Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

**June 12, 2025**

**GWD Files:**
**PN.24.3499.00 OPR**
**PN.24.3050.00 OPR**
**PN.24.3051.00 OPR**

**Municipal Services Office – Central Region**
**Municipal Services Division**
**777 Bay Street, 16th Floor,**
**Toronto, Ontario, M7A 2J3**

**Attention:** **Honourable Rob Flack, Minister of Municipal Affairs and Housing**
**Heather Watt, Manager, Municipal Services Office, Central Region**
**Kylie Li, Municipal Services Office, Central Ontario**

**Subject:** **PUBLIC INPUT LETTER – Pinder Real Estate Developers Inc.**
**Environmental Registry of Ontario**
**Town of Milton Official Plan Amendment 92 (Town File: LOPA-12/24)**
**ERO No: 025-0557 and Ministry Reference No: 24-OP-242706**

Gagnon Walker Domes Ltd. ("GWD") acts as planning consultant to Pinder Real Estate Developers Inc. (the "Client"), the registered owner of 52 Peru Road, 20 Tremaine Road and 25 Tremaine Road, in the Town of Milton (the "Subject Site").

On March 17, 2025, the Town of Milton adopted Official Plan Amendment 92 (OPA 92) and on March 19, 2025, the Town issued a Notice of Adoption. The purpose of OPA 92 is to incorporate new and updated policies and schedules into the Town of Milton Official Plan, with the intention of bringing the Official Plan into conformity with Provincial Plans.

On April 7, 2025, GWD filed a letter with the Ministry of Municipal Affairs and Housing (MMAH) attaching correspondence dated January 31, 2025, to the Town of Milton summarizing our concerns, comments, observations, and recommendations on Draft OPA 92 (see **Appendix A**). We raised concerns pertaining to policies, goals and objectives related to, but not limited to growth management, population and employment forecasts, housing intensification and affordability, residential densities and housing mix, urban structure and built form, complete communities, transportation and transit, and the greenlands system.

In addition to the concerns referenced in the attached correspondence, we wish to raise a general concern pertaining to the Town of Milton's approach to establishing greenfield residential densities. We are concerned that the Town of Milton is inadvertently contributing to the challenges being experienced in connection with the planning, approval and building of much needed affordable housing within greenfield development areas, as separate and distinct from mature built-up areas.

Within the Sherwood Survey Secondary Plan area where our Client's lands are located, residential development is limited to a density range of 15 to 40 units per net hectare (subject to specific locational criteria). This density range is too restrictive and as a result severely



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limits the range and type of housing which can be built, ignoring locational criteria, planned and available infrastructure, as well as among other factors the price of land within the Town of Milton.

In our opinion, in order to provide a wider housing continuum, including the elusive 'missing middle', we believe that permitting residential densities in excess of what is currently prescribed within the Sherwood Survey Secondary Plan area (and across the entire greenfield areas within the GTA) would facilitate the construction of more desperately needed affordable housing. With this in mind, we respectfully request that our concerns with OPA 92 as they relate to density and the other issues, we have raised in the attached correspondence be considered by the Ministry. We would welcome the opportunity to meet and discuss this submission.

In accordance with the Town of Milton Statutory Notice of Adoption of OPA 92, we respectfully request that MMAH provide us with a copy of the future Notice of Decision pertaining to the Amendment.

Thank you for the opportunity of participating in the Official Plan Review process.

**Yours truly,**

**Michael Gagnon, B.E.S., M.C.I.P., R.P.P.**
**Managing Principal Planner**

**Michelle Harris, M.Sc.**
**Planning Associate**

**Cc: J. Horgan, Town of Milton**
**G. Anderson, Town of Milton**
**H. Rincon, Town of Milton**
**M. Singh, Pinder Real Estate Developers Inc.**
**D. Singh, Pinder Real Estate Developers Inc.**
**A. J. Singh, Pinder Real Estate Developers Inc.**
**K. Reichert**
**D. Baker, WeirFoulds LLP**

# ATTACHMENT A

Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

**April 7, 2025**

**GWD Files:**
**PN.24.3499.00 OPR**
**PN.24.3050.00 OPR**
**PN.24.3051.00 OPR**

**Municipal Services Office – Central Region**
**Municipal Services Division**
**777 Bay Street, 16th Floor,**
**Toronto, Ontario, M7A 2J3**

**Attention:** **Honourable Rob Flack, Minister of Municipal Affairs and Housing**
**Heather Watt, Manager, Central Region**

**Subject:** **PUBLIC INPUT LETTER – Pinder Real Estate Developers Inc.**
**52 Peru Road, 20 and 25 Tremaine Road**
**Town of Milton Official Plan Amendment 92 (Town File: LOPA-12/24)**

Gagnon Walker Domes Ltd. ("GWD") acts as planning consultant to Pinder Real Estate Developers Inc. (the "Client"), the registered owner of 52 Peru Road, 20 Tremaine Road and 25 Tremaine Road, in the Town of Milton; measuring approximately 1.668 ha (4.123 ac), 1.288 ha (3.184 ac), and 12.781 ha (31.583 ac) respectively, totaling 15.737 ha (38.89 ac) (the "Subject Site") (see **Appendix 1**).

On March 17, 2025, the Town of Milton adopted Official Plan Amendment 92 (OPA 92) and on March 19, 2025 the Town issued a Notice of Adoption (see **Appendix 2**). The purpose of OPA 92 is to incorporate new and updated policies and schedules into the Town of Milton Official Plan, guiding growth to the 2051 planning horizon. The proposed Amendment is intended to bring the Official Plan into conformity with Provincial Plans, respond to the local growth forecast and clarify how the Town will work with the Regional Municipality of Halton through development applications and land use planning processes on matters of regional interest.

On behalf of our Client, we reviewed Draft OPA 92 and in correspondence dated January 31, 2025, provided the Town of Milton with a robust set of comments, observations, and recommendations (see **Appendix 1**). We wish to take this opportunity to share with the Ministry of Municipal Affairs and Housing (MMAH) the attached correspondence and request that the policies, schedules, and maps constituting OPA 92 be revised accordingly in support of our Client's proposal.

Once MMAH staff have reviewed the attached submission, we would welcome an opportunity to meet with them to discuss our comments, observations, and recommendations. In accordance with the Town of Milton Statutory Notice of Adoption of OPA 92, we respectfully request that MMAH provide us with a copy of the future Notice of Decision pertaining to the Amendment.



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Thank you for the opportunity of participating in the Official Plan Review process.

**Yours truly,**

**Michael Gagnon, B.E.S., M.C.I.P., R.P.P.**
**Managing Principal Planner**

**Michelle Harris, M.Sc.**
**Planning Associate**

**Cc:** **J. Horgan, Town of Milton**
**G. Anderson, Town of Milton**
**H. Rincon, Town of Milton**
**M. Singh, Pinder Real Estate Developers Inc.**
**D. Singh, Pinder Real Estate Developers Inc.**
**A. J. Singh, Pinder Real Estate Developers Inc.**
**K. Reichert**
**D. Baker, WeirFoulds LLP**

# APPENDIX 1

Gagnon Walker Domes
PROFESSIONAL PLANNERS

Principals

Michael Gagnon
Lena Gagnon
Andrew Walker
Richard Domes

**January 31, 2025**

**GWD Files:**
**PN.24.3499.00 OPR**
**PN.24.3050.00 OPR**
**PN.24.3051.00 OPR**

**The Corporation of the Town of Milton**
**150 Mary Street**
**Town of Milton, Ontario**
**L9T 6Z5**

**Attention:** **Jill Horgan, Commissioner, Development Services Department**
**Gail Anderson, Senior Planner, Policy**
**Hugo Rincon, Senior Planner, Policy**

**Subject:** **PUBLIC INPUT LETTER – Pinder Real Estate Developers Inc.**
**52 Peru Road, 20 and 25 Tremaine Road**
**Draft Town of Milton Official Plan, November 2024**

Gagnon Walker Domes Ltd. ("GWD") was recently retained by Pinder Real Estate Developers Inc. (the "Client"), the registered owner of 52 Peru Road, 20 Tremaine Road and 25 Tremaine Road, in the Town of Milton; measuring approximately 1.668 ha (4.123 ac), 1.288 ha (3.184 ac), and 12.781 ha (31.583 ac) respectively, totaling 15.737 ha (38.89 ac) (the "Subject Site") (see **Appendix 1**). Our Client's lands are located within the Milton Heights Neighbourhood of the Sherwood Survey Secondary Plan (SSSP), fronting onto Peru Road and Tremaine Road.

We are in the process of preparing three (3) separate but related formal Official Plan and Zoning By-law Amendment Applications, as well as a Draft Plan of Subdivision (52 Peru Road) in support of the development of our Client's lands for a mix of medium and high density residential, retail, convenience and office commercial uses; including, a hotel (the "Proposal"). Our Client has retained Chase Architecture, J.D. Barnes Limited, Jackson Arboriculture Inc., R. J. Burnside and Associates Limited, Terraprobe Inc., and Rand Engineering to assist with the Proposal. We anticipate being in a position to file Complete Applications prior to the end of Q3/Q4 2025.

## COMMENTS, OBSERVATIONS and RECOMMENDATIONS

Our Client has requested that we review the Draft 'New' Town of Milton Official Plan, November 2024 (the "Draft OP") (Parts 1, 2 and 3) in the context of the aforementioned pending Applications. We wish to provide you with our comments, observations and recommendations. This letter should be read in conjunction with the attached proposed modifications to the Draft OP Schedules and Maps (see **Appendix 2**). We look forward to working cooperatively with Town staff in support of our Client's Proposal.

## OFFICIAL PLAN PART 1: NEW DIRECTION: A VISION to 2051

### A. POLICIES

#### 1. Section 2.1. Town-Wide Growth Management Framework



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**Section 2.1.1 Growth Targets and Phasing of Growth**
**Sections 2.1.1.5 and 2.1.1.6**

Consistent with the Town's Growth Management Framework, our Client's lands are located within a Settlement Area in immediate proximity to Tremaine Road, the future interchange with Highway 401, and the proposed Future Transit Station located in the vicinity of the existing Canadian Pacific Railway (CPR) overpass and Tremaine Road. With the aforementioned in mind and the significant projected population and employment growth to the planning horizon 2051, our Client's lands are ideally located to accommodate significantly more population and employment than currently contemplated by the Draft OP.

Our Client's lands are located within the Urban Area which is intended to be the focus for accommodating population and employment intensification and higher-density mixed uses in a more compact built form. It is envisaged that the Subject Site will be developed at higher densities than currently contemplated by the Draft OP. Doing so will assist in promoting and accommodating intensification in support of the development of a compact, and highly efficient and vibrant community.

2. **Table 1: Population and Employment Forecast and Growth Targets**
**Table 2: Intensification and Development Density Targets**
**Table 3: Phasing of Growth**
**Sections 2.1.1.7, 2.1.1.8, 2.1.1.10 and 2.1.1.11**

It is important to utilize population and employment forecasts and growth targets as 'estimates' and 'projections', as opposed to inviolate figures. Could you kindly provide us with data on past municipal population and employment projections relative to the current Town of Milton Official Plan forecasts. We are seeking this data for the express purpose of assessing how accurate past projections have been relative to current local population and employment.

Our experience in other jurisdictions suggests that in many instances within the GTHA, actual population has far exceeded projections, while employment has not materialized to the extent expected. It would be consistent with current planning practice and Provincial legislation to plan to accommodate proposed intensification and higher-density residential development in locations supported by existing and proposed transportation, transit and hard services (i.e., storm, sanitary and water).

Consistent with Tables 1 and 2, we recommend that the title of Table 3 (and all components thereof) be revised to read as follows:

- Table 3: Phasing of Growth Forecast and Targets
    - Table 3a: Population Forecast and Targets
    - Table 3b: Employment Forecast and Targets

Recognizing that the Town's population and employment base is expected to experience continued robust growth, it would be in the Municipality's best interest to plan for more growth. Our Client's Proposal represents an opportunity to accommodate significant more growth within the Milton Heights Neighbourhood than what is currently contemplated. Doing so would be consistent with the Draft OP's complete communities and intensification policies, and in line with existing and projected transportation, transit and hard services infrastructure.

3. **Section 2.3: The Urban Structure**
**Section 2.3.1.2 – 2.3.1.8 and 2.3.1.11**
**Sections 2.3.1.13 – 2.3.1.17 and 2.3.1.22**

Consistent with the Draft OP, the location of our Client's lands within the Urban Area supports their vision for a mixed-use development, designed to complement and optimize the use of existing and future planned transportation and transit infrastructure.

It is critical to ensure that relevant Draft OP Schedules are revised to more accurately reflect the limits of the Natural Heritage System as they pertain to the Subject Site. A failure to do so will seriously undermine the development potential of these lands, and by extension negatively impact the amount of residential and employment related development which can be accommodated.

Recognizing the true potential of the Subject Site to contribute to intensification in support of achievement of complete communities is in the Town's best interest. The Proposal for the Subject Site supports a land use pattern consisting of a broad range of land uses, densities and built forms, offering a range and mix of housing options; including, desperately needed affordable housing and more compact built forms.

The designation of our Client's properties for higher-density development will support existing and proposed active transportation, the transportation network and transit infrastructure. The Proposal envisages a transit-supportive community, sympathetic transit design, well served by existing and planned infrastructure and public service facilities. Those portions of the Subject Site which coincide with the Natural Heritage System will be protected and preserved.

According to Section 2.3.1.22, the addition of new Strategic Growth Areas to the Urban Structure is permitted through a Municipal Comprehensive Review. We recommend that our Client's lands be considered for conclusion within the Strategic Growth Areas identified in Sections 2.3.1.13 and 2.3.1.14 on the basis of their proximity to existing and planned higher order transportation and transit infrastructure.

The Subject Site represents an opportunity for intensification through development having higher-densities and a mix of uses which are transit-supportive. Our Client's Proposal will contribute to creating a vibrant, diverse and pedestrian-oriented urban environment within the Milton Heights Neighbourhood. We recommend that Section 2.3.1.14 be amended to include the Milton Heights Neighbourhood within the list of Strategic Growth Areas.

4. **Sections 2.3.2 Major Urban Centre**
**Section 2.3.3 Urban Village Centres**
**Section 2.3.4 Community Hubs**

Sections 2.3.2, 2.3.3 and 2.3.4 deal with Major Urban Centres, Urban Villages and Community Hubs, all of which deal with relatively distinct and identifiable areas. They share a common role and function; namely, that of creating distinct places, concentrating amenities, residential units and employment opportunities to varying degrees and intensity. Each is intended to be vibrant, pedestrian-oriented, providing accommodation and employment, as well as goods and services.

**Major Urban Centres**

A comparative analysis of the three (3) types of Major Urban Centres (namely, the Downtown, Uptown and Bronte-Steeles Area) reveals that the policy framework for each types of centre includes similarities associated with: walkability; active transportation; transit-supportive development; a broad range and mix of residential and employment uses; increased densities; intensification and compact built forms; distinctive urban character; and a sense of place.

Within Major Urban Centres, the minimum development density target ranges from 100 to 200 residents and jobs combined per gross hectare by 2051; with varying degrees of emphasis between the percentage of residents and jobs.

**Urban Village Centres**

A review of the three (3) Urban Village Centres (namely, the Education Village Centre, Milton Trafalgar GO Village, and the South Milton Village Centre) reveals striking similarities to the guiding policy framework; namely: a network of streets, squares and open spaces creating a walkable and vibrant public realm; pedestrian-oriented mixed-use development, including, retail and service commercial uses and active transportation and transit supportive development; planned to be a complete community providing a full mix and range of residential, office, retail and service commercial uses; with a highest densities in proximity to the Milton Trafalgar GO Station; and a compact built form.

Within Urban Village Centres, the minimum development density target ranges from 150 to 180 residents and jobs combined per gross hectare by 2051; with varying degrees of emphasis between the percentage of residents and jobs.

**Community Hubs**

With respect to the last of the main components of the Urban Structure; namely, Community Hubs, they are intended to be mixed use destinations with a concentration of commercial, residential, institutional and employment uses. According to the Draft OP, Community Hubs are comprised of Community Nodes and Commercial Corridors.

Community Hubs are intended to contribute to achieving complete community by providing for the day-to-day and weekly goods and services needs of residents within easily accessible locations; with varying residential intensities, a diverse range and mix of uses and associated densities. Both community Nodes and Community Corridors are intended to be to one degree or another walkable, active transportation, pedestrian-oriented and transit-supportive; providing convenient access to uses required for daily living (i.e., retail, personal service and office commercial uses, as well as public service facilities); designed and planned to provide a sense of place; exhibiting a compact more intense built form; promoting the development of a high quality public realm.

We are of the opinion that the location of our Client's lands in immediate proximity to a planned Future Transit Station and a proposed interchange with Highway 401 suggests that this location is wholly appropriate for designation as either a Major Urban Centre,

Urban Village or a Community Hub; subject to determining an appropriate minimum density target.

5. **Section 2.3.5: Complete Neighbourhoods**

While the Draft OP states that the SSSP area is an existing complete neighbourhood where development and redevelopment is underway, this is not the case as it pertains to the Subject Site. The current and Draft OP improperly designate our Client's site as Natural Heritage System. This has resulted in underestimation of the properties true development potential and opportunity to accommodate projected population and employment in the context of the whole of the SSSP.

Based on environmental fieldwork undertaken by R.J. Burnside and Associates Limited, it is estimated that our Client's total net developable area available to accommodate the mixed-use Proposal equals approximately 10.86 ha (26.85 ac), as opposed to only 1.66 ha (4.12 ac).

In accordance with the policies included in Sections 2.3.5.1 thru 2.3.5.6, our Client's Proposal will accommodate a wide range of housing types (including affordable housing) for all life stages, incomes and abilities, supporting a vibrant complete neighbourhood.

The proximity of the Subject Site to existing and planned higher-order transportation and transit facilities supports intensification aimed at providing more housing choices, amenities, public service facilities and open space; supported by existing and planned infrastructure.

6. **Section 2.6. Transportation System**
**Sections 2.6.1.3, 2.6.1.5, 2.6.1.9, 2.6.1.10**

Consistent with the Draft OP, the Town needs to adapt it's transportation infrastructure and polices to meet the needs of current and future transit users, pedestrians, cyclists and drivers. It is important that the Town of Milton be forward thinking and in this regard, identify in the Draft OP, the optimum locations for Future Major Transit Stations; including, one located in the vicinity of the CPR and Tremaine Road (designated a Proposed Major Road on Schedules 1 thru 5, 7a, 7b, and 7c).

Planning for our Client's lands as part of the SSSP should protect for the development of a Future Major Transit Station Area, as part of either a Community Hub or a Village Centre; at appropriate densities acknowledging the close proximity of these lands to the proposed Future Transit Station to the south and the Highway 401 interchange to the north.

Consistent with Objectives 1 and 2 on pages 88 and 89, our Client's Proposal advances a land use pattern and density that can easily access transportation and transit infrastructure, benefiting future residents.

7. **Section 3.1: Housing**
**Section 3.1.1: Housing Options**
**Sections 3.1.1.2, 3.1.1.5, and 3.1.1.9**

The Proposal to develop the Subject Site for a combination of medium and higher-density residential units will contribute to enhancing the local housing stock, affording a greater mix of housing options to meet the needs of current and future residents. Our Client aspires to offer a wide range of tenures and affordability, supporting a complete community; in accordance with Objectives 1 and 2, on pages 93 and 94 as they pertain to housing options.

Support for our Client's proposal will facilitate a greater range and mix of housing options, densities, unit sizes and tenures to meet the socio-economic needs of current and future residents; including, providing more housing options within the urban area, along Tremaine Road, a Major Arterial Road (planned to accommodate future transit) connecting to Highway 401 and the proposed Future Planned Transit Station.

