abutting residential land use designations on the subject property extend to the portion of the Secondary Plan that was originally designated as NHS. As set out in Policy C.12.7.3, these refinements do not require an amendment to the Secondary Plan.

To implement the proposed subdivision by Mattamy Homes, an Official Plan Amendment and a Zoning By-law Amendment are required.

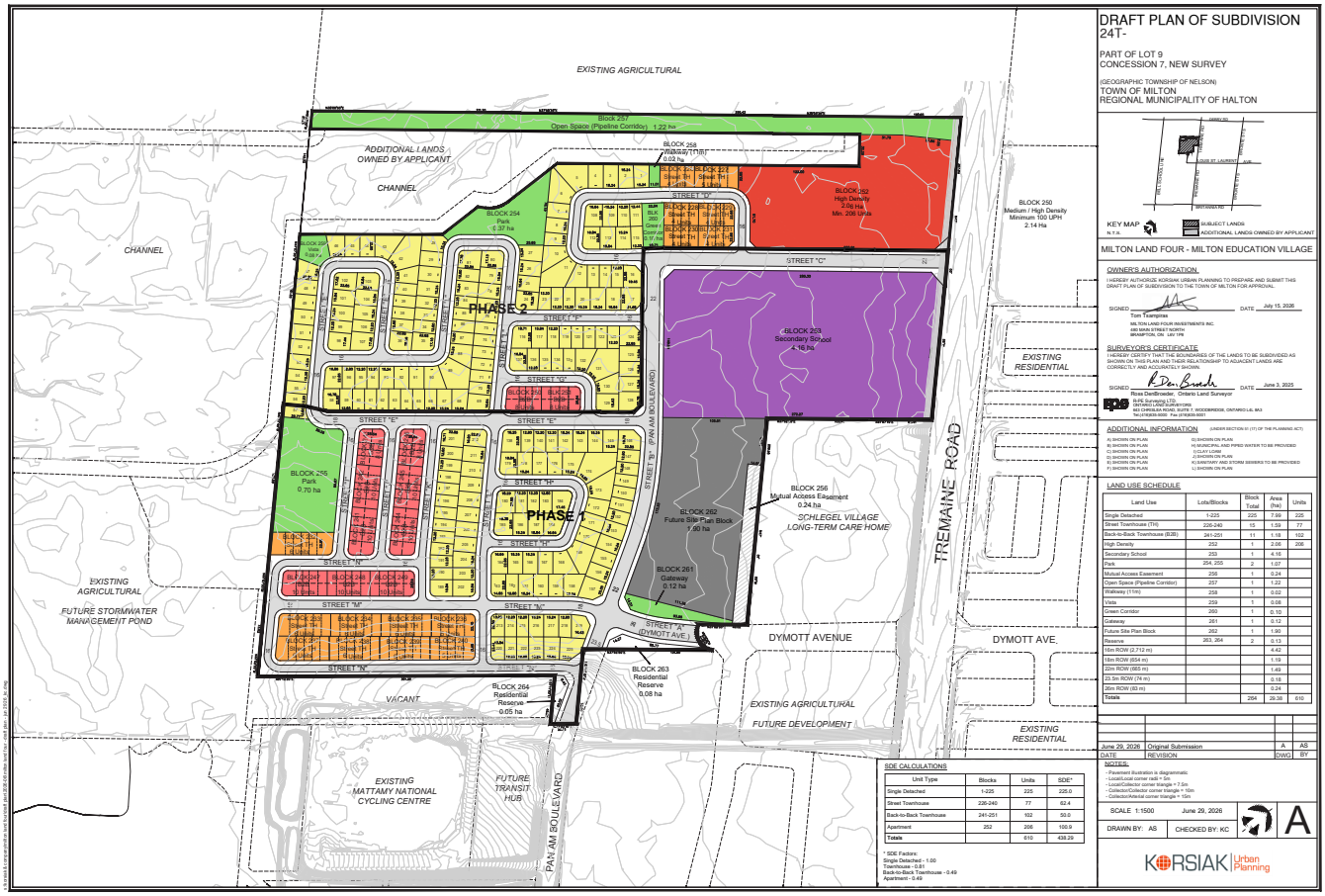
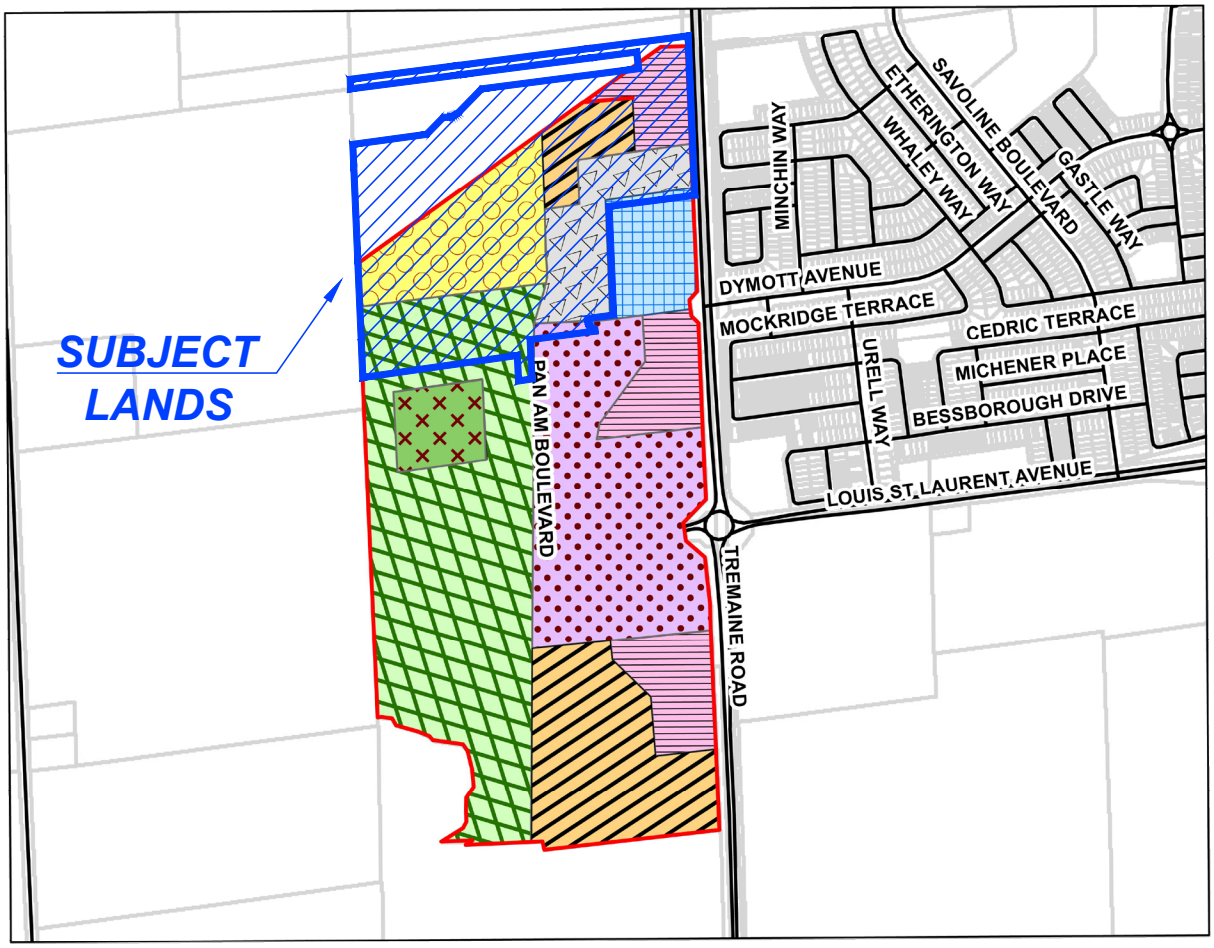



Figure 4: Draft Plan of Subdivision

Part of Lots 7, 8 and 9, Concession 7,
New Survey, Town of Milton, Regional Municipality of Halton




**MAP No. 256**

Map filed at the office of the Ontario Ministry of Municipal Affairs and Housing, 777 Bay St., Toronto, Ontario,

Planning Act

Ontario Regulation: 476/21

Date: June 17, 2021

Original Signed By: Minister of Municipal Affairs and Housing

**LEGEND**

- High Density Residential I Zone
- High Density Residential II Zone
- Innovation District Mixed Use Zone
- Institutional Campus Zone
- Institutional Major Special Zone
- MEV Medium Density Residential I Zone
- MEV Medium Density Residential II Zone
- Open Space Special Provision 169 Zone
- Lands Subject to Zoning Order
- Parcels
- Roads

0 87.5 175 350
Metres

Map Description:
This is map no. 256 referred to in a Minister's Zoning Order.
It shows lands which are located in parts of Lots 7, 8 and 9, Concession 7, New Survey, in the Town of Milton, Regional Municipality of Halton.
We are committed to providing accessible customer service (https://www.ontario.ca/page/accessible-customer-service-policy).
On request, we can arrange for accessible formats and communications supports.
Please contact MMAH by email (mininfo@ontario.ca) for regulation details.

**THIS IS NOT A PLAN OF SURVEY**
Information provided by the Ministry of Municipal Affairs and Housing, under licence with the Ministry of Natural Resources.
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Figure 5: MZO Map No. 256

## 2.2 SUPPORTING STUDIES

A number of technical studies have been prepared in support of the proposed Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment applications. These studies demonstrate that the subject lands can be appropriately developed while addressing environmental, transportation, and infrastructure considerations.

The Functional Servicing and Stormwater Management Report (FSR) prepared by DSEL (dated November 2024, revised July 2026) demonstrates that the proposed development can be adequately serviced by municipal water and wastewater infrastructure. This report confirms the availability of water, wastewater, and storm services for the proposed subdivision in accordance with Town of Milton and Region of Halton design criteria, the requirements of Conservation Halton, the Subwatershed Impact Study (SIS), Area Structure Plan (ASP), and general industry practice.

The Subwatershed Impact Study (SIS) prepared by DSEL (dated December 2025) confirms that the stormwater management is deemed satisfactory and deemed substantially complete July 2026 with the objectives and targets set out by the Functional Stormwater and Environmental Management Strategy (FSEMS) and can be developed in general conformance with the FSEMS, applicable municipal standards, and general industry practice. The Natural Heritage System (NHS) can be appropriately protected and integrated into the proposed development. The SIS concludes that, subject to its recommendations and mitigation measures, the proposed development will not result in negative impacts to the natural heritage features or their ecological functions. As such, the proposal is consistent with applicable Provincial, Regional, and Town environmental policies.

The Phase One Environmental Site Assessment (ESA) prepared by Pinchin (dated October 2021) confirms that the subject lands are suitable for the intended future residential use. The purpose of the Phase One ESA was to assess the potential presence of environmental impacts due to development activities at the subject lands. Based on the findings from the Phase One ESA, nothing was identified that is likely to have resulted in impacts to the soil and groundwater at the Phase One property that would require the completion of a Phase Two ESA.

The Transportation Impact Study (TIS) prepared by CGH Transportation (drafted October 2025) builds upon the findings of the MEV Tertiary Plan TIS and evaluates the conceptual internal roadway network. The study concludes that the surrounding road network can accommodate the traffic generated, as it is deemed to pose minimal impacts and requires minor improvements. The final report is forthcoming.

The Urban Design Plan prepared by NAK Design Strategies (dated August 2026) demonstrates how the proposed development will achieve a cohesive, pedestrian-oriented community with a high-quality public realm. The plan aligns with the design objectives of the MEV Secondary Plan, including built form, streetscape, and open space integration.

The Noise and Vibration Study prepared by HGC Noise Vibration Acoustics (dated October 2025) confirms that the proposed residential development is feasible from a noise impact perspective, with the inclusion of standard acoustic design features. Recommended traffic noise mitigation measures, including building envelope design and ventilation requirements, are outlined in the study.

# 3.0 POLICY FRAMEWORK

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

The *Planning Act* is Ontario's legislation for land use planning, aimed at ensuring transparent and fair processes, promoting sustainable development, and integrating provincial interests. It establishes the framework for official plans, land use regulations, land division, and consultation, while emphasizing municipal council authority. *Planning Act* policies applicable to the proposal are described in *Appendix C*.

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

- The proposal has regard to matters of provincial interest by ensuring the orderly development of the community, facilitating a range of housing options, providing transit supportive densities, and promising a well-designed built form;
- The proposal identifies a suitable location of growth and development; and
- The proposal includes a secondary school per school board requirements.

The proposal provides the dimensions, locations, uses, and shapes of the proposed roads and blocks. This includes two medium-high density blocks that will be subject to site plan approval.

## 3.2 PROVINCIAL PLANNING STATEMENT, 2024

The intent of the Provincial Planning Statement (PPS) 2024 is to consolidate and replace both the PPS 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The statement maintains the Province's recent emphasis on building more homes. The PPS 2024 came into effect on October 20th, 2024, and applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after that date.

PPS policies applicable to the proposal are described in *Appendix C*, including: Section 2.2 for '*Housing*', Section 2.3 for '*Settlement Areas and Settlement Area Boundary Expansions*', Section 2.9 for '*Energy Conservation, Air Quality and Climate Change*', Section 3.2 for '*Transportation Systems*', Section 3.6 for '*Sewage, Water and Stormwater*', Section 3.9 for '*Public Spaces, Recreation, Parks, Trails and Open Space*', and Section 4.1 for '*Natural Heritage*'.

The proposed development is consistent with the Provincial mandate as set out in the Provincial Planning Statement, 2024 for the following reasons:

- The proposal provides new development and growth within the Settlement Area;
- The proposal is compact and minimizes land consumption and servicing costs;
- The proposal directs growth to a Settlement Area and Designated Greenfield Area;
- The proposal connects to the existing road network and is compatible with adjacent lands;
- The proposal proposed a mix of uses to help meet the needs of the community locally;
- The proposal makes efficient use of land and existing and planned infrastructure and services;
- The proposal supports future transit and will promote active transportation;
- The proposed development will be serviced municipally;
- The proposal reflects compact and efficient neighbourhood and building design;
- The proposed development provides parks, vistas and green corridors, walkways, and open spaces that support the achievement of healthy and active communities by fostering recreation and social interaction; and
- The proposed development recognizes and protects the NHS.

## 3.3 TOWN OF MILTON OFFICIAL PLAN – OPA 92

As of July 1st, 2024, the Regional Plan is no longer an Official Plan for the Regional Municipality of Halton and instead a Town of Milton Official Plan Amendment incorporating Regional direction has been adopted by Council to replace the Regional Official Plan. Amendment No. 92 to the Official Plan of the Town of Milton (OPA 92) was adopted and approved on March 17th, 2025. The purpose of OPA 92 is to incorporate new and updated policies and schedules into the Town of Milton Official Plan to provide direction to guide growth to 2051 and implement new growth management directions. This Amendment brings the Official Plan into conformity with Provincial Plans and incorporates Regional policy directions, facilitating coordination with the Regional Municipality of Halton with land use planning processes on matters of regional interest.

The new Town of Milton Official Plan 2026 was approved June 22, 2026, and awaits ministers' approval. As shown on ***Figure 6: Town of Milton Official Plan – Schedule A Urban Area Land Use Plan***, the subject lands are designated 'SHP Growth Area' and 'Local Natural Heritage System', with Tremaine Road designated as a 'Major Arterial' on ***Figure 7: Town of Milton Official Plan – Schedule 9 Local Transportation Plan***, and designated 'Complete Neighbourhoods' and 'Local Natural Heritage System' within the lands of the Milton Education Village Planning District as shown on ***Figure 8: Town of Milton Official Plan – Schedule 4 Urban Structure***. The policies applicable to this proposal are further described in ***Appendix D***, which include *Town-Wide Growth Management Framework (Section 2.1), The Municipal Structure (Section 2.2), The Urban Structure (Section 2.3), Housing (Section 3.1), Parks, Open Spaces and Trails (Section 4.1), Environmental System (Section 5.1), Local Natural Heritage System (Section 5.2), Urban Land Use Policies (Section 8), and Implementation (Section 11)*.

