



# The Corporation of the Town of Milton

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Report To: Council

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From: Barbara Koopmans, Commissioner, Planning and Development

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Date: May 6, 2019

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Report No: PD-020-19

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Subject: Technical Report - Proposed Zoning By-law Amendment by Howland Green (Bronte West) Limited for lands located at 710 Bronte Street South (Town File: Z-13/17).

**Recommendation:** THAT Planning and Development Report PD-020-19 outlining an application for amendment to the Town of Milton Zoning By-law 016-2014, as amended, to facilitate the construction of a six (6) storey apartment building, BE APPROVED;

AND THAT staff be authorized to bring forward an amending Zoning By-law in accordance with the draft By-law attached as Appendix 1 to Report PD-020-19 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 applicant is seeking to rezone the subject lands from the Future Development (FD) Zone to a site-specific Residential Medium Density II with a Holding (RMD2\*260\*H32) Zone to facilitate the development of a six (6) storey, 132-unit apartment building; and, additionally seek site-specific relief from the provisions of the RMD2 Zone to facilitate the siting of the development on the subject lands, to permit a reduction in the off-street parking requirements, to require a minimum amount of bicycle parking spaces to be provided and to permit a fence along the west property line within the front yard.

## **Conclusions and Recommendations**

Planning staff is of the opinion that the proposed development conforms to provincial, regional and local planning policy and provides for development that is compatible with the built environment of surrounding land uses. As such, staff recommends that the application be approved and the amending zoning by-law be adopted.

## **REPORT**



## Background

**Owner:** Howland Green (Bronte West) Limited, 7800 Kennedy Road, Unit 102, Markham

**Applicant:** Wellings Planning Consultants Inc., 513 Locust Street, Unit B, Burlington

## Location/Description

The subject property is located on the southwest corner of Bronte Street South and Derry Road West, and is known municipality as 710 Bronte Street South (See Figure 1 - Location Map).

## Property

The property is approximately 1.13 hectares in size and is currently vacant. The property has approximately 156.8 metres of frontage on Derry Road West as well as approximately 45.2 metres of frontage on Bronte Street South.

## Surrounding Land Use

Surrounding land uses are both residential and commercial, with townhouse dwellings to the south, an office building immediately adjacent to the northeast portion of the site, and the Milton Hospital across Bronte Street South to the east.

## Proposal

The applicant is proposing to construct a six storey condominium apartment building on the subject lands. The proposed apartment building consists of 132 units with 33 at-grade visitor parking spaces and 176 resident parking spaces underground. The development represents a proposed density of 117 units per net hectare. Figure 2 illustrates the proposed concept plan for the site and Figure 3 illustrates the proposed elevation drawing.

It is noted that the subject lands have been contemplated for the development of a higher density use since the development of the adjacent subdivision. Schedule M of the subdivision agreement for Phase 3 of the Elkford Subdivision (all lands on Transom Crescent, Megson Terrace, Munch Place, Asleton Boulevard north of McLaughlin Avenue, and those dwellings on the north side of McLaughlin Avenue) advises within the warning clauses/restrictive covenants that "Purchasers and/or tenants of all lots or units in the vicinity of the lands adjacent to Derry Road on the north side of Megson Terrace and Transom Crescent are advised that this block is intended to be developed for high density residential uses, including, but not limited to, an apartment building, apartment builds and/or a retirement residence."

The proposed Zoning By-law amendment seeks to rezone the lands from Future Development (FD) to Site Specific Residential Medium Density 2 with a Holding (RMD2\*260\*H32) to facilitate the development of a 132-unit, six-storey apartment building. Attached to this report as Appendix 1 is the proposed Zoning By-law.



Plans and reports submitted in support of the application:

- Planning Justification Report, prepared by Wellings Planning Consultants Inc. dated October, 2018;
- Survey, prepared by Schaeffer Dzaldov Bennett Ltd. dated August 18, 2017;
- Site Plan prepared by Keith Loffler McAlpine Architects dated March 20, 2019;
- Underground Parking, Floor and Elevation Plans prepared by Keith Loffler McAlpine Architects dated December 17, 2018;
- Shadow Study prepared by Keith Loffler McAlpine Architects dated April 30, 2018;
- Site Servicing and Stormwater Management Report prepared by Masongsong Associates Engineering Limited dated August 2017;
- Detailed Noise Control Study prepared by SS Wilson Associates dated August 16, 2018;
- Railway Vibration Level Measurements prepared by SS Wilson Associates dated August 4, 2017;
- Stage 1-2 Archaeological Assessment prepared by Amick Consultants Limited dated May 2007;
- Revised Phase One Environmental Site Assessment prepared by Soil Engineers Ltd. dated May 31, 2018;
- Phase Two Environmental Site Assessment prepared by Soil Engineers Ltd. dated June 25, 2018;
- Letter of Reliance prepared by Soil Engineers Ltd. dated June 5, 2018;
- Geotechnical Investigation prepared by AME - Materials Engineering dated March, 2018;
- Transportation Impact Study prepared by WSP dated January 17, 2019;
- Updated TIS Addendum Letter prepared by WSP dated April 2019, 2019; and
- Erosion & Sediment Control and Site Servicing & Grading Plans prepared by Masongsong Associates Engineering Limited dated August 2017.

## Planning Policy

### Provincial Policy

Staff has reviewed the application in relation to the policies of the Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), and the Region and Town Official Plans.

Provincial policies support efficient development patterns to optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and other modes of travel. Healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns, accommodating a range of residential uses to meet the needs of the community, and



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promoting cost-effective development standards to minimize land consumption by ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

The Greater Golden Horseshoe, including the Town of Milton, is one of the most dynamic and fast-growing regions in North America. The policies of the Growth Plan support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living. Intensification is prioritized, as are higher densities to make efficient use of land and infrastructure and support to support transit viability. A range and mix of housing options are supported to serve all sizes, incomes and ages of households.

The proposed development is consistent with provincial policy as it represents intensification on lands in which full municipal servicing is available. The proposed development provides for an additional dwelling type which will accommodate the needs of citizens and families in Milton, in the form of 1, 2 and 3-bedroom units, within close proximity to retail and commercial amenities, the Milton Hospital, schools, parks, and Milton Transit.

## Halton Region Official Plan

With respect to Regional policies, the subject lands are designated Urban Area in the Region's Official Plan. The Urban Area policies of the Plan support residential intensification and the development of vibrant and healthy communities. The proposed development is transit supportive, provides increased density within the greenfield area and provides for intensification where it can be reasonably accommodated.