### 8. Section 3.6: Integrated Employment

The Proposal for the Subject Site includes the provision of non-residential retail, office and service commercial space within the ground floor of the proposed buildings fronting onto Tremaine Road. Consistent with Section 3.6, it is envisaged that ground commercial space will be provided creating employment opportunities and serve the daily/weekly convenience commercial and other personal service needs of residents.

## B. SCHEDULES

### 1. Schedule 2: Municipal Structure
### Schedule 3: Urban Structure
### Schedule 5: Green System

Based on input received from R. J. Burnside and Associates Limited, we recommend that the limits to the Natural Heritage System and Key Features designations proposed on Schedules 2 and 5, pertaining to 52 Peru Road and 25 Tremaine Road (and applying to the lands immediately to the west thereof) be redesignated Urban Area and Complete Neighbourhoods, and that Tremaine Road be extended northward connecting with Highway 401. Revising the limits of the Natural Heritage System and Key Features will more accurately reflect what is on the property.

Schedule 3 should also be revised to reflect the abovementioned revised limits to the Natural Heritage System and Key Features, as well as Tremaine Road extending northward to Highway 401. In addition, we recommend that a Community Node also be added to Schedule 3 in the vicinity of the intersection of Tremaine Road and 'Old' Tremaine Road.

Designating the Subject Site as Complete Neighbourhoods will contribute toward achieving the development density targets established in the Draft OP, assisting in the creation of complete and healthy communities, with a diverse mix of residential and population serving employment uses. Our Client's Proposal represents an opportunity to develop a complete community; including, a mix of higher-density residential and employment development supporting active transportation, capitalizing on the proximity of the properties to the Future Major Transit Station.

We note that while the existing Major Transit Station located at 780 Main Street East, and a Future Major Transit Station at Trafalgar Road and the CPR are identified on Schedule 2: Municipal Structure, they are not illustrated on Schedule 3: Urban Structure even though

they are listed in the Legend. A Future Potential Transit Station is not identified on Schedules 2, 3, or 5 even though one is identified as being located in the vicinity of the CPR and Tremaine Road on Schedule E: Transportation Plan of Part 2 of the Draft OP. We recommend that Schedule 3 be revised to include the Future Potential Transit Station.

## OFFICIAL PLAN PART 2: IN-EFFECT POLICIES

### A. POLICIES

1. **Section 2.0: Community Goals, Objectives and Strategic Policies**
   **Section 2.1.3: Municipal Structure and Community Context**
   **Section 2.1.3.2: Urban Area**

   The policies included within Section 2.1.3.2 reference various districts within the Urban Area and their respective roles and functions. Specific reference is made to additional mixed-use development at higher densities being planned to occur within secondary mixed-use nodes located at significant intersections, and along intensification corridors; located along major transit routes. These areas are meant to accommodate a full range of complimentary uses which support the population at both the individual neighbourhood and community levels (page 31).

   We are of the opinion that the Subject Site should be considered for mixed-use higher density development than currently contemplated on account of the strategic location fronting onto Tremaine Road, the proximity to Highway 401 and the planned Future Potential Transit Station.

   Recognizing the role and function our Client's lands can play in developing residential dwelling units, consistent with the policies of Part 2 of the Draft OP, we recommend against the deletion of the aforementioned Sections.

2. **Section 2.1.6: Intensification**
   **Sections 2.1.6.1 and 2.1.6.2,**
   **Strategic Growth Areas**
   **Sections 2.1.6.3, 2.1.6.5**

   We support Section 2.1.6.1 which promotes intensification in support of the development of compact, efficient, vibrant, complete and healthy communities. Intensification is an efficient means to optimize the use of existing and planned infrastructure.

   The strategic location of the Subject Site within Milton Heights, ample frontage on Tremaine Road, as well as proximity to a Future Potential Transit Station supports the identification of our Client's site as a Strategic Growth Area on Schedule K.

   Section 2.1.6.3 states that intensification and the development of Strategic Growth Areas should be promoted to achieve a multiplicity of objectives; including, but not limited to the following, many of which would be supported by the identification of our Client's lands as a Strategic Growth Area and the designation of Tremaine Road as an Intensification Corridor:

   a) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces

travel by private automobile, promotes active transportation, and is environmentally more sustainable;

b) To provide opportunities for more cost-efficient and innovative urban design;

d) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods;

e) To create a vibrant, diverse and pedestrian-oriented urban environment;

h) To support transit and active transportation for everyday activities;

i) To generally achieve higher densities than the surrounding areas;

j) To achieve an appropriate transition of built form to adjacent areas;

k) For Major Transit Station Areas, Intensification Corridors and Secondary Mixed Use Nodes:
   i. to achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service

m) For Intensification Corridors and Secondary Mixed Use Nodes:
   i. to accommodate local services, including recreational, cultural and entertainment uses, where appropriate.

Based on our review of Section 2.1.6.5 which recognizes the importance of higher-order transit facilities and the need to plan for intensification within Strategic Growth Areas, Intensification Corridors and Secondary Mixed-Use Nodes, we recommend that this entire Section of the Part 2 Plan be incorporated into the 'new' Official Plan. The policies speak to the importance of: encouraging alternative and innovative forms of housing; the need to support high-density housing types that can accommodate a range of households; directing development with higher densities, including mixed-uses and transit-supportive land uses to Strategic Growth Areas; the promotion of active transportation, pedestrian oriented development and transit supportive facilities; as well as promoting development densities that support existing and planned transit services.

Continuing with Section 2.1.6.5, we are of the opinion that it is in the long-term best interest of the Town to maintain this Section as part of the Draft OP, on the basis that doing so would facilitate the introduction of a new Strategic Growth Area coinciding with our Client's Proposal.

We recommend that Sections 2.1.6.1, 2.1.6.2, 2.1.6.3, and 2.1.6.5 <u>not</u> be deleted from the Draft OP.

## 3. Section 2.4: Economic Development
## Section 2.4.3.4: Tourism Development

Based on the Subject Site's strategic location within immediate proximity to a Future Potential Transit Station, an interchange with Highway 401 and the Kelso Conservation Area, we are of the opinion that the range of permitted land uses should include a hotel. Permitting the development of a hotel would support the Town's economic development policies which support the promotion and marketing of Milton as a tourist destination.

According to Section 2.4.3.4, the Town is to encourage tourism by various means; including, the pursuit of hotel accommodation that will service the business community, as well as visitors to local attractions.

We recommend that Section 2.4.3.4 not be deleted from the Draft OP.

4. **Section 2.6.3: Strategic Policies, Transportation System**
   **Sections 2.6.3.1, 2.6.3.3 and 2.6.3.4**
   **Table 2 – Function of Transportation Facilities**
   **Section 2.6.3.5: Roads**
   **Section 2.6.3.24: Public Transit**

   We support the strategic policies in the Draft OP pertaining to the transportation system; including, the objectives in Section 2.6.3.1; particularly those associated with public transit service in connection with new development and in Strategic Growth Areas (be they existing or as in the case of our Client proposed).

   The proposal to maintain and/or amend Sections 2.6.3.3, 2.6.3.4 and Table 2 – Function of Transportation Facilities is appropriate and supports Schedule E – Town of Milton Transportation Plan which includes south of our Clients' lands a Future Potential Transit Station and the designation of Tremaine Road as a Proposed Major Arterial. We support the inclusion in Table 2 of the reference to Higher Order Transit, along with the details associated with 'Function' and 'General Design Guidelines'.

   Consistent with Section 2.6.3.5, our Client's aspirations to develop the Subject Site for a mixed-use development can be supported by the existing Official Plan goals and objectives associated with the proposed Tremaine Road interchange with Highway 401. The interchange with Highway 401 is intended to be the western gateway to the 401 Industrial Business Park. It will also function as a gateway to the Milton Heights Neighbourhood where our Client's lands are located.

   Additional support for intensification and the broadening of permitted uses on the Subject Site can be drawn from Section 2.6.3.24 which clearly states that the Town shall support the expansion of existing GO Rail service to and from Milton; including, the provision of a bus service to GO Transit Stations.

   We recommend that Sections 2.6.3.1, 2.6.3.3 and 2.6.3.4 not be deleted from the Draft OP.

5. **Section 2.7: Housing**
   **Section 2.7.1: Goal**
   **Section 2.7.2: Objectives**
   **Section 2.7.2.1, 2.7.2.2, 2.7.2.3, 2.7.2.4, 2.7.2.5, 2.7.2.6**
   **Section 2.7.3.1: Housing Targets**
   **Section 2.7.3.8: Affordability**
   **Section 2.7.3.13: Residential Intensification**

   Our Client's Proposal supports Part 2 of the Draft OP regarding the Municipality's commitment to the creation of housing which is affordable, accessible, adequate and appropriate to the full range of present and expected households.

   We recommend against the deletion of the goals and objectives included with Sections 2.7.1 and 2.7.2, on the basis that they are appropriate and support the general intent and

purpose of the Official Plan's housing policy. In order to meet the Town's current and future housing needs, it is imperative that every reasonable opportunity to optimize density be secured. Doing so will contribute to ensuring an appropriate range and mix for housing densities and types to meet the needs of current and future households; including, the provision of more affordable housing.

In the case of the Subject Site encouraging and promoting opportunities for assisted and affordable housing as part of a complete community, supported by public transit, retail and other facilities will assist in fostering community integration and contribute to addressing housing issues facing the Town. Consistent with Part 2 of the Draft OP, our Client's Proposal to develop the Subject Site will contribute to the distribution and creation of housing opportunities, which will result in a greater mix of tenure (ownership and rental) in the Milton Heights Neighbourhood; in accordance with Sections 2.7.2.1 thru 2.7.2.6.

Our Client's Proposal supports the housing targets outlined in Section 2.7.3.1 which reference minimum targets for the annual production of townhouses and multi-storey buildings and Affordable Housing. We recommend that Section 2.7.3.1 continue to be included in the Draft OP.

We recommend against the deletion of Section 2.7.3.8 on the basis that doing so fails to acknowledge the importance of ensuring that the mix of housing being provided by density, type and affordability is consistent with current and projected demand; especially in the evolving socio-economic and demographic environment. There is an undeniable need for more affordable housing.

We also recommend against the deletion of Sections 2.7.3.13 a), b) and c) dealing with residential intensification on the basis that the policies deal with the accommodation of present and future demand for housing to be accommodated within a broad range of built forms. We are particularly supportive of the intent of the policies which encourage infill development and residential development of vacant or underutilized lands in existing Neighbourhoods, which by extension can be reasonably applied to the Subject Site, considering that lands to the north and south have been planned and approved for residential development at substantially lower density than contemplated by our Client.

We recommend that Sections 2.7, 2.7.1, 2.7.2, 2.7.2.1 thru 2.7.2.6, 2.7.3.8, and 2.7.3.13 a), b) and c) <u>not</u> be deleted from the Draft OP.

6. **<u>Section 3.0 Urban Land Use Policies</u>**
**<u>Section 3.1: Introduction</u>**
**<u>Section 3.1.1.3: Niagara Escarpment</u>**
**<u>Section 3.2: Residential Area</u>**
**<u>Section 3.2.1.2: Residential Intensification</u>**
**<u>Section 3.2.1.7: Residential Mix in Designated Greenfield Area</u>**
**<u>Section 3.2.2: Permitted Uses</u>**
**<u>Section 3.2.3: Residential Area Policies,</u>**
**<u>Medium Density Residential I and Medium Density Residential II</u>**
**<u>Sections 3.2.3.1 and 3.2.3.2</u>**
**<u>Section 3.2.3.3: High Density Residential Uses</u>**

We are concerned with the wording of Section 3.1.1.3 on the basis that the policy language is highly subjective as it relates to what constitutes 'satisfactory visual impact'. This Section should be revised to incorporate objective evaluation criteria.

Based on our review of the Intensification policies in Section 3.2.1.2 as they apply to Residential Areas, we are of the opinion that our Client's Proposal is appropriate and in accordance with guiding principles a) thru h).

Subject to further discussion with the Municipality on the appropriate designation of the Subject Site as either a Complete Neighbourhood or a Future Complete Neighbourhood (and possibly even a Community Node or Urban Village Centre), we support the policies in Section 3.2.1.7 which encourage: an intermixing of dwelling unit types and densities; a higher distribution of medium and high density residential uses (particularly within nodes and along corridors); medium and high density development that is street-oriented; contributing to the creation of healthy, complete communities.

Our Client has an interest in and is concerned with the policies included within Sections 3.2.2 a), b), c) and d), 3.2.3, 3.2.3.1, 3.2.3.2 and 3.2.3.3 in their entirety as they apply to the Subject Site which is designated Residential Area on Schedule B: Urban Area Land Use Plan. Our Client's Proposal envisages densities and building heights exceeding those permitted within the aforementioned Sections.

We recommend that the Municipality revisit the policy framework in Sections 3.1.1.3, 3.2.2 a), b), c) and d), and 3.2.3, 3.2.3.1, 3.2.3.2 and 3.2.3.3 of the Draft OP, with a view to substantially increasing the maximum permitted densities and building heights on our Client's lands – on a 'site-specific basis'.

7. **Section 3.2.3.6: Local Institutional Uses and Local Commercial Uses**

It is envisaged that consistent with Section 3.2.3.6 that our Client's Proposal will include on the ground floor of buildings fronting onto Tremaine Road retail and office commercial, restaurant and personal service uses. Inclusion of the aforementioned will contribute positively to the local sense of community and create a strong "sense of place" at the neighbourhood/sub-neighbourhood level.

Our Client wishes to establish a community focal point within Milton Heights which in accordance with the criteria in Section 3.2.3.7 a), b) and c) can accommodate the needs of future projected residents and the traveling public utilizing Tremaine Road.

We support the continued inclusion of Sections 3.2.3.6 and 3.2.3.7 in their entirety in the Draft OP.

8. **Section 5.0: Implementation**
**Section 5.3: Official Plan Management**
**Section 5.3.4: Complete Application Requirements**
**Section 5.3.4.4: Mandatory Pre-Application Process**

We recommend that Section 5.3.4.4 pertaining to Mandatory Pre-Application requirements be deleted from the Draft OP on the basis that applicable Provincial legislation no longer mandates the preparation and filing thereof.

9. **Part C: Secondary Plans/Character Areas Plans**
**Section C8: Sherwood Survey Secondary Plan**
**Section C.8.2: Planning District Concept**
**Section: C.8.2.1: Community Character**
**Section C.8.2.2: Key Design Elements**

We take no issue with the SSSP being designed to create a safe, livable, attractive and healthy community, but recommend that Section C.8.2.1 a) be deleted on the basis that the wording of the policy is ambiguous and offers no particular direction or support to the implementation of the balance of the policy framework, which is meant to guide and direct the development of the community.

We are of the opinion that the reference to an overall density of 30 units per net hectare in Section C.8.2.1 e) is counterintuitive to the development of a compact community, in the context of current Provincial Planning legislation which encourages intensification and the optimization of land, resources and existing and proposed transportation, transit and servicing infrastructure.

We recommend that the SSSP be amended to delete the aforementioned overall density reference and in place thereof consideration be given to including specific references to the density of development which have been approved by either the Town of Milton Council (or the Ontario Land Tribunal), in direct response to site specific development applications. In the case of our Client's site, we would welcome an opportunity to meet with the Municipality to present the Proposal and discuss proposed densities and maximum building heights.

In regards to the Niagara Escarpment as referenced in Section C.8.2.2 c), and in particular the suggestion that the SSSP direct lower density development to areas in proximity to the Niagara Escarpment, we believe that the policy should be revised to specify that this policy is intended to refer specifically to lands located within the Character Area identified on Schedule D: Urban Area Planning Districts Character Area And Community Improvement Area; specifically those lands fronting onto 'old' Tremaine Road and 3rd Sideroad. For greater clarity, the lands in question are also identified/designated as follows:

- Character Area on Schedule C-8-A: Sherwood Survey Secondary Plan Community Structure;
- Character Road on Schedule C-8-B: Sherwood Survey Secondary Plan Transportation Plan;
- Character Area on Schedule C-8-C: Sherwood Survey (Secondary Plan) Greenlands/Open Space and Pedestrian/Bike Path Plan; and
- Character Area on Schedule C-8-C: Sherwood Survey Secondary Plan Land Use.

We recommend that the Municipality revisit the policy framework included as part of Section C.8.2.2 g) as it relates to development adjacent to Tremaine Road, Sixteen Mile Creek and the Niagara Escarpment.

**10. <u>Section C.8.3 Goal and Objectives</u>**
**<u>Section C.8.3.2: Objectives</u>**
**<u>Section C.8.3.2.8</u>**

We question the objective associated with creating a residential community within the Milton Heights Neighbourhood which maintains the "small town" character of the Existing Urban Area. The policy does not define what is meant by "small town" character.

We do not share the opinion that this area of the Municipality is unique in regard to its proximity to the Niagara Escarpment, as compared to any other area located along the western perimeter of the various Secondary Plans/Neighbourhoods which border the Niagara Escarpment Plan boundary. Our Client's lands are separated from the Niagara Escarpment Plan area by the existing CPR. In addition, the Subject Site is located approximately 590 m (1,935 ft) from the top of the brow of the Niagara Escarpment.

11. **Section C.8.4: Strategic Policies**
**Section C.8.4.5: Housing Mix**
**Section C.8.4.5.2: Residential Density Distribution**
**Section C.8.4.6: Urban Design**

We do not support the position that residential development in Neighborhoods in proximity to the Niagara Escarpment shall have a lower density than those neighborhoods which are not adjacent to the Escarpment. The Draft OP does not explain nor substantiate why it is necessary to enforce lower densities.

We support the principle of developing at higher densities as a means of optimizing the efficient use of existing and proposed transportation and transit infrastructure, and toward this end, believe that the maximum permitted density should be substantially higher within Milton Heights than suggested by the Draft OP. The present densities are subjective and fail to recognize the significant setback between our Client's lands and the brow of the Escarpment.

The Urban Design Guidelines in the Milton Sherwood Survey Implementation Strategy are supportable in principle, as they are generic and coincide with what is generally accepted to be sound urban design best practices. However, we are concerned that Sections C.8.4.6.2 h) and i) which are highly subjective. In addition, they are counterintuitive to what Section C.8.4.6.2 d) seeks to achieve, which is namely a development framework defined in part by viable commercial facilities required to serve the growing needs of the local and surrounding community. Unless the density is sufficient, it is unlikely that the day-to-day commercial and personal service needs of residents in Milton Heights will be met; thereby forcing locals to fulfill their needs by traveling beyond the limits of the neighbourhood.

We recommend that the Municipality revisit the policy framework in Sections C.8.4.5.2, C.8.4.6.2 h) and i) of the Draft OP, on the basis that the policies lack specificity as they relate to what is ultimately to be accomplished by restricting densities, building heights and massing given the distance separation between our Client's lands and the Niagara Escarpment.

12. **Section C.8.5: Land Use Policies**
**Section C.8.5.1: Residential Area**
**Section C.8.5.1.1: Residential Mix**
**Section C.8.5.1.4: Residential Area Policies for Milton Height**

Based on our review of the policies included in Sections C.8.5.1.1 a) and b) and C.8.5.1.4 j), we are concerned with the prescribed residential density provisions on the basis that they do not reflect the Proposal. The policies prescribing maximum densities and heights, as well as the location of built form types is highly subjective, and they fail to recognize the role and function of Tremaine Road as a Major Arterial Road connecting with Highway 401. The policies also fail to recognize the Municipality's aspirations to establish a Future Potential Transit Station, south of the Subject Site.

We recommend that the Municipality revisit the policy framework in Sections C.8.5.1.1 a, b, and C.8.5.1.4 j) of the Draft OP, on the basis that these policies lack specificity regarding what is to be accomplished by restricting densities, building heights and types, given the role and function of Tremaine Road, and the opportunities associated with a Future Potential Transit Station in the vicinity of the Subject Site.