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

- The proposed development will contribute to the population target within a new and future complete neighbourhood;
- The proposed mixed-use development is an economic and efficient use of land that will contribute to the mix of housing;
- The proposal achieves a compact neighbourhood structure with appropriate density to support future transit; and
- The proposed development respects the unique landscape of the lands by utilizing variations in the design of the development to integrate the surrounding greenbelt lands and achieve a distinct neighborhood character.

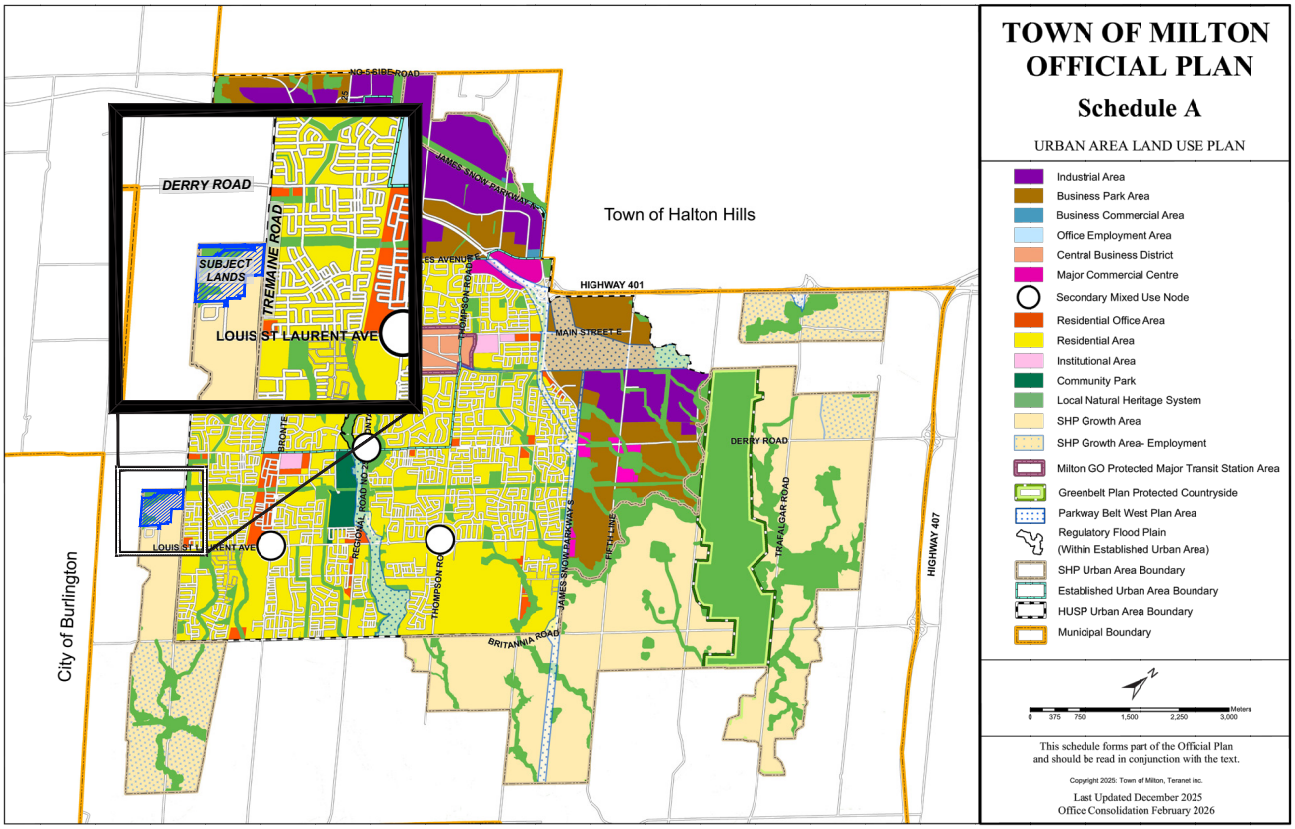



Figure 6: Town of Milton Official Plan – Schedule A Urban Area Land Use Plan

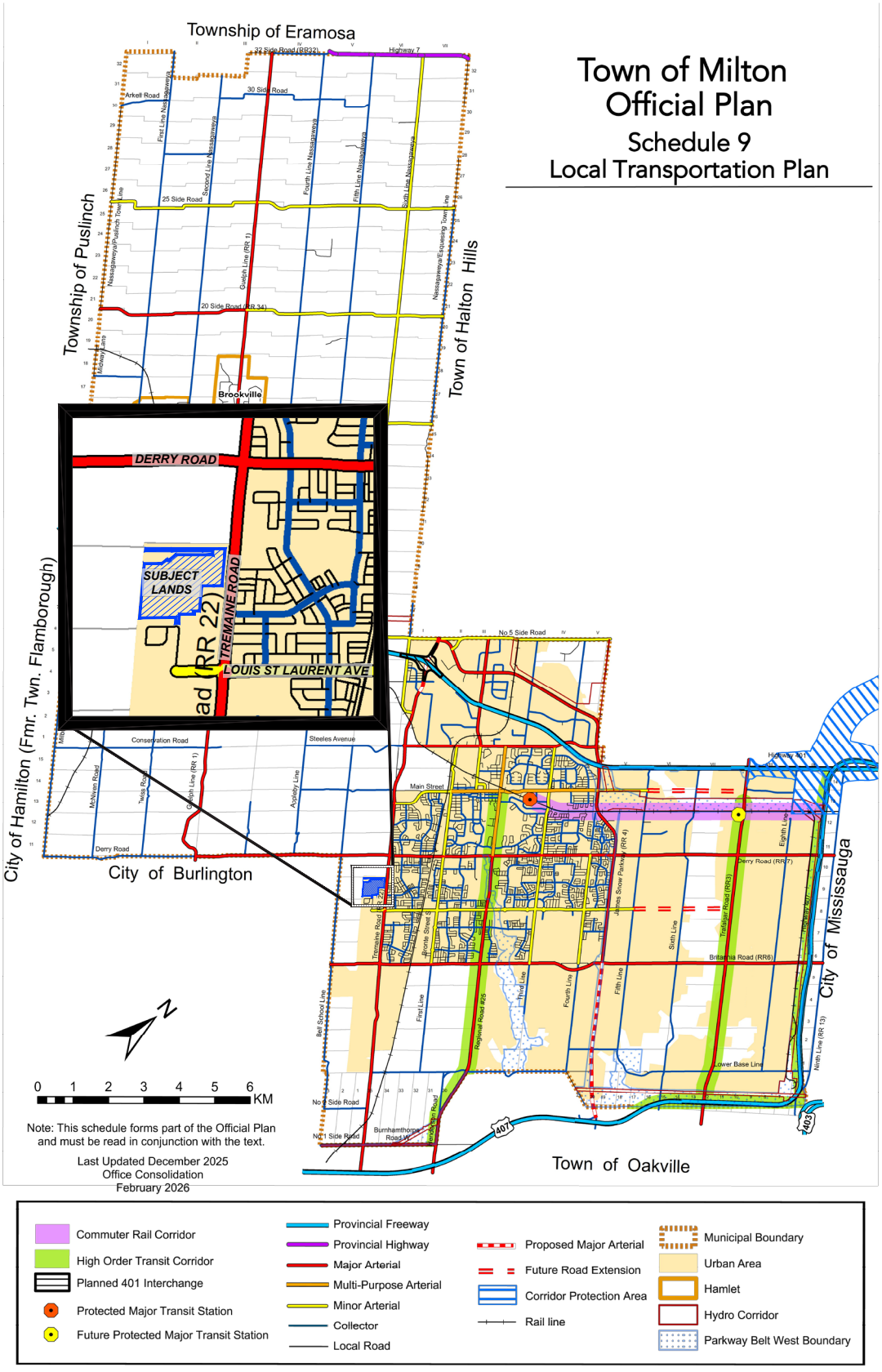



Figure 7: Town of Milton Official Plan – Schedule 9 Local Transportation Plan

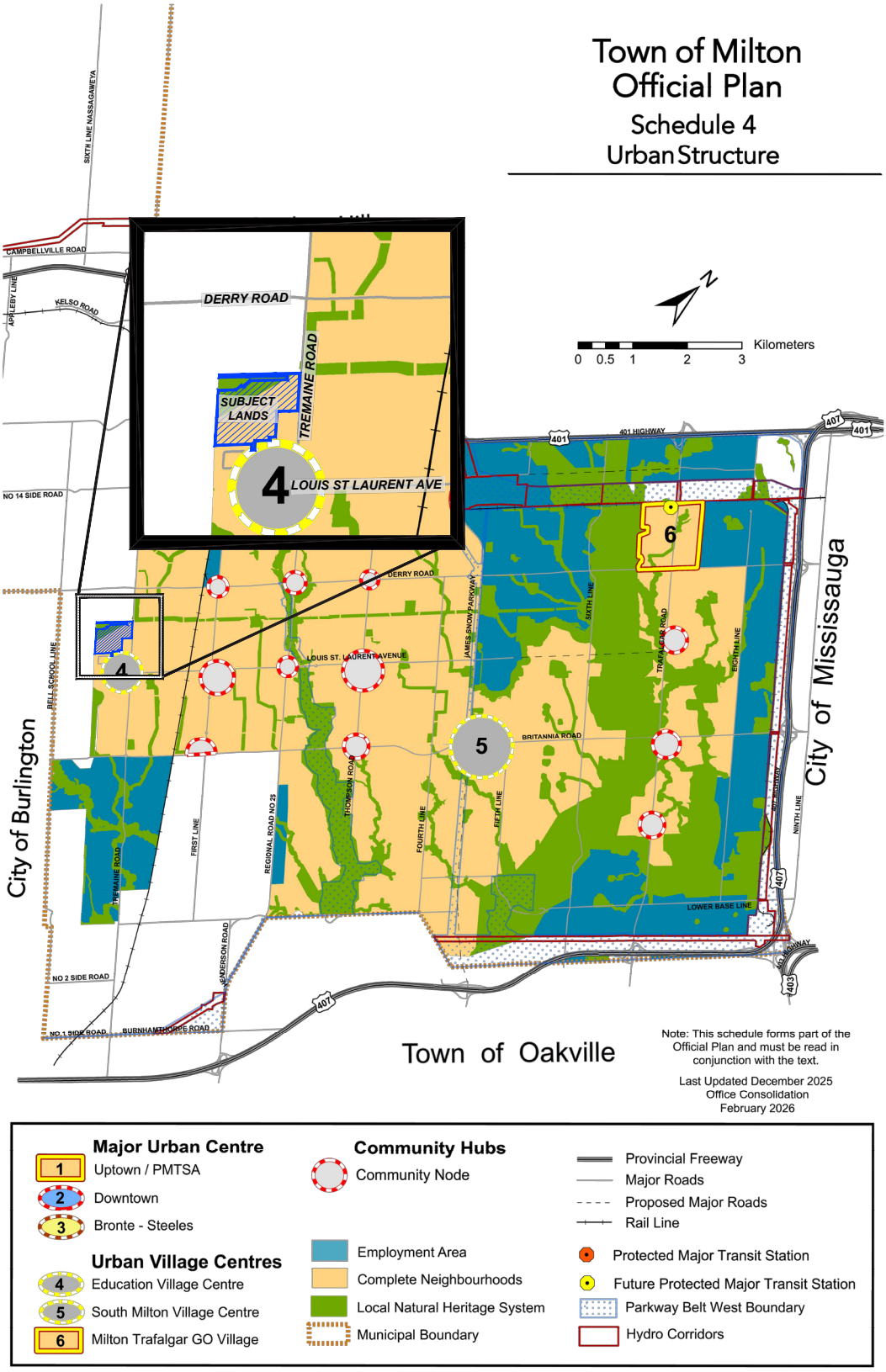



Figure 8: Town of Milton Official Plan – Schedule 4 Urban Structure

## 3.4 TOWN OF MILTON – MILTON EDUCATION VILLAGE SECONDARY PLAN

The Milton Education Village (MEV) Secondary Plan establishes a detailed planning framework for the MEV in support of the general policy framework provided by the Official Plan. The goal of the Secondary Plan is to create a safe, livable, and dynamic complete community within the MEV that is designed to be integrated with its natural landscape setting. As per ***Figure 9: Milton Education Village Secondary Plan – Schedule C.12.A Land Use Plan***, the subject lands include: 'Innovation Hub', 'Innovation Campus', 'High Density Residential', 'Medium Density Residential I', 'Medium Density Residential II', and 'Natural Heritage System' land designations.

MEV Secondary Plan policies applicable to this proposal are further noted below in ***Appendix D***, which include *Transportation, Active Transportation, Street Network, Parking, Access, Noise, Right of Way, Parks, Urban Squares/POPs, Greenways, Green Edges, Public Service Facilities, Schools, Energy, Water and Environmental Management, Functional Stormwater and Environmental Management (FSEMS), Indian Creek Subwatershed Study, Subwatershed Impact Study (SIS), Stormwater Management Facilities, Land Use and Built Form, Innovation District, Innovation Hub, Innovation Campus, Residential Area, High Density Residential, Medium Density Residential II, Medium Density Residential I, and Housing*.

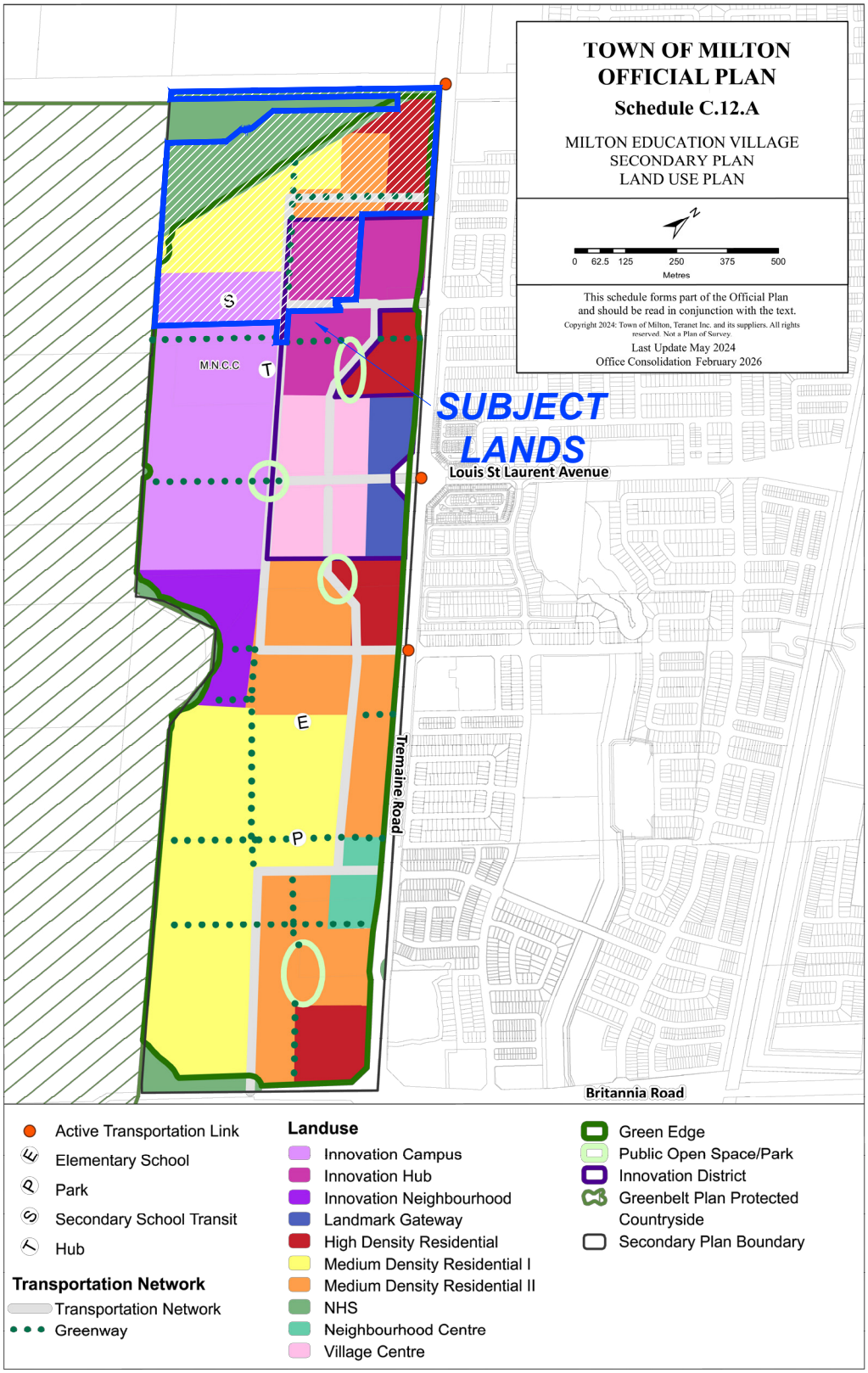



Figure 9: Milton Education Village Secondary Plan – Schedule C.12.A Land Use Plan

