
PLANNING JUSTIFICATION REPORT

**IN SUPPORT OF
RED LINE REVISION TO DRAFT APPROVED
PLAN OF SUBDIVISION 24T-21005/M &
OFFICIAL PLAN AMENDMENT &
ZONING BY-LAW AMENDMENT**

**MILTON SECONDARY MIXED USE NODE
("SMUN")**

FIELDGATE DEVELOPMENTS

Part of Lots 7 & 8, Concession 1 Trafalgar, New Survey
Town of Milton
Regional Municipality of Halton

**1000118982 Ontario Limited
(Fieldgate Developments)**

(formerly 1045502 & 1048605
Ontario Limited)

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GSAI File #265-015D

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Planning Justification Report
Red Line Revisions to Draft Approved Plan of Subdivision 24T-21005/M,
Official Plan Amendment & Zoning By-law Amendment
Southwest Quadrant of Louis St. Laurent Avenue and Bronte Street South
1000118982 Ontario Limited (Fieldgate Developments)
Part of Lots 7& 8, Concession 1, New Survey
Town of Milton, Region of Halton

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by 1000118982 Ontario Limited (Fieldgate Developments) to assist in obtaining the necessary approvals to permit the Proposed Development of the property generally located on the south side of Louis St. Laurent and west side of Bronte Street South, east of the Canadian National Railway tracks. The Subject Lands are legally described as Part of Lots 7 & 8, Concession 1, New Survey. The entire Draft Plan of Subdivision lands which were Draft Plan Approved in January 2024 and which are subject to the proposed red lined revision consist of 36.5 ha (90.19 acres) and the portion of the Subject Lands that are subject to the proposed Official Plan Amendment and Zoning By-Law Amendment (northern portion of Draft Plan of Subdivision) have an area of 14.74 hectares (36.42 acres). All lands are currently vacant.

Applications were previously processed and approvals were granted for these lands related to an Official Plan Amendment (OPA No. 77 enacted in March 2023), Zoning By-Law Amendment (By-Law No. 018-2023 enacted in March 2023) and Draft Approved Plan of Subdivision (24T-21005/M approved in January 2024) to permit the development of high density residential uses, townhouse residential uses, commercial uses (all inside of the Secondary Mixed Use Node), a district park, active transportation link, NHS channel, related NHS buffers, and the servicing and stormwater management blocks.

This report has been prepared to support the applications which seek to modify the Draft Approved Plan of Subdivision through a red line revision to create a resized 'Secondary Mixed Use Node' (SMUN) consisting of a commercial component and a high density residential component. Specifically, the SMUN is proposed to consist of three blocks comprised of 2 commercial blocks and one high density residential block, and a portion of Street 'B', consisting of 6.66 ha (16.46 ac) in total. The applications also seek to facilitate ground-related townhouse development beyond the limits of the SMUN on a new public road network within the northern portion of the Draft Plan of Subdivision.

The proposed resized SMUN and reconfiguration of the townhouse development beyond the limits of the SMUN requires an Official Plan Amendment and Zoning By-Law Amendment. Overall, the development proposal in the northern portion of the Draft Plan of Subdivision consists of various forms of townhouses, high-density residential uses, and commercial uses. The modification of the SMUN will now exclude the grade related residential units. The southern

portion of the Draft Plan of Subdivision (consisting of the district park, active transportation link, NHS channel, related NHS buffers, and the servicing and stormwater management blocks) is not proposed to be changed through this application.

This Planning Justification Report (the “Report”) presents an analysis of the proposed Official Plan and Zoning By-law Amendments and evaluates the proposal in consideration of the policies of the Provincial Planning Statement (2024), Region of Halton Official Plan (Office Consolidation May 2024), the Town of Milton Official Plan (Office Consolidation December 2024), Boyne Survey Secondary Plan (including Official Plan Amendment No. 48), and the Town of Milton Zoning By-law 016-2014 (Urban Area Only).

Fieldgate is now advancing Official Plan and Zoning By-law Amendments to modify the limits of the existing SMUN in order to facilitate the proposed development which consists of a high density block made up of three (3) Fifteen (15)-Storey buildings and two commercial blocks located at the north portion of the Subject Property abutting Louis St. Laurent Avenue and Bronte Street South. Additionally, a Red Line Revision to the Draft Approved Plan of Subdivision 24T-21005/M is being advanced to establish 277 townhouse units generally consisting of a combination of dual frontage, back-to-back, and street townhomes as shown in the Redlined Draft Plan of Subdivision. The proposed development is outlined in further detail in Section 4.0 ‘Development Proposal’.

The Applications, as well as supporting materials, including this Report, are submitted in accordance with communications received from Planning Staff at the Town of Milton and are intended to satisfy the requirements for a complete application as described in the Planning Act.

2.0 PROCESS AND ENGAGEMENT

Public engagement and consultation are important and critical components of the planning process. The engagement strategy to guide consultation through this process has been designed to create open and transparent ways for the public to communicate feedback, suggestions and questions, and for the applicant to respond appropriately and efficiently with additional detail, where helpful.

On April 29, 2025 the applicant attended the Town of Milton’s Pre Consultation Meeting with staff from Region of Halton and Town of Milton. The purpose of this meeting was to discuss the Proposed Development of the Subject Lands, including a preliminary layout, and to receive a list of submission requirements to complete the Red Line Revisions to the Draft Approved Plan of Subdivision and related Official Plan and Zoning By-Law Amendment Applications.

Town of Milton Staff issued a Pre-Consultation Application letter outlining preliminary comments and the materials required to satisfy a complete application to permit the Proposed Development. Numerous subsequent discussions have occurred between the applicant and Town staff as the overall plan has been designed. This application is submitted with all requisite accompanying materials to be deemed a complete application.

The applicant is committed to engaging with staff, members of the public and members of Council throughout the planning process. The following steps are proposed to ensure continued dialogue and openness in order to ensure the public is kept informed and their feedback is provided to the applicant:

- Once the development applications are formally submitted, an informal public meeting may be convened (if necessary) and the Statutory Public Meeting will occur with Milton Planning Committee/Council; and
- Community Public Meeting(s) or Workshops or Open Houses may be convened, as necessary, to continue to inform the public and receive feedback / input through various stages in the Planning Process, or to address outstanding questions or concerns related to the development applications.

A plan to engage the public early and as frequently as required will lead to a clearer understanding by members of the public of the process and details of the applications and will assist the applicant in understanding any comments or concerns as the applications advance through the process. The proposed strategy for consulting with the public with respect to the applications will follow or exceed the requirements of the *Planning Act* for statutory meetings and the Town of Milton's Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment processes.

3.0 SITE DESCRIPTION & SURROUNDING LAND USES

The following section describes the existing site and context, as well as facilities, services, recreation, transit and connectivity in the surrounding area.

3.1 SITE AND AREA CONTEXT

The Subject Lands (entire Draft Plan area) are located on the southwest quadrant of Bronte Street South and Louis St. Laurent Avenue, east of the Canadian National Railway tracks, as illustrated by *Figure 1: Aerial Context Plan*. The Subject Lands have a frontage of approximately 390 meters (1,280 feet) along Louis St. Laurent Avenue and a frontage of approximately 740 metres (2,428 ft) along Bronte Street South. The Subject Property has an overall gross area of 36.50 ha (90.19 acres).

Bronte Street South is currently a north-south four-lane minor arterial road with bike lanes and has an ultimate right-of-way ("ROW") width of 35 metres. Currently, sidewalks exist on a portion of the west side of Bronte Street South, and along the eastern side of Bronte Street South. A roundabout exists at the current intersection of Bronte Street South and Whitlock Avenue.

Louis St. Laurent is currently an east-west four-lane minor arterial road with bike lanes and has an ultimate ROW width of 35 meters. Both north and south sides of the street have bike lanes and sidewalks. A signalized intersection exists at Louis St. Laurent and Asleton Boulevard in anticipation of the Proposed Development.

The lands immediately to the west of the CN Railway (also owned by Fieldgate) were Draft Plan Approved and Zoned in May 2021 to permit a Residential Plan of Subdivision for low and medium density residential uses under Town files 24T-14013M and Zoning By-Law No. 040-2021. While not fully built yet, the first phase of this subdivision is fully serviced and houses are currently being built.

The Subject Lands consist of undeveloped, former agricultural lands south of Louis St. Laurent and are predominantly surrounded by new and emerging residential subdivision developments. As illustrated by *Figure 2: Surrounding Context Plan*, there are a number of parks, open spaces, community uses, institutional uses and commercial uses in close proximity to the Subject Lands. As well, surrounding land uses include established residential communities to the north and east, and future and emerging residential uses the west and south.

A summary of immediate surrounding land uses is provided below:

North:	Established low density residential community.
South:	Vacant lands and future residential development, Elsie MacGill Secondary School.
East:	St. Francis Xavier Catholic Secondary School, established low and medium density residential community.
West:	Canadian National Railway tracks, lands also owned by Fieldgate Developments (approved for residential and related uses under Draft Plan/Rezoning applications 24T-14013M and Zoning By-Law No. 040-2021), future community uses.

3.2 TRANSIT AND CONNECTIVITY

Within Milton's Official Plan (2024 Consolidation), Bronte Street is designated as a Minor Arterial Road with an ultimate Right-Of-Way ("ROW") width of 35 metres. Louis St. Laurent is designated also as a Minor Arterial Road with a ROW width of 35 metres. Currently the Subject Lands are serviced by Milton Transit Route 7 (Harrison), Route 8 (Willmott) and Route 9A (Ontario South) (*Figure 3: Regional and Local Transit Context*).

Route 7 (Harrison) runs from Milton GO Station to Dymott & Savoline (Stop D) with a frequency of approximately 30 minutes, Monday through Friday. It is noted that the service frequency of Route 7 (Harrison) is approximate 60 minutes on Saturdays, with this Route not in service on Sundays. Route 8 (Willmott) runs from Milton GO Station to Louis St. Laurent and Bronte (Stop C) with a frequency of approximately 30 minutes, Monday through Friday. It is noted that the service frequency of Route 8 (Willmott) is approximate 60 minutes on Saturdays, with this Route not in service on Sundays. Route 9 (Ontario South) runs from Milton GO Station to Farmstead & Britannia (Stop E) with a frequency of approximately 30 minutes, Monday through Friday. Route 9 (Ontario South) also features the 9A bus route weekday mornings and afternoons to service Elsie MacGill Secondary School with this bus departing Milton GO Station at 7:22am and 8:07am as

well as 3:10pm. It is noted that the service frequency of Route 9 (Ontario South) is approximate 60 minutes on Saturdays, with this Route not in service on Sundays.

Additionally, Milton Transit offers Secondary School connections during the school year (September to June) for students travelling to and from local secondary schools. Milton Bus Route 52 (School Extra) runs from Milton GO Station to St. Francis Xavier Secondary School departing the station at approximately 7:30am and terminating at Milton Go Station at approximately 3:40pm during weekdays only. Milton Bus Route 53 (School Extra) runs from Milton GO Station to Elsie MacGill Secondary School departing the station at approximately 7:50am and terminating at Milton Go Station at approximately 4:00pm during weekdays only.

The Town of Milton is also serviced by the Regional GO system, with the Milton GO Station located at 780 Main Street East. Milton GO Station features several bus routes such as GO Bus 21A (Milton) to Union Station Bus Terminal, GO Bus 22 (Milton/ Oakville) to Oakville GO, and GO Bus 27A (Milton/ North York) to Finch Bus Terminal. Milton GO Station also provides train service from Milton GO to Union Station.

3.3 CONSERVATION HALTON

The Subject Lands are partially located within the Bronte Creek Watershed and partially within Conservation Halton's Regulated Area. Tributary I-NE-1B-1 of Indian Creek crosses the southern portion of the Subject Lands at the western property line and runs south beyond the southern property limits. This tributary was ranked through the Boyne Survey Block 1 Subwatershed Impact Study as a "medium constraint stream" to be retained, but is permitted to be realigned.

4.0 DEVELOPMENT PROPOSAL

The following section provides an overview of key development design details and statistics with respect to the Proposed Development.

4.1 OVERALL VISION

The Proposed Development contemplates the redevelopment of vacant, underutilized lands between Louis St. Laurent Ave. and north of approximately Whitlock Avenue, west of Bronte St S, east of the Canadian National Railway. The lands subject to the Official Plan Amendment and Zoning By-Law Amendment will provide a mix of medium and high-density housing in addition to commercial uses. Through this new development, the proposal will contribute to the planned growth of the Town of Milton as envisioned through Provincial, Regional and Town planning policy directives by contributing to a complete and compact community. The overall vision for the future development is supported by Provincial policies, Regional policies and Town-wide initiatives for accommodating future growth within the Boyne Survey Secondary Plan Area.

Table 2 below provides the details of the proposed development:

Table 2: Statistics for Proposed Development

LAND USE	BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY UPNHA	SDE
STREET TOWNHOMES - 6.4m (21')	1-20	2.34	5.78	114	48.72	92.34
DUAL FRONTAGE TOWNHOMES - 6.4m (21')	21-31	1.11	2.74	55	49.55	44.55
BACK-TO-BACK TOWNHOMES - 6.4m (21')	32-42	1.04	2.57	108	103.85	87.48
SECONDARY MIXED USE NODE	43-45	6.33	15.64			
DISTRICT PARK	46	15.68	38.75			
ACTIVE TRANSPORTATION LINK	47	0.64	1.58			
SERVICING BLOCK	48	1.00	2.47			
NHS (CHANNEL)	49	1.58	3.90			
CHANNEL BUFFER	50,51	0.96	2.37			
SWM POND	52	1.34	3.31			
SWM BUFFER	53	0.19	0.47			
ROAD WIDENING	54	0.02	0.05			
26m ROW (LENGTH: 99m)		0.35	0.86			
20m ROW (LENGTH: 456m)		0.93	2.30			
16m ROW (LENGTH: 1,846m)		2.99	7.39			
TOTAL	54	36.50	90.19	277	61.69	224.37

An updated clean *Draft Plan of Subdivision* prepared by Glen Schnarr & Associates Inc., dated June 16, 2025 is included in *Figure 4* and the *Red Line Revision Draft Plan* is shown in *Figure 4a*.

5.0 POLICY & REGULATORY CONTEXT

As required by Sections 2 and 3 of the *Planning Act*, the following section demonstrates that the proposed Red Lined Revision to the Draft Plan of Subdivision, and the Official Plan Amendment and Zoning By-law Amendments are consistent with the Provincial Planning Statement (2024) and generally conform to the Region of Halton Official Plan (2024), the Town of Milton Official Plan (2024) and the Boyne Survey Secondary Plan.

5.1 PROVINCIAL PLANNING STATEMENT (2024)

The 2024 Provincial Planning Statement ('PPS') came into force and effect on October 20, 2024. The 2024 PPS has replaced both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019, while building upon housing-supportive policies from both documents. Per the *Planning Act*, all planning decisions are to be consistent with the policy statements issued under the Act, including the 2024 PPS.

The 2024 PPS provides policy direction on matters of Provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the 2024 PPS sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians. It acknowledges that a municipal official plan is the most important vehicle for implementing the Provincial Planning Statement and for achieving comprehensive, integrated, and long-term planning.

Chapter 2 of the 2024 PPS provides policy direction related to “*Building Homes, Sustaining Strong and Competitive Communities*” and is applicable to the Subject Lands. It generally encourages an appropriate range and mix of housing options to meet Provincial growth forecasts, as well as the achievement of complete communities.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

Section 2.1.1 and 2.1.2 of the 2024 PPS directs planning authorities to base population and employment forecasts on either the Ontario Population Projections, as published by the Ministry of Finance, or continue to rely on growth forecasts previously issued by the Province for the purpose of land use planning.

The Ontario Population Projections identifies Halton Region as one of five census divisions in the Greater Toronto Area, which includes: Toronto, Durham, Halton, Peel and York. The suburban GTA, which includes Durham, Halton, Peel and York are projected to add approximately 2 million people between 2023 – 2051. Peel (52.8%), Halton (52.5%) and Durham (44.7%) are projected to grow faster than the average for Ontario, while York's population is projected to grow at a pace (35.9%) slower than the province as a whole (*per Ministry of Finance Ontario Population Projections, 2024*).

The Ontario Population Projections acknowledge Halton Region is a fast growing region, and that Milton is anticipated to accommodate a significant portion of the projected growth.

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

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

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

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

The Draft Plan of Subdivision proposes the creation of Blocks which will facilitate a mix of uses including commercial (retail), a range and mix of medium and high density housing types (street towns, back-to-back towns, dual frontage towns, and apartment buildings) and open space uses which implements the vision for complete, compact communities. The variety in housing type offers options for people of different ages, stages of life and income levels. The Proposed Development includes a 38.75 acre District Park (Block 46) to be utilized for active and passive recreational purposes for the long-term needs of future residents, and existing residents of the surrounding communities. The Proposed Development also includes multiple pedestrian connections throughout the Subject Lands, including access to the Active Transportation Link through Block 47 on the Plan (1.58 acres) which will connect the Subject Lands to the west and broader community. This Active Transportation Link will act as a gateway for pedestrians and cyclists to access commercial and related needs, reducing automobile dependency and reducing carbon emissions.

Section 2.2 of the 2024 PPS includes the following policy directive related to housing:

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

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*

The Proposed Development provides for a compact built form on lands that are currently vacant and unimproved. The Subject Lands are located in the Town's Urban Area and are in close proximity to transit and local facilities, and represent an opportunity to develop an underutilized site for needed housing in varying built forms.

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

The Proposed Development utilizes existing infrastructure, including planned and available municipal servicing and transportation infrastructure, and will be built at supportive densities to optimize this infrastructure and area facilities. These densities compliment existing residential development densities and patterns which surround the Site. The Proposed Development further extends and expands the area's transportation network by increasing active transportation options and provides a housing mix to support complete communities.

2.3.1 General Policies for Settlement Areas

- 1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
- 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
 - a) efficiently use land and resources;*
 - b) optimize existing and planned infrastructure and public service facilities;*
 - c) support active transportation;*
 - d) are transit-supportive, as appropriate; and*
 - e) are freight-supportive.*
- 5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

Section 2.3.1.5 identifies a minimum density target of 50 residents and jobs per hectare in designated growth areas of large and fast-growing municipalities, which includes the Town of Milton. The PPS further encourages planning authorities to go beyond this minimum target where appropriate.

The proposed development contributes to the achievement of complete communities along the Louis St. Laurent Ave corridor and within the Secondary Mixed Use Node, providing a transit supportive population in a compact built form. A range and mix of housing types are to be provided, and the proposed development represents growth in an area currently well-served by existing amenities and public transportation (see *Figure 2- Surrounding Context Plan and Figure 3- Regional and Transit Context*).

Chapter 3 of the 2024 PPS provides policy direction related to “*Infrastructure and Facilities*” and is applicable to the Subject Lands. It generally encourages infrastructure to be provided in an efficient manner and integrated with land use planning and growth management.

Section 3.2 of the 2024 PPS outlines policy relating to transportation, where development is encouraged to use existing transportation infrastructure and incorporate multimodal options with an emphasis on connectivity.

3.2 Transportation Systems

- 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.*

The Proposed Development promotes efficient and cost effective development with respect to infrastructure and servicing, by utilizing existing and planned services and infrastructure, including the transportation system. As noted above, both Bronte St South and Louis St. Laurent Ave have existing Milton Transit bus routes which service the area and connect to the Regional GO Transit system. The proposed development has been designed at transit supportive density and will make use of the existing transit options for future residents in navigating through the Town of Milton and beyond.

Section 3.6 of the 2024 PPS outlines policies related to municipal infrastructure, including sewage, water and stormwater services. Per Section 3.6.1 of the 2024 PPS, existing infrastructure and public service facilities are to be maximized, wherever possible, before developing new infrastructure and public service facilities. As such, the Proposed Development is planned to use existing and planned municipal sewage services and water services, and in a manner that protects human health and the natural environment. As detailed in the Site Specific Water and Wastewater Functional Servicing Report and in the Stormwater Management Report, both prepared by Tylin (August 2025) in support of this application, the Proposed Development can be appropriately serviced using existing infrastructure.

Chapter 4 of the 2024 PPS provides policy direction related to “*Wise Use and Management of Resources*” and is applicable to the Subject Lands. It generally encourages the protection of natural areas. Section 4.1 states that “*Natural features and areas shall be protected for the long term*” and that their diversity and connectivity should be maintained, restored, or improved. The Site neighbours an identified natural heritage system channel, which traverses the Future District Park. The location and size of the Future District Park has been optimized to achieve several harmonious goals: respecting the neighbouring Natural Heritage System to the west and affording appropriate buffer blocks to the neighbouring rail line, accommodating the commercial and residential uses to the north and meeting density requirements, and protecting land for a variety of open space uses. The Future District Park will be a considerable amenity for future residents.

The above analysis of the applicable policies of the 2024 PPS demonstrates that the Proposed Development is consistent with the 2024 PPS by allowing for development at an appropriate density, in an area served by existing and planned infrastructure and in support of the goals of the 2024 PPS. As such, the Proposed Development and corresponding Official Plan and Zoning By-law Amendments are consistent with the policies of the 2024 PPS.

5.2 HALTON REGION OFFICIAL PLAN (Office Consolidation May 2024)

The Region of Halton Official Plan (“ROP”) was initially adopted by Regional Council in 1994 and approved with modifications by the Minister of Municipal Affairs and Housing (MMAH) in 1995. The ROP has been subsequently amended by Regional Council, including recent ROPA 48 (2021) and ROPA 49 (2022), which were approved by the MMAH.

The Province has considered revisions to the role of Halton Region through Bill 23 (which identified Halton Region as an “upper-tier municipality without planning responsibilities”) and Bill 185 (which identified a date of July 1, 2024 for Halton Region’s transition out of land use planning authority). As a result, as of July 1, 2024, the ROP is no longer a Regional Plan. The ROP is now in force as a Local Plan of the local municipalities, including the Town of Milton. Applicable policy from the ROP is thus included and responded to below.

The Site lies within the Region of Halton’s ‘*Urban Area*’ (see *Figure 5 - Region of Halton Official Plan*) which the Region has identified as being where ‘*urban services are provided to accommodate concentrations of existing and future development*’. The Urban Area is where growth is generally to be directed, with the Region setting population and employment growth targets for the Town of Milton to 2051.

Within the ROP, the objectives of the Urban Area are outlined in Section 72. Urban Areas are intended to accommodate growth and support a form of growth that is compact, transit-supportive, and provides for a range of built forms and densities to facilitate the continuation of complete communities of various sizes, types, and characters which afford maximum choices for residents. The Proposed Development is in conformity with the intent of Urban Areas as it is a compact development with a transit-supportive density, and consists of a range of residential forms and additional land uses to support complete communities. A further diverse mix of land uses are

located in close proximity to the Subject Lands, offering residents a neighborhood in which they can live, work, and play

Section 84 of the ROP outlines housing objectives and provides that the “*goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social, and economic needs.*” The Proposed Development provides for approximately 277 townhouse housing units in varying built forms (back-to-back, street and dual frontage) and sizes. As well, there is a proposed high-density residential block which plans for three 15-storey high density apartment buildings. Additionally, the surrounding area land use is primarily residential and generally comprised of single detached and townhouse built forms.

The ROP identifies specific housing targets. Section 86(6)(a) of the ROP states that, as measured across the entire Region of Halton, “*the percent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter*”. The Proposed Development contributes to satisfying this policy target by offering approximately 277 new townhouse dwellings to the Region of Halton’s housing stock with additional units to be provided through the future high-density block.

The Proposed Development follows the existing development pattern of the surrounding area, including the road network, and is compatible with adjacent land uses which includes residential, commercial, institutional, district park and natural heritage. The Proposed Development represents an opportunity for appropriate new growth through built forms that are in keeping with, and compatible with, the surrounding neighbourhood.

Section 87 of the ROP states that the goal for urban services is to ensure adequate provision to achieve development while protecting the environment. Section 89 further states that development in the Urban Area will be serviced by municipal infrastructure wherever possible. As demonstrated in the Site Specific Water and Wastewater Functional Servicing Report and in the Stormwater Management Report, both completed by Tylin (August 2025), the Proposed Development can be adequately serviced within the existing municipal infrastructure capacity.

