



The Corporation of the Town of Milton

Report To: Council

From: Barbara Koopmans, Commissioner, Planning and Development

Date: March 4, 2019

Report No: PD-002-19

Subject: Technical Report – Proposed Local Official Plan Amendment and Zoning By-law Amendment by Jacal Holdings Ltd. for the property located at 130 Thompson Road South (Town Files: Z-12/16 and LOPA-03/16).

Recommendation: **THAT Planning and Development Report PD-002-19 outlining applications for amendments to the Town of Milton Official Plan and Zoning By-law 016-2014, as amended, to facilitate the construction of three mixed-use apartment buildings, BE APPROVED;**

AND THAT staff be authorized to bring forward Official Plan Amendment No. 53 in accordance with the draft Official Plan Amendment attached as Appendix 2 to Report PD-002-19 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 3 to Report PD-002-19 for Council adoption;

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.

EXECUTIVE SUMMARY

The purpose of this Report is to seek Council's approval of amendments to the Official Plan and Zoning By-law initiated by Jacal Holdings Ltd. The approval of these applications would permit the development of a mixed-use, multi-storey residential development on the lands municipally known as 130 Thompson Road South. The applicant is proposing to construct three high-rise apartment buildings with heights of 31, 29 and 27 storeys, respectively, including permission for 990 square metres of grade-level commercial uses which may include a day-care centre. The proposed development yields an overall unit count of 802 units, achieving a residential net density of 524 units per hectare. A total of 1,028 parking spaces are provided on site consisting of 827

residential spaces (1.03 space per unit) and 201 shared visitor and commercial parking (0.25 spaces per unit).

In order to permit the increased building height, local official plan and zoning by-law amendments are required. The LOPA would add a Specific Policy Area No. 53 designation to the subject lands on Schedule I1 of the Official Plan. This policy would allow the property to be developed with residential buildings up to 31 storeys in height.

The zoning by-law amendment would add site-specific provisions to the existing Urban Growth Mixed Use Zone (UGC-MU) to a site-specific Urban Growth Mixed Use Zone (UGC-MU*258). A holding provision (“H31”) will be put on the lands to ensure that outstanding technical issues including the submission of a Record of Site Condition and implementation of recommended Traffic Demand Management (TDM) measures, noise mitigation measures, pedestrian wind study and site plan approval are addressed satisfactorily. Attached to this report as Appendix 3 is the Draft Zoning By-law.

Planning Staff recommend that the applications be **APPROVED** for the following reasons:

- The Provincial policies contained in the PPS 2014 and the Growth Plan (2017) 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 access to and utilization of public transit. Staff concludes that the proposal is consistent with the PPS 2014 and is in conformity with the 2017 Growth Plan. Staff is further of the opinion the proposal would create a compact, mixed-use, transit supportive and pedestrian-friendly area where residents could live, work and shop.
- There are policies and provisions within the Town’s current Official Plan and Zoning By-law do not fully implement the direction and objectives of Provincial policies. As such, it is reasonable and appropriate to consider site-specific Official Plan and Zoning amendment applications for the subject lands.
- 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.
- 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 as the location supports reduced dependence on the automobile.
- The proposed new landmark buildings would bring a vibrant new residential form and use to the Urban Growth Centre and would provide for a range of housing opportunities for present and future residents off all ages and incomes.



- The proposal will create new commercial development and will help strengthen the economic vitality of the Urban Growth Centre.
- The various updated supporting studies confirm that the development is appropriate and the proposal meets all the requirements of the Town and the affected external agencies from a technical perspective.
- 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 all of the conditions pursuant to the holding provision placed on the lands.

REPORT

Background

OWNER:

Jacal Holdings Ltd., PO Box 36, Milton, Ontario

AGENT:

Korsiak Urban Planning, 206-277 Lakeshore Road East, Oakville, Ontario

LOCATION/DESCRIPTION

The subject lands are located at the southwestern quadrant of Thompson Road South and Drew Centre, immediately east of the Milton GO Station platform. The subject lands are legally described as Part of Lot 13, Concession 3 NS (Trafalgar) and municipally identified as 130 Thompson Road South. The lands are approximately 1.53 ha in size. The site is the current location of NPL Canada (formerly known as Link-Line) which is a gas distribution contractor. The site currently serves as a dispatch center for NPL's fleet of service trucks. The location of the subject property is illustrated in Figure 1 attached to this Report.

Surrounding land uses include a commercial complex (Milton Common) to the north consisting of a number of service commercial, retail shops, restaurants, banks, and anchored by the Real Canadian Superstore. There are leisure and recreational uses to the east and northeast (i.e., Lions Sports Park, Milton Memorial Arena, FirstOntario Arts Centre Milton, Milton Public Library and Milton Leisure Centre). Immediately west is the Milton GO Station and the main hub for Milton Transit. The CP Rail line abuts the subject lands immediately to the south and further south along Nipissing Road is a mixture of commercial, industrial and institutional land uses. There are existing low density residential land uses south of the subject lands along Childs Drive and southeast, opposite Thompson Road South.

DESCRIPTION OF PROPOSED DEVELOPMENT

The applicant is proposing to redevelop the 1.53 ha subject property to allow for the development of three high-density mixed-use residential condominium apartment buildings consisting of a combined estimated total of 802 units. The proposed approximate heights of the buildings are Tower 1 – 31 storeys (approximately 100 metres in height), Tower 2 – 27 storeys (approximately 86 metres in height) and Tower 3 – 29 storeys (approximately 94 metres in height). The three towers are proposed to be constructed on a mutual podium, surrounded by pedestrian open space and landscaping. All onsite parking is provided via five levels within the podium, consisting of two levels of underground parking and three levels of above grade parking. Access to the development is provided through a proposed single driveway with access from Drew Centre. The development proposes to reduce the required parking to 1.28 parking spaces per unit inclusive of visitor parking (1.03 parking spaces per unit plus 0.25 spaces for visitor) and shared commercial parking, totaling 1,028 parking spaces. A minimum of one dedicated parking space will be provided for car sharing as per the approved recommended Transit Demand Management Measures. The existing Zoning By-law currently requires 1.5 parking spaces per unit (1.25 residential parking spaces per unit plus 0.25 spaces for visitor parking) equating to a total of 1,203 parking spaces plus 25 commercial spaces for a grand total of 1,228 spaces based on the proposal, resulting in an overall proposed reduction of 200 parking spaces.

Figure 2 illustrates the proposed concept plan for the site and Figure 3 illustrates the conceptual renderings (aerial and street view) of the proposed development. It should be noted that the proposed development has been re-designed from what was shown in the Public Meeting Report as the Applicant has worked with Urban Design Staff to incorporate the objectives outlined in Milton's Tall Building Guidelines and their comments. The original design had three (3) levels of underground parking and a two-storey podium that was shared by two towers and a separate podium for the third tower that was physically separated from the other two. In addition, the original concept had surface parking and driveways/walkways on the upper concourse (See Figure 4 attached). The two separate podiums have now been replaced by a single mutual stepped podium from which all three towers connect and the podium is now three storeys in height along Drew Centre with commercial uses at grade that wraps around corner of Thompson Road and Drew Centre and then transitions to primarily residential units along Thompson Road, making use of the grade separation.

From a conceptual standpoint, the proposed size breakdown for residential units is as follows, but subject to change depending on market conditions:



Suite Mix

Total Residential Suite Mix					
Unit Type	Tower			Total	
	1	2	3	#	%
1 Bedroom	79	75	62	216	26.93
1 Bedroom + Den	87	80	91	258	32.17
2 Bedroom	102	85	93	280	34.91
3 Bedroom	16	16	16	48	5.99
Total Suites	284	256	262	802	100.00
Suites greater than 75 m ² (approximately 807 sq. ft)	42	40	40	122	15.21

Residential amenity areas of approximately 5,589 square metres will be provide within the podium and within the buildings. Commercial uses are proposed at grade level fronting onto Drew Centre, with preliminary design allocating approximately 990 square metres to a wide range of office and retail uses and a potential day care centre.

PROPOSED AMENDMENTS

The proposed Local Official Plan Amendment seeks to allow a maximum building height of 31 storeys with a maximum residential density of 524 units per net hectare, based on the proposed 802 units. The current Official Plan policies permit a maximum of 8 storeys in height. The Official Plan also contains bonussing policies that would allow an increased height of an additional three storeys (i.e. 11 storeys). The recently Town adopted Regional Modifications to OPA 31 state that all permitted uses within the Urban Growth Centre (UGC) Mixed Use Sub-Area shall contribute to achieving the overall minimum development density target for the UGC of 200 residents and jobs combined per hectare, subject to the availability of appropriate infrastructure. Attached to this Report as Appendix 2 is the Draft Official Plan Amendment.

The subject lands are currently zoned Urban Growth Centre Mixed-Use (UGC-MU) pursuant to Zoning By-law 016-2014, as amended. The UGC-MU Zone permits high density residential uses up to a maximum height of eight (8) storeys or 29 metres in height.

As the proposal is seeking an increase in height, a site-specific zoning by-law amendment is required. In addition, site-specific zoning also addresses the reduction in parking and other provisions to accommodate the proposed design and layout. A Holding 'H' provision is proposed to be added to the development to allow outstanding technical matters to be addressed and/or obtained including the submission of a Record of Site Condition, implementation of recommended Traffic Demand Management

(TDM) measures, noise mitigation measures, pedestrian wind study and site plan approval.

SUPPORTING STUDIES AND REPORTS

The following information has been submitted in support of the applications. It should be noted that there have been a number of updates and revisions to the studies made either because of changes to the original proposal or in response to comments received from Town staff and external agencies:

- Air Quality Assessment prepared by 02e Inc. dated April 2017;
- Draft Zoning by-law prepared by Korsiak Urban Planning dated November 2017, revised June 2018, October 2018; December 2018
- Conceptual Aerial And Street View Renderings prepared by KNYMH Inc. dated April 18, 2017;
- Conceptual Site Development Plans prepared by KNYMH Inc. dated November 2017, revised May 25, 2018;
- Architectural Plans prepared by KNYMH Inc. dated December 2017;
- Engineering Drawings prepared by Crozier & Associates dated November 9, 2017, revised April 2018;
- Geotechnical Investigation prepared by Landteck Limited dated February 3, 2016;
- Functional Servicing Report/Preliminary Stormwater Management Report prepared by Crozier & Associates, dated December 2016; revised November 2017 and April 2018
- Land Use Compatibility Brief prepared by Korsiak Urban Planning dated July 25, 2017; revised ;
- Draft Official Plan Amendment prepared by Korsiak Urban Planning;
- Planning Justification Report prepared by Korsiak Urban Planning dated December 2016 revised, July 25, 2017, October 18, 2017, May 24, 2018 and September 26, 2018;
- Noise Impact Study prepared by J.E. Coulter Associates; dated January 4, 2017; revised May 24, 2018, revised October 25, 2018
- Pedestrian Level Wind Letter of Opinion, prepared by Rowan Williams Davies & Irwin Inc., dated November 24, 2016;
- Shadow Study, prepared by KNYMH Inc., dated November 30, 2016;
- Traffic Impact Study prepared by GDH dated December 2016; revised May 28, 2018, September 18, 2017, September 26, 2018; December 17, 2018
- Urban Design Brief, prepared by KNYMH Inc., dated December 2016; revised October 18, 2017, May 2018 and September 2018;
- View Analysis Memo Drawings 1-7, prepared by Korsiak Urban Planning dated November 4, 2017, revised May 25, 2018.

PLANNING POLICY

Provincial Policy Statement (PPS 2014) and Growth Plan (2017)

The applications have been reviewed pursuant to the relevant policies of the PPS (2014) and Growth Plan for the Greater Golden Horseshoe (Growth Plan, 2017). Staff is of the opinion that the proposed development conforms to Provincial and Regional planning policy and is consistent with the intent of the Town's Regionally Modified Official Plan Amendment 31 (OPA 31) policies by appropriately intensifying underutilized lands within the Urban Growth Centre (UGC) and Major Transit Station Area. The proposed development supports the policy objectives related to focusing growth in existing settlement areas. The proposal provides for a mix of uses, mix of housing types and appropriate densities. The proposal promotes an efficient land use pattern which reduces land consumption related to residential development and provides for a compact, mixed-use urban form that will utilize existing infrastructure and community facilities.

The Urban Growth Centre policies do not prescribe a maximum density. Rather, a minimum of 200 people and jobs per hectare must be planned to be achieved. The proposed development yields an overall unit count of 802 units, achieving a net residential density of 524 units per hectare. Using Milton's 2015 Development Charge By-law calculation for Persons Per Unit (P.P.U.), (i.e. 1.52 for apartments) the proposed development will generate a population of approximately 1,219 people, equaling approximately 797 persons per hectare (exclusive of jobs). The intensification of the subject lands will assist Milton in achieving the minimum overall density targets as it will help offset the land displaced by the new future GO station parking lot which will not deliver persons or jobs within the Urban Growth Centre – Major Transit Station Area. Therefore, an increase beyond the minimum prescribed density where feasible is acceptable and desirable. The proposal conforms to the directions set out in the Growth Plan which supports the creation of complete communities by prioritizing intensification, specifically within strategic growth areas, including urban growth centres and major transit station areas.

The proposed amendments would ensure that future development of the site will contribute to the diversification of the Town of Milton's housing stock and would assist in ensuring the Town provides a full range of housing types and densities in order to meet a wide range of needs for current and future households.

A more comprehensive review and analysis of the relevant policies of the PPS (2014) and Growth Plan (2017) is attached as Appendix 1 to this Report.

Metrolinx – 2041 Regional Transportation Plan (2018)

In 2008, the Province released “The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Areas (GTHA)” which contained action items to develop and implement a comprehensive Regional multi-modal transportation network. The Big Move identified major transit station areas as well as the area within an 800-metre radius of the transit station as mobility hubs throughout the GTHA. In addition, these areas were generally forecast to achieve or have the potential to achieve a minimum density of approximately 10,000 people and jobs within an 800 metre radius. Pursuant to The Big Move, Milton was scheduled to have all-day, two-way transit service within the first 15 years (i.e. 2023). However, updates to The Big Move in 2013, postponed the delivery of all-day, two-way service between the Milton Station and the Meadowvale Station to 2033 (within 25 years).

On March 8, 2018, Metrolinx Board of Directors approved its 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area (2018) which is meant to be the successor to the Big Move 2008 Plan. As shown on Map 5 of the Regional Transportation Plan, the Milton GO Transit line has been identified as part of the “Proposed 2041 Frequent Rapid Transit Network” and is identified as “15-minute two-way all-day GO Service” from Union Station to the Milton Go Station.

In addition, on November 15, 2017, the Province announced that improvements would be made to the existing Milton GO station which would include:

- A new station building;
- Upgraded surface parking lot with an additional 850 parking spaces bringing the total to approximately 2,300 spaces;
- Reconfiguration of the lots, bus loop and passenger pick up drop off areas;
- Accessible connections and upgraded platforms and infrastructure;
- Improved pedestrian connections and bicycle storage.

The proposed development will benefit from the new transportation plan and GO infrastructure improvements as it will have direct access to frequent transit. Further, it will allow for an urban-scaled, transit oriented community that will contribute to a reduction on automobile dependency, increase pedestrian connections and movement and act as a catalyst for future investment and intensification within the Town’s Urban Growth Centre. The integration of high density mixed-use development with transit will create a positive synergy that will in turn help shift the modal split towards higher levels of transit use and more active modes of transportation.

Region of Halton Official Plan (ROP)

ROPA 38 (2009) put the Region of Halton’s Official Plan into conformance with the 2006 Growth Plan. As prescribed by the Growth Plan (2006), ROPA 38 identifies Milton’s:

- Built Boundary;
- Urban Growth Centre;
- Intensification Areas; and
- Mobility Hub (Major Transit Station Area, i.e., Milton GO Station).

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" overlay in the Regional Official Plan (consolidated June 19, 2018). The subject lands are also located within the "Mobility Hub" as identified on Map 1 of the Regional Plan. Table 2 – Intensification and Density Targets, lists the minimum number of new housing units to be added to the Built-up Area between 2015 and 2031. For Milton, **the minimum number of new housing units to be added is 5,300 units**. The minimum number for Halton Region as a whole is 32,200, which represents 40 per cent of the new residential units to be constructed within Halton Region's built boundaries over the same planning horizon. In accordance with Table 1 Population and Employment Distribution of the ROP, Milton is expected to accommodate a population of 238,000 and 114,000 jobs by 2031.

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; and,
- To promote the adaptive re-use of brownfield and greyfield sites
- Identify an urban structure that supports development of Intensification Areas and promotes intensification and increased densities.

Relevant Regional Official Plan polices include:

75. The Urban Area is planned to accommodate the distribution of population and employment for the *Region* and the four Local Municipalities as shown in Table 1 and the Regional phasing as shown in Table 2a.
77. (2.1) Direct, through Table 2 and Table 2a, to the *Built-Up Area* a minimum of 40 per cent of new residential *development* occurring annually within *Halton* in 2015 and every year thereafter.

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*".*

Relevant sections on Intensification Areas include:

78. The *objectives* of the *Intensification Areas* are:
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.
 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.
 6. To cumulatively attract a significant portion of population and employment growth.
 8. To support transit and *active transportation* for everyday activities.
 9. To generally achieve higher densities than the surrounding 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.
80. *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
81. It is the *policy* of the *Region* to:

1. Direct *development* with higher densities and mixed uses to *Intensification Areas*.
- 81.1 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.
- 81.2 The *Urban Growth Centres* are parts of *Intensification Areas*, which in turn are parts of the Urban Area and therefore are subject to the *objectives* and *policies* for both *Intensification Areas* and the Urban Area. The boundaries of the *Urban Growth Centres* as shown on Map 1 are to be interpreted in accordance with Section 52 of this Plan.
- 81.3 It is the *policy* of the *Region* 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.
 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.

Housing

84. 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.
86. It is the *policy* of this *Region* to:
 6. 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 MTSA’s, 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 MTSA’s**”.*

ROPA 38 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 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 as amended by Official Plan Amendment 31

On June 14, 2014, Town Council adopted OPA 31, being an amendment to bring the Town's Official Plan into conformity with the Growth Plan for the Greater Golden Horseshoe and the Sustainable Halton Plan. The approval of OPA 31 by Halton Region was stalled pending Provincial review and approval of Regional Official Plan Amendment No. 38 ("ROPA 38"), and then while defending ROPA 38 at the Ontario Municipal Board over several years. Subsequently, Regional staff has worked with Town Staff to identify modifications to OPA 31 to ensure its conformity with the substantially approved version of ROPA 38.

On June 18, 2018, Town Council endorsed the Region of Halton's proposed modifications to Official Plan Amendment No. 31. The Region's post circulation letter advises that OPA 31, as proposed to be modified, conforms to the Regional Official Plan as approved by the OMB, is consistent with the 2014 Provincial Policy Statement and conforms to other applicable plans and policies.

As such, the modified policies of OPA 31 were approved by the Chief Planning Official for the Region of Halton but are currently under appeal. There are currently seven site-specific appeals; however, the only appeals applicable to the urban area relate specifically to permissions for drive-through service facilities with the Urban Growth Centre. Staff has sought a legal opinion from the Town's solicitor who has reviewed the OPA 31 appeals and has confirmed that none of the policies/schedules referenced in the OPA for 130 Thomson Road are under appeal. As such, Section 17(38) of the *Planning Act* provides that the decision of an approval authority with respect to any parts of an OPA not under appeal is final. This means, (a) all policies of OPA 31 that are not under appeal are in effect; and (b) the parent OP is amended by these policies.

In order to meet the pre-2031 Urban Area policy requirements of ROPA 38, the proposed modifications to OPA 31 fully incorporate the Urban Growth Centre, Built Boundary and Designated Greenfield Area designations and targets and depict these designations in the modified Schedules to the Plan. Primarily, these proposed modifications will:

- Enable the Town to complete Area Specific Plans (Secondary Plans) for the major growth areas (e.g. the Major Transit Station Area (MTSA)) and the Sustainable Halton Plan (SHP) lands in accordance with ROPA 38; and

- Clarify the application of minimum growth management targets for intensification and density, including minimum density targets for the UGC/MTSA and the SHP lands portion of the Designated Greenfield Area.

It should also be noted that OPA 31 was undertaken as a conformity exercise with the 2006 Growth Plan and Regional Official Plan (ROPA 38). Staff will be undertaking a full and thorough review of its Official Plan in order to ensure that it continues to be consistent and/or conforms with Provincial and Regional policy and input the Town's growth objectives. OPA 31 sets out goals, objectives and policies that clearly contemplate higher density development and intensification; however, it does not yet entirely conform with current Provincial policies as it has not yet been subject to a conformity exercise with the Growth Plan (2017). Nevertheless, the proposal is consistent with the intent of OPA 31 which contemplates the tallest buildings and highest densities within the Urban Growth Centre – Major Transit Station Area.

The 2017 Growth Plan for the Greater Golden Horseshoe places significant emphasis on intensification and redevelopment within the delineated built boundary, planning for and protection of employment lands and careful management of growth so as to minimize further expansion of urban areas and unnecessary and inefficient consumption of land. As set out in the Town's future Urban Structure that was endorsed by Council in 2017, the Urban Growth Centre has been identified to be the focus for intensification and high density (i.e. tall buildings) to ensure conformity with the 2017 Growth Plan (minimum 200 jobs and people per hectare) which in turn will support the achievement of two-way all day GO service. Development within the Urban Growth Centre is expected to be compact, mixed-use and pedestrian and transit oriented.

As outlined in greater detail below, the Town has initiated its MTSA study for the Urban Growth Centre and it will be through this exercise that more detailed policies will be developed that will identify appropriate built form and densities within the Town's Urban Growth Centre; consistent with the direction of current Provincial policies.

Schedule C of OPA 31 (Schedule '31' to OPA 31) - Central Business District Land Use Plan designates the subject lands 'Urban Growth Centre Mixed Use Sub-Area'. Additionally, the lands are located within the Major Transit Station Area.

Relevant policies of OPA 31 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 notes that within the Urban Growth Centre as identified on Schedule H, 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. Of particular importance, 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.

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. These areas along with the *Built Boundary* as delineated by the Province have been identified on Schedule K. The specific sites shown on Schedule "K" that are within an Employment Area designation are identified for the purposes of employment *intensification*.

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;
- 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.

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.

3.5 Central Business District

3.5.1 GENERAL PURPOSE

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.

3.5.2 PERMITTED USES

3.5.2.1 The Central Business District designations on Schedule “C” shall permit a variety of commercial, *institutional* and *office uses*, and *community facilities*, including a diversified mixture of basic shopping facilities, specialty retail, business and professional offices, personal service uses, *assisted, affordable* and *special needs housing* and religious, recreational, *entertainment* and *cultural* facilities, unless otherwise specified in the Sub-Area classifications as set out in Section 3.5.3.

3.5.2.2 Residential uses shall be permitted in accordance with the policies of the various sub-areas as outlined in Section 3.5.3.

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

3.5.3.22 The Urban Growth Centre Mixed Use Sub-Area designation makes up the majority of the CBD 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*.

3.5.3.23 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 Urban Growth Centre Mixed Use Sub-Area shall contribute to achieving the overall minimum *development density* target for the UGC of 200 residents and jobs combined per hectare, subject to the availability of appropriate infrastructure.

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;

As prescribed in the site-specific By-law, the proposal development will have active frontage as a minimum of 950 square metres of commercial/retail gross floor area will be located on the ground floor facing Drew Centre which in turn will encourage pedestrian activity at grade with good connections to transit.

- 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;

The proposed development is proposing no surface parking as all parking will be located underground or within the podium to maximize the efficiency of land use and designed to create a vibrant, street oriented active frontage.

- 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

There are appropriate transitions and setbacks from the proposed towers to existing low density residential uses and the proposed design is in conformity with Milton's Council endorsed Tall Building Guidelines. These guidelines identify a number of design features (i.e. slender floorplates, generous separation between towers, use of heavier and lighter materials to provide differentiation, vertical and horizontal articulation, towers stepped back above podium) that help minimize the perceived massing and height of the buildings. While the proposed buildings are different in terms of scale and height than the surrounding built form, utilizing good design principles will help ensure that they can be compatible with the surrounding neighbourhood.

- f) All new buildings shall be located close to or at the street line;

The proposed development has been designed to create a human-scaled active streetscape both for pedestrians and for the surrounding street level public realm. The three-storey podium actively fronts onto the street and features a minimum of 950 square metres of retail/commercial space at grade level creating a positive relationship with the street.

- 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 bonussing 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.

The proposed development is ideal for intensification as it is located within the Central Business District and directly beside the existing GO Station. Moreover, the GO Station is serviced by all of Milton's local bus transit routes, making both regional and local commuting accessible and convenient. The site is also within walking distance of many existing amenities including commercial/retail, entertainment/leisure and recreational, restaurants and institutional land uses. As prescribed in the site-specific By-law, the development will also have a significant amount of long-term bicycle parking (excess of 600 spaces) to encourage cycling. Short-term bicycle parking spaces will also be provided on site. All parking is accessed through a sole driveway along Drew Centre, reducing the potential for movement conflicts between pedestrians and cyclists.

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.

3.5.3.26 A new trail system shall be developed along each side of the rail line from Thompson Road to Ontario Street.

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.

OPEN SPACE, LINKAGES AND NODES (Gateways and Focal Points)

3.5.3.36 Schedule "C.7.B.CBD" identifies a system of open spaces, linkages and nodes (classified Gateway or Focal Point). *Development* on lands designated as Gateway will have regard for the importance of these intersections as major entry points into the *Town* and shall be consistent with subsections 2.8.3.19 to 2.8.3.22 (Gateways) of this Plan.

3.5.3.38 Schedule "C.7.B.CBD" identifies a network of major and minor Open Space Linkages throughout the Central Business District. The linkages identified in this Schedule will be developed in conjunction as adjacent *development* and redevelopment occurs. Applications for *development* will, where required, incorporate the trail linkage into the site design.

3.5.3.39 Major linkages refer to "off street" trails facilitating both bicycle and pedestrian traffic, and typically will be wider in dimension than minor linkages. Minor linkages occur within existing streets or constrained areas and are identified by street signage and pavement markings. The design of both major and minor linkages shall have regard for the CBD Urban Design Guidelines.

3.5.3.40 The major open space linkages adjacent to the CPR corridor will eventually serve as a major east-west connection through the centre of the *Town*, providing access to points of community interest via a system of minor trail connections. This linkage will also serve to protect the CPR corridor from noise and vibration sensitive developments.

3.5.3.41 A corridor width of 5 to 20 metres will be achieved on both sides of the CPR right of way.

The development has examined opportunities for the enhancement of existing linkages and the creation of new linkages to enhance transit, pedestrian and cycling connectivity. These options will be examined further through the site plan approval process and implemented as appropriate.

The subject lands are located within the Urban Growth Centre and Major Transit Station Area as shown on Official Plan Schedule C – Central Business District Land Use Plan

(Schedule 31 to OPA 31). The Urban Growth Centre and Major Transit Station Area are intensification areas, where significant growth is to occur. Specifically, the Urban Growth Centre is to accommodate a significant share of population and employment growth, achieving a **minimum development density** of 200 residents and jobs per gross hectare by 2031 or earlier, subject to the availability of appropriate infrastructure. The proposed development will significantly contribute to the intensification of the Urban Growth Centre by providing high-density mixed-use development that is transit supportive and pedestrian oriented. As set out in specific policies of OPA 31, reduced parking standards are warranted within the Central Business District and Urban Growth Centre in locations within close proximity to transit and a travel demand management plan is implemented which has been established in this proposal.

Town of Milton – Official Plan (August 2008 Consolidation)

The Town's Official Plan (OP) 2008 Consolidation was brought into conformity with Provincial and Regional planning documents with the approval of OPA 31. As noted above, the parent Official Plan now includes all OPA 31 policies that were not under appeal.

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 to guide future development and intensification in the area. On April 9, 2018, Town Council awarded the bid to R.E. Millward & Associates / DTAH. The study is anticipated to be completed in July 2019.

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 has six stages which are broken down as follows:

1. Study Context and Background Review
2. Prepare Development Vision, Guiding Principles and Alternatives
3. Prepare Land Use Planning and Design Framework
4. Technical Analysis
5. Major Transit Station Area Design and Layout
6. Implementation Plan and Recommended Planning Framework

Stages 1 and 2 are complete and informed the preparation of initial Planning and Development alternatives. For Stage 3, the Planning and Development alternatives were presented at the Planning and Innovation Fair on December 4, 2018. The Fair included a public workshop at which participants had the opportunity to discuss the Planning and Development Alternatives and provide input. Several aspects were considered including options for the distribution of building heights. Generally, the concentration of taller building along the rail corridor was preferred. The preferred options are currently being further developed and refined, based on the public input received and findings from the technical analysis.

The Major Transit Station Area/Mobility Hub study will provide the basis to update Milton's Official Plan in conformity with current Provincial intensification policies.

Town of Milton – Tall Building Guidelines

On May 7, 2018, Town Council endorsed the Milton Mid Rise and Tall Building Guidelines prepared by Planning and Development Staff. The Town has proactively developed these design guidelines to aid the integration of these types of developments into communities. They are 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 and application of Official Plan policies and objectives and provide a clear design direction related to building height, massing, transitions, sun/shadowing, and building articulation to promote and encourage high-quality tall building proposals. They provide urban design solutions to ensure that mid and high-density projects will be well integrated within the existing neighbourhood context. In addition, they provide design techniques to reduce potential impacts on the surrounding neighbourhood. Developers are encouraged to have regard to the guidelines and Development Review 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. Staff further addresses the guidelines and their implementation within this proposal as part of the "Issues of Concern" section of this report.

Zoning By-law 016-2014

The subject lands are currently zoned Urban Growth Centre – Mixed Use (UGC-MU) under Comprehensive Zoning By-law 016-2014. The Urban Growth Centre – Mixed Use zone permits residential high-density uses, retirement dwellings, office uses,

restaurants, and high density mixed use development among others. The Zoning By-law currently does permit high-density residential uses but only allows a maximum height of 8 storeys or 29 metres. A site-specific Zoning By-law amendment (UGC-MU*258) is required to permit the proposed increase in height (maximum of 31 storeys), reduction in parking and other provisions to accommodate the proposed design and layout.

The proposed site-specific zoning by-law amendment supports the uses already permitted within the UGC-MU zone, however further supports the notion of mixed-use development in keeping with the directions regarding built form and density contemplated by the PPS 2014, Growth Plan (2017) and Regional Official Plan.

Staff has recommended that a holding provision be placed on the lands to address a number of issues prior to the commencement of any development of the lands.

Attached to this report as Appendix 3 is the Draft Zoning By-law.

Site Plan Control

Site Plan approval is required prior to the issuance of a building permit for any new development on the site. Detailed site plan drawings addressing such matters as building elevations, lot grading and drainage, site design, lighting and landscaping will be required to be submitted for review and approval. The future developer will also be required to enter into a site plan agreement with the Town and provide securities to guarantee the completion of works in accordance with the approved drawings. Staff has also included a holding provision (H31) that requires the Owner to provide site plan drawings and an agreement which ensures that the Town is satisfied that an enhanced level of urban design is achieved on the site.

Discussion

Public Consultation

In accordance with the Planning Act, the applicant submitted a public consultation strategy as part of their complete application. This was required to ensure that members of the public are given an opportunity to review, understand and comment on the proposal.

An informal Public Information Session which was hosted by the applicant on Wednesday, March 29, 2017, at the Milton Memorial Arena and was well attended. The meeting was an informal drop-in format that included preliminary conceptual plans designs and elevations. No formal presentations were made at this Information Session but members of the project team were there to answer questions and receive resident



and stakeholder feedback. Town Planning staff and Town Councillors were also in attendance.

All materials, technical studies and reports prepared in support of the applications were made available to the public via the Town's website.

Notice for the Statutory Public Meeting was provided pursuant to the requirements of the Planning Act on June 6, 2017 and the Public Meeting was held on June 26, 2017. A public meeting report (PD-028-17) prepared by staff was made available to the public prior to the statutory public meeting being held. Six members of the public came forward to address the Committee with regard to the proposed applications. All six people voiced objections to the applications with concerns over privacy/shadow impacts, traffic impacts, pedestrian safety, incompatibility with the character of the Town and inappropriateness in terms of height and scale.

Staff has received numerous written comments from surrounding residents who have noted objections to the applications. Their concerns relate to traffic impacts, reduced parking, loss of privacy, lack of necessary infrastructure, shadow impacts, nuisance caused by construction, pedestrian safety, potential impact on schools and the proposal being out of character for the Town of Milton.

In addition, staff received written correspondence from Votorantim Cimentos (St. Marys CBM) which operate CBM Milton Ready Mix concrete batching plant at 805 Nipissing Road. Their letter notes that they would like to ensure that any proposed sensitive land uses are appropriately sited and designed in a manner which reflects their location relative to the existing industrial operation. Further, they ask that the Town take into account Ministry of Environment, Conservation and Parks D-Series Guidelines when considering the applications.

Staff has also received written correspondence from Planning Consultants Zelinka Priamo Ltd., on behalf of their client Choice Properties REIT and Loblaw Properties Limited which are the land owner and lease holder of the lands located at 820 Main Street East and 120 Thompson Road South (Real Canadian Superstore and associated gas bar). Their concerns relate to land use compatibility with their existing commercial operation, specifically with respect to noise impacts and potential traffic impacts. Furthermore, a letter has been received from Firelight Infrastructure Partners who owns the installed rooftop solar panel system located on the roof of the Real Canadian Superstore building located at 820 Main Street East. Concerns over shadows that the buildings may cause and the significant loss of solar production and consequently lost revenue if the applications are ultimately approved.

All written submissions have been attached as Appendix 4 to this Report. All of the issues raised are addressed in the "Issues of Concern" section of this Report. It should

be noted that these concerns have been responded to through the various technical reports and supporting studies provided in support of the applications in this Report.

Agency Circulation

The following Town departments and external agencies had comments which are summarized briefly below:

Region of Halton

Halton Region Planning staff reviewed the application in the context of the PPS and Growth Plan (2017) and have noted that is their opinion that the proposal is consistent with the overall direction and general policy intent of the Provincial plans.

The subject lands are designated as Urban Area and are subject to the Built Boundary overlay in the ROP. The policies of the ROP support residential intensification and the development of vibrant and healthy communities. The Regional Plan puts significant emphasis on achieving minimum densities, maximizing opportunities for intensification and the achievement of intensification targets. 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. The proposal helps achieve these policies and will also reduce the need for long distance commuting, increase the modal share for transit and active transportation.

Regional staff have reviewed the Land Use Compatibility Brief prepared by Korsiak Urban Planning and agree with the findings of their assessment and in particular as it relates to the existing concrete batching plant being a Class II land use under Provincial D Series Guidelines.

With respect to water and wastewater servicing, there does not appear to be, at this time, any impediments to providing Regional water and wastewater services to the site for the uses being proposed. Final confirmation of the ability to service the development and required capacity will be made by the Region at site plan approval stage.

The Region has reviewed the Environmental Site Screening Questionnaire and since the applications would have the effect of changing the current industrial/commercial land uses to a more sensitive residential and day nursery land uses, a Ministry of Environment Acknowledge Record of Site Condition is required to ensure the subject property is suitable for the intended uses. It should be noted that staff has made this a condition of the holding provision (i.e. H31) placed on the lands as part of the draft Zoning By-law.

In terms of waste management, the owner will be required to design the site in conformity with the Region's *Development Design Guidelines for Source Separation of Solid Waste* for this development to be eligible for regional waste collection service. The Region will provide confirmation respecting the ability to provide on-site refuse and recycling collection through the site plan approval process. If it is determined that Regional waste collection is not available for this development, the owners will need to secure a private waste collection contractor.

Halton Region has reviewed the Air Quality Assessment report using the AERMOD modeling system which is designed to produce conservative estimates of pollutant concentrations. Given that none of the predicted concentration exceed limits set by the Ontario Ministry of Environment, Conservation and Parks, Halton Region is of the opinion that no additional air quality assessment work is warranted.

The Owner will be required pay all applicable Regional development charges in accordance with the Region of Halton Development Charges By-law, as amended. In addition, commencing January 1, 2017, every owner of land located in Halton Region intended for residential development will be subject to the Front-ending recovery payment.

The Region of Halton has also provided written correspondence dated January 29, 2019 confirming that local Official Plan Amendment No. 53 is exempt from Regional approval in accordance with By-law No. 19-99.

Milton Engineering Services

Development Engineering staff has noted no concerns with the approval of the applications subject to site plan approval.

As a requirement of site plan approval, detailed engineering drawings and supporting documentation are to be submitted which comply with the Town of Milton Engineering and Parks Development Standards Manual and the Town's guidelines for site plan approval. Accordingly, an updated geotechnical investigation report will be required to reflect the most current design, an updated stormwater management report and a Hydrogeological Assessment for the proposed parking garage with underground levels.

A Transportation Impact Study has been submitted to the satisfaction of staff. Staff is satisfied that the conceptual site plan meets site circulation requirements. More detailed site circulation comments will be provided at the Site Plan Approval Stage. The proposed reduction in parking is justified by the proposed Transportation Demand Management (TDM) measures. A Holding 'H' provision will be placed on the zoning of the subject lands until such time that the Owner can demonstrate that all recommended TDM measures will be implemented to the satisfaction of the Town.

Engineering staff has reviewed the above-noted application and are willing to approve the rezoning/LOPA application on the condition that a Holding provision be placed on the subject lands until such time that the following conditions are met:

The Owner must demonstrate to the satisfaction of the Town of Milton that they will be able to achieve all proposed TDM measures outlined in the 130 Thompson Road Traffic Impact Study dated December, 2018 by GHD, including any ongoing programming or management that may be required for program success. All costs associated with the implementation of the TDM measures are the responsibility of the Owner. The TDM measures are to set out in holding provision section of the draft By-law attached as Appendix 3 to this Report.

Milton Transit staff has no objections to the proposals and note that the density of the proposed development would support a transit-orientated mobility hub near the Milton GO Station.

Milton Fire Department

The Fire Department provided comments given the concerns raised from a fire and life safety perspective regarding high-rise buildings. The Fire Chief noted that from an emergency response perspective, the Fire Department rarely have any comments or concerns due to the extensive and comprehensive fire and life safety requirements required under the Ontario Building Code. These buildings are very compartmentalized, made with non-combustible materials and should there be a fire in any area of the building fire alarm systems are designed as early warning for the occupants, sprinkler systems are designed to contain fire and HVAC/ventilation systems are to assist fire department staff with removal of smoke and gases. Most modern day apartment building/high rise fire are actually room and content fires that have to be attacked and suppressed by staff entering the building and fighting the fire on the floor of origin. Milton Fire Department currently has the apparatus and equipment to deal with these types of incidents.