## B. SCHEDULES

### 13. Schedule B: Urban Area Land Use Plan

We recommend that Schedule B: Urban Area Land Use Plan, be revised to reduce the size of the Natural Heritage System designation/overlay to reflect the fieldwork undertaken by R.J. Burnside and Associates Limited. Our Client's lands located beyond the limits of the Natural Heritage System should be redesignated Residential Area.

### 14. Schedule E: Transportation Plan

We recommend that Schedule E: Transportation Plan be revised to identify a Future Potential Transit Station in the vicinity of the existing CPR overpass and Tremaine Road. We also recommend that Tremaine Road be identified as an existing Major Arterial Roadway connecting with Highway 401.

### 15. Schedule C-8-A: Sherwood Survey Community Structure Plan

We recommend that Schedule C-8-A: Sherwood Survey Community Structure Plan be revised to reduce the size of the Greenland/Open Space System designation/overlay to reflect the fieldwork undertaken by R.J. Burnside and Associates Limited. Our Client's lands located beyond the limits of the Natural Heritage System should be redesignated Sub-Neighbourhoods.

We would welcome an opportunity to meet with Town staff to discuss the possibility of designating a portion or perhaps all of our Client's lands as either a Neighbourhood Centre or a Village Square (acting as a mixed use focal point in the community and/or as a small park/parkette), reflecting our Client's aspirations to plan and develop a vibrant and dynamic mixed-use project.

### 16. Schedule C-8-A1: Sherwood Survey Residential Density Distribution Plan

We recommend that Schedule C-8-A1: Sherwood Survey Residential Density Distribution Plan be revised to increase the proposed residential density within the Milton Heights Neighbourhood. We are of the opinion that the proposed density fails to optimize the role our Clent's lands can play in accommodating a greater number of residential units, in an area having existing and proposed higher order transportation and transit infrastructure.

We would welcome an opportunity to meet with the Municipality to present the Proposal and discuss proposed densities and maximum building heights.

### 17. Schedule C-8-B: Sherwood Survey Secondary Plan Transportation Plan

We recommend that Schedule C-8-B: Sherwood Survey Secondary Plan Transportation Plan be revised to reflect the existing as-built alignment of all segments of Tremaine Road.

18. **Schedule C-8-C: Sherwood Survey Greenlands/Open Space and Pedestrian/Bike Path Plan**

We recommend that Schedule C-8-C: Sherwood Survey Greenlands/Open Space and Pedestrian/Bike Path Plan be revised to reflect the fieldwork undertaken by R.J. Burnside and Associates Limited. The land located beyond the limits of the Greenlands/Open Space should be redesignated Residential Area.

We would welcome an opportunity to meet with Town staff to discuss the possibility of designating a portion of the Subject Site as a Village Square, reflecting our Client's Proposal.

19. **Schedule C-8-D: Sherwood Survey Secondary Plan Land Use**

We recommend Schedule C-8-D: Sherwood Survey Secondary Plan Land Use be revised to reflect the fieldwork undertaken by R.J. Burnside and Associates Limited. The land located beyond the limits thereof should be redesignated Residential Area. We also recommend that the existing Stormwater Management Facility, illustrated as being located on the southwest corner of 'Old' Tremaine Road and Tremaine Road, be relocated to the northwest corner thereof reflecting the as-built condition.

We would welcome an opportunity to meet with Town staff to discuss the possibility of designating a portion of the Subject Site as either a Village Square/Village Square Area or a hybrid Local Commercial Area.

20. **Schedule C-8-E: Sherwood Survey Secondary Plan Subwatershed Impact Study Areas**

We recommend that Schedule C-8-E: Sherwood Survey Secondary Plan Subwatershed Impact Study Areas be revised to reflect the existing as-built road right-of-way alignments that exist in this area of the Municipality.

## OFFICIAL PLAN PART 3: REGIONAL DIRECTION for the TOWN OF MILTON

### A. MAPS

1. **Map 1H: Regional Urban Structure**
**Map 3: Functional Plan of Major Transportation Facilities**

Based on our review of Map 3 and Schedule 2: Municipal Structure (Part 1 of the Draft Official Plan) we note that there is an inconsistency between the two; namely, Map 3 does not illustrate a Proposed Major Transit Station in the vicinity of Tremaine Road and the CPR. We recommend that Map 3 be revised to include a Proposed Major Transit Station and that the associated Commuter Rail Corridor be extended westward accordingly.

With the aforementioned in mind, we recommend that Map 1H: Regional Urban Structure as it pertains to the Town of Milton be revised and then included as an additional Schedule forming part of the Draft OP incorporating the following revisions:

- A Proposed Major Transit Station and coinciding with it, a Major Transit Station Area (MTSA) in the vicinity of Tremaine Road and the CPR (including our Client's lands to the north, and lands extending south to Steeles Avenue);

- The westward extension of the Commuter Rail Corridor connecting with the Proposed Major Transit Station; and

- Designate Tremaine Road from Highway 401 in the north, to Steeles Avenue in the south as a Regional Intensification Corridor in Regional Urban Boundary.

2. **Map 4: Right of Way Requirements of Arterial Roads**

   In recognition that Tremaine Road from Highway 401 to Main Street West, is substantially complete (and will most likely be completed by the time the Draft OP comes into force), we recommend that Map 4 be revised to redesignate Tremaine Road as a Major Arterial Road, having a 50 m (164 ft) right-of-way; as oppose to a Proposed Major Arterial.

We would welcome an opportunity to meet with you to discuss our comments, observations, and recommendations on the November 2024 Draft OP.

We reserve the right to provide additional input as part of the ongoing Official Plan Review process, including, commenting on the pending consolidated version of the Draft OP.

Thank you for the opportunity of participating in the Official Plan Review process.

**Yours truly,**

**Michael Gagnon, B.E.S., M.C.I.P., R.P.P.**
**Managing Principal Planner**

**Michelle Harris, M.Sc.**
**Planning Associate**

**Cc: M. Singh, Pinder Real Estate Developers Inc.**
**D. Singh, Pinder Real Estate Developers Inc.**
**A. J. Singh, Pinder Real Estate Developers Inc.**
**K. Reichert**

# APPENDIX 1

# AERIAL IMAGE
# IMMEDIATE CONTEXT PLAN
## 52 PERU ROAD, 20 and 25 TREMAINE ROAD
## TOWN of MILTON, REGION of HALTON

| LEGEND | P.N.: 24.3499 | ..... |
|---|---|---|
| SUBJECT SITE | Scale: N.T.S | Revised: |
| | Drawn By: D.S. | File No.: PN 3499_ Aerial_Images |

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Suite 501
Brampton, Ontario
L6W 0B4
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tf: 1 (855 771-7266
w: www.gwdplanners.com

# AERIAL IMAGE
# SUBJECT SITE

**52 PERU ROAD, 20 and 25 TREMAINE ROAD**
**TOWN of MILTON**
**REGION of HALTON**

| LEGEND | P.N.: 24.3499 | Date: November 7, 2024 |
|---|---|---|
| SUBJECT SITE | Scale: N.T.S | Revised: |
| | Drawn By: D.S. | File No.: PN 3499_ Aerial_Images |

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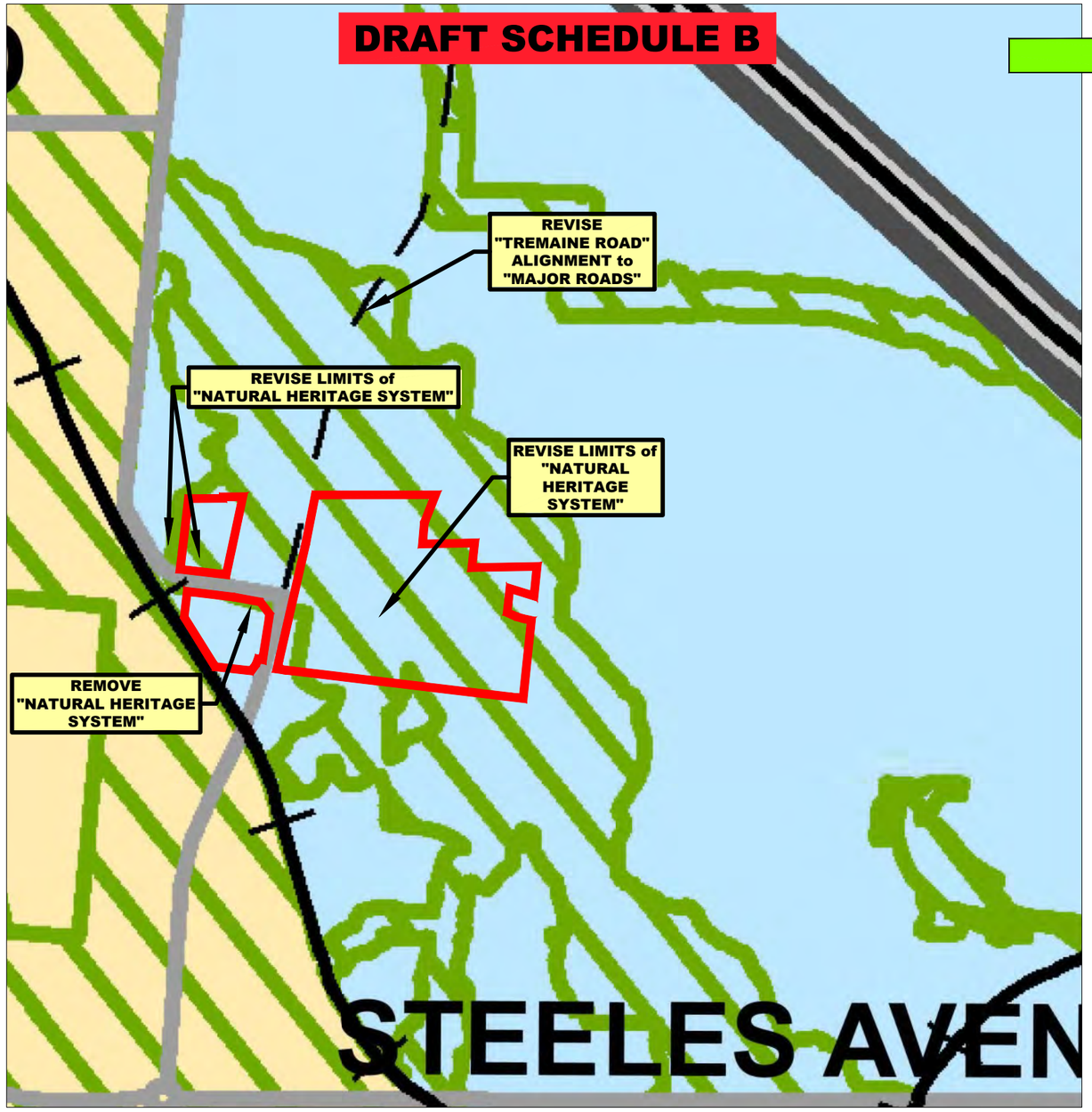
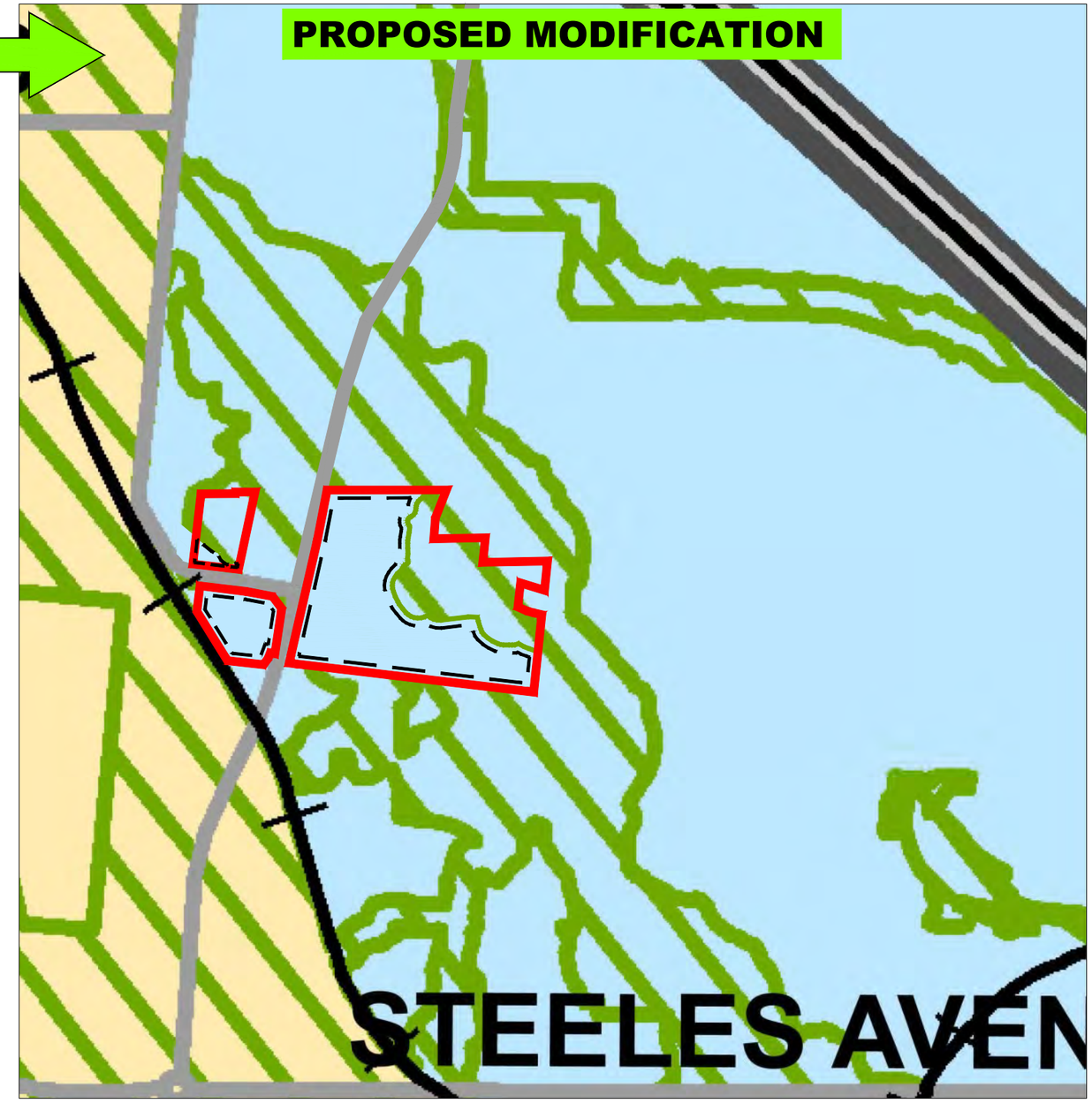
# APPENDIX 2




**PROPOSED MODIFICATION**
**SCHEDULE 2 - MUNICIPAL STRUCTURE**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

0 20 40 60 80 100 200 300 400 500
SCALE: METRES

**LEGEND**

- SUBJECT LANDS
- DEVELOPABLE AREAS
- URBAN AREA
- RURAL AREA
- NATURAL HERITAGE SYSTEM
- PROVINCIAL HIGHWAY
- MAJOR ROADS
- PROPOSED MAJOR ROADS
- RAIL LINE

| | |
|---|---|
| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
| Drawn By: D.S. | File No.: PN 3499 JAN_28_2025.dwg |

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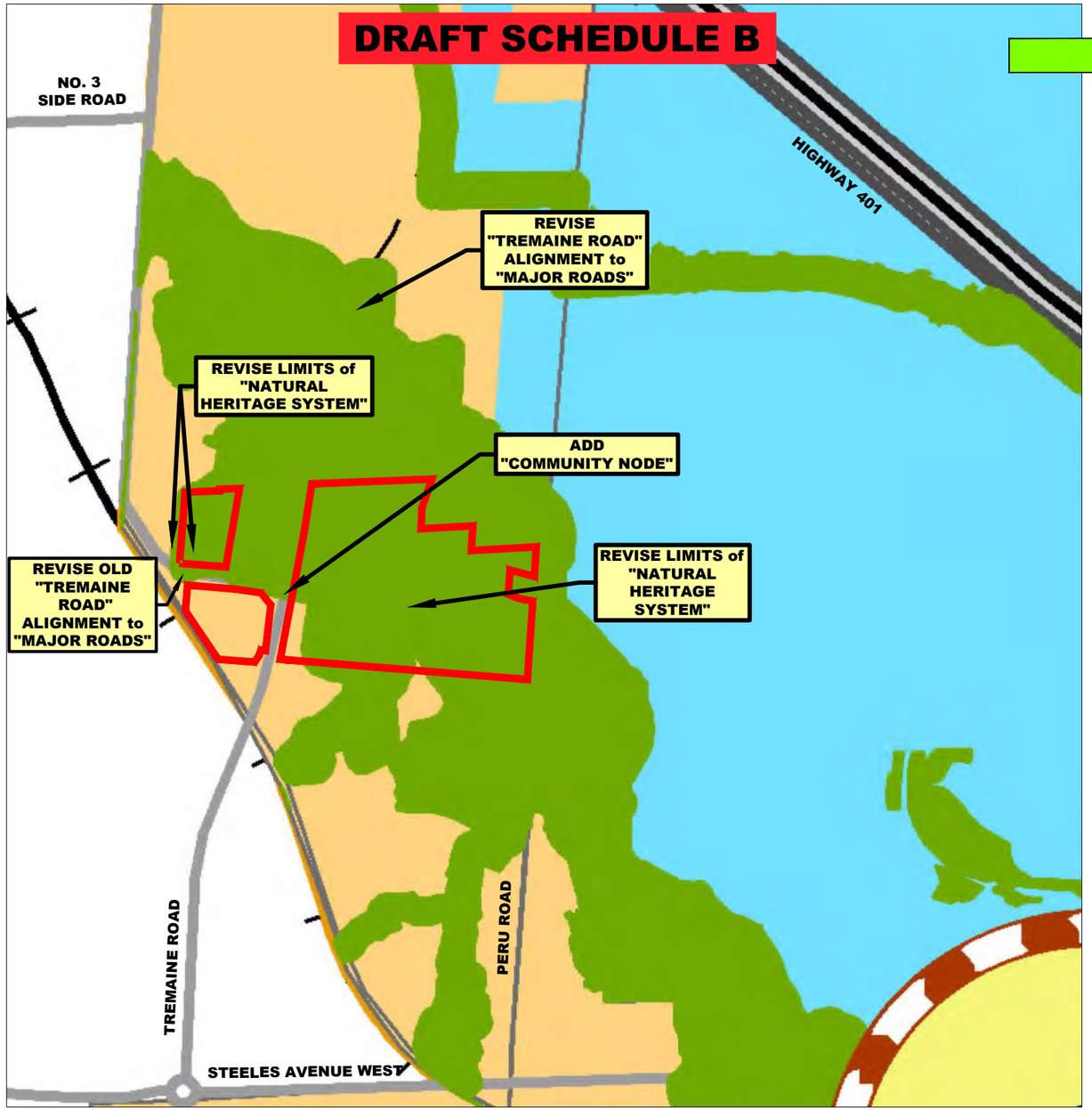