Furthermore as the Subject Lands are outside the Built Boundary and accordingly, they are subject to the Region’s Allocation Program. 1000118982 (Fieldgate Developments) purchased allocation for these lands under the 2020 and 2023 Programs. *Figure 6 – Allocation Plan* illustrates the Allocation Allotment Plan. As depicted in the figure, the following represents how the allocation is being distributed for this Proposed Development:

Allocation Program	Standard SDEs			High Density SDEs/ Purpose Built SDEs		
	Multi (Townhouses)			High Density Apartment/ Purpose Built Apartment		
	Proposed Number of TH Units with 3 or More Bedrooms	Conversion Factor	Standard SDEs Required	Proposed Number of Apartment units with 2 or More Bedrooms	Conversion Factor	High Density SDEs Required
2020 Allocation Program				477	0.45	214.65
2023 Allocation Program	277	0.81	224.37			
1000118982 Ontario Limited Allocation Assignment			200 (89%)			500 (285.35 remaining)

Given the Subject Lands' proximity to the CN Railway, Policy 143 (9) of the Halton Region Official Plan is reviewed below:

- (9) *Require Proposed Development adjacent or in proximity to railway lines or railway yards to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies, to the satisfaction of the Region, the Local Municipality and the Ministry of the Environment, and in consultation with the appropriate railway agency, and to implement the study recommendations, as approved, including the restriction of new residential and other sensitive land uses:*
- a) *noise studies, if the development is within 300m of a railway right-of-way or 1000m of a railway yard;*
 - b) *vibration studies, if the development is within 75m of a railway right-of-way or a railway yard;"*

As the Subject Lands neighbour the CN Railway, a Noise and Vibration Study was prepared as part of these applications. A Preliminary Environmental Noise and Vibration Report prepared by Jade Acoustics Inc., dated August 2025 has been prepared and included in this submission. The Preliminary Environmental Noise and Vibration Report concludes that with appropriate mitigative measures, all lots and blocks (units) in the development will meet the noise and vibration guidelines. A detailed summary of the Preliminary Environmental Noise and Vibration Report can be found in Section 6.6 of this Report.

With respect to ensuring that the retail needs of residents are met within the Region of Halton:

“(Economic Development)

170. It is the policy of the Region to:

(12) Encourage the Local Municipalities to:

a) ensure, through studies, land designation and revisions to their Zoning Bylaws, that retail needs of residents are satisfied within the municipality or Halton;”

The Subject Lands are designated in the Town of Milton Official Plan and Boyne Survey Secondary Plan as Secondary Mixed Use Node, intended for commercial/retail uses. The Proposed Development includes 13,734 sq.m. (147,833 sq.ft.) of retail/service space, anchored by a 5,574 sq.m. (60,000 sq.ft.) supermarket, and approximately 8,160 sq.m. (87,833 sq.ft.) of ancillary retail/service commercial and restaurant space to service the needs of the residents in the immediate community, as well as the broader Boyne Secondary Plan area. From an accessibility perspective, the Subject Lands are situated in an ideal location for a retail development, particularly given their location within one of two Secondary Mixed-Use Nodes serving the Boyne and Sherwood Survey Secondary Plan Areas. The Subject Lands are also well-served by both arterial roads, and major roads in Milton, transit and active transportation, including the future active transportation link. The proposed retail/service space is appropriate for this location to service the needs of the growing community.

The proposed development and corresponding Official Plan and Zoning By-law Amendments conform to the Region of Halton Official Plan by providing for residential and commercial development, at an appropriate density, in an area served by existing local transit, recreational and institutional amenities and other municipal infrastructure.

5.3 TOWN OF MILTON OFFICIAL PLAN (Office Consolidation December 2024)

The Town of Milton Official Plan (Office Consolidation, December 2024) (the ‘Official Plan’ or ‘MOP’) contains goals, objectives and policies used to guide decisions on land use, built form, transportation, the environment and the manner in which the Town should grow. It is recognized that the Town of Milton is currently undergoing an Official Plan Review process to plan for the 2051 planning horizon.

The Subject Lands are located within the ‘*Urban Area*’ Per Town of Milton Official Plan Schedule 1- Town Structure Plan and are located within the Boyne Survey Secondary Plan Area and therefore subject to the Boyne Survey Secondary Plan policies which are discussed in the following section of this Report. The Subject Lands are designated ‘*Secondary Mixed-Use Node*’ and ‘*Residential Area*’ by Town of Milton Official Plan Schedule B– Urban Area Land Use Plan (see *Figure 7 - Town of Milton Official Plan*). The Site fronts onto both Louis St. Laurent Ave and Bronte St South, both of which are designated ‘*Minor Arterial*’ roads by Town of Milton Official Plan Schedule E - Transportation Plan (see *Figure 8*). Louis St. Laurent Ave is also identified as a ‘*Intensification Corridor*’ by Town of Milton Official Plan Schedule K- Strategic Growth Areas (see *Figure 9*).

On *Figure 9* (Schedule K of the MOP), Louis St. Laurent Ave is identified as an “Intensification Corridor” and the Site more broadly is designated as a ‘Secondary Mixed Use Node’. The following policies are of note concerning both Intensification Corridors and Secondary Mixed-Use Nodes:

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

m) *For Intensification Corridors and Secondary Mixed Use Nodes:*

i) *to accommodate local services, including recreational, cultural and entertainment uses, where appropriate; and,*

In keeping with the policy framework of the Town’s Official Plan, Secondary Mixed Use Nodes and Intensification Corridors are intended to be developed to achieve increased densities in order to ensure the viability of existing and planned transit infrastructure and services and to achieve a mix of residential, office, institutional and commercial development, where appropriate. The proposed development introduces a range and mix of high-quality built forms, contributes to a vibrant and healthy public realm, as well as provides opportunities for enhanced community connections, including connectivity to public transit and greenspace in the Future District Park. The Proposed Development supports the Town’s objectives for locating growth and development with Secondary Mixed-Use Nodes and along Intensification Corridors.

Building on the above, Promotion and Marketing policies should also be considered.

Of note:

“2.4.3 STRATEGIC POLICIES

PROMOTION AND MARKETING

2.4.3.2 To increase Milton's profile, the Town shall:

- a) create and distribute economic development and tourism-oriented marketing materials and other promotional and advertising items, focusing on Milton's strengths of location, natural features and quality of life;*
- b) develop and promote an overall community theme, supported by a series of economic development, community and tourism-oriented events and activities;*
- c) encourage participation by the business community in financing development, distribution and use of economic development and marketing materials and other economic development and promotional items, initiatives and opportunities;”*

The Subject Lands have been identified by the Town of Milton as a Secondary Mixed Use Node with future retail development in the Official Plan and within the Boyne Survey Secondary Plan. The Proposed Development implements the retail objectives of the Town and supports the economic development objectives outlined in these policies.

The MOP contains policies concerning the transportation system, of note:

2.6.3.1 The Town's transportation system shall:

- g) include the early introduction of public transit service to new development and redevelopment areas and in Strategic Growth Areas wherever economically feasible;*

The proposed development will make effective use of the existing and future planned transit service in the area through developing at a transit supportive density. Additionally, there is opportunity to introduce new planned transit stops in the vicinity of the Proposed Development.

Given the Subject Lands' proximity to the CN Railway, Policy 2.6.3.27 of the MOP is reviewed below:

- 2.6.3.27 The Town also recognizes the inherent conflicts between rail and vehicular and pedestrian movements and adjacent land uses. Therefore, in co-operation with the appropriate authorities and agencies, the Town will review on a regular basis areas of conflict to determine the need for:*

- c) *all proposed development adjacent or in proximity to railways/yards/terminals or within railway rights-of-way shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the Town and the Region in consultation with the appropriate railway.*

2.6.3.28 *In considering applications for development or redevelopment adjacent to a railway corridor, the Town shall apply, where appropriate the policies of subsections 2.3.3.16 through to 2.3.3.22 inclusive, Noise and Vibration, of this Plan.*

As the Subject Lands neighbour the CN Railway, a Noise and Vibration Study was prepared as part of these applications. A Preliminary Environmental Noise and Vibration Report prepared by Jade Acoustics Inc., dated August 2025 has been prepared and included in this submission. The Preliminary Environmental Noise and Vibration Report concludes that with appropriate mitigative measures, all lots and blocks (units) in the development will meet the noise and vibration guidelines. A detailed summary of the Preliminary Environmental Noise and Vibration Report can be found in Section 6.6 of this Report.

The Town of Milton Official Plan also contains Strategic Policies on Housing Mix. Of note:

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

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

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

As previously noted, the proposed development includes a mix of housing types and tenures and including 114 Street Townhomes, 55 Dual Frontage Townhomes, and 108 Back-to-Back Townhomes. We note that the Draft Plan of Subdivision also proposes a High-Density Block which proposes three '15- storey' residential buildings. The type and tenure of the units to be contained in these residential buildings will be determined at a future date. The variety in townhouse built forms and sizes will provide options for varying households and income levels and contribute to the housing mix objectives of the Town, with further contributions to the housing mix objectives of the Town of Milton to come through the high-density block residential buildings.

The Town of Milton Official Plan includes policies on urban design in order to ensure new developments achieve high standards in the physical design of the built and natural environment in urban areas. The following design guidelines are noted:

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

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

2.8.3.9 A transition between high and low profile buildings will be encouraged through the application of such urban design measures as incremental changes in height, substantial space separation of a planting buffer, or through the use of an existing topographical break or waterway

The proposed development implements urban design objectives as per the Town of Milton Official Plan as well as the Boyne Survey Urban Design Guidelines. This is discussed in the Urban Design Brief and Architectural Design guidelines, both prepared by prepared by MBTW / WAI, dated August, 2025 and included with this submission. The Proposed Development includes built forms which are compatible with the existing surrounding neighbourhoods and represent a cohesive vision for the Secondary Mixed Use Node. Also, as previously noted the Proposed Development provides multiple pedestrian and cyclist links internal to the site, with vehicular routes limited to the perimeters of the blocks.

As the Subject Lands are designated “Secondary Mixed Use Node” in the Official Plan, policies on Secondary Mixed Use Nodes includes the following:

“PURPOSE

3.6.1.1 The Secondary Mixed Use Node designation on Schedule "B" identifies higher order commercial nodes which will form focal points for surrounding residential neighbourhoods with pedestrian and transit supportive development.

3.6.1.2 Secondary Mixed Use Nodes will generally include between 65 and 80 hectares of land.

3.6.2 Permitted Uses

3.6.2.1 Secondary Mixed Use Nodes will generally include between 9,300 and 13,935 square metres of commercial uses. Secondary Mixed Use Nodes may also include office employment uses, a full range of medium II and high density residential development, and Civic, recreational, cultural, entertainment and institutional uses, including secondary schools. Park uses will also be permitted.”

The proposed Official Plan Amendment seeks to resize the Secondary Mixed Use Node on Site to comprise approximately 6.66 ha (16.46 acres) (*Figure 10: Secondary Mixed Use Node Limits*), which is reduced from the current area delineated for the Node depicted on Draft Approved Plan of Subdivision 24T-21005/M of 14.72 ha (36.37 acres). This proposed reduction in size of the southwest quadrant of the Secondary Mixed Use Node on the Subject Lands represents only one quadrant of the overall Secondary Mixed Use Node which is represented by all four quadrants surrounding the intersection of Louis St. Laurent Avenue and Bronte Street South. This minor reduction in sizing will result in slightly less land area available for the commercial and high density uses within the Node; however, the Node is still proposed to contain a sizable commercial development consisting of nine commercial buildings and a total commercial ground floor area ('GFA') of approximately 13,734 sq.m. (147,833 sq.ft) and also continues to propose high density residential uses on Block 43 which can conceptually accommodate three 15-story apartment buildings, each containing 159 units, for a total of 477 high density residential units. The overall development will continue to be compatible, supportive and complimentary to the surrounding land uses within this location and neighbourhood in Boyne Survey.

3.6.3 Secondary Mixed Use Node Policies

3.6.3.1 Development within areas designated "Secondary Mixed Use Node" on Schedule "B", shall be permitted subject to:

- a) the submission of a development plan which demonstrates to the satisfaction of the Town that the proposed development can be integrated with existing and proposed uses of adjacent lands, including lands outside the Secondary Mixed Use Node designation;*
- b) the proposed development complies with the Community-wide policies of Section 2.0 of this Plan;*

3.6.3.2 Secondary Mixed Use Nodes within the HUSP Urban Area will require special design standards to ensure their integration with surrounding development, while still fulfilling their role. In particular, such areas shall:

- a) be oriented to public streets and have a strong street presence;*
- b) incorporate landmarks such as church spires, fountains or public art;*
- c) give consideration in design and development to the creation of an environment which is comfortable for the pedestrian and transit supportive.*

3.6.3.3 The early introduction of public transit service to Secondary Mixed Use Nodes shall be encouraged.

3.6.3.5 Notwithstanding the policies of Section 3.6.2.1 the Secondary Mixed Use Nodes located at Thompson Road and Louis St. Laurent Avenue and at Bronte Street (formerly First Line) and Louis St. Laurent Avenue shall be subject to the following exceptions:

- a) a total commercial floor space within each Node of up to 29,728 square metres shall be permitted."*

The policies noted above state that a development plan is required for development proposed within the Secondary Mixed Use Nodes. As part of this submission, a Red Line Revision to the Draft Approved Plan of Subdivision has been prepared by Glen Schnarr & Associates Inc., dated June 16, 2025 (*Figures 4 and 4a*) demonstrating how the Proposed Development integrates with surrounding land uses. As well, Concept Plans have been prepared for the commercial blocks (*Figure 11*) and for the high density block (*Figure 12*) within the Secondary Mixed Use Node limits. These concept plans demonstrate that the proposed block layouts can accommodate the proposed uses and demonstrate how the designs and layouts integrate and compliment the surrounding community.

Furthermore, the policies above require that commercial land uses within the entire Node shall allow up to 29,728 sq.m. of commercial GFA. The proposed 13,734 sq.m. (147,833 sq.f.t) of commercial GFA is supportable in this location and will help meet existing demand and the growing population. Furthermore, the special design requirements as outlined in policy 3.6.3.2 of the Official Plan are addressed in the Urban Design Brief prepared by MBTW Group / W Architects Inc., dated August 2025. The Urban Design Brief outlines that the Proposed Development considers that all buildings should be oriented towards the street and open spaces, where possible, to provide a sense of enclosure and enhance security in the public realm through casual surveillance. The Urban Design Brief discusses at length the pedestrian-oriented elements of the Proposed Development (see especially Section 3.1.2 and 3.2 of that report) and includes an Active Transportation Network Plan.

The Proposed Development conforms with the Secondary Mixed Use Node policies within the Town of Milton Official Plan. Therefore, the proposed Red Lined Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications to facilitate the Proposed Development are appropriate to ensure that the Subject Lands are developed in conformity with the Town of Milton Official Plan.

5.4 BOYNE SURVEY SECONDARY PLAN

On June 14, 2010, the Boyne Survey Secondary Plan was adopted by Council and forwarded to the Region of Halton for approval. The Regionally approved plan was subsequently appealed to the Ontario Municipal Board. On January 7, 2015, the Ontario Municipal Board issued an order approving the Boyne Survey Secondary Plan save and except for certain policies and mapping which continue to be under appeal on a site-specific basis. The Office Consolidation of the Boyne Survey Secondary Plan (July 2017) has been consolidated to include Official Plan Amendments 40 and 45. Subsequently, OPA 48 was approved in 2018 and is in full force and effect; however,

it has not been consolidated into the Secondary Plan. OPA 48 has also been considered in this review.

The purpose of the Secondary Plan is to establish a more detailed planning framework for the Boyne Survey Planning District that promotes complete, healthy and sustainable neighborhoods and is supported by an appropriate range of public infrastructure, facilities, services and amenities. As shown on *Figure 13* of this Report (*Boyne Survey Secondary Plan, Schedule C.10.C- Land Use Plan*) the Subject Lands are designated “*Secondary Mixed Use Node*” and “*District Park*” with a portion of the Subject Lands designated as “*Natural Heritage System*” along the woodlot/wetland areas. As noted above, the proposed Official Plan Amendment seeks to reduce the area of the “*Secondary Mixed Use Node*” to be approximately 6.66 ha (16.46 ac) (see *Figure 10*).

The vision and planning concept for the Boyne Survey Secondary Plan Area are outlined in the following policies:

“C.10.2.1 COMMUNITY CHARACTER

The Secondary Plan is designed to create a complete, safe, liveable, attractive and healthy community, which has the strong sense of community and the environment evident in Milton today by:

- a) ensuring the maximum degree of physical connection with the Existing Milton Urban Area, within the Boyne Survey Planning District itself, and with other surrounding areas of the Town, particularly the Niagara Escarpment, Bruce Trail, and Greenbelt Plan - Protected Countryside to the north and west, and the Milton Education Village Neighbourhood planned for the area west of Tremaine Road;*
- b) creating a natural heritage system and linked parkland system within the Planning District, which is connected to the Greenbelt, including the Niagara Escarpment Plan Area and the natural heritage system and parkland in other areas of the Town;*
- c) developing community facilities and mixed use nodes within the Planning District, including the extensions of two Secondary Mixed Use Nodes, which will serve as focal points not only for area residents, but also for all Town residents.*
- e) ensuring a compact community and transit supportive densities through the achievement of an overall residential density of 40 units per net hectare and an overall density of approximately 70 residents and jobs combined per gross hectare exclusive of lands within the Natural Heritage System;*
- f) ensuring a strong pedestrian orientation by creating development and a transportation/transit system which reflects the characteristics of the established Milton Urban Area and which is supportive of transit and pedestrian/bicycle movement;*
- ...”*

The Proposed Development embodies the vision of the Boyne Survey Secondary Plan by proposing commercial/retail, residential and open spaces uses which can be supported by existing transit. Sidewalks and walkway blocks are proposed throughout the Plan of Subdivision to provide convenient, safe and comfortable pedestrian access to Louis St. Laurent and to the adjacent lands, including to the surrounding existing/future communities to the west, south and east. This is further outlined in the Urban Design Brief prepared by MBTW / WAI dated August 2025. Louis St. Laurent Avenue also has existing off-road trail for cycling and Bronte Street has existing on-road bike lane, connecting the Subject Lands to a network of active transportation opportunities. The Subject Lands are within a 5-minute walking distance from Milton Bus Routes 8 and 10. Both routes provide access to downtown Milton and the Milton GO Station.

The Active Transportation Link will provide elevated views of the Escarpment. The Proposed Development also includes a variety of compact residential built forms including street townhouses, back-to-back townhouses, dual frontage townhouses and apartment buildings to support the density objectives of the SMUN.

Policy C.10.2.2 of the Boyne Survey Secondary Plan includes key design elements for the Secondary Plan Area. Of note:

“C.10.2.2 KEY DESIGN ELEMENTS

The Boyne Survey Secondary Plan Master Concept Plan in A Appendix C.10.A forms the basis for the Secondary Plan. Key elements derived from the Master Concept Plan are outlined in Schedule “C.10.A”, Community Structure Plan and Schedule “C.10.B”, Active Transportation and Greenlands/Natural Heritage System Plan. They include:

...

b) Bicycle/Pedestrian Trail System

The Secondary Plan has been designed to accommodate the development of an extensive system of recreational trails, located within the outer portion of the Natural Heritage System buffers. In addition, sidewalks and/or multi-use trails will be provided on all roads. Separate bicycle lanes or paths will be incorporated where feasible into the right-of-way on collector and arterial roads to ensure a community which provides maximum opportunities for pedestrian, bicycle and other similar movement. All development shall have regard for the Town’s Trail Master Plan Update and comply with other relevant Town standards including the provision of on-road bike lanes, safe linkages within the Secondary Plan Area and connections to trails and bike routes outside the Secondary Plan Area.

d) Road System

The road system within the framework of the Active Transportation Plan shown on Schedule “C.10.B” will be designed with a modified grid pattern. The grid pattern

reflects the historical pattern of the established urban area and the development pattern of the Boyne Survey. This ensures:

- i) maximum connections within the Planning District and with other areas of the Town and with the arterial road system;*
- ii) maximum potential for provision of transit service;*
- iii) ease of pedestrian/bicycle movement;*
- iv) maintenance of views to the Niagara Escarpment; and,*
- v) potential for the creation of views of key public facilities and landmark structures.*

e) Community Structure

The Planning District includes:

- i) significant portions of two secondary mixed use nodes (District Node designations on Schedule "C.10.A") which provide facilities for the District and the entire Milton Urban Area of the Town, including substantial commercial uses;*
- ii) a range of opportunities for higher density mixed use development at key intersections (nodes) and in corridors (residential/office areas, nodes) along both arterial and local roads to provide for a wide range of housing, and commercial and other services for the community, as well as transit-supportive development densities;*

f) Gateway Streets/Enhanced Streetscape Design

Regional Road 25, Britannia Road (RR 6), James Snow Parkway (RR 4), Tremaine Road (RR 22) and Louis St. Laurent Avenue represent significant corridors in and through the Boyne Survey and the Milton Urban Area, as well as being potential major transit corridors, and as such they require enhanced streetscape design. ...Internal to Boyne Survey, an east/west system of collector roads consisting of "Community Connectors", a "Community Connector Link" and an "Active Transportation Link" will ultimately link the neighbourhoods in the Secondary Plan Area and provide opportunities for the full range of transportation modes. This system will be designed as a focal point for the community with an enhanced and co-ordinated approach to landscaping, street tree plantings, sidewalks, lighting, public/private utilities, bike paths and boulevards having regard to the Urban Design Guidelines. In addition, the Town shall through the subdivision, zoning by-law and site plan approval processes, control development along these roads to ensure both a high quality of site design and built form. In particular,

buildings will be designed to face on these roads, and any significant parking areas will be at least partially screened.”

The relevant policies of the Boyne Survey Secondary Plan Key Design Elements are achieved and exceeded by the Proposed Development. The Boyne Survey Community Structure Plan referenced in the policies above is included as *Figure 14* of this Report and the Active Transportation Plan Schedule is included as *Figure 15*. The Natural Heritage features on the Subject Lands are protected by the proposed Draft Plan of Subdivision and Zoning By-law Amendment and prohibit future development. In addition, walkway blocks are proposed on the Draft Plan, as well as trails for active transportation and other pedestrian connections to contribute to circulation and the broader trail network. The proposed internal road network is a grid pattern with a strategic, signalized intersection located at Louis St. Laurent Avenue at Asleton Boulevard.

The policies above identify Louis St. Laurent as a potential major transit corridor. The Subject Lands are within a 5-minute walking distance from bus Routes 8 and 10. Both routes provide access to downtown Milton and the Milton GO Station. These bus stops are located at the intersection of Bronte Street South and Louis St. Laurent Avenue.

The proposed Draft Plan of Subdivision identifies a block for the future Active Transportation Link. This Active Transportation Link is the subject of an active Environmental Assessment Process through the Town of Milton and the proponent of this Proposed Development has participated in this process and continues to be supportive in this process. This Active Transportation Link is to be accessed via a Pedestrian Overpass. There are many potential connections from the Active Transportation Link to the surrounding communities, and these linkages not only provide connectivity but also maintain enough separation distance to ensure that all public uses can function safely within a defined public realm.

The Urban Design Brief prepared by MBTW Group / W Architects Inc., dated August 2025 addresses urban design elements in further detail. Specifically, the Urban Design Brief summarizes how the Proposed Development will achieve neighbourhood connections, a sustainable natural environment, high quality built form and landscaping in a neighbourhood-centric approach. The proposal represents a safe, livable and healthy community development which will help foster social interactions between future residents and current/future residents of the surrounding communities.

Neighbourhood connections are provided through the introduction of a north-south 20 m ROW (Street ‘B’) and a new public street network providing access to the grade-related townhouses and high density residential block (Streets ‘C’ to ‘K’), as well as via the proposed future Active Transportation Link and trail blocks. The Architectural Control Guidelines prepared by MBTW Group / Wai Architects Inc., dated August 2025 and included in this submission, also detail how the proposal implements the key design elements of the Boyne Survey Secondary Plan. The Guidelines provide streetscape design criteria and discussion with respect to supporting community safety by design, street and building relations, variations of building locations, building type variety, compatibility between building types, elevations variety, exterior colour selection, driveways, fencing and views and vistas. There are additional details for grade-related and for high density housing specifically. The Guidelines demonstrate how the proposal can meet the high

quality of site design and built form, including the identification of priority lots where prominent lots are recommended to incorporate architectural elements and details appropriate to their level of exposure. Views and Vistas are another section of the Architectural Control Guidelines, which states that protecting and enhancing existing views and vistas, and providing for new ones will create intimate relationships between indoor and outdoor spaces. Recommendations for views and vistas include framing and promoting significant views and vistas of built and natural environments at various scales, from small parks, to woodlots, to landmark buildings, and ensuring that extended views are provided at various vantage points along pedestrian and road networks. This includes the view opportunity provided for through the Active Transportation Link Block and related overpass.