CP Rail

The proposed development is located adjacent to mile 31.02 of our Galt subdivision classified as a principle main line. CP is generally not in favour of residential developments adjacent to or near our right of way as this land use is not compatible with railway operations. The health, safety and welfare of future residents could be adversely affected by railway activities.

However, to ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, CP request that their

standard principal main line requirements are considered as part of the municipalities review. As it may be premature to address some of the requirements in the context of the current applications, CP appreciates the opportunity to review any site plan for the proposed development. CP did note that they agree with the noise mitigation recommendations that were included in the Noise and Vibration Report that was submitted as part of the development applications.

It should be noted that should the application be approved, staff will circulate CP with any subsequent site plan and/or condominium applications for review and provide formal comments in order to ensure that all of their requirements have been adequately addressed through the development (i.e. 30 metre setback to residential dwellings, installation of safety berm and fencing, interior noise levels must meet MOE noise level criteria, and appropriate warning clauses are included in all purchase and sale agreements).

Metrolinx (GO Transit)

Metrolinx staff notes that CP Rail who own the tracks adjacent to the subject property are the “primary commenting agency” and that GO and CP Rail requirements for developments adjacent to rail corridors are very similar. GO Transit also states that: while GO runs service along the abutting rail line, it is owned by CP Rail and they are the primary commenting agency.

Metrolinx staff are satisfied with the noise mitigation recommendations that were included in the Noise and Vibration Report that was submitted as part of the development applications. Clauses should be included in Purchase and Sale Agreements warning prospective purchasers of the proximity of the rail way and its potential impact.

Metrolinx will require an environmental easement over the development for operation emissions from the owner of the subject property.

Halton District School Board (HDSB)

The Board has no objection to the proposed application subject to HDSB standard conditions provided including appropriate warning clauses in all purchase and sale agreements of prospective purchasers. Students from this area are currently within Robert Bateman, W.I. Dick public school catchment and Craig Kielburger Secondary School catchment. According to the Board’s projections these 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.



Education development charges are payable in accordance with the applicable Education Development Charge By-law are required prior to the issuance of a building permit.

Halton Catholic District School Board (HCDSB)

HCDSB has no objections to the proposed development. In terms of school accommodation, if the development were to proceed today, elementary students generated from this proposal would be accommodated at Holy Rosary Catholic Elementary School located at 141 Martin Street. Secondary school students would be directed to Bishop Reding Catholic Secondary school located at 1120 Main Street East.

Should approval of a future plan of condominium proceed, standard conditions are to be placed in the future agreement.

Education development charges are payable in accordance with the applicable Education Development Charge By-law are required prior to the issuance of a building permit.

Canada Post

Canada Post offered no concerns. Standard comments were provided regarding mail service to high density residential buildings.

Community Services

Community Services staff has noted that cash-in-lieu of parkland dedication is applicable in accordance with Town By-law 128-2001 and Policy No. 48 as per the following rates: one hectare per 500 dwelling units for the residential portion and 2% for the commercial component. The preceding rates will be applied proportionately, with the combined fee due prior to the issuance of the first building permit.

Also, a site specific property appraisal (entirely at the owners expense) will be required and is to be prepared by an accredited Canadian Professional Appraiser, having regard for the location, uses (commercial/residential mix) and unit types (density) proposed, as well as services/utilities available, among other key characteristics that define property value.

Staff requested that an Addendum to the Planning Justification Report be provided to address the 'Pedestrian Linkages' contemplated in the Official Plan, Central Business District schedules. The applicant submitted the addendum to the satisfaction of Community Services staff. Community Services staff have requested that the site plan and engineering drawings should include the active transportation route (shown to the

western property boundary by the existing Town-owned storm water management pond) and confirm that it is physically possible to construct the linkage and to confirm if the linkage is on lands external to the subject lands.

Milton Hydro

The owners are to contact Milton Hydro well in advance for confirmation of electrical servicing requirements.

Corporate Services

Corporate Services have confirmed that development charges will be required for the proposed development and that Trustee Clearance is not required.

Issues of Concern

Urban Design/Height/Massing:

High-rise or Tall Buildings are an important component in the creation of higher density, mixed-use communities that are vibrant, walkable and transit supportive due to the importance of good built form in creating a sense of place. Higher density mixed use development is generally directed to the Urban Growth Centre. Preferred locations for Tall Buildings are close to the GO Transit Station and Milton Transit Hub and at the intersections of two Arterial Roads. In these strategic and key locations, building up instead of out, makes the best use of land and infrastructure and supports the growth of central and well connected neighbourhoods.

An Urban Design Brief has been submitted to the satisfaction of staff demonstrating conformity with Official plan urban design policies and the Council endorsed Tall Building Guidelines. As the proposed towers would be a highly prominent feature on the skyline, careful consideration has been given to ensure the building tops will be designed to the highest architectural standard. Town staff will continue to work with the applicant through Site Plan Approval to ensure that the design of the site and buildings are desirable and appropriate.

An acceptable guideline in determining maximum height is measuring a 45 degree angular plane from the property line of existing residential uses to the elevated building envelope. This guideline is reflected in the Tall Building Guidelines, to address the transition between proposed higher density developments and existing low density residential uses. 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 key design principles underpinning the Guidelines have been referenced throughout the pre-application and formal application process. The Urban Design Brief prepared by Korsiak Urban Planning and KNYMH Inc., has been prepared and submitted in accordance with the Town's Development Application Guidelines for Briefs. The Urban Design Brief is directly related to the Guidelines.

The Guidelines acknowledge the preferred locations for siting tall buildings in accordance with planning policy. The site is located within the Major Transit Station Area (i.e. within a 5 minute walk of the Milton GO Rail Station) at the eastern end of the Urban Growth Centre and near the intersection of two arterial roads (Main St E and Thompson Rd S). The location is well situated for services and infrastructure, with shopping, cultural, sports and recreation facilities all close by.

The proposed development reflects the three-part built form recommended by the Guidelines (i.e. podium or base, tower or middle and building top) to further reduce the perceived height of the buildings. The height of the podium will have a human scale that is well related and proportional to the surrounding public realm. At the podium levels the development will address Thompson Road South, Drew Centre and the adjacent storm water pond. Along Thompson Road South the development will be elevated above the existing grade separation, but will be animated by four levels of residential suites which will wrap and conceal the parking garage.

Along Drew Centre and at the corner of Drew and Thompson, commercial uses at street level with a high proportion of transparent windows and main building entries will create an active and animated streetscape. Two floors of residential suites above the commercial uses will ensure that the street is animated at all times of day. Along the western side of the development enhanced landscape treatments incorporating pedestrian walkways and seating will establish a sensitive edge and transition to the storm water pond.

Above the podium, three slender point towers with compact floorplates are separated and offset to create a substantial amenity deck on the podium roof and to permit views and sunlight to permeate through the development. The proposed variation in building height of 27, 29 and 31 storeys respectively will contribute to a visually interesting skyline. Articulation of the towers, a contrast of lighter and heavier materials and step backs from the podium will help to reduce the perceived mass and bulk of the residential towers and maintain a human scale at street level.

Refinement of the building top design incorporating step backs, overhangs, articulation and lighter materials will help to differentiate the uppermost floors from the tower below and create a distinctive crowning features.



Structured parking will be entirely accommodated within the building envelope, eliminating the visual impact of surface parking. The public realm will be enhanced through sidewalk and boulevard improvements along Drew Center, remodeling and landscaping the grade separation along Thompson Road South and creating a sensitive landscape/grade transition to the storm pond. The proposed amenity terrace on the podium roof will further humanize the scale and appearance of the development while the provision of substantial deck planting will serve to soften and diminish the apparent mass of the development.

The proposed height of the buildings are appropriate given the subject lands' proximity to the GO Station and Town Transit Hub, being within the Town's Urban Growth Centre and the minimal impact to surrounding land uses. The buildings were designed with regard to the Council adopted Tall Buildings Guidelines ensuring the highest standards of architecture and urban design.

As noted above, an acceptable guideline in determining maximum height is measuring a 45 degree angular plane from the property line of existing residential uses to the elevated building envelope. The angular plane measured from the existing residential uses to the south along Childs Drive to Tower 2 is approximately 25 degrees. The applicant has demonstrated consistency with the Tall Building Guidelines through the submission of an Urban Design Brief to the Town's satisfaction which in turn serve as mitigation measures to lessen the perceived height/massing on the site and the surrounding area.

With taller buildings, it is the Town's intent to avoid the slab block-like apartment buildings typical of the 1960s and 1970s where buildings were wide and thick, dominated the skyline, cast expansive shadows and were comprised of extensive surface parking areas and poorly landscaped greenspace or amenity areas. Instead, the objective is to ensure tall buildings are well-designed to help mitigate potential impacts associated with height and massing and ensure that they can be well-integrated within the surrounding area. Tall buildings should be directed to the appropriate locations in Town such as the Urban Growth Centre where residents and visitors can take advantage of the existing facilities and amenities (i.e. transit, parks and recreation, employment and commercial uses) these areas can offer. The three-point tower design is desirable as their shadows track quickly, minimizing impact to adjacent land uses, as opposed to shorter, 'stockier' buildings that produce larger shadows that track longer. A shadow impact study has been submitted in support of the application which satisfactorily demonstrates this. Greater details on the shadow impact study are provided below.

Finally, a holding 'H' provision (i.e. H31) will be placed on the lands through the rezoning, to be removed until the final stages of Site Plan Approval, where staff is satisfied that an enhanced level of urban design has been achieved for the site.

Noise and Vibration Impacts

A Noise Impact Study, prepared by J.E. Coulter Associates Limited, dated January 4, 2017 (revised May 24, 2018, October 25, 2018) was submitted in support of the development application. The purpose of the study was to establish if the proposed development requires noise and/or vibration control measures to meet the requirements of the Town of Milton, the Ministry of the Environment, Conservation and Parks (“MOECP”) and the Canadian Pacific Railway. Noise sources were identified from transportation sources such as CP Rail Corridor (Trains) and Thompson Road and stationary noise sources from existing commercial and industrial uses such as the Real Canadian Superstore’s Loading Area, St. Mary’s CBM and CP Rail (Snow Fan). The study has been based on meeting the Class 1 (Urban Area) sound level criteria.

The study concludes that the vibration levels from train passbys were measured and monitored and were well below the criterion level of perception (0.14 mm/second velocity) and as such no vibration mitigation is required.

The January 4, 2017 noise study was peer reviewed, on behalf of the Town, by Novus Environmental who concurred with the findings regarding vibration and recommended a number of revisions to the stationary noise assessment. Accordingly, a revised noise study was submitted to address the recommendations made.

Appropriate noise attenuation measures have been proposed and will ensure noise levels are within the MOECP’s recommended maximum for Class 1 developments pursuant to NPC-300. Furthermore, appropriate warning clauses have been recommended to be included in agreements of Offers of Purchase and Sale, lease/rental agreements and condominium declarations to notify a potential purchaser or tenant of a potential annoyance due to an existing source of environmental noise.

Staff has included a holding provision as part of the site-specific By-law to ensure that appropriate noise mitigation measures are in place and installed prior to the development of the lands.

Shadow Impacts

The applicant submitted a shadow impact analysis prepared by KNYMH Inc., dated November 30, 2016 in support of the development application to the satisfaction of Town staff, demonstrating minimal impact to the surrounding area. As the Town of Milton currently does not have Shadow Analysis Guidelines, staff asked that the Town of Oakville Shadow Analysis Guidelines be used as they are of similar solar latitude and longitude coordinates and are applicable. As per the guidelines, the shadow impact analysis must demonstrate that adequate sunlight is available for residential amenity spaces to maximize their use during spring, summer and fall afternoons and evenings.

Shadow impacts from proposed development should not exceed two consecutive hourly test times after 12:00pm on Spring, Summer and Fall equinoxes (or where the adjacent site is undeveloped, on at least 60% of that site).

The shadow impact analysis must demonstrate that public sidewalks, public plazas, public parks, and school yards receive at least five (5) hours of continuous sunlight per day on March 21, June 21 and September 21.

The shadow impact analysis must demonstrate that proposed development allows adequate sunlight on building faces and roofs for the possibility of using solar energy. Shadow impacts from proposed development should not exceed two consecutive hourly test times on December 21.

Figures 7-9 illustrate sun shadow impacts of the proposed buildings at the Spring/Fall, Summer and Winter equinoxes. It should be noted that the Fall and Spring are the “moderate” in terms of the annual shadows. In regard to the summer equinox, at this day the solar altitude is at a maximum which in turn means that shadows are minor and stay short, falling mostly upon the development site. Winter equinox represents sun shadows when they are longest in terms of shadow length due to a very low sun angle.

The analysis concludes the proposed development will not have a significant negative effect on this neighbourhood and the proposed development will have no impact on nearby residential lands uses during the spring, summer and fall.

The proposed development is expected to have very limited impact on the distant townhome and single detached dwellings to the southeast of the subject lands. This will only occur at the end of the day, and in proximity to the winter solstice, when the solar angles are at a minimum.

In the spring, summer, and fall months, at times when the open space Lions Sports Park areas are likely to be in use, the shadow fall is minimal and limited to the southern extent of the park.

The shadow impact of the proposed slender point towers is minimized as their shadows will track very quickly.

Based on the foregoing, staff is of the opinion this development is compatible with the area and does not have a significant effect on the existing neighbourhood in general.

Privacy, Views and Vistas

Concerns were raised from residents who reside in the surrounding existing low-density dwellings. The proposal seeks to situate the tallest tower at the intersection of Drew

Centre and Thompson Road furthest away from the existing low-density residential uses. The southernmost proposed tower (Tower 2 – 27-storeys), is the smallest of the three and is nearly 200 metres from the rear lot lines of the homes on the north side of Childs Drive with intervening land uses which include the CP Rail Corridor, Nipissing Road, commercial/office uses and Milton Baptist Church located in-between thus creating a significant buffer and separation distance between the existing and proposed development. This setback is approximately twice the height of the tallest tower at 100 metres or 31 storeys.

Figures 10 and 11 attached to this report are aerial photos taken by a drone at a height of approximately 25 storeys looking north, south, east and west. As illustrated, the single detached dwellings on the north side of Childs Drive are fenced in and well screened by mature trees. It is clearly evident that the proposed development will be “observed” as taller buildings are generally defined as just that, being taller than their surrounding built form. As such, there will always be some potential overlook from a taller building or structure to one that is lower. Notwithstanding, staff is of the opinion that the significant distance between the proposed development and the existing low density dwellings forms an acceptable buffer that mitigates any potential direct overlooking into these properties.

The properties on both sides of Nipissing Road are also within the Urban Growth Centre (and Major Transit Station Area from Thompson Road to St. Mary’s CMB) and are expected to be redeveloped into higher density uses consistent with the prescribed minimum density target of 200 people and jobs per hectare. As such, the existing single detached dwellings on the north side of Childs Drive will likely not be visible from the proposed development in the future as the properties along Nipissing Road are redeveloped over time.

The Official Plan speaks to views in Sections 2.8.3.39 and 2.8.3.40 which notes that the “*preservation of important views from strategically located viewpoints, and the preservation of significant sequences of views of particularly important landmarks and features shall be encouraged to the extent possible.*” Also, “landmark” views of unique features, such as the Central Business District streetscape and the Niagara Escarpment, shall be enhanced to the extent possible.

The applicant submitted a View Analysis Study (attached as Appendix 5) demonstrating the impact of the escarpment view from the proposed development. In total, seven view analysis renderings were provided to demonstrate the proposed views from a number of key locations. A conceptual 3D rendering is also attached as Figure 13 to show an overall view of how the proposed development would fit into the existing built fabric. The net visual impact to the escarpment is minimal given the location and the existing building fabric in the background which shows where the escarpment is visible it is partially obscured. Most importantly, the View Analysis illustrates that the proposed

development would not have any greater impact on the view to the Escarpment than an 8-storey building that is currently permitted in the Zoning By-law. As demonstrated through the view analysis, the important vista looking west on Main Street towards the Niagara Escarpment and historic downtown is preserved and not impacted as a result of this proposal. Moreover, as noted above, the proposed development conforms to the Tall Building Guidelines, as the towers are designed to be slender (i.e. small floor plates), have adequate separation distances and are off-set, thus creating a number of vantage of openings that vary as the perspective of viewing angle changes as one moves.

Based on the foregoing, staff is of the opinion that the proposed height of the buildings is appropriate given the property's proximity to the GO Station and Town transit hub, being within the Town's Urban Growth Centre and its minimal impact to surrounding land uses. It is staff's opinion that the extent of obstruction resulting from the proposed development's height and massing is reasonable given the urban context and dynamic skyline.

Servicing

A Functional Servicing and Preliminary Stormwater Management Report was submitted to the Town and Region and Conservation Halton's satisfaction, demonstrating sufficient water, sanitary and stormwater infrastructure capacity.

St. Mary's CBM – Land Use Compatibility

As noted above, staff has also received written correspondence from St Mary's CBM regarding their concrete batching plant located at 805 Nipissing Road. CBM expressed concern regarding the introduction of a sensitive land use (i.e., residential) in proximity to their operation and wants to ensure the Town takes into account the Ministry of Environment, Conservation and Parks ("MOECP") D-Series Guidelines when considering the siting and design of the proposal to ensure appropriate land use compatibility. CBM has proposed the inclusion of appropriate warning clauses in the future purchase and sale agreements which staff have no issues with including at the through the appropriate applications (i.e. Site Plan and Plan of Condominium) and at the applicable time.

In response, the applicant submitted a Noise Impact Study, Air Quality Assessment and Land Use Compatibility Assessment to the satisfaction of Regional and Town Staff.

Industrial uses and setbacks from industrial uses are regulated by the Ministry of Environment, Conservation and Parks, through the regulation as set out in Guideline D-6: Compatibility between Industrial Facilities and Sensitive Land Uses. The D-Series Guidelines identifies three industrial facility classifications according to their size,



volume of operations, and nature of their emissions (i.e. Class 1- light industrial, Class 2 – medium industrial and Class 3 – heavy industrial) and provides “minimum separation distances” and “potential areas of influence” for each industrial classification as follows:

Industrial Classification	Recommended Minimum Separation Distance (m)	Potential Area of Influence (m)
Class 1	20	70
Class 2	70	300
Class 3	300	1000

The subject property is located approximately 240 metres at the closest point from the St. Mary’s CBM property. As such, the minimum recommended separation distance of 70 metres for a Class II facility are met and while it does not meet the guidelines’ minimum recommended separation distance of 300 metres, the applicant has provided specialized technical reports (i.e. Noise and Air Quality) in support of the application to further demonstrate land use compatibility between the existing industrial use and the proposed residential use. Figure 12 illustrates a 300 metre buffer from the subject lands.

As noted above a noise impact study was submitted and as part of the study, St Mary’s CBM was specifically assessed. In order to meet Class 1 sound level criteria, the study notes that the plant requires a permanent stationary blower that is silenced so that the truck mounted blowers are not used to unload powders given the high sound levels that are generated. This measure will help attenuate sound levels for existing and future residents and will require discussions with St. Mary’s CBM.

In addition, appropriate warning clauses have been recommended to be included in agreements of Offers of Purchase and Sale, lease/rental agreements and condominium declarations to notify a potential purchaser or tenant of a potential annoyance due to an existing source of environmental noise. In addition, as prescribed in the draft By-law, a holding symbol (i.e. H31) will be placed on the lands to ensure that appropriate noise mitigation measures are in place and it will be the responsibility of the applicant to ensure that these measures are installed prior to the development of the lands.

The applicant also submitted an air quality assessment prepared by 02e Inc. dated April 2017 to evaluate air quality impacts on the proposed development located due to emissions from local industrial land use, rail traffic and vehicular traffic on Thompson Road South. Using the AERMOD modeling system, which is designed to produce conservative estimates of pollutant concentrations, the study focuses on potential air contaminant impacts from the following existing industrial facilities: the CBM concrete batch plant and the Lorama Group Inc. facility both located southeast of the proposed site. The study also focused on potential air contaminant impacts from the following transportation sources: CPR rail corridor (GO Transit) and personal vehicle traffic on Thompson Road. The report concludes that the air quality impacts at the proposed

development site resulting from surrounding industrial land use, rail traffic and passenger vehicle traffic are in compliance with the applicable point of impingement limits.

It is also important to note that while the applications are seeking an amendment to allow for increased height and density, residential land uses (i.e. 8 storey apartment building) are permitted as of right on the subject lands and there are residential land uses that are in much closer proximity to St. Mary's CBM such as the Jasper condo project at 716 Main Street which is within an approximately 50 metre radius. There is also a significant amount of existing low-density residential uses within a 300 metre radius of the plant and existing institutional land uses such as daycares and places of worship in proximity to CBM.

Based on the foregoing, staff is satisfied that the proposed development will be compatible with the surrounding existing commercial and industrial uses.

Choice Properties REIT and Loblaw Properties Limited (Real Canadian Superstore)

As noted above, Choice REIT and Loblaws, through their planning consultant Zelinka Priamo Ltd., raised concerns related to land use compatibility to their existing commercial operation specifically noise impacts. In addition, concerns were raised regarding potential traffic impacts, specifically on the existing commercial accesses. Furthermore, a letter has been received from Firelight Infrastructure Partners who owns the installed rooftop solar panel system located on top of the Real Canadian Superstore building located at 820 Main Street East. Concerns over shadows that the buildings may cause and the significant loss of solar production and consequently lost revenue if the applications are ultimately approved.

Choice REIT undertook peer reviews of the Traffic Impact Study (undertaken by Lea Consulting Ltd.) and the Noise Impact Study (undertaken by Aercoustics Engineering Limited) submitted in support of the development application. The applicant's consultants responded to issues raised through the said peer reviews to the satisfaction of Town staff.

With respect to noise, the noise report submitted assesses the Real Canadian Superstore and indicates that the Superstore was found to generate a noise impact as a result of the refrigeration unit at the southeast receiving dock. There is currently an existing noise barrier (approximately 4 metres in length) located at the south limit of the dock; however, because its length terminates at the front of the trailer and given the proposed height of the closest residential building, it provides little acoustical value. Consequently, in order to meet Class 1 at Tower 3 would prove to be difficult and as such a number of recommendations specific to the Superstore are made including: an enclosed east dock with ventilation can be discussed with the Superstore to reduce the

noise impact of the operation of the trailer and three roof-top air cooled condenser units will need to be reviewed in greater detail in order to possibly replace the existing propeller fans with ones that are 5 to 7 decibels quieter.

As noted, staff have included a holding provision that includes a specific provision to ensure that appropriate noise mitigation measures are in place to ensure that MOECP NPC-300's Class 1 noise criteria can be achieved and it will be the responsibility of the applicant to ensure that these measures are installed prior to the development of the lands.

With respect to the concerns raised by their peer reviewer (Lea Consulting Ltd.) regarding traffic, the applicant's consultants responded to said peer reviews to the satisfaction of Town Engineering staff.

In a memorandum dated October 15, 2018 by LEA Consulting Ltd. concerns were raised regarding the residential trip generation assumptions used in the 130 Thompson Road Transportation Impact Study dated May 2018 by GHD. Traffic counts were conducted at a similar high density proxy site (40-50-60 Old Mill Road in Oakville) situated next to a GO Station by GHD to develop accurate trip generation rates to be used for the 130 Thompson Road site. LEA proceeded to collect their own traffic counts at this location to verify the accuracy of GHD's counts. LEA's counts resulted in slightly higher trip generation rates than the counts GHD utilized. It was determined that GHD's counts (mid-December) may have not been representative of typical weekdays / Saturdays potentially due to the dates being too close to the holiday season and /or inclement weather. To address this concern, GHD revised the 130 Thompson Road Transportation Impact Study using the data that LEA collected. The update resulted in a nominal effect to the capacity analysis and had no effect to the findings of the study.

LEA had also raised concerns on impacts to the Choice Properties shopping centre driveway directly opposite the proposed 130 Thompson Road site access. It should be noted that there are seven (7) site access points to the shopping centre with the majority of them having a significant amount of reserve capacity and very little delay during peak times. Traffic will naturally divert from one access to another if a queue develops. Therefore, the proposed development will not have a negative impact to the CHP shopping centre.

The existing road network will be able to accommodate the site generated traffic. It should be noted that the 130 Thompson Road Transportation Impact Study is conservative as it analyses a "worst case scenario", in that it looks at the peak hour traffic times with conservative growth rates applied to the traffic volumes and does not take into consideration the impact of proposed Transportation Demand Management measures that will assist in reducing vehicular trips. With that said, the analysis still indicates that the adjacent road network will operate satisfactorily and that the

difference to the road network operations in the future with and without the additional site generated traffic is minimal.

Concerns were also raised regarding potential loss of solar production for the existing installed rooftop solar panel system located on top of the Real Canadian Superstore owned by Firelight Infrastructure L.P who currently operates under a Feed-In-Tariff (FIT) contract with the Independent Electricity System Operator (IESO), expiring in 2033.

As noted in the shadow impact section of this report above, the Town of Milton uses the Town of Oakville's Shadow Impact Analysis terms of reference. Criteria # 3 of the terms of reference states that "the shadow impact analysis must demonstrate that proposed development allows adequate sunlight on building faces and roofs for the possibility of using solar energy. Shadow impacts from proposed development should not exceed two consecutive hourly test times on December 21".

The applicant's Planning consultant responded to this concern by noting that the Shadow Impact Study prepared by both the applicant's consultant and Turner Fleischer on behalf of Choice REIT and Loblaws (attached as Appendix 4), demonstrate at no point throughout the year, a shadow impact that exceeds two consecutive hours and there is no impact on solar panels after 10:00 am at any point in the year. Further, sunrise on December 21st at the subject lands is $\pm 7:30$ am, making the first test time $\pm 9:00$ am. As there is no shadow impact at 10:00am, the development proposal complies with the solar energy test. Accordingly, staff is staffed with this response and is of the opinion that the projected shadow impacts are acceptable.

Building Design Considerations

The proposed design of the site and buildings is appropriate for the 1.53 ha property immediately adjacent the GO station and Milton Transit Hub. Residential, visitor and commercial parking have been internalized within the podium, via five levels of parking.

The three-point tower design is desirable as their shadows track quickly, minimizing impact to adjacent land uses, as opposed to shorter, 'stockier' buildings that produce larger shadows that track longer. The three point tower design on a mutual podium also maximizes outdoor amenity space on the podium rooftop for future residents. Rooftop mechanical equipment will be screened by the parapets. The building design is in conformity with the Town's Official Plan urban design policies and the Tall Building guidelines.

Conformity to Provincial and Regional Planning Policies

As explained in greater detail in Appendix 1, the proposal is consistent with and in

conformity with the policies of the relevant Provincial documents, the Regional Plan and the Town's strategic plan for growth. The proposed development is within the Urban Growth Centre and within a Major Transit Station Area where it optimizes the use of land and available infrastructure; prioritizes intensification; produces a development that is cost-effective, compact and transit supportive; and contributes to the vibrancy of the area.

Also, as noted above, the development is consistent with the Town's future Urban Structure that was endorsed in principle by Council in 2017 (Report PD-049-17), which identifies the Urban Growth Centre to be the focus for intensification and the most appropriate for high density (i.e. tall buildings) to ensure conformity with the 2017 Growth Plan (minimum 200 jobs and people per hectare). Development with the Urban Growth Centre is expected to be compact, mixed-use and pedestrian and transit oriented.

Milton's Urban Growth Centre, stretching approximately from Martin Street in the west to Thompson Road in the east, and from just north of Main Street in the north, to Nipissing Road in the south is approximately 136.8 hectares of land in size. However, there are a number of take-outs that must be accounted for such as the regulatory floodplain (approximately 15 ha.) existing institutional, commercial, recreational, low density residential land uses and the preservation of the historic downtown that may produce limitations on the extent of intensification that can occur within this area. Pursuant to the Regional Official Plan, Milton is anticipated of having a total population of 238,000 by 2031. With an estimated population of 56,000 in 2006, it provides for the addition of 182,000 people to the population of Milton between 2006 and 2031 of which a significant amount is to be accommodated within the built boundary and more specifically with the Urban Growth Centre. Accordingly, the Town must rely on infill and/or intensification largely within the built boundary to achieve their planned growth targets and it is critical the Town optimizes existing land to support growth in a compact, efficient form.

Traffic Impacts and Parking Standards

Concerns have been raised that the existing transportation infrastructure is already operating at capacity and the proposed development will only generate further traffic that will in turn create adverse traffic impacts on the surrounding neighbourhood. A Traffic Impact Study (TIS) prepared by GHD dated December 2016; revised May 28, 2018, September 18, 2017, September 26, 2018; December 17, 2018 was submitted in support of the application. The TIS was reviewed by Town transportation staff as well as being peer reviewed by an impartial third-party traffic consultant retained on behalf of the Town (WSP Global Inc.).

The study was undertaken to address the impacts of the proposed uses on the local road network and to assess the functionality of the proposed accesses.

Submissions of this TIS based on received comments from the Town and other peer review agencies is described herein:

- GHD submitted an initial TIS report dated December 2016, and had received comments from the Town of Milton dated April 2017, and a peer review report from WSP dated July 2017.
- In response, GHD submitted a second TIS report dated September 2017, and had received comments from the Town dated November 2017, and peer review reports from WSP dated November 2017 and LEA Consulting dated October 2017.
- GHD submitted a third submission dated May 2018, and had received comments from the Town dated July 2018, and a peer review letter from LEA Consulting dated July 2018.
- GHD submitted a Third Submission Comment Response Matrix, dated August 2018, in response to the received Town comments, and Response to Comments Letter, dated September 2018, in response to the received peer review letter from LEA Consulting.
- GHD submitted a fourth submission dated September 2018, and had received comments from the Town (in an email) dated November 28, 2018, requesting the TIS report be updated using LEA's residential proxy trip generation data found in the peer review letter from LEA Consulting dated July 2018.
- A final and fifth TIS submission dated December 17, 2018 represents the latest revision in response to all comments received.

The objectives for the TIS were set out to:

- Establish baseline traffic conditions for the study area and update the existing traffic conditions to derive the future background operating conditions for the study intersections at a future 2025 (5 year post build-out) planning horizon.
- Based on the residential and commercial composition of the site, apply the estimated traffic generation and distribution of the development to the adjacent road network, and determine the future impacts in the context of all local transportation modes.
- Review the site plan in the context of operational/geometric issues, and provide recommendations on how to address any deficiencies (if any are revealed).
- Suggest TDM measures to support active transportation and transit use to reduce the number of auto trips to/from the proposed development.
- Evaluate the proposed parking supply in the context of the Town's minimum parking requirement for the site and evaluate the rationale for a proposed site-specific parking standard, if required.

The study area examined the following intersections:

- Thompson Road at Drew Centre
- Thompson Road at Main Street
- Thompson Road at Derry Road
- Main Street at Drew Centre opposite the commercial plaza access
- Drew Centre at the GO Station access opposite the existing commercial access
- Drew Centre at the proposed site access opposite the existing commercial access
- The remaining five accesses for the commercial property opposite the subject site.

As requested by Town staff, residential site traffic generated by the proposed development for the weekday AM, PM and Saturday peak hours was estimated by applying calculated trip generation rates based on residential trip generation data collected by LEA Consulting Ltd. at 70 Old Mill Road located adjacent to the Oakville GO Station. The collected proxy data is appended to the Trip Generation Peer Review letter by LEA Consulting Ltd., dated October 15, 2018.

Furthermore, as requested by Town staff, commercial site traffic generated by the proposed development was based on data collected by Paradigm Transportation Solutions at 5327 Upper Middle Road in the City of Burlington, both of which have been approved by the Town.

Full build-out of the proposed development is expected to generate a total of 189 new two-way vehicle trips during the AM peak hour consisting of 50 inbound and 139 outbound trips. During the PM peak hour it is expected to generate 272 new two-way vehicle trips consisting of 168 inbound and 104 outbound trips. In addition, build-out of the proposed development is expected to generate a total of 248 new two-way vehicle trips during the Saturday peak hour consisting of 127 inbound and 121 outbound trips.

The TIS concludes that under future conditions, the proposed development will have acceptable impacts on the transportation network.

Engineering staff have undertaken an extensive and thorough review of the TIS to ensure that it was completed to their satisfaction in order to demonstrate that the existing road network will be able to accommodate the site generated traffic. Transportation staff has noted that the 130 Thompson Road Transportation Impact Study is conservative as it analyses a “worst case scenario”, in that it looks at the peak hour traffic times with conservative growth rates applied to the traffic volumes and does not take into consideration the impact of proposed Transportation Demand Management measures that will assist in reducing vehicular trips. With that said, the

analysis still indicates that the adjacent road network will operate satisfactorily and that the difference to the road network operations in the future with and without the additional site generated traffic is minimal.

Based on the forgoing, staff is satisfied that traffic concerns have been adequately addressed.

Proposed Parking Ratios

The applicant has submitted a Parking Justification Study as part of the TIS to the satisfaction of staff. The TIS undertook a number of proxy surveys at multiple existing multi-unit residential development in the Greater Toronto Area (GTA) for the purpose of collecting parking demand data for both residents and visitors. Sites included apartment buildings in Milton, Oakville and Burlington which demonstrated that parking rates generally fall below 1.0 resident space per unit with the average rate being 0.83 spaces per unit. Reduced parking is justified by the site's proximity to the Milton GO Station/Transit Hub as well as the many Transportation Demand Management measures that will be implemented through Site Plan Approval and residential occupancy including bicycle parking, a dedicated car share parking space, subsidized transit passes for future residents and unbundled parking.

The following parking supply is proposed for the 802 residential apartment units and 990 square metres of commercial GFA:

- Resident parking provided at 1.03 spaces per unit: Total of 827 parking spaces.
- Residential visitor parking at 0.25 spaces per unit: 201 parking spaces required.
- Commercial (retail) parking at 1 space per 40 square metres of GFA: 25 parking spaces required. These spaces will be shared with residential visitor parking. This is a total provision of 1,028 on-site parking spaces.

The current Town of Milton Zoning By-Law requires minimum apartment building parking rates as follows:

- Resident parking 1.50 spaces per unit: 1,203 parking spaces required.
- Residential visitor parking at 0.25 spaces per unit: 201 parking spaces required.
- Commercial (retail) parking at 1 space per 40 square metres (Zone UGC-MU): 25 parking spaces required.

These rates are extremely conservative and actual requirements are consistently demonstrated to be lower through site-specific parking studies.

Furthermore, the TIS also examined more recent parking study information including that of the Town of Oakville. The supporting studies clearly show that the parking

demand for visitor parking has decreased in the GTA, and that the actual requirement for parking spaces should be reduced to reflect transit services and land use density.

For example, in an effort to support the Town's strategic and policy objective related to transit, growth management and design, the Town of Oakville's By-Law 2014-014, as amended, sets out minimum parking rates for apartment dwelling units in growth areas as follows:

- space per dwelling unit where the unit has less than 75.0 square metres net floor area.
- 1.5 spaces per dwelling unit where the unit has 75.0 square metres net floor area or greater.
- Of the total number of parking spaces required, 0.25 of the parking spaces required per dwelling shall be designated as visitor's parking spaces
- space per 18.0 square metre net floor area for retail uses.

Based on the proposed 802 residential apartment units and 990 square metres of commercial GFA, this results in a supply of:

- 863 residential parking spaces, of which 216 shall be visitor parking and 647 shall be resident parking;
- Commercial (retail) parking at 1 space per 18 m² of GFA: 55 parking spaces required. These spaces will be shared with residential visitor parking.

This in turn means that the same proposal in Oakville, in complete compliance with the By-law, would require 165 fewer parking spaces than what is being proposed.

Furthermore, the proposed reduction in parking is justified by the proposed Transportation Demand Management (TDM) measures. TDM refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. These TDM measures are supported by Section 2.6.3.14 of the Official Plan which supports such measures to reduce parking within the Urban Growth Centre.

A Holding 'H' provision (H31) will be placed on the subject lands through the rezoning until such time that the Owner can demonstrate that all recommended TDM measures will be implemented to the satisfaction of the Town through the Site Plan Approval process.

Pedestrian/Vehicular Circulation

Staff is satisfied that the conceptual site plan meets pedestrian and vehicular site circulation requirements. The proposal for the redevelopment of these lands includes creating a more pedestrian friendly sidewalk/linkage with at grade commercial/retail



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uses along much of the Drew Centre frontage. More detailed site circulation comments will be provided at the Site Plan Approval stage.

Impacts of Construction

Impacts on the surrounding area during construction of the development was also expressed as a concern. Through the site plan approval process and building permit process, staff would work with the applicants to ensure that disruptions to the community associated with construction activity are minimized. Accordingly, the Town has By-laws in place to regulate and help mitigate impacts of construction activity (e.g. dust control, mud tracking, noise, etc.) and ensure appropriate safety mitigation measures are implemented on site.

Student Population

Concern was raised with respect to the proposed development placing an increased strain on the local schools. As noted above, both the Halton Catholic and Public District school boards were circulated the application, both of which noted no objections to the applications subject to appropriate warning clauses be inserted in all purchase and sales agreement through the future site plan/condominium application.

The chart below shows the calculated the projected pupil yield using the Halton District School Board and Halton Catholic District School Board Education Development Charge Background Study (2018). Per below, the site is not expected to produce a significant amount of students with less than approximately 70 students total for both school boards estimated at full build out. Moreover, it should be noted that a development of this size would not be built all at once and would likely need to be phased over a number of years which allows for an incremental increase in the amount of students.

Halton District School Board – Milton High Density			
High Density	Pupil Yield	No. of Units	Projected Pupils
Elementary School	0.029	802	23.258
Secondary School	0.026	802	20.852
Total			44.11
Halton Catholic District School Board – Milton High Density			
High Density	Pupil Yield	No. of Units	Projected Pupils
Elementary School	0.02	802	16.04
Secondary School	0.011	802	8.822
Total			24.862
GRAND TOTAL			68.972



Servicing and Stormwater Management

A Functional Servicing and Preliminary Stormwater Management Report was submitted to the Town and Region's satisfaction, demonstrating sufficient water, sanitary and stormwater infrastructure capacity. Further analysis will be required as part of Site Plan Control.

