



**File Number:** Milton OPA No. 70      **Date of Decision:** August 2, 2022  
**Municipality:** Town of Milton      **Date of Notice:** August 2, 2022  
**Subject Lands:** Milton Mobility Hub (Milton GO Major Transit Station Area)      **Last Date of Appeal:** August 22, 2022

**NOTICE OF DECISION**  
**With respect to an Official Plan Amendment**  
**Section 17(35) of the Planning Act**

A decision was made by the Regional Municipality of Halton on August 2, 2022 to approve Amendment No. 70, "Milton Mobility Hub (Milton GO Major Transit Station Area)" to the Town of Milton Official Plan. The "Milton Mobility Hub (Milton GO Major Transit Station Area)" is identified as a Protected Major Transit Station Area in the Regional Official Plan pursuant to Section 16 (16) of the *Planning Act*, R.S.O. 1990 as amended.

**Purpose and Effect of the Official Plan Amendment**

The purpose and effect of Official Plan Amendment No. 70 (OPA 70), adopted by Milton Town Council through By-Law No. 009-2022 enacted and passed on February 28, 2022, is to implement updated policy directions for lands within the Town's Urban Area in conformity with the Regional Official Plan as amended by Regional Official Plan Amendment (ROPA) No. 48. The effect of the amendment is to update policies for the Milton Mobility Hub (Milton GO Major Transit Station Area) consistent with the policy framework of the Regional Official Plan.

**Effect of Written Submissions on Decision**

The written submissions received by Halton Region regarding OPA 70 were considered as a part of the Region's review process. No modifications are proposed through the Region's decision.

**When and How to File an Appeal**

Any appeal to the Ontario Land Tribunal must be filed with Halton Region no later than 20 days from the date of this notice, shown above as the "Last Date of Appeal".

The notice of appeal should be sent to the attention of the Regional Clerk at the address shown below and it must:

- 1) set out the reasons for the appeal,
- 2) set out the specific part or parts of the proposed Official Plan Amendment to which the appeal applies, and
- 3) be accompanied by the fee required by the tribunal and as directed by the tribunal.

Pursuant to subsection 17(36.1.4) of the *Planning Act*, R.S.O. 1990, as amended, there is no appeal in respect of Protected Major Transit Station Policies except where the conditions in subsection 17(36.1.5) have not been met, in the circumstances set out in subsection (36.1.5) or an appeal by the Minister pursuant to subsection 17 (36.1.7).

**Address for Filing a Notice of Appeal**

By Mail: Office of the Regional Clerk  
Regional Municipality of Halton  
1151 Bronte Road  
Oakville ON L6M 3L1

Submit Notice of Appeal to the attention of:  
Graham Milne, Regional Clerk

By E-mail: [RegionalClerk@halton.ca](mailto:RegionalClerk@halton.ca)

**Who Can File an Appeal**

Only individuals, corporations or public bodies may appeal a decision of the approval authority to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment was adopted, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.

**When the Decision is Final**

The decision of the Regional Municipality of Halton is final if a notice of appeal is not received on or before the Last Date of Appeal.

**Getting Additional Information**

Additional information about the amendment and the decision is available for public inspection by appointment. The Office of the Regional Clerk can be contacted at [RegionalClerk@halton.ca](mailto:RegionalClerk@halton.ca) or by dialing 311.

**Other Related Applications**

- Not Applicable



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**DECISION**

**with respect to Official Plan Amendment No. 70  
to the Town of Milton Official Plan  
Section 17(34) of the Planning Act**

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**Town of Milton – Official Plan Amendment No. 70 – Milton Mobility Hub (Milton GO Major Transit Station Area)**

Official Plan Amendment No. 70 – “Milton Mobility Hub (Milton GO Major Transit Station Area)” to the Town of Milton Official Plan is modified as set out in Schedule “A” to this Decision and approved with these modifications by the Director of Planning Services and Chief Planning Official for the Regional Municipality of Halton, pursuant to subsection 17(36.1.4) of the *Planning Act*, R.S.O. 1990, as amended, there is no appeal in respect of Protected Major Transit Station Policies except where the conditions in subsection 17(36.1.5) have not been met, in the circumstances set out in subsection (36.1.5) or an appeal by the Minister pursuant to subsection 17 (36.1.7).

A handwritten signature in black ink, appearing to read "Curt Benson".

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Curt Benson MCIP RPP  
Director of Planning Services & Chief Planning Official

August 2, 2022

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Date

## Schedule “A” – Regional Municipality of Halton Modifications

Additions are shown in red underline and deletions are shown in ~~yellow strikethrough~~.

Region No.	Section No.	Modification	Explanation of Modification
	1.3	<b>LEGAL EFFECT AND DURATION</b>	
1)	1.3	Is modified by deleting the following text:  “[...] <del>Notwithstanding the foregoing, the policies of this Plan, as amended by Official Plan Amendment 31, shall apply to that area of Bristol Survey identified as Specific Policy Area No. 24 and designated Urban Growth Centre Mixed Use Sub Area.</del> ”	To remove redundant policy.
	2.1	<b>THE PLANNING FRAMEWORK</b>	
2)	2.1.3.2	Is modified to read as follows:  “[...] Higher density mixed use <i>development</i> is generally directed to the Urban Growth Centre. The Urban Growth Centre for the <i>Town</i> is generally centred along Main Street, in the easterly area of the Central Business District and is a focal area for investment in institutional and Region-wide public services, as well as commercial, recreational, cultural and entertainment uses. It is to be planned as a vibrant high density, mixed use regional centre supported by a full range of public and complementary services and major transit <i>infrastructure</i> . It will accommodate and support a significant share of population and employment growth as well as major transit infrastructure to be achieved over the life of this Plan. The majority of the <i>Town’s intensification</i> will be directed to the Urban Growth Centre, particularly to the <del>M</del> major <del>T</del> ransit <del>S</del> tation <del>A</del> rea, located around the existing GO Station. <u>The Urban Growth Centre/Major Transit Station Area is identified as a Protected Major Transit Station Area in the Regional Official Plan pursuant to Section 16 (16) of the Planning Act.</u>  [...]	To clarify that the area is identified as Protected Major Transit Station Area.
3)	2.1.4.7	Is modified to read as follows:  “Within the Urban Growth Centre <del>as identified on Schedule H</del> <u>Major Transit Station Area</u> , a minimum <i>development</i> density of 200 persons and jobs combined per gross hectare, <u>consistent with the general target proportion identified through the Regional Official Plan</u> , is to be achieved by 2031, or earlier subject to the availability of appropriate <i>infrastructure</i> . <u>Over the long-term, the Town shall plan to achieve the general target for an overall proportion of 80% residents and 20% jobs in the Urban Growth Centre/Major Transit Station Area.</u> ”	To remove an erroneous reference to Schedule H and to add reference to the Major Transit Station Area and the general target for an overall proportion of residents to jobs, in conformity with the Regional Official Plan (ROPA 48).
4)	2.1.4.8	Is modified to read as follows:  “ <u>The minimum Block-Level Densities required to achieve the gross development density target</u> <del>W</del> within the <u>Urban Growth</u>	To prescribe minimum development densities for lands within the UGC/MTSA in conformity with the Regional

Region No.	Section No.	Modification	Explanation of Modification
		Centre/Major Transit Station Area are shown on Schedule C.7.C.CBD., a Additional height and density beyond the target for the Urban Growth Centre minimum requirement is encouraged subject to the maximum building heights and densities shown on Schedule C.7.A.CBD. ”	Official Plan policy 79.3(7)b (ROPA 48), subject to maximum building heights and densities identified in accordance with the Planning Act.
5)	2.1.6.2	Is modified to read as follows: “Intensification Strategic Growth Areas are located within the Urban Area and consist of the Urban Growth Centre, Major Transit Station Areas, Intensification Corridors and Secondary Mixed Use Nodes along with specific sites. [...]”	To align the defined term with the Regional Official Plan (ROPA 48).
6)	2.1.6.3	Is modified to read as follows: “Intensification and the development of Intensification Strategic Growth Areas shall be promoted to achieve the following objectives: [...]”	To align the defined term with the Regional Official Plan (ROPA 48).
7)	2.1.6.4	Is modified to read as follows: “In addition to the specific Intensification Strategic Growth Areas identified in Section 2.1.6.2, intensification may also occur within Major Nodes and Minor- Sub Nodes. Major Nodes are integrated concentrations of mixed uses and higher residential densities located at key intersections within Intensification Corridors. [...]”	To align the defined term with the Regional Official Plan (ROPA 48).
8)	2.1.6.5 d)	Is modified to read as follows: “Direct development with higher densities, including mixed uses and transit-supportive land uses to Intensification Strategic Growth Areas;”	To align the defined term with the Regional Official Plan (ROPA 48).
9)	2.1.6.5 e)	Is modified to read as follows: “Encourage alternative design standards for Arterial Roads through Intensification Strategic Growth Areas to promote active transportation, pedestrian- oriented development and transit- friendly facilities while maintaining the mobility function of the Major Arterial Road;”	To align the defined term with the Regional Official Plan (ROPA 48).
10)	2.1.6.5 f)	Is modified to read as follows: “Ensure the proper integration of Intensification Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design;”	To align the defined term with the Regional Official Plan (ROPA 48).
11)	2.1.6.5 g)	Is modified to read as follows: “Prohibit site-specific Official Plan or Zoning By-law amendments to reduce development density within an Intensification Strategic Growth Area except through a municipal comprehensive review review of the Local Official Plan or a review of the Area-Specific Plan for the	To align the defined term with the Regional Official Plan (ROPA 48).

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		<del>Intensification Strategic Growth Area and only where it is demonstrated that the change will not impact the ability to achieve the targets in Table 2b of the Regional Official Plan;</del>	
12)	2.1.6.5 i)	Is modified to read as follows:  "Consider <i>intensification</i> and development of <del>Intensification Strategic Growth Areas</del> as the highest priority of urban development within the <i>Town</i> and consider programs and incentives, including Community Improvement Plans, <u>Community Planning Permit System, and Inclusionary Zoning policies informed by an assessment report completed to the Region's satisfaction, in the Protected Major Transit Station Area</u> under the <i>Planning Act</i> , to promote and support intensification <u>and further the development of Affordable Housing</u> ;"	To align the defined term with the Regional Official Plan (ROPA 48) and add a reference to Community Planning Permit System and Inclusionary Zoning in conformity with the Regional Official Plan (ROPA 48).
13)	2.1.6.5 j)	Is modified to read as follows:  "Pre-zone <del>intensification a Strategic Growth Areas</del> or sites that are suitable for <i>intensification</i> , where locations were established through a secondary planning exercise or other public process;"	To align the defined term with the Regional Official Plan (ROPA 48).
14)	2.1.6.5 k)	Is modified to read as follows:  "Adopt parking standards for <del>Intensification Strategic Growth Areas</del> that promote the use of <i>active transportation</i> and public transit;"	To align the defined term with the Regional Official Plan (ROPA 48).
15)	2.1.6.5 l)	Is modified to read as follows:  "Consider incentives to promote the <i>development</i> of <del>Intensification Strategic Growth Areas</del> ;"	To align the defined term with the Regional Official Plan (ROPA 48).
16)	2.1.6.5 m)	Is modified to read as follows:  "Direct Regional, local and other <i>public agency</i> services and facilities, appropriate in an urban setting, to <del>Intensification Strategic Growth Areas</del> ;"	To align the defined term with the Regional Official Plan (ROPA 48).
17)	2.1.6.5 o)	Is modified to read as follows:  "Monitor, in conjunction with the <i>Region</i> , the performance of the <del>Intensification Strategic Growth Areas</del> in achieving the goals and objectives and implementing the policies and targets of this Plan.  <u>The overall mix of residents and jobs will be achieved over the long-term, and shall be monitored at intervals not less frequently than at the time of the next required comprehensive Official Plan Review;</u> "	To align the defined term with the Regional Official Plan (ROPA 48).
18)	2.1.6.5 p)	Is modified to read as follows:  "The introduction of a new <del>Intensification Strategic Growth Area</del> or the redevelopment of an existing <del>Intensification Strategic Growth Area, or Major Transit Station Area</del> , shall	To align the defined term and requirements of the Regional Official Plan (ROPA 48) (e.g. ROP 79.3(3) and 81.2(4).