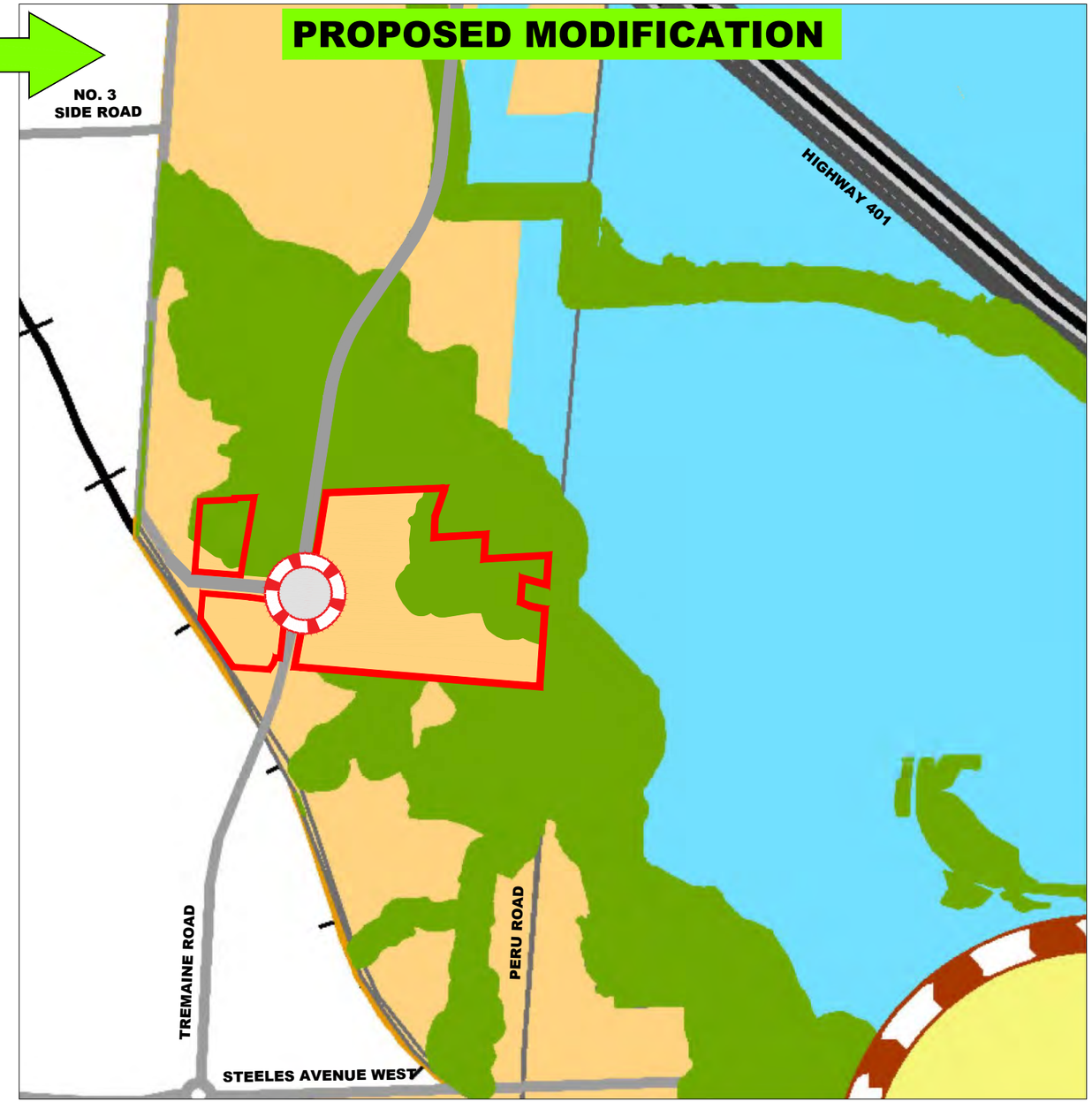


**PROPOSED MODIFICATION**
**SCHEDULE 3 - URBAN STRUCTURE**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

0 20 40 60 80 100 200 300 400 500
SCALE: METRES

**LEGEND**

- SUBJECT LANDS
- EMPLOYMENT AREA
- COMPLETE NEIGHBOURHOODS
- NATURAL HERITAGE SYSTEM
- MAJOR URBAN CENTRE
- COMMUNITY NODE
- PROVINCIAL FREEWAY
- MAJOR ROADS
- RAIL LINE

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| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
| Drawn By: D.S. | File No.: PN 3499 JAN_28_2025.dwg |

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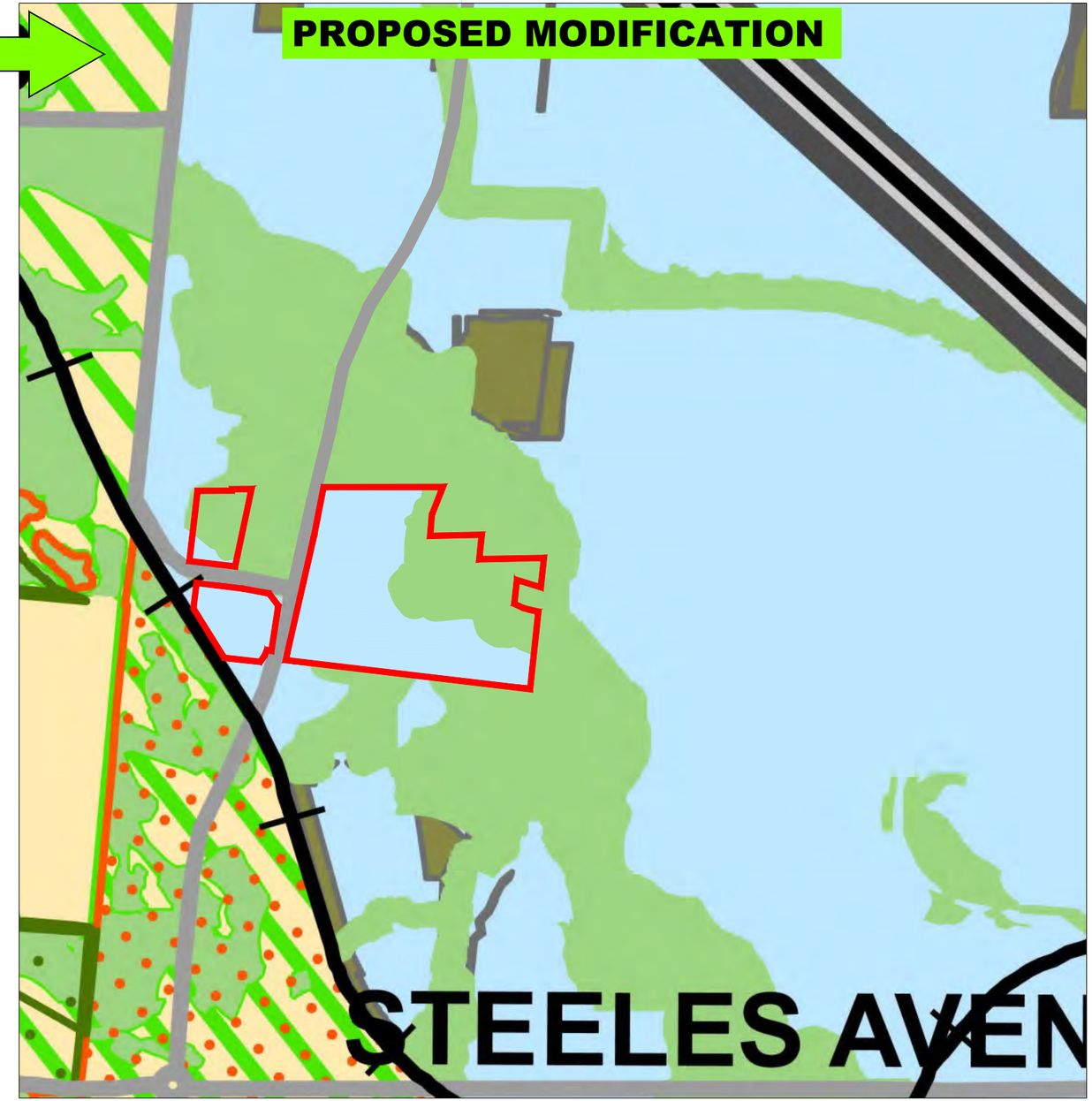


**PROPOSED MODIFICATION**
**SCHEDULE 5 - GREEN SYSTEM**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

0 20 40 60 80 100 200 300 400 500
SCALE: METRES

**LEGEND**

- SUBJECT LANDS
- KEY FEATURES
- ENHANCEMENT AREAS, LINKAGES, BUFFERS
- ESCARPMENT PROTECTION AREA
- GREENBELT NATURAL HERITAGE SYSTEM
- PARKS and OPEN SPACE
- URBAN AREA
- RURAL AREA
- PROVINCIAL FREEWAY
- MAJOR ROADS
- MAJOR ROADS PROPOSED
- RAIL LINE

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| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
| Drawn By: D.S. | File No.: PN 3499 JAN_28_2025.dwg |

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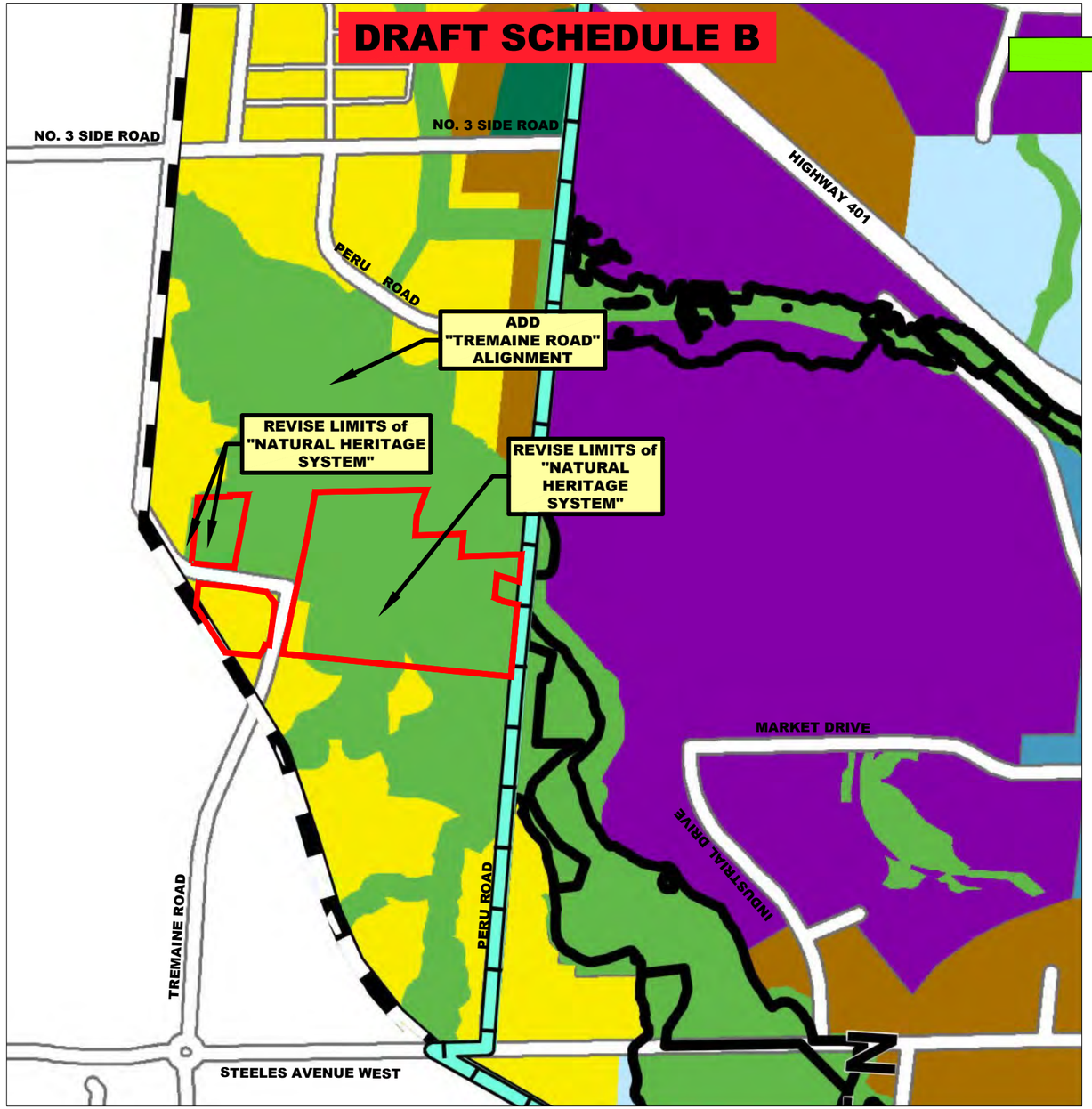
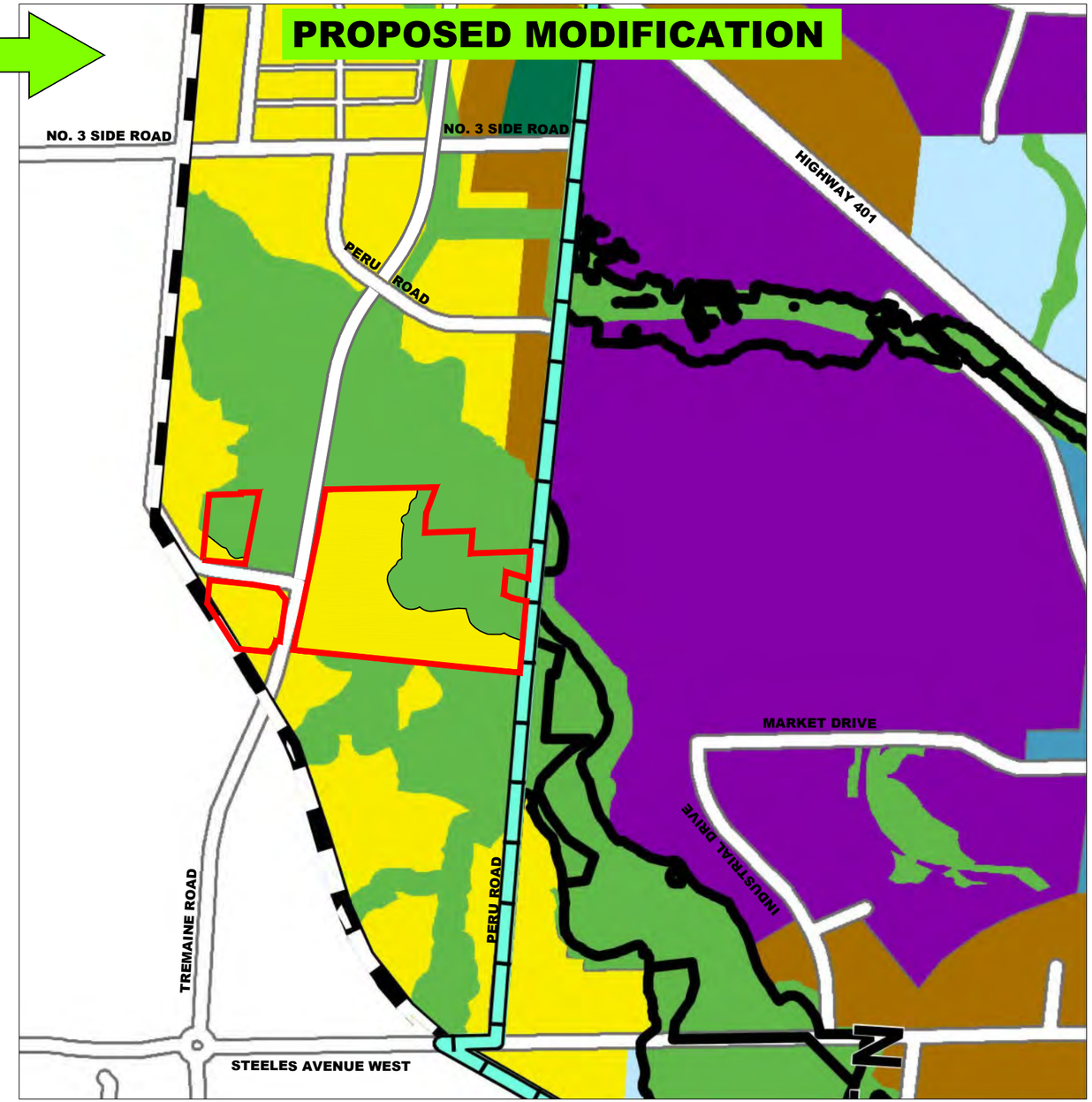



**PROPOSED MODIFICATION**
**SCHEDULE B - URBAN AREA LAND USE PLAN**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

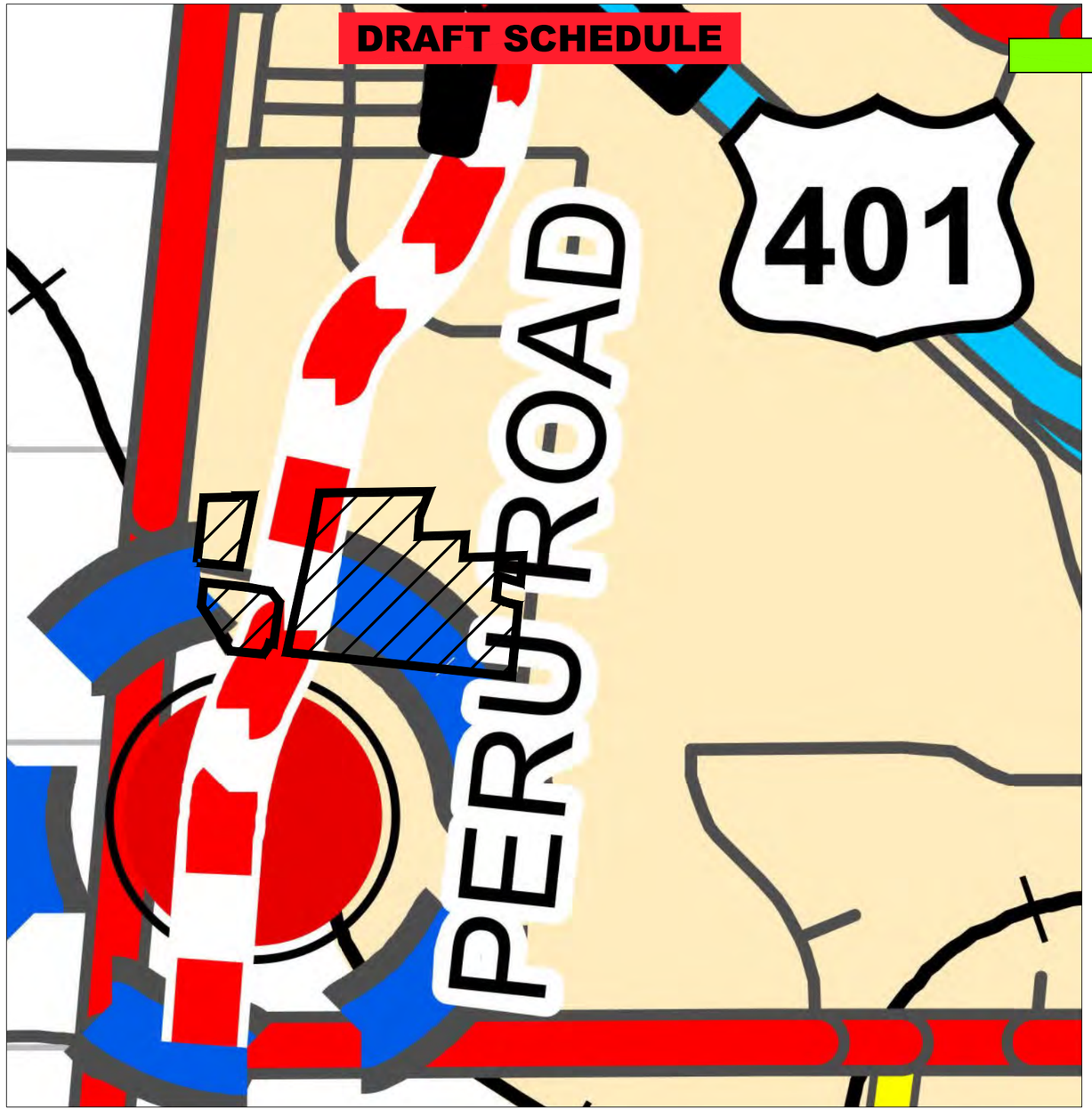
0 20 40 60 80 100 200 300 400 500
SCALE: METRES