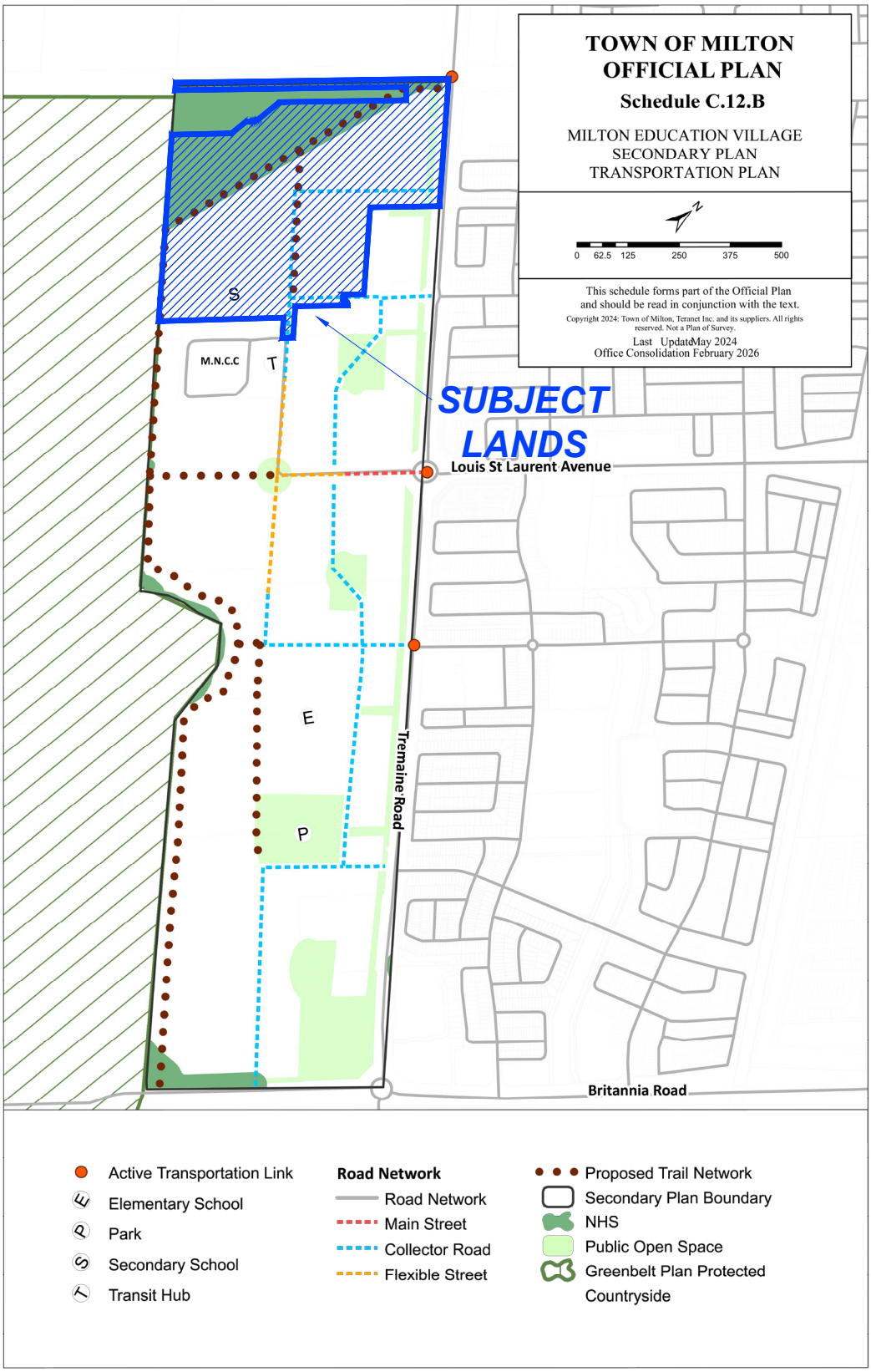



Figure 10: Milton Education Village Secondary Plan – Schedule C.12.B Transportation Plan

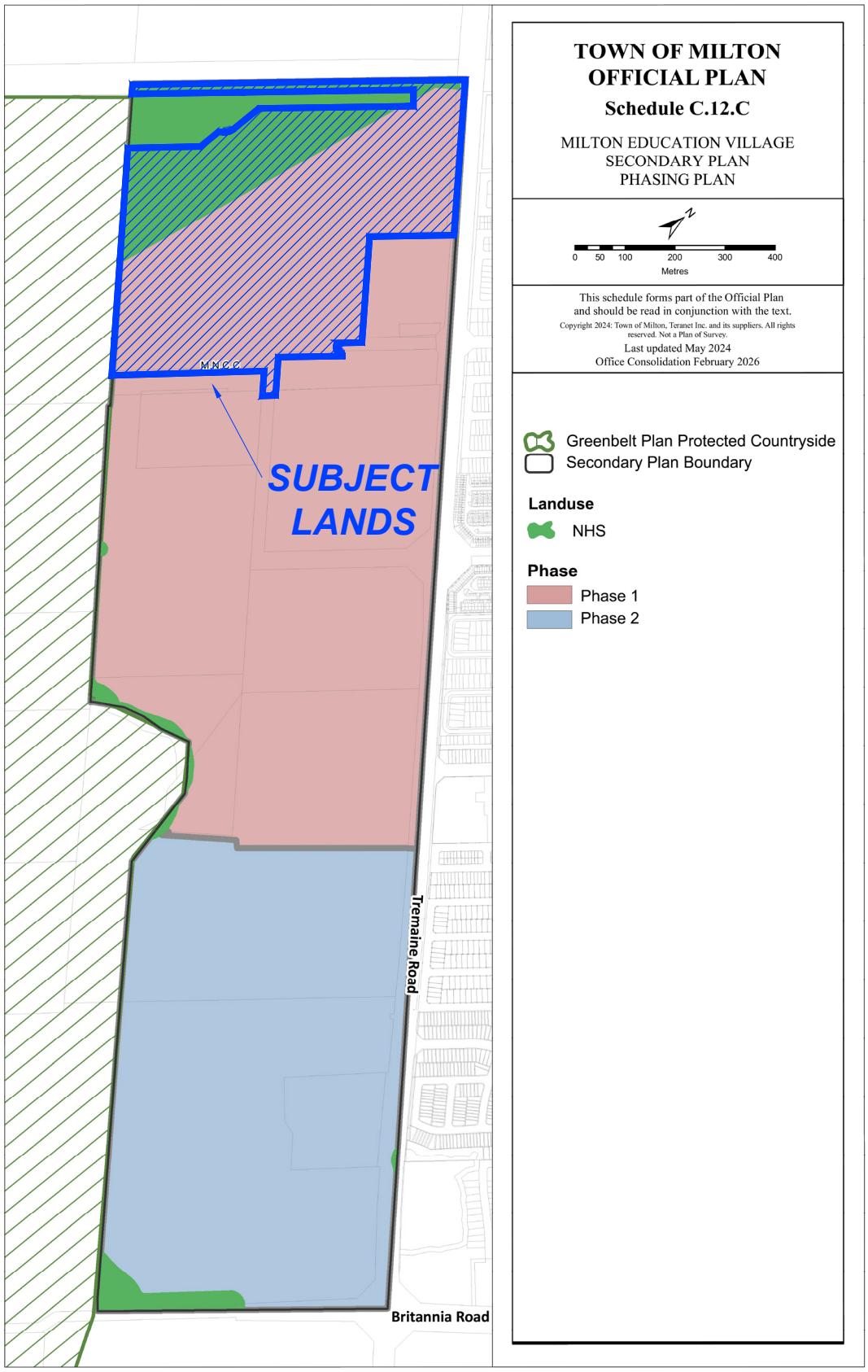



Figure 11: Milton Education Village Secondary Plan – Schedule C.12.C Phasing Plan

The Milton Education Village Secondary Plan outlines the vision, guiding principles, and main objectives of the MEV, as follows:

***C.12.2.1 Vision***

*The Milton Education Village will be a dynamic urban village, where innovation meets natural wonder.*

*The Milton Education Village will be a complete community which is mixed use in character and safe, liveable, attractive and healthy. It will be designed to be integrated with both the Urban Area and surrounding natural and rural areas, leveraging the advantages of both places where the line between education and community converges to reflect the innovative, engaged, balanced and connected character of the Town of Milton as a whole.*

***C.12.3 OBJECTIVES***

*The following objectives seek to achieve the Vision, Guiding Principles and Key Design Elements for he Milton Education Village and will be implemented through the policies of this Plan. The Town's objectives for the Milton Education Village are to establish:*

- *a. A mixed-use complete community with a population of at least 22,000 people and jobs by 2051;*
- *b. An innovation district to accommodate at least 2,900 jobs by 2051;*
- *e. Development designed to promote active transportation and public transit use, with transit supportive densities of between 85 and 115 people and jobs per hectare measured across the entire Milton Education Village area;*
- *f. A full range and mix of housing in complete walkable neighbourhoods with an elementary school a high school and a park;*
- *g. A linked and sustainable natural heritage and open space system including parkland dedication in accordance with the Planning Act; and,*
- *h. Sustainable and energy efficient infrastructure that incorporates green infrastructure and green building technologies.*

The proposal supports the objectives of the Secondary Plan. The development envisions at least 610 new residential units in a range of housing forms, including single detached dwellings, street townhouses, and back-to-back townhouses. Apartments are proposed within the High Density block (Block 252).

The proposed housing supply will contribute to achieving the MEV density target of 22,000 residents and jobs by 2051. The inclusion of a proposed secondary school, parks, gateways, walkways, and vista pockets will further support the development of a complete neighbourhood, providing publicly accessible amenities within walking distance of residents.

A network of walkways and green open spaces is planned to connect to the Natural Heritage System, promoting active transportation and enhancing green permeability throughout the neighbourhood. The

subject lands are also within walking distance to the planned Transit Hub to the south, which will provide active public transportation access and further support the objectives of the MEV.

The applicable policies from the MEV Secondary Plan are as follows:

***C.12.4.5 STREET NETWORK***

*C.12.4.5.1 A fine-grain grid of streets is fundamental to the development of the MEV. Schedule "C.12.B" identifies the street network planned for the MEV. It is intended to optimize connectivity while providing flexibility for a range of development scenarios. These roads and their connections to other roads form a network that is necessary to ensure appropriate overall functioning of the transportation system and water and wastewater system to support the planned development. Minor modifications to the location and alignment of planned streets are permitted without amendment to this Secondary Plan as long as the overall network functionality is not impacted as a result. For modifications to the location and alignment of planned streets in the Natural Heritage System, it must be demonstrated that it is considered essential and conform to the policies in Sections 4.8 and 4.9 of this Plan. Any proposed modifications will be completed to the satisfaction of the Town and Region.*

*Transportation infrastructure shown on Schedule "C.12.B" is approximate and will only be finally determined upon completion of any required Environmental Assessments or through plans of subdivision which will examine and determine the final location, configuration, width and alignment of these facilities subject to the recommendations of Subwatershed Impact Study (SIS) traffic impact studies for individual development applications.*

The proposed Draft Plan of Subdivision includes minor modifications to the location and alignment of planned streets. As mentioned, these minor modifications are permitted without the requirement of an amendment to the Plan. Through the review of the SIS and TIS, these roads will become finalized in terms of location, configuration, width, and alignment.

***C.12.6.2 Schools***

*C.12.6.2.1 The location of schools will be established in consultation with the Boards of Education. Further, the size and configuration of each school site shall be consistent with the policies and requirements of the respective School Board, while recognizing the need to make the most efficient and effective use of land possible in conformity with Provincial, and Town policy.*

*C.12.6.2.2 The Town encourages site size, site layout and built form of schools to be compatible with the planned form of development in the MEV. To ensure compatibility the School Boards shall be encouraged to develop alternative standards for new schools in high density neighbourhoods. The Town shall collaborate with the School Boards and the Region to ensure alternative standards are appropriate to the MEV. The standards should optimize the use of land by such measures as: promoting multi-storey school buildings, minimizing*

*parking and pick-up/drop-off areas, locating within mixed use buildings, and/or other alternative measures to efficiently utilize land in the MEV.*

*C.12.6.2.3* *The School Boards are encouraged to work with landowners to establish alternative design that result in school site/building design compatible with the urban, higher density development in the MEV. The alternative design for a school will only be considered where funding is available. The School Boards will work collaboratively with the Province, the Region, the Town and the landowners to investigate and secure any additional funding necessary to achieve alternative designs. Alternative designs and funding sources shall be to the satisfaction of the School Boards.*

The proposed size and layout of the secondary school are compatible with the planned built form of the MEV. The location of the secondary school has been established in consultation with the Boards of Education to ensure the most efficient and effective use of land and compatibility with the surrounding built context.

*C.12.7.4* *Subwatershed Impact Study (SIS)*

*A SIS shall be required for the Subwatershed Impact Areas identified as part of the FSEMS as a submission requirement for a complete application. The study areas can be modified or consolidated subject to the approval of the Town, in consultation with the Conservation Authority. The goal of the SIS will be to achieve a greater level of detail in the integration of land use, servicing and stormwater management. The objectives of the studies will be:*

*a. identification of a preferred servicing plan (including public/private utilities);*
*b. identification of a preferred road layout;*
*c. integration of stormwater management facilities;*
*d. exploration of opportunities to integrate recreation opportunities with stormwater management; and,*
*e. phasing and cost sharing in areas of multiple ownership.*

*Further, the SIS will also provide:*

*a) a detailed assessment of terrestrial and aquatic resources and associated ecological functions;*
*b) conceptual plan demonstrating how a net gain in habitat and/or ecological functions can be achieved;*
*c) preliminary environmental protection plan demonstrating how high constraint terrestrial features (core areas), linkages and heritage trees will be protected and enhanced using buffers and tree preservation measures; and,*
*d) conceptual plan outlining how the suggested natural heritage system in the Management Plan or equivalent alternative will be implemented. However, if an alternative is developed, its effectiveness must be related to the policies, objectives and targets in the Management Plan and it must clearly demonstrate compatibility*

*with the natural heritage systems developed in adjacent Subwatershed Impact Areas.*

e) *Confirm the developments will not result in a negative impact on existing and the ultimate Region Road network drainage.*

The subject lands are located within an approved Subwatershed Impact Study (SIS) area. The proposed plan has been prepared in accordance with the recommendations and planning framework established through the approved SIS and is consistent with the environmental, servicing, transportation, and stormwater management objectives for the area.

### *C.12.8.3 INNOVATION HUB*

*C.12.8.3.1 Purpose*

*The Innovation Hub designation on Schedule "C.12.A" is employment focused, and generally, but not exclusively, includes uses directly or indirectly related to the university/college and other development in the Innovation Campus designation. This area is intended to provide opportunities for the university/college to partner with the business community or other government agencies in advancing research and development.*

*C.12.8.3.2 Permitted Uses*

*The Innovation Hub designation on Schedule "C.12.A" means that the main uses are institutional and employment uses in mixed use and single purpose buildings.*

*C.12.8.3.3 Site Design*

*Development in the Innovation Hub designation shall require preparation of an Urban Design Plan in conformity with the policies of Section C.12.10.5.2 of this Plan. Development of the lands in the Innovation Hub designation as a whole shall achieve a minimum density of 140 residents and jobs combined per gross hectare.*

The proposed draft plan conforms to the intent of the Innovation Hub designation by establishing development blocks that will accommodate future institutional uses. The development will contribute to the required minimum density of 140 residents and jobs combined per gross hectare through the Secondary School and future site plan block (Block 262).