The Regional Official Plan requires that the development industry absorb their share of the cost of the provision for infrastructure and that any financial impact of new development or redevelopment on existing residents be based on a financing plan. To this end, the Allocation Program requires proponents of residential development applications to purchase servicing allocation from Halton Region through an Allocation Agreement. The subject lands are located within the 'Greenfield Area' and are subject to the Regional Allocation Program.

The owner has not yet secured servicing allocation for the proposed development. It is important to note that a site plan application cannot be approved until such time as the owner has secured regional servicing allocation. As such, a Holding 'H' zone is proposed to be placed on these lands, which can only be lifted by the Town of Milton at such time as the Region has confirmed to the Town that sufficient regional servicing allocation has been secured for this development.

## Town of Milton Official Plan

With respect to the Town's Official Plan, the subject lands are designated Residential Office Area on Schedule B - Urban Area Land Use Plan and Residential Office Area in the Sherwood Survey Secondary Plan. The Residential Office Area designation is intended for lands within the established urban area where higher density development is to be encouraged. The permitted uses are primarily high rise residential uses, and also include office and accessory local commercial uses.

High density residential uses are permitted within a density range of 86 to 150 units per net hectare in the Residential Office Area designation. The 132-unit six storey building represents a density of approximately 117 units per net hectare, which is well within the range permitted on this site.

Applications for development of high density residential uses are to be evaluated based on conformity with the following criteria:

- a) Site: the area of the site is sufficient to provide on-site recreation amenities, adequate parking facilities and landscape.*

Comment: The development proposes a maximum coverage of 29.26% with approximately 56.53% landscaped area. Visitor parking is proposed at grade and the remainder of the resident parking is proposed to be located underground. Through the site plan approval process, staff will review detailed landscaping plans for the site, which includes amenity space for use by the residents of the building.

- b) Mixed use development: the residential uses may form part of a mixed use building or be located in a purpose designed building.*

Comment: The development is proposed to be used solely for residential purposes.

- c) Height: the height of the building does not exceed eight storeys; and, the height or bulk of the proposed development will not unduly overshadow any adjacent low and medium residential uses.*

Comment: The building is proposed to be six storeys in height, which is less than the maximum height permitted in the Official Plan.

The Town uses the Town of Oakville's Shadow Impact Analysis guidelines in order to demonstrate whether the shadows cast by a proposed development during several times/dates throughout the year will impact adjacent properties, streets and public spaces. The shadow impact analysis must demonstrate that:

1. Adequate sunlight is available for residential amenity spaces to maximize their use during spring, summer and fall afternoons and evenings

2. Shadow impacts from proposed development should not exceed two consecutive hourly test times after 12:00pm on April 21, June 21 and September 21. Hourly intervals start 1.5 hours after sunrise and end 1.5 hours before sunset.
3. Public sidewalks, public plazas, parks, and school yards receive at least 5 hours of continuous sunlight per day on April 21, June 21 and September 21.
4. The proposed development allows adequate sunlight on building faces and roofs for the possibility of using solar energy.

A Shadow Impact Analysis was submitted in support of the proposed development and reviewed by Planning staff who found that the proposed development was in conformity with the guidelines. The building was designed with a slender form of massing and located on the site in a manner which would have limited impact on the surrounding neighbourhood. It was demonstrated that adjacent residential amenity spaces are exposed to sunlight in the afternoons and evenings, and are impacted by shadow for not more than two consecutive hourly intervals with the exception of December 21<sup>st</sup>; public spaces, including sidewalks, are exposed to sunlight for at least 6 consecutive hours per day on all dates with the exception of December 21<sup>st</sup>; and, building faces and roof areas are not impacted for more than two consecutive hourly intervals on December 21<sup>st</sup>, with the exception of the adjacent two-storey commercial building.

*d) Services: on-site recreation amenities and adequate parking facilities shall be provided.*

Comment: The proposed development exceeds the landscaped open space requirements of the By-law and provides ample outdoor amenity space to residents. In addition, indoor amenity spaces such as a fitness facility, party room and games room will provide additional space for use by residents.

The applicant is proposing a parking rate of 1.25 spaces per unit for resident parking plus 0.25 spaces per unit for visitor parking. A parking justification study was submitted in support of the reduction in parking. Additionally, staff have placed a Holding zone on the proposed zoning such that all Transportation Demand Management (TDM) measures are achieved to the Town's satisfaction.

It is the opinion of staff that the proposed Zoning By-law Amendment is in conformity with provincial and regional policies and conforms to the Town's Official Plan and Secondary Plan Area policies.

### **Zoning By-law**

The lands are currently zoned Future Development (FD) in the Town of Milton Zoning By-law 016-2014, as amended. The applicant is proposing to rezone the lands site-specific Residential Medium Density 2 with a holding provision (RMD2\*260\*H32) to facilitate the development of the proposed six-storey apartment building and the siting of the structure

on the subject lands. The zoning by-law amendment addresses site specific provisions relating to the minimum front yard setback, minimum rear yard setback, minimum interior side yard setbacks, maximum building height, and setbacks between the parking areas and lot lines. Additionally, the amendment addresses other provisions such as a 1.5 metre acoustical fence being permitted along the west lot line, waste storage facilities being permitted within the main building, requiring minimum bicycle parking requirements and permitting a reduced parking rate for resident parking spaces.

The site-specific zone provisions associated with setbacks are required in order to facilitate the siting of the structure on the subject lands. Staff are of the opinion that the location of the building is reflective of good urban design standards.

As it relates to bicycle parking spaces, the By-law requires that bicycle parking spaces shall be located within proximity to the primary entrance of the building. For the proposed residential apartment building, 8 bicycle parking spaces are to be provided on the surface within close proximity to the primary entrance to provide short-term bicycle parking accommodation for guests. Additionally, 45 long-term bicycle parking spaces are to be provided indoors to provide secure storage of residents' bicycles.

The applicants are seeking a reduction in off-street parking for the proposed development. For apartment buildings, the Town requires 1.5 resident parking spaces per unit in addition to 0.25 visitor parking spaces per unit. The applicants are proposing to maintain the 0.25 visitor parking spaces per unit for a total of 33 visitor parking spaces, and a resident parking rate of 1.25 spaces per unit for a total of 176 resident parking spaces. A parking justification study which incorporated Transportation Demand Management (TDM) measures has been reviewed by the Town. Town staff are of the opinion that the reduction in resident parking spaces is achievable, so long as the following TDM measures are achieved to the satisfaction of the Town:

- a) The provision of a minimum of 53 bicycle parking spaces. The design of the bicycle parking facilities must comply with the City of Toronto's Bicycle Parking Guidelines.
- b) The implementation of a multi-use path (MUP) along the westerly limit of the subject site. The MUP must be built to Town of Milton specifications and to the satisfaction of the Town. This must be shown on the plans with all pertinent details provided.
- c) The implementation of three concrete sidewalk connections from the sidewalks on Megson Terrace to the multi-use path on Bronte Street South. The sidewalk connections must be built to Town of Milton specifications and to the satisfaction of the Town.