The objectives of the Secondary Plan include the following:

- “C.10.3.2.3 To create, in consultation with the Region of Halton and Conservation Halton, a linked Natural Heritage System/natural heritage and open space system, including a trail system, connected with other areas of the Town, particularly the Greenbelt/Protected Countryside, and the Niagara Escarpment. This system will form a central feature of the community, protect and enhance key existing natural features, including woodlots, and be easily accessible and visible to residents and visitors.*
- C.10.3.2.6 To create secondary mixed use nodes at Bronte Street and Louis St. Laurent Avenue, and Thompson Road and Louis St. Laurent Avenue, which provide community facilities for both the District and the Town as a whole, including significant commercial facilities.*
- C.10.3.2.10 To ensure the provision of an appropriate quantity of parkland to adequately respond to a **broad range of recreational needs and functions** as well as to support the achievement of the desired level of service for the Secondary Plan area, including the provision of a Community Park outside of the Secondary Plan area, widely accessible to the majority of residents and serving a Town-wide function.*
- C.10.3.2.14 To mitigate impacts on residential development from rail and traffic noise through design and the establishment of appropriate setbacks and buffering, while ensuring that reverse lotting on major roads is prohibited, except where the Town, after consultation, with the Region and other agencies as applicable, is satisfied that there is no other feasible option.”*

As previously noted, the Draft Plan of Subdivision includes Natural Heritage System blocks as well as buffer blocks to protect the natural features on the Subject Lands. The Draft Plan of Subdivision also includes a 15.68 ha (38.75 acre) block for a District Park, which is unchanged from the Draft Approved Plan of Subdivision 24T-21005/M. The park is intended to provide parkland for the future residents of the SMUN and the surrounding communities.

As per the Preliminary Environmental Noise and Vibration Study prepared by Jade Acoustics Inc. dated August 2025, several noise mitigations are included as part of the Proposed Development to mitigate noise impacts from the adjacent CN Railway. These mitigations include central air conditioning and a warning clause for all townhouse blocks (units) within 165 m of the rail right-of-way and along Bronte St. S. and the three 15-storey buildings along the rail corridor. As well, a 2.4 m high acoustic fence is required for the ground level outdoor amenity spaces associated with the three 15-storey buildings on Block 43 along the rail corridor and for the rear lots of Block 18 (east unit) and Block 19 (east unit) to achieve the required mitigated sound levels. As well, since the northern portion of the site will be developed for commercial uses, the Preliminary Environmental Noise and Vibration study presents options with respect to operations at Commercial Building A and for other commercial buildings within the development, as well, to ensure all noise meets the applicable sound level requirements.

Importantly, mitigation measures required to meet the MECP Class 1 sound level limits within the medium/high density Block 43 have been investigated in the Preliminary Environmental Noise and Vibration Study and have been confirmed to be not feasible/practicable. Accordingly, this area is proposed to fall within the new Class 4 definition which represents an area or site which is intended for development with a new noise sensitive land use that is in proximity to existing stationary noise sources where mitigation may not be practical or feasible. The proposed commercial buildings are identified as being within Phase 1 of Fieldgate's development and are expected to be constructed prior to the three 15-storey building proposed on Block 43 (which represents Phase 2 of this development). Accordingly, in addition to the proposed noise mitigation requirements above, a Class 4 designation is required for Block 43 buildings to be in compliance with the noise guidelines. Given the nature of the vision and policy directives for the SMUN in the Milton Official Plan and in the Secondary Plan which specifically seek a mix of commercial and high density residential uses in close proximity to each other, inside of a SMUN, seeking a Class 4 designation from a noise perspective is appropriate and logical and assists in achieving the planning vision for these lands.

A Strategic Policy within the Boyne Survey Secondary Plan related to the Active Transportation Link includes the following:

"C.10.4.1.3 Planned Active Transportation Link - As shown on Schedule "C.10.B", a grade-separated Planned Active Transportation Link shall be provided across the CN Rail line. The purpose of this link is to provide continuous non-vehicular east-west connectivity. The design of the link shall incorporate appropriate control measures to ensure the safety of those utilizing the link."

The Active Transportation Link is Block 47 on the Red Lined Draft Plan of Subdivision and its siting and sizing is unchanged from the Draft Approved Plan of Subdivision. This Block will ultimately provide the Pedestrian Overpass to facilitate the connection over the CNR. A similar Block has been provided on the west side of the CNR within the approved Fieldgate West Draft Plan of Subdivision. This Link is an exciting opportunity to create a unique connection and enhance the overall public realm for this Plan of Subdivision and for surrounding lands.

“C.10.4.2 TRAILS SYSTEM

Schedule “C.10.B”, Active Transportation and Natural Heritage System Plan establishes the proposed recreational pedestrian/bicycle trail system for the Boyne Survey Secondary Plan area. The trail system will be coordinated with the existing and planned trail systems at both the Town and Regional levels and its design will have regard for the Town of Milton Trails Master Plan Update, the Regional Road Right-of Way Guidelines and the Regional Active Transportation Master Plan. Schedule “C.10.B” also identifies the location of roads which will be designed to accommodate either a bicycle path as part of the roadway or as a separate pathway. Separate pathways will only be required on arterial roads.”

There are opportunities for continuous pedestrian and bicycle circulation and connections throughout (and beyond) the site. Active transportation opportunities are provided from publicly accessible spaces, through adjacent park / vista blocks, public sidewalks, multi-use trails or along streets. Active Transportation is further detailed in Section 12 of the Traffic Impact Assessment prepared by TyLin, dated August 2025 and Appendix B of the Urban Design Brief prepared by MBTW Group / W Architects Inc., dated August 2025 included in this submission. Those reports conclude that the proposed Draft Plan will provide excellent pedestrian and cycling connections to the adjacent existing/proposed active transportation system. Sidewalks are proposed on residential streets throughout the Proposed Development with a specific Trail Block connecting the Active Transportation Link to Bronte Street and Whitlock Avenue, as well as the broader community.

Boyne Survey is designed to provide for a diverse range of housing options and transit-supportive development. The Secondary Plan contains policies related to achieving a housing mix target:

“C.10.4.4 HOUSING MIX

Boyne Survey is designed to provide for a diverse range of housing options and transit-supportive development. To assist in achieving these objectives, the following housing mix target, which anticipates a higher percentage of medium and high density development than in other parts of the Urban Expansion Area, is established:

- a) low density 48%*
- b) medium density 35%*
- c) high density 17%”*

The Red Lined Draft Plan of Subdivision and related OPA / ZBA are proposing a wide range and mix of unit types including street townhouses, back-to-back townhouses, dual frontage townhouses and apartments. This unit mix coupled with similar and compatible low and medium density residential development on surrounding lands will contribute to the Town’s achievement of the medium and high density built form in Milton on lands that are well served by transit.

The Boyne Survey Secondary Plan also includes specific Urban Design policies including the following:

“C.10.4.5.3 Further to the policies of Section C.10.4.5.2, development shall also be designed in accordance with the following:

a) Significant views of, and accessibility to, public spaces including parks, schools, stormwater management facilities and other community facilities will be provided in strategic locations through the use of single loaded roads adjacent to such spaces or through the use of other approaches having regard to the Boyne Survey Urban Design Guidelines.

b) Vistas of the Natural Heritage System will be incorporated strategically into development to afford views and managed public access

e) A range of alternatives will be encouraged to ensure a high quality of streetscape design which:

i) provides for an attractive and safe streetscape for pedestrians, cyclists and drivers as well as attractive and safe links for all users of the transportation system within the Boyne Survey Planning District and to the surrounding community; and,

ii) provides appropriate setbacks and buffering for residential buildings with respect to noise and safety.

f) All development, including low and medium density residential development shall be encouraged to front on and have access to public roads; however, where development fronts on arterial or collector roads, vehicular access may be provided from lanes subject to the approval of the Town in consultation with the Region. Service roads will be discouraged, but may be considered as an alternative, subject to review by the Town. Reverse lotting shall not be permitted, except where the Town after consultation, where applicable, with the Region and other agencies, is satisfied that there is no other feasible option.

g) Development shall be designed to support and facilitate access to public transit.

h) A mix of lot sizes, building types and architectural styles with high quality building materials will be encouraged on a street-by-street basis to reinforce the character of the existing community. In particular, dwellings shall be designed to reduce the impact of garages, and garages shall generally not project beyond the main wall of a unit without significant mitigating design elements.”

As noted in the Urban Design Brief prepared by MBTW Group / W Architects Inc., dated August 2025, the proposed Draft Plan of Subdivision employs the key policy directives established in the Secondary Plan in the overall design and layout of the proposed community. Specifically, the Draft Plan layout will provide opportunities for enhanced community connections, a vibrant and healthy public realm, a high quality and variety of built forms, and connectivity to public transit and active transit opportunities. The proposed Draft Plan of Subdivision will ultimately achieve and represent a diverse neighbourhood with a mix of housing types and densities, a vibrant public realm and transitions from the Active Transportation Link to the balance of the Plan of Subdivision that consist of unique space that is free from vehicular traffic. As well, as outlined in the Urban Design Brief, the elevated Active Transportation Link/Pedestrian Overpass is being planned and designed with the specific objective to promote and enhance views of the Escarpment and this Proposed Development acknowledges and celebrates that.

The applicable land use policies of Sections B.3 and B.4 of the Official Plan together with the additional policies in this section shall apply to the lands in the Boyne Survey Planning District in accordance with the land use designations on Schedule “C.10.C”, Land Use Plan. As noted above, on Schedule “C.10.C” the Subject Lands are designated as “*Secondary Mixed Use Node*”, “*District Park*” and “*Natural Heritage System*” (see Figure 13).

Policies from the Boyne Survey Secondary Plan, amended by Official Plan Amendment 48 and applicable to the Secondary Mixed Use Nodes include the following:

“C.10.5.5 SECONDARY MIXED USE NODE

C.10.5.5.1 The Secondary Mixed Use Nodes shall generally develop in accordance with the policies of Section B.3.6, however:

- a) Single storey commercial buildings may be permitted; however, commercial development with additional height and density is strongly encouraged;*
- b) Residential development shall be limited predominately to high density residential uses in accordance with the policies of Section C.10.5.1.4;*

As stated in the policies noted above, single storey commercial buildings are permitted with additional height and density encouraged. The Proposed Development includes single storey commercial buildings, however also proposes high density development within Block 43 within the limits of the SMUN to assist in intensifying the node.

d) In addition to the policies of B.3.6.3.4, development shall reflect the following:

- ii) A variety of building heights and forms is encouraged with the highest buildings being oriented to the primary intersection, and stepped back or terraced abutting development outside of the Node;*

iii) Buildings should be located on or close to the street line and massed at intersections to establish a strong street edge;

vi) Development shall be designed to facilitate access to public transit;

A variety of building heights are proposed with apartment buildings up to 15 storeys, commercial buildings up to 11.0 m, and 2-3 storey townhouse units (beyond the limits of the SMUN). Commercial buildings are located at grade level with pedestrian access provided via multiple sidewalks and walkways. Walkways and sidewalks connect to Louis St. Laurent Avenue and Bronte Street to assist with connections to transit.

e) Notwithstanding the policies of C.10.5.5.1 b), the Town may consider permitting a limited extent of Residential Medium Density II uses, including grade-related multiple-attached housing forms such as townhouses, stacked townhouses and back-to-back townhouses in accordance with the policies of C.10.5.1.1 b) within the Secondary Mixed Use Nodes subject to a comprehensive development plan in accordance with the policies of C.10.5.6.5 and the following:

i) the size and configuration of the node is sufficient to accommodate the planned concentration of land uses and built form;

ii) the node has sufficient frontage to provide safe and direct access from the adjoining road system;

iii) the total number of grade-related dwelling units does not exceed 20 percent of the total number of dwelling units within the specific quadrant of the node in which it is proposed;

iv) a concentrated massing of taller buildings is located at key intersections with grade-related forms being located interior to the site such that a transition in heights is created that respects the context of the surrounding lower density neighbourhood;

v) generally continuous street walls are provided along major corridors to provide pedestrian-friendly, visually connected and coherent streetscapes;

vi) the proposed introduction of grade-related housing maintains the nodal hierarchy established by the Secondary Plan;

vii) the grade-related housing form supports and enhances the balance of the existing or planned development within the node; and

viii) it has been demonstrated to the satisfaction of the Town that the initial phases of development will not preclude the achievement of the ultimate vision for the 'Secondary Mixed Use Node in accordance with the policies of this Plan, having regard to the Boyne Survey Urban Design Guidelines.

The residential built forms proposed inside of the proposed limits of the SMUN consist of three 15-storey residential apartment buildings. Beyond the limits of the SMUN it is proposed that lands will be developed for street townhouses, back-to-back townhouses, and dual frontage townhouses. The proposed size and configuration of the Node supports the mix of commercial and high density land uses and built forms, and the proposed townhouse built forms beyond the limits of the SMUN will contribute to the provision of medium density residential uses and will be supportive and complimentary to that layout and to surrounding lands, as well. Specifically, the medium/high density residential block and the two commercial blocks are proposed to be within the new limits of the Node, and the grade-related townhouse built forms are proposed to be outside of the Node (see *Figure 10*) but will continue to contribute to the overall growth and density of the Node. As well, the Subject Lands have sufficient frontage on Louis St. Laurent Avenue and Bronte Street to provide safe and direct access.

The grade related townhouse built forms respect the nodal hierarchy as per the Secondary Plan and enhance the balance of development within and outside of the Node. Transitions between building heights has been considered in this development layout. The Proposed Development has strong regard for the Boyne Survey Urban Design Guidelines as discussed in the Urban Design Brief prepared by The MBTW Group / W Architects Inc., dated August 2025.

h) There are two Secondary Mixed Use Nodes located within the Boyne Survey Secondary Plan Area, including that portion of the node located north of Louis St. Laurent Avenue (as currently exists within either the Bristol Survey or Sherwood Survey Secondary Plan Areas as applicable). Each of the nodes shall include a maximum of approximately 29,728 square metres of commercial uses...

The commercial component within a Secondary Mixed Use Node may precede the residential development within the Node subject to a comprehensive development plan for the entire node in accordance with the policies of C.10.5.6.5."

With respect to sub-policy C.10.5.5.1 h) noted above, the Secondary Plan permits a maximum of 29,728 square metres of commercial uses for the Secondary Mixed Use Node at Bronte Street and Louis St. Laurent Avenue. The proposed commercial component for this quadrant of the Node is well within that, yet is generous for the siting and sizing of the Node in this location.

An Official Plan Amendment is required to resize the Secondary Mixed Use Node for this Proposed Development. A Draft Official Plan Amendment seeking a reduction in the limits of this quadrant of the Node has been prepared by Glen Schnarr & Associates Inc. and is included with the submission (*Appendix A*).

As the southern portion of the Subject Lands are designated in the Boyne Survey Secondary Plan as “District Park”, the following policies should be considered:

“C.10.5.9 DISTRICT PARK AREA

Two District Park Areas have been designated within the Boyne Survey Secondary Plan Area. These parks are intended to serve one or more Planning Districts and may be developed with indoor and outdoor sports facilities.”

As previously discussed, the Proposed Development does not propose to change the siting or sizing of the District Park which was Draft Plan Approved in January 2024 and continues to be part of the Red Lined Draft Plan of Subdivision.

The proposed Official Plan Amendment to resize the Secondary Mixed Use Node conforms to the overall objectives and policy directives set out in the Secondary Plan and the Proposed Development will assist the Town in achieving the policies of the Secondary Plan. Further, the Draft Plan of Subdivision and implementing Zoning By-Law conform with the policies and permitted uses set out in the Town of Milton’s ‘Boyne Survey Secondary Plan’. The proposed development is therefore appropriate and achieves the objectives and policy directives of the Secondary Plan.

5.5 TOWN OF MILTON ‘WE MAKE MILTON’ OFFICIAL PLAN (2025, Adopted)

Launched in 2019, ‘We Make Milton’ is a multi-year Official Plan review and update. On March 19, 2025 Town Council adopted Official Plan Amendment No. 92 which implements the first set of changes related to the ‘We Make Milton’ Official Plan review. Consistent with the Region of Halton Official Plan, the Subject Lands are designated “Urban Area” in the new ‘We Make Milton’ Milton Official Plan (Adopted March 2025). The amendment must now be reviewed and approved by the Province. This Planning Justification Report has reviewed the ‘We Make Milton’ Official Plan and demonstrates that this proposal has proper regard for it.

“SUSTAINABLE GROWTH MANAGEMENT

2.1. Town-Wide Growth Management Framework

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...

It is the policy of the Town to:

2.1.1.1 Make sufficient land available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years.

2.1.1.2 Maintain the ability to accommodate residential growth for a minimum of 15 years through lands, which are designated and available for residential development.”

The Proposed Development will assist the Town in achieving the range and mix of land uses, including housing units, to achieve the growth targets set out in the new Official Plan for 2041 and 2051.

“It is the policy of the Town to:

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

a) Existing Complete Neighbourhoods make up a significant proportion of the Urban Area, and comprise the Mature Neighbourhood Areas, the Major Urban Centre, inclusive of the Milton GO PTMTSA, and the Bristol Survey, Sherwood Survey and Boyne Survey Secondary Plan Areas, where development and redevelopment are underway in accordance with the policies of this Plan.

2.1.1.7 Promote intensification to support the development of compact, efficient and vibrant communities using the population and employment targets.

The Proposed Development is within the Urban Area and will help the Town to achieve compact growth and development to complete the development and build out of the Boyne Survey Secondary Plan area.

Two of the objectives for the Urban Area set out in the Milton’s ‘We Make Milton’ Official Plan is to support the achievement of complete communities in the Urban Area and to achieve land use patterns and built form that use land efficiently, optimize existing infrastructure, and which is complementary to existing and planned developed areas.

“It is the policy of the Town to:

2.3.1.2 Encourage intensification and redevelopment to support the achievement of complete communities.

- 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.*
- 2.3.1.6 Support active transportation through the development of complete and walkable neighbourhoods and pedestrian-oriented design.*
- 2.3.1.7 Plan a transit-supportive community through transit-oriented design.*
- 2.3.1.8 Ensuring development is well served by existing and planned infrastructure and public service facilities.*
- 2.3.1.9 Prioritize planning and investment in the necessary infrastructure and public service facilities to support Settlement Areas.*
- 2.3.1.10 Foster a lively public realm through urban design excellence, supporting the creation of places and destinations where people can gather.*
- 2.3.1.11 Ensure the conservation and enhancement of the Environmental System.*
- 2.3.1.27 Create a vibrant, diverse and pedestrian-oriented urban environment with high quality public open spaces.*
- 2.3.1.30 Promote forms of development that achieve an appropriate transition of built form to adjacent areas and the protection of the physical character of these neighbourhoods through urban design*

As set out in this report as well as in supporting technical reports submitted in support of the Proposed Development, the proposal will assist the Town in achieving these development objectives and policy directives.

The Subject Lands are identified as a ‘Community Node’ as well as ‘Complete Neighbourhood’ on Schedule 4 (Urban Structure) in the adopted Official Plan.

“2.3.4 Community Hubs

Milton’s Community Hubs are mixed-use destinations that integrate uses such as retail, service commercial, office, institutional and entertainment uses with residential uses, public service facilities, institutional uses and open spaces. Community Hubs are comprised of Community Nodes and Community Corridors.

Community Hubs will contribute to achieving complete communities by providing for the day-to-day and weekly goods and services needs of residents in easily accessible locations. While some Community Hubs will achieve higher residential intensities and a full mix of uses, other hubs may permit a more limited range of uses and density to achieve their planned function.

Community Nodes

Community Nodes, identified as conceptual overlays on Schedule 4 - Urban Structure, provide walkable and transit supportive centres of activity at the neighbourhood scale. They provide access to a multitude of uses that are required for daily living – local shops and restaurants, public service facilities, cultural, and entertainment uses, open spaces as well as a diverse housing stock. Community Nodes are generally located at the intersections of transit routes.

Community Nodes shall be designed and planned to provide a recognized sense of place to adjacent neighbourhoods.

Objective 1. Provide centres of activity that concentrate a mix of uses, including retail and service commercial uses, residential uses, office uses, public service facilities and open spaces.

It is the policy of the Town to:

2.3.4.1 Accommodate residential uses, while including compatible retail, services and facilities.

Objective 2. Ensure the development of Community Nodes contributes to more vibrant, attractive and walkable communities.

It is the policy of the Town to:

2.3.4.5 Locate retail and service commercial uses on the ground level to animate streets and public spaces.

2.3.4.6 Provide development either as mixed-use buildings or as a mix of uses on the same site.

2.3.4.7 Promote the development of a high quality public realm in Community Nodes.

2.3.4.8 Ensure the proper integration of Community Nodes with surrounding neighbourhoods, protecting the physical character of these neighbourhoods.

2.3.4.9 Provide infrastructure for active transportation access to Community Nodes.”

The Proposed Development will achieve the key policy directives established in the new adopted Official Plan through the overall design and layout of the proposed community. Specifically, the Draft Plan layout will provide opportunities for enhanced community connections, a vibrant and healthy public realm, a high quality and variety of built forms, and connectivity to public transit and active transit opportunities. The proposed Draft Plan of Subdivision will ultimately achieve and represent a diverse neighbourhood with a mix of housing types and densities, a vibrant public realm and transitions from the Active Transportation Link to the balance of the Plan of Subdivision that consist of unique space that is free from vehicular traffic.

2.3.5 Complete Neighbourhoods

Lands designated Complete Neighbourhoods on Schedule 4 represent primarily Residential Areas with associated services and facilities and compatible retail uses.

Development within Complete Neighbourhoods will be managed to recognize the opportunities to improve the quality of life of residents, while reinforcing and complementing the predominant neighbourhood character. Complete Neighbourhoods will be able to adapt to changing social, economic and physical considerations, over the life of this Plan, as continual enhancement can provide an adequate range and mix of uses including small-scale retail uses, parks, schools, places of worship and a range and mix of housing types.

Objective 1. Ensure a supply of designated and serviced land is available to accommodate residential growth and intensification.

It is the policy of the Town to:

2.3.5.1 Accommodate a range of housing types, including affordable housing and additional residential units, for all life stages, incomes and abilities, with supporting uses to create vibrant complete neighbourhoods.

2.3.5.2 Support contextually appropriate intensification opportunities within Complete Neighbourhoods to provide more housing choices, amenities and services to the local community.

2.3.5.3 Consider the impact to existing and planned parks, infrastructure and public service facilities when encouraging growth and intensification in Complete Neighbourhoods.

Objective 2. Make efficient use of land, housing stock and available services while maintaining compatibility with the character of existing neighbourhoods.

It is the policy of the Town to:

2.3.5.4 Ensure compatibility of new development in Complete Neighbourhoods with the character of the surrounding area.

2.3.5.5 Maintain or enhance the distinct identities of Complete Neighbourhoods by having regard for the built environment, and natural heritage and cultural heritage features.

2.3.5.7 Support a diverse mix of land uses to support vibrant neighbourhood, where appropriate and applicable.

2.3.5.9 Integrate access to transit and active transportation facilities.

The policies noted above are achieved through the Proposed Development. The development will service the district and the broader Milton community by providing substantial commercial area, as well as a range of opportunities for higher density and medium density development at this key location and along the Louis St. Laurent corridor. The Proposed Development includes medium/high density residential in compact built form including three 15-storey apartment buildings, as well as 277 townhouse units in varying built forms. The proposed density and mix of units are appropriate given the Subject Lands' location at the intersection of Louis St. Laurent Avenue and Bronte Street and the access to active transportation as well as transit.

It is noted that policies contained in the 'We Make Milton' adopted Official Plan for Secondary Mixed Use Nodes are the same policy directives which are within the in-effect Milton Official Plan. Accordingly, these are not repeated here.

As the 'We Make Milton' Official Plan is further advanced with more detailed policies directives (through subsequent phases of the Official Plan Review), the Proposed Development will be measured against any new and emerging policies.

The Proposed Development has appropriate regard for the new 'We Make Milton' Official Plan and has been designed to achieve the relevant policy directives contained in the new Official Plan for Community Nodes and Complete Neighbourhoods.

