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# PLANNING JUSTIFICATION REPORT

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IN SUPPORT OF A  
ZONING BY-LAW AMENDMENT

6360 Regional Road 25  
Town of Milton  
Regional Municipality of Halton

April 24, 2023  
GSAI File # 1463-001



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## 1.0 Introduction

Glen Schnarr & Associates Inc. (GSAI) has been retained by Thomas Robert Colbeck the owner of the property municipality addressed 6360 Regional Rd 25, Milton (herein “the subject property”) to advance a development application to permit the construction of a Long-Term Care Facility.

The proposed eight (8) storey Long Term Care Facility (LTC) consists of 192 beds with at grade retail, commercial and/or office use(s). The gross floor area (GFA) of the proposed building will be approximately 15,793.65 square metres (169,893.7 square feet). A further discussion on the proposed development is provided in Section 3.0 of this report.

We confirm that the proposed development is not in conflict with the “Residential Area” designation in the Town of Milton Official Plan and the “Major Node” Secondary Plan designation within the Boyne Survey Secondary Plan Area. Therefore, no amendment to the Official Plan is required. In order to accommodate the proposed development and implement the general vision of the Town’s Official Plan, a Zoning By-Law Amendment will be required. Rationale for the required Zoning By-law Amendment is detailed throughout this report and the draft implementing Zoning By-Law is discussed in detail in Section 6.0 of this report.

The purpose of this report is to outline the nature of the proposed development and public engagement process, and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Halton Region Official Plan, the Town of Milton Official Plan, including the Boyne Survey Secondary Plan Area, and Zoning By-law 016-2014.

## 2.0 Site Description and Surrounding Land Uses

As shown on Figure 1 – Aerial Context Plan, the subject property is generally located west of Regional Road 25, east of Restivo Lane, south of Louis St. Laurent Ave, and north of Britannia Road. The site is legally described as PT LT 8, CON 2 TRAF NEW SURVEY, PT 2 20R9286; MILTON.

The subject property is 1.12 acres (0.45 hectares) with a frontage on Regional Road 25 of approximately 94.70 metres (310.70 feet) and with a depth of 91.74 metres (300.98 feet). The subject site is currently occupied by a residential dwelling and an accessory structure.

Land uses adjacent to the subject property include low and medium density residential housing to the west and south west. The sites directly north and south of the property are vacant and owned by a single property owner (affiliated with Great Gulf of Companies).

The lot subject to this application, at this time, does not share a property line with Restivo Lane. That parcel is owned by the same landowner of the sites situated directly north and south of the property. The adjacent parcel to the west of the subject property could provide a secondary



vehicular access point from Restivo Lane (whereas currently, only a right in right out is proposed along Regional Road 25 – as discussed below).

For the purposes of this Report and all technical supporting studies and plans, it is assumed that the sliver of land along Restivo Lane is not part of the Zoning By-law application.

### **3.0 Development Proposal**

The property owners are proposing to develop the subject property with an eight (8)-storey LTC facility with 192 beds and at grade retail, office and/or commercial uses. The building is rectangular in shape and situated towards the north end of the site (toward Louis St Laurent Avenue), with a 0.0m front yard setback (at grade) to Regional Road 25. Above the first storey, is a rooftop terrace for residents where the rest of the building (2 storeys +). There is an open courtyard (to be used as communal outdoor amenity space) on the west side of the building. The main entrance for residents to access the LTC portion of the building, is proposed interior to the site (at the rear of the building) with a canopy overhang to accentuate it as the principal entrance for residents.

Landscaping throughout the site will provide streetscape enhancements, screening, and site ‘greening’ where appropriate. The proposed loading / service area has been located at the rear of the building on the north side which is the least visible portion of the site from the Regional Road 25 frontage. The proposed development and site layout are shown on Figure 2.0 – Site Plan.

The ground level of the building includes uses such as retail, office, LTC Kitchen, and utility space. We confirm that the retail, office and/or commercial uses are not for the exclusive use of the LTC residents and will be accessible to the public. The retail, office and/or commercial uses will provide ease of access for the public through surface parking as well as pedestrian access points which are currently proposed on the south side of the building with connectivity to/from Regional Road 25.

Per the Region of Halton website, we understand LTC facilities are to provide services such as:

- 24-hour nursing and medical care
- Social, recreational and therapeutic programs
- Spiritual support
- Nutritious and appetizing meals/snacks
- Live entertainment
- Specialized services i.e, dentist, foot care (fee)
- Hairdressing/barber services (fee)

The uses proposed as part of this development reflect these activities/uses (see Floor Plans prepared by G Architects).



The proposed breakdown of the building is as follows:

**Table 1.0 – Use Breakdown**

FLOOR	USE	BREAKDOWN/SIZE
Level 1	Future (commercial/office/retail)	915 meters square (9,848.98 square feet)
Basement Level 1 Level 2	Facility Management	916 meters square (9,848.98 square feet)
Level 2	Administration	740 meters square (7,965.29 square feet)
Level 1 Level 2	Whole Home Area	341 meters square (3,670.49 square feet)
Level 2	Resident Amenity Space	400 meters square (4,305.56 square feet)

Parking for the LTC will be provided through a surface parking lot and a single level underground parking. The proposal seeks to provide a total of 105 parking spaces, 64 of which are proposed LTC spaces and 41 of which are proposed for the retail/commercial/office uses. The parking rate for LTC required by the Zoning By-law 144-2003 is 0.33 parking spaces per bed, which is achieved through the provided 64 spaces. The parking rate for retail/commercial/office uses is proposed at a blanket rate of 1 parking space per 20 square meters of gross floor area. A formal Parking Justification Study has been prepared by GHD in support of the parking reduction for the non-long term care related uses.

**Table 2.0 – Parking Breakdown**

	Milton Zoning By-Law Required Parking Ratio	Number of Spaces Required	Number of Spaces Provided
LTC	0.33 space / bed	64 (192 beds)	64
Retail/Commercial	1 space / 20 m <sup>2</sup>	62 (1,221.24 m <sup>2</sup> )	41



Understanding mobility requirements, extra accessible/barrier free parking spaces will be provided. Eight accessible or barrier free spaces will be provided and be accommodated in the underground structure (2 spaces) and on the surface parking lot (6 spaces). The accessible/barrier free spaces have been located within close proximity to main points of access to the building in both scenarios.

At this time, vehicular access to the subject site is proposed via a single access Regional Road 25, limited to right in right out movements consistent with the direction received from the Region of Halton. Consideration has been taken to ensure proper and safe onsite vehicle movement. We anticipate that a pavement marking plan and further onsite modifications to improve pedestrian safety may be detailed through the site plan approvals process.

### **3.1 The Need for Long Term Care**

As part of GSAI's due diligence in understanding the need for this particular use and appropriateness of the proposal from a land use planning perspective, we have reviewed the inventory of LTC buildings in Milton (including Halton and Peel), wait times and demand (as well as forecasted demand) for long term care facilities in Ontario.

The Conference Board of Canada prepared a report in 2017 called *Sizing Up the Challenge: Meeting the Demand for Long Term Care in Canada*. This report concluded that Canada will need nearly 200,000 additional long term care beds by 2035 (which nearly doubled the care capacity at the time) to meet the projected demand.

The report noted that in 2015, nearly 26,500 people were on the waitlist in Ontario (Ontario Long Term Care Association, *This Is Long Term Care*) which was equivalent to about one third of the number of available long-term beds.

It is anticipated that as a result of an aging population, that municipalities across Ontario can expect a continued, increased demand for long-term care facilities.

Speaking to Milton specifically, we note that per Mississauga Halton Healthline, there is only one LTC situated within the Town of Milton. This existing LTC facility provides 200 beds.

Based on trends and projections we have reviewed, we are of the opinion that a new LTC in Milton is a logical and desirable use of land.

### **4.0 Process and Engagement**

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



To commence the submission process for this application, a Pre-Consultation meeting was convened with the Town of Milton staff in January 2022. This meeting provided the applicant with an opportunity to present preliminary plans for the subject property, including ideas and options for the development of the property and to listen to preliminary comments and feedback from Town staff to assist the applicant in making a complete and comprehensive application. There were several iterations of the Plan resulting from discussions at the Pre-Consultation meeting. A Pre-Consultation Summary Checklist was provided to the applicant following the Pre-Consultation meeting outlining preliminary comments and required materials to satisfy the complete submission requirements for the Zoning By-Law Amendment and Plan of Condominium applications. Because the Pre-Consultation checklist technically expired, GSAI pursued an updated checklist from the Town Planner. No major deviations were included and this application has been prepared consistent with the latest (2023) checklist.

The applicant is committed to continuing to engage with the public throughout the planning process. The applicant looks forward to advancing a public meeting in the short term, likely by way of a virtual meeting. 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, a Statutory Public Meeting will occur with Milton Planning Committee/Council; and
- In addition to the above noted, additional Community Public Meeting(s) / Virtual Meetings can be convened, as necessary, if there are outstanding questions or concerns that have not been satisfactorily addressed by the applicant through the development applications or Statutory Public Meeting.