- d) The provision of Introductory Transit Packages at a rate of (10) Milton Transit Single-Ride Tickets per unit. The bus tickets shall be provided upon occupancy of a unit. The Owner must enter into a contractual agreement with Milton Transit. The Town will look to recover any fees associated with drafting this agreement from the Owner. The availability of bus tickets must also be noted in the condo/lease agreement which must be provided to the Town for review.

Attached to this report as Appendix 1 is the proposed Site Specific Zoning By-law and Schedule A Zoning Map. The holding provision (H32) will ensure that adequate servicing is secured by the developer prior to construction and further ensure that the TDM measures identified are implemented.

### **Site Plan Control**

Should the application be approved, the applicant is required to obtain site plan approval prior to building permit issuance. 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. Other items, such as traffic and safety, garbage disposal and capacity of utilities, including water and sanitary sewer connections will be reviewed as part of the technical site plan review.

As previously noted, a Holding 'H' is proposed to be placed on the subject lands until such time that the Region has confirmed that sufficient servicing allocation has been secured for this site as well as TDM measures

## **Discussion**

### **Public Consultation**

A Public Information Centre (PIC), hosted by the applicant and their consulting team was held on October 19, 2017 at the Seasons Milton Retirement Community. Three members of the public attended the PIC to obtain additional information on the proposed development.

The Statutory Public Meeting was held on January 29, 2018. Members of the public spoke in opposition to the proposed development at the public meeting. Written correspondence was also received from residents in the surrounding neighbourhood, attached to this report as Appendix 2. The following comments concerns with the proposed development were identified by the public both verbally at the public meeting and in writing:

- a) Access to the subject lands from Derry Road or Bronte Street South





Comment: The Region does not support an access from the subject lands to Derry Road due to the proximity to the intersection at Derry Road and Bronte Street, the significant change in grade from the subject lands to Derry Road, and the visual impact caused by the rail line crossing over Derry Road. Derry Road is a major arterial roadway, and it is engineering best practice to limit the number of site accesses on arterial roadways, to not permit site accesses within the storage/taper of a left-turn lane, and to not permit site accesses in close proximity to intersections and bridges.

Engineering Services at the Town does not support an access onto Bronte Street South, as Bronte Street South is a minor arterial roadway. It is engineering best practice to limit the number of site accesses (driveways) on arterial roadways, to not permit site accesses within the storage/taper of a left-turn lane, and to not permit site accesses in close proximity to intersections. Furthermore, the Town would not be able to extend the concrete median on Bronte Street South to restrict a potential Bronte Street South access to a right-in, right-out as the Town cannot retroactively restrict full moves access to the existing property on the southwest corner of Derry Road and Bronte Street South. A right-in, right-out “porkchop” island is undesirable as studies have shown that they are significantly less effective at restricting left-turn movements when compared to a raised concrete median. The purpose of Access Management is to maintain a high level of service for through-traffic, while providing reasonable access to abutting properties. The overall goals are to reduce collisions, reduce energy consumption, and preserve the long-term integrity of the traffic movement function while balancing the needs of all road users.

b) Too little on-site parking resulting in on-street parking implications

Comment: A parking justification study has been prepared to the satisfaction of Town staff, subject to a holding provision to ensure that the proposed TDM measures are implemented. Staff are of the opinion that the number of parking spaces provided, in addition to the TDM measures identified, is sufficient to support the proposed development. The holding provision (H32) will ensure that the proposed TDM measures are implemented to the satisfaction of the Town.

On-street parking is permitted within the vicinity of the proposed development for existing and future residents, as well as visitors to the area, in accordance with the Town of Milton Parking By-law regulations. In the event that on-street parking is not used in accordance with Town regulations, By-law enforcement can be contacted via online submission or by phone.

c) Snow Removal

Comment: Snow removal locations for at-grade parking areas will be reviewed through the Site Plan approval process. The subject lands exceed the minimum landscaped open space requirements, providing ample land for snow storage.

d) Traffic Implications associated with Existing Neighbourhood

Comment: The proposed development is anticipated to generate a total of 65 trips in the peak AM hours and 76 trips in the peak PM hours. That's approximately one (1) vehicle every 60 seconds during the peak AM and PM hours of traffic. The adjacent road network will be able to accommodate the additional traffic while maintaining the functional intent of Asleton Boulevard as a local/collector road. It is fully expected that the Annual Average Daily Traffic (AADT) volumes for Asleton Boulevard will remain in the range of a local road.

e) Shadow Impact

Comment: As previously discussed, staff have reviewed the shadow impact study submitted with the Zoning By-law Amendment. It was demonstrated that adjacent residential amenity spaces are exposed to sunlight in the afternoons and evenings, and are impacted by shadow for not more than two consecutive hourly intervals with the exception of December 21<sup>st</sup>; public spaces, including sidewalks, are exposed to sunlight for at least 6 consecutive hours per day on all dates with the exception of December 21<sup>st</sup>; and, building faces and roof areas are not impacted for more than two consecutive hourly intervals on December 21<sup>st</sup>, with the exception of the adjacent two-storey commercial building.

f) Property Value

Comment: There are many factors that contribute to the value of a home. It has been identified through case law that alleged impacts on property values are not a land use planning issue.

**Agency Consultation**

The application was circulated to internal departments and external agencies. None of the agencies circulated offered an objection to the approval of the application as proposed. It was noted that additional comments may be provided and will be required to be addressed at the Site Plan Approval (detailed design) stage.

As previously noted, servicing allocation for the proposed development has not yet been secured by the developer. As such, a Holding 'H32' zone is proposed to be placed on these lands, which can only be lifted by the Town of Milton at such time as the Region has confirmed to the Town that sufficient regional servicing allocation has been secured for this development.

An additional provision has been added to the Holding 'H32' zone to ensure that the development can achieve all proposed Transportation Demand Management (TDM)



measures identified, 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 Holding provision cannot be lifted until such time as the identified TDM measures have been demonstrated to the satisfaction of the Town.