### *C.12.8.6 INNOVATION CAMPUS*

*C.12.8.6.1 Purpose*

*The Innovation Campus designation on Schedule "C.12.A" recognizes an area for the development of major institutional uses including a university/college facility.*

*C.12.8.6.2 Permitted Uses*

*The Innovation Campus designation on Schedule "C.12.A" means that the main uses permitted, in mixed use and single purpose buildings, shall be major education facilities including university, college, secondary school and other uses related to teaching, research and academic activities, administration, and accessory uses such as day care, as well as complementary uses including residential, commercial and recreational uses. Public/private partnerships for the provision of related uses and facilities will also be permitted and may incorporate certain uses not specifically identified as permitted, if required to ensure their viability such as laboratories and start-up manufacturing operations. The designation also includes the existing Mattamy National Cycling Centre Velodrome and related facilities. In addition, a Transit Hub shall be located in this area. The Transit Hub may include transit facilities integrated in a building with other uses or located in a separate facility. Where it is located in a separate facility, direct weather protected barrier free pedestrian connections will be provided to adjacent uses. The Transit Hub will not include surface parking, but may have associated parking structures.*

*C.12.8.6.3 Site Design*

*Development in the Innovation Campus designation shall be guided by a Campus Master Plan. The Campus Master Plan will be informed by the Vision, Guiding Principles, Objectives and policies of this Plan. Preparation of the Campus Master Plan may be phased and will be submitted to the Town in support of a development application in accordance with Section C.12.10.5.2*

The proposed draft plan conforms to the Innovation Campus designation by providing for the Secondary School as noted by the symbol on the land use schedule. The Secondary School intended for Institutional Campus has been relocated to Tremaine Road on residential designation and Major Institutional.

***C.12.8.9 RESIDENTIAL AREA***

*C.12.8.9.1 High Density Residential*

*a) Permitted Uses*

*In the High Density Residential designation uses consisting of apartment buildings shall be permitted. In accordance with policies C.12.9.4, stacked and back-to-back townhouses and multiplexes may also be included as a secondary part of such development including as part of the podium of apartment buildings. In addition, small scale retail, service commercial or office uses, together with ancillary residential amenities shall be encouraged at the base of apartment buildings.*

*b) Height and Density Requirements*

*Notwithstanding the policies of Section B.3.2.3.3, development within the High Density Residential designation shall be within a density range of 100 to 300 units per net hectare with a minimum height for apartments of eight (8) storeys and for townhouses and multiplexes of three (3) storeys.*

*C.12.8.9.2 Medium Density Residential II*

*a) Permitted Uses*

*In the Medium Density Residential II designation uses consisting of mid rise multiple attached residential units such as stacked townhouses, multiplexes, and mid-rise apartments shall be permitted. In addition, other forms of townhouses including back-to-back and street townhouses shall be permitted, but shall be limited to a maximum of 20% of the units within a development block.*

*b) Height and Density Requirements*

*Notwithstanding the policies of Section B.3.2.3.2, development within the Medium Density Residential II designation shall be within a density range of 70 to 200 units per net hectare with a minimum height of three (3) storeys.*

*C.12.8.9.3 Medium Density Residential I*

*a) Permitted Uses*

*In the Medium Density Residential I designation uses consisting of grade related low rise residential uses such as singles, semi - detached and street townhouses shall be permitted. In addition, other forms of townhouses including back -to-back and stacked townhouses shall be permitted.*

*b) Height and Density Requirements*

*Notwithstanding the policies of Section B.3.2.3.1, development within the Medium Density Residential I designation shall be within a density range of 30 to 100 units per net hectare with a maximum height of four storeys.*

The proposed development includes 610 residential units on 12.82 hectares. The High Density Residential and Medium Density Residential II blocks will be developed through future development applications to ensure conformity with the applicable permitted uses, height, and density requirements of the Official Plan. The High-Density Residential block is intended to accommodate 6-storey modular apartment buildings at a minimum density of 100 units per net hectare. While the Official Plan contemplates apartment buildings with

a minimum height of 8 storeys, the proposed 6-storey built form is supported through the requested Official Plan Amendment. The proposed density remains within the Official Plan target range of 100 to 300 units per net hectare.

The Medium Density Residential II designation includes a future development block. Future residential development will achieve the required density range of 70 to 200 units per net hectare and will conform to the applicable height requirements, as modified through the proposed Official Plan Amendment where appropriate.

The proposed Medium Density Residential I lands include 225 single detached units, 77 street townhouse units, and 102 back-to-back townhouse units, for a total of 404 units across 10.76 hectares. This results in a density of approximately 37.5 units per net hectare, which is within the required 30-100 units per net hectare range. The proposed residential forms are permitted within the Medium Density Residential I designation and are consistent with the intent of the MEV Secondary Plan.

### *C.12.8.10 Natural Heritage System*

*The Natural Heritage System designation is applicable to lands adjacent to the Indian Creek and shall be subject to the policies of Section B.4.8 of this Plan. However, it should be noted that the boundaries of the Natural Heritage System designation have been designated in a conceptual manner based on the functional recommendations of the FSEMS. These boundaries, which would include any required buffers, apply subject to verification as part of the completion of the SIS, and in accordance with the policies of Conservation Halton. In particular, where the FSEMS permits streams to be realigned or otherwise modified, and off-site works carried out, no amendment shall be required to this Plan where such works are undertaken in accordance with an approved SIS through a subsequent Planning Act process.*

The NHS designation is conceptual and precise boundaries, including any required buffers, will be confirmed and is subject to verification as part of the completion of the SIS submitted in support of the concurrent Draft Plan of Subdivision and Zoning By-law Amendment application for the adjacent Stormwater Management Pond and Channel (Town file 24T-25006/M). The proposed development is consistent with the applicable policies of Conservation Halton, as per the SIS. The floodplain present currently, will be eliminated by channelization.

### *C.12.8.11 PARKS, PUBLIC OPEN SPACE AND GREENWAYS*

*The Park, Public Open Space, and Greenway designations on Schedule "C.12.A" are conceptual and such uses shall be permitted in all land use designations. Development of these uses and facilities shall be in accordance with the policies of Section C.12.5 of this Secondary Plan.*

*Where conceptual Green edges are proposed in the Natural Heritage System, the feasibility, siting and design of the non-intensive recreation uses such as nature viewing and pedestrian trails will be subject to review based on recommendations of the FSEMS and through the SIS and must demonstrate conformity with policies in Section 4.8 and 4.9 of this Plan, and Conservation Halton.*

The proposed development includes two park blocks, a vista block, green corridor, gateway, and a walkway block. The total public open space area is 1.45 hectares. As noted, park uses are permitted in all land use designations and will be developed in accordance with the applicable policies of the Secondary Plan and Conservation Halton.

The proposed development conforms to the policies of the Milton Education Village Secondary Plan for the following reasons:

- The proposed development will contribute to minimum density targets by accommodating over 610 residential units;
- The proposed development includes medium and high density residential dwellings such as apartments, back-to-back townhouses, street townhouses, and single detached dwellings, which are permitted uses within the High Density Residential, Medium Density Residential II, and Medium Density Residential I designations;
- The proposal includes a secondary school, which contribute to the creation of a complete neighbourhood;
- The proposal includes the creation of publicly accessible open spaces and parks, contributing to the overall quality of the public realm;
- The proposed development integrates pedestrian and cycling linkages to ensure a high level of service for active transportation and pedestrian amenities, to promote walking and transit while discouraging vehicular use; and
- The proposal achieves a nature-friendly neighbourhood character by integrating the surrounding landscape with Greenway System connections and Green Edges, providing physical and visual connections to the Greenbelt area.

## 3.4.1 PROPOSED OFFICIAL PLAN AMENDMENT

To facilitate the proposed development, an Official Plan Amendment is required. The amendment includes:

- A Map Change to reflect the redesignation of a portion of the Subject Lands and the 'Secondary School' symbol on Schedule C.12.A Land Use Plan; and
- Amending Section 10.1.3 of the Town of Milton Official Plan to add a new Specific Policy Area XX to permit standalone residential dwellings.

Specifically, the amendment proposes to redesignate a portion of the lands currently designated as 'Innovation Campus', and 'Medium Density Residential II' to the 'Medium Density Residential I' designation. This will permit a wider range of grade-related residential uses, such as street townhouses, semi-detached dwellings, and single-detached dwellings, while maintaining permissions for back-to-back townhouses. The proposed amendment is intended to provide a more diverse mix of housing options that can accommodate varying household sizes and needs, to complement Mattamy's denser subdivision to the south.

A relocation of the 'Secondary School' symbol is also proposed, as illustrated on ***Figure 12: Official Plan Amendment Schedule***. The relocation of the 'Secondary School' symbol is intended to reflect its ultimate location at Street C and Pan Am Boulevard as demonstrated in the below schedule.

The proposed Official Plan Amendment also includes the introduction of a new Specific Policy Area XX to apply to the subject lands. The policy would permit standalone residential dwellings within the 'Innovation Hub' designation, subject to restrictions established through the implementing Zoning By-law.

The draft amending the Official Plan is appended to this Report as ***Appendix E***.

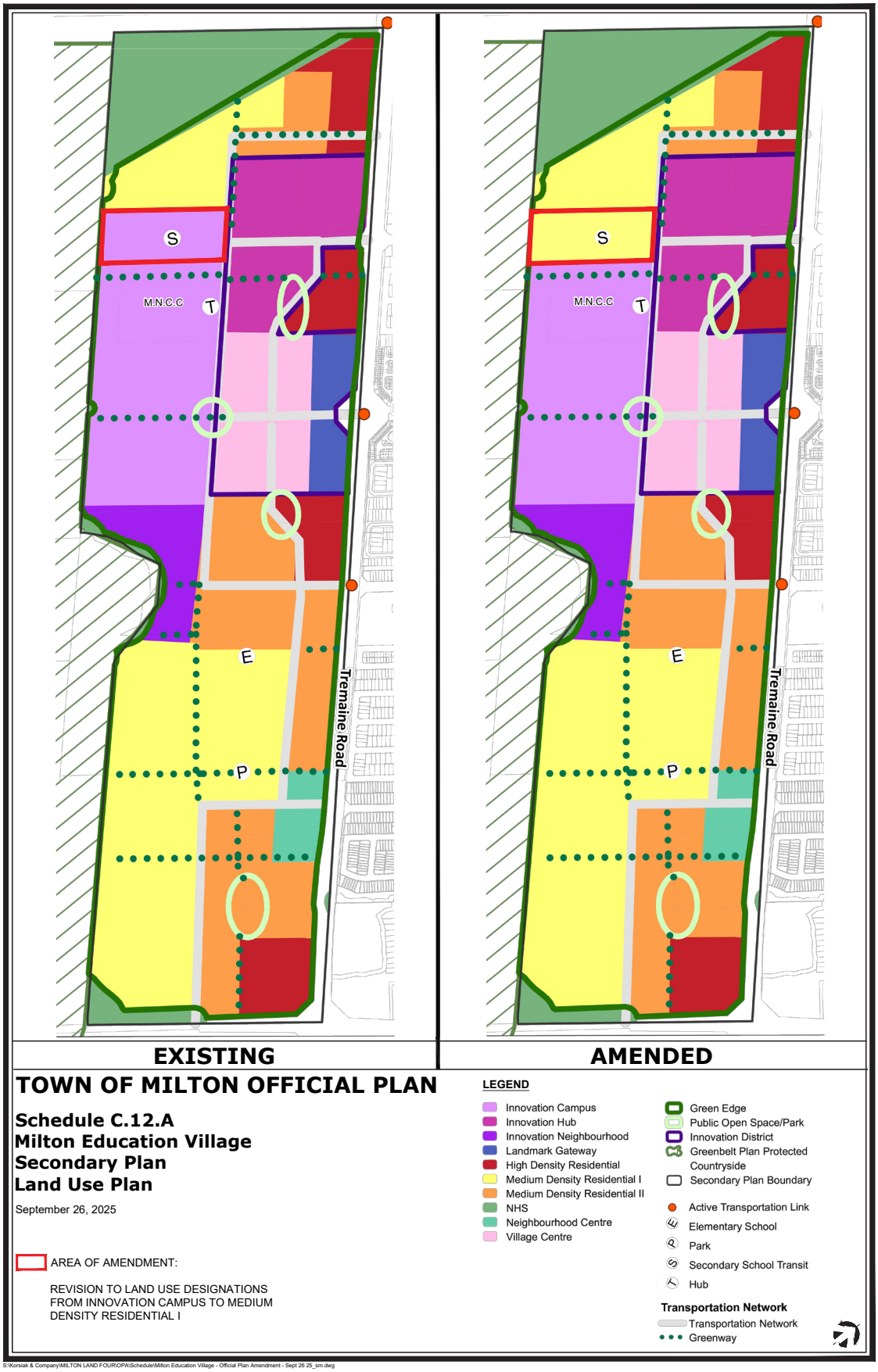



Figure 12: Official Plan Amendment Schedule

# 4.0 ZONING

## 4.1 MZO 476-21

A portion of the MEV lands are currently zoned under the Minister's Zoning Order (MZO) 476-21 for Milton Education Village. The Minister's Zoning Order (MZO) was made pursuant to Clause 47(1)(a) of the ***Planning Act*** to regulate the use of land and the erection, location, and use of buildings and structures within the subject area. The lands subject to the MZO are illustrated on ***Figure 5: MZO Map No.256.*** For all purposes under the ***Planning Act***, the MZO is deemed to be a zoning by-law passed by the Council of the Town of Milton.

All the lands within the MZO permit the following general land uses: greenway, stormwater management facilities, parkland, amenity area, public uses, elementary and secondary schools, day care centers, places of worship, parking areas (including above and below grade), and hospice facilities. In addition to these uses, different areas in the MEV are approved for other additional permitted uses which are discussed in subsequent sections. The goal of these uses is to create a complete community with all needs met for people to live and work.

The proposed zoning schedule is consistent with the proposed Secondary Plan schedule amendments in section 3.4.1. The zones applicable to the proposed development are as follows: 'MEV Medium Density Residential I Zone', 'MEV Medium Density Residential II Zone', 'Institutional Campus Zone', 'Institutional Major Zone', 'High Density Residential I Zone', 'High Density Residential II Zone'. The zoning requirements within each zone agree with the land use designations within the Milton Education Village Secondary Plan.

## 4.2 PROPOSED ZONING BY-LAW AMENDMENT

The proposal seeks to amend the Zoning By-law to rezone the existing Milton Education Village Medium Density Residential I (MEV-RMD1) Zone, Medium Density Residential II (MEV-RMD2) Zone, Institutional Campus Zone, High Density Residential II Zone, and Institutional Major Special Zone symbols to Residential Medium Density I Special Zone (MEV-RMD1-AAA), Residential Medium Density II Special Zone (MEV-RMD2-BBB), and Residential High Density II (MEV-HDR2-CCC). The proposed amendment aims to permit the intended uses of the subject lands and provide a wider range of permission for residential uses across the zones. Further, a Zoning By-law Amendment is required to amend the MZO to implement updated lot sizes by Mattamy Homes.

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

# 5.0 PLANNING OPINION

The proposed Zoning By-law Amendment, Official Plan Amendment, and Draft Plan of Subdivision are justified and represent good planning for the following reasons:

1. The proposed development has regard for matters of provincial interest;
2. The proposed development is consistent with the Provincial Planning Statement (2024), and conforms to the Town of Milton Official Plan;
3. The proposal implements the vision and objectives of the Milton Education Village Secondary Plan, and conforms except where amended herein;
4. The proposal introduces various residential building types in the form of low, medium, to high-density development including townhouse typologies and apartment buildings;
5. The development is designed to support transit use and active transportation through appropriate density, a well-planned road network, and strong connectivity among various modes of transport, ensuring easy access to public transit, cycling paths, and pedestrian walkways;
6. The development is able to contribute units towards the New Complete Neighbourhoods and Innovation District targets within the Town of Milton Official Plan;
7. The proposed development will offer a diverse mix of unit types and sizes to accommodate a wide range of residents, including students, families, and individuals;
8. The proposed development includes a park, village square, and secondary school to provide community services and enhance community interaction for families;
9. The proposed development makes efficient use of planned hard and soft services;
10. The NHS is protected through the delineation of blocks to be conveyed to the Town of Milton; and,
11. The modified grid street network will establish an efficient and safe pedestrian movement system via sidewalks and multi-use off-road paths, connecting residents to the neighbourhood park and community services.

