



# The Corporation of the Town of Milton

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Report To: Council

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From: Barbara Koopmans, Commissioner, Development Services

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Date: June 21, 2021

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Report No: DS-042-21

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Subject: Statutory Public Meeting and Technical Report - Proposed Local Official Plan Amendment and Zoning By-law Amendment by Vue Developments on Main for lands located at 28, 60 and 104 Bronte Street North (Town Files: LOPA-05/18 and Z-07/18).

**Recommendation:** **THAT Development Services Report DS-042-21 outlining applications for amendments to the Town of Milton Official Plan and Zoning By-law 016-2014, as amended, to facilitate the construction of two residential towers with heights of 17 and 18 storeys, as well as 1000 square metres of grade-related commercial space and 800 square metres of office floor area, BE APPROVED;**

**AND THAT staff be authorized to bring forward Official Plan Amendment No. 64 in accordance with the draft Official Plan Amendment attached as Appendix 1 to Report DS-042-21 for Council adoption;**

**AND THAT staff be authorized to bring forward an amending Zoning By-law in accordance with the draft By-law attached as Appendix 2 to Report DS-042-21 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;**

**AND FURTHER THAT the Town Clerk forward a copy of Report DS-042-21 and the decision to the Region of Halton for their information.**

## **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 Vue Developments on Main. The approval of these applications would permit the development of a mixed-use residential development consisting of two high-rise residential towers with grade-related commercial and office uses. Both towers are to be constructed on top of separate six-storey podiums, resulting in heights of 17 and 18 storeys, respectively. In total, the proposed development provides 508 residential units and 1,062 square metres (11,431.27 square feet) of commercial space and 853 square metres (9,181 square feet) of office space. It is noted that the initial application proposed two towers of 19 and 21 storeys, which were subsequently lowered to 17 and 18 storeys, in response to public comments received.

In order to permit the increase building height, a local official plan amendment and a zoning by-law amendment are required. The local official plan amendment would add Specific Policy Area No. 39 to the subject lands to permit an increase in the maximum building height to 18 storeys and a maximum residential density of 380 units per hectare. The amendment would also permit minor adjustments to the existing Official Plan designation boundaries to better align the designation boundaries to the development boundaries. Attached to this report as Appendix 1 is the Draft Local Official Plan Amendment.

The zoning by-law amendment would rezone the lands from the existing Secondary Commercial (CBD-B) zone to a site-specific Secondary Commercial Zone with a holding provision (CBD-B\*285-H49). The current Secondary Commercial (CBD-B) zone permits high density residential uses, commercial uses and office uses and the site specific provisions would add additional provisions related to building height, maximum dwelling units, minimum commercial and office building floor area, building setbacks, amenity area, bicycle parking, lot coverage, setbacks to parking areas and minimum required parking rates. A holding provision (“H49”) will be put on the lands to ensure that outstanding technical issues are addressed satisfactorily during the site plan control application including the submission of a Record of Site Condition, site servicing, the implementation of traffic demand management (TDM) measures, and noise, vibration and pedestrian wind impact measures. Attached to this report as Appendix 2 in the Draft Zoning By-law Amendment.

An additional statutory public meeting is required as minor changes were made to the Official Plan Amendment and Zoning By-law Amendment since the previous statutory public meetings were held. Through the subsequent reviews, it was identified that minor adjustments to the existing Official Plan Business Park Area and Central Business District designation boundaries are required to align the designation boundaries with the development boundaries. The boundary adjustment constitutes redesignating two similarly sized portions of the subject lands from the Business Park Area designation to the Central Business District designation and vice versa. The change results in a minor net increase to the area of lands designated Business Park and a minor decrease to the lands designated as Central Business District. Similar amendments are proposed through the Zoning By-law Amendment, to align the Business Park (M1) and the Secondary Commercial (CBD-B) zone boundaries with the corresponding Official Plan designation boundaries. Regional Planning staff has reviewed the proposed amendment and has confirmed that Regional Official Plan Amendment is not required for the boundary adjustment and Town of Milton planning staff has no concerns with the proposed change.

## **Recommendation**

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

- The Provincial policies contained in the Provincial Policy Statement (2020) and A Place to Grow (2019) actively promote and encourage compact urban form, intensification, optimizing of the 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 2020 and is in conformity with the 2019 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 which 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, based on a review of the specific site context.
- The proposal represents intensification within Milton's Central Business District, a Gateway, and an Intensification Area that would make a positive contribution to meeting the Town's growth targets in accordance with Town, Regional and Provincial planning policy.
- The proposal will create additional residential units; commercial floor area and office floor area, which will help, strengthen the economic vitality of the Central Business District.
- 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:** Vue Developments on Main, 401 Wheelabrator Way, Milton Ontario

**Applicant:** Korsiak Urban Planning, 277 Lakeshore Blvd East, Oakville Ontario

#### Location/Description

The subject lands are located on the westerly corner of Bronte Street North and Main Street East, and north of the Canadian National Railway line. The property is approximately 1.34 hectares in size and include an existing building that contained a retail store (TSC Store). The subject property has frontage along Main Street West as well as Bronte Street North.

Surrounding land uses include a service station, commercial uses, and low-density residential uses to the east, the CN Railway Line immediately to the west, commercial uses to the south, and vacant employment lands to the north. A location map is included in Figure 1 and an aerial context map is included in Figure 2.

#### Proposal

The applicant is proposing to construct two high-rise residential towers with heights of 17 and 18 storeys (approximately 53.50 metres and 57.20 metres), respectively. The buildings are also proposed to contain 1,062 square metres (11,431.27 square feet) of commercial uses on the ground floor and 853 square metres (9,181.61 square feet) of office uses on the second floor.

## Background

Figure 3 illustrates the proposed concept plan for the site and Figure 4 illustrates the proposed concept building elevations.

The application seeks to amend the Town's Official Plan to permit a maximum height of 18 storeys on the lands, whereas the Official Plan currently permits a maximum height of 3-4 storeys. The local official plan amendment would add Specific Policy Area No. 39 to the subject lands to permit an increase in the maximum building height to 18 storeys and a maximum residential density of 380 units per hectare. The amendment would also permit minor adjustments to the existing Official Plan designation boundaries to better align the designation boundaries to the development boundaries. Attached to this report as Appendix 1 is the Draft Local Official Plan Amendment.

The application further seeks to amend Zoning By-law 016-2014, to establish site-specific provisions related to building height, maximum dwelling units, minimum commercial and office building floor area, building setbacks, amenity area, bicycle parking, lot coverage, setbacks to parking areas and minimum required parking rates. Minor amendments are also proposed to align the Business Park (M1) and the Secondary Commercial (CBD-B) zone boundaries with the corresponding Official Plan designation boundaries. A holding provision ("H49") will be put on the lands to ensure that outstanding technical issues are addressed satisfactorily during the site plan control application including the submission of a Record of Site Condition, site servicing, the implementation of traffic demand management (TDM) measures, and noise, vibration and pedestrian wind impact measures. Attached to this report as Appendix 2 in the Draft Zoning By-law Amendment.

## Supporting Studies and Reports

The following information has been submitted by the applicant 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, external agencies, and the public:

- Conceptual Architectural Plans prepared by KNYMH, dated November 20, 2020;
- Plan of Survey prepared by Cunningham McConnell Limited, dated September 7, 2018;
- Planning Justification Report prepared by Korsiak Urban Planning, dated December 2018;
- Planning Justification Report Addendum prepared by Korsiak Urban Planning, dated July 23, 2020;
- Draft Official Plan Amendment prepared by Korsiak Urban Planning
- Draft Zoning By-law Amendment prepared by Korsiak Urban Planning
- Urban Design Brief prepared by Korsiak Urban Planning, dated July 2020;
- Conceptual 3D Renderings, dated July 2020
- Landscape Plan and Cross Sections prepared by Adesso Designs Inc, dated July 21, 2020
- Visual Impact Assessment Terms of Reference prepared by Adesso Design Inc., dated July 10, 2020;
- Visual Impact Assessment prepared by Adesso Design Inc., dated July 14, 2020;
- Visual Impact Assessment Addendum prepared by Adesso Design Inc, dated November 17, 2020;
- Viewpoint Maps & Photosimulations prepared by Adesso Design Inc, dated July 14, 2020

## Background

- Viewpoint Maps & Photosimulations Addendum prepared by Adesso Design Inc, dated November 17, 2020;
- Shadow Impact Analysis prepared by KNYMH, dated October 30, 2020;
- Transportation Impact & Parking Study prepared by Paradigm Transportation Solutions, dated February 2021;
- Functional Servicing and Stormwater Management Report prepared by Lanhack Consultants Inc., dated November 17, 2020;
- Geotechnical Investigation Report prepared by Landtek Limited, dated March 9, 2017;
- Conceptual Excavation Design Brief prepared by Grounded Engineering, dated November 18, 2020;
- Pedestrian Level Wind Study prepared by Gradient Wind Engineers, dated December 11, 2019;
- Pedestrian Level Study Addendum prepared by Gradient Wind Engineers, dated July 21, 2020;
- Environmental Site Assessment Consultant Reliance Letter prepared by Palmer, dated November 9, 2020;
- Hydrogeology Report prepared by SIRATI, dated December 11, 2019;
- Stage 1 Archaeological Assessment prepared by ASI, dated April 17, 2019;
- Railway Vibration Study prepared by Valcoustics Canada Ltd., dated November 8, 2018;
- Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd, dated November 8, 2018.
- Tree Removals Plan prepared by Korsiak Urban Planning, dated October 28, 2018;
- Sustainability Response Letter prepared by Korsiak Urban Planning, dated January 12, 2021;
- Phase One Environmental Site Assessment prepared by Rubidium Environmental, dated December 13, 2019;
- 3D Fly Through Video prepared by Cicada Design, dated March 2021

## Planning Policy

Town staff has reviewed the application in relation to the policies of the Provincial Policy Statement (PPS) (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). The *Planning Act* requires that a decision of Council be consistent provincial policy statements and conform to any provincial plans that are in effect. It is staff's position that the proposed development is consistent with and upholds provincial direction on growth and development, and further conforms to and meets the intent of both Regional and Town Official Plan policy direction.

### The Provincial Policy Statement (PPS) (2020)

The policy direction in the PPS is to focus growth and development within settlement areas and to permit and facilitate a range of housing options to respond to current and future needs.

The policies encourage efficient development patterns and intensification that optimize the use of land, resources, and public investments in infrastructure. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

## Background

These provincial policies identify that healthy, liveable and safe communities are sustained by:

- promoting efficient development and land use patterns which support the financial well-being of municipalities over the long term;
- accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- ensuring necessary infrastructure and public service facilities are or will be available to meet both current and projected needs;
- promoting development and land use patterns that consider biodiversity and prepare for the regional and local impacts of a changing climate.

The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Land use patterns within settlement areas are directed to be based on densities and a mix of land uses which efficiently use land and resources, to be appropriate for and to efficiently use the infrastructure and public service facilities which are planned or available in order to avoid the need for unjustified and/or uneconomical expansion, to minimize negative impacts to air quality and climate change and promote energy efficiency, to support active transportation, and to be transit-supportive, where transit is planned, exists or may be developed.

The Province directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development that can accommodate a significant supply and range of housing options through intensification and redevelopment. Development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. Municipalities are directed to set minimum targets for intensification and development within built-up areas, with new development taking place in designated growth areas adjacent to the existing built-up area and with a compact form, mix of uses and densities that allow for the efficient use of land.

Supporting long-term economic prosperity is also a key focus of the policies. The PPS identifies that this can be achieved by maintaining and enhancing the vitality and viability of our downtowns and main streets, by promoting a well-design building form, and by promoting the redevelopment of brownfield sites.

Lastly, planning authorities are directed to support energy conservation and efficiency, improved air quality, reducing greenhouse gas emissions, and preparing for the impacts of a changing climate through promoting a compact urban form, promoting active transportation and transit, and encouraging transit supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

[A Place to Grow: Growth Plan for the Greater Golden Horseshoe \(2019\)](#)

## Background

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) is a regional growth plan for the Greater Golden Horseshoe that builds on the Provincial Policy Statement (PPS). It provides a framework for where and how the region will grow and it promotes achieving complete communities that have access to transit networks, that protect employment areas, and that increase the amount and variety of housing. The plan also promotes urban centres as areas that are vibrant and are characterized by more compact development patterns that support climate change mitigation and adaptation, and provide a diversity of opportunities for living, working, and enjoying culture.

Some of the guiding principles of the plan include:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions;
- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities; and
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure - that are adaptive to the impacts of a changing climate - and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

The plan also supports the achievement of complete communities by establishing minimum intensification and density targets that are implemented through the Halton Region Official Plan and the Town of Milton Official Plan.

### Region of Halton Official Plan (ROP)

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. The policies of the Urban Area designation supports residential intensification and the development of vibrant and healthy mixed-use communities.

The Regional Official Plan sets targets for development within the Built-Up Area and in the Designated Greenfield Areas by 2031. For Milton between 2015 and 2031, the **minimum** number of new housing units to be added to the existing built up area is 5,300 units. The minimum number of new housing units to be constructed in Halton Region's existing built-up areas as a whole is 32,200, which represents 40 per cent of the all 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 people and 114,000 jobs by 2031.

## Background

Section 72 of the ROP 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, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.
- Encourage complete communities which afford maximum choices for residence, work and leisure;
- To ensure growth takes place commensurately both within and outside the built boundary;
- To identify an urban structure that supports development of intensification areas and promotes intensification and increased densities; and,
- To promote the adaptive re-use of brownfield and greyfield sites.

The ROP has policies related specifically to intensification areas. Intensification areas are lands identified by the Region or its Local Municipalities that are located within the Urban Area and are to be the focus for accommodating intensification. These areas include Urban Growth Centres, Major Transit Station Areas, Intensification Corridors as identified in the Local Official Plan, and Mixed Use Nodes as identified in the Local Official Plan. As the subject lands are identified as an 'Intensification Area' on Schedule K of the Town of Milton Official Plan, the regional intensification area policies apply.

Relevant regional policies on Intensification Areas include:

### *Intensification Areas*

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.
5. To create a vibrant, diverse and pedestrian-oriented urban environment.
6. To cumulatively attract a significant portion of population and employment growth.
7. To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places.
8. To support transit and active transportation for everyday activities.
9. To generally achieve higher densities than the surrounding areas.
10. To achieve an appropriate transition of built form to adjacent areas.

81. It is the policy of the Region to:

- Direct development with higher densities and mixed uses to Intensification Areas.



## Background

- Adopt alternative design standards for Arterial Roads through Intensification Areas to promote active transportation, pedestrian-oriented development and transit-friendly facilities while maintaining the mobility function of the Major Arterial Road.
- Require the Local Municipalities to ensure the proper integration of Intensification Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.
- Consider intensification and development of Intensification Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans under the Planning Act, to promote and support intensification.
- Encourage the Local Municipalities to adopt parking standards and policies within Intensification Areas to promote the use of active transportation and public transit.

### *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*

171. The goal for transportation is to provide a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency.

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.

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.

It is staff's opinion that the proposal conforms to the Regional Official Plan as it meets all of the relevant policies and objectives as outlined above. Halton Region has reviewed the applications and supports their approval. The Region notes that it is a key priority of the Region to consider

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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

Official Plan Amendment No. 31 (OPA 31), amended the Town's Official Plan to update the previous policies to be in conformity with the Provincial Growth Plan for the Greater Golden Horseshoe and the Region of Halton Official Plan. OPA 31 set out goals, objectives and policies that take into consideration higher density development and intensification; however based upon more recent Provincial policy updates, a full review and update of the Town's Official Plan is warranted.

In the Town's Official Plan the subject lands are currently designated as:

- Central Business District (Schedule B -Urban Area)
- Downtown Supportive Area (Schedule C -Central Business District)
- Gateway and Maximum Building Heights of 3-4 Storeys (Schedule C.7.A.CBD -Central Business District Height Limits), and
- Intensification Area (Schedule K- Intensification Areas)

These policies permit a variety of uses including residential, commercial, institutional, and offices uses.

The subject Official Plan Amendment proposes to:

- Amend Schedule C.7.A.CBA (Central Business District Height Limits) of the Official Plan to permit an increase in the maximum building heights to 18 storeys;
- Amend Schedule I1 (Urban Area Specific Policy Areas) and to add Special Policy No. 39 to permit the developed with two mixed-use residential buildings up to a maximum height of 18 storeys and with a maximum residential density of 380 units per hectare;
- Permit minor adjustments to the existing Business Park Area and Central Business District designation boundaries on Schedules B (Urban Area Land Use Plan) and C (Central Business District Land Use Plan), to align the designation boundaries with the development boundaries.

Section 2.1.3.2 states that the Central Business District, containing the historic downtown and the Urban Growth Centre is the nucleus of the urban areas and functions as the civic and commercial core of the Town. While higher density mixed use development is generally directed towards the Urban Growth Centre, additional mixed use development at higher densities is planned to occur within secondary mixed use nodes, at significant intersections, and along intensification corridors. The subject lands are identified as an Intensification Area in the Official Plan. The Official Plan defines "Intensification Areas" as lands identified within the Urban Area that are to be the focus for accommodating intensification. Intensification Areas include Urban Growth Centres, Major Transit Station Areas, Intensification Corridors and Mixed Use Nodes.

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

## Background

- 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.

Section 2.1.6.2 states that 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.

Section 2.1.6.3 states that 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; and
- j) To achieve an appropriate transition of built form to adjacent areas.

It is the opinion of staff that the proposed development conforms to the above intensification objectives. The development is located within an Intensification Area and includes a mix of land uses including residential, commercial and office uses. The development incorporates a pedestrian-oriented urban environment that includes a public plaza at the intersection of Main Street West and Bronte Street North and over 1000 square metres of ground floor commercial uses. The development also provides for additional employment opportunities by incorporating 800 square metres of office floor area into 2<sup>nd</sup> storey. The mixed-use nature of the development, including its location in the Central Business District will help to support transit and active transportation for many everyday activities. Furthermore, the design of the buildings demonstrates that the development can achieve an appropriate transition to the adjacent areas through the use of a building setbacks, tower setbacks, and a high quality street-oriented design.

Section 2.1.6.5 states that it is a policy of the Town to:

## Background

- b) provide opportunities for further intensification within intensification corridors and secondary mixed-use nodes in accordance with the policies of this plan;
- d) direct development with higher densities, including mixed uses and transit supportive land uses to Intensification Areas;
- f) encourage the proper integration of intensification areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes and the protection of the physical character of these neighbourhoods through urban design;
- h) promote development densities that will support existing and planned transit;
- i) consider intensification and development of intensification areas as the highest priority of urban development within the Town and consider programs and incentives including Community Improvement Plans under the Planning Act, to promote and support intensification;
- k) adopt parking standards for intensification areas that promote the use of active transportation and public transit;
- s) promote the use of rehabilitated brownfield and greyfield sites for residential intensification;

Section 2.4.3.6.c states that to support the Town's retail identity and character the Town will encourage residential and commercial intensification of Milton's downtown core that complements existing heritage and retail areas, while recognizing the flood susceptible areas.

Section 2.6.3.14 states that 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.

Section 2.7 states that with regard to housing, it is the Town's goal to meet current and future housing needs by 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.

Section 2.7.3.15 states that infill development and redevelopment of sites and buildings through intensification will be considered based on conformity with all of the following criteria:

- a) the proposed development meets the location criteria in the Official Plan;
- b) the existing hard infrastructure, including wastewater and water services can support the additional development;
- c) the required parking can be accommodated;
- d) the local road network can accommodate any additional traffic;
- e) compliance with the zoning by-law;
- f) compatibility with the existing development standards and physical character of the adjacent properties and surrounding neighbourhood; and
- g) recognition of the flood susceptibility in the urban core.

## Background

The Urban Design policies found in section 2.8 include policies to ensure that any development proposal is designed to achieve a high standard of urban design and to contribute positively in both form and function to the built and managed environment of Milton. These policies encourage the maintenance and enhancement of ‘gateway’ entrances, both from a vehicular and pedestrian point of view, into the Urban Area. Section 2.8.3.19 specifically states that the Town shall support the strategic treatment of landscaping features, signage, the configuration of streets and massing of new development to enhance gateways into the Urban Area, to maximize desired views, focus activities in public gathering spaces, and to enhance the overall experience of natural features and landforms.

Section 3.5.1.1 states that 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. Sections 3.5.2.1 and 3.5.2.2 permit a variety of commercial, institutional, offices, community and residential uses in the CBD.

Section 3.5.3.1 states that 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.

Section 3.5.3.5 states that 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.

Section 3.5.3.7 states that 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.

Section 3.5.3.8 states that 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.

Section 3.5.3.9 states that the scale and location of new development within the historic downtown area shall be sensitive to and compatible with the existing character and appearance.

Section 3.5.3.11 states that active transportation opportunities for pedestrians, cyclists and transit will be promoted to reduce automobile dependency.

Section 3.5.3.48 states that the Town supports the development of common parking areas in the CBD and shall work to provide such facilities through the following:

- c) where a major development or redevelopment project is proposed in any area, a detailed study by a qualified traffic engineer of the implications of the redevelopment for parking in the CBD will be submitted by the proponent. The study will identify parking problems created by the redevelopment, and outline alternative solutions to the problems;

## Background

d) minimum and maximum parking standards will be employed to ensure that only that amount of parking necessary to meet weekly peak periods of traffic is required. Lands not required for parking should be landscaped and reserved for future development;

### *Downtown Supportive Area Designation*

Official Plan Amendment No. 46 introduced policies for the Downtown Supportive Area, including the subject properties. The Downtown Supportive Area designation permits a variety of uses including retail, restaurants, multi-unit residential buildings including apartments and offices. The policies also note that intensification will be encourage in Gateway locations as identified on Official Plan Schedule C.7.B.CBD.

Additional policies to note in the Downtown Supportive Area include that development in the downtown supportive area shall contribute to the creation of a distinctive urban character and high-quality pedestrian oriented environment; be compatible with the heritage character of its surroundings and provide an appropriate transition to nearby residential neighbourhoods; and be oriented to the street with at least one main entry leading directly from the sidewalk and, generally, include the provision of transparent display windows at street level.

The downtown supportive area policies also specify that development shall have a minimum height of two storeys and maximum height in accordance with Schedule C.7.C.CBD. Buildings exceeding four (4) storeys in height will not be permitted on lands abutting a residential zone. Elsewhere, in the Downtown Supportive Area (excepting Active Frontages) buildings greater than four (4) storeys in height will be considered in accordance with the Bonus Provisions of this Plan (subsections 5.5.3.8-11).

The Town of Milton Urban Zoning By-law 016-2014 as amended, currently defines abutting as, “means a lot line that has any point in common with another lot line or street line.” As the subject lands are located across the street (i.e. Bronte Street) from a residential zone, the lands are not abutting a residential zone, and therefore the Official Plan contemplates an increase in the proposed building height.

As the subject applications include an Official Plan Amendment to increase the maximum building height permitted in the Official Plan, the height and density increase does not need to be evaluated specifically in relation to the Bonus Provisions found in subsections 5.5.3.8-11. However, staff note that the proposed development is consistent with the following policies:

- a) To encourage the provision of underground or in-building parking for attached housing or mixed use development;
- d) To encourage the provision of improved access to public transit;
- g) To encourage the provision of unique urban design features above and beyond the requirements of this plan; and
- i) to encourage the provision of public art.

The subject lands are located within the Central Business District, Downtown Supportive Area, Gateway, and Intensification Area designations of the Town of Milton Official Plan. The policies for these designations as described above, identify that intensification in this area can be supported. The proposed development will contribute to implementing these policies by providing

## **Background**

high-density mixed-use development that is transit supportive and pedestrian oriented. The applicant has demonstrated through the building design that the building will be compatible with the surrounding neighbourhood context. For these reasons, it is staff's position that the proposed development is consistent with the intent of the Town's Official Plan.

## **Zoning By-law**

The subject lands are zoned Secondary Commercial (CBD-B) and Secondary Commercial with Special Provision Number 30 (CBD-B\*30) under Zoning By-law 016-2014, as amended. The CBD-B zone permits residential high density uses, commercial uses and office uses. Special Provision Number 30 permits a Commercial Storage Facility as an additional permitted use on a portion of the lands.

The applicant is proposing to rezone the lands to a site-specific Secondary Commercial Zone (CBD-B\*285-H49) to permit specific provisions to facilitate the building design. The site-specific provisions are related to the maximum building height, maximum dwelling units, minimum commercial and office building floor area, building setbacks, amenity area, bicycle parking, lot coverage, setbacks to parking areas and minimum required parking rates. A holding provision ("H49") will be placed on the lands to ensure that outstanding technical issues including the submission of a Record of Site Condition, site servicing, the implementation of Traffic Demand Management (TDM) measures, noise mitigation measures, vibration mitigation measures, pedestrian wind mitigation measures, and site plan approval are addressed satisfactorily. Attached to this report as Appendix 2 in the Draft Zoning By-law Amendment.

Currently the boundary between the existing Secondary Commercial (CBD-B) zone and the adjacent Business Park (M1) is curved and not straight. The boundary results in a small portion of the lands being zoned Business Park (M1), and a small portion of the lands north of the development being zoned Secondary Commercial (CBD-B). The subject zoning by-law amendment should straighten this zone boundary to match the extent of the proposed development. The change results in a minor net increase to the area of lands designated Business Park (M1) and a minor decrease to the lands designated as Secondary Commercial (CBD-C). This change in the Zoning By-law boundaries would correspond with the change in the Official Plan designation boundaries.

## **Site Plan Control**

Site Plan approval would be required prior to the issuance of a building permit for any new development on the property. 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 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 (H49) 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

A Public Information Centre (PIC), was hosted by the owner of the lands and their consulting team at Hugh Foster Hall on the evening of February 28, 2019. Town Planning staff attended the PIC as did three members of Council. Approximately 50 interested citizens attended. Members of the public sought information about the proposed development, the planning process and provided both support and opposition to the proposed development. The public was given information on how to formally participate in the process, via written submission or oral presentation at the public meeting.

A Statutory Public Meeting on the initial application submission, was held on April 15, 2019 at the Milton Council Chambers. A second Statutory Public Meeting was held on March 2, 2020 due to revisions in the original building design.

An additional Statutory Public Meeting is required as minor changes were made to the Official Plan Amendment and Zoning By-law Amendment since the previous statutory public meetings were held. Through the subsequent reviews, it was identified that minor adjustments to the existing Official Plan Business Park Area and Central Business District designation boundaries are required to align the designation boundaries with the development boundaries. The boundary adjustment constitutes re-designating two similarly sized portions of the subject lands from the Business Park Area designation to the Central Business District designation and vice versa. The change results in a minor net increase to the area of lands designated Business Park and a minor decrease to the lands designated as Central Business District. Similar amendments are proposed through the Zoning By-law Amendment, to align the Business Park (M1) and the Secondary Commercial (CBD-B) zone boundaries with the corresponding Official Plan designation boundaries. Regional Planning staff have reviewed the proposed amendment and have confirmed that Regional Official Plan Amendment is not required for the boundary adjustment and Town of Milton planning staff have no concerns with the proposed change.

All materials, technical studies and reports prepared in support of the applications were made available to the public via the Town's website and through ShareFile. Staff received public comments at the previous Statutory Public meetings and numerous written public comments from Milton residents. The vast majority of these comments noted objections to the applications. Staff received a few letters of support for the proposed development including letters from local residents and from the Milton chamber of Commerce.

A petition was also submitted from change.org with over 1,700 people against the proposed development. The Planning Act requires the Town to notify any persons that provided comments on the development applications with notice of any future public meetings or decisions of Council. As the petition provided did not include any mailing addresses or contact information for individuals that signed, planning staff were not able to add these individuals to our circulation list. Staff advised the makers of the petition to notify any signatures that should they wish to receive further notice of the applications that written comments with contact information must be provided to the Town of Milton directly.

All written submissions have been attached as Appendix 3 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





## Discussion

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 (2020) and Growth Plan (2019) and have noted that they are supportive of the proposed development subject to Holding Provisions.

The Region notes that prior to the Region or Local Municipality considering any development proposals, the proponent must identify whether there is any potential for soils on the site to be contaminated. The applicant submitted a Phase 1 Environmental Site Assessment (ESA) and a Letter of Reliance which concluded that a Phase 2 ESA is required. The Region also notes that a Mandatory Record of Site Condition (RSC) will be required for this proposal. The Region recommends that Holding provision be required and placed on the subject lands to address contamination matters, specifically the requirement for the Phase 2 ESA.

With respect to wastewater servicing, the Region notes that wastewater servicing capacity issues have been identified for the subject lands and that the proposed development can only be accommodated after the sewer upsizing has been completed. The Region recommends that the proposal be considered as part of the next Water and Wastewater Master Plan process to identify appropriate projects and funding, or alternatively that sewer upsizing be undertaken by the developer by entering into a servicing agreement with the Region. The Region requests that a Holding provision be placed on the subject lands until such time that Halton Region's Development Project Manager confirms that sufficient water and/or wastewater capacity and sufficient storage and pumping facilities and associated infrastructure, related to both water and wastewater, exist and are in place to accommodate this development.

In terms of waste management, the Region has noted that the final design details and confirmation of eligibility for Regional waste collection will be addressed through detailed design during the site plan control process.

As per the Region of Halton's request, staff have included conditions in holding provision (H49) as part of the draft Zoning By-law to ensure that final technical matters related to the Phase 2 ESA, a Record of Site Condition, and regional servicing are satisfied prior to any development proceeding on the lands.

#### Milton Engineering Services

Development Engineering staff has noted no objection with the approval of the application subject a holding provision requiring the submission of a Phase 2 Environmental Site Assessment (ESA)

## Discussion

and a Record of Site Condition. Staff also noted that as a requirement of a detailed site plan submission, an updated Functional Servicing and Stormwater Management report will be required.

Transportation Planning staff have reviewed the application and have no concerns with the approval subject to a holding provision being placed on the lands until such time that the Owner can demonstrate that all recommended TDM measures will be implemented to the satisfaction of the Town. Staff noted that the increase in traffic volumes can generally be accommodated by the adjacent road network and that the difference in the overall delay at the Main and Bronte intersection in the PM peak hour with the development traffic added versus without the development traffic is a 7 second increase, which is considered nominal. The Town will continue to monitor this intersection to determine if any improvements are necessary in the future. The rest of the study area intersections are forecast to operate satisfactorily with excess capacity. Additional comments from transportation planning can be found in the Issues of Concern section below.

### Milton Fire Department

Milton Fire had no comments or concerns regarding the application. Staff noted that additional detailed comments would be provided on site servicing, fire hydrants and fire department connection placements during the site plan review process.

### CN Rail

The proposed development is located adjacent to a CN Rail principal main line. CN Rail generally has concerns regarding developing/densifying residential uses abutting a railway right-of way, due to noise, vibration and potential trespass issues. To reinforce the safety and well-being of any existing and future occupants of the area, CN Rail has specific guidelines for developments with sensitive uses (i.e. residential) in proximity to railways that have been developed with the Railway Association of Canada and the Federation of Canadian Municipalities.

In support of the application, the applicant provided a Noise Study and Vibration Study for review. CN Rail retained an engineering consultant to peer review these studies. The CN Rail peer reviewer concluded that the reports were generally prepared in accordance with the CN guidelines and requirements and that the reports were acceptable. The peer reviewer noted that mitigation measures will be required to be incorporated into the design of the development and that these mitigation measures should be evaluated in detail early in the building design.

CN Rail also advised the applicant that they will be required to evaluate the potential integration of a crash wall into the site design due to the elevated grade of the adjacent rail tracks. The applicant was also advised that prior to the commencement of development, the owner will be required to enter into an agreement with CN Rail and register an environmental easement on title including warning clauses. Approval from CN Rail will also be required prior to the commencement of storm water management works.

Through the subject development applications, it may be premature to address all of the requirements for the development identified by CN Rail in advance of a detailed building and site design. CN Rail has confirmed that they have no objections to deferring any remaining comments

## Discussion

related to the site design, building design, noise mitigation measures, and vibration mitigation measures to the site plan approval stage.

Should the applications be approved, staff will circulate CN Rail with any subsequent site plan and/or condominium applications to ensure that all of their requirements have been adequately addressed through the development. Town staff have also recommended that a holding provision be included as part of the Zoning By-law Amendment to require the submission of a revised noise study and vibration study through the detailed site plan review. The revised studies will be required to ensure that all require noise and vibration mitigation measures can be incorporated into the development through the detailed design.

### 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 the Martin Street public school catchment and Milton District Secondary School catchment areas. According to the Board's projections, Martin Street Public School is projected to be under capacity and Milton District Secondary School is projected to be over building capacity. As a result, students generated from this development are expected to be accommodated at Milton District Secondary School with the addition of portables.

Education development charges are payable in accordance with the applicable Education Development Charge By-law and 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 (Milton) Catholic Elementary School and secondary school students would be directed to Bishop Redding Catholic Secondary School.

Should the development proceed to a site plan review or condominium application, 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 and 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:

## Discussion

- 2% of the land value for non-residential; and,
- 1 ha per 500 dwelling units per Bill 73 (the More Homes, More Choice Act, 2015) for the residential portion until such time that the Town implements the changes resulting from Bill 108 (the More Homes, More Choice Act, 2019), Bill 197 (the COVID-19 Economic Recovery Act, 2020) and any related amendments (Bill 138, the Plan to Build Ontario Act, 2019; proclamation pending) being in effect.

The cash-in-lieu of parkland dedication fee is to be paid prior to the issuance of the first building permit, and will be subject to the requirements in effect at that time.

Staff noted that the Town does not presently have a percent for public art policy. The Town's Culture Plan is currently underway, with completion anticipated in the winter of 2021. New information will be provided as it becomes available for the public art proposed at the Main Street and Bronte Street intersection. Community Services staff provided the applicant with design criteria for the applicant's consideration. Details of the proposed public art installation would be reviewed through a future site plan application.

### Milton Hydro

Milton Hydro confirmed that the owners are to contact Milton Hydro well in advance for confirmation of electrical servicing requirements. Town of Milton staff consulted with Milton Hydro on the placement of hydro equipment and minimum clearances required in order to ensure that the proposed public realm design along Bronte Street can be achieved. Planning staff reviewed the proposed building setbacks and underground parking setbacks to ensure compliance with Milton Hydro's clearance requirements, and these minimum setbacks are recommended in the subject Zoning By-law Amendment in Appendix 2. Should the application be approved, staff will circulate Milton Hydro with any subsequent site plan and/or condominium applications for review to ensure that all of their requirements have been adequately addressed through the detailed design.

### Corporate Services

Corporate Services have confirmed that development charges will be required for the proposed development and that Trustee Clearance is not required as the subject property is not located in a Secondary Plan area which is subject to a landowners agreement.

### **Issues of Concerns**

The following concerns have been identified by both the public and Council through the public consultation on the applications:

#### Building Height, Urban Design & Compliance Tall Building Guidelines

A Planning Justification Report and an Urban Design Brief have been submitted to the satisfaction of staff demonstrating the proposed developments conformity with the Town of Milton Official Plan policies and the Council endorsed Tall Building Guidelines. As the proposed towers would be a prominent feature on the skyline, careful consideration has been given to ensure the buildings will be designed to the highest architectural standard. Should the applications be approved, Town staff

## Discussion

would continue to work with the applicant through the Site Plan application to ensure that the design of the site and buildings meet all technical requirements.

High-rise and tall buildings are an important component in the creation of higher density, mixed-use communities that are vibrant, walkable and transit supportive. The Town of Milton Official Plan identifies the preferred locations for intensification within the Town. While higher density mixed use development is generally directed towards the Urban Growth Centre, additional higher density mixed use development is planned to occur within secondary mixed use nodes, at significant intersections, and along intensification corridors. Intensification Areas include Urban Growth Centres, Major Transit Station Areas, Intensification Corridors and Mixed Use Nodes. 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, well-connected, and walkable neighbourhoods.

The site is located within the Central Business District and is identified as a Gateway and Intensification Area in the Official Plan. It is also located at the intersection of two arterial roads (Main Street West and Bronte Street North). The location is well situated for services and infrastructure, due to its close proximity to existing shopping, cultural, sports and recreation facilities in the Central Business District. For these reasons, staff are of the opinion that the intensification at this location is consistent with the Town of Milton Official Plan.

Town Council endorsed the Milton Mid-Rise and Tall Building Guidelines prepared by Development Services Staff. The Town has proactively developed these design guidelines to aid the integration of mid-rise and tall buildings into our community. They are also a recognition of the Province's emphasis on urban intensification and the 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, will provide a clear design direction related to building height, massing, transitions, sun/shadowing, and building articulation, and will encourage high-quality tall building proposals.

The Tall Building Guidelines also identify preferred locations for tall buildings as within the Urban Growth Centres, Secondary Mixed-Use Nodes, Intensification Corridors located at significant intersections and along major transit routes, and at gateways. 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.

Urban Design staff reviewed the Urban Design Brief and concept plans provided and have concluded that the development proposal has regard for the Town's Tall Building Design Guidelines and the companion guidelines for Mid-Rise Buildings. Specific urban design comments provided on the proposed development include:

- The scale, rhythm, proportions and articulation of the podium creates an appropriate street oriented environment. Architecturally differentiating the podium above the third storey by using contrasting materials and the use of various colours of brick texture at lower levels contributes to a human scale environment at street level and echoes the heritage

## Discussion

residential character. This effect is further accentuated by step backs above the 5th floor along Bronte St, which will reinforce the pedestrian scale perception. Providing a deeper step back above the second floor along Main Street helps to protect the view corridor to the Escarpment.