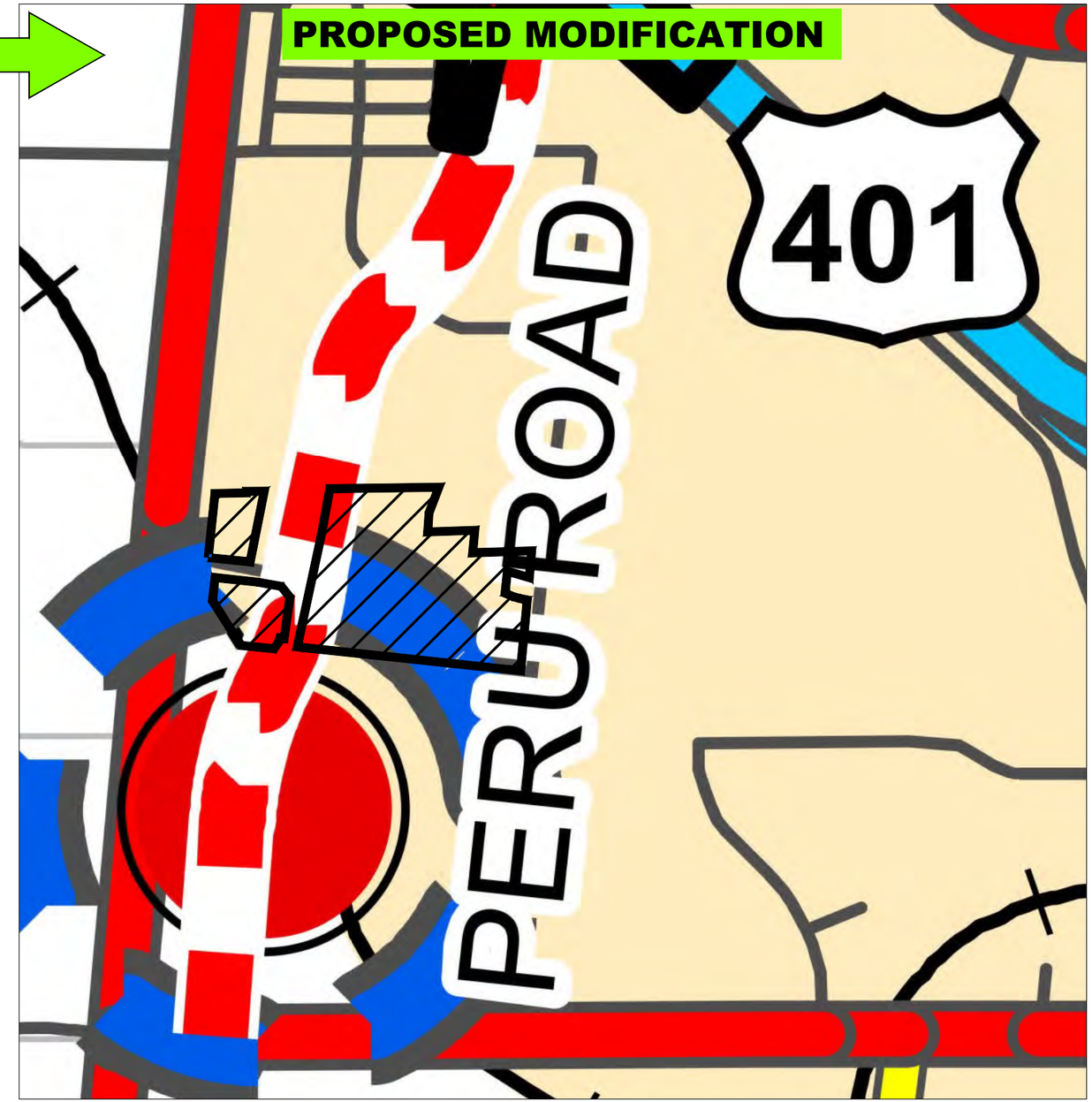
**LEGEND**

- SUBJECT LANDS
- RESIDENTIAL AREA
- BUSINESS PARK AREA
- INDUSTRIAL AREA
- OFFICE EMPLOYMENT AREA
- BUSINESS COMMERCIAL AREA
- NATURAL HERITAGE SYSTEM
- ESTABLISHED URBAN AREA BOUNDARY
- HUSP URBAN AREA BOUNDARY
- REGULATORY FLOODPLAIN (WITHIN ESTABLISHED URBAN AREA)

| | |
|---|---|
| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
| Drawn By: D.S. | File No.: PN 3499 JAN_28_2025.dwg |

GWD Gagnon Walker Domes PROFESSIONAL PLANNERS




**PROPOSED MODIFICATION**
**SCHEDULE E - TRANSPORTATION PLAN**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

0 20 40 60 80 100 200 300 400 500
SCALE: METRES

**LEGEND**

- SUBJECT LANDS
- MAJOR ARTERIAL
- PROPOSED MAJOR ARTERIAL
- FUTURE POTENTIAL TRANSIT STATIONS
- PROVINCIAL FREEWAY
- PLANNED 401 INTERCHANGE
- MINOR ARTERIAL

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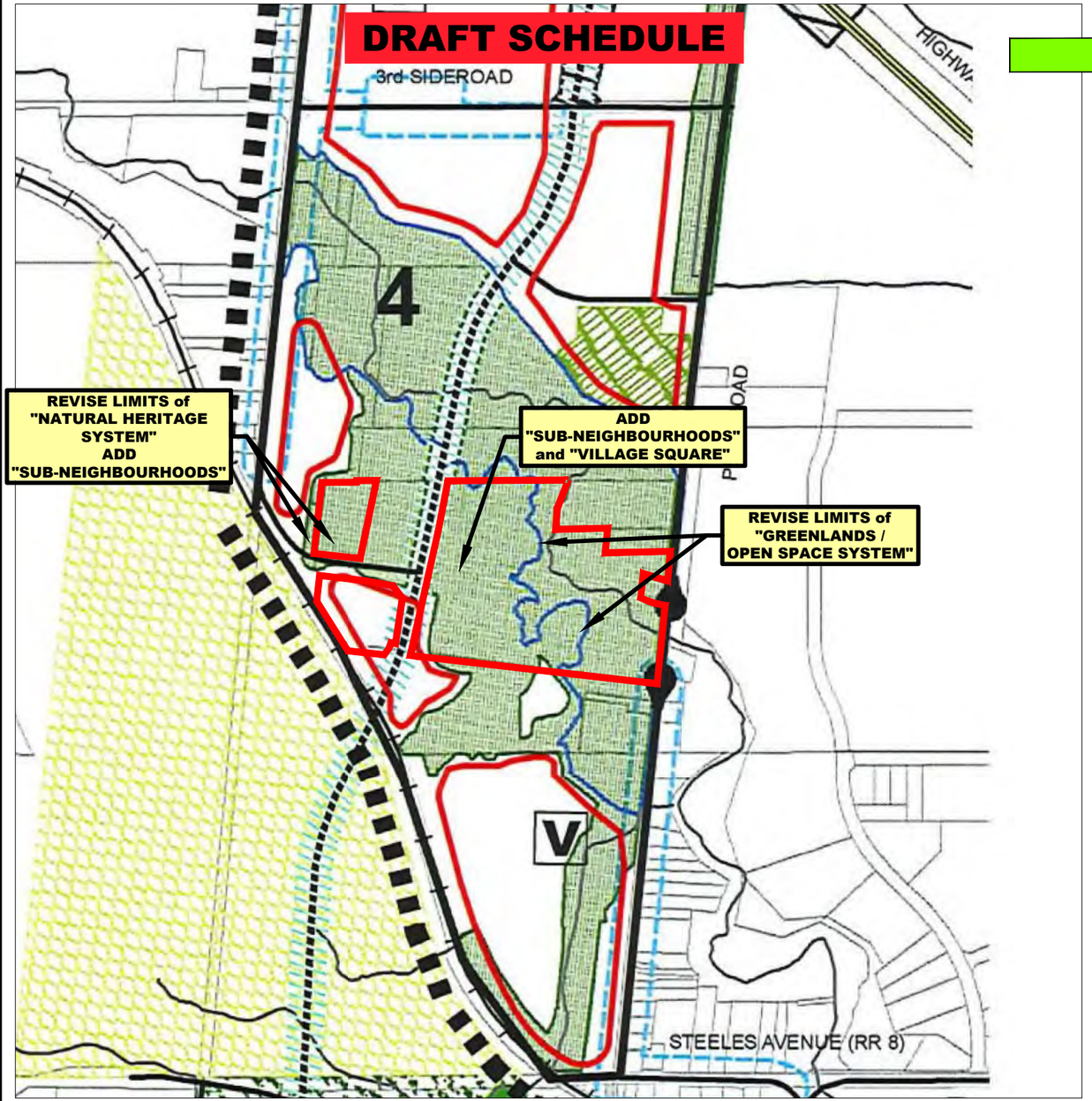
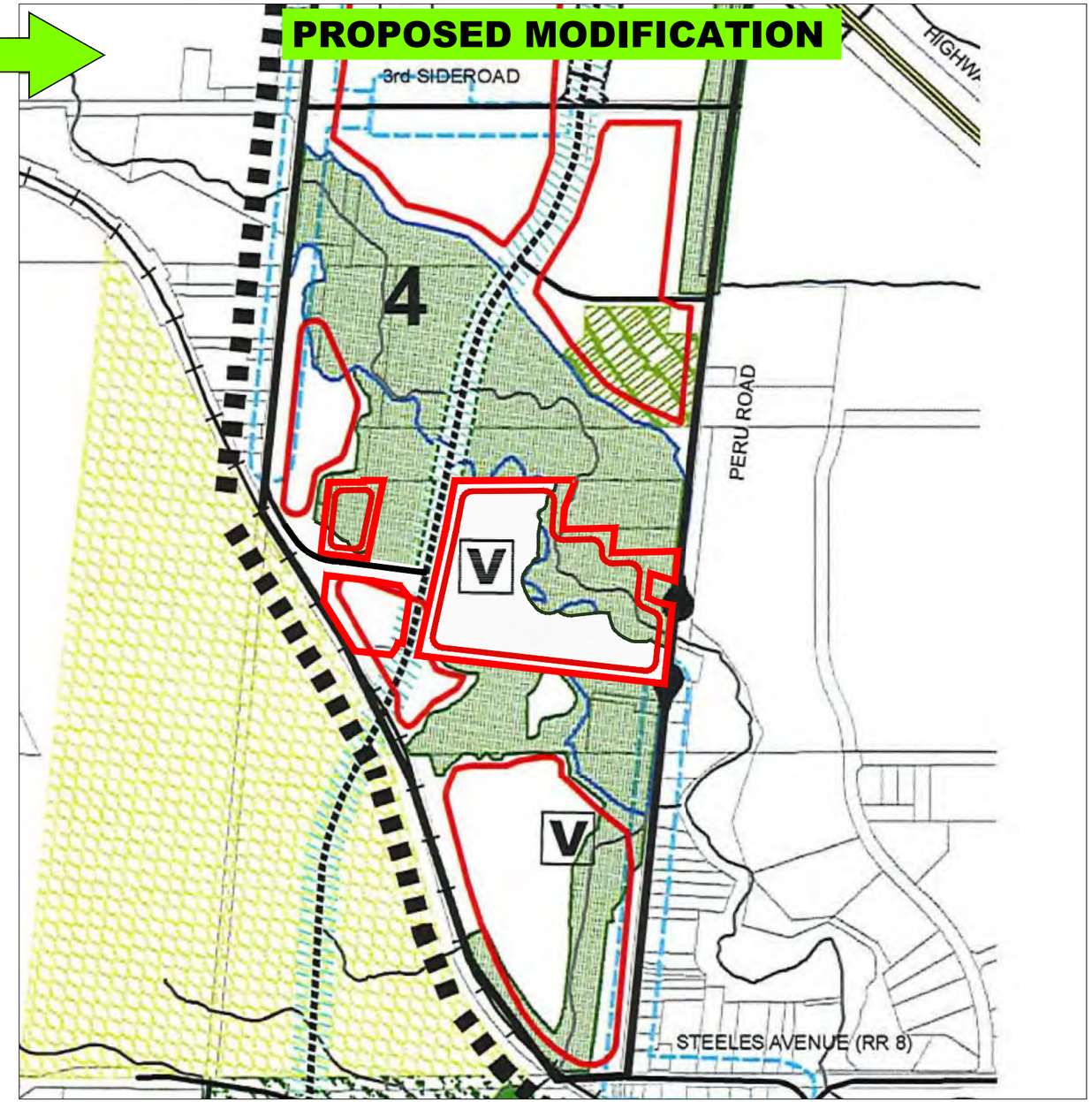
| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
| Drawn By: D.S. | File No.: PN 3499 JAN_28_2025.dwg |

GWD Gagnon Walker Domes PROFESSIONAL PLANNERS




**PROPOSED MODIFICATION**
**SCHEDULE C-8-A**
**SHERWOOD SURVEY SECONDARY PLAN**
**COMMUNITY STRUCTURE PLAN**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

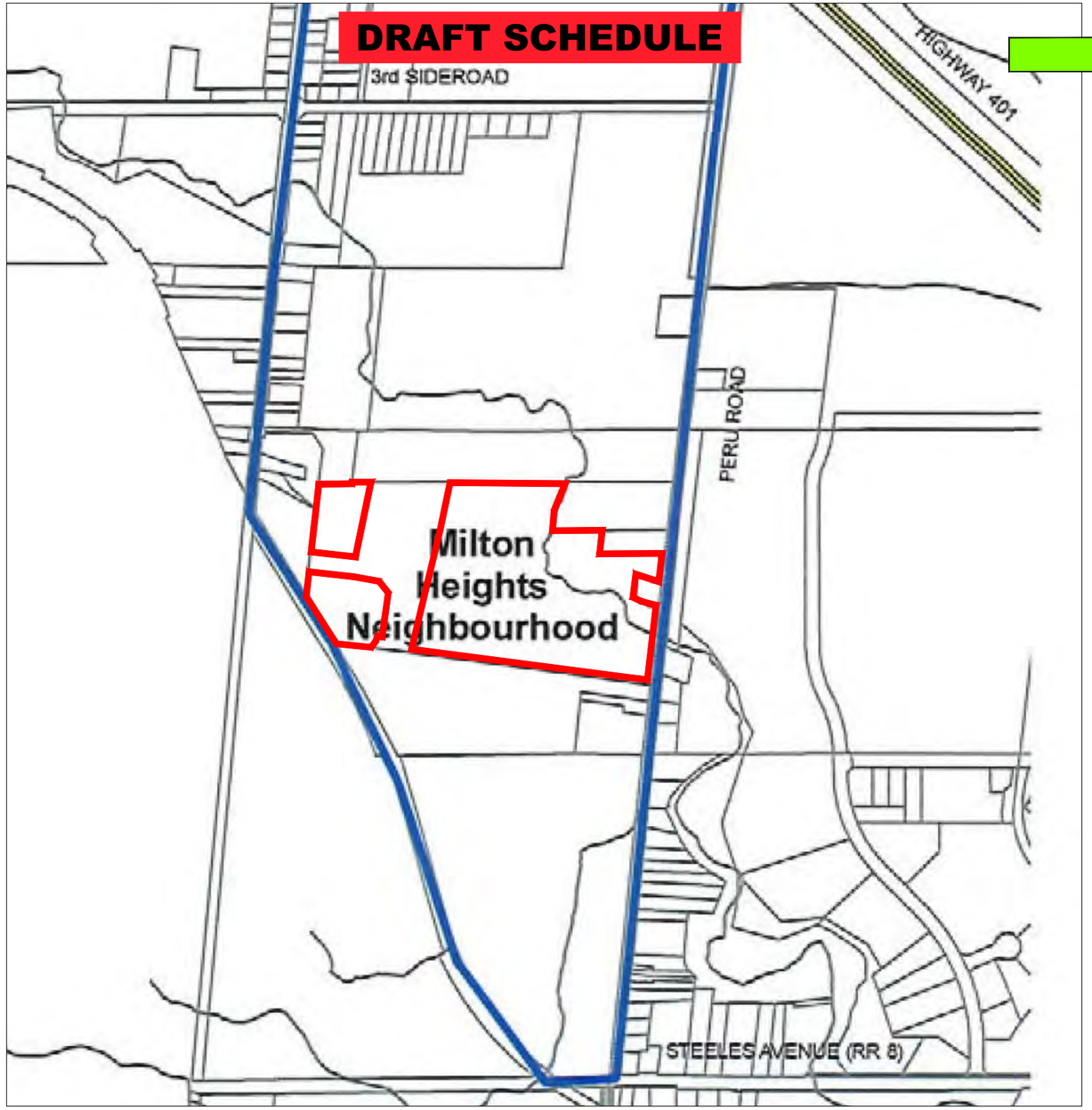
0 20 40 60 80 100 200 300 400 500
SCALE: METRES

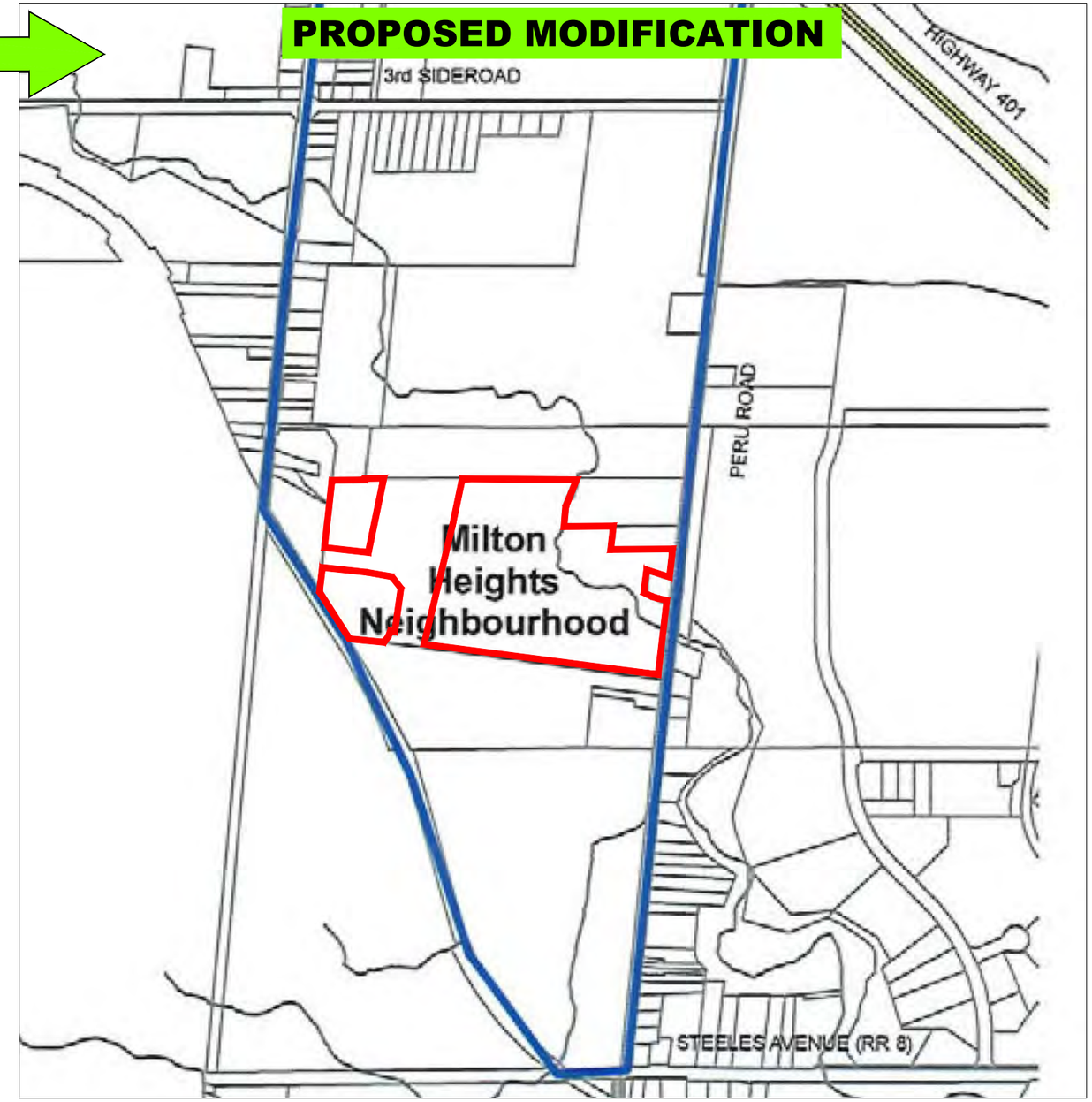
**LEGEND**

- SUBJECT LANDS
- COMMUNITY PARK AREA
- 4 MILTON HEIGHTS NEIGHBOURHOOD
- SUB-NEIGHBOURHOODS
- CHARACTER AREA
- GATEWAY STREET / ENHANCED STREETSCAPE DESIGN
- V VILLAGE SQUARE
- GREENLANDS / OPEN SPACE SYSTEM
- ESCARPMENT PROTECTION AREA - PASSIVE OPEN SPACE
- URBAN EXPANSION BOUNDARY
- CUL-DE-SAC
- 16 MILE CREEK FLOODPLAIN

| | |
|---|---|
| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
| Drawn By: D.S. | File No.: PN 3499 JAN_28_2025.dwg |

