



The Corporation of the Town of Milton

Report To: Council

From: Barbara Koopmans, Commissioner, Planning and Development

Date: June 24, 2019

Report No: PD-025-19

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

That Planning and Development Department Report PD-025-19 outlining an application for amendment to the Town of Milton Zoning By-law 016-2014, as amended, to facilitate the construction of a six (6) storey apartment building, BE RECEIVED FOR INFORMATION;

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

AND THAT staff be authorized to bring forward an amending Zoning By-law in accordance with the draft By-law attached as Appendix 1 to Report PD-025-19 for Council adoption;

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

EXECUTIVE SUMMARY

The applicant is seeking to rezone the subject lands from Future Development (FD) Zone to a site-specific Residential Medium Density 2 with a Holding (RMD2*260*H32) Zone to facilitate the development of a six (6) storey, 132-unit apartment building; and additionally seek site-specific relief from the provisions of the RMD2 zone to facilitate the siting of the building on the subject lands, to permit a reduction in off-street parking requirements, to require a minimum amount of bicycle parking spaces to be provided in excess of the minimum requirements and to permit a fence along the west property line within the front yard.



Conclusion and Recommendation

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

REPORT

Background

At the May 6, 2019 Council meeting, through Report #PD-020-19, staff recommended approval of the proposed six-storey, 132-unit apartment building on the subject lands. The site plan for the proposed development is attached as Figure 1 to this report. A motion to defer the application to direct staff to review alternative options for access to the site from Derry Road or Bronte Street South was passed, to address concerns raised by the public associated with traffic generated by the development, congestion and vehicular safety on adjacent local and collector streets. Additionally, it was requested that staff further review the proposed development as it relates to the Council-endorsed Mid-Rise Guidelines for the site planning and design of mid-rise buildings in Milton.

This report is to be considered in addition to the discussion and recommendations provided in Report #PD-020-19. The intent of the current report is to provide additional information and evaluation relating to alternative direct access routes to/from Derry Road and/or Bronte Street South, traffic mitigation and calming measures for the existing neighbourhood, and further review of the proposed development as it relates to the Town of Milton Mid-Rise Guidelines.

Discussion

Access to Derry Road

Derry Road is a Regional Road and therefore under the jurisdiction of Halton Region. Derry Road is a major arterial roadway, and it is engineering best practice to limit the number of site accesses onto arterial roads. The Halton Region Regional Road Access By-law PW23 17, Section 6.1 (a) notes “access to a Regional Road from private property shall be permitted only where such access is necessary because access to a local road is not feasible”.

It was noted that the frontage of this property is adjacent to the Derry Road underpass, and the grades on the travelled portion of Derry Road and the right-of-way would make any connection undesirable. Additionally, the spacing of the access to the Bronte Street

and Derry Road intersection would not conform to the Halton Region Access Management Guideline Spacing requirements for a full movement access.

Town staff has confirmed that it is the opinion of Halton Region that alternative site accesses from local roads are feasible, and therefore Regional Staff do not support a new access from the subject lands to Derry Road.

Access to Bronte Street South

Engineering Services does not prefer an access onto Bronte Street South from the subject lands as Bronte Street South is a minor arterial roadway. The primary function of arterial roads is traffic movement. It is engineering best practice to limit the number of site accesses (driveways) on arterial roadways, to not permit site accesses within the longitudinal limits (storage and taper length) of a turning lane, and to not permit site accesses in close proximity to or within the functional boundary of signalized intersections. The Transportation Association of Canada's Geometric Design Guide for Canadian Roads states that inadequate spacing between accesses and signalized intersections along major roads, such as arterial roads, can create serious operational issues for both the road authority and users including:

- The access / egress movements being blocked by vehicles queued at a red light.
- To reach their destination, drivers are challenged to make difficult turning movements between vehicles stacked at or approaching the traffic signal.
- Slow moving or stopped vehicles are encountered on the roadway immediately beyond the major intersection; this is a particular problem for vehicles that have made a left or right turn at the intersection, are still focused on that maneuver and are ill-prepared to perceive and react to an unexpected vehicle.

Each additional site access reduces the traffic movement level of service of the arterial roadway and creates additional conflict points, thus decreasing safety for drivers, pedestrians, and cyclists. The purpose of Access Management is to maintain a high level of service for through-traffic, while providing reasonable access to abutting properties. The overall goals are to reduce collisions, reduce energy consumption, and preserve the long-term integrity of the traffic movement function while balancing the needs of all road users.

The Town is not able to extend the existing concrete median on Bronte Street South to restrict a potential Bronte Street South access to a right-in, right-out as we cannot retroactively restrict full moves access to the existing property on the southwest corner of Derry Road and Bronte Street South, nor restrict full moves access to the Milton District Hospital for emergency management considerations. A right-in, right-out "porkchop island" is undesirable as studies have shown that they are significantly less effective at restricting left-turn movements when compared to a raised concrete median.

Creating a new intersection at Bronte Street South and Megson Terrace or Bronte Street South and Munch Place is not recommended as they would not meet the desirable minimum intersection spacing for arterial roads of 400m, which is a Town standard based on the Transportation Association of Canada's Geometric Design Guide for Canadian Roads. Furthermore, creating these intersections would be counterintuitive to transportation engineering roadway classification/hierarchy principles where local roads intersecting with arterial roads is strongly discouraged. These intersections may also result in an opening that could be used as a shortcut by non Howland Green development-related traffic into the community, effectively bypassing the McLaughlin Road and Bronte Street South collector-arterial signalized intersection.

Local roads are intended to provide direct access to land. Collector roads, such as McLaughlin Avenue, are intended to provide the connection between local streets serving neighbourhoods and the arterial road network. It is highly recommended that the number of direct access points to arterial roads (e.g. Bronte Street South) be minimized to reduce the opportunity for turning conflicts to occur on the municipal road network. Research has shown that as access density increases, the relative crash rate and reduction in free-flow speed increases. This relationship suggests that increasing access adversely affects the safety and operational performance of arterial roadways. Therefore, from a traffic safety and operations standpoint, the most logical route for the neighbourhood traffic is as currently proposed, to/from the signalized intersection of Bronte Street South and McLaughlin Avenue.

Based on the Howland Green (Bronte West) Transportation Impact Study by WSP, dated January 2019, the proposed condominium development is anticipated to generate a total of 65 trips in the AM peak hour and 76 trips in the PM peak hour (the 60-minute time period of highest traffic volumes during the morning and afternoon periods). To put this into perspective, that's approximately one (1) vehicle every 60 seconds during the peak AM and PM peak hours of traffic.

It should be noted that since the Howland Green (Bronte West) Transportation Impact Study was drafted, a newer edition (10th) of the Institute of Transportation Engineers Trip Generation Manual was published. This manual is a transportation engineering/planning industry standard for calculating site generated traffic volumes for proposed developments. Using this newer data, it is anticipated that the subject site will generate a total of 48 trips and 58 trips in the AM and PM peak hours, respectively. It is also important to note that these are peak hour volumes (am and pm rush hours) and not everyone works a typical 9am to 5pm shift (varying work hours/shifts, working from home, retired, etc.), not everyone owns a vehicle, and that some people choose to take transit, carpool, walk, or bike to work/school.

The provincial government's 2016 Transportation Tomorrow Survey indicates that, on average, 26% of weekday trips made by residents of the Town of Milton are via non



single-occupant vehicle travel modes (74% single-occupant vehicle, 13% carpool, 2% local transit, 2% GO Train, 6% walking and cycling, and 3% other). The area surrounding the subject site is well served with excellent active transportation infrastructure and transit service on both Derry Road and Bronte Street South. Further to this, it must be acknowledged that Halton Region's Transportation Master Plan has identified Derry Road (Tremaine Road to Highway 407) as a future Transit Priority Corridor with transit vehicles operating on a 'semi-exclusive/exclusive right-of-way'. These factors will likely contribute to the reduction in single-occupant vehicle usage in the future.

As indicated in the Howland Green (Bronte West) Transportation Impact Study by WSP, in the future 2022 post build-out scenario with the additional traffic generated by the subject site (plus other nearby background developments and conservative growth rates) added to the existing traffic volumes, the signalized intersection of Bronte Street South and McLaughlin Avenue is anticipated to operate at a Level of Service (LOS) of B with minimal delays and queuing during the AM and PM peak hours. LOS B is considered "very good" by the Transportation Research Board, including very good progression and/or short cycle lengths with only slightly more delay than LOS A.

The two-way stop controlled intersection of Asleton Boulevard and McLaughlin Avenue is anticipated to operate at a Level of Service LOS A with negligible delays and queuing during the AM and PM peak hours. LOS A is considered "excellent" by the Transportation Research Board, including large and frequent gaps in traffic on the main roadway with queuing on the minor street being rare. It should again be stressed that this is during the peak AM and PM traffic hours of the day and that the analysis is conservative, in that it is essentially a worst case scenario.

Based on the findings of the Transportation Impact Study, staff is satisfied that the adjacent road network will be able to accommodate the additional site generated traffic while maintaining the functional intent of Asleton Boulevard as a local/collector road and McLaughlin Avenue as a collector road. It is fully expected that the Annual Average Daily Traffic (AADT) volumes for Asleton Boulevard and McLaughlin Avenue will remain in the range of a local road and collector road, respectively, as they were intended.