Respectfully submitted,

**KORSIAK URBAN PLANNING**



Prepared by: Ariana Morin, BES, Junior Planner



Reviewed by: Constance Ratelle, MPlan, RPP

# APPENDICES

# APPENDIX A: RECORD OF PRE-CONSULTATION

## RECORD OF PRE-CONSULTATION
**Subdivision/Condominium/Official Plan Amendment/Zoning By-law Amendment/Site Plan Application**

The following form is to be completed with Staff from the Town of Milton Development Services Department, Regional Municipality of Halton Legislative Planning Services and Conservation Authority staff with the applicant/owner at a Pre-Consultation Meeting **prior** to the Pre-Submission Review and future Planning Application being submitted to the Town of Milton.

| | |
|---|---|
| **DATE OF MEETING:** | April 16, 2024 |
| **PROPOSAL:** | Mixed-use subdivision within the Milton Education Village (medium to high density development, along with a village centre block and institutional blocks (secondary school and Conestoga). |
| **APPLICANT:** | 2369219 Ontario Inc. |
| **SITE LOCATION:** | West of Tremaine, north of Dymott Avenue extension. |
| **ATTENDEES:** | Jill Hogan (Commissioner), Christian Lupis (Director – Dev. Review), Rachel Suffern (Dev. Review), David Twigg (Policy), Sofia Polania (Dev. Engineering), Sian Younan (Traffic), Renata Tracey (Parks and Facilities), Sherri Jamieson (Zoning), Heather Dearlove (Conservation Halton), Robert Clackett (Halton Region), Tom Tsampiras (ML4 – Applicant/Owner), York Gruehl (York-Trafalgar – Applicant/Owner), and Catherine McEwan (Korsiak Urban Planning – Agent) |
| **PLANNER:** | Rachel Suffern, MCIP, RPP |

**APPLICATION TYPE:** (Please Check)

| | | | |
|---|---|---|---|
| ☒ | **Plan of Subdivision** | ☐ | **Plan of Condominium** |
| ☐ | **Official Plan Amendment** | ☒ | **Zoning By-law Amendment** |
| ☐ | **SIS Approved?** | YES ☐ NO ☒ | |
| ☐ | **Site Plan Approval Required?** | YES ☒ N/A ☐ | |

**LAND USE:**

| | | | |
|---|---|---|---|
| Conformity with Regional Official Plan Land Use Designation: | YES ☒ | NO ☐ | TBD ☐ |
| If "No", an application has been made to amend the Regional Official Plan: | YES ☒ | NO ☐ | TBD ☐ |
| Existing Town of Milton Official Plan Designation: | **Official Plan:** Urban Area w. Employment Overlay<br><br>***Draft* MEV Secondary Plan:** High Density Residential, Medium Density Residential I, Medium Density Residential II, Innovation Hub, Innovation Campus, and Natural Heritage System (Schedule C.12.A) | | |
| Conformity with Local Official Plan Land Use Designation: | YES ☐ | NO ☐ | TBD ☒ |
| | Applicant to provide a draft plan with land use designations and MZO boundaries overlaid to confirm future land use. | | |
| Existing Zoning: | **Subject to Ministerial Zoning Order (MZO) O. Reg. 476/21**<br><br>High Density Residential I Zone, High Density Residential II Zone, Institutional Major Special Zone, MEV Medium Density Residential I Zone, MEV Residential II Zone.<br><br>**Lands outside of the MZO boundary:** Natural Heritage System within Zoning By-law 016-2014. | | |

| | |
|---|---|
| Conformity with the Town's Zoning By-law<br><br>If "NO", the proposed zoning is: | YES ☐ NO ☐ TBD ☒<br><br>Any development contemplated in the NHS area (outside of MZO boundary) will require a re-zoning once developable limits have been established. Identified as medium density on the draft plan (rezoned from Future Development). |

| Submission Requirements* | | |
|---|---|---|
| **Plans and Drawings** | **Required** | **Notes** (all files are digital, unless otherwise noted) |
| Completed Planning Application Form | ☒ | With original signatures |
| Fees for processing of the Planning Application | ☒ | |
| Cover Letter | ☒ | PDF |
| Survey / Legal Plan | ☒ | PDF |
| Draft Zoning By-law Amendment (if applicable) | ☒ | PDF and Word file |
| Draft Plan of Subdivision and/or Condominium | ☒ | PDF and AutoCad file |
| Concept Plan (Preliminary as part of Urban Design Plan) | ☒ | PDF and AutoCad file |
| Aerial Photograph / Context Plan | ☒ | PDF |
| 2D/3D Concept Plan (Colour) with street labels | ☒ | PDF |
| Planning Justification Report | ☒ | PDF |
| Tree Inventory, Analysis and Preservation Study (including tree protection details) | ☒ | PDF |
| Environmental Site Screening Questionnaire | ☒ | PDF |
| Environmental Site Assessment (Phase 1 and 2) | ☒ | PDF |
| Archaeological Assessment | ☒ | PDF |
| Stormwater Management Report | ☒ | PDF |
| Functional Servicing Report | ☒ | PDF |
| Transportation Impact Study (scoped by Town and Region) | ☒ | PDF |
| Noise Study | ☒ | PDF |
| Geotechnical Report | ☒ | PDF |
| Architectural Control Guidelines | ☒ | PDF |
| Streetscape Design Study/Plan | ☒ | PDF |
| Grading and Drainage Plan | ☒ | PDF |
| Site Servicing Plan | ☒ | PDF |
| Subwatershed Impact Study - Second Submission Provided to Town | ☒ | PDF |
| Park and Open Space Concept Plan (incl. park typology) | ☒ | PDF |
| Reference Plan for Land Dedication or Easements | ☒ | PDF and AutoCad digital |
| Topographic Survey and Real Property Survey | ☒ | PDF and AutoCad digital |
| Waste Management Plan | ☒ | PDF |
| Construction Access, Storage and Staging Plan (Preliminary) | ☒ | PDF |
| Urban Design Plan (see Section C,12,10.5.1 (c) of the Secondary Plan for scope of work) | ☒ | PDF |
| Comprehensive Development Plan (see Section C.12.10.5.1 (g) of the Secondary Plan for scope of work) as part of the Urban Design Plan. | ☒ | PDF |

**In compliance with the Accessibility for Ontarians with Disabilities Act, 2005, all documents provided shall be developed and/or designed using software that enables the author to create an accessible format.*

**Fees:**

| Agency: | Fees: |
|---|---|
| Town of Milton | Application fees to be confirmed at time of submission by the Planner. Please contact Rachel.Suffern@Milton.ca. Approx. unit counts and non-residential GFA will be required to confirm submission fees - please provide an updated plan with this information.<br><br>Fees will be charged based on the in-effect Fees and Charges By-law. |
| Region of Halton | Region of Halton staff will confirm fees for a future Planning Application. |
| Conservation Halton | Conservation Halton staff will confirm fees for a future Planning Application prior to Application submission. Credit card or Electronic Fund Transfers (EFTs) are the |

| Agency: | Fees: |
|---|---|
| | preferred method of payment for both permit and planning submissions. Staff can provide direction on how to make these payments. |

**Notes:**

a) The purpose of a Record of Pre-Consultation Form is to identify the information required to prepare a complete application as set out in the Planning Act. Pre-Consultation does not imply or suggest any decision whatsoever on the part of Town staff or the Corporation to either support or refuse the application. Comments provided at a Pre-Consultation Meeting are preliminary and based on the information submitted for review at that time.

b) When a formal application is made, the cheque for the application fee will be processed immediately; however, this does not constitute the application being deemed complete for Planning Act purposes.

c) For all applications for an Official Plan Amendment, Zoning By-law Amendment, Plan of Subdivision and Plan of Condominium, the applicant hereby acknowledges that the Town is not responsible for the construction or installation of a sign and the applicant agrees to submit a digital photograph of the sign on the property.

d) An application submitted without the requisite information in this Record of Pre-Consultation Form, will not be considered a complete application. Applications submitted without the requisite information will be returned and an invoice will be send to the applicant to pay prior to resubmission. Refer to the incomplete application fees in the Town's User Fee By-law.

e) Digital mapping/software standards: The Town's standard GIS program is ArcGIS version 10.7.1. The Town's standard CAD program is AutoCAD 2022. Compatibility with either software package is required. The Town's standard projection for all digital submissions is Universal Transverse Mercator, Zone 17 North, North American Datum 1983. Data not conforming to this standard will be sent back to the consultant at the consultant's expense. Data should be submitted as either ArcGIS Shapefile format or AutoCAD DWG/DXF. A CAD seedfile or Shapefile in the appropriate coordinate system can be provided to the consultant. Consultants providing AutoCAD submissions must include legible layer naming conventions and include layers: GIS.Prop_Block, GIS.Prop_Building, GIS.Prop_Driveway, GIS.Prop_Lot, GIS.Prop_Road, GIS.Prop_TownHome_Lot_Lines if applicable and only include relevant layer information in the following format, GIS(prop or ext)_Other_Feature. Any reference maps attached or layer names not understandable will be sent ba ck to the consultant at the consultant's expense. Consultants providing AutoCAD submission should not use special fonts, reference files or colour tables. Digital information supplied to the consultant by the Town is not to be altered, distributed, manipulated or misrepresented in any form.

f) Applicant's should consult the available Terms of References on the Town's website when completing their required studies. Additional studies may be required during the processing of the application, depending on the issues identified and information required, as the application proceeds through the development review process.

g) The applicant acknowledges that the Town considers the application form and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. By filing a future Planning Application, the applicant consents to the Town photocopying, posting on the Internet and/or releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. All plans and documents are to be submitted in accessible format (AODA compliant) under the terms of the *Accessibility for Ontarians with Disabilities Act, 2005* .The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.

h) This Record of Pre-Consultation Form expires ten (10) months from the date of signing or at the discretion of the Commissioner of Planning and Development or his/her designate. In the event that this Record of Pre-Consultation Form expires prior to the Pre-Submission Review or a Planning Application being accepted, and/or new policy and/or new by-laws apply, another Pre-Consultation Meeting will be required.

| Town Planning Staff (Print) | Signature | Date |
|---|---|---|

*By signing this Record of Pre-Consultation Form, I/we acknowledge that, subject to any appeals, the drawings, reports and other requirements indicated above must be submitted along with a completed application form, any information or materials prescribed by statute in both paper and electric form and the required planning application fees to be considered complete. In addition, I/we have read, understood and agreed to the Notes listed above.*

| Agent (Print)<br>(I have the authority to bind the Owner) | Signature | Date |
|---|---|---|

| Owner (Print) | Signature | Date |
|---|---|---|

**Development Review Comments – R. Suffern**

- **Secondary Plan Requirements:** A range of studies have been requested per the Secondary Plan 'Submission Requirements' – the scope of work related to the Urban Design Plan and Comprehensive Development Plan is set out in Sections C.12.10.5.1 (c) and (g). In lieu of two separate Urban Design Plans, a single Urban Design Plan should be provided for the entirety of the subject lands (not just Innovation Hub).
- **Planning Justification Report:** The Planning Justification Report Terms of Reference can be found here. The PJR should demonstrate how the objectives of the relevant provincial policies, the Secondary Plan (LOPA 62) and MZO are met. For example, how is the development achieving the affordable housing target of 30% (Section C.12.9.4)? Demonstrate how the urban design principles through Section C.12.9 are being implemented, etc. The PJR should also speak to timing/phasing of the development.
- **Additional Studies/Reports by Dev. Review:** A Streetscape Design Plan should be provided to evaluate the proposed right-of-way designs and connectivity of the Secondary Plan area in order to achieve 'Complete Streets'.
- **Designations/Zones:** The applicant should provide a draft plan that has the Secondary Plan designations overlaid, along with a separate draft plan that has the MZO zones overlaid. The Planning Justification Report should speak to future uses for each block to establish conformity and compliance.
- **Collector Roads:** The full right-of-way requirement for Collector Roads (per the Official Plan) should be protected for and delineated on the draft plan submission until such time that the Transportation Impact Study prepared by NexTrans (as part of the SIS) is provided (and accepted by technical staff) demonstrating that any deviation from the OP can be technically supported. Specifically, that Street 'H', Dymott Avenue and Pan Am Blvd be protected at 26m, with other Collectors within the Secondary Plan area protected at 24m.
- **Master Parks Agreement:** The Master Parks Agreement must be completed prior to draft plan approval.
- **Draft Plan:** The draft plan should be revised to reflect the current ownership (only York-Trafalgar and ML4). Schlegel lands and Dymott Ave extension (through 24T-23001M) should be removed.
- **Greenways/Green Edges/Parks/Open Space:** All elements of parks and open spaces should be identified on the draft plan, including greenways/green edges. Nomenclature will be confirmed following first submission. Please ensure the submission is consistent with the SIS and Greenways Framework.
- **Zoning By-law Amendment:** A re-zoning will be required to facilitate development outside of the MZO boundary (shown as med. density on the draft plan). A re-zoning can be processed concurrent to the Plan of Subdivision but should not be submitted until the limits of the developable area have been confirmed (and accepted) through the Subwatershed Impact Study (SIS).
- **Submission Timeline:** The Town will accept Plan of Subdivision applications four weeks after the submission of the second submission of the Subwatershed Impact Study (SIS).

**Development Engineering – S. Polania**

1. The 2nd submission of the Subwatershed Impact Study (SIS) affecting this development area must have been received to the Town and Regulatory Agencies satisfaction prior to Draft Plan approval.

2. Block 13, as illustrated on the plan, and the portion of the Dymott Avenue that will be constructed by Schlegel Villages should be removed from this Plan.

3. Development Engineering will require the following documentation, signed and stamped by a professional engineer, for review in support of a Draft Plan approval:

    a. Environmental Site Assessment
    b. Functional Servicing Report Noise Study
    c. Stormwater Management Report
    d. Geotechnical Report

e. Topographical Survey
f. Reference Plan
g. Site Grading Plan
h. Site Servicing Plan

Note: The documents listed above are a preliminary list of requirements and subject to change during the Draft Plan review process.

**Parks and Facilities – R. Tracey**

Preliminary comments continue to be provided until further advancement of the following:

a. As identified in the Secondary Plan Policy (item C.12.10.4 of *OPA 62*), applications for development shall only be approved by Council, and development shall only proceed when the Landowners enter into a Master Parks Agreement (MPA) with the Town. The MPA will facilitate the distribution of parkland within the Plan area of an optimal type, dispersed to meet community needs. The parkland distribution will also consider other public space lands deemed complementary (not lands to be conveyed for park purposes), such as greenways, proposed privately-owned publically accessible spaces (POPS) and other public realm enhancements. Further considerations include determination of the 15 ha of 'publically accessible open space', as outlined in the Secondary Plan Policy, payment in lieu (PIL) of land conveyance for park or other public recreational purposes, and any conveyance external to the Plan. This Agreement will be informed by applicable Town by-laws, provincial legislation and relevant Town documents for park planning.
b. Any fiscal impact analysis necessary to determine the parkland requirement and/or MPA.
c. Refinement of public land uses such as the road network, active transportation routes, school sites, greenways, the natural heritage system and stormwater facilities needed to inform the parkland requirement and/or MPA.

The MPA is not finalized at this time. Information will be forthcoming from Town Development Services with respect to these requirements, and coordination of future development approvals.

Draft Plan prepared by Korsiak Urban Planning:

*Park, Block 17:* Information through the MPA and fiscal impact work is needed to determine park site locations and other lands which act as complementary to the Town's future parkland system by providing public use.

*Park, Block 16* (external to Secondary Plan boundary): More information is needed about the intended purpose and ownership of this park.

*Mattamy National Cycling Centre* (MNCC; external to the subject lands): As depicted in the Secondary Plan schedules, the future Transit Hub is located on lands currently used for parking at the MNCC; further information is needed to confirm how the parking requirements, vehicular circulation and active transportation connectivity of the MNCC will be met. A facility fit plan of the Transit Hub, Village Centre and Pan Am Blvd, with some conceptual grading and stormwater design information, may be needed to confirm each land use block has the acreage and configuration to meet is site programme, while providing visibility and physical accessibility to each landmark facility.