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 application and will assist the applicant in understanding any outstanding comments and concerns as the application advances through the process. The proposed strategy for consulting with the public with respect to the application will follow the requirements of the Planning Act for statutory meetings and the Town of Milton's Zoning By-law Amendment processes, at a minimum. As noted above, the applicant is agreeable to convene an informal meeting(s) with existing surrounding residents and landowners to discuss the development proposal, advancements and updates related to the proposed development. This communication program will undoubtedly assist in better informing the local population and managing the implementation of planning and development of the subject lands.

## **5.0 Review and Analysis of Relevant Land Use Policies**

The following provides planning justification that outlines the nature of the proposed development and evaluates the proposal in the context of the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019), 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. These provincial, regional, and municipal plans are meant to guide land use decisions in Ontario and provide policy direction for local municipal land use planning.

It is noted that where commentary has been provided as a part of the justification and/or rationale in support of the Zoning By-law Amendment/development proposal, that same justification or general intent thereof will not be reiterated where the intent of the policy is echoed in another policy document or section in the same document.

## 5.1 Provincial Policy Statement (2020)

The PPS 2020 provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Section 1 of the PPS outlines policies associated with future development and land use patterns. Policies in Sections 1.1.1 and 1.1.2 state:

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

*a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

*b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and **long-term care homes**), recreation, park and open space, and other uses to meet long-term needs;*

*c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

*d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

*e) promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

*f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

*1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years,*





*informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

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

For clarity, in Section 1.1.1 b), LTC's appear to be described as an "institutional" use. However, the PPS also provides reference to LTC's under the definition of "Public Service Facilities" which means:

*land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, **long-term care services**, and cultural services.*

Further, the definition of "Special Needs" under the PPS provides:

*means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to **long-term care homes**, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.*

Consistent with the above definitions which generally describe long term care as "housing", we have included relevant housing policies from the PPS. This is evidenced in the PPS' definition for "housing options":

*Housing options: means a range of housing types such as, but not limited to single detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, **housing for people with special needs**, and housing related to employment, institutional or educational uses.*

We submit that the LTC facility offers a wider range of housing options in line with the definition for offered by the PPS, which includes housing for people with special needs.



The proposed development is consistent with Sections 1.1.1 and 1.1.2 of the PPS as the subject site is located within a defined settlement area and proposes an intensified predominantly residential land use, contributing to the efficient use of land within a settlement area. The proposal will contribute to the existing housing inventory (albeit catered toward a certain type of demographic) which will assist in meeting the long-term needs of a healthy, livable and safe community for people at different stages of life. The proposal also contemplates a mix of uses at grade, accessible to existing and future residents.

The proposed development reinforces principles of cost-effective development patterns. The above noted policy directives reference the importance of the interconnectedness of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning. The development proposal is in keeping with these policy directives since it can be serviced efficiently from an infrastructure perspective (sanitary, water), utilizes and enhances transit investments, and minimizes land consumption through sensitive intensification. The co-location of uses and opportunities to interact with transit provides the residents of the LTC an opportunity to easily access nearby services and foster participation in society. These basic principles are critical when looking to achieve policy 1.1.1 f), referenced above.

The proposal is consistent with Sections 1.1.1 and 1.1.2 of the PPS with respect to achieving cost effective and efficient development, and the proposed development is also consistent with policies outlined in Section 1.1.3 (Settlement Areas) of the PPS as discussed below.

- 1.1.3.1 Settlement areas shall be the focus of growth and development*
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*
- a) efficiently use land and resources;*
  - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
  - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
  - d) prepare for the impacts of a changing climate;*
  - e) support active transportation;*
  - f) are transit-supportive, where transit is planned, exists or may be developed;*

*Land use patterns within settlement areas shall also be based on a*

*range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated*

- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs*
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety*
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

Pursuant to the above noted policies in the PPS, Settlement Areas are urban areas whose vitality and regeneration are critical to the long-term economic prosperity of communities. The PPS directs development toward settlement areas to ensure the wise use of land and resources and to promote efficient development patterns.

LTC units afford a specific demographic/population with certain needs a safe space to reside and generally improves or supports a better quality of life for residents. High quality LTC facilities are developed to meet the needs of those with assisted living requirements, thereby providing an option for that population to remain within the Town of Milton, supporting the concept of aging in place.

The proposed development is consistent with Section 1.1.3 as it is located within the Milton Urban Area and further satisfies the locational criteria outlined in Section 1.1.3 and capitalizes on existing infrastructure, provides access to transit, increases in densities where it can be accommodated and provides options for active transportation for those visiting the site for the purpose of retail, commercial or office use or visitors of the LTC.

The proposed development includes connections to existing sidewalks and nearby public transportation systems thereby encouraging walking and engagement with public transit as options for alternative modes of transportation. The proposal is transit supportive as it is situated near two bus stops (within approximately 500m) with routes traveling north/south along Regional Road 25. This particular site provides access to existing and planned infrastructure including, but not limited to, a well-connected public transportation system and walkability features as well as recreational, institutional and day-to-day amenities in close proximity to the subject site. Further, the site is located within an 8 minute drive to the Milton GO Station which



provides inter and intra-Regional connectivity. Efficient use of existing transportation options and the provision of opportunities for active transportation generate the possibility of reductions in greenhouse gas emissions and improved air quality.

The proposed development has been designed to consider public health and safety through site layout, landscape design, architectural design, and sustainability measures. Specifically, as noted in the Urban Design Brief (G Architects, March 2023), the site layout promotes public health and safety by providing for a sense of enclosure through the fencing and plantings that provide privacy/screening. Further, the site layout provides an enhanced sense of safety through the ‘eyes on the street’ concept. The building is in close proximity to Regional Road 25 and residents/employees will provide natural surveillance which will inherently act as a deterrent for unwanted behaviour. As well, windows are located on all sides of the building. There will be an outdoor amenity space/courtyard at the rear of the building that will provide residents safe outdoor space to congregate.

As shown on the Shadow Study as prepared by G Architects (Dated XX), the development proposal incurs minimal negative shadow impacts pursuant to the terms of reference. The development proposal in its current configuration allows maximum sunlight penetration on the streetscape, outdoor amenity areas, adjacent open spaces and buildings.

Also, as noted in the Urban Design Brief, the development proposal supports sustainable development as it provides high efficiency systems to achieve a high level of sustainability throughout the lifetime of project. The development proposal minimizes the emission of carbon dioxide using wood as the principal structural material. Moreover, there is a high efficiency ERV system which improves indoor air quality and reduces overall energy consumption. The tree species on site were strategically chosen as non-invasive, drought and salt tolerant, and low maintenance for their long-term preservation. The proposed development will assist the Town in the achievement of a healthy, vibrant and connected community within the Town of Milton.

Based on the above analysis, the proposed development is consistent with the PPS policies for creating transit-supportive development and efficient land use patterns within Settlement Areas.

Section 1.4 of the PPS 2020 provides the following policies relating to housing:

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

*a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development;*

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



*b) permitting and facilitating:*

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

*2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

*c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

*d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

*e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

*f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The proposed development represents an appropriate form and location for a higher density residential development within an area where it can be serviced. The development (including a mix of uses) proposed on the subject lands optimizes the use of land, infrastructure and public investment through the development of an alternative (special needs) form of housing in an intensified manner. The appropriateness of this development is supported through various technical reports prepared in conjunction with this proposal. Additionally, the applicable “Residential Area” in the Town of Milton Official Plan and “Major Node” land use designation outlined and in the Boyne Survey Secondary Plan permit development of higher densities and intensities of development (discussed further in Section 4.4.1 of this report) and explicitly permit for this use.



The following policies in Section 1.6 relate to land use, transportation and infrastructure facilities:

- “1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*
- 1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”*

The development proposal is consistent with policies outlined in Section 1.6, as it provides a mix of uses in the area (LTC units and commercial/retail/office opportunities) and will be serviced through the extension of existing infrastructure, makes use of existing public roads, and provides options for transportation, including public and active transportation. The proposed development will assist the Town of Milton in achieving a strong, livable and healthy community by promoting and enhancing efficient development.

This section of the report has demonstrated how the proposed development is consistent with policy directives contained in the Provincial Policy Statement, including policies on healthy communities, growth, housing, infrastructure, servicing and transportation.

The proposed development is consistent with the PPS.

## **5.2 Growth Plan for the Greater Golden Horseshoe (2020)**

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) came into effect August 2020. Under the Planning Act, all planning decisions with respect to land use shall conform to the Growth Plan. The Growth Plan is intended to be a framework for implementing the Province’s vision for supporting strong prosperous communities through managing growth in the region through 2041. The 2020 Growth Plan provides policies regarding the importance of optimizing the use of land and infrastructure as well as the achievement of complete communities.

Growth Plan policies relevant to the proposed development include Section 3.2.8 – Public Service Facilities, Section 2.2.1 – Managing Growth, and Section 2.2.6 – Housing.



For the purposes of this report, we note that the GPPGH describes LTC's as "Public Service Facilities", that said, we are of the opinion that based on the function of LTC's and per the direction of the PPS, that the housing policies of the GPPGH shall also apply. Therefore, we have discussed both Sections 3.2.8 – Public Service Facilities and 2.2.6 – Housing.

Section 3 Infrastructure to Support Growth speaks briefly to the importance of long-term care facilities and the integration of such facilities into growing communities.