GWD Gagnon Walker Domes PROFESSIONAL PLANNERS




**PROPOSED MODIFICATION**
**SCHEDULE C-8-A1**
**SHERWOOD SURVEY RESIDENTIAL**
**DENSITY DISTRIBUTION PLAN**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

0 20 40 60 80 100 200 300 400 500
SCALE: METRES

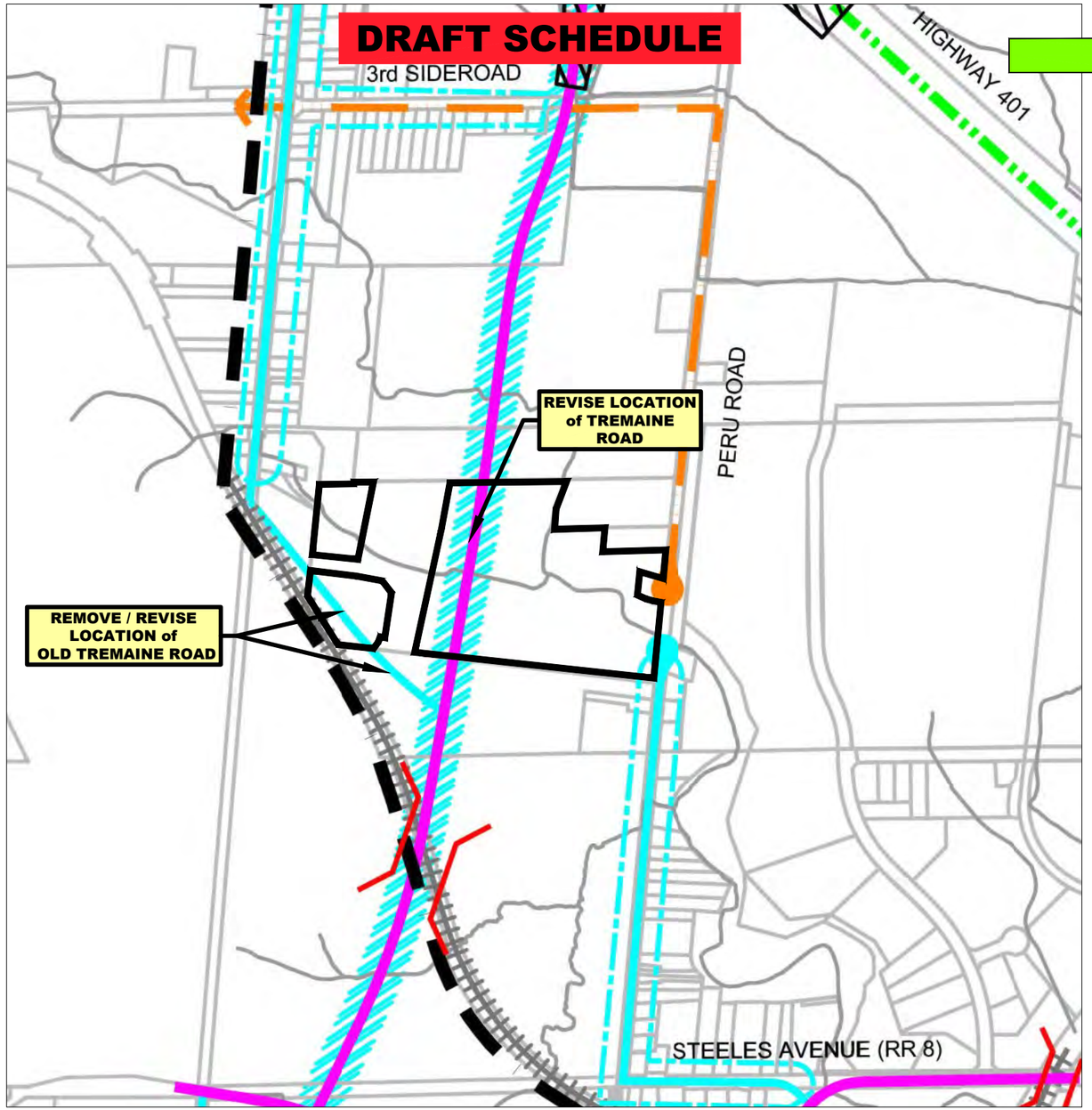
**LEGEND**

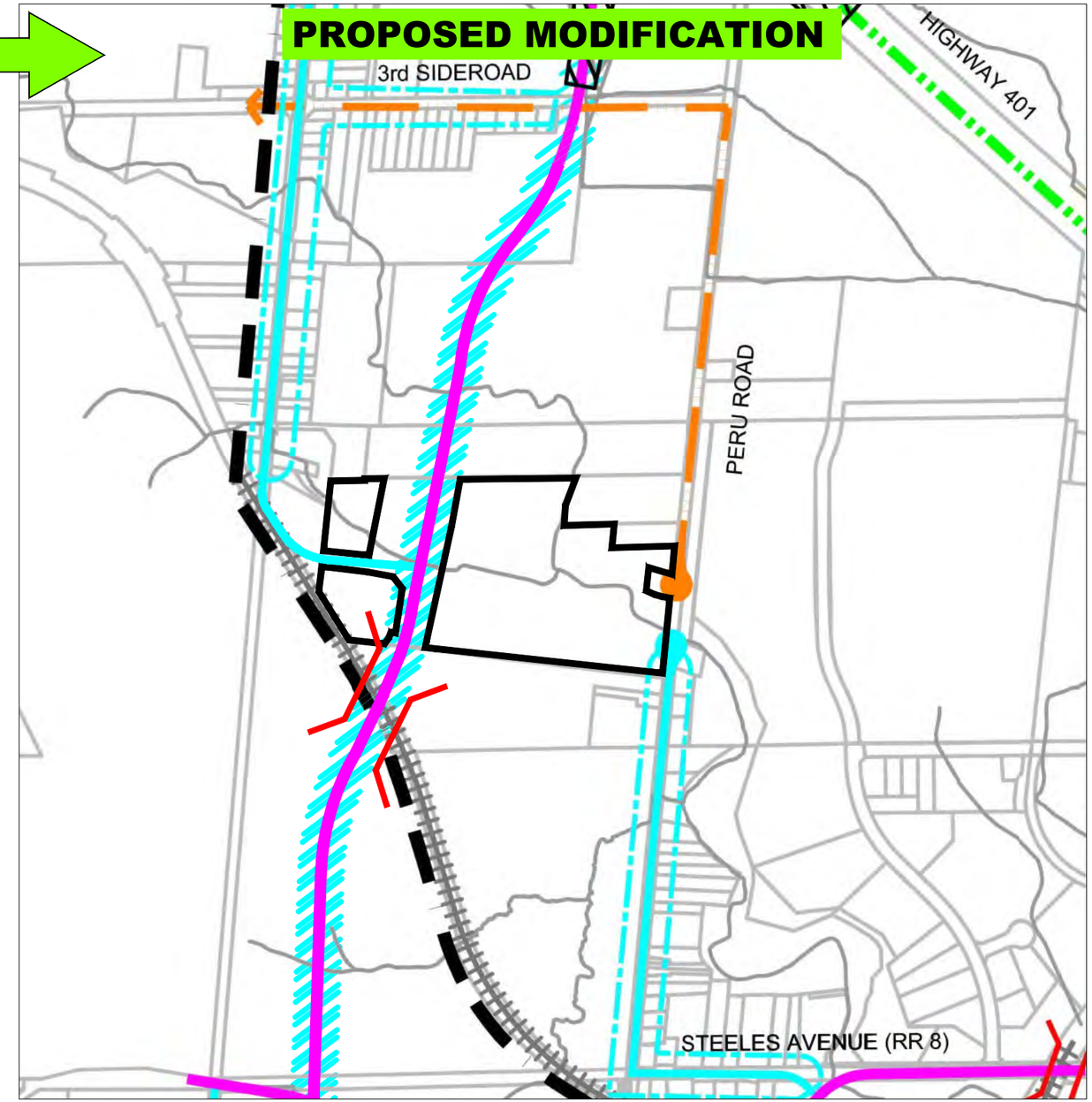
SUBJECT LANDS

TO BE DETERMINED

| | |
|---|---|
| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
| Drawn By: D.S. | File No.: PN 3499 JAN_28_2025.dwg |

GWD Gagnon Walker Domes PROFESSIONAL PLANNERS




**PROPOSED MODIFICATION**
**SCHEDULE C-8-B**
**SHERWOOD SURVEY SECONDARY PLAN**
**TRANSPORTATION PLAN**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

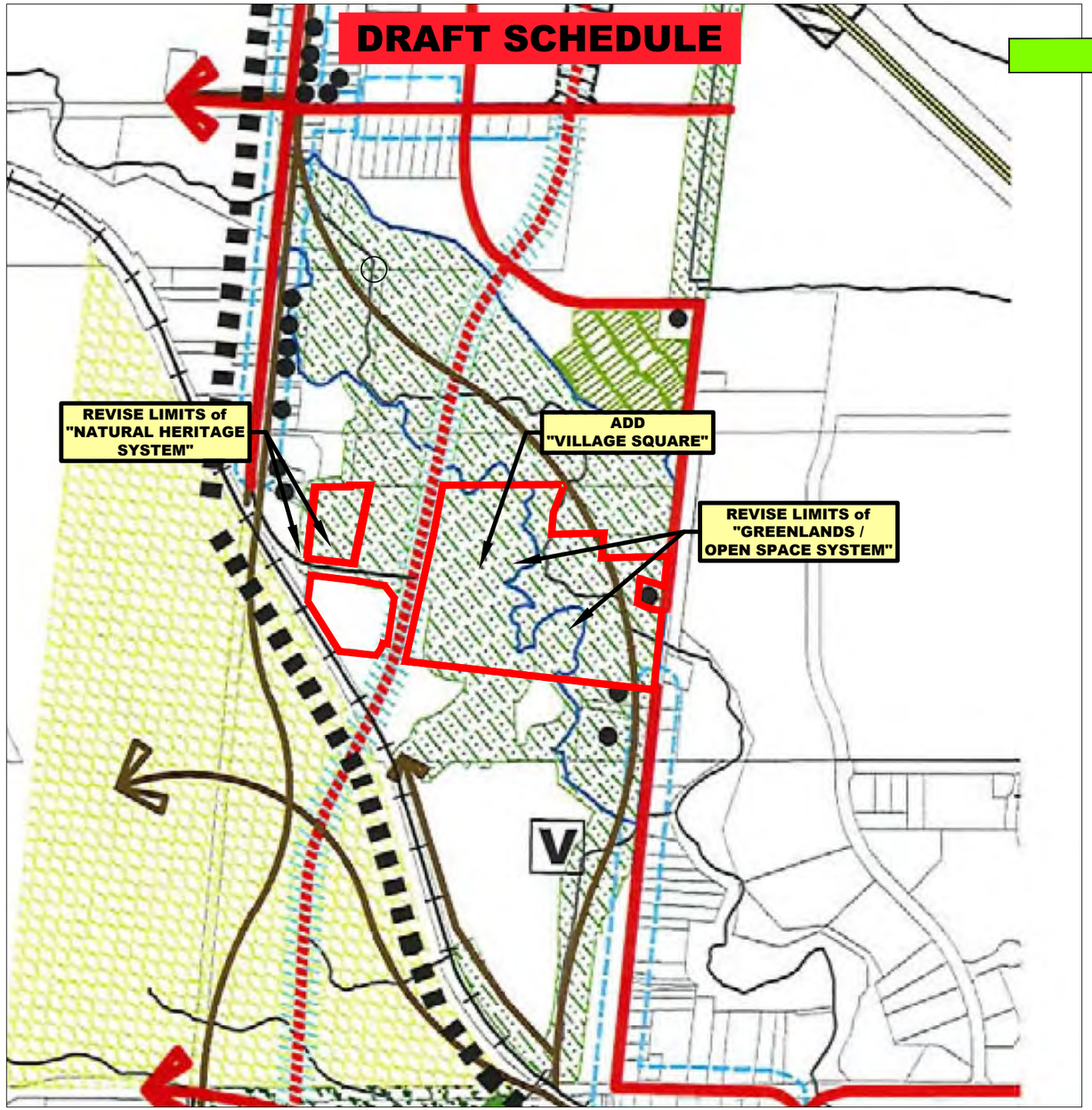
0 20 40 60 80 100 200 300 400 500
SCALE: METRES

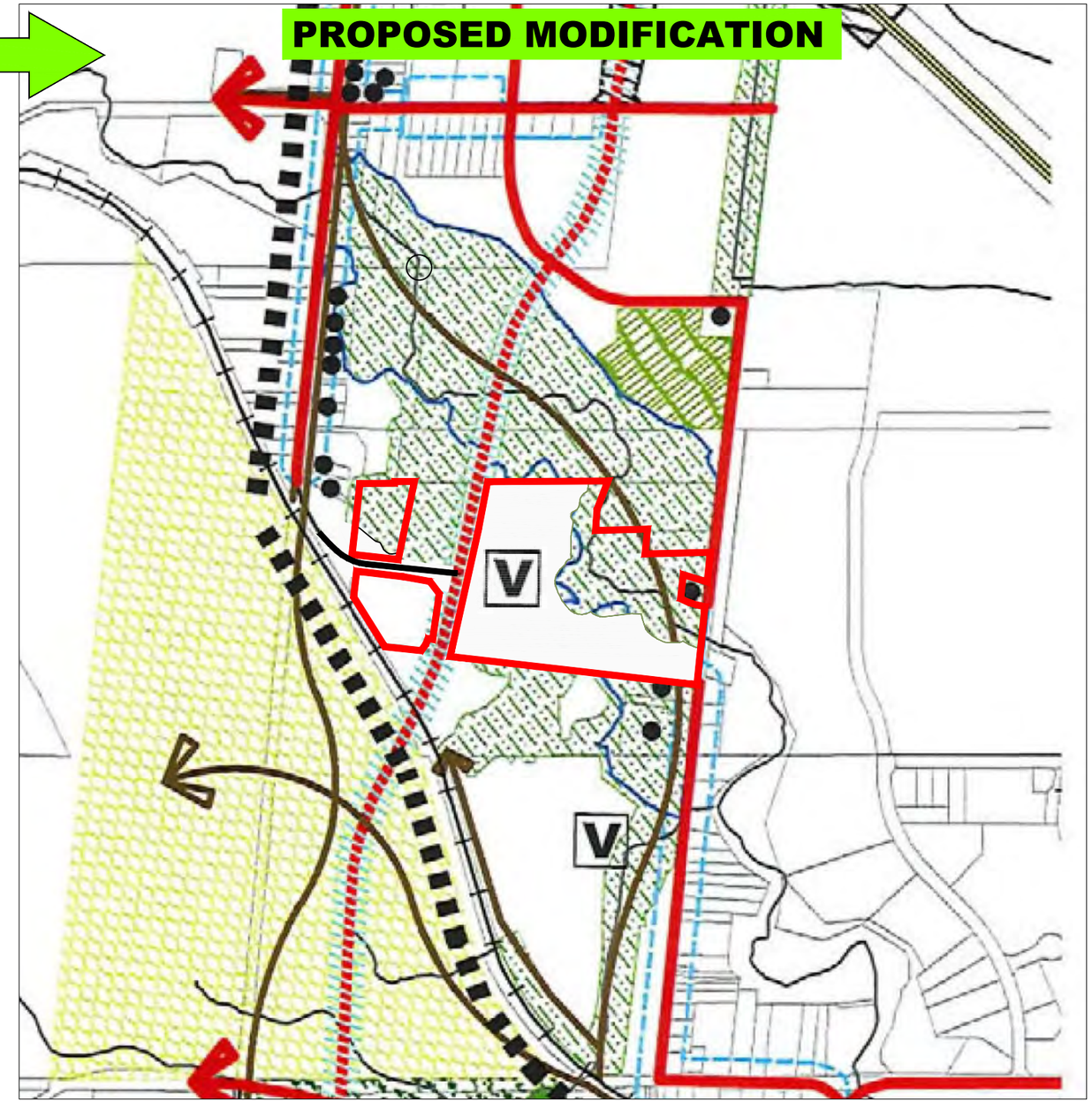
**LEGEND**

- SUBJECT LANDS
- PROVINCIAL FREEWAY
- MAJOR ARTERIAL ROAD
- COLLECTOR ROAD
- LOCAL ROAD
- RAIL
- CHARACTER ROAD
- GATEWAY STREET
- URBAN EXPANSION AREA BOUNDARY
- POTENTIAL or EXISTING GRADE SEPARATION
- CUL-DE-SAC

| | |
|---|---|
| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
| Drawn By: D.S. | File No.: PN 3499 JAN_28_2025.dwg |

GWD Gagnon Walker Domes PROFESSIONAL PLANNERS




**PROPOSED MODIFICATION**
**SCHEDULE C-8-C**
**SHERWOOD SURVEY GREENLANDS/OPEN SPACE and PEDESTRIAN/BIKE PATH PLAN**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