Region No.	Section No.	Modification	Explanation of Modification
		<p>require the preparation of detailed official plan policies or an <i>Area-Specific Plan</i> in accordance with <u>the Regional Official Plan and</u> Section 2.11 (Community Improvement) or Section 5.4 (Secondary Planning Process) of this Plan, and incorporating the following:</p> <ul style="list-style-type: none"> <li>i) a transportation network designed to integrate <i>active transportation</i>, local transit services and inter-municipal/inter- regional <i>higher order transit</i> services;</li> <li>ii) urban design guidelines to promote <i>active transportation</i> and transit supportive land uses;</li> <li>iii) a demonstration of the regard for the Regional Healthy Community Guidelines; <u>and,</u></li> <li>iv) a network of <i>active transportation</i> facilities that serves a transportation function and provides convenient access to <u>Intensification Strategic Growth</u> Areas and transit routes; <u>and</u></li> <li>v) <u>any requirements for the preparation of detailed policies or an Area-Specific Plan for a Major Transit Station Area as set out in the Regional Official Plan.</u>”</li> </ul>	
19)	2.1.6.5 t)	<p>Is modified to read as follows:</p> <p>“Encourage the early introduction of transit service in <u>Intensification Strategic Growth</u> Areas and support <u>Intensification Strategic Growth</u> Areas by extending transit services to <u>Intensification Strategic Growth</u> Areas and areas where <i>transit-supportive</i> densities will be achieved.”</p>	To align the defined term with the Regional Official Plan (ROPA 48).
	2.6	<b>FUNCTIONAL COMMUNITY SERVICES</b>	
20)	2.6.3.1 d)	<p>Is modified to read as follows:</p> <p>“<del>include the provision of a public transit system which targets a high level of public transit usage in the Urban Area of approximately 20 percent of all trips by 2016</del> <u>require the prioritization of projects with a transit component, in order for the proportion of trips taken by transit to reach a target of 20% of all trips by 2031.</u>”</p>	To update and align the policy with the Halton Region Transportation Master Plan (TMP) and the Town of Milton TMP.
21)	2.6.3.1 g)	<p>Is modified to read as follows:</p> <p>“include the early introduction of public transit service to new <i>development</i> and redevelopment areas and in <u>Intensification Strategic Growth</u> Areas wherever economically feasible;”</p>	To align the defined term with the Regional Official Plan (ROPA 48).
22)	TABLE 2 - FUNCTION OF TRANSPORTATION FACILITIES	<p>Is modified to read as follows:</p> <p>“Complements <u>Intensification Strategic Growth</u> Areas”</p>	To align the defined term with the Regional Official Plan (ROPA 48).
	2.7	<b>HOUSING</b>	
23)	2.7.1 k)	<p>Is modified to read as follows:</p>	To align the defined term with the Regional Official Plan (ROPA 48).

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		“encouraging and promoting assisted and <i>affordable housing</i> in <del>intensification</del> a <i>Strategic Growth Areas</i> where public transit, retail, and other facilities are readily accessible.”	
24)	2.7.3.13 d)	Is modified to read as follows:  “ <del>redevelopment, which includes the replacement of existing residential uses with compatible new residential developments at a higher density; or, except in Employment Areas, the replacement of non-residential uses with compatible residential or mixed use developments with a residential component and which may also include conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use.</del> ”	To move the policy for redevelopment of non-residential uses outside Employment Areas to a new policy 2.7.3.13 e) in conformity with Regional Official Plan policy 77(22) (ROPA 48).
25)	2.7.3.13 e) [new]	A new policy is added to read as follows:  “ <u>outside Employment Areas, the redevelopment of employment lands with compatible residential or mixed use developments with a residential component, which may also include conversion of non-residential buildings (e.g., schools, commercial facilities) to residential use, provided that:</u> <ul style="list-style-type: none"> <li>i) <u>a similar amount of commercial and/or employment floor area is provided in the new development that was previously on the site; or,</u></li> <li>ii) <u>through a Site Plan application and prior to the lifting of a holding by-law, a technical study is completed demonstrating to the satisfaction of the Town and the Region that space to accommodate a similar number of jobs as existing shall be provided as part of the proposed development or made available prior to the commencement of, or concurrent with, the proposed development.</u>”</li> </ul>	To add a new policy for the redevelopment of employment lands outside Employment Areas in conformity with Regional Official Plan policy 77(22) (ROPA 48).
	<b>2.8</b>	<b>URBAN DESIGN</b>	
26)	2.8.3.1	Is modified to read as follows:  “The Town shall encourage the preparation of urban design and site planning guidelines and <i>transit-supportive</i> design criteria [...]”	The term ‘transit-supportive’ is italicized as a new defined term.
27)	2.8.3.19 [new]	A new policy is added to read as follows:  “ <u>Tall Building tower design and siting should maximize sunlight penetration and views between buildings, including views of the sky, and minimize shadows cast on private rear yards, the public realm, school yards and parks. Tower separation and orientation, as well as floorplate size control, should have regard to the Town’s Tall Building Design Guidelines.</u> ”	To add a new policy for tall building tower design in keeping with the Milton Mobility Hub Urban Design Guidelines.
	<b>2.11</b>	<b>COMMUNITY IMPROVEMENT</b>	
28)	2.11.2.14	Is modified to read as follows:	To align the defined term with the Regional Official Plan (ROPA 48).

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		“To identify <b>Intensification Strategic Growth</b> Areas as the highest priority of Urban <i>development</i> .”	
29)	2.11.3.6 m)	Is modified to read as follows:  “promote <i>intensification</i> and <i>development</i> of <b>Intensification Strategic Growth</b> Areas as the highest priority of urban <i>development</i> and implement programs and incentives to promote and support <i>intensification</i> .”	To align the defined term with the Regional Official Plan (ROPA 48).
	<b>3.2</b>	<b>RESIDENTIAL AREA *D1(iii), D4</b>	
30)	3.2.1.2	Is modified to read as follows:  “ <i>Intensification</i> within the “Residential Area” designation is encouraged within the <i>built-up area</i> and is generally directed to the <b>Intensification a Strategic Growth</b> Areas and to nodes and corridors as identified on Schedule “K” and in Section 2.1.6 of this Plan. [...]”	To align the defined term with the Regional Official Plan (ROPA 48).
31)	3.2.1.3	Is modified to read as follows:  “Residential <i>intensification</i> outside of <b>Intensification Strategic Growth</b> Areas will generally occur through infilling that is compatible with and respectful of the existing <i>character</i> of the residential neighbourhood areas.”	To align the defined term with the Regional Official Plan (ROPA 48).
	<b>3.5</b>	<b>CENTRAL BUSINESS DISTRICT</b>	
32)	3.5.1.1	Is modified to read as follows:  “The “Central Business District” (CBD) as identified on Schedule “B”, <del>composed of the historic downtown area and the Urban Growth Centre (UGC)</del> , is the focal point of the municipality. <b>It is composed of the historic downtown area and the Downtown Milton Urban Growth Centre (UGC)/Milton GO Major Transit Station Area (MTSA)</b> . The UGC/ <b>MTSA</b> , as identified on Schedule “C”, will serve as the focal area for investment in institutional and region-wide public services as well as residential, commercial, recreational, cultural and entertainment uses.  The UGC/ <b>MTSA</b> is the primary focus for <i>intensification</i> and therefore is subject to the policies for <b>Intensification Strategic Growth</b> Areas as set out in Section 2.1.6 of this Plan, as appropriate.”	To recognize the <i>MTSA</i> as delineated through ROPA 48 and the realignment of the UGC to coincide with the <i>MTSA</i> boundary.
33)	3.5.1.2 c)	Is modified to read as follows:  “Accommodate a significant share of population and employment growth, and within the UGC/ <b>MTSA</b> , achieve a minimum <i>development</i> density of 200 residents and jobs per gross hectare, <b>consistent with the general target proportion identified through the Regional Official Plan</b> , by 2031 or earlier, subject to the availability of appropriate <i>infrastructure</i> .”	To add reference to the <i>MTSA</i> designation in conformity with the Regional Official Plan (ROPA 48).



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34)	3.5.1.2 d) [new]	A new policy is added to read as follows:  “ <u>Achieve the general target for an overall proportion of 80% residents and 20% jobs in the UGC/MTSA, over the long term.</u> ”	To add a reference to the target proportion of residents to jobs in conformity with the Regional Official Plan.
35)	3.5.1.3 [new]	A new policy is added to read as follows:  “ <u>Progress toward achieving the general target proportion of residents and jobs shall be monitored at intervals not less frequently than at the time of the next comprehensive Official Plan Review. If there are significant deficits or deviations from these targets, a strategy may be developed to redress them in conjunction with the Region.</u> ”	To be in conformity with the Regional Official Plan (ROPA 48).
36)	3.5.3.3 [new]	A new policy is added to read as follows:  “ <u>As the UGC/MTSA develops, on- going monitoring of growth will assist in the assessment of future community facility and infrastructure needs. The Town shall work in collaboration with the Region, School Boards and other public agencies to enable the timely delivery of community facilities and infrastructure as needs are identified.</u> ”	To address comments made by the Halton Catholic District School Board.
37)	3.5.3.7	Is modified to read as follows:  “ <u>Transit-supportive</u> densities and pedestrian oriented, streetscapes <u>active frontages</u> and improvements to the <u>public realm</u> that revitalize and enhance the <i>character</i> of the Central Business District are required.”	To reference the new defined terms.
38)	3.5.3.15	Is modified to read as follows:  “ <del>Building heights</del> <u>The maximum permitted building heights and densities</u> shall be in accordance with the ranges provided on Schedule C.7.A.CBD <u>and Schedule C.7.A.1.CBD.</u> ”	To reference the maximum building heights and densities identified on new Schedule C.7.A.1.CBD.
39)	3.5.3.20	Is modified to read as follows:  “ <b>ACTIVE FRONTAGES</b> <del>Active Frontages</del> have been identified in Schedule C <del>along the south side of Main Street (between Brown Street and Sixteen Mile Creek) and the north side of Main Street (between James Street and Martin Street)</del> <u>in the Downtown Supportive Area and in the UGC/MTSA</u> to reinforce the <i>character</i> of these frontages as lively, pedestrian oriented, and interactive street fronts. Generally, buildings along <i>Active Frontages</i> will be located at the <del>street edge</del> <u>minimum setback</u> to help frame and animate the street. <i>Development</i> at street level in the <i>Active Frontages</i> shall be required to: [a) to c])  All buildings shall be designed to reflect the Downtown Main Street context and should have detailed and well-articulated street level façades with high quality materials. Blank walls facing a street, lane or public open space shall be avoided. At ‘gateway’ locations the street level façade treatment	To add a reference to the new ‘Active Frontage’ areas in the UGC/MTSA; and to recognize that buildings along some Active Frontages in the UGC/MTSA are to be located at a recommended setback, which may not always be at the street edge; and to acknowledge that the building height limit of four storeys only applies to Active Frontages within the Downtown Supportive Area.