The GPPGH provides that:

*Investment in public service facilities – such as hospitals, **long-term care facilities**, libraries and schools – should be planned and located to keep pace with changing needs, maximize existing infrastructure and to support the achievement of complete communities, co-locating services in community hubs and prioritizing strategic growth areas as appropriate.*

The plan continues to provide that:

*Well planned infrastructure is essential to the viability of Ontario's communities and critical to economic competitiveness, quality of life, and the **delivery of public services**. This Plan provides the framework to guide and prioritize infrastructure planning and investments in the GGH to support and accommodate forecasted growth to the horizon of this Plan and beyond*

It is a clear priority for the GPPGH to deliver public services. LTC's are considered public service facilities. From our due diligence or background research, we are of the opinion that investment in LTC's as currently provided in the Town of Milton, may be lacking in terms of meeting the needs of an aging and/or special needs population.

Section 3.2.8 Public Service Facilities provides that:

1. *Planning for public service facilities, land use planning and investment in public service facilities will be co-ordinated to implement this Plan.*
2. *Public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness.*
5. *Municipalities will collaborate and consult with service planning, funding, and delivery sectors to facilitate the co-ordination and planning of community hubs and other public service facilities.*
6. *New public service facilities, including hospitals and schools, should be located in settlement areas and preference should be given to sites that are easily accessible by active transportation and transit, where that service is available.*



The Zoning By-law will put in place the land use permissions required for the proposed LTC facility. If this application can be processed in a timely fashion, we understand that the project will receive investments or grants from the Province to deliver such service which will ultimately enhance quality of life and user experience for the residents.

We are also of the opinion that this is a logical location considering the surrounding land uses, overall community development and serviceability from an infrastructure perspective. We are of the opinion that these uses should be integrated into communities so to ensure they are not isolated and provide convenient, ease of access to transit and transportation options, consistent with the policy directive above. This location meets the preferred location criteria.

Section 2.2.1 Managing Growth provides that:

*“2.2.1.2. Forecasted growth to the horizon of this Plan will be allocated based on the following:*

*a) the vast majority of growth will be directed to settlement areas that:*

- i. have a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and,*
- iii. can support the achievement of complete communities;*

*c) within settlement areas, growth will be focused in:*

- i. delineated built-up areas;*
- ii. strategic growth areas;*
- iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned*

The proposed development conforms with the policies of the Growth Plan as it is located within the settlement or urban area, which is serviced by municipal water and wastewater systems. As indicated in the Functional Servicing and Stormwater Management Report (MTE, XX), new sanitary sewer, fire line, domestic line, and storm sewer connections will be provided to optimize the use of the existing storm and sanitary sewer connections. As confirmed in the Functional Servicing and Stormwater Management Report, the capacity required to support the proposed development is available and accordingly, the proposed development represents an efficient development utilizing available services in appropriate locations (c)).

With respect to the establishment of complete communities, Policy 2.2.1.4 provides that:

*2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:*

*a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*





*b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*

*c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*

*d) expand convenient access to:*

*i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*

*iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;*

*e) provide for a more compact built form and a vibrant public realm, including public open spaces;*

*f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*

*g) integrate green infrastructure and low impact development.*

This proposal provides an alternative type of housing (in a serviced location) to accommodate people at different stages of life, particularly an aging population with potentially limited ability to live independently in an unassisted manner. This supports social equity by providing housing/accommodation options to this seemingly underserved demographic.

The development will support the creation of complete communities by proposing a higher rise development within close proximity to existing public transit, commercial areas (along Derry Road) and recreational spaces (Milton Sports Centre, Milton Tennis Club, and large District Park to the north) among other uses. The development will encourage a range of transportation options, including public transit and active transportation in an effort to reduce greenhouse gases and to contribute towards a low-carbon community. These methods could be utilized by employees, visitors and residents.

Low Impact Development will continue be considered throughout the more detailed design phase.

As noted in the Functional Servicing and Stormwater Management Report for this site, these features include the following specifically for the subject site:



Landscaped areas along the rear of the site adjacent to Restivo Lane as well as the proposed areas on the north and south sides of the building and within the interior courtyard. These features will provide minor retention and infiltration for stormwater runoff. This will have the effect of providing storage for runoff and increase infiltration and evapotranspiration opportunities.

Further information on the low impact design measures included in the site design (and overall subdivision) are detailed in the Functional Servicing and Stormwater Management Report, Appendix D, Section 3.0 (MTE, March 2023).

Section 2.2.6 of the Growth Plan provides policy guidance related to housing, including Policy 2.2.6.1 d) which builds on the objective of previous sections and highlights the importance of utilizing land use planning tools (Official Plan designations, Zoning By-laws) in order to accurately achieve the intentions of the relevant policy frameworks.

Relevant policies from Section 2.2.6 provide that:

*2.2.6.1 Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*

*a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*

*i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*

*b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*

*d) implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws.*

There is currently one LTC facility in Milton. This development will assist in accommodating a largely underserved demographic by providing assisted living options. This use will generate new housing options for existing and future residents who require this level of living support.

This use will provide employment opportunities and generate additional business opportunities. This will contribute towards the development of a complete, healthy, active and vibrant community.

The Zoning By-law will implement the development proposal.



Based on the above analysis, the proposed development conforms to the purpose, intent and policy directives of the Growth Plan 2019. The application contributes to the creation of complete communities and represents a wise use of land through the development of land located within the ‘Urban Expansion Area Boundary’ of Milton. The location of the subject lands is ideal in terms of encouraging future viable transit services to increase connectivity within the Town.

### **5.3 Halton Region Official Plan (November 2022, Office Consolidation)**

The Region of Halton Official Plan guides land use planning decisions within the Region of Halton. The Halton Region Official Plan provides guidance to the area municipalities in the preparation and implementation of their local Official Plans.

The Region of Halton Official Plan outlines policies and strategies that reflect and conform to the policy directions of the PPS, Growth Plan and other Provincial plans. The policies and strategies contained in the Plan are centered around the concept of sustainable development which, among other things, supports growth and development that takes place by balancing the protection of the natural environment, enhancing economic competitiveness and fostering a healthy and equitable society.

In order to facilitate an equitable society, uses such as long term care facilities should be a focus for the Region.

The subject lands are located within the “Urban Area” designation in the Halton Region Official Plan as shown in **Figure 4.0 – Halton Region Official Plan, Map 1 – Regional Structure** and are therefore identified by the Region as an area for growth and development.

The proposed development consists of a mid-rise residential development that promotes walkability and includes pedestrian and active transportation opportunities and links to surrounding lands and future development.

General Objectives and General Policies of the “Urban Area” relevant to the proposed development include:

- 72. *The objectives of the Urban Area are:*
  - 72(1) *To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
  - 72(2) *To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*

72(3). *To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*

72(7). *To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation.*

72(9). *To facilitate and promote intensification and increased densities.*

The proposed development will accommodate forecasted growth and facilitate an efficient use of land. The development represents an opportunity for intensification in an emerging built up urban area through the provision of a more compact built form offering a wider range of services than that which exists in the immediate area today while remaining contextually appropriate into the future.

The location of the proposed development will contribute to the establishment of a complete and healthy community by providing residents, employees and visitors with an opportunity to access a variety of land uses, recreational opportunities, transit and active transportation opportunities and ultimately, provide more assisted living opportunities to the community and it's existing residents.

The proposed development conforms to Section 72(9) by proposing development which provides an increase in residential density where it can be supported by public services, infrastructure and land use compatibility.

Part IV- Healthy Communities provides a detailed policy overview of the natural features and built forms located in Halton Region. Part IV provides clarity to execute the vision and regional objectives of establishing a healthy, sustainable and complete community in Halton Region.

The Healthy Communities Guidelines (Regional Official Plan Guidelines 2014) identifies certain attributes that contribute to a vibrant, healthy community. These Guidelines assist the upper tier (Region) and lower tier (Town of Milton) in working together in preparation of Area-Specific plans and long-range planning policy review processes to achieve Healthy Communities. These are helpful and worthwhile to review in the context of this development proposal and are premised in the following Regional Official Plan policy:

156. It is the policy of the Region to:

(156) 1. *Require all proponents of development to have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security.*

The Guidelines include 7 key principles for the creation of Healthy Communities. Section 2.1, 2.2 and 2.5 of the Guidelines are summarized below and are relevant to the development proposal:



Section 2.1 discusses how the Built Environment contributes to a healthy community through:

- *compact mixed use development, walkable and connected communities;*
- *a range of densities and housing opportunities, choices and accessibility for all income levels and needs;*
- *redevelopment/regeneration areas;*
- *welcoming pedestrian-scaled environments;*
- *a range of densities that will support public transit and amenities;*

Elements of “Built Environment” may include, but are not limited to:

- *Compact Development*
- *Walkable & Connected Communities*
- *Diversity of Housing*
- *Redevelopment / Regeneration Areas*
- *Streetscapes and the Pedestrian Environment*

Section 2.2 discusses how Mobility contributes to a healthy community through:

- *encouraging physical activity;*
- *facilitating active transportation and public transit;*
- *reducing dependency on single occupant vehicles and improving access to transit;*
- *promoting integration within transit systems inter-regionally; and,*
- *providing connected street networks that are accessible to all modes of transportation.*

Elements of “Mobility” may include, but are not limited to:

- *Universal Accessibility*
- *Street Network*
- *Active Transportation*
- *Transit Accessibility*
- *Transit-supportive Density*
- *Parking*

Section 2.5 discusses how Sustainable Design contributes to a healthy community through:

- *implementing Low Impact Design Standards in both new developments and established areas.*

The proposed development achieves the “Built Environment” key principle as it proposes a compact and efficient use of space that integrates with the surrounding community at an appropriate scale, thus optimizing on the available lands and providing a range of housing options, including an option for those with special needs. The development also provides active transportation options and creates a desirable pedestrian realm and animated streetscape through the use of architectural features, setbacks and soft landscaping, as outlined in the Urban Design Brief (G Architects, XXX).



