



# The Corporation of the Town of Milton

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Report To: Council

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From: Barbara Koopmans, Commissioner, Development Services

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Date: August 23, 2021

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Report No: DS-062-21

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Subject: Technical Report - Official Plan Amendment and Zoning By-law Amendment Applications by Fernbrook Homes (Milton GO) Construction Ltd., applicable to lands municipally known as 101 Nipissing Road, Milton (Town Files: LOPA-04/19 AND Z-02/19)

**Recommendation:** THAT Staff Report DS-062-21 outlining application for amendments to the Town of Milton Official Plan and Zoning By-law 016-2014, as amended, to facilitate the construction of three apartment buildings with heights of 19, 15 and 15 storeys, respectively and totaling 677 residential units, BE APPROVED;

AND THAT staff be authorized to bring forward Official Plan Amendment No. 68 in accordance with the draft Official Plan Amendment attached as Appendix 1 to Report DS-062-21 for Council adoption;

AND THAT staff be authorized to bring forward an amending Zoning By-law in accordance with the draft By-law attached as Appendix 2 to Report DS-062-21 for Council Adoption;

AND THAT the Provincial Ministers of Health, Education, Transportation and Infrastructure and Metrolinx receive a copy of this report with a request to review and plan for future Milton District Hospital, school and transportation expansions;

AND THAT WHEREAS the Planning Act limits the ability to apply for a minor variance for a 2-year period following approval of this By-law, BE IT RESOLVED that a privately-initiated application for a minor variance may be made;

AND FURTHER THAT the Town Clerk forward a copy of Report DS-062-21 and the decision to the Region of Halton for their information.

## EXECUTIVE SUMMARY

The applicant is seeking amendments to the Town of Milton Official Plan and Zoning By-law 016-2014, as amended, to facilitate the construction of three residential buildings with

## **EXECUTIVE SUMMARY**

proposed heights of 15 and 19 storeys and landscaped 6-storey podiums. In total, the proposed development provides 677 dwelling units with parking being accommodated with two levels of underground parking and a two storey parking structure.

An Official Plan Amendment is required to permit an increase in maximum building height to 19 storeys. The Zoning Amendment application proposes to rezone the subject lands from the existing Urban Growth Centre-Mixed Use (UGC-MU) zone to a site specific Urban Growth Centre-Mixed Use with a Holding Provision (UGC-MU\*298\*H54) to accommodate the proposed development. The Holding Provision will remain in place until such time as a Record of Site Condition (RSC) has been provided to the satisfaction of the Region of Halton.

## **Conclusions and Recommendations**

Staff recommends that the applications for amendments to the Town of Milton Official Plan and Zoning By-law 016-2014, as amended, BE APPROVED for the following reasons:

1. The Provincial policies contained in the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) actively promote and encourage compact urban form, intensification, optimization of the use of existing land base and infrastructure, and a development form which will better support public transit. Staff is of the opinion that the proposal is consistent with the PPS and is in conformity with the Growth Plan. Staff is further of the opinion that the proposal would create a compact, transit supportive and pedestrian-friendly area.
2. The Town of Milton's current Official Plan and Zoning By-law do not fully implement the direction and objectives of Provincial policies. Therefore, it is the opinion of staff that it is reasonable and appropriate to consider site-specific Official Plan and Zoning amendment applications which will bring development more in line with the direction of the Provincial policies.
3. The proposal represents intensification within Milton's Urban Growth Centre that would make a positive contribution to meeting the Town's growth targets in accordance with Town, Regional and Provincial planning policy.
4. The reduction in off-street parking is justified by the close proximity of the subject lands to the multi-modal transit hub at the GO Station and supports reduced dependence on the automobile.
5. The proposal meets all of the technical requirements of the affected Civic Departments and all other agencies.
6. The proposed residential buildings are compatible with both existing and future surrounding land uses and represent an appropriate form of residential intensification subject to the satisfaction of the condition pursuant to the holding provision placed on the lands.

## REPORT

### Background

**Owner:** Fernbrook Homes (Milton GO) Construction Ltd., 2220 Highway 7 West, Concord, Ontario

**Applicant:** GSP Group Inc., 72 Victoria Street South, Kitchener, Ontario

**Location/Description:**

The subject lands are located on the north side of Nipissing Road and are known municipally as 101 Nipissing Road. Previously, the subject lands were the site of the former Town of Milton Operations Centre. Surrounding uses include the Milton Mall to the west, the Canadian Pacific Rail corridor to the north and commercial/light industrial uses to the east and south. Existing residential uses, consisting of primarily of low density uses, are located further to the south.

**Proposal:**

The applicant is seeking an amendment to the Town of Milton Official Plan, as well as an amendment to the Town of Milton Zoning By-law, to accommodate the residential development of the lands, providing for 677 residential dwelling units.

The initial submission, as presented to Council at the statutory Public Meeting held on July 8, 2019, consisted of three residential apartment buildings with heights of 15, 17 and 19 storeys. The applicants have now reduced one of the towers by two storeys resulting in two buildings at 15 storeys and one building at 19 storeys. A 3 storey connection is provided between Building A and Building B. The applicants have also decreased the total construction area of the development by approximately 3,730 square metres and as a result, increased the easterly side yard setback to conform to the recommended setback in the Town's Tall Building Guidelines to a proposed residential development on the adjacent property. As well, the applicants have revised the unit types within the buildings, increasing the number of two bedroom units from 193 to 293.

Figure 2 illustrates the revised concept plan for the development. The application proposes two 15 storey apartment buildings and one 19 storey apartment building, atop a landscaped 6 storey podium. The development is proposed to be built in three phases. Vehicular parking is provided via two levels of underground parking and a two storey above ground parking garage which includes a crash wall incorporated in the north wall of the garage along the rail corridor. Parking is proposed at a reduced rate of 1.0 parking space per unit plus an additional 0.23 per unit for visitor parking, totaling 834 parking spaces. With regard to amenity area, the application proposes approximately 2900 square metres of amenity area at a rate of 4 square metres per unit, via landscaped rooftops on the 7<sup>th</sup> floors.

Building "A" is proposed to be constructed as Phase 1 which consists of a 19 storey tower with a 6 storey podium and would include 248 units. A private terrace is proposed on the

## Background

top of the 7th floor for amenity space for residents of the building. Also included in the initial phase is the construction of the site's access from Nipissing Road and a portion of the two storey above ground parking garage (with a 3rd floor terrace) as well as a portion of the proposed crash wall.

Phase 2 includes Building "B", a 15 storey tower with a 6-storey podium, as well as the remainder of the two storey above ground parking garage and crash wall. Building "B" contains 218 units and a 7th floor terrace for amenity area for the residents of the building.

Phase 3 includes Building "C", 5 storey tower with a 6 storey podium, which contains 211 units with a 7th floor terrace for amenity space for the residents of the building.

From a conceptual standpoint, the proposed size breakdown for residential units is as follows, but subject to change depending on market conditions but will not exceed the proposed maximum number of units:

Total Residential Suite Mix					
Unit Type	Tower			Total	
	A	B	C	#	%
1 Bedroom	62	58	61	181	27
1 Bedroom + Den	74	71	58	203	30
2 Bedroom	112	89	92	293	43
<b>Total Suites</b>	<b>248</b>	<b>218</b>	<b>211</b>	<b>677</b>	

The following reports have been submitted in support of this application:

- Planning Justification Report, revised March 2019, prepared by GSP Group
- Urban Design Brief, dated October 2019, prepared by GSP Group
- Transportation Impact Study, dated March 2021, prepared by nexTrans Consulting Engineers.
- Stormwater Management Report, dated May 25, 2020, prepared by Stantec Consulting Ltd.
- Geotechnical Investigation Report, dated February 2019, prepared by McClymont & RAK Engineers Inc.
- Geohydrology Assessment Report, dated February 2019, prepared by McClymont & RAK Engineers Inc.
- Noise and Vibration Impact Study, dated October 27, 2020, prepared by Swallow Acoustic Consultants Ltd.
- Phase One Environmental Site Assessment, dated February 2019, prepared by McClymont & RAK ENGINEERS, INC.

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- Phase Two Environmental Site Assessment, dated June 2020, prepared by McCLYMONT & RAK ENGINEERS, INC.
- Preliminary Pedestrian Level Wind Study, dated January 31, 2019, prepared by Theakston Environmental

## Discussion

### Planning Policy

#### Provincial Policy Statement (PPS)

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. Key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. Council's planning decisions are required to be consistent with the PPS. The PPS includes policies that encourage Ontario municipalities to build healthy, livable and safe communities through intensification and directing development to already settled and well-served areas.

The PPS provides various factors which will assist in sustaining healthy, liveable and safe communities such as:

- promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 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;
- avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 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;
- 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;

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- improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- promoting development and land use patterns that conserve biodiversity; and,
- preparing for the regional and local impacts of a changing climate.

The PPS states, under Section 1.1.3.1 that settlement areas shall be the focus of growth and development and that land use patterns shall be based on a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service
- c) facilities which are planned or available, and avoid the need for their
- d) unjustified and/or uneconomical expansion;
- e) minimize negative impacts to air quality and climate change, and promote
- f) energy efficiency;
- g) prepare for the impacts of a changing climate;
- h) support active transportation;
- i) are transit-supportive, where transit is planned, exists or may be developed;
- j) are freight-supportive.

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.

Section 1.1.3.3 states that Planning authorities shall identify appropriate locations and promote opportunities or 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.

Section 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

Section 1.1.3.5 states that planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

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Section 1.4.1 of the PPS promotes the development of a range of housing types and densities to meet the projected requirements of current and future residents through residential intensification and redevelopment.

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

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
  - 1) all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and
  - 2) all forms of residential intensification, including second 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 alternative transportation modes and public transit in areas where it exists or is to be developed; and
- e) 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.

It is staff's opinion that the proposed development, located within the Town of Milton Urban Growth Area and Major Transit Station Area, represents residential intensification that will contribute to the diversification of the Town of Milton's housing stock and assist in ensuring the Town provides a full range of housing types and densities in order to meet a wide range of needs of current and future households.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) is a regional growth plan for the Greater Golden Horseshoe that builds on the Provincial Policy Statement (PPS). It provides a framework for where and how the region will grow and it promotes achieving complete communities that have access to transit networks, that protect employment areas, and that increase the amount and variety of housing. The plan

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also promotes urban centres as areas that are vibrant and are characterized by more compact development patterns that support climate change mitigation and adaptation, and provide a diversity of opportunities for living, working, and enjoying culture.

The guiding principles of the Growth Plan, as outlined in Section 1.2.1 include:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability
- Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government
- Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.

The Plan directs growth to settlement areas and particular strategic growth areas as well as areas with locations that have existing or planned transit, with a priority on higher order transit where it exists or is planned. The Plan designates the subject lands as within an Urban Growth Centre and a Major Transit Station Area.

Urban growth centres are areas that are planned to accommodate significant population and employment growth, that act as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses. They are areas which are to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit; to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses.

Furthermore, the Urban Growth Centre indicates that Downtown Milton is to achieve a minimum density target of 200 jobs and residents combined per hectare by 2031. The proposed development results in 677 residential units and an overall density of approximately 570 units per hectare, thus assisting Milton in satisfying the minimum density targets as set out in the Growth Plan.

It is staff's opinion that the proposal conforms to the directions set out in the Growth Plan, supporting the creation of complete communities by prioritizing intensification, specifically within strategic growth areas, including urban growth centres and major transit station areas.

### Region of Halton Official Plan (ROP)

## Discussion

The Regional Official Plan was consolidated on June 19, 2018 and is currently in force and effect. The subject lands are within the Town of Milton's "Built Boundary" and are designated "Urban Area" and are subject to the "Built Boundary" and "Urban Growth Centre" overlay in the Regional Official Plan. The subject lands are also located within the "Mobility Hub" as identified on Map 1 of the Regional Plan.

Section 72 of the Regional Official Plan sets out some of the principal objectives of the Urban Area designation. These objectives are summarized as follows:

- Support a form of growth that is compact and transit supportive and reduces the dependence on the automobile;
- Encourage complete communities which afford maximum choices for residence, work and leisure;
- To ensure growth takes place commensurately both within and outside the Built Boundary;
- To promote the adaptive re-use of brownfield and greyfield sites; and,
- Identify an urban structure that supports development of Intensification Areas and promotes intensification and increased densities.

Section 77 (2.1) states that a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter, be directed to the *Built-Up Area*.

Section 80 states that Intensification Areas are parts of the Urban Area and consist of:

1. Urban Growth Centres, which are shown as an overlay on top of the Urban Area on Map 1 subject to specific policies in addition to those for Intensification Areas,
2. Major Transit Station Areas (including Metrolinx-designated Mobility Hubs) as identified on Map 1 and Map 3 and/or in Local Official Plans, which generally consist of areas within 500 m of the Major Transit Station.

Section 253.2 defines Intensification Areas as "lands identified by the Region or its Local Municipalities within the Urban Area that are to be the focus for accommodating intensification. Intensification Areas include Urban Growth Centres, Major Transit Station Areas (including Metrolinx-designated Mobility Hubs), Intensification Corridors, and Mixed Use Nodes".

Section 78 of the Plan outlines the following *objectives* of the *Intensification Areas*:

1. To provide an urban form that is complementary to existing developed areas, uses space 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.
2. To provide opportunities for more cost efficient and innovative urban design.