**Transportation – S. Younan**

1. Proposed Right-of-Way (ROW) widths and cross-sections must adhere to Town Standards.

2. Ensure all intersections are spaced per the Town Engineering Standards and accesses/driveways are spaced per TAC guidelines.

3. A Transportation Impact Study is required. The full scope of work is to be circulated to the undersigned for approval prior to commencing the study. PDF's as well as hard copies are to be provided. Town requires that the TIS be stamped, signed, and dated by a licensed Professional Engineer in Ontario (P.Eng).

a. Given that the Traffic Impact Study (TIS) in support of the Subwatershed Impact Study (SIS) is still under review, the document listed above may be revised or expanded upon, subject to final approval of the SIS TIS.

**Zoning – S. Jamieson**

- Dimensioned site plans, block plans, architectural drawings and landscape drawings are required.
- Photometric Plans are required
- Rezoning application will be required for lands outside of the MZO boundaries.

**Conservation Halton – H. Dearlove**

Please find CH's comments on the PreConsultation Material for the MEV: York-ML4 Lands (Plan of Subdivision Pre-Consultation) held on April 16, 2024:

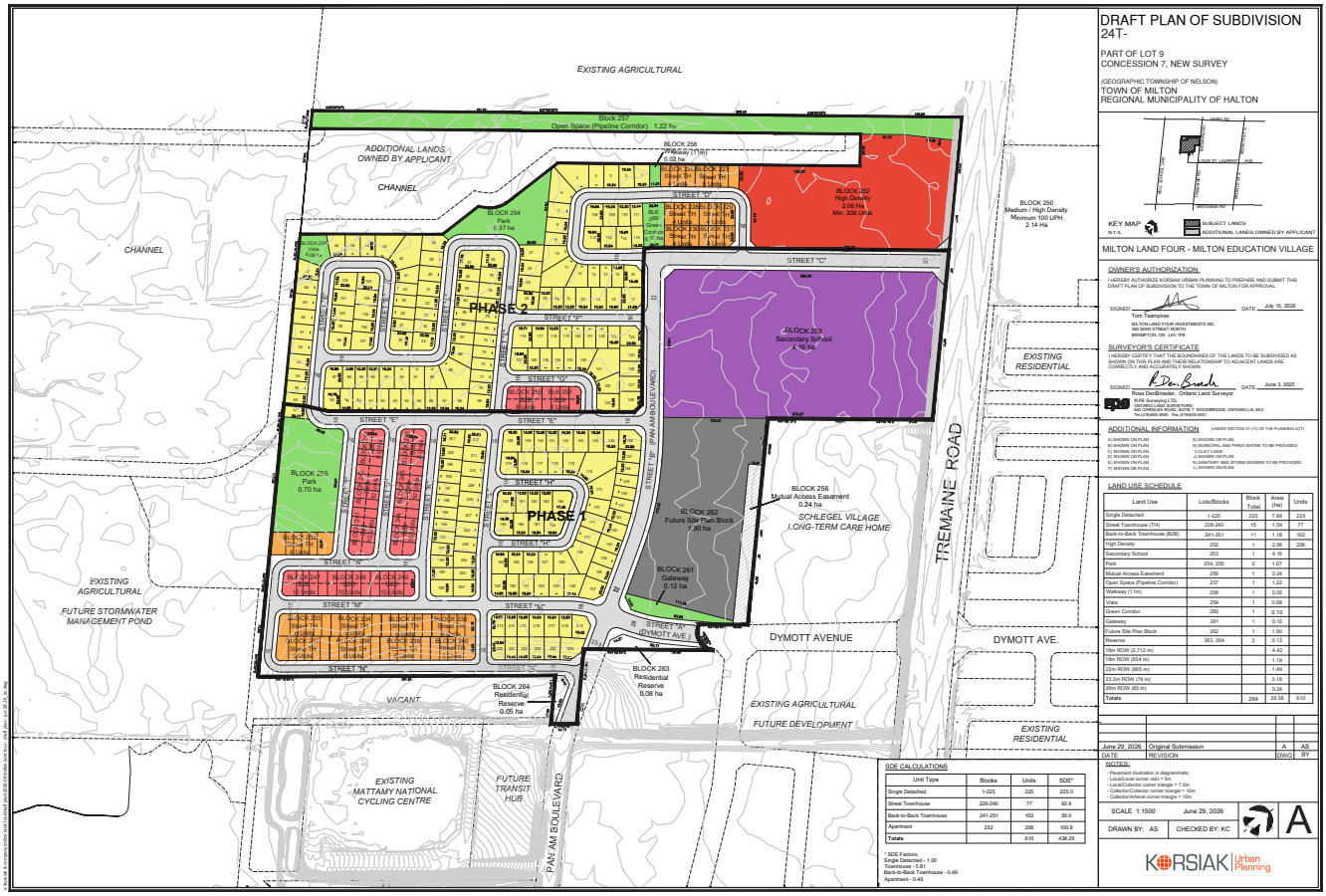
- Effective April 1, 2024, Conservation Halton's (CH) previous regulation, Ontario Regulation 162/06 ("Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses") under Section 28 of the Conservation Authorities Act (CA Act) was repealed and replaced by Ontario Regulation 41/24: Prohibited Activities, Exemptions and Permits. Under Ontario Regulation 41/24 Conservation Halton regulates 15 metres from flooding and erosion hazards associated with watercourses and valleys, and 30 metres from the limit of all wetlands.
- CH regulates all watercourses, valleylands, wetlands, Lake Ontario and Hamilton Harbour shoreline and hazardous lands, as well as lands adjacent to these features. The subject property York-ML4 Lands contains and is adjacent to the main branch of Indian Creek (within the Bronte Creek watershed) and contains the flooding and erosion hazards associated with that watercourse. The subject property York-ML4 Lands also contains wetlands which are part of the Indian Creek Wetland Complex. CH regulates a distance of 15 metres from the flooding and erosion hazards, and 30 metres from the limit of the wetland for this area.
- Permission is required from CH prior to undertaking any development within CH's regulated area and development must meet CH's Policies and Guidelines for the Administration of Ontario Regulation 41/24 (https://conservationhalton.ca/policies-and-guidelines).
- Under existing conditions (as shown in Drawing 4 of the FSEMS) the regulatory floodplain (hazard and setback) extends onto the majority of the York-ML4 Lands development area.
- The proposed works associated with the Indian Creek Restoration (as documented in the FSEMS) will remove the regulatory floodplain (hazard and setback) from the majority of the Milton Land Four development area (to be confirmed as part of the SIS and the Subdivision Process). The Restoration Plan included modifications to the floodplain to manage the regulatory floodplain within the Milton Education Village Lands, enhance aquatic and terrestrial habitat conditions, and improve the overall function of the watercourse.
- The Subwatershed Impact Study (SIS) will need to be completed for the MEV study area as determined by the Town of Milton.
    - CH's provided comment on the first submission of the MEV SIS on May 31, 2023 and await resubmission of the SIS to address CH's comments.
    - CH had significant comments on the channel realignment proposal within the first submission of the SIS which have to be addressed in subsequent submissions of the SIS. The final design of the Indian Creek Channel realignment as determined through the SIS process may change the Draft Plan as provided during the Pre-Consultation.
    - There are also outstanding comments to the SWM concept proposed for the MEV property which will need to be addressed as part of subsequent SIS submissions. Depending on the final design of the SWM pond it may impact Draft Plan that was provided during the Pre-Consultation.
- Please contact CH at the time of the Subdivision submission to determine the appropriate fee for the subdivision application.
- Standard subdivision requirements are applicable.

If you have any questions or wish to discuss any of the above requirements, please contact me at hdearlove@hrca.on.ca.

**Halton Region – R. Clackett**

See attached comments, prepared by Robert Clackett, dated April 16, 2024.

# APPENDIX B: DRAFT PLAN OF SUBDIVISION



# APPENDIX C: PROVINCIAL POLICIES APPLICABLE TO THE PROPOSAL

## *Planning Act,* R.S.O., 1990, c.P.13

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

**Provincial Interest**

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

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

    a) *The protection of ecological systems, including natural areas, features and functions;*

    e) *The supply, efficient use and conservation of energy and water;*

    f) *The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

    g) *The minimization of waste;*

    h) *The orderly development of safe and healthy communities;*

        1. *The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*

    i) *The adequate provision and distribution of educational, health, social, cultural and recreational facilities;*

    j) *The adequate provision of a full range of housing, including affordable housing;*

    k) *The adequate provision of employment opportunities;*

    l) *The protection of the financial and economic well-being of the Province and its municipalities;*

    m) *The coordination of planning activities of public bodies;*

    n) *The resolution of planning conflicts involving public and private interests;*

    o) *The protection of public health and safety;*

p) *The appropriate location of growth and development;*

q) *The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*

r) *The promotion of built form that;*

   1. *Is well-designed;*

   2. *Encourages a sense of place, and;*

   3. *Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

s) *The mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

**Plan of Subdivision Approvals**

Section 51 of the ***Planning Act*** establishes standards of plan of subdivision approvals which decision makers shall have regard to when reviewing plan of subdivision applications under Section 51 of the ***Planning Act:***

*Criteria*

*(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,*

a) *the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*

b) *whether the proposed subdivision is premature or in the public interest;*

c) *whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*

d) *the suitability of the land for the purposes for which it is to be subdivided;*

*(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*

e) *the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*

f) *the dimensions and shapes of the proposed lots;*

*g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*

*h) conservation of natural resources and flood control;*

*i) the adequacy of utilities and municipal services;*

*j) the adequacy of school sites;*

*k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*

*l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*

*m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*

## Provincial Planning Statement (PPS), 2024

The following sections and policies of the PPS 2024 are applicable to this proposal:

Policies outlined in Section 2.2, 'Housing' include:

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by: […]

    c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.

Policies outlined in Section 2.3, 'Settlement Areas and Settlement Area Boundary Expansions," include:

2.3.1 General Policies for Settlement Areas

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

    a. efficiently use land and resources; […]

    c. support active transportation;

    d. are transit-supportive, as appropriate.

Policies outlined in Section 2.9, 'Energy Conservation, Air Quality and Climate Change,' include:

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

    a) support the achievement of compact, transit-supportive, and complete communities;

    b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;

Policies outlined in Section 3.2, ***'Transportation Systems,'*** include:

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

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

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

Policies outlined in Section 3.6, ***'Sewage, Water and Stormwater,'*** include:

1. Planning for sewage and water services shall:

    a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;

2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

8. Planning for stormwater management shall:

    a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;

    b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;

    d) mitigate risks to human health, safety, property and the environment;

    g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

Policies outlined in Section 3.9, '***Public Spaces, Recreations, Parks, Trails and Open Space***,' include:

1. Healthy, active, and inclusive communities should be promoted by:

    a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;

    b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

Policies outlined in Section 4.1, '***Natural Heritage,***' include:

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

# APPENDIX D: MUNICIPAL POLICIES APPLICABLE TO THE PROPOSAL

## The Official Plan of The Town of Milton – February 2026

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

*2.1.1 Growth Targets and Phasing of Growth*

*Milton's population is projected to grow to 333,900 people by 2041 and 400,400 people by 2051. The population structure is diverse. Various housing types, services and amenities will be needed to provide choices for future residents. Likewise, employment opportunities are expected to grow and diversify along with population growth. To manage population and employment growth, the Town has set density targets for the amount of residents and jobs in the Strategic Growth Areas and Future Development Areas. The intensification and density targets described in Table 2 will guide policy and land use decision-making, including coordinating growth with provision of infrastructure and public service facilities. The phasing in of new development will allow the Town, in partnership with Halton Region, to provide infrastructure in an efficient and fiscally responsible manner.*

*2.1.1.6 Identify in Schedule 2 - Growth Phases and Planning Policy Areas, areas within the Urban Area that are to be the focus for accommodating population and employment growth and intensification.*

*c) New Complete Neighbourhoods are represented by the Milton Education Village (MEV), Trafalgar and Britannia Secondary Plan Areas and the Milton Trafalgar GO PMTSA, where an Area Specific Plan such as a secondary planning exercise has been or is being completed and no significant development has been initiated.*

| ***Table 2: Intensification and Development Density Targets (Excerpt)*** | | | |
|---|---|---|---|
| ***Density Targets for New and Future Areas*** | ***Gross Density*** | ***Net Density [1]*** | |
| *New and Future Complete Neighbourhoods* | *75 residents and jobs combined per hectare* | *95 residents and jobs combined per hectare* | |
| ***Density Targets for Strategic Growth Areas [2]*** | | | |
| *Education Village Centre* | *130 residents and jobs combined per hectare* | *65% residents* | *35% jobs* |

*(1) The applicable development density target is measured by excluding the following areas from the calculation:*

*i. the Local Natural Heritage System;*

*ii. rights of way for hydro corridors, energy transmission pipelines, freeways as defined by and mapped as part of the Ontario Road Network, and railways;*

*iii. Employment Areas; and*

*iv. cemeteries.*

*(2) The applicable development density target is measured across the Strategic Growth Areas in their entirety.*

| ***Table 3: Phasing of Growth (Excerpt)***<br>***Table 3a: Number of Units*** | | | | | | | |
|---|---|---|---|---|---|---|---|
| ***New Complete Neighbourhoods*** | | | | | | | |
| | *2022 – 2026* | *2027 – 2031* | *2032 – 2036* | *2037 – 2041* | *2042 – 2046* | *2047 – 2051* | *Total* |
| *Low and Medium Density Units* | *2,400* | *9,000* | *6,400* | *6,000* | *4,300* | *2,800* | *30,900* |
| *High Density Units* | *500* | *1,600* | *2,700* | *2,600* | *2,400* | *2,500* | *12,300* |
| *Sub-Total* | *2,900* | *10,600* | *9,100* | *8,600* | *6,700* | *5,300* | *43,200* |

### *2.2.1 The Urban Area*

*The Urban Area is where development is to be concentrated. This is where the majority of population and employment growth will be accommodated. The Urban Area will have a concentration of existing and future development, in a range of densities and mix of uses, in accordance with the policies of this Plan.*

## *2.3 The Urban Structure*

*The Town has developed an Urban Structure to efficiently use land and resources. The Urban Structure illustrates how the Urban Area will accommodate the distribution of growth and development through a mix of land uses and mobility options, while conserving and enhancing the natural environment. The Urban Structure is designed to complement existing and future transit, by establishing the level of intensity of land uses will be supported by transit services at various locations within the Urban Area.*

*The Urban Structure also builds on the strengths and opportunities provided by the existing urban fabric while envisaging the complete communities and places of the future. It provides a foundation for consistent decision-making, a basis for investments in transit, infrastructure, community services, and directions for specific land use designations.*

*Milton's Urban Structure is shown on Schedule 4 - Urban Structure.*

*2.3.1 Urban Area*

*2.3.1.1 Identify an Urban Structure that is comprised of the following major structural components and systems that are critical to the health and sustainability of the Urban Area, identified on Schedule 4 - Urban Structure of this Plan:*

*b. Urban Village Centres:*
- *i. Education Village Centre*
- *ii. Milton Trafalgar GO Village*
- *iii. South Milton Village Centre*

*d. Complete Neighbourhoods*

*2.3.1.3 Create a land use pattern with a range of land uses, densities and built forms.*

*2.3.1.4 Plan for a range and mix of housing options, including affordable housing.*

*2.3.1.5 Use land and resources efficiently through compact built forms and standards and promoting co-location of facilities.*

*2.3.3 Urban Village Centres*

*Milton's Urban Village Centres are distinctive destinations and gathering areas at various locations within the Urban Area that contribute to create a strong sense of place. They are primary centres focused around a unique feature such as an academic institution, an inter-regional transit facility, or retail and service road.*

*Residential, retail and service commercial uses, public service facilities, related employment uses, public squares and open spaces are integrated in the Urban Village Centres to promote walkability and social interaction, and contribute to the vitality of the area.*

*Three Urban Village Centres are identified on Schedule 4 - Urban Structure: the Education Village Centre, Milton Trafalgar GO Village, and South Milton Village Centre.*

*Education Village Centre*

*The Education Village Centre is identified on Schedule 3 - Urban Structure as a conceptual overlay. The village centre represents the core mixed-use precinct within the Milton Education Village (MEV) Secondary Plan Area. The Milton Education Village (MEV) is planned to be a unique and innovative neighbourhood focused around a post-secondary education facility with a university and community college, related employment and recreation facilities, and planned regional and local transit services, in a well-connected pedestrian-oriented environment.*