- The setback to the commercial/amenity uses along Bronte Street helps to animate the pedestrian environment, which is enhanced by the provision of weather protection at the second floor level, building entries with direct sidewalk connections and a high degree of transparency at the base. The transition to a deeper setback helps to protect the residential enjoyment and privacy of street level units while maintain a consistent degree of street enclosure.
- The street level interface is further improved by the careful integration of commercial at grade uses, publicly accessible open space and street furniture. The open space at the intersection of Main and Bronte will function as an urban piazza and the mid-block connector will function as a pedestrian oriented outdoor amenity space. Staff note that a public art piece is proposed and that a Public Realm Plan at will be reviewed at the Site Plan Approval stage.
- Tower offsets, separation and variation in height contribute to a distinctive skyline while allowing sunlight penetration and views of the sky. Tower orientation and floorplate sizes have been devised to reduce shadow impacts and maintain views, consistent with the general intent of the guidelines. The towers are architecturally differentiated from the podium through the use of lighter materials, step-backs and articulation.
- Opportunities for building-related sustainability measures and standards should be explored through the site plan control application. The details for addressing wind comfort, wind barriers, comfortable seating areas, and impact on adjacent residential neighbourhood are to be further investigated through detailed design at Site Plan Approval.
- The shadow impact analysis generally comply with the intent of the Town of Milton Shadow Analysis Guidelines.
- Staff note that a View Analysis has been prepared and submitted using the NEC Guidelines' technical criteria and are acceptable.

Through the review of the building design, particular detail was paid to the podium (the 6 storey building base), as this is the primary interface between the tall building and surrounding neighbourhood. It has the greatest impact on how pedestrians interact with the building and how the building fits within the street level environment. The proposed building design includes a 6 storey podium with ground floor commercial and residential uses. Additional office uses are proposed in the 2 story portion of the podium at the Main Street and Bronte Street intersection. A concept landscape plan was provided to demonstrate that a high quality pedestrian public realm can be provided along both Bronte Street and Main Street. The public realm includes sufficient landscaping with trees, patio areas, and an urban plaza with public art at Main Street and Bronte

## Discussion

Street intersection. This high quality public realm in addition to the at-grade commercial uses will help to animate the street.

The two tower design is desirable as their shadows will track quickly, minimizing impact to adjacent land uses, as opposed to shorter, 'stockier' buildings that produce larger shadows that track longer. In the concept plans reviewed by staff, the towers are setback 58.37 metres apart which well exceeds the minimum 25 metres recommended by the Town's Tall Building Guidelines. A shadow impact study has also been submitted in support of the application which satisfactorily demonstrates this. Greater details on the shadow impact study are provided below.

Urban design staff noted that the proposed building design generally meets the intent of the Tall Building Guidelines. Minor differences from the tall building guidelines include:

- Building B has a Tower floor plate above the 15<sup>th</sup> storey of 770 square metres and 42 linear metres measured diagonally, whereas the guidelines state that floorplates above the 15<sup>th</sup> storey should be less than 750sq.m. or 40 linear metres measures diagonally.
- The two towers have a difference in building height of 1 storey, whereas a tower height variation of at least 5 floors is recommended.

Staff is satisfied that these minor differences from the guidelines will not have an impact on the shadow or views, and that the overall building design meets the intent of the guidelines. It is further noted that the Tall Building Guidelines are not policies or regulations, but are instead used as a tool to assist staff in reviewing the proposed building design. Staff is satisfied with the proposed building design, and have incorporated provisions into the Zoning By-law Amendment to ensure that the proposed building form is maintained through the site plan and building permit reviews. These provisions are related to maximum building heights, minimum podium building heights, maximum tower floor plates, minimum tower separations, and building setbacks. A holding provision (H49) is also proposed to be placed on the lands through the Zoning By-law Amendment, and could only be removed during the final stages of Site Plan Approval, where it has been demonstrated to staff that an enhanced level of urban design has been achieved for the site.

The two buildings proposed have heights of 17 and 18 storeys. For a comparison the following tall buildings and structures currently exist in Milton:

- The Milton Water Tower on Steeles Avenue east of the 401 Overpass is 56.7 metres (186 feet) or approximately 18 storeys;
- The four apartment buildings know as 81, 82, 100, and 101 Millside Drive range in height from 10 storeys to 16 storeys;
- The apartment building at 716 Main Street East is 11 storeys; and
- The two apartment buildings at 122 Bronte Street South are 11 storeys.

Additional tall buildings recently approved by Council include:

## Discussion

- Briarwood (Milton Towers) at the corner of Regional Road 25 and Derry Road, which includes three apartment buildings with heights of 16, 20 and 25 storeys.
- Jacal Holdings Ltd known as 130 Thompson Road South, which includes three apartment buildings with heights of 27, 29, and 31 storeys.

It is also noted that the proposed building heights were reduced from the originally proposed 19 and 21 storeys to the currently proposed 17 and 18 storeys in response to public comments.

### View of the Escarpment and Privacy

The Town's Official Plan includes some policies that speak to a desire to maintain landmark views, such as the Niagara Escarpment where possible. The Official Plan specifically speaks to views of landmarks including the Niagara Escarpment in sections 2.8.3.39 and 2.8.3.40. These sections note 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. Furthermore, the urban design policies speak to maintaining views in Gateways, where section 2.8.3.19 notes that "the strategic treatment of landscaping features, signage, the configuration of streets and massing of new development to enhance gateways into the Urban Area, and to maximize desired views, and focus activities in public gathering spaces, and to enhance the overall experience of natural features and landforms shall be supported".

Careful consideration was given to the design of the proposed development to reduce impacts to existing views of the Niagara Escarpment where possible. The buildings were designed in accordance with the Town's Tall Building Guidelines with a tower and podium design, to reduce the overall massing of the buildings, improve views, and reduce shadow impacts. Additionally, to maintain views of the Niagara Escarpment from Main Street, the southern tower was setback approximately 30 metres from the Main Street West property line.

The applicant submitted a View Analysis Study and a 3D Fly to review the impacts of the development on existing views of the Niagara Escarpment. In total 15 view analysis renderings were provided to show the effect of the proposed development on existing views from a number of key locations. Included in the staff report as figures 6 and 7 are views that illustrate the impact of the proposed buildings looking west along Main Street. Figure 8 shows the view looking east along Main Street from the western side of the CN tracks. A conceptual 3D rendering is attached as Figure 5 to show an overall view of how the proposed development would fit into the existing built fabric. The visual impact assessment also includes views towards the proposed development from Victoria Street and Mill Street which are included in figures 9 and 10.

The visual impact assessments show that the net visual impact to the views of the escarpment is minimal given the location adjacent to the raised CN rail line which already partially obscures views of the escarpment. As demonstrated through the view analysis, the important vista looking west on Main Street towards the Niagara Escarpment is preserved and not impacted as a result of this proposal. Moreover, as noted above, the proposed development conforms to the Tall Building



## Discussion

Guidelines, as the towers are designed to be slender (i.e. small floor plates) and have adequate separation distances, thus creating a number of vantage of openings that vary as the perspective of viewing angle changes as one moves.

Concerns were also raised from residents of the low-density dwellings to the east that the proposal could impact their privacy. The proposed development is located across Bronte Street from the existing low density residential area. Staff note that the majority of the properties fronting directly onto the east side of Bronte Street across from the proposed development are zoned Secondary Commercial (CBD-B) and contain commercial uses. Although the buildings will be taller than the existing buildings in the neighbourhood, the Bronte Street right-of-way separating the subject development from the low density residential uses to the east, is approximately 23 metres wide at the smallest point. Through the Zoning By-law Amendment, staff has also recommended increasing the minimum front yard setback on Bronte Street from the current minimum required 0.0 metre setback to 3.0 metres, which will further setback the buildings from the existing low-density residential neighbourhood and will provide additional opportunities to improve the design of the public realm.

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 distance between the proposed development and the existing low density dwellings forms an acceptable buffer that mitigates any potential direct overlooking into these properties.

Based on the foregoing, staff is of the opinion that the proposed height of the buildings is appropriate given the property’s proximity location in the Central Business District, a gateway, and an intensification area. 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.

### Traffic and Parking Rates

A primary community concern for new development applications, including the subject applications, are traffic impacts and minimum required parking rates. In support of the application, the applicant prepared and submitted a Transportation Impact and Parking Study. The report was evaluated by Town of Milton transportation planning staff and by a private transportation engineering consultant retained by the Town to peer review the report. The report was reviewed to ensure that it was accurate and adhered to current transportation engineering standards and best practices. Town of Milton transportation planning staff have thoroughly reviewed the application and reports provided and have confirmed that they have no concerns with the approval of the subject applications.

Town of Milton Transportation Planning staff noted that while the Transportation Impact and Parking Study identified some capacity constraints at the intersection of Main Street and Bronte Street in the PM peak hour, this was mainly attributable to the conservatively estimated background traffic growth and is projected to occur regardless of the proposed development being built. The subject site is only estimated to generate 168 trips and 191 trips in the AM and PM peak hours, respectively. This increase in traffic volumes can generally be accommodated by the

## Discussion

adjacent road network. The difference in the overall delay at the Main Street and Bronte Street intersection in the PM peak hour with the development traffic added versus without the development traffic is a 7 second increase. This is considered nominal. The Town will continue to monitor this intersection to determine if any improvements are necessary in the future. The rest of the study area intersections are forecast to operate satisfactorily with excess capacity.

Furthermore, several Transportation Demand Management (TDM) measures are proposed to reduce the traffic impacts of the subject site. To ensure that these TDM measures will be provided, planning staff have recommended that a Holding Provision be applied to the property with the condition that the holding provision could not be removed and the development could not proceed until the owner demonstrates that all proposed TDM measures identified in the report can be achieved. These measures include:

- The provision of a minimum of 430 long-term secure bicycle parking spaces plus 35 at-grade short-term visitor bicycle parking spaces.
- 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; and
- The Owner agrees to provide active uses at-grade along street frontages.

The subject site is well served by three existing public transit routes that connect to the Milton GO Station and existing/future pedestrian and cycling infrastructure in the area. These include transit routes 2, 6, and 10 that run adjacent to the Main Street West and Bronte Street intersection.

Transportation Planning staff also noted that the analysis is considered conservative due the following:

- A 2% growth rate compounded per annum until 2028 was assumed in addition to the under construction background development at the southwest corner of the intersection of Bronte Street and Main Street. This growth may not come to fruition and there would likely be some double counting that occurs due to including both growth rates and background development traffic.
- No modal split reductions were applied to the site trip generation. The location of the subject site being within walking distance of many nearby amenities, public transit, and active transportation infrastructure should somewhat reduce vehicular traffic trips generated by the site. TTS data indicates the study area has a 21% modal split. Therefore, the anticipated site generated traffic volumes will theoretically be at least 21% lower than indicated above.
- No trip reductions were applied to the site trip generation based on the proposed TDM measures. In reality, the TDM measures will assist in reducing the site generated traffic.

## Discussion

- The TIS generally looks at a worst case scenario during the peak AM and PM rush hours. Traffic level of service during the remainder of the day would likely be more than satisfactory.
- The future Tremaine Road Highway 401 interchange will likely divert some traffic away from the intersection of Main Street & Bronte Street.

The Town's Official Plan also states: "The Town is prepared to accept a level of service which is less than optimum, in return for a more pedestrian-oriented environment along its major roads provided that public safety is not adversely impacted."

For apartment buildings, the Zoning By-law currently requires a minimum of 1.5 spaces per unit for resident parking, plus 0.25 of a space per unit for visitor parking. Commercial uses currently require various minimum parking rates based on the type of use, such as offices (1 space per 30 square metres of gross floor area), restaurants (1 space per 9 square metres of gross floor area plus 1 space per 18 square metres of patio space) or retail stores (1 space per square metre of gross floor area).

The development is seeking a reduction in required parking to 1.0 space per unit for resident parking, plus 0.25 of a space per unit for visitor parking, plus a standard commercial parking rate of 1.0 parking spaces per 20 square metres of commercial gross floor area. The existing minimum office parking rate of 1.0 parking spaces per 30 square metres of office floor area is proposed to remain the same. Combined shared parking is also proposed between the residential visitor parking, the commercial parking, and the office parking. This will result in a total of 508 residential parking spaces and 127 parking spaces for residential visitor parking, commercial parking, and office parking combined.

With respect to the proposed parking supply, the Transportation Peer Reviewer indicated that "the allocation of 1 residential space per unit that is noted in the TIS (508 residential spaces) appears to be appropriate. The shared parking rationale is logical and consistent with best practices in the transportation field." Based on parking survey data from proxy sites, the proposed development is anticipated to have a surplus of 70 parking spaces. Further, the report indicates that research has found that reductions in off-street vehicular parking for office, residential, and retail developments reduce the overall automobile mode share associated with those developments, relative to projects with the same land uses in similar contexts that provide more off-street vehicular parking. Essentially, more off-street vehicular parking is linked to more driving. Therefore, a reduced parking supply is an effective transportation demand management measure itself. The proposed TDM measures will also assist in reducing the overall parking demand of the subject site.

A Holding provision (H49) will be placed on the subject lands through the Zoning By-law Amendment 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.

Lastly, it should be noted that there are a number of existing/ planned infrastructure projects within close proximity to the subject development. These include:

- Pedestrian tunnels under the CN bridge on Main Street West (currently under construction)

## Discussion

- Main Street West road works from Bronte Street to Scott Boulevard, including a realignment for bike lanes and construction of a sidewalk on the north side of Main Street West. (anticipated to start summer 2021).
- Bronte Street North roadworks from Main Street to Steeles Avenue West, including the installation of curbs and gutters, installation of bike lanes, utility relocations (including burring the hydro lines on the west side of the road from Main Street to south of the CPR tracks) and replacing the existing bridge over the 16 Mile Creek tributary, replacement and realignment of the at-grade rail crossing, replacement of the existing watermain and realignment of Bronte Street south of the CPR Tracks (anticipated to start summer 2021).
- Victoria Street and Elizabeth Street road works including the rehabilitation of pavement, storm sewers, and concrete work (anticipate to commence construction summer 2021).
- New Highway 401 and Tremaine Road interchange (currently under construction by the Ministry of Transportation and Halton Region)

Although unrelated to this project, each of the projects above will help to improve the overall connectivity in the area for vehicles, pedestrians, and cyclists.

## Shadow and Loss of Light

The applicant submitted a shadow impact analysis prepared by KNYMH Inc., dated October 30, 2020 in support of the development application to the satisfaction of Town staff, demonstrating minimal shadow impacts to the surrounding area. The Town has developed new Shadow Impact Analysis Guidelines to establish the Town criteria for the impact of shadows cast by a proposed development on its surroundings and to establish the requirements of the shadow impact analysis submission documents. The Shadow Impact Analysis submitted by the applicant was prepared in accordance with these guidelines and staff have confirmed that the development generally complies with the criteria specified in the guidelines.

As per the guidelines, the shadow impact analysis must demonstrate that adequate sunlight is available for the public realm (sidewalks, parks, plazas, school yards), the private realm (including private residential front yards and rear yards), and solar panels. Shadow impact analysis must be prepared for September 21 (fall equinox) and demonstrate that:

- 60% of the opposing sidewalks should receive direct sunlight for at least three continuous hours (between 10:00 am and 3:00 pm)
- In mixed-use areas, sidewalk patios should receive at least two hours of sunlight during either lunchtime (between 10 am and 2 pm) or dinner hours (between 5:00 pm and 9:00 pm).
- Private front yard, rear yard, windows and rooftop patios should receive sunlight for at least two continuous hours of sunshine (between 10 am and 5 pm)

## Discussion

- Solar panels should receive sunlight for an extended period of the day (minimum eight hours may not be consecutive)

The Shadow Study submitted identifies that the shadows cast from the building will be consistent with the criteria established in the Town's Shadow Impact Analysis Guidelines. The study identifies that all residential properties within the study area will receive a minimum of two hours of continuous sunlight during the test period. It was also found that the opposing public sidewalks will receive at least 5 hours of continuous sunlight between 10am and 3pm, which exceeds the minimum standard identified in the Town's guidelines. Lastly, it is identified that while there are currently no solar panel installations in the study areas, should all of the existing buildings install solar panels, all residential dwellings will receive 8 hours of sunlight during the test period and all commercial spaces with the exception of 3 Mill Street and 15 Bronte Street North will received 8 hours of sunlight. The two commercial properties above are expected to receive direct sunlight for a period of 6 hours.

The analysis concludes that the proposed development will not have a significant negative effect on this neighbourhood. The buildings have been designed with a tower and podium design that allows for shadows to move quickly across the terrain. Based on the foregoing, staff is of the opinion this development is compatible with the area and does not have a significant shadow impact on the existing neighbourhood.

### Light Pollution

Light pollution from urban areas is an issue across municipalities. It is the result of excess light from human activity that can have negative effects on visibility, quality of life and on wildlife. Light pollution is mainly an issue in urban settings where there are many different artificial light sources.

To help mitigate light pollution in our municipality, the Town of Milton Zoning By-law includes specific requirements related to lighting and illumination. These provisions require that free-standing or wall-mounted lighting fixtures do not exceed a height of 9.5 metres, that all lighting fixtures are installed in a manner so light emitted is projected down, that no light dispersion is permitted to project above the lighting fixture, and that lighting does not exceed 0.5 foot candles (5 lux) at a property line that abuts a residential zone.

Town staff ensures compliance with these standards through site plan review. Should the applications be approved, at the site plan review stage the applicant would be required to prepare a photometric plan and a lighting plan with lighting details to demonstrate that the Zoning By-law provisions can be met. At that time, staff also have the opportunity to work with the applicant to reduce any excessive lighting while still ensuring that the property is sufficiently lit for public safety.

### Servicing Allocation

The subject lands are not subject to the Region of Halton Allocation Program as they are located within the Built Boundary as identified in the Town of Milton and Region of Halton Official Plans.

The applicant has submitted a Functional Servicing and Stormwater Management Report in support of the development application. Halton Region has reviewed the report and notes a sewer

## Discussion

upsizing will be required prior to the development proceeding. Until such time that adequate servicing becomes available, the Region has requested that a holding provision be placed on the subject lands. A condition related to servicing has been added to holding provision (H49) in the Zoning By-law Amendment included in Appendix 3.

Planning staff notes that it is a common practice of the Town to add a Holding provision related to servicing for new developments proposed through a Zoning By-law Amendment application. The Holding provision ensures that no development can occur on the lot until the conditions to remove the holding provision have been satisfied. In this case, no development could proceed without adequate servicing being available to the satisfaction of Halton Region.

### Conformity with Official Plan Policies and 2010 Intensification Study

It was identified by the public that the proposed development does not meet the policies identified in the 2010 Intensification Study. It is important to note that the Intensification Study is not Town policy, but rather a background document that provides direction on intensification within Milton's built-up area. When evaluating the proposed development applications, Planning staff is required to evaluate proposed based on all current Provincial policies, Regional Official Plan policies, and Local Official Plan policies that are in effect. Staff has reviewed the proposed Local Official Plan Amendment and determined that it is in keeping with the intent of the Provincial, Regional, and Local policies.

Furthermore, the Planning Act permits applications for owner initiated amendments to the Official Plan and Zoning By-law. Should an application be made to the municipality that includes all of the minimum required documents and fees, the Town is required to review the application and issue a decision. Once an application is submitted, it is the responsibility of staff to provide a recommendation to Council with all information necessary to make an informed decision. In the evaluation of the appropriateness of an Official Plan Amendment and Zoning By-law Amendment, staff must consider all applicable Provincial, Regional and Town policies when providing a recommendation for Council consideration.

It is important to highlight that in 2016 the Town completed a Downtown Study which examined how intensification could be feasibility accommodated within the Downtown core. The study made a series of recommendations to revitalize the downtown, and also examined the current state of Downtown and identified opportunities for redevelopment and revitalization. Key objectives of the study included building on the existing heritage of the Downtown core, creating a vibrant public realm that is a designation for the entire community, creating a pedestrian friendly built form, and creating placemaking for the entire community through the promotion of a civic gathering space such as a public square.

The Downtown Study resulted in both an Official Plan Amendment and a Zoning By-law Amendment to implement the study objectives, and included creating a new designation named 'Downtown Supportive Area' which applies the subject lands. The Downtown Supportive Area designation was structured to encourage development to be pedestrian friendly, street oriented, compatible with the heritage character and to create a buffer between commercial uses and abutting residential properties. The Official Plan Amendment also provided additional policy direction to reinforce the intent of gateway locations as providing opportunities for more intensive

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development where not abutting existing residential lands. The related staff reported noted that the Official Plan Amendment did not suggest revisions to the current height permissions but that individual applications for intensification within Gateways would be encouraged.

The related Zoning By-law Amendment resulted in changes to the Commercial Core Zone (CBD-A) and the Secondary Commercial Zone (CBD-B) to permit a wider range of uses to support the downtown. Changes to the CBD-B zone included permitting apartments outside of the flood plain, which includes the subject property.

When evaluating the subject development applications, Town staff evaluated the proposed development in accordance with the current Official Policies, including the Official Plan Amendment approved as a result of the Downtown Study. Staff have reviewed the proposed Local Official Plan Amendment and determined that it is in keeping with the intent of the Provincial, Regional, and Local policies.

### Development Outside of the Urban Growth Centre

Provincial, Regional, and Town policies currently consider and encourage intensification, even when located outside of Urban Growth Centres. In addition, the majority of the Town of Milton's Urban Growth Centre is not suitable for intensification due to constraints from the floodplain.

The Provincial Growth Plan (2019) directs growth to settlement areas and prioritizes intensification to strategic growth areas, including urban growth centres, major transit station areas, as well as brownfield sites and grey fields. Although urban growth centres are identified as a regional focal point for accommodating population and employment growth, the plan also directs municipalities to identify intensification areas throughout the built-up areas. The plan defines strategic growth areas 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 Region of Halton Official Plan sets targets for intensifying development within the Built-Up Area and has policies related specifically to intensification areas. The plan policies specify that lands identified by the Region or its Local Municipalities within the Urban Area as intensification areas, are to be the focus for accommodating intensification. These areas include Urban Growth Centres, Major Transit Station Areas, Intensification Corridors as identified in the Local Official Plan, and Mixed Use Nodes as identified in the Local Official Plan. As the subject lands are identified as an 'Intensification Area' on Schedule K of the Town of Milton Official Plan, the regional Intensification Area policies apply

## Discussion

Lastly, the Town of Milton Official Plan defines “intensification areas” as lands identified within the Urban Area that are to be the focus for accommodating intensification. Intensification Areas include Urban Growth Centres, Major Transit Station Areas, Intensification Corridors and Mixed Use Nodes. As the subject lands are identified as a Gateway and Intensification Area in the Official Plan, intensification and high density uses are contemplated in these areas.

Staff also recognizes that some portions of the Urban Growth Centre and Central Business District are not appropriate locations for intensification due to existing constraints such as the regulatory flood plain. These areas are subject to flooding during regional storm events and development within these areas is generally not permitted.

For these reasons, staff can conclude that intensification is appropriate outside of the Urban Growth Centre, in accordance with Provincial, Regional, and Local policies.

### Impact on Adjacent Character Area

The proposed development is located adjacent to the Downtown Character Area as identified in Schedule C of the Town of Milton Official Plan. Some members of the public have expressed concerns that the proposed development is not compatible with this character area.

Although the subject development is located outside of the Downtown Character Area, staff has reviewed the proposal to ensure that the building design is compatible with this neighbourhood. 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 while 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.

Furthermore, the Town’s Official Plan establishes that an urban design brief of a proposed development shall be undertaken, and that the urban design brief shall establish the contextual relationship of the proposed development to adjacent buildings, streets and areas. Section 2.8.3.3 sets out the criteria to determine the acceptability of design proposals including:

- a) The extent to which the proposal attains the pertinent Urban Design objectives and policies of this Plan; and,
- b) The extent to which the proposal fits within any Council-approved Urban Design guidelines which are applicable to a development site, its local area, and/or its neighbourhood or district.

The Central Business District has specific Urban Design Guidelines that provide a flexible framework for future development in the Central Business District and provide design principles and standards to help evaluate new development. They are meant to be read in conjunction with



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the Town's Official Plan, which outlines the broader policies and permitted uses for the Central Business District.

These design guidelines include principles for arterial roads, including Bronte Street, that encourage buildings along these streets to be street facing, specify that these roads will serve as major centres of activity within the Central Business District, that landscaping should be of the highest quality, and that encourage transit services. The guidelines also encourage rear parking areas and emphasise the importance of encouraging pedestrian movement in the area.

The guidelines identify gateways as areas playing an important role in the economic development of a community. Specific design guidelines related to gateways such as Bronte Street and Main Street, include developing taller buildings, providing landscape features and public art, standardizing signage, designing buildings to provide shelter for pedestrians at major intersections, and setting buildings back in some locations to incorporate public space, landscaping and public art.

Lastly, the guidelines encourage specific design elements for commercial buildings including providing colonnades and arcades (portions of the building that overhang and are supported by columns) to provide pedestrian shelters and encourage providing exterior lighting that attracts people. The guidelines do not prescribe a particular architectural style but rather provide strategies to achieve a sense of architectural continuity throughout the areas while anticipating future changes in architectural style and public taste. They encourage new building to fit into Milton's existing character through creative and sensitive architectural design including building silhouettes, spacing between buildings, setbacks from the property line, building massing, location and treatment of entrances, surface materials, and site landscaping.

The proposed building was designed to be consistent with these guidelines and to be sympathetic to the character of the existing Central Business District. The design incorporates design elements that contribute to the character of the area including providing building setbacks that enhance the pedestrian streetscape, by setting back the building from the corner of Bronte Street and Main Street to create a public square with a public art feature, by providing ground floor commercial uses along Bronte Street, by providing a high quality pedestrian environment along Main Street and Bronte Street that includes landscaping, patios, and building overhangs, and by articulating the base of the building and incorporating brick textures to echo the existing heritage character.

It is staff's opinion that the proposed development is compatible with the surrounding area. The applicant has demonstrated that the proposed building design is consistent with the Central Business District Design Guidelines and the policies of the Official Plan, and does not negatively impact the character of 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. 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.

## Public Notification

The Planning Act dictates the minimum requirements for notification for applications pursuant to the Planning Act. For Official Plan Amendments and Zoning By-law Amendments, the minimum

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requirement in the Act is a mail-out of the Notice of Public Meeting to all property owners within 120 m of the subject lands and development notice signage posted on the site.

In September 2018, Town Council approved a Town-initiated Official Plan Amendment (OPA No. 52) to enhance public notice provisions for development applications beyond what is prescribed in the Planning Act. The Official Plan Amendment had the effect of enhancing the minimum requirements for public notices for planning applications within the Town in the following manner:

- All applications will receive a public notice advertisement placed in the local newspaper a minimum of twenty (20) days prior to the public meeting;
- Notice by direct mail to property owners within a 200 metre circulation area of a development application in the urban area, and 300 metres in the rural area;
- All public notices will appear on a dedicated landing page on the Town's website, as well as the online event calendar and the myMILTON mobile app; and,
- Development notice signage will be placed on the subject property for all development applications, in accordance with the Planning Act.

All members of the public within 200 metres of the subject property were provided written notice of the Public Information Centre (PIC) held on February 28, 2019; all members of the public within 200 metres of the subject property were provided written notice of the Statutory Public Meeting 20 days prior to the scheduled public meeting; two development notice signs are posted on site along the frontages of Bronte Street North and Main Street in accordance with Town requirements; and, notice of the previous Statutory Public Meetings were published in the Milton Canadian Champion on March 21, 2019 and January 29, 2020. All members of the public that have signed the public register, provided written comment, or those who presented at the statutory public meetings have been notified in writing of tonight's meeting. Additionally, all submitted information and documentation have identified online for review by the public, including any subsequent revisions.

It is staff's opinion that notice of the proposed development application has been provided in accordance with the Town's best practices for enhanced public notification, and in excess of the minimum requirements identified in the Planning Act.

## Precedence

All sites are subject to a unique set of characteristics and no two properties are the same. As such, all planning applications submitted in accordance with the requirements of the Planning Act are reviewed and evaluated on their own merits in accordance with all applicable Provincial, Regional and Town policies.

For example, Council approved two other high density residential developments recently. The Briarwood development (at Regional Road 25 and Derry Road) to permit an increase in building height to 25 storeys, and the Jacal Holdings development (at 130 Thompson Road South) to permit an increase the building height to 31 storeys. These two development applications are not a direct comparison to the subject application, as they were located in a different context with different

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applicable policies. Council and staff must evaluate each development proposal based on its own merits, site context, and applicable policies.

### Affordable Housing

The Town's Official Plan has various policies related to housing. Section 2.71 includes policies for housing goals to meet the Town of Milton's current and future housing needs. Some of these goals include:

- 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;
- c) fostering the creation of additional housing accommodation through various forms of residential intensification;
- d) encouraging the inter-mixing of different housing forms and types within neighbourhoods to foster community integration;
- g) making efficient use of existing developed lands, housing stock, and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods;
- k) encouraging and promoting assisted and affordable housing in intensification areas where public transit, retail, and other facilities are readily accessible.

Providing higher density housing such as apartments through intensification is one of the housing goals of the Official Plan, which is also highlighted in Provincial and Regional policies.

The Official Plan defines Affordable Housing as "housing with market price or rent that is affordable to households of low and moderate income spending no more than 30 per cent of their gross household income". It is noted that the Planning Act has been amended to allow municipalities to establish inclusionary zoning provisions. Inclusionary zoning is a tool that enables municipalities to require affordable housing in new developments. In order to enact inclusionary zoning policies however, the municipality must include policies in its Official Plan to authorize inclusionary zoning. At this time, the Town's Official Plan does not include these policies and therefore, the Town cannot require that affordable housing units be provided in the subject development.

The subject applications propose a total of 508 residential dwelling units, that range in size from 1 bedroom units to 3 bedroom units. Although these units will likely be sold at the current market rate, they do help to provide an additional range of housing and housing types to the Central Business District and to Milton.

### Property Values

There are many factors that impact the value of a property. Changes to the local context can both increase and decrease a properties value. Provincial planning polices and the Planning Act do not identify impact on property values as a consideration for planning decisions. Rather, all development applications must be evaluated to ensure consistency with Provincial, Regional, and Local planning policies.

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### Impact on the Floodplain

A large portion of the Central Business District is currently within a floodplain and is regulated by Conservation Halton. Development is limited in this area to maintain public safety. Although the proposed development is located outside of the floodplain, Conservation Halton staff were notified of the applications and the applicant was required to submit a Hydrogeological Assessment for review.

Conservation Halton staff reviewed the materials submitted and confirmed that they have no objection to the approval of the application. They also provided the following advisory comments for Town consideration:

- Requiring an updated the Functional Servicing and Stormwater Management Report through the detailed design stage to include additional Low Impact Development (LID) measures to address pre-to post-development water balance changes;
- Providing addition discussion on the hydrological modelling paramets in the Hydrological Assessment and Stormwater Management Report;
- Confirming the final placement and construction of the storm sewer along Bronte Street.

As Conservation Halton staff had no objections to the approval of the applications, the agency directed the further review of the application to the Town.

Since that time, the applicant had prepared a revised Functional Servicing and Stormwater Management Report for review and Development Engineering staff had no objections. Staff noted that should the applications be approved, that an updated Functional Servicing Report and Stormwater Management Report would be required through the subsequent site plan review and detailed design stage.

Staff is satisfied that the proposed developments could be designed to comply with stormwater management requirements of the Town of Milton, Region of Halton, and the Ministry of Environment and Climate Change (MOECC). Should the development proceed to the site plan stage, the applicant will be required to submit updated and Functional Servicing and Stormwater Management Report based on the detailed design, to ensure that all requirements are met.

### 3D Fly Through

To better visualize the proposed development and how it would look on the site, Council requested that a 3D Fly-Through of the project be provided. The applicant prepared a 3D Fly-Through video of the development that was made available on the Town's website for resident review and comment. The video was made to illustrate the development and how it would look on the site in relation to the surrounding neighbourhood.

The video was produced by Cicada Design on behalf of the applicant, and uses 3D computer modeling, drone photography, and ground photography/view corridor study to accurately represent the development. The 3D computer model was created using the 2D architectural drawings to

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ensure that it was accurate and represented the exact building design including the building dimensions, design, and materials. The drone photography was used to portray the local area and elements such as buildings, furniture and people were generated with the 3D model. Lastly, ground photography was used in coordination with the visual impact assessment to accurately demonstrate the sale of the building from various pedestrian heights.

The views in the video were chosen based on the concerns presented by residents regarding the buildings potential impact on views of the Niagara Escarpment and the character of the downtown.

It should be noted that Town staff does not have the in-house capability to produce these types of videos. For privately initiated development applications, all supporting studies such as traffic impact studies, stormwater management reports, functional servicing reports, visual impact assessments etc. are always produced by the applicant's consultants in support of the development applications. These reports and documents are then reviewed by the appropriate staff who provide their own independent evaluation of the application.

Staff has reviewed the 3D fly through provided and believe that it was sufficiently created to provide Council and the public with a better visual representation of the proposed development. The applicant has submitted all of the required studies and reports required by staff to review the application and provide a recommendation to Council.

### Proximity to the Railway, Including Noise and Vibration Impacts

The subject development is located adjacent to a CN Rail principal main line. In support of the application, the applicant has submitted an Environmental Noise Feasibility Study, a Railway Vibration Study, and concept architectural drawings for review.

The Environmental Noise Feasibility Study concluded that with appropriate acoustical design, the development can be constructed to have a suitable acoustical environment that meets the MECF noise guideline requirements. Through the detailed design, specific acoustic design elements including windows and walls should be reviewed. The Railway Vibration Study concluded the ground-born vibration due to the railway would exceed the FCM/RAC and ISO/CN guidelines and that vibration mitigation measures will need to be incorporate into the building through the detailed design.

Town of Milton staff retained a private engineering consultant to peer review both the noise and the vibration reports. The peer reviewer concluded that the reports are adequate feasibility studies for the purposes of the Official Plan Amendment and a Zoning By-law Amendment applications. The peer reviewer identified that as noise and vibration mitigation measures will be required to be incorporated into the development, that these mitigation measures should be reviewed at the site plan approval stage with the details of the proposed mitigation measures provided in an updated report.

CN Rail was provided with a copy of the application and studies for review and comment. To support the safety and well-being of any existing and future occupants of the area, CN Rail has specific guidelines for developments with sensitive uses (i.e. residential) in proximity to railways.

## Discussion

These guidelines were developed in conjunction with the Railway Association of Canada and the Federation of Canadian Municipalities.

CN Rail also retained an engineering consultant to peer review the noise and vibration studies submitted by the applicant. The CN peer reviewer concluded that the reports were acceptable, and highlighted that mitigation measures would be required to be incorporated into the final building design. It was noted that these mitigation measures should be evaluated in detail early in the building design.

CN Rail commented that the applicant will be required to evaluate the integration of a crash wall into the site design, that the owner would be required to enter into an agreement with CN Rail and register an environmental easement on title including warning clauses, that CN Rail approval will be required prior to the commencement of storm water management works, and that a updated noise and vibration reports would be required to identify how any required mitigation measures will be incorporated into the final building design. CN Rail confirmed that they have no objections to deferring the evaluation of these remaining comments to the site plan approval stage.

To ensure that the building will be designed to comply with current noise and vibration standards for developments adjacent to railways, Planning staff have recommended that a holding provision be included as part of the site specific Zoning By-law amendment. The holding provision would require that an updated noise study and vibration study be submitted to the satisfaction of the Town of Milton and the Region of Halton, and that all required mitigation measures are incorporated into the building design. Furthermore, staff will require that all appropriate warning clauses that have been recommended by the reports and/or by CN Rail will 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 impacts.

Further details identified by CN Rail to mitigate any impacts of the existing rail line from the proposed development, would also be reviewed through a site plan application and the detailed design phase. Town planning will also ensure that the proposed development is located a minimum of 30 metres from the railway right-of-way, which is in accordance with the minimum setback required in CN's development guidelines and within the Town of Milton Zoning By-law. CN Rail would be notified of any subsequent site plan and/or condominium applications to ensure that all of their requirements have been adequately addressed through the detailed design.

Lastly, a member of the public identified concerns related to wind buffeting caused by the close proximity to the buildings to the rail line. Staff notes that buffeting or the venturi effect was not identified as a concern in the noise study, vibration study, or the pedestrian level wind study submitted by the applicant. In addition, the Guidelines for New Development in Proximity to Railway Operations prepared by the Federation of Canadian Municipalities and the Railway Association of Canada do not identify buffeting as a concern.

## Climate Change

Planning staff notes that climate change resilience and mitigating environmental impacts are a common policy objective found in Provincial Planning policies, the Halton Region Official Plan,

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and the Town of Milton Official Plan. Key policy objectives that are found throughout these policy documents include:

- Maximizing opportunities to promote non-auto modes of transportation including active transportation (walking or cycling) and transit use.
- Promoting mixed-use developments and mixed-use communities that provide opportunities for residents to live and work in close proximity.
- Encouraging intensification and efficient land use patterns.
- Prohibiting development on environmentally, sensitive lands including within flood plains and encouraging the protection and enhancement of existing watercourses.

Provincial Planning policies include policy directions for climate change. The Provincial Policy Statement (2020) states that land use patterns within settlement areas shall be based on densities and a mix of land uses which minimize negative impacts on air quality and climate change, promote energy efficiency (1.1.3.2.c), support active transportation (1.1.3.2.e), and are transit supportive, where transit is planned, exists or may be developed (1.1.3.2.d). The PPS directs planning authorities to support energy conservation and efficiency, improved air quality, reducing greenhouse gas emissions, and preparing for the impacts of a changing climate by promoting a compact urban form, by promoting active transportation and transit, and by encouraging transit supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The Growth Plan (2019) states that Urban Centres will be vibrant and characterized by more compact development patterns that support climate change mitigation and adaptation, and provide a for a diversity of opportunities for living, working, and enjoying culture. The plan supports climate change mitigation by increasing modal share for transit and active transportation and by reducing land consumption through a compact built form.

The proposal will meet these climate change policy objectives by providing a dense and mixed-use development within the existing urban area. The development promotes active transportation and reduces the reliance on the private automobile by being located within a walkable neighbourhood that is well serviced by transit and by reducing minimum parking rates. Additionally, the development includes smaller dwelling units that will help to reduce energy consumption requirements.

### Building Materials

Some residents expressed concerns over the building design and the impact on climate change. Concerns were primarily related to the manner of construction and the types of building materials used.

Prior to construction, the applicant would be required to apply for a building permit and demonstrate that the proposed building complies with the current Ontario Building Code requirements. The Building Code includes regulations for all construction practices including

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acceptable building materials and energy efficiency requirements. For example, the Supplementary Standard SD-10 would require the developer to submit a whole building energy model to demonstrate that the building can meet the required energy performance requirements of the Ontario Building Code. These standards regulate both how a building can be constructed on the outside (i.e. percentage of windows and building materials) and how the building can be constructed on the inside (i.e. requirements for internal heating and cooling systems).

The applicant has submitted both Official Plan and Zoning By-law amendments to permit the development of the lands. Through these applications, the municipality has the opportunity to assess the proposed use and confirm what performance standards will be applied through the Zoning By-law (i.e. building height, setbacks, parking standards, amenity space, etc.). The Town however, cannot regulate the details of the building's construction, including the types of building materials uses, through these applications.

Should approval be granted, the Developer would then be required to obtain Site Plan Approval. Through the Site Plan application, planning staff would encourage the applicant to incorporate sustainable building elements and materials into the building design. The Planning Act however specifics that matters related to interior design, the layout of interior areas including walkways stairs and elevators, and the manner and standards for construction, cannot to subject to site plan control. These items are instead regulated by the Ontario Building Code.

Some members of the public also expressed concern regarding the impact of glass buildings on birds. Through a future site plan application, Town staff would have the opportunity to review the detailed building design to limit any impacts to wildlife including birds. The City of Toronto has developed Bird-Friendly Development Guidelines (2016) which provide for solutions to reduce bird mortality without sacrificing architectural standards. Some design solutions include eliminating fly-through locations, providing recessed windows, balconies, or awnings, and reducing the amount of glass or providing glass with visual markers.

## Conclusion

Planning staff is of the opinion that the proposed development conforms to provincial and regional planning policies, meets the intent of local planning policy direction, and achieves acceptable engineering and design standards. The proposed development provides for an alternative dwelling type not common in the Downtown Area of Milton, close to many amenities with opportunities for active transportation in a transit-supportive area. The proposed additional commercial space and office space provide for additional employment and commercial uses that will contribute to a healthy, liveable and walkable community for both existing and future residents and will further contribute to a thriving downtown core. It is staff's opinion that the proposed development 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 Official Plan Amendment and draft Zoning By-law Amendment, attached as Appendix 1 and Appendix 2, be brought forward for Council adoption.

## Financial Impact

None arising from this report.





# The Corporation of the Town of Milton

Report #:  
DS-042-21  
Page 41 of 41

Respectfully submitted,

Barbara Koopmans, MPA, MCIP, RPP, CMO  
Commissioner, Development Services

For questions, please contact:

Natalie Stopar, MCIP, RPP  
Planner, Development Review

Phone: Ext. 2263

## Attachments

Figure 1 - Location Map  
Figure 2 - Aerial Context  
Figure 3 - Concept Site Plan  
Figure 4 - Conceptual Building Elevations  
Figure 5 - 3D Conceptual View  
Figure 6 - Viewpoint - Main Street at Elizabeth Street looking West  
Figure 7 - Viewpoint - Main Street at James Street looking West  
Figure 8 - Viewpoint - Main Street at Whitmer Street looking North East  
Figure 9- Viewpoint- Victoria Street looking West  
Figure 10 -Viewpoint - Mill Street looking West

Appendix 1- Official Plan Amendment No. 64  
Appendix 2 -Zoning By-law Amendment and Schedules  
Appendix 3 - Public Comments

CAO Approval  
Andrew M. Siltala  
Chief Administrative Officer



# FIGURE 1 LOCATION MAP



Council Meeting Date:  
June 21, 2021

Scale: 1: 5,000

Files: LOPA-05/18  
& Z-07/18

Development Services Department



Subject Property

# Context Photo

28 & 60 BRONTE STREET  
NORTH  
TOWN OF MILTON



December 7, 2018	
Scale 1:2000	
S:\Korsiak & Company\DURANTE\BRONTE\Aerial Photo\Dec 18\Aerial photo Dec 6 18_ec.dwg	
	
	
206-277 Lakeshore Road East Oakville, Ontario L6J 1H9 T: 905-257-0227 info@korsiak.com	

Figure 3  
DS-042-21

SUITE SUMMARY - RESIDENTIAL SELLABLE AREA											
Floors	Bachelor	UNITS						TOTAL UNITS	Building A Sellable Area	Building B Sellable Area	Total Sellable Area
		1B	1B+D	2B	2B+D	3B	0				
1st FLOOR	0	5	0	0	0	0	5	2,830 m <sup>2</sup>	0 m <sup>2</sup>	2,830 m <sup>2</sup>	
2nd FLOOR	0	23	13	1	1	0	15	9,854 m <sup>2</sup>	13,795 m <sup>2</sup>	23,649 m <sup>2</sup>	
3rd FLOOR	0	23	17	5	1	0	22	15,221 m <sup>2</sup>	15,059 m <sup>2</sup>	30,280 m <sup>2</sup>	
4th FLOOR	0	23	17	5	1	0	22	15,006 m <sup>2</sup>	15,183 m <sup>2</sup>	30,189 m <sup>2</sup>	
5th FLOOR	0	18	21	6	1	0	22	15,006 m <sup>2</sup>	15,183 m <sup>2</sup>	30,189 m <sup>2</sup>	
6th FLOOR	0	15	13	10	2	0	19	13,510 m <sup>2</sup>	15,055 m <sup>2</sup>	28,565 m <sup>2</sup>	
7th FLOOR	0	7	8	7	0	2	12	8,184 m <sup>2</sup>	8,750 m <sup>2</sup>	16,934 m <sup>2</sup>	
8th FLOOR	0	12	8	8	0	0	14	14	28	8,888 m <sup>2</sup>	
9th FLOOR	0	12	8	8	0	0	14	14	28	8,888 m <sup>2</sup>	
10th FLOOR	0	12	8	8	0	0	14	14	28	8,888 m <sup>2</sup>	
11th FLOOR	0	12	8	8	0	0	14	14	28	8,888 m <sup>2</sup>	
12th FLOOR	0	12	8	8	0	0	14	14	28	8,888 m <sup>2</sup>	
13th FLOOR	0	12	8	8	0	0	14	14	28	8,888 m <sup>2</sup>	
14th FLOOR	0	12	8	8	0	0	14	14	28	8,888 m <sup>2</sup>	
15th FLOOR	0	6	3	7	1	1	8	10	18	6,818 m <sup>2</sup>	
16th FLOOR	0	4	3	3	1	5	8	16	16	6,818 m <sup>2</sup>	
17th FLOOR	0	0	0	1	1	4	6	0	6	6,818 m <sup>2</sup>	
18th FLOOR	0	0	0	0	0	0	0	0	0	0 m <sup>2</sup>	
TOTAL	0	219	159	109	9	12	246	262	508	168,335 m <sup>2</sup>	

TOTAL BUILDING AREAS			
Floors	Building A Area	Building B Area	Total Area
UNDERGROUND LEVEL 2	4,135 m <sup>2</sup>	6,038 m <sup>2</sup>	10,171 m <sup>2</sup>
UNDERGROUND LEVEL 1	1,841 m <sup>2</sup>	1,579 m <sup>2</sup>	3,420 m <sup>2</sup>
1st FLOOR	1,960 m <sup>2</sup>	1,660 m <sup>2</sup>	3,619 m <sup>2</sup>
2nd FLOOR	1,779 m <sup>2</sup>	1,783 m <sup>2</sup>	3,563 m <sup>2</sup>
3rd FLOOR	1,759 m <sup>2</sup>	1,728 m <sup>2</sup>	3,487 m <sup>2</sup>
4th FLOOR	1,759 m <sup>2</sup>	1,728 m <sup>2</sup>	3,487 m <sup>2</sup>
5th FLOOR	1,620 m <sup>2</sup>	1,717 m <sup>2</sup>	3,337 m <sup>2</sup>
6th FLOOR	1,010 m <sup>2</sup>	1,008 m <sup>2</sup>	2,018 m <sup>2</sup>
7th FLOOR	973 m <sup>2</sup>	969 m <sup>2</sup>	1,942 m <sup>2</sup>
8th FLOOR	973 m <sup>2</sup>	969 m <sup>2</sup>	1,942 m <sup>2</sup>
9th FLOOR	973 m <sup>2</sup>	969 m <sup>2</sup>	1,942 m <sup>2</sup>
10th FLOOR	973 m <sup>2</sup>	969 m <sup>2</sup>	1,942 m <sup>2</sup>
11th FLOOR	973 m <sup>2</sup>	969 m <sup>2</sup>	1,942 m <sup>2</sup>
12th FLOOR	973 m <sup>2</sup>	969 m <sup>2</sup>	1,942 m <sup>2</sup>
13th FLOOR	973 m <sup>2</sup>	969 m <sup>2</sup>	1,942 m <sup>2</sup>
14th FLOOR	973 m <sup>2</sup>	969 m <sup>2</sup>	1,942 m <sup>2</sup>
15th FLOOR	973 m <sup>2</sup>	969 m <sup>2</sup>	1,942 m <sup>2</sup>
16th FLOOR	771 m <sup>2</sup>	763 m <sup>2</sup>	1,533 m <sup>2</sup>
17th FLOOR	771 m <sup>2</sup>	763 m <sup>2</sup>	1,533 m <sup>2</sup>
18th FLOOR	771 m <sup>2</sup>	763 m <sup>2</sup>	1,533 m <sup>2</sup>
TOTAL	30,091 m <sup>2</sup>	32,552 m <sup>2</sup>	62,644 m <sup>2</sup>

LOCKER SCHEDULE			
Floors	Building A	Building B	Total
UNDERGROUND LEVEL 2	0	28	28
UNDERGROUND LEVEL 1	0	7	7
1st FLOOR	0	37	37
2nd FLOOR	23	47	70
3rd FLOOR	44	47	91
4th FLOOR	44	29	73
5th FLOOR	44	29	73
6th FLOOR	44	29	73
7th FLOOR	15	0	15
8th FLOOR	4	0	4
9th FLOOR	4	0	4
10th FLOOR	4	0	4
11th FLOOR	4	0	4
12th FLOOR	4	0	4
13th FLOOR	4	0	4
14th FLOOR	4	0	4
15th FLOOR	4	0	4
16th FLOOR	4	0	4
17th FLOOR	4	0	4
18th FLOOR	4	0	4
TOTAL	258	253	511

SELLABLE AREA RESIDENTIAL		
Floors	Building A Sellable Area	Building B Sellable Area
1st FLOOR	0 m <sup>2</sup>	263 m <sup>2</sup>
2nd FLOOR	915 m <sup>2</sup>	1,282 m <sup>2</sup>
3rd FLOOR	1,414 m <sup>2</sup>	1,399 m <sup>2</sup>
4th FLOOR	1,394 m <sup>2</sup>	1,411 m <sup>2</sup>
5th FLOOR	1,394 m <sup>2</sup>	1,411 m <sup>2</sup>
6th FLOOR	1,255 m <sup>2</sup>	1,400 m <sup>2</sup>
7th FLOOR	760 m <sup>2</sup>	813 m <sup>2</sup>
8th FLOOR	826 m <sup>2</sup>	836 m <sup>2</sup>
9th FLOOR	826 m <sup>2</sup>	836 m <sup>2</sup>
10th FLOOR	826 m <sup>2</sup>	836 m <sup>2</sup>
11th FLOOR	826 m <sup>2</sup>	836 m <sup>2</sup>
12th FLOOR	826 m <sup>2</sup>	836 m <sup>2</sup>
13th FLOOR	826 m <sup>2</sup>	836 m <sup>2</sup>
14th FLOOR	826 m <sup>2</sup>	836 m <sup>2</sup>
15th FLOOR	826 m <sup>2</sup>	836 m <sup>2</sup>
16th FLOOR	633 m <sup>2</sup>	630 m <sup>2</sup>
17th FLOOR	633 m <sup>2</sup>	640 m <sup>2</sup>
18th FLOOR	633 m <sup>2</sup>	0 m <sup>2</sup>
TOTAL	15,638 m <sup>2</sup>	15,936 m <sup>2</sup>

SELLABLE AREA COMMERCIAL		
Floors	Building A Commercial	Building B Commercial
1st FLOOR	1,062 m <sup>2</sup>	0 m <sup>2</sup>
TOTAL	1,062 m <sup>2</sup>	1,062 m <sup>2</sup>

SELLABLE AREA OFFICE		
Floors	Building A Office	Building B Office
1st FLOOR	83 m <sup>2</sup>	0 m <sup>2</sup>
2nd FLOOR	771 m <sup>2</sup>	0 m <sup>2</sup>
TOTAL	853 m <sup>2</sup>	853 m <sup>2</sup>

OUTDOOR COMMUNAL AMENITY SPACE	
Floors	Total Area
SITE	757.56 m <sup>2</sup>
1st FLOOR	1,280.17 m <sup>2</sup>
TOTAL	2,037.74 m <sup>2</sup>
Average / Unit	4.03 m <sup>2</sup>

STATISTICS	
	SQ. M.
Site Area	13,415.93 m <sup>2</sup>
Lot Coverage	28.85% 3,802.04 m <sup>2</sup>
Landscaped Open Space	32.95% 4,420.84 m <sup>2</sup>
Building A Height	57.20m to T/O Roof Parapet
Building B Height	53.50m to T/O Roof Parapet
Total GFA	62,843.60 m <sup>2</sup>
Total GFA Above Grade	42,301.36 m <sup>2</sup>
Total FSI	3.153
Unit per HA	508

PARKING STATISTICS	
Floors	Spaces
1st FLOOR	99
UNDERGROUND LEVEL 1	258
UNDERGROUND LEVEL 2	280
TOTAL PARKING PROVIDED	637

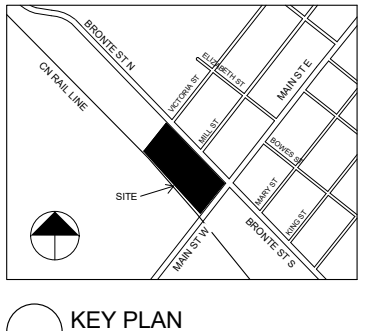
PARKING REQUIRED	
Floors	Spaces
508 Units x 1.0 = 508.0 Residential Spaces	
635 Units x 0.25 = 127.0 Visitor Spaces	
1062 S.M. x .20 = 53 Commercial Spaces	
853 S.M. x .17 = 50 Office Spaces	
TOTAL	635 Spaces Required with Shared Visitor Office/Commercial

Tenant Parking Provided	
Floors	Spaces
UNDERGROUND LEVEL 1	228
UNDERGROUND LEVEL 2	280
TOTAL TENANT SPACES PROVIDED	508

Tenant Barrier Free Parking	
Floors	Spaces
UNDERGROUND LEVEL 1	7
UNDERGROUND LEVEL 2	6
TOTAL PROVIDED	13

Visitor / Commercial / Office Parking Provided	
Floors	Spaces
1st FLOOR	99
UNDERGROUND LEVEL 1	30
TOTAL	127

Car Share Parking Provided	
Floors	Spaces
1st FLOOR	2
TOTAL	2



LONG TERM BICYCLE PARKING PROVIDED			
Floors	Building A	Building B	Total
UNDERGROUND LEVEL 2	137	0	137
UNDERGROUND LEVEL 1	129	0	129
1st FLOOR	42	122	164
TOTAL	308	122	430

SHORT TERM BICYCLE PARKING PROVIDED	
Floors	Total
1st FLOOR	97
UNDERGROUND LEVEL 1	30
TOTAL	127

CONTRACTOR MUST CHECK AND V CONDITIONS BEFORE PER  
ALL DRAWINGS MAY BE TO BE SUBJECT FROM MUNICIPAL DEPARTMENTS AND ARCHITECTS AND MUST BE RETURNED AT THE COMPLETION OF THE WORK. THE CONTRACTOR WORKING FROM DRAWINGS NOT SPECIFICALLY MARKED FOR CONSTRUCTION MUST ASSUME FULL RESPONSIBILITY AND BEAR COSTS FOR ANY CORRECTIONS OR DAMAGES RESULTING FROM HIS OR HER WORK.

DRAWING SETS ISSUED			
No.	DATE (DD.MM.YY)	BY	REASON
1	25.10.2019	TE	ISSUED FOR OPA/ ZONING BY-LAW
2	16.12.2019	TB	ISSUED AS PER COMMENTS
3	21.07.2020	TB	RE-ISSUED TO CITY
4	20.11.2020	TB	RE-ISSUED TO CITY

REVISIONS TO DRAWING			
No.	DATE (DD.MM.YY)	BY	REASON

BUILDING PERMIT NUMBER:  
NOT FOR CONSTRUCTION WITHOUT PERMIT

**KNYMH**  
ARCHITECTURE • SOLUTIONS

KNYMH INC.  
1006 SKYVIEW DRIVE • SUITE 101  
BURLINGTON, ONTARIO • L7P 0V1  
T 905.639.6595  
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**BRONTE AND MAIN**  
28, 60 & 104 BRONTE STREET NORTH  
MILTON, ONTARIO

DRAWING SHEET TITLE:  
**SITE PLAN**

DRAWING SCALE:  
As indicated

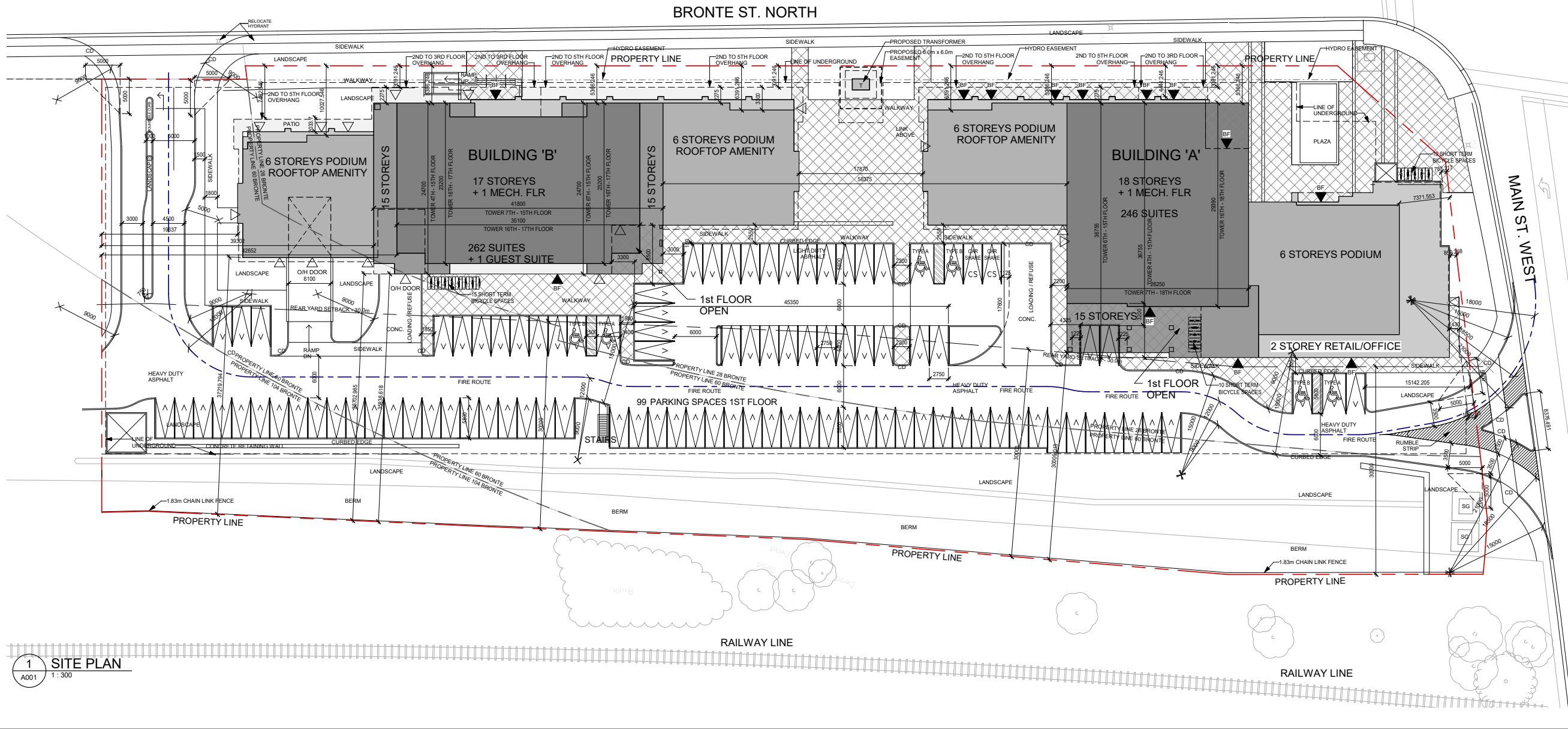
PROJECT NUMBER:  
**16079**

DRAWN BY:  
TB

CHECKED BY:  
Checker

DRAWING SHEET NUMBER:  
**A001**

PLOT DATE:  
November 20, 2020



**1 SITE PLAN**  
A001 1:300

**NOT FOR CONSTRUCTION**

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 ALL DRAWINGS MAY BE TO BE SUBJECT TO CHANGE DUE TO COMMENTS FROM MUNICIPAL DEPARTMENTS AND OTHER AGENCIES WITH AUTHORITY.  
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**LEGEND**

GL	GLAZING PANEL - CLEAR
GL1	GLAZING PANEL - BLUE COLOUR
SP	SPANDREL PANEL - BLUE
SP1	SPANDREL PANEL - BROWN
MF	METAL FLASHING
LV	LOUVRED PANEL
AW	AWNING WINDOW
S1	FINISH COLOUR - WHITE
S2	FINISH COLOUR - CHARCOAL
S3	FINISH COLOUR - COPPER
S4	FINISH COLOUR - GREY
S5	FINISH COLOUR - DARK GREY
AR	ALUMINUM RAILING W/ GLASS

KEY TO DETAIL LOCATION

No.	DETAIL NUMBER
No.	DRAWING SHEET NUMBER

DRAWING SETS ISSUED	No.	DATE (DD.MM.YY)	BY
ISSUED FOR OPA / ZONING BY-LAW	1	25.10.2019	TE
ISSUED AS PER COMMENTS	2	16.12.2019	TB
RE-ISSUED TO CITY	3	21.07.2020	TB
RE-ISSUED TO CITY	4	20.11.2020	TB

ALL PREVIOUS ISSUES OF THIS DRAWING ARE SUPERSEDED

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

BUILDING PERMIT NUMBER:  
**NOT FOR CONSTRUCTION WITHOUT PERMIT**

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**BRONTE AND MAIN**  
 28, 60 & 104 BRONTE STREET NORTH  
 MILTON, ONTARIO

DRAWING SHEET TITLE:  
**BUILDING A & B - OVERALL ELEVATIONS**

DRAWING SCALE: As indicated  
 PROJECT NUMBER: **16079**

DRAWN BY: TE  
 CHECKED BY:  
 DRAWING VERSION:  
 PLOT DATE: November 20, 2020  
 DRAWING SHEET NUMBER: **A400**



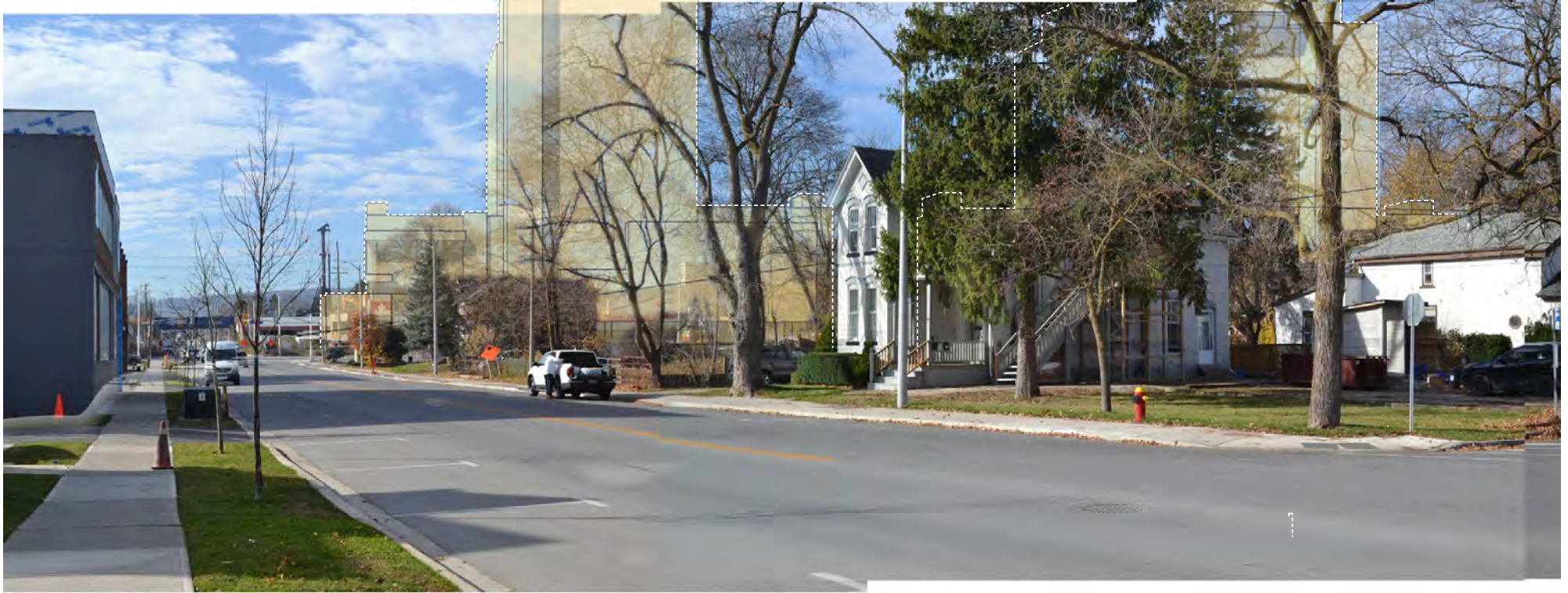
**1** BLDG A & B - OVERALL NORTH ELEV  
 A400 1:300



**2** BLDG A & B - OVERALL SOUTH ELEV  
 A400 1:300



NOTE:  
Top of building not shown  
as view is beyond field of  
view of 35mm lens



\*NOTE: dashed line represents location of proposed development behind existing built form.



\*NOTE: dashed line represents location of proposed development behind existing trees and built form





View 14  
Leaf off Condition

Main St West at Whitmer St South side (looking north-east)

43°30'21.77"N, - 79°53'26.57"W



adesso design inc  
landscape architecture



\*NOTE: dashed line represents location of proposed development behind existing residential neighbourhood and established canopy trees

View 5  
Elizabeth Street at Victoria Street (looking west)

43°30'39.59"N, -79°53'18.94"W





\*NOTE: dashed line represents location of proposed development behind existing residential neighbourhood and established canopy trees

View 4  
Mill Street at Elizabeth (looking west)

43°30'37.94"N, - 79°53'15.29"W



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

BEING A BY-LAW OF THE TOWN OF MILTON TO ADOPT AN AMENDMENT TO THE TOWN OF MILTON OFFICIAL PLAN PURSUANT TO SECTIONS 17 AND 21 OF THE *PLANNING ACT*, IN RESPECT OF THE LANDS MUNICIPALLY IDENTIFIED AS 28, 60, AND 104 BRONTE STREET NORTH, AND LEGALLY DESCRIBED AS PART OF LOT 14 CONCESSION 1, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR, TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON (FILE NO. LOPA-05/18)

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

1. **THAT** Amendment No. 64 to the Official Plan of the Town of Milton, to amend Schedules I1, B, C and C.7.A.CBD of the Town of Milton Official Plan to provide for permission for the development of two mixed-use residential buildings with heights of 17 and 18 storeys, respectively, with a maximum residential density of 380 units per hectare, at the lands located at 28, 60 & 104 Bronte Street North and legally described as Part of Lot 14, Concession 1 (NS Trafalgar), Town of Milton, consisting of the attached maps and explanatory text, is hereby adopted.
2. **THAT** pursuant to Subsection 17(27) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, this Official Plan Amendment comes into effect the day after the last day for filing a notice of appeal, if no appeal is filed pursuant to Subsections 17 (24) and (25). Where one or more appeals have been filed under Subsection 17 (24) or (25) of the said Act, as amended, this Official Plan Amendment comes into effect when all such appeals have been withdrawn or finally disposed of in accordance with the direction of the Ontario Land Tribunal.
3. **AND THAT** in the event that the Regional Municipality of Halton, being the Approval Authority, has declared this Official Plan Amendment to not be exempt, the Clerk is hereby authorized and directed to make application to the Approval Authority for approval of the aforementioned Amendment Number 64 to the Official Plan of the Town of Milton.

**PASSED IN OPEN COUNCIL ON JUNE 21, 2021**

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

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

**AMENDMENT NUMBER 64  
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. 64 to the Official Plan of the Town of Milton**

## **PART 1: THE PREAMBLE**

### **THE TITLE**

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

Amendment No. 64  
To the Official Plan of the Town of Milton  
28, 60, & 104 Bronte Street North  
(Part of Lot 14, Concession 1 (NS Trafalgar))  
(Town of Milton)  
(LOPA-05/18)

### **PURPOSE OF THE AMENDMENT**

The purpose of this amendment is to add Special Policy Area 39 and to permit minor adjustments to the existing designation boundaries to align with the development boundaries, for the lands at 28, 60 & 104 Bronte Street North.

### **LOCATION OF THE AMENDMENT**

The subject lands are located on the westerly corner of Bronte Street North and Main Street East, and north of the Canadian National Railway line. The lands are municipally identified as 28, 60 & 104 Bronte Street North and are legally described as Part of Lot 14, Concession 1 (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 two mixed use residential buildings with building heights of 18 and 17 storeys respectively, with a maximum residential density of 380 units per hectare.

## **PART 2: THE AMENDMENT**

All of this document, entitled Part 2: THE AMENDMENT consisting of the following text constitutes Amendment No. 64 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. 64, pursuant to Sections 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. 39 to the lands at 28, 60 & 104 Bronte Street North (known legally as Part of Lot 14, Concession 1 (NS Trafalgar)).
- 1.2 Amending Schedule B - “Urban Area Land Use Plan”, to permit a minor Land Use Boundary adjustment to the Business Park Area and the Central Business District designations to better align with the development boundaries.
- 1.3 Amending Schedule C - “Central Business District Land Use Plan”, to permit a minor Land Use Boundary adjustment to the Downtown Supportive Area and the Central Business District Boundary designations to better align with the development boundaries.
- 1.4 Amending Schedule C.7.A.CBD - “Central Business District Secondary Plan, Height Limits” by permitting a maximum height of eighteen storeys on the lands at 28, 60 & 104 Bronte Street North (known legally as Part of Lot 14, Concession 1 (NS Trafalgar)).

#### **2.0 Text Change**

- 2.1 Adding the following text to Section 4.11 “Specific Policy Area No. 39”:  
  
4.11.3.39 The land identified as Specific Policy Area No. 39 on Schedule I1 of this Plan, being the lands at 28, 60 & 104 Bronte Street North may be developed to provide two mixed use residential buildings of up to 18 storeys in height and with a maximum residential density of 380 units per hectare.

# TOWN OF MILTON OFFICIAL PLAN





## Schedule I1


### URBAN AREA

### SPECIFIC POLICY AREAS

(Refer to sections 4.11 & 3.8.3.2)

Files: LOPA-05/18 & Z-07/18

-  TOWN OF MILTON BOUNDARY
-  URBAN EXPANSION AREA BOUNDARY
-  EXISTING URBAN AREA BOUNDARY
-  RAILWAY

 SPECIFIC POLICY AREA

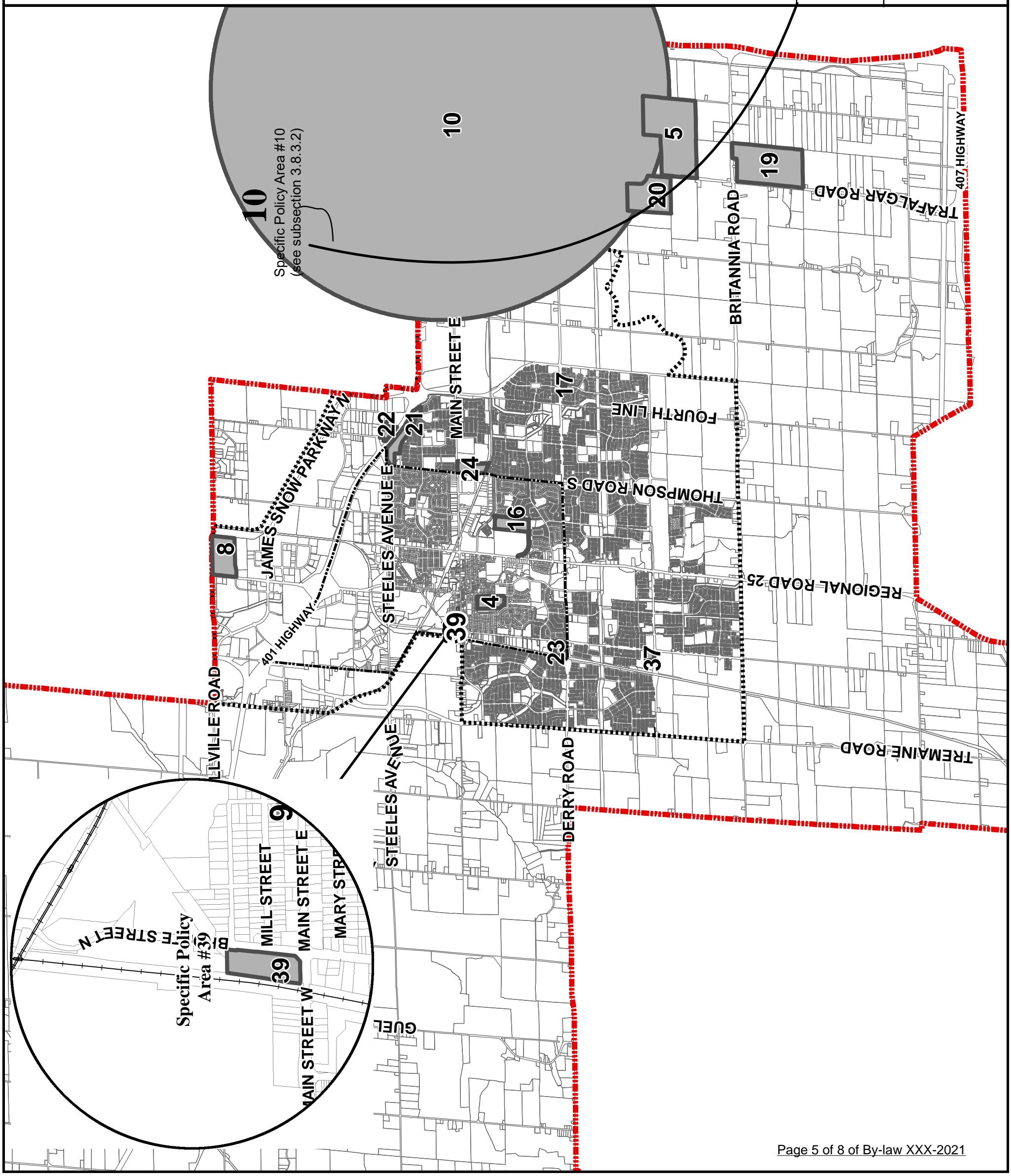
XX SPECIFIC POLICY NUMBER



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

Copyright 2021: Town of Milton, Teranet Inc.

Consolidated August 2008, Edited April 2021


























# TOWN OF MILTON OFFICIAL PLAN

## Schedule B

### Urban Area Land Use Plan

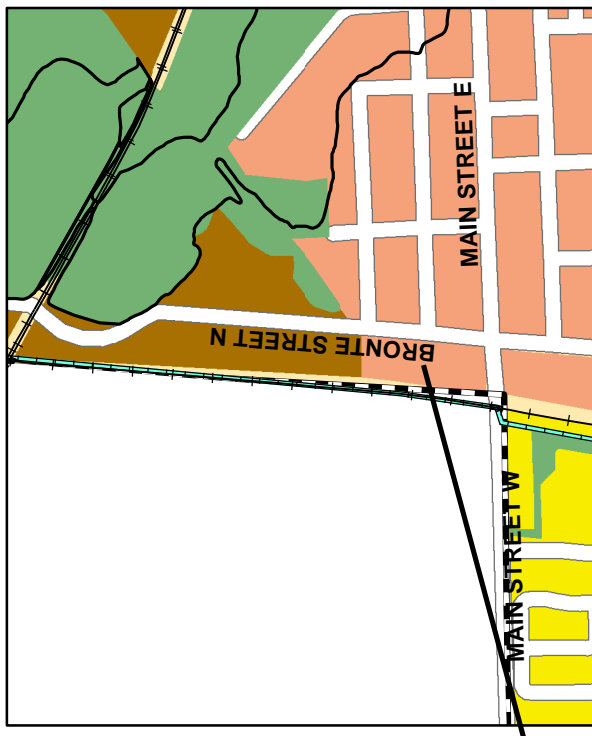
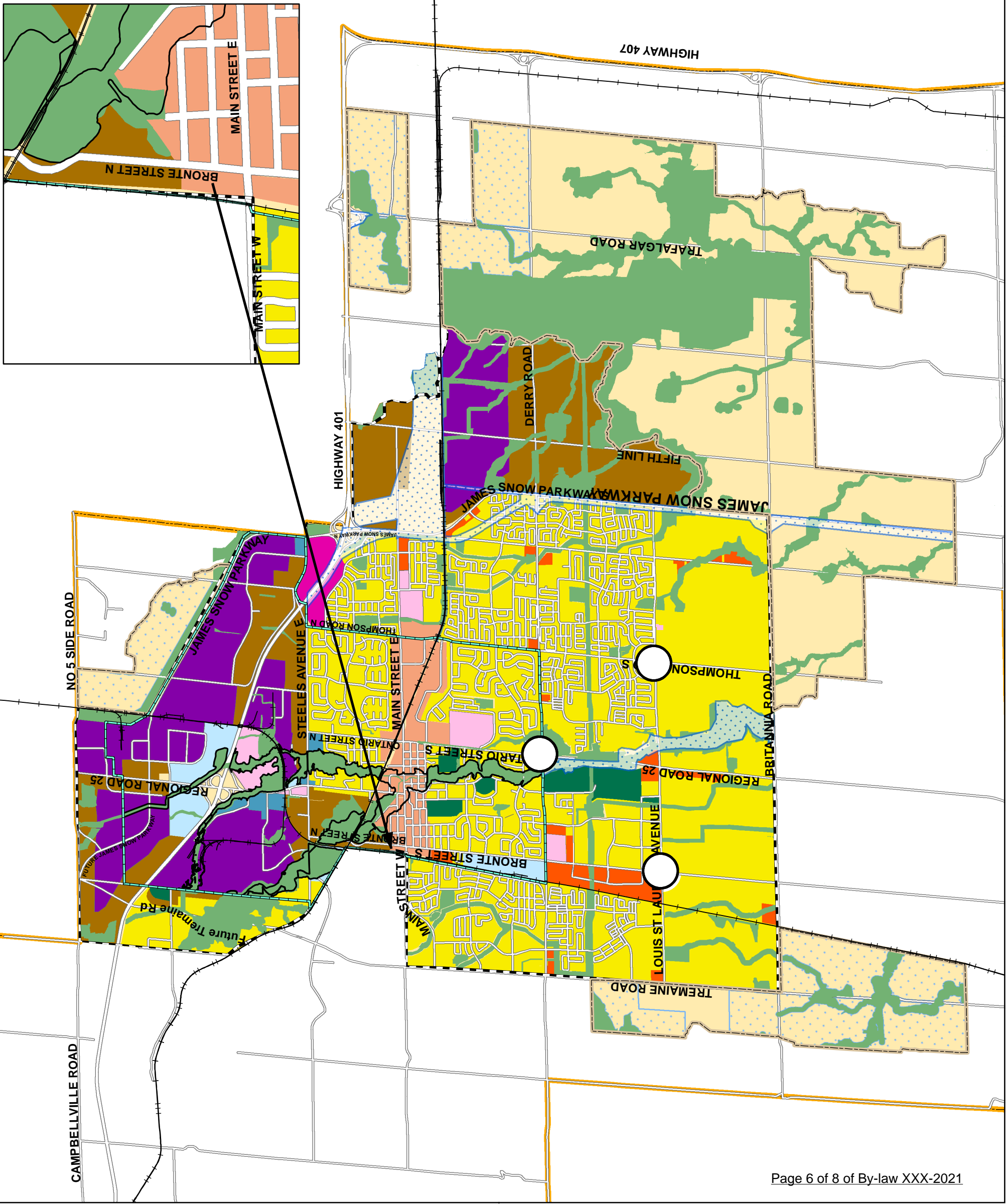
-  Business Park Area
-  Business Commercial Area
-  Central Business District
-  Community Park
-  SHP Growth Area
-  SHP Growth Area- Employment
-  Industrial Area
-  Institutional Area
-  Office Employment Area
-  Major Commercial Centre
-  Residential Area
-  Residential Office Area
-  Secondary Mixed Use Node
-  Natural Heritage System
-  Greenbelt Plan Protected Countryside
-  Parkway Belt Weswt Plan Area
-  Regulatory Flood Plain (Within Established Urban Area)
-  SHP Urban Area Boundary
-  Established Urban Area Boundary
-  HUSP Urban Area Boundary
-  Milton Boundary

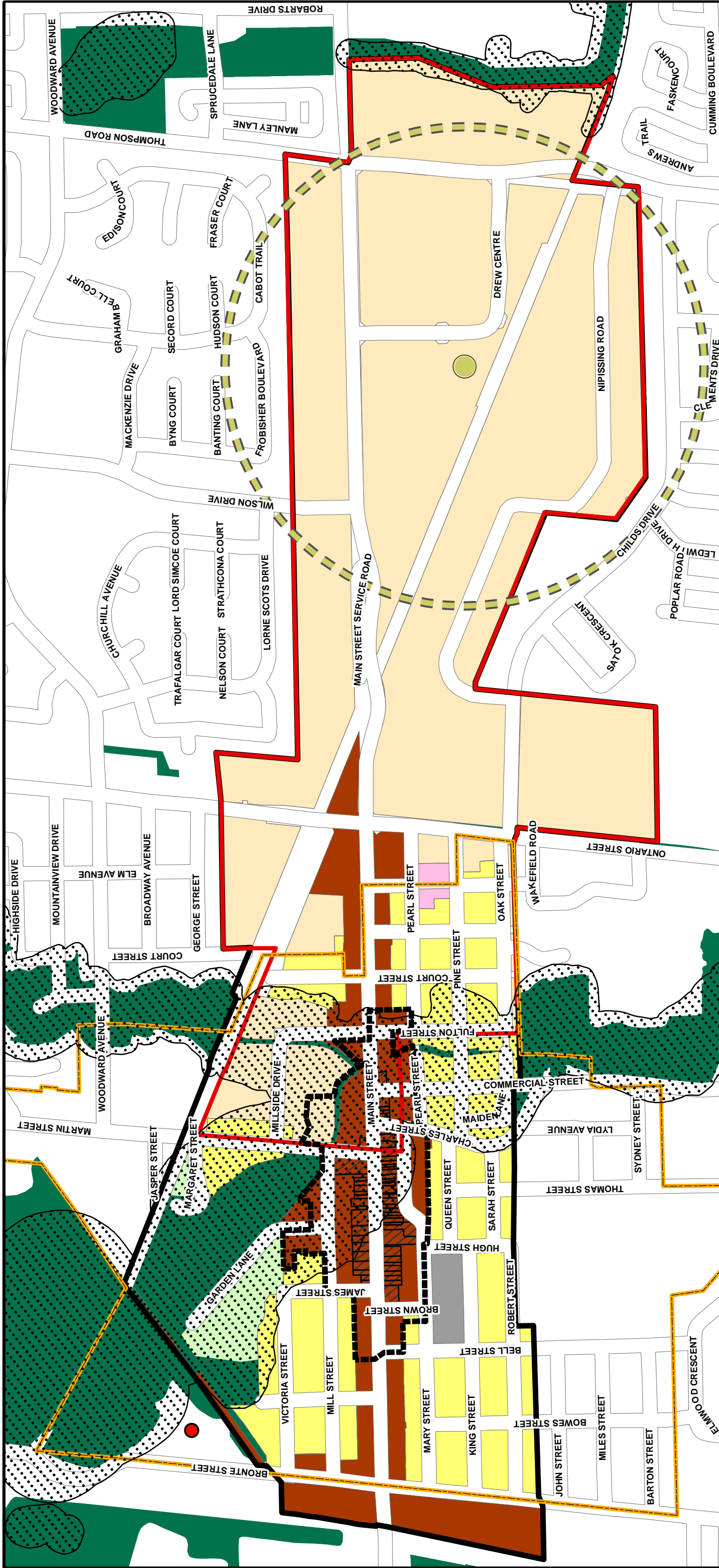


This schedule forms part of the Official Plan and should be read in conjunction with the text.

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May, 2021



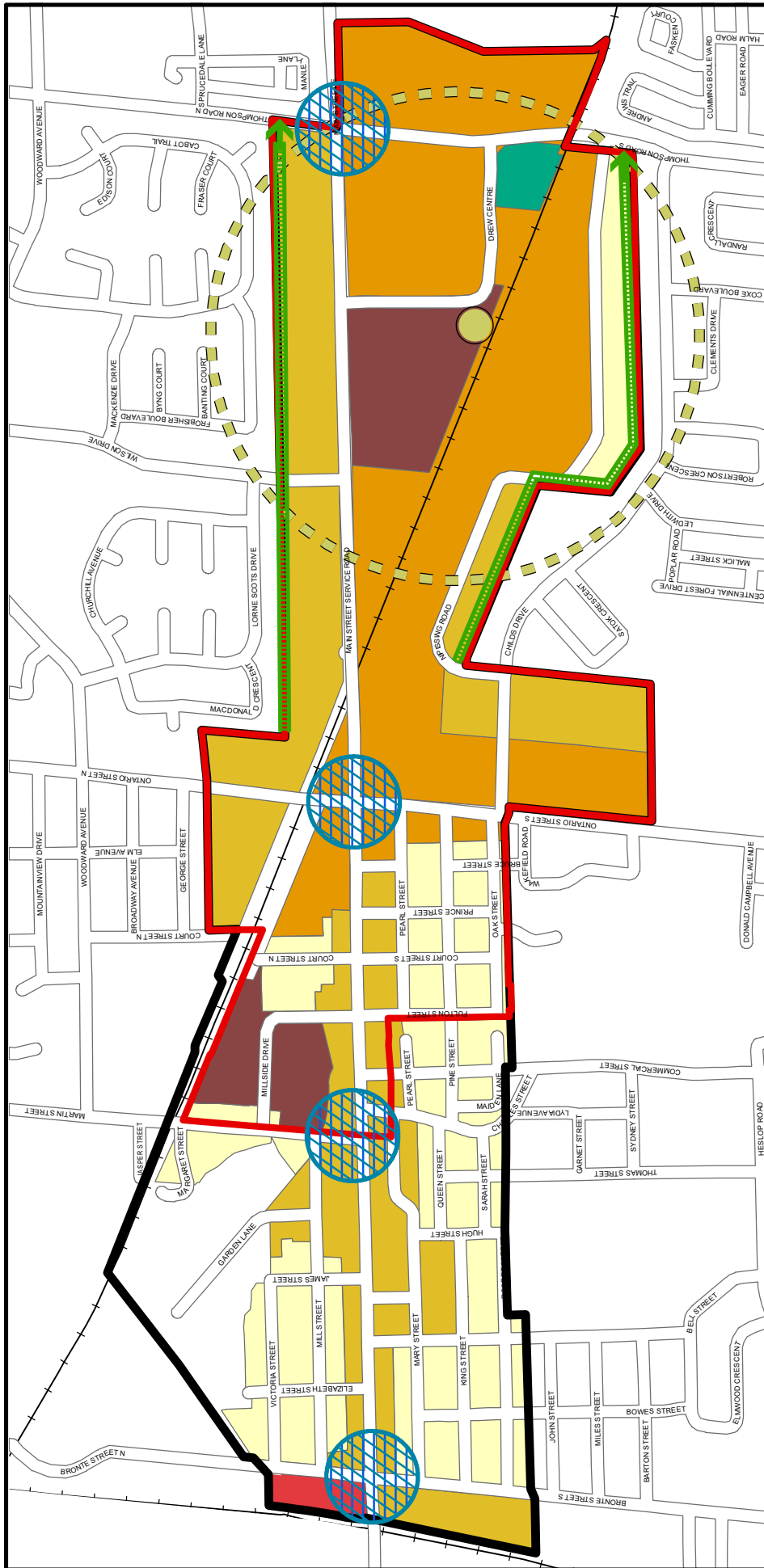


# TOWN OF MILTON OFFICIAL PLAN Schedule C Central Business District Land Use Plan



This schedule forms part of the Official Plan and should be read in conjunction with the text.  
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May, 2021


- Central Business District Boundary
- Urban Growth Centre Boundary
- Business Improvement Area Boundary
- Downtown Character Area Boundary
- Major Transit Station
- Major Transit Station Area
- Low Density Residential Sub-Area
- Natural Heritage System
- Regulatory Flood Plain
- Character Building
- Rail
- Urban Growth Centre Mixed Use Sub-Area
- Downtown Supportive Area
- Institutional Sub-Area
- Civil Precinct
- Community Park Sub-Area
- Active Frontages







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

This Schedule Forms Part Of The Official Plan And Should Be Read Together With The Text.  
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**May, 2021**

**MAXIMUM HEIGHTS**

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

-  GATEWAY
-  TRANSITION AREAS

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

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

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT, AS AMENDED, IN RESPECT TO THE LANDS MUNICIPALLY IDENTIFIED AS 28, 60, AND 104 BRONTE STREET NORTH, AND LEGALLY DESCRIBED AS PART OF LOT 14, CONCESSION 1, FORMER GEOGRAPHIC SURVEY OF TRAFALGAR, TOWN OF MILTON IN THE REGIONAL MUNICIPALITY OF HALTON (TOWN FILE: Z-07/18)

**WHEREAS** the Council of the Corporation of the Town of Milton deems it appropriate to amend the 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 further amended by changing the existing Secondary Commercial (CBD-B) zone, Secondary Commercial with Special Provision 30 (CBD-B\*30) zone, and Business Employment (M1) zone symbol, to the Secondary Commercial Zone with Special Provision 285 and Holding Symbol 49 (CBD-B\*285-H49) zone and to the Business Employment (M1) zone, as shown on Schedule A attached hereto.
- 2.0 THAT** Schedule D to Comprehensive Zoning By-law 016-2014, as amended, is hereby further amended by changing the existing Maximum Building Height to 18 storeys and 58 metres, as shown on Schedule B attached hereto.
- 3.0 THAT** Section 13.1 of Comprehensive By-law 016-2014, as amended, is hereby further amended by adding subsection 13.1.1.285 as follows:

Notwithstanding any provisions of the By-law to the contrary, for the lands zoned Secondary Commercial Zone with Special Provision 285 (CBD-B\*285), the following standards and provisions shall apply.

i. **Additional Permitted Uses:**

- a. Guest Suite
- b. Mixed Use Building

ii. **Definitions:**

For the purpose of these special provisions, the following definitions shall apply:

- a. **FLOOR PLATE AREA** means the gross horizontal floor area of a single floor measured from all the exterior walls of a building or structure excluding balconies.
- b. **LONG TERM BICYCLE PARKING** means bicycle parking spaces located within the building for the use by occupants or tenants of a

building.

- c. SHORT TERM BICYCLE PARKING means bicycle parking spaces for use by visitors to a building.
- d. GUEST SUITE means a room within an apartment building that is not connected to any individual apartment dwelling unit, 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.
- e. PODIUM means the base of a building above grade and up to maximum of 6 storeys in height, and located below the tower.
- f. TOWER means the portion of the building above the podium.

iii. **Special Site Provisions:**

Notwithstanding any provisions to the contrary; the following special provisions shall apply:

- a. More than one (1) residential *building* is permitted on a *lot*.
- b. Bronte Street North shall be deemed the *front lot line*.
- c. The maximum building *height*, as shown Schedule C to this By-law shall be:
  - (i) Building 'A': 18 storeys and 58 metres; and
  - (ii) Building 'B': 17 storeys and 54 metres.
- d. The building *podium* shall have a minimum *height* of 3 *storeys* and a maximum *height* of 6 *storeys*.
- e. Any portion of a *building* between a *height* of 8 *storeys* and 15 *storeys* shall not exceed a *tower floor plate area* of 1,000 square metres.
- f. Any portion of a *building* above a height of 15 *storeys* shall not exceed a *tower floor plate area* of 750 square metres or a tower floor plate of 40 metres measured diagonally.

Notwithstanding the forgoing, the 16<sup>th</sup> and 17<sup>th</sup> floor of Building 'B', as shown on Schedule C to this By-law, may have a maximum *tower floor plate area* of 770 square metres or a tower floor plate of 42 metres measured diagonally.

- g. Where there is more than one *apartment building*, the minimum separation between *towers* shall be 50 metres measured from the main face of the *building*, excluding *balconies*.
- h. The minimum *setback* of a *tower* from the *exterior side lot line* (Main Street West) shall be 18 metres, as shown on Schedule C to this By-law.
- i. The maximum number of residential *dwelling units* shall be 510.

- j. A minimum of 1000 square metres of commercial *gross floor area* and a minimum of 800 square metres of office *gross floor area* shall be provided on the first and/or second *storey*.
- k. A minimum of 4 square metres per *dwelling unit* of outdoor communal *amenity space* shall be provided at *grade* and/or as a rooftop *amenity area* on the *podium* and shall be maintained and operated by a common entity (such as a condominium corporation). This outdoor communal *amenity space* shall be aggregated into areas of not less than 50 square metres and have a minimum width of 6.0 metres.
- l. The following minimum off-street *parking spaces* shall be required:
  - (i) Residential Parking  
1.0 *parking spaces* per *dwelling unit* plus  
0.25 visitor *parking spaces* per dwelling unit;
  - (ii) Commercial Parking  
1.0 *parking space* per 20 square metres of *gross floor area*.
  - (iii) Office Parking  
1.0 *parking spaces* per 30 square metres of *gross floor area*.
  - (iv) Shared Parking Provision  
Notwithstanding anything to the contrary, the greater of 0.25 residential visitor parking spaces per dwelling unit **or** 1 parking space per 20 square metres of commercial gross floor area and 1 parking spaces per 30 square metres of office gross floor area shall be required.
- m. The following minimum bicycle parking spaces shall be required:
  - (i) *Long Term Bicycle Parking Spaces*: 430
  - (ii) *Short Term Bicycle Parking Spaces*: 35
- n. The *parking area* may be setback a minimum of 1.2 metres from a support column.
- o. A below grade parking structure may be located within a minimum of:
  - (i) 0.0 metres from the Main St West *street line* and the *interior side lot line*;
  - (ii) 2.0 metres from the Bronte Street North *street line*; and
  - (iii) 0.75 metres from the Bronte Street North *street line*, within the portion of the lot legally know as Part 4 on Registered Plan 20R-13880 and municipally known as 60 Bronte Street North.
- p. A *Guest Suite* does not constitute a *dwelling unit* and shall not be included for the purposes of calculating minimum required parking or maximum *dwelling units*.

- q. The minimum *front yard setback* shall be 3.0 metres and no maximum *front yard setback* shall apply.
- r. The maximum *lot coverage* shall be 35% of the lot area.
- s. All waste storage areas shall be located within the principal building.
- t. An accessible ramp shall be setback a minimum of 0.9 metres from the *front lot line*.

**4.0 THAT** Section 13.2 of By-law 016-2014 as amended, is hereby further amended by adding the following conditions for removal of this ‘H49’ Holding Provision:

“H49” shall not be removed until:

- a. The submission of a Letter of Reliance for the Phase 1 and Phase 2 Environmental Site Assessment pursuant to Ontario Regulation 153/04, and a Ministry of Environment and Climate Change acknowledged Record of Site Condition (RSC) is secured to the satisfaction of the Town of Milton and Halton Region;
- b. The Owner must demonstrate to the satisfaction of the Town of Milton that they will be able to achieve all proposed Transportation Demand Management (TDM) measures outlined in the 28-60 Bronte Street North Transportation Impact and Parking Study Update dated February 2021 by Paradigm Transportation Solutions Limited, 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 430 long-term secure bicycle parking spaces plus 35 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 City of Toronto’s Guidelines for the Design and Management of Bicycle Parking Facilities. The bicycle parking spaces must be shown on the plans including details of the bicycle lockers/racks;
  - (ii) 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; and
  - (iii) The Owner agrees to provide active uses at-grade along street frontages.
- c. That the Owner receives confirmation from the Region of Halton that sufficient water and wastewater capacity as well as sufficient storage and pumping facilities and associated infrastructure, related to both water and wastewater, exist and are in place to accommodate the development.
- d. The Owner submits an updated Noise Study and Vibration Study and

implements any recommendations to the satisfaction of the Town of Milton and the Region of Halton;

- e. 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;
- f. The Owner provides an updated Pedestrian Wind Study as part of the site plan application to the satisfaction of the Town of Milton.

**5.0 THAT** the Owner be permitted to apply for a Minor Variance Application(s) to the Town and/or the Town of Milton Committee of Adjustment, if required, before the second anniversary of the day on which the implementing Zoning By-law for the Subject Lands comes into effect, to permit minor adjustments to the implementing Zoning By-law.

**6.0 THAT** if no appeal is filed pursuant to Section 34 (19) of the Planning act, RSO 1990, c. P13, as amended, or if an appeal is filed and the Local Planning Appeal Tribunal dismisses the appeal, this By-law shall come into force upon the day which the Ontario Land Tribunal amends the By-law pursuant to Section 34 (26) of the Planning Act, as amended, the part or parts so amended come into force upon the day of the Tribunal's Order is issued directing the amendment or amendments.

**PASSD IN OPEN COUNCIL ON JUNE 21, 2021.**

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

Mayor

\_\_\_\_\_  
Meaghen Reid

Town Clerk



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

PART LOT 14 CONCESSION 1 TRAFALGAR NEW SURVEY

*Town of Milton*



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

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

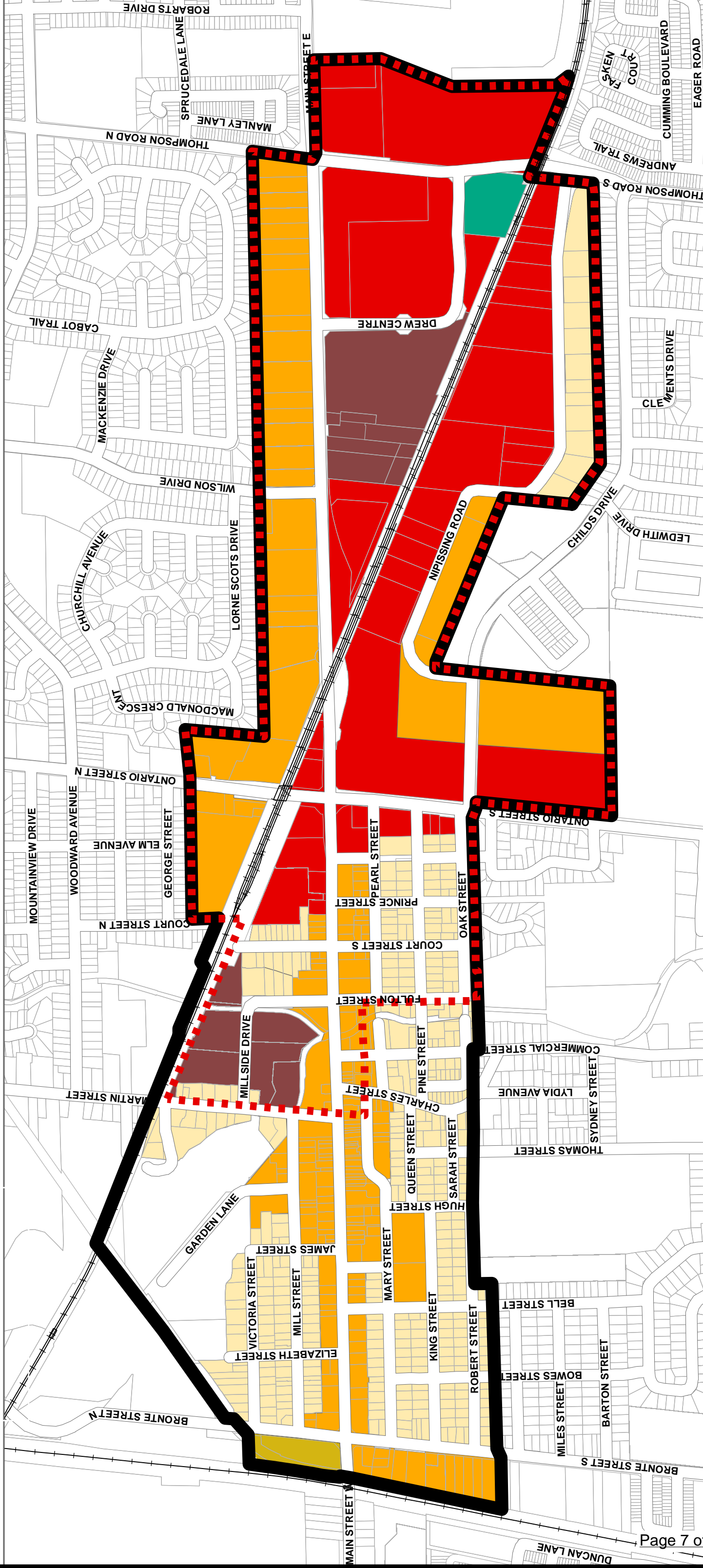
\_\_\_\_\_  
 CLERK- Meaghen Reid

- CBD-B\*285 H-49 - Secondary Commercial with Special Provision 285 and Holding Provision 49
- M1 - Business Park Zone



Z-07-18

# SCHEDULE D Central Business District - Building Heights



- Max 2 Stores; height in accordance with the provisions of Table 6B
- Min 3 Stores and 10.5m  
Max 4 Stores and 16.5m
- Min 6 Stores and 19.5m  
Max 8 Stores and 29m
- Min 10 Stores and 31.5m  
Max 14 Stores and 42m
- Max 31 Stores
- Central Business District
- Urban Growth Centre

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

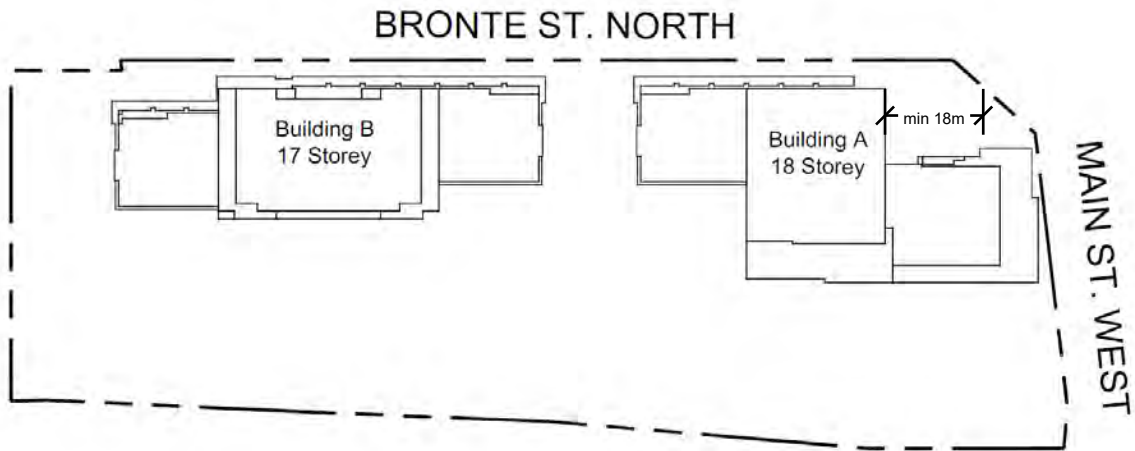
Date: May, 2021

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**Schedule C  
to By-law XXX-2021**

**Town of Milton**

PART OF LOT 14, CONCESSION 1,  
NEW SURVEY (TRAFALGAR)  
TOWN OF MILTON



THIS IS SCHEDULE C  
TO BY-LAW XXX-2021 PASSED  
THIS \_\_\_ DAY OF \_\_\_ 2021.

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

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

**Debbie Johnson**

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**Subject:** FW: Debbie Johnson has shared the folder 'Z-07-18 & LOPA-05-18 - 28, 60 & 104 Bronte Street' with you.

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**From:** Anne Cybulski < >  
**Sent:** Thursday, March 11, 2021 9:05 PM  
**To:** Christian Lupis; Colin Best; Kristina Tesser Derksen  
**Cc:** Debbie Johnson  
**Subject:** Re: Debbie Johnson has shared the folder 'Z-07-18 & LOPA-05-18 - 28, 60 & 104 Bronte Street' with you.

Hello Christian, and Councillors Best and Tesser-Dirksen (hello as well to Debbie!);

I hope this note finds you all well.

I have reviewed the 3D modelling provided by the applicant. As with the static view corridor study originally provided, this model unfortunately takes the most advantageous viewpoints for the proposed development and excludes others - it is an incomplete picture. There are some additional items that I feel should be included in the video that are necessary for town staff and council to make an informed decision on the proposed development and its impact on the adjacent neighbourhoods and overall character of this area. I would ask that these additional views be added:

1. Several views looking at the proposed development from the west - these are missing from the video entirely
2. Views in winter so full foliage is not being used as a "shield" to what the development would look like the rest of the year
3. Views looking directly at (eye level) and then up to the top of the development from the ends of both Mill street and Victoria street so the full scale can be seen from those two key angles
4. Views from the edge of the roof directly down on the adjacent character area and other nearby neighbourhoods to give an idea of how out of scale this proposed development is to the neighbouring houses
5. The video skips from view to view very quickly and does not give a chance to assess the true scale of the development as you approach it - I would like to see longer views or "approaches" to the building rather than just quick snapshots

As per my 2 presentations at council and in written submissions, I continue to oppose the scale of this development (something in line with current zoning would likely fit the bill), the precedent it could set for further development of this scale along Bronte street (and therefore the character/ appearance/ traffic impacts of the entire Bronte / Steeles corridors and adjacent residential streets (not just this development but others), its direct proximity to a character area (which we as a town and taxpayers have invested in defining, studying and laying out guidelines for which development on this scale ignores) and if approved as-is, the lack of consistency with other staff recommendations that have been made for now-approved high rise developments in Milton. I invite you to refer to my presentation from the council meeting last February 2020 for further comparisons to other approved developments.

I look forward to your feedback.

Kind regards,

Anne Cybulski

## Debbie Johnson

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**Subject:** FW: Application 28-60 Bronte, Milton

**From:** Andrea Dean <... >  
**Sent:** Thursday, February 6, 2020 12:06 PM  
**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>  
**Subject:** Application 28-60 Bronte, Milton

Dear Natalie,

I own a property in the downtown core of Milton, at <...>. As a resident of Milton a major area of concern with the development being proposed at 28-60 Bronte Street in Milton is that the type of construction being proposed by the planner is glass-wall construction. Glass-wall construction has proven and major detrimental impacts on the environment. Specifically:

- Glass-wall building construction is responsible for the deaths of millions of birds annually in Canada. Birds die either directly upon impact, or some time later due to fractures and/or internal bleeding. Given this building's proposed location in close proximity to the escarpment and the forest park, glass-wall construction will have a direct and potentially significant impact on the local bird population. In North America, around one billion birds die every year due to collisions with glass panes. The American Bird Conservancy has developed a programme together with the Green Building Council which should motivate architects **to not use as much glass** or to use façades which are equipped to protect against bird collisions. Will the developers incorporate those recommendations in this construction?
- The reflection from glass-wall construction high-rise buildings can cause hazardous glare to oncoming traffic; people and buildings can also become 'victims' of the glare effect which comes from glass façades or photovoltaic modules. Particularly in cities which are located in the Northern Hemisphere, where the position of the sun is 20° or less in summer, the reflection from glass façades is disruptive for motorists.
- Reflected sunlight can increase the temperature of the adjacent homes and leads to increased use of air conditioning, with the consequent energy impacts. Due to the increasing number of skyscrapers with reflecting glass façades, these characteristics of buildings, which influence the microclimate of their surroundings and intensify the "Heat-island" effect in cities, should also play a role in the sustainability assessment of a building.
- For the residents living in these condominiums, units made with glass-wall construction are not energy efficient. They are more difficult to heat in the winter and cool in the summer, with the consequent energy use effects.

Builders like using glass because it is relatively cheap, and buyers are frequently 'wowed' by the views offered – and I'm sure that the view of the escarpment from the west-facing units will be stunning. However, there's an urgent need to take a fresh look at urban architecture, with a sense of environmental realism.

I am deeply and strongly opposed to this type of construction. It's not environmentally sustainable and the developers in Milton, and the Council, must get real if they care about sustainability going forward.

Additionally, I have a concern regarding the height of the buildings. The Town recently completed its plan limiting the height in this area, and this development proposes not a small deviation from the Town's Official Plan. I am also opposed to the Town approving such a large deviation from the official approved plan.

If you would like more information on sustainable building practices please do not hesitate to contact me.

Best,  
Andrea Dean

## Debbie Johnson

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**Subject:** FW: 28 and 60 Bronte Street North

**From:** Anne Fisher <...>

**Sent:** Saturday, February 8, 2020 4:56 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Subject:** 28 and 60 Bronte Street North

Hi,

I am writing to you to express my strong objections to the above development application.

Policy 3.5.3.18.b of the Official Plan states that development on the subject lands must be “*compatible with the heritage character of its surroundings and provide an appropriate transition to nearby residential neighbourhoods*”.

Although revised this proposal is still not compatible with the heritage character of its surroundings as it:

- Is over 4 times the height of that planned for this area by the Town’s OP. It does not achieve the OP intensification objectives as, the development is outside the UGC and in an area where building heights were planned to be a maximum of 4 storeys (7 storeys with density bonusing). One of the objectives of the Town’s intensification study was to conserve the character and appearance of its historic downtown by directing tall buildings to the area by the GO station – the proposal is contrary to this objective.
- Is out of scale and character with the surrounding low density development;
- Does not include any meaningful setbacks from Bronte Street. The meaningful setbacks are to the north and south not to the east and west. The setback of Building A and B to the east (i.e. across Bronte Street) is negligible given the height of the buildings proposed.
- Any taller element on this site should have greater step backs in order to create a meaningful streetwall that relates to its existing context (i.e. 4 storeys). This street wall should be designed to relate to its context so to visually relate to the pedestrian scale of the surrounding streetscape. Any taller elements should be stepped back by 5-10m above 4<sup>th</sup> floor level and be no higher than 10 storeys.
- Any towers should not include projecting balconies facing Bronte Street North or Main Street as these both add to the visual mass of the buildings and clutter the appearance of the building. If balconies are proposed they should be inset within the framing of the buildings exterior walls.
- These towers are not sleek – they are both too tall and too wide.
- The renderings submitted were rather deceptive. The view along Main Street has the building in such a pale colour that it is difficult to see. A drawing showing clearly the silhouette of the Main Street buildings with the new structure shown in red behind should be included to be able to judge the impact of the view. It is vitally important to see clearly the impact on views along Main Street as this is part of the character of Milton. The submitted rendering suggests that one of the new towers would be visible in views behind the iconic tower of St. Paul’s Church. As such it would harm both the small-town character, appearance and identify of Milton and its relationship to the Niagara Escarpment;
- Would be visible from the public realm along Mill Street and as such would undermine the low-density character and appearance of Mill Street.
- May also be visible along Victoria Street, however it’s impact on this street has not been clearly demonstrated within the application submission – as the submitted material shows views when the trees are in leaf. You need views without the trees so that a judgement can be made of both its impact during the winter months and how it would appear through gaps in the trees.

In addition the proposal does not provide any transition to the nearby residential neighbourhoods as the towers have a minimal set back from Bronte Street. As such it does not comply with the OP and should therefore not be approved.

I note that this is a gateway location into Milton and generally taller elements are normally considered appropriate in such locations. This gateway structure is over 4 times taller than the height permitted here by the Official Plan. I am unclear of its actual height – however, when including its roof top mechanical plant it will be approximately 10 times taller than some of the adjacent bungalows. This is not acting as a gateway feature as it bears no relationship to its context and does not act as a welcoming feature to the Downtown.

If permitted this development would act as a precedent for further tall buildings in our downtown that would fundamentally alter the character and appearance of Milton. Tall buildings such as this should be directed to the Town’s Urban Growth Centre not our downtown. The existing tower on Millside Drive was permitted over 30 years ago when a completely different planning regime existed. With the intensification requirements of the Growth Plan it is vital to both protect some areas from tall buildings while allowing them in others. Tall buildings should be by the GO station not here.

Regards, Anne and Norman Fisher

## Debbie Johnson

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**Subject:** FW: Z-07/18 & LOPA-05/18-Notice of Resubmission (28, 60, 104 Bronte St N)

**From:** Asoka Yapa <...>

**Sent:** Tuesday, August 4, 2020 1:00 AM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Subject:** Re: Z-07/18 & LOPA-05/18-Notice of Resubmission (28, 60, 104 Bronte St N)

Hello Natalie,

Thank you for the notice.

I am a resident of <...>, a condominium building almost across Main Street from the proposed development. My building has six storeys and 148 units; it has been around for about 6 years and my wife and I have lived in the building since the beginning. I am not a NIMBY I can assure you --- after all, people need places to live and Milton's population is expanding by leaps and bounds --- but the proposed location for this giant development proposed is completely inappropriate. Here's why:

1. I cannot even imagine the traffic congestion in that constricted part of our town when 508 units disgorge 500 + cars and SUVs every morning and evening. Whatever mitigation measures are proposed this will choke the roads in the old and sensitive neighbourhood adjacent. I think the developer wants us to believe that people will walk from these buildings to Milton GO. They will not.
2. The character of downtown Milton will permanently change owing to mass ingress by the residents of 508 new residences in the western edge. Would that mean 1000+ people entering downtown Milton via Main Street on a Saturday morning en route to the outdoor weekend market? I cannot see any other possibility and it would ruin the character of downtown.
3. Some merchants may like this invasion; if they do, they are being short-term profit driven because the massive influx will ruin the character of the neighbourhoods in the entire downtown core and kill the goose that laid the golden egg. The charm of old Milton that attracted and attracts all of us would evaporate.
4. Two massive buildings rearing up from the Western core of the Town would eliminate the view of the Niagara Escarpment for downtown residents and visitors, a charming feature today. The sight will dominate the Town.
5. Already the downtown core of the Town is being steadily isolated from the rest of the community, a 15- and 16-storey development would cut off the area 'spiritually', differentiating the tall, charmless, and imposing outer core from the the attractive inner community. I think this is contrary to any organic principle of urban planning.
6. Perhaps the Town is looking at potential tax revenue. Not so fast! If these two buildings are relocated to a more suitable location within the large geographical area that is Milton it would still get the revenue.
7. Let's avoid the mistakes of Mississauga and Burlington! Let us in Milton attract discriminating residents who like our 'country' atmosphere, our open spaces, our views, and our relatively easy traffic flow. Do not worry, regardless of where we locate these buildings in Milton, buyers will come. Of course, they may not pay as much per square foot because they are not a hop step and a jump from downtown but that is a marketing problem for the developer. We should not sacrifice our priorities in order to maximize profits for the developer.
8. Relocate these two buildings to an area east of Thompson where they enjoy access to downtown but do not jeopardize the character of the core.
9. A former CAO of Milton, Mario Belvedere, was adept at doing land swaps that both pleased the developers but also preserved the integrity of our Town. Why not offer this developer an equivalent space east of Thompson that has access to the James Snow Parkway? Easier to say than to do but, like the late Mr, Belvedere, be creative!
10. A low rise condo may be suitable for the space (6 storeys max.) or, better, why not build a formal park for residents in that precious piece of real estate? In 50 years the Town's then residents will thank us.
11. It is suspicious that this developer withdrew the first application only to reapply. It smells fishy. Does the developer think that those who protested during the first go round will lose interest and create an impression that few people care about this latest attack on our Town's core? If this goes to the Ontario Municipal Board, famously in the pocket of developers, this can be portrayed by the developer (if indeed there is less opposition) as a weak hand on part of the Town.