The proposed development achieves the “Mobility” key principles by providing for universal access throughout the site, as noted in the Urban Design Brief, and this includes providing depressed curbs, elevators and access to amenity areas through continuous sidewalks and hallways. By increasing residential density in an area that has transit and active transportation opportunities, the proposed development will achieve these key principles.

The proposed development achieves the “Sustainable Design” key principle through the provision of landscaped areas and grass swales on site. Low impact design standards will be incorporated into the final detailed design of this development, where appropriate.

Section 171 Transportation contains objectives and policies which promote Halton Region to establish ‘a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency’.

*(171) 9.1 To ensure development is designed to support active transportation and public transit.*

*(171) 9.2 To integrate transportation planning, land use planning and investment in infrastructure.*

The proposed development will make efficient use of existing and planned infrastructure, through linkages to proposed pedestrian connections, multi-use trails and planned cycling networks. As well, the subject lands are well positioned for users to engage with existing and future public transit opportunities close by. Through the utilization of existing infrastructure and connections, the development proposal represents an efficient, cost-effective planned development in Milton.

Based on a review and analysis of the relevant Regional Official Plan policies, the proposed development achieves, conforms with, and supports the objectives and policies of the Region of Halton Official Plan.

#### **5.4 Town of Milton Official Plan (August 2008, Office Consolidation) and Official Plan Amendment 31 (OPA 31)**

The Town of Milton Official Plan (August 2008 Office Consolidation) 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. The Official Plan incorporates upper level planning policies of the Provincial Policy Statement, the Growth Plan and the Region of Halton Official Plan.

It is important to note that OPA 31, which is an amendment to bring the Town’s Official Plan into conformity with the Growth Plan and with the Region’s Sustainable Halton process, is considered by Milton staff to be the ‘in effect’ Official Plan despite there being several appeals to the Region’s approval of it. This is due to the fact the appeals (7 in total) are limited to lands in the Rural Area and only drive-through facilities in the Urban Area.



Accordingly, Official Plan Amendment 31 (consolidated as Milton's Official Plan) has been reviewed in the context of this proposed development.

The subject lands are designated as 'Residential Area' on Schedule B - *Urban Area Land Use Plan*). The subject site is situated within the Urban Area however not within the Built Up Area, therefore, the policies of the Designated Greenfield Area apply. The subject site is also situated along an "Intensification Corridor" on Schedule K – Intensification Areas. The subject site is designated as a "Major Node" in the Boyne Survey Secondary Plan Area.

Prior to the discussion on the Town of Milton Official Plan, we provide the definition of "Special Needs Housing":

*means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for the elderly, group homes, emergency shelter, housing for the homeless, and independent permanent living arrangements where support services such as meal preparation, grocery shopping, laundry, housekeeping, respite care and attendant services are provided. It does not include households that receive community-based support services in their own home.*

Pursuant to the definition above, and as confirmed with staff, the long-term care facility is considered a type of residential development. We do note however that Special needs housing, does have it's own set of policy directives within the OP. Both the general Housing policies and Special Needs Housing policies are discussed in this report.

Section 2.7 of the Official Plan relates to Housing within the Town. Goals set out for Housing within Milton include the following:

*"To meet the Town of Milton's current and future housing needs by:*

*a) ensuring that an appropriate range and mix of housing by density, type and affordability are permitted within the Town to meet a wide range of needs of current and future households;*

*b) encouraging the development industry to design innovative housing forms that stress flexibility in use, mix of compatible land uses, good environmental practices, incorporate universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles;*

*c) fostering the creation of additional housing accommodation through various forms of residential intensification;*



*d) encouraging the inter-mixing of different housing forms and types within neighbourhoods to foster community integration;*

*g) making efficient use of existing developed lands, housing stock, and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods;”*

*h) expediting the development approval process in the provision of assisted, affordable and special needs housing and further giving priority to those receiving government funding;*

*i) permitting special needs housing as of right in all residential neighbourhoods subject to reasonable planning standards and design criteria; and,*

*k) encouraging and promoting assisted and affordable housing in intensification areas where public transit, retail, and other facilities are readily accessible.*

Further, Section 2.7.2 Objectives provides:

*2.7.2.5 To encourage and facilitate the provision of assisted housing, affordable housing and special needs housing and its integration with market housing.*

The proposed LTC Facility will assist the Town in achieving housing goals through the addition of 192 LTC beds (special; needs housing). The proposed development specifically satisfies policy i) through the provision of special needs housing in a residential area. The ZBA would effectively implement the vision of the OP. This site and proposed use also meet with the locational criteria outlined above regarding underutilized lands with access to services, amenities and through providing a mix of housing options in strategic areas such as those targeted for intensification (see further discussion on Intensification Corridors, below). The Urban Design Brief has set forth the ways in which the proposal will meet design criteria and be contextually appropriate while being physically integrated with market housing.

With regard to policy h), we note that this facility has an opportunity to receive a significant grant if the approvals meet a prescribed timeline. This grant would allocate more funds to the LTC builder to provide a more desirable, better LTC facility.

Section 2.8 (Urban Design) of the Town of Milton Official Plan sets out goals, policies and objectives related to the quality of urban design, environmental sensitivity, sustainability, efficiency, affordability, achieving a strong and positive sense of place and identity, providing for public safety and security through site design. In recognition of these frameworks, the proposal considers the existing area context. The Urban Design Brief (G Architects, date) provides a thorough overview of these goals and objectives as they relate to the proposed development.





Further detailed design (including Landscaping, pavement plans and marking, universal design and safe community design) will continue to take place during the Site Plan approval process.

Within the Town of Milton Official Plan (per OPA 31), there are policies for the “Residential Areas” within the Urban Area. Lands designated “Residential Area” are intended to be a mix of low, medium and high-density residential development. The Town of Milton’s Official Plan contains policies pertaining to residential development within the built boundary and outside the built boundary. The following policies are relevant to this proposal:

Residential Mix in Designated Greenfield Areas:

- “3.2.1.7 *In accordance with the provisions of Section 2.7, Housing, and other applicable policies of this Plan, residential development within designated greenfield areas shall:*
- a) Encourage an intermixing of dwelling unit types and densities;*
  - b) encourage a higher distribution of Medium Density II and High Density Residential Uses, particularly within nodes and along corridors;*
  - d) encourage medium and high density development that is street oriented;*
  - f) contribute toward achieving the density target set out in Section 2.1.4 and Regional Phasing set out in Section 2.1.5 of the Plan in order to contribute to the creation of healthy, complete communities”*

Further, Section 3.2.2 Permitted uses provides:

*The Residential Area designation on Schedule "B" permits a full range of residential uses and densities. Complementary, non-residential uses that are necessary to create a residential neighbourhood environment are also contemplated. The following uses are permitted:*

- e) Assisted and Special needs housing, including Group Homes Type 1 and Group Homes Type 2...;*

Section 3.2.3.4 Assisted, Affordable and Special Needs Housing provides:

*3.2.3.4 The Town recognizes the need for assisted housing, affordable housing and special needs housing forms and will continue its efforts to improve access to assisted housing, affordable housing and special needs housing, in accordance with the following criteria:*

- b) Assisted housing, affordable housing and special needs housing shall be integrated with market housing.*



In the Town of Milton Official Plan, the “Residential Area” land use designation permits a full range of residential uses and densities and explicitly permits Special Needs Housing.

The proposed development relates to a proposed mid-rise (8 storey) LTC Facility (considered “Special Needs Housing”) containing 192 beds located along Regional Road 25 which is an key corridor in Milton. The proposal will have engaging interface with the building’s frontage along Regional Road 25 through the incorporation of soft landscaping and planting for streetscape enhancement and screening purposes, articulation of building facades through the use of specific building materials as well as the combination of recessing and projecting elements and a continuous at grade streetwall. The proposed development will assist in completing the development pattern of the neighbourhood (as it continues to evolve) and supporting the creation of a well-connected and complete community with a range of housing options (including assisted housing and market housing).