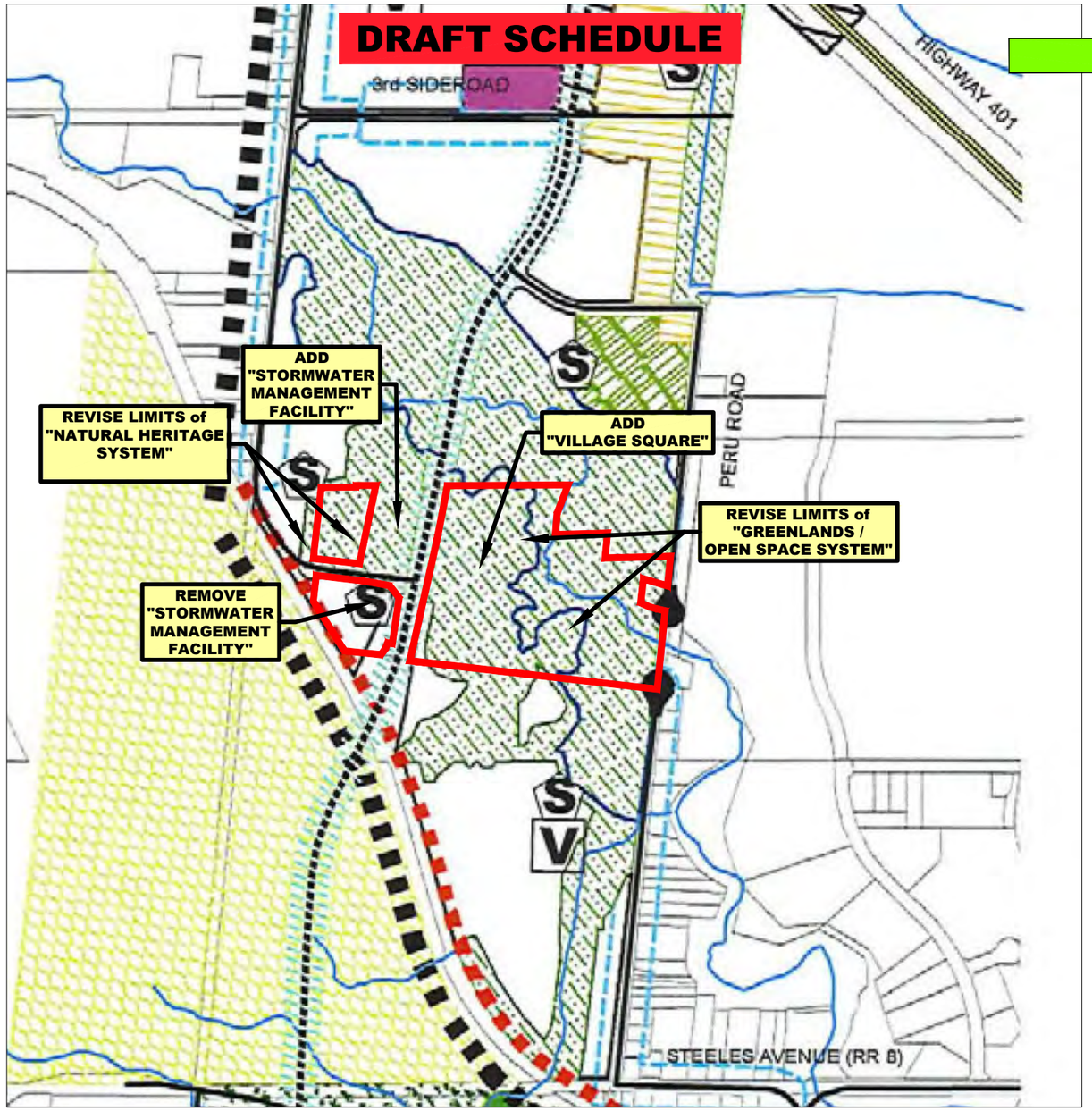
0 20 40 60 80 100 200 300 400 500
SCALE: METRES

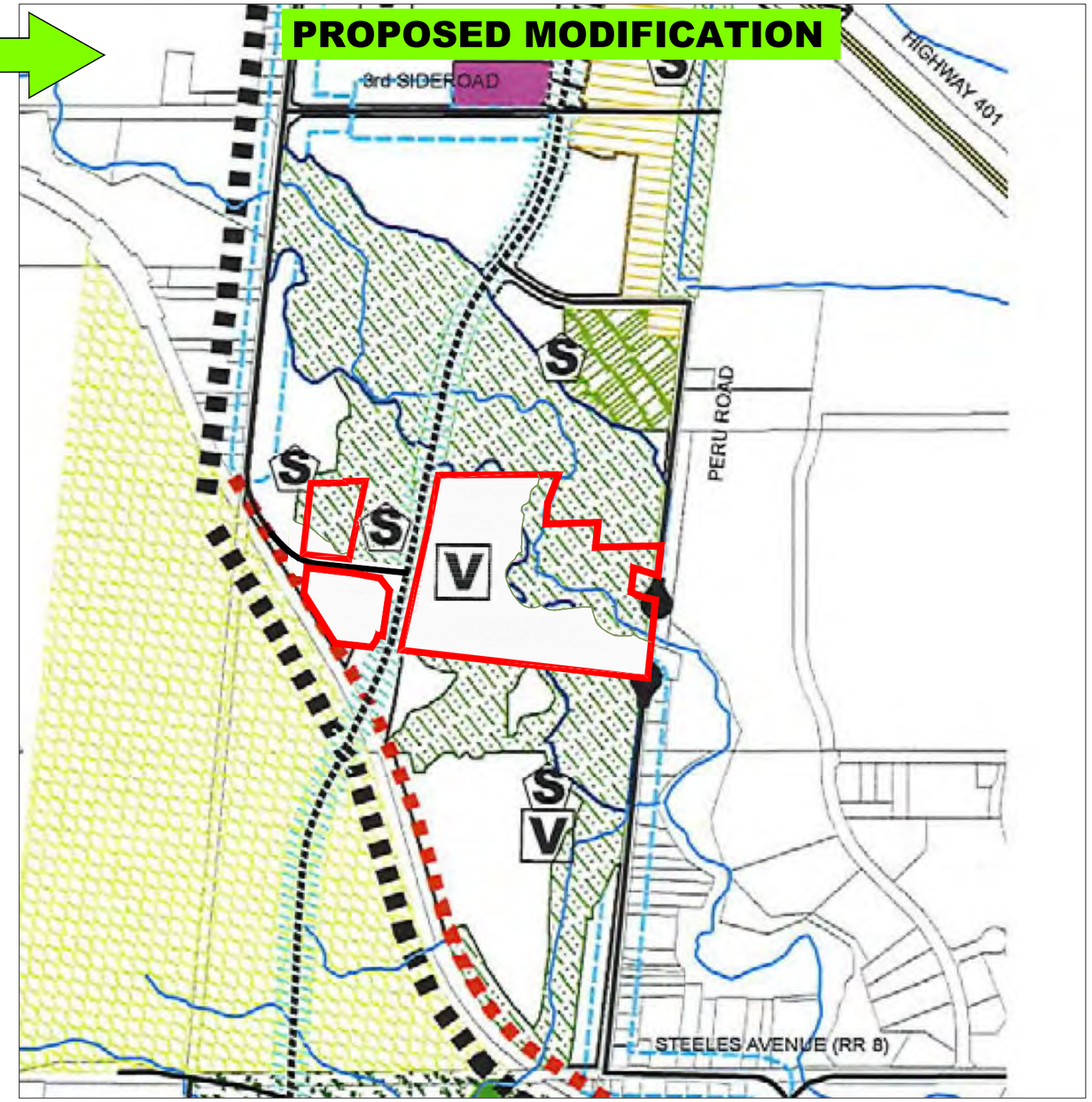
**LEGEND**

- SUBJECT LANDS
- GREENLANDS A AREA
- ESCARPMENT PROTECTION AREA - PASSIVE OPEN SPACE
- COMMUNITY PARK
- V VILLAGE SQUARE
- CHARACTER AREA
- TRAIL SYSTEM
- ON-STREET BIKE SYSTEM
- URBAN EXPANSION AREA
- CHARACTER BUILDING
- 16 MILE CREEK FLOODPLAIN

| | |
|---|---|
| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
| Drawn By: D.S. | File No.: PN 3499 JAN_28_2025.dwg |

GWD Gagnon Walker Domes PROFESSIONAL PLANNERS




**PROPOSED MODIFICATION**
**SCHEDULE C-8-D**
**SHERWOOD SURVEY SECONDARY PLAN**
**LAND USE PLAN**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

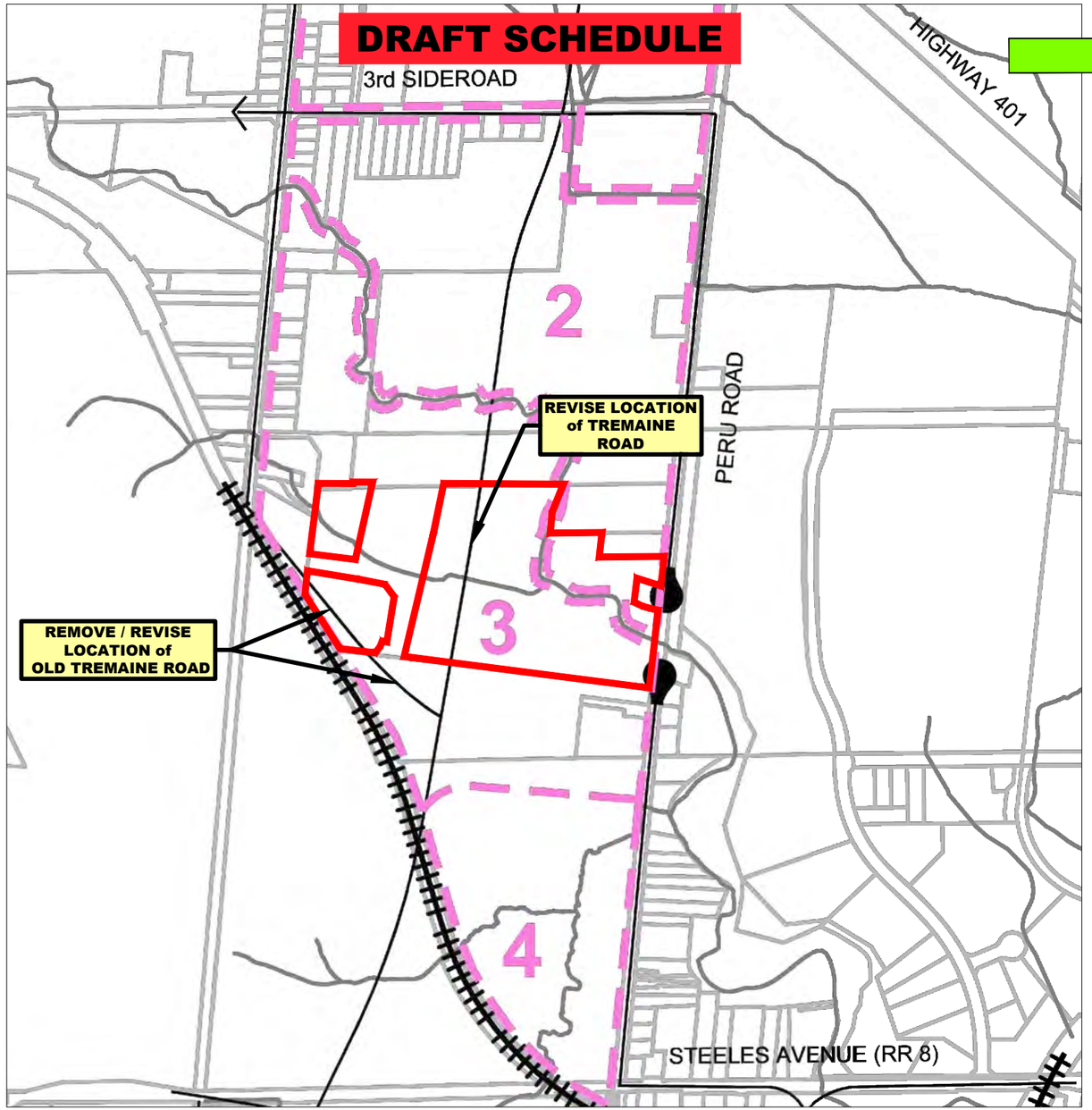
0 20 40 60 80 100 200 300 400 500
SCALE: METRES

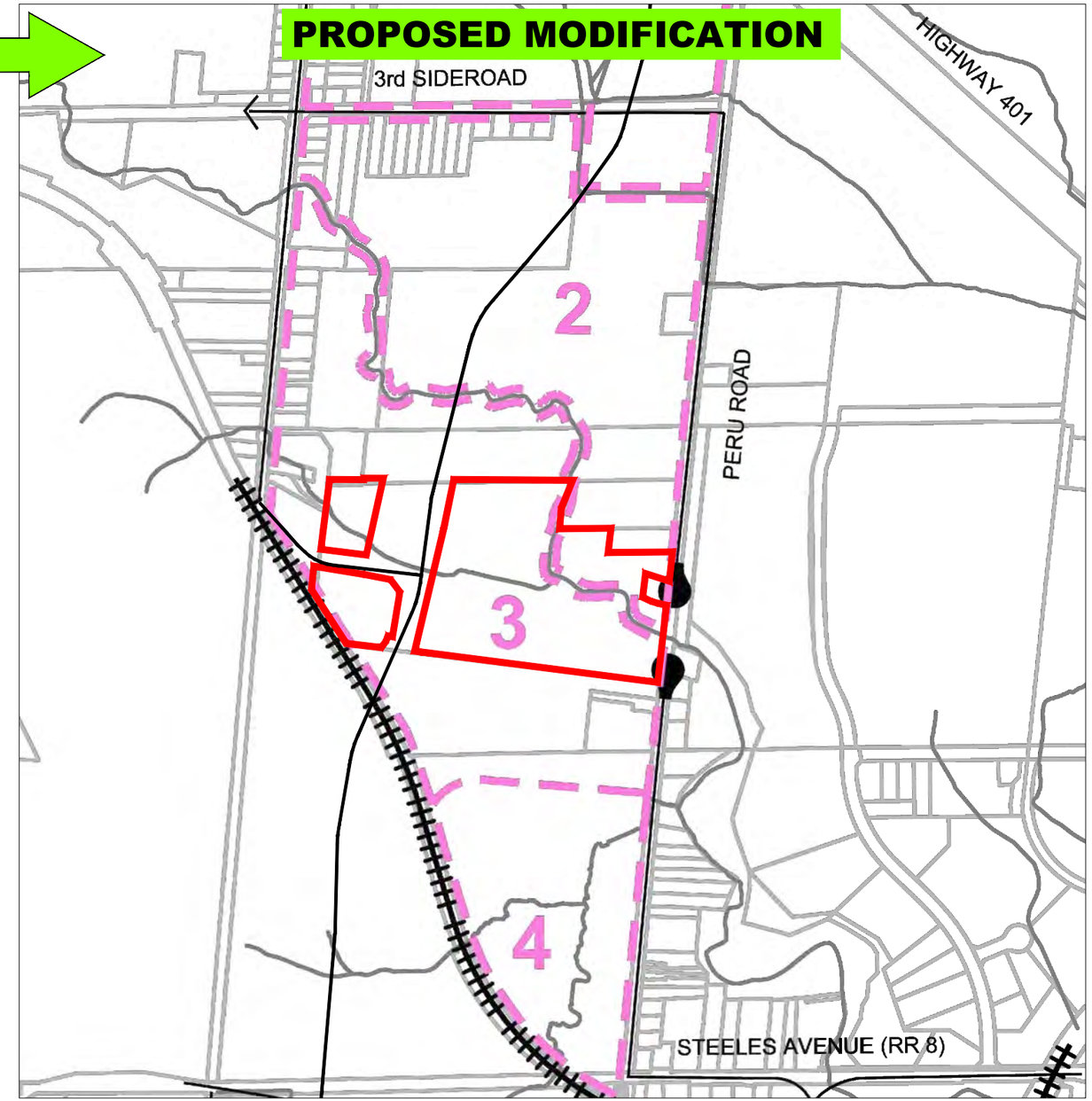
**LEGEND**

- SUBJECT LANDS
- 16 MILE CREEK FLOODPLAIN
- ENHANCED STREETSCAPE DESIGN
- NOISE, VIBRATION AND VISUAL BARRIER
- BUSINESS PARK AREA
- CHARACTER AREA
- COMMUNITY PARK
- ESCARPMENT PROTECTION AREA - PASSIVE OPEN SPACE
- GREENLANDS A AREA
- LOCAL COMMERCIAL AREA
- RESIDENTIAL AREA
- URBAN EXPANSION AREA
- CUL-DE-SAC
- STORMWATER MANAGEMENT FACILITY
- VILLAGE SQUARE

| | |
|---|---|
| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
| Drawn By: D.S. | File No.: PN 3499 JAN_28_2025.dwg |

GWD Gagnon Walker Domes PROFESSIONAL PLANNERS




**PROPOSED MODIFICATION**
**SCHEDULE C-8-E**
**SHERWOOD SURVEY SECONDARY PLAN**
**SUBWATERSHED IMPACT STUDY AREAS**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

0 20 40 60 80 100 200 300 400 500
SCALE: METRES

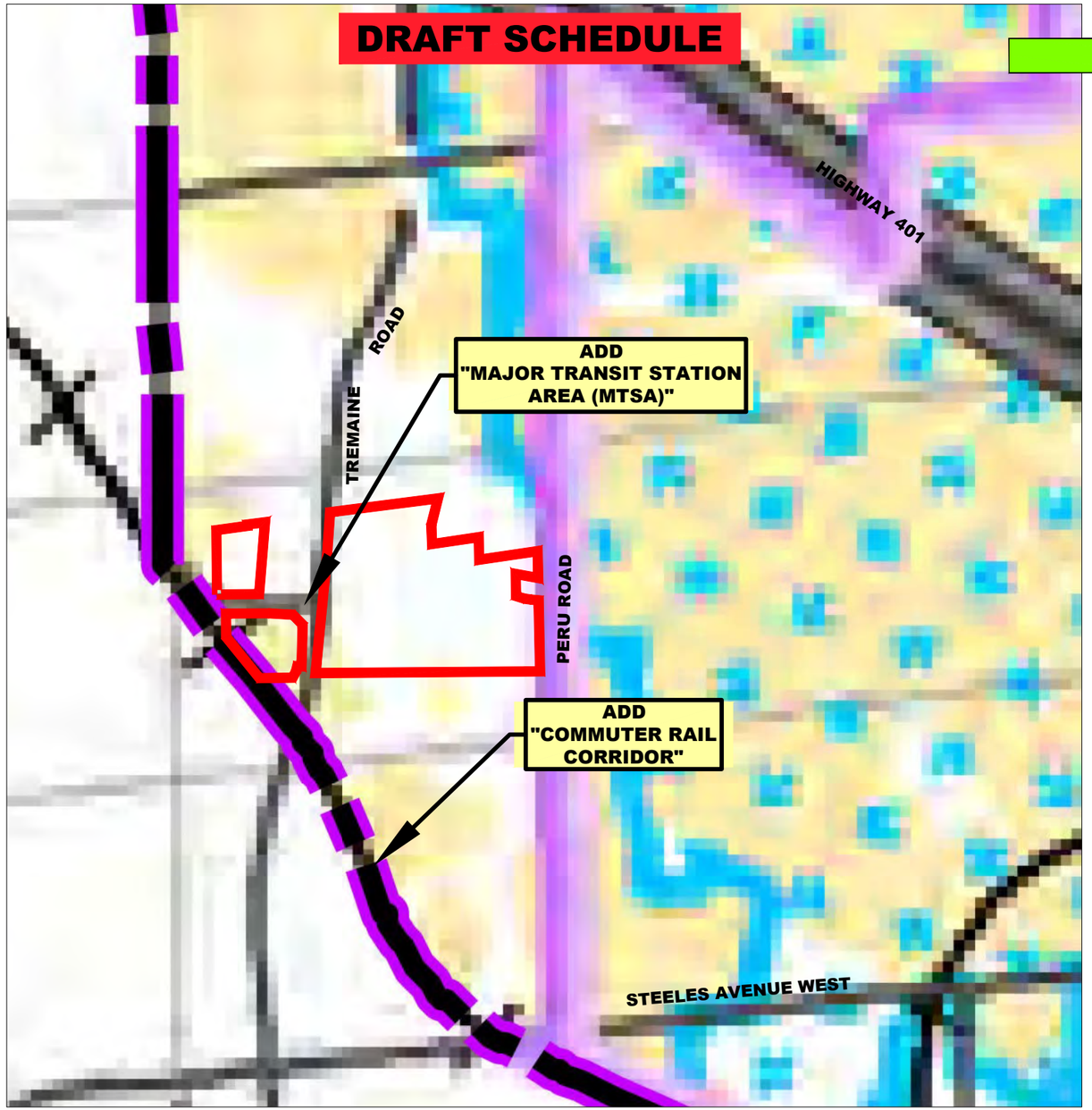
**LEGEND**

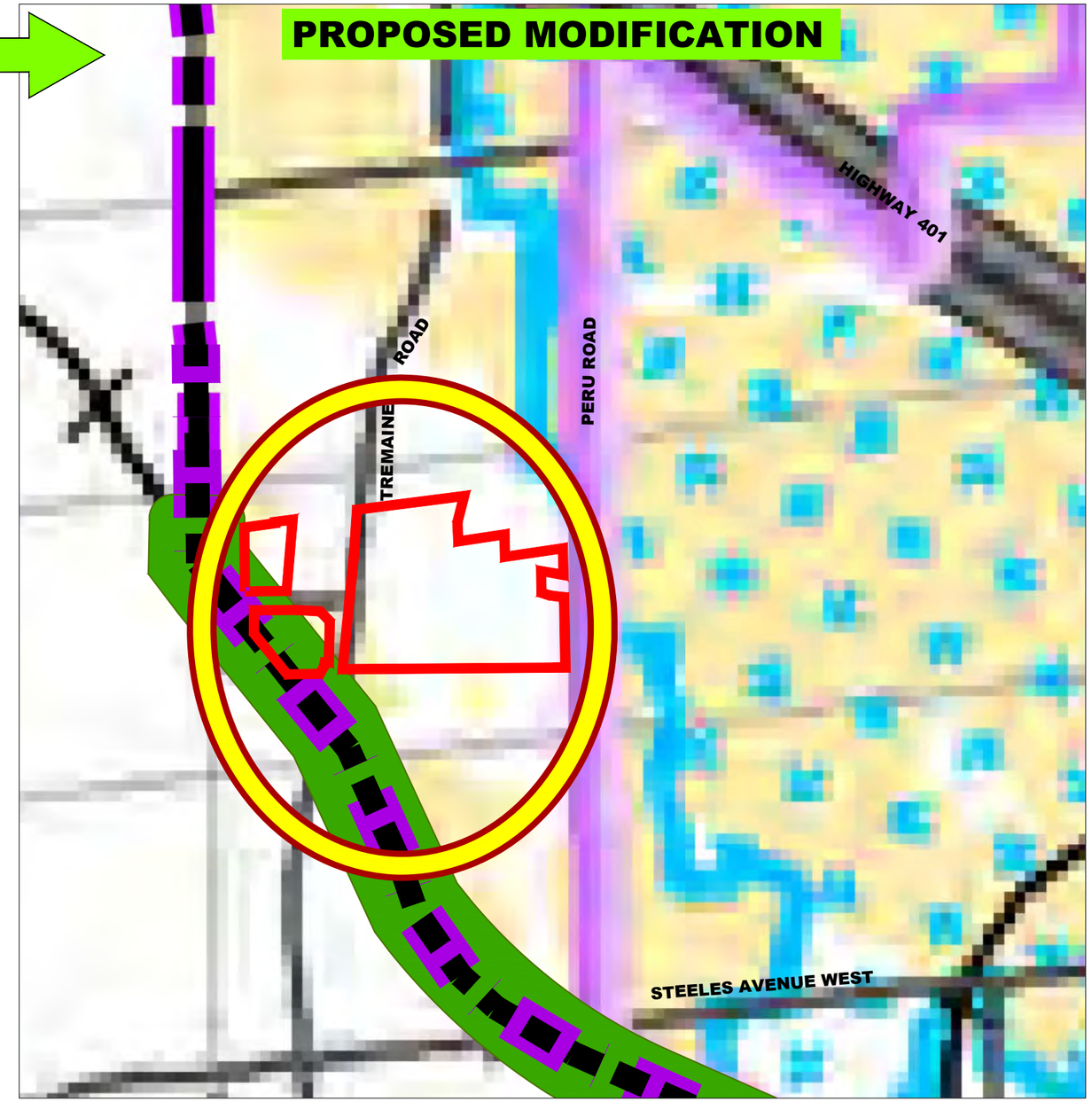
SUBJECT LANDS

SUBWATERSHED STUDY AREAS

| | |
|---|---|
| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
| Drawn By: D.S. | File No.: PN 3499 JAN_28_2025.dwg |

GWD Gagnon Walker Domes PROFESSIONAL PLANNERS




**PROPOSED MODIFICATION**
**MAP 1H**
**REGIONAL URBAN STRUCTURE**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

0 20 40 60 80 100 200 300 400 500
SCALE: METRES

**LEGEND**

- SUBJECT LANDS
- URBAN AREA
- BUILT BOUNDARY
- EMPLOYMENT AREA
- REGIONAL URBAN BOUNDARY
- COMMUTER RAIL CORRIDOR
- MAJOR TRANSIT STATION AREA (MTSA)
- MAJOR ROAD

| | |
|---|---|
| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
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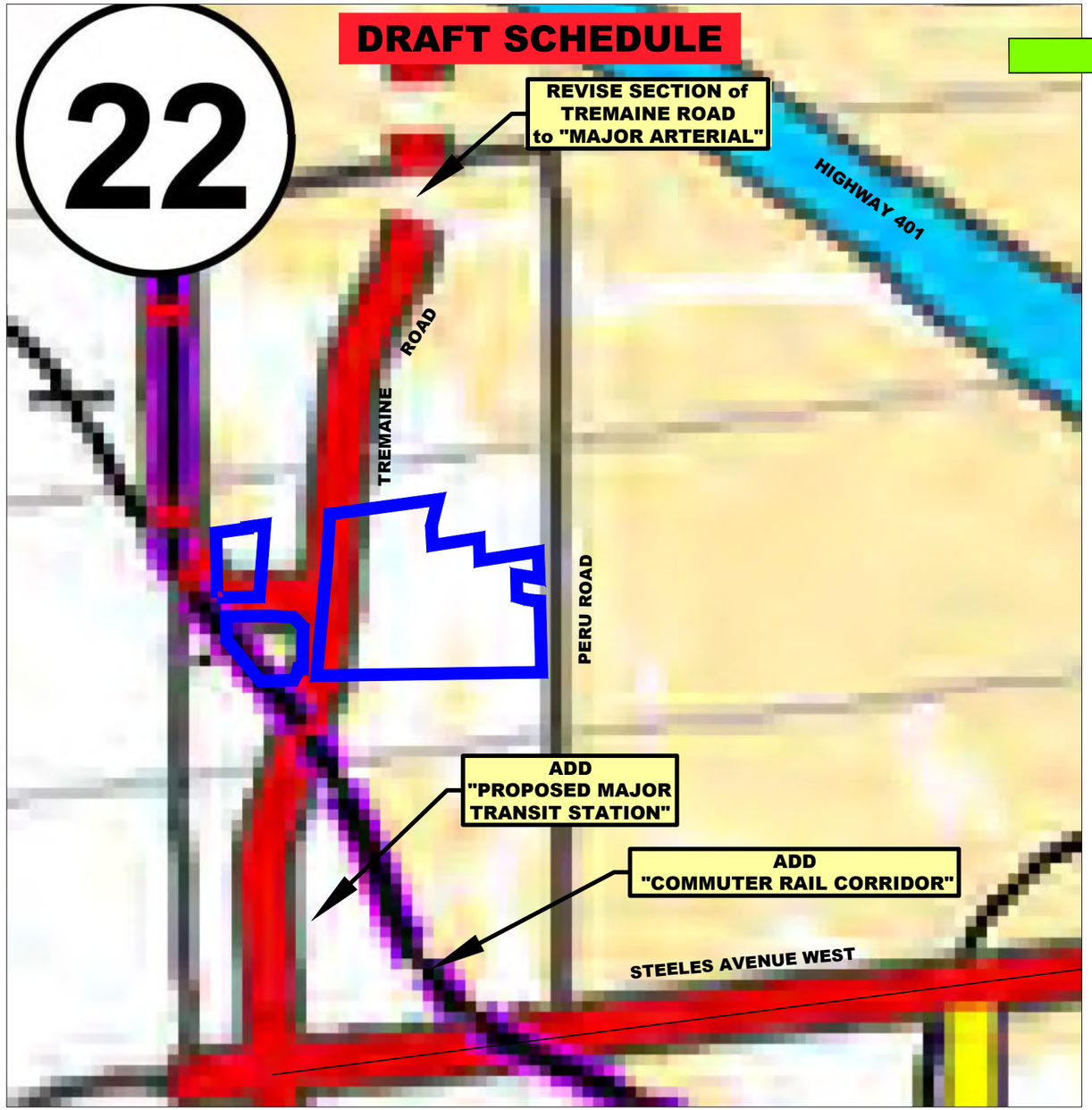
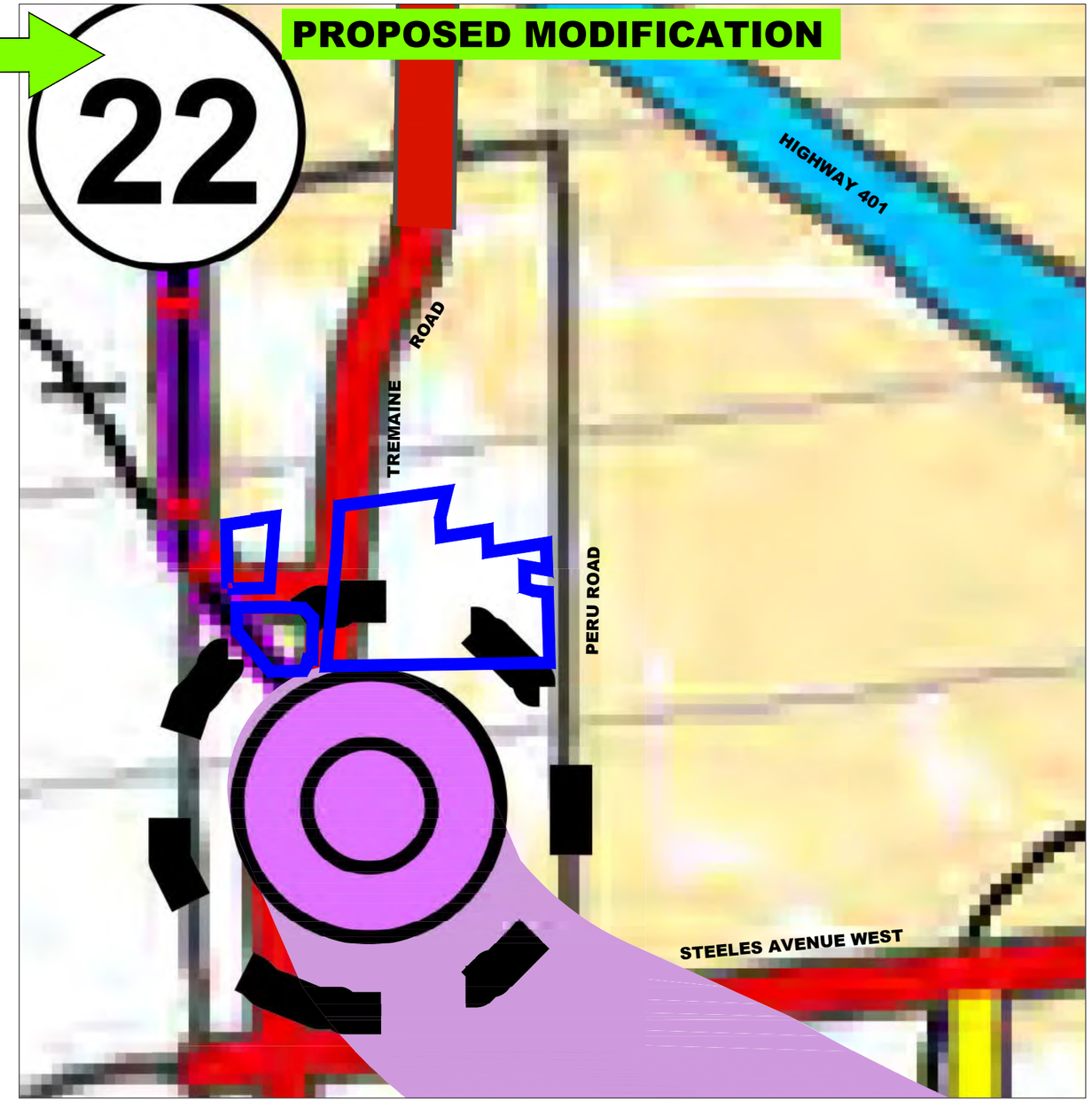
GWD Gagnon Walker Domes PROFESSIONAL PLANNERS




**PROPOSED MODIFICATION**
**MAP 3**
**FUNCTIONAL PLAN of**
**MAJOR TRANSPORTATION FACILITIES**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

0 20 40 60 80 100 200 300 400 500
SCALE: METRES

**LEGEND**

- SUBJECT LANDS
- PROPOSED MAJOR TRANSIT STATION
- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR ROAD
- REGIONAL URBAN BOUNDARY
- URBAN AREA
- COMMUTER RAIL CORRIDOR

| | |
|---|---|
| P.N.: 24.3499 | Date: January 28, 2025 |
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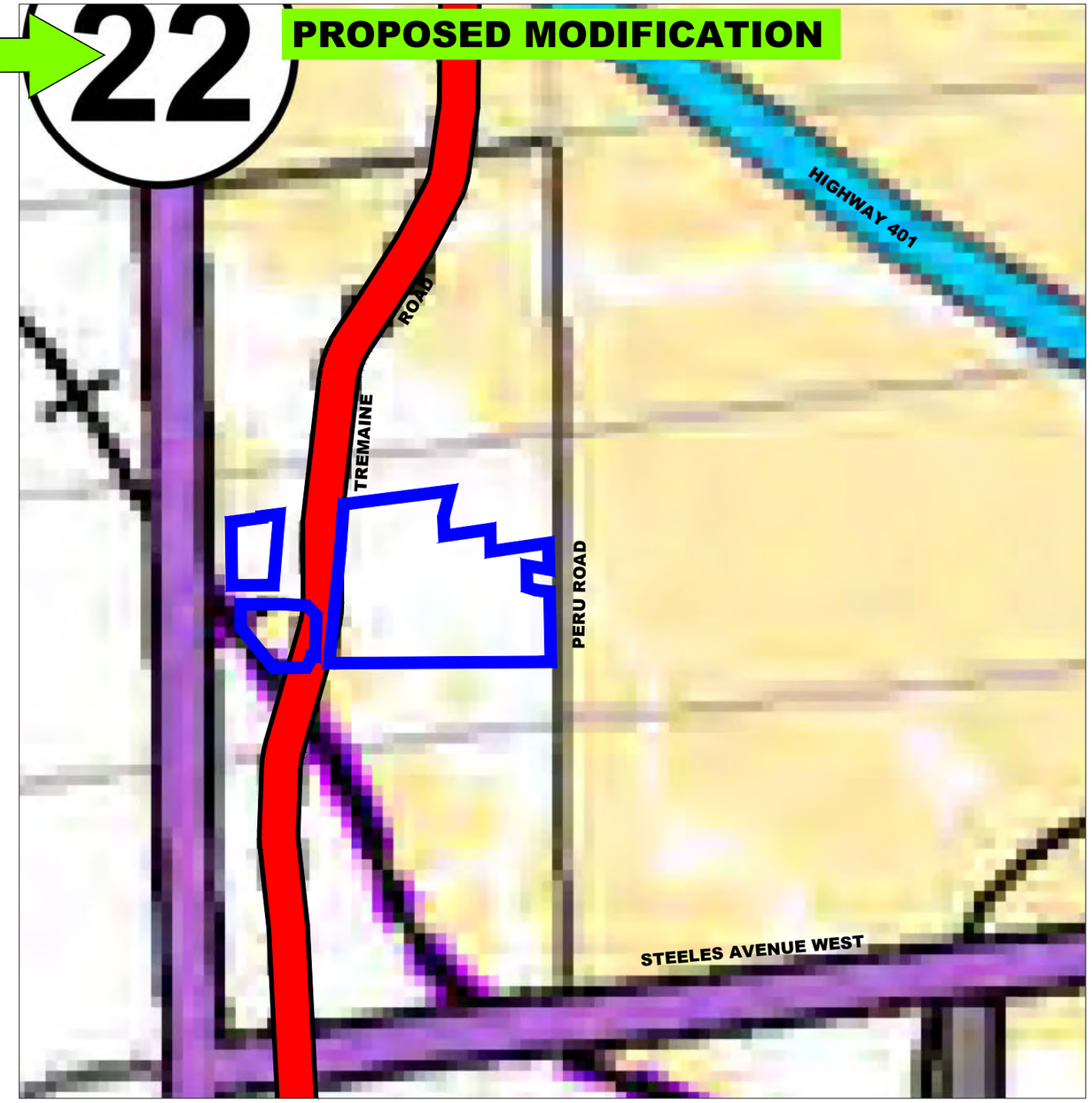
GWD Gagnon Walker Domes PROFESSIONAL PLANNERS




**PROPOSED MODIFICATION**
**MAP 4**
**RIGHT-of-WAY REQUIREMENTS of ARTERIAL ROADS**
**DRAFT TOWN of MILTON OFFICIAL PLAN**
**NOVEMBER 2024**

0 20 40 60 80 100 200 300 400 500
SCALE: METRES

**LEGEND**

- SUBJECT LANDS
- URBAN AREA
- REGIONAL URBAN BOUNDARY
- PROVINCIAL FREEWAY / HIGHWAY
- MAJOR ROAD
- 50m
- 47m
- 35m

| | |
|---|---|
| P.N.: 24.3499 | Date: January 28, 2025 |
| Scale: See Scale | Revised: |
| Drawn By: D.S. | File No.: PN 3499 JAN_28_2025.dwg |

GWD Gagnon Walker Domes PROFESSIONAL PLANNERS

# APPENDIX 2

# Planning Act

## STATUTORY NOTICE OF ADOPTION TO AN OFFICIAL PLAN AMENDMENT

| | |
|---|---|
| **APPLICANT**: | The Corporation of the Town of Milton |
| **FILE NO.**: | LOPA-12/24 – Official Plan Amendment No. 92 |
| **DATE OF DECISION**: | March 17, 2025 |
| **DATE OF NOTICE**: | March 19, 2025 |

**TAKE NOTICE THAT** the Council of the Corporation of the Town of Milton passed **By-law 039-2025** on the **March 17, 2025**, which adopted proposed **Official Plan Amendment Number 92** under Sections 17(21), (22) and (23) of the *Planning Act*, R.S.0. 1990,c.P.13, as amended.

**THE PURPOSE AND EFFECT** of **Official Plan Amendment Number** 92 is to incorporate new policies and schedules and to update existing policies and schedules into the Town of Milton Official Plan. The new policies and updated policies will provide direction to guide growth to 2051. The proposed amendments will bring the Official Plan into conformity with Provincial Plans, respond to the local growth forecast and clarify how the Town will work with the Regional Municipality of Halton through development application and land use planning processes on matters of regional interest.

At this time there are other active planning applications pertaining to these lands. For a list of current planning applications, please contact the Development Services Department

All public comments received were considered in the decision rendered on this file.

**Official Plan Amendment Number 92** requires approval of the Ministry of Municipal Affairs and Housing under subsection 17(23) of the *Planning Act*. Any person or public body will be entitled to receive notice of the decision of the approval authority if a written request to be notified of the decision is made to the approval authority. Any written request to be notified of the decision should be directed to:

Municipal Services Office – Central Region
Municipal Services Division
777 Bay Street, 16th Floor, Toronto ON M7A 2J3
Tel: 416 585-6225
Email: Municipal Services Office – Central Region

No key map is provided as this amendment pertains to all lands within the Town of Milton.

**MORE INFORMATION**: The public may view planning documents and background material at the Development Services Department, Town of Milton, 150 Mary Street, Milton, Ontario, between the hours of 8:30 a.m. to 4:30 p.m., Monday to Friday or online. Questions may be directed to Gail Anderson, Senior Planner, Policy Planning and Urban Design, Development Services Department. The personal information accompanying your submission is being collected under the authority of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and can form part of the public record which may be released to the public.

Jill Hogan, MCIP, RPP
Commissioner, Development Services