Construction Access

Staff is agreeable to utilizing the existing access onto Bronte Street South temporarily for access to the site during construction. As a condition of Site Plan Approval, temporary access for construction purposes can be granted, with a requirement to remove the access to Bronte Street South upon completion of the development.

Traffic Calming

The Town utilizes the March 2011 Traffic Calming Policy for the purpose of providing guidelines, procedures and criteria for the initiation, investigation and implementation of traffic calming measures within residential neighbourhoods, to address safety concerns related to speeding and excessive volume in a fair and efficient manner.

Residents with traffic related concerns are directed to submit their written request to investigate traffic calming within their neighbourhood to the Town. Town staff then conduct a preliminary assessment to determine if the requested roadway meets the Initial Screening Criteria. Residents with requests that meet the initial screening criteria will receive information about the traffic calming process as well as a copy of the Town's Traffic Calming Neighbourhood Petition. Roadways that do not meet the criteria may still be eligible for other mitigating measures and/or police enforcement initiatives.

In response to a request by a member of the public, the Town undertook speed and volume counts on Asleton Boulevard, north of McLaughlin Avenue, from Thursday May 23, 2019 to Monday May 27, 2019, inclusively. These speed and volume counts were conducted in front of 674 Asleton Boulevard for consecutive 24-hour periods. The results, provided in a chart and attached as Appendix 4 to this report, identify the Average Annual Daily Traffic (AADT) volumes, average speed, and 85% speed for each day in both the northbound and southbound directions. It is noted that the speeds identified are considered acceptable on a posted 50km/h roadway, and in accordance with the Town's Traffic Calming Policy, traffic calming measures are not warranted on this street due to low speed and traffic volumes.

Bronte Street South and McLaughlin Avenue Intersection

Town staff undertook a turning movement count at the intersection of Bronte Street South and McLaughlin Avenue on the morning of Friday May 24, 2019 during the AM period of 7:30AM to 9:30AM. The peak hour during this study was between 8:00AM and 9:00AM, being the busiest period during the 2-hour study with the highest amount of traffic and vehicle volumes.

The following observations were made between 7:30AM and 9:30AM:

West Approach

- 210 vehicles turning left to go Northbound on Bronte Street South from McLaughlin Avenue.
- 79 Vehicles going straight through to go Eastbound on McLaughlin Avenue.
- 62 Vehicles turning right to go Southbound onto Bronte Street South from McLaughlin Avenue.

East Approach

- 19 Vehicles going straight through to go Westbound on McLaughlin Avenue.

North Approach

- 63 vehicles turning right to go Westbound onto McLaughlin Avenue from Bronte Street South.

South Approach

- 19 vehicles turning left to go Westbound onto McLaughlin Avenue from Bronte Street South.

It was further observed that there were never more than 4-5 cars in queue waiting to leave the subdivision. Each time the light turned green, all cars were able to clear the intersection. It was noted that at one time during the study, a school bus stopped to pick up students which caused some congestion. Once the students were on the bus, the congestion cleared up right away.

During this time, it was also observed that 24 pedestrians crossed the East approach during the 2-hour study, with all pedestrians clearing the intersection with time remaining.

Based on the observations above, staff do not have a concern with the function of this intersection.

Town of Milton Mid-Rise Guidelines

In consideration of the design of the proposed apartment building as it relates to the Town's Mid-Rise Guidelines, it is important to note that while the Mid-Rise Guidelines present a number of key design principles, not all will apply equally in all circumstances. The specific site context must be analyzed to inform the application and relevance of particular guidelines and to evaluate the appropriate scale, height, important views and other situational challenges and opportunities.

It is noted in the Mid-Rise Guidelines, that typically a mid-rise building is no taller than the width of the existing right-of-way. This concept assumes that the building directly abuts the adjacent right-of-way. In this case however, the subject lands are located between local (Megson Terrace/Transom Crescent) and Regional arterial (Derry Road) roads. The existing right-of-way width of Megson Terrace and Transom Crescent is 16 metres; Derry Road has a planned right-of-way width of 47 metres and is identified as an Intensification Corridor in the Town's Official Plan, which is a preferred location for mid-rise buildings.

In consideration of an appropriate transition to the existing townhomes, the building has been oriented toward Derry Road as to enhance the setback from the Megson Terrace and Transom Crescent. It is noted that the proposed maximum building height of six storeys (22.7 metres) is more in line with the anticipated height of a mid-rise building adjacent to a local road with a right-of-way width of 16 metres, than that of a 47 m Regional road, where it would be anticipated that higher buildings may be located (i.e. eight storeys).

The massing of the project, articulation of the building exterior, and pedestrian and vehicular circulation patterns are based on the opportunities and conditions presented by the site. The form of the proposed development is driven by the initiative to enhance and intensify the existing fabric as well as appropriately integrate with adjacent land uses. This is achieved by:

- Reinforcing the Derry Road street edge with built form and minimized setbacks;
- Maintaining a generous setback from Megson Terrace/Transom Crescent and adjacent medium-density uses;
- Maintaining the portion of the site fronting on Bronte Street for enhanced outdoor amenity use;
- Maintaining existing pedestrian routes and providing a new connection adjacent to the railway lands from Transom Crescent to the existing Derry Road trail; and
- Providing parking for all residential dwellers in a below-grade parking structure.

Based upon a review of the proposed development, it is staff's opinion that the general scale of development, street interface and transition to the neighbourhood context are consistent with the overall principles set out in the guidelines. As part of the Site Plan Approval application, staff will further review additional matters such as open space, parking and architectural expression.

Future Development

At the May 6, 2019 meeting, Council inquired about plans for future development on the vacant portion of the lands immediately adjacent to the existing commercial plaza at the corner of Derry Road and Bronte Street South. The owner of the lands has indicated there is no intention of developing this portion of the property, as it is to be included as a park that will provide outdoor amenity space for residents and the community at large. The proposed Landscape Plan representing plans for this area, which includes a play structure, BBQ stations, a gazebo and outdoor seating, is attached to this report as Figure 2.

Through the Site Plan Approval process, the owner of the lands has agreed to provide an easement in favour of the Town over the park area, to provide privately owned, publicly accessible landscaped open space at grade, for the use and enjoyment of both



The Corporation of the Town of Milton

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new residents and the existing community. The requirement to do so, to the satisfaction of the Town, has been added to the proposed Holding (H32) Provision, forming part of the proposed Zoning By-law attached as Appendix 1 to this report. The Town will have the opportunity to participate in the detailed design of this area through the Site Plan Approval process.

Redesign of the site to accommodate access to Bronte Street South would hinder the ability to provide this significant attribute for the use and enjoyment by both new residents and the existing community. Introducing additional vehicular access outside of the existing road network would also pose significant safety concerns in an area intended to be oriented towards pedestrians and further intended to provide a safe place for use by the community.

Financial Impact

None arising from this report.

Respectfully submitted,

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

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

Attachments

Figure 1 – Site Plan
Figure 2 – Landscape Plans
Appendix 1 – Zoning By-law and Schedule A Map
Appendix 2 – PD-020-19
Appendix 3 – Additional public comments received after the publication of PD-020-19
Appendix 4 – Speed and Volume Counts on Asleton Boulevard north of McLaughlin Avenue

CAO Approval
Andrew M. Siltala
Acting Chief Administrative Officer

SITE PLAN DATA

ZONING:	UNKNOWN
ORIGINAL SITE AREA:	11,500.95 m ² (1.15 ha)
5.0 METER CONVEYANCE AREA:	170.70 m ²
NET SITE AREA:	11,330.25 m ² (1.13 ha)
COVERAGE:	3,315.09 SQ.M. = 29.26%
GROSS FLOOR AREA:	18,479.98 SQ.M. (1.63 F.S.I.)
SITE PLAN FRONTAGE:	206.445 M
BUILDING SETBACKS:	
FRONT YARD:	11.920 M
REAR YARD:	3.000 M
SIDE YARD:	5.220 M
SIDE YARD:	3.000 M
LANDSCAPED AREA:	6,405.05 SQ.M. = 56.53%
PAVED AREA:	1,610.11 SQ.M. = 14.21%
BUILDING HEIGHT:	6 STOREYS (22.65 M)
TOTAL RESIDENTIAL UNITS:	132
RESIDENTIAL DENSITY:	116.81 UNITS/HECTARE
INDOOR AMENITY AREA:	289.24 SQ.M.
PARKING REQUIRED:	198 SPACES
1.25 SPACES X 132 UNITS:	165 SPACES (DWELLERS)
0.25 SPACES X 132 UNITS:	33 SPACES (VISITORS)
PARKING PROVIDED:	209 SPACES
BELOW GRADE (DWELLERS):	176 SPACES (INCL. 12 HC)
GRADE LEVEL (VISITORS):	33 SPACES (INCL. 2 HC)
BICYCLE PARKING PROVIDED:	8 SPACES
SHORT TERM (AT GRADE):	45 SPACES
LONG TERM (BELOW GRADE):	45 SPACES
LOADING SPACES PROVIDED:	1