5.6 TOWN OF MILTON ZONING BY-LAW 016-2014 (Urban Area)

The Town of Milton's Zoning By-law was amended in 2023 through By-Law No. 018-2023 to zone the northern portion of the Subject Lands as "Secondary Mixed Use Commercial -*329" (C2*329), Residential High Density*332*H75*H76" (RHD*332-H75-H76), "Residential High Density*331" (RHD*331) and "Residential Medium Density II*330*H75" (RMD2*330-H75). The southern portion of the Subject Lands were zoned "Open Space" (OS), "Open Space*2" (OS-2), and "Natural Heritage System" (NHS) through that amending Zoning By-Law as well (*Figure 16: Existing Zoning*).

A Zoning By-law Amendment is proposed to implement the Proposed Development within the northern portion of the Draft Plan, including redefining and finessing the limits and zone provisions for the commercial zone, the high density zone and the medium density zone (*Figure 17: Proposed Zoning*). There are no changes proposed to lands zoned in the southern portion of the Draft Plan (i.e. “OS”, “OS-2”, and “NHS”).

The proposed draft implementing Zoning By-Law seeks the following zones to implement the development blocks on the northern portion of the Site:

- C2-YY (Secondary Mixed Use Commercial – Special Section) (seeking site specific relief related to the commercial/retail blocks)
- RMDI-286 (Residential Medium Density I – Section 286) (for Street Townhouses)
- RMDII-ZZ (Residential Medium Density II – Special Section) (for Back-to-Back Townhouses)
- RMDII-CC (Residential Medium Density II – Special Section) (seeking site specific relief for Dual Frontage/ Through Lot Townhouses)
- RHD-XX (Residential High Density – Special Section) (seeking site specific relief related to residential Block 43)

In addition to seeking general permission for residential and commercial uses through the C2, RMDII and RHD Zones, special site relief is required from the parent zones in order to facilitate the proposed site layout and configuration of buildings on the Subject Property. The proposed site specific exemptions in the draft implementing Zoning By-Law include the following:

For Proposed Commercial Blocks (C2-YY):

- Relief to certain yard setbacks (front yard, side yard);
- Relief to maximum height;
- Relief to landscape open space and buffers; and
- Relief to parking requirements (including setbacks) and
- Relief to loading area setbacks.

For Proposed Back-To-Back Townhouses (RMDII*ZZ):

- Relief to depth of lot;
- Relief to front yard setback; and
- Relief to exterior side yard setback.

For Proposed Dual Frontage / Through Lot Townhouses (RMDII - CC):

- Defining front yards;
- Relief to minimum rear yard for corner lots;
- Permission for driveways to traverse rear yards; and
- Relief to maximum height.

For Proposed High Density Block (RHD-XX):

- Relief to certain yard setbacks (front yard, interior side yard);
- Relief to maximum height;
- Relief to parking setbacks; and
- Relief to parking requirements.

The proposed Draft Implementing Zoning By-Law is attached as *Appendix B* to this Report. As the project advances, there may be different iterations of the site layout and layout inside the different Blocks within the Draft Plan; accordingly, the draft implementing Zoning By-Law may be finessed as the project advances.

6.0 SUMMARY OF SUPPORTING TECHNICAL REPORTS

The following section provides a summary of the reports, studies and supporting materials conducted in support of the Proposed Development.

6.1 TRAFFIC IMPACT STUDY

TYLin was retained to prepare a Traffic Impact Study (“TIS”) for the Proposed Development. The TIS, dated August 2025 assesses the site-related traffic impacts on the adjacent road network during the weekday a.m. and p.m. and Saturday mid-day peak hours from the Proposed Development. Vehicular access to the subdivision will be provided via the main boundary roads of Bronte Street South and Louis St. Laurent Avenue. An additional access is provided via the west leg of the roundabout intersection of Bronte Street South and Whitlock Avenue that extends as a 90-degree bend connection (Street ‘A’). A concept plan has been provided that includes a T-intersection to demonstrate the potential connection to the parklands to the southwest of the site. Roundabout analysis was conducted at Bronte Street South and Whitlock Avenue to show that the intersection operates well with reserve capacity and low delays. This study concludes that the traffic generated by the proposed subdivision can be accommodated by the boundary road network, factoring in future road improvements and the development of the interior local road network.

With respect to pedestrian and cyclist circulation, the TIS outlines that there are multi-use trails along both sides of Louis St. Laurent Avenue and along the east side of Bronte Street South (the multi-use trail along the west side of Bronte Street South terminates approximately 250 metres south of Louis St. Laurent Avenue), within the study area. Additionally, there are on-street bicycle lanes provided along both sides of Louis St. Laurent Avenue and Bronte Street South.

6.2 ENVIRONMENTAL SITE ASSESSMENT

Grounded Engineering (‘Grounded’) was retained to prepare an updated Phase One Environmental Site Assessment (the ‘Study’ or ‘ESA’) in support of the proposed development dated August 2025. Grounded’s ESA was prepared in accordance with Ontario Regulation (O.Reg.) 153/04.

Grounded's review found that the Site was first developed for agricultural and residential land use in 1821 and included historical uses as farmland. At the time of Grounded's site reconnaissance, the Property was vacant and considered in agricultural or other use under O.Reg. 153/04 as the last known land use was agricultural.

The ESA did not identify any historical potentially contaminating activities which would contribute to on-site area(s) of potential environmental concern, on the Property. Grounded determined that no Record of Site Condition is required due to no change to a more sensitive Land Use. Grounded determined a Phase Two ESA will not be required.

6.3 SHADOW IMPACT ANALYSIS

MBTW Group / W Architects Inc. were retained to prepare an updated Shadow Study (the 'Study'), included as part of the Urban Design Brief prepared by MBTW dated August, 2025, in support of the proposed development. The study was undertaken in accordance with the Town of Milton's Terms of Reference for Sun Shadow Analysis (January 2023), and reflects a high-level demonstration plan developed specifically to assess the appropriateness of the proposed Block 43 building heights and overall massing.

The Study demonstrates that a minimum of 60% of the sidewalks on the opposite side of adjacent streets receive at least three (3) continuous hours of direct sunlight between 10:00 a.m. and 3:00 p.m. across all test dates, satisfying the Town's performance standards and contributing to a walkable, comfortable streetscape. The proposed District Park receives five (5) or more hours of continuous sunlight between 9:00 a.m. and 5:00 p.m., as required for at least 50% of community park areas. This ensures that key functional areas within the park—such as open lawns, gathering spaces, and potential active recreation zones—will be well-served by natural light throughout the day. The conceptual massing of the high density block demonstrates that taller buildings have been positioned to minimize extended shadow impacts beyond the development block. The orientation and arrangement of built form help to preserve solar access for both internal streets and adjacent lands, while concentrating higher densities in appropriate areas. It is anticipated shadow impacts will be further mitigated through detailed planning and architectural design.

In conclusion, the shadow study illustrates that even at this early conceptual stage, the proposed massing is capable of meeting the Town's shadow impact criteria for sidewalks, parks, and the public realm.

6.4 SITE SPECIFIC WATER & WASTEWATER FSR

A Site Specific Water and Wastewater Functional Servicing Report, dated August 2025 was prepared by Tylin for the Proposed Development. The objective of the report is to demonstrate how the Proposed Development will be serviced with water and wastewater. The FSR concludes that the residential blocks and Secondary Mixed Use Node will be serviced via the proposed municipal sewers with a connection to the existing wastewater infrastructure on Whitlock avenue and that the District Park will be serviced via connections to Street 'A' and Bronte street. The

residential blocks and Secondary Mixed Use Node will be serviced via proposed watermain with connections to the existing watermain on Louis St. Laurent Avenue and Bronte street.

As well, the report provides grading design and confirms that major systems minus minor systems flows from the residential blocks and Secondary Mixed Use Node will be conveyed to the proposed SWM Pond via overland flow routes designed for the 100 year event.

Fieldgate has secured the allocations required for the development of this subdivision.

6.5 STORMWATER MANAGEMENT REPORT

A Stormwater Management Report, dated August 2025 was prepared by Tylin for the Proposed Development. The objective of the report is to demonstrate the feasibility of providing the required stormwater management for the proposed subdivision. The Proposed Development includes a stormwater management pond ("Pond D"), located east of the realigned channel at the southern end of the development limit. The drainage area to Pond D includes the entire Draft Plan of Subdivision Area as well as external drainage from Bronte Street. The Stormwater Management strategy outlined ensures that required water quality treatment, erosion and water quantity attenuation are provided for the Fieldgate East Subdivision tributary to stormwater management Pond D, and that requirements as per Town of Milton, MOE SWMP design guidelines are met. The Stormwater Management Study also recognizes low impact development opportunities such as increased top soil depth, roof water to grassed areas, and grassed swales.

6.6 PRELIMINARY ENVIRONMENTAL NOISE AND VIBRATION REPORT

As previously noted, the Subject Lands are adjacent to the CN Railway, and as such, a Preliminary Environmental Noise and Vibration Report are required as part of the submission. Jade Acoustics Inc. was retained to prepare a Preliminary Environmental Noise and Vibration Report, which is dated August 2025, included with the submission. The Preliminary Environmental Noise and Vibration Report assessed road traffic noise and rail traffic noise and vibration from the CN Rail, as well as potential noise associated with the future Canadian National rail yard (Milton Logistics Hub). The Noise Report concludes that with appropriate mitigative measures, all high-rise residential buildings and townhouse units in the development will meet the noise and vibration guidelines. Central air conditioning and warning clauses are required for some dwelling units.

A 2.4 metre high acoustic fence is required for the ground level outdoor amenity spaces associated with the three 15-storey buildings on Block 43 along the rail corridor and the rear yards of Block 18 (east unit) and Block 19 (east unit) to achieve mitigated sound levels of 57 dBA or less. All balconies/terraces for the proposed high-rise building units and dual frontage and back-to-back townhouses are expected to be less than 4 metres in depth and therefore are not deemed as noise sensitive spaces requiring protection.

The north portion of the proposed site will be developed for commercial uses. The acoustically most significant commercial building with respect to the proposed high rise buildings and

townhouse blocks (units) under construction / future residential to the west of the rail corridor is the one large scale building (Building A) which is expected to be a grocery store. Commercial Buildings B, H and I are located in close proximity to the proposed townhouse blocks as well. Several options with respect to operations at Commercial Building A have been investigated. Noise mitigation measures in the form of a full enclosure, a partial enclosure or a wing wall at the Building A loading bays, a noise wall and rooftop parapets are required to achieve the applicable Class 1 sound level limits at the proposed townhouse blocks (units).

As well, the report notes that mitigation measures required to meet the MECP Class 1 sound level limits within the high density Block 43 have been investigated in the Preliminary Environmental Noise and Vibration Study and have been confirmed to be not feasible/practicable. Accordingly, this area is proposed to fall within the new Class 4 definition which represents an area or site which is intended for development with a new noise sensitive land use that is in proximity to existing stationary noise sources where mitigation may not be practical or feasible. The proposed commercial buildings are identified as being within Phase 1 of Fiedgate's development and are expected to be constructed prior to the three 15-storey building proposed on Block 43 (which represents Phase 2 of this development). Accordingly, in addition to the proposed noise mitigation requirements above, a Class 4 designation is required for Block 43 buildings to be in compliance with the noise guidelines.

6.7 ARCHITECTURAL DESIGN GUIDELINES

MBTW Group / W Architects Inc., were retained to prepare Architectural Control Guidelines for the Proposed Development. The Architectural Design Guidelines, dated August 2025 included in this submission discusses the Proposed Development within the context of the Boyne Survey Secondary Mixed Use Node, addressing community vision and safety. The Guidelines detail the goals of the community, discussing sustainability, architecture and landscape, major design gateway locations and how the Proposed Development can maintain high quality design. The Guidelines further discuss the elements of the community including community edge and gateways, street patterns and hierarchy, public open spaces, land uses, built forms for grade related residential and terrace amenity space for townhouse blocks. The Guidelines also outline "traditional" architectural options for building design, including Gothic Revival, Ontario Country Traditional, Arts and Crafts, English/Tudor, Late Victorian, and Neo-classical. The Architectural Design Guidelines also discuss in detail the criteria for streetscape design for community streetscapes and provides guidelines specifically for grade-related housing. Lastly, the Architectural Design Guidelines provide recommendations for implementation to ensure a high quality of urban design is achieved, including identifying priority lots.

6.8 URBAN DESIGN BRIEF

The MBTW Group and W Architect Inc. were retained to prepare the Urban Design Brief for the Proposed Development. The Urban Design Brief, dated August 2025 summarizes how the Proposed Development supports the overall vision and urban design goals of Milton's Official Plan and the relevant policies and guidelines in the Boyne Survey Secondary Plan. Based on a policy review, the Urban Design Brief states the following six objectives: (1) preserve and enhance

the existing natural heritage system while maintaining the long-term sustainability of ecological functions on the site, (2) establish the district park and active transportation link as a focal point for the community that encourages social interaction and provides views to the Niagara Escarpment, (3) strategically locate a mix of housing types, uses, and densities to support a transit-oriented community, (4) provide effective and connected transportation networks for pedestrians, cyclists, transit riders, and motorists, (5) provide seamless transitions to the current and future neighbourhoods surrounding the Subject Lands, and (6) ensure a high-quality landscape and built form for the public and private realm. The Urban Design Brief further outlines how the Proposed Development achieves key policy directives including neighbourhood connections, a sustainable natural environment, high quality built form and landscape and a neighbourhood-centric approach. The Urban Design Brief includes commentary on pedestrian and vehicular circulation, public and active transportation including cycling facilities, the public realm framework, details on the District Park with a Park Plan, streetscapes, the open space/natural heritage system, Crime Prevention Through Environmental Design (CPTED), built form typologies and sustainability.

7.0 CONCLUSION

The policies and objectives of the PPS, Region of Halton Official Plan, Town of Milton Official Plan, the Boyne Survey Secondary Plan and the Town of Milton Zoning By-law (016-2014) will be met through the advancement of the Proposed Development and the associated Official Plan Amendment and Zoning By-law Amendment. The Proposed Development will achieve good planning and will contribute to the creation of healthy, vibrant, complete communities through the development of lands slated for future development, based on the following reasons:

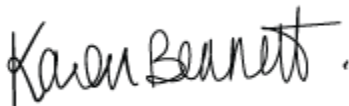
- The Proposed Development is consistent with the policies of the Provincial Planning Statement (2024), and conforms with the Region of Halton Official Plan with respect to concentrating growth and development to settlement areas and specifically within greenfield areas;
- The Applicant has secured residential allocation through the Region of Halton 2020 and 2023 Allocation Programs and further, the Proposed Development will utilize existing servicing and required future servicing can be provided in an efficient manner;
- The proposed Official Plan Amendment to reduce the size of the Secondary Mixed Use Node and Zoning By-law Amendment to facilitate to overall development generally conform to policies in the Milton Official Plan and policies in the Boyne Survey Secondary Plan;
- The Proposed Development proposes an appropriate and compatible mix of uses including commercial/retail/service and residential to create a complete, walkable community;
- The Proposed Development will add an additional approximately 477 high density apartment units and 277 grade-related townhouse units in a variety of compact built forms to increase Milton's housing supply, providing housing options to address the "missing middle" population and which will contribute to Milton and Halton's density targets;
- The Proposed Development proposes commercial development across two blocks, consisting of a total of nine new commercial buildings with a total of 13,734 sq.m. (147,833 sq.ft) of GFA, with pedestrian connectivity, urban plazas, sufficient parking and landscaping.
- The proposal proposes strategic design strategies to support an appropriate transition to the surrounding neighbourhood. The proposed development will achieve neighbourhood connections, high quality-built form and landscaping treatments that represent a neighbourhood centric approach;
- The Proposed Development conforms to the Boyne Survey Urban Design Guidelines by including neighbourhood connections, protecting and enhancing the natural environment, proposing a high quality built form consistent with surrounding character, and proposes a neighborhood-centric approach focused on pedestrian circulation;

- The Shadow Study illustrates that the proposed massing is capable of meeting the Town's shadow impact criteria for sidewalks, parks, and the public realm.
- The Proposed Development is transit-supportive and proposes a complete community within walking distance of the existing transit routes for local and Regional travel;
- The proposed development of Block 43 (High Density Block) is proposed to fall within the new Class 4 definition for noise which represents an area or site which is intended for development with a new noise sensitive land use that is in proximity to existing stationary noise sources where mitigation may not be practical or feasible. Given the nature of the vision and policy directives for the SMUN in the Milton Official Plan and in the Secondary Plan which specifically seek a mix of commercial and high density residential uses in close proximity to each other, inside of a SMUN, seeking a Class 4 designation from a noise perspective is appropriate and logical and assists in achieving the planning vision for these lands.
- The proximity of the proposed development to community amenities such as parks, community centres, schools, shopping, entertainment as well as bus routes will contribute to the reduction in reliance on automobile use and will encourage the use of active transportation;
- The draft Zoning By-law has been tailored to ensure consistency with the Secondary Plan policies of the Secondary Mixed Use Node designation and the proposal generally conforms with provisions of the parent C2, RMDII and RHD zones in the Town's Zoning By-law with exceptions created to reflect the unique characteristics of the proposal and development layout.

The proposed Official Plan Amendment and Draft Zoning By-law Amendment are required to implement policies of the Official Plan and, more specifically, the Boyne Survey Secondary Plan policies and to bring the vision for the Boyne Survey community and the Secondary Mixed Use Node to life. Based on a thorough review of the policy planning framework currently in effect for the Subject Lands at the Provincial, Regional and local level, the proposed development represents good planning and is supportable and appropriate for the development of the Subject Lands.

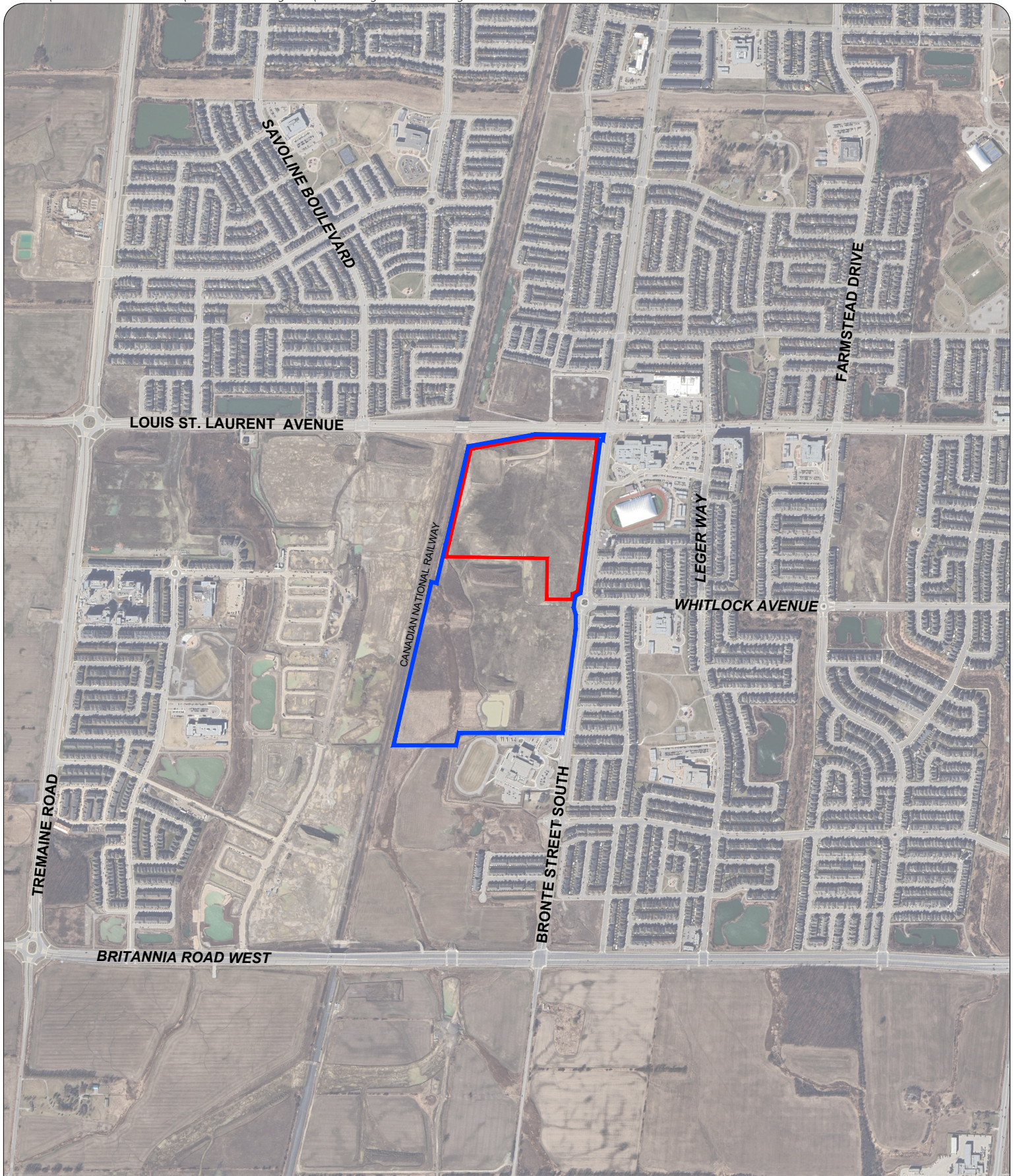
Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Karen Bennett, MCIP, RPP
Partner

FIGURES



FIGURE

1

AERIAL CONTEXT PLAN

LEGEND

- Lands Subject to Red Line Draft Plan of Subdivision Revision
- Lands Subject to OPA and ZBLA

PART OF LOTS 7 & 8 ,CONCESSION 1,
NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
AUGUST 14, 2025

GSAI
Glen Schnarr & Associates Inc.