Section 2.1.6 of the Town of Milton Official Plan sets forth Intensification policies for certain areas. The subject site is situated along an “Intensification Corridor” in Schedule K of the Town of Milton Official Plan. Relevant policies are as follows:

- 2.1.6.2 *Intensification Areas are located within the Urban Area and consist of the Urban Growth Centre, Major Transit Station Areas, Intensification Corridors and Secondary Mixed Use Nodes along with specific sites. These areas along with the Built Boundary as delineated by the Province have been identified on Schedule K.*
- 2.1.6.3 *Intensification and the development of Intensification Areas shall be promoted to achieve the following objectives:*
- a) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable;*
  - b) To provide opportunities for more cost-efficient and innovative urban design;*
  - c) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;*
  - d) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods;*
  - e) To create a vibrant, diverse and pedestrian-oriented urban environment;*
  - 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; and,*
- ii) to achieve a mix of residential, office, institutional and commercial development, where appropriate.*

We are of the opinion that this development meets the intent of the Official Plan regarding areas for intensification. We are also of the opinion that development of the site will be compatible with existing and future developments (including future north and south parcels, should those be developed consistent with the vision of the in-effect Town Official Plan). The sites located south of Izumi Gate (south of the subject property), on the west side of Regional Road 25 have recently received approvals for residential developments, 6-8 storeys in height. These proposals are situated with a Residential/Office Block within the Towns Official Plan. The proposed development will fit with this land use pattern (providing continuous street walls, appropriate heights) along Regional Road 25 while remaining contextually sensitive to the existing lower density residential development to the west/southwest. The proposal recognizes the built form approved along Regional Road 25 and proposes strategic design strategies (scale and massing, along with other features to be detailed at the Site Plan stage) to support the appropriateness of the proposal. Further, the development proposal will incorporate brick building material as the main building façade material which reflects some of the design elements from the existing housing, thus integrating itself into the community.

As discussed throughout the report, the proposal is appropriate as it supports active transportation and opportunities to engage with other modes of transportation and also generates additional employment opportunities, along with housing opportunities. This use provides for a unique advantage as it will employ people for the LTC facility as well as the commercial/retail facilities.

Section 2.0 Community-wide policies provides a broad set of goals and objectives for the Town of Milton. For the reasons mentioned throughout this report, we are of the opinion that Section 2.0 is generally satisfied, where applicable.

The proposed building is oriented toward and pushed up against, Regional Road 25 with a limited setback and superior architectural design considerations, as presented in the Urban Design Brief, thus providing a strong street presence. The step backs and building heights provide a comfortable pedestrian realm and continuous sidewalks provide connectivity to active transportation and transit opportunities. Throughout the detailed Site Plan process, the team will continue to refine these matters.

Through a review of the relevant Town of Milton Official Plan objectives and policies, it is confirmed that the proposed development conforms to the Town's goals, objectives and policies. Additional rationale is presented in the following section related to the Boyne Survey Secondary Plan which provides additional specificity as it relates to land use permissions, objectives and policy directives for these lands.



## 5.5 Boyne Survey Secondary Plan (July 2017, Office Consolidation)

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. 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 been considered in this review.

The intent of the Secondary Plan is to establish a detailed planning framework for the Boyne Survey Planning District which promotes the achievement of complete, healthy and sustainable neighborhoods that are supported by an appropriate range of public infrastructure, facilities, services and amenities.

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 The Boyne Survey Secondary Plan Master Concept Plan in 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:*

*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. ... 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 subject site is bound by Regional Road 25 to the immediate east, which is identified as one of the significant corridors in the policy above. The proposed development will achieve neighbourhood connections, high quality-built form and landscaping in a neighbourhood centric approach. The proposal represents a safe, livable and healthy community development and not isolate the proposed use consistent with overarching Official Plan policies. Parking spaces (where feasible) and loading areas will be shielded from Regional Road 25 by the



building which is placed along the property line, allowing for pedestrian connectivity along the Regional Road 25 frontage.

It is outlined in the Urban Design Brief that the property's interface with Regional Road 25 has also been treated as a main façade and is defined through a continuous streetwall, soft landscaping, and planting provides for exceptional streetscape along the Regional Road 25 frontage. It is anticipated that these features will be refined through the Site Plan process.

The relevant policies of the Boyne Survey Secondary Plan Key Design Elements are addressed by the proposed development.

Section C.10.3 of the Boyne Survey Secondary Plan outlines objectives applicable to achieving the development potential for the Secondary Plan Area. The following objectives are relevant to the subject property:

- "C.10.3.2.2 To ensure through the establishment of urban design guidelines and other measures a high quality and consistent level of urban design for both public and private areas of the community.*
- C.10.3.2.7 To develop a residential community with its own special character which maintains the "small town" character of the established Milton urban area, while providing for a diverse range of housing options as well as employment opportunities, and transit supportive development patterns and densities.*
- C.10.3.2.9 To ensure that the integrated street and path system is designed to provide maximum opportunities for active transportation including pedestrian, bicycle and other similar movements as well as access to public transit pedestrian, bicycle and other similar movement.*
- C.10.3.2.15 To design Regional Road 25, Britannia Road (RR 6), James Snow Parkway (RR 4), Tremaine Road (RR 22) and Louis St. Laurent Avenue to reflect their role as major "gateways" to the Milton Urban Area, and to design the proposed Community Connector System as a focal point for the Boyne Survey."*

The site is centrally located with access to surrounding lands and to Regional Road 25 and provides connectivity to surrounding lands, both visually and physically, there by contributing to a cohesive public realm.

The proposed development is consistent with the goal of the Boyne Survey Secondary Plan which is to create a safe, liveable, attractive and healthy community in Boyne Survey which is designed to be integrated with the rest of the Milton Urban Area, and to reflect the engaging, balanced and connected character of the Town of Milton as a whole. The development proposal contributes to the creation of a safe community by providing for eyes on the street (natural surveillance), and moreover, the provision of outdoor amenity area and spaces for informal

congregation on the site. Further, the development proposal contributes to a healthy community by supporting active transportation options (for employees and visitors), low impact development and provision of greenspace and plantings.

The proposed development is consistent with the design objectives of the Boyne Survey Secondary Plan as it has regard for the Urban Design guidelines set forth in section C.10.4.5 of the Boyne Survey Secondary Plan which are discussed below.

The subject site is designated “Major Node” in the Boyne Survey Secondary Plan Area as shown on Figure 6.0 – Boyne Survey Secondary Plan Land Use Plan.

The Boyne Survey Secondary Plan contains policies related to ensuring a high level of urban design for any development, including the following:

*“C.10.4.5.2 Further to, and in accordance with the policies of Section B.2.8 of this Plan, all development within the Boyne Survey Planning District shall be designed in a manner which:*

- a) incorporates the key design elements of Section C.10.2.2;*
- b) reflects the goal and objectives of this Secondary Plan in Section C.10.3; and,*
- c) has regard to the Boyne Survey Urban Design Guidelines.*

*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:*

- 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...*

As referenced above, Section B.2.8 Urban Design of the Town of Milton Official Plan establishes a detailed urban design strategy for the Town of Milton, which is also applicable to the Secondary Plan Area. Section C.10.2.2 of the Boyne Survey Secondary Plan Area outlines Key Design Elements for the Secondary Plan Area which are discussed above. Section C.10.3 outlines goals and objectives for the Secondary Plan Area. The relevant policy excerpts from each section have been discussed throughout this report.



The above referenced Boyne Survey Secondary Plan Area Urban Design Guidelines (2010) are in place to support the vision and objectives of the Secondary Plan (outlined in Section C.10.3), and are intended to provide recommendations to guide building and site design, as well as general policies surrounding the vision and goal for the greater Secondary Plan Area. Section 4 of the Urban Design Guidelines – Building and Site Design Guidelines, guides development on a more site specific (micro) level. Pursuant to these guidelines, the development proposal provides continuous development that faces the street (creating a street wall), appropriate transition to adjacent residential built forms (see Urban Design Brief), incorporation of landscaping into the overall site design, negligible impacts from a sun access and shadow perspective, continuous sidewalks that connect to the right-of-way, underground or structured parking and the provision of a mix of housing forms and density. Many of these principles have been addressed and summarized in the Urban Design Brief prepared in support of this development and these Guidelines will continue to be consulted throughout the detailed design process in efforts to effectively meet the intention of the guidelines.

The proposed development provides opportunities for enhanced community connections, a vibrant and healthy public realm, and a high quality of built form, providing access from a public road.

The proposal will ultimately achieve and contribute to a diverse neighbourhood with a mix of housing types and densities, a vibrant public realm, a mix of uses and an interconnected active transportation network that decreases the reliance on personal automobiles.

The subject property is designated Major Node in the Boyne Survey Secondary Plan. The Major Node Area designation generally identifies lands for a mix of uses and higher residential densities at key intersection locations. These areas are intended to be the focus of urban activity for surrounding residential neighbourhoods, be pedestrian-oriented and maximize the use of public transit.

The Major Node is generally the south side of the intersection of Louis St Laurent Avenue and Regional Road 25 (See Figure 5 – Boyne Survey Secondary Plan). At this time, the Major Node is yet to develop to its full potential. We are not aware of any active development applications within this Major Node. That said, we are of the opinion that the proposed development will not hinder the ability of the remainder of the undeveloped sites within the Major Node, from developing in a way that is generally consistent with the intention of the Official Plan.

Relevant policies for the Major Node are as follows:

*C.10.5.6.2 The Major Node Area designation means that the main uses permitted may include a variety of high density residential, institutional and office uses and community facilities. The following additional uses may also be permitted:*

*c. Assisted and special needs housing for seniors and people requiring emergency or supportive housing in*



*accordance with the policies of Section B.3.2.3.3 of this Plan;*

Pursuant to policy C.10.5.6.2 c), special needs housing is permitted in this designation.