Region No.	Section No.	Modification	Explanation of Modification
		<p>should wrap around the street corner. <u>In the Downtown Supportive Area, B</u>buildings greater than four-storeys in height will not be permitted in <i>Active Frontages</i> in order to protect the pedestrian scale and <i>character</i> of Downtown Main Street.”</p>	
40)	3.5.3.22	<p>Is modified to read as follows:</p> <p>“The Urban Growth Centre Mixed Use Sub-Area designation makes up the majority of the <u>CBD and UGC/MTSA. It</u> is to be planned as a concentrated, vibrant urban centre that accommodates a significant share of the <i>Town’s</i> population and employment growth supported by Regional scale public services and major transit <i>infrastructure</i>.”</p>	<p>To identify the Urban Growth Centre Mixed Use Sub-Area as the major land use designation in the UGC/MTSA.</p>
41)	3.5.3.24 a)	<p>Is modified to read as follows:</p> <p><del>“Land assembly to create larger viable holdings and facilitate comprehensive redevelopment</del> <u>Opportunities for lot consolidation and co-ordinated redevelopment of adjacent lots</u> shall be encouraged <u>to facilitate efficiencies including shared access, parking, amenity space and the Open Space Linkages shown on Schedule C.7.B.CBD;</u>”</p>	<p>To clarify the general intent and purpose of the policy in keeping with the direction of the Milton Mobility Hub Study.</p>
42)	3.5.3.24 b)	<p>Is modified to read as follows:</p> <p>“Pedestrian <del>traffic generating</del> <u>oriented</u> activities, particularly retail commercial uses and restaurants, <del>shall be located at grade level, with upper floor residential and office uses in upper storey locations, except within purpose designed buildings</del> <u>shall be encouraged, especially in the Active Frontage areas in accordance with 3.5.3.20 and at the Gateways and Focal Points shown on Schedule C.7.B.CBD;</u>”</p>	<p>To clarify the general intent and purpose of the policy in keeping with the direction of the Milton Mobility Hub Study and to add reference to the <i>Active Frontage</i> areas.</p>
43)	3.5.3.24 e)	<p>Is modified to read as follows:</p> <p>“Buildings abutting established residential neighbourhoods shall be stepped back, terraced or setback to maintain an appropriate transition and relationship between the different built forms. <u>Where applicable, development proposals shall be subject to Section 2.10, Subsections 3.2.1.8 to 3.2.1.12 inclusive, and subsection 5.6.3 of this Plan;</u>”</p>	<p>To acknowledge and be consistent with the results of the Town’s Mature Neighbourhoods Study, where the two Study areas interface and overlap.</p>
44)	3.5.3.24 f)	<p>Is modified to read as follows:</p> <p><u>“Generally, buildings shall be oriented towards the street and positioned to create a sense of enclosure along the street. All new buildings surrounding the Milton GO Station, and along internal local streets within the Active Frontage Areas, shall be located close to or at the street line to encourage retail activity. Along the south side of Main Street East, buildings will be setback sufficiently to maintain an enhanced public view corridor of the Escarpment and to accommodate a double row of street trees, landscape elements and furnishing/marketing zones. Along Ontario Street and Thompson Road landscape setbacks will be required for additional tree planting and greening to the frontages of new</u></p>	<p>To reflect the built form recommendations of the Milton Mobility Hub Study and Urban Design Guidelines.</p>

Region No.	Section No.	Modification	Explanation of Modification
		<p><u>developments. Generally, setbacks should be unencumbered with no below grade structures so that trees and other planting can grow to a mature size.</u></p>	
45)	3.5.3.24 g)	<p>Is modified to read as follows:</p> <p><u>“Building heights may be increased within the Major Transit Station Area as shown on Schedule C and The tallest buildings shall be in gateway locations as shown on Schedule C.7.A B. CBD, in accordance with the applicable bonusing policies of this Plan; and with the greatest building height peak at the Milton GO Station. The tower portion of tall buildings on the south side of Main Street shall be stepped back substantially from the front face of the podium. This tower step back will be required to maintain a predominantly mid-rise character and perception, maintain an enhanced public view corridor along Main Street and help to reduce summer time wind and shadow impacts on the pedestrian environment. The maximum prescribed building heights and densities may be exceeded, up to a maximum of three additional storeys, within the Major Transit Station Area through a Zoning By-Law Amendment only when:</u></p> <ul style="list-style-type: none"> <li><u>i) The development or redevelopment is proposed by a non-profit housing provider or is proposed by a partnership in which a non-profit housing provider has an interest that is greater than 51 per cent, and a minimum of 51 percent of the units are intended as affordable or assisted housing; or</u></li> <li><u>ii) The development or redevelopment shall, prior to or upon final site plan approval and the lifting of a holding by-law, be secured as purpose-built rental housing pursuant to an agreement made between the owner and the Town that is registered on title to the lot(s) on which development or redevelopment will be constructed and secures its function as purpose-built rental housing and prevents conversion to a condominium without the Town’s consent.”</u></li> </ul>	<p>To reflect the built form recommendations of the Milton Mobility Hub Study and Urban Design Guidelines and to address a mechanism for the provision of purpose-built rental housing.</p>
46)	3.5.3.24 h)	<p>Is modified to read as follows:</p> <p><u>“Development shall be designed transit-supportive to facilitate access to public transit, including commuter pick-up/drop-off areas and bicycle parking, and encourage walking and cycling active transportation.”</u></p>	<p>To acknowledge and apply defined terms consistent and in conformity with Provincial and Regional policy.</p>
47)	3.5.3.24 i) [new]	<p>A new policy is added to read as follows:</p> <p><u>“The installation of on-street and off-street electric vehicle charging stations shall be encouraged.”</u></p>	<p>To be in accordance with the Town’s Climate Change work plan.</p>
48)	3.5.3.24 j) [new]	<p>A new policy is added to read as follows:</p> <p><u>“Planning proposals must demonstrate how land use compatibility has been assessed and addressed in</u></p>	<p>To be consistent with Provincial policy and in conformity with the Regional Official Plan (ROPA 48) in</p>

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		<p>accordance with <a href="#">Section 2.3.3.19 of this Plan and any applicable guidelines, with the use of mitigation as necessary, including the following:</a></p> <ul style="list-style-type: none"> <li>a) <a href="#">The zoning is use-specific i.e. only the existing or proposed industrial or sensitive land use is permitted.</a></li> <li>b) <a href="#">Using holding by-laws and interim control by-laws. These can hold development until Compatibility Studies are completed and/or mitigation (as needed) is undertaken.</a></li> <li>c) <a href="#">Staging redevelopment to coincide with the phasing out of major industrial facilities.</a></li> <li>d) <a href="#">Planning for transitional land uses. Lighter industrial uses would ideally be in proximity to heavy industrial uses, instead of sensitive land uses.</a></li> <li>e) <a href="#">Putting in place long-term monitoring and maintenance requirements for mitigation measures.</a></li> <li>f) <a href="#">Use of municipal by-laws (e.g. noise by-laws) as an effective means of addressing unplanned nuisance impacts.”</a></li> </ul>	<p>accordance with applicable guidelines.</p>
49)	3.5.3.24 k) [new]	<p>A new policy is added to read as follows:</p> <p><a href="#">“Studies, undertaken in accordance with Provincial policies to the satisfaction of the Region, the Town and the authorized review agency and in consultation with the railway agency, for new development adjacent or in proximity to the railways rights-of-way should have regard to the Federation of Canadian Municipalities and the Railway Association of Canada’s Guideline for New Development in Proximity to Railway Operations.”</a></p>	<p>To be consistent with Provincial policy and applicable guidelines.</p>
50)	3.5.3.26	<p>Is modified to read as follows:</p> <p><a href="#">“A new trail system shall be developed along each side of the rail line from Thompson Road to Ontario Street. A network of Major and Minor Linkages as described in Section 3.5.3.38 to 3.5.3.39 and shown on Schedule C.7.B.CBD shall be created. This network will provide active transportation connections from the Milton GO Station to the wider community and to improve linkages through the MTSA. ”</a></p>	<p>To identify Major and Minor Linkages and clarify their general intent and purpose.</p>
51)	3.5.3.27	<p>Is modified to read as follows:</p> <p><a href="#">“The comprehensive redevelopment of existing industrial and automotive-related establishments within the Urban Growth Centre/<i>Major Transit Station Area</i> and replacement with intensive, high density residential, office and institutional uses shall be promoted, subject to 2.7.3.13e).”</a></p>	<p>To identify the MTSA designation and add a reference to 2.7.3.13 in relation to the redevelopment of employment uses and buildings.</p>
52)	3.5.3.28	<p><a href="#">“Redevelopment of large surface parking areas, particularly the GO Station parking area fronting on Main Street, is encouraged. A new urban square, located along the Main Street frontage, shall be a prominent feature of any The GO Station Gateway should include new urban plazas with active grade related buildings at both entrances as a feature of any</a></p>	<p>To reflect the recommendations of the Milton Mobility Hub Study and Urban Design Guidelines.</p>

Region No.	Section No.	Modification	Explanation of Modification
		redevelopment proposal for the GO Station site.”	
53)	3.5.3.29	<p>Is modified to read as follows:</p> <p>“A Comprehensive <i>Development Plan</i> shall be required in support of any major redevelopment proposal. A major redevelopment proposal consists of either multiple purpose designed buildings or a single building having a <i>Gross Floor Area</i> exceeding 10,000 square metres. The Comprehensive <i>Development Plan</i> shall include:</p> <ul style="list-style-type: none"> <li>a) a detailed overall concept plan, identifying the location and use(s) of all of the proposed buildings and structures;</li> <li>b) a detailed phasing strategy, if applicable, that describes the sequencing of <i>development</i> and the timing of any <i>infrastructure</i> improvements;</li> <li>c) the location of any lands and/or facilities to be dedicated to the <i>Town</i> as a condition of approval;</li> <li>d) conceptual building elevation drawings and/or a computer generated three dimensional model illustrating the proposed <i>character</i>, massing, scale and design of the <i>development</i> including architectural detailing;</li> <li>e) the location of appropriate access points onto the abutting road network;</li> <li>f) the location and layout of access and parking areas and pedestrian and vehicular circulation routes, including access to service areas, in the context of an overall parking management strategy;</li> <li>g) urban design guidelines, landscaping plans and proposed streetscape treatments and sustainable design elements including street <i>trees</i>, plant materials, paving treatments, street furniture, waste and recycling containers and bicycle parking facilities; and,</li> <li>h) a detailed Functional Servicing Report identifying the location of stormwater management facilities/controls.</li> </ul> <p><u>Schedule C.7.D.CBD identifies four ‘Development Blocks’. These lands represent opportunities for major development and intensification through comprehensively planned and phased redevelopment. The prescribed maximum building heights and development densities may be varied through a Comprehensive Development Plan for the entire ‘Development Block’. As part of development approval for lands in a Development Block, development or redevelopment will be based on a Comprehensive Development Plan, which is to be prepared by the development proponent in consultation with the Town and other relevant stakeholders. The Comprehensive Development Plan will be consistent with the policies in this Plan. It will be required to demonstrate:</u></p> <ul style="list-style-type: none"> <li>a) <u>how the ultimate build-out of the ‘Development Block’ will achieve the required minimum Block-</u></li> </ul>	To provide clarity on requirements and implementation.