Environmental Site Assessment

A Phase One/Phase Two Environmental Site Assessment (ESA) prepared in support of a Record of Site Condition (RSC) has not been submitted in support of the development application. NPL Canada is actively using the site for its business operations. This use has continued throughout the development review process and is anticipated to continue through Site Plan Approval. Phase One ESAs prepared in support of an RSC are only acceptable for a period of one year, after which time a new ESA is required. Construction of the proposed buildings is not anticipated within this time frame. As such, staff have deferred the requirement of the submission of a Phase One ESA and a Record of Site Condition until such a time as the existing industrial use has ceased and/or an application has been submitted for Site Plan Approval. A Holding (H) provision has been included in the Amending By-law (Appendix 3), requiring a Phase One (and potentially Phase Two) ESA & RSC as condition for removal.

Pedestrian Level Wind Mitigation

A Pedestrian Wind Letter of Opinion prepared by RWDI Inc. dated November 24, 2016 was submitted in support of the development application. It should be noted that this opinion was based on an initial design concept that has since changed since the opinion being prepared. The study concluded that the proposed development consist of several positive design features for wind control, including the large podium and the recessing of Towers 2 and 3 from sidewalks. Increased wind speeds are predicted on and around the development site and although suitable wind conditions are generally expected along sidewalks and walkways and parking lots, uncomfortable or even unsafe wind conditions are predicted during the winter at the corner of Tower 1 near the intersection of Drew Centre and Thompson Road. In addition, higher than desired wind speeds are also predicted for the building entrances to Towers 2 and 3 during the winter, as well as on the amenity level in the summer. Accordingly, staff recommends a more robust analysis that is specific to their final design be submitted through the Site Plan Approval process. Through this study, staff will recommend that appropriate wind mitigation measures have been installed to ensure that wind conditions on the site would be acceptable. The avoidance of undesirable wind conditions shall be promoted through tower step-backs and weather protection for pedestrians such as canopies, colonnades, or recessed ground floor facades along the pedestrian routes. (Milton OP, 2.8.3.16, 2.8.3.31-33; CBD-UDG, 5.4) Further design details of the vertical wind

mitigation measures will be finalized and secured through the site plan process. The implementation of these measures are recommended to be completed as a condition the holding provision on the subject lands to the Town's satisfaction.

Site Compatibility with Surrounding Residential Land Uses

Compatibility is defined in the Town's Official Plan (OP) as "development or redevelopment or uses which may not necessarily be the same as or similar to the existing or desired development, but which blends, conforms or is harmonious with the ecological, physical, visual or cultural environment and which enhances an established community and coexists with existing development without unacceptable adverse impacts on the surrounding area."

It is clear by this definition that where residential intensification should be compatible with the surrounding neighbourhood, compatibility should not be narrowly interpreted to mean "the same as" or even as "being similar to" but rather capable of existing together in harmony within an area.

It is staff's opinion that the proposed development is compatible with the surrounding area. As outlined above, there are appropriate transitions and physical separation from the proposed towers to the existing low density residential uses and the proposed design is in conformity with Milton's Council endorsed Tall Building Guidelines. These guidelines identify a number of design features that have been incorporated into the proposed development (i.e. slender floorplates, generous separation between towers, use of heavier and lighter materials to provide differentiation, vertical and horizontal articulation, towers stepped back above podium) that help minimize the perceived massing and height of the buildings. While the proposed buildings are different in terms of scale and height than the surrounding built form, utilizing good design principles will help ensure that they can be compatible with the surrounding neighbourhood. It should also be noted that utilizing the existing OP policies, which are more conservative than what is being sought with this proposal, provides for the opportunity to redevelop the surrounding lands at a greater height and density than the present built form. Accordingly, the character of the neighbourhood is likely to evolve over time through redevelopment opportunities.

In addition, pursuant to the findings of the technical studies undertaken, there is minimal to no resulting adverse traffic, shadow, noise, health and safety, wind, and/or environmental impacts arising from the proposal. The proposed development will create a prominent, well-articulated building that will act as a focal point within the Urban Growth Centre. The site will be accessible by all forms of transportation with a safe, attractive pedestrian realm.



Conclusion

Planning staff is of the opinion that the proposed amendments conform to Provincial and Regional planning policy, meets the intent of the Town's Official Plan and achieves acceptable engineering and urban design standards. The proposal would create a mixed-use development containing residential and commercial uses and create a complete community in which residents can work, live and shop. The proposed use, height and density are compatible with adjacent land uses, resulting in appropriate development of the subject lands. On the basis of the foregoing, staff recommends that the draft Local Official Plan amendment and draft Zoning By-law amendment, attached as Appendix 2 and 3, be brought forward for Council adoption subject to the required holding provision.

Financial Impact

None arising from this Report.

Respectfully submitted,

Barbara Koopmans, MPA, MCIP, RPP, CMO
Commissioner, Planning and Development

For questions, please contact: Christian Lupis, MCIP, RPP Phone: Ext. 2305
Director, Development Review

Attachments

Figure 1 – Location Map
Figure 1A – Location Map Aerial Context
Figure 2 – Final Concept Plan
Figure 3 – Conceptual Renderings
Figure 4 – Original Concept Plan
Figure 5 - Schedule 5 of the Growth Plan (2017)
Figure 6 – Schedule 4 Urban Growth Centres of the Growth Plan (2017)
Figure 7 – Spring/Fall Shadow Study
Figure 8 – Summer Shadow Study
Figure 9 – Winter Shadow Study
Figure 10 – Drone Aerial View North/South
Figure 11 – Drone Aerial View East/West
Figure 12 – MOECP D6 Guidelines Proximity Map
Figure 13 - 3D Conceptual View (Main Street West from Hampshire Court)
Appendix 1 – Provincial Policy
Appendix 2 – Official Plan Amendment No. 53
Appendix 3 – Zoning By-law Amendment and Schedules
Appendix 4 – Public Comments



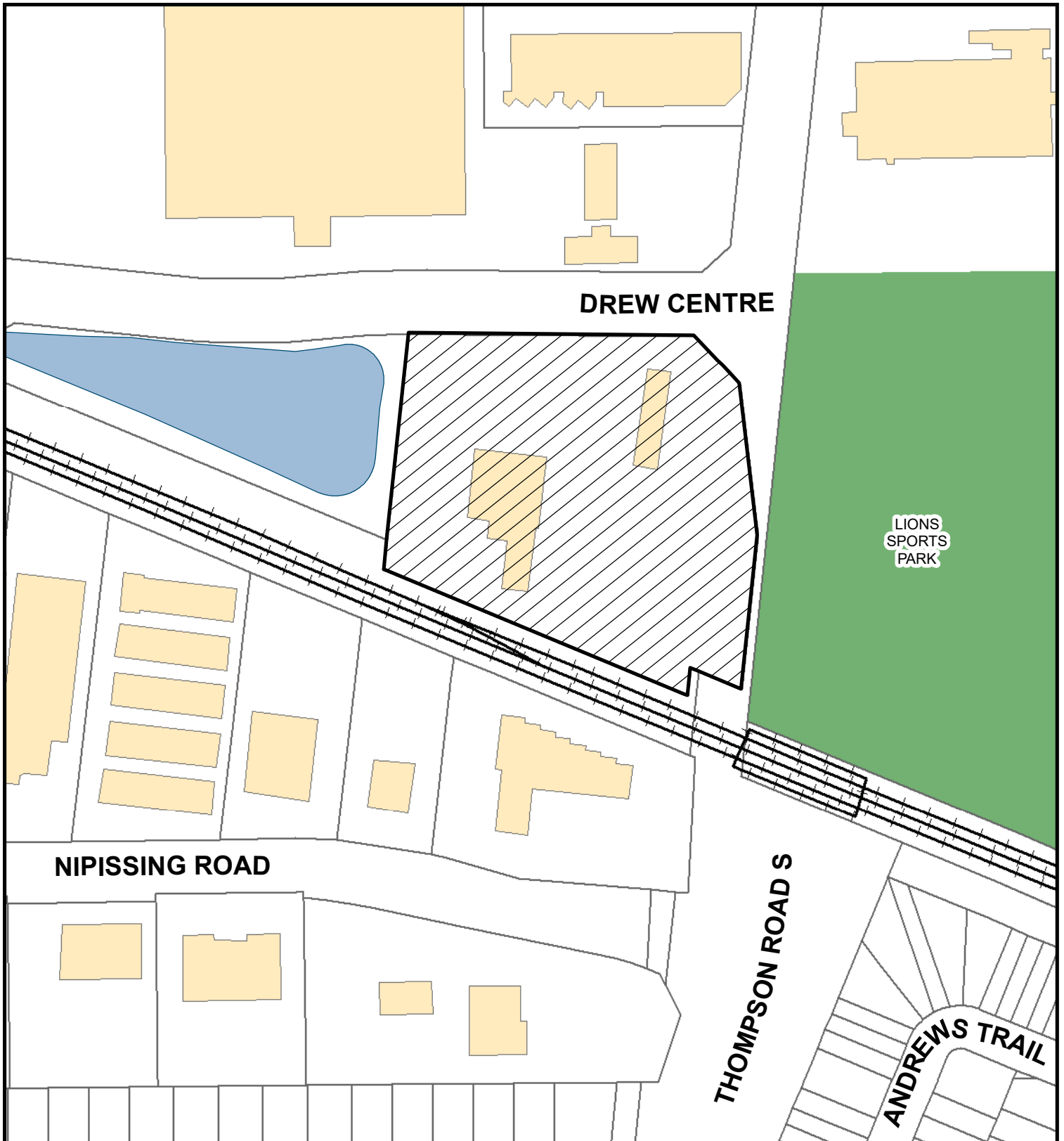
The Corporation of the Town of Milton

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PD-002-19
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Appendix 5 – View Analysis

CAO Approval
William Mann, MCIP, RPP, OALA, CSLA, MCIF, RPF
Chief Administrative Officer

FIGURE 1 LOCATION MAP

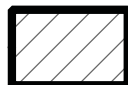


Council Meeting Date:
March 4, 2019

Scale: 1: 2,000

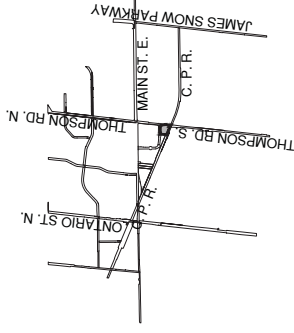
File: Z-12/16 & LOPA-03/16

Planning & Development Department



Subject Property

Aerial Photo



KEY MAP
N.T.S.

Subject Lands
 Additional Lands
 Owned by Applicant

Image Source: Google Maps

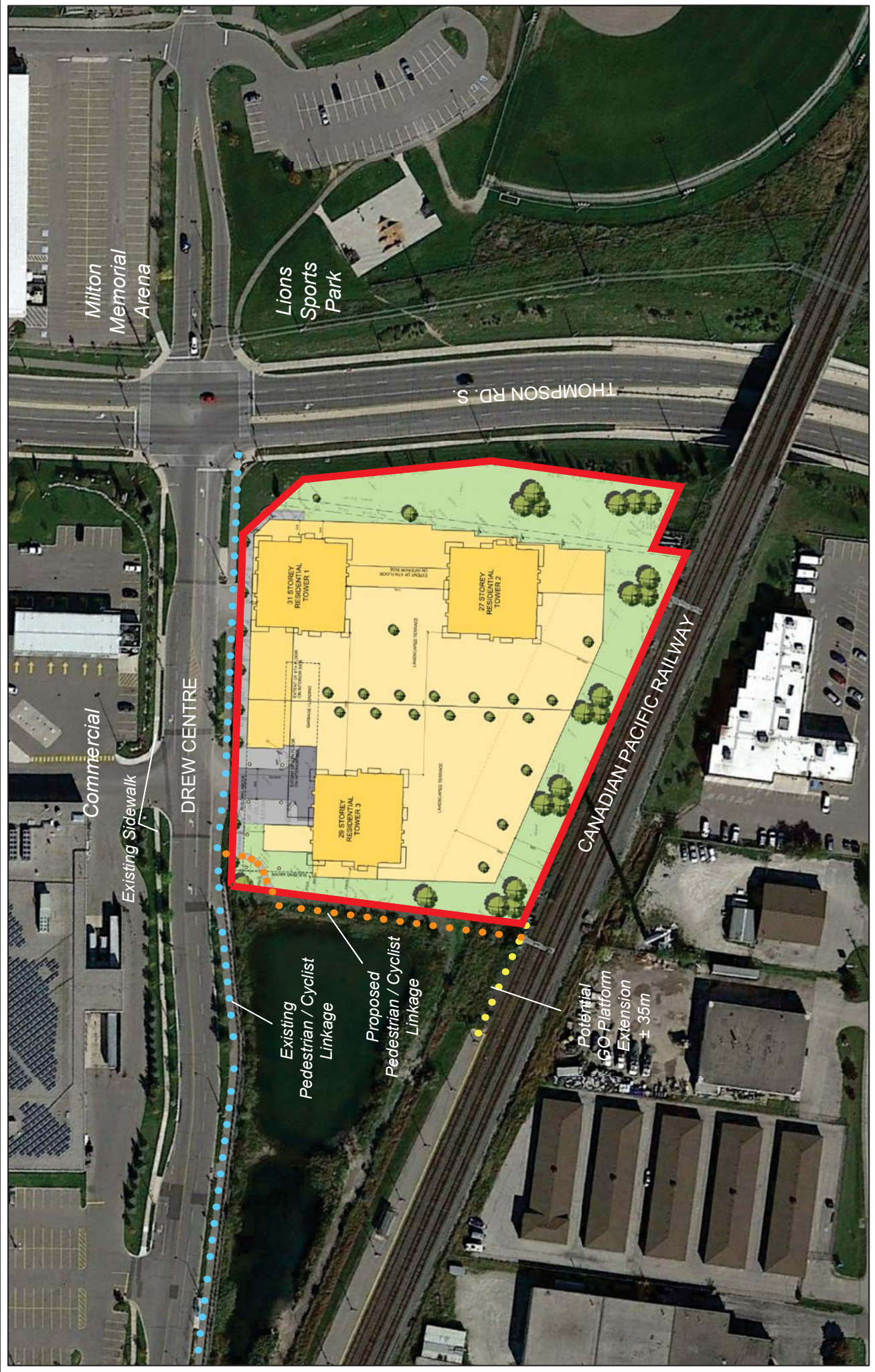


Scale - 1:4000

December 9, 2016

KORSIK Urban Planning

206-377 Lakeshore Road East
Oshawa, Ontario L6J 1H9
T: 905-257-0227
info@korsik.com



Milton Memorial Arena

Lions Sports Park

THOMPSON RD. S.

Commercial

Existing Sidewalk

DREW CENTRE



CANADIAN PACIFIC RAILWAY

Existing Pedestrian / Cyclist Linkage

Proposed Pedestrian / Cyclist Linkage

Potential GO Platform Extension ± 35m

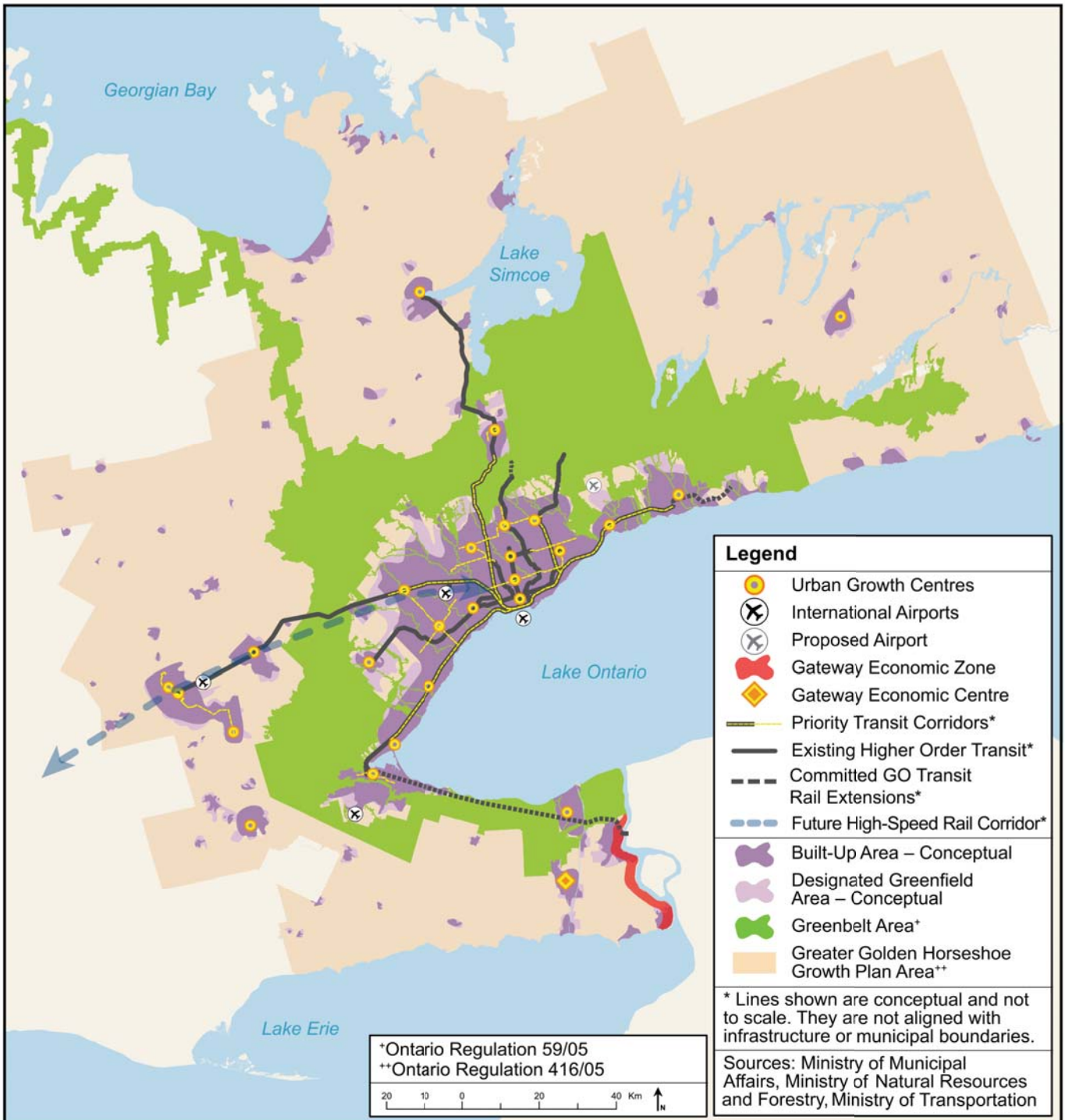
CONCEPT RENDERING

Streetscape Concept



Aerial Concept



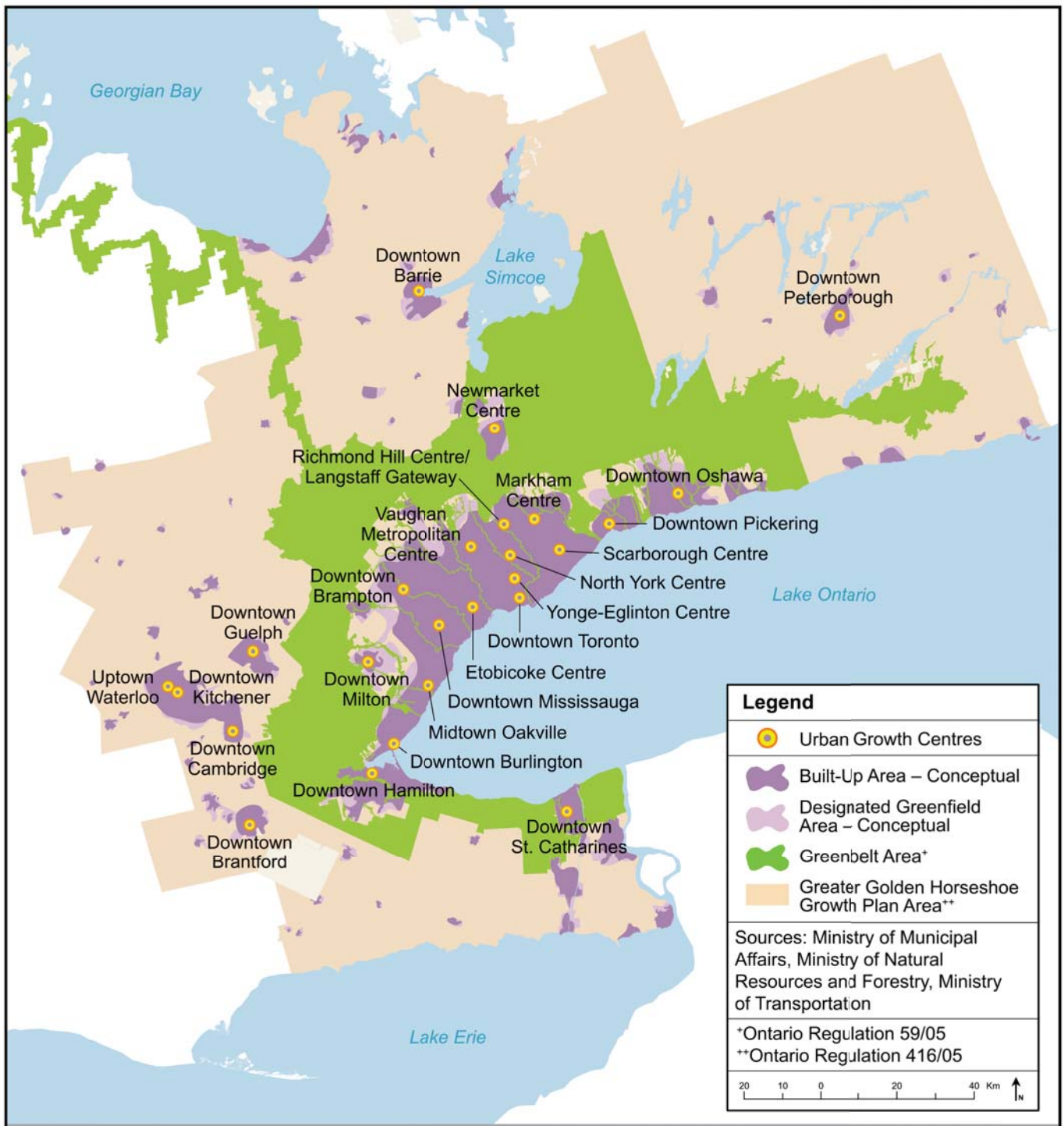


PLACES TO GROW

GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017

**SCHEDULE 5
Moving People - Transit**

Note: The information displayed on this map is not to scale, does not accurately reflect approved land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, the Greenbelt Plan should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.



**SCHEDULE 4
Urban Growth Centres**

PLACES TO GROW

GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017

Note: The information displayed on this map is not to scale, does not accurately reflect approved land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, the Greenbelt Plan should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.



8.05



8.07



8.06



8.08



8.09



8.11



8.10



8.12

FIGURE 10
PD-002-19

AERIAL VIEW

North



South



FIGURE 11
PD-002-19

ARERIAL VIEW

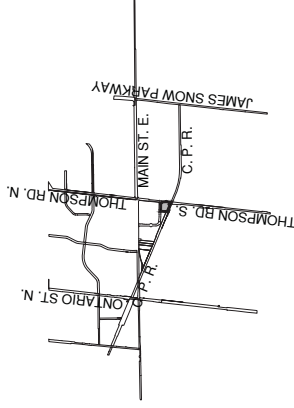
East



West



Proximity Map



KEY MAP
N.T.S.

■ SUBJECT LANDS



Scale - 1:4000

December 15, 2016

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FIGURE 13
PD-002-19

3D CONCEPTUAL VIEW
(MAIN STREET WEST FROM HAMPSHIRE GATE)



PROVINCIAL POLICIES

Provincial Policy Statement (2014)

The PPS provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. Key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. 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-serviced areas. The PPS is issued under Section 3 of the Planning Act and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation. The following PPS policies are relevant to this application:

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Section 1.1.1 – Healthy, Liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreational, park, open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- e) promoting cost-effective development standards to minimize land consumption and servicing costs;
- g) ensuring that necessary *infrastructure* and *public service facilities* are or will be available to meet current and projected needs.

Section 1.1.2 - Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a *provincial plan*, that time frame may be used for municipalities within the area.

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

1.1.3.1 - *Settlement areas* shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

1.1.3.2 - Land use patterns within *settlement areas* shall be based on:

- a) densities and a mix of land uses which:
 - 1. efficiently use land and resources;
 - 2. 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;
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - 4. support *active transportation*;
 - 5. are *transit-supportive*, where transit is planned, exists or may be developed;
- b) a range of uses and opportunities for *intensification* and *redevelopment* in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 - Planning authorities shall identify appropriate locations and promote opportunities for *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.

Intensification and *redevelopment* shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

1.1.3.4 - Appropriate development standards should be promoted which facilitate *intensification*, *redevelopment* and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.5 - Planning authorities shall establish and implement minimum targets for *intensification* and *redevelopment* within built-up areas, based on local conditions. However, where provincial targets are established through *provincial plans*, the provincial target shall represent the minimum target for affected areas.

1.1.3.6 - New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

Both the terms “intensification” and “redevelopment” are defined by the PPS.

Intensification: means the development of a property, site or area at a higher density than currently exists through:

- a) *redevelopment*, including the reuse of *brownfield sites*;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings.

Redevelopment: means the creation of new units, uses or lots on previously developed land in existing communities, including *brownfield sites*.

It is staff's opinion that the proposed re-development promotes an efficient land use pattern with a compact, well integrated, mixed-use urban form that will utilize existing infrastructure and community facilities. It also represents appropriate intensification through redevelopment of lands within the context of an existing built-up area at an increased density on a site situated within close proximity to public transportation and other public service facilities, as envisioned by the PPS.

1.2.6.1 *Major facilities and sensitive land uses* should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of *major facilities*.

The proposal is consistent with this policy by ensuring through the necessary studies (i.e. Air Quality Assessment and Noise Impact Study) that the proposed use is compatible with the existing industrial uses and that any impacts with respect to noise can be mitigated to ensure that no adverse impacts occur. Furthermore, it is acknowledged that a Phase I and II ESA and potentially an RSC will be required from the Ministry of the Environment Conservation and Parks ("MOECP") prior to any development proceeding as part of the holding provision placed on the subject lands.

1.4 Housing

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

- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through *residential intensification* and *redevelopment* and, if necessary, lands which are *designated* and *available* for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate *residential intensification* and *redevelopment*, and land in draft approved and registered plans.

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

- 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 active transportation and transit in areas where it exists or is to be developed.

The proposed development will contribute to the diversification of the Town of Milton's housing stock and will assist in ensuring the Town provides an appropriate range and mix of housing types, unit sizes and densities suitable to meet a wide range of needs of current and future households.

The proposed development will provide new housing at a location well served by public infrastructure and service facilities, which supports active transportation and public transit in a compact form and which contributes to public health and safety in keeping with Policy 1.4.3 of the PPS.

Section 1.6.3 of the PPS notes that the use of existing infrastructure and public service facilities should be optimized, wherever feasible, before consideration is given to developing new infrastructure and public service facilities. The proposed development utilizes the existing system, which has the capacity to support the proposed development.

Accordingly, it is Staff's opinion that the proposal achieves the objectives and is consistent with the relevant Provincial policies.

Places to Grow – Growth Plan for the Greater Golden Horseshoe (2017)

The 2017 Growth Plan for the Greater Golden Horseshoe update was released on May 18, 2017 and came into effect on July 1, 2017. The update builds on previous iterations' policies to manage growth, build complete communities, curb sprawl and protect the natural environment. The new Growth Plan establishes more aggressive intensification and density targets within the *built boundary* and *major transit station areas*. The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address growth management issues faced by the Greater Golden Horseshoe (GGH) Region. The policies of the Growth Plan take precedence over

the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform to the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform to the Growth Plan.

The policies of the Growth Plan represent minimum standards. Within the framework of the provincial policy-led planning system, decision-makers are encouraged to go beyond these minimum standards to address matters of importance, unless doing so would conflict with any policy of the Growth Plan.

Section 2.1 (Context) supports mixed-use intensification within built up areas in close proximity to transit. Key paragraphs of this section note:

“Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options.”

“Communities need to grow at transit-supportive densities, with walkable street configurations. Compact built form and intensification efforts go together with more effective transit and active transportation networks and are fundamental to where and how we grow.”

The Growth Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit, and seeks to align transit with growth by directing growth to major transit station areas and other strategic growth areas, including urban growth centres, and promoting transit investments in these areas.

The policies of the Growth Plan consider the subject lands as a “Strategic Growth Area” which is defined as:

“Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.”

The following Growth Plan policies are relevant to this application:

1.2.1 Guiding Principles

- 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 to make efficient use of land and *infrastructure* and support transit viability.
- Support a range and mix of housing options, including second units and *affordable* housing, to serve all sizes, incomes, and ages of households.

2.2.1 Managing Growth

Forecasted growth to the horizon of this Plan will be allocated based on the following:

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

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

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

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

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

- a. feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and *public service facilities*;
- b. improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c. provide a diverse range and mix of housing options, including second units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d. expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
 - ii. *public service facilities*, co-located and integrated in community hubs;
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - iv. healthy, local, and affordable food options, including through urban agriculture;
- e. ensure the development of high quality *compact built form*, an attractive and vibrant *public realm*, including public open spaces, through site design and urban design standards;

- f. mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and
- g. integrate *green infrastructure* and *low impact development*.

2.2.2 Delineated Built-up Areas

1. By the year 2031, and for each year thereafter, a minimum of **60 per cent of all residential** development occurring annually within each upper- or single-tier municipality will be within the *delineated built-up area*.
2. By the time the next *municipal comprehensive review* is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the *delineated built-up area*.
3. Until the next *municipal comprehensive review* is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.

Per **Section 2.2.2**, the Provincial directive moving forward states that by 2031, a minimum of 60% of all development occurring annually must be within the delineated built-up area (delineated built boundary).

Section 2.2.4 of the Growth Plan requires that all municipalities develop a strategy and policies through their Official Plans to phase in and achieve allocated intensification and the intensification targets. Policies are to encourage intensification throughout the built up area; identify the appropriate scale and type of development, transition of built form to adjacent areas, identify strategic growth areas to support achievement of the intensification targets, support the achievement of complete communities.

On June 14, 2010, Town Council adopted Official Plan Amendment No. 31 (OPA 31), being an amendment to bring the Town's Official Plan into conformity with the 2006 Growth Plan. On June 18, 2018, Town Council endorsed the Region of Halton's proposed modifications to OPA 31, which will be discussed in greater detail in a latter section of this report. OPA 31 has identified the subject lands as both an "Intensification Area" designation and a "Major Transit Station Area" as shown on Schedule K of the Plan. In order to meet the pre-2031 Urban Area policy requirements of ROPA 38, the proposed modifications to OPA 31 fully incorporate the Urban Growth Centre (UGC), Built Boundary and Designated Greenfield Area designations and targets and depict these designations in the modified Schedules to the Plan. Primarily, these proposed modifications will: a), enable the Town to complete Area Specific Plans (Secondary Plans) for the major growth areas (e.g. the Major Transit Station Area (MTSA)) and the Sustainable Halton Plan (SHP) lands in accordance with ROPA 38; and b), clarify the application of minimum growth management targets for intensification and density, including minimum density targets for the UGC/MTSA and the SHP lands portion of the Designated Greenfield Area. Whereas OPA 31 developed a basic strategy of conformity to the 2006 Growth Plan, it will be the MTSA study and subsequent area-specific Secondary Plan which will set out

more detailed policies and criteria for this area in order to conform to the 2017 Growth Plan.

The updated Growth Plan prescribes stronger policies regarding Urban Growth Centres and transportation supportive areas, including:

2.2.3 Urban Growth Centres

1. *Urban growth centres* will be planned:
 - a. As focal areas for investment in regional *public service facilities*, as well as commercial, recreational, cultural, and entertainment uses;
 - b. To accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
 - c. To serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and
 - d. To accommodate significant population and employment growth.
2. *Urban growth centres* will be planned to achieve, by 2031 or earlier, a minimum density target of:
 - a. 400 residents and jobs combined per hectare for each of the *urban growth centres* in the City of Toronto;
 - b. **200 residents and jobs combined per hectare** for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, **Downtown Milton**, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo *urban growth centres*; and
 - c. 150 residents and jobs combined per hectare for each of the Downtown Barrie, Downtown Brantford, Downtown Cambridge, Downtown Guelph, Downtown Peterborough and Downtown St. Catharines *urban growth centres*.

2.2.4 Transit Corridors and Station Areas

1. The *priority transit corridors* shown in Schedule 5 will be identified in official plans. Planning will be prioritized for *major transit station areas* on *priority transit corridors*, including zoning in a manner that implements the policies of this Plan.
2. For ***major transit station areas on priority transit corridors*** or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of *major transit station areas* in a *transit-supportive* manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.
3. *Major transit station areas* on priority transit corridors or subway lines will be planned for a minimum density target of:
 - a. **150** residents and jobs combined per hectare for those that are served by the GO Transit rail network.

8. All *major transit station areas* will be planned and designed to be *transit-supportive* and to achieve *multimodal* access to stations and connections to nearby *major trip generators* by providing, where appropriate:
 - a. connections to local and regional transit services to support *transit service integration*;
 - b. *infrastructure* to support *active transportation*, including sidewalks, bicycle lanes, and secure bicycle parking; and
 - c. commuter pick-up/drop-off areas.
9. Within all *major transit station areas*, development will be supported, where appropriate, by:
 - a. planning for a diverse mix of uses, including second units and *affordable* housing, to support existing and planned transit service levels;
 - b. fostering collaboration between public and private sectors, such as *joint development* projects;
 - c. providing alternative development standards, such as reduced parking standards; and
 - d. **prohibiting** land uses and built form that would adversely affect the achievement of *transit-supportive* densities.
10. Lands adjacent to or near to existing and planned *frequent transit* should be planned to be *transit-supportive* and supportive of *active transportation* and a range and mix of uses and activities.
11. In planning lands adjacent to or near *higher order transit* corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit *infrastructure*, in consultation with Metrolinx, as appropriate.

The Growth Plan defines a *Major Transit Station Area* as “*areas including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.*”

Priority Transit Corridors are defined as Transit corridors shown in Schedule 5 (see Figure 5 to this Report) or as further identified by the Province for the purpose of implementing this Plan. It can be interpreted as higher order transit that has all day, two-way service. **Higher Order Transit** is defined as Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.

Per *Schedule 5 of the GGH 2017*, the Milton GO Line **is not** a Priority Transit Corridor as all-day, two-day service is currently not provided. However, as the subject lands are within the Urban Growth Centre, the greater density requirement of 200 people and jobs per hectare apply.

3.5 Policies for Infrastructure to Support Growth

3.2.3(1) – public transit will be the first priority for transportation infrastructure planning and major transportation investment.

- 3.2.3(2) – all decisions on transit planning will be made prioritizing areas with existing or planned higher residential and employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels and increase the capacity of existing transit systems to support strategic growth areas.

The updated Growth Plan builds on the mandated intensification targets of the 2006 (Consolidated 2013) Growth Plan by prescribing increased intensification targets within the *built boundary* and *major transit station areas*. The proposed development conforms to the Provincial policy set out by the updated Growth Plan.

It is staff's opinion that the proposed development conforms to the aforementioned pertinent policies of the 2017 Growth Plan. The subject lands are located within the Town's built boundary and form part of the "Urban Growth Centre" as illustrated on Schedule 4 of the Growth Plan (attached as Figure 6) where significant population and employment growth is projected. The subject lands are also within a Strategic Growth Area and within a Major Transit Station Area which are expected to be the focus of compact, higher density, transit supportive development. The proposed development is not only transit supportive by providing a higher density and mixed use development in close proximity to transit but also integrates transit connections into its design to enhance access to and use of transit. The proposal will significantly contribute to the achievement of a complete community that supports the development of high quality, compact built form, attractive and vibrant public realm, including public open spaces through site design and urban design standards. Furthermore, the proposal supports the achievement of the minimum density target of 200 people and jobs per hectare within the Urban Growth Centre. The proposal optimizes and intensifies underutilized lands within the Urban Growth Centre, is highly transit and pedestrian supportive and in close proximity to commercial, institutional, recreational and community facilities and services that in turn will mitigate auto-dependence and vehicular trips. Moreover, the proposed development includes provisions for bicycle storage, and opportunities to provide on-site commercial services that reduce the need for off-site travel. The proposal furthers the policy objective in 2.2.1.4 c) by providing a mix of building forms and range in unit types by size and number of bedrooms to accommodate households of varying size and needs.

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO. XXX-2019

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 130 THOMPSON ROAD SOUTH, LEGALLY DESCRIBED AS PART OF LOT 13, CONCESSION 3, FORMER GEOGRAPHICAL SURVEY OF TRAFALGAR, TOWN OF MILTON, THE REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA 03/16)

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. 53 to the Official Plan of the Town of Milton, to amend Policy 4.11 and Schedules C.7.A.CBD and I1 of the Town of Milton Official Plan to provide for permission for the development of three high-rise residential buildings with heights of 31, 29 and 27 storeys, respectively, with a maximum density of 524 units per net hectare. In addition, a minimum of 950 square metres of retail/commercial gross floor area shall be provided at grade within any of the three high-rise residential buildings at lands located at 130 Thompson Road South and legally described as Part of Lot 13, Concession 3 NS (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 Local Planning Appeal Tribunal.

PASSED IN OPEN COUNCIL ON March 4, 2019

Gordon A. Krantz **Mayor**

William Roberts **Acting Town Clerk**

AMENDMENT NUMBER 53

TO THE OFFICIAL PLAN OF THE TOWN OF MILTON

Part of Lot 13, Concession 3 NS (Trafalgar)

130 Thompson Road South

Town of Milton

(Town File: LOPA-03/16)

AMENDMENT NUMBER 53

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. 53 to the Official Plan of the Town of Milton.

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. 53
To the Official Plan of the Town of Milton

130 Thompson Road South
(Part of Lot 13, Concession 3 NS (Trafalgar))
(Town of Milton)
(LOPA 03/16)

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to add a Specific Policy Area 35 to the lands at 130 Thompson Road South.

LOCATION OF THE AMENDMENT

The subject lands are located on the south side of Drew Centre Drive, west of Thompson Road South and north of the Canadian Pacific Railway line. The lands are municipally identified as 130 Thompson Road South and are legally described as Part of Lot 13, Concession 3 NS (Trafalgar), Town of Milton. The location of the property is illustrated in Figure 1.

BASIS OF THE AMENDMENT

The proposed amendment would permit the development of three high-rise residential buildings of 31, 29 and 27 storeys respectively, containing up to 802 residential units with a density of up to 524 units per hectare on the subject lands. Also, to allow 950 square metres of commercial/retail space on the ground floor of any of the three high-rise residential buildings.

- a) The subject application proposes intensification that is consistent with the Provincial Policy Statement (PPS 2014) and Provincial Growth Plan 2017. The Provincial policies contained in the PPS 2014 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 and creates a mixed-use, transit supportive and pedestrian-friendly area where residents could live, work and shop.

- 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 proposed new landmark would bring a vibrant new residential use to the Urban Growth Centre and would provide for a range of housing opportunities for present and future residents off all ages and incomes.
- f) 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.
- g) The proposed high-rise residential buildings are compatible with surrounding land uses and an appropriate form of residential intensification subject to the satisfaction of all of the conditions pursuant to the holding provision placed on the lands.

PART II: THE AMENDMENT

All of this part of the document entitled Part II: THE AMENDMENT consisting of the following text constitutes Amendment No. 53 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. 53 pursuant to Section 17 and 21 of the Planning Act, as amended, as follows:

1.0 Map Change

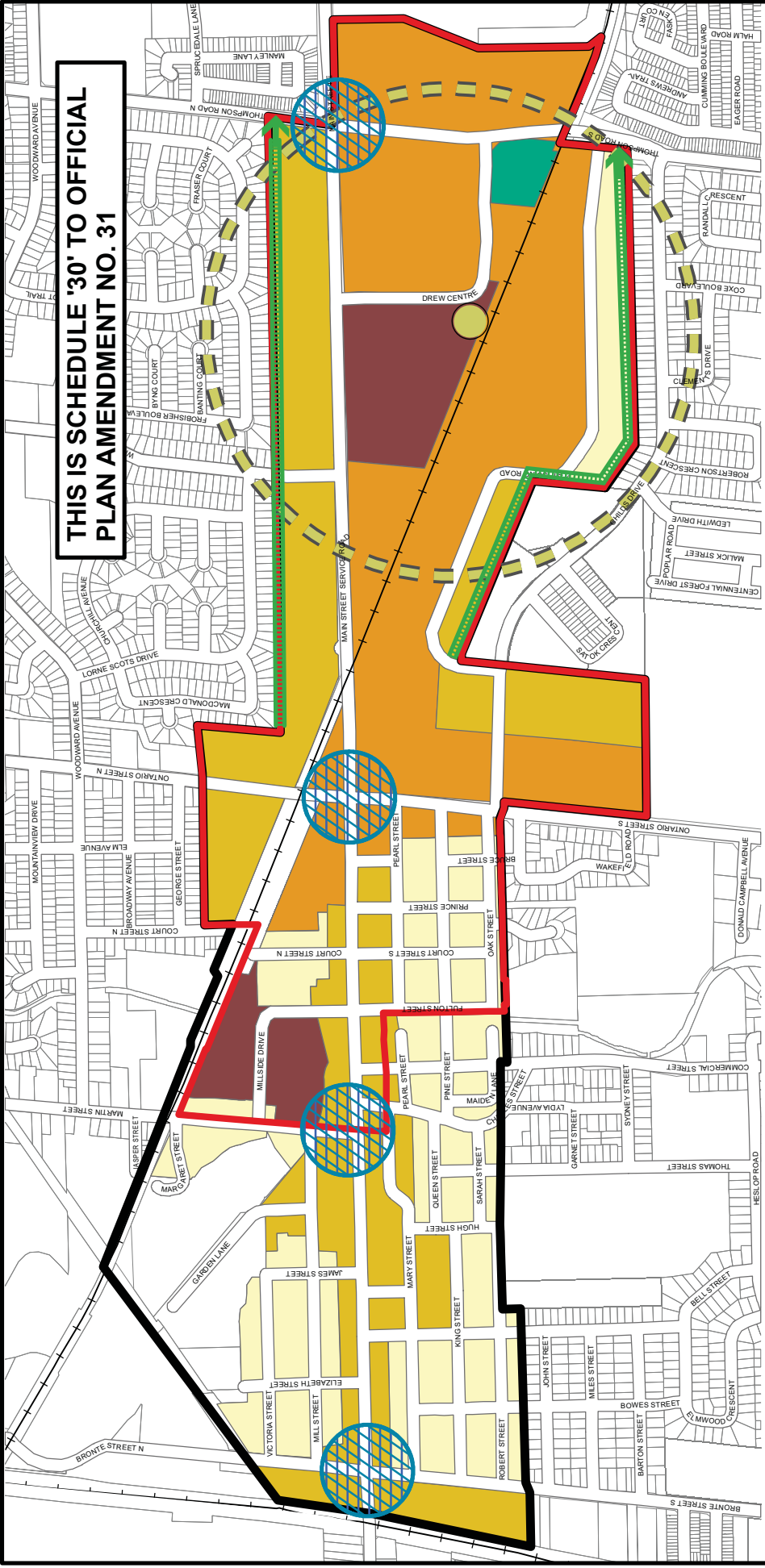
- 1.1 Amending Schedule I1 – “Urban Area Specific Policy Areas” by adding Special Policy Area No. 35 to the lands at 130 Thompson Road South (known legally as Part of Lot 13, Concession 3 (NS Trafalgar)).
- 1.2 Amending Schedule C.7.A.CBD – Central Business District Secondary Plan, Central Business District Height Limits by permitting a maximum height of thirty-one storeys on the lands at 130 Thompson Road South (known legally as Part of Lot 13, Concession 3 NS (Trafalgar) Town of Milton).

2.0 Text Change

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

4.11.3.35 The land identified as Specific Policy Area No. 35 on Schedule I1 of this Plan, being the lands at 130 Thompson Road South may be developed to provide three high density residential buildings of up to 31 storeys in height and with a maximum residential density of 524 units per hectare. A minimum of 950 square metres of commercial/retail space must be provided on the ground floor of any of the three high-rise residential buildings.

THIS IS SCHEDULE '30' TO OFFICIAL PLAN AMENDMENT NO. 31



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

MAXIMUM HEIGHTS

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

URBAN GROWTH CENTRE 

CENTRAL BUSINESS DISTRICT 

MAJOR TRANSIT STATION 

MAJOR TRANSIT STATION AREA 

GATEWAY 






TRANSITION AREAS 

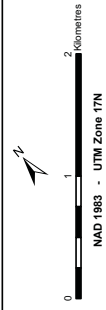
This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.
Copyright 2019 - Town of Milton, Terence Inc.
February, 2019

TOWN OF MILTON OFFICIAL PLAN

Schedule I1

**URBAN AREA
SPECIFIC POLICY AREAS**
(Refer to sections 4.11 & 3.8.3.2)
Files: LOPA 03/16 & Z 12/16

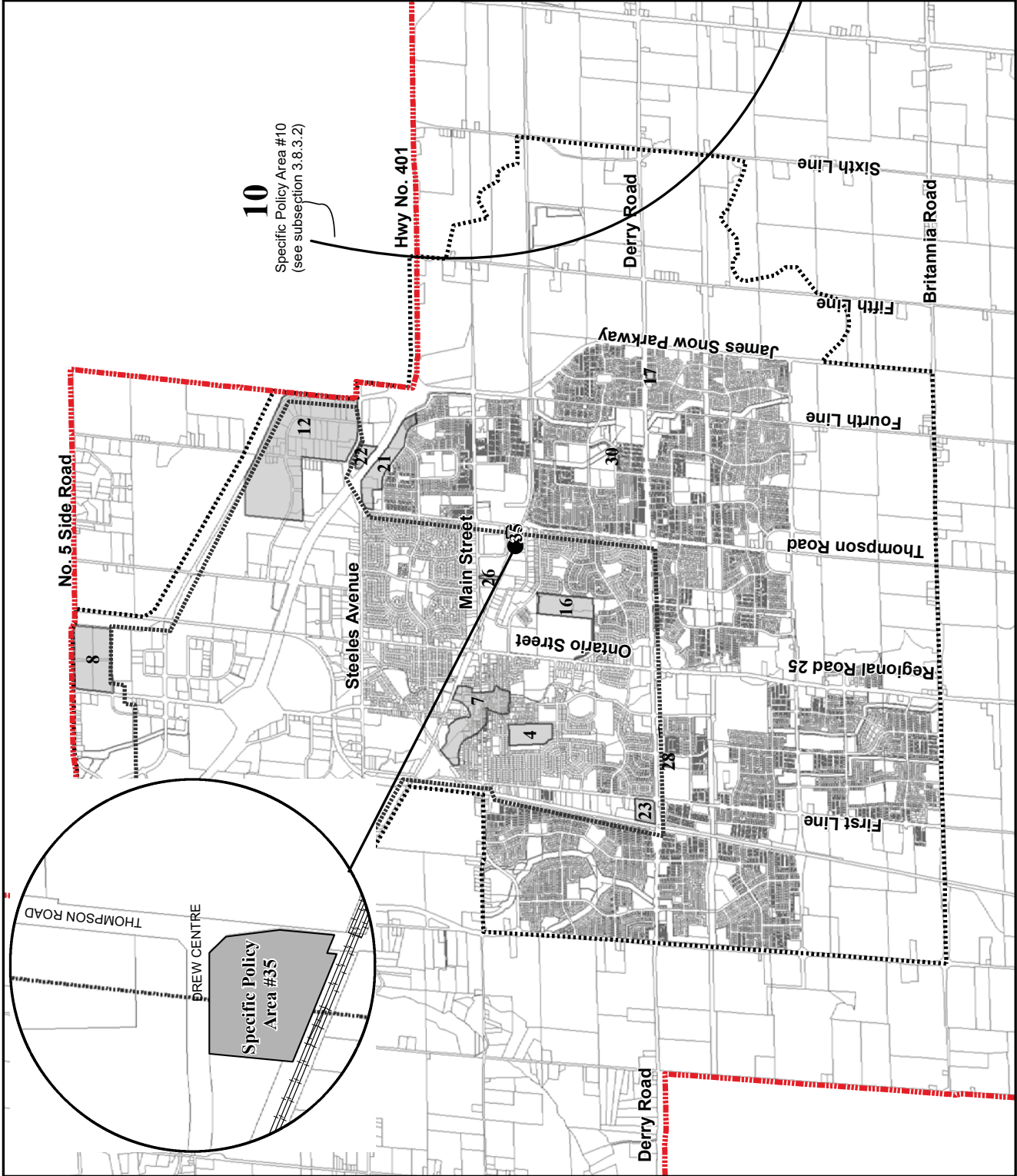
-  TOWN OF MILTON BOUNDARY
-  URBAN EXPANSION AREA BOUNDARY
-  EXISTING URBAN AREA BOUNDARY
-  RAILWAY
-  SPECIFIC POLICY AREA
- 34 SPECIFIC POLICY NUMBER



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

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Consolidated August 2008, Edited January, 2019



THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NO.XXX.2019

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 (JACAL HOLDINGS LTD.) – TOWN FILE - Z-12/16

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 53.

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 the to a new site-specific Urban Growth Centre Mixed Use (UGC-MU*238-H31) 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 31 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 13.1.1.238 as follows:

Urban Growth Centre Mixed Use – Special Section (UGC-MU*238-H31) Zone

Additional Permitted Uses:

- a. A Day Nursery
- b. A Mixed Use Building

Special Site Provisions:

The following use is not permitted on lands zoned UGC-MU*238-H31:

- a) Drive-through facilities either stand-alone or ancillary to another permitted use.
- b) For the purpose of this By-law, a Guest Unit means

A Guest Unit 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.
- c) 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.
- d) 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.
- e) Notwithstanding the provisions of Section 5.8.1 j), Table 5E to the contrary:
 - i) The parking requirement for an apartment building shall be 1.03 spaces per dwelling unit plus 0.25 visitor parking spaces per dwelling unit.
 - ii) Shared parking provision – Visitor parking associated with a residential use, and client parking associated with a permitted non-residential use, may be provided in any combination of a parking structure and may be used for any combination of residential and permitted non-residential uses.
- f) Notwithstanding Section 5.14.1 to the contrary, the underground parking structure may be located within 0.5 m of a street line or lot line.
- g) Notwithstanding Section 5.10 vi) *Bicycle Parking Space Requirements*; a minimum of 600 bicycle parking spaces shall be provided and must be located in a long-term bicycle parking area that must be locked and have access permitted to residents only.
- h) Notwithstanding Section 5.1 ix) of By-law 016-2014, any required loading space(s) may be provided in a building.

- i) 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.
- j) Where there is more than one residential building, the minimum separation between towers shall be 25 metres measured from the main face of the building and excluding balconies.
- k) Any portion of a building between a height of 8 storeys and 15 storeys must not exceed a floor plate area of 1,000 square metres on the development site.
- l) Any portion of a building above a height of 15 storeys must not exceed a floor plate area of 750 square metres or 40 linear metres measured diagonally on the development site.
- m) The podium of a residential or mixed use building shall have a minimum height of 3 storeys and a maximum height of 6 storeys.
- n) A minimum of 950 square metres of commercial gross floor area shall be provided at grade.
- o) Waste storage areas shall be located within the principal building.
- p) Any awning, canopy and/or similar weather shielding structure, and any restaurant patio, may project to any lot line.
- q) Transformer and Telecommunications: Transformer and telecommunications vaults and pads shall not project towards a public street beyond the main wall of the building.
- r) Building Height: Minimum height of a non-residential first storey (measured from top-of-slab to top-of-slab) of a mixed used building is 4.5 metres.

Zone Standards:

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

- a) Maximum number of dwelling units is 810 units

- b) The maximum permitted gross floor area of all buildings and structures on the lands is 88,000 square metres.
- c) The maximum lot coverage shall be 70%.
- d) The maximum exterior side yard shall be 11.0 metres.
- e) Maximum height of all buildings is 31 storeys and 100 metres.

4. THAT Section 13.2 of By-law 016-2014, as amended, is hereby further amended by adding Section 13.2.1.65 to read as follows:

For lands with Holding Provision H31, the H31 Holding Provision shall apply and 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 MOECC acknowledged Record of Site Condition (RSC) is secured to demonstrate that the lands are suitable for the proposed residential use to the satisfaction of Halton Region.
- b) The Owner must demonstrate to the satisfaction of the Town of Milton that they will be able to achieve all proposed TDM measures outlined in the 130 Thompson Road Traffic Impact Study dated December 17, 2018 by GHD, including any ongoing programming or management that may be required for program success. All costs associated with the implementation of the TDM measures are the responsibility of the Owner. The TDM measures are as follows:
 - (i) The provision of a minimum of 600 long-term secure bicycle parking spaces plus at-grade short-term visitor bicycle parking spaces. The long-term bicycle parking areas must be locked and have access permitted to residents only. The bicycle parking facilities must comply with the Town of Ajax and /or City of Toronto Bicycle Parking Guidelines. The bicycle parking spaces must be shown on the plans including details of the lockers/racks.
 - (ii) The provision of a minimum of one (1) car share vehicle and dedicated car share parking space (above resident/visitor parking requirements) in a priority location that is accessible to residents. Proof of how the car share program will be facilitated will be required. It must also be noted in the purchase/rental agreement which must be provided to the Town for review.
 - (iii) The provision of subsidized GO Transit (PRESTO) cards at a rate of one (1) pre-loaded PRESTO card per unit for a period of two (2)

years. Each pre-loaded PRESTO card shall be provided upon occupancy of a unit. The availability of the pre-loaded PRESTO cards must be noted in the purchase/rental agreement which must be provided to the Town for review.

- (iv) The Owner agrees to charge for parking as a separate cost to occupants. All units are to be unbundled from parking spaces. The purchase/rental agreement between the occupant and the property owner must be provided noting the cost of a parking space and the ability for occupants to opt in or out of having a parking space.
 - (v) The Owner agrees to provide active uses at-grade along street frontages.
 - c) The Owner submits an updated noise mitigation report and implements any recommendations to the satisfaction of the Town of Milton and that the owner provide confirmation by a qualified acoustical engineer that the required noise mitigation measures have been constructed to address the stationary noise sources and meet Class 1 under NPC-300.
 - d) 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.
 - e) The Owner provides an updated Pedestrian Wind Study as part of the site plan application to the satisfaction of the Town of Milton.
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 Local Planning Appeal 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 4, 2019.

Gordon A. Krantz Mayor

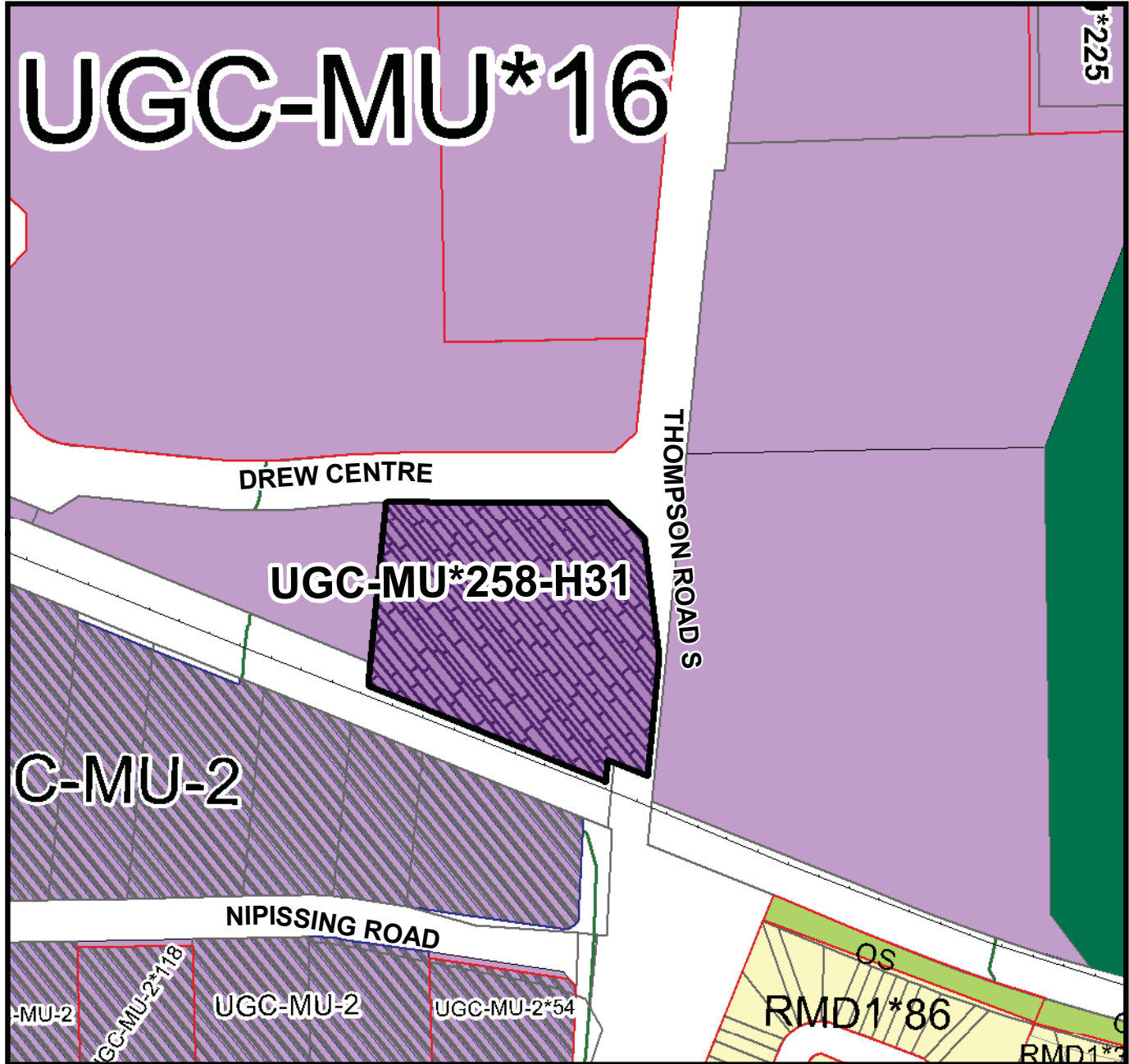
William Roberts Acting Town Clerk

SCHEDULE A
TO BY-LAW No. -2019

TOWN OF MILTON

PART OF LOT 13, CONCESSION 3 (TRAFALGAR)
PART OF RD ALLOW ON RP 20R-13611 AND PART OF PART 1
ON RP 20R-17902 AND PARTS 2 4 AND 7

Town of Milton



THIS IS SCHEDULE A
TO BY-LAW NO. -2019 PASSED
THIS ___ DAY OF _____, 2019.



UGC-MU*258-H31- Urban Growth Centre Mixed-Use Zone Special
with Holding Provision

MAYOR - Gordon A. Krantz

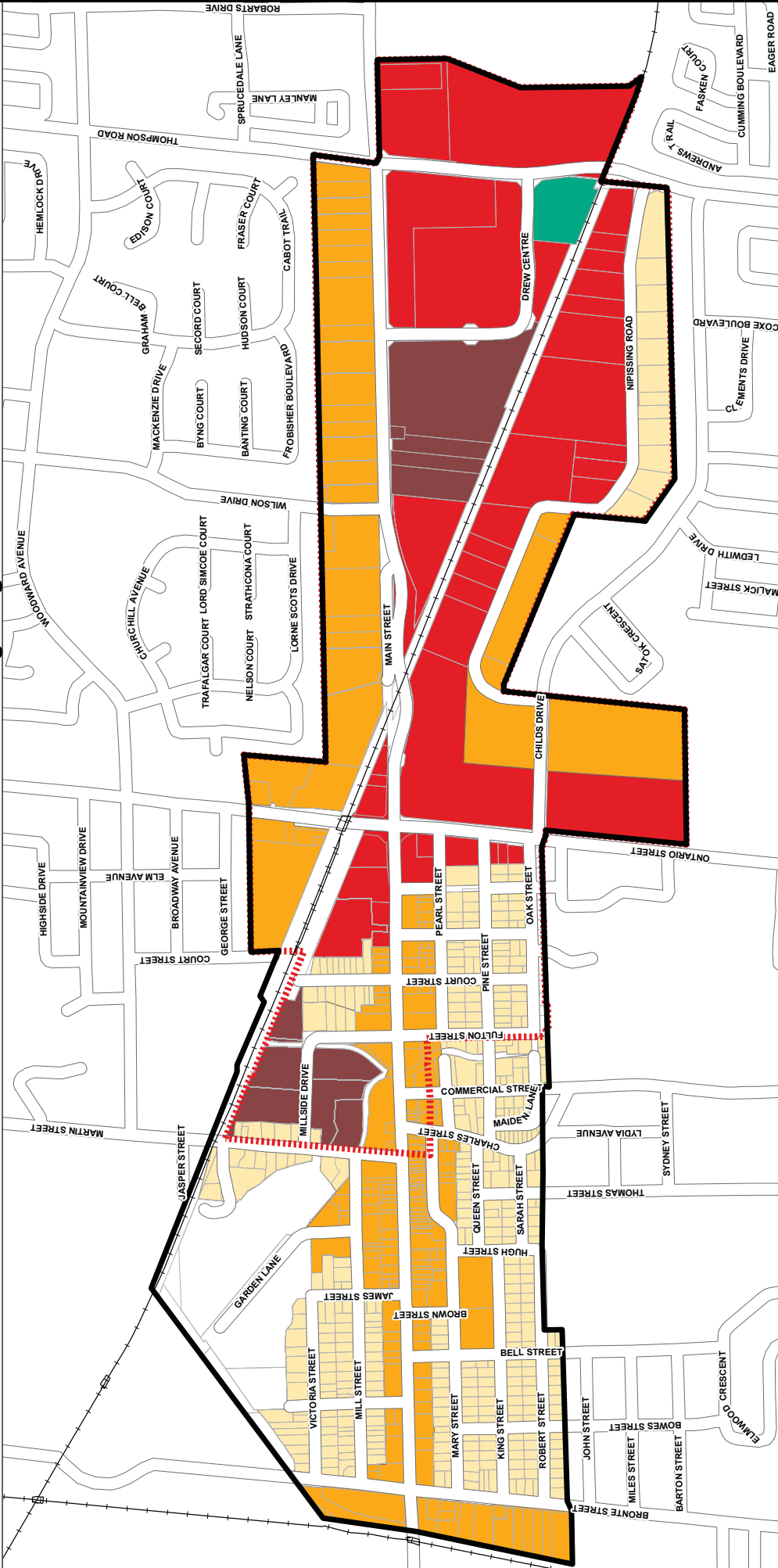
CLERK - Troy McHarg



Z-12/16
LOPA-03/16



SCHEDULE D Central Business District - Building Heights



- Min 6 Storeys and 19.5 m
Max 8 Storeys and 29m
- Min 10 Storeys and 31.5m
Max 14 Storeys and 42m
- Max 2 Storeys and 9.5m
- Min 3 Storeys and 10.5 m
Max 4 Storeys and 16.5m
- Max 31 Storeys
- Central Business District
- Urban Growth Centre

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



Date: 24 January, 2019

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Subject:

FW: 130 Thompson Rd S

From: BILL MANUEL []

Sent: Thursday, July 06, 2017 7:13 PM

To: Colin Best ; Arnold Huffman

Cc: Christian Lupis

Subject: 130 Thompson Rd S

Hi Colin and Arnold!

I would like to convey my thoughts on the proposed 3 high rise towers to be located at 130 Thompson Rd S. I have review many of the reports regarding traffic currently using Thompson Rd and strongly feel that the current road structure cannot handle this huge increase of at least 500 - 700 additional vehicles during rush hours. I have lived in this area for over 30 years and have and still travel this road from 6:30 am on and very aware of the present volume. The stop lights have never been correctly timed anywhere in the Town of Milton. I worked in Mississauga for over 12 years and will state that the lights on Derry Road from the 9th line east are set to enhance the flow of traffic but not here in Milton. The traffic on Steeles Ave E and Derry Rd E during rush hours is at the maximum. At least 50% of the new residents of the 3 buildings will be using our present road structure. Try driving 401 during rush hours east or west bound.

A situation that has to be corrected immediately are the lights at Derry Road and Bronte. Over the past few months I have had to make many trips to the Milton Hospital and found that going West on Derry Road and wanting to make a left turn at Bronte to proceed to the Hospital is very frustrating. The advanced Green Light to go south on Bronte Rd is seldom activated it should be set to operate every time at a light change. Please look into this situation immediately and advise me accordingly.

Regards Bill Manuel

Subject:

FW: Proposed development at 130 Thompson Rd.

From: Valerie Shepherd []

Sent: Saturday, August 05, 2017 11:21 AM

To: Colin Best ; Arnold Huffman ; Christian Lupis

Subject: Proposed development at 130 Thompson Rd.

Gentlemen,

I am writing in protest of the proposed development at 130 Thompson Rd. I have lived in Milton for 25 years, and have watched the growth. Not all of the decisions have been wise, in my opinion, and this one falls into that category.

Here are my objections:

- water table - Remember when Loblaws was trying to build the Superstore and there were many, significant delays because of the level of the water table in that quadrant of town? What about the pooling that happened at the intersection of Thompson and Drew Centre?
- Sunlight - It's a commodity. A high-rise condo building will cast significant shade.
- traffic - Milton's infrastructure has not kept up with the growth. We are still playing catch-up. A new high-rise does not need to go on one of the busiest streets we have. Have you seen the traffic congestion there in rush hour? I am often amazed that Milton even has a rush hour. This will make it worse.

There must be a lot of money in this for some politician here in town. It's time our Milton politicians made smart decisions based on quality of life for long-view future growth, not just on the extra padding to be found in their wallets. I feel strongly that this condo should be built following the current 4 storey by-law and an exception should not be made.

I urge you all to do what is right, what is best for our environment, and what is best for our quality of life. Vote against the change to the by-law.

Sincerely,

Valerie Shepherd

Subject: FW: Zoning 130 Thompson Rd. S.

From: Kris Howe []
Sent: Tuesday, July 11, 2017 11:39 AM
To: Colin Best ; Arnold Huffman
Cc: Christian Lupis
Subject: Zoning 130 Thompson Rd. S.

Good day Colin,

I am writing you to voice my opposition to a new high rise on Thompson Rd. South. The thought of a 31 storey condo being erected on this site is absurd. At present the intersections of Childs, Nipissing and Drew along Thompson road are a nightmare to get through. The traffic from the Superstore mall and the GO station make traveling along this route dangerous and the added volume from a Toronto-esque condo would only escalate the issues. (I routinely see accidents at Drew Centre!)

When I grew up in this community I often told visitors that Milton had a law that no buildings could be taller than 4 stories so they would not obstruct the view of the escarpment, a protected landmark... Whatever happened to this law???

Please add my name and the names listed below to the list of opposers to this new by-law and keep me informed of any meetings where my attendance will be necessary to make my vote count.

Thank you,

Kris Howe
Jim Moffat
Colin Moffat
Alan Moffat
Duncan Moffat
Emily Moffat
Galen Hogg

Kris Howe

Subject: FW: Zoning. By-laws 130 Thompson Rd. S
Attachments: IMG_20170626_125301.jpg

From: Wendy Schau []
Sent: Monday, June 26, 2017 1:16 PM
To: Colin Best ; Arnold Huffman ; Christian Lupis
Subject: Zoning. By-laws 130 Thompson Rd. S

Hello Colin, Arnold and Chris

I'm writing in response to the attached flyer which was dropped off at our house earlier today. It suggests that residents of our neighbourhood email you in opposition to the by-law amendment. Just to be on the record, I wanted to let you know that my husband, Bruce, and I welcome the proposed development and are in favour increasing the height allowed. We believe that the location, close to transit, shopping and recreational facilities, is a very good one for a high density development.

Regards

Wendy Schau

Subject:

FW: Zoning by-law 130 Thompson Rd S

From: Wendy Fitzsimmons

Sent: Saturday, July 22, 2017 1:17 PM

To: Colin Best; Arnold Huffman; christian.lupis@milton.ca

Subject: Zoning by-law 130 Thompson Rd S

I hope I am not too late in writing this.

I wholeheartedly OPPOSE the proposed zoning by-law amendment for 130 Thompson Rd S.

I moved to Milton almost 30 years ago to get out of the city, high rises and congestion. Over the past 10 years I have found that the "Town" of Milton has chosen to bring that back to me.

Thompson Rd is already congested. I cannot imagine what it would look like both during construction and afterward. The town does not have the infrastructure to support the additional traffic that would ensue. I have recently had issues walking and biking in that area as it presently is. I am certain that pedestrian safety would become a serious problem.

I have no desire to see a high rise tower (let alone 3) from my back yard. What an eyesore that would be. And has any consideration been given to the shadows that will be cast over the area?

Many of our schools are already bursting at the seams. What has been done to ensure our schools can adequately handle yet another influx of students?

If the Town of Milton is so intent on more growth, place it where the newcomers are. Those of us who moved into a small town ON PURPOSE would like some semblance of that to remain.

Sincerely,

G. Fitzsimmons

Subject:

FW: 130 Thompson road development

From: info@esolutionsgroup.ca <info@esolutionsgroup.ca> on behalf of >
Sent: Sunday, July 23, 2017 2:31 PM
To: Colin Best
Subject: 130 Thompson road development

Hi

Many thanks for your newsletter that I received in my mailbox today. I was especially interested in reading about the proposed development at the corner of Thompson Road and Drew Centre. I was aware of this development and have done some initial reading on the town of Milton website from staff reports. I see from one of the staff reports that there is a technical report coming and I wanted to check with you if you had a date as to when we can expect that. From the information that I have read already, I strongly agree with many of the concerns raised by other local residents especially related to increased traffic, inefficient infrastructure in the area, concerns regarding shadows, and that this proposed development is significantly higher than other developments in Milton. The Town is simply not ready for a development of this magnitude.

I've also noticed that there has not been any mention with regards to the impact of this development on local schools. Has this been discussed in other reports? And if so, what were the issues discussed? Our local school is EW Foster and I assume that this would be impacted by this proposed development. It is to note that this school was recently part of the extensive multi school Martin street boundary review and changes have already been established for the student population numbers (until 2026) for all of the schools included. I would like to ensure that this is considered in deliberations regarding this proposed development as well as the impact of this development on all local schools.

Robert & Suzanne Smith

Subject:

FW: Zoning By-Law 130 Thompson Rd S

From: M&B Scully

Sent: Sunday, July 02, 2017 7:42 PM

Subject: Zoning By-Law 130 Thompson Rd S

Dear Mr. Best and Mr. Huffman,

I wanted to take this opportunity to express my concern about the proposed change to the zoning by-law which would allow for the development of three high rise towers of 27, 29 and 31 storeys instead of the approved 4 stories at 130 Thompson Rd South. I currently live near the corner of Childs and Coxe Blvd, and have always said that the day I see a high rise building from my front yard, is the day I sell my house and leave Milton. Part of the reason I moved into the Timberlea neighbourhood was to get my family back to the more traditional small town neighbourhoods my wife and I grew up in, especially in a town that has quickly grown into more of a big city than the small town I thought I was coming into 17 years ago. Allowing the development of 31 storey high rise towers hardly fits into the kind of small town living and lifestyle that the town has been trying to sell to people to entice them to move here.

Lifestyle aside, having lived in this neighbourhood long enough to see the increased development of amenities, roadways, and associated traffic, I would have to say that Thompson Road is already at its limit for handling traffic at peak hours of the day, and even in the hours before and after peak times. Noise and exhaust fumes in the area of Thompson and Drew Center are unbearable during these peak times, especially for pedestrians and local residents. It can take 3 or 4 lights to make a turn off of Thompson Road and traffic is quite often backed up to Main St coming southbound and Childs going northbound. The additional vehicular traffic that would come with the proposed 31 storey high rise towers would only be detrimental to an already taxed infrastructure and just serve to create more chaos. The railway overpass makes any expansion of the existing infrastructure impossible. If councillors believe that the people moving into the proposed high rises will be taking the Go Transit and not putting additional burden on the roadways they are mistaken. Let's not forget that families moving into these towers will be looking for schools for their children in a neighbourhood that has no room for expansion and additional schools. This means more portables in already overcrowded schools and additional bussing on already busy streets.

In addition to the infrastructure issues, I'm sure that the homeowners who would be within sight of the 31 story high rise towers, and the unfortunate ones who will literally be in the shadows of the towers, are all concerned about the decreased property values. The only ones to gain from allowing such monstrous towers to be built within Milton and so close to residential neighbourhoods is the developer and the Town of Milton.

I'm not against development, but I am against development that doesn't make sense, and it is not just a case of "Not in my Backyard". Save the 31 story high rises for when the town reaches a population of 500,000 and when the town has done infrastructure planning well in advance of their construction, and it is made public to anyone considering purchasing a home in that area.

Regards,

Mark Scully, P.Eng.

From: Christian Lupis
Sent: Wednesday, June 28, 2017 10:03 AM
To: Debbie Johnson
Subject: FW: Zoning By-Law 130 Thompson Rd S

-----Original Message-----

From: Jim Guzik [REDACTED]
Sent: Wednesday, June 28, 2017 8:45 AM
To: Colin Best <Colin.Best@milton.ca>; Arnold Huffman <Arnold.Huffman@milton.ca>
Cc: Christian Lupis <christian.lupis@milton.ca>
Subject: Zoning By-Law 130 Thompson Rd S

I would like to express my opposition to the proposed zoning by-law amendment for 130 Thompson Rd S. Construction of condo towers of 27 to 31 storeys will cause a significant negative impact to the neighbourhood and my property

The town does not have the infrastructure to support the added residents & traffic as it is already a very busy area. The towers will be an eyesore to the residents in the immediate area.

Towers of that height so visibly close to our residential neighbourhood will significantly reduce resale values.

Jim Guzik



Subject:

FW: High Rise Tower proposal 130 Thompson - Concerns

From: Christian Audet

Sent: Tuesday, June 27, 2017 2:21 PM

To: Christian Lupis <christian.lupis@milton.ca>; Colin Best <Colin.Best@milton.ca>

Subject: High Rise Tower proposal 130 Thompson - Concerns

Hello to both of you,

This email is in regards to the proposed by-law amendment for the construction of 3 high rise tower on Thompson near the rail track. I may surprise you that the height and location of the building are not my biggest concern because Milton will grow and do need to grow to help us become the next big and great city. The growth will help and demonstrate why we need an accelerated funding plan from the province or more infrastructure from Metrolinx for example.

My biggest concern to the proposed bylaw is the 0.25 visitor parking space per unit requested. The overflow of visitors to these building will end-up at the GoStation stealing precious space from Go riders. A similar issue will be faced by the SuperStore. Milton already have a parking issue all over in my opinion. The SuperStore is already fighting with the influx of Go riders that don't have enough space to park in our growing city. We should not allow big corporation to get away with such a small fraction of a major parking requirement for our city in the area they will be in. Parking is a major concern to me and I am sure to many Miltonians. Parking will be such a luxury in these 3 building that they will endup making huge profit on it because there will not be enough space. Let`s not help them create that catastrophic situation .

I would love to find a way to be automatically inform on the regular status of this project.

Thanks, have a great day.

Christian Audet

Subject:

FW: Hodero Holdings Inc - 130 Thompson

From: Gillian Garbutt

Sent: Tuesday, June 27, 2017 10:33:02 PM

To: Colin Best; arnold.hoffman@milton.ca

Cc: Christian Lupis

Subject: Hodero Holdings Inc - 130 Thompson

Are you kidding me?

So sorry I missed this... I guess public comments are over...

We have lived in Dorset park for 35 years. We have weathered all the Milton growth. But this is just "over the top". Please put an end to this nonsense. Three or four stories would be fine. NOT something higher than the escarpment. Not to mention the traffic issues..... Thompson and Main are already ridiculous.

I trust you will ensure that logic dictates.

Sincerely

Gillian Garbutt

Subject:

FW: Zoning By-Law 130 Thompson Rd S

From: BrianandEwa English

Sent: Thursday, June 29, 2017 11:46:16 AM

To: Colin Best; Arnold Huffman

Cc: Christian Lupis

Subject: Zoning By-Law 130 Thompson Rd S

Mr. Best / Mr. Huffman,

I am writing to you to express my opposition with the proposed change to the by-law for the site at 130 Thompson Rd South.

As a resident in the Timberlea neighbourhood (Robertson Crescent), I have real concerns about the congestion that this proposal will bring to the area.

I would argue that adding over 800 units to an already poorly planned section of Thompson Rd (4 streets lights in a section of a few hundred meters - Childs Dr, Nipissing Rd, Drew Centre, Main St, a bridge that results in visibility issues, no right hand turn lanes, etc) is going to turn into an infrastructure/commuting disaster for the area.

It seems to me that a proposal of this magnitude should be considered for undeveloped land where proper planning an infrastructure can be considered, rather than trying to shoehorn it into a tight space of an existing community.

I am curious to hear your thoughts on this proposal and in particular if you are for or against this by-law change and/or development plan.

Regards,
Brian English

From: Christian Lupis
Sent: Thursday, June 29, 2017 8:38 PM
To: Debbie Johnson
Subject: Fw: 130 Thompson Milton

From: Lynn Levack [REDACTED]
Sent: Thursday, June 29, 2017 3:48:56 PM
To: Christian Lupis
Subject: 130 Thompson Milton

I live in Milton and am not pleased with the prospect of having such tall buildings on Thompson Rd. The congestion already while driving from one end of town to the other is horrible on any given day and should we add the amount of residents to this proposed site will only intensify this.

Lynn Levack
Milton ON

Sent from my iPhone

Subject:

FW: Zoning by-law 130 Thompson Rd S

From: Darren Scott

Sent: Monday, June 26, 2017 8:26 PM

To: Colin Best; Christian Lupis

Subject: Zoning by-law 130 Thompson Rd S

Hello,

Please reconsider the by law amendment for Zoning by-law 130 Thompson Rd S. The traffic in that area of Thompson, Childs, and Main st is already terrible. Adding high rise tower of the proposed height will only compound the issue.

Childs has already become an alternate route of drives speeding past houses with children playing.

I understand the need to increase density, but this is not a great option.

Please do not allow the proposed amendment to pass.

Regards

Darren Scott

Subject:

FW: No change in by-law

-----Original Message-----

From: Aubrey Anderson

Sent: Monday, June 26, 2017 7:09 PM

Subject: No change in by-law

This town is not ready for high rise towersI agree with the list of reasons not to....

Subject:

FW: Zoning By-Law 130 Thompson Rd S

From: Arlene Guzik

Sent: Tuesday, June 27, 2017 9:45:25 PM

To: Colin Best; Arnold Huffman

Cc: Christian Lupis

Subject: Zoning By-Law 130 Thompson Rd S

I am writing to express my opposition to the proposed zoning by-law amendment for 130 Thompson Rd S.

My position is that increasing from the current 4 storey limit to towers of 27 to 31 storeys will cause a significant negative impact to my property and personal experience as a Milton resident.

Some of my reasons include the following:

- We already encounter significant congestion and traffic problems within a 3 to 4 block radius of Main and Thompson.
- This already busy town doesn't have the infrastructure to support such a significant increase in population.
- 3 towers of that height so visibly close to our residential neighbourhood will significantly reduce resale values.

Sincerely,
Arlene Guzik

Subject:

FW: Zoning By-Law 130 Thompson Rd S

From: Cindy Craik

Sent: Monday, June 26, 2017 3:40 PM

To: Colin Best ; Arnold Huffman

Cc: Christian Lupis

Subject: Zoning By-Law 130 Thompson Rd S

Hello,

I am emailing to let you know I oppose the proposed zoning by-law amendment for 130 Thompson Rd S. My opposition is based on the reasons below:

1. Increased traffic congestion to a corner that is already very busy. Especially when the Go Train arrives! Not to mention the increase in exhaust fumes within our community causing health issues.
2. Decrease in safety for those walking and biking due to increase in traffic.
3. Local schools are not large enough to accommodate a drastic increase in enrollment. Portals will be required and take up outdoor space for children to play.

I trust you will fight to prevent the change in zoning, allowing only a 4-storey structure to be built.

Thank you,
Cindy Craik

Subject:

FW: Zoning By-Law 130 Thompson Rd S

From: Peter Scarsella**Sent:** Monday, June 26, 2017 2:53 PM**To:** Christian Lupis ; Colin Best ; Arnold Huffman**Subject:** Zoning By-Law 130 Thompson Rd S

I have been living at ***** since 1980 and have experienced the extraordinary amount of positive growth to our town of Milton, such as new water supply, sewage updates, road/infrastructure updating and more. It has been positive to see the restriction too in the development, such as the height by-laws of the new apartment/condo buildings.

I do appreciate the fact that we must intensify development in core areas in order to prevent urban sprawl and utilize existing infrastructure.

I was alarmed to read of the proposed change in the zoning by-law to allow three high rise towers - 27, 29 and 31 storeys high. I have no opposition to the construction of condos in this area other than to oppose the height which thereby brings a large number of new residents and increased vehicle traffic.

My expressed opposition is to the height of the buildings, considering the existing by-law for the property is 4 storeys - this seems an extreme exemption, which in my view exposes us to many negative impacts.

There is already traffic congestion on Thompson Road. We were told at the informal meeting, by one of the city councillor's, who seemed to minimize the congestion point, that this is due to a signalling issue of the lights. If it is not addressed now, or has not been addressed to date, how will it be addressed in the future? And can it be addressed sufficiently enough to move the increase in traffic. In addition, There are certain things that will restrict how traffic volume flows - for example the lanes under the railway bridge at Thompson - more lanes cannot be added.

Traffic turning left from the northbound lane on Thompson at Drew Centre is backed up to Nipissing which reduces the 2 lane Thompson to only 1 right hand lane. At times it takes 3 light changes to turn left onto Drew Centre.

All this increased traffic congestions also increases car exhausts and safety issues for neighbourhood children who are biking and walking, and for our avid runners.

From Childs to get to Superstore, I had to wait for 3 light changes at the corner of Thompson and Childs due to back up on Thompson from Main Street and Drew Centre intersections.

Getting out of our driveway, or turning into our driveway during peak hours, takes an extended amount of time due to an increase in the amount of traffic on Childs and the speeds at which said traffic is travelling. On more than one occasion, people not slowing down have caused near collisions.

All these challenges exist without the existence of these 3 proposed hi-rises and doesn't even take into account the other residential condos that are being proposed to be built along Main St.

I object to the visual impact that these hi-rises will create from my backyard, and privacy issues.

It was also mentioned at the meeting that the condos will appeal to Go Train commuters. Milton is currently dealing with challenges to getting all day Go services. And it seems this service is in the far off future.

All these issues need to be dealt with prior to adding more hi density residential buildings.

Sincerely,
Peter Scarsella

Subject:

FW: 130 Thompson Road South proposed Zoning By-Law Amendment

From: Peter Scarsella**Sent:** Monday, February 27, 2017 7:03 PM**To:** Christian Lupis**Subject:** 130 Thompson Road South proposed Zoning By-Law Amendment

Dear Christian,

I have been a resident, in the same home on ***** Drive, since 1980.

We received the letter regarding the proposal for amendment to the above property.

We are opposed to such zoning by-law amendment that would allow these 27, 29 and 31 storey apartment buildings, because of various points:

- 1) Increased Population density in such a small area
- 2)The increase in traffic congestion - which is already heavy at Drew Centre Drive and Thompson at that intersection
- 3) increase traffic on our already busy Childs Drive
- 4) Invasion of our backyard privacy

We would like to continue to be informed of meetings etc.

Please forward a copy of this to the Town Clerk - as the letter did not provide an e-mail.

Peter Scarsella

Subject:

FW: 130 Thompson Rd.

From: Jaffer Maniar

Sent: Monday, June 26, 2017 3:16 PM

To: Christian Lupis ; Colin Best

Subject: Re: 130 Thompson Rd.

Dear Mr Lupis and Mr Best.

As a current resident of Milton, I am a strong believer the the growth and progress of this town can be in part supported by progressive increase in the number of residents.

I am also in favour of the fact that dense residential units are need in this town in order to attract those wanting to live away from the urban core of the GTA.

But the proposal of 130 Thompson Rd. South, to develop 27 storey to 30 storey high-rises in my view would be an eyesore in that location and will be awkward.

Therefore I am **against** the proposed development of 130 Thompson Rd. South by Hodero Holdings Ltd.

I am fully aware the potential of 130 Thomspson Rd, being next to GO, and a fantastic view eastward looking at Mississauga/Toronto - but this time let us forgo monetary gains and preserve the charm and beauty of our town and downtown.

There may be other areas in the town more suited to such a project and I urge the developer and the town to explore such alternatives.

Jaffer Maniar

Subject:

FW: 130 Thompson Rd S - change in by law

From: Scott Gutcher

Sent: Monday, June 26, 2017 3:59 PM

To: Colin Best ; Arnold Huffman

Cc: Christian Lupis

Subject: 130 Thompson Rd S - change in by law

Good afternoon Colin, Arnold, Christian,

I wanted to send a quick note to say I strongly appose the change in zoning by-law to build towers at 130 Thompson Rd S.

My main concerns would be child safety with increased traffic, and space for families in schools.

Can you please let me know you got this, and the chances of this going through?

Thank you kindly,

Scott Gutcher

Subject: FW: High rise towers in Milton

From: Bob Pottruff
Sent: Tuesday, June 27, 2017 11:51 AM
To: Colin Best ; Arnold Huffman
Cc: Christian Lupis
Subject: High rise towers in Milton

My family has been in Milton since 1984, population around 30,000 at the time. We loved raising our family in a small town with lots of parks and plenty of recreation for the kids. Growth has been phenomenal for the last decade and shows no signs of slowing down.

We have come to accept this growth but draw the line with the plan for high rise towers. We believe that will take the quaintness out of what is left with our downtown. The view will be obstructed, noise level will increase. Thompson road and Main street are already very busy with traffic. If we wanted high rise towers, we would move to Mississauga or Toronto.

Please do not change the by-law zoning to accommodate high rise towers. We strongly oppose the plan!

Bob & Mary Jane Pottruff

Subject:

FW: zoning by-law 130 Thompson Rd S.

From: Aislinn O'Higgins

Sent: Tuesday, June 27, 2017 12:54 PM

To: Colin Best ; Arnold Huffman ; Christian Lupis

Subject: zoning by-law 130 Thompson Rd S.

All,

Please work to prevent the approval of this zoning request. As a lifelong Milton resident, I have watched the town grow massively while struggling to hold on to its charm and heritage. Allowing the construction of high rises just outside our down town core will completely ruin this unique part of Milton

There is already terrible congestion on Thompson rd, an problem that is only magnified during rush hours and we do not have the infrastructure to support our existing problems let alone deal with any increases. The area will be unsafe for children and the elderly to walk, bike or breathe.

Milton has always tried to limit the height of any construction, these new towers would be visible throughout town, ruining sight access to the escarpment and creating massive shadows on the surrounding area.

It's clear many mistakes have been made allowing Milton to grow at the alarming rate it has been at over the last 15 years, we have lost catwalks, fields, beauty and the sense of community Milton used to be known for.

New Milton houses are packed in like sardines, roads have poor access and our natural resources have been depleted.

Do the right thing here, stop Milton from becoming an ugly extensions of Mississauga.

Regards

A. O'Higgins

Subject: FW: Zoning By-Law 130 Thompson Rd. S

From: mike.rayner
Sent: Monday, June 26, 2017 6:29 PM
To: Colin Best ; Arnold Huffman
Cc: Christian Lupis
Subject: Zoning By-Law 130 Thompson Rd. S

I unfortunately am not able to attend the information session tonight, due to prior commitments.

This e-mail is to express my concerns over the proposed high rise towers on Thompson Road. While I understand the need to increase density in the downtown area, putting up tower of this height is not the answer.

Our Regional Chair Gary Carr, just announced there would be no further development in the region:

“The bottom line here is growth is not paying for itself. It’s just totally unacceptable that our residents are picking up the cost of growth,” he said. “Under Places to Grow, they (the province) are forcing us to grow, and we are saying we’re not going to do it anymore. The ball’s in their court.”

Carr said he would also like to halt growth until the province can provide two-way, all-day GO service in Milton.

While the chair and the Milton team pushed for the crucial service during Monday’s session, they received no commitments from Minister of Transportation Steven Del Duca.

“The minister was very clear that there is no date set for all-day GO service for Milton,” Carr said.

Mayor Krantz also attended this meeting and I assume he and yourself are both in support of the Regional Chair.

This being said, why are we considering an approval for these towers? As I travel around the GTA the only area I have seen that has towers of this height is Mississauga at Square One. (excluding downtown Toronto). I have not seen any in Oakville or Burlington. I don't think the height would be appropriate for this area. If the towers are going to be approved, I would suggest they be at a much lower height. I believe 8 stories is the current maximum for the town.

I would also like to know the following if the towers are approved as requested:

How many years will the actual construction of all three towers take?

How will the construction traffic be addressed?

What hours will the construction be permitted to operate in?

I have a pool in my backyard, how will the construction affect the enjoyment of my property, noise, dust etc.?

Will there be road improvements to Thompson Road and Main Street to address the additional traffic?

After the construction is complete and the new residents move in:

How will the additional vehicle traffic be addressed?

Will this put additional pressure on the GO service?

How will the additional density affect our schools and recreation facilities?

Will the development impact property taxes in order to provide additional services?

In closing, this area already has traffic congestion problems around the super center and the GO station. Walking and cycling in this area is already hazardous. Adding the number of proposed units would make the traffic congestion unimaginable. I would also strongly oppose any increase in property taxes to pay for additional services.

Looking forward to your reply.

Regards

Mike Rayner

Subject:

FW: 130 Thompson Road S

From: Frank and Lida Dambrosi

Sent: Tuesday, June 27, 2017 9:38 AM

To: Arnold Huffman

Cc: Christian Lupis

Subject: 130 Thompson Road S

We **oppose** the proposed zoning by-law amendment for 130 Thompson Road S for these reasons:

Traffic at Thompson and Drew Centre is so congested that it takes at least 2 if not 3 lights to make it through each of the intersections from Main to Laurier. There is no way for any emergency vehicle to respond through this section of Thompson Road. If the proposed high rise buildings are built, traffic would be permanently paralyzed, not just at rush "hour" which is actually 3 hours!

Since the environment is such an important topic, we need to do everything we can to enhance the environment, not damage it. With the prolonged traffic congestion, car exhaust will be constantly present creating a health hazard that could have been prevented had these towers not been built. Pedestrians such as Bishop Reding High School students use Thompson as their walking route to school which would mean these students would be exposed to the car exhaust on a daily basis.

The infrastructure cannot support such a proposal. Schools would not be able to accommodate such an increase in students. The road structure cannot support the traffic even at this time so a further influx of traffic would create a standstill.

Shadows cast by these proposed buildings would affect our houses and backyards. Where there is sun now, there will only be dark shadows. Visibly, these buildings would be an eyesore forever more.

We understand that the province has mandated intensification however since there are no residential units at this site now, the current by-law of 4 storey buildings would still be intensifying the area. (The road structure still would not be able to support even these units as the area is **already too congested**).

We trust you will listen to the people of Milton.

Frank and Lida Dambrosi

Subject:

FW: High Rise Towers in our Community

From: Joanne Irvine
Sent: Monday, June 26, 2017 7:14 PM
To: Colin Best
Cc: Arnold Huffman
Subject: High Rise Towers in our Community

Dear Mr. Best,

I have lived in this wonderful town of Milton for 23 years! I have always loved this community for it's small town feeling, friendly people & just wonderful atmosphere.

I have seen a number of changes occur in Milton over the years & I feel growth is very important, both for the economy & for the people. The expansion of Milton has occurred fairly rapidly over the last 5 years and now with the proposal of High Rise Towers going up in my neighbourhood at the corner of Thompson & Drew Centre Road has me quite concerned.

My family and I travel on Thompson Road several times a day and the congestion we currently have at that intersection is unbelievable. The idea of adding 3 High Rise Towers there is incomprehensible. The traffic will be backed up at the stop lights, the exhaust from the cars will definitely affect our health, safety issues for children crossing at that intersection & the view from our homes will now be blocked.

I think High Rise Towers are good for our city but not in the proposed area!

Can you please take this into consideration & discuss our concerns at your next town council meeting.

Kind regards,
Joanne & Stewart Irvine

Sent from my iPad

Subject:

FW: Zoning By-Law 130 Thompson Road, South, Milton, Ontario

From: Debbie Kosmalski

Sent: Tuesday, June 27, 2017 8:08 AM

To: Christian Lupis

Subject: Zoning By-Law 130 Thompson Road, South, Milton, Ontario

Good Morning Councillor:

Please accept this email as formal opposition to the proposed zoning by-law amendment for 130 Thompson Road, South. This area is already over-developed and challenging enough in regards to traffic issues and should not be expected to bear the volumes of traffic that would come with the proposed high rise buildings. It is very close to a very popular sports facility that is used by young children for both indoor and outdoor activities and would create potential dangers relative to additional traffic for children trying to access and exit from the facility grounds. In addition there would be an inevitable increase in idling emissions as vehicles would be attempting to access/exit neighbouring businesses as well as the high rise buildings themselves.

The Town has changed a great deal over the last few years and we anticipate those changes to continue to as Milton grows into a new footprint however, now is the time to make decisions that prevent cramming excessive building into already heavily populated areas.

Thank you for allowing me an opportunity to express my opinion on issues that will impact our town.

In concern,

Debbie Kosmalski

Subject:

FW: Opposing 130 Thompson Rd

From: Jennifer Gagliardi

Sent: Tuesday, June 27, 2017 1:06 PM

To: Colin Best

Subject: Opposing 130 Thompson Rd

I oppose the zoning by-law amendment for 130 Thompson. I oppose it for multiple reason. I live by Childs dr so this community is extremely important to me. Below are the reason:

- The traffic will become way too congested. It is already congested during certain periods of time. This will make it worst.
 - no one wants to see high rises from their back yard.
 - my children cross that area to go to the Library so a clear plan needs to be put into place and implemented to ensure their safety.
 - Residential developers don't care about communities only money. "8 times", our bylaw limit, clearly shows the lack of respect for this community.
 - all the environment issues. High rises and the via rail hub coming... our air quality will be awful.
- Another reason why I would leave this city ☺

My biggest fear that will happen to Milton and it is already happening, is we are being called a "commuter town". At first it might not seem like a big deal but all that's being built is houses. Residential developers get to build a ton of house but we aren't compensating it with commercial buildings, stores, small businesses, things for us to do. These residential guys don't care about the community and it's starting to show :(. A lot of my friends have left this city because of lack of character. We also need to change our commercial zoning and that insanely unfair fee for businesses to open. Sadly, we have to go outside the city to have fun. I love Milton with all my heart and I think our Councillors are great. But I would be lying if my heart isn't breaking about the direction this city is taking.

🙏please don't drive me and my family out of Milton. My children were born here and I want them to grow up here. But I can't do that if all we build is huge towers and houses and neglect the other important and valuable aspects that create a caring community.

Sorry for the long email. A tear actually came to my eyes thinking about the direction this city is taking.

All the best,

Jennifer Gagliardi

Subject:

FW: Opposition to Highrise Apartment Buildings in Milton!

From: Melanie Beaumont**Sent:** Tuesday, June 27, 2017 9:19 AM**To:** Colin Best ; Arnold Huffman**Cc:** Christian Lupis**Subject:** FW: Opposition to Highrise Apartment Buildings in Milton!

I am completely opposed to the construction of condo buildings of this height. The current zoning of 4 storeys is more than sufficient in this area which is already completely overrun with traffic. Have you yourselves waited to turn left onto Drew centre? Many times we are already backed up to Nlppissing where there is not even a turning lane yet. TRAFFIC ACCIDENTS ARE GOING TO HAPPEN FREQUENTLY. That is not even in rush hour. I completely avoid the area whenever possible on weekdays at rush hour. Leaving the plaza is just as difficult – the lanes on Thompson are often backed up requiring a long wait to turn right.

Have you waited on the other side of Thompson to turn left onto Thompson? That area is also very busy due to sports fields and schools.

The increased traffic problems alone should be enough of a reason to NOT allow a development of this size.

Not to mention the decrease in value of the surrounding neighbourhoods – you are penalizing your existing residents for development that could happen in another area, perhaps closer to Walmart or down at Britannia. Yes this development is close to the Go Station, but do you really believe that will be the only people who purchase those units? Is that going to be a criteria for selling a unit – that you must depend upon the transit system? They are still going to need cars to visit other commercial areas. Milton is expanding outwards and they will need cars to move to those locations.

If Milton is going to allow for such changes, Milton needs to look proactively for the developments. The current infrastructure will not permit such high density construction. You have already developed the area based on low density. You will have to change MUCH, MUCH more to allow for the increased volume that this high rise will create.

Again, I am opposed to the rezoning of this area for the high rise development.

MELANIE BEAUMONT, CPA, CA, LPA
PARTNER

Virus-free. www.avast.com

Subject:

FW: Zoning bylaw 130 thompson Rd s

From: Kevin Ross

Sent: Monday, June 26, 2017 7:45 PM

To: Arnold Huffman

Subject: Zoning bylaw 130 thompson Rd s

Hi Arnold

I oppose the proposed zoning bylaw amendment for 130 thompson Rd s. The traffic is already way too congested at drew and thompson and surrounds jntersections. The exhaust from the 1000+ cars is enough to increase health and safety risk in the surrounding area. These towers will be able to clearly see into my backyard as I live just south of this proposed development. We purchased our home in timberlea for the privacy and do not want people able to look in at us from a far.

Thank you
Concerned Resident
Kevin Ross

Subject: FW: Oppose to high story buildings

From: Kevin Ross
Sent: Monday, June 26, 2017 2:41 PM
To: Colin Best
Subject: Oppose to high story buildings
Hi Colin

I would like to share my support for the opposition of the high story dwellings. As a resident of the streets directly south of this proposed site in timberlea, I believe our privacy will be encroached upon. Also, traffic will be a nightmare in an area where it can already take you 15 minutes to move through the 3 sets of lights along thompson.

I understand that affordable housing in walking distance to the GO is a good thing but not at the sacrifice of residents already living in milton.

Thank you

Concerned Resident
Kevin Ross

Subject:

FW: Zoning by-law 130 Thompson Road S

From: Judi George

Sent: Wednesday, June 28, 2017 8:08 AM

To: Arnold Huffman

Subject: Zoning by-law 130 Thompson Road S

I am writing to express my extreme opposition to the proposed amendment to the above zoning by-law. I understand that the proposal is in furtherance of 27, 29 and 31 storey developments. Such developments would add to an already stressed traffic condition on Thompson Road. GO train times (morning and evening) result in jammed traffic on Thompson from Main St to Laurier. The traffic lights governing traffic flow to Thompson are too close to manage the volume of cars at these times. Traffic in and out of the Supercentre plaza is formidable and, IMO, at capacity. Add in the traffic for events at the Thompson Road arena and the Performing Arts Centre and you are asking for trouble. Check the police stats - the intersection at Thompson and Nippissing has seen many accidents. These traffic conditions only exacerbate the safety concerns for pedestrians in these residential neighbourhoods. Because of the proximity of park, library, arena and shopping centre, there are lots of pedestrians and cyclists, many of whom are children. These developments are ill-conceived. NIMBY!!!

Judi George

Subject: FW: Opposition to Milton Highrises

From: Rhonda Knoll
Sent: Tuesday, June 27, 2017 7:47 AM
To: Colin Best ; Arnold Huffman ; Christian Lupis
Subject: Opposition to Milton Highrises

I recently heard about a proposed bylaw change to allow three 20+ storey highrises in the area of Thompson and Drew Rd.

I would like it known that I am completely AGAINST this idea. Apartment buildings in existing areas of Milton should be limited to 4 or 5 stories, so as not to dramatically change the original composition of established neighbourhoods. Residents purchased homes in their existing neighbourhoods based on population density, traffic flow and congestion, population and size of local schools - not to mention having a view and not being in a shadow of a 20+ storey building! Changing the landscape of an existing neighbourhood that dramatically will have a huge NEGATIVE IMPACT on the lifestyles and health (due to traffic exhaust) of those originally living in these neighbourhoods.

Lowrise apartment buildings should be spread throughout Milton, and any proposed highrise should be planned for a neighbourhood that is not yet developed. Any highrise apartment building should have adequate land around it to allow for functional and efficient traffic flow - and so it doesn't cast a shadow on others! As well, any infrastructure and amenities needed for the population of future highrises should be incorporated into the whole neighbourhood design - not jammed into existing neighbourhoods and overwhelming residents and services that are already there.

So again, I would like to state that I am AGAINST any highrise apartment buildings in the area of Thompson and Drew Rd. and believe only lowrise apartment buildings should be incorporated into established areas of Milton.

Sincerely,
Rhonda Knoll

Subject:

FW: Zoning by-law 130 Thompson Rd S

From: Terri Hodge

Sent: Tuesday, June 27, 2017 9:44:04 PM

To: Colin Best; Arnold Huffman; Christian Lupis

Subject: Zoning by-law 130 Thompson Rd S

This email is to express our family's opposition to the proposed zoning by-law amendment for 130 Thompson Rd S.

The amount of traffic in the area around this address is already incredibly frustrating. The lights are poorly timed, and it can sometimes take at least double the amount of time it usually would to navigate the area. Having three condo towers of this size would cause a dramatic increase in traffic, causing even more delays for residents. This on top of questions about school overcrowding is difficult to consider.

Please consider the current residents, and either deny this application, or at the very, very least, limit the height and size of these buildings.

Thank you for your time

The Moore Family

Subject:

FW: 3 High Rise Towers proposal for 130 Thompson Rd...

From: Louise Warren <

Sent: Monday, June 26, 2017 6:18 PM

To: Colin Best

Subject: Re: 3 High Rise Towers proposal for 130 Thompson Rd...

I live in *****.

I am opposed to the location of the high rise condos at 130 Thompson Rd.

Any traffic in that area coming from Child's Drive to Thompson Road is already very congested.

Combine that with the new housing being built on Ontario Street just south of Centennial Forest Drive, how are we going to be able to navigate this area with all this bottleneck traffic?

Thank you

Louise Warren

Subject: FW: Zoning bylaw amendment

From: leslie lister
Sent: Monday, June 26, 2017 7:31 PM
To: Colin Best
Subject: Zoning bylaw amendment

I am opposed to the zoning bylaw amendment increasing the zoning from 4 to 31 stories. This seems like it has not been thought out and also all of the impact on our community. It will have a negative impact on the established homes in the timberlea area.

Thank you

Leslie lister

Subject:

FW: Zoning By-Law 130 Thompson Road South

From: Susan Hendershot

Sent: Monday, June 26, 2017 5:28 PM

Subject: Zoning By-Law 130 Thompson Road South

Councillor,

I am writing to make you aware of my strong objection to the application to amend Zoning By-Law 130 for Thompson Road South.

This corner is already incredibly congested for several hours each morning and evening as people make their way to and from the GO station; adding a residential building that is greater than just a few stories will make that route impassable.

Students cross that intersection on their way to Bishop Reding during the school year, the arena year round, and to the skate park and soccer fields from spring through to fall. There have been several near misses as drivers rush through lights without checking for pedestrians, and adding to the congestion will only make the likelihood of a tragedy that much greater.

High-rise towers will be an unsightly addition to an area of town where councillors and developers have been careful, thus far, not to allow buildings higher than three to four stories. The corner of Derry and Thompson has a pleasing appearance that fits with the character and culture of our town; a high rise most definitely will not.

Our schools in the area are older and already full. Consideration must be made for the children residing in those buildings.

If the town wants high rise buildings, they should design a complex with wide arteries in and out of major roads close to the highway, not in the middle of a residential/small business area where roads cannot be widened and an already poor traffic condition will be made untenable by the added volume.

If nothing else, I would hope the safety of the children who learn and play in that area will take priority in your decision making.

Sincerely,

Susan Hendershot

Subject: FW: 3 hire rise towers

From: Ilona <>

Sent: Tuesday, June 27, 2017 3:33 PM

To: Christian Lupis <christian.lupis@milton.ca>; Colin Best <Colin.Best@milton.ca>

Subject: 3 hire rise towers

To whom it may concern,

Please reconsider building these 3 high rise towers as they will greatly take away from what Milton actually is. Milton is already so different from what it used to be that people are leaving. In fact we are considering moving because this is no longer the nice town I grew up in. I am hoping this w'll not be built.

Thank you,

Ilona Cordes-Shields

Sent from my Samsung device

From: Christian Lupis
Sent: Wednesday, June 28, 2017 7:53 AM
To: Debbie Johnson
Subject: Fw:

From: Dale Brigden
Sent: Wednesday, June 28, 2017 7:28:31 AM
To: Arnold Huffman
Cc: Christian Lupis
Subject:

I oppose the re-zoning bylaw amendment for 130 Thompson Road South. I like the current mix of low rise buildings in the town. Most peoples views remain unobstructed. The increase in traffic congestion at Drew Centre would be terrible. Traffic on Thompson road would always be at a snails pace from Laurier to Main street. The builders have said they will allow 1.25 parking spaces per unit. Most families have two cars and if older children live with them that can be more. All the over flow would be parking at the Go station and Drew Centre.

Sent from [Mail](#) for Windows 10

Subject:

FW: Zoning By-Law 130 Thompson Rd S

From: Patricia and John Finley []**Sent:** Tuesday, June 27, 2017 10:35 AM**To:** Colin Best ; Arnold Huffman**Cc:** Christian Lupis**Subject:** Zoning By-Law 130 Thompson Rd S

We have lived in Milton for 45 years and have seen some total changes to our town! Some good and some not so good.

At this time we would like to make you aware that we strongly oppose the zoning by-law amendment for 130 Thompson Rd S.

We oppose the towers due to the facts:

-that there is severe traffic congestion at that intersection (Thompson and Drew Centre Rd-Superstore entrance) on a regular basis now and cant imagine what this extra building would do

-the town does not have the infrastructure on Main and Thompson for the increased traffic they will cause

-we don't need anymore high rises in our town to ruin the atmosphere of the whole residential area

-we don't want to pay anymore taxes for increased schools and residents in our town

Milton was a beautiful small town which has grown too large, too fast with not enough forethought put into projects, so hopefully some foresight into this development will avoid further detrimental side effects to our town.

Thank you for taking our concerns into consideration.

John and Patricia Finley

Subject:

FW: 130 Thompson Road S

From:

Sent: Tuesday, June 27, 2017 5:34 AM

To: Colin Best <Colin.Best@milton.ca>; arnoldhuffman@milton.ca; Christian Lupis <christian.lupis@milton.ca>

Subject: 130 Thompson Road S

We appose the by law ammendment allowing these three highrise buildings to be constructed. Please stop the nonsense, lets keep some of what we all enjoyed about our town and not try to be a big city. Crazy

Rita and Fred Masse

Subject: FW: zoning by-law 130 thompson rd

From: Sherry Coulen
Sent: Tuesday, June 27, 2017 9:46 PM
To: Colin Best ,Arnold Huffman
Subject: zoning by-law 130 thompson rd

Hello I am a resident on ***** and it has been brought to my attention that a 27 plus story condo building might be built on Thompson rd near my house. I do not support this build and would like to share my opposing views on this build. I hope that neighboring resident's opinions are considering before going against the existing zoning for this location.

Thank you
Sherry Coulen

Subject:

FW: Zoning bylaw 130 Thompson Rd

From: janice gregory
Sent: Tuesday, June 27, 2017 7:58:51 PM
To: Colin Best; Arnold Huffman; Christian Lupis
Subject: Zoning bylaw 130 Thompson Rd

I oppose the proposed zoning bylaw amendment for 130 Thompson Rd S. we don't need three high rise buildings in that corner. I'm concerned about the car exhaust and pollution. The buildings will shade the park area as well as homes in the area.

Not only will it impact the amount of traffic in that small area, it will impact our already over populated schools in that catchment.

I strongly oppose the amendment to the zoning bylaw.

Janice Gregory
***** resident for almost 40 years

Subject:

FW: 130 Thompson s towers

-----Original Message-----

From: Rob Askin []

Sent: Tuesday, June 27, 2017 5:25 PM

To: Colin Best <Colin.Best@milton.ca>; Arnold Huffman <Arnold.Huffman@milton.ca>; Christian Lupis <christian.lupis@milton.ca>

Subject: 130 Thompson s towers

Let it know that I oppose the height of the towers to be built at 130 Thompson road S.

Rob Mavis Askin

Subject:

FW: 130 Thompson road. 3 high rise buildings

From: TONY CLEMENTE <>

Sent: Tuesday, June 27, 2017 1:11 PM

To: Christian Lupis <christian.lupis@milton.ca>

Subject: 130 Thompson road. 3 high rise buildings

You guys are crazy. I just moved from brampton back in Feb to come to this gorgeous town and now it's starting to get flooded like brampton. They has huge mistakes and built the city up before the roads and now look years later it's still a pain to drive anywhere anymore and more accidents. I work construction so if it went ahead I would try and get the work to be honest but I live Milton the way it is and u guys are already building these townhouses that are crap and have no property and driveway space. Let's go back to the old school of giving us drveways that can hold trucks not just cars and backyards. And the pricing here is terrible for houses. You put these condos up they will be rentals cause people don't want to buy 300+k for a small little condo. I have already build some low rise condos in milton and they are to pricey for the size u get. And honestly you need new inspectors going around checking these condos and houses they at done terrible. I'll do it if it makes them safer then now. Honestly it's disappointing.

Tony

Subject:

FW: Zoning By-Law 130 Thompson Rd. S.

-----Original Message-----

From: Karen Wetselaar []

Sent: Monday, June 26, 2017 4:27 PM

To: Colin Best <Colin.Best@milton.ca>; Arnold Huffman <Arnold.Huffman@milton.ca>; Christian Lupis <christian.lupis@milton.ca>

Subject: Zoning By-Law 130 Thompson Rd. S.

Hello. My husband Frank and I live on [REDACTED] and are the first owners of our home, being here for 37 years. We have obviously seen many changes in Milton over that period of time, some inevitable but not always well planned from our perspective.

I attended the meeting regarding the building of these proposed condos. I understand why it would make sense to build condos on that location. People living there who take the GO train would not need to take up any further of the precious few spaces that exist for parking so it makes sense. Having said that, we are strongly opposed to the building of 27+ story towers on that site. It will bring challenges including traffic congestion as well as noise and exhaust pollution. But most importantly, it will destroy the ambiance and character of this town and block the beautiful view we have of the escarpment for many people. We are not opposed to reasonable height towers - the largest I believe in Milton is currently only 15 stories. Even that one seems extremely tall and is right in downtown. In the residential areas I would expect a structure more suitable to the area in height. The development of housing along Main st. from James Snow Parkway (which is some people's first entry and impression of the town) was done with seemingly poor planning as backyards were exposed to the public and inconsistently maintained. The condos along the same route however have been tastefully built and maintained. I believe they add to the character of the town.

We would hate to see another eyesore being created if this zoning proposal is approved. We thank you for your consideration and representation of our views.

Frank and Karen Wetselaar

Subject:

FW: Condos at 130 Thompson Rd S

From: Amanda Birtwell []

Sent: Monday, June 26, 2017 8:48 PM

To: Colin Best ; Arnold Huffman ; Christian Lupis

Subject: Condos at 130 Thompson Rd S

Hi,

I live in Timberlea, and I'm concerned about the development of the new condo buildings at the corner of Thompson Rd S and Drew Centre Rd. My concerns are two-fold.

1) *Traffic*. There is already a lot of traffic there with the GO station, and it can be nearly impossible to get into or out of the Superstore plaza around the time a train comes in. With building that many units, traffic will become far worse.

2) *The height of the buildings*. The proposed number of floors in the buildings is way too much. A development like that in the proposed area would be more appropriate topped out around 18-20 floors.

I have no problem with the development of the land into condo units - we need more living spaces and *affordable* living spaces at that. However, there needs to be some moderation taken to the proposal. The current bylaw is (to my understanding) only 4 storeys. I know there are a few in town taller than that, all within reason. I would ask of all my elected officials to please take that same moderation into the decision making process on this current project.

Thank you
Amanda Birtwell

Subject: FW: Zoning By-Law 130 Thompson Rd S

Importance: High

From: Teji & Satpreet Chana []

Sent: Monday, June 26, 2017 5:06 PM

To: Colin Best ; Arnold Huffman ; Christian Lupis

Subject: Zoning By-Law 130 Thompson Rd S

Importance: High

Hello,

We are **opposed** to the construction of the Three High Rise Towers at Thompson Rd. South & Drew Centre Rd for the following reasons:

- There is already too much traffic in the morning and evening in the area
- An excess of vehicles shall pose health issues due to an increase in exhaust from the vehicles
- Increased traffic shall decrease safety for pedestrians
- The quality of schools shall decrease with an increase of families in the proposed buildings (schools are already overcrowded)
- The charm and tranquility of the community shall be compromised

We chose to live in Milton over Mississauga, Brampton and other municipalities to avoid high rise buildings.

Thank You,
Teji & Satpreet Chana

Subject:

FW: Meeting tonight

From: Pat & Doug Addison []

Sent: Monday, June 26, 2017 4:40 PM

To: Christian Lupis ; Colin Best

Subject: Meeting tonight

I am definitely against the large towers that are proposed for the corner of Thompson and Drew Rd. This will be not only an eye sore but it will take away from **the small town feel that we all moved to Milton for. Please do not take that away from us.** The traffic is bad enough in that are it will be a nightmare there and along Main St. Saturdays and Sundays are just as bad as the week days. There is non stop cars racing along Main St. every weekend. Traffic and safety needs to be the number 1 issue and if they go ahead with these buildings they need to fix the traffic on Thompson and Main St. before anyone movers in. I know they will say they will walk to the Go Station and to the Superstore. What about if they want to go to Walmart are they going to walk there. **NO THEY WILL NOT.** We need to do something to put a halt to all the large condo's that are being proposed. Where will this end. We need stop it now before it gets out of hand. **We need our small town feeling back** and not try to make it Mississauga or Toronto. **NO TO THE PROPOSED 3 LARGE BUILDINGS.**
Thank you

Subject:

FW: Proposed High Rise Towers at 130 Thompson Road

-----Original Message-----

From: A. Featonby []

Sent: Monday, June 26, 2017 4:35 PM

To: Christian Lupis ; Colin Best

Subject: Proposed High Rise Towers at 130 Thompson Road

Dear Town of Milton.....

Please do not approve the proposed zoning by-law amendment to allow three high rise towers to be built on thompson Road. NO 31 storey buildings in our lovely town. 4 stories is quite enough.....let's maintain our integrity here and not give in to tax grabbing!!!

Thank you,

Anne & Alan Featonby
30 year residents of Milton

Subject:

FW: Condo

-----Original Message-----

From: Julie K []

Sent: Monday, June 26, 2017 3:53 PM

To: Christian Lupis

Subject: Condo

Dear Christian,

This email is to inform you that I oppose the three 31 story condos that may be built near the Superstore. This influx of residents would add to the already very congested roads in that area.

Thank you,

Julie Kolmer

Milton resident since 2008

Subject:

FW: Opposed to Zoning By-Law change for Apartments.

From: Geoff Clark []**Sent:** Monday, June 26, 2017 1:50 PM**To:** Christian Lupis ; Colin Best ; Arnold Huffman**Subject:** Opposed to Zoning By-Law change for Apartments.

Good afternoon,

I'm writing today to let you know that I oppose the proposed zoning by-law amendment that will change the current zoning of 4 storeys to an amended 31 storeys.

I live in Ward 5 near Derry Rd. and Thompson Rd. I travel up and down Thompson road regularly, and already see traffic bottlenecks occurring at Thompson Rd. and Drew Centre and Thompson Rd and Main St. Milton, and Halton Region in general are constantly behind on updating roads to accommodate the new construction that occurs around town, and this time will be no different. How many years after this goes in are we going to have to suffer dealing with increased traffic in that area until a solution is created? How much is that solution going to cost? Will the development fees have been high enough to cover millions of dollars of road work? Where is the space going to come from to increase the number of lanes on Thompson Rd and Main St.?

I understand that someone will argue these buildings are close to the GO Station and people living in these buildings will all be commuters and taking the GO, so no need to worry about extra cars on the road. I'd be surprised if even half of the people that end up moving in to these buildings end up taking the GO everyday.

I'm not opposed to buildings being built in this location, and I am not opposed to a change to a by-law, as long as the change is within reason. For me, within reason would be 6-8 storeys, but absolutely not more than 10.

One of the many things I love about Milton is that I'm not living and driving in the shadow of skyscrapers. We are a growing town, but we still have that small town feel and I would hate to see that small town feel go away by building more and more monstrosities like the 3 I've heard being proposed at this location.

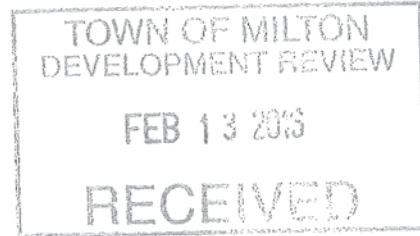
Thank you for taking the time to read this, and I hope you'll consider this when it comes time to make the decision on this amendment.

Geoff Clark



55 Industrial St,
 Toronto, Ontario
 M4G 3W9.

February 13, 2017
 Town of Milton,
 150 Mary Street,
 Milton, Ontario
 L9T 6Z5



Christian Lupis, Director, Development Review:

RE: LOPA-03/16, 130 Thompson Rd South

We are in receipt of the Notice of Application regarding File # LOPA-03/16 proposing development at 130 Thompson Rd South.

Our facility is located at 805 Nipissing Rd. This operation is the CBM Milton Ready Mix Concrete batch plant which involves concrete production, concrete mixing, and raw material delivery by truck. Materials are stored outside and industrial noise is generated from the production equipment.

Our lands are designated Central Business District by the Official Plan and are zoned Urban Growth Centre Mixed Use Zone Special by Zoning By-law 144-2003 for this use.

13.1.1.51	OMB Decision / Order No. 1762 (Nov 9/04)	C1-E	*51
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805 Nipissing Road (St. Marys Cement)

i) Additional Permitted Uses

- a) Concrete batching plant and accessory uses, buildings and structures.*

We want to ensure that any proposed sensitive land uses are appropriately sited and designed in a manner which reflects their location relative to our existing industrial operation. Any mitigation measures that are required to address Ministry of the Environment and Climate Change (MOECC) requirements for noise and air should be the responsibility of the proponent of the proposed sensitive use. The Provincial Policy Statement provides direction to this regard in Section 1.2.6 which states the following;

Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety and to ensure the long term viability of major facilities.

This policy provides a climate of certainty and stability to businesses requiring protection from sensitive land uses. Our company has made significant capital investment in our property. We wish to ensure that our operation is able to continue in the future recognizing that we are an established industrial use in the community.

We request that the Town of Milton take the MOECC D Series Guidelines into account when considering the application for Zoning By-law Amendment to permit the development of the three high rise residential condominium buildings. Section 4.3 of MOECC Guideline D-6 advises

that no incompatible development other than that identified in s. 4.10 should occur within 300 metres of a Class III industrial use.

It is anticipated that new sensitive land uses being introduced in proximity to existing industrial uses, such as the CBM Milton Ready Mix plant, are appropriately designed in a manner that the existing and proposed uses can co-exist without conflict. As outlined in Section 4.10.6 of MOECC Guideline D-6, it would be recommended that the owner of the property subject to the proposed development include a warning of anticipated nuisance effects in all offers of purchase and sale. A warning may also be included in a document which can be registered on title in accordance with the Ministry of Consumer and Commercial Relations Bulletin No. 91003, "Environmental Warnings/Restrictions" which forms Appendix D to the D-6 Guideline.

Sample wording for warning clauses is provided below:

"Purchasers are advised that dust, noise and vehicle traffic from the Ready Mix operation, located at 805 Nipissing Rd, may be of concern and occasionally interfere with some activities of the occupants."

"Purchasers are advised that despite the inclusion of noise and dust control features within the development area of the Ready Mix operation located at 805 Nipissing Rd, and within the building units of the subject lands (130 Thompson Rd South), noise and dust levels may continue to be of concern occasionally interfering with some activities of the occupants."

We request to be included in the notification list regarding application # LOPA-03/16. We also look forward to a response from the Town confirming that the proposed use has taken into account our existing operation and has been appropriately designed and buffered so that the uses may co-exist.

Thank you for consideration of our comments. We would be happy to provide the Town staff and the applicant an opportunity to tour our operation to gain an understanding of the nature of the use and to ensure that the new proposed use is appropriately designed to mitigate for activities related to our established operation.

Should you have any questions concerning the above, please don't hesitate to call me at (905) 440-5745 or contact me via email at colin.evans@vcimentos.com.

Yours sincerely,



Colin Evans
Votorantim Cimentos
CBM Ready Mix, CBM Aggregates and Hutton Transport | Environment Manager
CBM Ready Mix, Hutton Transport and St Marys Cement (Bowmanville/St Marys) | Lands
Manager
Cobourg Office
colin.evans@vcimentos.com
50 Veronica St, Cobourg Ont K9A 0B8

Subject:

FW: Zoning By-Law 130 Thompson Rd S

-----Original Message-----

From: Stephen Kabakos [f]

Sent: Monday, June 26, 2017 12:37 PM

To: Colin Best <>; Arnold Huffman <>; Christian Lupis <>

Subject: Zoning By-Law 130 Thompson Rd S

Hello my name is Stephen Kabakos, I along with my wife, son (4 years old) and daughter (1 year old) reside at ***** , Milton.

I write you all today to strongly oppose the proposed zoning by-law amendment for 130 Thompson Rd S.

For the following reasons;

The impact on our community would be dreadful. Having three (3) high rise towers - 27, 29 and 31 storeys high would be a horrible visible blemish casting 400 foot shadows over our community.

There would be Increased vehicular safety issues for every child, adult and senior. Currently there are way to many people running the red lights at every one of Thompson roads intersections including but not limited to Childs Drive, Nippissing Road, Drew Centre Road, Main Street, etc, etc, etc. I do not want to imagine the impact of another 800 new residential families and the confusion this would cause.

Thompson road cannot accommodate the traffic congestion now at regular driving hours, yet alone in rush hour times which seems constant as of late.

The infrastructure of our community cannot support more traffic, and the health problems resulting from the car emissions would be devastating impactful on every member of our community.

Increased vehicular noise.

The schools in the immediate vicinity could not support the influx of 800 new families safely and E.W Foster, Sam Sherratt, and Bishop Redding would be over ran with unneeded population increase.

Milton, for many has been home for a number of years, I have been a resident for 37 years, and I feel Milton deserves to have some of its beauty and integrity intact for my children and others children.

Respectfully I am opposed to and reject this awful idea, my answer is NO.

Stephen Kabakos

Subject: FW: new development bad idea!!!!

From: Angela and Trevor []
Sent: Wednesday, February 15, 2017 8:11 AM
To: Christian Lupis
Subject: new development bad idea!!!!

Good Morning,

I have just received the development notice in the mail today about the proposed future development set for 130 Thompson Road South. I am not sure where I want to start with the what a HORRIBLE idea this is for everyone in the surrounding area. I have lived in Milton all my life, currently I live at ***** and have for the past 13 years and I have lived Dorset Park growing up. I can not express the frustration we have felt over the years of poor planning done by the town of Milton during the growth of Milton. I know there is nothing to stop the growth of Milton, but the overall plan of Milton is ugly, to say the least.

You want to put a three condo unit in a place that traffic and congestion is one of the worst found in Milton. I suggest that someone from The Town of Milton planning department stand on the proposed corner and watch the chaos that happens especially when Go trains, Buss, Town busses and cars all try to get around during the morning and evening commutes....even during the day on a weekend is nuts to say it politely!

Another major issue is the height of these buildings 27, 29 and 31 stories; there is nothing in Milton that large, so why build one so large there. This will start to make Milton look like a Mississauga, with its large high rises, what is the goal for Milton? to stay a nice alternative to cities or become one?? I will sit in my backyard and have to stare at these monstrous buildings and I do not even back on to it, but it will be seen by me 100% Those poor people who are on Childs Dive that back onto Nippissing Road...what an eye sore. Go from no one looking into your back yard to maybe 400 units staring at you.

I have spoken to neighbours and everyone is mad and will be speaking their thoughts. Lets hope the town will take a look at the bigger picture rather than the money and dollar signs they see. There is better places to put more condos, lots of open land that is slatted for things like this, why punish us who have been here in established neighbourhoods and create more congestions and frustration for us.

I DO want to know when meetings will be held where the public can come voice their opinion, please keep me updated.

I am a VERY unhappy long time Milton Resident.....why new potential residents get more consideration than the ones who have been living here and paying taxes already is a thing I can not understand.

Please listen to what we have to say and consider this in the planning of our town.

Thank You
Angela Riebot

Subject:

FW: Zoning By-Law 130 Thompson Rd S

From: Domenic Manchisi [

Sent: Monday, June 26, 2017 2:06 PM

To: Colin Best ; Arnold Huffman ; Christian Lupis

Subject: Zoning By-Law 130 Thompson Rd S

In regards to the corporations applying for a change in zonings for a 27 plus storey buildings...

Traffic in this neighbourhood is already too much! The infrastructure is not there. I don't leave my house now from 4:30-6:30 as the go train comes, its rush hour off the highway, and getting anywhere near the Superstore plaza is impossible. Also the mornings are so congested from 7-8am. Adding another approx 800 families really? We'd be sitting at lights forever....

My backyard would face these towers as I am located behind the youth centre on Nippissing Rd. The height of these buildings has a direct effect on the enjoyment of my home.

Our schools are overflowing as it is, more citizens in this neighbourhood equals more portables which is ridiculous this is a huge impact and should not be taken lightly.

This particular corner of town already has TOO MANY people/traffic with the superstore plaza, the go train, the arts centre, the skateboard park, the high school etc. This is really a bad place to consider a high rise building.

Not to forget the increased amount of cars and the exhaust health challenges this would impose on the kids of the neighbourhood like my son who is 12 years old and is just starting to bike ride/skateboard over to the skateboard park.

We truly hope the town will really consider apposing the 27 plus storeys this corporation is applying for....if anything 4 storeys like the town has in different locations would be reasonable.

Domenic and Jody Manchisi

Subject:

FW: High Rise Towers at 130 Thompson Rd. S

-----Original Message-----

From: Sten Hagevik []

Sent: Monday, June 26, 2017 2:03 PM

To: Colin Best <>; Arnold Huffman <>; Christian Lupis <>

Subject: High Rise Towers at 130 Thompson Rd. S

I oppose the proposed zoning by-law amendment because:

- traffic congestion on Thompson Rd. turning into Loblaw.
- the height of the towers will be visible from my house.
- decrease safety for children biking, walking and attending Bishop Reading school.

Sten Hagevik

Sent from my iPad



ZELINKA PRIAMO LTD

A Professional Planning Practice

VIA EMAIL

June 26, 2017

Clerk's Division
Corporate Services Department
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Attention: Mr. Troy McHarg, Town Clerk

Dear Mr. McHarg:

**Re: June 26, 2017 Council Meeting, Item VII.1 Public Meeting
Preliminary Comments on Behalf of CP REIT Ontario Properties
Limited and Loblaw Properties Limited
Jackal Holdings Ltd. Applications LOPA-03/16 and Z-12/16
130 Thompson Road South
Milton, ON**

Our File: CHO/MIL/17-01

We are the planning consultants for CP REIT Ontario Properties Limited ("CP REIT") and Loblaw Properties Limited ("Loblaws"), the land owner and lease holder, respectively, of the lands known municipally as 820 Main Street East and 120 Thompson Road South in Milton, Ontario. The lands are developed with a Real Canadian Superstore and associated gas bar.

On June 7, 2017, CP REIT and Loblaws were made aware of the Notice for the Public Meeting for the above-noted applications by Jackal Holdings Ltd. for the redevelopment of the lands known municipally as 130 Thompson Road South for a proposed mixed use development.

On behalf of CP REIT and Loblaws, we have reviewed the initial Staff Report No. PD-028-17 dated June 26, 2017. Based upon our review of the Staff Report, it is our understanding that upon completion of the consultation and review process, a Technical Report to address issues raised through the consultation and review process, will be prepared and brought forward for consideration by Council.

CP REIT, Loblaws and their consultants are currently reviewing the Staff Report and the submission materials provided by the applicant, including the Noise Impact Study (dated January 4, 2017) and the Traffic Impact Study (dated December 20, 2016). Accordingly, on behalf of CP REIT and Loblaws, we reserve the opportunity to provide comments once the review is complete.

We would appreciate if this letter and the expression of interest from our clients are put on record at the Public Meeting on Monday June 26, 2017 and that our office be provided with notice of any and all future considerations of the applications and/or decisions related thereto.

Yours very truly,

ZELINKA PRIAMO LTD.



Jonathan Rodger, MScPI, MCIP, RPP
Senior Associate

cc. CP REIT Ontario Properties Limited (via email)
Loblaw Properties Limited (via email)
Mr. Christian Lupis, Town of Milton (via email)

Subject:

FW: 130 Thompson road S

-----Original Message-----

From: Debbie Majka []

Sent: Monday, February 20, 2017 10:54 PM

To: Christian Lupis <christian.lupis@milton.ca>

Subject: 130 Thompson road S

Christian

I am writing with concern as I live on child's drive and I can only imagine the increase of traffic having three apartment dwelling's at that location. I am very familiar with the go train traffic situation and I think additional traffic would be a hinderance in this area.

Please keep us posted for further information regarding this development of application

Thank you.

Debbie Majka

Subject:

FW: proposed towers at 130 Thompson Rd

From: Richard Hewitson []

Sent: Monday, June 26, 2017 2:28 PM

To: Christian Lupis

Cc: Colin Best

Subject: proposed towers at 130 Thompson Rd

Dears Sirs

In writing, we wish to express our opposition to the proposed zoning by-law amendment involving the 31 story condo development at the Drew St and Thompson road location. We do not believe that this is the proper location as this is a very congested area as it is. We also believe that this type of development not in keeping with the overall aesthetics of the area and also what the citizens of Milton want.

Thank you

Cora and Richard Hewitson

Subject:

FW: planning act notice of complete application for 130 Thompson Rd. S.

From: Paul Wilson]

Sent: Tuesday, March 28, 2017 8:30 PM

To: Christian Lupis <christian.lupis@milton.ca>

Subject: Re: planning act notice of complete application for 130 Thompson Rd. S.

Hi Christian,

My apologies for my late reply to the "Planning act notice of complete application for 130 Thompson Rd. S." that was mailed to my house a while ago.

My two (brief) cents: I am opposed to this motion as there is already a high volume of Thompson St traffic from Derry to Main Street. Adding a condo is a poor use of the available space.

Note that there are seven stop lights from Derry to Main Street; six of those are within a few hundred metres of the proposed condo site. Traffic can be a solid nightmare during morning and evening commuting times, and adding a condo with more cars and parking will only make the nightmare even worse.

If there is one thing that makes me fairly upset it is the planning of increased residential housing with no thought or planning for future infrastructure (e.g. Housing sprawl with no increase of highway width, like in the East end (Puckering/Ajax)). Being three years since I moved to Milton, I have seen the disaster that Milton has allowed its subdivisions to become (building subdivisions with room for only one driveway spot, sidewalks breaking up driveways, seriously?).

I understand that Milton needs to expand to keep up with taxes and other financial needs, but I hope, as with the case for 130 Thompson Rd S, that Milton will pause and consider the veritably poor downstream impacts on its citizens before it makes a solid decision.

Questions, concerns, please let me know.

Cheers and regards,

Paul

Paul A.G. Wilson

Subject:

FW: Zoning By-Law 130 Thompson Road South

From: Sue Gronlund []

Sent: Tuesday, June 27, 2017 11:53 AM

To: Colin Best <Colin.Best@milton.ca>; Arnold Huffman <Arnold.Huffman@milton.ca>

Cc: Christian Lupis <christian.lupis@milton.ca>

Subject: Zoning By-Law 130 Thompson Road South

Hello,

As residents of Milton, Ontario we **oppose** the proposed zoning by-law amendment for 130 Thompson Road South. Our reasons are as follows:

1. There is already intense traffic congestion on Thompson Road, turning into the Superstore especially during rush hour. The proposed towers would greatly increase the traffic congestion, and the current infrastructure on Main and Thompson would not support this additional burden.
2. The development will increase traffic, which will also increase vehicle exhaust and decrease air quality in our community.
3. The increased traffic congestion may also negatively impact safety for our children biking and walking in the area, as many children and families utilize the nearby parks and shopping facilities.
4. If this land needs to be developed, why can't the city utilize this land for expansion of GO services/parking?
5. Will the schools in the area be ready to receive possibly 800 new residential families in addition to the other condo developments currently taking place in the area?

Please **do not pass the zoning by-law for 130 Thompson Road South**. It would negatively impact traffic, our health and the overall community.

Thank you,

Sue and John Gronlund

Subject:

FW: 130 Thompson Road

From: Michelle Palmer []

Sent: Monday, June 26, 2017 3:53 PM

To: Christian Lupis <christian.lupis@milton.ca>; Colin Best <Colin.Best@milton.ca>

Subject: 130 Thompson Road

I am a resident of Milton and I oppose the proposed zoning bylaw to allow any more than a 4 story building on that site.

I am unable to make the meeting tonight, but wanted to share my view.

Buildings that high would stand out and be an eyesore. There is already far too much traffic there, especially when the GO train comes in, and to add another 800 units and cars at that time of day - CRAZY!!!

Can you please acknowledge that you received my concerns.

Thank you,

Michelle Palmer

Subject:

FW: Official plan amendment LOPA 03/16

-----Original Message-----

From: Jean Gregoris []

Sent: Tuesday, March 21, 2017 12:39 PM

To: Christian Lupis <christian.lupis@milton.ca>

Subject: Official plan amendment LOPA 03/16

We received the notice of the proposed amendment to 130 Thompson Rd.

As you are aware, our home is within 300 metres of the location. We are quite dismayed that the Town would entertain the idea of changing the designation of this parcel of land to residential, and greater than 800 units, at that!

The impact on our neighbourhood will be extreme. Startling with the construction phase, right through to completion and beyond. We already have traffic congestion in our area, and adding another 800 - 1000 cars will be horrific .

We feel there will also be an impact on our property due to the height of the buildings. Be believe the tallest building in Milton is about 15 stories. The proposed buildings will be double, and three of them!! I wonder what the sunlight impact will be on our property?

We also question if these buildings will be in the flight path for the helicopters to the hospital?

Were we mistakenly under the impression Milton was trying to maintain a height restriction? Or is this the contractor childish game of asking for too much, but getting what you desire in the end?

We DO NOT support this request to change the designation of this land for such high density residential building.

So many questions need to be answered. We would appreciate being informed about further meetings, and the official outcome.

Respectfully,

Jean and Joe Gregoris

Subject:

FW: Zoning By law 130 Thompson Rd. S...ABSOLUTELY NOT!

From: Christine Baron <>**Sent:** Tuesday, June 27, 2017 11:48 AM**To:** Arnold Huffman <>; Colin Best <>; Christian Lupis <>; Gordon A. Krantz <>**Subject:** Zoning By law 130 Thompson Rd. S...ABSOLUTELY NOT!

Seriously? Is anybody seriously thinking of trying to put THREE HIGH RISES at the corner of Thompson and Drew? How is it possible? Have any of you tried to drive along Thompson Rd well past rush hour heading south? The traffic is so congested and backed up with the five lights between Childs Dr. and Main St. that one tries to avoid it at all costs. If you add an additional 800 families and their vehicles, traffic will cease to move at all. How healthy is that? All those extra emissions of cars not going anywhere.

Mr. Krantz and Mr. Best, you were on Council when this area booted out its previous councilors who sat and twiddled their thumbs for years, oblivious, all while this area was forced to deal with ridiculous traffic when all the building was allowed to outpace our infrastructure. Thompson Rd. as a two lane roadway, Derry Rd. as a two lane roadway, for far too long, leaving those of us living in the neighbourhood frustrated, if not downright angry at the lack of action.

This province has not supported their "Places to Grow" initiative, while Milton has followed it with blind faith. It is time for the blind faith to STOP and COMMON SENSE to take over. You, simply, cannot continually shoehorn buildings, people, and traffic into every little space without destroying the community with noise, mess, traffic, emissions, more people: just out and out congestion. Shoehorning any kind of residential area into the corner of Drew and Thompson is misguided and foolish. To put high rises there would potentially damage the well being of people living, driving, and doing business in that area. The province has not provided funding to cover Milton as a place to grow, therefore, the Milton taxpayer has to foot the bill. This area had to suffer through uncontrolled growth for too long. It would be criminal to do it to us again.

As long time residents of Milton, we have watched our peaceful town become nothing more than an extension of Toronto. While we understand that growth is inevitable, well thought out growth is essential for the well-being of the residents. Milton seems to be lacking in thoughtful consideration of this growth, particularly when the province has not followed through. Please, all of you, take a drive along Thompson from Main to Childs between 5:00 and 7:00 pm, particularly when a GO train has arrived, and consider if you would like to live in this area NOW, never mind with more buildings shoehorned into this area. We, the residents elect you, NOT THE DEVELOPERS!!! This proposal is nothing short of wrong headed! DON'T LET US DOWN!!!

Christine and John Baron

Subject:

FW: Zoning By-Law 130 Thompson Road

From: GerryC**Sent:** Monday, July 24, 2017 10:38 PM**To:** Colin Best ,Arnold Huffman**CC:** Christian Lupis**Subject:** Zoning By-Law 130 Thompson Road

Dear Councilors,

I am writing to express concern for the planned development at 130 Thompson Road, as my family lives at ***** and believe we would be impacted negatively by such a large residential addition to our neighbourhood, as well as the large new buildings in the vicinity. The information on the Town website states that the proposal includes a plan to build 3 high rise towers – 27,29 and 31 storeys high on a site that currently is zoned for 4 storeys. It also shows that this property lies within the Major Transit Station Area of the Central Business District. While this is indeed the spot for intensification in Milton, the scale of the development in relation to the general character of Milton as a whole, does not appear balanced.

Although the Province and Region, as well as the Town identify the need for intensification, such intensification needs to be consistent with the scale and vision for the municipality. Milton is not Mississauga or Toronto. Development of buildings to 31 storeys is a scale that is truly excessive given the stated and planned character for the Town as a whole. In my travels around Milton, I have not seen a building higher than 12 stories (122 Bronte), although I could be mistaken and there may be planned buildings that I am not aware of. I understand that Milton needs to accommodate growth in an intensified manner but the general small town charm and feel will be totally denigrated by a development of this scale. Such buildings will stand out against an otherwise low and medium density backdrop present in the rest of the Town. I would even suggest that even a reduction to 20 stories is too high, as that may be the logical direction of negotiation with the developer. In addition, if approved, this would be a truly precedent setting step in Milton for buildings anywhere close to the height proposed. Given the limited amount of high density development in Milton at present, this application presents one of the most important directional decisions for Council in some time. Whatever scale of development is approved here will set the bar for future applications by others and Council's decision will either enforce the existing character of the Town or drastically change it forever.

Separate from the physical building, a major influence of adding 800 families on the corner of Thompson and Drew Centre is the traffic impact on Thompson. Although only my opinion, I perceive the existing road and traffic design implemented on Thompson where 5 traffic lights are positioned within 900 metres, is inappropriate. This is compounded due to the lack of for right turn lanes to permit better traffic flow. While I accept that 'what is done, is done', this new development would appear to re-open traffic issue on Thompson Road. I understand that traffic analyses are required as part of this proposal and would urge the Town to carry out a Peer Review or detailed analysis to validate the assumptions underlying the analysis. The Town still has much growing to do and taking away any reserve capacity from this main Arterial is short sighted for the future. I am sure we have all experienced the Superstore and GO train entrances during the afternoon Rush hour and it is not pleasant – parents arriving from GO Trains want to be able to get to daycare facilities faster, not slower. I believe this additional development is far too ambitious and out of character, while negatively impacting Milton's image as the fast growing City in Canada – if the 'growing' is not carefully thought out.

In writing this, I am aware of some plans for improved GO parking on Nipissing and have heard about a future Laurier building campus in the area; but am at a bit of a disadvantage to your long term plans for the area. My hope is that these long term plans include initiatives that will improve the future Thompson situation, but without the context of a big picture plan, this development does not seem to fit in with the current fabric of Timberlea or Milton as a whole.

Thank you for your time and I hope that you will consider not approving this rezoning application.

Regards,
Gerry Coveny

Subject:

FW: High Rise Towers

From: Mary Jenkin

Sent: Wednesday, June 28, 2017 3:01 PM

To: Colin Best

Subject: High Rise Towers

Hi Colin,

A neighbour of mine received a flyer that a corporation has applied for zoning by-law changes to build 3 high rise towers by the Superstore, is this true?

If so, is there something we can do if we oppose this application?

Thank you,

Mary Jenkin (Varley)

Subject:

FW: High Rise Towers in our Community

From: Barb McDonald>

Sent: Tuesday, July 4, 2017 3:35 PM

To: Colin Best

Subject: High Rise Towers in our Community

Please do not vote for high rise towers in our community. There is already traffic congestion on Thompson Rd. and I worry about my granddaughters safety, and already crowded schools in this area.

Thank you for reading,
Barb McDonald

Sent from [Mail](#) for Windows 10

Subject: FW: Zoning 130 Thompson Rd. S

From: A G
Sent: Monday, June 26, 2017 6:08 PM
To: Colin Best; Christian Lupis
Subject: Zoning 130 Thompson Rd. S

Dear Colin and Christian,
I am a resident in the Timberlea section of Milton. I absolutely oppose the proposed zoning by-law amendment for 130 Thompson Road. Traffic is already congested, we don't want to be staring at such a high rise from our backyard while sucking in more car exhaust. Stop this development.

Thank you

Aaron

Subject: FW: Re-zoning at 130 Thompson Road for High Rise Towers

From: Ninad Chaubal < >
Sent: Monday, July 24, 2017 12:43 PM
To: Colin Best; Arnold Huffman; Christian Lupis
Subject: Re-zoning at 130 Thompson Road for High Rise Towers

Kind Attn:

- Mr.. Colin Best
- Mr. Arnold Huffman
- Mr. Christian Lupis

Greetings!

This is with reference to the re-zoning proposal for 130 Thompson Road for High Rise Towers.

I am a resident of ***** and the proposed property for re-zoning is in the area.

My note to you is to request that the re-zoning proposal not be passed. And I have a few reasons to support that:

1. We already have quite heavy traffic due to the GO Station on that street as well as the many commercial establishments in the area. These towers will exponentially add to the traffic and noise pollution.
2. There are children play areas right at that intersection and these towers will create added unsafe conditions for children to play.
3. Childs Dr. is a street with private residences that require the privacy that is existing and the high rise towers will take that away with peoples backyards and houses being visible to many.
4. The high rises will add to the noise & air pollution, traffic congestion, and reduction in safety.
5. Additionally, with these type of structures come possible security related issues as well later.

Please do not re-zone the area and do not allow for high rises to come up in the area.

Thank you and have a nice day.

Ninad Chaubal

Subject: FW: Opposed

From: Doug Bain
Sent: Thursday, March 30, 2017 6:18 AM
To: Arnold Huffman
Subject: Opposed

Councillor Huffman.

I live in the Thompson and Laurier area and am 100% opposed to these 30 story buildings that have been proposed on Thompson. A development like this will absolutely ruin the area with more congestion, and take away from the town feel that Milton attracted so many families too.

Please do not allow this development to proceed. Milton does not need big towers....

Doug

1

Subject: FW: Opposed

From: Doug Bain []
Sent: Tuesday, April 04, 2017 5:48 PM
To: Barb Koopmans < >
Cc: Arnold Huffman <>; Christian Lupis <>; Colin Best
Subject: Re: Opposed

Hello,

As a resident that lives within 2 minutes of this proposed site, I'm opposed to it. I was quite strategic in buying my home in Milton, as well as respect to it's exposure. I have no interest in exchanging my evening sunsets for views of tower complexes. Was a shadow study ever done? My parents live in Toronto and were greatly impacted by a building that was erected and completely changed their skyline and feel of the neighborhood.

I walk my kids to school most mornings, and already feel that crossing Thompson is challenging at peak times. Adding all of the additional units that are being proposed will drastically change the amount of vehicles in the area and result in more challenges for pedestrians and their safety.

How is the additional traffic congestion going to be addressed?

Has a pedestrian travel study been done?

I purposely bought a home in Milton for the "feel" of the community. If I'd wanted high rises, I would have looked in Mississauga or stayed in Toronto. As it is, I didn't want people looking down and into my property. Admittedly, that specific item isn't relevant to me, but it certainly would be to the residents living a little closer.

I'm not opposed to higher density buildings, such as the live / work units, but high rise towers simply don't fit with the feel of Milton.

I would like to be on formal notice with my objections, and kept up to date with this application. Please let me know if you need anything in addition from me.

Sincerely,

Doug

Subject:

FW: 130 Thompson Road South

From: Michelle Kennedy

Sent: Wednesday, April 26, 2017 5:44:32 PM

To: Christian Lupis

Subject: re: 130 Thompson Road South

Hello there,

I am writing to express my concerns over the proposal to have 3 high rise residential condominium buildings built at this address.

I have lived in Milton for 15 years and have been frustrated by the huge volume of traffic in the area of Thompson and Main, due to the GO station. If these buildings are built, as proposed, the traffic will be unbearable. In my opinion, there is no feasible way to add this number of residents to such a small (and already congested) area and manage the increase in traffic.

It would be unfair to residents to have to deal with this surge in traffic congestion, and for that reason, I oppose this application.

Please feel free to contact me by email if you require any further information.

Thank you,
Michelle Kennedy

Subject:

FW: Opposal to High Rise Towers proposed for 130 Thompson Rd

From: Jacqueline []

Sent: Tuesday, March 28, 2017 5:48 PM

To: Christian Lupis <christian.lupis@milton.ca>

Subject: Opposal to High Rise Towers proposed for 130 Thompson Rd

Hi Christian,

Thanks for clarifying that you are the best person to address at the Town.

We are writing to you in hopes that you will be able to help our concerns be heard by the Town.

We are home owners in Timberlea, Milton.

We learned from neighbours that the corporation that owns land at 130 Thompson Rd (near the Superstore) has put in an application with the Town to build three high rise residential condo towers, with the proposed heights of 27, 29 and 31 storeys.

We looked into it and learned the current Zoning By-Law for that property is a maximum of 4 storeys. The proposal is to increase that maximum almost 8 times higher.

We directly oppose the proposed Zoning By-Law amendment. We believe it will negatively affect our Town, our community, our neighbourhood, and our family.

The following are examples of the negative impact these Towers would bring to our community:

Tarnish Milton's natural beauty: We love Milton for its surrounding Escarpment, Kelso lake, walking paths and parks. These proposed towers would be visible as far as neighbouring cities - creating an eyesore to Milton's natural beauty. Lets keep Milton uniqueness in how it aligns with nature and not create another Brampton or Mississauga. Lets follow instead great towns and cities that have kept height restrictions on buildings, such as Montreal that does not allow building heights that would obstruct the view of Mount Royal, and Athens that does not allow buildings over 12 storeys, so that the view of the Parthenon is not obstructed.

The height of these Towers would cast shadows affecting many residential families including houses in Timberlea, Bruce Trail, Clarke and Dorset Park. These towers would block many houses view of the escarpment. These towers would cast shadows 400 feet long over the community, putting them in shade for hours daily. Lions Sport Park where recreational activities and camps run annually, directly across from the proposed site, would be in shade during the afternoons daily. For our family, living in Timberlea, the main thing we would see from our backyard, where we spend quality time as a family with our children, would be these towers.

The roads surrounding the proposed site do not have the infrastructure for the increase in vehicle congestion. Vehicle congestion would increase tremendously by the proposed 802 residential units. There is already bad vehicle traffic and congestion on Thompson Road turning into Drew Centre Rd (the Superstore/Go Station). There is also bad traffic and congestion on Main St turning onto Thompson for commuters coming and going

from the 401 daily. Both Thompson Rd and Main St have already been widened to their maximum capacity. It would be difficult to accommodate that new volume of cars, for traffic and safety.

The 802 proposed residential units would also create an unsafe pedestrian circulation and vehicle congestion for our community of young children walking to the Lions Sport park, Memorial arena, Superstore, high school and Library. Vehicle traffic would increase tremendously on Childs Dr, which would increase risks of pedestrian and cyclist accidents with vehicles on Childs Dr, where our children walk to school.

Vehicle noise and exhaust causing air pollution would increase tremendously on Thompson Rd from Main St to Derry Rd, as well as along Childs Dr, and around the Superstore. This can lead to health challenges, especially in our children and seniors.

Loss of community. We love our community where we step out of our front door and can feel the sense of community amongst the families, people walking by with dogs, and friendly neighbours.

High rise towers tend to attract more renters who are in a transient stage of life. Studies also show that high rise towers tend to depersonalize and isolate rather than contribute to community. Too many towns have lost their neighbourly community feel due to developers creating large high rises.

In conclusion, we are not opposed to development and growth in Milton. But we propose that the Town consciously keeps the growth within the character that we love about present Milton, with its historic downtown and surrounding Escarpment beauty. Lets limit the height of buildings, keeping them to 8 or 12 storeys like Athens, to maintain the beautiful views of the escarpment. Lets be bold like Montreal with Mount Royal and Athens with the Parthenon, in preserving our uniqueness.

Thank-you in advance for sharing our concerns with the Town.

We are planning to attend the public information centre tomorrow night, and would also like to attend the Public Meeting on it. As we are not currently receiving notices on this in the mail, if possible please add our family to the households that are receiving notices, if not by mail, then at least by email, so that we have any new information sent as well as the date for the Public Meeting.

Dr Jacqueline Tsiapalis and family, Timberlea Home Owner

Subject:

FW: Hi rise 130 Thompson Road

From: Saleem Aburas < >

Sent: Tuesday, June 27, 2017 12:26 PM

To: Colin Best

Subject: Hi rise 130 Thompson Road

Hi Colin,

This email is to raise my concerns about having high towers in our town. We can't just approve towers in the town as we lack the infrastructure that cities like Mississauga had. Look how many Go Trains Mississauga has and compare with one we have. I believe approving such types of buildings is a recipe for a disaster and will add a lot of pressure on the max two lane roads we have. Drive from Mississauga to Milton at 5 pm and see by your own eyes how one truck jams the whole street where waiting times at intersections like Derry and Trafalgar are jumping to 20 mins in some days!

It is so shocking that we are even contemplating high density while our streets are town streets.

I appreciate you disapprove this plan and stay with the 4 floor plan for the areas. If we have the space, extending the tiny Milton mall will be definitely a better option.

Thanks for understanding
Saleem Abu-Ras

Sent from my iPhone

Subject:

FW: Zoning by-laws 130 Thompson Rd S

From: Albina Barber []

Sent: Monday, July 03, 2017 11:52 AM

To: Colin Best

Cc: Christian Lupis

Subject: Zoning by-laws 130 Thompson Rd S

Traffic increased, car exhaust, parking problems, not to worry the nearby area safety from all the traffic. Already increased aggressive driving and poor people driving skills very noticeable.

Height of buildings should not be over 6 or 7 storey high. Do we think of power outages or are we over confident

Like the unsinkable Titanic??????????????

Let's not dismiss a fire or some sort of explosion, how will the people get out or get help??????????

No one wants bad things to occur but they do happen unfortunately.

The bigger the storeys, problems with infestations will arise. Let's face it not every individual is clean and tidy!!!!!!!

Are we trying to get a cluster of bad apples in the same area???????

Please think about the impact all around the area.

Safety with sidewalks, not space for cars are important for people to walk safely.

Most of all let's not allow the almighty dollar be in charge and cram people like sardines.

Subject:

FW: Opposition to 3 high rise towers at 130 Thompson Rd

From: Cheryl Wright []**Sent:** Monday, June 26, 2017 1:49 PM**To:** Christian Lupis ; Colin Best**Subject:** Opposition to 3 high rise towers at 130 Thompson Rd

Hello,

I am writing to state that I am opposed to the proposed zone by-law amendment that will increase from 4 storeys to an amended 31.

Milton currently has enough issues with a lack of infrastructure for the constantly increasing population over the last 10 years. The traffic flow out of Milton in the mornings has become atrocious, our hospital has only now finally been able to expand, yet this is still unlikely going to be enough for our population, and all of our schools are close to capacity if not over capacity.

If 3 high rise buildings are built, what will the size and price of these condo's be? Who are the target population expected to purchase / rent these condos?

Empty nesters who are downsizing? If so realistically more medical help will be required with an aging population.

Dual income couples? If so commuter traffic increases.

Young families who cannot otherwise afford to purchase a home in Milton as prices skyrocket? -We will need more schools. The current school assessments have already been completed based on the current numbers and trends of new houses being built. Adding in high rise building could completely skew those numbers, and lead to severely overcapacity schools.

Once an amendment is made for one set of high rise buildings it will be difficult to stop others from being built. The Town of Milton needs to seriously consider all of the changes that will be required if this amendment is allowed.

Thank you for taking the time to read my concerns, I hope they are taken into consideration.

Regards, Cheryl

--

Cheryl Wright RHN, BA Hon

Subject:

FW: Highrise - Opposition

From: Tahmo Gharabaghi

Sent: Wednesday, June 28, 2017 6:50 PM

To: Colin Best

Subject: Highrise - Opposition

Mr. Best,

I am writing to you today to express my opposition to the proposed 20+ storey highrise apartment towers at Thompson and Drew Rd in Milton.

This area is already extremely congested due to high volumes of traffic during peak hours- and these proposed highrise towers will only make it significantly worse. It is unfair to the residents that are already living in these established areas - as well as bad for our health from all the car exhaust. This area of the city can not support that many new residents in such a small area.

The apartment buildings should be limited to under 10 storeys or be built on a large vacant lot in an undeveloped area of Milton, so the appropriate infrastructure can be planned appropriately.

Sincerely,

Tahmo Gharabaghi

Subject:

FW: Zoning By-Law 130 Thompson Rd. S

From: Barbara Opletal []

Sent: Wednesday, July 05, 2017 3:05 PM

To: Colin Best ; Arnold Huffman

Cc: Christian Lupis

Subject: Zoning By-Law 130 Thompson Rd. S

Hello Regional Councillors,

I am writing to share that I oppose the proposed zoning by-law amendment for 130 Thompson Rd. S. The high rise towers (of 27, 29, and 31 storeys high) are not appropriate in the given location at the SW corner of Thompson Rd and Drew Centre Rd. There is already so much traffic congestion by the superstore and the go station. The current infrastructure is not in place to accommodate the increase in traffic these towers would cause! I am tired of developers being allowed to build these high towers with total disregard for how this will affect the general public around those areas. With Bishop Reding high school being near by, the increase in traffic may decrease the safety for this student population.

I pride myself on the fact that Milton is so close to nature, especially the Niagara escarpment. These high rise towers will be visible from our homes and provide a great 400ft shadow over the community and disturb the beautiful scenery and view around the Niagara Escarpment.

Milton is NOT Toronto or Mississauga where high rise towers can be placed on any small plot of land available.

It is stunning to me that the developers have the audacity to attempt to change the current zoning by-law from 4 storeys to 8x that much!!!!!!

I am not opposed to development but the number of storeys proposed to being built must be changed to half that much (no more than 15 stories).

The Art on Main Condos on Main St. are building a reasonable 12 storey condo, I ask you why these developers cannot do the same?

As Regional Councillors of the Town of Milton, please do not place main focus on revenue from this project, but also how it impacts ALL aspects of a Miltonian's life.

Thank you for your time,

Barbara Opletal
(Miltonian since 1998)

Subject:

FW: Zoning By-Law 130 Thompson Rd S

-----Original Message-----

From: Sarah Jansma []

Sent: Monday, June 26, 2017 3:44 PM

To: Colin Best <Colin.Best@milton.ca>; Arnold Huffman <Arnold.Huffman@milton.ca>

Cc: Christian Lupis <christian.lupis@milton.ca>

Subject: Zoning By-Law 130 Thompson Rd S

Hello,

I am a homeowner on ***** here in Milton and I strongly oppose the zoning by-law change to build three high rise towers at 130 Thompson Road south for many reasons. This area is already quite congested, and the increase in traffic will also increase the danger for both vehicles and pedestrians. The town simply doesn't have the infrastructure to support this traffic. The height of these towers will be visible from my yard, and will cast a 400 shadow over our community. Local school enrolment will be impacted by the possible 800 new families, and school boundaries may be changed once again forcing some children to change schools.

Once again, I strongly oppose this zoning change and hope the town will consider the opinion of concerned citizens, such as myself before moving forward with a decision that will have many negative consequences for our community.

Sincerely,
Sarah Jansma

Firelight Solar L.P.
30 Adelaide Street East, Suite 301
Toronto, ON M5C 3H1

September 19th, 2018

Clerk's Division
Corporate Services Department
Town of Milton
150 Mary Street
Milton, ON L9T 6Z5

Attn: Mr. Troy McHarg, Town Clerk

Dear Mr. McHarg:

**Re: Solar Impacts of Planning Approvals for 130 Thompson Rd., Milton
(LOPA-03/16 and Z-12/16)**

We write to you with respect to our concerns regarding the applications to amend the Town's Official Plan and Zoning By-law to increase the permitted residential height and density to allow for the development of three high-rise buildings at 130 Thompson Rd., Milton (the "Site").

Firelight Infrastructure L.P., through Firelight Solar L.P., owns the installed rooftop solar system located at 820 Main St East, which is adjacent to the proposed Site to the northwest. The array currently operates under a Feed-In-Tariff (FIT) contract with the Independent Electricity System Operator (IESO), expiring in 2033. As such, we are concerned that the proposed amendment to the zoning by-law will negatively impact our Site. We expect to incur a significant loss of solar production and, consequently, lost revenue if the applications are approved for the development of high-rise buildings.

Currently, there are no high-rise buildings in the vicinity of 820 Main St. East. The current zoning limits the building height at 130 Thompson Road to a maximum of 8 storeys. The proposed development of the Site seeks to increase the maximum height from 8 storeys to over 27 storeys, more specifically, three high-rise buildings of 31, 29, and 27 storeys. At those heights, the towers will block 810-820 Main St. East's access to the sun, thereby negatively impacting the performance of the installed solar array.

Given that the solar system has approximately fourteen years remaining in its FIT contract, the total negative impact of the proposed high-rise towers on the solar array is estimated at **201.5MWh**, or **15.5MWh/year** as a FIT-connected array.¹ Further, the array was intended and designed for continued use after the expiry of the FIT contract to provide savings on electrical bills: savings which would be lessened based on the proposed development. This lost production equates to approximately **\$180,731** in total lost revenue, equal to **\$11,051/year** or **\$143,663 total** as a FIT-connected solar array and **\$3,706/year** or **\$37,068 total** as a Post-FIT connected solar array.

¹ The total lost production and total lost revenue calculations assume that the proposed high-rise towers are built in 2020

The lost production under each scenario (three 8-storey buildings vs. the proposed three 27+ storey buildings) were calculated using simulations (enclosed), which include shade diagrams (**Appendix A & B**). The shade diagrams reflect the sunpath (in yellow) and the shading (black hatched lines) that would occur on the solar array as a result of the proposed development.

Appendix A reflects that the three 8-storey towers, under current zoning, would cast shadows onto the solar panels, but not during peak sun hours, which results in minimal production impact.

However, **Appendix B** reflects that the proposed three 27+ storey towers would create a shadow during peak sun hours most mornings, year-round, resulting in larger production losses.

These calculations are based on third-party modeling by our asset management firm (enclosed), which show the building geometry on page two, along with the shading diagrams, and the estimated energy that would be produced on page three. These results match the results of shadow impact studies conducted by Turner Fleischer Architects Inc. provided to us by Choice Properties REIT, the owner of the building, which depict how shadows that would be cast from an 8-storey building permitted under the current zoning and the shadows cast from the proposed high-rises would each impact 810-820 Main St. East.

Therefore, it is our conclusion that, if the applications to increase the maximum permitted height and density were approved, lost solar production would be likely due to the proposed development and arrangement of the Site. In our view, this would not be consistent with the Province's endorsement of renewable energy projects under the FIT contracts. We also note that the investment decision to construct the rooftop solar system was made with the current zoning regulations in effect.

We would be pleased to discuss these concerns with Town Staff. Given our concerns for the owner's interest in the solar array, we would appreciate notification of any future developments with respect to this matter.

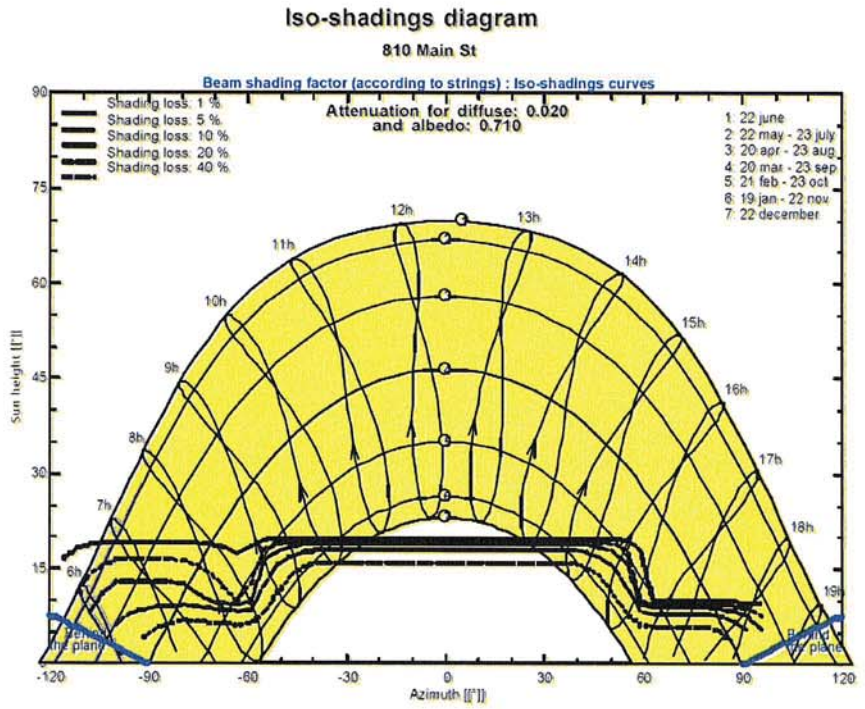
Yours very truly,



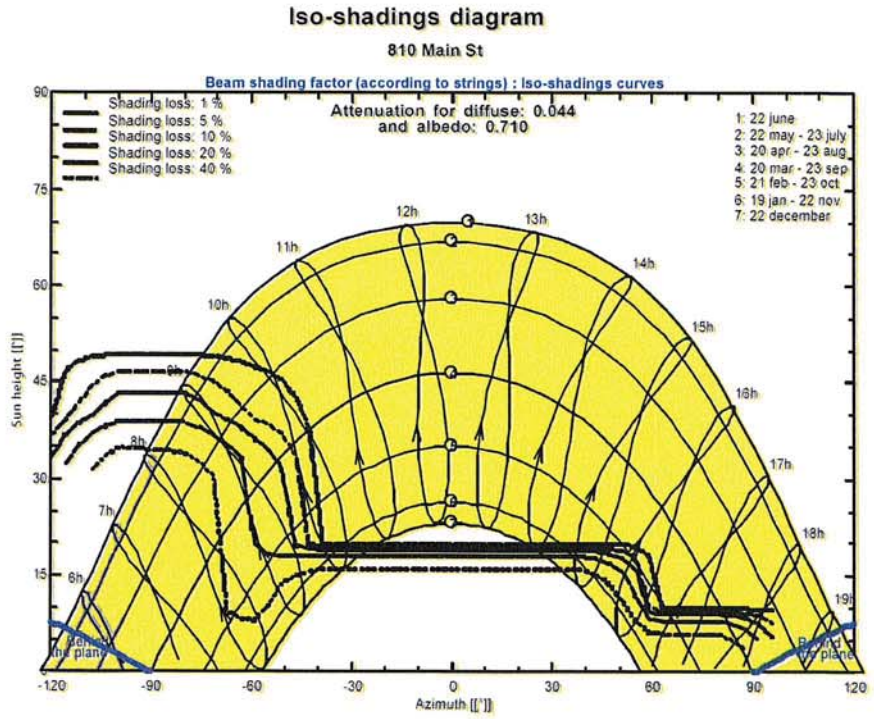
Mikhail Arkaev
Vice President

Encls: Simulation Parameters for three 8-storey buildings and for three 27-storey buildings

APPENDIX A: SHADING DIAGRAM FOR THREE 8 – STOREY BUILDINGS, UNDER CURRENT ZONING



APPENDIX B: SHADING DIAGRAM FOR THE PROPOSED THREE 27+ STOREY BUILDINGS



Grid-Connected System: Simulation parameters

Project : **810 Main St**

Geographical Site **Milton** **Country** **Canada**

Situation Latitude 43.51° N Longitude -79.93° W
 Time defined as Legal Time Time zone UT-5 Altitude 245 m
 Albedo 0.20

Meteo data: **Milton** Meteonorm 7.1 (1960-1998) - Synthetic

Simulation variant : **27 Story Building Shade**

Simulation date 05/03/18 10h16

Simulation parameters System type **Sheds, single array**

Collector Plane Orientation Tilt 15° Azimuth 0°

50 Sheds Pitch 1.83 m Collector width 1.00 m
 Inactive band Top 0.00 m Bottom 0.00 m
 Shading limit angle Gamma 0.0° Occupation Ratio (GCR) 0.5%

Models used Transposition Perez Diffuse Perez, Meteonorm

Horizon Free Horizon

Near Shadings According to strings Electrical effect 80 %

PV Array Characteristics

PV module Si-poly Model **TSM-250 P05A**
 Original PVSyst database Manufacturer Trina Solar

Number of PV modules In series 13 modules In parallel 107 strings
 Total number of PV modules Nb. modules 1391 Unit Nom. Power 250 Wp
 Array global power Nominal (STC) **348 kWp** At operating cond. 313 kWp (50°C)
 Array operating characteristics (50°C) U mpp 355 V I mpp 881 A
 Total area Module area **2277 m²**

Inverter Model **AE 250TX**
 Custom parameters definition Manufacturer Advanced Energy Industries, Inc. (AE)
 Characteristics Operating Voltage 295-500 V Unit Nom. Power 250 kWac
 Inverter pack Nb. of inverters 1 units Total Power 250 kWac

PV Array loss factors

Array Soiling Losses

Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.
35.0%	35.0%	20.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	20.0%

Thermal Loss factor U_c (const) 20.0 W/m²K U_v (wind) 0.0 W/m²K / m/s

Wiring Ohmic Loss Global array res. 9.0 mOhm Loss Fraction 2.0 % at STC

Module Quality Loss Loss Fraction -0.8 %

Module Mismatch Losses Loss Fraction 1.0 % at MPP

Strings Mismatch loss Loss Fraction 0.10 %

Incidence effect, ASHRAE parametrization IAM = 1 - bo (1/cos i - 1) bo Param. 0.05

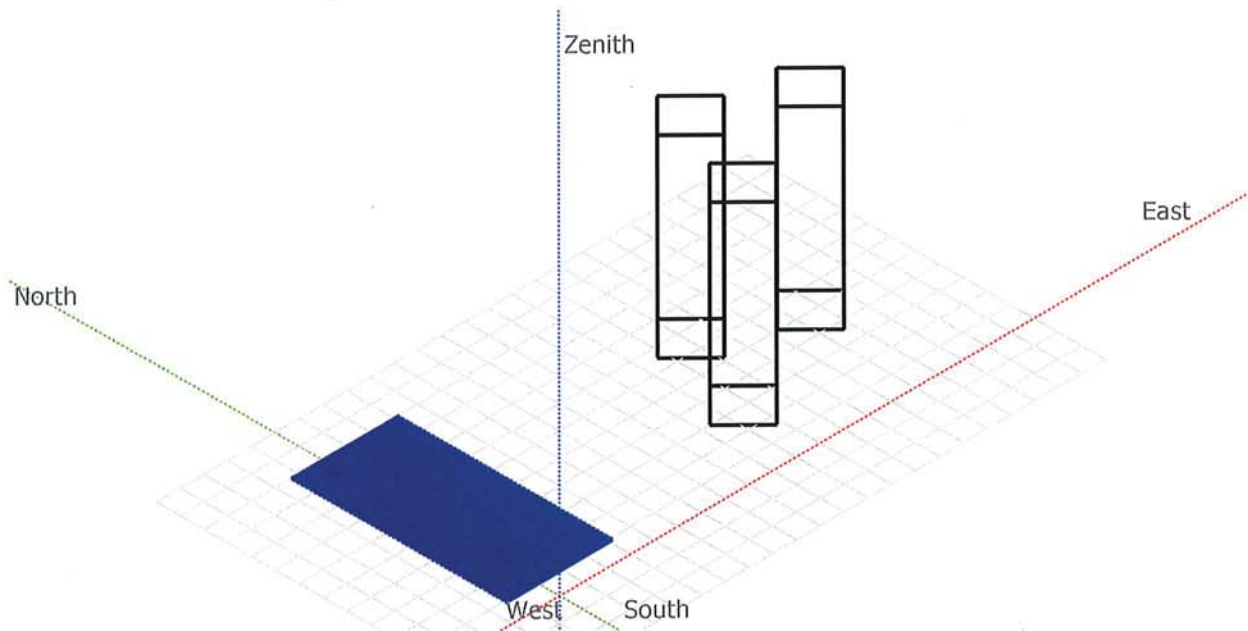
User's needs : Unlimited load (grid)

Grid-Connected System: Near shading definition

Project : 810 Main St
Simulation variant : 27 Story Building Shade

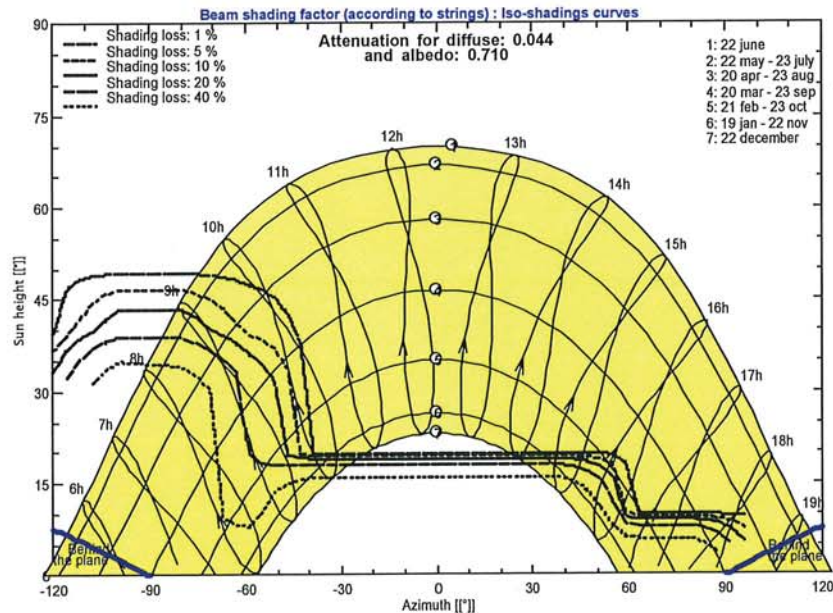
Main system parameters	System type Grid-Connected	
Near Shadings	According to strings	Electrical effect 80 %
PV Field Orientation	tilt 15°	azimuth 0°
PV modules	Model TSM-250 P05A	Pnom 250 Wp
PV Array	Nb. of modules 1391	Pnom total 348 kWp
Inverter	Model AE 250TX	Pnom 250 kW ac
User's needs	Unlimited load (grid)	

Perspective of the PV-field and surrounding shading scene



Iso-shadings diagram

810 Main St



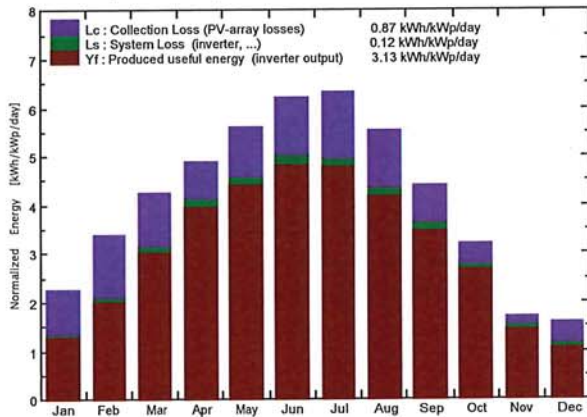
Grid-Connected System: Main results

Project : 810 Main St
Simulation variant : 27 Story Building Shade

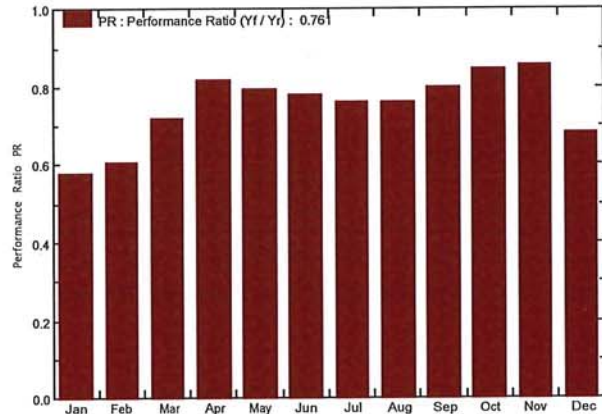
Main system parameters	System type Grid-Connected
Near Shadings According to strings	Electrical effect 80 %
PV Field Orientation tilt 15°	azimuth 0°
PV modules Model TSM-250 P05A	Pnom 250 Wp
PV Array Nb. of modules 1391	Pnom total 348 kWp
Inverter Model AE 250TX	Pnom 250 kW ac
User's needs Unlimited load (grid)	

Main simulation results
System Production **Produced Energy** 397.1 MWh/year **Specific prod.** 1142 kWh/kWp/year
Performance Ratio PR 76.07 %

Normalized productions (per installed kWp): Nominal power 348 kWp



Performance Ratio PR



27 Story Building Shade Balances and main results

	GlobHor kWh/m ²	DiffHor kWh/m ²	T Amb °C	GlobInc kWh/m ²	GlobEff kWh/m ²	EArray MWh	E_Grid MWh	PR
January	50.3	23.94	-4.81	69.7	42.2	14.76	14.07	0.580
February	73.7	30.52	-4.59	94.6	58.0	20.70	19.96	0.607
March	113.6	55.14	0.19	132.0	98.4	34.14	33.00	0.719
April	137.2	68.05	6.76	146.5	132.9	43.20	41.71	0.819
May	168.7	80.70	12.76	173.3	157.6	49.53	47.79	0.793
June	185.3	87.95	18.44	186.6	170.4	52.50	50.71	0.781
July	191.4	76.41	21.10	195.5	178.4	53.71	51.85	0.763
August	162.5	64.37	20.62	171.5	155.3	47.04	45.40	0.761
September	117.6	53.36	16.64	132.0	120.6	37.91	36.58	0.797
October	80.6	37.23	9.87	98.9	91.8	30.17	29.09	0.846
November	41.6	26.70	4.34	51.2	47.2	15.95	15.20	0.854
December	37.5	23.58	-2.18	49.5	36.6	12.43	11.78	0.684
Year	1360.0	627.95	8.33	1501.2	1289.5	412.03	397.14	0.761

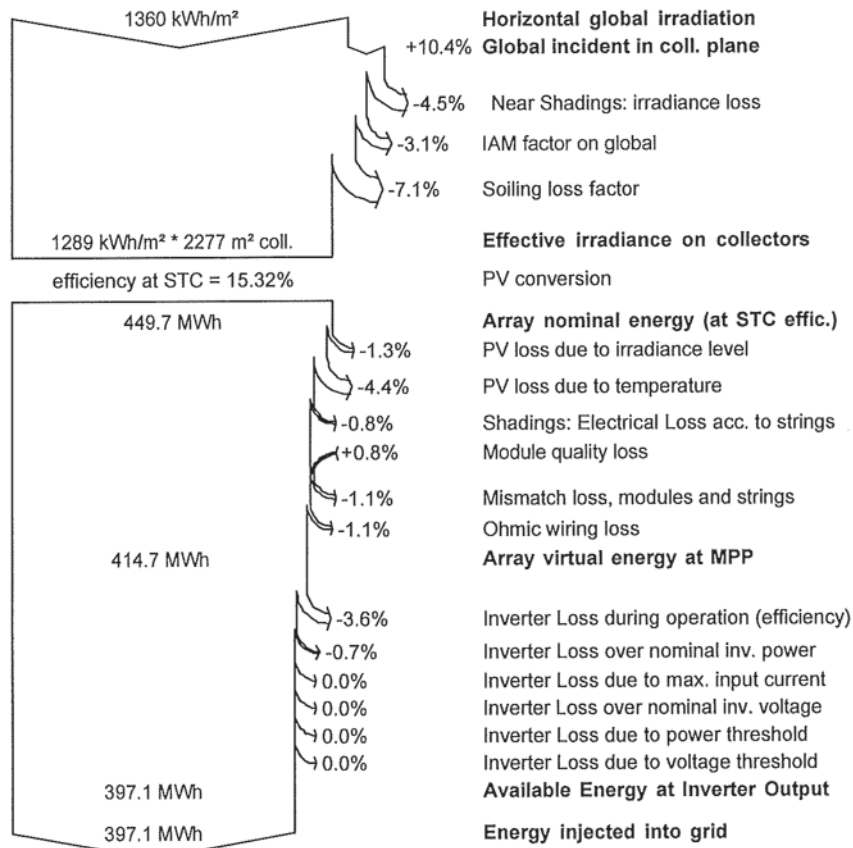
Legends: GlobHor Horizontal global irradiation GlobEff Effective Global, corr. for IAM and shadings
 DiffHor Horizontal diffuse irradiation EArray Effective energy at the output of the array
 T Amb Ambient temperature E_Grid Energy injected into grid
 GlobInc Global incident in coll. plane PR Performance Ratio

Grid-Connected System: Loss diagram

Project : 810 Main St
Simulation variant : 27 Story Building Shade

Main system parameters	System type	Grid-Connected	
Near Shadings	According to strings		Electrical effect 80 %
PV Field Orientation	tilt 15°		azimuth 0°
PV modules	Model TSM-250 P05A		Pnom 250 Wp
PV Array	Nb. of modules 1391		Pnom total 348 kWp
Inverter	Model AE 250TX		Pnom 250 kW ac
User's needs	Unlimited load (grid)		

Loss diagram over the whole year



Grid-Connected System: Simulation parameters

Project : **810 Main St**

Geographical Site **Milton** **Country** **Canada**

Situation Latitude 43.51° N Longitude -79.93° W
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 Inactive band Top 0.00 m Bottom 0.00 m
 Shading limit angle Gamma 0.0° Occupation Ratio (GCR) 0.5%

Models used Transposition Perez Diffuse Perez, Meteororm

Horizon Free Horizon

Near Shadings According to strings Electrical effect 80 %

PV Array Characteristics

PV module Si-poly Model **TSM-250 P05A**
 Original PVSyst database Manufacturer Trina Solar
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 Total number of PV modules Nb. modules 1391 Unit Nom. Power 250 Wp
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 Array operating characteristics (50°C) U mpp 355 V I mpp 881 A
 Total area Module area **2277 m²**

Inverter Model **AE 250TX**
 Custom parameters definition Manufacturer Advanced Energy Industries, Inc. (AE)
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 Inverter pack Nb. of inverters 1 units Total Power 250 kWac

PV Array loss factors

Array Soiling Losses

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35.0%	35.0%	20.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	20.0%

Thermal Loss factor Uc (const) 20.0 W/m²K Uv (wind) 0.0 W/m²K / m/s

Wiring Ohmic Loss Global array res. 9.0 mOhm Loss Fraction 2.0 % at STC

Module Quality Loss Loss Fraction -0.8 %

Module Mismatch Losses Loss Fraction 1.0 % at MPP

Strings Mismatch loss Loss Fraction 0.10 %

Incidence effect, ASHRAE parametrization IAM = 1 - bo (1/cos i - 1) bo Param. 0.05

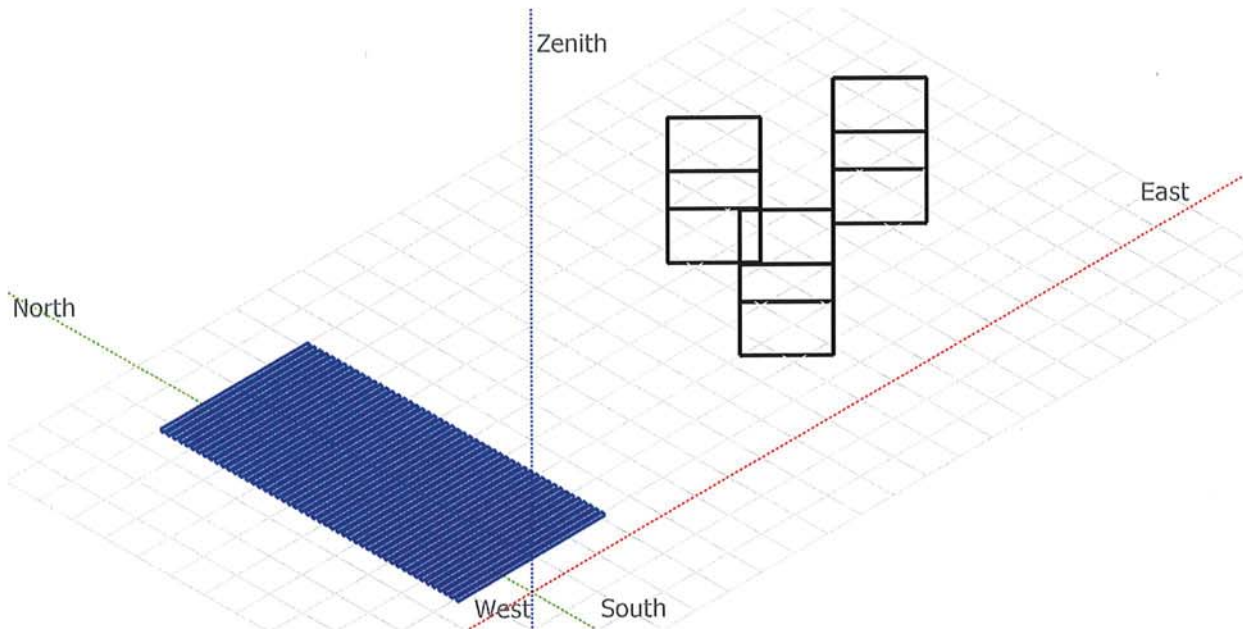
User's needs : Unlimited load (grid)

Grid-Connected System: Near shading definition

Project : 810 Main St
Simulation variant : 8 Story Building Shade

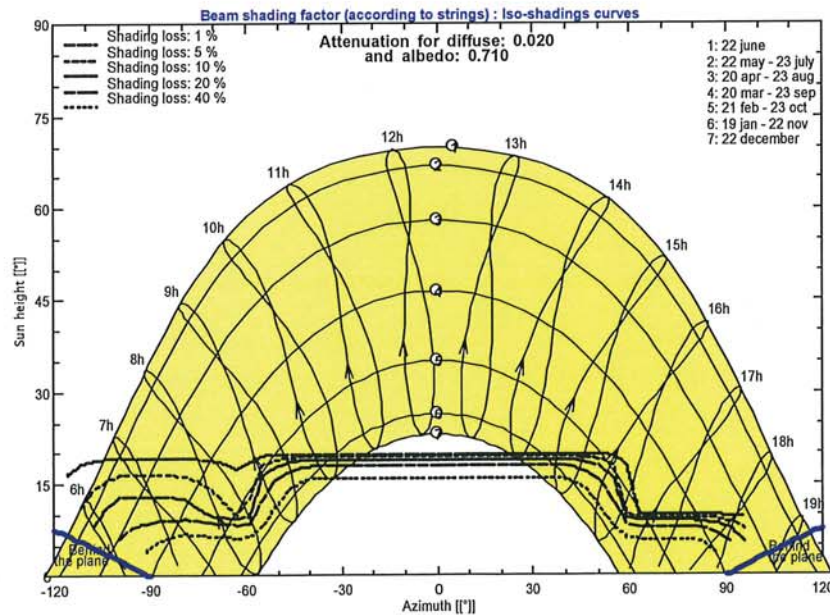
Main system parameters	System type Grid-Connected	
Near Shadings	According to strings	Electrical effect 80 %
PV Field Orientation	tilt 15°	azimuth 0°
PV modules	Model TSM-250 P05A	Pnom 250 Wp
PV Array	Nb. of modules 1391	Pnom total 348 kWp
Inverter	Model AE 250TX	Pnom 250 kW ac
User's needs	Unlimited load (grid)	

Perspective of the PV-field and surrounding shading scene



Iso-shadings diagram

810 Main St



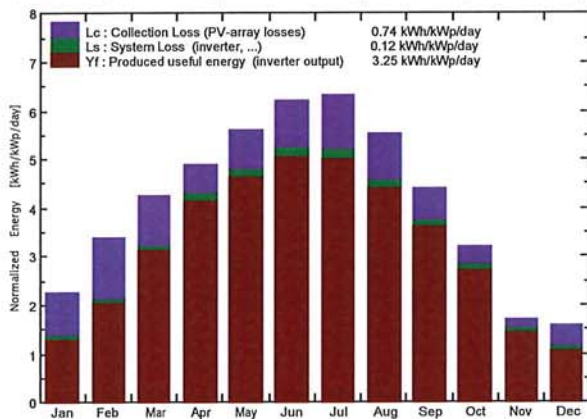
Grid-Connected System: Main results

Project : 810 Main St
Simulation variant : 8 Story Building Shade

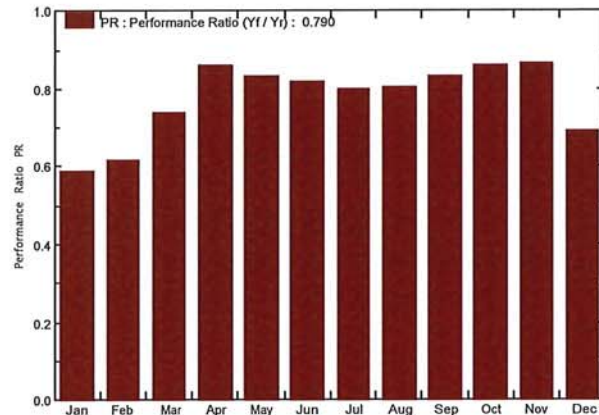
Main system parameters	System type Grid-Connected
Near Shadings	According to strings
PV Field Orientation	tilt 15°
PV modules	Model TSM-250 P05A
PV Array	Nb. of modules 1391
Inverter	Model AE 250TX
User's needs	Unlimited load (grid)
	Electrical effect 80 %
	azimuth 0°
	Pnom 250 Wp
	Pnom total 348 kWp
	Pnom 250 kW ac

Main simulation results
 System Production **Produced Energy 412.6 MWh/year** Specific prod. 1187 kWh/kWp/year
 Performance Ratio PR 79.04 %

Normalized productions (per installed kWp): Nominal power 348 kWp



Performance Ratio PR



8 Story Building Shade Balances and main results

	GlobHor kWh/m ²	DiffHor kWh/m ²	T Amb °C	GlobInc kWh/m ²	GlobEff kWh/m ²	EArray MWh	E_Grid MWh	PR
January	50.3	23.94	-4.81	69.7	42.6	14.90	14.21	0.586
February	73.7	30.52	-4.59	94.6	58.6	20.94	20.20	0.614
March	113.6	55.14	0.19	132.0	100.7	35.05	33.90	0.739
April	137.2	68.05	6.76	146.5	138.5	45.27	43.75	0.859
May	168.7	80.70	12.76	173.3	164.0	51.88	50.10	0.831
June	185.3	87.95	18.44	186.6	176.7	54.78	52.95	0.816
July	191.4	76.41	21.10	195.5	185.7	56.37	54.47	0.801
August	162.5	64.37	20.62	171.5	162.7	49.67	48.00	0.805
September	117.6	53.36	16.64	132.0	124.8	39.45	38.11	0.830
October	80.6	37.23	9.87	98.9	93.1	30.66	29.57	0.860
November	41.6	26.70	4.34	51.2	47.8	16.16	15.42	0.866
December	37.5	23.58	-2.18	49.5	37.0	12.59	11.94	0.693
Year	1360.0	627.95	8.33	1501.2	1332.2	427.74	412.61	0.790

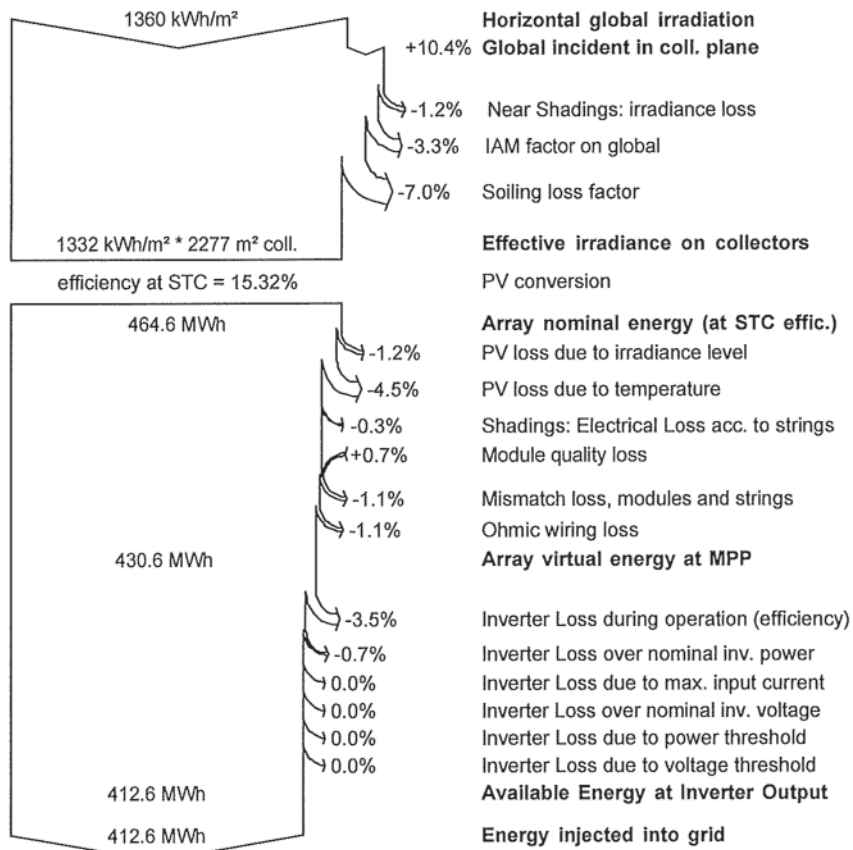
Legends: GlobHor Horizontal global irradiation
 DiffHor Horizontal diffuse irradiation
 T Amb Ambient Temperature
 GlobInc Global incident in coll. plane
 GlobEff Effective Global, corr. for IAM and shadings
 EArray Effective energy at the output of the array
 E_Grid Energy injected into grid
 PR Performance Ratio

Grid-Connected System: Loss diagram

Project : 810 Main St
Simulation variant : 8 Story Building Shade

Main system parameters	System type	Grid-Connected
Near Shadings	According to strings	Electrical effect 80 %
PV Field Orientation	tilt 15°	azimuth 0°
PV modules	Model TSM-250 P05A	Pnom 250 Wp
PV Array	Nb. of modules 1391	Pnom total 348 kWp
Inverter	Model AE 250TX	Pnom 250 kW ac
User's needs	Unlimited load (grid)	

Loss diagram over the whole year





JANUARY 21
09:00 AM



JANUARY 21
10:00 AM



JANUARY 21
12:00 PM



JANUARY 21
14:00 PM

130 THOMPSON RD.
MILTON, ON
(6L1Z3K)



SHADOW STUDY
(JANUARY)



DRAWING NAME
SCALE: 100%

DIAGRAM
2018-01-05

This proposal constitutes Work. "Work" means all artwork, renderings, key plans, and other materials and designs prepared by Turner Fleischer solely for this project/site. All Work remains the exclusive property of Turner Fleischer and we retain all rights in and to the Work. The Work is subject to change and is made available for your review for informational and consultation purposes only in relation to this project/site.

PRELIMINARY

PAGE 1

 TURNER FLEISCHER



TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(64.123N)

**SHADOW STUDY
(JANUARY)**



DRAWING NAME
SCALE: 100%

DIAGRAM
2018-01-05

PRELIMINARY

PAGE 2

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FEBRUARY 21
08:00 AM



FEBRUARY 21
10:00 AM



FEBRUARY 21
12:00 PM



FEBRUARY 21
14:00 PM

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130 THOMPSON RD.
MILTON, ON
(64.123N)

**SHADOW STUDY
(FEBRUARY)**



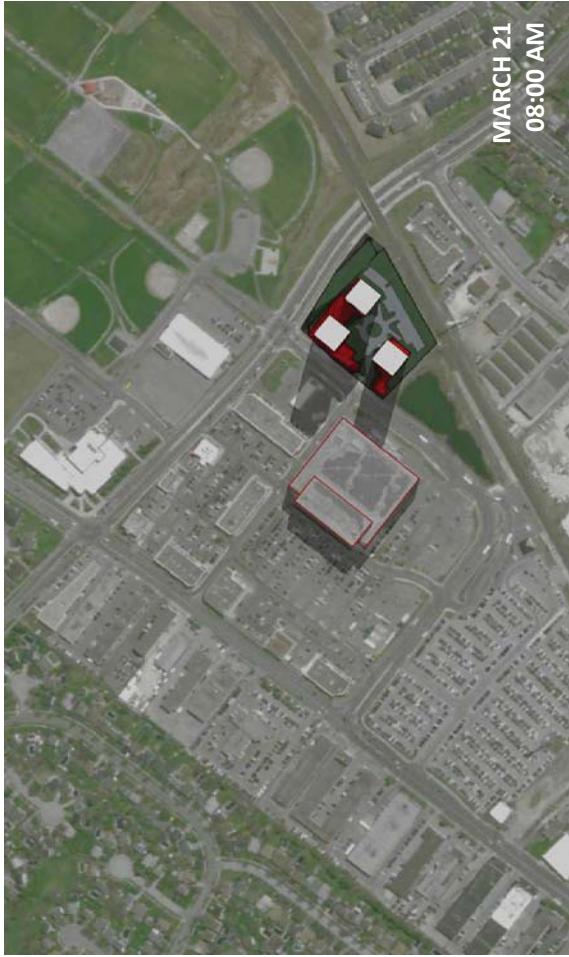
DRAWING NAME
SCALE: 100%

DIAGRAM
2018-01-05

PRELIMINARY

PAGE 4

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MARCH 21
08:00 AM



MARCH 21
10:00 AM



MARCH 21
12:00 PM



MARCH 21
14:00 PM



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MARCH 21
16:00 PM



MARCH 21
18:00 PM



TURNER FLEISCHER

Choice
Properties

130 THOMPSON RD.
MILTON, ON
(64.123N)

**SHADOW STUDY
(MARCH)**



DRAWING NAME
SCALE: 100%

DIAGRAM
2018-01-05

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APRIL 21
08:00 AM



APRIL 21
10:00 AM



APRIL 21
12:00 PM



APRIL 21
14:00 PM

130 THOMPSON RD.
MILTON, ON
(64.123N)



TF
TURNER FLEISCHER

**SHADOW STUDY
(APRIL)**

DRAWING NAME
SCALE: 100%



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PRELIMINARY

DIAGRAM
2018-01-05

PAGE 7



APRIL 21
16:00 AM



APRIL 21
18:00 PM



TURNER FLEISCHER

Choice
Properties

130 THOMPSON RD.
MILTON, ON
(64.123N)

SHADOW STUDY
(APRIL)

DRAWING NAME
SCALE: 100%



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PRELIMINARY

DIAGRAM
2018-01-05

PAGE 8



MAY 21
08:00 AM



MAY 21
10:00 AM



MAY 21
12:00 PM



MAY 21
14:00 PM

130 THOMPSON RD.
MILTON, ON
(6L123K)



TF
TURNER FLEISCHER

**SHADOW STUDY
(MAY)**

DRAWING NAME
SCALE: 100%



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PRELIMINARY

DIAGRAM
2018-01-05



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JUNE 21
08:00 AM



JUNE 21
10:00 AM



JUNE 21
12:00 PM



JUNE 21
14:00 PM



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JUNE 21
16:00 AM



JUNE 21
18:00 PM



TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(647.1234)

**SHADOW STUDY
(JUNE)**

DRAWING NAME

SCALE: 100%



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PRELIMINARY

DIAGRAM
2018-01-05

PAGE 12



JULY 21
08:00 AM



JULY 21
10:00 AM



JULY 21
12:00 PM



JULY 21
14:00 PM

130 THOMPSON RD.
MILTON, ON
(64.123N)

SHADOW STUDY
(JULY)



TF
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DRAWING NAME
SCALE: 100%

PRELIMINARY

DIAGRAM
2018-01-05

PAGE 13



JULY 21
16:00 AM



JULY 21
18:00 PM



TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(64.123N)

**SHADOW STUDY
(JULY)**

DRAWING NAME

SCALE: 100%



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PRELIMINARY

DIAGRAM
2018-01-05

PAGE 14



AUGUST 21
08:00 AM



AUGUST 21
12:00 PM



AUGUST 21
10:00 AM



AUGUST 21
14:00 PM



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AUGUST 21
16:00 AM



AUGUST 21
18:00 PM



TURNER FLEISCHER

Choice
Properties

130 THOMPSON RD.
MILTON, ON
(64.123N)

**SHADOW STUDY
(AUGUST)**



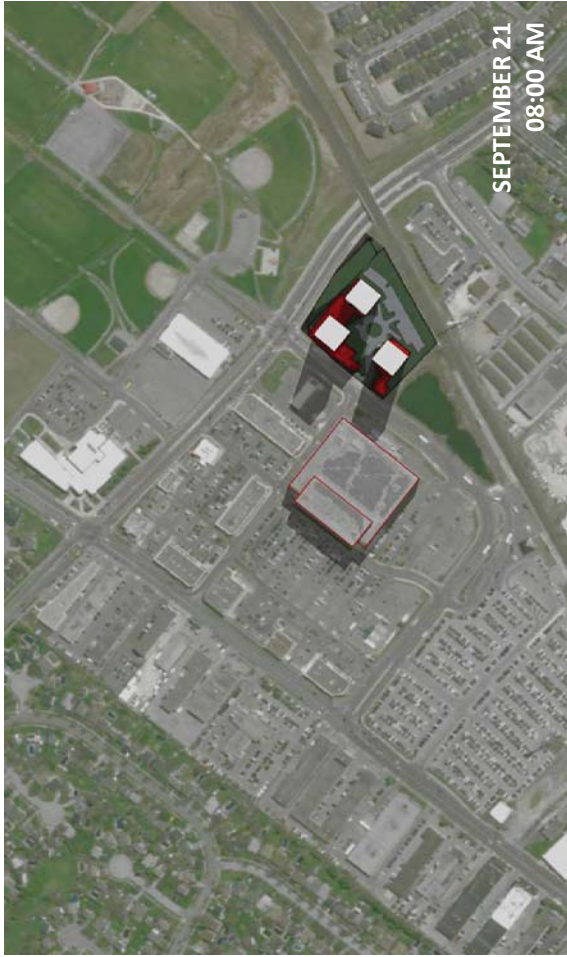
DRAWING NAME
SCALE: 100%

DIAGRAM
2018-01-05

PRELIMINARY

PAGE 16

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SEPTEMBER 21
08:00 AM



SEPTEMBER 21
10:00 AM



SEPTEMBER 21
12:00 PM



SEPTEMBER 21
14:00 PM





TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(647.1234)

**SHADOW STUDY
(SEPTEMBER)**

DRAWING NAME
SCALE: 100%



DIAGRAM
2018-01-05

PRELIMINARY

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OCTOBER 21
08:00 AM



OCTOBER 21
10:00 AM



OCTOBER 21
12:00 PM



OCTOBER 21
14:00 PM

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TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(64.123N)

**SHADOW STUDY
(OCTOBER)**

DRAWING NAME
SCALE: 100%



PRELIMINARY

DIAGRAM
2018-01-05

PAGE 20

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NOVEMBER 21
08:00 AM



NOVEMBER 21
10:00 AM



NOVEMBER 21
12:00 PM



NOVEMBER 21
14:00 PM

130 THOMPSON RD.
MILTON, ON
(64.123N)



**SHADOW STUDY
(NOVEMBER)**



DRAWING NAME
SCALE: 100%

DIAGRAM
2018-01-05

PRELIMINARY

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TF
TURNER FLEISCHER



TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(647.1234)

**SHADOW STUDY
(NOVEMBER)**



DRAWING NAME
SCALE: 100%

DIAGRAM
2018-01-05

PRELIMINARY

PAGE 22

This proposal constitutes Work. "Work" means all artwork, renderings, key plans, and other material and designs prepared by Turner Fleischer solely for this project/site. All Work remains the exclusive property of Turner Fleischer and we retain all rights in and to the Work. The Work is subject to change and is made available for your review for informational and consultation purposes only in relation to this project/site.



DECEMBER 21
09:00 AM



DECEMBER 21
10:00 PM



DECEMBER 21
12:00 PM



DECEMBER 21
14:00 PM



TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(647.1234)

**SHADOW STUDY
(DECEMBER)**



DRAWING NAME
SCALE: 100%

PRELIMINARY

DIAGRAM
2018-01-05

PAGE 24

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JANUARY 21
09:00 AM



JANUARY 21
10:00 AM



JANUARY 21
12:00 PM



JANUARY 21
14:00 PM



TURNER FLEISCHER

Choice
Properties

130 THOMPSON RD.
MILTON, ON
(647.1234)

SHADOW STUDY
(JANUARY)



DRAWING NAME
SCALE: 100%

PRELIMINARY

DIAGRAM
2017-12-19

PAGE 1

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TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(64.123N)

**SHADOW STUDY
(JANUARY)**



DRAWING NAME
SCALE: 100%

PRELIMINARY

DIAGRAM
2017-12-19

PAGE 2

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FEBRUARY 21
08:00 AM



FEBRUARY 21
10:00 AM



FEBRUARY 21
12:00 PM



FEBRUARY 21
14:00 PM



TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(647.1234)

**SHADOW STUDY
(FEBRUARY)**



DRAWING NAME
SCALE: 100%

PRELIMINARY

DIAGRAM
2017-12-19

PAGE 4

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MARCH 21
08:00 AM



MARCH 21
10:00 AM



MARCH 21
12:00 PM



MARCH 21
14:00 PM





TURNER FLEISCHER

Choice
Properties

130 THOMPSON RD.
MILTON, ON
(64.123N)

**SHADOW STUDY
(MARCH)**

DRAWING NAME
SCALE: 100%



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PRELIMINARY

DIAGRAM
2017-12-19

PAGE 6



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APRIL 21
16:00 AM



APRIL 21
18:00 PM

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MAY 21
08:00 AM



MAY 21
10:00 AM



MAY 21
12:00 PM



MAY 21
14:00 PM

130 THOMPSON RD.
MILTON, ON
(64.123N)



TF
TURNER FLEISCHER

SHADOW STUDY
(MAY)

DRAWING NAME
SCALE: 100%



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PRELIMINARY

DIAGRAM
2017-12-19

PAGE 9



MAY 21
16:00 AM



MAY 21
18:00 PM

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JUNE 21
08:00 AM



JUNE 21
10:00 AM



JUNE 21
12:00 PM



JUNE 21
14:00 PM





JUNE 21
16:00 AM



JUNE 21
18:00 PM



TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(647.1234)

**SHADOW STUDY
(JUNE)**

DRAWING NAME

DIAGRAM
2017-12-19



SCALE: 100%

PRELIMINARY

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JULY 21
16:00 AM



JULY 21
18:00 PM



TURNER FLEISCHER

Choice
Properties

130 THOMPSON RD.
MILTON, ON
(647.1234)

SHADOW STUDY
(JULY)



DRAWING NAME
SCALE: 100%

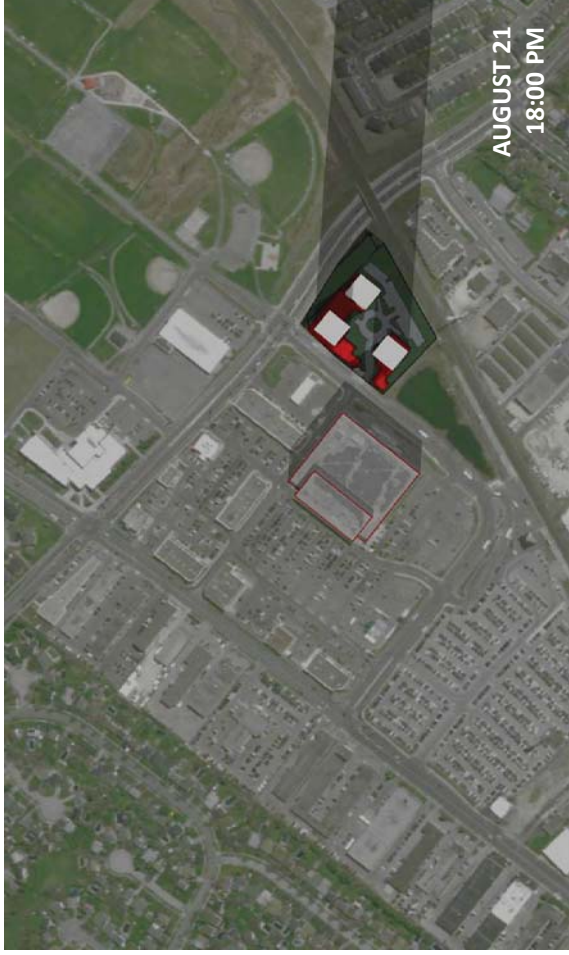
DIAGRAM
2017-12-19

PRELIMINARY

PAGE 14

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TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(647.1234)

SHADOW STUDY
(AUGUST)

DRAWING NAME
SCALE: 100%



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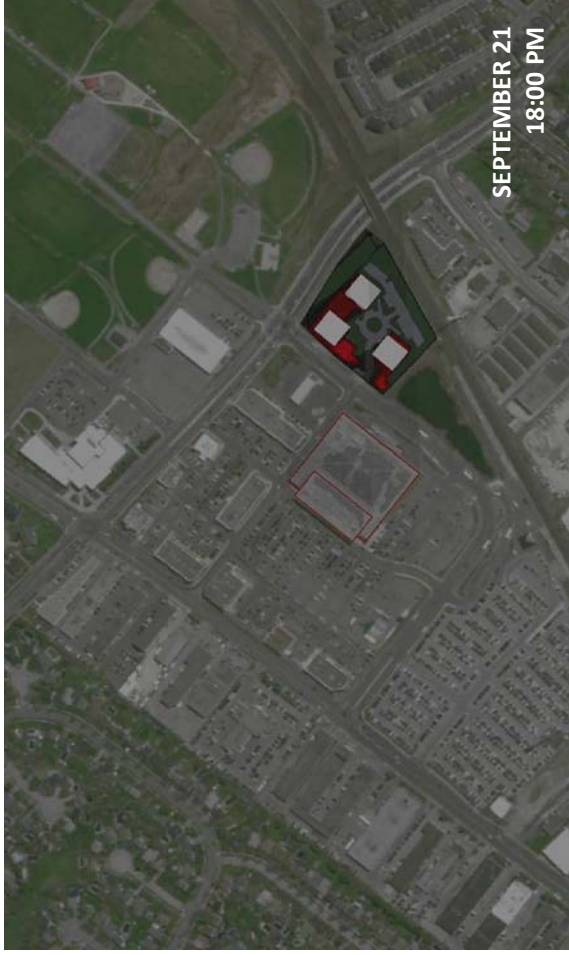
PRELIMINARY

DIAGRAM
2017-12-19

PAGE 16



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TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(64.123N)

**SHADOW STUDY
(SEPTEMBER)**



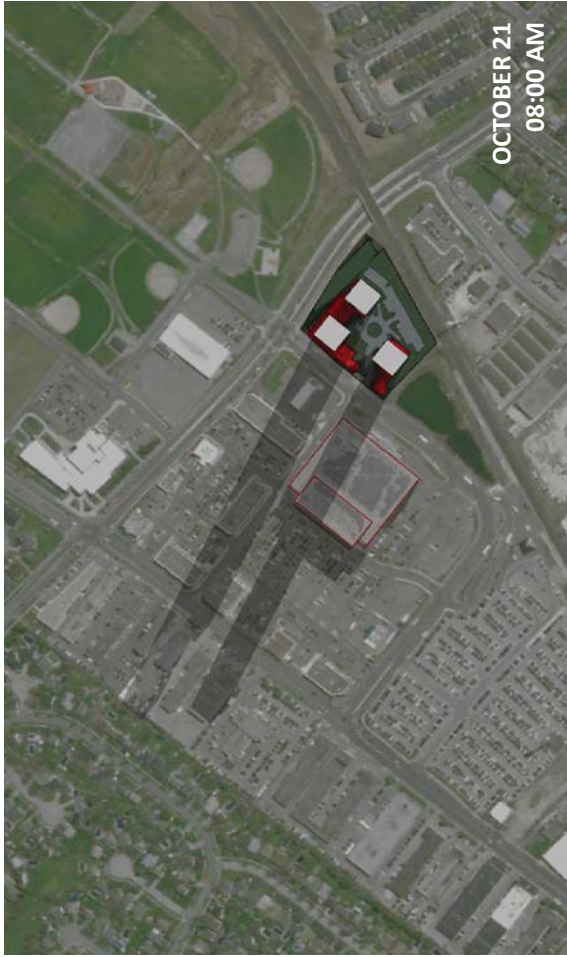
DRAWING NAME
SCALE: 100%

DIAGRAM
2017-12-19

PRELIMINARY

PAGE 18

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OCTOBER 21
08:00 AM



OCTOBER 21
10:00 AM



OCTOBER 21
12:00 PM



OCTOBER 21
14:00 PM

130 THOMPSON RD.
MILTON, ON
(64.123N)



**SHADOW STUDY
(OCTOBER)**



DRAWING NAME
SCALE: 100%

PRELIMINARY

DIAGRAM
2017-12-19

PAGE 19

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TF
TURNER FLEISCHER



TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(64.123N)

**SHADOW STUDY
(OCTOBER)**

DRAWING NAME
SCALE: 100%

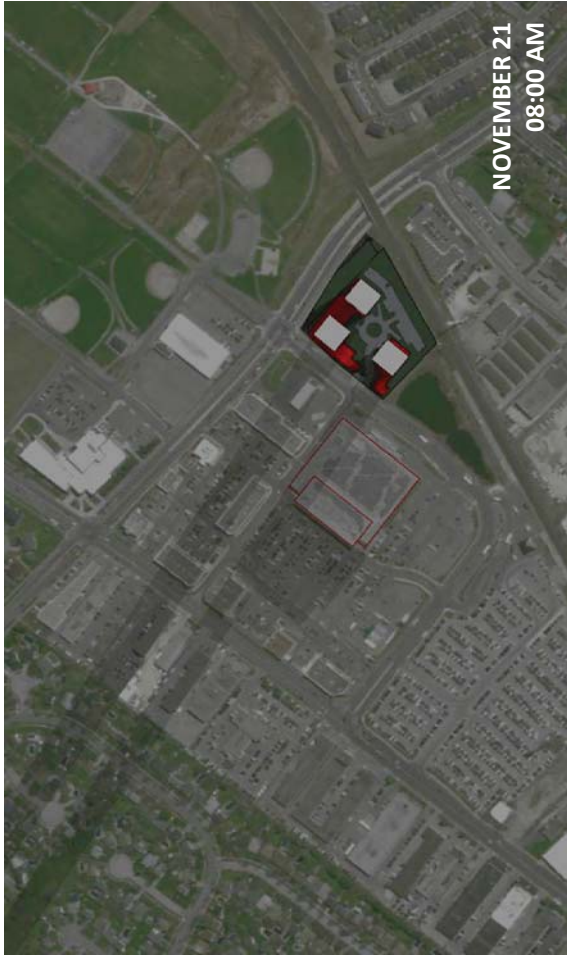


PRELIMINARY

DIAGRAM
2017-12-19

PAGE 20

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NOVEMBER 21
08:00 AM



NOVEMBER 21
10:00 AM



NOVEMBER 21
12:00 PM



NOVEMBER 21
14:00 PM

130 THOMPSON RD.
MILTON, ON
(64.123N)



TF
TURNER FLEISCHER

**SHADOW STUDY
(NOVEMBER)**



DRAWING NAME
SCALE: 100%

DIAGRAM
2017-12-19

PRELIMINARY

PAGE 21

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TURNER FLEISCHER



130 THOMPSON RD.
MILTON, ON
(647.1234)

**SHADOW STUDY
(NOVEMBER)**



DRAWING NAME
SCALE: 100%

PRELIMINARY

DIAGRAM
2017-12-19

PAGE 22

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DECEMBER 21
10:00 AM



DECEMBER 21
12:00 PM



DECEMBER 21
14:00 PM



DECEMBER 21
16:00 AM

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Memo

To: Chris Lupis & David Twigg

From: Korsiak Urban Planning

RE: 130 Thompson Road South

Town File Nos: LOPA-03/16 & Z-12/16

In support of the above noted development applications, we are pleased to provide the following view analysis renderings. In total, seven view analysis renderings are included; four were previously submitted for your review in November of 2017 and three are new renderings as requested. The view analysis renderings included are as follows:

1. Looking southwest from the intersection of Thompson Road and Main Street East, dated November 4, 2017;
2. Looking southeast from the intersection of Main Street East and Wilson Drive, dated November 4, 2017;
3. Looking northwest from the intersection of Thompson Road South and Childs Drive, dated November 4, 2017;
4. Looking southwest from the intersection of Main Street East and Harris Boulevard, dated November 4, 2017;
5. Looking northwest from the intersection of Laurier Avenue and Costigan Road, dated May 22, 2018;
6. Looking west at Drew Centre just east of Thompson Road South, dated May 22, 2018; and
7. Looking west from the apex of Ellis Crescent abutting Lions Sports Park, dated May 22, 2018.

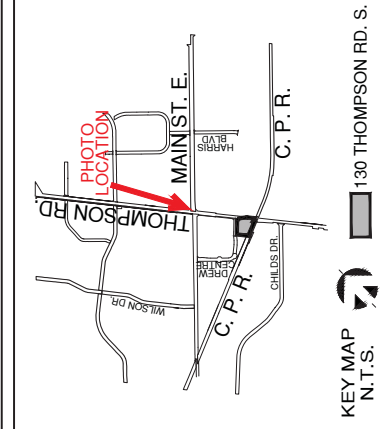
Please feel free to contact me directly should you have any questions or require any further information.

Sincerely yours,

KORSIAK URBAN PLANNING



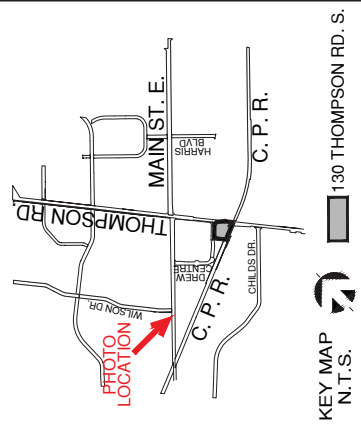
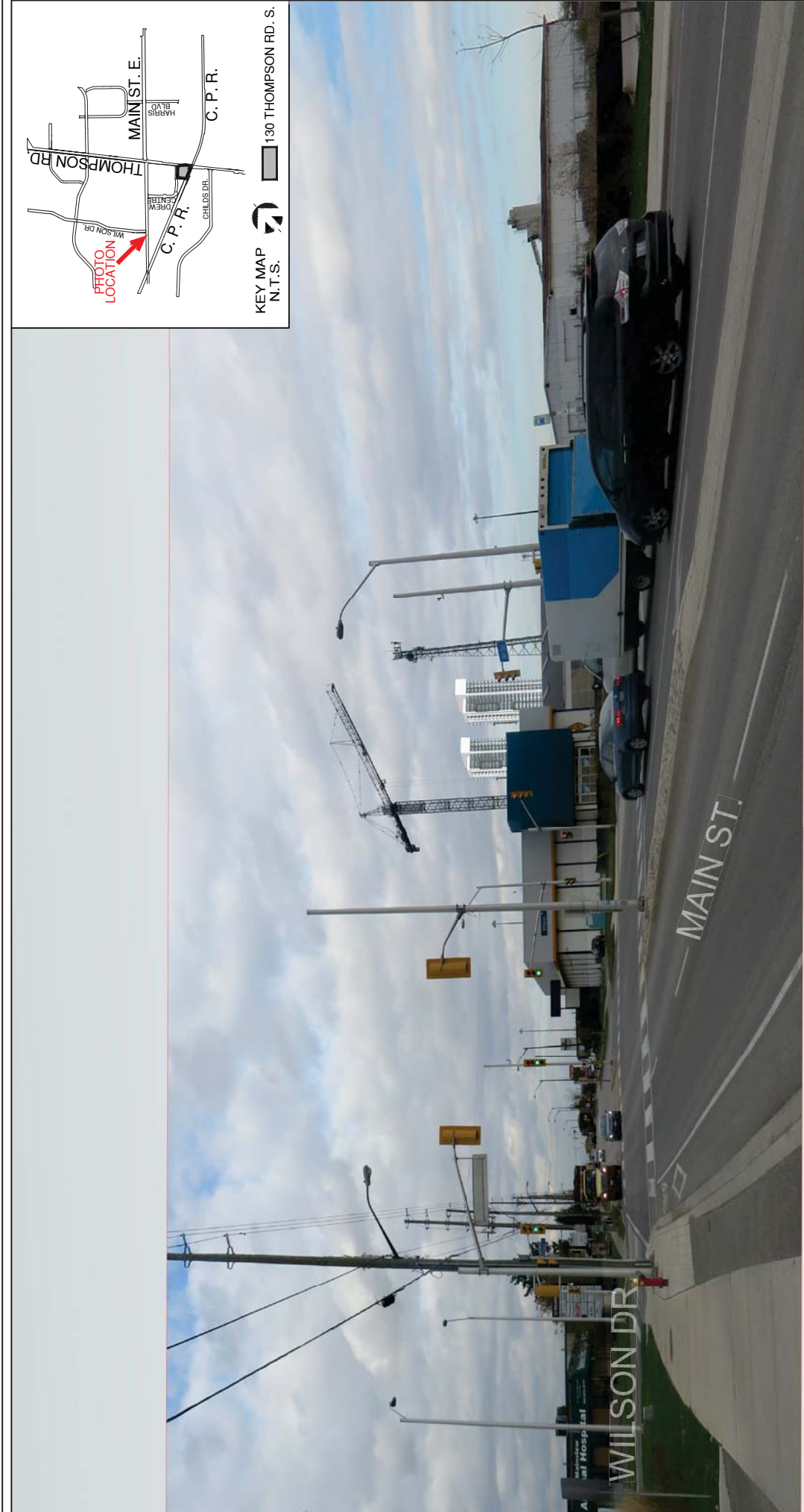
Jacob Kaven, MES, RPP



Scale - N.T.S

November 4, 2017



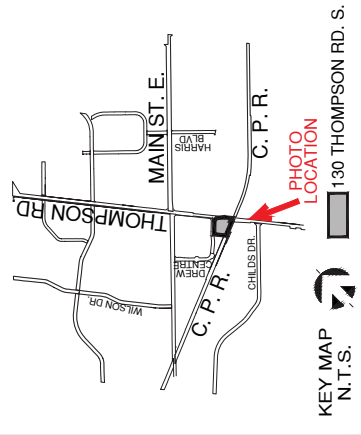
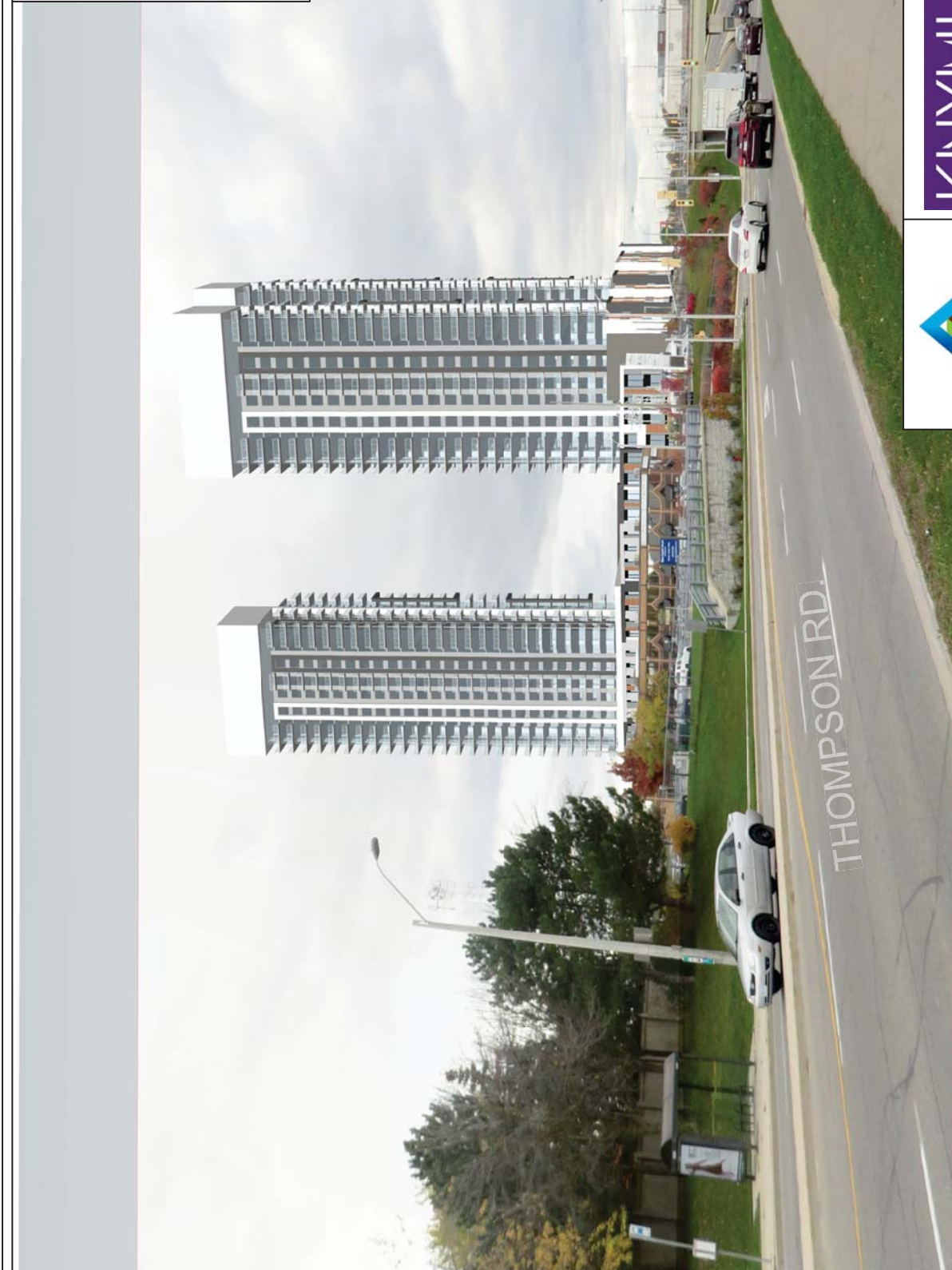


Scale - N.T.S. November 4, 2017

KORSIAK Urban Planning
 206 371 Lakeshore Road East
 Oakville, Ontario L6J 1H9
 T: 906-257-0227
 info@korsiak.com

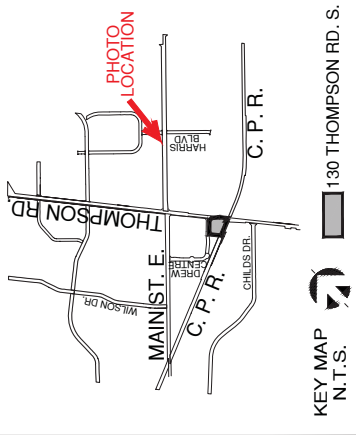
KINYMHI
 ARCHITECTURE • SOLUTIONS

HODEROTM
 HOLDINGS LTD.



Scale - N.T.S. November 4, 2017

KORSIAK Urban Planning
206 371 Lakeshore Road East
Oshkosh, Ontario, U8 1H8
T: 906-257-0227
info@korsiak.com

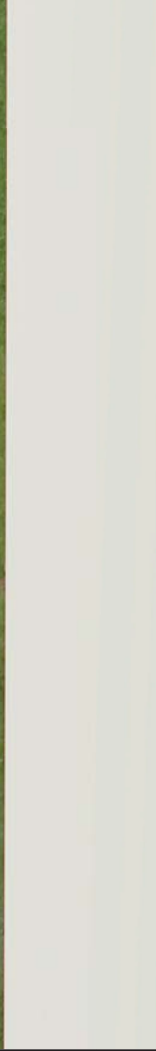


Scale - N.T.S. November 4, 2017

KORSIAK Urban Planning
 206 371 Lakeshore Road East
 Oakville, Ontario L6B 1H8
 T: 906-257-0227
 info@korsiak.com

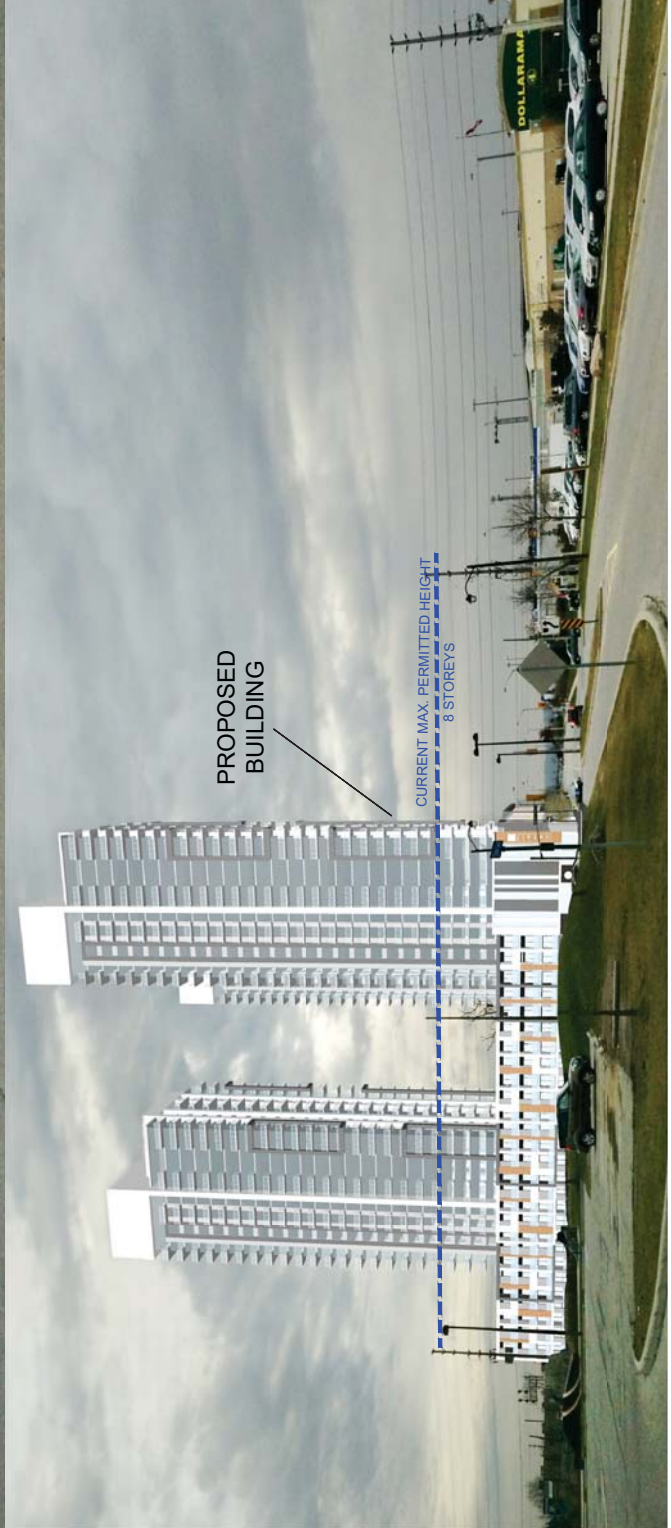
KINYMHI
 ARCHITECTURE • SOLUTIONS

HODEROTM
 HOLDINGS LTD.



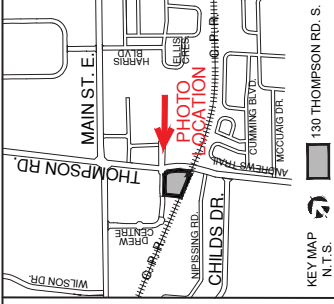


EXISTING BUILDING



PROPOSED BUILDING

CURRENT MAX. PERMITTED HEIGHT
8 STOREYS



KEY MAP
N.T.S.
130 THOMPSON RD. S.

Note: Photo taken at Drew Centre, east of Thompson Rd. S.

HODERO
HOLDINGS LTD.

KNYMIH
ARCHITECTURE • SOLUTIONS

May 22, 2018
N.T.S.
Image Source: KNYMIH, 4/12/2017

KORSIAK Urban Planning
255 Dufferin Street, Suite 100
Caledonia, Ontario N4B 3P9
info@korsiak.com