Sincerely yours,  
Asoka Yapa

## Debbie Johnson

---

**Subject:** FW: Condo Development 28-60 Bronte Street, Milton, Ontario.

**From:** Bill Miller <>

**Sent:** Friday, September 4, 2020 4:23 PM

**To:** Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; Rick Malboeuf <[Rick.Malboeuf@milton.ca](mailto:Rick.Malboeuf@milton.ca)>; Mike Cluett <[Mike.Cluett@milton.ca](mailto:Mike.Cluett@milton.ca)>; Rick DiLorenzo <[Rick.DiLorenzo@milton.ca](mailto:Rick.DiLorenzo@milton.ca)>; [zeesham.hamid@milton.ca](mailto:zeesham.hamid@milton.ca); Sameera Ali <[Sameera.Ali@milton.ca](mailto:Sameera.Ali@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Christian Lupis <[christian.lupis@milton.ca](mailto:christian.lupis@milton.ca)>; Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; [john.challinorli@milton.ca](mailto:john.challinorli@milton.ca)

**Subject:** Condo Development 28-60 Bronte Street, Milton, Ontario.

Milton Council and Town Staff ;

I write to you in disbelief of your consideration in entertaining of this proposed development at the above address. It is quite difficult to understand why the Town of Milton would entertain such a concept when the complete development does not meet the Town of Milton's Own Official Plan.

The By-Laws, Official Plan and the Intensification Studies all reject this development. Your own web site pertaining to Know Your Neighbourhood, is specific to 4 story buildings.

The development may be new but moving to the Historical district 11 years ago both my wife and myself would have never dreamed the Milton Town Council and Staff would consider such development in this area, nor was it ever mentioned by sale agents or the Milton Town Hall Office.

You cannot see the incredibly negative impact this would have to the local neighbourhood, which includes the Milton downtown core ? No you wouldn't.

The site location is right upon the rail tracks. Who would purchase a condo/apartment within feet of this track, or is there another purpose for such a development ?

What ever happened to following to adhere to our own town set guidelines? As individuals you obviously are ignoring these requirements, the question is, why ?

Why do you want to drop 500 individuals into a quiet neighbourhood that obviously will be overwhelmed with vehicle traffic, extensive noise levels at all 24 hours of each day, street racing, insufficient parking and the list goes on. I have to ask, do any of you live in this neighbourhood beside Mr. Krantz, who is filtered from the location.

The prior development between Mill and Main St in the flood plan exhausted our neighbourhood for all the same reasons of 28-60 Bronte. Again why would this past development be taken to the extreme limits of a potential approval. As a group this alone is proof the Town and Council has no respect for the Town of Milton and their citizens inclusive of the local neighbourhood as you supposedly say you do. This not progress.

You may not like the appearance of the present site but to move forward with this hideous plan truly shows the disrespect you all have toward Milton, the citizens of Milton and specifically the surrounding neighbourhood and all the local regulations.

Townhomes built within a park like setting would certainly be a more appropriate scenario, inclusive of the additional lands of Robertson which I understand is also a potentially addition to this development. This would certainly enhance all of Milton and not destroy a part of the historical past of Milton. This is what Milton and the citizens of Milton deserve now and into the future. Not more towers, increased densities and increased problems.

Any consideration of the requested Development at 28-60 Bronte is truly not in the best interest of all.

Bill Miller





251 Main Street East, Suite 104  
Milton, Ontario L9T 1P1

T: 905-878-0581  
F: 905-878-4972

[www.miltonchamber.ca](http://www.miltonchamber.ca)

June 28, 2019

Mayor Gord Krantz  
Town of Milton  
150 Mary Street  
Milton, ON L9T 6Z5

Dear Mayor Krantz:

**RE: Support for Vue Developments; 28 and 60 Bronte Street North (Town Files: LOPA-05/18 and Z-07/18)**

On behalf of the Milton Chamber of Commerce, it is a pleasure to write this letter in support of Vue Developments and their proposed residential and commercial development on the northwest corner of Main and Bronte Streets.

The Chamber attended the Open House held by Vue Developments at Hugh Foster Hall in February this year. Dennis Durante also attended a recent Government Relations committee meeting and briefed members on the development proposal. Our Board of Directors then reviewed the matter and authorized this letter of support.

As Milton looks to meet the province's Places to Grow within the current urban boundary, there is the opportunity to look at redevelopment of brownfields or underused properties, as well as appropriate intensification. In certain instances, particularly with infill projects, this may require flexibility and creativity such as increased building heights.

According to the Milton Intensification Strategy, "A downtown is recognized as healthy and vibrant when retail space is rarely vacant, when the downtown is a primary meeting space for people who live in the community and when the streets are alive with pedestrians." The report also states that, "A downtown also requires a sufficient level of human activity. People on the streets, in the stores, visiting the public institutions, and communing in the public spaces are required."

Further, the report identifies the "Need for new residential development to support local stores and businesses."

With this need for more people living and shopping downtown and given the development constraints posed by the floodplain of Sixteen Mile Creek, the Vue Developments proposal creates a tremendous opportunity to bring residents closer to downtown.

In fact, with the Urban Growth Centre to the east of Milton's Historic Core and the Vue Development to the immediate west of downtown, there is the opportunity to 'book end' the Downtown core with residents whose close proximity can greatly help the vibrancy of downtown and the success of our Downtown merchants.

We look forward to providing further comments as the Town completes its technical review and through additional public consultations.

Sincerely,

Scott McCammon, ACE, CCE  
President & CEO

CC: Dennis Durante, Durante Group of Companies

[www.escarpmentcountry.ca](http://www.escarpmentcountry.ca)  
[www.miltonfarmersmarket.ca](http://www.miltonfarmersmarket.ca)

## Debbie Johnson

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**Subject:** FW: Z-07/18 & LOPA-05/18-Notice of Resubmission (28, 60, 104 Bronte St N)

**From:** [Caley French](#) <...>

**Sent:** Thursday, July 30, 2020 3:49 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Subject:** Re: Z-07/18 & LOPA-05/18-Notice of Resubmission (28, 60, 104 Bronte St N)

Hi Natalie,

Thanks for the update.

I don't think the town should approve this proposal as it does not match the the towns development plans. The towers are way too big and 3 times what the towns official plans call for. It will look out of place and silly. I also think the plans are very ugly/generic and do not match the look and feel of old Milton.

A unit of this size will also push traffic and parking onto the local side streets, as the towers do not have enough parking planned currently. Most of the streets in the area area not designed for this type of density. (Small roads and no boulevards between the side walk and street). It's a disaster waiting to happen ....

Seems like the developer is just concerned about maximizing profit (very small units in a oversized tower), than creating something the town can be proud of.

Hopefully the town does the right thing and sticks to its original zoning heights for the area.

Thanks!

Caley French

## Debbie Johnson

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**Subject:** FW: Condos @ 28 and 60 Bronte Street

**From:** Our Milton < >

**Sent:** Monday, August 24, 2020 5:45 PM

**To:** Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Subject:** Fwd: Condos @ 28 and 60 Bronte Street

This message was intended for you as well.

Thank you

----- Forwarded message -----

**From:** Caley French <c>

**Date:** Mon, Aug 24, 2020 at 5:29 PM

**Subject:** Condos @ 28 and 60 Bronte Street

**To:** <[gordon.krantz@milton.ca](mailto:gordon.krantz@milton.ca)>, <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>, <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>

**Cc:** < >

Hello Gord, Colin and Kristina,

I hope you are well and all getting through the pandemic OK. We will get through this!!

I am writing you to let you know that I strongly oppose the proposed condos @ 28 and 60 Bronte Street. I live on Mary Street, and all of my neighbours also oppose the towers. We are all in our mid 30's and 40's and have chosen downtown Milton to settle down for its small-town charm, yet the potential for well planned out future growth (Parks, Rec Centres, Town Square, Transportation, etc.

We have all attended the meetings, and looking forward to hearing what the town decides, and we hope you do the right thing! Please deny this proposal unless the developers fall in line with growth plans and height restrictions for the area!

I know there have been many great arguments on why the condo should not be approved, so I will spare you from repeating them in this email.

I will say that I work beside similar-sized towers in Oakville. They are the "Rain Towers". I personally feel that towers of this size would look ridiculous beside all the homes in the surrounding area. From my understanding, there are household size/height restrictions that are maintain the look/feel of the area - so having a mega tower built a 9 irons distance away from many beautiful heritage homes just feels wrong.

So height is my major concern, but I would also ask that you consider the unit sizes they are recommending. I have lived in buildings in Toronto with similar-sized units and you don't have people who live in them forever nor are they fit for families. You end up getting a transient crowd who is not invested in the area. This typically means less respect for the community, the local environment, traffic and noise by-laws. These towers are not being built for families, long term tenants or even low-income tenants for that matter. So I don't really understand what the benefit is for the town or the local neighbourhood?

My final thought is that the design of the towers should change. At the last meeting, one of the speakers showcased some examples of towns that had new condos built and they took into consideration the look and

feel of the area. Big glass towers are the wrong look in my mind and do not mesh well with historic Milton. A 6 story brick unit would be just fine ... (and I think that's what the official growth plan calls for).

I hope you guys stick to your guns and the official city plans for growth. A lot of us moved out of Toronto, Mississauga etc to get away from these type of units. Please do not allow one to come into the heart of Milton  
....

Thank you for reading my email, and thank you for all the work you do for the local community. I think the work that Gord, Colin and now Kristina is doing is fantastic. Please keep up the good work, do the right thing and put an end to this Megatower.

Thanks everyne,

Caley French

## Debbie Johnson

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**Subject:** FW: Main & Bronte Development

**From:** Craig Gamache < >

**Sent:** Monday, August 24, 2020 5:36 PM

**To:** Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; [John.Challinor@milton.ca](mailto:John.Challinor@milton.ca);  
Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; Mike Cluett <[Mike.Cluett@milton.ca](mailto:Mike.Cluett@milton.ca)>; Natalie Stopar  
<[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Rick DiLorenzo <[Rick.DiLorenzo@milton.ca](mailto:Rick.DiLorenzo@milton.ca)>; Rick Malboeuf <[Rick.Malboeuf@milton.ca](mailto:Rick.Malboeuf@milton.ca)>;  
Sameera Ali <[Sameera.Ali@milton.ca](mailto:Sameera.Ali@milton.ca)>; Zeeshan Hamid <[Zee.Hamid@milton.ca](mailto:Zee.Hamid@milton.ca)>; Gordon A. Krantz  
<[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>

**Subject:** Main & Bronte Development

Mayor, Staff and councillors:

As you ready to make a decision on this development please take time to listen to the people who put you in to office. That end of town was never meant to be developed to such high heights.

Many of you know the developer intimately having grown up around the family. Many of you are possibly personal friends and acquaintance's of the developer and should recuse yourselves from the vote.

Stop letting the developers in Milton control the way the town is built..... there is little in the way of interesting character in the town other than the towns centre..... keep it, cherish it, develop it.

I know many of those opposed would welcome a development in keeping with the area.

Don't let this become your legacy!

Please please don't take away the sun I've enjoyed for 30 years.

Craig Gamache

## Debbie Johnson

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**Subject:** FW: Fwd: FW: Stop the Proposed Condo 28 & 60 Bronte Street (UPDATE & CALL TO ACTION)

**From:** peter.c.mule peter.c.mule < >

**Sent:** Tuesday, September 15, 2020 1:49 PM

**To:** Our Milton <[ourmiltoncommunications@gmail.com](mailto:ourmiltoncommunications@gmail.com)>; Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>

**Cc:** Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>

**Subject:** Re: Fwd: FW: Stop the Proposed Condo 28 & 60 Bronte Street (UPDATE & CALL TO ACTION)

Hi Natalie and Barb,

Rules are made to be followed, not broken.

Recently the Town of Milton installed a device on Main Street so that it will display the speed which you are travelling at. This ensures we travel the road at a safe speed not at four or five times the speed limit. Imagine how dangerous that would be.

We currently have bylaws in place. Why we would allow them to change the current four-storey limit and allow them to build a building five times the allowed height? It's like saying Main Street isn't that busy, why don't we increase the speed limit two times, three times, four times, or maybe five times. It's not dangerous. Is it?

If we allow the rules to be changed that are in place for this particular area, we are allowing the beauty of the neighborhood to be broken. No longer we will have a view of the escarpment which took thousands of years to be formed. We will have congestion in every direction because the roads aren't big enough, can't be expanded enough, and won't be able to handle the traffic. Plus the beauty of the area will be destroyed with a tall building mostly constructed with glass, overlooking a residential area with 1 and 2 storey homes that have been there for years. Some of them a hundred years or more.

Lets keep old Milton, old Milton.

## Debbie Johnson

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**Subject:** FW: Opposition comments to the proposed condo development 28 & 60 Bronte Street

**From:** Carole Pond <>

**Sent:** Wednesday, September 2, 2020 8:57 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; John Challinor II <[John.ChallinorII@milton.ca](mailto:John.ChallinorII@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>

**Subject:** Re: Opposition comments to the proposed condo development 28 & 60 Bronte Street

I would like to add my comments to the other residents of Milton who are against this development. Anyone with any common sense would know that building this condo complex development would add major problems to the town. Just trying to get from A to B in Milton is a major problem these days, even in these crazy times when most people are working from home.

Just asking – do the people in the planning department ever leave their offices and actually go out and look at the location of future developments? I often wonder when I'm parking in car parks at grocery stores i.e. Longo's.

I know when I've voiced concerns in the past, it seems it's a waste of time as the developments have already been approved, and asking the residents of Milton for their input is just a formality after the fact.

Stop thinking about the property taxes and listen to the people! Just because the Province has issued numbers to be adhered to, doesn't mean we have to comply!

Thank you for listening.

Carole Pond

## Debbie Johnson

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**Subject:** FW: Stop the Proposed Condo 28 & 60 Bronte Street (UPDATE & CALL TO ACTION)

**From:** Carolyn Skelly < >

**Sent:** Tuesday, August 25, 2020 3:20 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; [Rick.Malbeouf@milton.ca](mailto:Rick.Malbeouf@milton.ca); [John.Challinor@milton.ca](mailto:John.Challinor@milton.ca); Mike Cluett <[Mike.Cluett@milton.ca](mailto:Mike.Cluett@milton.ca)>; Rick DiLorenzo <[Rick.DiLorenzo@milton.ca](mailto:Rick.DiLorenzo@milton.ca)>; Zeeshan Hamid <[Zee.Hamid@milton.ca](mailto:Zee.Hamid@milton.ca)>; Sameera Ali <[Sameera.Ali@milton.ca](mailto:Sameera.Ali@milton.ca)>

**Cc:** Our Milton < >

**Subject:** Fw: Stop the Proposed Condo 28 & 60 Bronte Street (UPDATE & CALL TO ACTION)

Opposition Comments to the Proposed Condo Development 28 & 60 Bronte Street

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Dear Mayor Krantz, Ms. Stopar, Ms. Koopmans, and Council members

I want to add my voice to the voices of many of my neighbours to strenuously oppose the proposed development of the two high-rise condo towers at 28 nd 60 Bronte Street.

I have written my person objections in the past but the overwhelming reasons outlined in the petition say it all. Not only will this development do irreparable damage to this neighbourhood, and damage the fragile nature of this ecological area, it opens the door to future developers to do more of the same. I call on the echoes of the the voice of Jane Jacobs, a humble apolitical resident of New York City and later of Toronto, when her own neighbourhoods were being threatened. In the book, Toronto- A City Becoming, Edited by David MacFarlane, in his Introduction: "What did change as the "Stop the Spadina Expressway" buttons began to appear on more and more lapels, and as Jane Jacobs became a household name - was the city's vision of itself. The destruction of neighbourhoods in the name of progress was, finally, not a price Toronto was willing to pay. It might as well have ripped its own heart out. Toronto didn't just have neighbourhoods: it was neighbourhoods." In the same book Peter Tabuns, contributed an chapter, Turning Green. In the Introduction to his chapter it reads, "Toronto, like many cities in the world, stands at an environmental crossroads. However, as a Member of the Provincial Parliament Peter Tabuns knows only too well, the potential for wrong turns and the temptation to take them are very real". Toronto is the city of my birth. Peter Tabuns was my neighbour when I lived on Bain Avenue (off Broadview Ave., half way between Danforth and Gerrard). I lived at Bain Co-op Apartments, two storey apartments set around several communal courtyards for 25 years. I left that vibrant, bustling, mixed-demographic neighbourhood just before I moved to my adoptive town of Milton in 2000. What Jane Jacobs and Peter Tabuns and all the others who are called, by threatening circumstances, to stand up for the well-being of people, communities and the environment, I add my humble voice to this outcry. This proposed development is the wrong thing to do. History will judge our actions and inaction. Let us all be on the right side of history for all our sake. Thank you for reading this.

Respectfully,  
Carolyn Skelly



**Debbie Johnson**

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**Subject:** FW: Proposed Condos at Bronte and Main Streets

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**From:** Donna Barclay < >  
**Sent:** Thursday, December 10, 2020 11:58 AM  
**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>  
**Subject:** Proposed Condos at Bronte and Main Streets

Hi Natalie,

Good morning.

To the list of concerns listed in the online petition, I would add adverse impact on wildlife.  
Here are examples of the well-documented impact towers such as the ones proposed have on birds:

<https://www.theguardian.com/environment/2019/apr/07/how-many-birds-killed-by-skyscrapers-american-cities-report>  
<https://www.theguardian.com/environment/blog/2019/sep/19/us-canada-bird-population-losses>

Cheers, Donna.

Donna Barclay  
m:

**Debbie Johnson**

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**Subject:** FW: Opposition Comments to the Proposed Condo Development 28 & 60 Bronte Street

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**From:** Elaine Martin

**Sent:** Tuesday, August 18, 2020 7:33 PM

**To:** Natalie Stopar ; Barb Koopmans ; [Ourmiltoncommunications@gmail.com](mailto:Ourmiltoncommunications@gmail.com); Gordon A. Krantz ; Rick Malboeuf

**Cc:** Marsha Waldie

**Subject:** Opposition Comments to the Proposed Condo Development 28 & 60 Bronte Street

I am opposed to the proposed Condo Development at 28 and 60 Bronte Street.

The buildings significantly violate building height restrictions if they are allowed to build up to 18 storeys.

The proposed location is situated on the edge of the town's intensification and historical heritage boundary, which backs onto the Niagara Escarpment – Milton's most unique natural feature, a UNESCO designated World Biosphere site and a vulnerable conservation area. The escarpment is home to the oldest forest ecosystem in eastern North America.

The traffic in the downtown core is deplorable right now without adding the traffic volumes that these two buildings will bring. The way to 401 or to Hwy 25 will not handle the volume either.

If Milton wants to put these types of buildings in, then it must look ahead and make sure the right infrastructure is in place. The way this is being done is backwards. Build the roads first and then build the high-density buildings.

I do not see why my quality of life in terms of getting around Milton, shopping etc. should be compromised as a result of putting buildings up before the roads, etc. to support the people living in them are put in place.

We have to better our community with change - not cheapen it.

Elaine Martin

## Debbie Johnson

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**Subject:** FW: Z-07/18 & LOPA-05/18-Notice of Resubmission (28, 60, 104 Bronte St N)

**From:** Fiona Christie <...>

**Sent:** Friday, August 7, 2020 5:05 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Subject:** Z-07/18 & LOPA-05/18-Notice of Resubmission (28, 60, 104 Bronte St N)

Dear Natalie,

Re: Z-07/18 & LOPA-05/18-Notice of Resubmission (28, 60, 104 Bronte St N)

I am writing to you about the above Notice of Resubmission that concerns a proposed development on the northwest corner of Bronte St. North and Main Street West in Milton, Ontario. In addition to commercial and office space, it would contain 508 residential units in two towers, one of 17 storeys and the other 18 storeys. This replaces a previous application for a similar structure but with towers of 19 and 21 storeys. I wrote to the Town to protest the latter proposal and am also doing so in opposition to the former.

My first concern is that by amending their submission, the developer is hoping that opposition to the previous submission will be null and void. I hope this is not the case as a lot of people devoted a lot of their time to make their objections known to the town of Milton. I attended one such meeting (which was so well attended that the town had to set up a video feed in a large meeting room on the first floor). The five or six presentations given against the development were well thought out and expressed the feelings of the great majority of those present. I hope these will remain on the record when the Town makes its final decision.

Milton is a growing community and has become more diverse and vibrant as a result. However, it is also a community with a history; a history that is still evident in the homes, businesses and streets of the old town. Towers of 17 and 18 storeys are hardly in keeping with the character of the nearby neighbourhoods. In my view, the building of a large residential unit abutting the old town will destroy much of its charms for two main reasons: the first being the resulting increased traffic flow and the second being the loss of the view of the escarpment.

508 residential units, in addition to retail space, will exacerbate an already congested traffic flow. The natural inclination will be to use the smaller streets, Victoria Street and Mill Street. This is especially the case for Victoria Street as it appears that this street would front the entrance to the residential complex. I suspect that parking by residents of the new buildings and their visitors will also create problems on these very narrow streets.

The escarpment, so loved by Miltonians and visitors alike, forms a spectacular backdrop to the downtown area. Though a few stories lower than the previous proposal, towers of 17 and 18 stories will definitely detract from the enjoyment of strolling through the old town with its spectacular view of the Niagara Escarpment.

As the Town is growing, we definitely need more types of housing. However, I would urge the Town to keep high residential complexes further away from the old town.

Yours sincerely,

Fiona Christie

## Debbie Johnson

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**Subject:** FW: Opposition Comments to the Proposed Condo Development 28 & 60 Bronte Street

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**From:** Lisa and Frank Roy < >

**Sent:** Wednesday, August 19, 2020 8:37 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>;; Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Rick Malboeuf <[Rick.Malboeuf@milton.ca](mailto:Rick.Malboeuf@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>

**Subject:** Opposition Comments to the Proposed Condo Development 28 & 60 Bronte Street

Hi Everyone,

We are Frank and Lisa Roy from <...> in Milton and we strongly oppose the proposed development of a condo at Main and Bronte. We have lived in Milton for 24 years and have noticed more and more of the old Milton being destroyed to build the new and not improved. Although this development is on the border of the character studies of maintaining the old character and charm of the Milton, it is still a very big part of Milton's history. The silos themselves are well over a hundred years old and should be preserved for posterity. Destroying these silos would be no different than destroying the old Milton jail, the town hall and all historic homes in our beautiful town of Milton. This is one of the very reasons we moved here years ago and why we still appreciate the walks around old Milton.

The new condos would be an eye sore to the entire town. They are very cold looking and would block many residents' view of the escarpment.

If this contractor is so keen on building such a monstrosity, why not build it in the new section of Milton south of Derry Road.

We cannot stress enough our disapproval of this proposed condo.

Yours truly,

Frank and Lisa Roy

**Debbie Johnson**

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**Subject:** FW: Opposition to Proposed Condo 28 & 60 Bronte Street; for sensible Development

**From:** Helge Wittholz <>

**Sent:** Tuesday, August 25, 2020 4:51 PM

**To:** Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>

**Cc:**

**Subject:** Opposition to Proposed Condo 28 & 60 Bronte Street; for sensible Development

Dear all,

We believe the picture says it all. Building 17 and 18 floors condos next to Old Milton 2 floors heritage homes, will result in a loss character, turning Milton into just another urban sprawl town. Excuses like Milton councillors have no say in this sound strange. If true, why do we have a planning department and councillors in the first place. We take pride in preserving our heritage home and will do what ever it takes to help preserving Old Milton. Hope you support us in preventing this monster condos project in our neighbourhood.

With best regards

Helge and Renate Wittholz

**PETITION UPDATE**

**Call to Action - Your Immediate Assistance Is Needed**

**Petition To Stop the proposed condo complex development in the Historical Downtown Core of Milton)**



**Re: Opposition Comments to the Proposed Condo Development 28 & 60 Bronte Street**

To the more than 1,735 of you that have signed this petition in **opposition** of the proposed condo at 28 & 60 Bronte Street, **Our Milton | Miltonians for Sensible Development** thanks you for your support and has an important time sensitive request of you. **The Town of Milton** has asked Our Milton to communicate to you to ask that you send your specific (as detailed as possible) concerns and comments to them directly so that they may be included in their report to **Town Council**. Although Our Milton has captured your comments from the petition and sent them to Town Staff, Town Staff is required to receive your comments directly from you so that they may be included in the soon to be presented official report to Town Council.

**Debbie Johnson**

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**Subject:** FW: Opposition Comments to the Proposed Condo Development 28 & 60 Bronte Street

**From:** JUDI BONNAR <>

**Sent:** Wednesday, August 19, 2020 4:58 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Cc:**

**Subject:** Opposition Comments to the Proposed Condo Development 28 & 60 Bronte Street

Good afternoon:

I would like to offer my opinion on the proposed high rise buildings at Bronte and Main Streets.

I am opposed to this project based on the fact the infrastructure in surrounding area is not conducive to the amount of traffic that is going to be using that corner area. Neither street is set up to handle the volume of traffic that will be using that area.

Also aesthetically speaking they will look so very out of place and will be blocking any view of the Escarpment from Main Street. They will stick out like a sore thumb.

Personally speaking, I really do think it will be a big mistake to allow this project to take place.

Regards

Judi Greenfield Bonnar

Milton, Ontario

(65 year resident)

## Debbie Johnson

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**Subject:** FW: Opposition Comments to the Proposed Condo Development 28 & 60 Bronte Street

**From:** Jason Davies <>

**Sent:** Thursday, September 3, 2020 3:42 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>

**Cc:** Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>

**Subject:** Opposition Comments to the Proposed Condo Development 28 & 60 Bronte Street

I would like to voice my concern over the proposed condo development (28 & 60 Bronte Street). As a resident of Mill Street, daily traffic that passes my house is already at its limit with a constant flow of vehicles that neglect the stop signs located at James Street and Elizabeth Street. Countless others like to use our street to open their vehicles to 80+km/h between the stop signs. I already have a growing concern with the traffic and have voiced my concern to Josh Van Ravens in the Town of Milton who promised a traffic study in Sept and then Oct of 2019 at James St and Mill St. Follow up emails regarding the study went unanswered. I can't imagine what will happen to our street and the surrounding area with 17 & 18 story condominium buildings being built.

The area simply cannot handle that amount of residents crammed into such a small area; not to mention that the size and height of the condominiums are totally out of character for the area. What about the shadowing impact of the downtown core and families that live close to the area? Is the area not zoned for 4-story buildings? How are 17 & 18 story buildings even being proposed? There is plenty of land outside of historical downtown Milton that is better suited for such large impact buildings. I'm very curious what your position would be if these buildings were being proposed at the end of your street??

Regards,

Jason Davies

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## Debbie Johnson

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**Subject:** FW: Hello

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

From: G M <>

Sent: Monday, August 31, 2020 9:44 PM

To: Natalie Stopar <Natalie.Stopar@milton.ca>

Subject: Hello

We have expressed our concerns the first and second time, we attended the meetings; we are opposed for so many reason which we have expressed in the past. Marsha Waldie has said it all during her last speech and spoke on behalf of everyone in this town who is opposed to this proposal.

These constant meetings are a waste of time to hash over the same issues.

NO WE DO NOT WANT THIS HIGH RISE HERE ESPECIALLY NOT IN THIS LOCATION.

Josie Mulé and Shirley Fillion.



**Debbie Johnson**

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**Subject:** FW: Opposition to the proposed Condo Development 28 and 60 Bronte Street

**From:** John Page <>

**Sent:** Wednesday, August 26, 2020 1:02 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Subject:** Opposition to the proposed Condo Development 28 and 60 Bronte Street

I wish to register my opposition to this development.

In many years one of the most attractive features of Milton has been its closeness to the Niagara escarpment. It's beauty is visible from most every part of the community. This was true in past years and certainly has also proved a drawing card to many of the new residents that have chosen Milton as their home. Part of this will be destroyed, especially for large tracts of the older segments of the town in the area of Victoria Street south to King and Bronte east to James - a large segment of the historic heart of my town. Simply driving through this area one cannot help but notice the pride home owners have demonstrated in preserving and enhancing the character of so many of these properties. The proposed developments will have a serious negative impact on these homes - many of which will also lose the privacy they now enjoy.

John Page

## Debbie Johnson

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**Subject:** FW: Condo development property proposal Bronte/Main

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

From: jennifer\_stojanovski jennifer\_stojanovski <j>  
Sent: Friday, August 21, 2020 12:10 PM  
To: Natalie Stopar <Natalie.Stopar@milton.ca>  
Subject: Condo development property proposal Bronte/Main

Good morning,

I am a current resident in the downtown Milton area, living on Mary St. We have lived here for over 17yrs and love our community. I know there is a need for affordable housing and we are not opposed to big buildings that would help a great many people have affordable options, however, there is an appropriate way for our town and province to address this. We don't want to see a huge highrise at this location in town, we would like to implore town council and town staff who are currently involved in having input on this condo proposal to be aware that we are really concerned about the gridlock this building will cause, we would like to see the current zoning bylaw strictly adhered to on this, this is an area that offers a beautiful but tiny area of historical homes and the buildings going in should compliment this, in addition there are privacy concerns, traffic concerns and a great many other issues which everyone is well aware of. We hope someone on council will see our point of view and support us on this.

Thank you kindly,  
Jennifer, Chris, Brendan & Kristen Stojanovski

## Debbie Johnson

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**Subject:** FW: Condo development at 28 & 60 Bronte Street

**From:** < >

**Sent:** Monday, August 24, 2020 8:40 PM

**To:** Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; Rick Malboeuf <[Rick.Malboeuf@milton.ca](mailto:Rick.Malboeuf@milton.ca)>; [john.challinor@milton.ca](mailto:john.challinor@milton.ca); Mike Cluett <[Mike.Cluett@milton.ca](mailto:Mike.Cluett@milton.ca)>; Rick DiLorenzo <[Rick.DiLorenzo@milton.ca](mailto:Rick.DiLorenzo@milton.ca)>; Zeeshan Hamid <[Zee.Hamid@milton.ca](mailto:Zee.Hamid@milton.ca)>; Sameera Ali <[Sameera.Ali@milton.ca](mailto:Sameera.Ali@milton.ca)>

**Subject:** Condo development at 28 & 60 Bronte Street

Dear Milton Staff & Council:

The proposed development should not be allowed because it violates the existing zoning for the area, disregards the Official Plan and Heritage Character recommendations.

There are numerous other reasons for disallowing this development both from an aesthetic (labelled emotional and therefore irrelevant) and practical (i.e. traffic) standpoint.

The issues are well known to both staff and council members so I will not get into that discussion here.

Many comments from staff and council have focused on the appeals process the developer could pursue which could cost Milton a great deal to fight. The current provincial government is seen as pro developer and the opinion coming from staff and council is that an appeal would be hopeless. So the answer from the majority of our elected officials is to admit defeat and let the developers do what they want. A few councillors representing the affected neighbourhoods will take a principled stand against the development knowing that they have no hope of winning the day.

But at some point a line will have to be drawn in the sand. This particular development is not a one off. It will set a precedent for the area and the rest of Milton. A great deal of land in the area is currently owned by speculators and developers. Once this development has been approved there is no stopping further development of the same magnitude. Milton will legally be obliged to allow similar developments.

Having lived in Milton my whole life I would have to say that Milton as a liveable community is at a tipping point between the "best of town and country" and a large city congested with towering buildings and traffic. Many of our new residents moved here to get away from that. They will move on.

A number of years ago a major issue confronted the residents of Martin Street which would have transformed the beautiful residential street into a strip mall lined commercial thoroughfare. The attitude of many residents was resigned and defeatist, "you can't fight city hall". Fortunately there were enough dedicated individuals to organize and show the residents that they could fight city hall. Residents won the day and the whole episode is now on the curriculum at Memorial University in St.John's as a stellar example of civic activism.

So I would ask Milton Council and staff to throw aside the defeatist attitude. At some point Milton will have to stand up to developers and fight the good fight. Yes, it will be unpleasant and perhaps costly. Friendships and life long associations will be lost. Is the cause hopeless? We will not know until we begin to fight. We will all look back and ask ourselves what we did. Let us hope we can be proud of our actions.

yours very truly,

John Duignan

**Debbie Johnson**

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**Subject:** FW: CONDO DEVELOPMENT 28 AND 60 BRONTE ST.

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

From: Keith Hincks < >

Sent: Sunday, August 16, 2020 5:22 PM

To: Natalie Stopar <Natalie.Stopar@milton.ca>; Barb Koopmans <Barb.Koopmans@milton.ca>; Ourmiltoncommunications@gmail.com; Gordon A. Krantz <Gordon.Krantz@milton.ca>; Colin Best <Colin.Best@milton.ca>; Kristina Tesser Derksen <Kristina.TesserDerksen@milton.ca>

Subject: CONDO DEVELOPMENT 28 AND 60 BRONTE ST.

I am opposed to this monstrous development on the edge of historical downtown Milton. The heights and intensity of this is far too great to be of any enhancement to the 'old' atmosphere of the town. Traffic both east west and north south is already too intense and yes the area is receiving more attention for traffic flow but in the end it will be far too much intensity for the area to handle Main Street will not handle the extra traffic nor will the other east west roads. Low rise commercial development as is seen north of Derry would be in better taste. Intensification of this magnitude should not be part of the heritage Milton has built itself on/

Thanks Keith Hincks.

## Debbie Johnson

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**Subject:** FW: Opposition Comments to the Proposed Condo Developments at 28 & 60 Bronte Street

**From:** Lorraine Dennis < >

**Sent:** Monday, September 14, 2020 2:52 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>

**Subject:** Opposition Comments to the Proposed Condo Developments at 28 & 60 Bronte Street

I am against the amended proposal submitted by Vue Development/ the Durante Group for the following reasons:

These very tall buildings will cast **shadows** over our homes and gardens for an unacceptable number of hours of the day. Like so many others now, my home is also my office so I will be impacted all day, every day. I am even more concerned this development is going to set a **precedent** for the rest of the properties the Durante's own along Bronte. Using this build as their template, we won't have shadows from just these buildings but any more they build along Bronte. You can't review this shadow study in isolation without taking into account future buildings of this size as well.

I am concerned about the wind impact of two very tall buildings so close to an elevated railway, where wind gusts can cause snaking, a main cause of **train derailments**. We should not forget what happened in Lac-Mégantic or Mississauga train derailment in 1979. Imagine rail cars flying off the elevated track into a building cutting off the exits. Railcars plunging off the track into the homes on Dawson Crescent just south of here that were sadly allowed to be built precariously close to the tracks.

I am concerned about the additional **traffic and overflow parking** these buildings will bring to the neighbourhood. The intersection as it is now was not designed for the increase. Who is going to pay for rebuilding, if it is even possible, the Main & Bronte intersection, adding turn lanes etc. in an already confined space due to the railway tracks and existing buildings? I have seen idling cars backed up on Bronte all the way to the train tracks as they wait to get through the intersection. Personally, the exhaust aggravates my asthma, so I must avoid sitting on my front porch during peak traffic times. Additionally, the proposal also does not have enough **parking**. Sadly Milton has been designed to be "car country" so any resident will have at least one car. Victoria street has one-side of the street only parking. Parking enforcement has in the past been good when called, but it is an ongoing issue. Victoria street does not have sidewalks between Elizabeth and 26 Victoria ( south side ). The sidewalks on the north side do not have a boulevard and are completely unusable in the winter as the plows pile snow on them. We get a lot of foot traffic, people walking from Rotary Park and the Mill Pond and this has only increased during the pandemic.

For me and my neighbours the condo dwellers will have a bird's eye view into our yards and homes. The developer's argument that the urban tree canopy will provide privacy is ridiculous. Urban trees will not give us **privacy** from 18 floors up and mature trees can be removed in an afternoon with a chainsaw. How can you install curtains for an entire yard? We love our large yard and spend a great deal of time there all year round. We have hosted the Milton garden tour, house concerts, book clubs and backyard bonfires ( even in the winter) and in the future a wedding. It is creepy to think of the 100s of people, residents and visitors of the condo towers who will be able to view our yard at any time of the day or night.

The tower design as it exists now will contribute to heat island impacts because of its design. New York City, and many other cities have put a stop to buildings that contribute to climate change. The town of Milton has agreed we are in a climate emergency. This building needs to adhere to good **climate change** principles to reduce its heat island and other environmental impacts.

I wholeheartedly agree that more intensification needs to happen here in Milton. I was dismayed to read, yet again, about Mattamy completing an application to build 400 single family homes, 377 townhouse units at 1211 fourth line south of Louis St. Laurent, north of Britannia and west of James Snow; more expensive and unsustainable urban sprawl. Why are there no super tall buildings in this application? There are none because no one wants them in a residential neighbourhood. They aren't appropriate in this context. Super tall buildings should be **centralized around transit hubs** not adjacent to existing single-family homes and in this proposal, heritage homes. Our official plan, and the future official plan indicates that this property is not in the **intensification area**. The town can meet its intensification goals by building in the official intensification area walking distance to all day regional and local transit, grocery stores and community resources like the library complex. This proposal is completely **out of place** and will be an eyesore when viewing the escarpment or viewing the town from the **escarpment**. This isn't the right place for something so tall.

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While I can sense the town is happy with more buildings and more tax dollars coming in, projects like this don't entirely pay for themselves. How much is the town via the taxpayers going to be on the hook for **development charges**, etc. The Durante's are going to make millions on a project like this. They should be paying for absolutely everything including the **infrastructure** that has to be built or re-built, think water mains, sewers, hydro electric and redoing of intersections etc. Donating some public art in lieu of actually paying for the entire project and everything it entails is **corporate welfare**.

When we considered buying our home, we investigated the zoning of the areas around us anticipating that there would be gentrification and renewal along Bronte. We made decisions based on this information. I understand zoning can change but you do not change light commercial zoning to heavy industrial just as you do not go from allowed 4 storeys to 18 storeys. If someone is to consider buying in the town should they just cross their fingers and hope for the best? Make sure you spell that out in your literature to prospective buyers. "The town of Milton allows wild zoning changes and you, dear newcomer, will have no recourse whatsoever." The town sure does not like the CN intermodal plans being built adjacent to residential homes and I do not see this Durante proposal as being much different. If the town allows something as tall as this, **what credibility does our Official Plan have, what credibility does the Planning Department and Council have?** Why bother spending the money on an official plan update at all if you are just going to roll over to the wants of the developers and the province. And don't give me this "are hands are tied" by LPAT. You can and you should put up a fight otherwise every other developer will not even bother to attempt to adhere to the plans of the town. Even if LPAT is lost before it begins, what a hearing will do is postpone and slow down their plans. This costs developers money and that is the only thing they understand. They may be more inclined to follow the rules if their projects will get delayed for years tied up in red tape. If this is your only weapon you must use it.

And finally, I want to mention our home is not some investment property. This letter is very much an emotional plea to not allow this development as it is proposed presently. We are truly heartbroken with the possibility of these out of scale, completely out of context buildings going up, blocking the sunlight and the night sky, the reflective glass, the added noise, traffic/parking issues and most of all obliterating any sense of privacy for our home. We have spent years and much money reviving and preserving our **heritage home** as one small piece of the **Victoria street streetscape** - this we feel is a **legacy** to leave to future generations of Miltonians. Please do not destroy this area by allowing this.

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Lorraine Dennis

## Debbie Johnson

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**Subject:** FW: Proposed Condo 28 & 60 Bronte Street

**From:** Lori Robinson <>

**Sent:** Wednesday, September 2, 2020 10:10 AM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; Rick Malboeuf <[Rick.Malboeuf@milton.ca](mailto:Rick.Malboeuf@milton.ca)>; [John.Challinor@milton.ca](mailto:John.Challinor@milton.ca); Mike Cluett <[Mike.Cluett@milton.ca](mailto:Mike.Cluett@milton.ca)>; Rick DiLorenzo <[Rick.DiLorenzo@milton.ca](mailto:Rick.DiLorenzo@milton.ca)>; Zeeshan Hamid <[Zee.Hamid@milton.ca](mailto:Zee.Hamid@milton.ca)>; Sameera Ali <[Sameera.Ali@milton.ca](mailto:Sameera.Ali@milton.ca)>

**Subject:** Proposed Condo 28 & 60 Bronte Street

I am writing today, on behalf of myself and my husband, to express our deep concern over the proposed condo development at the intersection of Bronte and Main Streets currently under consideration. What we find truly disturbing is the fact this project is being considered at all given it ignores Milton's current by-law, which stipulates a limit of four stories in height. By-laws are created to direct and protect the development of neighbourhoods, and we understand that by-laws can be amended when warranted, however an amendment which will allow a building height that is five times greater than the current by-law permits is completely unjustified, not to mention the expenditure of taxpayers' money in the investigation of this proposal!

Beyond the concerns regarding the proposed building height, another factor that must be taken into account is the character of Downtown Milton. It's not a difficult argument to make to suggest it will be destroyed by having this monolith of a building sticking up like a sore thumb when most of the surrounding buildings are no more than one or two stories in height.

Will people even want to live that close to the train tracks? What will happen if a train derailed? Will there be a break wall in case this happens? And will this project have enough parking for the tenants, or will the new tenants and their visitors park on the street? Since Bronte is a one lane road, our fear is that Mill Street will become a parking lot for them!

But the biggest factor for us and for our family is the fact that the traffic in this area will be horrendous! Both Bronte and Main Streets are single lane roads - how do you expect to handle the flow of traffic when you have hundreds of more people living within this one little area? Since there are insufficient setbacks, won't pedestrians be at risk? In addition, we fear that Mill Street will become a cut-through thereby putting myself, my grandchildren and others at risk. We already deal with such a huge uptick in traffic whenever Main Street is closed that we can't imagine it not being used during heavy traffic as a means to avoid Main Street.

Surely a project of this size would be much better suited to a double lane road such as Derry Road, which is within the boundaries of the intensification plan.

I am confident the elected officials will uphold the duties of their office and be governed by their oath to protect the rights of the residents and the Town of Milton whom they represent. I trust they will see fit to make the right decision regarding this development.

Sincerely

Lori & Mark Robinson

## Debbie Johnson

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**Subject:** FW: Opposition Comments to the Proposed Condo Development 28 & 60 Bronte Street

**From:** Michele Arreza 1 <...>

**Sent:** Monday, August 17, 2020 4:03 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>

**Cc:** [Ourmiltoncommunications@gmail.com](mailto:Ourmiltoncommunications@gmail.com); Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>

**Subject:** Opposition Comments to the Proposed Condo Development 28 & 60 Bronte Street

To Town of Milton Planners:

We are reiterating our opposition to the proposed high-rise as part of the Our Milton petition. We had already voiced these concerns since last year to our Ward councillor, Colin Best. We're glad that many more Miltonians are opposing this ill-planned development! Thank you for hearing these concerns.

*We are writing to voice our huge concern regarding the Public Notice on the construction of 2 High rise condominium buildings at the corner of Main and Bronte Sts. Such a development seems grossly out of place in a residential neighborhood that is close to the heritage residences and THE "Main Street" that gives Milton its unique character. I imagine the buildings would obstruct the sky and cast its long shadow when walking along Main St. to the shops and Farmers market, and that would be a sad sight.*

Respectfully yours,  
Michele Arreza

----- Forwarded message -----

From: [Colin.Best@milton.ca](mailto:Colin.Best@milton.ca) <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>

Date: Mon, Jun 3, 2019 at 10:14 AM

Subject: Re: Condo high-rise in Milton?

To: Michele Arreza 1 <[michele.arreza@gmail.com](mailto:michele.arreza@gmail.com)>

Cc: [Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca) <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>, [Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca) <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>

Hello Michele and Edwardo

Thank you for your email and concerns which I am also copying your local councillor Kristina Tesser Derksen and the Planning Commissioner for their information.

Here is a copy of the initial staff report that was presented to Council last month which is now part of a Technical report which will be coming back to Council next year with recommendations for Council to review.

<https://www.milton.ca/MeetingDocuments/Council/agendas2019/rpts2019/PD-019-19%20Public%20Meeting%20Report%20Vue%20on%20Main.pdf>

I am requesting Planning staff to copy you with any meeting notices so you can be informed and participate in any future meetings.



Thank you for your concern for our community and if you have any other questions or concerns please contact us.



**Colin Best**

Regional Councillor Ward 1 (North-West)  
150 Mary Street, Milton ON, L9T 6Z5

[www.milton.ca](http://www.milton.ca)

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**From:** Michele Arreza 1 <>  
**Sent:** Wednesday, May 29, 2019 1:59 PM  
**To:** Colin Best  
**Subject:** Condo high-rise in Milton?

Hi Colin,

First of all, we want to thank you for making yourself accessible to your ward residents. We voted for you as our Regional Councillor and seeing that you are using all means to reach out to your constituents indicates that we made the right choice. (we found your business card/magnet on our front door)

We are writing to voice our huge concern regarding the Public Notice on the construction of 2 High rise condominium buildings at the corner of Main and Bronte Sts. Such a development seems grossly out of place in a residential neighborhood that is close to the heritage residences and THE "Main Street" that gives Milton its unique character. I imagine the buildings would obstruct the sky and cast its long shadow when walking along Main St. to the shops and Farmers market, and that would be a sad sight.

We have heard similar comments from other neighbours too so I hope this feedback will be reflected during any public consultations on the matter.

Thank you and more power to you!

Edwardo and Michele Arreza  
Ward 1 Residents

## Debbie Johnson

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**Subject:** FW: Opposition Comments re: Condo Development 28 & 60 Bronte St.

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**From:** Marsha Waldie < >

**Sent:** Wednesday, August 19, 2020 2:10 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; Rick DiLorenzo <[Rick.DiLorenzo@milton.ca](mailto:Rick.DiLorenzo@milton.ca)>; Rick Malboeuf <[Rick.Malboeuf@milton.ca](mailto:Rick.Malboeuf@milton.ca)>; John Challinor II <[John.ChallinorII@milton.ca](mailto:John.ChallinorII@milton.ca)>; Mike Cluett <[Mike.Cluett@milton.ca](mailto:Mike.Cluett@milton.ca)>; Zeeshan Hamid <[Zee.Hamid@milton.ca](mailto:Zee.Hamid@milton.ca)>; Sameera Ali <[Sameera.Ali@milton.ca](mailto:Sameera.Ali@milton.ca)>

**Cc:** 'Our Milton' < >

**Subject:** Opposition Comments re: Condo Development 28 & 60 Bronte St.

Attention: Milton Council and Town Staff

I am opposed to the proposed Condo Development at 28 & 60 Bronte Street!

The proposed condo significantly violate the building height restrictions in this area which does not allow for any thing above 4 storeys with a possible bonus of 2 storeys and certainly not 18 storeys.

You all received a copy of my presentation when this subject last came to council which listed an number of violations related to Milton's Official Plan. I would ask you to please review that document!

Of note is the location which is situated on the edge of the town's intensification and historic boundary, which backs onto the Niagara Escarpment – A very unique Natural feature, a UNESCO designated World Biosphere site and an important conservation area, which makes Milton very unique and we all want to enjoy this without a monster skyscraper in the way.

I was asked by one of the councillors at the council meeting what I would recommend for this area to that end I have included some photo's of other developments which have been built in the Milton area, these are attached.

Milton has designated areas on Major Roadways for this type of larger developments and this area is certainly not one of those!

Marsha Waldie

## Debbie Johnson

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**Subject:** FW: Proposed Condo - 28-60 Bronte St. follow up

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**From:** Marsha Waldie < >

**Sent:** Monday, August 24, 2020 7:57 PM

**To:** Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; John Challinor II <[John.ChallinorII@milton.ca](mailto:John.ChallinorII@milton.ca)>; Rick DiLorenzo <[Rick.DiLorenzo@milton.ca](mailto:Rick.DiLorenzo@milton.ca)>; Rick Malboeuf <[Rick.Malboeuf@milton.ca](mailto:Rick.Malboeuf@milton.ca)>; Sameera Ali <[Sameera.Ali@milton.ca](mailto:Sameera.Ali@milton.ca)>; Zeeshan Hamid <[Zee.Hamid@milton.ca](mailto:Zee.Hamid@milton.ca)>; Mike Cluett <[Mike.Cluett@milton.ca](mailto:Mike.Cluett@milton.ca)>

**Cc:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; 'Our Milton' <[ourmiltoncommunications@gmail.com](mailto:ourmiltoncommunications@gmail.com)>

**Subject:** Proposed Condo - 28-60 Bronte St. follow up

**Importance:** High

**Attention:** Town of Milton Councillors and Town Staff

As a resident of Old Milton and historian you are all well aware of my concerns regarding this Condo proposal on the edge of our Historic Neighbourhoods, Historic Downtown and our precious Mountain- Niagara Escarpment gem. However, I feel I must follow – up on my previous email sent to you all on Aug. 13<sup>th</sup> of this month as part of the report going to council later on this subject.

There are two additional items I would like to point out prior to any recommendations or the decision you are about to consider:

1. Planning Department staff have been working on the Mature Area Character Study, which is still not completed. I would ask that you consider holding off making any decision until you can consider taking this into consideration.
2. The other important aspect I would like to point out is the Mobility Hub Report which must also be taken into consideration. (Final Report July 2020) As you know the Focus for High Density is along the east end of Main St. and along Ontario, Thompson Road, or specified Major Corridors, which have been designated - NOT Bronte Street! This report makes references to sightlines from the Go station to the Escarpment, yet what is being proposed at Main and Bronte will block that view!

Executive Summary:

Pg. 12 – **Public Realm** - # 4 Maintain and enhance views of the Escarpment, the future GO Station, Lions Sport Park, and other key destinations

Pg. 13 – **Key Direction and Recommendations** - #2 Frame Views to the Escarpment and Throughout the Study Area:

Important public views to the Niagara Escarpment should be framed through the appropriate siting of buildings. A network of streets, mid-Block connections, open spaces and active transportation connections should provide strong visual and physical connectivity across the Study area

Respectfully Submitted  
Marsha E. Waldie

**Debbie Johnson**

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**Subject:** FW: Proposed condos at Bronte and Main St

**From:** <>

**Sent:** Tuesday, September 1, 2020 1:15 PM

**To:** Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Subject:** Proposed condos at Bronte and Main St

Hello i am writing in regards to the condo complex proposed at bronte and main street.

This intersection has no place to grow.! How do you propose getting all of these people out of that complex and down main street or bronte to the highways etc

Bronte Street going north is a joke on a good day never mind adding all of these cars. With so much land available in milton why choose to put these buildings here.

And what about the rail line that runs right beside it. This cannot be safe ? i imagine a train derailing into one of the buildings. Part of the reason people like milton is small town charm - this would destroy the downtown. And lastly, this is not close to the go train facility in town. We do not have enough parking for the current users of the go service - where will these people park? too far to walk. The people foolish enough to purchase a unit would soon find out what a mistake they had made moving to milton

Niki butler

## Debbie Johnson

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**Subject:** FW: Opposition comments to the Proposed Condo Development 28 & 60 Bronte street

**From:** Nancy Cuttle < >

**Sent:** Thursday, August 27, 2020 6:19 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>

**Cc:** 'Our Milton' < >; Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; Zeeshan Hamid <[Zee.Hamid@milton.ca](mailto:Zee.Hamid@milton.ca)>; Sameera Ali <[Sameera.Ali@milton.ca](mailto:Sameera.Ali@milton.ca)>

**Subject:** Opposition comments to the Proposed Condo Development 28 & 60 Bronte street

Thank you for giving me the opportunity to submit my thoughts on the latest version of the Vue Developments on Main (Durante Group) proposal.

The developer has come a long way in addressing issues over the last 3 submissions, including reducing the height from 19 and 21 storeys to 17 and 18 storeys and improving the setbacks. By eliminating some amenities and reducing the square footage of units, they have managed to increase the number of units from 435 to 508. Since 74% of the units are now 1 bedroom or 1 bedroom plus den I think it's safe to presume this development is not designed for families with more than one child. Using a conservative average of 1.5 occupants per unit, this will add an additional population of 762 people trying to navigate through a congested intersection already rated LOS E and LOS F

We are fortunate that our Planning department has developed growth studies and design guidelines to control the anticipated development opportunities resulting from Provincial Legislation. Council has approved the plans and as citizens we are expected to work with the guidelines trusting that they apply equally for all.

I have the following concerns that I feel have not been adequately addressed. I have attached links to the Town documents for those who are unfamiliar with the guidelines.

Council has approved the Planning Department proposals for the Downtown Primary and Secondary Study, which includes the Bronte and Main Intersection. <https://www.milton.ca/en/business-and-development/resources/Downtown-primarySecondaryAreas.pdf>. The plan identifies the Urban Growth Centre which basically is east of Martin Street. Bronte and Main is on the edge of the Secondary Study Area and has documented applicable guidelines to follow.

Design Guidelines have been developed for new building development. **I believe that this development should be considered a mid-rise building with height and architectural elements which complement the adjoining neighbourhood.** <https://www.milton.ca/en/business-and-development/resources/Mid-Rise-Guidelines.pdf>. Bronte and Main Streets are identified as Minor Arterial Roads.

In Milton, right of way widths range between 16.0m (local) and 35.0m (arterials) or 47.0m (Regional Roads). A building 35 m on an arterial road would be approximately 11 storeys tall..

Milton Transit Services Review [https://www.milton.ca/en/living-in-milton/resources/2019\\_-\\_2023\\_Milton\\_Transit\\_Services\\_Review\\_and\\_Master\\_Plan\\_Update.pdf](https://www.milton.ca/en/living-in-milton/resources/2019_-_2023_Milton_Transit_Services_Review_and_Master_Plan_Update.pdf)

addresses the issue of traffic congestion. Aspects of Bronte and Main intersection are rated LOS E and LOS F. Excerpts from the Master Plan Update: *Traffic congestion may be further exacerbated by a shift from low density to very high density, with several taller buildings in the range of 8-15 storeys proposed or under construction, both in the area around the Milton GO rail station and elsewhere. Taller buildings increase density, but can increase traffic demand in their immediate area to intolerable levels unless they are located in areas with many daily amenities within walking distance, and unless they are served by frequent transit service to connect them to more distant destinations. Many planners consider buildings above six stories, or developments exceeding a floor-area ratio (FAR) of 2, to be as undesirable as lower-density development below the density of FAR 1, due to the impact these buildings have on traffic and utility systems in the areas where they are located.*

The corner has been identified as a Gateway. Refer to page 10 of the design Guidelines of the Secondary Plan urban design guidelines. <https://www.milton.ca/en/business-and-development/resources/Central-Business-District-Secondary-Plan-Urban-Design-Guidelines.pdf>

The newly constructed Bronte & Main Professional Centre on the South West corner adheres to the height guidelines and the setbacks of a Gateway.

If this proposal proceeds as presented in its present version I believe that the credibility of our Planning Department to develop guidelines and Council's ability enforce the legislation it has created will be greatly diminished in the eyes of our citizens. If one "connected" developer can push the rules, we open the doors for many more.

The corner of Bronte and Main needs development but development that is appropriate for the location.

Sincerely,

Nancy Cuttle

## Debbie Johnson

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**Subject:** FW: Comments in Support of the Proposed Condo Development 28 & 60 Bronte Street

**From:** Nicole Sylvester <

**Sent:** Tuesday, September 1, 2020 1:23 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Cc:** Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>

**Subject:** Comments in Support of the Proposed Condo Development 28 & 60 Bronte Street

Hello Natalie,

I am writing this email in overall support of the proposed development at 28 & 60 Bronte Street. I believe that providing increased density close to our downtown core supports small and local businesses, provides affordable housing options, promotes public and active transit, and supports the growth of the community while avoiding urban sprawl. I believe that mixed use developments, like the current proposal offers unique opportunities for people to live, work and play in Milton.

I am a current resident in Ward 1 and often walk around downtown, visit the shops, look for parking, drive this intersection, and while I understand that adding more people to this corner may change the current situation, I believe that this change is for the better in the long term. I know how this intersection operates, I appreciate the urban design of the current mature neighborhood, and feel that Town staff can ensure the developer prepares the appropriate studies or incorporates good design to address these issues. Yes there are areas for improvement, but the Town needs to continue to meet Provincial growth targets, and I would rather see growth like this proposed development, in this location, rather than acres of farmland lost in our south end for more cookie cutter homes (where there is still not enough parking, green space, respect for Milton heritage).

Specific aspects of this design that I support:

- Decreased parking ratio of 1 parking space per unit. As long as this is made evident to the future purchasers of these units, I believe this attracts young people to our community that will use public and active transit
- Open plaza at the intersection. This improves sight lines, and promotes a more community feel
- Staggered heights. Once you are higher than the train tracks, I say go as high as you want (assuming other requirements can be met), but I like the approach of combining multiple podium heights for visual interest

Areas where improvements can be made:

- Building façade and material selection. I believe there are still opportunities to incorporate design aspects similar to that you might find on the buildings on Main Street into the lower levels of the building, and potentially higher up.

I appreciate the efforts that Town staff have made to listen to Town residents, and review and comment on the proposed development. I want to believe that I am not the only voice in support of this development and hope that my message can carry some weight to ensure the responsible growth of our community. Thank you for your time.

Nicole Sylvester

## Debbie Johnson

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**Subject:** FW: Re: Downtown condos 28 & 60 Bronte Street

**From:** nsims <>

**Sent:** Thursday, August 27, 2020 11:02 AM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>

**Subject:** FW: Re: Downtown condos 28 & 60 Bronte Street

**Importance:** High

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: Our Milton <

Date: 2020-08-27 10:51 a.m. (GMT-05:00)

To: nsims <>

Subject: Re: Downtown condos 28 & 60 Bronte Street

Hello, thank you for your support. Did you want your comment to go to Town Staff who are working on this application?. If so, please send to the individuals below.. Thank you again.

**[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)**

Natalie Stopar, MCIP, RPP

Planner, Site Plans | Town of Milton

**[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)**

Barbara Koopmans, Director, Planning & Development | Town of Milton

On Thu, Aug 27, 2020 at 10:21 AM nsims <[nsims@cogeco.ca](mailto:nsims@cogeco.ca)> wrote:

I cannot believe that Milton Council has spent the past couple of years developing the downtown core to be as picturesque and beautiful as it is to walk down Main Street only to have it dwarfed and shaded by these huge ugly buildings. The view of our beautiful escarpment will be blocked for miles and that starts at the gas station on the corner and reaches as far as you can imagine to the east. I hope you can work very hard to have these buildings relocated to be beside the other monstrosity that will be built on Derry Road and Hwy 25. Build them all together so we Miltonians can dislike them collectively.



## Debbie Johnson

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**Subject:** FW: Condo Development 28 & 60 Bronte Street

**From:** Account Team <>

**Sent:** Wednesday, August 19, 2020 4:18 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; Mike Cluett <[Mike.Cluett@milton.ca](mailto:Mike.Cluett@milton.ca)>

**Subject:** Condo Development 28 & 60 Bronte Street

Well, so much for this picturesque downtown pic. Congrats folks! I'd laugh if it wasn't so sad. Why stop at a bunch of high-rise condos littering Milton's historic downtown...might as well forget about fighting CN rail and just let them build at this point because Milton is well on its way to becoming the next dumpy Brampton with the choices the lot of you are making. Go Milton Council, you guys are doing a greaaaaat job. LOL! 😊



## Debbie Johnson

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**Subject:** FW: Richard & Michele Brown - Opposition to the proposed condo development at 28 & 60 Bronte Street

**From:** Richard Brown <>

**Sent:** Thursday, September 3, 2020 5:40 PM

**To:** Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; Rick Malboeuf <[Rick.Malboeuf@milton.ca](mailto:Rick.Malboeuf@milton.ca)>; Mike Cluett <[Mike.Cluett@milton.ca](mailto:Mike.Cluett@milton.ca)>; Rick DiLorenzo <[Rick.DiLorenzo@milton.ca](mailto:Rick.DiLorenzo@milton.ca)>; Zeeshan Hamid <[Zee.Hamid@milton.ca](mailto:Zee.Hamid@milton.ca)>; Sameera Ali <[Sameera.Ali@milton.ca](mailto:Sameera.Ali@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Christian Lupis <[christian.lupis@milton.ca](mailto:christian.lupis@milton.ca)>; Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; John Challinor II <[John.ChallinorII@milton.ca](mailto:John.ChallinorII@milton.ca)>

**Subject:** Richard & Michele Brown - Opposition to the proposed condo development at 28 & 60 Bronte Street

**To Milton Council and Town**

**Staff**

September 3, 2020

We are writing to express our opposition to the proposed condo development at **28 & 60 Bronte Street**.

Firstly, we would like to state that we are supportive of the redevelopment of this parcel of land, just not at this incredibly unreasonable scale and for the following reasons.

This proposed development significant conflicts with the Town's current Official Plan, Intensification Study and By-Laws particularly as it relates to heights of developments in the proposed area. To that end, on the Town's own website and literature (i.e. **Be In The Know In Your Neighbourhood and Before you Buy**) brochures, the town recommends that the buyer research what may be potentially built within the neighbourhood established in the Official Plan and official zoning by-laws. We did our research and found that the Official Plan and Zoning By-laws for the neighbourhood including the location of the proposed application was limited to developments not to exceed four storeys. Based on this information among other considerations and our confidence that the zoning by-laws would be respected we decided to purchase and invest in our home on Mill Street. We specifically moved from Burlington because we did not want to live amongst high rise buildings that were proliferating at a rapid speed throughout the town without any control or consideration to existing neighbourhoods.

We believe that the overall negative impact that this proposal will have on Milton's rich heritage and vibrant long-established community will be significant and irreversible. The negatives far outweigh the positives and there is no doubt that a development such as this, situated so closely to the heart of historical Milton and the escarpment, is disturbing. In fact, the Town of Milton and we would suggest every real estate agent and average resident prides itself and heavily promotes Milton based on its well-preserved historical core and its views of the Niagara Escarpment. Seventeen and eighteen-storey towers (or any high-rise development) would be completely out of character with nearby 1 and 2-storey buildings and destroy the historical downtown core.

In fact, it is the Official Town Policy to maximize the benefits of the Niagara Escarpment and other natural areas etc. This is the first goal that is mentioned in the Official Plan. This proposal reduces the benefits of the Escarpment for all Milton's residents. Additionally, there are also many Town policy deviations regarding Milton's Official Plan & Official Plan Amendments, which are not being followed or adhered to by this developer. For example, The Town's Policy states that any new development within an existing district or neighbourhood will be designed as an integral part of the area's existing built form complementing the range etc. This proposed development is clearly not complementary, nor does it transition to the established neighbourhood in height or proportions in the area and the location for this development is outside the Town's designated 'Urban Growth Centre'.

We are concerned that this proposal will not be reviewed by Town Staff and its subsequent recommendations under the existing Official Town Plan. We are further concerned that Town Council will not adhere to the existing Official Plan when deliberating and deciding on whether to approve the condo application. It is difficult to understand how the Town Staff and Council could possibly recommend anything other than adherence to the Official Plan, which begs the question, what if any guidelines are being followed if

not the Official Plan and current Zoning By-laws. We were recently asked to contribute by way of participating in the development of the new Official Plan development, given there appears there is a possibility of the existing plan not to be followed, we ask ourselves what would be the point of our efforts if Official Plans are not followed.

We also believe that should this proposal be approved with the proposed height or anywhere close to the zoning amendment request beyond the four storey limit, there would be a irreversible precedent setting nature of this application for Bronte Street from Main Street up to Steeles Avenue. It is our understanding the local developer (Vue Developments on Main – Durante Group) is only utilizing half of the parcel of land as well has been inquiring about the potential purchase of the PL Robertson property. Logic and common sense would suggest that should a critical precedent be set to the current 4-stoery height limit zoning to the requested five-fold increase to allow them to build up to 18 storeys, additional applications would be submitted shortly thereafter for additional residential development exceeding the current building height zoning within the proximity of the development. Once the precedent is set it will be near to impossible for the Town to refuse any new proposal of this magnitude. Milton’s tall building guidelines for developers clearly indicates preferred locations and this location is not included. It is a location for low to mid-rise building, period.

With respect to traffic and parking, the fact that the proposal has insufficient parking per current by-law, will resulting in a significant increased street parking. In addition, the amount of traffic because of people living in 500 plus condo units in the development that will be on local streets particularly Mill Street, James Street and Victoria Street will be unmanageable for these residential streets.

We are concerned that the Durante Group is relying on a loosely conceived argument the Province requires intensification at any cost and therefore there are no options other than to approve the proposal. We find it concerning the Town Council has indicated that they have limited powers to defend its own Official Plan and the wants and needs of its citizens. We strongly believe there are many ways to satisfy the provincial need for intensification other than high rise buildings. We are also concerned that the Town Council is favouring the Durante Group due to its long-established personal connections and political contributions. In fact it is our understanding that the Durante family (shrewdly four separate family members) for the first time ever made political contributions to six of the nine representatives of Town Council in the aggregate amount of \$19,239.79, a very strange amount to say the least. We find the optics of this and its potential influence on these council members decisions on this proposal troubling.

The Town Council is in place to represents all Miltonians not just one local developer and family. The average Miltonian may not all have the means to make political contributions and have the established connections that this developer enjoys, but we are taxpayers and thus cover the salaries and benefits for Town Council and Town Staff amongst many other things. Miltonians must be taken into consideration and you must stand up for what the citizenry wants, and it is more than clear the majority of Miltonians do not want high-rise buildings in the historical downtown core, so we ask you to fight for ‘us, Miltonians’ and do the right thing and reject this out of scope proposal and stick with the Official Plan and zoning by-laws. We also request that if the proposal is rejected and the developer appeals the decision with provincial authorities that the Town take a stance and fight the appeal. We as Miltonians should maintain our independence and determine what is best for Milton vs an unelected provincial body and should not relinquish our rights based on fear of costs and losing an appeal, capitulation to the LPAT should not be a Town Council and Town Staff strategy. What this development represents will determine what Milton will look like for the next 100 years. So as Miltonians, do we want to through up our hands and say we have no choice, we give up without a fight and become a Brampton, Burlington or Toronto, or do we want to maintain our own independence and determine what is best for all Miltonians and preserve our towns uniqueness, heritage, escarpment views and lifestyle? At the end of the day, the decision this Town Councils makes on this development will be its legacy, there will simply be no turning back out of control development if this condo proposal proceeds as proposed.

Thank you for taking our concerns into consideration.

Respectfully,

**Richard and Michele Brown**

## Debbie Johnson

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**Subject:** FW: VUE Developments - Durante Group

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**From:** Sonia Breen < >

**Sent:** Tuesday, August 25, 2020 4:29 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>

**Cc:** Gordon A. Krantz <[Gordon.Krantz@milton.ca](mailto:Gordon.Krantz@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>

**Subject:** VUE Developments - Durante Group

**Importance:** High

Good Afternoon,

Please accept this as my letter of opposition of the proposed high rise development at 28, 60 & 104 Bronte St. N.

This building development as proposed goes against everything the zoning bylaws in place mandate and what our town stands for.

Town Council has already heard the copious arguments from the many residents of the area and are more than fully aware of all the reasons we **DO NOT** agree with this development as proposed.

I ask that OUR town council...who we count on to have our best interests at heart to disallow this development as it is proposed.

Please do the right thing!

Thank you!

Sonia Breen

*Sonia Carvalho-Breen*

*Workplace Culture*

*Development*

*Vice President, H.R., Admin*

**Debbie Johnson**

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**Subject:** FW: 28,60,104 Bronte - Comments

**From:** Stuart Cox < >

**Sent:** Thursday, April 22, 2021 1:46 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>

**Subject:** 28,60,104 Bronte - Comments

Hi Natalie -

I live on Victoria Street in a heritage house and wanted to offer my support for the proposed development by Vue Developments.

I support the urbanization and densification of the downtown core and strongly believe that developments such as the one proposed by Vue Developments will enhance the downtown fabric and property values in the historic area.

I'd like to purchase a few units in the development for my children when available.

Happy to discuss if ever needed.

Thanks. Stuart Cox

## Debbie Johnson

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**Subject:** FW: Opposition Comments to the Proposed Condo Development - 28 & 60 Bronte Street

**From:** tracey.tallyn tracey.tallyn <>

**Sent:** Sunday, August 16, 2020 7:18 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>

**Subject:** Opposition Comments to the Proposed Condo Development - 28 & 60 Bronte Street

My name is Tracey Tallyn, a homeowner on Mary Street (...) for the last 32 years. I am seriously concerned (understatement!!!) regarding the proposed condo development at 28 & 60 Bronte Street. This corner at Bronte and Main has always been a highly travelled intersection. Over the years, with the new growth west of Bronte, the traffic has only gotten worse. As a daily dog walker, I have been witness to countless accidents and close calls in this area. Traffic on Mary Street has gotten to the point where it is sometimes almost dangerous to cross the road, because people are "in a hurry" and don't want to sit in the backed up traffic at the corner so they use Mary Street to "save time". Turning left onto our street from Bronte is an extremely dangerous exercise in itself as people use the centre turning lane as their turning lane (from several blocks back) to turn left onto Main. I have literally had cars coming straight at me as I sit in the centre lane, with my signal on, waiting for a break in traffic to turn onto my street. For these safety reasons, I usually try other routes to get home.

If this condo is approved, I can only imagine the additional volume of traffic. Although some people seem to think the people living in condos don't need to drive so won't have cars. In my immediate family, I have 5 different condo owners, all of which have 2 vehicles so I do not agree that these condo owners will not have vehicles. The additional traffic from this condo alone, would completely overwhelm this corner, and therefore the side streets off Bronte - Victoria, Mill and Mary.

In relation to the height (which doesn't even come close to the approved height for this area) I have watched the medical building on the South West Corner of Bronte and Main being built. I am shocked at how high and overwhelming this building seems, and it is only 3/4 stories high. I can't even imagine 2 buildings, just across the street, at the proposed height of 18 stories plus.

I can only hope the Town of Milton will listen to the people who have valid concerns regarding this project.

Thank you for your time,

Tracey Tallyn

ps As I'm writing this, the setting sun is shining into my house, completely blocked if these condos are approved.

## Debbie Johnson

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**Subject:** FW: FW: FW: FW: Stop the Proposed Condo 28 & 60 Bronte Street (UPDATE & CALL TO ACTION)

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**From:** Tanya Presse <>

**Sent:** Monday, August 31, 2020 2:52 PM

**To:** Natalie Stopar <[Natalie.Stopar@milton.ca](mailto:Natalie.Stopar@milton.ca)>; Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>

**Subject:** Fw: FW: FW: FW: Stop the Proposed Condo 28 & 60 Bronte Street (UPDATE & CALL TO ACTION)

Hi there,

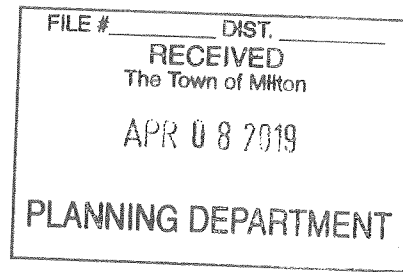
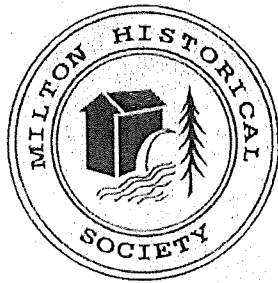
I'm not sure if you are who I am to send my comments to but I disagree with the proposed condo for a number of reasons. The main reason being that it will negatively impact the nature and character of this part of our town, a heritage district. Secondly, the impact on the client is of foremost importance to me. There are many other reasons as well, but those are my main two concerns.

I, along with each member of my family living on Mill Street (4 adults), greatly oppose the building of this condo.

Thank you for your time!

Kind regards,  
Tanya Presse

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Milton Historical Society,  
Waldie's Blacksmith Shop  
16 James Street,  
Milton, ON L9T 2P4  
April 3, 2018

Mollie Kuchma  
Development Review Planner  
Town of Milton  
150 Mary Street,  
Milton, ON L9T 1H3


Dear Ms Kuchma,

**Re: Vue Developments on Main (Town Files: Z-07/18 & LOPA-05/18) - 28 and 60 Bronte Street**

I am writing to you to advise you that at our meeting on April 2, 2019 the Board of the Milton Historical Society voted to raise its strong objections to the above development application that proposes two tall towers along Bronte Street North in Milton's downtown. The Board requested that I write to you to express these objections because they consider the towers to be much too high and to harm the character and appearance of Milton's historic downtown.

Regards

Mandy Sedgwick  
Past President  
Milton Historical Society

	TOWN CLERK'S DIVISION
APR 09 2019	
RECEIVED	
REF.	
ACTION: P & D	
TIME: 12:15 pm	RE



Town of Milton

150 Mary St., Milton, Ont.

Attention: Mayor G. Krantz, Members of Council and Commissioner Planning and Development – B. Koopmans and Planner - Mollie Kuchma

The proposal being presented tonight for a monster wall to replace the TSC on Bronte and Main St. (28 & 60 Bronte St. N.) is located within the Secondary Commercial Area & does not meet the Town's Official Plan. As well as the Official Plan Amendment #46 approved in 2017. The Official Plan is up to date and in compliance with the Provincial Policy Statement and Growth Plan.

I do support, in principal, a development on this site, if it complies with the Official Plan & the Amendment, which is part of the downtown supportive area policy. Any development must comply with the six criteria listed within the amended – sub-section 3.5.3.28 to 3.5.3.31 of the Official Plan as follows:

- a. Contribute to the creation of a distinctive urban character and high quality pedestrian oriented environment.
- b. Be compatible with the heritage character of its surroundings and provide an appropriate transition to nearby residential neighbourhoods**
- c. Provide parking in accordance with the policies of subsection 3.5.3.25, on site parking shall generally be restricted to the rear yard.
- d. Be designed to include fencing and landscaping and other design features in the rear or side yards abutting residential properties, to mitigate noise, light and visual impacts
- e. Be oriented to the street with at least one main entry leading directly from the sidewalk and generally include the provision of transparent display windows at street level.
- f. Have a minimum height of two stories and maximum height in accordance with sched. C.7.C. CBC. Building exceeding four storeys in height will not be permitted on lands abutting a residential zone (common boundary being the road/railway) Buildings greater than 4 storeys in height will be considered in accordance with the bonus provisions of the plan.**

The Provincial Policy Statement and the Growth Plan requires intensification to take place **but** it's up to the Town to say where it would be directed. Not all locations are appropriate for heavy intensification. In Milton's case, intensification is directed to the Urban Growth Centre as identified – **Bronte St. is not that location!** However, a low rise building on this property would constitute intensification but in a manner that actually complies with the intensification strategy set out in Milton's Official Plan.

**Question:** Why would the Town support a level of intensification on the subject lands that would have a profound affect on the character and appearance of Milton's Historic downtown and lovely Escarpment when the objective of the Growth Plan can also be achieve with the present zoning height development without any harm?

The applicants planning justification letter states: ***"Careful consideration went into designing the proposed built form and site layout to achieve Official Plan intensification objectives, while at the same time, being sensitive to the adjacent established neighbourhoods and the character of Downtown Milton."***

**Well, with this in mind, please advise:**

- a. How 19 and 21 storey buildings are sensitive to the established neighbourhoods and the historic character of Downtown Milton-which have 1-2 storey buildings being the norm in the area.

This proposal **goes far beyond** the amount of planned growth in downtown Milton. **My god, stop and think about this**, it is not just **2 times**, or **3 times** the height zoned **but over 5 times** the amount of growth envisaged by the Town Official Plan and Official Plan Amendment Policy.

- b. How is this proposal "achieving" the objective of the intensification plan? The development is outside the Urban Growth Centre and in a location where heights were planned to be a maximum 2-4 storeys. The Town's intensification study was to conserve the character and appearance of our historic downtown and escarpment by directing tall structures to the area specified as the Growth Centre.

**This development is certainly contrary to this Objective!**

The Developers justification letter goes on:

***“As a result of those discussions, the proposal has been designed to minimize impact to the existing neighbourhood through the incorporation of setbacks, podiums and the point tower design which together reduce shadow impacts and reinforces the human scale of the development. The towers are setback behind the podium to ensure that they are not visible from the sidewalk, providing a more comfortable pedestrian environment.”***

However, it appears that any meaningful setbacks are to the north and south not to the east and west. The setback of building A and B to the east is approx. 2m. **This is negligible given the heights.** I would suggest it is less than the setback of most of the 1-2 storey residential buildings in the surrounding area. **Note** a 2m setback has a very major impact on the area residents in downtown Milton. They further state: That the towers would ***“not be visible from the sidewalk”*** with just a 2 m setback the whole of the tower will be visible and the only thing making it difficult to see would be the tremendous strain on one’s neck. Their claim of a ***“comfortable pedestrian environment”*** would be an environment alien to our historic neighbourhoods.

The overall development of varying heights to the north and south of the proposed towers do not seem to include any setbacks etc. from Bronte St and certainly does not include any meaningful transition to the adjacent low density neighbourhoods.

The report also talks about ***“the views of the escarpment from the surrounding area by ensuring the view corridors along Main, Mill, and Victoria Streets remain unobstructed.”*** The view submitted do show that the towers will be visible along our historic Main St. and would be visible as a backdrop to the bell tower on St. Paul’s Church. The towers would also be visible from the public realm along Mill, Victoria and Mary streets and thereby harm the character and appearance of these historic neighbourhoods.

- I draw you attention to their View Analysis #1, 2 and 4

Their report keeps harping on the intensification aspects and mentions that town staff recognize intensification of these sites may be required. We recognize this **BUT** certainly not 19, 21 floors.

This property is not in the Urban Growth Centre where development for density was specified. The Official Plan took into consideration the character and appearance of our established heritage residential areas so that they could be conserved.

There is no evidence that Milton is not meeting its Growth Plan targets. Staff report PD-003-10 relating to the intensification plan makes it clear that there is sufficient land in the Urban Growth Centre to exceed the Growth Plan density targets. This development is therefore not consistent with the policies on the Official Plan, Official Plan Amendment 31 or Official Plan Amendment 41.

I would suggest that any development of such tall buildings outside the Urban Growth Centre in such close proximity to mature older residential areas represents planning gone terribly wrong.

This **development is NOT compatible** with the heritage character of its surroundings as stated:

- It is over 5 times the height restriction planned for by the Town's Official Plan
- It is out of scale and character with the surrounding low density development
- It does not include any meaningful setbacks from Bronte St
- It is visible along our Historic Main St. and undermines the small-town character of downtown and the Escarpment – which has been a draw to many moving to Milton
- It would be seen within the backdrop of St. Paul's bell tower destroying one of the iconic features of Milton
- It is also visible along the public realm of Mary, Mill and Victoria Streets. and as such, this towering high-rise over our homes destroys our relationship to the Niagara Escarpment and our quality of life. Even looking from the escarpment the view will change as there will be no transition to downtown.

I realize many of you were not sitting at this table or even perhaps residents of Milton when the Official Plan was approved. You need to realize our Town Staff worked hard to develop our Official Plan along with many, many public discussions. This engagement was vital to create a vision for our community, to

ensure our uniqueness and to distinguish us from other communities. Many new residents and those who have lived here for yrs. believe in our strong community spirit, our values, pride in our unique heritage and the Escarpment. If you or others had want to live amid high-rise buildings, you would have move to places like Mississauga or Toronto.

Some will point to the apt. building further south on Bronte St. built in 1972; however, this was a different time and era when there was no official plan for development. All subsequent developments on Bronte west have complied with the height restriction. For example– the new life condo (Harrison property) just to the south on the west side of the tracks, as have other new structures south along Bronte and additionally the new Condo proposal just south of Derry Road across from the Hospital.

We ask you, our council, please do not dismiss our concerns. You have a responsibility to support the Town's Official Plan – no caving in every time a developer drops by with lots of cash and big ideas!

Perhaps a reasonable alternative would be to put a moratorium on high-rise structures similar to what Burlington has recently done. Milton must develop sound policies and procedures on Monster Homes and High-Rise buildings with height limitations that fit Milton's future vision. Your hands are not tide – we depend on you and staff to uphold the Official Plan!

I must close by saying I do not understand why the Durante Group, who have had a good relationship with the community and its development, think this is good for Milton. In fact, it would be the beginning of the end of our special relationship with the escarpment, our heritage and the values we all enjoy – Surely you must realize the damage it would do to the quality of life for many now and generations to come - **certainly not a good legacy to leave!**

This request for a **WALL to obliterate our View of the Escarpment** does not comply with the direction given for growth in the Official Plan as it relates to intensification in our Historic Downtown. We all have those moments when we stop and look around and ask ourselves "How did we ever end up here". Once Pandora's Box is open, it would be very difficult to close.

Please do not set a precedent for future monster buildings along Bronte Street!

Respectfully Submitted

*Marsha E. Waldie*

*LOCAL HISTORIAN*

Marsha E. Waldie UE, :

**Debbie Johnson**

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**Subject:** FW: 28 and 60 Bronte Street North, town files Z-07/18 and LOPA-05/18

> -----Original Message-----

> From: Anne Cybulski <>

> Sent: Tuesday, January 15, 2019 12:19 PM

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

> Cc: Mollie Kuchma <Mollie.Kuchma@milton.ca>

> Subject: 28 and 60 Bronte Street North, town files Z-07/18 and LOPA-05/18

>

> To whom it may concern,

>

> Regarding above-noted town files, I wish to:

> A. Register my strong opposition to the proposal and concept plan as presented in the notice we received by mail, dated January 4, 2019 B. Request that I be notified of any upcoming meetings C. Ensure that the developer and Town explain how this proposal takes into consideration additional planned road construction projects for Bronte north of Victoria to Steeles (2019-2020) and Victoria Street (2020 or 2021) as well as water-main replacement on Main Street, plus the impact on existing property values as well as quality of life including commute time, additional traffic flow and noise on Victoria, Mill, Bronte and Main streets. Congestion is already a problem over the morning and evening commutes and this project could worsen the situation.

> Thanks,

> Anne Cybulski

>

**Debbie Johnson**

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**Subject:** FW: Proposal 280 and 60 Bronte Street

**From:** Lorraine Dennis <>  
**Sent:** Friday, January 18, 2019 11:19 AM  
**To:** Mollie Kuchma <[Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca)>; MB-Planning@milton.ca <[Incoming-Planning-Email@milton.ca](mailto:Incoming-Planning-Email@milton.ca)>  
**Cc:** Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>  
**Subject:** Proposal 280 and 60 Bronte Street

I am quite concerned about the height and density of the proposed buildings, as well as future access problems at what is already a very busy and now expanded intersection.

I understand that the area in question is under "Downtown Supportive area" and as such falls under OPA #46 Part II: #1 The Amendment Pg 5 of 10 of by-law # 094-2017, where in section *f*) *have a minimum height of two storeys and max. height in accordance with sched. C.7.C. CBD. Buildings exceeding 4 storeys in height will not be permitted on lands abutting a residential zone. Elsewhere, in the Downtown Supportive Area (excepting Active Frontages) buildings greater than 4 storeys in height will be considered in accordance with the Bonus Provisions of this Plan.* Height and Density Bonus Provisions O.P. Aug. 2008 5.5.3.11 allows the max. residential density and height permitted through the bonus provisions may exceed that which is permitted in the general Official Plan Policies, however, no residential development may be granted bonus density in excess of 20% beyond the max. density provided in the parent zoning by-law nor may a bonus in height be granted in excess of 3 storeys.

I interpret this as the maximum height can be 7 storeys not 21. Once again planning department, kindly enforce the town of Milton by laws as well as building guidelines for our heritage area.

These proposed structures are too big.

--  
Lorraine Dennis



**Debbie Johnson**

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**Subject:** FW: 28 and 60 Bronte Street North development

**From:** Asoka Yapa <>

**Sent:** Monday, February 11, 2019 3:44 AM

**To:** [MB-Planning@milton.ca](mailto:MB-Planning@milton.ca) <[Incoming-Planning-Email@milton.ca](mailto:Incoming-Planning-Email@milton.ca)>; Mollie Kuchma <[Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>

**Subject:** 28 and 60 Bronte Street North development

Dear Sirs,

I am perturbed by plans to build two massive towers of 19 and 21 storeys in our neighbourhood by Vue Developments On Main. My principal concern is for the resulting traffic in the area I reside. With large residential developments to the west of the Main St./ Bronte Rd. junction, as well as the proximity to the downtown core, I feel that even now the traffic flow is problematic. I am perplexed as to why the Town might even consider permitting such high density developments without regard to the inevitable massive increase in congestion. Imagine the area at rush hour! What plans are there to ameliorate traffic flows in the area? Also, it seems to me that these high rise blocks are inimical to the spirit of downtown, the charming core being one big reason that newcomers are drawn to the City. Mississauga and Burlington are not cities we need to emulate. The building I live in, XXXXXXXXXXXXXXXX Street, is a low rise development but appears to be at the limit of what the area can tolerate. I would suggest the Town go back to the drawing board and see if these massive buildings could be relocated to an area served by an arterial roadway like Tremaine Road.

Thank you,  
Sincerely,

Asoka Yapa

**Debbie Johnson**

---

**Subject:** FW: FW: 28 & 60 Bronte Street - Support for Development

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

From: [info@esolutionsgroup.ca](mailto:info@esolutionsgroup.ca) <[info@esolutionsgroup.ca](mailto:info@esolutionsgroup.ca)> On Behalf Of Stuart Cox  
Sent: Monday, February 18, 2019 1:10 PM  
To: [MB-Planning@milton.ca](mailto:MB-Planning@milton.ca) <[Incoming-Planning-Email@milton.ca](mailto:Incoming-Planning-Email@milton.ca)>  
Subject: 28 & 60 Bronte Street - Support for Development

Hi - As a resident on XXXXXXXXXX Street in one of the oldest homes in the area, I want to provide my absolute support for the proposed development at this parcel of land which is just down the street from me. I support the direction of the Town with increasing density to the downtown area which as a commercial real estate broker for a global real estate brokerage, i can attest to the reality of how global communities are increasing property values by increasing density to downtown communities. Integrating historic communities with high density developments (Yorkville in Toronto by way of one example) has been a tremendous means to adding value, amenities, and improving under utilized property to everyone's long term benefit. I fully endorse the direction of this proposed development.

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Origin: <https://www.milton.ca/en/Build/DMOldMilton.asp>  
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This email was sent to you by Stuart Cox<> through <https://www.milton.ca/>.

FROM ANDRE GAGNE

MILTON ON

## 28 & 60 Bronte Street North

\* REPLACE W/ COMMENTS  
DATED APRIL 7, 2019

### Parking:

1. By-Law requires 821 parking spaces for this project as per section 6.1.1 table 6.1 points out. The report shows that the projected parking demand per Paradigm survey is 499 and states the proposed project will have 627 parking spaces.

Projected parking by Paradigm is based on 33 Whitmer and 100 Millside buildings but neglects to state the vacancy rate in these building, type of occupancy (family, elders, single), income of occupants, and date of survey. All these factors has significant impacts on peak parking requirements.

If you look at the parking of the houses around the neighbourhood of the proposed project, you will find more than often 2 cars are parked per household. This would indicate that with 435 residential unit you would require 870 parking spaces not including the commercial units' need of 60 vehicles stated in the report in the proposed project by paradigm which would total 930 parking spaces.

Furthermore the survey shows that approximately 80% of the residents would use a car as a mode of transportation. Question is how many adult are there per unit to help determine the number of potential car per unit. The report uses the survey on Whitmer and Millside as basis to extract the potential number of car expected for these proposed buildings however it conflict with the observed 2 car per household in the neighbourhood.

Outdoor parking space of over 100 car takes most if not all of the property space left. Is space for winter snow removal been considered in the parking space calculation? No snow removal space is mention in the proposed project parking report.

**Question:** Is the Town of Milton will enforce their by-law on this project as the proposal seems to be well outside the minimum by-law requirements. Also many aspect of parking in this proposal is conflicting with observed local car per household which warrant further clarification from the developer and Paradigm parking report authors.

### 2. Traffic:

The proposed project traffic report needs some clarification as some of the facts seem contradictory hence confusing the conclusion of the report.

Some intersection are rated as LOS-E or worst in the report section 2.6 in table 2.2. This rating suggest that the intersection is in need of remediation to address traffic need as mentioned on the report section 2.6 and table 2.1.

The report suggest that the proposed property will bring an increase of 147 vehicles in the morning and 187 vehicles in the evening. How is adding 147 vehicle to the already over stressed LOS-E or F rated intersection be interpreted as "not significantly impacted"?

Most of the AM traffic will come out of the proposed property at the Victoria Street intersection. What will this do to the Victoria intersection rating, it will definitely downgraded it but to what level? What will most user do, will they use Victoria Street as a mean to avoid the over loaded traffic at Bronte and Main intersection to get to the go train via Mill Street and Martin Street then onto Main Street? Victoria Street is not meant for thorough traffic, what the TOM will do to ensure the proposed project residents refrain from using Victoria Street as an access road to down town or from downtown, including go station users. Mill Street currently experience non local resident by-passing main street congestion to get to their destination west and south of Main and Bronte intersection

It would be best if the report included the current vehicle count passing through the intersection to get a sense of what percentage 147 AM or 187 PM vehicles truly is added to the Bronte and Main Street intersection. Based on the Road Traffic Data 1A from Valcoustics' Environmental Noise feasibility Study is estimated at just over 14500 per day but we need to know the AM and PM traffic count to fully understand this traffic increase impact on the Main and Bronte intersection. The study does not show the increase traffic impact to other intersections such as Mary, King and Robert intersections to the south, Scott Blvd., to the west, Steeles Ave. to the north and Martin and Mill, Martin and Main, Elizabeth and Mill, Elizabeth and Main, Bell and Main intersection to the east. All of these will be affected as Main street is the only arterial street serving almost all of the east bound traffic from west of the CN rail, and Bronte and Martin streets are the main road used by northbound traffic coming from the south of Main Street and east of Scott Ave.

The report suggest that the traffic will **not** be significantly affected yet the above question on the report seriously lead to doubt the conclusions.

Also the proposal report mentioned the Tremaine Road improvement will alleviate the traffic from travelling through Bronte and Main, however this is currently not the case and the expected completion of the project is not mentioned. Will it be completed before this buildings are finished? These Tremaine Road improvement and relief hasn't been seen and suggest it will not improve the LOS-F or E rating in the report nor alleviate the increase traffic congestion on the intersections near Bronte and Main.

While the building is under construction what impact will it have on local traffic? Will the city enforce the builder to maintain their footprint on the construction site only or will we see vehicle on Victoria and Mill streets as parking space for worker and heavy vehicle holding spot. These street are not meant for heavy vehicle traffic nor for day long parking.

### **3. Noise**

The noise report appear to focus solely for the proposed building however it appears that local resident noise impact assessment are not included in the projects documents

### **4. Building Shadow**

The shadow report of the proposed project mentions that shadow would be within Oakville guidelines. However in reviewing the report the shadow for the buildings on September 21 would extend well beyond Elizabeth street around 6 pm and that it would be beyond the 2 hour limit of Oakville guideline for more than a few near homes, it appear from the report that the shadow would extend on Victoria and Mill street well beyond Elizabeth Street from 5 PM onward. This is very concerning for the 25 or some homes on Victoria street south side to Mill Street south side and west of Elisabeth.

These are the topic I reviewed and could comment on based on the report.

### **5. Affordable Housing, Air B&B and Foreign Investors**

Does the TOM have by-laws and policies regarding Air B&B and Foreign Investors?

Does the TOM have by-laws and or policies to ensure affordable housing exist within proposed projects of this nature.

Should the TOM request for affordable housing?

### **6. Other issues**

Pedestrian traffic/population density and impact on local traffic, and mitigation/needs.

Light pollution from the towering buildings and its affect to the neighbourhood.

Wind tunnelling between towers and it affect to local house and trees.

Loss of privacy due to towering height of the buildings and legal rights to privacy.

The construction will have impacts such as of heavy machinery (vibration) affect the nearby homes (especially rubble foundation).

Water shed report suggest mitigation to control sediments and erosion during construction. Who will ensure these mitigations are implement and monitored

2019/03/24

Andre Gagne

14 Victoria Street  
Milton, Ontario  
L9T 1S4

[2andre.gagne@gmail.com](mailto:2andre.gagne@gmail.com)

To: Town of Milton Council and Staff

## **28 & 60 Bronte Street North**

Dear Mollie and Councilors Best & Tesser-Dirksen,

These are the topics I reviewed and could comment on based on of my understanding of the report provided by the developer in the application. We require the town staff to review and reply to the public with a report that includes the town staff studies and justifications for all of their recommendations.

### **Parking:**

By-Law requires 821 parking spaces for this project as per section 6.1.1 table 6.1 points out. The report shows that the projected parking demand per Paradigm survey is 499 and states the proposed project will have 627 parking spaces.

Projected parking by Paradigm is based on 33 Whitmer and 100 Millside buildings but neglects to state the vacancy rate in these building, type of occupancy (family, elders, single), income of occupants, and date of survey. All these factors have significant impacts on peak parking requirements.

If you look at the parking of the houses around the neighbourhood of the proposed project, you will find more than often 2 cars are parked per household. This would indicate that you would require 870 parking spaces for 435 residential units not including the commercial units' need of 60 vehicles stated in the proposed project by Paradigm which would total 930 parking spaces.

Furthermore, the survey states that approximately 80% of the residents would use a car as a mode of transportation. Mode of transportation does not equate to required parking as one may use a car on weekend only and other form of transportation for work. The question is how many adults are there per unit to help determine the number of potential cars per unit. The report uses the survey on Whitmer and Millside as basis to extract the potential number of cars expected for the proposed project however it conflicts with the observed 2 cars per household in the neighbourhood.

Outdoor parking space of over 100 cars takes most, if not all, of the property space left. Has space for winter snow removal been considered in the parking space calculation? No snow removal space is mentioned in the proposed project parking report.

Will the Town of Milton enforce their by-law on this project as the proposal seems to be well outside the minimum by-law requirements? Also, many aspects of parking spaces in this proposal are conflicting with locally observed 2 cars per household which warrants further clarifications from the developer and Paradigm's parking report authors.

## 1) Traffic:

### a) Intersection Congestion

The proposed project traffic report needs some clarification as some of the facts seem contradictory hence confusing the conclusion of the report from the developer.

Some intersections are rated as LOS-E or worse in the report section 2.6 in table 2.2. This rating suggests that the intersection is in need of remediation to address traffic needs as mentioned on the report section 2.6 and table 2.1.

The report suggests that the proposed property will bring an increase of 147 vehicles in the morning and 187 vehicles in the evening. How is adding 147 vehicles to the already over stressed LOS-E or F rated intersections be interpreted as "not significantly impacted" – this conclusion is very difficult to accept.

We need further information on the true impact on traffic – and what the Town's responsibilities are to remediate LOS-E or F rated intersections both BEFORE additional traffic is added, and as a result of additional traffic from these proposed buildings.

### b) Cut Through Traffic

Most of the AM traffic will come out of the proposed property at the Victoria Street intersection.

What will this do to the Victoria intersection rating? We need a specific answer as to what level it will be downgraded to.

What will most users do? Will they use Victoria Street as a cut-through to avoid the over-loaded Bronte and Main intersection to get to the GO train via Mill Street and Martin Street then onto Main Street? Victoria Street and Mill Street are not meant for through traffic. What will the Town of Milton do to ensure the residents of the proposed project refrain from using Victoria Street and Mill Street as a cut

through road to/from downtown? Mill Street currently experiences cut through traffic to by-pass Main Street congestion to get to their destination west and south of Main and Bronte intersection – does the Town have plans to address this cut-through traffic problem?

**c) Volume**

The developer report anticipates the traffic volume to increase by 147 vehicles (AM) and 187 vehicles (PM). However the report doesn't clearly state the current vehicle count passing through the intersection to get a sense of what 147 AM or 187 PM vehicles truly is adding to the Bronte and Main Street intersection.

Can we have the report to include existing volume in a simple easy to read format?

**d) Other Nearby Intersections**

The study does not show the increased traffic impact to other nearby intersections such as Mary, King and Robert intersections to the south, Scott Blvd., to the west, Steeles Ave. to the north and Martin and Mill, Martin and Main, Elizabeth and Mill, Elizabeth and Main, Bell and Main intersection to the east. All for nearby street intersections on Main Street will be affected as Main Street is the only arterial street serving almost all of the east-west bound traffic to and from the neighbourhood west of the CN rail. Bronte and Martin streets are the main roads used by northbound traffic coming from the south of Main Street and east of Scott Ave.

We need traffic studies on nearby intersections.

**e) Construction Traffic**

While the buildings are under construction what impact will it have on local traffic? Will the city enforce the builder to maintain their footprint on the construction site only or will we see Victoria and Mill streets as parking space for workers and heavy vehicle holding spots. Recent construction projects (gas main replacement, as well as Bronte to Victoria improvement) saw workers regularly parking along Victoria Street, as well as on Bronte Street DIRECTLY adjacent to a private yard. These streets are not meant for heavy vehicle traffic nor for day long parking.

Will by-law officers enforce parking regulations, as local residents often witness illegal parking?

The report suggests that the traffic will **not** be significantly affected yet the above questions seriously puts doubt to the conclusions of the report.

**f) Tremaine Road**



Proposal report mentions the Tremaine Road improvement will alleviate the traffic travelling through Bronte and Main, however this is currently not the case. The Tremaine Road improvement relief hasn't been realized as suggested as increase traffic continues with new development from the south. The traffic report points the Bronte and Main intersection as LOS-F or E rated in the report hence supporting local residents of the Tremaine improvement has not alleviated the traffic congestion on the intersections near Bronte and Main.

The expected completion of the Tremaine improvement project is not mentioned - will it be completed before these buildings are finished? Need scenario analysis to understand impacts if it is completed, and if it is not.

## **2) Noise**

The noise report appears to focus solely inside the proposed building however it appears that local resident noise impact assessment are not included in the projects documents.

Will a noise study be included for local resident to review and comment?

## **3) Building Shadow**

The shadow report of the proposed project mentions that shadow would be within Oakville guidelines. However, in reviewing the report the shadow for the buildings on September 21 would extend well beyond Elizabeth street around 6 pm and that it would be beyond the 2 hour limit of Oakville guideline for more than a few near homes; it appears from the report that the shadow would extend on Victoria and Mill street well beyond Elizabeth Street from 5 PM onward. This is very concerning for the 25 or so homes on Victoria street south side to Mill Street south side and west of Elizabeth. The report states that there is already "mature tree cover" and concludes that as a result, the residents of these streets should not be significantly affected by additional shadow impacts from buildings.

Guidelines or standards should be adhered to, and no exceptions should be permitted. Buildings should be redesigned to meet guidelines or standards. Some residents near the proposed site have vegetable gardens that will be affected by the shadow of the buildings.

The property of the proposed project is zoned for 4 storeys, a 21 storey and 19 storey is outrageously outside the current zoning. A high rise should not be allowed in a four storey zoning. The resident purchased their property expecting the city would honour the zoning by-laws and listen to the resident.

Why existing residents should be impacted by these building shadows? Will the town have its own by-laws regarding shadow for tall buildings and will they honour the existing zoning by-law and listen to its constituents.

These are the topics I did not see in the report to comment on and should be available for review and comments.

### **1) Affordable Housing, Air B&B and Foreign Investors**

- a) Does the TOM have by-laws and policies regarding Air B&B and Foreign Investors?
- b) Does the TOM have by-laws and or policies to ensure affordable housing exist within proposed projects of this nature.
- c) Should the TOM request for affordable housing?
- d) Should the TOM have policies for speculators with empty units?

### **2) Other issues**

- a) Pedestrian traffic/population density and impact on local traffic? What are the pedestrian safety needs for the intersections? Will the intersection modifications meet the project needs? Access to trail to Rotary/Livingston Park?
- b) Light pollution from the towering buildings and its effect on the neighbourhood. Currently we have beautiful night sky view with little light pollution on the NW of Main and Bronte. Again why should we allow a building of such heights which would destroy local residents' unobstructed view with minimal light pollution of the night sky?
- c) Wind tunnelling between towers and it affect to local house and trees.
- d) Loss of privacy due to towering height of the buildings and our legal rights to privacy.
- e) The construction will have impacts such as of heavy machinery (vibration) affect the nearby homes (especially rubble foundation).
- f) Water shed report suggest mitigation to control sediments and erosion during construction. Will the TOM ensure these mitigations are implemented and monitored and paid for by the developers?

**Debbie Johnson**

---

**Subject:** FW: Opposed to mega towers at Bronte and Main

**From:** Caley French <c>  
**Sent:** Tuesday, March 26, 2019 1:55 PM  
**To:** Mollie Kuchma <[Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca)>  
**Subject:** Opposed to mega towers at Bronte and Main

Hello Mollie,

Your information has been forwarded to me by save old Milton communications.

I live at xxxxxxxxxxxx St, right down the street from the city hall, and proposed 2 towers, 21 and 19 stories on the current TSC site.

I have spoken with all of my neighbors and we do not want to have mega towers built in our back yards. This would be a significant change to do the downtown Milton area, and it would be for the worse in our mind.

The towers would not fit the type of housing and community that is in this part of town. It would look silly and extremely out of place. It would not look like proper city planning at all.

The towers would:

- Dominate the downtown landscape compared to the surround homes.
- Shadows from the towers would cast into people's back yards, devaluing the properties.
- Bring a ton of traffic into an area which is currently struggling with the increased amount of traffic.
- Force cars down side streets where are populated with families, young children, and pets.

I really feel like this would be beneficial only for the developers, and not for the downtown community and its residents.

I understand that the town has been mandated to grow, but we should do so in a thoughtful way which matches our character and with a well thought out and planned approach.

These mega towers would not fit in within this part of town, and as a result, should not be allowed to move forward.

A concerned citizen and downtown Milton Resident

Caley French

## Mollie Kuchma

---

**From:** Craig Gamache  
**Sent:** Thursday, March 28, 2019 12:42 PM  
**To:** Mollie Kuchma  
**Cc:** Samuel Gibson-Gamache; Heather Gibson  
**Subject:** Bronte/Main 2 Towers Proposal

I would like to go on record on behalf of myself and my wife and adult son living in residence at 59 Mill Street.

We have no disagreement with residences being built there. Our disagreement however is with the height and number of stories proposed. As with previous planning by the town..... let's keep the residences in a six to eight story configuration. The height will just gut the current neighbourhood.

The current proposal will affect the beauty and history of a historical neighbourhood. Let's build housing with more of a socially conscience awareness. Healthy places for people to live rather than for maximum profit of a few individuals (and/or shareholders)

Craig Gamache -Resident

On behalf of:  
Heather Gibson  
Samuel Gibson-Gamache

Sent from my iPhone

MAR 27 2019

RECEIVED

To: Mollie Kuchma  
From: Carolyn Skelly  
Re: Proposed development  
28 and 60 Bronte St. N.,  
Town Files: Z-07/18 + LOPA-05/18

Wed. March 27/19.

My name is Carolyn Skelly and I live on Mill St in the shadow of the proposed highrise on Bronte St. I want to add my objections to my neighbours' voices regarding the choice of location for this project. I understand the need to provide housing for people in fast-growing Milton. Folks want to live here for all the reasons I chose Milton as my home in 2000.

When I first visited the house that would become my home, I was drawn to the beauty of Old Milton. The streets, Mill Victoria and their cross streets have some of the most beautiful Victorian, century homes in town. I have been so grateful to live here. I felt sure, with the rules of building heights and amount of

as-yet undeveloped lands outside the downtown core, that this neighbourhood would be protected from over-development. I strongly object to the height of this proposed project and the negative impact it will have on this neighbourhood.

I live at the lowest point on Mill St. west of Elizabeth St. I understand there is an underground creek that runs under my century home (home I have a crawl space and not a basement). In the last few years my backyard has flooded in the spring.

When I think about how far down a highrise apartment building would need to be anchored to support 21 storeys above I worry. I have an image of science class where the teacher places an object in a bowl of water to demonstrate displacement and wonder how this building would affect the water table in this area.

I am sure there will be other objections; traffic, loss of the view of the Esplanade etc. but when I imagine this imposing structure dominating the west end of Milton's historic gem I feel sick.

Please either adjust your proposal to the height rules Milton has followed (for the most part) or find a location which will not negatively affect well-established and flourishing neighbourhoods.

Respectfully,

Cardin Kelly

please omit  
this information  
from publication  
Thank you.

**Debbie Johnson**

---

**Subject:** FW: Bronte/Main 2 Towers Proposal

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

From: Craig Gamache < >  
Sent: Thursday, March 28, 2019 12:42 PM  
To: Mollie Kuchma <Mollie.Kuchma@milton.ca>  
Cc: Samuel Gibson-Gamache < >; Heather Gibson < >  
Subject: Bronte/Main 2 Towers Proposal

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We have no disagreement with residences being built there. Our disagreement however is with the height and number of stories proposed. As with previous planning by the town..... let's keep the residences in a six to eight story configuration. The height will just gut the current neighbourhood.

The current proposal will affect the beauty and history of a historical neighbourhood. Let's build housing with more of a socially conscience awareness. Healthy places for people to live rather than for maximum profit of a few individuals (and/or shareholders)

Craig Gamache -Resident

On behalf of:  
Heather Gibson  
Samuel Gibson-Gamache

Sent from my iPhone



**Debbie Johnson**

---

**Subject:** FW: Towers at Main and Bronte

**From:** Caroline Brodie <>

**Sent:** Monday, April 01, 2019 11:27 AM

**To:** Mollie Kuchma <[Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca)>

**Subject:** Towers at Main and Bronte

I live across the street at Victoria and Bronte. I truly believe that they need to do a traffic study before even considering putting those towers in. Also consider the proximity to the train tracks. Low rise would be welcome but those towers would also block sunlight for many of the residents across the street from them. Towers should be kept out of the downtown core. Build them outside of the Old Milton borders! PLEASE!

Caroline Brodie



Virus-free. [www.avg.com](http://www.avg.com)

## Debbie Johnson

---

**Subject:** FW: Town Files: Z-07/18 & LOPA-05/18: 28 & 60 Bronte Street North

**From:** Anne Cybulski <>

**Sent:** Wednesday, April 03, 2019 9:32 PM

**To:** Mollie Kuchma <[Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>; Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>

**Cc:** Barb Koopmans <[Barb.Koopmans@milton.ca](mailto:Barb.Koopmans@milton.ca)>; Debbie Johnson <[debbie.johnson@milton.ca](mailto:debbie.johnson@milton.ca)>

**Subject:** Town Files: Z-07/18 & LOPA-05/18: 28 & 60 Bronte Street North

Dear Mollie and Councilors Best & Tesser-Dirksen,

As you all know, Council recently voted to approve the Jacal Holdings Application ("Jacal") for the development behind the Superstore (3 towers), at the recommendation of Staff. The attached excel document highlights some of the concerns raised as part of the Jacal process, which will also apply to the 28 & 60 Bronte Street North application ("Vue/ Durante") - *there are several key areas where the bases for conclusion used in Jacal cannot and should not be used in the eventual Vue/Durante recommendations.* These need to be addressed. The main concerns are around proximity to historic downtown and established neighbourhoods, development outside the UGC, as well as safety given the raised railway berm, as well as several other items.

Councilors Best and Tesser-Dirksen, you both participated in a meeting in February where nearly 40 neighbours attended on an icy evening to ask preliminary questions, so you could easily see the level of interest in ensuring concerns are heard and addressed according to a solid set of rules of engagement for development that Miltonians can rely on. Councilor Best, you outlined in a letter to the Milton Champion several reasons why you voted against the Jacal development, and many of those reasons are likely to apply in this case as well (link below for reference). While not documented in my excel file, your point about blocking the escarpment view is extremely important, and the Vue/Durante view impact study needs to be peer-reviewed and re-drawn from many different angles, not just the select few chosen for submission with their application.

I am not against development and intensification - I live in one of the newer houses in the historic downtown area and began my time in Milton living in the first GreenLife building on Main Street - however, as noted in the attached Globe & Mail article, and as documented in the Town's own Intensification study in 2010, intensification requirements can be met by other means than "going up", including by creating appropriate scaling between existing established neighbourhoods and new developments. It can be done in a thoughtful, incremental way, where communities and infrastructure have time to be built properly and policies and processes for Growth be established and followed, which is especially important in a fast-growing community like Milton. Continually changing the goalposts without having our own Town's process and policies well established or being enforced (ex. allowing for the requested and possibly precedent setting by-law specific amendments for height, etc., using other municipalities' guidelines in areas such as shadow impact, etc since we don't have our own standards in certain areas) makes it very difficult for current and potential Miltonians to feel comfortable in their investments in the Town.

Please ensure I continue to be advised of further progress on these files, and kindly let me know how the concerns outlined will be addressed. I would like this email + attachments to be included in the draft & final staff reports on this topic.

Kind regards,  
Anne Cybulski

Link to Councilor Best's opinion letter in Milton Champion - please include the letter as part of the record:  
[Opinion | Intensification OK, but not tall buildings that block escarpment view](#)

**Summary of Town Staff Rationale for Approval of Jacal Holdings Development: Amend by-laws and rezone vs. Bronte/ Main Application Z-07/18 & LOPA-05/18**  
 [3 towers, 802 units: 31, 29 and 27 stories at 130 Thompson Road South - behind Superstore] vs [2 towers: 435 units: 21 and 19 stories at 28 & 60 Bronte Street North]  
 Actions requested throughout AND staff to ensure arguments in Staff Report for Jacal Holdings application do not conflict with those to be presented in Staff Report for Bronte/ Main application.

Issue	Concern / Issue	Staff rationale (Thompson/ Main)	Bronte/ Main Rationale or further investigation Required
Noise/ vibration from railway/ proximity to railway	Excessive noise + vibration levels (CPR line)	Staff feels open space linkage (pathways connecting parts of town) of 5-20 metres on both sides of the CPR rail corridor will address this. "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)." Recommendations also made that legal wording be included in purchase & sale and/or rental agreements for the units re: proximity to railway.	No open space linkage proposed with this application. Proposed buildings directly about rail line. Vibration noted as excessive in submitted study vs. acceptable levels - how will this be addressed? CP requires a 30 metre setback, safety berm and fencing, MOE noise level criteria - how will these be achieved for Bronte/ Main proposal? Given closer proximity to residential areas than Thompson/Main towers, including some historic homes built on rubble foundations, what will be done to study this/ address this in advance? What are the MOE interior noise level criteria (don't think these were referenced in the vibration study submitted with the application)? Railway is on a raised berm. Safety concerns, plus additional noise because the back wall of the buildings will presumably need to be windowless up to the height of the berm + an additional amount for the trains (echo effect) - how will this be addressed? Who will complete a wind study? Including a disclaimer in a purchase & sale agreement DOES NOT address safety concerns. In addition, what other construction noise mitigation efforts will be required, given close proximity to single detached homes?
Intensification (UGC)	Provincial gov't requirements	Towers are within UGC, close to GO, other services; achieves density of 524 units/ hectare; town staff says towers are compatible with existing and future land uses	Bronte/Main is outside the UGC, proximity to historic downtown to be addressed - Town of Milton needs to be specific on which area is intended to drive intensification. Need clarity from Developer as to how 19 & 21 are stories compatible with this specific area of town, including much closer proximity to single detached homes than the Thompson/Main application. This will likely set precedent - for additional properties along Bronte, as well as for property owned by the Durante group directly behind houses on North side of Victoria Street and between Robertson factory. Many people purchased their homes on Victoria Street on the expectation that the town would honour existing by-laws in a historic district of 4-6 stories. Moving the goalposts by not having process, or not abiding by the processes the town already has, does not instill confidence in buyers looking to invest in Milton. What IS the town's plan? What is the reason that towers are being touted as the answer to intensification requirements? Refer to Globe & Mail article re: achieving intensification in other ways, as well as to the Town's own 2010 study. Other points: Need clarification on what the density achieved by this project would be (vs a general statement that it contributes to density requirements). Developer stated to me in conversation at the Public Info meeting that he would not like this development across the street from his house - need an answer as to how they feel
Shadowing / scale	Impact on adjacent properties	Deemed irrelevant/ addressed through technical studies	Transition in Scale: Toronto has guidelines for tall buildings like those proposed. Angular planes of 45 degrees are used to provide transition in scale from tall buildings to single family residential buildings to limit shadow and "overlook", to limit loss of sky view on adjacent streets, and to protect access to sunlight. What process and requirements does the Town of Milton have in place to ensure scale is commensurate? On shadowing: Why are Oakville shadowing "guidelines" being used instead of Toronto or Mississauga Standards (enforceable)? What will the Town do to require a process or develop Milton's own standards to be followed? What will the Town do to require the developer to revise its conclusions (as in current accompanying report to application) that because "only 6" buildings would have shadowing outside of Oakville's guidelines, and because the adjacent streets already have mature tree cover, that additional shadowing from these buildings would not be a problem?

Privacy/ view	Overlook into their backyards	Towers will be 200m away, therefore staff felt this was not a concern as 200m provided sufficient buffer in the opinion of staff.	Towers much closer; therefore the 200m argument does not work - need a solid, reasoned answer from Town Staff before making recommendation. What is the standard? Is it 200m? Is it something different? Again, process is important.
Traffic	Existing issues may be compounded by additional traffic from units	Access to Superstore site, congestion around Thompson/Main at peak hours - staff had peer review studies completed and feels that the peak hour traffic is not a problem, and there are other Transportation Demand Management measures (not described in report) will mitigate some of the issues. The traffic studies also were not done in conjunction with the Art on Main buildings, or the other new 12 storey tower (i.e. done independently) - so difficult to see how the conclusions are valid. Councillor Colin Best highlighted traffic as a major issue in his opinion letter to the Milton Champion.	Require that a peer review by an impartial third party be required for AM/ PM peak hours on Mill, Victoria, Main & Bronte Streets with scenario analysis. Intersection at Main/Bronte is CURRENTLY rated LOS-F - meaning that even without additional traffic, there is an issue at peak hours now. Need to know how the town plans to address this. Due to intensification planned for the town overall, the Tremaine road extension to 401 is a supposition only re: removing any traffic volume from Bronte Street. Developer argued the Tremaine road extension will remove traffic from Bronte - but failed to incorporate any overall town growth into its assumptions. This needs to be addressed or the traffic studies will be invalid.
Wind effects	TBC	No concern noted at this time.	Study must be completed due to proximity to railway and a peer review required, including sign off by the railway. As everyone knows, any derailment would be disastrous. Trains are a part of life in Milton but safety should be considered ABOVE ALL ELSE. Including a disclaimer in a purchase & sale agreement DOES NOT address safety concerns.
High water table/ proximity to 16 mile creek	n/a	n/a	The water table is very high in this part of town. The study submitted with the application states: "The present water levels and elevations represent the summer seasonal variations, however, for the fall, winter and spring seasonal variations, a long-term monitoring program should be initiated to fully understand the seasonal variation of the water table elevations and their impact on the ecosystem. " What will the Town do to ensure that this monitoring is done BEFORE anything is constructed? Report also stated that dewatering "values should be re-evaluated upon completion of final design of the foundation and its drainage system." What will Town do to ensure this is completed?
Affordable housing	Need for additional affordable housing	States the towers would provide for range of housing for all incomes/ ages - blanket statement - need factual basis	What is the town's plan for affordable housing? How does this come into play (not just a blanket statement) for the Bronte/ Main application? There is a recommendation from provincial government that indicates they may change the intensification requirements - see TVO article. How is Town/Region addressing? How is the Town going to prove to its residents that it has a plan for intensification vs. moving goalposts?
Parking	Less parking than per town requirements.	"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 (1.05 spots per residential unit + 0.25 per commercial unit)."	Proposal states 1.13 spots per unit is OK - this is marginally more than the Thompson/Main towers, but much further from transit hub. Since 1.05/ unit was approved on basis of proximity to GO station, need to address this issue relative to parking overflow on to adjacent streets for Bronte/ Main proposals. How will Town address? Also need to address parking needs for proposed commercial units. Recent construction on Bronte saw construction workers using Bronte street for parking - on the grass of my house, directly beside my new fence, and beside my backyard, where we have children playing. Cigarette smoke also wafts into my yard, as does construction noise and garbage is often left behind by the construction team.
Other infrastructure	Sewage, wastewater, etc.	No concern noted at this time: Final confirmation of the ability to service the development and required capacity will be made by the Region at site plan approval stage.	Application can be approved in advance of final confirmation of ability to service the development. Main concern is with respect to traffic infrastructure - covered above.



THE LISTING

## A new push for housing density

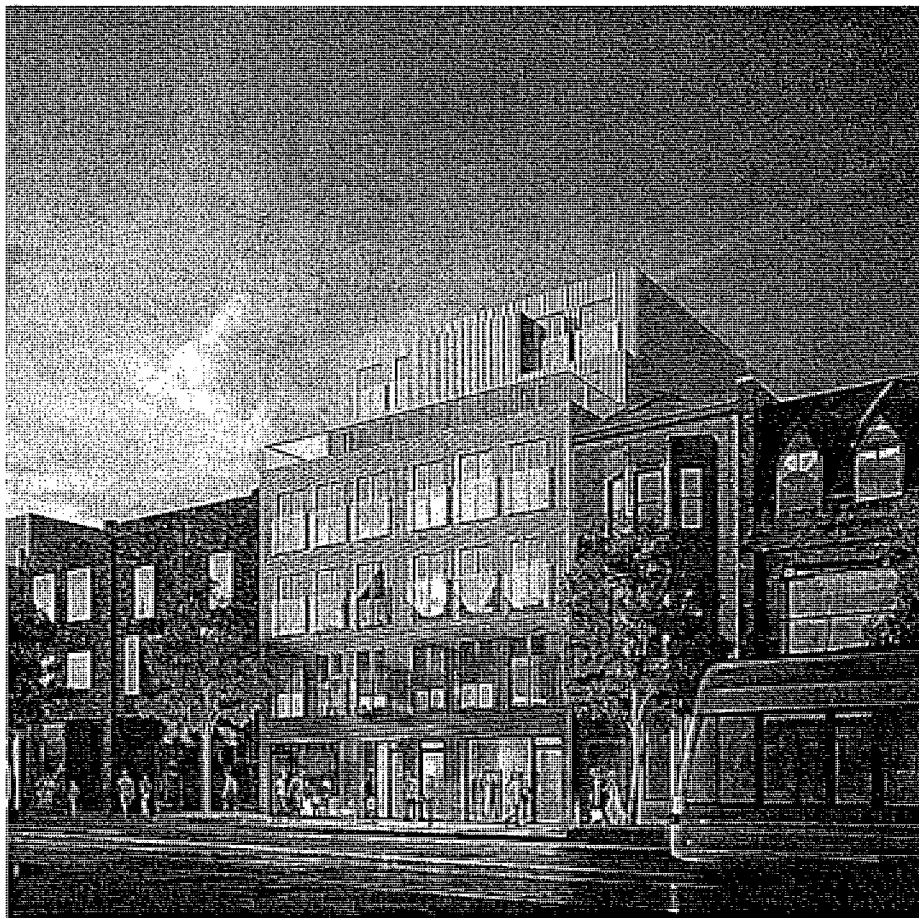
SHANE DINGMAN > REAL ESTATE REPORTER

TORONTO

PUBLISHED MARCH 11, 2019

UPDATED 3 HOURS AGO

FOR SUBSCRIBERS



Rendering of a six-storey infill project by R-Hauz on Toronto's Queen Street East.

R-HAUZ SOLUTIONS INC.

At community meetings to discuss new developments it's common to hear the term "density" applied to housing construction with the disdain of a four-letter word. This, even though most will agree there is an affordability crisis and that one of the ways to address it is to find ways to build more supply.

Often, the political argument over density is framed as a choice between the starkest possible housing options: Either it's all high-rise towers everywhere or it's all low-rise single-family everywhere, as if there are only two ways to build cities: tall or sprawl.

Last week, the new mayor of Burlington, Ont., fulfilled a campaign pledge of turning away from tall and slowing down development in the city, freezing for one year all approval work on high-rise developments proposed in the downtown core of the city of 183,000.

"Burlington residents have consistently raised concerns about over-intensification and development in our city," Mayor Marianne Meed Ward told reporters following her election in 2018. Her opposition was linked in part to a Local Planning and Appeals Tribunal ruling that approved a 26-storey, 264-unit lakefront condo tower from Adi Developments near a city bus terminal.

But density does not have to equal towers, and according to new research by Ryerson University's Centre for Urban Research and Land Development all the growth in housing construction the province needs to support both population growth and affordability goals could be met by rezoning areas near transit to support "gentle density," missing-middle projects.

Last week, Tim Hudak, chief executive of the Ontario Realtors Association, and Joe Vaccaro, chief executive of the Ontario Home Builders' Association, announced their support for an expansion of as-of-right zoning in lands near public transit for higher housing density. The groups commissioned the Ryerson report, *Transit Nodes in Ontario Have Untapped Development Potential*, and submitted it to the Ontario government's Housing Supply Action Plan consultation.

The report said the province needs to build 75,000 units a year for 24 years to keep up with population growth, but in the past 24 years it has averaged just 63,000 units per

year. The report identified 200 transit nodes, everything from subway and GO stations to light rail or bus rapid-transit lines, and found 1,500 square kilometres of land within 800 metres of those nodes. Currently, 30 per cent of that space is predominantly single-detached houses and only 154 square kilometres of the land has been rezoned to allow greater density.

There are many neighbourhoods in Ontario that explicitly reject any density higher than single-family. In Toronto, this has become known as the "yellow belt" – an area about 297 square kilometres (or two-thirds of all of Toronto's residential land) that restricts housing types to detached or semi-detached. No triplexes, no quads, no townhouses or six-storey apartments without a rezoning approval.

No-density zones also distort the local land market, leading developers to focus on small pockets that are filled with towers. Eglinton and Yonge or King West stand out as examples of a tower rush.

"Right now we're getting a lot more density than we currently need, but all the city has done is pushed density into small pockets. You're not getting a lot of missing middle," said Diana Petramala, senior researcher with Ryerson's Centre for Urban Research and co-author of the transit nodes report. Ms. Petramala's research has shown that missing-middle housing has gone from 40 per cent of the new housing stock that was created pre-1946, to less than 15 per cent of new housing since 2006. "There's a lot of fear in terms of density, and there are there are negative externalities" she acknowledges, such as when explosions in density overwhelm local infrastructure.

Ms. Petramala said that even if towers were banned in the transit nodes the report identifies and new multi-unit housing was restricted to four storeys tall, a mass rezoning would still generate plenty of new housing. Over the past three years in non-rezoned areas about 13 housing units per year have been created; by comparison, rezoned areas see twice the volume of housing creation. The report projects rezoning the entire transit node area could allow the creation of 25 housing units per square kilometre, or an extra 20,000 homes a year.

Just that sort of smaller-scale “missing middle” development is what Leith Moore, co-founder of R-Hauz Solutions Inc., is poised to start delivering to Toronto, and, if all goes well, to the rest of Canada.

“I’ve been in this business for 36 years, for the last decade I’ve been trying to find ways to do more mid-rise housing. And I thought, why don’t I design something that fits as-of-right, and is repeatable so I don’t have to design it every time?” said Mr. Moore, who was a vice-president of development with the Sorbara Group and a past chair of Toronto’s builders’ association BiLD. “I’ve been collecting all these ideas and techniques and along the way I saw some built forms I’d like to do. I proposed it to a lot of folks: ‘Leith the dreamer, it will never work,’ they said.”

Mr. Moore has developed a template for a six-storey townhouse, made of mass-timber, pre-fabricated off-site, assembled on-site in weeks, built on slabs (so no expensive below-grade parking garages), complete with an elevator and a flexible interior layout that could support owner-occupied uses, rental or retail as needed.

Now Mr. Moore’s plans are moving ahead; the first two buildings are set to begin construction in April at 1598 and 1602 Queen St. E. (site of the original Knob Hill Farms grocery store founded by former Toronto Maple Leafs owner Steve Stavro).

Mr. Moore said he has 13 more sites in the pipeline, and in the second year of his project he hopes to complete 100 or more a year as the process for approvals and fabrication ramp up. Going forward, he hopes to partner with small landowners who are looking to upgrade their lots or their buildings (his intention is not to be a major landowner on his own).

“There’s tens and tens of thousands of units that can be done in Toronto: Danforth, Queen, King, Eglinton, Bloor: we’re really focused on avenues on transit,” he said. Mr. Moore’s plans are intended to fit inside the as-of-right density rules along the city’s avenues, and hopefully avoid lengthy planning approval delays.

### **Rising Toronto condo fees continue to outpace inflation**

### **Ontario restructuring ‘broken’ new homes regulator to restore consumer faith**



## Foreclosures increase as home values fall and mortgage lending tightens

Illustration showing how a six-storey 'as-of-right' structure would fit into the blend of housing types.

R-HAUZ SOLUTIONS INC.

Kyle Knoeck, Toronto City Planning Division manager for the east section of Toronto and East York District where the first R-Hauz townhouses are slated to be built, called Mr. Moore's project "interesting."

"It brings forward intensification on a smaller scale than we see it," Mr. Knoeck said. "If this building typology becomes common and familiar, I would expect that will also make our understanding of any planning issues associated with planning applications quicker and easier to deal with."

But he cautions that "as-of-right" is not as easy as it sounds. Mr. Moore hopes his six-storey build fits on every transit avenue in the city, but even his first site on Queen was initially zoned for only four-storeys. Mr. Moore admits the time required to apply for rezoning of hundreds of city sites currently in the yellow belt would make R-Hauz's plans uneconomic.

"This city is good at high-rise, good at townhouses and bad at everything else," Mr. Moore said. "You go to Copenhagen, they have great transit, but there isn't anything that feels like more than six storeys. Same in Paris: you can get really good density using mid-rise techniques."

“The term yellow belt is loaded with a pre-judgement and value statements on areas that are designated as neighbourhoods,” said Mr. Knoeck, who notes the city has other preoccupations that include stabilizing neighbourhood character. “I don’t think it’s as simple as just allowing intensification everywhere. The real issue is around questions of housing affordability ... what’s necessary to improve housing affordability?”

Whether you believe that “more supply” is automatically good for affordability there are other economic goods to consider. The Ryerson report says adding density to those transit nodes would add an extra \$5-billion to \$7-billion in construction expenditures, create more than 40,000 jobs and lift the Ontario economy by as much as \$10-billion, or 1 per cent.

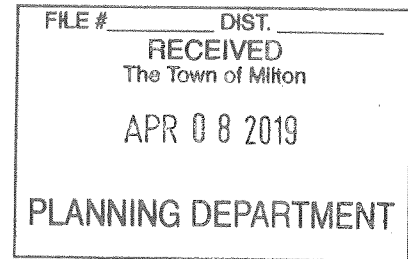
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351 King Street East, Suite 1600, Toronto, ON Canada, M5A 0N1

Phillip Crawley, Publisher



**April 7, 2019**

**Attention: Mollie Kuchma, Planner Town of Milton**

**Re: Town Files: Z-07/18 & LOPA-05/18 - 28 & 60 Bronte Street North**

**I am a life long resident of Milton owning both commercial and residential property in the core of downtown Milton. I will be brief in my submission as many other respondents have covered my concerns in more detail which mirror my thinking. The proposed development is completely inappropriate for this site.**

### **Height and Neighbourhood Character**

**21 and 19 storey towers are incompatible with the existing historical neighbourhood of single and two storey homes. The shadowing and loss of privacy for neighbouring homeowners will be immense. I understand that the land to the west of the CN railway will be parkland. Again two towers looming over a park is incompatible. Milton is proud to be part of "Escarpment Country" with this world biosphere providing a beautiful backdrop for old Milton. These towers would obliterate this view of the Escarpment and sever Milton's connection with this natural wonder. Other parcels of land in the area are owned by the same proponents of this development along with other speculators. So this development is not a one off but the starting point for further development. Much as Toronto has walled itself off from Lake Ontario, Milton would be walling itself off from the Escarpment. Burlington has succumbed to the siren song of developers with many high-rises built on the waterfront. Lately with a newly elected mayor, Burlington has hit the brakes and called a timeout. Hopefully Milton will pay attention to our southern neighbour, learn from their mistakes and not repeat them here. I would highly recommend that staff and Council read the recent Globe & Mail article concerning intensification. It really is must reading and hopefully will intelligently inform opinion before Milton is irretrievably destroyed by unchecked high-rise development. I consistently hear from new Miltonians that they moved here for the small town feel. Best of both town and country is what Milton boasts. Let's not wreck that.**

### **Traffic**

**I have recently read wonderful articles in the Champion about state of the art traffic control systems the town has installed which has smoothed the flow of vehicles in Milton. I am really baffled as to where these wonderful systems are installed when I am stuck in dense traffic around town. At peak times left turns onto Main Street are at best impossible or a suicide mission. Traffic in Milton is a major problem now. Let's not delude ourselves. The proposed development will make this matter worse on Main and Bronte as well as neighbouring streets as people seek alternate routes in desperation. Proponents of this development argue that the new Tremaine interchange on 401 will alleviate this traffic problem. Milton continues to grow southward so the Tremaine interchange traffic capacity will be consumed by future traffic growth. With this development at Main and Bronte, traffic will still need to travel on these streets further congesting current traffic woes.**

In closing I would like to offer my condolences to staff and Council for having to peruse the voluminous reports presented by the developers. The reports certainly are a cure for insomnia. Quality over quantity has been forgotten here. While the reports authors are certainly well qualified professionals readers must remember that these reports are not unbiased. They are skewed to support the proposal. Just as in politics there is a spin put on things. This may be a wonderful development but it quite simply does not belong here.

Yours sincerely,



John Duignan

Milton, Ontario

## Debbie Johnson

---

**Subject:** FW: Vue Developments on Main (Town Files: Z-07/18 & LOPA-05/18) Address: 28 and 60 Bronte Street

**From:** len p <>

**Sent:** Sunday, April 07, 2019 11:20 AM

**To:** saveoldmiltoncommunications < >

**Cc:** Mollie Kuchma <[Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca)>

**Subject:** re: Vue Developments on Main (Town Files: Z-07/18 & LOPA-05/18) Address: 28 and 60 Bronte Street

Hello, I live on XXXXXXXX Street and I am writing to voice my objections to the proposed 2 tower build at Bronte and Main. These types of projects have no place in Old Milton. They are better suited for the eastern outskirts, for example out by Thompson road, or south of Derry, where the wider roads can accommodate the traffic.

At this moment, crossing Main Street or Bronte during the week is akin to running across a major highway. Excess traffic also spills out on Robert Street, making it unsafe for children and pets.

Regards,

Mr and Mrs Powell, Robert Street, Milton.

## Debbie Johnson

---

**From:** Mollie Kuchma  
**Subject:** FW: "The Twin Towers"

**From:** SaveOldMilton Communications <>  
**Sent:** Monday, April 8, 2019 2:01 PM  
**To:** Mollie Kuchma <Mollie.Kuchma@milton.ca>  
**Subject:** Fwd: "The Twin Towers"

Mollie,  
Another one for your review.  
Thank you.  
Save Old Milton group

----- Forwarded message -----

**From:** pat winterburn <>  
**Date:** Mon, 8 Apr 2019 at 12:45  
**Subject:** "The Twin Towers"  
**To:**

OMG will Milton ever stop trying rebuild our town into a "downtown Toronto" setting.

The traffic congestion, the noise pollution in building, the dirt and isn't that area on the old water system, not Lake Ontario?

Council really has to stop and think about what they are doing in this small area.

Is the greed so much, that they are willing to sacrifice the area for money?

What about building something smaller, like it is ZONED for!!

Build them out in an area where there is more room.

Thank you.

pat winterburn

**Debbie Johnson**

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**Subject:** FW: Main and Bronte 21 and 19 floors!

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

From: Saleem Aburas <>

Sent: Monday, April 08, 2019 5:35 PM

To: Mollie Kuchma <Mollie.Kuchma@milton.ca>

Subject: Main and Bronte 21 and 19 floors!

Hi,

This is to raise my concern over the proposal to have a 19 and 21 storeys in the 4 floors zone. This is going to have a huge impact on how we perceive Milton old main street and will change the way we connect to the escarpment for ever. Furthermore, Bronte and Main can't be more than 1 lane and 2 lane streets respectively, so we are sitting ourselves for failure.

Simply put: this is an ugly architecture that doesn't add up to the ambience of Main street.

Saleem Abu-Ras

## Mollie Kuchma

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**From:** william ~  
**Sent:** Monday, April 08, 2019 4:16 PM  
**To:** Mollie Kuchma  
**Subject:** Comments on 28 and 60 Bronte St. proposed condos (Town Files: Z-07/18 & LOPA-05/18),

Hello,

I live at Milton, and wish to go on record as being **opposed** to the proposed condo plans, as they are at this time, for 28 and 60 Bronte St. Milton.

I understand the need for more units in our town, and the Provincial densification guidelines.

I'm not against re-developing the site at all. In fact, very much in favour of it. The whole area could use some re-vitalizing.

So, Yes! let's have a new, modern project we can be proud of! Because, we all have to live and look at it for the rest of our natural lives. Let's get this one right!

What I'm really concerned about though, is the height of the towers. It seems, in a word, 'Excessive'.

The land is approved for up to 4 storeys at present, but the developer wants 21 and 19.

So, 5 times what's allowed?

I might almost say 'Greedy', but let's be polite.

Could something not be built that would more compliment the "Downtown Character Area" of which it would be right next to?

Thanks for your time,  
William Cooley.



**Debbie Johnson**

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**Subject:** FW: Protect Old Milton

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

From: Cheryl Hayles <>  
Sent: Tuesday, April 09, 2019 11:14 PM  
To: Mollie Kuchma <Mollie.Kuchma@milton.ca>  
Cc: Cheryl Hayles <>  
Subject: Protect Old Milton

I am most concerned that a historic landmark which supported the farm industry of the Milton community would be replaced by 2 towers, 21 and 19 stories high. This would be a complete disruption of a gentle and peaceful area of town as well as a barrier to the view that now exists of the Escarpment. In all its progress and growth, Milton's Town Council must be mindful that once a historic landmark is erased it cannot be redrawn.

Bronte has experienced in excess of a 500% increase in traffic and disruption to a peaceful area of town. A high density building will only aggravate the situation.

I urge the Town Council to consider other low density, historically sensitive development for the TSC plot of land. There are enough fly by night developments that have occurred over the last 20 years to provide examples of what not to do!

I request the town to create an inventory of all the historical sites that have been destroyed over the last 20 years and make this a public report.

Concerned Citizen,  
Cheryl Hayles  
Resident of Milton

**Debbie Johnson**

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**Subject:** FW: Proposed condo towers in Old Milton

**From:** Terri Hodge < >  
**Sent:** Tuesday, April 09, 2019 2:33 PM  
**To:** Mollie Kuchma <[Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca)>  
**Subject:** Proposed condo towers in Old Milton

Hello,

I'm writing to voice my concern and disappointment over the proposal for two large condo towers at the corner of Bronte and Main. This is such an historic area, and I believe that Milton is still a wonderful town because it is retaining some of it's small town history. Adding two such towers (well over the height that area is zoned for) would ruin the character of the area. Even more importantly though, that area is already extremely congested. Adding traffic from 600+ units would create a huge headache for residents in the area, businesses downtown, and anyone who would like to frequent businesses on Main street. I am already concerned and disappointed that the towers near the GO station were approved with such little concern for traffic in the area - very close to my home and I am dreading the changes that will come to our roads when they are complete. However, at least they are being put up in an area that isn't know for its historic charm. I'm hoping that our voices in the town will be heard, and the town will not allow the site at Main and Bronte to be zoned for such tall towers.

Thank you  
Terri Moore

**Debbie Johnson**

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**Subject:** FW: Tsc site

**From:** Jeri Campbell

**Sent:** Tuesday, April 09, 2019 7:53 AM

**To:** Mollie Kuchma <mollie.kuchma@milton.ca< a="">>/mollie.kuchma@milton.ca<>

**Subject:** Tsc site

I'm in Michigan on Monday 15th but would surely go. We spent tons of money on this plan and it needs 2b followed.

*Sent from my Bell LG device over Canada's largest network.*

## Debbie Johnson

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**From:** Mollie Kuchma  
**Subject:** FW: Confos!

**From:** gloria.cargill <>  
**Sent:** Wednesday, April 10, 2019 12:19 PM  
**To:** Mollie Kuchma <Mollie.Kuchma@milton.ca>  
**Subject:** RE: Confos!

Wish they would leave Milton ALONE...especially the downtown...bin here si ce 1965...I cannot beleive the changes..and a lot of them NOT for the better!! Sorry to say!!!

----- Original message -----

**From:** [Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca)  
**Date:** 2019-04-10 9:49 AM (GMT-05:00)  
**To:** "gloria.cargill" <>  
**Subject:** RE: Confos!

Hi Gloria,

Thank you for your email. Can you please provide me with your full mailing address so that your comments can be included in the public record?

Thank you,  
Mollie

**From:** gloria.cargill <>  
**Sent:** Wednesday, April 10, 2019 9:38 AM  
**To:** Mollie Kuchma <[Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca)>  
**Subject:** Confos!

Regarding the condos on Bronte and Main.....they sure DONT belong in downtown Milton...what an eyesore!!!!!!!

## Mollie Kuchma

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**From:** jobeaton2  
**Sent:** Thursday, April 11, 2019 4:53 PM  
**To:** Mollie Kuchma  
**Subject:** Save Old Milton Heritage/Escarpment in Peril.

Please add my name to those in favour of saving Milton's Heritage. I will not be able to attend the meeting on Monday but would like to be kept up to date through these MHS E News bulletins .In the 70s I was a feature writer for the Canadian Champion and while on staff there I did over 80 articles on the old homes of Milton and area. While still in Milton I founded the national social history magazine Early Canadian Life with our offices over the Lido Chinese Restaurant. So you can see I have always been a history buff. I am back living in Milton after a fifty year absence and live at 100 Millside. As the saying goes "what goes around comes around"! Joyce Beaton

## Debbie Johnson

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**Subject:** FW: bronte street redevolpment

**From:** janet mctavish <>

**Sent:** Friday, April 12, 2019 8:39 AM

**To:** Mollie Kuchma <[Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca)>

**Cc:** Colin Best <[Colin.Best@milton.ca](mailto:Colin.Best@milton.ca)>; Kristina Tesser Derksen <[Kristina.TesserDerksen@milton.ca](mailto:Kristina.TesserDerksen@milton.ca)>

**Subject:** bronte street redevolpment

I am emailing you regarding the proposed redevelopment application for Bronte st/Main st site.

A few very concerning issues come to mind with this project: Height-Totally inappropriate for the area. Am sure it is not zoned for 21 stories.

zoo, with very little room for improvement.

Traffic congestion-the intersection already is a

"shop/visit" the commercial component will want to go to underground parking, if it is a quick visit?

Set back from Bronte st.-There seems to be very

little space between the road and the planned buildings. Based on what I have seen around town, not a great idea.

I would hope that CN would have concerns with the close proximity to a very busy rail line as well as the underpass on Main st.

if that underpass has to be updated at some point after this development is built, that, I think, is on the town's dime.

I realize "Intensification" is the new Buzz word, but leave the old part of Milton alone, or at least do it so it somewhat retains the character of the town.

Mrs. J. McTavish,

**Debbie Johnson**

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**From:** Mollie Kuchma  
**Subject:** FW: Public meeting

----- Forwarded message -----

**From:** Carol Kerr <>  
**Date:** Sunday, 14 April 2019  
**Subject:** Public meeting  
**To:** [saveoldmiltoncommunications@gmail.com](mailto:saveoldmiltoncommunications@gmail.com)

I would like my name added as part of the protest of the 2 towers at corner of Main Street and Bronte .

I own a home at 17 Mary Street and am very concerned about traffic congestion ,,and also I am worried about our water and land management .,We don't need this mass of building here .

Carol Kerr

**Debbie Johnson**

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**Subject:** FW: NW Corner, Bronte/Main Building Proposal

**From:** Mike Case <>  
**Sent:** Monday, April 15, 2019 11:01 AM  
**To:** Mollie Kuchma <[Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca)>  
**Cc:** Janet Vervenne <>  
**Subject:** NW Corner, Bronte/Main Building Proposal

I would like to go on record on behalf of myself, Michael Case, and my wife, Janet Case, living and owning the residence at xxxxxxxx Street.

We have no disagreement with residences being built on the Main and Bronte site. We do, however, disagree with the height and number of stories proposed. The proposed heights of 21 and 19 stories compared to the current neighbourhood seem very excessive and will likely affect the current residents negatively and dramatically. We feel that the town should keep with current planning (as we understand it) and keep any structure on the site limited to a six to eight story configuration.

The site does really need to be renewed but it needs to be done in a respectful way that integrates well with the existing community rather than a core focus on maximizing profit for a building corporation which is how we see the current plan.

Michael Case -Resident  
Janet Case



**Debbie Johnson**

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**Subject:** FW: Concerns regarding 28 & 60 Bronte Street North

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**From:** Lynne Newmarch <>  
**Sent:** Monday, April 15, 2019 11:38 AM  
**To:** Mollie Kuchma <[Mollie.Kuchma@milton.ca](mailto:Mollie.Kuchma@milton.ca)>  
**Cc:** 'knewmarch@newconelectric.com' <>; 'lynneedick@hotmail.com' <>  
**Subject:** Concerns regarding 28 & 60 Bronte Street North

Dear Ms. Kuchma,

We are residents of Milton and reside on xxxxxxxxxxxxxxxx, which is in close proximity to the proposed 21 and 19 story towers for 28 & 60 Bronte Street North.

We are very concerned about the height of the buildings and their impact on the historic neighbourhood, impact on our property value as well as quality of life including commute time, additional traffic flow and noise on our street. Congestion is already a major problem over the morning and evening commutes and this project could worsen the situation.

We are concerned about the buildings being placed directly abut to the rail line, which will have an impact on vibrations and noise. More importantly, we are concerned about the possibility of derailment, which would be disastrous.

We understand that development and intensification are inevitable with a growing community such as Milton however; placing 19 & 21 stories in this specific area of town and in such close proximity to single detached homes does not appear to make sense in keeping with the historic look of our community. We are concerned that this will likely set precedent for additional properties along Bronte, as well as for properties owned by the Durante group directly behind houses on the North side of Victoria Street and between Robertson factory.

Many people (including ourselves) purchased their homes on Victoria Street on the expectation that the town would honour existing by-laws in a historic district of 4-6 stories. Building 19 & 21 storey towers is extreme and the city needs to realize the impact.

Please be clear that we are not against development and intensification but feel that it can be done in a thoughtful, incremental way, where communities and infrastructure have time to be built properly and policies and processes for Growth be established and followed.

We would like to be advised of further progress on these files, and kindly let us know how the concerns outlined will be addressed. We would like this email to be included in the draft & final staff reports on this topic.

Kind regards,  
Kyle & Lynne Newmarch

**Debbie Johnson**

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**Subject:** FW: Stop the Condos

----- Forwarded message -----

From: **Ann Seeds** <>  
Date: Thursday, 18 April 2019  
Subject: Stop the Condos  
To: SaveOldMilton Communications <>

Please Forward our comments to the town planner. I am cynical in that I'm quite sure a decision has already been made in favour of the developers. Our address is:

On Apr 15, 2019, at 9:59 AM, SaveOldMilton Communications <> wrote:

Thank you, Ann and Steven. If you would like your concerns to be noted as part of the public record, could you please provide your street address and I'll ensure Town planner receives your note right away.

On Sunday, 14 April 2019, Ann Seeds <[anncoyle@icloud.com](mailto:anncoyle@icloud.com)> wrote:

Milton is too big as it is. Save our Milton by stopping big-business, who care for nothing but money, from destroying what is left of our once beautiful town. We don't need more condos.

Steven and Ann Sseds

## Debbie Johnson

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**From:** Mollie Kuchma  
**Subject:** FW: Proposed buildings on the TSC property.

----- Forwarded message -----

**From:** Catherine. Goulding <>  
**Date:** Sunday, 14 April 2019  
**Subject:** Proposed buildings on the TSC property.  
**To:** SaveOldMilton Communications <>

The building would block my view of the escarpment . As my balcony faces that way.  
Catherine Goulding

On Apr 13, 2019, at 8:49 PM, SaveOldMilton Communications <> wrote:

Thanks Catherine. If you could please include your street address, I will forward your note to the town planner to be included as part of the public record.

On Thursday, 11 April 2019, Catherine. Goulding <> wrote:

I am very much against this proposal as it will cause so much more of a traffic jam then we already have. We have been under constant road construction for such a long time. Also we love to be able to look at our beautiful escarpment. If they build those 19&21 storey condos , they will block out our enjoyment. It will also allow more company's to do more in other places they should not be allowed to go to those heights.  
Catherine Goulding

## Debbie Johnson

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**From:** Mollie Kuchma  
**Subject:** FW: NW Corner, Bronte/Main Building Proposal

**From:** Mike Case <>  
**Sent:** Monday, April 15, 2019 11:01 AM  
**To:** Mollie Kuchma <Mollie.Kuchma@milton.ca>  
**Cc:** Janet Vervenne <mymailbox.janet@gmail.com>  
**Subject:** NW Corner, Bronte/Main Building Proposal

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The site does really need to be renewed but it needs to be done in a respectful way that integrates well with the existing community rather than a core focus on maximizing profit for a building corporation which is how we see the current plan.

Michael Case -Resident

On behalf of:  
Janet Case

## Mollie Kuchma

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**From:** Lorraine Dennis · lorraine.dennis@cityoftoronto.ca  
**Sent:** Tuesday, July 9, 2019 11:40 AM  
**To:** Mollie Kuchma  
**Subject:** 28 & 60 Bronte Road proposal Comments

Please amend my previous comments with below.

Reasons I would like the development to be scaled down to adhere to 4 stories:

1. Reasonable transition from single family to higher density so there is not a loss of privacy with units having a birds eye view overlooking yards
2. Less light pollution from commercial signage and residential units and patios
3. Less noise pollution from commercial units e.g. music from restaurants and from the resident's patios or the many communal patios proposed
4. Shadows covering our home for a lengthy part of the day, and loss of the night sky views due to light pollution and the mass of buildings themselves
5. Not enough parking proposed so overflow parking will end up on side streets. Snow removal storage on site will also reduce the number of parking spaces. Local side street parking is one side of the street as when cars parking on both sides the street is impassable. Enforcement of this has been problematic in the past. 26 Victoria Street to Elizabeth, does not have sidewalks on both sides of the street. Victoria is already difficult to navigate on foot when north side of Victoria has no boulevard so the snow plow buries the side walk.
6. Traffic concerns impacting this busy intersection. Traffic study based on owners having fewer cars than what they would in reality.
7. Cars idling on the congested roadway producing CO2 which we get to breath in. Long term health care costs by medicare funded by taxpayers. Closing our windows in the summer increases electrical costs to run AC units.
8. Wind gusting impacts on the raised railway cars from the very tall buildings producing "snaking" phenomena
9. Set backs from the railway should be increased because the railway is elevated ( as set back can be less if railway is below grade)
10. Corporate welfare where tax payers have to subsidize the proposal. Developer should fund every penny of it.

--  
Lorraine Dennis



June 12, 2019

Mayor Gord Krantz  
Town of Milton  
150 Mary Street  
Milton, ON  
L9T 6Z5

Dear Mayor Krantz:

**Re: Support for Vue Developments; 28 and 60 Bronte Street North (Town Files: LOPA-05/18 and Z-07/18)**

On behalf of the Downtown Milton Business Improvement Area, it is a pleasure to write this letter in support of Vue Developments and their proposed residential and commercial development on the northwest corner of Main and Bronte Streets.

Dennis Durante attended a recent Chamber of Commerce Government Relations committee meeting which the BIA also attended. Dennis briefed members on the development proposal. Our Board of Directors then reviewed the matter and authorized this letter of support.


As Milton looks to meet the province's Places to Grow within the current urban boundary, there is the opportunity to look at redevelopment of brownfields or underused properties, as well as appropriate intensification. In certain instances, particularly with infill projects, this may require flexibility and creativity such as increased building heights.

According to the Milton Intensification Strategy, "A downtown is recognized as healthy and vibrant when retail space is rarely vacant, when the downtown is a primary meeting space for people who live in the community and when the streets are alive with pedestrians." The report also states that, "A downtown also requires a sufficient level of human activity. People on the streets, in the stores, visiting the public institutions, and communing in the public spaces are required."

Further, the report identifies the "Need for new residential development to support local stores and businesses."

With this need for more people living and shopping downtown and given the development constraints posed by the floodplain of Sixteen Mile Creek, the Vue Developments proposal creates a tremendous opportunity to bring residents closer to downtown.

In fact, with the Urban Growth Centre to the east of Milton's Historic Core and the Vue Development to the immediate west of downtown, there is the opportunity to 'book end' the Downtown core with residents whose close proximity can greatly help the vibrancy of downtown and the success of our Downtown merchants.

	<b>RECEIVED</b> <input checked="" type="checkbox"/> Mayor <input type="checkbox"/> C.A.O.
JUN 19 2019	
REF	AY
ACTION	+ Barb Koozmann + cl. info

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## DOWNTOWN MILTON BUSINESS IMPROVEMENT AREA

251 Main St. E., Suite 103, Milton, ON L9T 1P1  
905-876-2773 | downtownmilton.com



Initiatives such as this will help to keep Downtown Milton a vibrant and relevant destination for all Miltonians.

Sincerely,

Eric Chabot  
President,  
Downtown Milton BIA

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**DOWNTOWN MILTON BUSINESS IMPROVEMENT AREA**

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