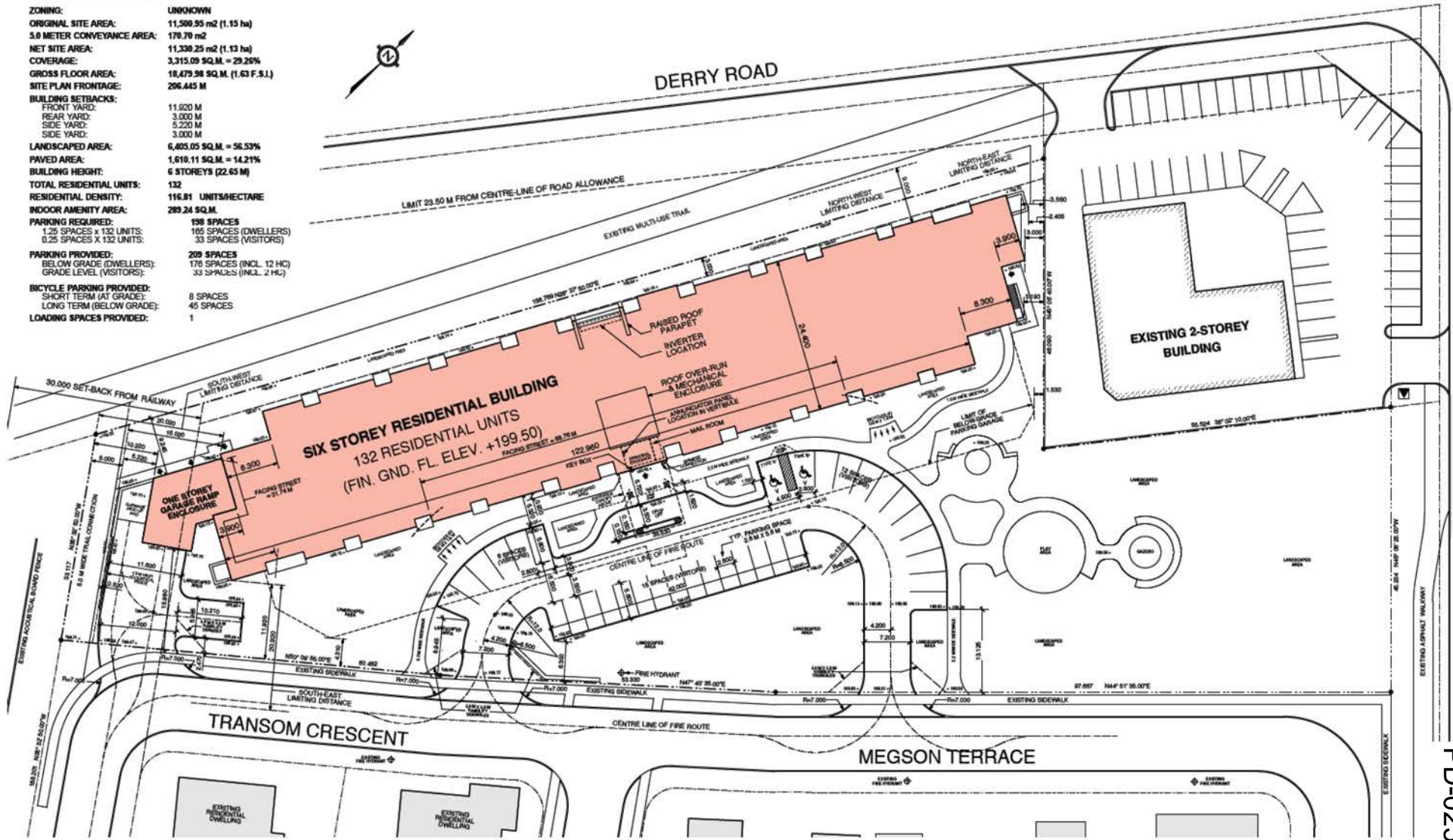
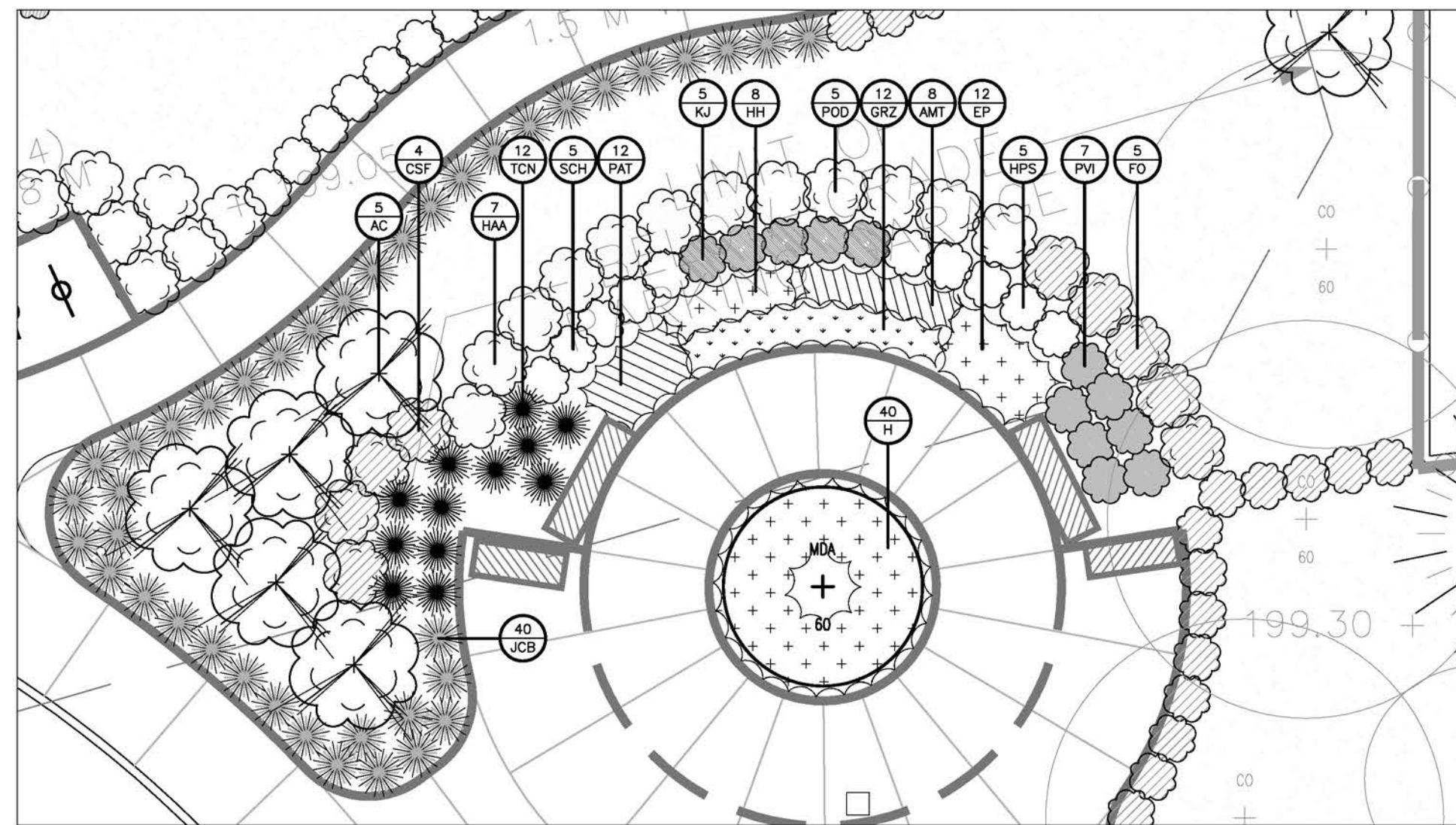
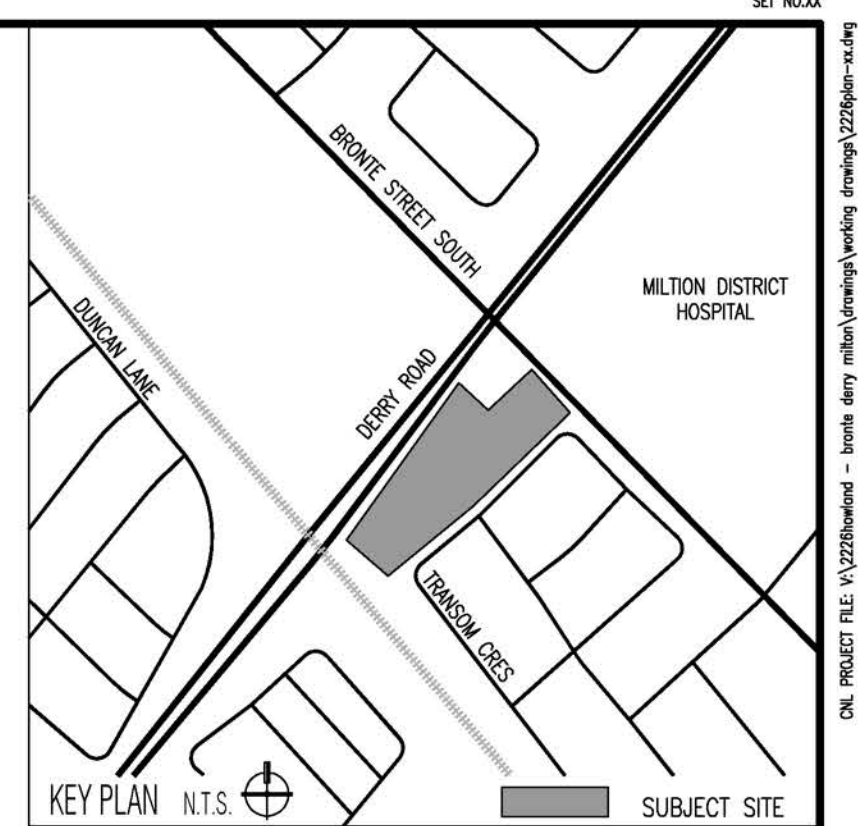


FIGURE 1
PD-025-19
BRONX STREET S.