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		<p><u>Level Density measured across the site as a whole;</u></p> <p>b) <u>how the Development Plan responds to the guiding principles and recommendations of the Milton Mobility Hub Study, including the Mobility Hub Urban Design Guidelines; and</u></p> <p>c) <u>how the development will address any community facility and infrastructure needs identified by the Town in accordance with sub-section 3.5.3.3.</u></p> <p><u>Upon completion, the Comprehensive Development Plan for a 'Development Block' shall be submitted to Council for endorsement without amendment to this Plan.</u></p> <p><u>Endorsement of one Comprehensive Development Plan does not preclude alternatives or future modifications from being endorsed by Council and does not preclude consideration of interim development proposals in accordance with the policies of this Plan."</u></p>	
54)	3.5.3.30	<p>Is modified to read as follows:</p> <p><u>"Development proposals which would have the effect of reducing the gross development density target set out in Section 2.1.4.7 and 3.5.1.2 c) of this Plan, consistent with the general target proportion identified through the Regional Official Plan, or the minimum height Block-Level Densities required by 2.1.4.8 as shown on Schedule C.7.A.C.CBD on a site shall be prohibited unless it is part of a municipal comprehensive review or the review of the Secondary Plan for the Central Business District. Interim development proposals in the form of small-scale building additions or stand alone buildings in connection with an existing use, which result in short-term development below the minimum prescribed Block-Level Densities, may be permitted provided that:</u></p> <p>a) <u>The proposed building or addition has a Gross Floor Area of less than 500 square metres;</u></p> <p>b) <u>The development does not prejudice or inhibit the long-term re- development of the site as envisioned by this Plan;</u></p> <p>c) <u>The development is consistent with the achievement of a compact, pedestrian- oriented and transit-supportive urban form;</u></p> <p>d) <u>The development does not include residential uses."</u></p>	To be in conformity with Provincial policy and the Regional Official Plan (ROPA 48) and to allow flexibility for consideration of interim development proposals. .
55)	3.5.3.31	<p>Is modified to read as follows:</p> <p><u>"Lands within the Urban Growth Centre Mixed Use Sub-Area land use designation shall be pre-zoned to facilitate the redevelopment of these lands to meet the intensification and mixed-use objectives of this Plan, including the intensification target set out in Section 2.1.4.3 and the minimum gross development density target set out in Section 2.1.4.7</u></p>	To be in conformity with Provincial policy and the Regional Official Plan (ROPA 48)

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		<p>and 3.5.1.2 c) of this Plan, together with the minimum <i>Block-Level Densities</i> required by 2.1.4.8. A Holding Provision (H) may be implemented through the Zoning By-law amendment in order to ensure that <u>place a hold on</u> the proposed development until:</p> <ul style="list-style-type: none"> <li>a) <u>Compatibility Studies, including appropriate studies to achieve land use compatibility, and mitigation are completed to assess and address potential adverse effects from odour, noise and other contaminants;</u></li> <li>b) <u>municipal services are adequate and available;</u></li> <li>c) <u>a Comprehensive Development Plan is completed, where required in accordance with 3.5.3.29, including an Urban Design Brief; and,</u></li> <li>d) <u>the Town is satisfied that the development:</u> <ul style="list-style-type: none"> <li>a) <u>i) is consistent with and</u> conforms to all other relevant policies of <u>this Plan the Province, the Region and the Town;</u></li> <li>b) <u>ii) is sensitive to the character of adjacent residential neighbourhoods with respect to sun shadowing, building height, massing and setbacks and provides for suitable transition; and,</u></li> <li>c) <u>iii) is appropriately integrated with surrounding land uses;</u></li> <li>d) <u>municipal services are adequate and available.</u>"</li> </ul> </li> </ul>	
56)	3.5.3.36	<p>Is modified as follows:</p> <p>"Schedule "C.7.B.CBD" identifies a system of open spaces, linkages and nodes (classified Gateway or Focal Point). <i>Development</i> on lands designated as Gateway will have regard for the importance of these <u>intersections locations</u> as major entry points into the <u>Town MTSA</u> and shall be consistent with subsections 2.8.3.19 to 2.8.3.22 (Gateways) of this Plan. <u>Public art is encouraged within each of the three Gateways.</u>"</p>	To reflect the recommendations of the Milton Mobility Hub Study and Urban Design Guidelines.
57)	3.5.3.39	<p>Is modified as follows:</p> <p>"Major linkages refer to <u>"off-street" trails facilitating both bicycle and pedestrian traffic, and typically will be wider in dimension than minor linkages</u> <u>active transportation connections between popular destinations, the GO Station and the wider community.</u> Minor linkages occur within existing streets or constrained areas and are identified by street signage and pavement markings <u>provide internal connections, facilitating walking and cycling within the area.</u> The design of both major and minor linkages shall have regard for the <u>CBD Town's</u> Urban Design Guidelines <u>and Standards.</u>"</p>	To be in conformity with Provincial policy and the Regional Official Plan (ROPA 48).
58)	3.5.3.40	<p>Is modified as follows:</p> <p><u>"The major open space linkages adjacent to the CPR corridor will eventually serve as a major east-west connection through the centre of the Town, providing access</u></p>	To reflect the recommendations of the Milton Mobility Hub Study and Urban Design Guidelines.

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		<p>to points of community interest via a system of minor trail connections. This linkage will also serve to protect the CPR corridor from noise and vibration sensitive developments.</p> <p><u>Main Street East connects the community and cultural arts district in the east to the historic downtown in the west. It is envisioned as a landmark street and a central focus for the UGC/MTSA. The design of Main Street East should include active pedestrian boulevards, wide sidewalks, consistent paving treatment, street tree planting and active frontages. Buildings along Main Street East should include a generous setback along the south side for an additional row of trees and plantings within the private setback.</u></p>	
59)	3.5.3.41	<p>Is modified as follows:</p> <p><del>"A corridor width of 5 to 20 metres will be achieved on both sides of the CPR right-of-way.</del></p> <p><u>Unless otherwise directed by the property owner of the railway right-of-way, buildings shall be setback a minimum of 30 metres from the property line of the railway right-of-way.</u></p> <p><u>Notwithstanding the required setback, infrastructure, parking areas, transit facilities including ancillary uses and amenities related thereto, and parks and open spaces, may be permitted within the setback.</u></p>	To be consistent with Provincial policy and applicable guidelines.
60)	3.5.3.44	<p>Is modified as follows:</p> <p><i>"Development</i> or redevelopment applications that contemplate open space or streetscape improvements will be accompanied by plans that are consistent with the provisions of subsection 2.8.3.50 of this Plan (Landscape Design) and shall have regard for the <del>CBD</del> <u>Town's</u> Urban Design Guidelines <u>and standards.</u>"</p>	To reference all applicable guidelines and standards of the Town.
61)	3.5.3.46	<p>Is modified as follows:</p> <p><i>"All development</i> within the Central Business District shall have regard for the general design objectives contained in Section 2.8 of this Plan and the CBD Urban Design Guidelines. <u>In addition, all development within the Major Transit Station Area shall have regard to the Milton Mobility Hub Urban Design Guidelines.</u>"</p>	To reference the Milton Mobility Hub Urban Design Guidelines.
62)	3.5.3.48	<p>Is modified as follows:</p> <p><i>"The Town</i> supports the <i>development</i> of common parking areas in the CBD and shall <del>work to provide such facilities through the following</del> <u>apply a strategic and holistic approach to parking provision as follows: [...]"</u></p>	To reflect the recommendations of the Milton Mobility Hub Study.
63)	3.5.3.48 d)	<p>Is modified as follows:</p> <p><del>"minimum and maximum parking standards will be employed to ensure that only that amount of parking necessary to meet weekly peak periods of traffic is required</del> <u>sufficient to</u></p>	To reflect the recommendations of the Milton Mobility Hub Study.



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		<del>provide an appropriate supply of parking that meets the needs of users while promoting the use of active transportation and transit. Lands not required for parking should be landscaped and reserved for future development;</del>	
64)	3.5.3.48 e)	Is modified as follows:  “on street parking should be encouraged <del>on all new local streets developed within the CBD, especially within Active Frontage Areas,</del> as a means of providing additional parking but also to help animate street activity; <del>and,</del> ”	To reference the new defined term.
65)	3.5.3.48 f)	Is modified as follows:  “all proposed <i>developments</i> should illustrate through their site plans how parking areas will be developed having regard for the <del>CBD Town's</del> Urban Design Guidelines.	To reference all applicable guidelines of the Town.
66)	3.5.3.48 g) [new]	A new policy is added to read as follows:  “ <del>travel demand management, reduced parking and opportunities for shared parking shall be encouraged in accordance with 2.6.3.14;</del> ”	To reflect the recommendations of the Milton Mobility Hub Study.
67)	3.5.3.48 h) [new]	A new policy is added to read as follows:  “ <del>the provision of surface parking lots should be minimized and configured to transition to other uses over time;</del> ”	To reflect the recommendations of the Milton Mobility Hub Study.
68)	3.5.3.48 i) [new]	A new policy is added to read as follows:  “ <del>where appropriate, existing surface parking lots should be replaced with compact, mixed-use and transit-supportive developments.</del> ”	To reflect the recommendations of the Milton Mobility Hub Study.
	<b>4.11</b>	<b>SPECIFIC POLICY AREAS</b>	
69)	4.11.3.24	Is modified by deleting the following text:  “ <del>The area identified as Specific Policy Area 24 on Schedule I4 of this Plan applies to the lands on the south side of Main Street, east of Thompson Road which were originally developed as part of the Bristol Survey Secondary Plan area and are now included within the Urban Growth Centre and the Central Business District. Future permitted uses, development and re-development within this designation shall be subject to and in accordance with the general Central Business District policies and the Urban Growth Centre Mixed Use Sub-area policies found in Section 3.5 of this Plan.</del> ”	To remove an out of date and redundant policy.
	<b>5.2</b>	<b>PHASING AND FINANCE *D1(xvii)</b>	
70)	5.2.1.2	Is modified to read as follows:  “Within the Urban Area, <i>development</i> phasing strategies will give priority to achieving the targets for population, employment, density and <i>intensification</i> contained in Sections	To align the defined term with the Regional Official Plan (ROPA 48).

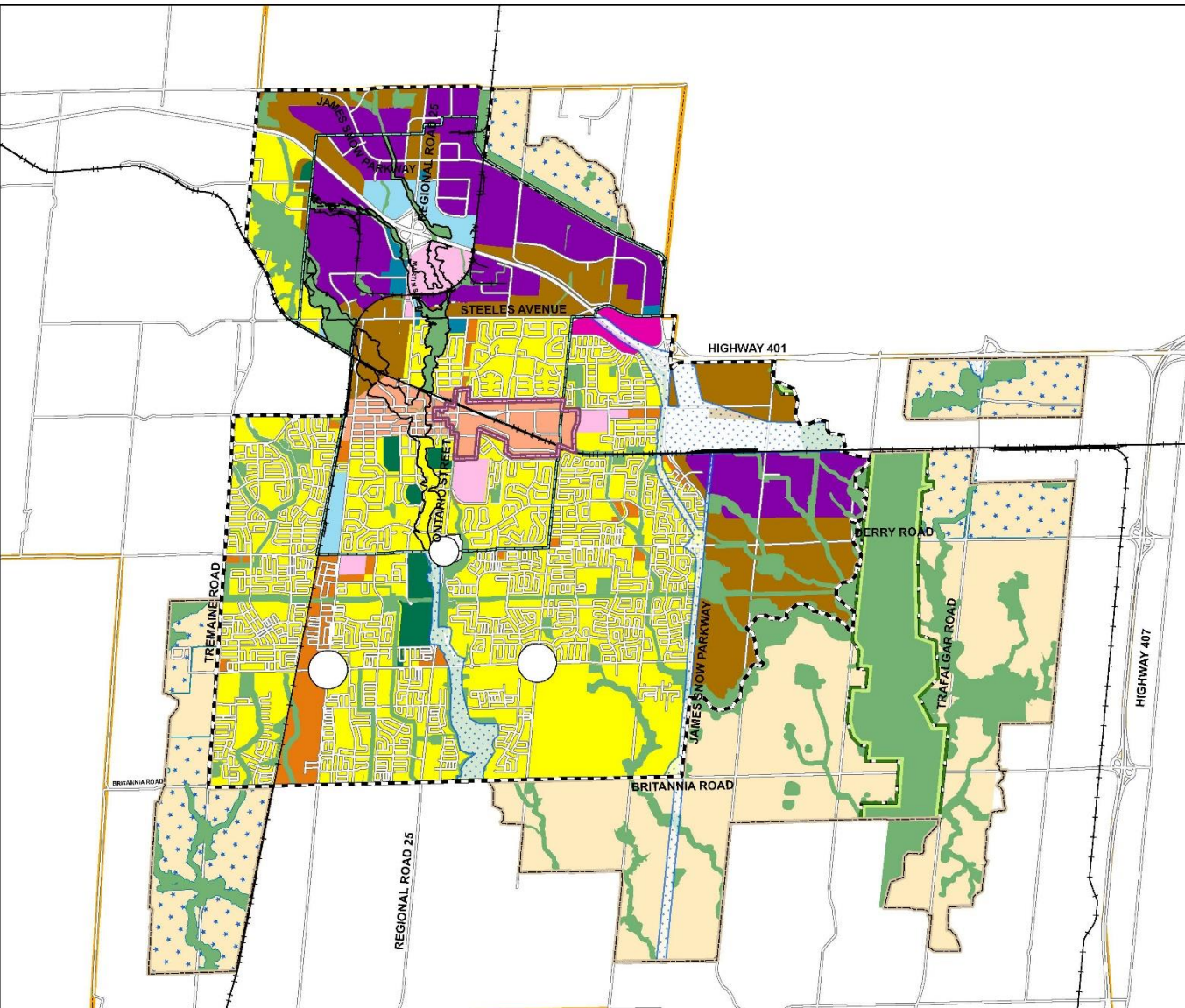
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		2.1.4 and 2.1.5 of this Plan, and the <i>development of Intensification Strategic Growth</i> Areas, employment lands, infilling and <i>completion</i> of existing neighbourhoods and communities, in accordance with provisions of the Regional Plan. Each <i>development</i> phase shall support the creation of healthy communities.”	
71)	5.2.2.1 a)	Is modified to read as follows:  “to give priority to <i>development of Intensification Strategic Growth</i> Areas, employment lands, infilling and <i>completion</i> of existing neighbourhoods and communities and ensure that a full range and mix of housing types can be provided in each phase, in accordance with Figure 2 in Section 2.1.5 of this Plan;”	To align the defined term with the Regional Official Plan (ROPA 48).
	<b>5.10</b>	<b>INTERPRETATION</b>	
72)	5.10.6 [new]	A new definition is added to read as follows:  “ <b>ACTIVE FRONTAGES</b> means an area that should contribute to the interest, life and vibrancy of the public realm. This is achieved by providing a pedestrian oriented façade and uses at street level.”	To clarify a key defined term for ease of understanding.
73)	5.10.6 [new]	A new definition is added to read as follows:  “ <b>BLOCK-LEVEL DENSITIES</b> means the densities, represented by Floor Space Index (FSI), which are typically achieved by various forms of building type on a block. The block-level densities are an average of the FSI values achieved on individual lots or land parcels within each block. Individual lots or land parcels may have higher or lower FSIs depending on their unique conditions and development potential.”	To clarify a key defined term for ease of understanding.
74)	5.10.6 [new]	A new definition is added to read as follows:  “ <b>BUILDING HEIGHT</b> means the vertical distance measured from the established grade of a building or structure to: a) in the case of a flat roof, the highest point of the roof surface or parapet, whichever is greater; b) in the case of a mansard roof, the decline of the roof; c) in the case of a gable, hip or gambrel roof, the mean height between the eaves and ridge. Excluding any rooftop ornamentation, masts, flues, tanks, mechanical rooms, plant or equipment.”	To clarify a key defined term for ease of understanding.
75)	5.10.6 [new]	A new definition is added to read as follows:  “ <b>COMPATIBILITY STUDY(IES)</b> : a study that assesses potential adverse effects and recommends separation distances and mitigation measures, if needed, to limit impacts to surrounding land uses.”	To clarify a key defined term for ease of understanding.
76)	5.10.6	Is modified to read as follows:  “ <b>FLOOR SPACE INDEX (FSI)</b> means the ratio of the Gross	To align the meaning with the Town’s Zoning By Law and to

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		<i>Floor Area</i> of <b>a all</b> buildings or structures to lot area. <i>Community facilities and infrastructure are excluded from the calculation of FSI.</i>	address comments made by HCDSB.
77)	5.10.6 [new]	A new definition is added to read as follows: <b>“GROSS FLOOR AREA means the total area of all floors measured between the exterior face of the exterior walls of the building or structure at the level of each floor, exclusive of any basements used for storage purposes and/or for the parking of a motor vehicle.”</b>	To clarify a key defined term for ease of understanding.
78)	5.10.6	Is modified by deleting the definition as follows: <del><b>“INTENSIFICATION AREAS means lands identified within the Urban Area that are to be the focus for accommodating intensification. Intensification Areas include Urban Growth Centres, Major Transit Station Areas (including Metrolinx designated Mobility Hubs), Intensification Corridors and Mixed Use Nodes.”</b></del>	No longer in use as a defined term.
79)	5.10.6	Is modified to read as follows: <b>“INTENSIFICATION CORRIDORS means Intensification Strategic Growth Areas identified along major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed use development consistent with planned transit service levels.”</b>	To align the defined term with the Regional Official Plan (ROPA 48).
80)	5.10.6	Is modified to read as follows: <b>“MAJOR TRANSIT STATION AREA means the area including and around any existing or planned higher order transit station within the Urban Area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m to 800m radius of a transit station, representing about a 10-minute walk.”</b>	To update the defined term in conformity with Provincial policy and the Regional Official Plan (ROPA 48)
81)	5.10.6 [new]	A new definition is added to read as follows: <b>“PODIUM means the base of a building that is distinguished from the uppermost floors of a mid-rise building or the tower portion of a tall building by being set forward or articulated architecturally.”</b>	To clarify a key defined term for ease of understanding.
82)	5.10.6 [new]	A new definition is added to read as follows: <b>“PUBLIC REALM means all spaces to which the public has unrestricted access, such as streets, parks, and sidewalks. Privately owned public spaces, mid-block connections, front yards and patios are examples of complementary spaces, which also contribute to the enjoyment of the public realm.”</b>	To clarify a key defined term for ease of understanding.
83)	5.10.6 [new]	A new definition is added to read as follows: <b>“STEP BACK means the horizontal distance from the front</b>	To clarify a key defined term for ease of understanding.

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		<u>face of the podium to the uppermost floors of a mid-rise building or the tower portion of a tall building, projecting balconies excepted. The step back is in addition to a required setback.</u>	
84)	5.10.6 [new]	A new definition is added to read as follows: <p><b>“STRATEGIC GROWTH AREAS</b> means lands identified within the <i>Urban Area</i> that are to be the focus for accommodating population and employment <i>intensification</i> and higher-density mixed uses in a more compact built form. <i>Strategic Growth Areas</i> include <i>Urban Growth Centres, Major Transit Station Areas, Intensification Corridors</i> and <i>Secondary Mixed Use Nodes.</i>”</p>	To clarify a key defined term for ease of understanding.
85)	5.10.6 [new]	A new definition is added to read as follows: <p><b>“TALL BUILDING</b> means generally a high rise building having a height greater than 8 storeys, or which appears tall in relation to its surrounding context and will be a prominent feature on the skyline.”</p>	To clarify a key defined term for ease of understanding.
86)	5.10.6 [new]	A new definition is added to read as follows: <p><b>“TOWER</b> means the portion of a tall building above the podium including the tower top or crown.”</p>	To clarify a key defined term for ease of understanding.
87)	5.10.6 [new]	A new definition is added to read as follows: <p><b>“TRANSIT-SUPPORTIVE</b> means <i>development</i> that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed- use <i>development</i> that has a high level of employment and residential densities. <i>Transit- supportive development</i> will be consistent with Ontario’s <i>Transit Supportive Guidelines.</i>”</p>	To clarify a key defined term for ease of understanding.
	<b>C.2.5</b>	<b>LAND USE POLICIES</b>	
88)	C.2.5.12	Is modified to read as follows: <p>“The “Special Study Area” designation for the area bound by Steeles Avenue, Martin Street, the CP Rail line and the CN Rail line on Schedule C.2.B” is an overlay designation. The lands in this Special Study Area, with the exception of the Natural Heritage <b>System Area</b> and the <i>Residential Area</i> along Martin Street, have been identified as an <b>Intensification Strategic Growth Area</b> on Schedule K to this Plan.”</p>	To align term with Schedule legend and align the defined term with the Regional Official Plan (ROPA 48).
	--	<b>SCHEDULES</b>	
89)	General	Where applicable, Schedules should be further modified by changing the title for delineated boundary to read ‘Downtown Milton UGC/ Milton GO MTSA’.	To clarify the legend for consistency with order of terms.
90)	Schedule B - 'Urban Area Land Use Plan'	Is modified by adding a 'Milton GO MTSA/Downtown Milton UGC' boundary shown herein as Attachment #1.	To clarify the legend.

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91)	Schedule C - 'Central Business District Land Use Plan'	Is modified as shown herein as Attachment #2 by: <ul style="list-style-type: none"> <li>a. adding a 'Milton GO MTSA/Downtown Milton UGC' boundary;</li> <li>b. within the boundary added by a. above, replacing the 'Downtown Supportive Area' with 'Urban Growth Centre Mixed Use Sub-Area';</li> <li>c. outside the boundary added by a. above, replacing the 'Urban Growth Centre Mixed Use Sub-Area' with 'Downtown Supportive Area';</li> <li>d. removing 'Specific Policy Area 24'.</li> </ul>	To clarify the map for ease of understanding.
92)	C.7.A.CBD – 'Central Business District Height Limits'	Is modified as shown herein as Attachment #3 by: <ul style="list-style-type: none"> <li>a. removing the Major Transit Station Area radius notation;</li> <li>b. adding a 'Milton GO MTSA/Downtown Milton UGC' boundary;</li> <li>c. within the boundary added by b. above, deferring to new Schedule C.7.A.1.CBD.</li> </ul>	To clarify the map for ease of understanding.
93)	C.7.A.1.C BD [New]	A new Schedule is added titled – 'Central Business District - Milton GO MTSA/Downtown Milton UGC Height and Density Limits' shown herein as Attachment #4.	To clarify the map for ease of understanding.
94)	C.7.B.CBD - 'Central Business District Open Space Linkages and Nodes'	Is modified as shown herein as Attachment #5 by: <ul style="list-style-type: none"> <li>a. adding a 'Milton GO MTSA/Downtown Milton UGC' boundary; and</li> <li>b. within the boundary added by a. above, revising the 'Gateway', 'Focal Point', 'Urban Square', 'Major Linkage' and 'Minor Linkage' locations</li> </ul>	To clarify the map for ease of understanding.
95)	C.7.C.CB D [New]	A new Schedule titled 'Minimum Block Level Densities' is added as shown herein as Attachment #6.	To illustrate minimum density for ease of understanding.
96)	C.7.D.CB D [New]	A new Schedule titled 'Development Blocks' is added as shown herein as Attachment #7.	To illustrate development blocks for ease of understanding.
97)	Schedule H - 'Urban Area Structure Plan'	Is modified by replacing the 'Urban Growth Centre Boundary' with 'Urban Growth Centre/Major Transit Station Area Boundary' as shown herein as Attachment #8.	To clarify the legend.
98)	Schedule I1	Schedule I1 is modified by removing Specific Policy Area 24 and Special Policy Area 43 as shown herein as Attachment #9.	To clarify the map for ease of understanding.
99)	Schedule K – 'Intensification Areas'	Is modified as shown herein as Attachment #10 by: <ul style="list-style-type: none"> <li>a. Re-titling and replacing 'Intensification Areas' as 'Strategic Growth Areas';</li> <li>b. replacing the 'Urban Growth Centre Boundary' with a new 'Urban Growth Centre/Major Transit Station Area Boundary'; and</li> <li>c. identifying the lands as 'Strategic Growth Area' within the new 'Urban Growth Centre/Major Transit Station</li> </ul>	To clarify the map for ease of understanding.

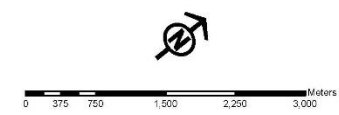
Region No.	Section No.	Modification	Explanation of Modification
		Area Boundary', as shown on Schedule 9 attached hereto.	



## TOWN OF MILTON OFFICIAL PLAN

### Schedule B Urban Area Land Use Plan

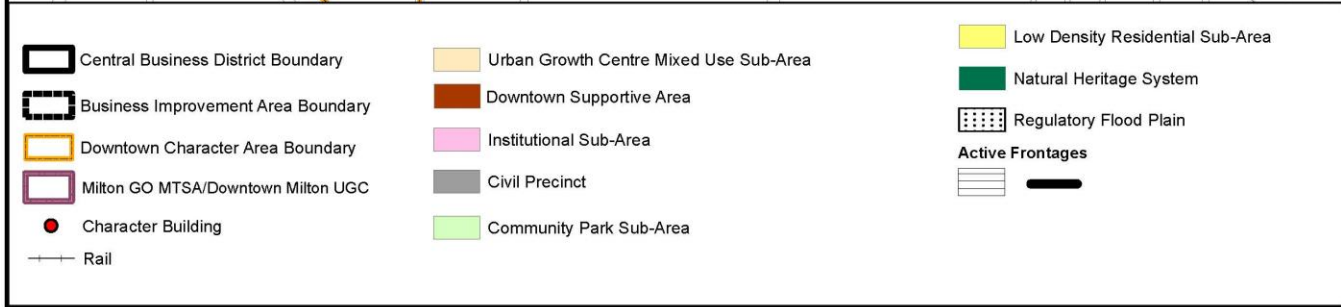
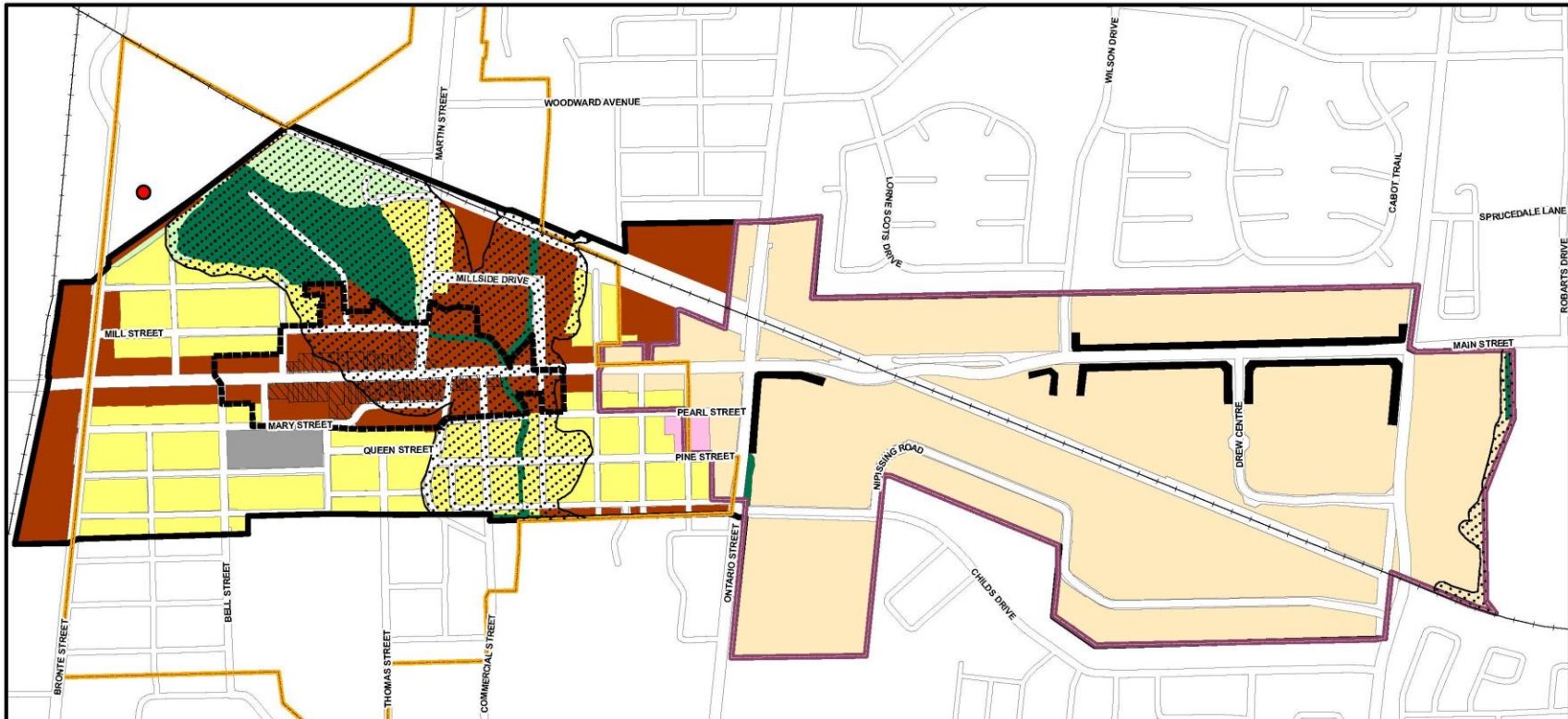
- Business Park Area
- Business Commercial Area
- Central Business District
- Community Park
- SHP Growth Area
- SHP Growth Area- Employment
- Industrial Area
- Institutional Area
- Office Employment Area
- Major Commercial Centre
- Residential Area
- Residential Office Area
- Secondary Mixed Use Node
- Natural Heritage System
- Milton GO MTSA/Downtown Milton UGC
- Greenbelt Plan Protected Countryside
- Parkway Belt West Plan Area
- Regulatory Flood Plain (Within Established Urban Area)
- SHP Urban Area Boundary
- Established Urban Area Boundary
- HUSP Urban Area Boundary
- Milton Boundary



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

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**November, 2021**



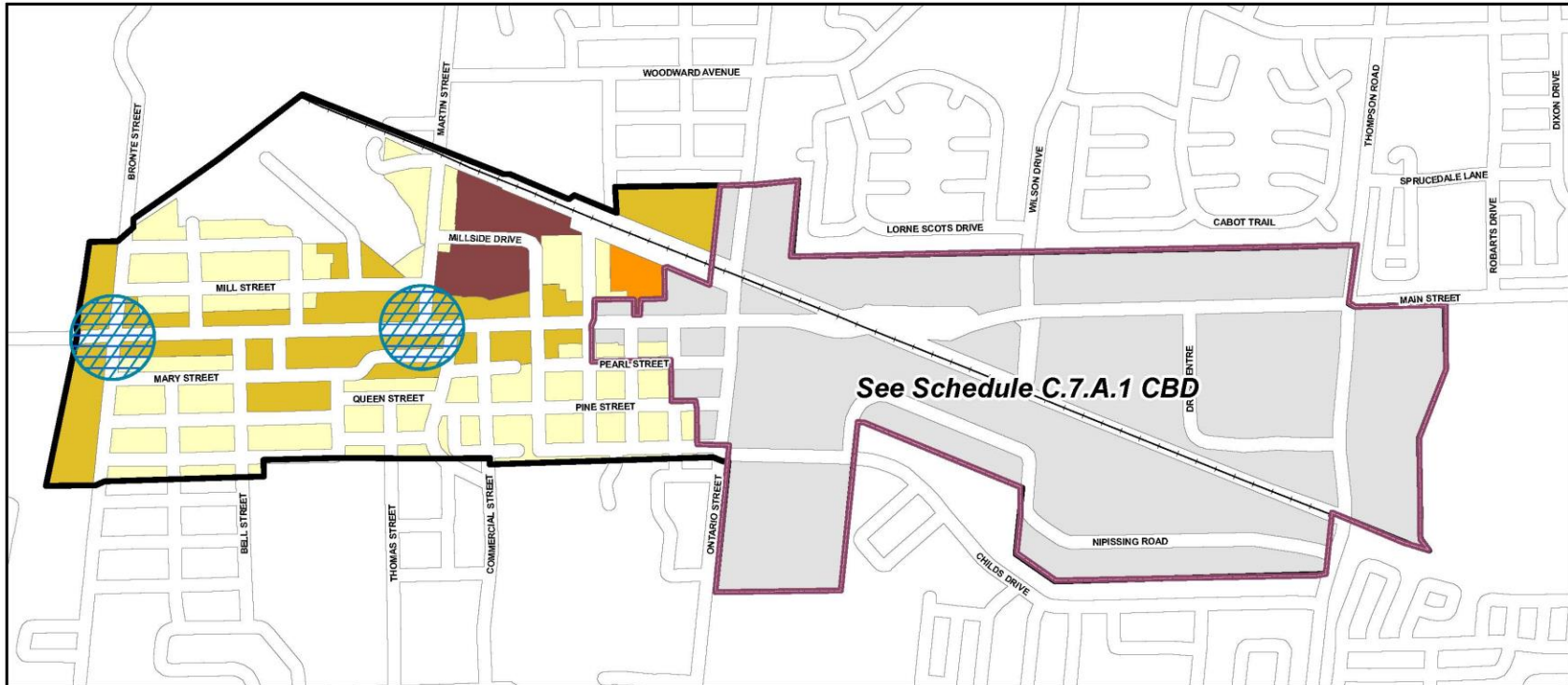
**TOWN OF MILTON  
OFFICIAL PLAN**

Schedule C

**Central Business District  
Land Use Plan**

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**January, 2022**





Central Business District Boundary

Milton GO MTSA/Downtown Milton UGC

Transition Areas

Gateways

See Schedule C.7.A.1 CBD

**Maximum Heights**

1-2 Storeys

3-4 Storeys

6-8 Storeys

10-14 Storeys

**TOWN OF MILTON  
OFFICIAL PLAN**

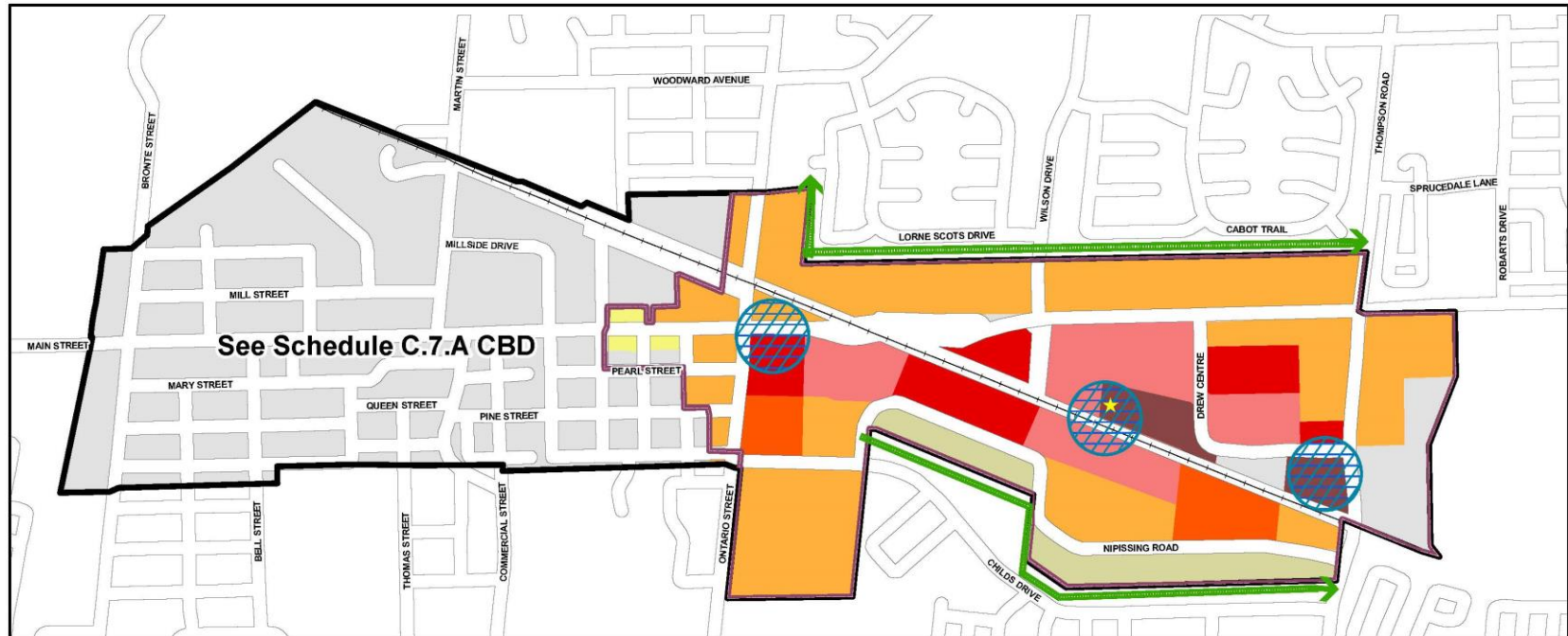
CENTRAL BUSINESS DISTRICT  
SECONDARY PLAN

**Schedule C.7.A.CBD**

Central Business District  
Height Limits

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May, 2022

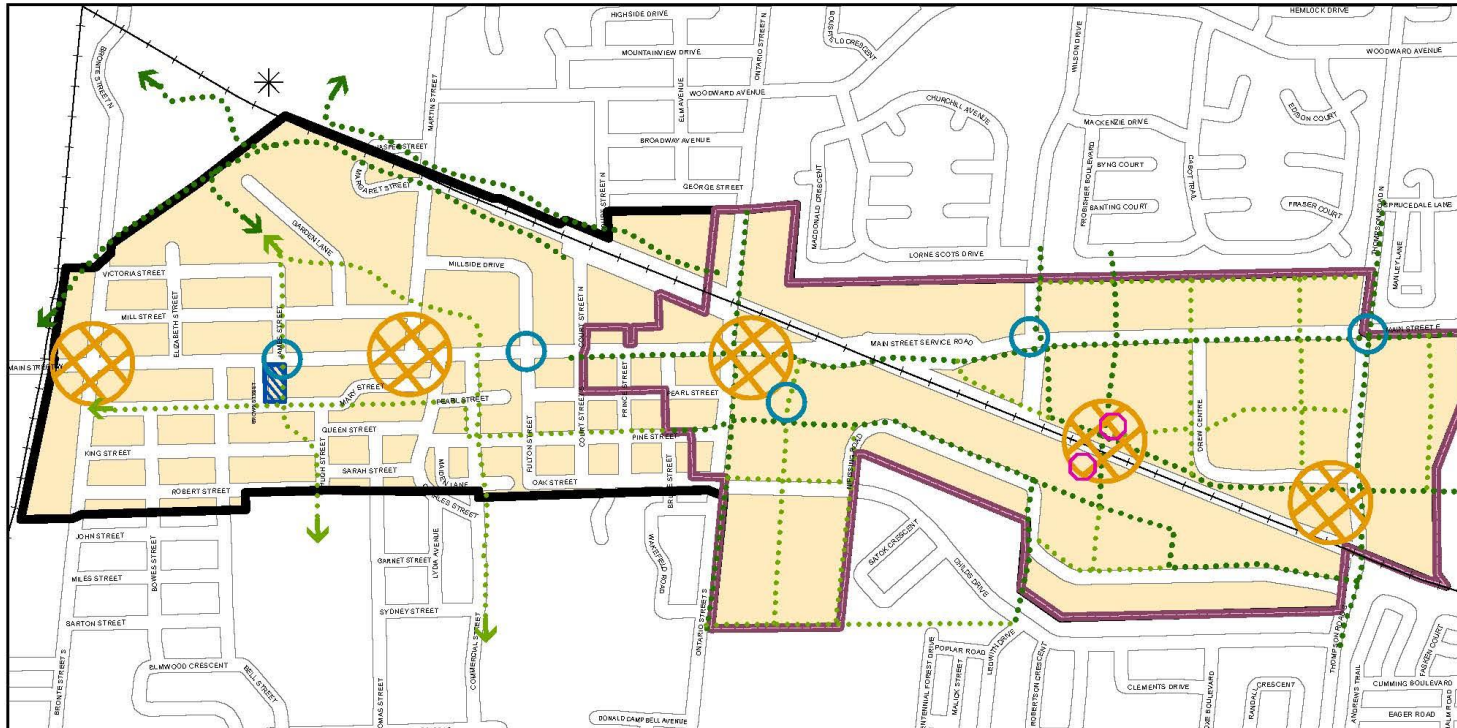


Central Business District Boundary		
Milton GO MTSA/Downtown Milton UGC		
See Schedule C.7.A CBD		
Transition Areas		
Gateways		
	<b>Maximum Heights</b>	<b>Maximum Density</b>
	4 Storeys	2.0 FSI
	6 Storeys	3.0 FSI
	8 Storeys	4.0 FSI
	15 Storeys	5.0 FSI
	23 Storeys	5.0 FSI
	27 Storeys	6.0 FSI
	31 Storeys	6.0 FSI
	33 Storeys	6.0 FSI

**TOWN OF MILTON**  
**OFFICIAL PLAN**  
 CENTRAL BUSINESS DISTRICT  
 SECONDARY PLAN  
**Schedule C.7.A.1 CBD**  
 Central Business District  
 Milton GO MTSA/Downtown Milton UGC  
 Height & Density Limits

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**February, 2022**



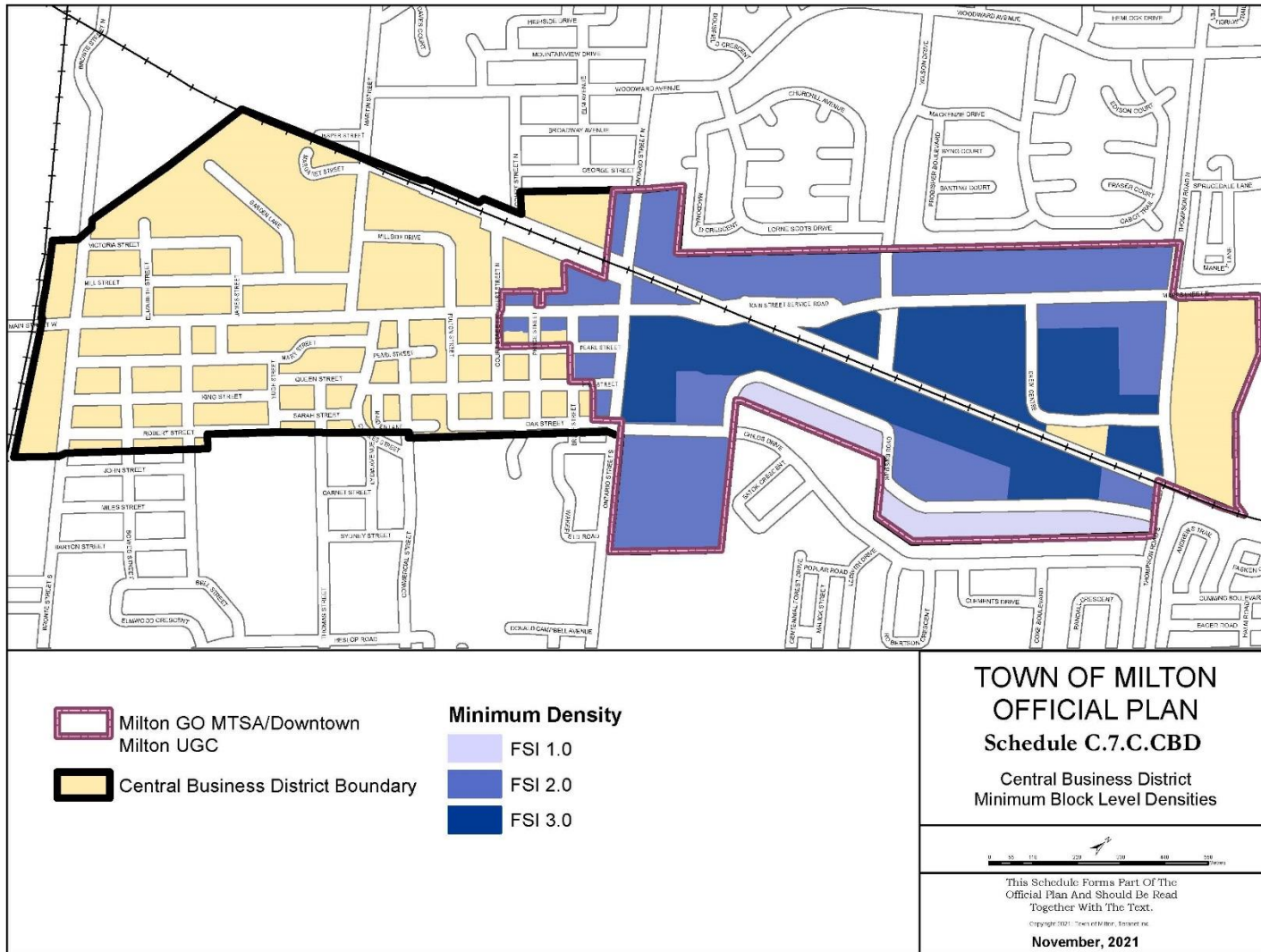
- Major Linkage
- Minor Linkage
- Future Crossing
- Urban Square
- Focal Point
- Gateway
- Station Plaza
- Central Business District Boundary
- Milton GO MTSA/Downtown Milton UGC

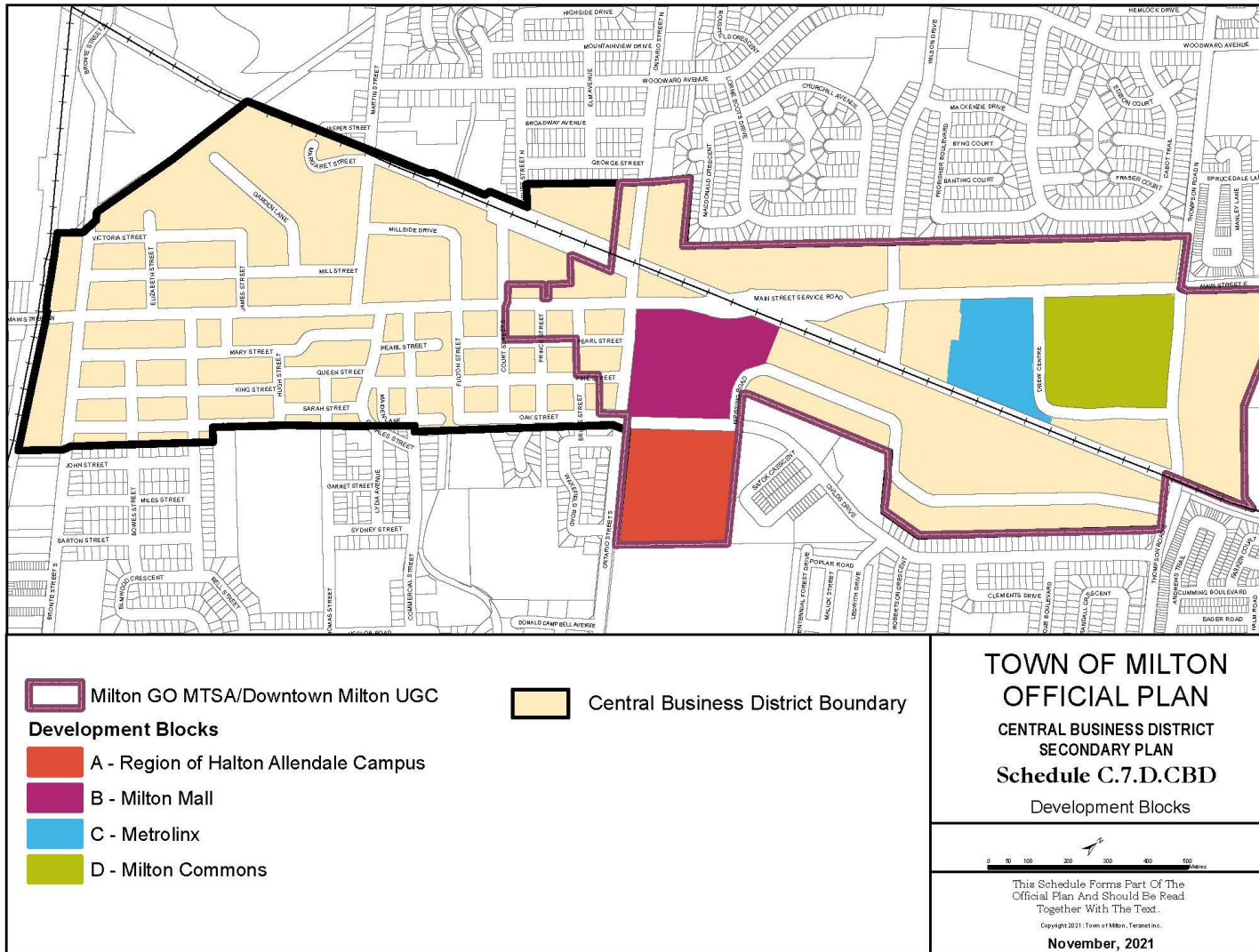
**TOWN OF MILTON  
OFFICIAL PLAN  
CENTRAL BUSINESS DISTRICT  
SECONDARY PLAN  
Schedule C.7.B.CBD**  
Open Space, Linkages and Nodes

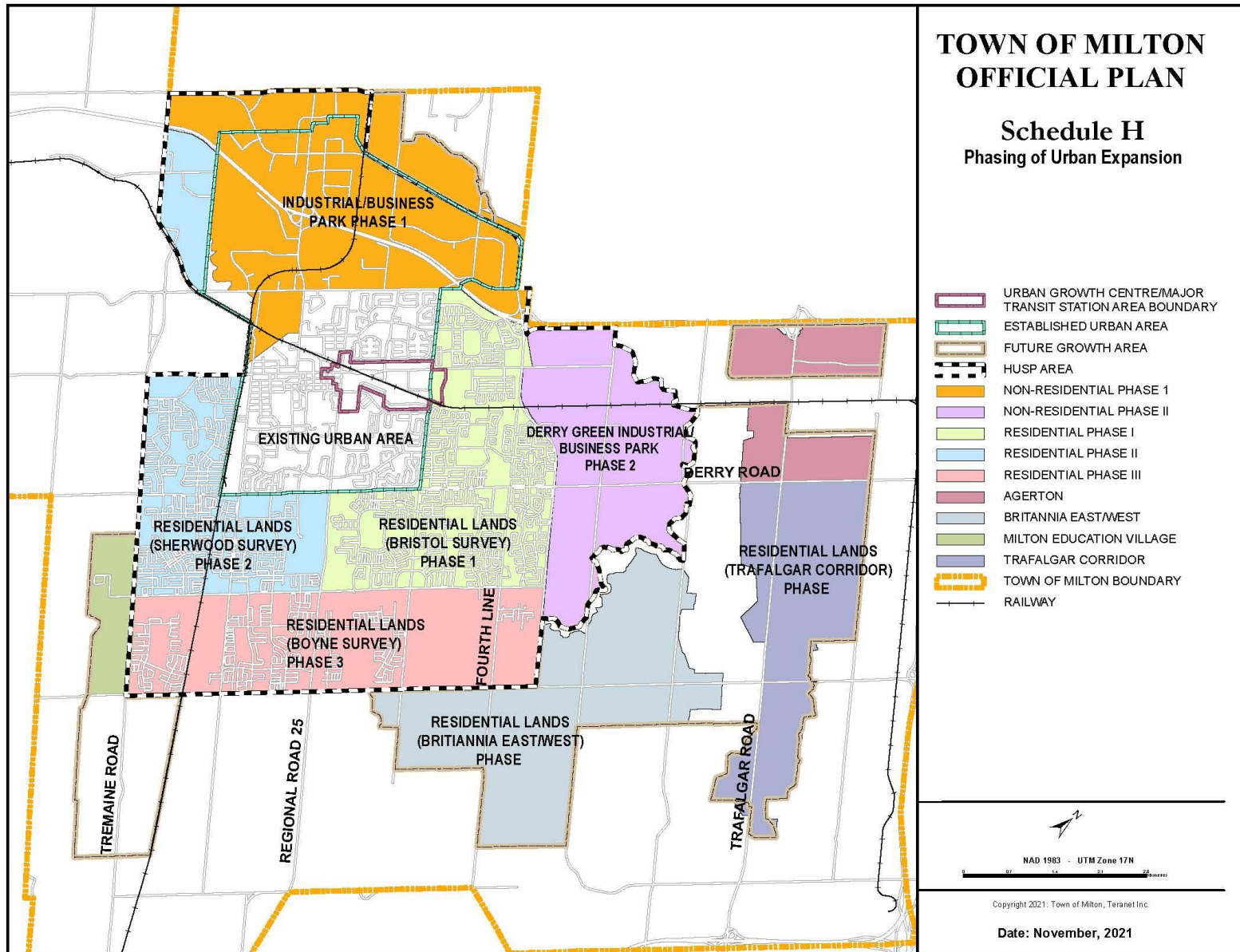


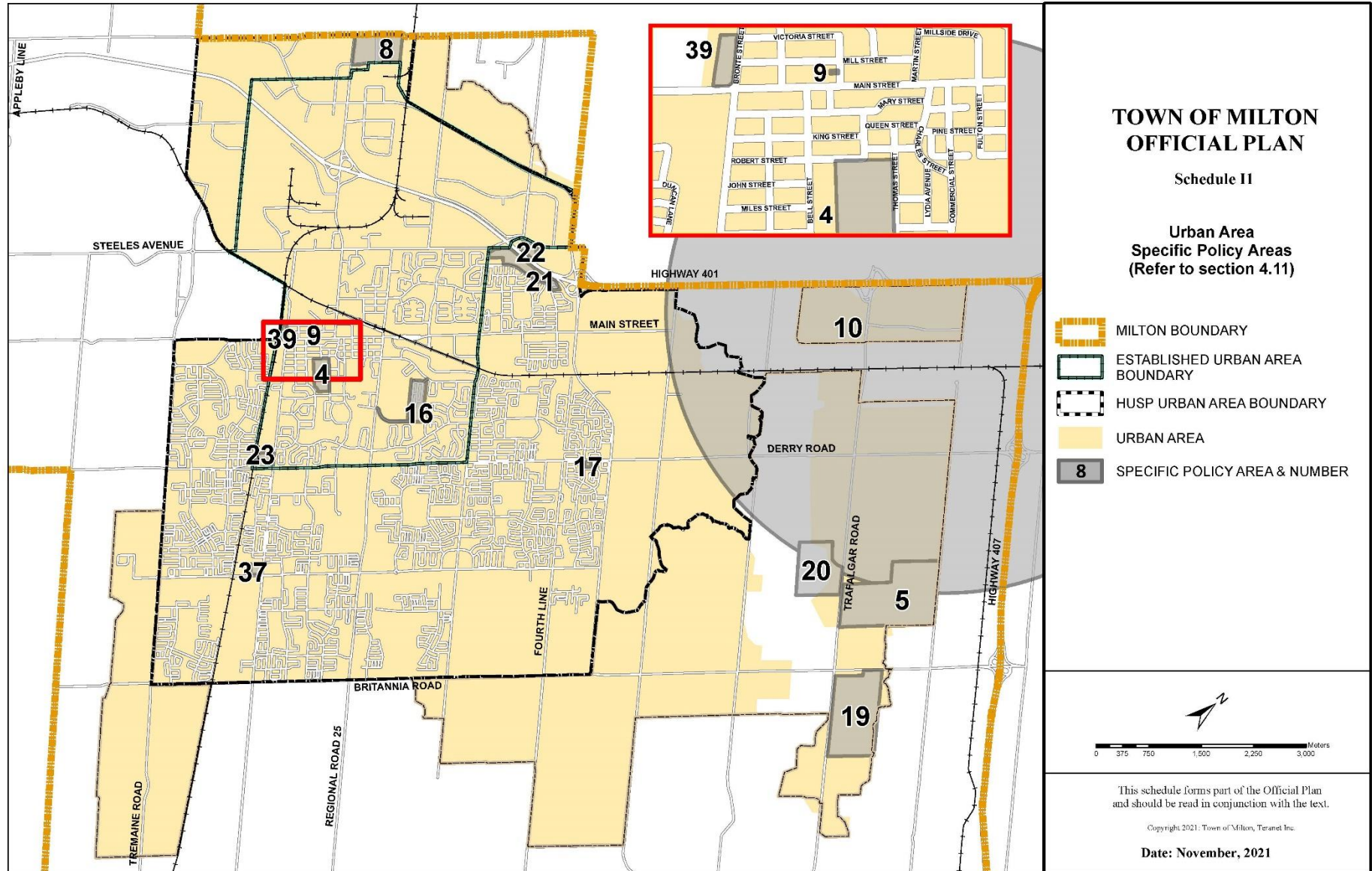
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**January, 2022**






















## TOWN OF MILTON OFFICIAL PLAN

### Schedule K

#### Intensification Areas

-  Intensification Corridor
-  Strategic Growth Areas
-  Built Boundary
-  Central Business District
-  Established Urban Area
-  HUSP Urban Area
-  Urban Growth Centre/Major Transit Station Area Boundary
-  SHP Urban Area Boundary
-  Urban Area
-  Town of Milton Boundary
-  Rail
-  Major Transit Station Area
-  Secondary Mixed Use Node



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