Further policies provide:

*C.10.5.6.3 The design of development within the Major Node Area shall ensure compatibility and transition between the Node and adjacent development. In addition, the following policies apply:*

*a) Land assembly to create larger viable holdings and facilitate comprehensive development shall be encouraged;*

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

*c) Buildings shall have a minimum height of three storeys and a minimum FSI of 1.0, however development with additional height and density is encouraged to a maximum height of 15 storeys and a maximum FSI of 3.0. For the purposes of this policy, the FSI shall be calculated on the basis of the ultimate development of the entire Node as illustrated on a detailed concept plan in accordance with this Plan and the entire Node Area shall be zoned to ensure the achievement of the FSI at the time of the approval of the first development application or any phase thereof;*

The Major Node is bound (to the south) by the southerly limit of the subject property. The lands immediately north (situated at the intersection) are designated Major Node. The lands immediately south are designated “Residential/Office” (RO) in the Secondary Plan.

While we acknowledge policy C.10.5.6.3 a) encourages land assembly to create larger holdings to support comprehensive development, the development of the subject site proposal will not preclude the adjacent Major Node lands (north), nor the adjacent RO lands (south) from developing consistent with the vision of the Official Plan.

In the ultimate scenario, where the subject site and the northerly Major Node lands are developed, policy C.10.5.6.3 b) can be achieved. The 8-storey proposal (on the subject site) presents an opportunity for the northerly lands to develop at a higher intensity at the primary intersection (potentially 12-15+ storeys consistent with C.10.5.6.43 c)), transitioning or stepping downward toward the south end of the site. This would facilitate a smooth transition from the primary intersection associated with the node (Louis St Laurent Avenue and Regional Road 25), to the subject site and ultimately, further south to the RO block(s). Conclusively, we are of the opinion that the 2 parcels on the southwest side of the primary intersection (the subject site and the northerly parcel), within the Major Node block can develop independently without frustrating the intent and spirit of C.10.5.6.3 a) and b).





We acknowledge policy C.10.5.6.3 c) provides that the entire major node block shall be zoned to ensure achievement of the prescribed FSI (3.0). Advancement of this application would not preclude the entire Major Node from achieving that FSI in an ultimate scenario.

Additional policies from C.10.5.6.3 provide:

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

The proposed building is located 0.0m from the Regional Road 25 ultimate right of way streetline and situated on the northerly portion of the property, which is closest to the primary intersection. This will, when the site to the north develops, contribute to the establishment of a strong street edge.

Further policies provide:

*e) Pedestrian traffic generating activities, particularly retail commercial uses and restaurants, shall be located at grade level, with residential and office uses in upper storey locations except in purpose designed buildings;*

*f) Parking is strongly encouraged to be located underground or within parking structures; surface parking, where permitted should be minimized and shall be located away from the street line;*

The propose development contemplates commercial, retail and/or office uses at grade with direct pedestrian access from the Regional Road 25 ROW. Surface parking has been shielded by the building from the ROW, where possible. On the south side where the parking area is proposed adjacent the ROW, we anticipate that strategic landscaping features can be incorporated to achieve a more desirable pedestrian realm.

The proposed development will support the establishment of the wider community located in the Boyne Survey Secondary Plan Area and conforms to the policy directives contained within the Boyne Survey Secondary Pan.

## **6.0 Town of Milton Zoning By Law No. 016-2004**

The subject lands are currently zoned Future Development (FD) in Zoning By-law 016-2014. The FD zone permits only uses that legally existed on the date that the By-law came into effect and, accordingly, an amendment to the Zoning By-law is required to permit the proposed development on the subject lands.

It is proposed that the subject lands be rezoned from “FD” (Future Development) to “MU\*AAA” (Mixed Use – Site Specific) to permit the proposed development. The proposed zone for the subject site and the surrounding area zoning is shown on Figure 7.0 – *Zoning By-law 016-2014*.



Certain site-specific zoning provisions are proposed to facilitate the proposed development in accordance with the Site Plan (Figure 2 – *Site Plan*).

A Draft Implementing Zoning By-law is provided in Appendix II to this report and is included as a part of this submission package.

The proposed development is appropriate and logical from a planning perspective and implementing certain site-specific zoning provisions to facilitate the development provides an overall positive contribution to the community by facilitating this proposed development. Based on this review of the proposed development and site plan layout, the proposed development follows the general intent of the MU Zone provisions, the Boyne Survey Secondary Plan and the general intent of the Town of Milton Official Plan.

## **7.0 Supporting Studies**

In order to demonstrate the appropriateness of the development proposal, a number of technical studies have been completed in support of the proposal. These reports and plans discuss any potential impacts and demonstrate the feasibility of the proposal in terms of landscaping, engineering, traffic, noise and urban design. A summary of some of the technical reports which have contributed to the overall planning rationale for this development proposal is outlined below:

### 7.1 Functional Servicing and Stormwater Management Report

The findings of the FSR and SWM Report are favourable for the proposed development. They concluded that the development can be constructed to meet the requirements of the Town of Milton and Halton Region. The existing SWM Pond I built for the Gulfbeck Subdivision was designed to capture all stormwater from the proposed site with no additional on-site quantity controls. The proposed site conditions represent a less intense impervious cover condition than what was accounted for as part of the subdivision design, and as such no quantity controls will be required.

### 7.2 Traffic Impact Study

The Traffic Impact Study and Parking Study prepared by GHD are supportive of the proposed development. Existing intersections are operating at acceptable v/c ratios and levels of service during the a.m. peak and p.m. peak hours. The overall impact of the development generated traffic was found to be negligible to the operation of the study area intersections and traffic flow along Regional Road 25, Louis St. Laurent Avenue and all other study area roadways.

Application of the current Town of Milton's Zoning By-law to the proposed development results in a minimum requirement of 125 parking spaces including 5 barrier-free spaces. The subject site provides a total of 105 parking spaces including 8 barrier free spaces. The provision of 8 barrier free satisfies the minimum By-law requirement. The provision of 105 parking spaces is expected to accommodate the demand based on the minimum by-law requirement of 64 LTC spaces and 40 commercial spaces based on proxy survey data.



### 7.3 Environmental Site Assessment

#### 7.3.1 ESA I

Based upon the review and evaluation of information gathered from the Phase One ESA, Areas of Potential Environmental Concern (APECs) have been identified on the Phase One Property arising from the current and historical PCAs found at the Property, and Study Area which may have resulted in an adverse impact to the environmental condition of the Property. A Phase Two ESA is required to investigate the APECs.

#### 7.3.2 ESA II

Selected soil samples were submitted for chemical analysis for metals, including hydride-forming metals (As, Sb, Se, Cr), and selected ORPs, polychlorinated biphenyls (PCBs), petroleum hydrocarbon (PHC F1-F4), including benzene, toluene, ethylbenzene, xylene (BTEX). All soil samples submitted for chemical analysis met the applicable site condition standards.

Selected groundwater samples were submitted for analysis for metals, polychlorinated biphenyls (PCBs), petroleum hydrocarbons (PHCs F1-F4), and volatile organic compounds (VOCs), including benzene, toluene, ethylbenzene, xylene (BTEX). All groundwater samples submitted for chemical analysis met the applicable site condition standards.

### 7.4 Geotechnical Report

The purpose of the geotechnical investigation was to determine the subsurface soil and groundwater conditions at the site. This was conducted by drilling a limited number of sampled boreholes. This report was prepared by Terraprobe Inc dated January 25, 2023 and provided geotechnical engineering guidelines for the design and construction of the proposed development based on the findings of the borehole samples.

Based on the findings, the site is considered suitable for the construction of the development. In the report, several recommendations were given in the report with specific regard to construction (including temporary shoring and foundation considerations) and will be employed throughout the construction stages, where feasible.

### 7.5 Hydrological Report

The Hydrogeological Study, also prepared by Terraprobe Consulting Geotechnical Engineers (dated March 07, 2023), was completed in conjunction with the Geotechnical report as referenced above. The study was undertaken to establish the local hydrogeological settings within the site, to evaluate the construction dewatering flow rates for site service installations, to A pre and post development water balance was conducted in accordance to the submitted site plan to assess groundwater quality.



The report concluded that no dewatering related impacts are expected on the water wells in the area, should there be any. However, it was recommended that a door to door survey be undertaken before construction to confirm well uses in the immediate area. Decommissioning of any water wells on site is also required prior to construction.

#### 7.6 Environmental Noise Report

Based on the preliminary analysis, with the incorporation of the appropriate acoustical mitigation measures, the sound levels within the proposed development will be within the applicable noise guidelines. In accordance with the Town of Milton, Region of Halton and Ontario Ministry of Environment, Conservation and Parks implementation guidelines where mitigation is required, future occupants will be advised through the use of warning clauses.

#### 7.7 Urban Design Brief

The Urban Design Brief as prepared by G Architects, dated March 15, 2023, provides a detailed summary of the proposed building and site design and concludes that the development proposal is consistent with the general objectives and policy directives of the Town of Milton Official Plan and the Boyne Survey Secondary Plan.

Throughout the site design process, particular regard was given to the urban design priorities of each plan and specifically, the integration of the development proposal into the existing subdivision, while still achieving the prescribed vision for a gateway area.