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3. To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.
4. To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighborhoods.
5. To create a vibrant, diverse and pedestrian-oriented urban environment.
6. To cumulatively attract a significant portion of population and employment growth.
7. To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places.
8. To support transit and *active transportation* for everyday activities.
9. To generally achieve higher densities than the surrounding areas.
10. To achieve an appropriate transition of built form to adjacent areas.
11. For *Major Transit Station Areas* and *Intensification Corridors*:
  - a) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit *infrastructure* and service.
  - b) To achieve a mix of residential, office, institutional and commercial *development*, where appropriate.
  - c) For *Major Transit Station Areas*, to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.

It is the policy of the Region, as indicated in Section 81 (1) of the Plan to direct *development* with higher densities and mixed uses to *Intensification Areas*.

Section 81 states that the *objectives* of the *Urban Growth Centres*, as shown on Map 1, are:

1. To serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses.
2. To accommodate and support major transit *infrastructure*.
3. To serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses.
4. To accommodate a significant share of population and employment growth.

It is the *policy* of the *Region* to, as described under Section 81.3, to:

1. Require *Urban Growth Centres* to achieve a minimum *development density* target of 200 residents and jobs combined per gross hectare by 2031 or earlier.

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2. Require Local Official Plans to show how the *development density* target for *Urban Growth Centres* under Section 81.3(1) can be met, including the submission to the *Region* of any supporting background documentation.

Section 84 of the Plan outlines the policies related to housing. The Plan states that the goal for housing is to supply the people of *Halton* with an adequate mix and variety of housing to satisfy differing physical, social and economic needs. Furthermore, that it is the *policy* of this *Region* to: Adopt the following housing targets:

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

## Transportation

172. The objectives of the Region are:

2. To develop a balanced transportation system that:
  - a. Reduces dependency on automobile use;
  - b. Includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and
  - c. Promotes *active transportation*.
- (9.1) To ensure *development* is designed to support *active transportation* and public transit.
- (9.2) To integrate transportation planning, land use planning, and investment in infrastructure.
- (10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and *active transportation*.

*Map 1 - Regional Structure* also identifies the subject lands as within the Mobility Hub/Major Transit Station Area. Section 259.3 defines Mobility Hubs as:

“*Major Transit Station Areas (MTSA’s)* that are designated by Metrolinx as regionally significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between rapid transit services, and also places where different modes of transportation, from walking to high-speed rail, come together. They have, or are planned to have a concentration of mixed use development around a major transit station. Given the high level of transit service at or forecasted for *Mobility Hubs* relative to other *MTSAs*, it is recommended that the *Mobility Hub* areas receive a commensurately higher level of development intensity and design consideration that supports transit and multi-modal travel than what may be applied in other *MTSAs*”.

The Regional Official Plan has implemented the intensification policies of the Growth Plan for the Greater Golden Horseshoe by identifying Milton’s Built Boundary, Urban Growth Centre and Major Transit Station Area/Mobility Hub, intensification areas and further

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mandating minimum intensification targets within the built boundary. By intensifying the Urban Growth Centre/Major Transit Station Area, the proposed development will significantly contribute to achieving the prescribed minimum of 5,300 new residential units within Milton's Built-up area by 2031. Additionally, the proposal will contribute to the achievement of the prescribed minimum percentage (i.e. 50%) of new housing units required to be in the form of townhouses or multi-storey buildings.

It is staff's opinion that the proposal conforms with the Regional Official Plan as it meets all of the relevant policies and objectives as outlined above, which includes encouraging and facilitating intensification in the Urban Growth Centres and compact and transit supportive development that contributes to the creation of complete communities. Furthermore, no issues of water or sanitary service capacity have been identified. The Region has reviewed the applications and supports their approval and has noted that it is a key priority of the Region to consider intensification and the development of intensification areas as the highest priority of urban development within the Region of Halton.

### **Town of Milton Official Plan**

The subject lands are located within the Urban Growth Centre of the Central Business District and are designated Urban Growth Centre Mixed Use Sub-Area as shown on Schedule C - Central Business District Land Use Plan of the Town of Milton Official Plan.

The Urban Growth Centre Mixed Use Sub-Area designation makes up the majority of the Central Business District and is to be planned as a concentrated, vibrant urban centre that accommodates a significant share of the Town's population and employment growth supported by Regional scale public services and major transit infrastructure. In addition to the uses permitted within the Central Business District land use designation, within the Urban Growth Centre Mixed Use Sub-Area designation, higher density residential and employment uses, major office, retail, hotels and convention centres and appropriate major institutional uses may be permitted. All permitted uses within the designation shall contribute to achieving the overall minimum development density target for the Urban Growth Centre of 200 residents and jobs combined per hectare, subject to the availability of appropriate infrastructure.

Official Plan policies relevant to the proposal include:

#### **2.1.3 Municipal Structure and Community Context**

##### **2.1.3.2 Urban Area**

Higher density mixed use development is generally directed to the Urban Growth Centre. The Urban Growth Centre for the Town is generally centered along Main Street, in the easterly area of the Central Business District and is the focal area for investment in institutional and Region-wide public services, as well as for commercial, recreational, cultural and entertainment uses. It is to be planned as a vibrant high density, mixed use regional centre supported by a full range of public and complementary services and major

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transit infrastructure. It will accommodate and support a significant share of population and employment growth as well as major transit infrastructure over the life of this Plan. The majority of the Town's intensification will be directed to the Urban Growth Centre, particularly the Major Transit Station Area, located around the existing GO Station on Main Street.

### 2.1.4 Growth Management

Section 2.1.4.3 notes that between the years of 2015 and 2031, a minimum of 5300 new housing units are to be added within the built boundary shown on Schedule K to this Plan.

2.1.4.7 states that within the Urban Growth Centre, a minimum development density of 200 persons and jobs combined per gross hectare is to be achieved by 2031 or earlier subject to availability of appropriate infrastructure.

Section 2.1.4.8 states that within the Major Transit Station Area, additional height and density beyond the target for the Urban Growth Centre is encouraged.

The proposed development seeks approval for a total of 677 dwelling units, significantly adding to the 5300 dwelling units required to be accommodated within the Built Boundary as well as increasing the density within the Urban Growth Centre. As well, the applicants have applied for an Official Plan Amendment to seek permission to allow for additional height to accommodate the increased density, as per guidance from the Plan.

### 2.1.6 Intensification

2.1.6.1 The Town shall promote intensification in order to support the development of compact, efficient, vibrant, complete and healthy communities that:

- a. Support a strong and competitive economy;
- b. Protect, conserve, enhance and wisely use land, air and water;
- c. Optimize the use of existing and new infrastructure;
- d. Manage growth in a manner that reflects Milton's vision, goals and strategic objective; and
- e. Support achievement of the intensification and density targets of this Plan.

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. The Official Plan defines "Intensification Area" as *"lands identified within the Urban Area that are to be the focus for accommodating intensification. Intensification Areas include Urban Growth Centres, Major Transit Station Areas, Intensification Corridors and Mixed Use Nodes"*. Major Transit Station Area means *"the area including and around any existing or planned higher order transit station within the Urban Area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500m radius of a transit station, representing about a 10 minute walk."*

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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;
- f. To cumulatively attract a significant portion of population and employment growth;
- g. To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;
- h. To support transit and active transportation for everyday activities;
- i. To generally achieve higher densities than the surrounding areas;
- j. To achieve an appropriate transition of built form to adjacent areas;
- k. For Major Transit Station Areas, Intensification Corridors and Secondary Mixed Use Nodes:
  - i. to achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service; and,
  - ii. to achieve a mix of residential, office, institutional and commercial development, where appropriate; and
- l. For Major Transit Station Areas:
  - i. to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.

2.1.6.5 It is the policy of the Town to:

- a. Recognize the Milton GO Station as a Major Transit Station and the surrounding area as a Major Transit Station Area to which residential and employment intensification including major office and appropriate major institutional uses are to be directed in accordance with Section 3.5 of this Plan;

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- d) Direct development with higher densities, including mixed uses and transit supportive land uses to Intensification Areas; and
- s) Promote the use of rehabilitated brownfield and greyfield sites for residential intensification.

2.6.3.14 As an incentive to encourage travel demand management, the Town may permit reduced parking standards for developments which demonstrate through their travel demand management plan and implementation strategy that a reduction in the parking standards is appropriate. A reduction in parking standards may also be considered in locations where mixed use development is permitted, where there is a significant density of development and good accessibility to transit, such as the Central Business District and Urban Growth Centre, in accordance with the policies of Section 3.5 of this Plan.

The proposed development is located within the Major Transit Station Area and represents an opportunity for intensification that provides a transit supportive, compact residential development and otherwise meets the above noted intensification objectives of the Official Plan.

## 2.7 - Housing

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.

2.7.3.13 The present and future demand for housing in Milton will be accommodated, in part, through forms of intensification, which include the efficient use of vacant residential lands, underutilized lots and existing housing stock in all neighbourhoods, while recognizing the flood susceptibility in the urban core.

## 2.8 - Urban Design

2.8.2.11 To achieve a varied pattern of built form which supports and enhances the urban experience through architectural design which addresses both aesthetic and functional requirements.

2.8.2.12 To achieve a complementary relationship between new buildings and existing buildings, while accommodating a gradual evolution of architectural styles, as well as accommodating innovative built forms.

2.8.2.13 To enhance the unique character of a district, neighbourhood, grouping of buildings or prominent building, based on an analysis of their identifiable architectural characteristics.

It is the opinion of staff that the proposal meets the objectives of the Town's Official Plan and generally conforms to the Town's Tall and Mid-Rise Building Guidelines. The applicants have been working closely with the Town's Urban Design staff, not only through

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this Official Plan and Zoning By-law Amendment application as well as the associated Site Plan application, but also through the Milton Mobility Hub Study for the area. The Town's Urban Design staff has indicated that they are in support of the application and will continue working with the applicant through the detailed Site Plan Approval process.

### 3.5 Central Business District

3.5.1.1 The "Central Business District" (CBD) as identified on Schedule "B", composed of the historic downtown area and the Urban Growth Centre (UGC), is the focal point of the municipality. The UGC, as identified on Schedule "C", will serve as the focal area for investment in institutional and region-wide public services as well as residential, commercial, recreational, cultural and entertainment uses.

The UGC is the primary focus for intensification and therefore is subject to the policies for Intensifications Areas as set out in Section 2.1.6 of this Plan, as appropriate.

3.5.1.2 It is intended that the CBD, outside of the Regulatory Flood Plain, will continue to be the primary multi-functional centre of the Town, providing a broad range of commercial, civic and cultural services at a Town-wide scale. Higher density mixed-use development and residential intensification, including major office, retail and appropriate major institutional development, will be directed to the UGC, and especially to the Major Transit Station Area located around the GO station.

Development will be planned to:

- a. Accommodate and support major transit infrastructure and multi-modal access to the GO station with active transportation infrastructure and connections to nearby trip generators, such as community facilities;
- b. Serve as a high density major employment centre that will attract provincially, nationally or internationally significant employment uses; and,
- c. Accommodate a significant share of population and employment growth and within the UGC, achieve a minimum development density of 200 residents and jobs per gross hectare by 2031 or earlier, subject to the availability of appropriate infrastructure.

### 3.5.3 Central Business District Policies

3.5.3.1 The intent of the Central Business District land use designation is to preserve, promote and enhance the function of the core area of the Town as the primary centre for commerce, tourism and civic activity at a pedestrian-scale.

3.5.3.5 The development of a wide range of complementary uses to contribute to the vitality of the Central Business District and foster a live-work relationship, including the development of residential units above commercial establishments or offices, shall be encouraged.

## Discussion

3.5.3.7 Transit-supportive densities and pedestrian oriented, active streetscapes and improvements to the public realm that revitalize and enhance the character of the Central Business District are required.

3.5.3.8 New development shall exhibit high quality architectural and urban design and shall be integrated with adjacent, established residential neighbourhoods through the incorporation of appropriate transitions to minimize impacts.

3.5.3.11 Active transportation opportunities for pedestrians, cyclists and transit will be promoted to reduce automobile dependency.

### Urban Growth Centre Mixed Use Sub-Area

3.5.3.24 New development and redevelopment in this area may take the form of purpose designed or mixed use buildings and shall be guided by the following policies:

- b) 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 within purpose designed buildings;
- c) Parking shall be provided in accordance with the policies of subsection 3.5.3.48, with the majority of the required parking being provided in a structured parking garage or underground;
- d) Buildings abutting established residential neighbourhoods shall be stepped back, terraced or setback to maintain an appropriate transition and relationship between the different built forms
- f) All new buildings shall be located close to or at the street line;
- g) Building heights may be increased within the Major Transit Station Area as shown on Schedule C and in gateway locations as shown on Schedule C.7.A.CBD, in accordance with the applicable bonusing policies of this Plan; and
- h) Development shall be designed to facilitate access to public transit, including commuter pick-up/drop-off areas and bicycle parking, and encourage walking and cycling.

3.5.3.25 A pedestrian linkage across the rail line to connect Nipissing Road and Childs Drive to the GO Station and Main Street will be encouraged.

3.5.3.27 The comprehensive redevelopment of existing industrial and automotive-related establishments within the Urban Growth Centre and replacement with intensive, high density residential, office and institutional uses shall be promoted.

Schedule C.7.A. CBD - Central Business District Height Limits indicates a maximum height of 8 storeys and as such, application for an amendment to the Official Plan has been made to allow a maximum height of 19 storeys to accommodate the development.