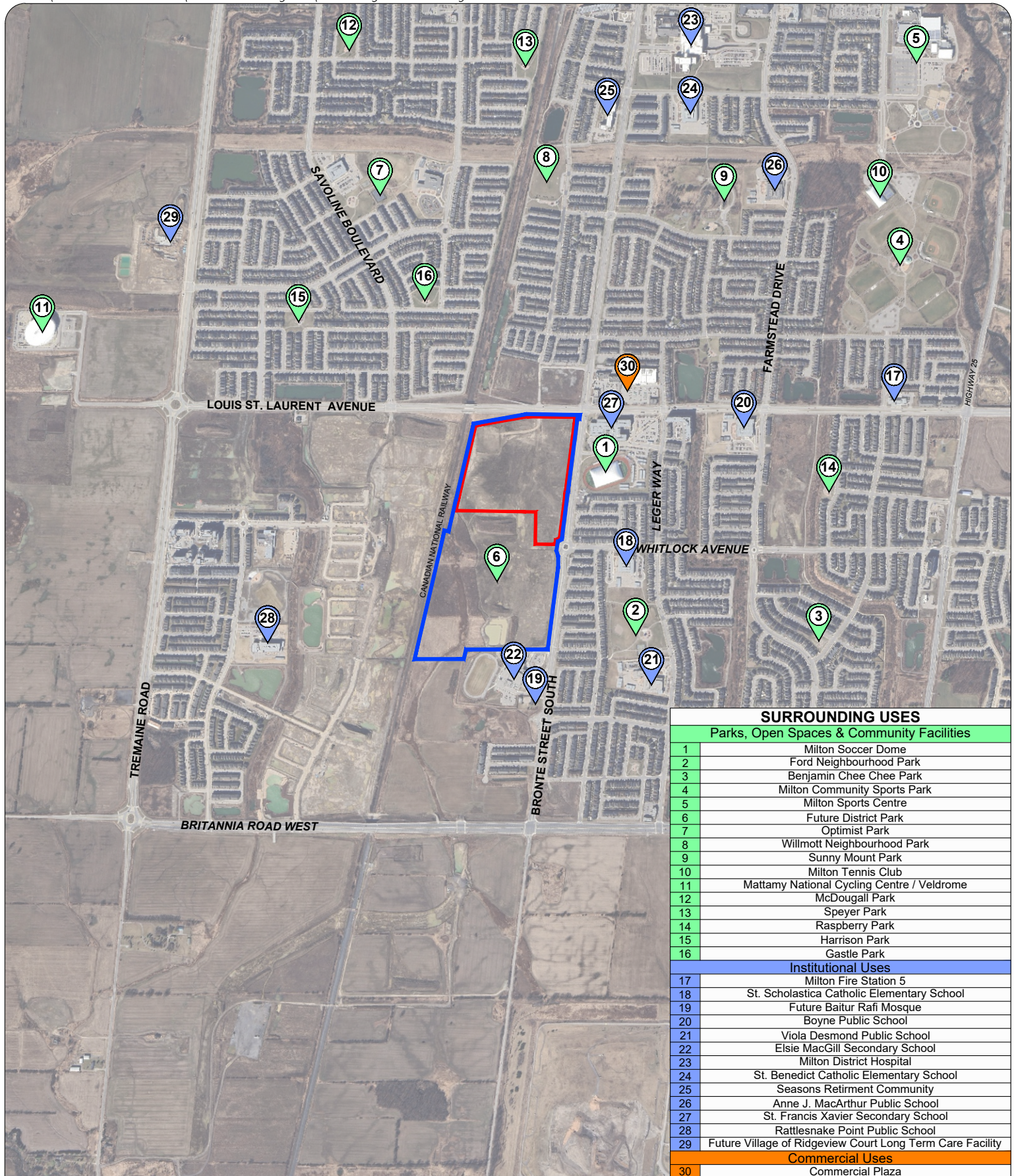


FIGURE 2 SURROUNDING CONTEXT PLAN

LEGEND

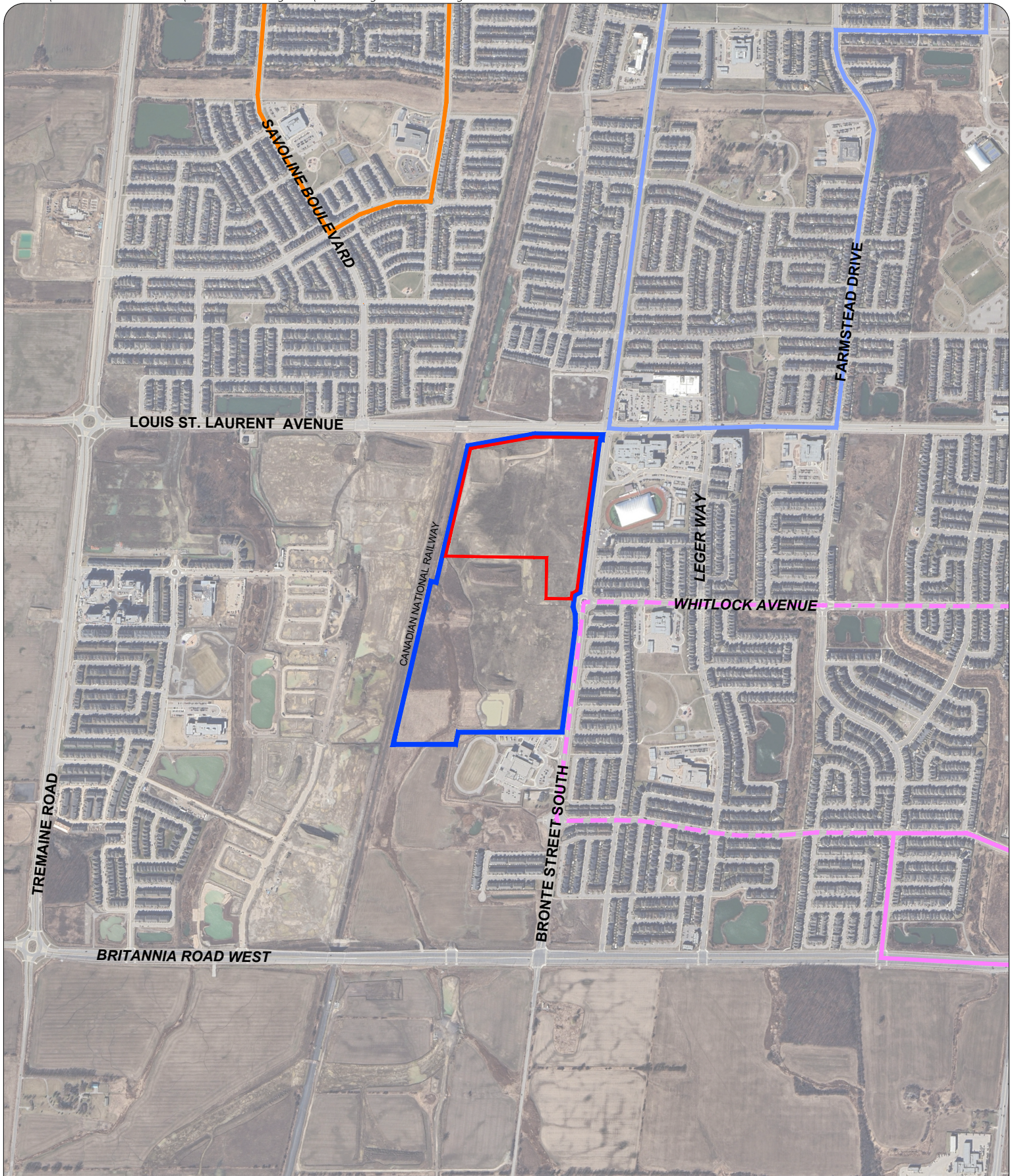
- Lands Subject to Red Line Draft Plan of Subdivision Revision
- Lands Subject to OPA and ZBLA

- Commercial Uses
- Institutional Uses
- Parks, Open Spaces & Community Facilities

PART OF LOTS 7 & 8, CONCESSION 1,
NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
AUGUST 14, 2025



FIGURE

3

REGIONAL AND LOCAL TRANSIT CONTEXT

PART OF LOTS 7 & 8, CONCESSION 1,
NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON

LEGEND

- | | | |
|---|---|---|
| Lands Subject to Red Line Draft Plan of Subdivision Revision | Milton Transit Route 9 | Milton Transit Route 7 |
| Lands Subject to OPA and ZBLA | Milton Transit Route 9a | Milton Transit Route 8 |



SCALE NTS
AUGUST 14, 2025

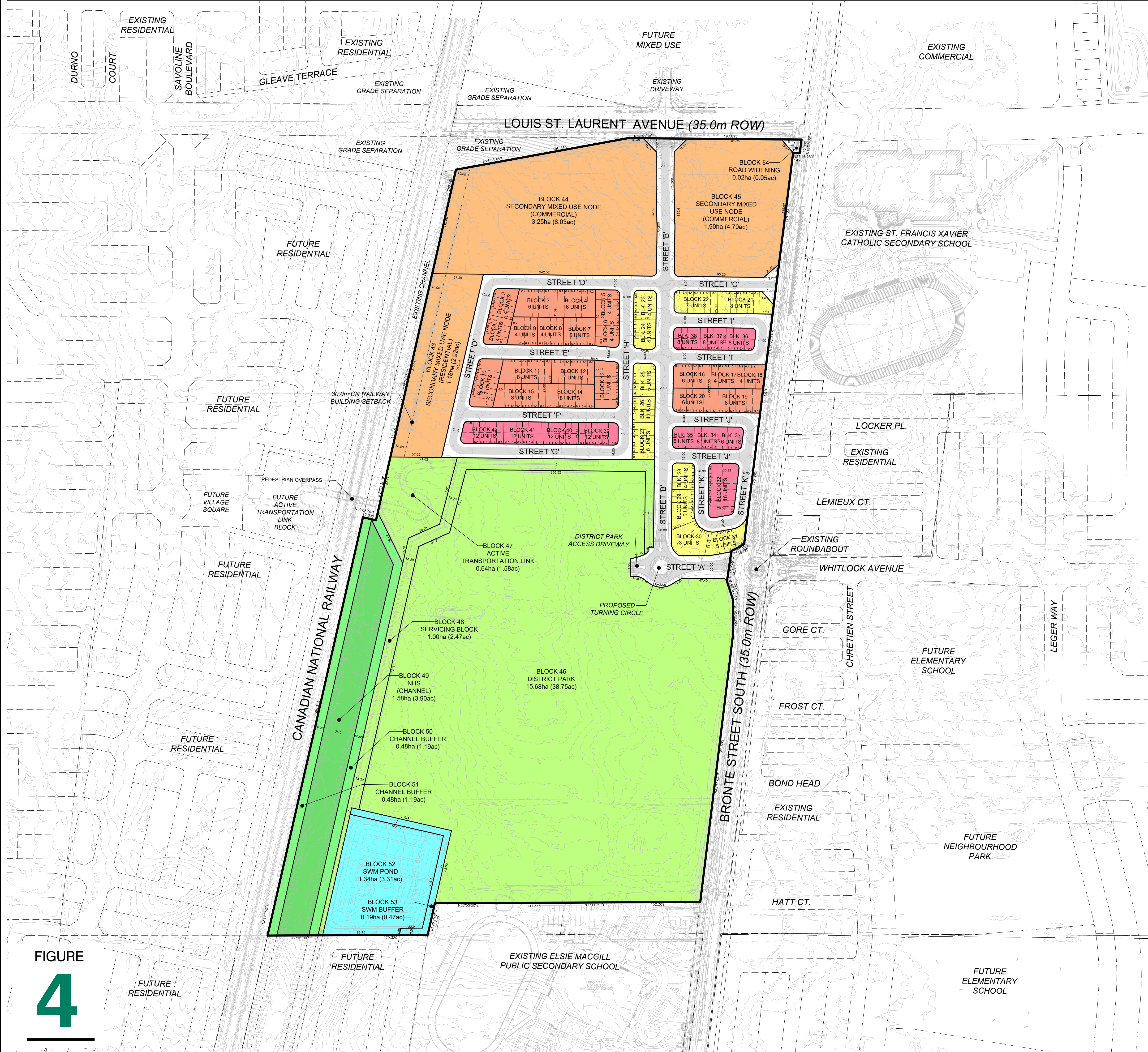
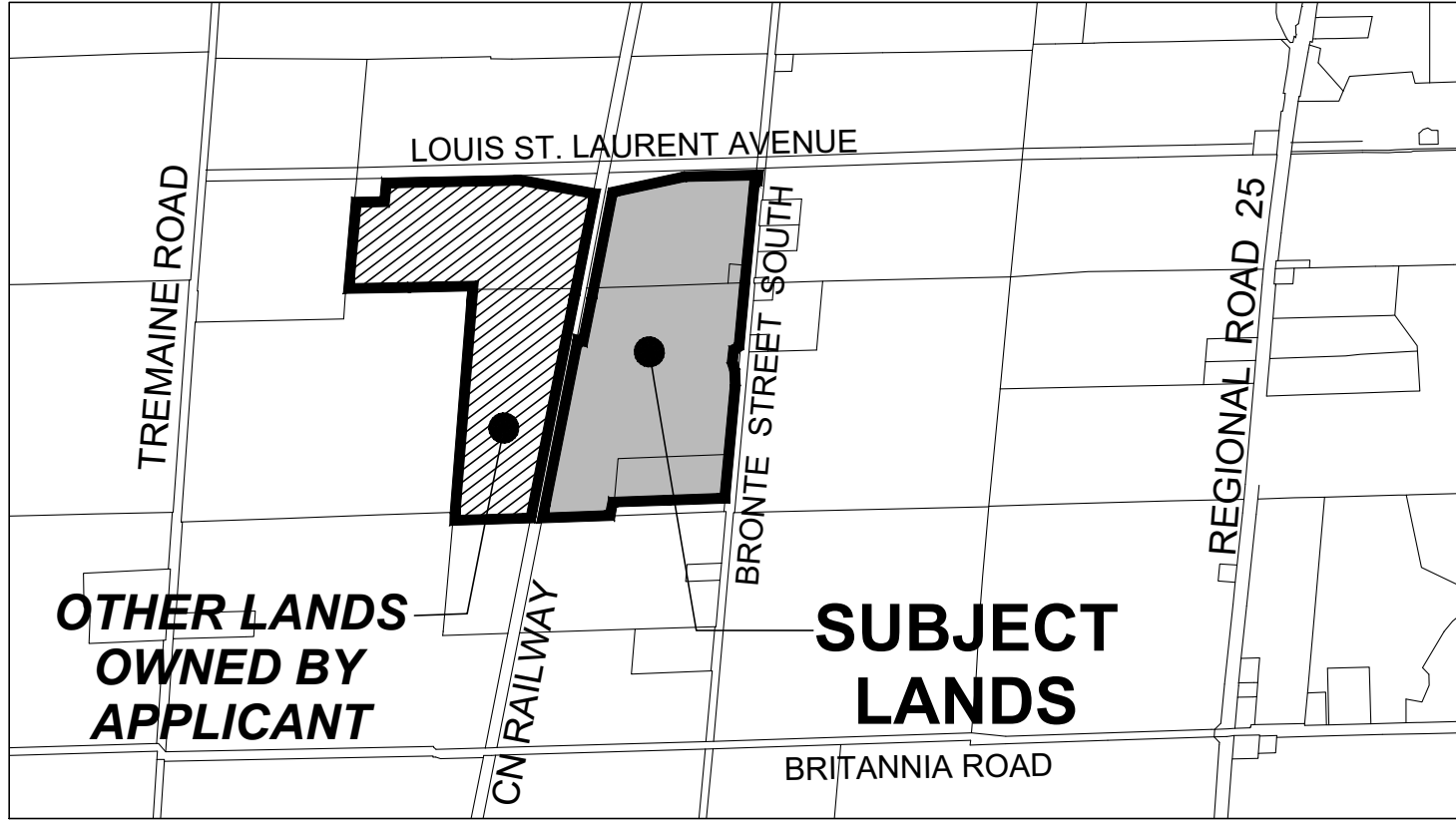


FIGURE
4



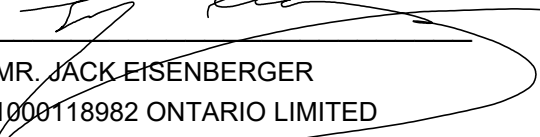
**DRAFT PLAN OF SUBDIVISION
1000118982 ONTARIO LIMITED
(FORMERLY 1045502 &
1048605 ONTARIO LIMITED)
FIELDGATE DEVELOPMENTS
(EAST LANDS)**

FILE #: 24T-21005/M

PART OF LOTS 7 & 8 , CONCESSION 1, NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON

OWNERS CERTIFICATE

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF MILTON FOR APPROVAL.

SIGNED 
MR. JACK EISENBERGER
1000118982 ONTARIO LIMITED

DATE: JUNE 11, 2014

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED 
OPHIR N. DZALDOV, O.S.
SCHAEFFER DZALDOV BENNET LTD.
64 JARDIN DRIVE, CONCORD ON, L4K 3P3
PHONE: 416-987-0101

DATE: JUNE 26, 2018

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, J, & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

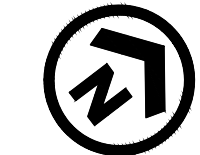
- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
- I) SANDY LOAM AND CLAY LOAM
- K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY UPNHA	SDE
STREET TOWNHOMES - 6.4m (21')	1-20	2.34	5.78	114	48.72	92.34
DUAL FRONTAGE TOWNHOMES - 6.4m (21')	21-31	1.11	2.74	55	49.55	44.55
BACK-TO-BACK TOWNHOMES - 6.4m (21')	32-42	1.04	2.57	108	103.85	87.48
SECONDARY MIXED USE NODE	43-45	6.33	15.64			
DISTRICT PARK	46	15.68	38.75			
ACTIVE TRANSPORTATION LINK	47	0.64	1.58			
SERVICING BLOCK	48	1.00	2.47			
NHS (CHANNEL)	49	1.58	3.90			
CHANNEL BUFFER	50,51	0.96	2.37			
SWM POND	52	1.34	3.31			
SWM BUFFER	53	0.19	0.47			
ROAD WIDENING	54	0.02	0.05			
26m ROW (LENGTH: 99m)		0.35	0.86			
20m ROW (LENGTH: 456m)		0.93	2.30			
16m ROW (LENGTH: 1,846m)		2.99	7.39			
TOTAL	54	36.50	90.19	277	61.69	224.37

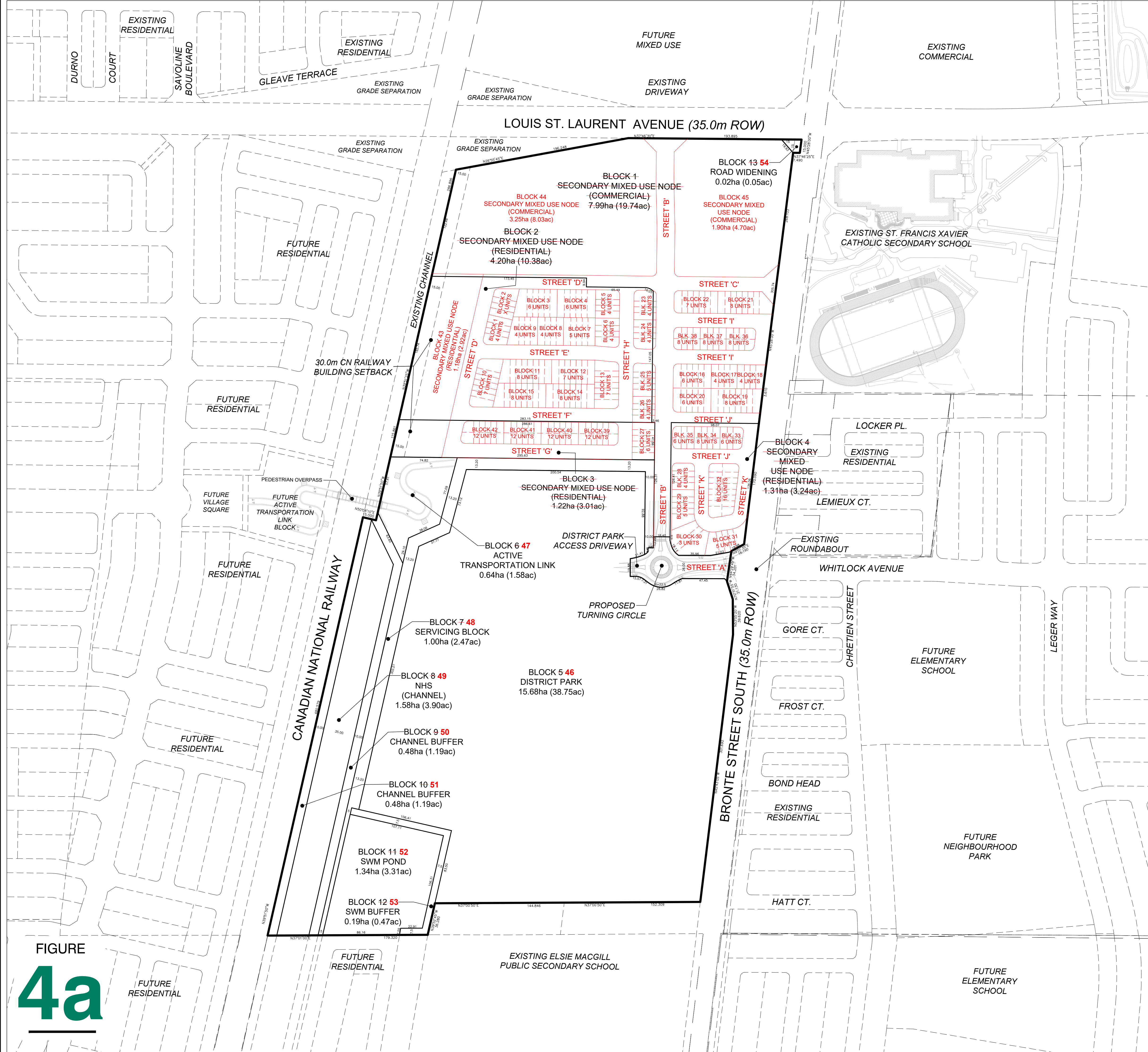
NOTES

- TYPICAL LOCAL/LOCAL DAYLIGHT RADII: 5m
- LOUIS ST. LAURENT/STREET 'B' DAYLIGHT TRIANGLE: 15.0m x 15.0m
- BRONTE ROAD SOUTH/STREET 'C' DAYLIGHT TRIANGLE: 15.0m x 15.0m
- SDE FACTORS:
 - STREET TOWNHOMES - 0.81
 - DUAL FRONTAGE TOWNHOMES - 0.81
 - BACK-TO-BACK TOWNHOMES - 0.81



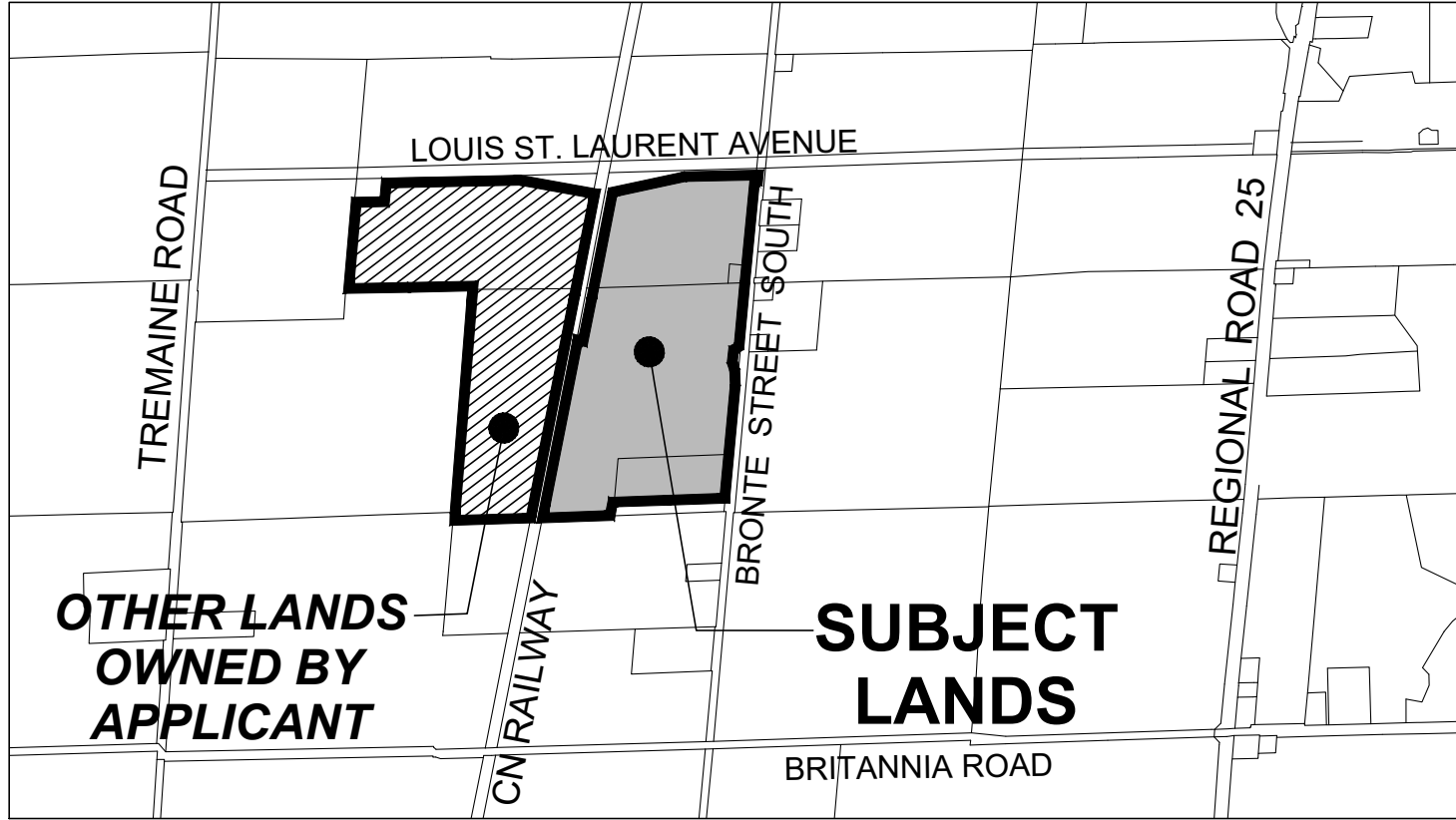
SCALE 1:2000
(24 x 36)
JUNE 16, 2025

GSAI
Glen Schnarr & Associates Inc.



FIGURE

4a



DRAFT PLAN OF SUBDIVISION
1000118982 ONTARIO LIMITED
(FORMERLY 1045502 &
1048605 ONTARIO LIMITED)
FIELDGATE DEVELOPMENTS

(EAST LANDS)
FILE #: 24T-21005/M
PART OF LOTS 7 & 8, CONCESSION 1, NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON

OWNERS CERTIFICATE

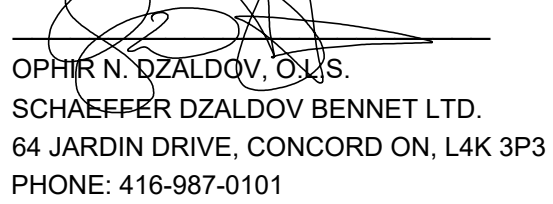
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF MILTON FOR APPROVAL.