The development proposal contributes to housing diversity, establishes a strong presence along this corridor and generally adheres to urban design guidelines as well as the overarching visions and goals captured under the relevant policy frameworks.

#### 7.8 Shadow Study

The supporting Shadow Study as prepared by G Architects dated March 2023 concludes that criteria established in the Town of Milton Shadow Analysis Guidelines are generally met. No community parks or plazas are located close enough to the site to be a part of the analysis.

Generally, the shadow impact from the proposed building on the neighboring public and private spaces are negligible as these areas will maintain continuous access to direct sunlight during the peak hours of the day.

### **8.0 Conclusions**

It is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are justified and represent good planning for the following reasons:




1. The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, as well as policies regarding this type of housing (or facility) and locational criteria of same found in the Region of Halton Official Plan, and the Town of Milton Official Plan;
2. The proposal provides for development that contributes towards the provision of a specific public service/facility and aligns with the Provincial Policy Statement, Growth Plan, Region of Halton Official Plan, and the Town of Milton Official Plan policies of providing a variety of dwelling types for different people at different stages of life and supports aging in place;
3. Consideration for the efficient use of land, provision of a public service/facility (special needs housing), accessibility for a range of life-stages, environmental stewardship and cost-effective development patterns are incorporated in the proposed development;
4. The proposed development is compact in form while also considering risks to public health and safety through detailed analysis of sub-fields including landscape design, architecture, shadowing and engineering and servicing;
5. The proposed development contributes to the overarching policy objectives of creating complete communities (consistent with the locational criteria with more local policies) and is supportive of general urban design principles as found in various policy planning frameworks;
6. The proposed Zoning By-law Amendment standards are appropriate to accommodate the requested uses as well as other site specific requirements;
7. The Zoning By-law Amendment is appropriate and desirable per the intent of the in-effect Town of Milton Official Plan and will effectively implement the official plan policies;
8. The proposed built form and accompanying landscape features as expressed in site and built form programming and design are considerate of good urban design, safety, usability, and streetscape design elements as shown in the Urban Design Study.



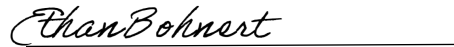
**Respectfully submitted,  
GLEN SCHNARR & ASSOCIATES INC.**



**Colin Chung, MCIP, RPP  
Managing Partner**



**Sarah Clark, MCIP, RPP  
Associate**




**Ethan Bohnert  
Planner**



# FIGURE 1 AERIAL CONTEXT MAP

6360 REGIONAL ROAD 25  
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

## LEGEND

 Subject Lands



Scale NTS  
APRIL 10, 2023

**LEGAL DESCRIPTION:**  
PART OF LOT 1  
CONCESSION 3 NEW SURVEY  
GEOGRAPHIC TOWNSHIP OF TRAFALGAR  
TOWN OF HALTON  
REGIONAL MUNICIPALITY OF HALTON

ALL PROPERTY BOUNDARY INFORMATION AS PER SURVEY PREPARED BY ROBERT D. MCNEEL, DATED JUNE 15, 2022

**SITE STATISTICS:**

PROPERTY ADDRESS:	6360 Regional Rd 25, Milton, ON, L9T 2A5
PROPOSED SITE USE:	LONG TERM CARE
TOTAL LOT AREA:	8,140.92 sq (20,245.25 sq ft)
TOTAL PAVED AREA:	3,371.55 sq (82,388.91 sq ft) = 41%
TOTAL LANDSCAPED AREA:	4,769.37 sq (107,828.92 sq ft) = 59%
BUILDING COVERAGE:	2,269.23 sq (52,147.66 sq ft) = 27%
FUTURE COMMERCIAL RETAIL OFFICES AREA (F.A.):	1,061.00 sq (23,428.88 sq ft)
EXISTING UFA:	NA
TOTAL PROPOSED GFA:	15,727 sq (169,301.53 sq ft)
TOTAL NUMBER BEDS:	8
BASIC BEDS:	1
PRIVATE BEDS:	180
TOTAL NUMBER OF BEDS:	181
PROPOSED BUILDING HEIGHT (EXCLUDING MPH):	31.15 m
PROPOSED BUILDING HEIGHT (STORY):	4 STOREYS
LOADING SPACE DIMENSIONS:	3.5m (W) x 0m (D)
REQUIRED PARKING SPACES (3.0 space / 1 bed + 1 space / 30sq area of retail offices):	193 SPACES
PROPOSED PARKING SPACES:	(27 accessibility + 166 spaces)
TOTAL NUMBER OF PARKING SPACES:	193 SPACES
AMBULATORY PARKING SPACE DIMENSIONS:	2.75m x 5.5m
BARRIER-FREE PARKING SPACE DIMENSIONS:	2.75m x 5.5m (1.15m x 0.9m min)
TREES REMOVED:	10X TREES
TREES PLANTED:	10X TREES (X/L planned for every X tree removed)

**SITE LEGEND:**

- EXISTING
- SOIL
- SEEDS - FEATURE PLANTING
- BORISIAE / FRUIT GARDEN
- ASPHALT PAVING - HEAVY DUTY
- ASPHALT PAVING - LIGHT DUTY
- CONCRETE PAVING 1
- CONCRETE PAVING 2
- HEAVY DUTY CONCRETE PAVING
- PERMEABLE LINT PAVES 1
- PERMEABLE LINT PAVES 2
- PAINTED LINES
- PROPERTY LINE
- SETBACK LINE
- FIRE ROUTE
- RETAINING WALL ON GUARD RAIL
- FIRE HYDRANT
- BASIC BEDS
- FIRE ROUTE SIGN
- ACCESSIBLE PARKING SIGN
- EY CHARGING PARKING SIGN
- BIOMASS CONNECTION
- PRINCIPAL BUILDING ENTRANCE
- BUILDING ENTRANCE - EXIT
- EXTERIOR BUILDING LIGHTING
- EXTERIOR SITE LIGHTING
- BOLLARD WITH LIGHT
- BOLLARD
- CURB RAMP WITH TACTILE WARNING STRIP INDICATOR
- EY CHARGING SPACE ONLY
- EY CHARGING STATION
- PARKING CURB

**PARKING LEGEND:**

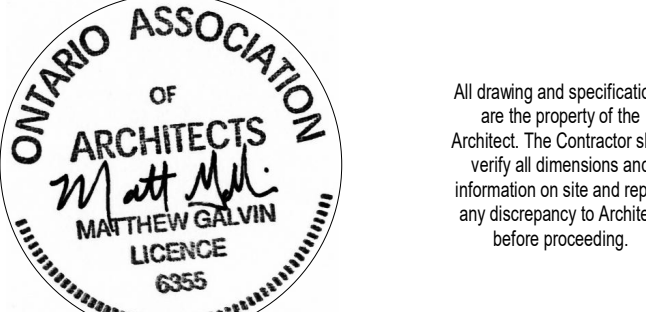
- BARRIER-FREE PARKING SPACE DIMENSIONS
- STANDARD PARKING SPACE DIMENSIONS



1 SITE PLAN  
1:200

FIGURE 2

2	2023-04-06	Issued for 100% SD	G
1	2023-04-06	Issued for Reviewing	C
#	date	revision	by