The development proposes three purpose designed residential buildings with associated parking located both in an above ground parking structure and two levels of underground

## Discussion

parking. The proposed buildings are designed in accordance with the Town's Tall Building and Mid-rise Building Guidelines with respect to built form, location on the lands, and setbacks. It is the opinion of Planning staff that the proposal conforms to the above policies for the Urban Growth Centre Mixed Area.

Attached as Appendix 1 to this Report is a Draft Official Plan Amendment.

### **Town of Milton - Major Transit Station Area/Mobility Hub Study**

In February 2018, the Town initiated a multi-disciplinary study of the Milton Major Transit Station Area/Mobility Hub to make recommendations which will guide future development and intensification in the area. The study is a significant component in planning for intensification. It will contribute local inputs to the Region's ongoing growth management exercise, inform the Town's own Official Plan Review, provide the evidence base and policy framework for the preparation of an area specific Secondary Plan and also support the business case for all-day, two-way GO rail service.

The Study was completed in the summer of 2020 and received by Council in August. In April 2021, Council endorsed a policy directions report. The Policy Directions report outlined short, medium and longer term initiatives to implement the recommendations of the Study. In the short term, Staff are preparing targeted amendments to the Official Plan and Zoning By-law to align current policy and zoning provisions with the recommendations of the Study. This includes, for example, revisions to the maximum permitted height limits to align with the density and height recommendations in the Study.

### **Tall Building Guidelines**

On May 7, 2018, Town Council endorsed the Milton Mid-Rise and Tall Building Guidelines prepared by Planning and Development Staff. Town staff has proactively developed these design guidelines to aid the integration of these types of developments into communities. They are in recognition of the Province's emphasis on urban intensification and increasing developer interest in pursuing mid-rise and tall buildings in Milton.

By clarifying the Town's expectations for the design of tall buildings, it is intended that the guidelines will assist with the interpretation of Official Plan policies and provide a clear design direction for development proposals. They will provide urban design solutions to ensure that mid and high density projects will be well integrated with the existing neighbourhood context. In addition, they will provide design techniques to reduce potential impacts on the surrounding neighbourhood. Developers are encouraged to have regard to the guidelines and Planning staff will use them to evaluate development proposals.

An Urban Design Brief has been submitted to the satisfaction of staff demonstrating conformity with the Tall Building Guidelines. Urban Design and the proposal's conformity to the Tall Building Guidelines are discussed further in the Issues section of this report.

### **Zoning By-law 016-2014, as amended**

## **Discussion**

The subject lands are zoned Urban Growth Centre-Mixed Use (UGC-MU) zone under the Town of Milton Zoning By-law 016-2014, as amended. The UGC-MU zone allows for Residential High Density (RHD) uses, including apartment buildings. Schedule D - Central Business District - Buildings Heights of the Zoning By-law allows for a maximum building height of 8 storeys. The applicant has made application for a Zoning By-law Amendment to increase the maximum height to 19 storeys as well as to address siting of the building on the subject lands, including setbacks to property lines as well as to the rail line, and parking rates.

Attached to this report as Appendix 2 is the draft site specific Zoning By-law.

### **Site Plan Control**

Should the application be approved, the applicant will be required to receive Site Plan Approval prior to the commencement of any development.

### **Public Consultation**

The applicant held a Public Centre Session (PIC) on May 15, 2019 at the Milton Memorial Arena. No formal presentations were made at this information centre. The purpose of the PIC was to provide the public with an informal opportunity to not only view the drawings and concepts illustrating the proposal, but also to ask questions of the applicant and technical consultants and learn about the application process. Staff were present at the PIC as well.

Notice for the public meeting was provided pursuant to the requirements of the Planning Act on June 13, 2019. The statutory Public Meeting was held on July 8, 2019. One member of the public to concerns regarding the proposed height, density and traffic impacts.

### **Agency Circulation**

The initial application was circulated to internal/external agencies on March 21, 2019, with subsequent revisions circulated in June 2020 and March 2021.

### **Region of Halton**

Regional staff has considered the applications in the context of the Provincial Policy Statement, A Place to Grow Plan and the Regional of Halton Official Plan, and is of the opinion that the applications are consistent with and conform to the relevant planning documents, and represent good planning from a Regional perspective. The Region has requested a Holding provision be added to the zoning to ensure that issues of contamination are addressed. Specifically, the Holding Provision shall apply and shall not be removed until a Record of Site Condition (RSC) and any associated environmental documentation (e.g., Environmental Site Assessments including letter of reliance, Remediation Plan, Soil Management Plan, Health and Safety Plan, Risk Assessment, Certificate of Property Use (CPU) completed in pursuit of the RSC), has been provided to the satisfaction of Halton Region.



## Discussion

### Town of Milton Engineering Services

The Town's Development Engineering staff has reviewed the applications and offers no objection to the approval of the Official Plan Amendment and Zoning By-law Amendment. Engineering staff will continue to work with the applicant to ensure that the technical requirements are satisfied through the related Site Plan Approval process.

The Town's Transportation staff has reviewed the submitted Traffic Impact and Parking Study and offers no objections.

### Halton Catholic District School Board

Halton Catholic District School Board staff has reviewed the applications and offers no objection. In terms of school accommodation, if the development was to proceed today, elementary students generated from this proposal would be accommodated at Holy Rosary Catholic Elementary School and secondary students would be directed to Bishop Reding Secondary School. It is also noted that Education Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the time of Building Permit issuance.

### Halton District School Board

Halton District School Board staff has no objections to the proposed applications. Students from this area are currently within the E.W. Foster Public School, Sam Sherratt Public School and W.I. Dick Public School catchment and Craig Kielburger Secondary School catchment. All schools are projected to be over building capacity. As a result, students generated from this development are expected to be accommodated in the respective schools with the addition of portables. The Craig Kielburger Secondary School catchment is under review; it is likely the high school designated for this area will change. HDSB staff notes that Education Development Charges are payable in accordance with the applicable Education Development Charge By-law and are required at the time of Building Permit issuance.

### Fire Department

The Town's Fire Department has reviewed the proposal and has offered no objection to the approval of the application. The Fire Department has requested that consideration be given to having an in-building radio repeater system installed to ensure the Town's emergency radio system has minimum coverage levels provided inside the buildings for public safety. From an emergency response perspective, the Fire Department has indicated that due to the fire and life safety requirements of the Ontario Building Code, they rarely have comments or concerns. The proposed buildings are made with non-combustible materials and are very compartmentalized and should there be a fire, fire alarm systems are designed as early warning for the occupants and sprinkler systems are designed to contain fire and HVAC/ventilation systems are to assist Fire Department staff with removal of smoke and gases. The Milton Fire Department currently has

## Discussion

apparatus and equipment to deal with apartment/high rise fires, most of which need to be attacked and suppressed by entering the building and fighting the fire on the floor of origin.

### Community Services

The Town's Parks and Facility Planning section has reviewed the application and notes that cash-in-lieu (CIL) of land for park and/or other public recreational purposes is required at the Bill 73 (the Smart Growth for Our Communities Act, 2015) rate of 1 ha per 500 dwelling units until such time that the Town implements the changes resulting from Bill 108 (the More Homes, More Choice Act 2019), Bill 197 (the COVID-19 Economic Recovery Act, 2020) and any related amendments (Bill 138, the Plan to Build Ontario Act, 2019; proclamation pending) being in effect. The required fee for CIL of parkland is payable prior to issuance of the first building permit (inclusive of conditional or partial permits, for the first building proposed), and will be subject to the requirements in effect at that time.

### **Issues of Concern**

#### Noise

Staff had identified noise as an issue of concern due to the proximity to both the existing rail line along to the northern property line and the existing commercial uses to the immediate west. The applicants submitted a Noise and Vibration Feasibility Study, prepared by Howe Gastmeier Chapnik Limited ("HGC"), dated October 27, 2020, in support of their application. The report concluded the following:

*Acoustic modeling has been undertaken to assess the noise impacts of surrounding traffic and stationary sources on the proposed development at 101 Nipissing Road. The results of this study indicate that the proposed development is feasible from a traffic noise impact perspective, with the including of appropriate features. Preliminary recommendations for appropriate building envelope sound insulation values are provided.*

*Measurements and analysis of ground-borne vibration from trains in the rail corridor north of the site indicated that the proposed development is feasible from a ground-borne vibration impact perspective.*

*Assessment of stationary noise from equipment and operations at neighbouring commercial buildings indicates that sound levels from the rooftop equipment on the building to the west (75 Nipissing Road) will exceed MECP criteria at the site. Two options for the mitigation of this noise excess are presented herein. Associated warning clauses are recommended, and sample wording is provided.*

The Town retained SLR Consulting (Canada) Ltd. to conduct a peer review of the report. SLR has indicated that following the review of the report, they are in general agreement with the findings of the report, including the recommended mitigation measures, warning clauses and conclusions. Additionally, through the concurrent Site Plan application, the applicant has provided further design details outlining the mitigation measures and the Site Plan Agreement will contain all warning clauses as recommended in the report. The

## **Discussion**

updated Noise Impact Study and detailed drawings submitted through the Site Plan process have also been peer reviewed and found to be acceptable. As such, the Town's concerns with potential noise impacts have been addressed satisfactorily.

### Impact to Birds

The potential of birds flying into the towers was also expressed as a concern during the public meeting. As birds cannot perceive images reflected in glass as reflections, they will fly into windows that appear to be trees or sky. Additionally, clear glass also poses a danger as birds have no natural ability to perceive clear glass as a solid object. One method of limiting bird collisions is to introduce visual markers to the glass which can be perceived by the birds. To address this concern, the applicant will include dotted or fritted glass into portions of the building to create "noise" which deters birds from attempting to pass through the glass. Staff will ensure this detail is provided through the related Site Plan approval and building permit process.

### Lighting

The issue of lighting was raised as a potential concern given the height of the proposed buildings. The Town of Milton Zoning By-law includes specific requirements related to lighting and illumination. These provisions require that free-standing or wall-mounted lighting fixtures do not exceed a height of 9.5 metres, that all lighting fixtures are installed in a manner so light emitted is projected down, that no light dispersion is permitted to project above the lighting fixture, and that lighting does not exceed 0.5 foot candles (5 lux) at a property line that abuts a residential zone. Town staff ensures compliance with these standards through the site plan review process. Furthermore, the glass will have a low-e coating, which will give the glass a grey tint. However, it should be noted that no tint will completely eliminate light from being seen outside of the unit.

### Electric Vehicle Charging Stations

A member of Council had inquired as to whether electric vehicle charging stations were to be made available within the development. The applicant has confirmed that each building will contain 25 charging stations for residents and 3 charging stations will be provided for visitors.

### Shadow Impact

Staff had concern with the potential of shadow impacts from the proposal and required the applicant submit a Shadow Impact Analysis showing conformity with the Town's Shadow Analysis Guidelines. As per the Town's Guidelines, the shadow impact analysis must demonstrate that adequate sunlight is available for the public realm (sidewalks, parks, plazas, school yards), the private realm (including private residential front yards and rear yards), and solar panels. Shadow impact analysis must be prepared for September 21 (fall equinox) and demonstrate that:

## Discussion

- 60% of the opposing sidewalks should receive direct sunlight for at least three continuous hours (between 10:00 am and 3:00 pm)
- In mixed-use areas, sidewalk patios should receive at least two hours of sunlight during either lunchtime (between 10 am and 2 pm) or dinner hours (between 5:00 pm and 9:00 pm).
- Private front yard, rear yard, windows and rooftop patios should receive sunlight for at least two continuous hours of sunshine (between 10 am and 5 pm)
- Solar panels should receive sunlight for an extended period of the day (minimum eight hours which may not be consecutive)

The applicants have included a Shadow Impact Analysis within their Planning Justification Report which assesses the proposal's conformity with the Town's guidelines. The report was reviewed by both Planning and Urban Design staff and found to be acceptable and in conformity with the Town's Shadow Impact Analysis Guidelines. With respect to the nearest low density residential dwellings along Childs Drive, the study found that there will no shadows cast from the proposed buildings falling on north side of Childs Drive until 6pm, thus exceeding the minimum 2 hours of sunlight between 10 am and 5 pm as outlined in the Town's guidelines.

## Traffic Impacts

Concern was expressed regarding the impact of the proposed development on Nipissing Road and the surrounding local road network. The applicant submitted a Traffic Impact Study, prepared by Nextrans Consulting Engineers, in support of the application. The executive summary states the following:

The development proposal is expected to generate 202 two-way auto trips (49 inbound and 153 outbound) during the weekday morning peak hour and 239 two-way trips (146 inbound and 93 outbound) during the afternoon peak hour. Under the existing conditions, all unsignalized and the signalized intersections considered are currently operating at acceptable levels of service during both the morning and afternoon peak hours.

Under the 2027 future background conditions:

- All unsignalized intersections are expected to operate at acceptable levels of service based on delay and volume to- capacity ratio.
- The Ontario Street South/Childs Drive signalized intersection is expected to operate at acceptable levels service, with signal timing optimization and increased cycle length from 90 to 120 seconds, from the overall levels of service and delay perspective, with some critical movements during both the morning and afternoon peak hours. Particularly, from volume-to-capacity perspective, the northbound shared through/right is expected to operate with higher delay due to heavy northbound right turn movements without an exclusive northbound right turn lane. This movement is related to the increase in traffic demand for the future Milton GO

## Discussion

Transit Station expansion to the south of the existing tracks. However, based on Nextrans' experience working with other projects in the Town of Milton and in the Greater Toronto Area, this is a typical condition for major signalized intersections during the peak hours. Road widening will attract more vehicle trips and penalize pedestrian crossing due to larger distance. As such, it is Nextrans' opinion that no improvements are required within the horizon year considered in this Study.

- The Thompson Road South/Nipissing Road signalized intersection is expected to operate at acceptable levels service, with signal timing optimization and increased cycle length from 90 to 110 seconds, from the overall levels of service and delay perspective, during both the morning and afternoon peak hours, with some critical movements during the afternoon peak hour. Particularly, from volume-to-capacity perspective, the southbound shared through/right is expected to operate with higher delay due to heavy southbound through movements without an exclusive southbound right turn lane. This movement is related to the heavy existing southbound traffic volumes on Thompson Road South, as well as future background growth of 1.5% compounded per annum as requested by the Town of Milton to be included in the analysis. However, similarly, based on Nextrans' experience working with other projects in the Town of Milton and in the Greater Toronto Area, this is a typical condition for major signalized intersections during the peak hours. Road widening will attract more vehicle trips and penalize pedestrian crossing due to larger distance. As such, it is Nextrans' opinion that no improvements are required within the horizon year considered in this Study.
- For the Nipissing Road/Childs Drive intersection, as indicated by the Town of Milton, due to pedestrian and cyclist safety concerns, a southbound right-turn channelization will not be included as part of the future design. Instead traffic signals are proposed to be installed at this intersection in the future. For these reasons, this intersection has been analyzed as a signalized intersection with a moderate cycle length of 70 seconds with other parameters are similar to the existing signalized intersections in the area. On this basis, under the future background conditions with the proposed traffic signals, this intersection is expected to operate at acceptable levels service during the morning and afternoon peak hours.

Under the 2027 future total conditions:

- All unsignalized intersections, including the proposed site access, are expected to operate at acceptable levels of service based on delay and volume-to-capacity ratio.
- The Ontario Street South/Childs Drive signalized intersection is expected to operate at acceptable levels service, with signal timing optimization and increased cycle length from 90 to 120 seconds, from the overall levels of service and delay perspective, with some critical movements during both the morning and afternoon

## Discussion

peak hours. Particularly, from volume-to-capacity perspective, the northbound shared through/right is expected to operate with higher delay due to heavy northbound right turn movements without an exclusive northbound right turn lane. This movement is related to the increase in traffic demand for the future Milton GO Transit Station expansion to the south of the existing tracks. However, based on Nextrans' experience working with other projects in the Town of Milton and in the Greater Toronto Area, this is a typical condition for major signalized intersections during the peak hours. Road widening will attract more vehicle trips and penalize pedestrian crossing due to larger distance. As such, it is Nextrans' opinion that no improvements are required within the horizon year considered in this Study.

- The Thompson Road South/Nipissing Road signalized intersection is expected to operate at acceptable levels service, with signal timing optimization and increased cycle length from 90 to 110 seconds, from the overall levels of service and delay perspective, during both the morning and afternoon peak hours, with some critical movements during the afternoon peak hour. Particularly, from volume-to-capacity perspective, the southbound shared through/right is expected to operate with higher delay due to heavy southbound through movements without an exclusive southbound right turn lane. This movement is related to the heavy existing southbound traffic volumes on Thompson Road South, as well as future background growth of 1.5% compounded per annum as requested by the Town of Milton to be included in the analysis. However, similarly, based on Nextrans' experience working with other projects in the Town of Milton and in the Greater Toronto Area, this is a typical condition for major signalized intersections during the peak hours. Road widening will attract more vehicle trips and penalize pedestrian crossing due to larger distance. As such, it is Nextrans' opinion that no improvements are required within the horizon year considered in this Study.
- For the Nipissing Road/Childs Drive intersection, as indicated by the Town of Milton, due to pedestrian and cyclist safety concerns, a southbound right-turn channelization will not be included as part of the future design. Instead traffic signals are proposed to be installed at this intersection in the future. For these reasons, this intersection has been analyzed as a signalized intersection with a moderate cycle length of 70 seconds with other parameters are similar to the existing signalized intersections in the area. On this basis, under the future total conditions with the proposed traffic signals, this intersection is expected to operate at acceptable levels service during the morning and afternoon peak hours.
- A full moves vehicular access is provided onto Nipissing Road with one inbound lane and one outbound lane.
- Based on Nextrans' review of the existing conditions on Nipissing Road and the available frontage of the site, this is the best possible location from traffic operation and safety perspective. If the access is shifted further to the west, it would be located in the vicinity of the existing horizontal curve on Nipissing Road, this would

## Discussion

not be optimal from traffic operation and safety perspective. The analysis indicates that the proposed access is expected to operate at acceptable levels of service with minimum delay or queue.

The Town's Traffic section has reviewed the submitted traffic impact assessment and concur with the findings of the report.

### Parking

The applicants have proposed a parking rate of 1.0 parking spaces per unit and 0.23 parking spaces for visitors, resulting in 833 parking spaces whereas the Town of Milton Zoning By-law requires 1.50 parking spaces per unit for residents and 0.25 spaces per unit for visitors, resulting in a requirement of 1, 185 parking spaces. In support of their proposal, the applicant has provided a parking assessment within their Traffic Impact Study which provided the following conclusions:

The development proposal is expected to generate 202 two-way auto trips (49 inbound and 153 outbound) during the weekday morning peak hour and 239 two-way trips (146 inbound and 93 outbound) during the afternoon peak hour. This suggests that the total numbers of two-way auto trips during the morning and afternoon peak periods are significantly lower than the parking requirement. It is Nextrans' opinion that, based on the ITE trip generation rates for auto mode, the proposed parking reduction for the proposed development can be supported and reasonable.

The demographic assessment for the area based on the 2016 TTS data indicates that about 51% of the apartment type household has one person, 59% have only one car and 68% own only one vehicle. There is only 25% of the apartment household own more than 1 vehicles. This trend indicates that residents are not required to own a car to access the Town and Greater Toronto and Hamilton Area.

As well, the study reviewed the current Zoning By-law requirement for parking for Milton, Oakville, Mississauga and Toronto, and with the exception of the Town of Oakville and Town of Milton, the parking rate for other jurisdictions High Density Area is about 0.9 to 1.0 space/unit for residents. The visitor parking rates of those surveyed were significantly less than the 0.23 proposed under this development.

As the Milton's GO Transit Station is identified as a Major Transit Station Area and a Mobility Hub. The focus of the Mobility Hub is supporting higher density, mixed-use and transit-oriented developments with a modal split target of 30%. In order to support this vision, there is a need to make the area around the station more pedestrian friendly and providing better walking and cycling routes for the first and last mile of journeys that begin or end at the station. As such, it is Nextrans' opinion that a reduced parking requirement provision is not only required but will also contribute to the success of the proposed Milton's Major Transit Station Area and a Mobility Hub.

The study concluded that the recommended parking rates of 1.00 space/unit for residential and 0.23 space/unit for visitor are appropriate and reasonable. These rates are required

## Discussion

to support the future active transportation and transit investment in the proposed Milton's Major Transit Station Area and a Mobility Hub. It is also Nextrans' opinion that reduced parking rate is the best TDM measure that helps encourage residents and visitors to take non-auto modes of transportation instead of driving.

Planning staff relies on the expertise of the Town's Traffic section in the assessment of parking assessments reports. The Town's Traffic section has reviewed the submitted parking assessment and has concurred with its findings. As such, Planning staff supports the reduced parking rates as proposed.

### Urban Design/Height

The Town of Milton Tall Buildings Guidelines (the Guidelines) and the Mid-Rise Buildings companion document were endorsed by Council at its meeting on May 7, 2018 (PD-022-18). The Guidelines are intended to assist with policy interpretation and provide a clear design direction. The proposal takes into account and has regard to the Town's Tall Building Design Guidelines and the companion guidelines for Mid-Rise Buildings.

The key design principles underpinning the Guidelines have been referenced throughout the pre-application and formal application process. The Urban Design Brief prepared by GSP Group has been prepared and submitted in accordance with the Town's Development Application Guidelines for Urban Design Briefs. Additionally, the applicant has provided Building Impact Analysis drawings, attached as Figure 4 to this report, illustrating the visual impacts of the proposed buildings at various key locations in the surrounding area.

As indicated previously, the proposed development consists of residential towers at heights of 19 and 15 storeys atop a 6 storey podium. The 6-storey podium height of Building A and Building C along Nipissing Road provides a pedestrian-scaled height-to-street ratio in keeping with the direction of the Guidelines. Additionally, although the development site is not adjacent to low density residential development, the submitted guidelines demonstrate conformity with the required 45-degree angular plane requirement to achieve an acceptable transition to Nipissing Road. As well, the 2.5 metre setback space from the post-widened right-of-way provides transition space with plantings to at-grade residential units. The podium rooftops propose common and/or private rooftop terraces on each of the three buildings to provide a range of amenity functions.

Above the podiums, the proposed towers use more slender tower footprints and strategic offsets and spacing for all three buildings. All three towers have footprints of 750 square metres for their entire tower's portion, in keeping with desire of the guidelines (both area and vertical dimension). As well, the proposed towers maintain a minimum 25 metre separation thereby achieving the desired minimum as set out in the Tall Building guidelines.

Urban Design staff reviewed the Urban Design Brief and concept plans provided and has concluded that the development proposal is generally in conformity with the Town's Tall

## Discussion

Building Design Guidelines and the companion guidelines for Mid-Rise Buildings. The following comments were provided by Urban Design staff:

- The scale, rhythm, proportions and articulation of the podium create an appropriate street oriented environment along the Nipissing frontage. The setback is commensurate to an urban context while protecting the residential enjoyment and privacy of street level units and contributing to street enclosure. Architecturally differentiating the podium above the fourth floor helps to reduce the apparent bulk and massing of the building. A required step-back above the fourth floor will reinforce the pedestrian scale perception. Building entries with direct sidewalk connections and a high degree of transparency at the base of the building will help to animate the street and provide ‘eyes on the street’.
- Tower offsets, separation and variation in height contribute to a distinctive skyline while allowing sunlight penetration and views of the sky. The towers are architecturally differentiated from the podium through the use of lighter materials, step-backs and articulation. Detailed design of the tower top or crown should be considered through the site plan control application.
- Parking is accommodated wholly in above and below grade structured parking. This allows for the formation of a pedestrian scaled and welcoming central courtyard. Which, together with the amenity deck above the podium parking, offers residents access to ample open space.
- In addition, opportunities for building-related sustainability measures and standards should be explored through the site plan control application.

It is the opinion of staff that the proposal is in conformity with the direction of the Town’s Tall Building Guidelines and represents good urban design.

### Milton Mobility Hub Study

As Council is aware, the Town is currently moving forward with municipally initiated Official Plan and Zoning By-law Amendments to implement the directions of the Milton Mobility Hub study. The Town conducted its first Public Information Session on June 23<sup>rd</sup> and presented initial proposals for discussion and feedback. The statutory public meeting is tentatively scheduled for early fall 2021.

The proposed development is located in the “Primary” Zone/Station Precinct where the highest densities should be located, adjacent to the GO Station, and along the rail corridor to minimize impacts on existing residential neighbourhoods north and south of the Study Area. The study examines built form standards, density, heights, open space/linkages, land use and parking. As it pertains to the proposed development, the following proposed provisions were presented for discussion:

- Maximum floor plates of 1000 square metres for (Floors 7 to 15 stories) and 740 square metre (Floors 16+)

## Discussion

- a minimum tower separation of 25 metres,
- height variations for multiple towers of 4 stories,
- tallest towers being located close to the rail corridor.
- maximum height of 23 stories
- floor space index of 5.0
- parking rate of 1.20 inclusive (resident and visitor)

While the applicants have applied for a site specific Official Plan Amendment to accommodate the development and are not dependent on the Town's municipally initiated Amendment, the applicants have been working with the Town's Urban Design staff throughout the MTSA process and have ensured their proposal is in general conformity with the policies and directions currently being discussed through the MTSA study. With regard to built form, the proposed 19 storey and 15 storey buildings are in line with the heights proposed in the initial MTSA study, have floor plates of less than 750 square metres, have a separation of 25 metres or more and have an FSI of 4.73. Additionally, the applicants are proposing a parking rate of 1.23 parking spaces per unit which is slightly higher than the rate being discussed through the study.

### Estimated Population of Development

The development proposes a total unit count of 677 residential units. Utilizing Milton's 2015 Development Charge By-law calculation for Persons Per Unit (P.P.U), the proposed development will accommodate a population of 1,029 people.

### Conclusion

It is the opinion of Planning staff that the proposed amendments to the Town's Official Plan and Zoning By-law conform to Provincial and Regional planning policy, meet the intent of the Town's Official Plan and achieves acceptable engineering and urban design standards. The proposed use, height and density are compatible with adjacent land uses, resulting in appropriate development of the subject lands. It is the opinion of staff that the proposed development will not only achieve appropriate intensification in a planned location but will also contribute to providing a complete community by offering a range of housing options that can support convenient access to the necessities of daily living, including access to the Milton GO Station and nearby commercial/retail amenities.

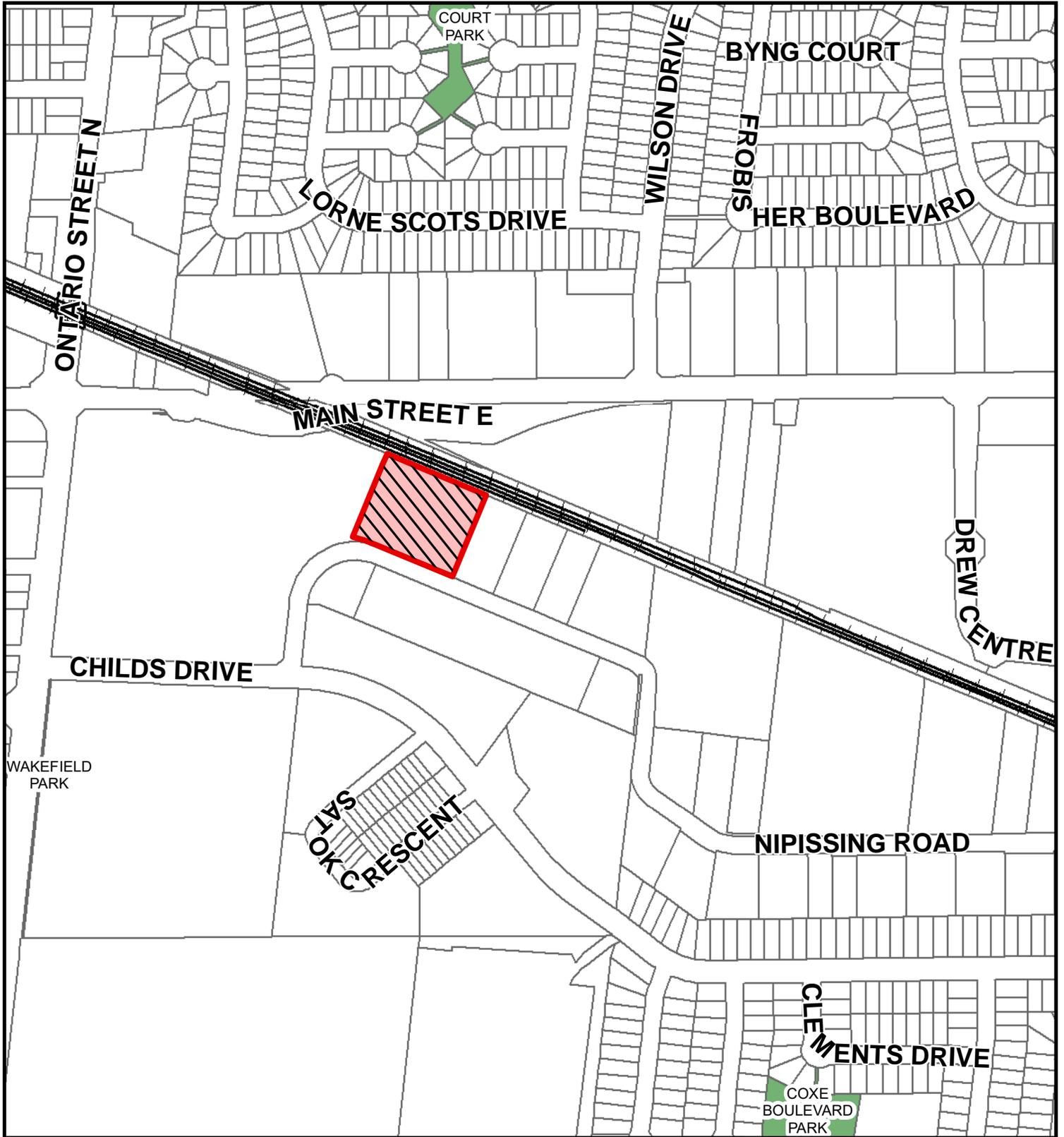
Staff recommends that the Local Official Plan amendment and Zoning By-law amendment, attached as Appendix 1 and 2, be brought forward for Council adoption subject to the required holding provision.

## Financial Impact

None arising from this Report.



# FIGURE 1 LOCATION MAP



Council Meeting Date: TBD	Scale: 1: 6,000	File: Z-04/19 LOPA-02/19	Planning & Development Department
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Subject Property



ZONING	REQ	REQ	REQ
SITE AREA	TOTAL	11.781.0	126.811
DENSITY (PS)	4.73		2.81
LOT COVERAGE	PERMITTED:	7.00%	60.0% MAX
	PROPOSED:	7.00%	67.3%
LANDSCAPED	REQUIRED:	1.7674%	15.0%
	PROPOSED:	1.8134%	16.2%
TOTAL CONST. AREA	PROPOSED	5,086.3	54,878
PHASE 1	P1	5,086.3	54,878
	GND (garage)	3,818.8	38,852
	GND (residential)	874.2	8,480
	GND (retail)	0	0
	2ND	3,997.7	38,225
	3RD	652.8	7,027
	4TH-6TH	34,484	42,320
	7TH	750.0	8,073
	8TH-15TH	12,750	9,000
	TOTAL (incl. garage area)	54,999.4	573,300
PHASE 2	Tower B	3,787.9	40,779
	P1	3,787.9	40,779
	GND (garage)	518.9	5,891
	GND (residential)	1,054.7	11,931
	GND (retail)	0	0
	2ND	975.5	10,500
	3RD	1,026.3	11,045
	4TH	1,605.8	17,285
	5TH-6TH	12,288	16,546
	7TH	2,744.4	29,540
	8TH-15TH	750.0	8,073
	TOTAL (incl. garage area)	24,386.0	262,211
PHASE 3	Tower C	2,454.6	26,421
	P1	2,454.6	26,421
	GND (residential)	1,442.4	15,526
	GND (retail)	0	0
	2ND	1,409.0	15,166
	3RD-4TH	21,409.0	28,810
	5TH-6TH	21,126.1	25,706
	7TH	750.0	8,073
	8TH-15TH	8,675.0	6,583
	TOTAL	35,715.8	232,230
GRAND TOTAL		78,392.2	843,805.8
GFA	(Total floor area exclusive of all parking area)		
PHASE 1	Tower A	3,818.8	38,852
	GND (residential)	874.2	8,480
	2ND	3,997.7	38,225
	3RD	652.8	7,027
	4TH-6TH	34,484	42,320
	7TH	750.0	8,073
	8TH-15TH	12,750	9,000
	TOTAL	54,999.4	573,300
PHASE 2	Tower B	3,787.9	40,779
	GND (residential)	1,054.7	11,931
	2ND	975.5	10,500
	3RD	1,026.3	11,045
	4TH	1,605.8	17,285
	5TH-6TH	12,288	16,546
	7TH	2,744.4	29,540
	8TH-15TH	750.0	8,073
	TOTAL	24,386.0	262,211
PHASE 3	Tower C	2,454.6	26,421
	GND (residential)	1,442.4	15,526
	2ND	1,409.0	15,166
	3RD-4TH	21,409.0	28,810
	5TH-6TH	21,126.1	25,706
	7TH	750.0	8,073
	8TH-15TH	8,675.0	6,583
	TOTAL	35,715.8	232,230
GRAND TOTAL		55,720.6	599,643.3
TSA	(Total taxable area)		
PHASE 1	Tower A	181.7	1,856
	GND (residential)	6.0	60
	2ND	437.4	4,493
	3RD	1,247.9	12,954
	4TH-6TH	30,124.4	37,638
	7TH	653.7	7,086
	8TH-15TH	7,844.4	84,835
	TOTAL	12,655.7	133,762
PHASE 2	Tower B	622.4	7,027
	GND (residential)	0.0	0
	2ND	883.9	9,554
	3RD	982.2	10,485
	4TH	1,364.4	14,880
	5TH-6TH	21,204.5	25,810
	7TH	653.7	7,086
	8TH-15TH	8,653.7	96,291
	TOTAL	32,192.2	330,645
PHASE 3	Tower C	890.0	9,580
	GND (residential)	0.0	0
	2ND	1,289.0	13,875
	3RD-4TH	21,289	27,749
	5TH-6TH	14,011	17,016
	7TH	653.7	7,086
	8TH-15TH	8,653.7	96,291
	TOTAL	32,786.3	348,387
GRAND TOTAL		38,899.8	418,733.6
UNITS			
PHASE 1	Tower A	8	18
	GND	0	0
	2ND	0	0
	3RD	0	0
	4TH-6TH	0	0
	7TH	0	0
	8TH-15TH	0	0
	TOTAL	0	0
PHASE 2	Tower B	0	0
	GND	0	0
	2ND	0	0
	3RD	0	0
	4TH	0	0
	5TH-6TH	0	0
	7TH	0	0
	8TH-15TH	0	0
	TOTAL	0	0
PHASE 3	Tower C	0	0
	GND	0	0
	2ND	0	0
	3RD-4TH	0	0
	5TH-6TH	0	0
	7TH	0	0
	8TH-15TH	0	0
	TOTAL	0	0
GRAND TOTAL		0	0
ACCESSIBLE SUITES			
PHASE 1	Tower A	8	18
	GND	0	0
	2ND	0	0
	3RD	0	0
	4TH-6TH	0	0
	7TH	0	0
	8TH-15TH	0	0
	TOTAL	0	0
PHASE 2	Tower B	0	0
	GND	0	0
	2ND	0	0
	3RD	0	0
	4TH	0	0
	5TH-6TH	0	0
	7TH	0	0
	8TH-15TH	0	0
	TOTAL	0	0
PHASE 3	Tower C	0	0
	GND	0	0
	2ND	0	0
	3RD-4TH	0	0
	5TH-6TH	0	0
	7TH	0	0
	8TH-15TH	0	0
	TOTAL	0	0
GRAND TOTAL		0	0
PARKING			
REQUIRED	1.50/m2; 0.25/spa	VISITOR	170
		RESIDENT	1,865
PROPOSED	1.0/m2; 0.23/spa	VISITOR	156
		RESIDENT	1,772
PROVIDED	1.0/m2; 0.23/spa	P1	833
		P2	311
		P3	292
		TOTAL RESIDENT	677
		GND	111
		TOTAL VISITOR	156
		2ND	45
		3RD	74
		4TH	32
		5TH-6TH	32
		7TH	32
		8TH-15TH	32
		TOTAL	336
ACCESSIBLE PARKING			
REQUIRED	1% of 2056+1 vs. 3% of 170+1		7
PROPOSED	1% of 677+2 vs. 3% of 156+1		5
PROVIDED	1% of 677+2 vs. 3% of 156+1	P1	22
		P2	5
		P3	6
		TOTAL	33
BIKE PARKING			
REQUIRED	0.3 SP. PER UNIT		33
PROPOSED			33
AMENITY			
REQUIRED	4 m2/unit	2708 m2	186
PROPOSED			186
GND FLOOR	indoor	311.3	1,413
3RD FLOOR	indoor	261.1	2,880
4TH FLOOR	indoor	1,600	17,285
5TH FLOOR	indoor	469.9	5,073
6TH FLOOR	indoor	170	1,818
7TH FLOOR	indoor	141.3	1,521
8TH FLOOR	indoor	580.6	6,320
TOTAL INDOOR		3,064.2	33,305
TOTAL OUTDOOR		2,859.8	31,875
GRAND TOTAL		5,924.0	65,180
HEIGHT			
PERMITTED	Tower A	19	59.6m
	Tower B	15	47.6m
	Tower C	15	47.6m

FIGURE 2 DS-062-21

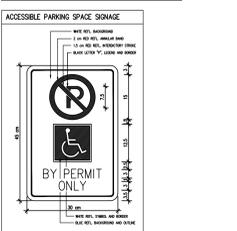
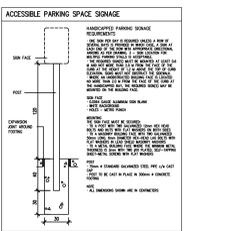
Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on architectural drawings. The locations shown on the architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the architect.

These drawings must not be used for construction unless noted as "Issued for Construction".

All work to be carried out in conformance with the Code and bylaws of the authority having jurisdiction.

The Designer of these plans and specifications gives no warranty or representation to any party other than the quality of the information from all contractors or subcontractors must satisfy themselves when labelling and all items that they can properly construct the work represented by these plans.

notes:



note:  
all existing chain link fence is set within the excavation envelope and will be removed.

for fence details refer to landscape drawing d-1

- 6 reissued for spa
- 5 reissued for spa
- 4 reissued for spa
- 3 issued for spa
- 2 reissued for rezoning
- 1 issued for rezoning

team

architect:  
mark zwicker  
artem ponomarenko

planning:  
guy group

structural:  
stephenson engineering

mechanical:  
united engineering

landscape:  
landscape planning

interior:  
site services:  
stancic

project:  
17-62 101 Nipissing Rd  
milton, ontario

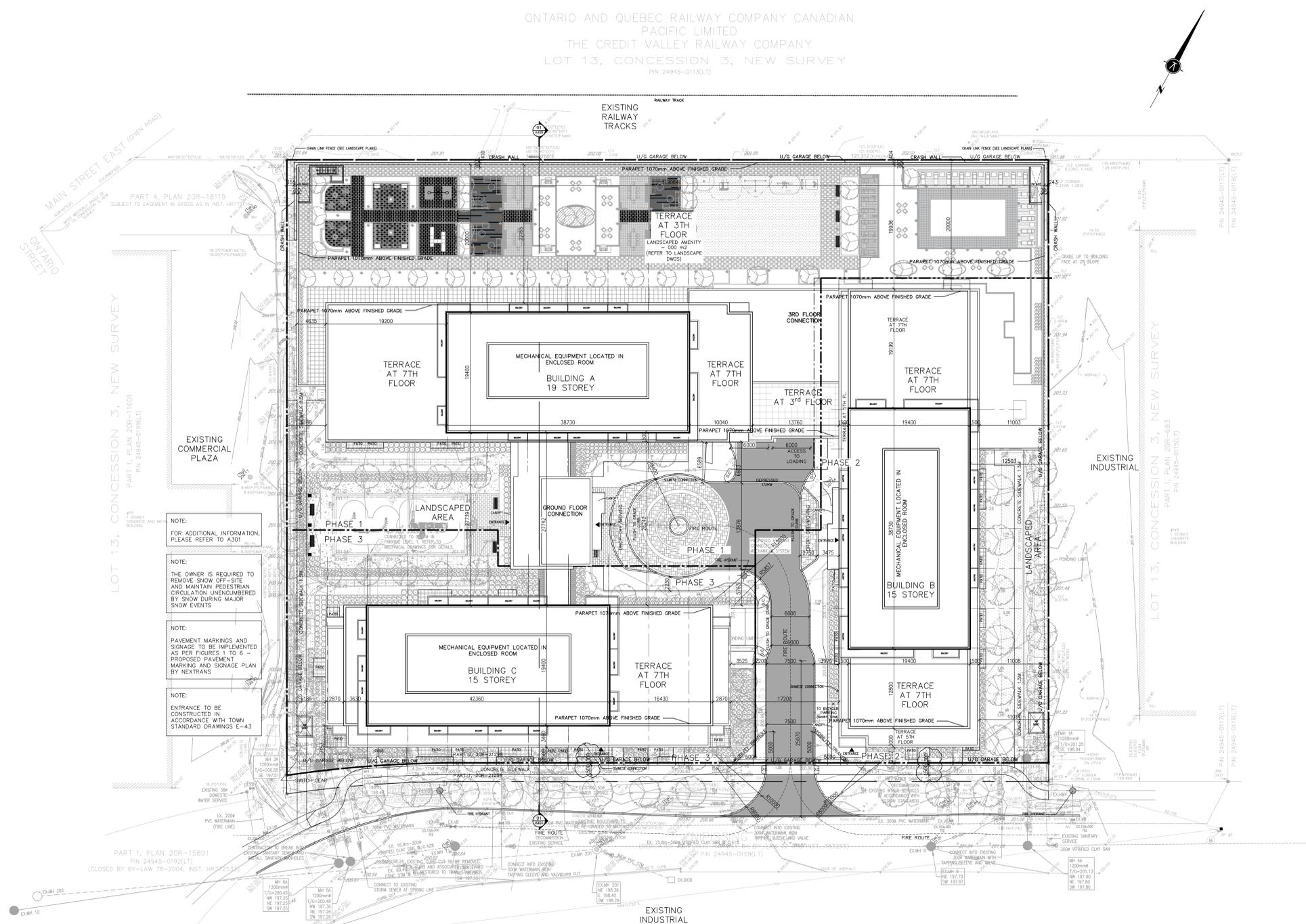
sp 33-19

site plan

date:  
march 17, 2021

scale:  
1:300  
17-62  
m/z

project:  
drawing number:  
A101



Item	Project Description	Code Reference
1	Project Description: <input type="checkbox"/> New <input type="checkbox"/> Addition <input type="checkbox"/> Alteration <input type="checkbox"/> Change of Use	Part 3
2	Major Occupancy(ies) GROUP "C", RESIDENTIAL & GROUP F, DIVISION 3 (STOR. GARAGE)	3.1.2.1 (1)
3	Building Area (m2) New 34,495.4 m2	
4	ZONING Gross Area (m2) New 24,258.8 m2	
5	Number of Storeys Above grade: Building A (19 Sty.) Below grade: 2	1.4.1.2 (A) & 3.2.1.1
6	Height of Building (m) Building A (19 Sty.) = 58.6(m)	1.4.1.2 (A) & 3.2.1.1
7	Number of Streets/Fire Fighter Access: 1	3.2.2.0 & 3.2.5
8	Building Classification: GROUP "C" (any height, any area) Tower	3.2.2.42
9	Sprinkler System Proposed: <input type="checkbox"/> entire building <input type="checkbox"/> basement & ground floor only <input type="checkbox"/> in lieu of roof rating <input type="checkbox"/> not required	3.2.2.73
10	Stands/step required: <input type="checkbox"/> Yes <input type="checkbox"/> No	3.2.9
11	Fire Alarm required: <input type="checkbox"/> Yes <input type="checkbox"/> No	3.2.4
12	Water Service/Supply is Adequate: <input type="checkbox"/> Yes <input type="checkbox"/> No	3.2.5.7
13	High Building: <input type="checkbox"/> Yes <input type="checkbox"/> No	3.2.6
14	Permitted Construction: <input type="checkbox"/> Combustible <input type="checkbox"/> Non-combustible <input type="checkbox"/> Both	3.2.2.42 - 3.2.2.83
15	Mezzanine(s) Area m2: N/A	3.2.1.1 (3) - 3.2.1.1 (8)
16	Occupant load based on: <input type="checkbox"/> m2/person <input type="checkbox"/> design of building	3.1.17
17	Barrier-free Design: <input type="checkbox"/> Yes <input type="checkbox"/> No (Explain) Public Areas + 15% Residential Suites	3.8
18	Hazardous Substances: <input type="checkbox"/> Yes <input type="checkbox"/> No	3.3.1.2 & 3.3.1.19
19	Required: Horizontal Assemblies (FR (Hours)) Listed "Design No." & CBC Supp. Standard "DB-2" Fire Resistance: Floors 2 Hours 200mm Poured Concrete Slab; Floors 1 Hours 200mm Poured Concrete Slab; Mezzanine _N/A_ Hours N/A	3.2.2.20-85 & 3.2.1.4
20	Spatial Separation - REFER TO CODE CONSULTANT REPORT	3.2.3.

Item	Project Description	Code Reference
1	Project Description: <input type="checkbox"/> New <input type="checkbox"/> Addition <input type="checkbox"/> Alteration <input type="checkbox"/> Change of Use	Part 3
2	Major Occupancy(ies) GROUP "C", RESIDENTIAL & GROUP F, DIVISION 3 (STOR. GARAGE)	3.1.2.1 (1)
3	Building Area (m2) New 24,180.0 m2	
4	ZONING Gross Area (m2) New 16,654.2 m2	
5	Number of Storeys Above grade: Building B (15 Sty.) Below grade: 2	1.4.1.2 (A) & 3.2.1.1
6	Height of Building (m) Building B (15 Sty.) = 47.6(m)	1.4.1.2 (A) & 3.2.1.1
7	Number of Streets/Fire Fighter Access: 1	3.2.2.10 & 3.2.5
8	Building Classification: GROUP "C" (any height, any area) Tower	3.2.2.42
9	Sprinkler System Proposed: <input type="checkbox"/> entire building <input type="checkbox"/> basement & ground floor only <input type="checkbox"/> in lieu of roof rating <input type="checkbox"/> not required	3.2.2.73
10	Stands/step required: <input type="checkbox"/> Yes <input type="checkbox"/> No	3.2.9
11	Fire Alarm required: <input type="checkbox"/> Yes <input type="checkbox"/> No	3.2.4
12	Water Service/Supply is Adequate: <input type="checkbox"/> Yes <input type="checkbox"/> No	3.2.5.7
13	High Building: <input type="checkbox"/> Yes <input type="checkbox"/> No	3.2.6
14	Permitted Construction: <input type="checkbox"/> Combustible <input type="checkbox"/> Non-combustible <input type="checkbox"/> Both	3.2.2.42 - 3.2.2.83
15	Mezzanine(s) Area m2: N/A	3.2.1.1 (3) - 3.2.1.1 (8)
16	Occupant load based on: <input type="checkbox"/> m2/person <input type="checkbox"/> design of building	3.1.17
17	Barrier-free Design: <input type="checkbox"/> Yes <input type="checkbox"/> No (Explain) Public Areas + 15% Residential Suites	3.8
18	Hazardous Substances: <input type="checkbox"/> Yes <input type="checkbox"/> No	3.3.1.2 & 3.3.1.19
19	Required: Horizontal Assemblies (FR (Hours)) Listed "Design No." & CBC Supp. Standard "DB-2" Fire Resistance: Floors 2 Hours 200mm Poured Concrete Slab; Floors 1 Hours 200mm Poured Concrete Slab; Mezzanine _N/A_ Hours N/A	3.2.2.20-85 & 3.2.1.4
20	Spatial Separation - REFER TO CODE CONSULTANT REPORT	3.2.3.

Item	Project Description	Code Reference
1	Project Description: <input type="checkbox"/> New <input type="checkbox"/> Addition <input type="checkbox"/> Alteration <input type="checkbox"/> Change of Use	Part 3
2	Major Occupancy(ies) GROUP "C", RESIDENTIAL & GROUP F, DIVISION 3 (STOR. GARAGE)	3.1.2.1 (1)
3	Building Area (m2) New 19,716.8 m2	



**FIGURE 3  
DS-062-21**

Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on architectural drawings. The locations shown on the architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the architect.

These drawings are not to be used for construction unless noted below as "Issued for Construction".

All work to be carried out in conformance with the Code and bylaws of the authorities having jurisdiction.

The Designer of these plans and specifications gives no warranty or representation as to any other construction of the represented by them, all contractors or subcontractors shall verify dimensions, work, timing and all items that they can properly construct the work represented by these plans.

notes:

- 6 reissued for spa 19.02.21
- 5 reissued for spa 12.01.21
- 4 reissued for spa 25.05.20
- 3 issued for spa 10.12.19
- 2 reissued for rezoning 10.11.19
- 1 issued for rezoning 26.03.19

team

architect:  
mark zwicker  
artem ponomarenko

planning:  
gsp group

structural:  
stephenson engineering

electrical:  
united engineering

mechanical:  
united engineering

landscape:  
landscape planning

interior:

site services:  
stantec

project:  
17-62 101 Nipissing Rd  
milton, ontario  
sp 33-19

rendering  
view

march 17, 2021  
1:150  
17-62  
mz

date:  
project:  
drawn by:



drawing number:  
**a409**

# FIGURE 4 DS-062-21



VIEW-1



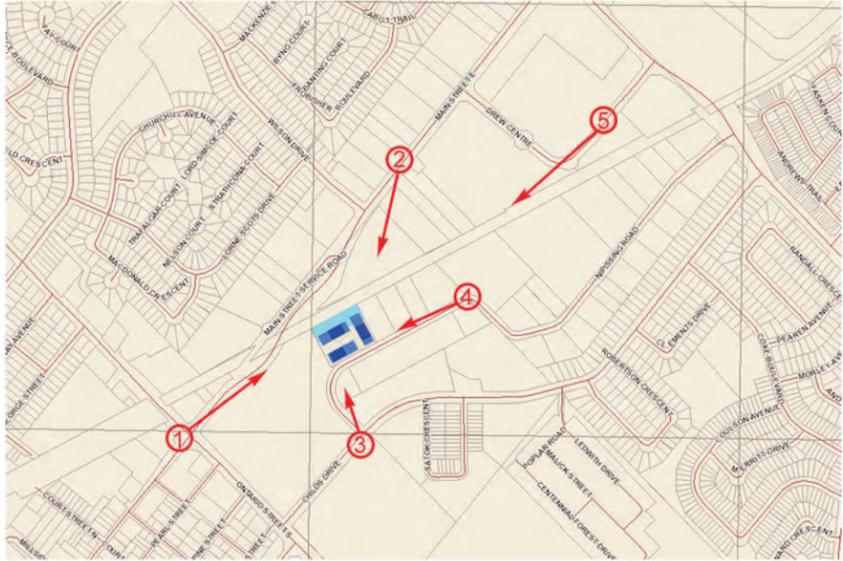


VIEW-2





VIEW-3



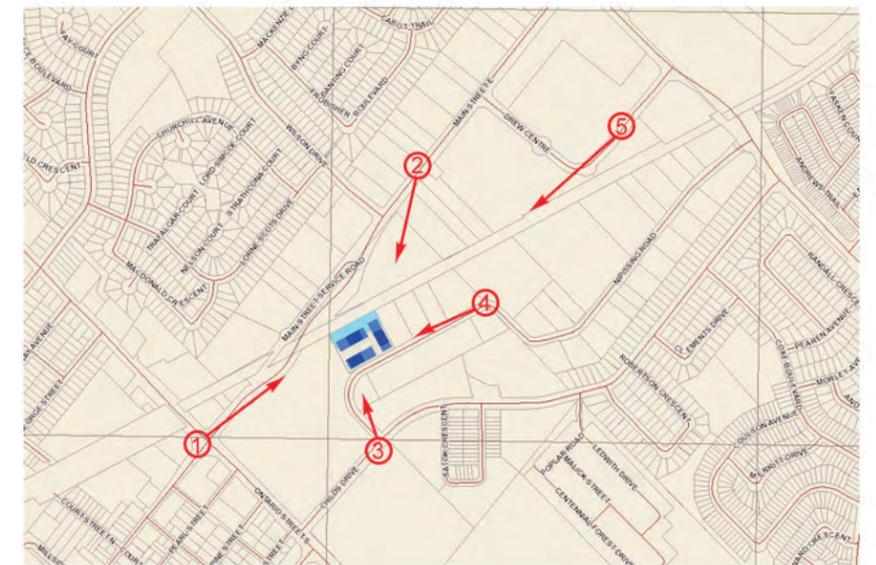


VIEW-4





VIEW-5



**THE CORPORATION OF THE TOWN OF MILTON  
BY-LAW NO. XXX-2021**

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTION 17 OF THE PLANNING ACT, AS AMENDED, IN RESPECT OF THE LANDS MUNICIPALLY IDENTIFIED AS 101 NIPISSING ROAD, LEGALLY DESCRIBED AS PART OF LOT 13, CONCESSION 3, TOWN OF MILTON, THE REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA 04/19)

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

1. Amendment No. 68 to the Official Plan of the Town of Milton, to amend Policy 4.11.3.43 and Schedule C.7.A.CBD and Schedule I1 of the Town of Milton Official Plan to provide for permission for the development of three residential buildings ranging in height from 15 to 19 storeys with a maximum density of 575 units per hectare at lands located at 101 Nipissing Road and legally described as Part of Lot 13, Concession 3 (Trafalgar), Town of Milton, consisting of the attached maps and explanatory text, is hereby adopted.
2. Pursuant to Subsection 17(27) of the Planning Act, R.S.O. 1990, c. P. 13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeals are filed pursuant to Subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal.
3. In the event that the Regional Municipality of Halton, being the Approval Authority, has declared this Official Plan Amendment to not be exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number 68 to the Official Plan of the Town of Milton.

**PASSED IN OPEN COUNCIL ON AUGUST 23, 2021**

\_\_\_\_\_  
Gordon A. Krantz Mayor

\_\_\_\_\_  
Meaghen Reid Town Clerk

**AMENDMENT NUMBER 68**

**TO THE OFFICIAL PLAN OF THE TOWN OF MILTON**

**PART OF LOT 13, CONCESSION 3**

**101 NIPISSING ROAD**

**(Town File: LOPA-04/19)**

**TO THE OFFICIAL PLAN OF THE TOWN OF MILTON**

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

**PART 2 THE AMENDMENT, consisting of the following text constitutes  
Amendment No. 68 to the Official Plan of the Town of Milton**

## **PART 1: THE PREAMBLE**

### **THE TITLE**

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

Amendment No. 68  
To the Official Plan of the Town of Milton  
101 Nipissing Road (Part of Lot 13, Concession 3) (Town of Milton)

### **PURPOSE OF THE AMENDMENT**

The purpose of this Amendment is to add Specific Policy Area 43 to the lands at 101 Nipissing Road to permit high density residential redevelopment of the property.

### **LOCATION OF THE AMENDMENT**

The subject lands are located on the north side of Nipissing Road, south of the Canadian Pacific Railway line and west of the Milton Mall. The lands are municipally identified as 101 Nipissing Road and are legally described as Part of Lot 13, Concession 3, Town of Milton. The location of the property is illustrated as Figure 1.

### **BASIS OF THE AMENDMENT**

The proposed amendment would permit the development of three high-rise residential buildings of 15, 15, and 19 storeys respectively, containing up to 677 residential units with a density of up to 575 units per hectare on the subject lands.

- a) The subject application proposes intensification that is consistent with the Provincial Policy Statement (PPS 2020) and Provincial Growth Plan 2020. The Provincial policies contained in the PPS and the Growth Plan actively promote and encourage compact urban form, intensification, optimization of the use of existing land base and infrastructure, and development which will take better advantage of existing public transit.
- b) The proposal contributes in building a complete community that is compact, transit supportive, and pedestrian-friendly.
- c) The proposal represents intensification within Milton's Urban Growth Centre that would make a positive contribution to meeting the Town's growth targets in accordance with Town, Regional and Provincial planning policy.
- d) The close proximity of the subject lands to the multi-modal transit hub at the GO Station justifies reducing the Town's normal parking standards and reduces the dependence on the automobile.
- e) The subject application promotes urban design excellence within Milton's Urban Growth Centre and will help maintain and enhance a well-designed built form that contributes to community image and identity.
- f) The proposed high-rise residential buildings are compatible with surrounding land uses and an appropriate form of residential intensification.

## **PART II: THE AMENDMENT**

All of this part of the document entitled Part II: THE AMENDMENT consisting of the following text constitutes Amendment No. 68 to the Town of Milton Official Plan.

### **DETAILS OF THE AMENDMENT**

The Official Plan of the Town of Milton is hereby amended by Official Plan Amendment No. 68 pursuant to Section 17 and 21 of the Planning Act, as amended, as follows:

#### **1.0 Map Change**

1.1 Amending Schedule I1 – “Urban Area Central Business District” by adding Special Policy Area No. 43 to the lands at 101 Nipissing Road (known legally as Part of Lot 13, Concession 3, Town of Milton).

1.2 Amending Schedule C.7.C.CBD – “Central Business District Secondary Plan, Height Limits” by permitting a maximum height of 19 storeys on the lands at 101 Nipissing Road (known legally as Part of Lot 13, Concession 3, Town of Milton).

#### **2.0 Text Change**

2.1 Adding the following text to Section 4.11 “Specific Policy Area”:

4.11.3.43 The land identified as Specific Policy Area No. 43 on Schedule 68 of this Plan, being the lands at 101 Nipissing Road may be developed to provide three high density residential buildings of up to 19 storeys in height and with a maximum residential density of 575 units per hectare.

# TOWN OF MILTON OFFICIAL PLAN

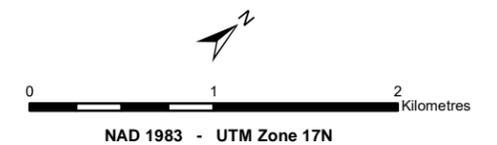
## Schedule I1

### URBAN AREA SPECIFIC POLICY AREAS

(Refer to sections 4.11 & 3.8.3.2)

Files: LOPA 04/19 & Z 02/19

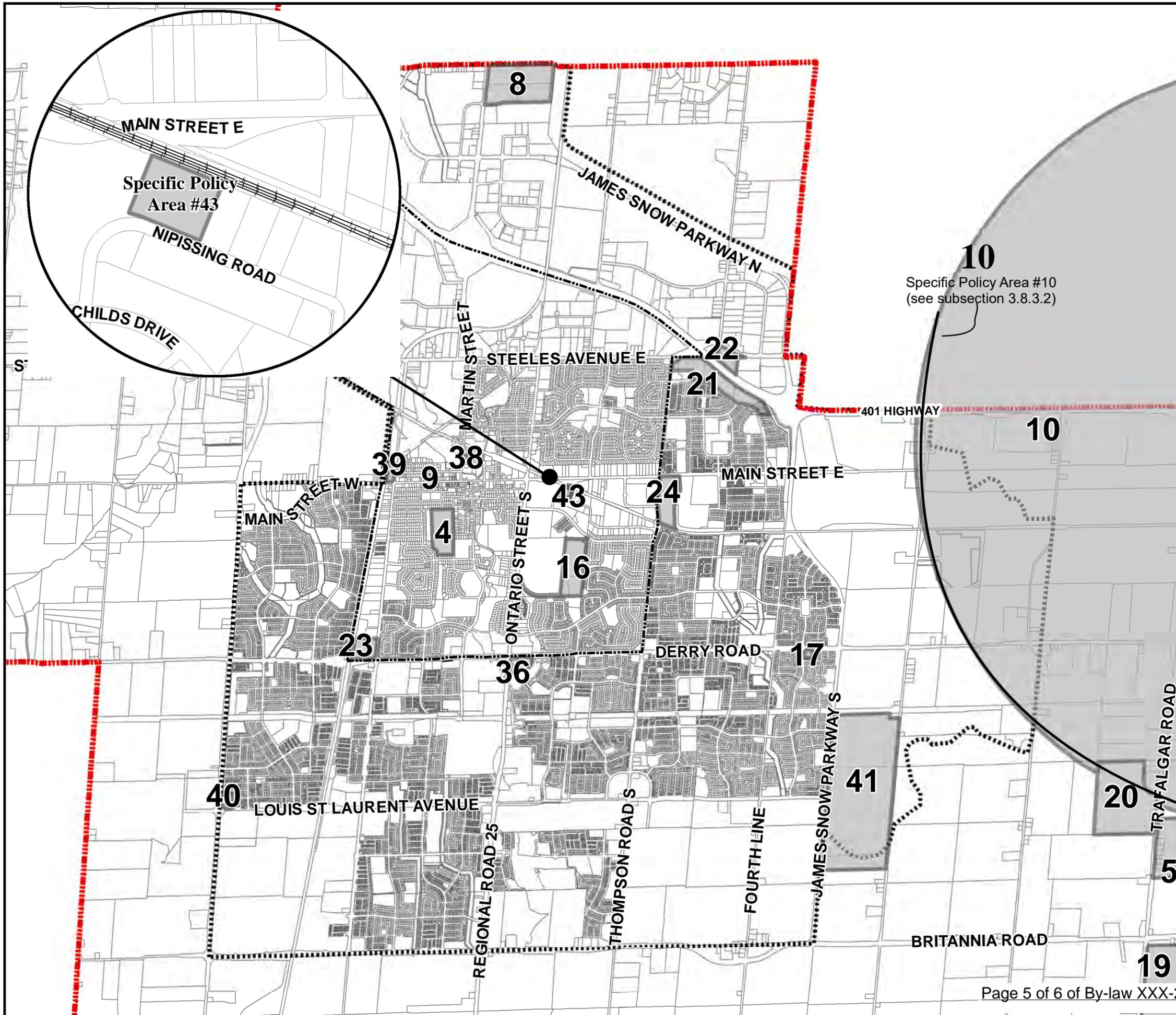
- TOWN OF MILTON BOUNDARY
- URBAN EXPANSION AREA BOUNDARY
- EXISTING URBAN AREA BOUNDARY
- RAILWAY
- SPECIFIC POLICY AREA
- XX SPECIFIC POLICY NUMBER

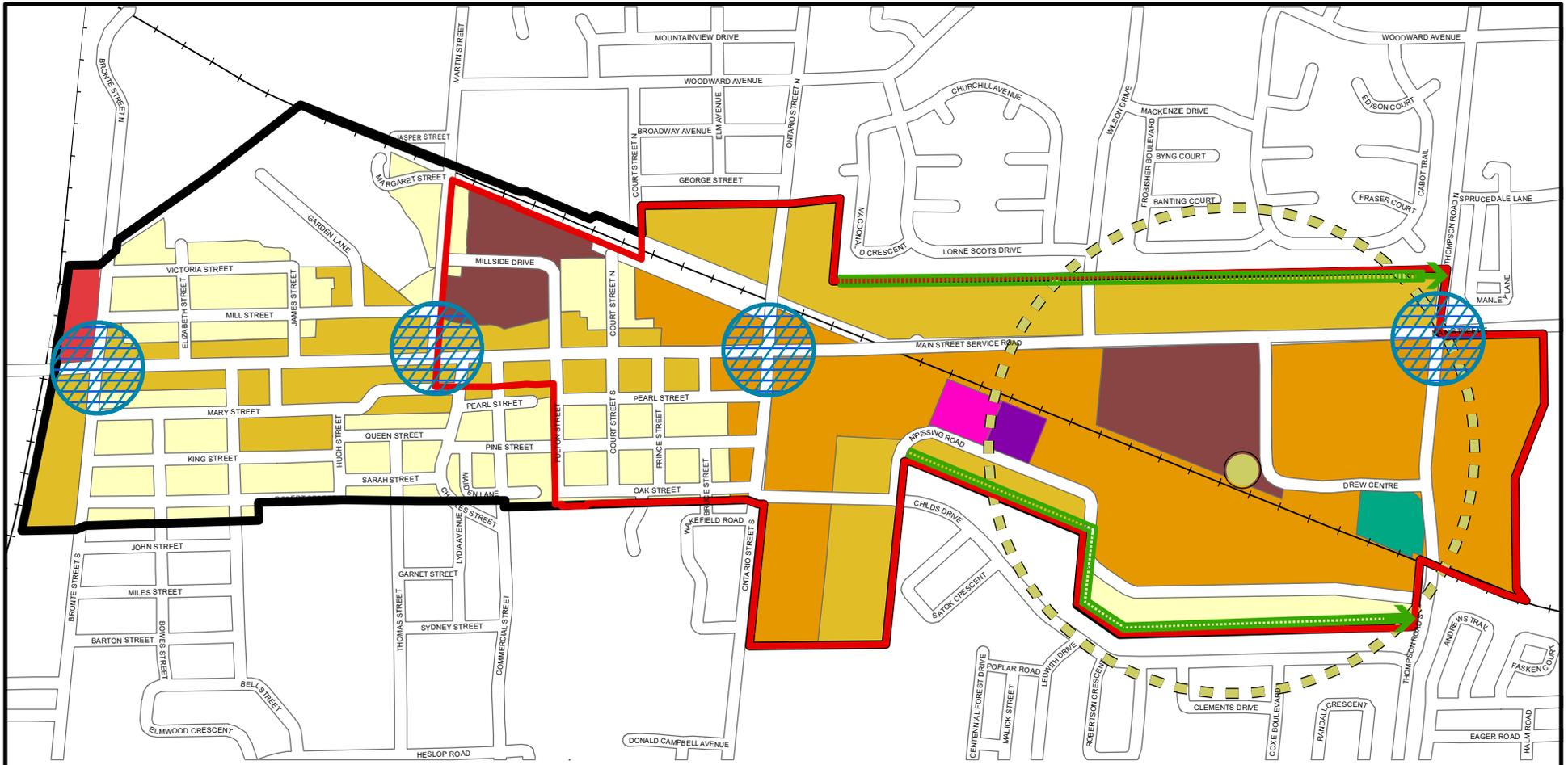


This Schedule Forms Part Of The  
Official Plan And Should Be Read  
Together With The Text.

Copyright 2021: Town of Milton, Teranet Inc.

Consolidated August 2008, Edited July, 2021





-  URBAN GROWTH CENTRE
-  CENTRAL BUSINESS DISTRICT
-  MAJOR TRANSIT STATION
-  MAJOR TRANSIT STATION AREA

-  GATEWAY
-  TRANSITION AREAS

### MAXIMUM HEIGHTS

-  1-2 STOREYS
-  3-4 STOREYS
-  6-8 STOREYS
-  10-14 STOREYS
-  18 STOREYS
-  19 STOREYS
-  31 STOREYS

## TOWN OF MILTON OFFICIAL PLAN CENTRAL BUSINESS DISTRICT SECONDARY PLAN Schedule C.7.A.CBD Central Business District Height Limits



This Schedule Forms Part Of The  
Official Plan And Should Be Read  
Together With The Text.

Copyright 2021: Town of Milton, Terenet Inc.

July, 2021

THE CORPORATION OF THE TOWN OF MILTON  
BY-LAW NO. XXX.2021

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PART LOT 13, CONCESSION 3, TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON AND MUNICIPALLY KNOWN AS 101 NIPISSING ROAD, (FERNBROOK HOMES (MILTON GO) CONSTRUCTION LTD.) TOWN FILE:- Z-02/19

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

**AND WHEREAS** the Town of Milton Official Plan will provide for the lands affected by the By-law to be zoned as set forth in this By-law upon the approval of Official Plan Amendment Number 68;

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

1. **THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Urban Growth Centre Mixed Use (UGC-MU) Zone symbols to a new site-specific Urban Growth Centre Mixed Use (UGC-MU\*298-H54) with a Holding Zone symbol on the land shown on Schedule A attached hereto.
2. **THAT** Schedule D to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Maximum Building Height to 19 storeys on the land shown on Schedule B attached hereto.
3. **THAT** Section 13.1 of Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding subsection 13.1.1.298 as follows:

Urban Growth Centre Mixed Use – Special Section (UGC-MU\*298-H54) Zone

i) **Special Site Provisions:**

Notwithstanding any provisions of the by-law to the contrary, the following provisions shall apply:

- a) For the purpose of this By-law, floor plate area means:  
*The gross horizontal floor area of a single floor measured from all the exterior walls of a building or structure excluding balconies*
- b) A minimum of 4 square metres of outdoor communal amenity space per apartment dwelling unit and stacked townhouse dwelling unit shall be provided at grade and/or as a rooftop amenity area on the podium and shall be maintained and operated by a common entity (such as a condominium corporation).

- c) Despite any provisions to the contrary, more than one residential building is permitted on the lot.
- ii) **Zone Standards:**
- a) The maximum number of residential units for all phases combined shall total 677;
  - b) The maximum floor space index shall be 4.73;
  - c) The maximum lot coverage shall be 70%;
  - d) The required rail corridor setback shall be 19.2 metres for dwelling units;
  - e) The required rail corridor setback shall be 0.4 metres for the parking structure;
  - f) The minimum rear yard setback shall be 0.4 metres;
  - g) The maximum front yard setback for storeys above the fifth floor shall be 5 metres;
  - h) The minimum street line setback for the underground parking structure shall be 0.78 metres;
  - i) The minimum setback to any other lot line for the underground parking structure shall be 0.50 metres;
  - j) The minimum interior yard setback shall be 0.24 metres;
  - k) The maximum permitted height shall be 19 storeys (60.1 metres);
  - l) Parking shall be required at a rate of 1.0 space per unit plus 0.23 visitor parking spaces per unit;
  - m) Notwithstanding the provisions of Section 5.10.v) of Zoning By-law 016-2014 to the contrary, a minimum of 10 bicycle parking spaces shall be located outside of the building.
  - n) That the loading bay door dimensions shall be 6 metres x 4.5 metres; and,
  - o) Where there is more than one apartment building, the minimum separation between towers shall be 25 metres measured from the face of the building, excluding balconies.
  - p) Any portion of the building between a height of 8 stories and 15 stories, must not exceed a floor plate area of 1000 square metres or 40 linear metres measured diagonally on the development site. Above the 15th storey, the floorplate should be less than 750sq.m or 40 linear metres measured diagonally
4. **THAT** Section 13.2 of By-law 016-2014, as amended, is hereby further amended by adding Section 13.2.1.97 to read as follows:

For lands with Holding Provision H54, the H54 Holding Provision shall apply and shall not be removed until:

- a) The Owner has made site plan application, including detailed design drawings and has entered into a site plan agreement to the satisfaction of the Town of Milton.
  - b) The Owner has submitted, to the satisfaction of the Region of Halton, a Ministry of the Environment, Conservation and Parks acknowledged Record of Site Condition for the subject lands, which demonstrate that the lands are free and clear for their intended use.
5. **THAT** if no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Ontario Land Tribunal dismisses the appeal, this by-law shall come into force on the day of the passing. If the Ontario Land Tribunal amends the by-law pursuant to Section 34(26) of the *Planning Act*, as amended, the part of parts so amended come into force upon the day the Tribunal's Order is issued directing the amendment or amendments.

**PASSED IN OPEN COUNCIL ON AUGUST 2021**

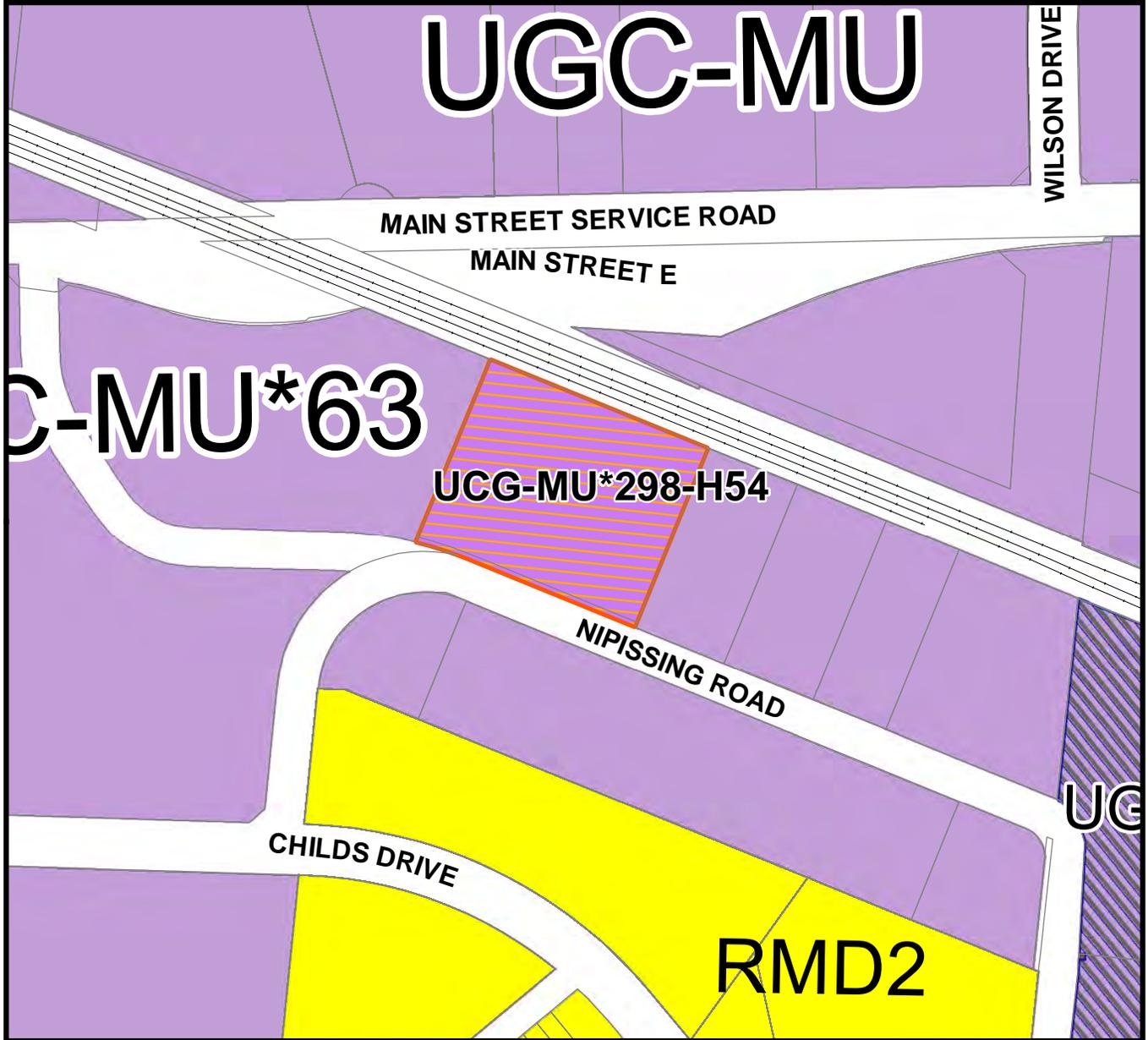
\_\_\_\_\_  
Gordon A. Krantz Mayor

\_\_\_\_\_  
Meaghen Reid Town Clerk

SCHEDULE A  
TO BY-LAW No. -2021  
TOWN OF MILTON

PART LOT 13 CONCESSION 3 TRAFALGAR NEW SURVEY

Town of Milton



THIS IS SCHEDULE A  
TO BY-LAW NO. \_\_\_\_\_ PASSED  
THIS \_\_ DAY OF \_\_\_\_\_, 2021.

 UGC-MU\*298-H54 - Urban Growth Centre Mixed-Use Zone  
Special with Holding Provision 54

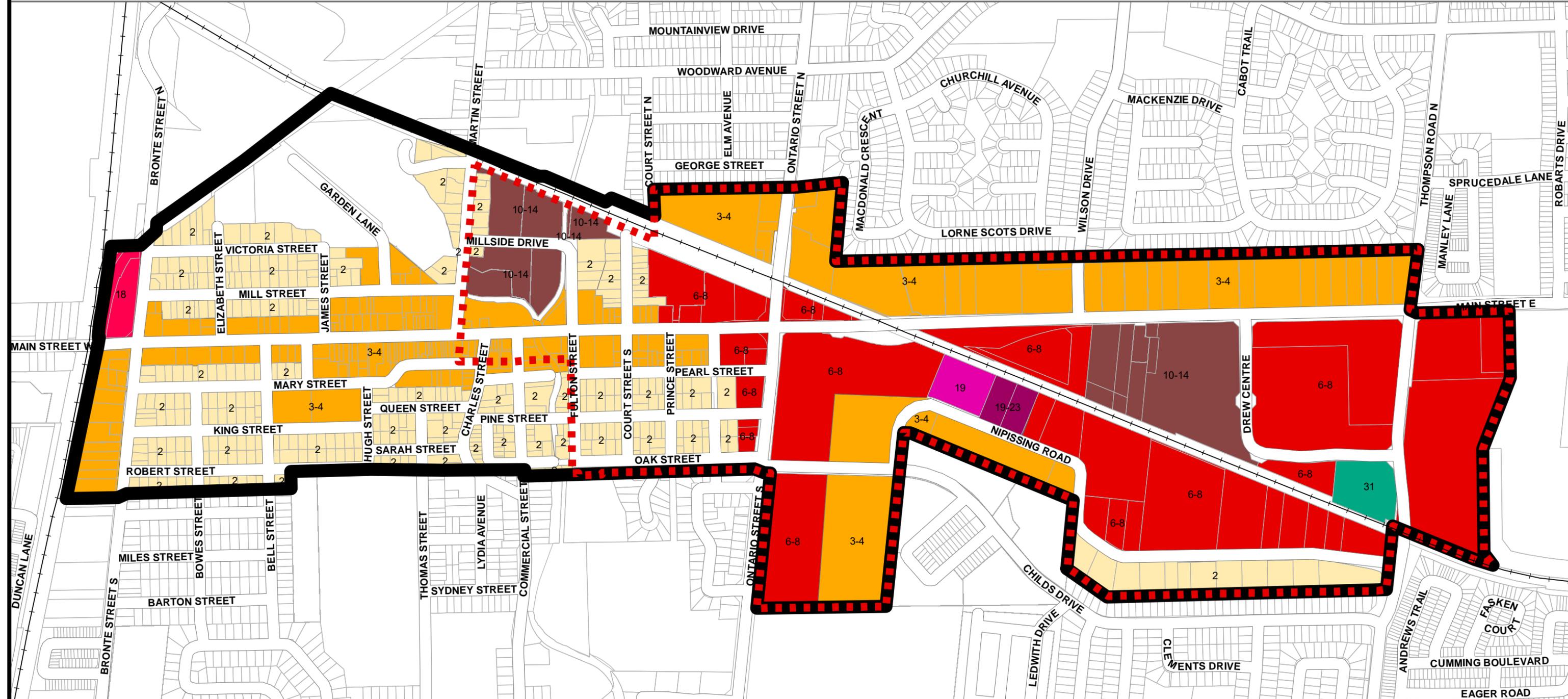
\_\_\_\_\_  
MAYOR - Gordon A. Krantz

\_\_\_\_\_  
CLERK- Meaghen Reid



# SCHEDULE D

## Central Business District - Building Heights



**Town of Milton**  
**Zoning By-law 016-2014**  
**(HUSP Urban Area)**

Date: July 12, 2021

 Max 2 Storeys; height in accordance with the provisions of Table 6B

 Min 3 Storeys and 10.5m  
Max 4 Storeys and 16.5m

 Min 6 Storeys and 19.5m  
Max 8 Storeys and 29m

 Min 10 Storeys and 31.5m  
Max 14 Storeys and 42m

 Max 18 Storeys

 Max 19 Storeys

 Min 19 Storeys and Max 23 Storeys

 Max 31 Storeys

 Central Business District

 Urban Growth Centre