SIGNED 
MR. JACK EISENBERGER
1000118982 ONTARIO LIMITED

DATE: June 11, 2014

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED 
OPHIR N. DZALOV, O.A.S.
SCHAEFFER DZALDOV BENNET LTD.
64 JARDIN DRIVE, CONCORD ON, L4K 3P3
PHONE: 416-987-0101

DATE: June 26, 2018

ADDITIONAL INFORMATION

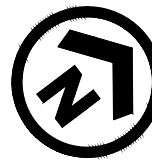
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, J, & L ARE SHOWN ON THE DRAFT AND KEY PLANS.
H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	BLOCKS	AREA (ha)	AREA (ac)	UNITS*	DENSITY UPHA*	SDE**
SECONDARY MIXED USE NODE	43-45 1-4 6.33	14.72	36.37	1084	161.06	517.87
DISTRICT PARK	46 5	15.68	38.75	15.64		
ACTIVE TRANSPORTATION LINK	47 6	0.64	1.58			
SERVICING BLOCK	48 7	1.00	2.47			
NHS (CHANNEL)	49 8	1.58	3.90			
CHANNEL BUFFER	50,51 9,10	0.96	2.37			
SWM POND	52 11	1.34	3.31			
SWM BUFFER	53 12	0.19	0.47			
ROAD WIDENING	54 13	0.02	0.05			
26m ROW (LENGTH: 110m) 99m		0.37	0.91	0.86		
Street Townhomes - 6.4m (21')	1-20	2.34	5.78	114	48.72	92.34
Dual Frontage Townhomes - 6.4m (21')	21-31	1.11	2.74	55	49.55	44.55
Back-to-Back Townhomes - 6.4m (21')	32-42	1.04	2.57	108	103.85	87.48
20m ROW (Length: 456m)		0.93	2.30			
16m ROW (Length: 1,846m)		2.99	7.39			
TOTAL	54	36.50	90.19	277	61.69	224.37

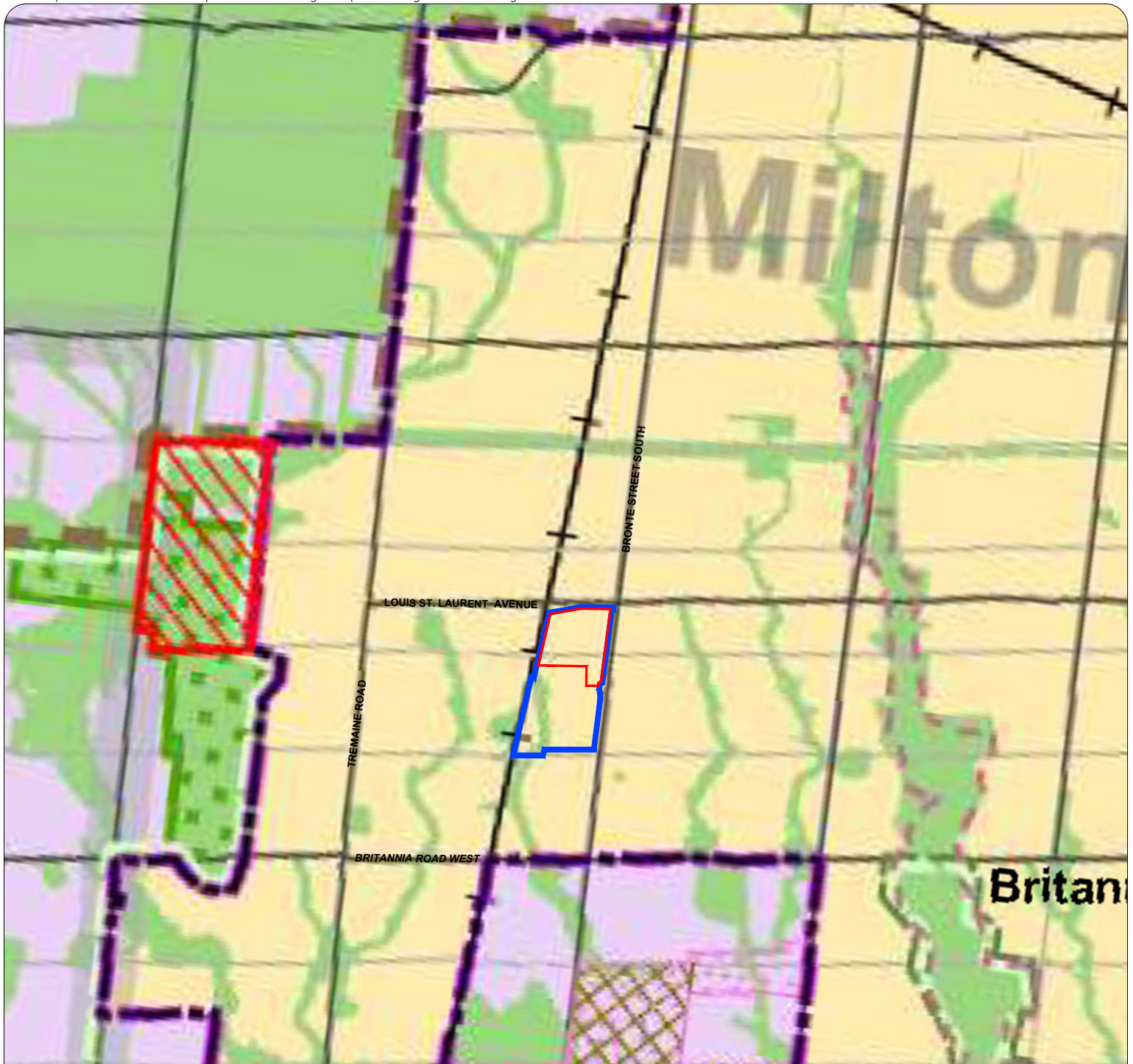
NOTE

- * UNITS & DENSITY ONLY INCLUDES BLOCKS 2-4 (RESIDENTIAL) BLOCKS
- ** SDE FACTORS: TOWNHOUSES: 0.76, BACK-TO-BACK TOWNHOUSE: 0.45, APARTMENTS: 0.45 0.81 0.81
- STREET 'A' R.O.W. DESIGN OBTAINED FROM TYLIN (OCTOBER, 2022)



SCALE 1:2000
(24 x 36)
APRIL 19, 2023
REDLINED JUNE 16, 2025

GSAI
Glen Schnarr & Associates Inc.



FIGURE

5

REGION OF HALTON OFFICIAL PLAN

(OFFICE CONSOLIDATION MAY 2024)

MAP 1 - REGIONAL STRUCTURE

LEGEND

Lands Subject to Red Line Draft Plan of Subdivision Revision

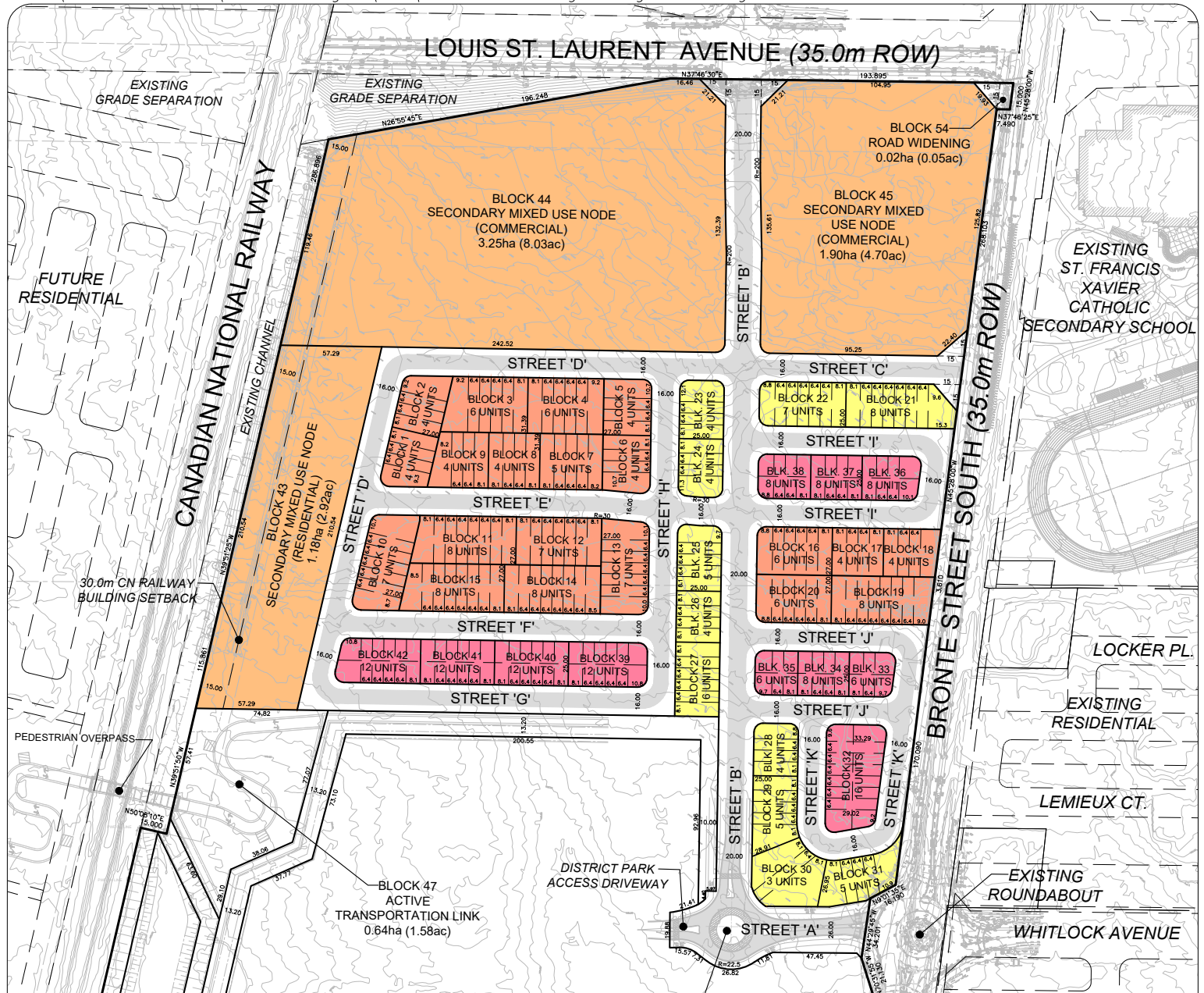
Lands Subject to OPA and ZBLA

PART OF LOTS 7 & 8, CONCESSION 1,
NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
AUGUST 14, 2025

GSAI
Glen Schnarr & Associates Inc.



	STANDARD SDEs			HIGH DENSITY / PURPOSE BUILT SDEs		
ALLOCATION PROGRAM	MULTI (TOWNHOUSES)			HIGH DENSITY / PURPOSE BUILT APARTMENT		
	PROPOSED NUMBER OF TH UNITS WITH 3 OR MORE BEDROOMS	CONVERSION FACTOR	STANDARD SDEs REQUIRED	PROPOSED NUMBER OF APARTMENT UNITS WITH 2 OR MORE BEDROOMS	CONVERSION FACTOR	HGH DENSITY SDEs REQUIRED
2020 ALLOCATION PROGRAM				477	0.45	214.65
2023 ALLOCATION PROGRAM	277	0.81	224.37			
1000118982 ONTARIO LIMITED ALLOCATION ASSIGNMENT			200 (89%)			500 (285.35 REMAINING)

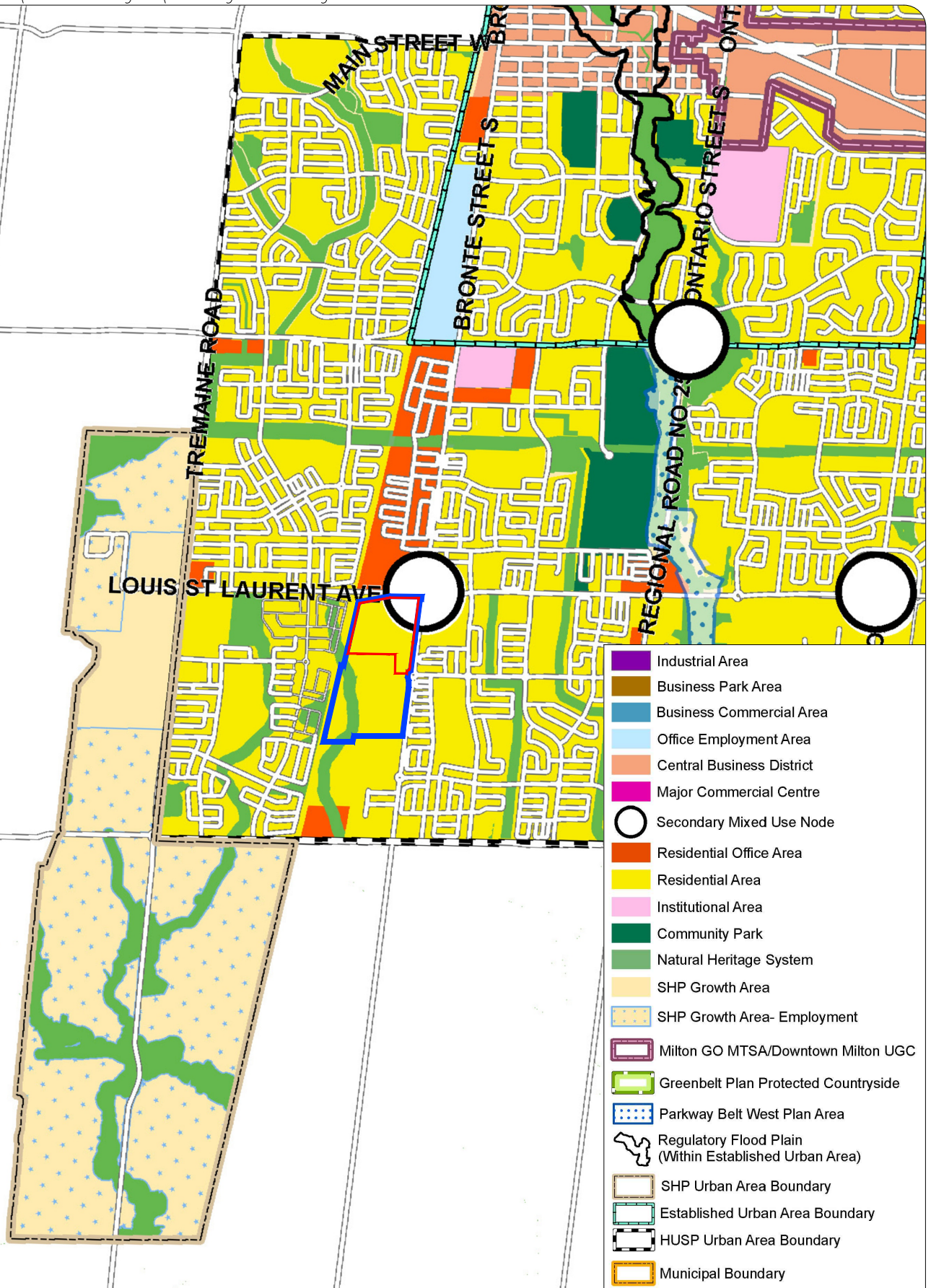
FIGURE
6
ALLOCATION PLAN

PART OF LOTS 7 & 8, CONCESSION 1,
NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
AUGUST 14, 2025

City of Burlington



- Industrial Area
- Business Park Area
- Business Commercial Area
- Office Employment Area
- Central Business District
- Major Commercial Centre
- Secondary Mixed Use Node
- Residential Office Area
- Residential Area
- Institutional Area
- Community Park
- Natural Heritage System
- SHP Growth Area
- SHP Growth Area- Employment
- 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
- Municipal Boundary

FIGURE

7

TOWN OF MILTON OFFICIAL PLAN

(OFFICE CONSOLIDATION DECEMBER 2024)

SCHEDULE B - URBAN AREA LAND USE PLAN

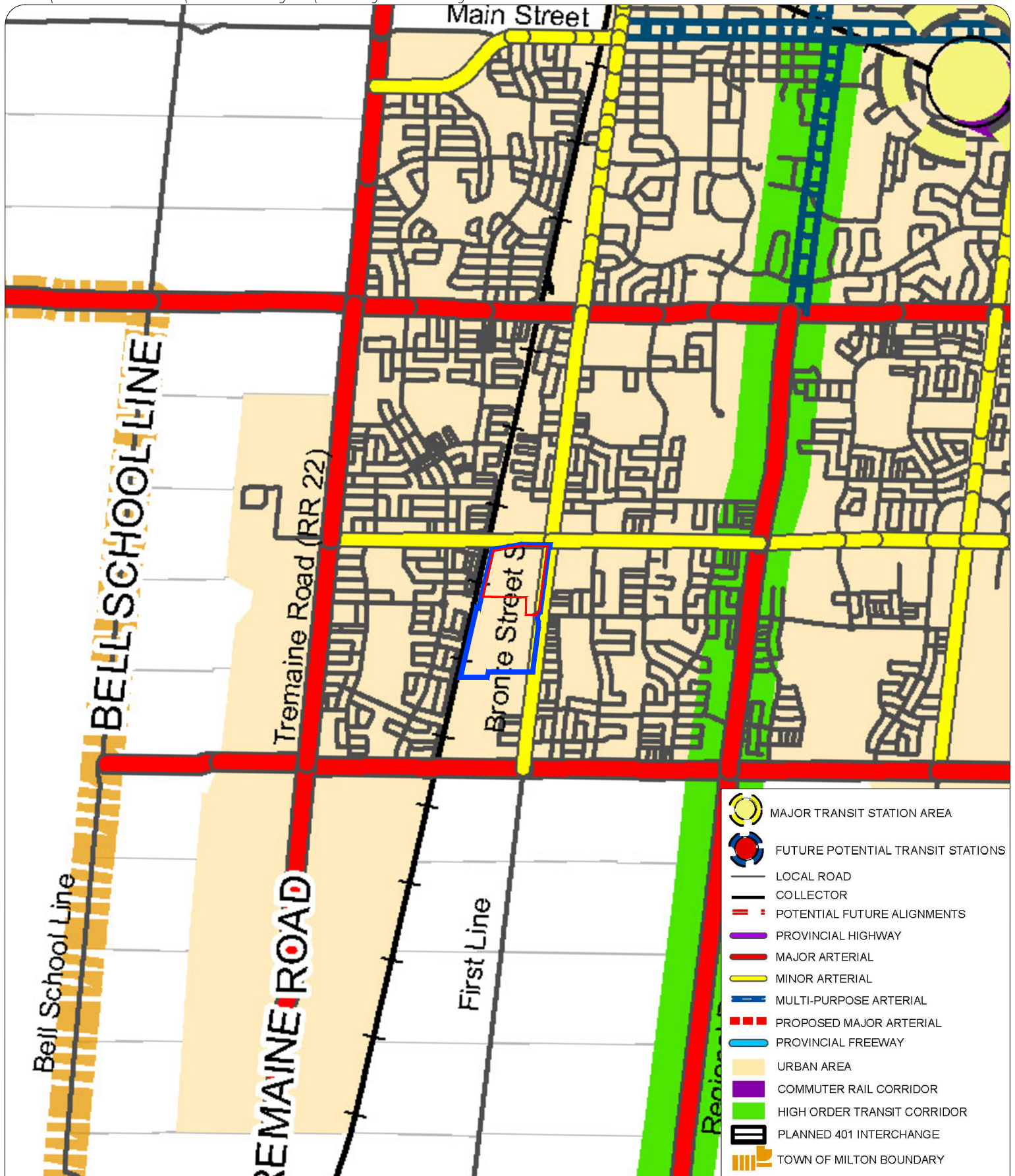
LEGEND

- Lands Subject to Red Line Draft Plan of Subdivision Revision
- Lands Subject to OPA and ZBLA

PART OF LOTS 7 & 8, CONCESSION 1,
NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
AUGUST 14, 2025



FIGURE

8

TOWN OF MILTON OFFICIAL PLAN
(OFFICE CONSOLIDATION DECEMBER 2024)
SCHEDULE E - TRANSPORTATION PLAN

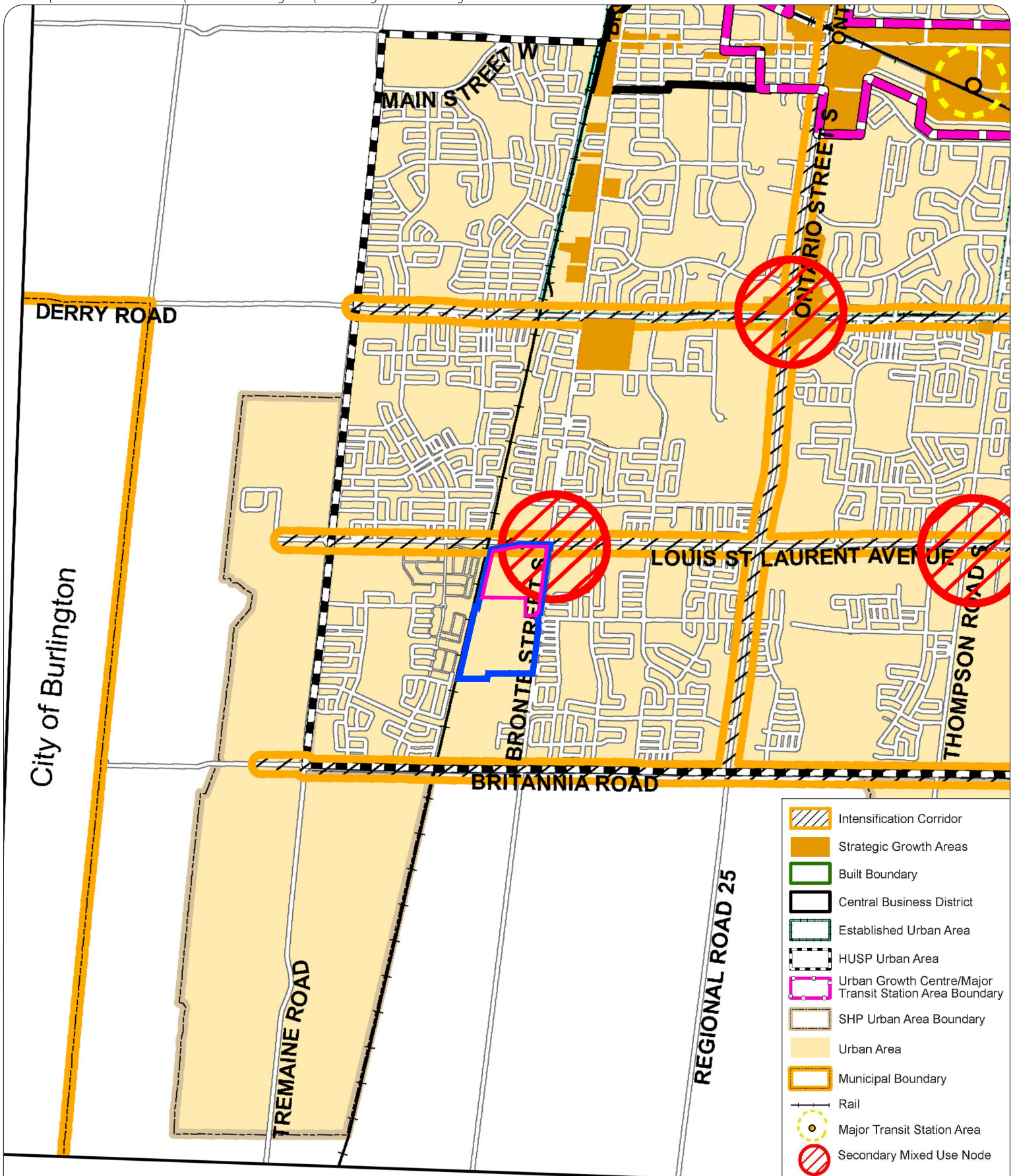
LEGEND

- Lands Subject to Red Line Draft Plan of Subdivision Revision
- Lands Subject to OPA and ZBLA

PART OF LOTS 7 & 8, CONCESSION 1,
NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
AUGUST 14, 2025



FIGURE

9

TOWN OF MILTON OFFICIAL PLAN
(OFFICE CONSOLIDATION DECEMBER 2024)
SCHEDULE K - STRATEGIC GROWTH AREAS

LEGEND

- Lands Subject to Red Line Draft Plan of Subdivision Revision
- Lands Subject to OPA and ZBLA

PART OF LOTS 7 & 8, CONCESSION 1,
NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
AUGUST 14, 2025