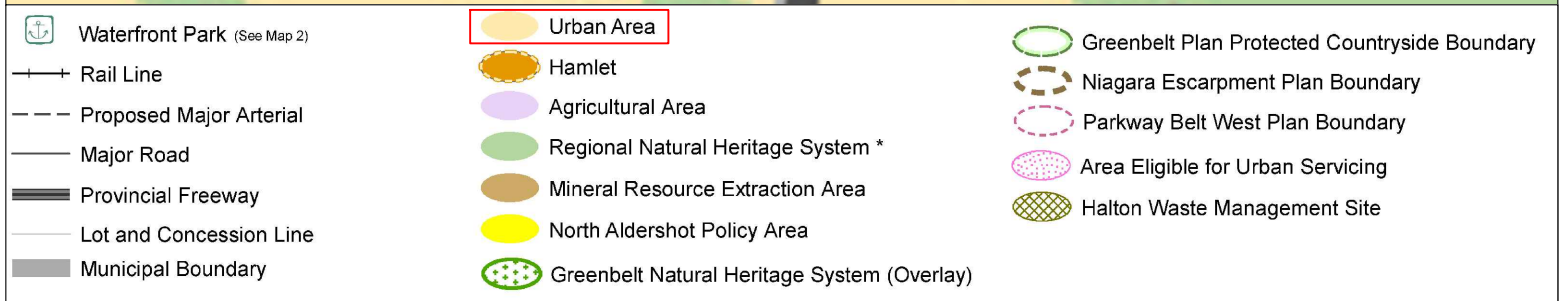
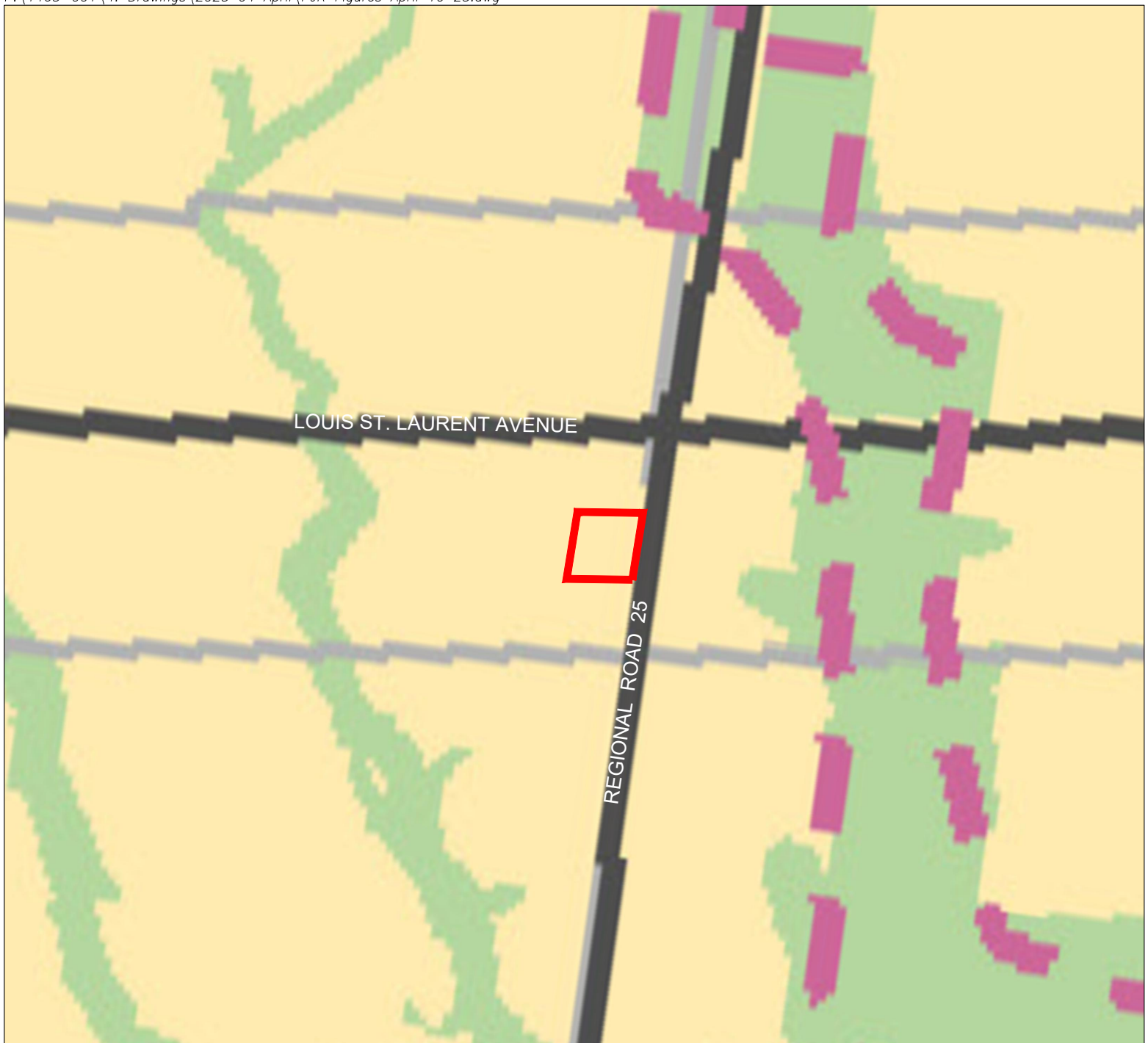
Excelligent Milton LTC  
310 Spadina Avenue, Suite 303, Toronto, ON M5T 2E3

**SITE PLAN - PROPOSED**



scale:	As indicated
drawn by:	
reviewed by:	
job number:	2001
plot date:	2023-04-14 10:24:51 AM
drawing number:	





# FIGURE 3

## HALTON REGION OFFICIAL PLAN

### MAP 1 - REGIONAL STRUCTURE

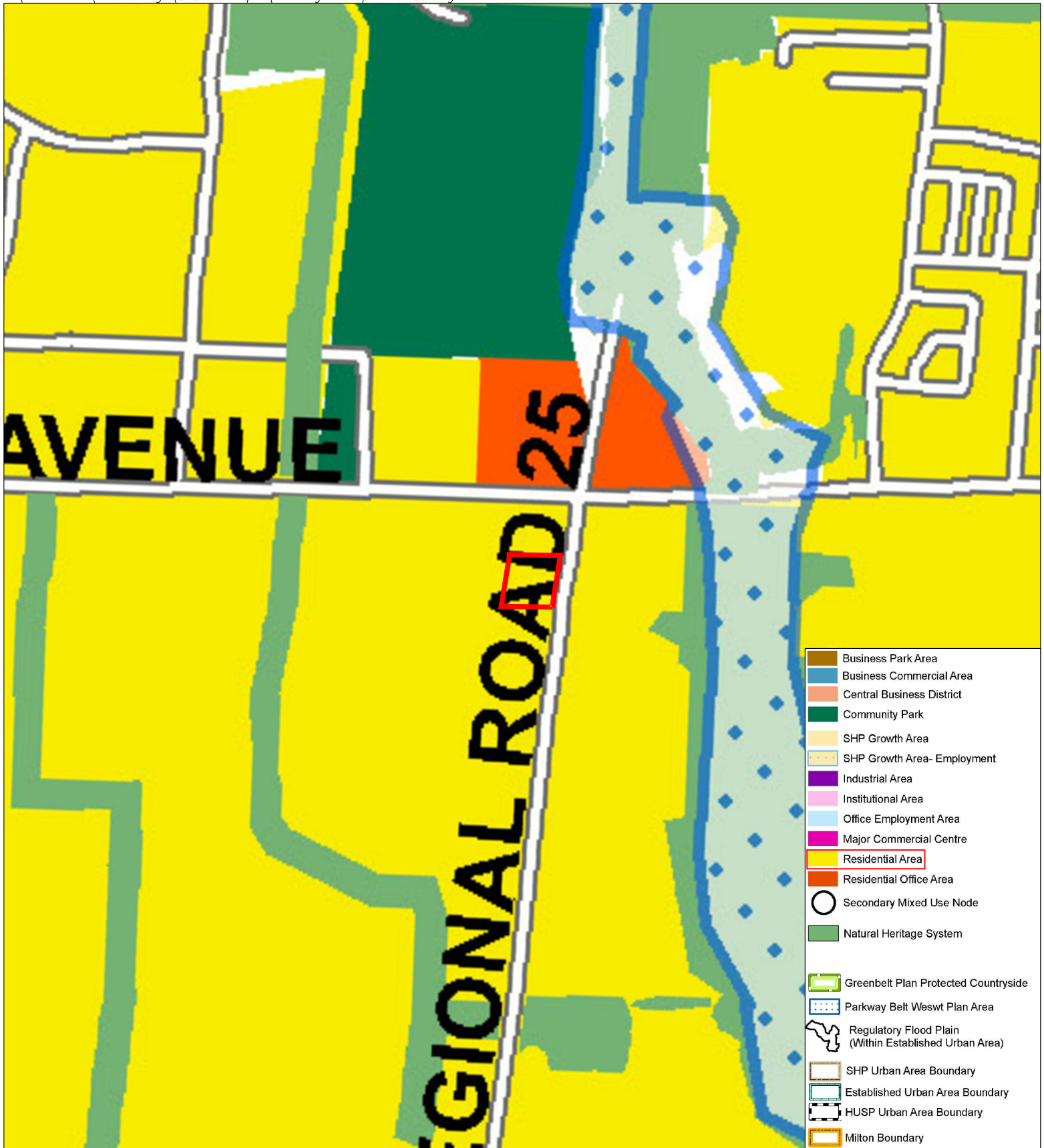
6360 REGIONAL ROAD 25  
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

#### LEGEND

Subject Lands




Scale NTS  
APRIL 10, 2023



# FIGURE 4 MILTON OFFICIAL PLAN - SCHEDULE 'B' URBAN AREA LAND USE PLAN

6360 REGIONAL ROAD 25  
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

## LEGEND

 Subject Lands




Scale NTS  
APRIL 10, 2023



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

**LEGEND**

-  Subject Lands



Scale NTS  
APRIL 10, 2023



**FIGURE 5  
MILTON OFFICIAL PLAN - SCHEDULE 'K'  
INTENSIFICATION AREAS**

6360 REGIONAL ROAD 25  
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON



**FIGURE 6**  
**BOYNE SURVEY SECONDARY PLAN**  
**AREA - SCHEDULE C.10.C - LAND USE**

6360 REGIONAL ROAD 25  
 TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

**LEGEND**

Subject Lands



Scale NTS  
 APRIL 10, 2023

SCHEDULE A  
TO BY-LAW No. \_\_\_\_\_ 2023  
TOWN OF MILTON  
6360 Regional Road 25,  
Town of Milton, Regional Municipality of Halton

LOUIS ST. LAURENT AVENUE

FD

**MU\*AAA**

REGIONAL ROAD 25

SHEAFFE PLACE

RESTIVO LANE

FD

IZUMI GATE



SCALE 1:2000  
APRIL 10, 2022

THIS IS SCHEDULE A  
TO BY-LAW No. \_\_\_\_\_, 2023.

REZONED FROM FUTURE DEVELOPMENT (FD) TO:

'MU\*AAA - SITE SPECIFIC (MU\*AAA)

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK