



The Corporation of the Town of Milton

Report To: Council

From: Jill Hogan, Acting Commissioner, Development Services

Date: March 21, 2022

Report No: DS-011-22

Subject: Technical Report - Official Plan Amendment and Zoning By-law Amendment Applications by Neatt Communities (Nipissing) Inc., applicable to lands known municipally as 145 and 151 Nipissing Road, Milton. (Town Files: LOPA 04/21 & Z-08/21)

Recommendation: **THAT** Staff Report DS-011-22 outlining applications for amendments to the Town of Milton Official Plan and Zoning By-law 016-2014, as amended, to facilitate the construction of two residential buildings with heights of 19 and 23 storeys totalling 612 units, **BE APPROVED;**

AND THAT staff be authorized to bring forward Official Plan Amendment No. 71 in accordance with the draft Official Plan Amendment attached as Appendix 1 to Report DS-011-22 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-011-22 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-011-22 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 two residential buildings with proposed heights of 19 and 23 storeys. In total, the proposed development provides 612 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 23 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*311*H56) 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.

The proposed residential buildings are compatible with both existing and future surrounding land uses and represent an appropriate form of residential intensification



EXECUTIVE SUMMARY

subject to the satisfaction of the condition pursuant to the holding provision placed on the lands.

REPORT

Background

Owner: Neatt Communities (Nipissing) Inc., 530 Kipling Avenue, Toronto Ontario.

Applicant: Korsiak Urban Planning, 277 Lakeshore Road East, Oakville, Ontario.

Location/Description:

The subject lands are located on the north side of Nipissing Road and are known municipally as 145 and 151 Nipissing Road. Existing currently on the subject lands are two one-storey buildings containing a range of commercial and employment uses. Surrounding uses include a proposed high density residential development to the immediate west and the Milton Mall further 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 612 residential dwelling units.

Figure 2 illustrates the proposed concept plan. The application proposes two apartment buildings, being 19 and 23 storeys atop 6-storey podiums. Vehicular parking is provided via two levels of underground parking and a two-storey above ground parking garage (reduced from 3-storey initial proposal), which connects the two towers, providing 676 parking spaces. A crash wall is incorporated in the north wall of the garage along the rail corridor. With regard to amenity area, approximately 423 square metres of grade level amenity area is provided and an additional 2, 226 square metres is provided on the rooftop of the 2-storey above ground parking structure. Site access is provided via Nipissing Road.

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:

Unit Type	Count	Percentage
One Bedroom	228	30.7
One Bedroom plus den	246	41.4
Two Bedroom	106	20.5
Two Bedroom plus den	32	7.4
Total Suites	612	100

Background

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

- Planning Justification Study, dated April 2021, prepared by Korsiak Urban Planning.
- Stage 1 Archaeological Assessment, dated January 23, 2018, prepared by Archaeological Research Associates Ltd. (ARA).
- Draft Stage 1-2 Archaeological Assessment, dated October 30, 2020, prepared by Archaeological Research Associates Ltd. (ARA).
- Draft Stage 2 Archaeological Assessment, dated August 30, 2021, prepared by Archaeological Research Associates Ltd. (ARA).
- Draft Phase One Environmental Site Assessment, dated March 1, 2021, prepared by Pinchin Ltd.
- Preliminary Landscaping and Tree Preservation Plan, dated April 15, 2021, prepared by Adesso Design Inc.
- Functional Servicing Report/Stormwater Management, dated October, 2021, prepared by Urbantech Consulting.
- Geotechnical Report, dated January 28, 2021, prepared by Shad & Associates and R.J. Burnside.
- Hydrogeological and Water Balance Report, dated April 2021, prepared by R.J. Burnside
- Traffic Impact Study and Parking Justification Study, dated February 2022, prepared by Paradigm Transportation Solutions Limited.
- Car Share Letter, prepared by Paradigm Transportation Solutions, dated October 22, 2021.
- Noise and Vibration Study, dated October 19, 2021, prepared by SLR Consulting Limited.
- Wind Design Brief, dated April 2021, prepared by Korsiak Urban Planning.
- Shadow Study, dated March 19, 2021, prepared by KNYMH.
- Job Relocation Letter, prepared by Korsiak Urban Planning, dated December 21, 2021
- Urban Design Brief, prepared by Korsiak Urban Planning, dated October 2021.

Discussion

Provincial Policy Statement (PPS)

Discussion

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;
- 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:

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

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

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- 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 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.

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- 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 612 residential units and an overall density of approximately 638 units per hectare, thus assisting Milton in satisfying the minimum density targets as set out in the Growth Plan.

Section 2.2.5.14 speaks to the on-site replacement of employment uses on employment lands outside of Employment Areas. The applicant has provided a Job Relocation Letter which indicates that of the current 54 jobs on site, 10 will be accommodated within the new development (eg concierge, building maintenance, property manager, etc) and 47 will be accommodated within a proposed development located at 560 Main Street East, also owned by the applicant, which, in their opinion, offers a superior location for non-residential uses. This is discussed further under the Issues of Concern section of this report.

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.

Regional Official Plan Amendment 48 (ROPA 48) was adopted by Regional Council on July 7, 2021 and is the first amendment to be advanced as part of the Regional Official Plan Review under Section 26 of the Planning Act. On November 10, 2021 the Province issued a Notice to Approve ROPA 48 with modifications. This Amendment is now in full force and effect. ROPA 48 defines specific elements of a Regional Urban Structure including strategic growth areas and the delineation of Urban Growth Centres and Major Transit Station Areas. ROPA 48 also includes a limited number of Employment Area conversions, establishes targets for strategic growth areas and updates the population and employment allocations assigned to Halton Region to 2051 by the Province's A Place to Grow document. Specifically, ROPA 48, conforming to the Province's A Place to Grow direction, contains criteria requiring Local Municipalities to develop criteria to ensure that outside of *Employment Areas*, the redevelopment of any employment lands will retain space of a similar number of jobs to remain accommodated on site. As discussed earlier, the applicant has provided a Job Relocation Letter which indicates that of the current 54 jobs on site, 10 will be accommodated within the new development (eg. concierge, building maintenance, property manager, etc.) and 47 will be accommodated within a proposed development located at 560 Main Street East, also owned by the applicant, which, in their opinion, offers a superior location for non-residential uses. This is discussed further under the Issues of Concern section of this report.

The Region has indicated that they are satisfied that the proposed development conforms to the policies of ROPA 48.

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.

Discussion

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 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 612 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.

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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."*

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;

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- 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;
- 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:

Discussion

- 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 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.

Discussion

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.

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;

Discussion

- 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 23 storeys to accommodate the development.

The development proposes two purpose designed residential buildings with associated parking located both in an above ground parking structure and two levels of underground 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 an 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 February of this year, Council adopted the implementing Official Plan and Zoning By-law Amendments. These amendments included increased height and density

Discussion

permissions within the MTSA area, among other provisions. The Official Plan Amendment is currently awaiting approval from the Region of Halton. Once granted by the Region, the Official Plan Amendment and Zoning By-law Amendment will be brought back to Council for approval. The current proposal is in conformity with the Official Plan Amendment adopted by Council and in general compliance with the implementing Zoning By-law. This is discussed further in Issues of Concern section of this report.

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 consistency with the Tall Building Guidelines. Urban Design comments are discussed further in the Issues section of this report.

Zoning By-law 016-2014, as amended

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 23 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 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. The applicant has made formal submission for Site Plan approval and the application is currently in the technical design review stage.

Public Consultation



Discussion

The applicant held a virtual Public Information Centre on June 16, 2021. 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 24, 2021. The statutory Public Meeting was held on July 19, 2021. No members of the public spoke to the proposal.

Agency Circulation

The initial application was circulated to internal/external agencies in April 2021, with a subsequent resubmission circulated in October 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. On March 1, 2022, the Region of Halton through the Chief Planning Official exempted the proposed Official Plan Amendment from Regional Approval. This exemption has been given in accordance with By-law No. 19-99. With respect to the proposed zoning by-law, Region staff has requested a Holding Provision be added 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. 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



Discussion

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 Milton District High 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. 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. 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 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

Electric Vehicle Charging Stations

Discussion

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 34 charging stations located in the underground parking structure.

Shadow Impact

Staff had concern with the potential of shadow impacts from the proposal and required the applicant submit a Shadow Impact Analysis showing consistency with the Town's Shadow Analysis Guidelines. As per the Town's Guidelines, the shadow impact analysis should 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:

- 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 applicant's Shadow Impact Analysis report was reviewed by both Planning and Urban Design staff and found to be acceptable and consistent with the Town's Shadow Impact Analysis 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 Transportation Impact & Parking Study, prepared by Paradigm Transportation Solutions Limited, in support of the application. The study concluded that the proposed development is projected to generate approximately 184 new vehicle trips during the weekday AM peak hour and 217 new vehicle trips during the weekday PM peak hour. Overall, the forecast traffic volume associated with full build-out of the development result in relatively small impacts at the various study area intersections. While deficiencies are projected to occur at certain locations within the study area and can be expected to persist in the future, the area is transforming into a hub for transit-supportive development and will provide transportation choices for people living within walking distance of the the transit hub.

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

Discussion

Parking

The applicants have proposed a parking rate of 0.88 parking spaces per unit and 0.20 parking spaces per visitors, and are providing 671 parking spaces (including two car share spaces). In support of their proposal, the applicant has provided a parking assessment within their Traffic Impact Study, which supported this proposed parking rate in combination with the required Transportation Demand Management (TDM) measures:

- Active uses at grade along street frontages
- Provision of 612 long-term and 32 short-term bicycle spaces
- Building owner will provide the opportunity for residents to opt-out of a parking space providing for a discounted purchase price
- Minimum of 75% of parking is located underground or in a structure
- Welcome Packets including information regarding alternative transportation modes in the area
- Protect two spaces for future implementation of car share service.

Planning staff relies on the expertise of the Town's Traffic section for the review of parking assessment 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.

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 23rd with the statutory Public Meeting being held on October 4, 2021. More recently, Council adopted the implementing Official Plan Amendment and Zoning By-law Amendment for the MTSA and the amendments are pending final approval from the Region of Halton.

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 Official Plan Amendment and in general compliance with the Zoning By-law Amendment. With regards to built form, the proposed 19 storey and 23 storey buildings are in line with the heights proposed in the MTSA study, have floor plates of less than 750 square metres, have a separation of 25 metres or more and have an FSI of 5.0. Additionally, the applicants are proposing a parking rate of 1.08 parking spaces per unit which is lower than that permitted as of right in the Zoning By-law Amendment but has been supported by the Town's Transportation section (as outlined previously).

Job Retention

As discussed previously in this Report, there are policies in both the Province's A Place to Grow and the Region's recent ROPA 48, which require that the redevelopment of any



Discussion

employment lands will retain space for a similar number of jobs to remain accommodated on site. Through the Town's recently adopted Milton Transit Station Area/Mobility Hub Official Plan Amendment, the Town has included policy requiring that the redevelopment of employment lands must demonstrate that space to accommodate a similar number of jobs as existing shall be made available prior to the commencement of, or concurrent with, the proposed development.

In support of their proposal, the applicants provided a Job Relocation Letter, dated October 12, 2021, and a subsequent Site Redevelopment and Job Estimates Letter, dated December 21, 2021. The letters indicate that there are currently 54 jobs located on the subject lands and the applicants propose to retain 10 jobs on-site (concierge, property manager, cleaning staff, etc.) and relocate 47 jobs into another proposed development located at 560 Main Street East, currently vacant, which will contain substantial ground floor commercial/retail and office space. It is the opinion of the applicant that the 560 Main Street East lands offers a more viable location and an opportunity for long term viability of jobs. Additionally, the proposed development on the subject lands will include dedicated co-working spaces to enable residents to "work from home" within the buildings but outside of their individual units. While not serving as jobs, this will allow for dedicated work spaces to the residents.

The Region and the Town have reviewed the information provided by the applicants and are of the opinion that the proposal meets the intent of the Provincial, Regional and local policies regarding job retention. Not only will the subject lands retain 10 jobs on site, but will also accommodate 47 jobs on a currently vacant site within the Major Transit Station Area, representing an overall increase in employment from what presently exists.

Financial Impact

None arising from this Report.

Respectfully submitted,

Jill Hogan
Acting Commissioner, Development Services

For questions, please contact: Aaron Raymond, MCIP, RPP Phone: Ext. 2313
Senior Planner, Development

Attachments

Figure 1- Location Map
Figure 2- Concept Plan
Figure 3 - Concept Rendering
Figure 4- Contextual Views



The Corporation of the Town of Milton

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DS-011-22
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Attachments

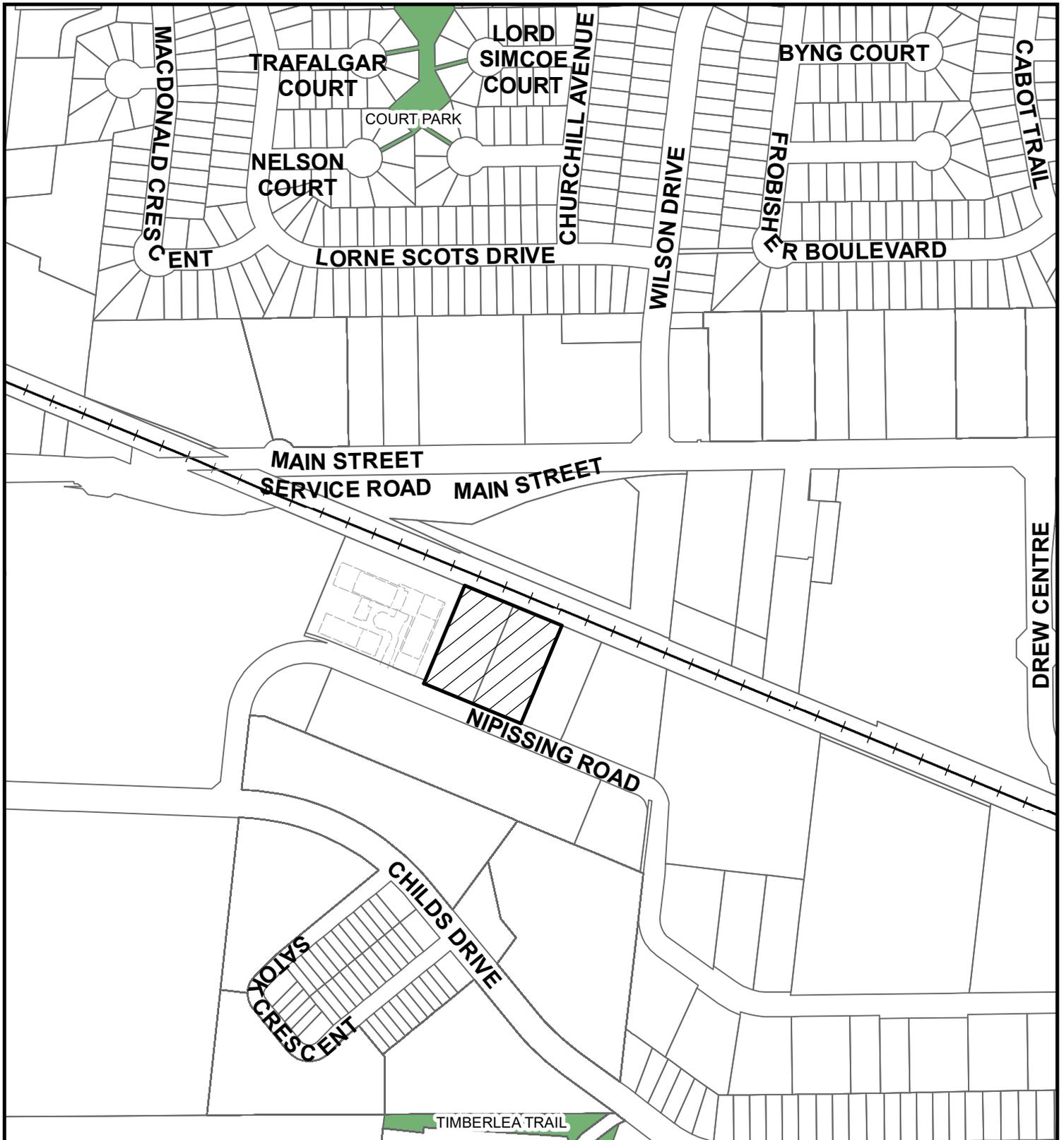
Appendix 1 - Draft Official Plan Amendment
Appendix 2- Draft Zoning By-law Amendment

CAO Approval
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

FIGURE 1 LOCATION MAP



Council Meeting
Date: March 21, 2022

Scale: 1: 5,000

Files: LOPA-04-21
& Z-08/21

Development Services Department



Subject Property

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND JOB CONDITIONS BEFORE PROCEEDING WITH WORK
ALL DRAWINGS MAY BE TO BE SUBJECT TO CHANGE DUE TO COMMENTS FROM MUNICIPAL DEPARTMENTS AND OTHER AGENCIES WITH AUTHORITY
ALL DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECTS AND MUST BE RETURNED AT THE COMPLETION OF THE WORK
THE CONTRACTOR WORKING FROM DRAWINGS NOT SPECIFICALLY MARKED FOR CONSTRUCTION MUST ASSUME FULL RESPONSIBILITY AND BEAR COSTS FOR ANY CORRECTIONS OR DAMAGES RESULTING FROM HIS OR HER WORK

KEY TO DETAIL LOCATION
No. DETAIL NUMBER
No. DRAWING SHEET NUMBER

DRAWING SETS ISSUED	No.	DATE (DD.MM.YY)	BY
FOR CLIENT REVIEW	1	2021-09-16	KNYMH
FOR REVIEW	2	2021-10-15	KNYMH
ZBA	3	2021-10-22	KNYMH

ALL PREVIOUS ISSUES OF THIS DRAWING ARE SUPERSEDED

REVISIONS TO DRAWING	No.	DATE (DD.MM.YY)	BY
NOT FOR CONSTRUCTION			

BUILDING PERMIT NUMBER:
NOT FOR CONSTRUCTION WITHOUT PERMIT

KNYMH
ARCHITECTURE • SOLUTIONS

KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 101
BURLINGTON, ONTARIO • L7P 0V1
T 905.639.6595
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www.knymh.com info@knymh.com

THIS DOCUMENT IS INCOMPLETE AND MAY BE USED FOR REGULATORY APPROVAL PURPOSES ONLY FOR CONSTRUCTION PERMITS. USE BY CONSULTANTS, SUBCONSULTANTS, OWNER AND CONTRACTORS TO PROVIDE INPUT TO THE DETERMINATION OF THIS DOCUMENT.

NEATT communities

NIPISSING CONDOMINIUMS
145-151 NIPISSING ROAD
MILTON, ON

DRAWING SHEET TITLE:
SITE PLAN

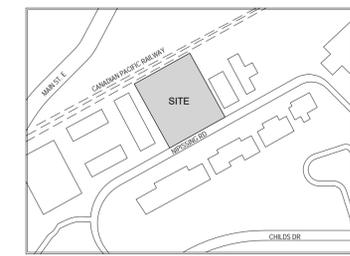
DRAWING SCALE:
As indicated

PROJECT NUMBER:
20065

DRAWN BY: CHECKED BY:
Author Checker

DRAWING SHEET NUMBER:
A001

PLOT DATE:
2021-10-22



KEYPLAN - NTS

SITE AREA
GROSS SITE AREA = 9,877.0 m²
ROAD WIDENING = 273.6 m²
NET SITE AREA = 9,603.4 m²

FSI
BUILDING AREA = 48,391.4 m²
SITE AREA = 9,603.4 m²
FSI = 5.0

GFA		
Level	Area	%

1st FLOOR	5705.5 m ²	12%
2nd FLOOR	5537.1 m ²	11%
3rd FLOOR	5553.7 m ²	11%
4th FLOOR	2950.2 m ²	6%
5th FLOOR	2911.5 m ²	6%
6th FLOOR	2911.6 m ²	6%
7th FLOOR	1559.6 m ²	3%
8th FLOOR	1520.7 m ²	3%
9th FLOOR	1520.6 m ²	3%
10th FLOOR	1520.6 m ²	3%
11 FLOOR	1520.6 m ²	3%
12 FLOOR	1520.6 m ²	3%
13 FLOOR	1520.6 m ²	3%
14 FLOOR	1520.6 m ²	3%
15 FLOOR	1520.6 m ²	3%
16 FLOOR	1520.6 m ²	3%
17 FLOOR	1520.6 m ²	3%
18 FLOOR	1520.6 m ²	3%
19 FLOOR	1520.6 m ²	3%
20 FLOOR	760.8 m ²	2%
21 FLOOR	760.9 m ²	2%
22 FLOOR	760.9 m ²	2%
23 FLOOR	760.9 m ²	2%
Grand total	48420.2 m ²	100%

INDOR BIKE SCHEDULE	
Level	

BIKE STORAGE	
UNDERGROUND LEVEL B	
263	
UNDERGROUND LEVEL A	
182	
1st FLOOR	
85	
2nd FLOOR	
82	
BIKE STORAGE: 612	

LONG TERM BIKE
REQUIRED :
1.0 / UNIT 1.0 x 612 = 612

PROVIDED :
612 LONG TERM BIKE STORAGES

SHORT TERM BIKE
REQUIRED :
0.05 / UNIT 0.05 x 612 = 31

PROVIDED :
32 SHORT TERM BIKE RACKS

AMENITY SPACE
• OUTDOOR AMENITY :
REQUIRED 4.0 m² / UNIT 4.0 x 612 = 2,448.0 m²
PROVIDED 2,226.2 m² - PUBLIC TERRACE (3rd FLOOR)
423.6 m² - OUTDOOR PARK w/DOG RUN
2,649.8 m² TOTAL

• INDOOR AMENITY :
PROVIDED **391.8 m²**

SITE STATISTICS			
DESCRIPTION	AREA (SM)	AREA (SF)	PERCENTAGE

PARKING PODIUM	2794.11 m ²	30076 ft ²	29.1%
6 STOREY PODIUM	1396.90 m ²	15036 ft ²	14.6%
TOWERS	1521.14 m ²	16373 ft ²	15.9%
BUILDING FOOTPRINT: 3	5712.15 m ²	61485 ft ²	59.5%

CONC. PADS / MECH	40.49 m ²	436 ft ²	0.4%
SIDEWALK	507.27 m ²	5460 ft ²	5.3%
TERRACE	233.35 m ²	2512 ft ²	2.4%
ASPHALT	1750.16 m ²	18839 ft ²	18.2%
CURB	55.47 m ²	597 ft ²	0.6%
HARD LANDSCAPE: 5	2586.74 m ²	27843 ft ²	27.0%

LANDSCAPE	1297.98 m ²	13971 ft ²	13.5%
SOFT LANDSCAPE: 1	1297.98 m ²	13971 ft ²	13.5%

PARKING

REQUIREMENTS :
0.9 / UNIT 0.9 x 612 = 551
0.2 / UNIT 0.2 x 612 = 122 VISITOR
TOTAL = 673 PS

PROVIDED :
676 PARKING SPACES

ACCESSIBLE PARKING REQUIREMENTS :
RESIDENTS 2 PS + 2 % OF 573 = 14 PS
VISITORS 1 PS + 3 % OF 122 = 5 PS
TOTAL 19 REQUIRED

19 ACCESSIBLE PS PROVIDED

PARKING SCHEDULE		
Parking Space Type	DESCRIPTION	COUNT

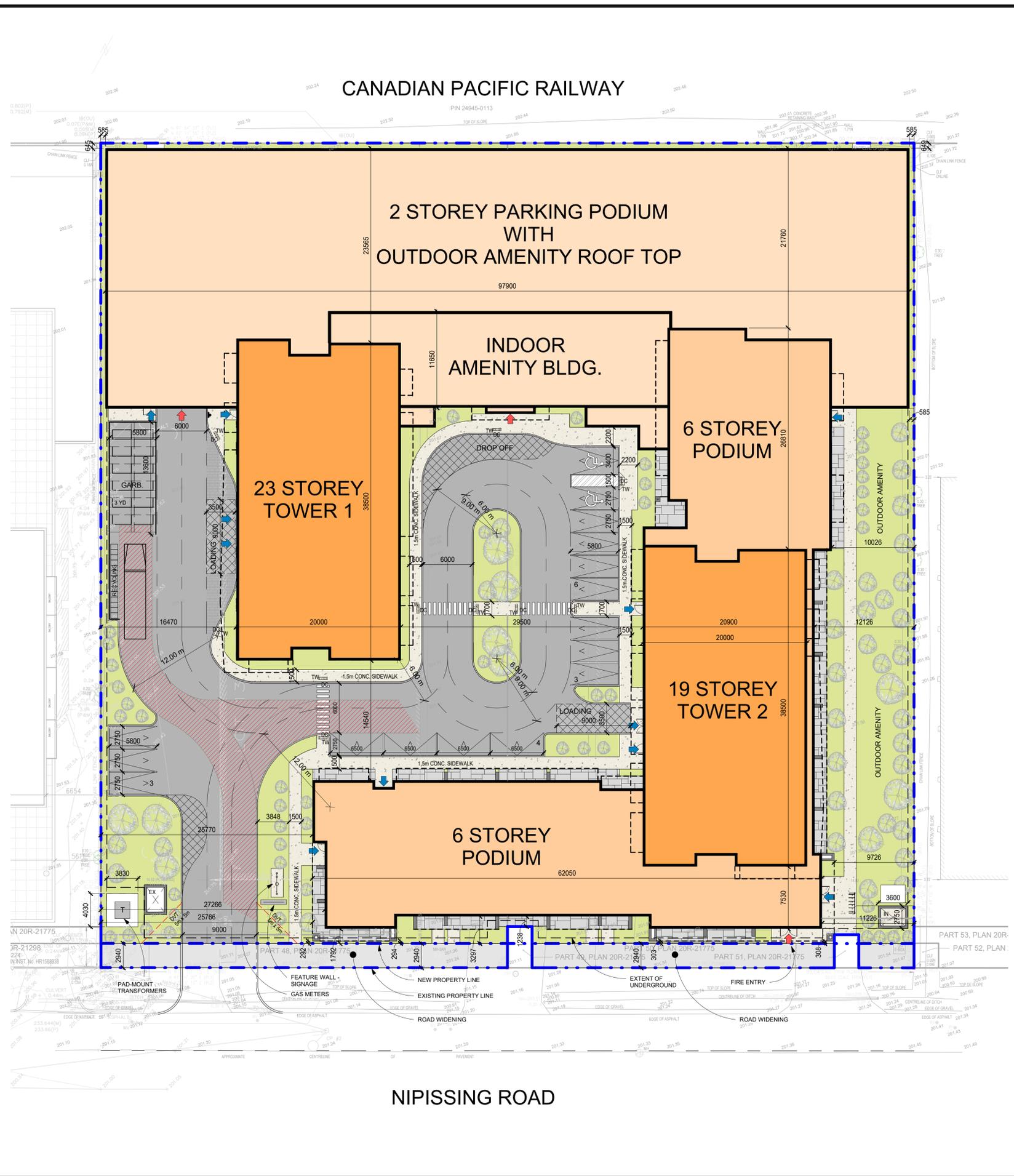
2nd FLOOR		
Barrier-Free	TYPE A 3.4m x 5.8m	4
Barrier-Free	TYPE B 2.75m x 5.8m	4
Standard	2.75m x 5.8m	62
1st FLOOR		
Barrier-Free	TYPE A 3.4m x 5.8m	5
Barrier-Free	TYPE B 2.75m x 5.8m	6
Parallel	6.5m x 2.75m	4
Standard	2.75m x 5.8m	70
UNDERGROUND LEVEL A		
Standard	2.75m x 5.8m	258
UNDERGROUND LEVEL B		
Standard	2.75m x 5.8m	263
		676

PARKING TYPE SCHEDULE		
Parking Space Type	Description	Count

Resident		
Standard	2.75m x 5.8m	536
Parallel	6.5m x 2.75m	4
Barrier-Free	TYPE A 3.4m x 5.8m	7
Barrier-Free	TYPE B 2.75m x 5.8m	7
Resident: 554		

Visitor		
Standard	2.75m x 5.8m	117
Barrier-Free	TYPE A 3.4m x 5.8m	2
Barrier-Free	TYPE B 2.75m x 5.8m	3
Visitor: 122		

TOTAL PARKING SPACES: 676



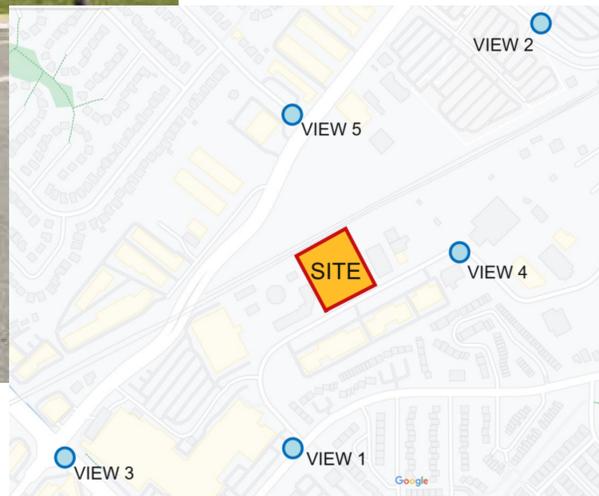
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FIGURE 3
DS-011-22









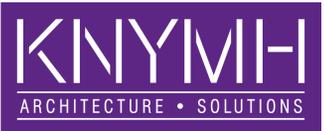
VIEW 1 - CHILDS DR @ NIPISSING ROAD

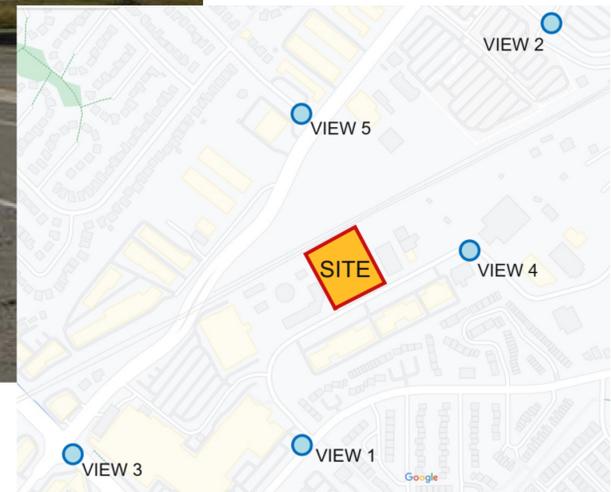
2022.01.04

NIPISSING ROAD VISUAL IMPACT STUDY

NEATT COMMUNITIES
MILTON, ON

KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 101
BURLINGTON, ONTARIO • L7P 0V1
905.639.6595
www.knymh.com





VIEW 2 - DREW CENTRE

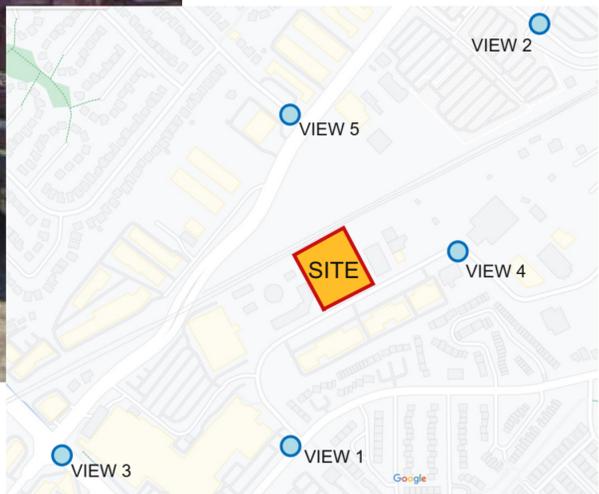
2022.01.04

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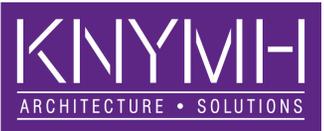
VIEW 3 - MAIN ST. @ ONTARIO ST.

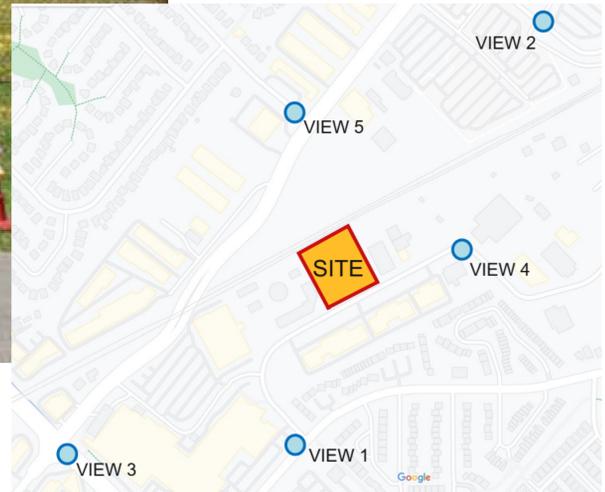
2022.01.04

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VIEW 4 - NIPISSING RD

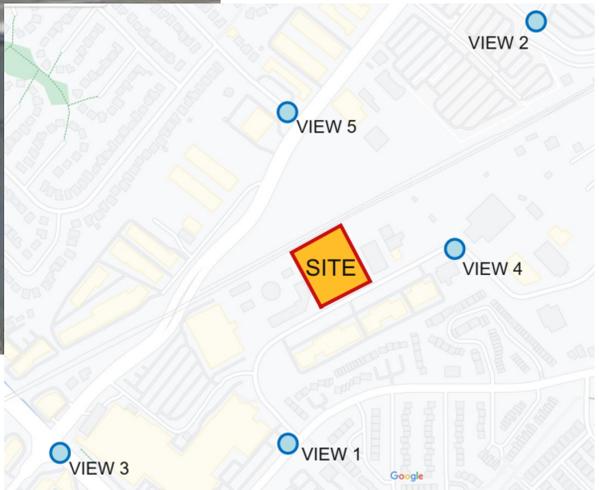
2022.01.04

NIPISSING ROAD VISUAL IMPACT STUDY

NEATT COMMUNITIES
MILTON, ON

KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 101
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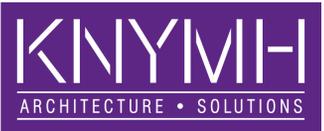
VIEW 5 - WILSON DR @ MAIN ST

2022.01.04

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THE CORPORATION OF THE TOWN OF MILTON
BY-LAW NO.XXX-2022

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 145 AND 151 NIPISSING ROAD, LEGALLY DESCRIBED AS PART OF LOT 13, CONCESSION 3, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR,, TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA 04/21)

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 enacts as follows:

1. Amendment No. 71 to the Official Plan of the Town of Milton, to amend Schedules I1 and C.7.A.CBD of the Town of Milton Official Plan to provide for permission for the development of two residential buildings with heights of 23 and 19 storeys, respectively, with a maximum FSI of 5.0, at lands located at 145 and 151 Nipissing Road and legally described as Part of Lot 13, Concession 3, Former Geographic Survey of 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 appeal is filed pursuant to Subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal.
3. 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 71 to the Official Plan of the Town of Milton.

PASSED IN OPEN COUNCIL ON MARCH 21, 2022.

Mayor
Gordon A. Krantz

Town Clerk
Meaghen Reid

AMENDMENT NUMBER 71

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

**Part of Lot 13, Concession 3 (NS Trafalgar)
145 AND 151 Nipissing Road
Town of Milton
(Town File: LOPA-04/21)**

DRAFT

AMENDMENT NUMBER 71

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. 71 to the Official Plan of the Town of Milton

DRAFT

PART I: THE PREAMBLE

THE TITLE

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

Amendment No. 71
To the Official Plan of the Town of Milton
145 and 151 Nipissing Road
(Part of Lot 13, Concession 3 NS (Trafalgar) Town of Milton
Town File: (LOPA 04/21)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to add Specific Policy Area 45 to the lands at 145 and 151 Nipissing Road.

LOCATION OF THE AMENDMENT

The subject lands are located on the south side of the Canadian Pacific Railway Line, on the north side of Nipissing Road, generally east of Ontario Street South and generally west of Thompson Road South. The lands are municipally identified as 145 and 151 Nipissing Road and are legally described as Part of Lot 13, Concession 3 NS (Trafalgar), Town of Milton.

BASIS OF THE AMENDMENT

The proposed amendment would permit the development of two residential buildings of 23 and 19 storeys, respectively, with a Floor Space Index (FSI) of up to 5.0

- 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.
- g) The proposal would be in conformity with Section 2.2.5.14 of A Place to Grow: Growth Plan for the Greater Golden Horseshoe and Section 77(22) of Region of Halton Official Plan Amendment No. 48 by facilitating the retention of approximately 59 jobs within the Milton Transit Station area between the subject lands and the lands known municipally as 560 Main Street East.

DRAFT

PART II: THE AMENDMENT

All of this part of the document entitled Part II: THE AMENDMENT consisting of the following text constitutes Amendment No. 71 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. 71 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 Specific Policy Areas” by adding Special Policy Area No.45 to the lands at 145 and 151 Nipissing Road (known legally as Part of Lot 13, Concession 3 NS (Trafalgar) Town of Milton.
- 1.2 Amending Schedule C.7.A.CBD – Central Business District Secondary Plan, Height Limits by permitting a maximum height of 23 storeys on the lands at 145 and 151 Nipissing Road (known legally as Part of Lot 13, Concession 3 NS (Trafalgar) Town fo Milton.

2.0 Text Change

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

- 4.11.3.45 The land identified as Specific Policy Area No. 45 on Schedule I1 of this Plan, being the lands at 145 and 151 Nipissing Road may be developed to provide two residential buildings of up to 23 storeys in height and Floor Space Index (FSI) up to 5.0.

End of Text

TOWN OF MILTON OFFICIAL PLAN

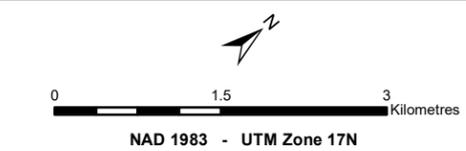
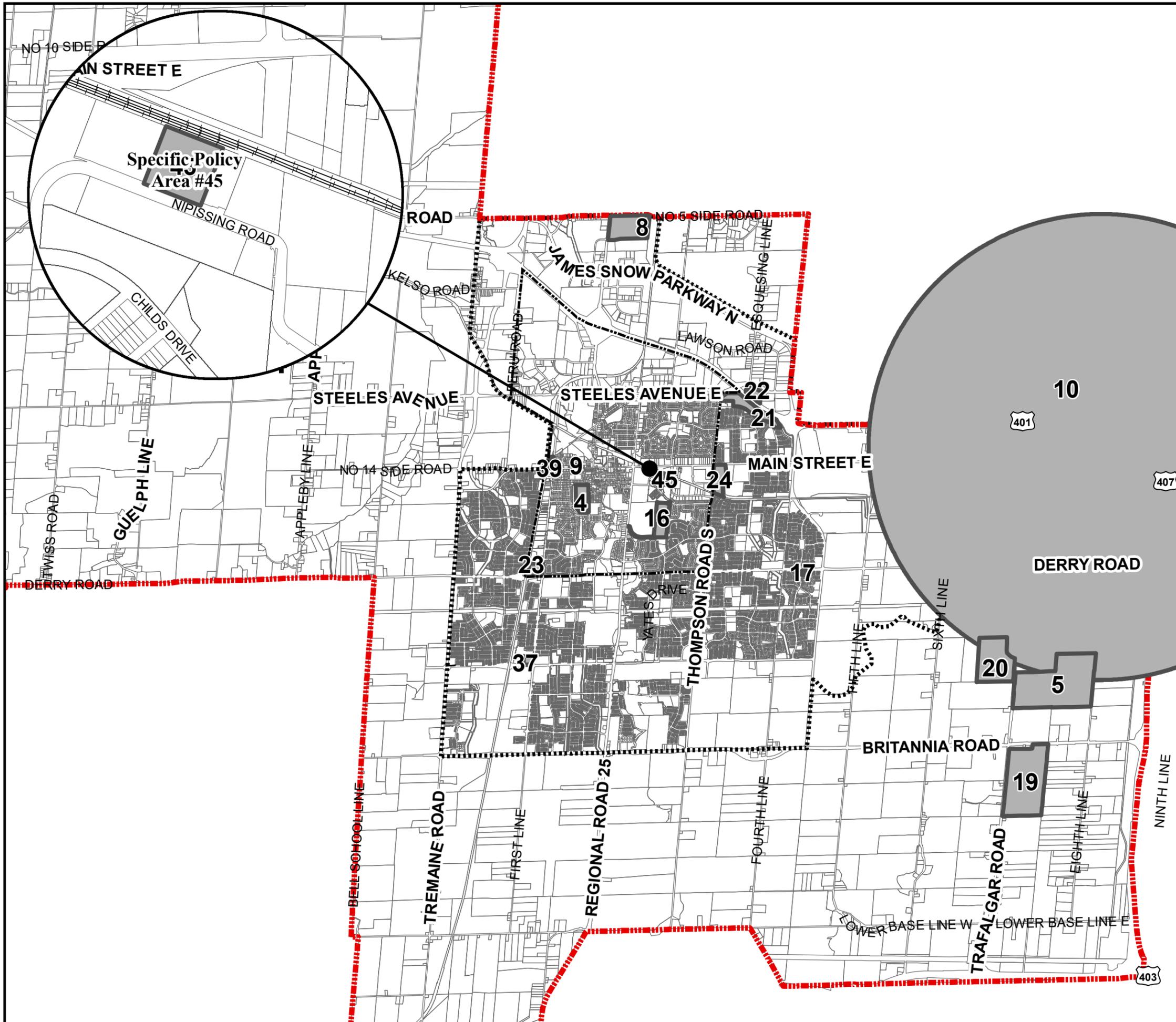
Schedule I1

URBAN AREA SPECIFIC POLICY AREAS

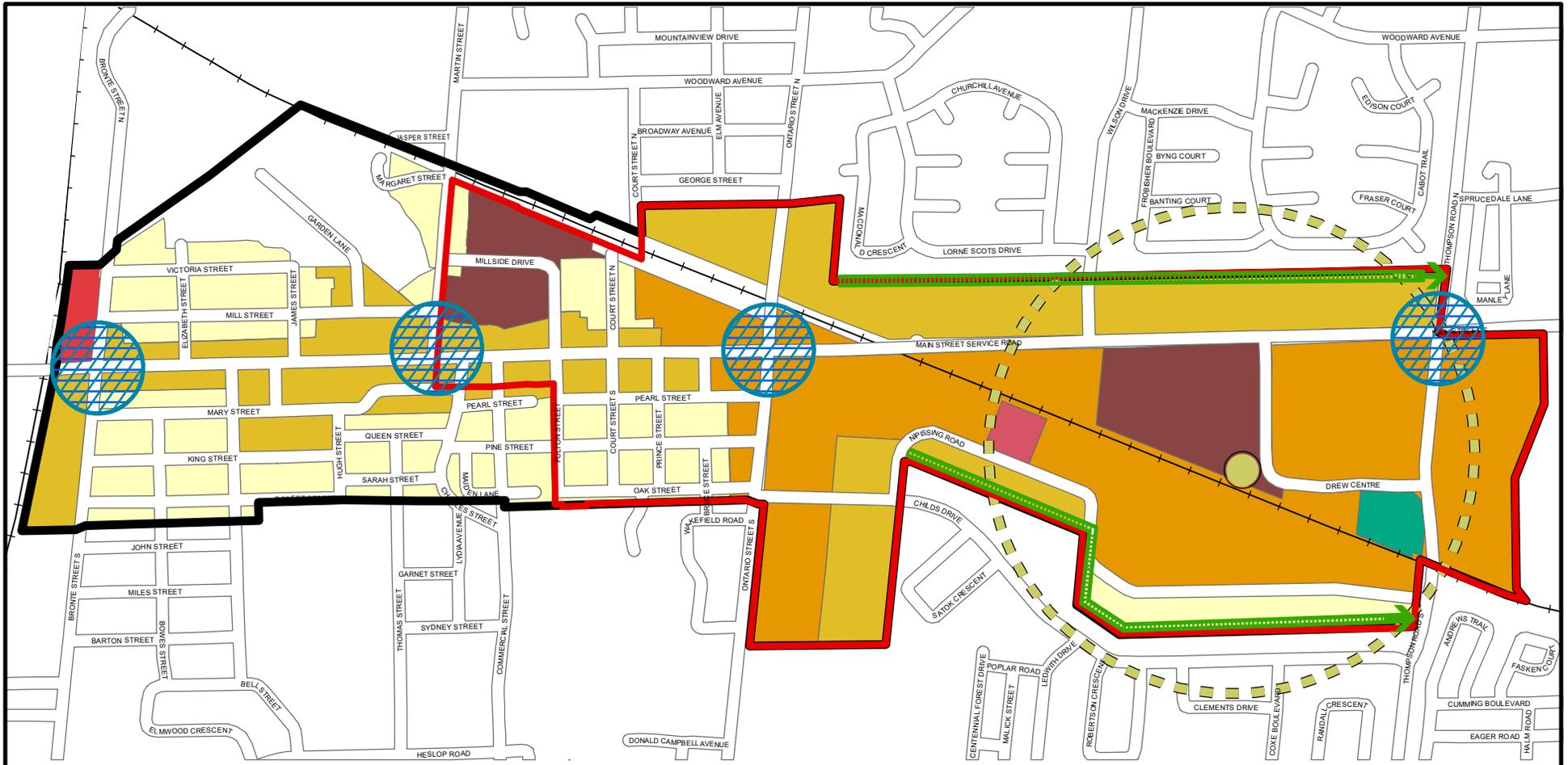
(Refer to sections 4.11 & 3.8.3.2)

Files: LOPA-04/21 & Z-08/21

-  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.



-  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
-  19-23 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.

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March 2022

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO.XXX.2022

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOT 13, CONCESSION 3, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON (NEATT COMMUNITIES (NIPISSING) INC.) – TOWN FILE - Z-08/21

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 this By-law to be zoned as set forth in this By-law upon the approval of Official Plan Amendment Number 71.

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 symbol to the to a new site-specific Urban Growth Centre Mixed Use with a Holding Provision (UGC-MU*311*H56) Zone symbol on the lands 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 23 storeys on the land shown on Schedule B attached hereto.
3. **THAT** Section 13.1 of Comprehensive By-law 016-2014, as amended, is hereby further amended by adding subsection 13.1.1.311 as follows:

Urban Growth Centre Mixed Use – Special Section (UGC-MU*311*H56) Zone

(i) **Additional Permitted Uses:**

- a. *Apartment Building*
- b. Guest Suite
- c. Above Grade Parking Structure

(ii) **Definitions:**

For the purpose of this by-law:

- a. 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. LONG TERM BICYCLE PARKING means bicycle parking spaces located within the building for the use by occupants or tenants of a building;
- c. SHORT TERM BICYCLE PARKING means bicycle parking spaces for use by visitors to a building and can be provided either inside or outside of the building.
- d. GUEST SUITE is a room within the apartment building that is not connected to any individual apartment, but which includes bedroom and bathroom space that can be used by visitors to the apartment building as overnight temporary accommodation and it shall not include a kitchen. A Guest Unit does not constitute an apartment and shall not require a separate parking provision.
- e. STEPBACK means the horizontal distance from a main wall on the lower floors of a building to a main wall on the uppermost floors of a mid-rise building or the tower portion of a tall building, including balconies.

(iii) Special Provisions:

- a) Notwithstanding the provisions of Section 4.19.4, Exceptions to Height Requirements, the calculation of *Building Height* shall be exclusive of mechanical penthouses, rooftop equipment, elevator tower, stair tower and/or architectural features such as parapets and screen walls.
- b) Notwithstanding Section 4.19.5, Table 4H, *balconies* and *porches/verandas* are permitted to encroach into the required *yard* and are permitted to be setback 0.0 metres from the *lot line*.
- c) Notwithstanding Section 4.22.3, the minimum setback from a residential *dwelling unit* to the railway corridor right-of-way shall be 21 metres.
- d) Notwithstanding Section 4.22.3, the minimum setback from a parking structure to the railway corridor right-of-way shall be 0 metres.
- e) Notwithstanding Section 5.8.1, Table 5E, to the contrary the minimum off-street parking requirements shall be:

- a. 0.88 *parking spaces per dwelling unit*.
- b. Plus 0.2 visitor *parking spaces per dwelling unit*.
- f) Notwithstanding Section 5.12.1 to the contrary, *parking areas* shall be setback 0.5 metres from the lot line.
- g) Notwithstanding Section 5.14.1 to the contrary, the underground parking structure may be located within 0.0 metres of a street line or *lot line*.
- h) Notwithstanding Section 5.10, to the contrary, the bicycle parking requirement for a *mixed-use building* or *apartment building* shall be 1.00 *long-term bicycle parking spaces per dwelling unit* plus 0.05 visitor *short-term bicycle parking spaces per dwelling unit*.
- i) Notwithstanding Section 5.8, Table 5D, a bicycle *parking space* may also be provided in a vertical or stacked vertical rack system.
- j) Notwithstanding Section 5.8, Table 5D, the minimum dimension of a bicycle parking space if placed in a vertical position or stacked vertical position on a wall, structure or mechanical device is:
 - i. Minimum width of 0.4 metres.
 - ii. Minimum length of 1.2 metres.
 - iii. Minimum vertical clearance is 1.9 metres.
- k) A minimum of 4 square metres per *dwelling unit* of outdoor communal *amenity space* 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). This outdoor communal *amenity space* shall be aggregated into areas of not less than 50 square metres and have a minimum width of 6.0 metres.
- l) The podium of a residential building shall have a minimum *height* of 3 *storeys* and a maximum *height* of 6 *storeys*.
- m) Any portion of a building above a *height* of 7 *storeys* must not exceed a floor plate area of 770 square metres.
- n) Despite any provision to the contrary, where there is more than one residential building on the lot, the minimum separation between towers shall be 25 metres measured from the main face of the *building* and excluding *balconies*.

- o) The minimum permitted *Floor Space Index* (FSI) shall be 3.0.
- p) The maximum permitted *Floor Space Index* (FSI) shall be 5.0.
- q) *Waste storage areas* shall be located within the principal *building*.
- r) Any awning, canopy and/or similar weather shielding structure, and any restaurant patio, may project to any *lot line*.
- s) Transformers and Telecommunications: Transformers and telecommunications vaults and pads shall be permitted to project 0.5 metres to a public street beyond the *main wall* of the *building*.
- t) Minimum *Height of First Storey*: 3.6 metres. (measured from top-of-slab to top-of-slab)
- u) A Guest Suite does not constitute an apartment and shall not require a separate parking provision.
- v) A minimum setback of 1.5 metres is required above a *height* of 4-storeys.

(iv) Zone Standards:

Notwithstanding the provisions of Section 7.2, Table 7C to the contrary:

- a) Minimum *Front Yard Setback* shall be 1.0 metre.
- b) Maximum *Front Yard Setback* shall be 4.0 metres
- c) Minimum *Interior Yard Setback* shall be 0 metres.
- d) Minimum *Rear Yard Setback* shall be 0 metres.
- e) Maximum *lot coverage* shall be 65%.
- f) Maximum *height* of all buildings is 23 storeys and 74.5 metres.
- g) Footnote (*2) to Table 7C is not applicable.
- h) *Minimum Landscape Open Space*: 12%

4. THAT Section 13.2.1.99 of By-law 016-2014, as amended, is hereby further amended by adding the following conditions for removal of this “H56” Holding Provision:

“H56” shall not be removed until:

- a. The submission of a Letter of Reliance for the Phase 1 and Phase 2 Environmental Site Assessment pursuant to Ontario Regulation 153/04, and a Ministry of Environment and Climate Change acknowledged Record of Site Condition (RSC) is secured to demonstrate that the lands are suitable for the proposed residential development.
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 Local Planning Appeal 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 or 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 MARCH 21, 2022.

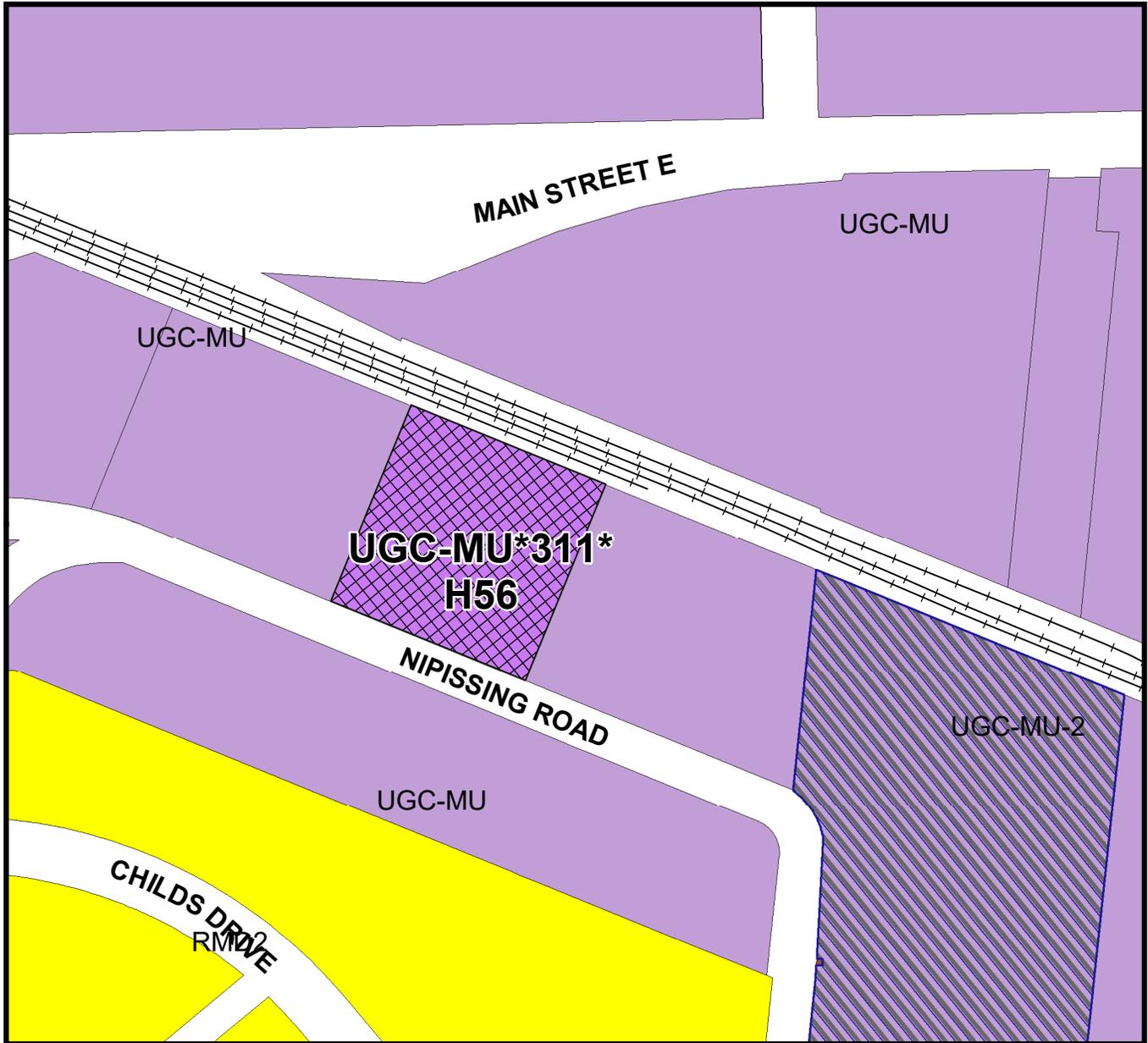
Gordon A. Krantz Mayor

Meaghen Reid Town Clerk

SCHEDULE A
TO BY-LAW No. -2022
TOWN OF MILTON

PART OF LOT 13, CONCESSION 3 TRAFALGAR N.S.

Town of Milton



THIS IS SCHEDULE A
TO BY-LAW NO. _____ PASSED
THIS __ DAY OF _____, 2022.

 UGC-MU*311*H56 - Urban Growth
Centre Mixed-Use Zone Special with a
Holding

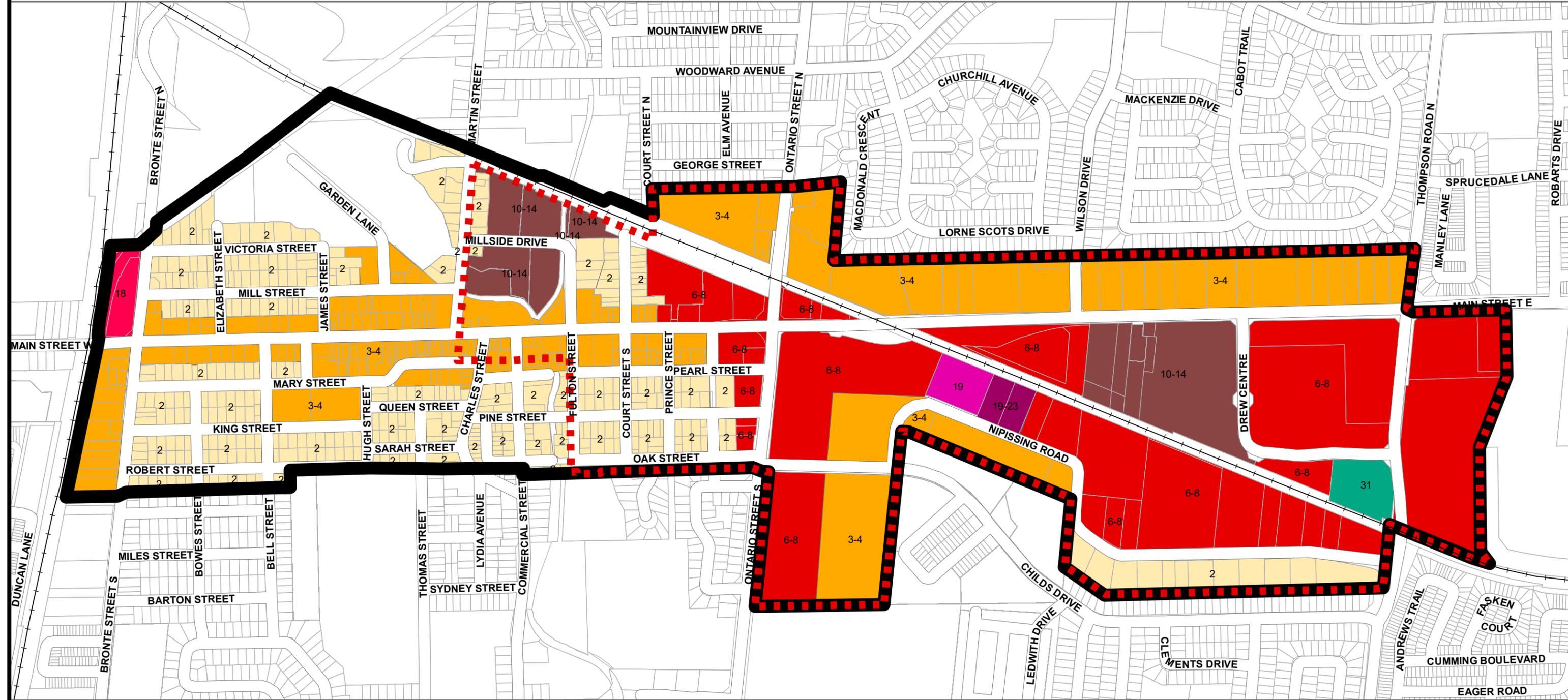
MAYOR - Gordon A. Krantz

CLERK- Meaghen Reid



SCHEDULE D

Central Business District - Building Heights



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

Date: March 21 2022

 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