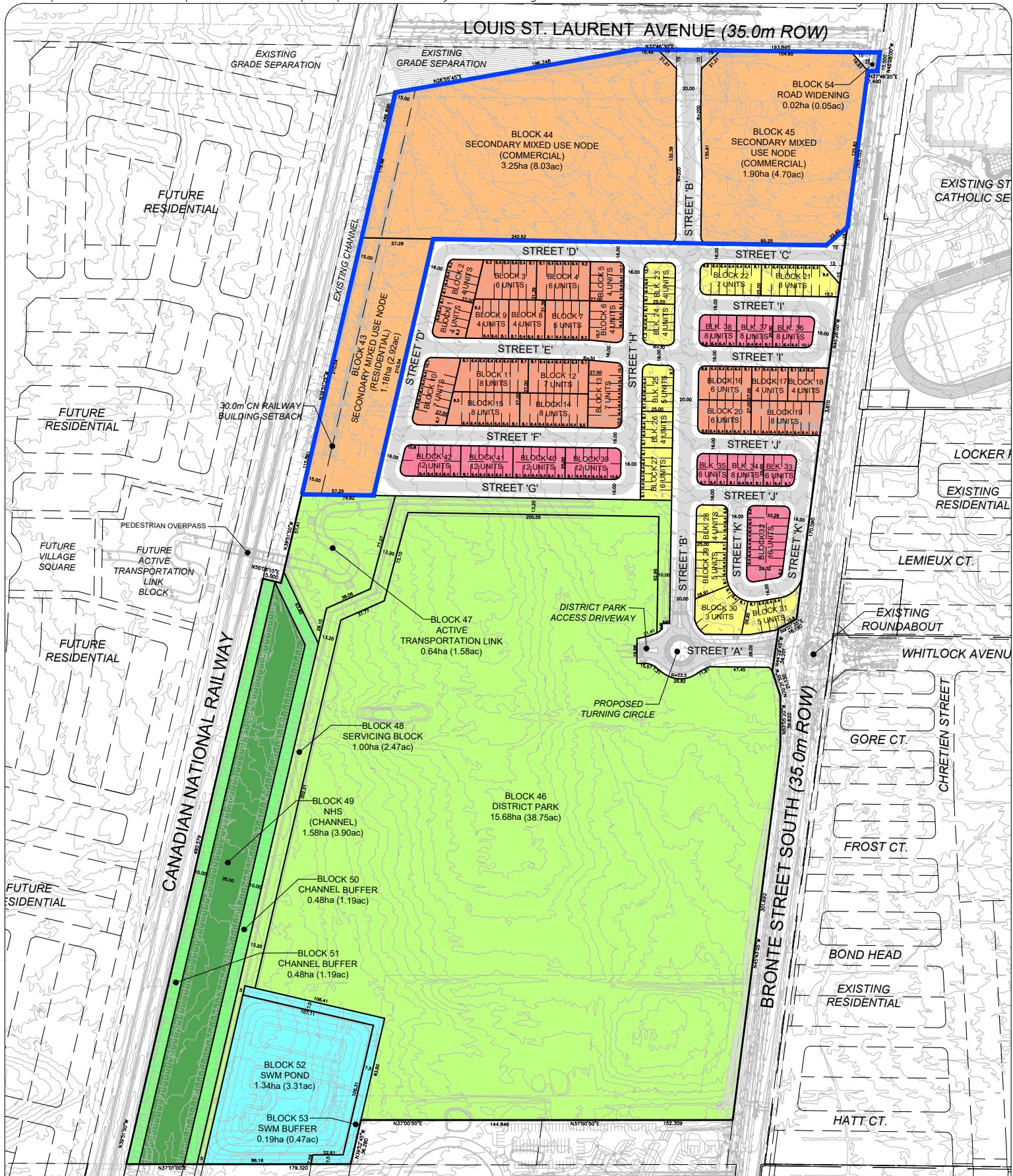


FIGURE 10 DRAFT PLAN OF SUBDIVISION
SECONDARY MIXED-USE NODE LIMITS

LEGEND

 SMUN LIMITS - 6.66ha (16.46ac)

PART OF LOTS 7 & 8 ,CONCESSION 1,
NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
AUGUST 14, 2025



GSAI
Glen Schnarr & Associates Inc.



*NOTE



GSAI
Glen Schnarr & Associates Inc.

FIGURE
12

FUTURE
RESIDENTIAL

30.0m CN RAILWAY
BUILDING SETBACK

EXISTING CHANNEL

BLOCK 43

BLDG. A
15 ST.
159 UNITS

BLDG. B
15 ST.
159 UNITS

BLDG. C
15 ST.
159 UNITS

OUTDOOR
AMENITY SPACE

OUTDOOR
AMENITY SPACE

FUTURE TOWNHOUSE
RESIDENTIAL BLOCKS

STREET 'E'

FUTURE TOWNHOUSE
RESIDENTIAL BLOCKS

STREET 'F'

FUTURE TOWNHOUSE
RESIDENTIAL BLOCKS

STREET 'G'

STREET 'D'

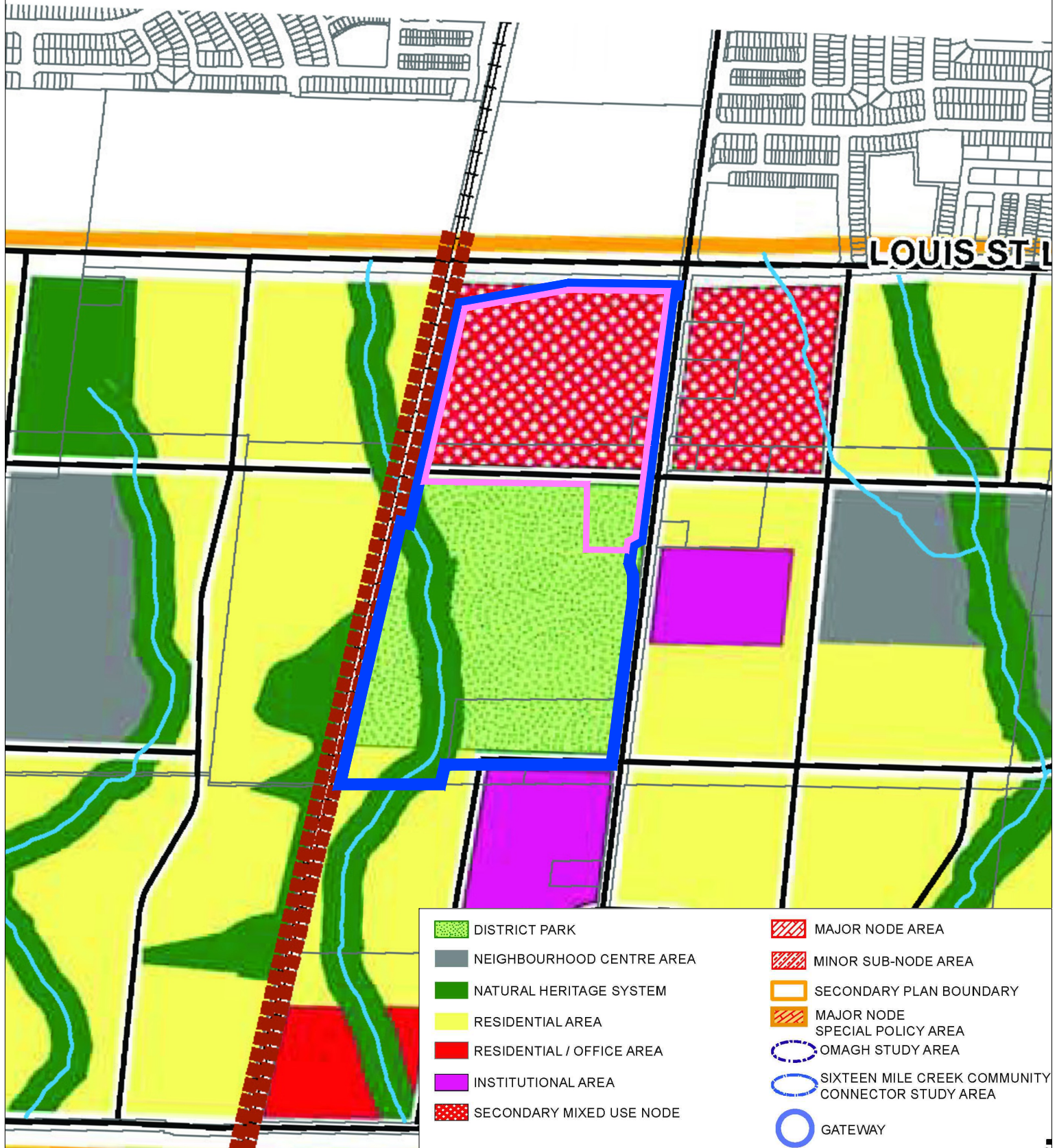
1000118982 ONTARIO LIMITED
(FORMERLY 1045502 & 1048605 ONTARIO LIMITED)
FIELDGATE DEVELOPMENTS
(EAST LANDS)

FILE #: 24T-21005/M
PART OF LOTS 7 & 8 , CONCESSION 1, NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



SCALE 1:300
JUNE 11, 2025

GSAI
Glen Schnarr & Associates Inc.



FIGURE

13

BOYNE SURVEY SECONDARY PLAN (2018)
SCHEDULE C.10.C - LAND USE PLAN

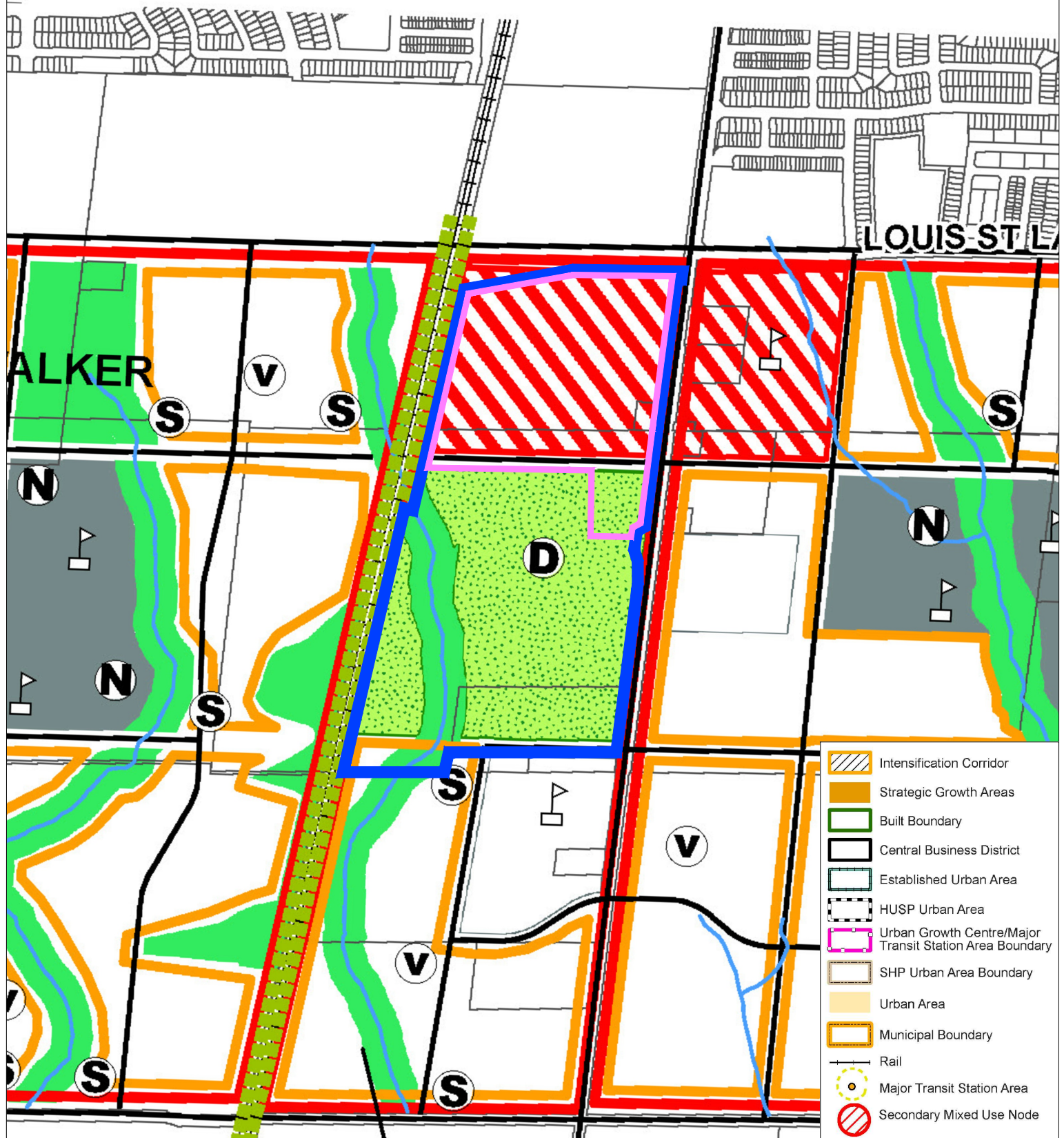
PART OF LOTS 7 & 8, CONCESSION 1,
NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON

LEGEND

- Lands Subject to Red Line Draft Plan of Subdivision Revision
- Lands Subject to OPA and ZBLA



SCALE NTS
AUGUST 14, 2025



FIGURE

14

BOYNE SURVEY SECONDARY PLAN (2018)
SCHEDULE C.10.A - COMMUNITY STRUCTURE PLAN

PART OF LOTS 7 & 8, CONCESSION 1,
 NEW SURVEY
 TOWN OF MILTON
 REGIONAL MUNICIPALITY OF HALTON

LEGEND

- Lands Subject to Red Line Draft Plan of Subdivision Revision
- Lands Subject to OPA and ZBLA



SCALE NTS
 AUGUST 14, 2025

GSAI
 Glen Schnarr & Associates Inc.

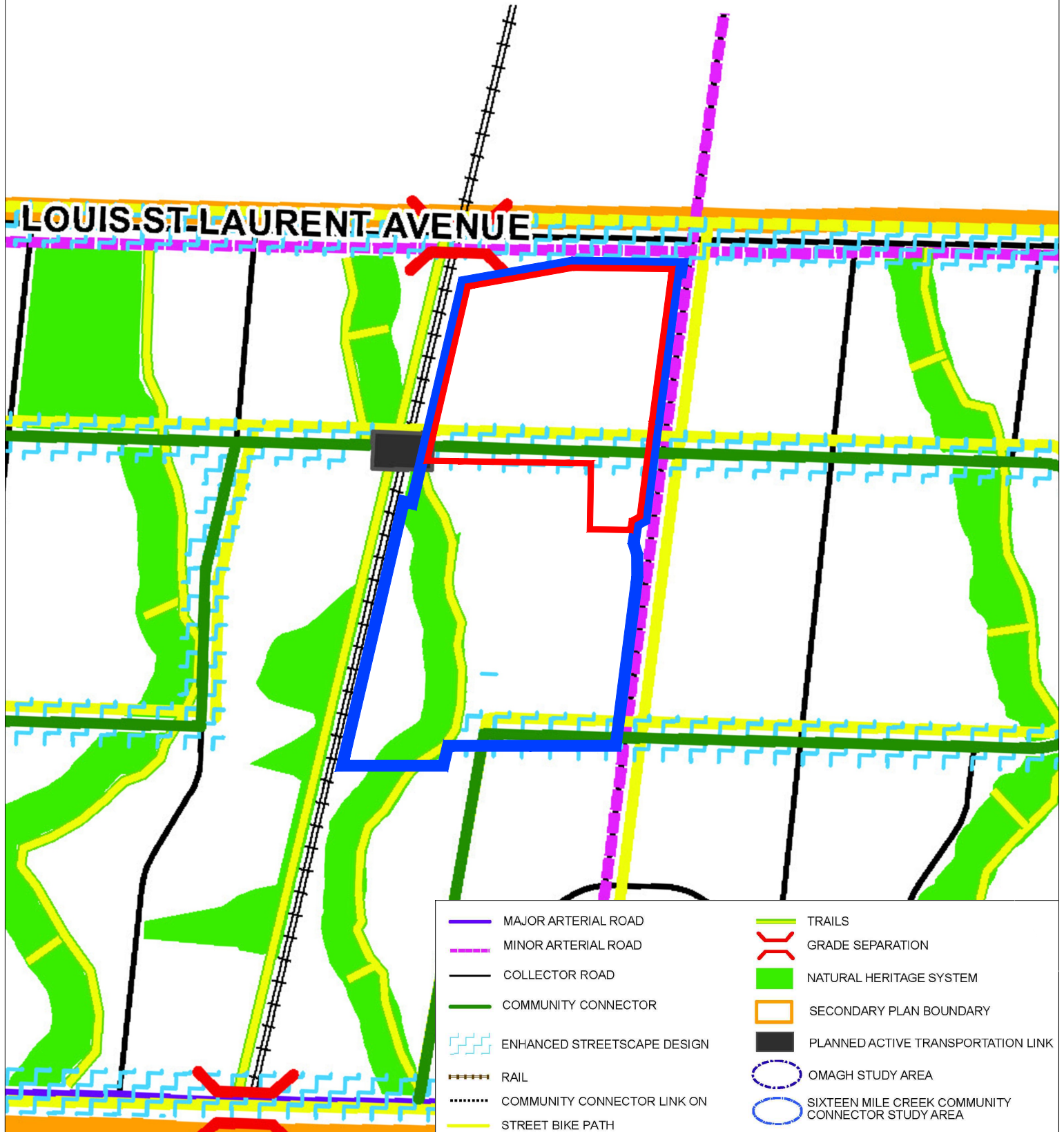


FIGURE
15

BOYNE SURVEY SECONDARY PLAN (2018)
SCHEDULE C.10.B - ACTIVE TRANSPORTATION AND
NATURAL HERITAGE PLAN

LEGEND

- Lands Subject to Red Line Draft Plan of Subdivision Revision
- Lands Subject to OPA and ZBLA

PART OF LOTS 7 & 8, CONCESSION 1,
NEW SURVEY
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



SCALE NTS
AUGUST 14, 2025

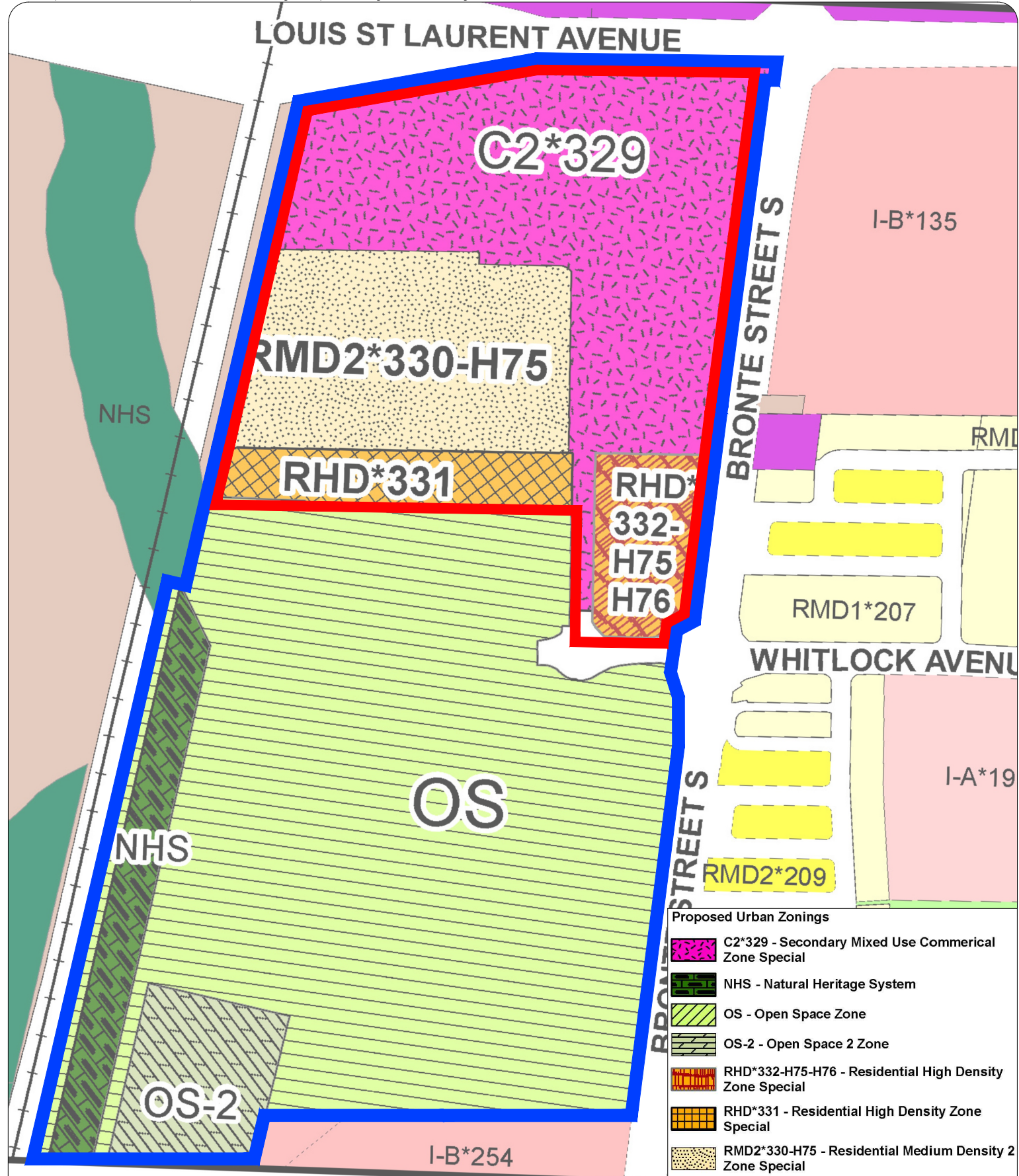


FIGURE 16 ZONING BY-LAW No. 016-2014 AS AMENDED BY ZONING BY-LAW No. 018-2023 EXISTING ZONING

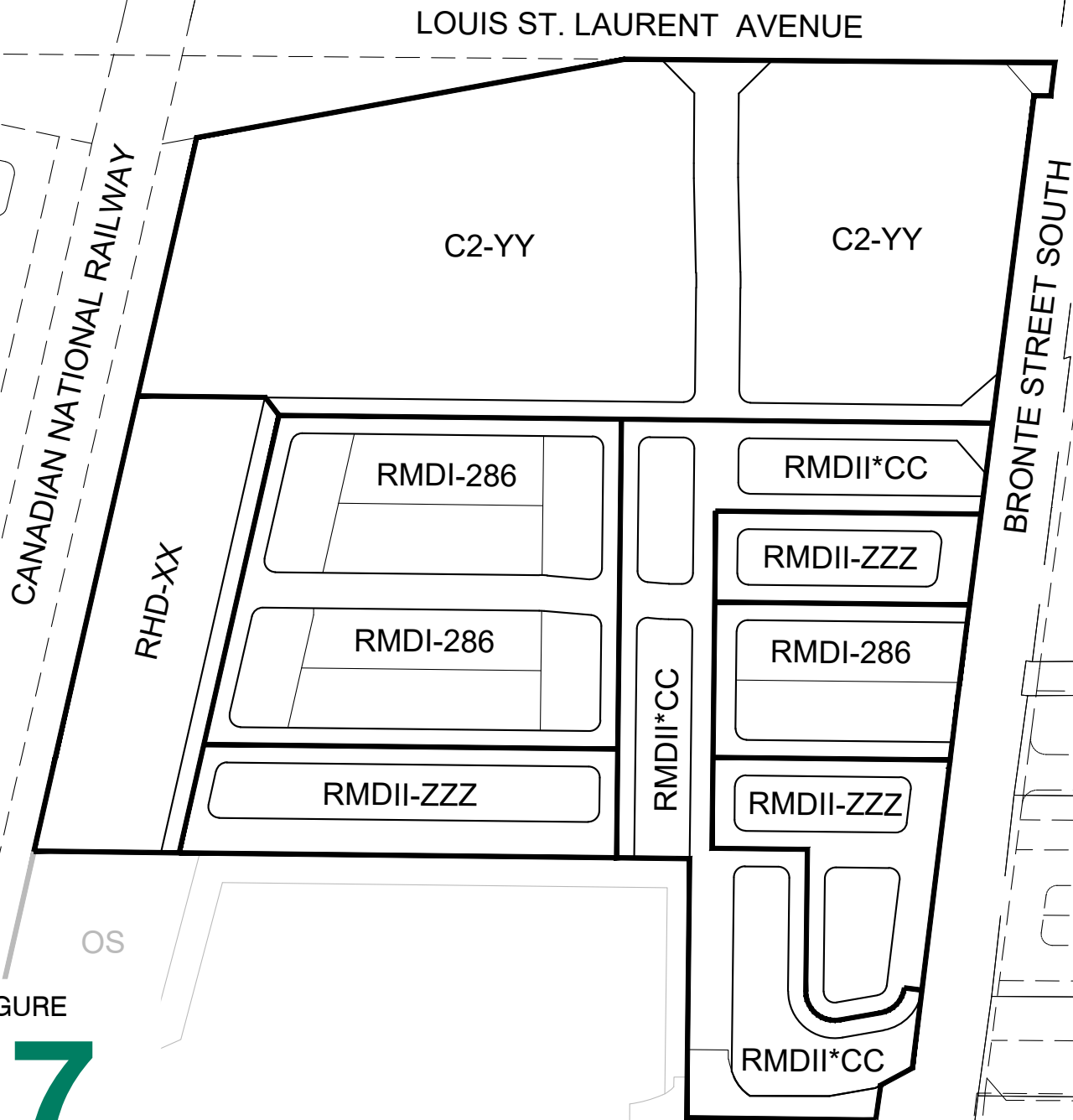
PART OF LOTS 7 & 8, CONCESSION 1, NEW SURVEY TOWN OF MILTON REGIONAL MUNICIPALITY OF HALTON



SCALE NTS AUGUST 14, 2025

SCHEDULE A
TO BY-LAW No. _____ 2025
TOWN OF MILTON

Part of Lots 7 & 8, Concession 1, New Survey
Town of Milton, Regional Municipality of Halton



FIGURE

17

PROPOSED ZONING

THIS IS SCHEDULE A
TO BY-LAW No. _____, 2025.

MAYOR _____

CLERK _____

TO BE REZONED FROM "C2*329", "RHD*332-H75-H76", "RMD2*330-H75" &
"RHD*331"
TO:

"C2-YY" (SECONDARY MIXED USE COMMERCIAL - EXEMPTION ____)
"RMDI-286" (RESIDENTIAL MEDIUM DENSITY 2 - EXEMPTION ____)
"RMDII-ZZZ" (RESIDENTIAL MEDIUM DENSITY 2 - EXEMPTION ____)
"RMDII-CC" (RESIDENTIAL MEDIUM DENSITY 2 - EXEMPTION ____)
"RHD-XX" (RESIDENTIAL HIGH DENSITY - EXEMPTION ____)



Scale: N.T.S.
August 6, 2025

APPENDIX A: DRAFT OFFICIAL PLAN AMENDMENT

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW XXX-2025

BEING A BY-LAW TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTIONS 17 AND 21 OF THE *PLANNING ACT* IN RESPECT OF THE LANDS LEGALLY DESCRIBED AS PARTS OF LOTS 7 & 8, CONCESSION 1, NEW SURVEY FORMER GEOGRAPHIC TOWNSHIP OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (1000118982 ONTARIO LIMITED- FILES: LOPA-XX/25 AND Z-XX/25

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

1. Amendment No. XX to the Official Plan of the Town of Milton, to amend Schedule C.10.A and Schedule C.10.C of the Boyne Survey Secondary Plan to permit the modification of the limits of the existing Secondary Mixed Use Node ('SMUN') in order to facilitate the proposed development consisting of a high density block made up of three (3) Fifteen (15)-Storey buildings and two commercial blocks for the lands legally described as Parts of Lots 7 & 8, Concession 1, New Survey, Town of Milton, consisting of the attached map(s) 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 [DATE]

Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

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 and schedules
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 Boyne Survey Secondary Plan (Official Plan of the Town of Milton) shall be known as:

Amendment No. XX
To the Boyne Survey Secondary Plan (Town of Milton Official Plan)
Parts of Lots 7 & 8, Concession 1 New Survey
(File: LOPA XX/25)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to modify the limits of the Secondary Mixed Use Node on the subject lands within the Boyne Survey Secondary Plan.

LOCATION OF THE AMENDMENT

The portion of the subject property subject to this amendment is located on the south side of Louis St. Laurent and the west side of Bronte Street South and is approximately 14.72 hectares in size (36.37 acres). The lands are legally described as Parts of Lots 7 & 8, Concession 1 New Survey, Town of Milton. The subject property is located within the Boyne Survey Secondary Plan.

BASIS OF THE AMENDMENT

The proposed amendment is to modify the limits of the 'Secondary Mixed Use Node' ('SMUN') on the subject property in order to facilitate the proposed development which consists of a high density block and commercial blocks located at the north portion of the Subject Property abutting Louis St. Laurent Avenue and Bronte Street South, and to permit the grade-related residential component consisting of townhouse development to be outside of the defined SMUN limits.

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.10.A- Community Structure Plan to redefine the boundaries of the existing Secondary Mixed Use Node on the lands legally known as Part of Lots 7 & 8, Concession 1 NS (Trafalgar) Town of Milton as shown on 'Schedule A' attached hereto.
- 1.2 Amending Schedule C.10.C- Land Use Plan to redefine the boundaries of the existing Secondary Mixed Use Node on the lands legally known as Part of Lots 7 & 8, Concession 1 NS (Trafalgar) Town of Milton as shown on 'Schedule B' attached hereto.

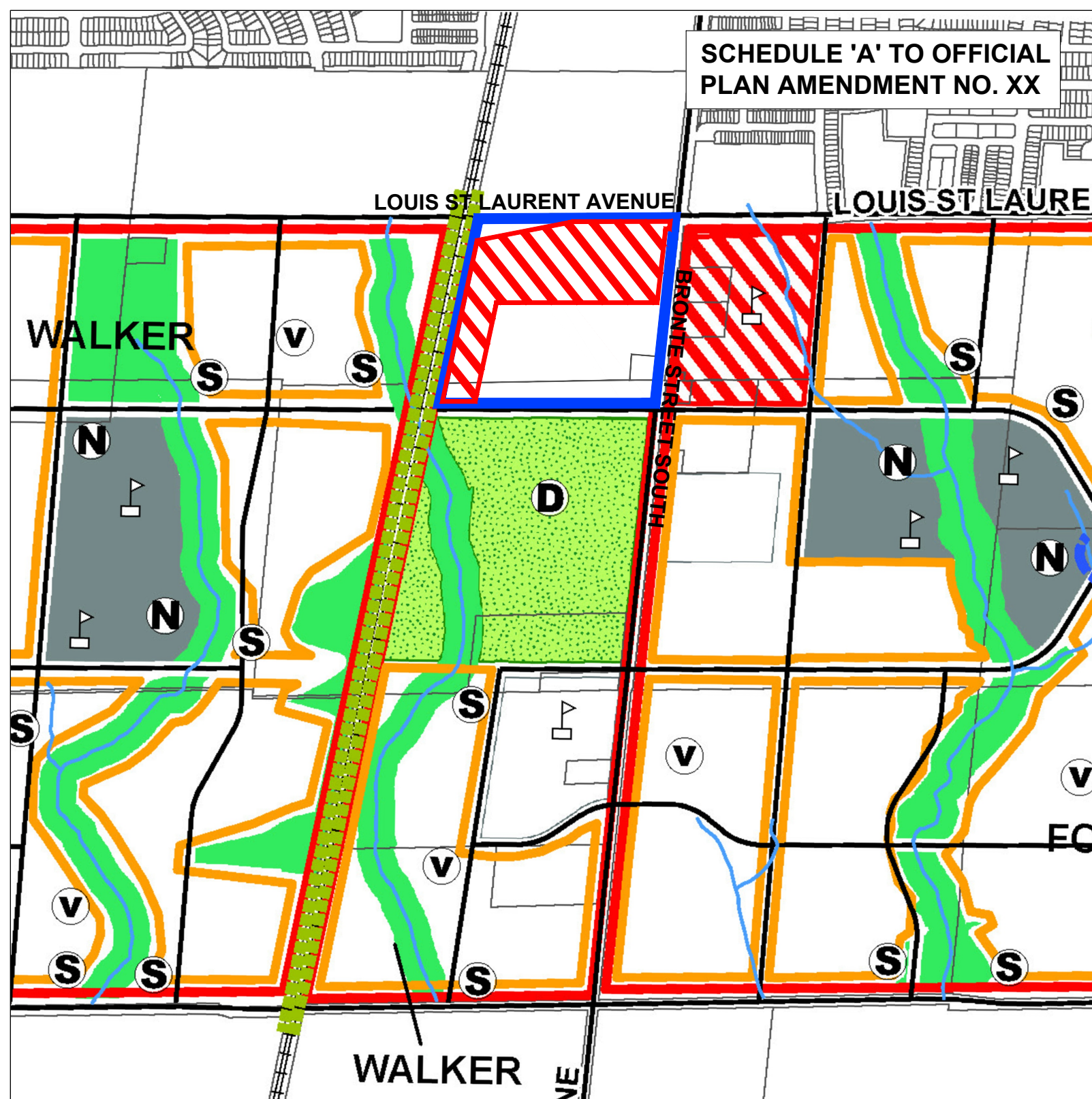
End of text

SCHEDULE 'A' TO OFFICIAL
PLAN AMENDMENT NO. XX

Town of Milton Official Plan

Schedule 'C.10.A'
BOYNE SURVEY SECONDARY
PLAN,
COMMUNITY STRUCTURE
PLAN

-  DRAFT AMENDMENT AREA
-  DISTRICT NODE
-  NEIGHBOURHOOD
-  SUB-NEIGHBOURHOOD
-  NEIGHBOURHOOD CENTRE AREA
-  NATURAL HERITAGE SYSTEM
-  OMAGH STUDY AREA
-  SIXTEEN MILE CREEK COMMUNITY CONNECTOR STUDY AREA
-  DISTRICT PARK
-  NEIGHBOURHOOD PARK
-  SCHOOL
-  STORMWATER POND
-  VILLAGE SQUARE
-  NOISE, VIBRATION, AND VISUAL BARRIER
-  WATERCOURSE



SCALE N.T.S.
JUNE 26, 2025

SCHEDULE 'B' TO OFFICIAL PLAN AMENDMENT NO. XX

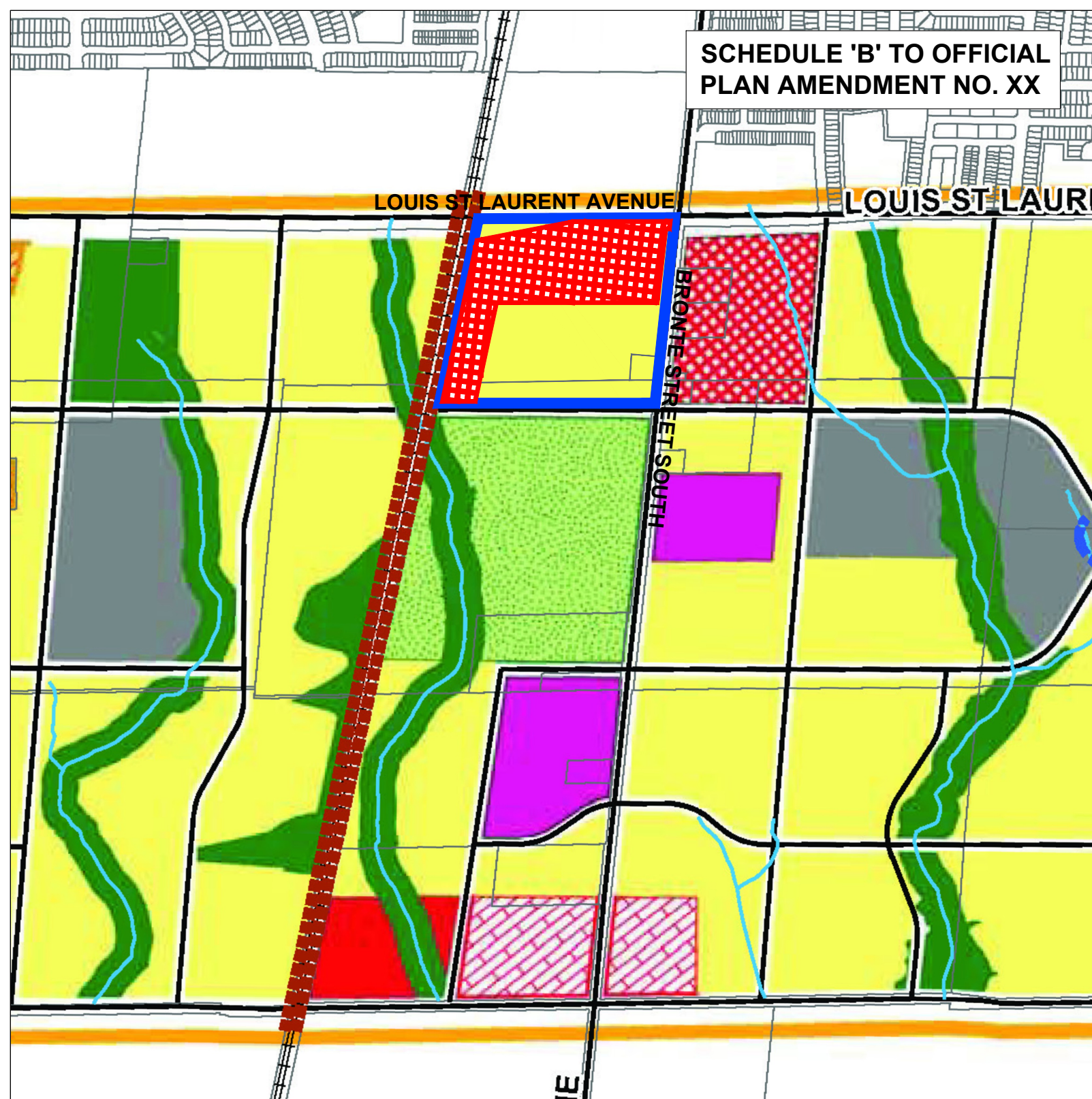
Town of Milton Official Plan

Schedule 'C.10.C'
BOYNE SURVEY SECONDARY
PLAN ,
LAND USE PLAN

-  DRAFT AMENDMENT AREA
-  DISTRICT PARK
-  NEIGHBOURHOOD CENTRE AREA
-  NATURAL HERITAGE SYSTEM
-  RESIDENTIAL AREA
-  RESIDENTIAL / OFFICE AREA
-  INSTITUTIONAL AREA
-  SECONDARY MIXED USE NODE
-  MAJOR NODE AREA
-  MINOR SUB-NODE AREA
-  SECONDARY PLAN BOUNDARY
-  MAJOR NODE
SPECIAL POLICY AREA
-  OMAGH STUDY AREA
-  SIXTEEN MILE CREEK COMMUNITY
CONNECTOR STUDY AREA
-  GATEWAY



SCALE N.T.S.
JUNE 26, 2025



APPENDIX B:

DRAFT IMPLEMENTING ZONING BY-LAW

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. XXX-2025

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOTS 7 and 8, CONCESSION 1, NEW SURVEY, 1000118982 ONTARIO LIMITED, SCHEDULE A, FILE Z-XX/25.

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

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

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

1.0 THAT Schedule A to Comprehensive Zoning By-law 016-2014, as amended is hereby further amended by changing the existing Secondary Mixed Use Commercial – 329 (C2*329), Residential Medium Density II – 330-H75 (RMDII*330-H75), Residential High Density – 331 (RHD*331), and Residential High Density – 332- H75-H76 (RHD*332-H75-H76) to Secondary Mixed Use Commercial – YY (**C2-YY**), Residential Medium Density I – Site Specific 286 (**RMDI-286**), Residential Medium Density II – CC (**RMDII*CC**), Residential Medium Density II – ZZ (**RMDII*ZZ**), and Residential High Density – XX (**RHD*XX**) zone symbols on the land shown on Schedule A attached hereto.

2.0 THAT Section 13.1 is amended by adding Section 13.1.1.____ to read as follows:

Secondary Mixed Use Commercial – Special Section (C2-YY) Zone:

- a) For the purposes of this zone, the Lot Frontage for the east and west commercial blocks shall be Louis St. Laurent Avenue;
- b) Minimum front yard setback shall be 3.0 m;
- c) There shall be no maximum front yard setbacks;
- d) There shall be no maximum exterior side yard setback;
- e) Minimum exterior side yard setback shall be 3.0 m;

- f) Maximum building height shall be 11.0 m excluding rooftop mechanical features (i.e. parapets);
- g) Rooftop mechanical features, including parapets, shall be permitted to encroach past the maximum height of a building by an additional 3.0m;
- h) Minimum Landscaped Open Space shall be 8.0%;
- i) Minimum landscape buffer abutting a street shall be 0.0 m to Street B, 0.0 m to Bronte Street, 0.0 m to Louis St. Laurent, and 1.5 m to Street D;
- j) Minimum landscape buffer abutting a residential zone shall be 1.5 m;
- k) Minimum setback of a parking area to a streetline shall be 1.5 m (to Street D) and 0.0 m to Street B (Block 1B);
- l) Minimum setback of a parking area from a building shall be 0.0 m;
- m) Minimum setback of a patio to a parking area shall be 0.0 m;
- n) Minimum setback of loading space from a building shall be 1.1 m; and
- o) Parking shall be required at a rate of 1 space per 24 sq.m.

3.0 THAT Section 13.1 is amended by adding Section 13.1.1.____ to read as follows:

Notwithstanding any provisions of the By-Law to the contrary, for lands zoned Residential Medium Density 1 *CC (**RMD2*CC**) the following standards and provisions also apply:

1. Special Zone Standards for 'Through Lot' Townhouse Dwellings:

- a) For lots located between Street 'B' and Street 'H', between Street 'B' and Street 'K', and between Street 'C' and Street 'I', the yard adjacent to Street 'H', Street 'K' and Street 'I' shall be considered the rear yard;
- b) The maximum height will be 12.5 m;
- c) A residential driveway may extend into the rear yard; and
- d) Section 4.21.3 shall apply to interior and corner lots;

4.0 That Section 13.1 of Comprehensive By-law 016-2014, as amended, is hereby further amended by adding subsection 13.1.1.____ as follows:

Notwithstanding any provisions of the By-law to the contrary, for lands zoned site-specific Residential Medium Density 2*ZZ (RMD2*ZZ) zone, the following standards and provisions shall apply:

1. Special Zone Standards for 'Back to Back' Townhouse Dwellings:

- a) The minimum lot depth for a back-to-back townhouse dwelling shall be 12.4 m;
- b) The minimum front yard setback to building shall be 2.0 m; and
- c) The minimum exterior yard setback to building shall be 2.0 m if the yard abuts a right-of-way of less than 18.0 m wide.

5.0 That Section 13.1 of Comprehensive By-law 016-2014, as amended, is hereby further amended by adding subsection 13.1.1.____ as follows:

Notwithstanding any provisions of the By-law to the contrary, for lands zoned site-specific Residential High Density *XX (RHD*XX) zone, the following standards and provisions shall apply:

I. Special Zone Standards for Apartment Buildings:

- a) The lot frontage shall be measured along Street 'D';
- b) The minimum front yard setback for an apartment building shall be 3.8 metres;
- c) The minimum interior side yard setback for an apartment building shall be 7.00 metres;
- d) The maximum height for an apartment building shall be 15 storeys (49) metres;
- e) Notwithstanding Table 5L to the contrary, the underground parking structure may be set back a minimum of 1.0 metres to the lot line and 1.0 metres to the street line, and in both instances shall be able to encroach into a landscape buffer;
- f) The minimum residential parking rate shall be provided at a rate of 1.2 spaces per unit; and
- g) Waste storage will not have to comply with the provisions of Section 4.14.2.v), and allow for waste to be stored in surface bins located at-grade,

- 5.0** 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.

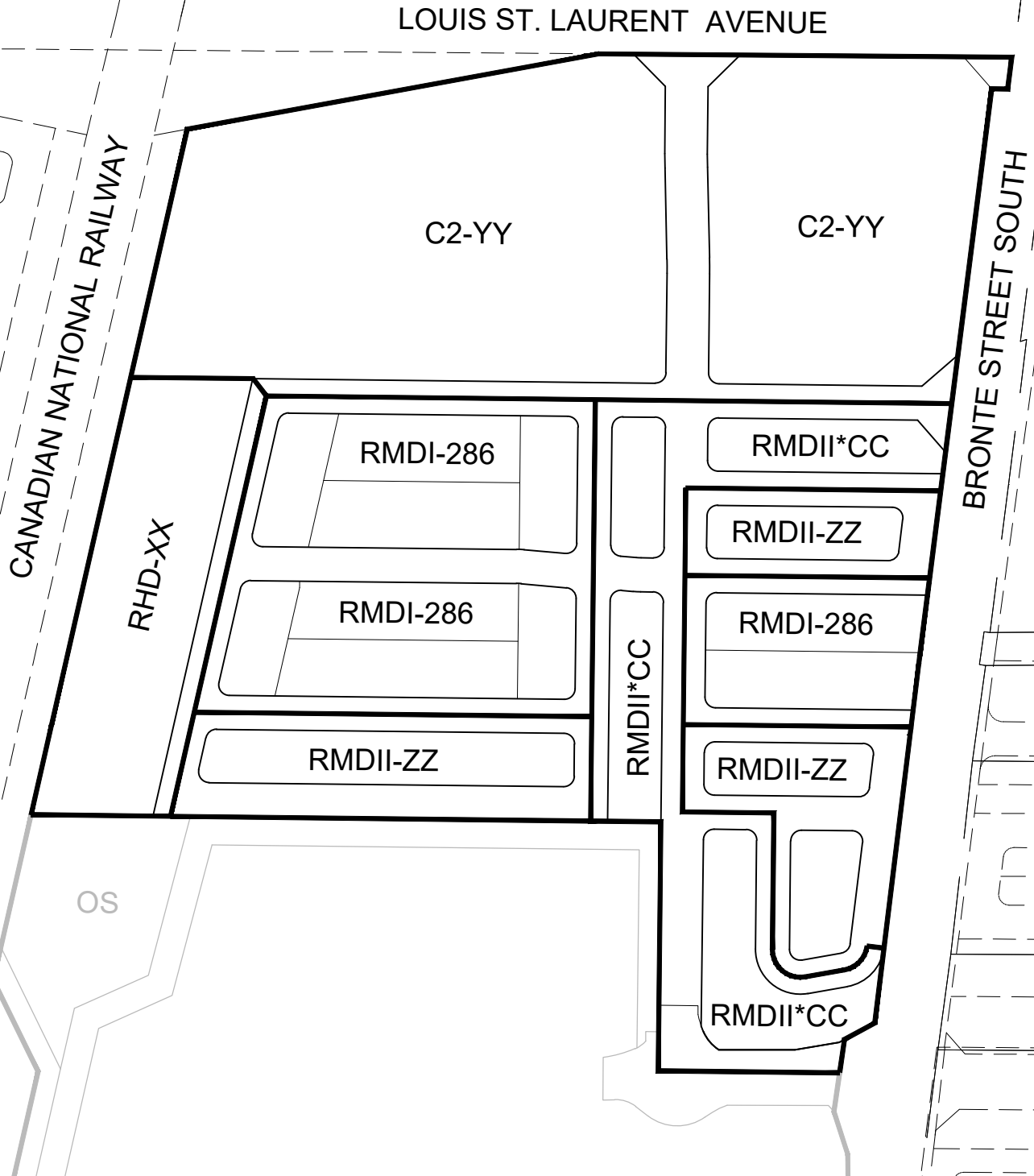
READ A FIRST, SECOND AND THIRD TIME and FINALLY PASSED this
day of , 2025.

G.A. Krantz Mayor

M. Reid Town Clerk

SCHEDULE A
TO BY-LAW No. _____ 2025
TOWN OF MILTON

Part of Lots 7 & 8, Concession 1, New Survey
Town of Milton, Regional Municipality of Halton



THIS IS SCHEDULE A
TO BY-LAW No. _____, 2025.

MAYOR

CLERK

TO BE REZONED FROM "C2*329", "RHD*332-H75-H76", "RMD2*330-H75" &
"RHD*331"
TO:

"C2-YY" (SECONDARY MIXED USE COMMERCIAL - EXEMPTION ____)
"RMDI-286" (RESIDENTIAL MEDIUM DENSITY 2 - EXEMPTION ____)
"RMDII-ZZZ" (RESIDENTIAL MEDIUM DENSITY 2 - EXEMPTION ____)
"RMDII-CC" (RESIDENTIAL MEDIUM DENSITY 2 - EXEMPTION ____)
"RHD-XX" (RESIDENTIAL HIGH DENSITY - EXEMPTION ____)



Scale: N.T.S.
August 6, 2025