## Conclusion

Planning staff is of the opinion that the proposed increase in height conforms to provincial and regional planning policies, meets the intent of local planning policy direction, and achieves acceptable engineering and design standards. The proposed apartment building provides for an alternative dwelling type within the Town's urban area, is compatible with adjacent land uses and is an appropriate use on the subject lands. On the basis of the foregoing, staff recommends that the draft Zoning By-law Amendment, attached as Appendix 1, be brought forward for Council adoption.

## Financial Impact

None arising from this report.

Respectfully submitted,

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

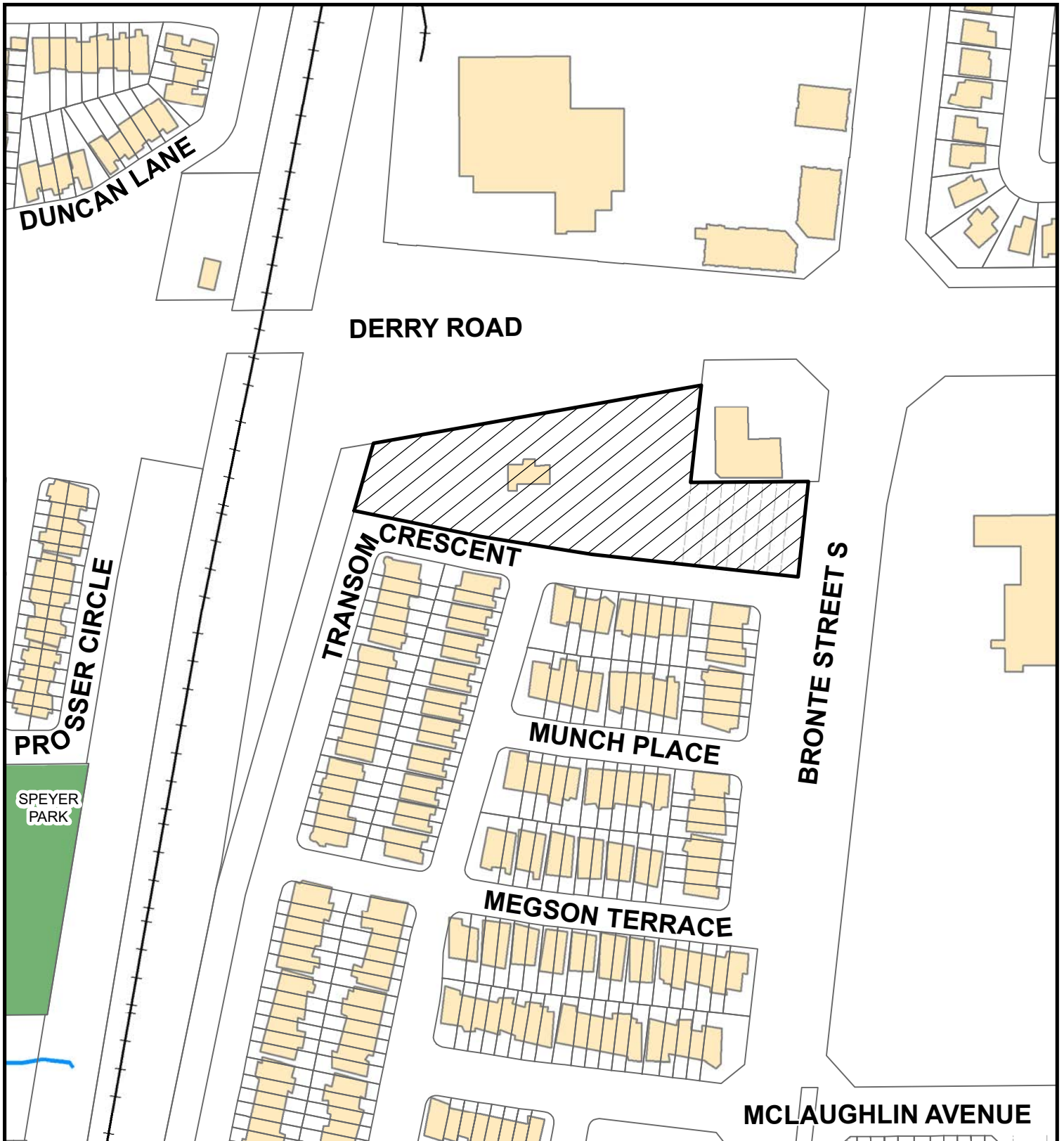
For questions, please contact: Mollie Kuchma, M.Sc. MPA      Phone: Ext. 2312  
MCIP, RPP, Planner

## Attachments

Figure 1 - Location Map  
Figure 2 - Site Plan  
Figure 3 - Elevation  
Appendix 1 -Zoning By-law and Schedule A Map  
Appendix 2 - Public Comments

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

# FIGURE 1 LOCATION MAP



C.O.W. Meeting Date:  
January 29, 2018

Scale: 1: 2,500

File: Z-13/17

Planning & Development Department



Subject Property

**SITE PLAN DATA**

<b>ZONING:</b>	UNKNOWN
<b>ORIGINAL SITE AREA:</b>	11,509.95 m <sup>2</sup> (1.15 ha)
<b>5.0 METER CONVEYANCE AREA:</b>	170.70 m <sup>2</sup>
<b>NET SITE AREA:</b>	11,330.25 m <sup>2</sup> (1.13 ha)
<b>COVERAGE:</b>	3,315.09 SQ.M. = 29.26%
<b>GROSS FLOOR AREA:</b>	18,479.98 SQ.M. (1.63 F.S.I.)
<b>SITE PLAN FRONTAGE:</b>	206.445 M
<b>BUILDING SETBACKS:</b>	
FRONT YARD:	11.920 M
REAR YARD:	3.000 M
SIDE YARD:	5.220 M
SIDE YARD:	3.000 M
<b>LANDSCAPED AREA:</b>	6,405.03 SQ.M. = 56.33%
<b>PAVED AREA:</b>	1,610.11 SQ.M. = 14.21%
<b>BUILDING HEIGHT:</b>	6 STOREYS (22.65 M)
<b>TOTAL RESIDENTIAL UNITS:</b>	132
<b>RESIDENTIAL DENSITY:</b>	116.81 UNITS/HECTARE
<b>INDOOR AMENITY AREA:</b>	289.24 SQ.M.
<b>PARKING REQUIRED:</b>	198 SPACES
1.25 SPACES x 132 UNITS:	165 SPACES (DWELLERS)
0.75 SPACES x 132 UNITS:	93 SPACES (VISITORS)
<b>PARKING PROVIDED:</b>	209 SPACES
RFL OW GRADE (DWELLERS):	178 SPACES (INCL. 17 HC)
GRADE LEVEL (VISITORS):	33 SPACES (INCL. 2 HC)
<b>BICYCLE PARKING PROVIDED:</b>	8 SPACES
SHORT TERM (AT GRADE):	8 SPACES
LONG TERM (BELOW GRADE):	45 SPACES
<b>LOADING SPACES PROVIDED:</b>	1