*The Education Village Centre is the most important gateway to the MEV and a community focal point for the Secondary Plan Area and surrounding neighbourhoods. It is planned as a central place that welcomes and engages residents, students, employees and visitors, with a mix of residential, office, institutional, retail and service commercial uses, entertainment and cultural uses, and open spaces.*

*2.3.3.1 Achieve a minimum development density target of 130 residents and jobs combined per gross hectare in the Education Village Centre, in accordance with the applicable policies of the Milton Education Village Secondary Plan, subject to the availability of appropriate infrastructure.*

## *3.1 Housing*

*By providing a range and mix of housing options, the Town can meet the needs of current and future residents. Range and mix means enabling a wide choice of housing types, tenures and affordability. Providing more housing choice is a key component of what makes a complete community. To achieve this goal, the Town will need to work with partners including other levels of government, the development industry, support agencies and other community groups. Through the policies of this Plan, the Town has a structure for working with others to make housing available.*

### *3.1.1 Housing Options*

*By 2051, all residents will have access to suitable and affordable housing types and housing options to meet their needs.*

*3.1.1.1 Maintain the ability to accommodate residential growth for a minimum of 15-years, in accordance with the housing targets described in Section 2.1 of this Plan by designating serviced land for residential use.*

*3.1.1.2 Permit and facilitate a range and mix of housing options, densities, unit size and tenures to meet social, health, economic and well-being requirements of current and future residents in the Urban Area and Rural Area, including additional needs housing and missing middle housing that is typically four storeys in height within the Urban Area, along Milton Transit line.*

*3.1.1.3 Require the development proponent to demonstrate how the development will contribute to a mix of housing forms and densities in accordance with Table 2 and the policies of this Plan.*

*3.1.1.4 Coordinate with the development industry to encourage innovative housing solutions that will facilitate affordable housing, including subsequent conversions to provide additional residential units.*

### *3.4 Parks, Open Spaces and Trails*

*Milton's parks and open spaces are a destinations for active and passive recreation and are focal points for the Town. They are intended to provide multifunctional flexible spaces, programming for gatherings, opportunities to connect with nature, and to accommodate various park amenities and outdoor recreation facilities for the entire community.*

*Parks and open spaces play an important role in supporting healthy and active lifestyles and improving the overall quality of life and wellbeing for Miltonians by providing spaces and equipment for physical activity through organized and informal recreation sports fields, play structures, and courts. These spaces also provide places for friends, neighbours, and communities to interact, socialize, and build stronger social ties together with creating connections to the outdoors and access to the calming/healing benefits of the natural environment.*

*The configuration and size of parks and open spaces depends on the shape and constraints of surrounding properties, specific program requirements and design standards for the park, and/or the result of comprehensive planning of new complete communities. The importance of parks and recreation facilities will remain constant as the town continues to grow. The*

*Town will develop new parks and invest in upgrades and improvements to existing parks and open spaces as required based on new growth, demand, and input from residents.*

*3.4.1.1 Develop a system of publicly accessible parkland, open spaces and trails for recreational activities to support healthy, active and inclusive communities.*

*3.4.1.2 Develop a plan that guides the planning and providing of parkland, open space and trails in the town.*

*3.4.1.3 Determine the distribution of new parks and open spaces through secondary planning to ensure all neighbourhoods are well served with a variety of parks, open spaces and trails.*

*3.4.1.5 Create trail and open space networks that link the Settlement Areas, Rural Areas and the Local Natural Heritage System and connect to adjacent municipalities.*

*3.4.1.6 Acquire parklands and open space to achieve the Town's Parkland provision Standard as outlined in the Parks Master Plan using all available tools including, but not limited to, conveyance through the development application process and direct purchase.*

*3.4.1.7 Provide a diverse distribution of parks and open spaces to meet the diverse active and passive recreational and leisure needs of the community.*

*3.4.1.14 Facilitate the implementation of a municipal classification of core park types that results in the following park typologies:*

*a. Community Parks to serve the entire town and provide significant quantities of outdoor recreation facilities and complementary park amenities.*
*b. District Parks to serve multiple neighbourhoods and provide significant quantities of outdoor recreation facilities and complementary park amenities. Neighbourhood Parks to provide day-to-day park amenities and passive open space for residents at the neighbourhood level, as well as outdoor recreation facilities.*
*c. Village Squares to serve as local community amenities and provide passive open space throughout neighbourhoods and in Strategic Growth Areas.*

### *5.1 Environmental System*

*5.1.1 Purpose*

*5.2.3.7 The goal of the Environmental System is to ensure that the biological diversity and ecological functions within the Town and broader Halton Region will be preserved and enhanced for future generations.*

### *5.2 Local Natural Heritage System*

*5.2.1 Policy*

*5.2.1.1 The Local Natural Heritage System is a systems approach to protecting and enhancing natural features and functions and is scientifically structured on the basis of the components listed in 2.5.1.15.*

*5.2.2 Permitted Uses*

*5.2.2.1 Subject to other policies of this Plan, applicable policies of the Greenbelt Plan, the Niagara Escarpment Plan, and the appropriate Conservation Authority regulations, the following uses may be permitted:*

*f. non -intensive recreation uses such as nature viewing and pedestrian trail activities only on publicly owned lands or on the Bruce Trail;*

*5.2.3 Development Criteria*

*5.2.3.1 The Town shall apply a systems-based approach to implementing the Local Natural Heritage System by:*

*d. Not permitting the alteration of any components of the Local Natural Heritage System unless it has been demonstrated that there will be no negative impacts on the natural features and areas or their ecological functions; in applying this policy, agricultural operations are considered as compatible and complementary uses in those parts of the Local Natural Heritage System under the Agricultural System and are supported and promoted in accordance with policies of this Plan;*

e. *Refining the boundaries of the Local Natural Heritage System in accordance with Section 5.2.3.12; and,*
f. *Introducing such refinements at an early stage of the development or site alteration application process and in the broadest available context so that there is greater flexibility to enhance the ecological functions of all components of the system and hence improve the long-term sustainability of the system as a whole.*

*5.2.3.6 Through the development approvals process and where appropriate, the function of the Local Natural Heritage System within the Urban Area shall be enhanced by locating local open space adjacent to or near the Local Natural Heritage System.*

*5.2.3.7 The development of trails within the Local Natural Heritage System shall be encouraged provided that:*

a. *the trails are located on publicly owned lands or are part of the Bruce Trail;*
b. *the trails and associated activities do not impact negatively on ecologically sensitive areas or resource uses such as agricultural operations ;*
c. *proper regard is given to the issues of trespassing on private properties and liability in the event of property damages or personal injuries; and d. adjacent landowners potentially affected by the trails are consulted.*

*5.2.3.12 The boundaries of the Local Natural Heritage System designation may be refined with additions, deletions and/or boundary adjustments through:*

a. *the preparation of a Subwatershed Study accepted by the Town and undertaken in the context of an Area-Specific Plan,*
b. *an individual Environmental Impact Assessment accepted by the Town, as required by this Plan; or*
c. *Similar studies based on terms of reference accepted by the Town.*

*5.2.3.13 Where the Town is satisfied, that the boundary of the Local Natural Heritage System designation can be altered, the adjustment may be made without further amendment to this Plan. An adjacent land use designation shall be deemed to apply to any lands removed from the Local Natural Heritage System designation and the underlying designation shall be removed from any lands added to the Local Natural Heritage System designation.*

***6.1 Transportation***

*6.1.8 Trails System*

*6.1.7.4 All transportation facilities within the Urban Area, with the exception of Provincial Highways and Freeways, including the reconstruction of existing roads and the construction of new roads, shall include the provision within the public right-of-way for safe, convenient and attractive pedestrian facilities such as sidewalks, generally on both sides of any road, and corner ramps and pedestrian signals.*

*6.1.7.5 Provision shall be made by the Town for bicycle paths within the public right-of-way of Provincial Highways, Major Arterials Minor Arterials, and Multi-Purpose Arterials in accordance with the Transportation and Trails Master Plan. However, each location will be evaluated on an individual basis and an agreement between the Town and the Ministry of Transportation and Region, as applicable, will have to be successfully negotiated prior to implementation.*

*6.1.7.6 In accordance with the Transportation and Trails Master Plan, the Town shall provide and maintain, within the Urban Area, a trail and active transportation system. This system shall connect the open space corridor and other public and private lands (i.e. Ontario Hydro or TransCanada Pipeline rights-of-way) and public transit services that link various activity and open space nodes throughout the community, in conjunction with other public agencies and in accordance with the Town's financial capabilities and any other conditions that are necessary to maintain the safety and integrity of the rights-of-way. The preferred location of this trail and active transportation system for the Urban Area and within the 401 Industrial/ Business Park Secondary Plan Area is shown on Schedule "G" and "C.2.A" of this Plan.*

*7.1.2 Housing Targets*

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

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

*7.1.2.3 All proposals for residential development in the Town will be assessed relative to the Town's ultimate housing targets relating to type and tenure, as well as affordability. While not every*

*proposed infill development or subdivision will be expected to reflect the housing targets, every development application will be reviewed in relation to the approved Secondary Plan for that area in order to determine its contribution to the housing targets and to ensure that a full range and mix of housing types can be provided in each development phase.*

*7.1.2.4 All development proponents shall submit, as part of their development application (i.e., site plan control, condominium or subdivision approval), an indication of a range of the anticipated selling prices or rents of all units offered in order to assist Council in implementing its affordability policies.*

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

*a. assist in the completion of the existing pattern of development in a neighbourhood in order to limit servicing costs and maximize the use of existing infrastructure and public service facilities and land resources;*

***8. Urban Land Use Policies***

*8.1.1 Purpose*

*8.1.1.1 Urban Land Use Policies establish directions for lands in the Urban Area. General land use designations and policies for the Urban Area are established in the following section and on Schedule "A", Urban Area Land Use Plan and Schedule "C", Central Business District Land Use Plan.*

*SECTION 11. Implementation*

*11.1 Introduction*

*11.1.1.1 The implementation section establishes policies with respect to the phasing and financing of development, general implementation mechanisms such as secondary plans, zoning, site and parks acquisition, land division and interpretation, and more specific mechanisms such as the requirement for financial agreements between the Town and landowners in order to secure, amongst other matters, the phasing and financing policies and objectives as set out below.*

*11.2 Phasing and Finance *D1 (xvii)*

*11.2.1 Purpose *D1 (xvii)*

*11.2.1.1 The purpose of establishing development phasing and finance criteria for the Urban Area, is to ensure that residential and industrial/commercial development coincides with and supports the timely delivery of the necessary infrastructure development including the building of roads, schools, parks, and the introduction of increased transit service and facilities, an increase in public servicing levels such as fire and police and the timely development of water and wastewater servicing infrastructure. A fundamental purpose of establishing phasing and financing criteria and objectives is to ensure that the impacts on existing taxpayers of the cost of new development within the Urban Area are minimized.*

*11.2.1.2 Within the Urban Area, development phasing strategies will give priority to achieving the targets for population, employment, density and intensification contained in Sections 2.1.1 of this Plan, and the development of Strategic Growth Areas, employment lands, infilling and completion of existing neighbourhoods and communities, in accordance with provisions of this Plan. Each development phase shall support the creation of healthy communities.*

*11.7.3.3 In evaluating applications for approval of plans of subdivision, Council shall consider all matters contained in Section 51 of the Planning Act and additional information specified in this Plan.*

*11.7.3.4 A plan of subdivision shall generally be required:*

*a. where a new road or extension to an existing road is required; or,*

*b. where more than three lots are to be developed and/or the owner is retaining sufficient lands for the development of additional lots; or,*

*c. where Council deems it necessary in the public interest for the proper development of the lands.*

*11.7.3.5 The Town may as a condition of approval pursuant to the Planning Act, require that the owner of lands subject to a plan of subdivision enter into one or more agreements which may be registered against the title of the subject lands.*

*a. Draft plans of subdivision will include a lapsing date under subsection 51(32) of the Planning Act. When determining whether draft approval should be extended for lapsing draft plans of subdivision, the policies of this Plan shall be considered.*

*b. If a plan of subdivision or part thereof has been registered for eight years or more and does not meet the growth management objectives of this Plan, the Town may use its authority under subsection 50(4) of the Planning Act to deem it not to be a registered plan of subdivision, where construction or installation of Regional or Local services has not commenced, and, where appropriate, amend site-specific designations and zoning accordingly.*

# APPENDIX E: DRAFT OFFICIAL PLAN AMENDMENT

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

Part of Lot 9, Concession 7
Town of Milton
(Town File: XXXX)

Draft Prepared By:
Korsiak Urban Planning
___ 2026

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW XXX-2026

BEING A BY-LAW TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTIONS 17 AND 21 OF THE *PLANNING ACT* IN RESPECT OF THE LANDS MUNICIPALLY INDENTIFIED AS PART OF LOT 9 CONCESSION 7, N.S., FORMER GEOGRAPHIC TOWNSHIP OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (MILTON LAND FOUR) – FILE: Z-

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

1. Amendment No. XX to the Official Plan of the Town of Milton, to amend Schedule C.12.A of the Milton Education Village Secondary Plan Land Use Plan and amend Section 10.1.3 of the Town of Milton Official Plan to add a new Specific Policy Area XX to permit standalone residential dwellings, at lands legally described as Part of Lot 9, Concession 7 NS, Town of Milton, consisting of the attached map and explanatory text, is hereby adopted.

2. Pursuant to Subsection 17(27) of the Planning Act, R.S.O. 1990, c. P.13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17(24) and (25). Where one or more appeals have been filed under Subsection 17(24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal.

3. The Clerk is hereby authorized to approve the aforementioned Amendment Number No. XX to the Official Plan of the Town of Milton.

**PASSED IN OPEN COUNCIL ON MONTH XX, 2026.**

_____Mayor
Gordon A. Krantz

_____Town Clerk
Meaghen Reid

# AMENDMENT NUMBER XX

# TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

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

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

## PART 1: THE PREAMBLE

### THE TITLE

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

Amendment No. XX
To the Official Plan of the Town of Milton
Part of Lot 9, Concession 7, New Survey, Town of Milton
(File: XXXXXX)

### PURPOSE OF THE AMENDMENT

The purpose of this amendment is to permit the development of a community of 225 single detached dwellings, 77 street townhouse dwellings, 102 back-to-back townhouse dwellings, one high density block, one secondary school block, one future site plan block, two parks, one vista block, one walkway block, and one green corridor – on lands legally described as Part of Lot 9, Concession 7, New Survey, Town of Milton.

### LOCATION OF THE AMENDMENT

The subject lands are located on the west side of Tremaine Road, south of Derry Road, and north of the Dymott Avenue extension, and are approximately 29.38 hectares in size. The lands are legally described as Part of Lot 9, Concession 7, NS, Former Geographic Township of Trafalgar, Town of Milton, Region of Halton.

The subject lands are located within the Milton Education Village (MEV) Secondary Plan and are identified as Innovation Campus, Innovation Hub, High Density Residential, Medium Density Residential I, Medium Density Residential II, and Natural Heritage System on Schedule C.12.A of the Milton Education Village Secondary Plan.

### BASIS OF THE AMENDMENT

The amendment proposes a change to Schedule C.12.A Milton Education Village Secondary Plan Land Use Plan and an addition of a new Specific Policy Area No XX to permit standalone residential dwellings within the Innovation Hub land designation. The following provides basis for the amendment:

a) The subject application proposes development, including land uses, that is consistent with the Provincial Planning Statement (PPS). The Provincial policies contained in the PPS encourage a range and mix of housing supply and development that is compact and transit-supportive that supports access to quality employment, services, and recreation.

b) The subject lands have been removed from the Employment Area designation through Regional Official Plan Amendment (ROPA) 48, which determined that the subject lands are suitable for non-employment uses. The amendment will ensure conformity with the Regional Official Plan.

c) The proposal supports the vision of the MEV by providing a full range of housing types that allows individuals to live, work, and study within the area, while providing integrated active transportation opportunities throughout the area. It aims to create a vibrant, sustainable, and walkable community integrating a mix of residential, institutional, and parkland uses.

## PART 2: THE AMENDMENT

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

## DETAILS OF THE AMENDMENT

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

1.0 Map Change(s)

1.1 Amending 'Schedule C.12.A – Milton Education Village Secondary Plan Land Use Plan' as shown on Schedule A of this amendment by modifying the Map to reflect the redesignation of a portion of the subject lands from 'Innovation Campus', 'Medium Density Residential II', and 'High Density Residential' to 'Medium Density Residential I', and relocating the 'Secondary School' symbol to where indicated.

2.0 Text Change(s) (Additions are shown in red underline and deletions are shown in ~~yellow strikethrough~~)

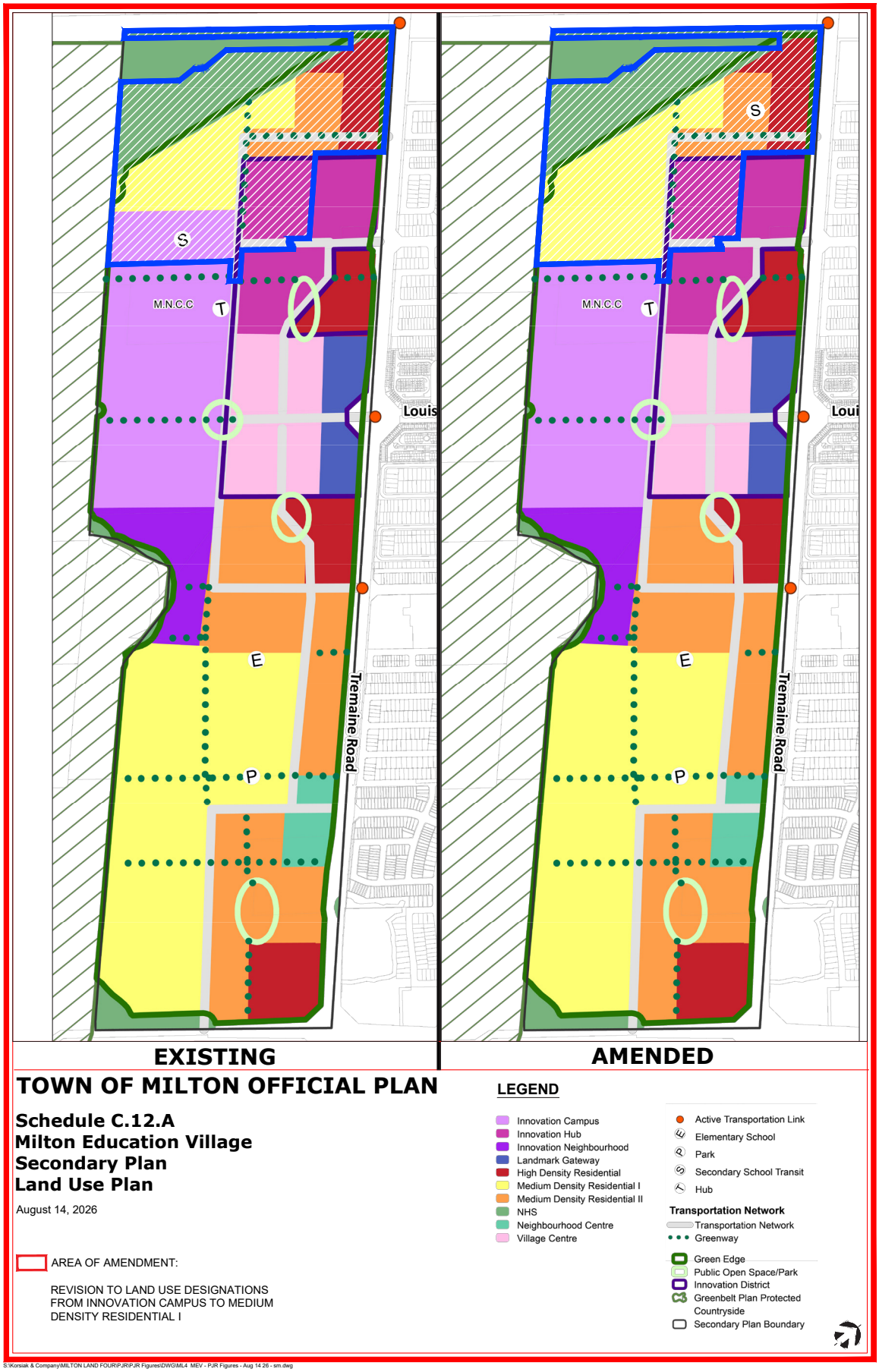
## PART 2: THE AMENDMENT

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

| No. | Section No. | Modification |
|---|---|---|
| | 8 | *Specific Policy Areas* |
| 1. | 8.2.1.XX | New Specific Policy Area No. XX to read as follows:<br><br>"8.2.1.XX: The lands identified as Specific Policy Area No. XX on Schedule "L" of this Plan – being the lands legally described as Part of Lot 9, Concession 7 NS, Town of Milton – shall be developed according to the land use designations shown on Schedule A – Urban Area Land Use Plan and Schedule C.12.A – MEV Secondary Plan Land Use Plan and the policies of this Specific Policy Area.<br><br>The following policies apply to development of the lands subject to Special Policy Area XX:<br><br>a) Within the Innovation Hub designation, standalone residential dwellings may be permitted subject to restrictions set out in the implementing Zoning By-law." |

| | | |
|---|---|---|
| | | "8.2.1.XXX: The lands identified as Specific Policy Area No. XXX on Schedule "L" of this Plan – being the lands legally described as Part of Lot 9, Concession 7 NS, Town of Milton – shall be developed according to the land use designations shown on Schedule A – Urban Area Land Use Plan and Schedule C.12.A – MEV Secondary Plan Land Use Plan and the policies of this Specific Policy Area.<br><br>The following policies apply to development of the lands subject to Special Policy Area XXX:<br><br>a) Within the Medium Density II designation, townhouse forms including including back-to-back and street townhouses shall not be subject to a percentage limit." |

End of text




**EXISTING** | **AMENDED**

# TOWN OF MILTON OFFICIAL PLAN

## Schedule C.12.A
## Milton Education Village
## Secondary Plan
## Land Use Plan

August 14, 2026

AREA OF AMENDMENT:

REVISION TO LAND USE DESIGNATIONS FROM INNOVATION CAMPUS TO MEDIUM DENSITY RESIDENTIAL I

**LEGEND**

- Innovation Campus
- Innovation Hub
- Innovation Neighbourhood
- Landmark Gateway
- High Density Residential
- Medium Density Residential I
- Medium Density Residential II
- NHS
- Neighbourhood Centre
- Village Centre

- Active Transportation Link
- Elementary School
- Park
- Secondary School Transit
- Hub

**Transportation Network**

- Transportation Network
- Greenway

- Green Edge
- Public Open Space/Park
- Innovation District
- Greenbelt Plan Protected Countryside
- Secondary Plan Boundary

S:\Korsiak & Company\MILTON LAND FOUR\PJR\PJR Figures\DWG\ML4 MEV - PJR Figures - Aug 14 26 - sm.dwg

# APPENDIX F: DRAFT ZONING BY-LAW AMENDMENT

## THE CORPORATION OF THE TOWN OF MILTON

## BY-LAW XXX-2026

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 9 CONCESSION 7, N.S., FORMER GEOGRAPHIC TOWNSHIP OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (MILTON LAND FOUR) – FILE: Z-

**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 lands affected by this By-law will comply with the Town of Milton Official Plan upon Official Plan Amendment No. XX taking full effect;

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

1. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Future Development (FD), MEV Medium Density Residential I (MEV-MDR1), MEV Medium Density Residential II (MEV-MDR2), Institutional Campus (IC), High Density Residential II (HDR2), Institutional Major Special (I-B-XX), and Innovation District Mixed Use (ID-MU) Zone Symbol to a site-specific MEV Medium Density Residential I (MEV-MDR1*XX), MEV Medium Density Residential II (MEV-MDR2*XX), High Density Residential II (HDR2*XX) Symbol on the lands shown on Schedule “A” attached hereto.

2. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.AAA to read as follows:

   Notwithstanding any provisions of the By-law to the contrary, for lands zoned MEV Medium Density Residential I (MEV-MDR1*XX), the following standards and provisions shall apply:

   i. For the purposes of administering this By-law, the following shall apply:

      i. The definition of ‘net hectare’ shall exclude private roads.

      ii. A “lane” shall mean “a public or private roadway providing secondary vehicular access.”

   ii. For residential uses within this Zone, a minimum of four square metres, per dwelling unit, of outdoor amenity area shall be provided in a yard, patio, above- or below-grade terrace, or balcony, in any combination.

iii. Parking Requirements

i. A stacked townhouse and multiple, triplex, and quattroplex dwellings shall have a minimum of one parking space per dwelling unit, plus 0.20 visitor parking spaces per dwelling unit.

ii. Equipment for the charging of an electric vehicle is permitted to encroach within a parking space provided that the charging equipment is in the same parking space as the vehicle to be charged and that:

a. When EV charging equipment is mounted on a pedestal, it shall be located within 0.50 metres of the corner of the parking space at the furthest end from the drive aisle from which vehicle access is provided, measured at the right angles;

b. Where the EV charging equipment is mounted on a wall, it shall be setback a minimum of 5.3 metres from the drive aisle from which vehicle access is provided, measured at right angles, and be mounted a minimum of 1.0 metres from the ground; and

c. Equipment for the charging of an electric vehicle shall not encroach into a required landscape buffer or loading space and shall not obstruct pedestrian walkways or vehicular traffic.

iv. Lot Standards

i. Notwithstanding any provisions of RMD1*269 to the contrary, for Detached Dwelling – Street Access (All Types), the following shall apply:
   a. Minimum lot depth shall be 22.7 metres.
   b. Minimum rear yard setback shall be 6.0 metres.
   c. Minimum side yard setback shall be 0.6 metres on each side of the lot, provided that the combined width of the required side yards is not less than 1.8 metres.

ii. Notwithstanding any provisions of RMD1*269 to the contrary, for Townhouse Dwelling – Street Access, the following shall apply:
   a. Minimum lot depth shall be 22.7 metres.
   b. Minimum rear yard setback shall be 6.0 metres.

iii. Notwithstanding any provisions of RMD2*270 to the contrary, for Back-to-back Townhouse Dwelling, the following shall apply:
   a. Minimum lot depth shall be 12.7 metres.

iv. For bay or box windows with or without foundation, the maximum encroachment shall be 1.0 metres.

v. For back-to-back townhouses and stacked townhouses, air conditioning and heat exchange units may be located on a balcony or in a required front or exterior side yard and are permitted to be located no closer than 1.2 metres to a front or exterior side lot line.

vi. For rear lane and street townhouses, where an interior or exterior side yard has a setback of 1.2 metres or greater, stairs, landings and window wells may be permitted to encroach up to a maximum of 0.30 metres. For interior or exterior side yards with less than 1.2 metres, stairs, landings and window wells shall not be permitted to encroach into the required setback.

vii. A one-storey projection may be permitted to encroach 1m into the rear yard for a maximum of 45% of the dwelling width measured at the rear of the main building. The one-storey projection shall have a maximum vertical distance of 4.0m measured between the finished floor level of the first storey and the highest point of the roof of the one storey projection.

3. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.XXX to read as follows:

Notwithstanding any provisions of the By-law to the contrary, for lands zoned MEV Medium Density Residential II (MEV-MDR2*XX), the following standards and provisions shall apply:

i. For the purposes of administering this By-law, the following shall apply:

i. The definition of 'net hectare' shall exclude private roads.

ii. A "lane" shall mean "a public or private roadway providing secondary vehicular access."

ii. For residential uses within this Zone, excluding an apartment, a minimum of four square metres, per dwelling unit, of outdoor amenity area shall be provided in a yard, patio, above- or below-grade terrace, or balcony, in any combination.

iii. For apartment buildings within this Zone, a minimum of four square metres per dwelling unit of outdoor communal amenity space shall be provided at grade, on the rooftop, or on the podium, in any combination.

iv. Back-to-back townhouses, rear-lane townhouses, stacked townhouses, and street townhouses shall have no combined maximum within the Zone.

v. Parking Requirements

i. An apartment building, hybrid apartment building, stacked townhouse and multiple, triplex, and quattroplex dwellings shall have a minimum of one parking space per dwelling unit, plus 0.20 visitor parking spaces per dwelling unit.

ii. Equipment for the charging of an electric vehicle is permitted to encroach within a parking space provided that the charging equipment is in the same parking space as the vehicle to be charged and that:

a. When EV charging equipment is mounted on a pedestal, it shall be located within 0.50 metres of the corner of the parking space at the furthest end from the drive aisle from which vehicle access is provided, measured at the right angles;

b. Where the EV charging equipment is mounted on a wall, it shall be setback a minimum of 5.3 metres from the drive aisle from which vehicle access is provided, measured at right angles, and be mounted a minimum of 1.0 metres from the ground; and.

c. Equipment for the charging of an electric vehicle shall not encroach into a required landscape buffer or loading space and shall not obstruct pedestrian walkways or vehicular traffic.

iii. A parking area maintained and operated by a common entity (such as a condominium corporation) may be located within 0.0 metres of a private street line.

vi. Lot Standards:

i. For apartments, back-to-back townhouses and stacked townhouses, air conditioning and heat exchange units may be located on a balcony or in a required front or exterior side yard and are permitted to be located no closer than 1.2 metres to a front or exterior side lot line.

ii. For rear lane and street townhouses, where an interior or exterior side yard has a setback of 1.2 metres or greater, stairs, landings and window wells may be permitted to encroach up to a maximum of 0.30 metres. For interior or exterior side yards with less than

1.2 metres, stairs, landings and window wells shall not be permitted to encroach into the required setback.

iii. For back-to-back townhouses, the minimum lot depth shall be 12.7 metres.

iv. For street townhouses, the minimum lot depth shall be 22.7 metres.

v. For street townhouses, the minimum rear yard setback shall be 6.0 metres.

vi. For bay or box windows with or without foundation, the maximum encroachment shall be 1.0 metres.

4. **THAT** Section 13.1.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding Section 13.1.1.XXX to read as follows:

   Notwithstanding any provisions of the By-law to the contrary, for lands zoned Residential High Density II (HDR2*XA), the following standards and provisions shall apply:

   i. For the purposes of administering this By-law, the following shall apply:

      i. The definition of 'net hectare' shall exclude private roads.

      ii. A 'lane' shall mean "a public or private roadway providing secondary vehicular access."

   ii. For residential uses, excluding apartments, within this Zone, a minimum of four square metres, per dwelling unit, of outdoor amenity area shall be provided in a yard, patio, above- or below-grade terrace, or balcony, in any combination.

   iii. For apartment buildings within this Zone, a minimum of four square metres per dwelling unit of outdoor communal amenity space shall be provided at grade, on the rooftop, or on the podium, in any combination.

   iv. Parking Requirements

      i. An apartment building, hybrid apartment building, stacked townhouse and multiple, triplex, and quattroplex dwellings shall have a minimum of one parking space per dwelling unit, plus 0.20 visitor parking spaces per dwelling unit.

      ii. A mixed use-building shall have one parking space per dwelling unit plus the greater of 0.2 parking spaces per residential dwelling

unit for visitor parking or one parking space per 25 square metres of non-residential gross floor area for the non-residential component in a mixed-use building.

iii. Notwithstanding Section 5.12, Table 5L, to the contrary, a parking area may be located within 0.0 metres of a private street line.

iv. Any non-residential development, in a mixed-use building, shall have one parking space per 40 square metres of gross floor area.

v. Lot Standards

i. The minimum height of an apartment building is six storeys.

5. If no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Ontario Land Tribunal dismisses the appeal, this by-law shall come into force on the day of its passing. If the Ontario Land Tribunal amends the by-law pursuant to Section 34(26) of the *Planning Act*, as amended, the part or parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

**PASSED IN OPEN COUNCIL ON MONDAY XX, 2026.**

_____Mayor
Gordon A. Krantz

_____Town Clerk
Meaghen Reid

MILTON LAND FOUR INVESTMENTS INCORPORATED
Z-_____
August 14, 2026

# SCHEDULE A
# TO BY-LAW No. ***-2026
# TOWN OF MILTON

PART OF LOT 9, CONCESSION 7, N.S. (GEOGRAPHIC TOWNSHIP OF NELSON)
TOWN OF MILTON