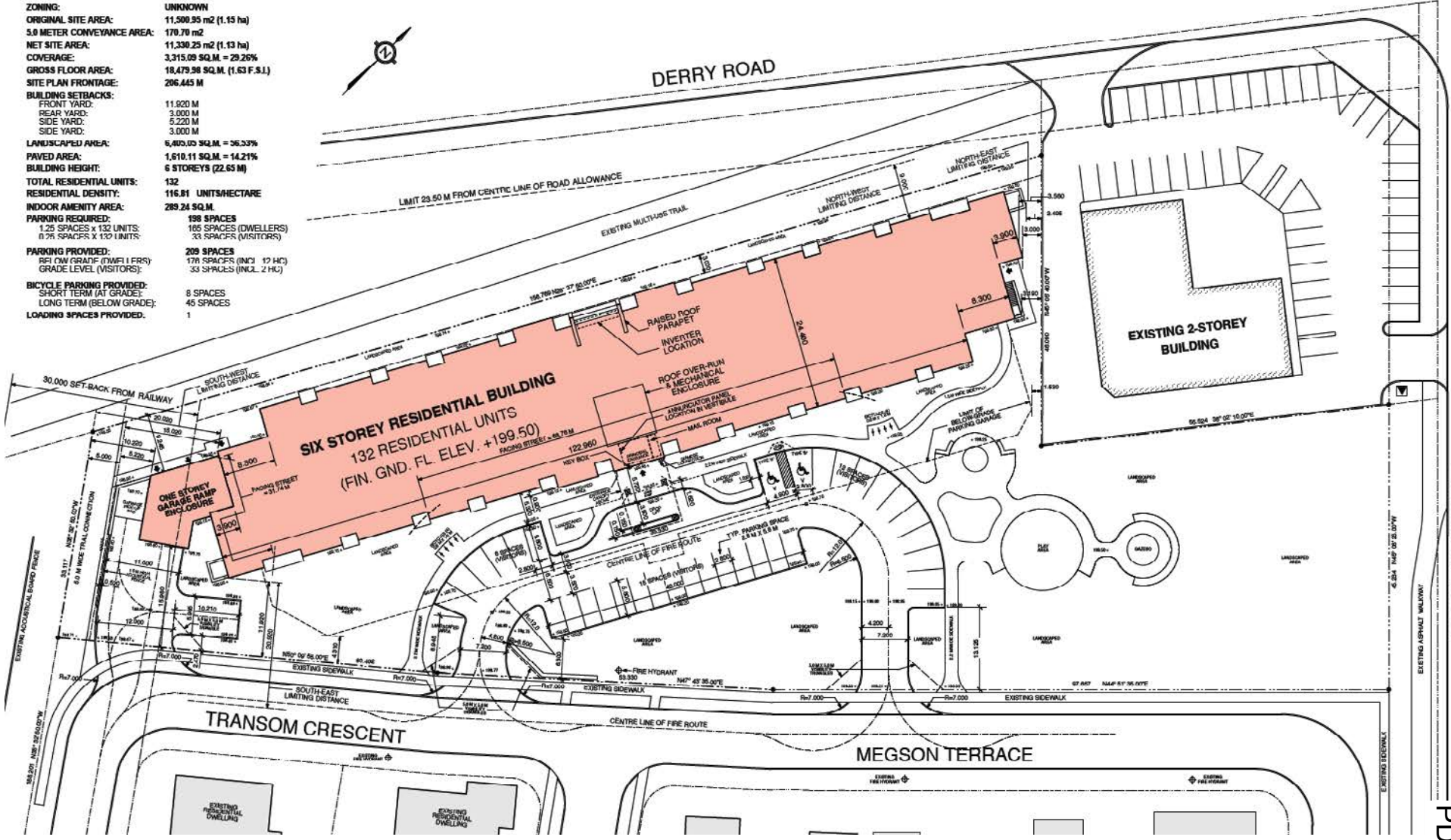


FIGURE 2  
PD-020-19  
BRONTE STREET S



*Illustration is artist's concept. Features and specifications subject to change without notice. E.&O.E.*

FIGURE 3  
PD-020-19

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NUMBER 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, AS AMENDED, IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOT 10, CONCESSION 1, FORMER GEOGRAPHIC TOWNSHIP OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON AND MUNICIPALLY IDENTIFIED AS 710 BRONTE STREET SOUTH (HOWLAND GREEN (BRONTE WEST) LIMITED) - TOWN FILE: Z-13/17

**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 provides for the lands affected by this by-law to be zoned as set forth in this by-law;

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

- 1.0 **THAT** Schedule A to Comprehensive Zoning By-law 016-2014, as amended, is hereby amended by changing the existing Future Development (FD) Zone to a new Residential Medium Density 2 (RMD2\*260\*H32) Zone symbol on the land shown on Schedule A attached hereto.
- 2.0 **THAT** Section 13.1 of the Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by adding subsection 13.1.1.260 as follows:

Notwithstanding any provisions of the By-law to the contrary, for the lands zoned site-specific Residential Medium Density 2 (RMD2\*260), the following provisions shall apply:

- i) Zone Standards:
  - a) The lot line abutting Transom Crescent and Megson Terrace shall be deemed the front lot line
  - b) Maximum Number of Units - 132 units
  - c) Minimum Front Yard Setback - 11.5 metres
  - d) Minimum Rear Yard Setback - 3.0 metres
  - e) Minimum Interior Side Yard Setbacks - 3.0 metres (east) and 5.0 metres (west)
  - f) Maximum Floor Space Index - 1.63
  - g) Maximum Building Height - 6 storeys to a maximum of 22.7 metres

- h) The parking requirement for an apartment building shall be a minimum of 1.25 spaces per unit plus 0.25 spaces per unit for visitors
- i) Minimum Setback Between Front Yard Canopy Support Structures and Driveway - 0.15 metres
- j) Minimum Setback Between Driveway and West Lot Line - 0.5 metres
- k) Minimum Setback Between Front Lot Line and Nearest Parking Space - 6.3 metres
- l) An acoustical fence to a maximum height of 1.5 metres is permitted within the front yard along the west lot line
- m) Waste storage facilities are permitted within the main building
- n) Minimum bicycle parking requirements - 8 short-term (outdoor) spaces and 45 long-term (indoor) spaces  
Minimum setback from an underground parking structure to the east side lot line - 1.5 metres

3.0 **THAT** Section 13.2 of By-law 016-2014, as amended, is hereby further amended by adding Section 13.2.1.66 to read as follows:

For lands with Holding Provision H32, the H32 Holding Provision shall apply and shall not be removed until:

- a) The Owner secures Regional servicing allocation 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 Updated TIS Addendum Letter dated April 10, 2019 by WSP 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 53 bicycle parking spaces. The design of the bicycle parking facilities must comply with the City of Toronto's Bicycle Parking Guidelines.
  - ii. The implementation of a multi-use path (MUP) along the westerly limit of the subject site. The MUP must be built to the Town of Milton specifications and to the satisfaction of the Town. This must be shown on the plans with all pertinent details provided.
  - iii. The implementation of three concrete sidewalk connections from the sidewalks on Megson Terrace to the multi-use path on Bronte Street South. The sidewalk must be built to Town of Milton specifications and to the satisfaction of the Town.
  - iv. The provision of Introductory Transit Packages at a rate of ten (10) Milton Transit Single-Ride Tickets per unit. The bus tickets shall be provided upon occupancy of a unit. The Owner must enter into a contractual agreement with Milton Transit. The Town will look to recover any fees associated with drafting this agreement from the



Owner. The availability of the bus tickets must also be noted in the condo/lease agreement which must be provided to the Town for review.

- 4.0 **AND 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 its passing. If the Local Planning Appeal Tribunal amends the by-law pursuant to Section 34 (26) of the *Planning Act*, as amended, the part of parts so amended come into force upon the day the Board's Order is issued directing the amendment or amendments.

**PASSED IN OPEN COUNCIL ON MAY 6, 2019.**

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

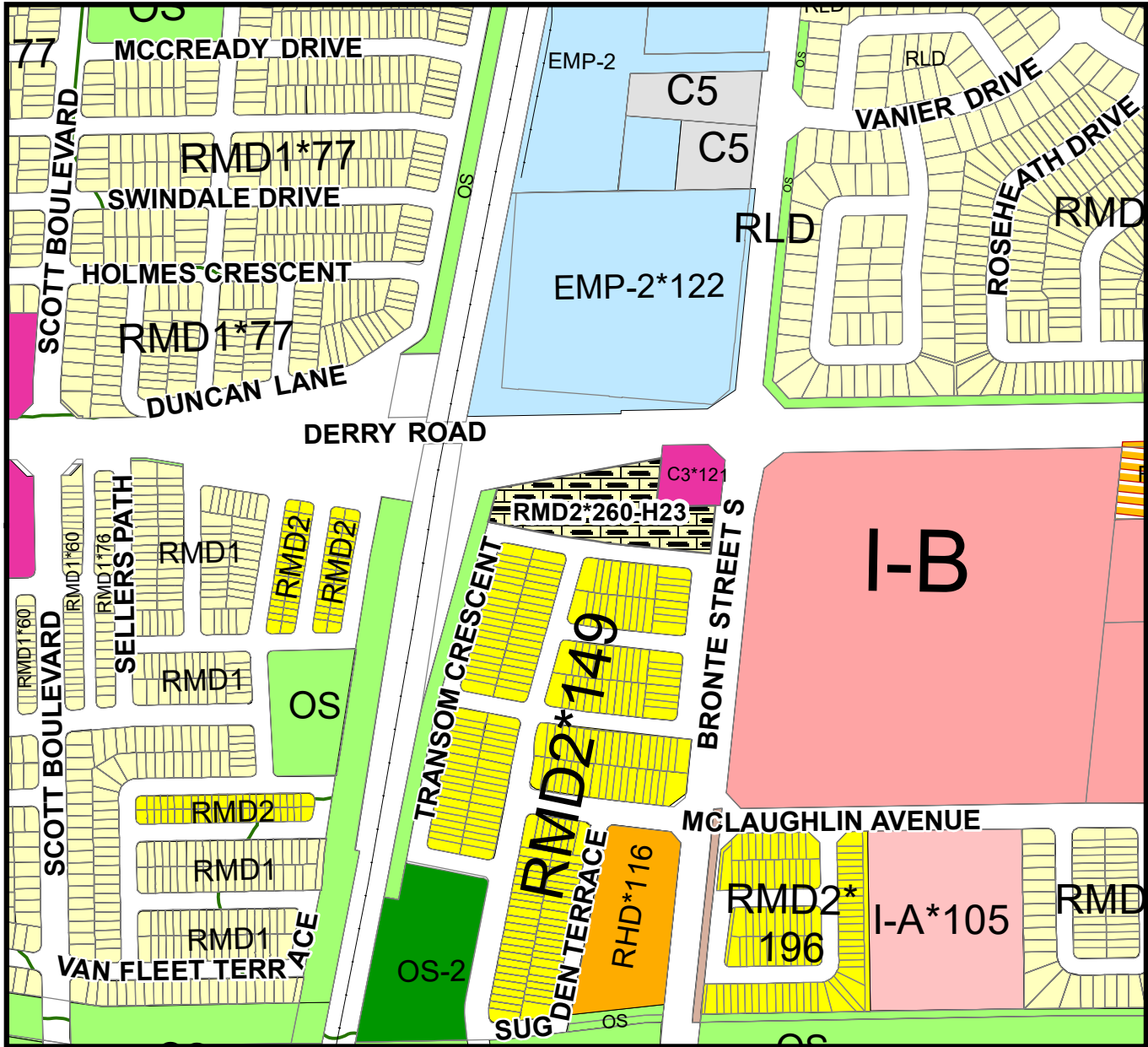
\_\_\_\_\_  
William Roberts Acting Town Clerk

SCHEDULE A  
TO BY-LAW No. -2019

TOWN OF MILTON

PART OF LOT 10, CONCESSION 1 TRAFALGAR NEW SURVEY  
PART 8 ON 20R18670

Town of Milton



THIS IS SCHEDULE A  
TO BY-LAW NO. \_\_\_\_\_ PASSED  
THIS \_\_\_ DAY OF \_\_\_\_\_, 2019.



RMD2\*260-H32 - Medium Density Residential 2 Zone Special  
with Holding Provision



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

\_\_\_\_\_  
ACTING TOWN CLERK- William Roberts

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**Subject:** FW: Attn: Mollie Kuchma: Neighbourhood concerns with Bronte West-Howland Green development

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

From: Sonia Burgess <>

Sent: Monday, September 24, 2018 3:23 PM

To: Mollie Kuchma <Mollie.Kuchma@milton.ca>; Sonia Burgess <>

Subject: Attn: Mollie Kuchma: Neighbourhood concerns with Bronte West-Howland Green development

To Whom It May Concern,

My name is Sonia Nwankwo. My husband Chuck, my two children and myself live at xxxxxxxxxxxxxx in Milton. We are the original owners. Since we moved into our house, I have been running a Home Daycare. I'd like to express the concerns I have regarding the new condo development by Howland Green, for the south west corner of Derry and Bronte. My hope is that my concerns will lead to a decision to relocate the entrance to, or relocate altogether the underground parking garage proposed by Howland Green. And if possible, to create at least one entrance from the condo complex onto the main road, (Derry or Bronte), to alleviate the traffic from our neighbourhood. The current proposal suggests that the now closed off corner of Transom Crescent be opened up to form the entrance to the underground parking garage. I, along with many of our neighbours, have MAJOR concerns about the HUGELY negative impact this will have, not only to our street itself, but to the entire neighbourhood as well.

1. Our street is currently a VERY family friendly quiet street where SEVERAL children play, (including my own children and my daycare children). Because we are located directly on the rail line, we face the concrete noise barrier fence. The wide paved walkway also allows for a great, safe space for the children on Transom Crescent to play. There are always soccer nets, hockey nets, basketball nets, etc set up for families and children to enjoy. Allowing the traffic from the entire condo complex to access their parking garage through Transom Crescent will greatly increase the traffic on our street, no longer making it a safe place for us to play.

2. Our street will potentially become a "parking lot!" Again, because of our location on the rail line, (no houses in front of us), the opposite side of our street is already a prime place to "street park". Multiple cars line up all along the street every day. But there is currently still a reasonable amount of space left on the street. If the condo residents are accessing through our street, there will likely be bumper to bumper street parking at all allowable hours of the day. Not an ideal situation for the current residents.

3. The current value of our home will decrease. As everyone is aware, a quiet residential crescent is much more appealing and creates a great, family friendly atmosphere. By allowing the opening up of Transom Crescent, the current value of our property will surely decrease due to the high volume of traffic, noise, pollution, street parking etc.

4. Our entire neighbourhood's safety is in jeopardy. There are currently several school bus stops in our neighbourhood. One of the main stops is located at the corner of Transom and Megson Terrace, on the west side. The entire neighbourhood that attend Boyne Public School (consisting of approximately 25+ kids) meet at that location in the morning, and are dropped off there to then walk

to their homes throughout the neighbourhood. Increasing the traffic from the condo residents to such an extent, especially during rush hour times, puts our entire neighbourhoods children at greater risk for accident or injury.

5. Major traffic congestion during rush hour times; along with safety concerns for school children and all walkers. As there is currently no plan to open up an access point for the condo residents onto either Derry or Bronte, I ask that this be considered to decrease congestion in our subdivision for both traffic flow and safety of the residents. Allowing such a high volume of traffic to exit our subdivision through only one exit point at McLaughlin and Bronte will not only create major congestion, but is very hazardous to the large number of school children who walk to the surrounding schools (St. Benedict, Jean Vanier etc). During the school week, there are many, many children whether walking, on bikes, scooters, Mother's pushing infants in strollers with small children walking along side them etc. All trying to cross the already very busy intersection of McLaughlin and Bronte. I can't even begin to imagine the increased hazards to our children that this extra volume would create. It is VERY concerning.

I would like to ask that it be reviewed at what time of the day and what month it was when the traffic study was done that approved the current proposal? Were school children/hours/school traffic/bus stops considered in this study? To what degree? It seems very unrealistic, inappropriate and dangerous to me to approve such a large influx of traffic into a residential neighbourhood with only one major exit point, such as ours.

Would it be taken into consideration if I suggested that, instead of opening up Transom Crescent, allow access to the parking garage through Asleton Blvd, (which is already an access street, rather than a quiet Crescent), or better yet, change the location of the parking garage completely, to the other end of the building closer to Bronte, to allow access through the north east corner of Megson Terrace. A lot more could be done with Megson Terrace (adjacent to Bronte) in the future as well, if needed to relieve congestion, such as, widening Megson Terrace to allow for more street parking or through way traffic. Also, another possibility would be to open up Munch Place to create a second exit directly onto Bronte from our subdivision. Because the hospital is located across the street, many people already take advantage of our subdivision by parking on Megson Terrace to avoid paying the parking fee at the hospital. Opening up Munch Place to create a direct access onto Bronte would also create a direct entrance into the hospital. A traffic light could be easily installed to create a four way intersection here as well. If the city added a parking lane on Megson Terrace, they could also put parking meters or time limit parking along this street to combat the already existing problem of street parking which will only be exaggerated by the impact of the condo residents.

Please consider seriously the negative impact opening up Transom Crescent for the condo residents will have on our neighbourhood. I'm asking that all other options be considered

I would like to be notified of future meetings and updates regarding this new development.

Sincerely,

Sonia Nwankwo

**Debbie Johnson**

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**Subject:** FW: 710 Bronte Street - Town File: Z-13/17

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

From: info@esolutionsgroup.ca [mailto:info@esolutionsgroup.ca] On Behalf Of <>

Sent: Sunday, January 28, 2018 5:01 PM

To: MB-Planning@milton.ca <Incoming-Planning-Email@milton.ca>

Subject: 710 Bronte Street - Town File: Z-13/17

As a renter of xxxxxxxxxxxxxxxxxxxxxxx since June 2015 and after reviewing the provide information, I would like to express some concerns.

Traffic concerns:

- A left hand turning lane must be added to Northbound Bronte Street, turning on to Mclaughlin Ave.
  - The intersection of Mclaughlin Ave and Asleton Blvd must be an all way stop. As a frequent user of this intersection I have experienced and witnessed near miss accidents at the intersection in its current state. The parked cars on the subdivision streets make it difficult to view on coming traffic while making a right turn onto Asleton Blvd from Mclaughlin Ave. An all way stop will ensure the safety of vehicle occupants, pedestrians and cyclists at this intersection. I also suggest making the other intersections towards the condo building be all way stop. The condo building traffic will also be a significant risk to the numerous young children and families who play on, bike on and walk on the subdivision streets.
  - The traffic study did not review the conditions with snow on the streets. We have had several large snowfalls the past years and it takes 12+ hours to get the street ploughed. The street widths are significantly narrowed in these conditions due to the snow banks. With snow banks and parked cars on the street, points of the road turn into a single lane. An example is traveling north bound or south bound on Asleton Blvd with parked cars and large snow banks.
- Solution: Only allow vehicle access to the condo via Bronte St or Derry St and not allow traffic through the current proposed route through the subdivision.

Shadow Impact:

- This large 6 story building will prohibit the sunlight from entering my neighbours and my backyard after 6 pm during the summer months. This building will cause a significantly allow less sunlight onto my residence.
- Solution: Reduce the buildings height to only allow a shadow onto the Megson Terrace and not into backyards.

Thanks,  
Tyler Barnwell, EIT

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**Subject:**

FW: Suggestions to implement before building is constructed (TOWN FILE: Z-13/17)

**From:** M K []**Sent:** Monday, December 04, 2017 10:38 PM**To:** Mollie Kuchma <Mollie.Kuchma@milton.ca>**Subject:** Suggestions to implement before building is constructed (TOWN FILE: Z-13/17)

Hi Mollie

I live in the vicinity of the area where a 6 storey, 132 unit building is to be constructed in Milton, and I would like to make a few suggestions before the town gives approval for this project:

- 1) Bronte St. must be widened to two lanes each way before this building is constructed. It does not make any sense for a newly expanded hospital and busy plaza with 24-hours shoppers drug mart to be on such an intersection with 3 lanes, and now having a 132-unit building will merely add more congestion during rush/peak hours, and how throughout the day
- 2) In order for item #1 to be addressed, the parking lot of the commercial building on Derry/Bronte I suggest should be removed and placed behind the building on its south west corner. This way more land is freed up for the widening of the intersection
- 3) Please keep internal road leading to parking lot of this new building dedicated to it, and I suggest for our street (Transom Crescent) not to be shared with the building's tenants for safety reasons when it comes down to number of cars using this dense-to-be area.
- 4) Playground between building tenants and townhouse/semi-detached tenants should be dedicated, as there is a dire need for a playground that is accessible by walking. In order for this to happen, underground parking must be implemented. If the city is thinking of growing vertically, then leveraging real estate for everyone's wellbeing must be taken into account, as we don't want our little cozy town of Milton that it used to be to turn to another Toronto downtown

Thank you for considering my message, and I really hope that you can deliver it to the owners of this project, as the well being of all citizines in this area will be impacted in a positive way if the roads are widened, real estate for children is shared, and roads are dedicated to building and to single-dwelling owners

Best Regards,

Mohammed Khalaf

Town of Milton  
Planning and Development Services  
150 Mary Street,  
Milton, ON L9T 6Z5

Attention: Mollie Kuchma

Dear Ms. Kuchma:

**Re: Application to Amend the Zoning by-law (Z13-17)**  
**710 Bronte Street South, Howland Green (Bronte West) Limited**

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I understand that an application has been made to the Town of Milton to re-zone the above-noted property and to amend certain standards in the zoning by-law to permit the development of 6-storey residential condominium in my neighbourhood. I have the following comments.

#### The Neighbourhood

The subdivision is a compact area with a variety of housing types. As a typical commuter suburb, most homes have at least two cars, many of which are often parked on Megson Terrace during the day. Megson also functions as a day time parking area for people who visit the hospital.

During the winter, access through the subdivision becomes challenging as snow clearing is delayed on lower priority side streets. This leaves the road barely one lane wide through a combination of snow banks and parked cars.

The closest egress from the neighbourhood onto Bronte Street, because of the location of the railway tracks, is McLaughlin. The current signal timing only allows about 3 cars to exit northbound on Bronte Street.

#### The Proposed Development

I have read the Planning Justification Report prepared by Wellings Planning Consultants. Mr. Wellings states that a 6 storey building, setback from Megson Terrace, represents an appropriate transition in height from the 2 storey homes it would face. He also advises that the standard zoning would only allow a 4 storey building. I disagree with the planner's opinion and suggest that regardless of shadow impact, a better transition of built form would be 4 storeys. A lower height would reduce the visual impact of the proposed building and would be consistent with development north of Derry and east of Bronte Street.

The application also proposed a reduction in parking spaces (from 231 to 214). If the building was smaller, as I suggest above, this would reduce or eliminate the need for parking relief. I am also concerned that the larger building would result in additional demands for on street parking. Residents of the proposed building, not wanting to go underground, would park on the street further reducing the availability of on street parking daytime for existing residents.

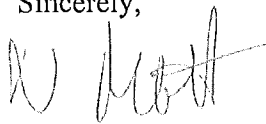
In the Planning Justification Report, Mr. Wellings notes that an all way stop sign at the intersection of McLaughlin Avenue and Asleton Boulevard will be warranted due to the increased traffic. I do not disagree, but enforcement will be needed. At present, many people cruise through the existing stop sign (at Asleton and McLaughlin), creating an ongoing hazard for drivers and pedestrians.

In addition, as I noted above (and in the planning consultant's report), the signal timing would have to be changed at Bronte and McLaughlin to allow the increased neighbourhood traffic to exit the subdivision onto Bronte Street. If not adjusted, there will be a back-up of traffic on McLaughlin resulting in delays and possible implications for school bus pickups and drop offs.

In summary, while I accept that development was planned to occur on the vacant property at 710 Bronte Street, I think the proposed building is an overdevelopment of the site and should not be approved at 6 storeys, does not represent an appropriate transition in built form to the existing neighbourhood and should not be allowed a reduction in parking standards. If approved, the stop sign at Asleton and McLaughlin will need to be monitored and enforced and the signal timing at Bronte and McLaughlin adjusted to ensure a smooth flow of traffic out of the subdivision without additional delays for residents.

Thank you for the opportunity to comment. I will try to attend the public meeting on January 29 to speak to my concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nancy Mott', written in a cursive style.

Nancy Mott



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**Subject:**

FW: 710 Bronte Rd. South Discontent

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

From: Tatiana Bazhenova [mailto: ]

Sent: Thursday, November 23, 2017 6:28 PM

To: MB-Planning@milton.ca <Incoming-Planning-Email@milton.ca>

Subject: 710 Bronte Rd. South Discontent

Good day.

Thank you for informing me about the proposed development suggesting construction of a high rise building at the intersection of Derry rd. and Bronte Street S.

As a resident in this neighbourhood, i am very displeased with the proposed idea of a six-storey residential condominium to be built in my "backyard".

Construction of such building would significantly increase car traffic in the neighbourhood. This would put extra stress on already busy roads. Even at the current rate, collisions at the intersection of Derry and Bronte(First Line) have become a frequent occurrence. What's even worse however, is the fact that the roads in the subdivision will see an increase of traffic. This neighbourhood is a home to many young families, most of them have little kids that like to spend time outside, which often means playing on the roads. This development would pose a great danger to the safety of the kids.

I would like to be notified of any upcoming meetings regarding this proposal.

Thank you.

Tatiana Bazhenova