GARDEN SEATING AREA – PLANTING LAYOUT ENLARGEMENT SCALE 1:100



LEGEND

- PROPERTY LINE
- CHAIN LINK FENCE
- DECORATIVE METAL FENCE
- PEDESTRIAN WALKWAYS
- CONCRETE PAVING
- SOD PLANTING
- MEADOW GRASSES - SEED
- BARK CHIP MULCH
- FINE RIVER RUN STONE
- DECIDUOUS TREE PLANTINGS
- CONIFEROUS TREE PLANTINGS
- SHRUB PLANTINGS
- SEATING AND PICNIC TABLE
- BBQ



Base Information

Site plan information received in digital format from Keith Loffler McAlpine Architects, Project No.1876, Sheet No.A001 dated January 23, 2019, and received January 23, 2019. Grading information received in digital format from Masongsong Associates, Project No.16836, Drawing No.SGR-1, received January 8, 2019.

No	Revision	By	Yr	Mo	Da
1	Site Plan Submission	CMO	19	01	31
No	Revision				

Invalid Unless Signed Original



BRONTE WEST CONDOMINIUM RESIDENCES
HOWLAND GREEN LTD.
BRONTE ST. & DERRY RD., MILTON, ONTARIO

LANDSCAPE PLAN

Drawn by	CMO	Scale	1:250
Checked by	PHC	Plot Date	2019-01-31
Approved by	PHC	Project	2226

L1
Drawing No.

All drawings and designs are the property of Cosburn Nauboris Limited and may not be used or reproduced without permission. This drawing must not be scaled.

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THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NUMBER XXX-2019

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT, AS AMENDED, IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOT 10, CONCESSION 1, FORMER GEOGRAPHIC TOWNSHIP OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON AND MUNICIPALLY IDENTIFIED AS 710 BRONTE STREET SOUTH (HOWLAND GREEN (BRONTE WEST) LIMITED) - TOWN FILE: Z-13/17

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

AND WHEREAS the Town of Milton Official Plan provides for the lands affected by this by-law to be zoned as set forth in this by-law;

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

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

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

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

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

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

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

- a) The Owner secures Regional servicing allocation to the satisfaction of Halton Region.
- b) The Owner must demonstrate to the satisfaction of the Town of Milton that they will be able to achieve all proposed TDM measures outlined in the Updated TIS Addendum Letter dated April 10, 2019 by WSP including any ongoing programming or management that may be required for program success. All costs associated with the implementation of the TDM measures are the responsibility of the Owner. The TDM measures are as follows:
 - i. The provision of a minimum of 53 bicycle parking spaces. The design of the bicycle parking facilities must comply with the City of Toronto's Bicycle Parking Guidelines.
 - ii. The implementation of a multi-use path (MUP) along the westerly limit of the subject site. The MUP must be built to the Town of Milton specifications and to the satisfaction of the Town. This must be shown on the plans with all pertinent details provided.
 - iii. The implementation of three concrete sidewalk connections from the sidewalks on Megson Terrace to the multi-use path on Bronte Street South. The sidewalk must be built to Town of Milton specifications and to the satisfaction of the Town.
 - iv. The provision of Introductory Transit Packages at a rate of ten (10) Milton Transit Single-Ride Tickets per unit. The bus tickets shall be provided upon occupancy of a unit. The Owner must enter into a contractual agreement with Milton Transit. The Town will look to recover any fees associated with drafting this agreement from the

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

- c) The Owner provides to the satisfaction of the Town, an easement in favour of the Town, over the proposed park area for the provision of providing privately owned, publicly accessible landscaped open space for the use and enjoyment of new residents and the existing community.

4.0 **AND THAT** if no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Local Planning Appeal Tribunal dismisses the appeal, this by-law shall come into force on the day of its passing. If the Local Planning Appeal Tribunal amends the by-law pursuant to Section 34 (26) of the *Planning Act*, as amended, the part of parts so amended come into force upon the day the Board's Order is issued directing the amendment or amendments.

PASSED IN OPEN COUNCIL ON JUNE 24, 2019.

Gordon A. Krantz Mayor

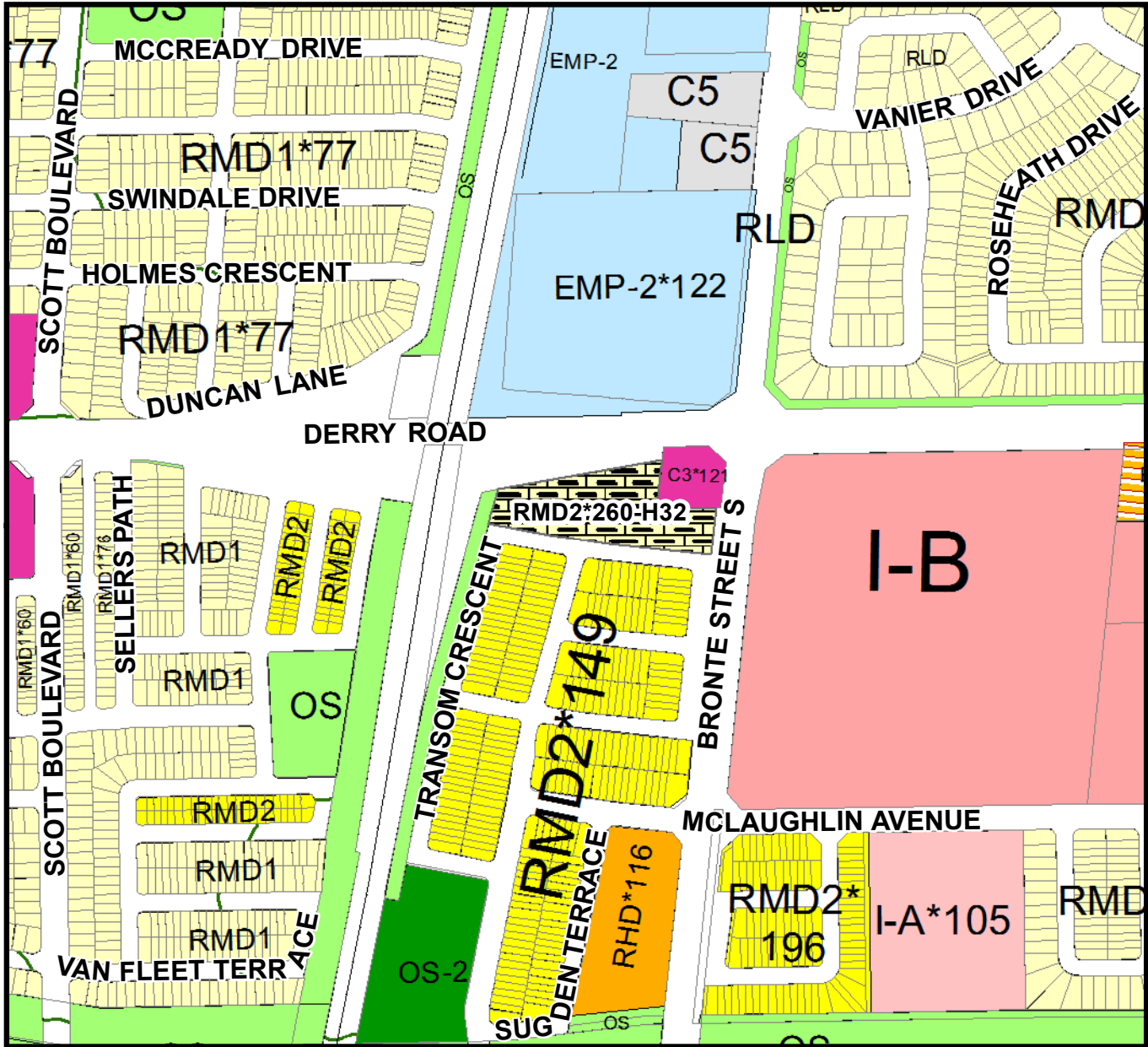
William Roberts Acting Town Clerk

SCHEDULE A
TO BY-LAW No. -2019

TOWN OF MILTON

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

Town of Milton



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



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



MAYOR - Gordon A. Krantz

ACTING TOWN CLERK- William Roberts



The Corporation of the Town of Milton

APPENDIX 2
PD-025-19

Report To: Council

From: Barbara Koopmans, Commissioner, Planning and Development

Date: May 6, 2019

Report No: PD-020-19

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

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

AND THAT staff be authorized to bring forward an amending Zoning By-law in accordance with the draft By-law attached as Appendix 1 to Report PD-020-19 for Council adoption;

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Conclusions and Recommendations

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

REPORT



Background

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

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

Location/Description

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

Property

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

Surrounding Land Use

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

Proposal

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

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

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



Plans and reports submitted in support of the application:

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

Planning Policy

Provincial Policy

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

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



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

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

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

Halton Region Official Plan

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

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

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

Town of Milton Official Plan



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Zoning By-law

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

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

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

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

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

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

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

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

Site Plan Control

Should the application be approved, the applicant is required to obtain site plan approval prior to building permit issuance. Detailed site plan drawings addressing such matters as building elevations, lot grading and drainage, site design, lighting and landscaping will be required to be submitted for review and approval. Other items, such as traffic and safety, garbage disposal and capacity of utilities, including water and sanitary sewer connections will be reviewed as part of the technical site plan review.

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

Discussion

Public Consultation

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

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

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



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

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

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

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

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

c) Snow Removal

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

d) Traffic Implications associated with Existing Neighbourhood

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

e) Shadow Impact

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

f) Property Value

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

Agency Consultation

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

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

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



measures identified, including any ongoing programming or management that may be required for program success. All costs associated with the implementation of the TDM measures are the responsibility of the owner. The Holding provision cannot be lifted until such time as the identified TDM measures have been demonstrated to the satisfaction of the Town.

Conclusion

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

Financial Impact

None arising from this report.

Respectfully submitted,

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

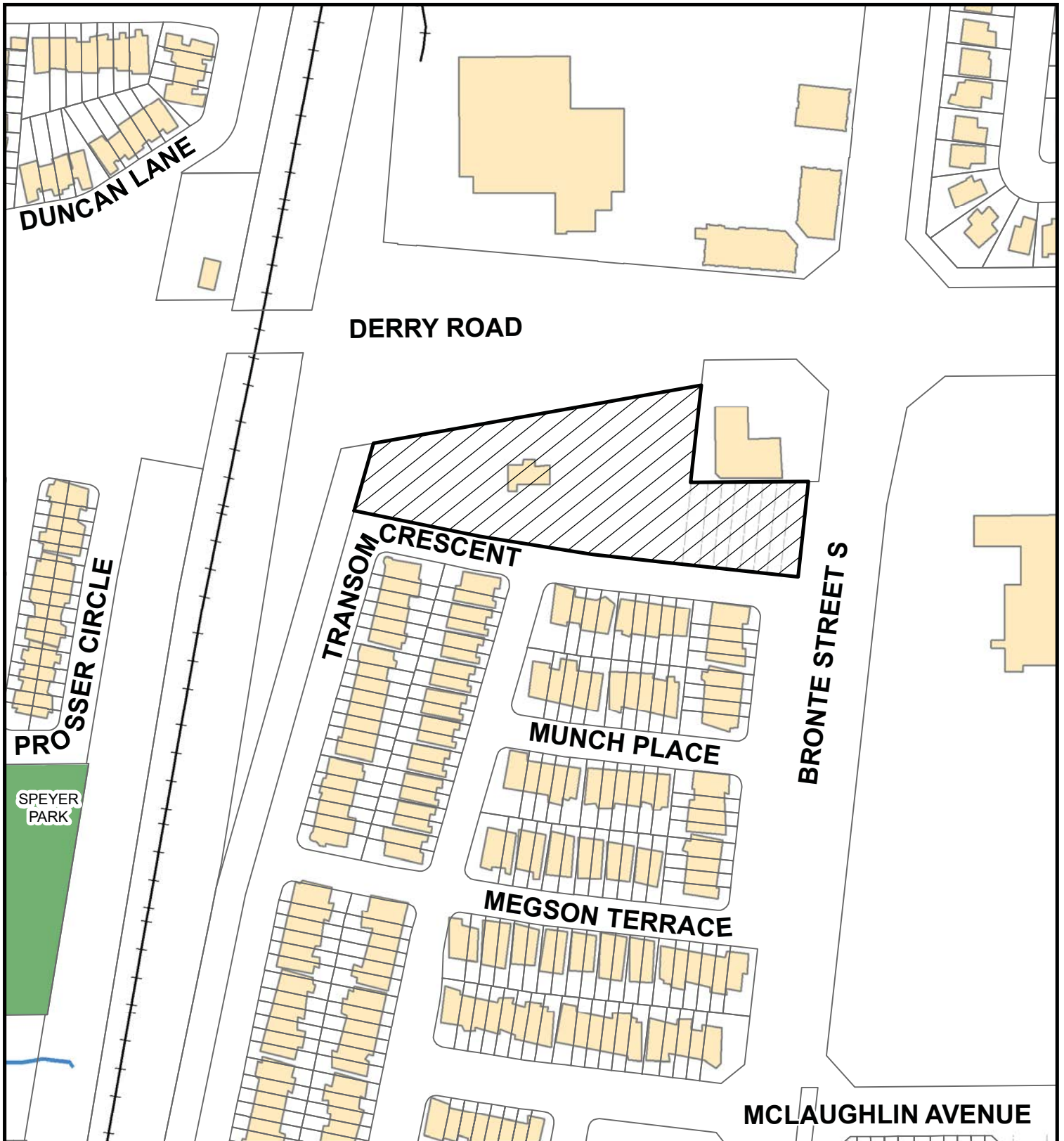
For questions, please contact: Mollie Kuchma, M.Sc. MPA Phone: Ext. 2312
MCIP, RPP, Planner

Attachments

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

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

FIGURE 1 LOCATION MAP



C.O.W. Meeting Date:
January 15, 2018

Scale: 1: 2,500

File: Z-13/17

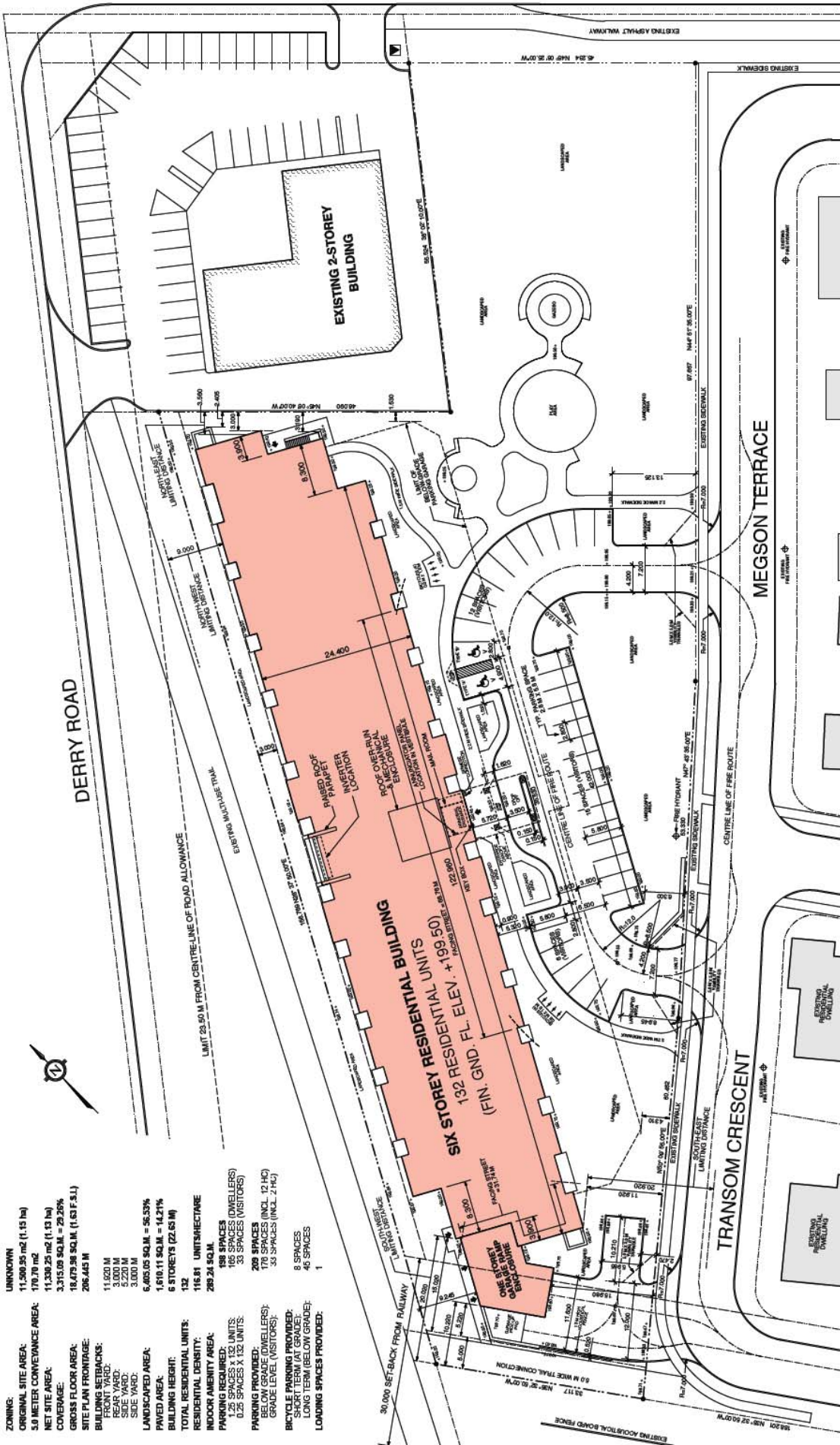
Planning & Development Department



Subject Property

SITE PLAN DATA

- ZONING:** UNKNOWN
- ORIGINAL SITE AREA:** 11,500.35 m² (1.13 ha)
- 5.0 METER CONVEYANCE AREA:** 170.70 m²
- NET SITE AREA:** 11,330.25 m² (1.13 ha)
- COVERAGE:** 3,315.09 sq.m. = 29.26%
- GROSS FLOOR AREA:** 18,479.98 sq.m. (1.63 F.S.I.)
- SITE PLAN FRONTAGE:** 206.445 M
- BUILDING SETBACKS:**
 - FRONT YARD: 11.020 M
 - REAR YARD: 2.200 M
 - SIDE YARD: 3.000 M
- LANDSCAPED AREA:** 6,405.05 sq.m. = 56.33%
- PAVED AREA:** 1,610.11 sq.m. = 14.21%
- BUILDING HEIGHT:** 6 STOREYS (22.65 M)
- TOTAL RESIDENTIAL UNITS:** 132
- RESIDENTIAL DENSITY:** 289.24 SQ.M.
- INDOOR AMENITY AREA:** 116.81 UNITS/RECTARE
- PARKING REQUIRED:**
 - 198 SPACES
 - 166 SPACES (DWELLERS)
 - 33 SPACES (VISITORS)
- PARKING PROVIDED:**
 - 208 SPACES
 - 178 SPACES (INCL. 12 HC)
 - 30 SPACES (INCL. 2 HC)
- BICYCLE PARKING PROVIDED:**
 - 125 SPACES X 132 UNITS
 - 0.25 SPACES X 132 UNITS
 - BELOW GRADE (DWELLERS):
 - LONG TERM (BELOW GRADE):
 - GRADE LEVEL (VISITORS):
- LOADING SPACES PROVIDED:** 1



BRONTE STREET S.



Illustration/artist's concept. Features and specifications subject to change without notice. E.C.O.E.

THE CORPORATION OF THE TOWN OF MILTON

BY-LAW NUMBER XXX-2019

BEING A BY-LAW TO AMEND THE TOWN OF MILTON COMPREHENSIVE ZONING BY-LAW 016-2014, AS AMENDED, PURSUANT TO SECTION 34 OF THE PLANNING ACT, AS AMENDED, IN RESPECT OF THE LANDS DESCRIBED AS PART OF LOT 10, CONCESSION 1, FORMER GEOGRAPHIC TOWNSHIP OF TRAFALGAR, TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON AND MUNICIPALLY IDENTIFIED AS 710 BRONTE STREET SOUTH (HOWLAND GREEN (BRONTE WEST) LIMITED) - TOWN FILE: Z-13/17

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

AND WHEREAS the Town of Milton Official Plan provides for the lands affected by this by-law to be zoned as set forth in this by-law;

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

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

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

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

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

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

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

- a) The Owner secures Regional servicing allocation to the satisfaction of Halton Region.
- b) The Owner must demonstrate to the satisfaction of the Town of Milton that they will be able to achieve all proposed TDM measures outlined in the Updated TIS Addendum Letter dated April 10, 2019 by WSP including any ongoing programming or management that may be required for program success. All costs associated with the implementation of the TDM measures are the responsibility of the Owner. The TDM measures are as follows:
 - i. The provision of a minimum of 53 bicycle parking spaces. The design of the bicycle parking facilities must comply with the City of Toronto's Bicycle Parking Guidelines.
 - ii. The implementation of a multi-use path (MUP) along the westerly limit of the subject site. The MUP must be built to the Town of Milton specifications and to the satisfaction of the Town. This must be shown on the plans with all pertinent details provided.
 - iii. The implementation of three concrete sidewalk connections from the sidewalks on Megson Terrace to the multi-use path on Bronte Street South. The sidewalk must be built to Town of Milton specifications and to the satisfaction of the Town.
 - iv. The provision of Introductory Transit Packages at a rate of ten (10) Milton Transit Single-Ride Tickets per unit. The bus tickets shall be provided upon occupancy of a unit. The Owner must enter into a contractual agreement with Milton Transit. The Town will look to recover any fees associated with drafting this agreement from the

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

- 4.0 **AND THAT** if no appeal is filed pursuant to Section 34(19) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, or if an appeal is filed and the Local Planning Appeal Tribunal dismisses the appeal, this by-law shall come into force on the day of its passing. If the Local Planning Appeal Tribunal amends the by-law pursuant to Section 34 (26) of the *Planning Act*, as amended, the part of parts so amended come into force upon the day the Board's Order is issued directing the amendment or amendments.

PASSED IN OPEN COUNCIL ON MAY 6, 2019.

Gordon A. Krantz Mayor

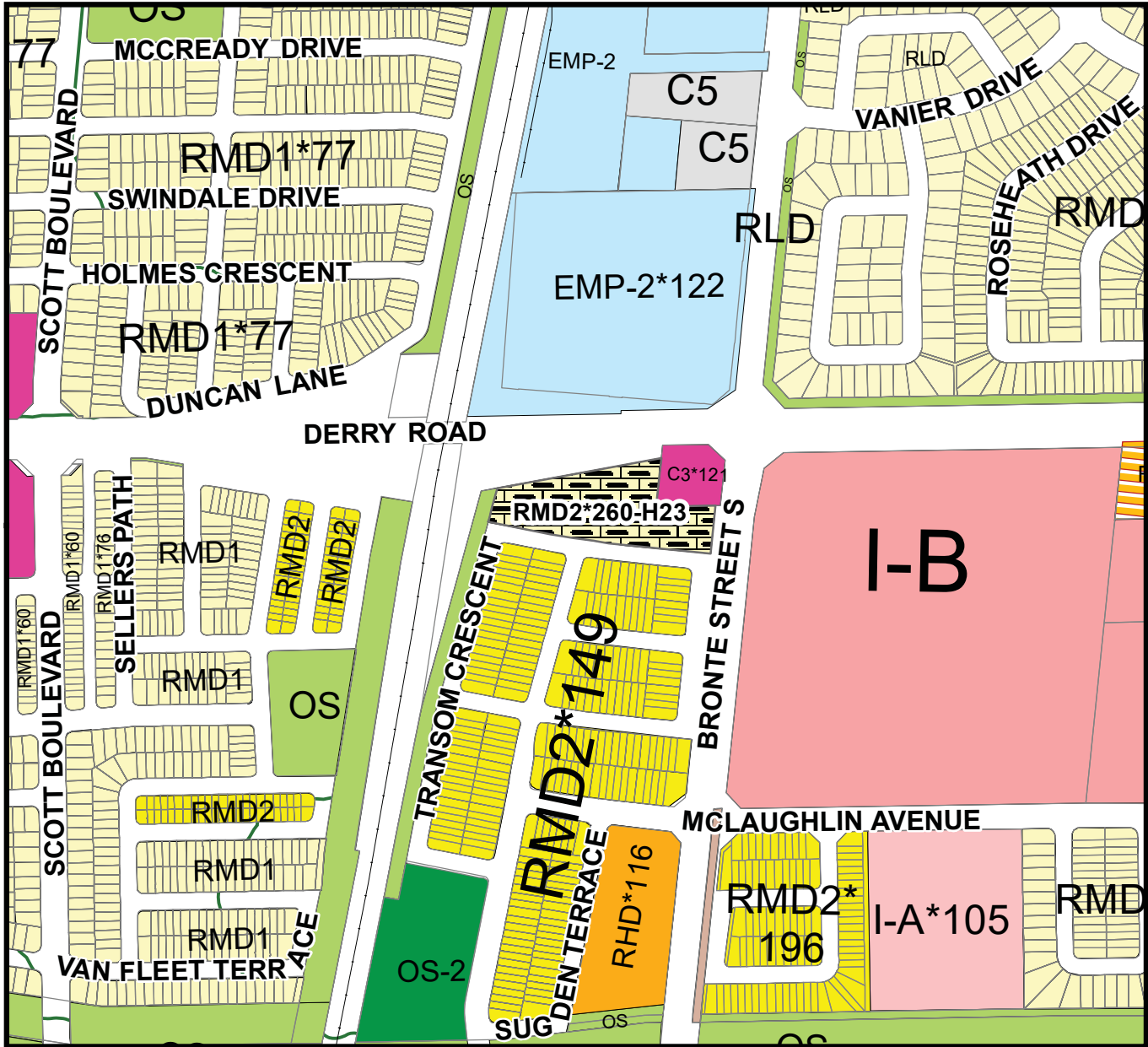
William Roberts Acting Town Clerk

SCHEDULE A
TO BY-LAW No. -2019

TOWN OF MILTON

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

Town of Milton



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



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

MAYOR - Gordon A. Krantz

ACTING TOWN CLERK- William Roberts



Subject:

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

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

From: Sonia Burgess <>

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

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

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

To Whom It May Concern,

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

Sonia Nwankwo

Debbie Johnson

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

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

From: info@esolutionsgroup.ca [mailto:info@esolutionsgroup.ca] On Behalf Of <>
Sent: Sunday, January 28, 2018 5:01 PM
To: MB-Planning@milton.ca <Incoming-Planning-Email@milton.ca>
Subject: 710 Bronte Street - Town File: Z-13/17

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

Traffic concerns:

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

Solution: Only allow vehicle access to the condo via Bronte St or Derry St and not allow traffic through the current proposed route through the subdivision.

Shadow Impact:

This large 6 story building will prohibit the sunlight from entering my neighbours and my backyard after 6 pm during the summer months. This building will cause a significantly allow less sunlight onto my residence.

Solution: Reduce the buildings height to only allow a shadow onto the Megson Terrace and not into backyards.

Thanks,
Tyler Barnwell, EIT

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

From: M K []

Sent: Monday, December 04, 2017 10:38 PM

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

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

Hi Mollie

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

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

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

Best Regards,

Mohammed Khalaf

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

Attention: Mollie Kuchma

Dear Ms. Kuchma:

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

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

The Neighbourhood

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

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

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

The Proposed Development

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

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

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

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

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

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

Sincerely,

A rectangular area of the document is redacted with a dense, black, cross-hatched pattern, obscuring the signature.

Nancy Mott

Subject:

FW: 710 Bronte Rd. South Discontent

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

From: Tatiana Bazhenova [mailto:]

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

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

Subject: 710 Bronte Rd. South Discontent

Good day.

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

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

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

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

Thank you.

Tatiana Bazhenova

Subject: FW: Condo development at Bronte and Derry

From: jennifer stefanovic <>
Sent: Monday, May 06, 2019 12:09 PM
To: Mollie Kuchma <Mollie.Kuchma@milton.ca>
Subject: Condo development at Bronte and Derry

Dear Ms. Kuchma,

We are writing as a concerned resident on xxxxxxxxxxxxxxxxxxxx in Milton located just down the street from the proposed condo at Bronte and Derry. In the past few years our neighbourhood has seen a lot of changes. We have lived through the building of new houses, the construction of the Seasons retirement home and the ever changing school boundaries and bussing issues. Traffic is our major concern regarding the condo proposal.

Currently there is only one exit from our neighbourhood leading out onto Bronte Road. As our residence is located right at the junction of Asleton and McLaughlin we see the numerous drivers who race to beat the school buses in the morning and after school hours. Our kids are constantly dodging these drivers. In fact our 16 year old son was almost hit by a car in the morning walking to school right where the proposed condo is slated to be built. this one exit is also right beside the retirement home and is one of the designated school pick up and drop off stops for kids attending Boyne PS and St. Benedict. It is such a busy intersection that kids are bussed from our neighbourhood across Bronte to St. Benedict, a grand total of a 3 minute ride because it has been deemed too dangerous for kids to cross even with the crosswalk. Now this proposed condo with a total of 132 residential units will add to the congestion. Even if only half of them have a car, it will add up to an additional 60 cars on Asleton leading to this exit!

According to the site plan data map, they are proposing 3 entrance and exits which will lead cars onto Asleton Blvd, Transom Crescent And Megson Terrace. Transom Crescent is where the one of the school busses pick up and drop off students. Having cars spill out onto this street is a danger for kids JK and up who need to cross the road to get to the stop. Over the years we have had to report drivers who frustrated at having to wait will speed around the bus before the lights are turned on or go through anyways. So in addition to all these extra cars belonging to residents of the condo, there will be delivery trucks and visitor cars all traversing this one road (Asleton) leading straight to the condo. This neighbourhood because of its proximity to the hospital is already dealing with all the extra cars who use our streets as an alternative to paying for hospital parking.

As it is, our kids have been warned not to ride their bikes on the road. We have to put up actual warning signs to tell drivers to slow down coming and leaving our neighbourhood. We settled in Milton because we wanted a community that centred on families. This proposed condo threatens the safety of the residents in this neighbourhood.

We are proposing that the Town of Milton look into alternative entrances and exits. There is an existing laneway leading off Bronte besides an existing building. We are suggesting that perhaps this can be a way of alleviating the stress of additional cars and delivery trucks.

Unfortunately due to work schedules, we are unable to attend the council meeting. However, we welcome the opportunity to discuss these concerns with you in person. These are concerns voiced by our entire neighbourhood.

We hope that the Town of Milton will take the time to review our concerns.

Thank you,
Jennifer and Zoran Stefanovic

Subject:

FW: Bronte West-Howland Green condos

From: Melanie Duchaine < >

Sent: Friday, May 03, 2019 9:53 PM

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

Subject: Bronte West-Howland Green condos

Good evening,

It has been brought to our attention that the above mentioned condos are planning to use our residential streets for their entrance. As a mother of 2 children that walk to their bus stop in the area and the fact that they like to ride their bikes round the neighborhood, I am very concerned for their safety if the traffic increases greatly due to this issue. Also, having only one exit out of this neighborhood, it will make it a headache trying to leave the house.

I hope my concerns will be heard.

Thank you,
Melanie Duchaine

Subject: FW: Traffic and Safety Issue

From: Hina Khan < >
Sent: May 3, 2019 2:02 PM
To: Mollie Kuchma
Subject: Traffic and Safety Issue

Hi there,

I am a resident of xxxxxxxxxxxxxxxxxxxxxxxxx; I would like to draw your attention towards an issue that would occur in the whole neighborhood. On the south west corner of Bronte and Derry, there is a project of a six story building and according to the site plan they intend to open our residential streets into their complex. So many school buses have their stops on Transom Crescent; like Boyne PS and NJ MacArthur, my son goes to Boyne and his bus stop is right at the corner of Megson and Transom. The streets are for residential neighborhood; not wide enough to bear the traffic of a six story complex, we have kids playing all around the neighborhood and I am really concern that this would be a traffic chaos for the whole neighborhood as well as a safety concerns.

Thanks,
Hina Khan

Subject:

FW: PD-020-19 - May 6th 7pm meeting - Bronte West

From: Daryl Ferro < >

Sent: May 3, 2019 2:41 PM

To: Mollie Kuchma

Subject: PD-020-19 - May 6th 7pm meeting - Bronte West

Mollie

This email is in regards to the condo development set to be built at the south west corner of Derry and Bronte. Bronte West Howland Green intend to build a six storey complex directly across my current residence at xxxxxxxxxxxxxx and I would like to voice my serious concerns about this new development.

This will create a major traffic and safety issue in our now family friendly neighbourhood. All traffic will be directed directly through megson terrace causing a major safety concern for a number of family's with children; making this family friendly street a traffic and safety nightmare having to support residences from a six storey condo. I absolutely oppose this new development and as a community member need to voice these concerns.

This current neighbourhood is supported by a single exit at McLaughlin and Bronte and cannot support residents from an additional six storey residential condo.

I highly oppose this new development and will be in touch with my community members to ensure our voice is heard and that we need to put a stop to this development.

Couple of key items;

- Parking, drop off space additional traffic; visitor parking is inadequate, and there is a lack of planning for drop offs/ deliveries/taxi's/moving vans etc. Megson terrace cannot accommodate the additional traffic density that would be required to support this development. This will negatively affect residents up and down Megson Terrace and our neighbors on side streets
- Proposed development does not fit into this predominantly residential (single and two family homes) neighbourhood. Many would like to keep it this way, and think that "smart planning" should allow for this. I do not believe this planned development conforms to other properties in our neighborhood. It is simply too large!

If you have any questions please contact me at my number below

Thank you,

Daryl Ferro

Subject:

FW: Concern

From: siva master <>

Sent: Thursday, May 02, 2019 10:27 PM

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

Subject: Concern

Hi I am siva I am live in milton 6 storey condo builders open up our residential street it is going to be create major traffic and street m parking and kids safty please avoid this street and find another way thanks

Regards

Siva

Sent from Yahoo Mail on Android

Subject: FW: Bronte West Complex

From: Michelle Melo < >
Sent: Friday, May 03, 2019 9:55 AM
To: Mollie Kuchma <Mollie.Kuchma@milton.ca>
Subject: Bronte West Complex

Good morning Ms. Kuchma

I am a the owner of xxxxxxxxxxxxxxxxxxxxxx, and reside at our home with my husband, and two small children (5 year old and 1.5 year old).

I am writing to you today, as I have just been informed that developers on the South West corner of Derry and Bronte, Bronte West Howland Green, intend to build a six storey complex and at the same time open up our residential streets into their complex.

This has left me completely in shock, as we currently have a family friendly safe neighbourhood, and by opening up the neighbourhood you will dramatically cause undue stress to so many families, who allow their children to play out front.

I completely do not understand why the entrances would not be opened towards either Derry or Bronte which are main street and are able to handle the high volume of traffic that I strong believe this will cause.

I truly hope that you listen to the residence in the neighbourhood, and prevent this from occurring.

Thank you,

Michelle S. Melo

Subject:

FW: Concerns for Bronte West-Howland green Condo

From: jeetu pune <j>

Sent: Thursday, May 02, 2019 8:57 PM

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

Subject: Concerns for Bronte West-Howland green Condo

Hi Mollie,

Myself Jitendra Wadhvani, I am resident of xxxxxxxxxxxxxxxxxxx near the Milton District Hospital, I just got informed today that the condo development near the Bronte-Derry Junction by builder Bronter West-Howland Green is planning to open a backside entrance to their condo property , opeing into the residential street on Mclaughlin Ave.

This is a major cause of concern for me, since it would mean a much bigger traffic on my street making it unsafe for my small children. I purchased this property because of the quiet neighbourhood and this decision is going to change everything.

I believe the builder should just open the traffic to main road and not expose our quiet residential area to such heavy flow of traffic.

I strongly oppose this decision by council and would like to formally log my complaint in this matter. Please let me know if you need an official letter or something else from my side.

My full address -

Regards

Jitendra

Subject: FW: The Howland Green Building Located Derry & Bronte

From: Emad Abd El Sayed <>
Sent: Thursday, May 02, 2019 9:24 PM
To: Mollie Kuchma <Mollie.Kuchma@milton.ca>
Subject: Re: The Howland Green Building Located Derry & Bronte

Hi Mollie,

I'm Emad Abd El Sayed and i live in xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

I'm writing to you to submit our objection in regards to open up our residential street into the Howland Green building complex as it is will create a major traffic and safety issues for our kids, family and neighborhood and it will ruin all the neighborhood.

Kids safety was our priority when we chose to buy this house and it will be lost by merging or opening up our street into their building

Please help us to keep our kids safe by finding another alternative

Thank you

Emad Abd El Sayed

Subject:

FW: Bronte West Complex

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

From: Danielle Alfano < >

Sent: Friday, May 03, 2019 8:37 AM

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

Cc: Brad <>

Subject: Bronte West Complex

Hi Mollie,

I am a resident of xxxxxxxxxxxxxxxxxxxx , the neighbourhood that Bronte West developers are planning their condo complex. It has been brought to my attention that this complex will have an entrance through the neighbourhood. I will not be able to attend the meeting in person however, I would like to voice my concern regarding this proposal. As a mother of two small children ages 3 and 5 who ride their bikes in this quiet neighbourhood along with our puppy, the increased traffic through our streets would pose a huge danger. We have a community park that many families walk to as well. The increased traffic through our neighbourhoods will make the area dangerous, less desirable to live in, thus decreasing the value of our homes . Please bring this up as I do not want to have to think of selling our home in the near future before construction is complete .

I appreciate the opportunity to have my opinion heard .

Sincerely,

Danielle Alfano

Subject:

FW: Resident concern in re: to Report No: PD-020-19

From: Michael Silva < >

Sent: Thursday, May 02, 2019 9:53 PM

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

Cc:

Subject: Resident concern in re: to Report No: PD-020-19

Dear Ms. Mollie Kuchma,

My wife, Carrie, and I are writing to you today to formally express our concern with the proposed bylaw amendment as outlined in technical report # PD-020-19.

Specifically, the intention of building a six (6) storey, 132-unit complex (i.e. Proposed Zoning By-law Amendment by Howland Green (Bronte West) Limited for lands located at 710 Bronte Street South (Town File: Z-13/17)) and opening the building's sole entrance and exit to our residential area; effectively to one primary exit at McLaughlin and Bronte.

This development, as is currently being recommended to be approved, will create major traffic issues in our neighbourhood. I've had to personally submit complaints to the police regarding drivers constantly running stop signs, particularly at Asleton Boulevard and McLaughlin Avenue. Carrie, and my son, have been almost hit by vehicles on the way to St. Benedict school at the existing stop sign (at Asleton and McLaughlin).

Opening up this traffic corridor to substantially more people and cars, shows a lack of consideration for the resident's well-being and will only compound the safety issues already being faced. We find it remiss of the Town not identifying that the current plan does not take current residents into consideration. As such, the developer's plans and the Town's approval should be contingent on incorporating a viable engineering/planning solution that involves diverting traffic to exit at Derry.

We—like all the current residents of this neighbourhood— will be directly and negatively impacted. It is with great disappointment that we were not included in the initial formal notifications. As such, we feel compelled to send you and the Town an email to have our concerns acknowledged.

I ask that you please include my correspondence/comments at the next council meeting scheduled for this coming Monday May 6th at 7:00 PM.

Please feel free to contact Carrie and I should you like to discuss further.

Sincerely,

Michael Silva and Carrie Silva

Good evening Mayor Krantz and council members. Thank you for the opportunity to speak to all of you this evening regarding the Howland Green condominium development in my community.

My name is Vanessa Silverman and I own a home on [redacted], the local road which will be directly impacted by resident traffic generated by the Howland Green condominium development.

I have lived in my home for seven years, having purchased my home from the builder. I purchased my home pre-build, at a time when North Star development intended to use the land in question to build additional townhomes or semi-detached homes.

In these seven years I have seen numerous changes to my neighbourhood and quite frankly, very few of those changes have been positive.

McLaughlin Avenue is the local road residents use to exit onto Bronte Street. It includes residents of McLaughlin Avenue, Megson Terrace, Munch Place, Transom Crescent, Sugden Terrace and Asleton Blvd. It even includes resident traffic from the neighbouring Mattamy development to the south of my neighbourhood, who, for whatever reason, will not use Ruhl Drive as an exit onto Bronte Street but drive north to McLaughlin Avenue to exit onto Bronte Street.

I see commercial and construction vehicles also use McLaughlin Avenue as the means to enter my neighbourhood and the Mattamy community to the south of my home (via Asleton Blvd) again bypassing Ruhl Drive.

There are numerous school buses that enter my neighbourhood via McLaughlin Avenue and again, use McLaughlin Avenue to continue their journey south into the Mattamy community via Asleton Blvd.

There is also the Seasons Retirement Community Home in my neighbourhood, on Sugden Terrace, which brings additional traffic onto McLaughlin Avenue from visitors, staff, and commercial vehicles which provide supplies to the retirement home.

Traffic is already congested on McLaughlin Avenue as a result of the aforementioned situations I've described to you.

There is constant traffic on McLaughlin Avenue day and night. During morning and late afternoon rush hours, traffic congestion is particularly bad as vehicles and school buses make their way on McLaughlin Avenue. It is not unusual for me to wait ten minutes or more on my own driveway to leave my home during rush hour.

The Technical Report (PD-020-19) states "The proposed development is anticipated to generate a total of 65 trips in the peak AM hours and 76 trips in the peak PM hours. That's approximately one (1) vehicle every 60 seconds during the peak AM and PM hours of traffic. The adjacent road network will be able to accommodate the additional traffic while maintaining the functional intent of Asleton Boulevard as a local/collector road. It is fully expected that the Annual Average Daily Traffic (AADT) volumes for Asleton Boulevard will remain in the range of a local road."

There is no reference to the impact of additional traffic on McLaughlin Avenue which will be the only vehicular exit onto Bronte Road for the residents of the Howland Green condominium development.

I'm also quite confused why the Technical Report only refers to an anticipated 65 trips in the peak AM hours and 76 trips in the peak PM hours. I really do not understand how those numbers were generated. The Howland Green condominium development consists of 132 units. Residents of each unit will have at least **one** vehicle.

That equals an additional 132 vehicles using McLaughlin Avenue to exit onto Bronte Street. Does the Technical Report assume half of the residents of the Howland Green condominium development are independently wealthy and do not need to work, thus will not leave the building during rush hours? Or at any time for that matter?

How does 132 units equal only 65 trips in the AM peak hours and 76 in the peak PM hours? The numbers do not make any sense.

With the significant escalation in vehicular traffic, what will be the impact on residents because of additional pollution generated by an increase in vehicles being driven in the neighbourhood? As I mentioned previously, McLaughlin Avenue is used by residents to exit onto Bronte Street, but also commercial, construction vehicles and school buses. Now there will be an additional 132 vehicles using McLaughlin Avenue to exit onto Bronte Street. Emissions from cars increase the levels of carbon dioxide, greenhouse gases, noise and the level of dust and other airborne pollutants into our homes, impacting our health and wellbeing.

And on that note, are we to expect construction vehicles are going to use McLaughlin Avenue to get into the Howland Green condominium development just as they did for the Mattamy development, causing months of aggravation and frustration from the noise, dirt and dust created by the construction vehicles, and the damage to the road itself from the use and weight of those construction vehicles?

I also want to bring to your attention there is only one stop sign at the corner of McLaughlin Avenue and Asleton Blvd. A stop sign no one adheres to in a neighbourhood full of children and seniors from the Seasons Retirement Home. If that was not bad enough, residents seem to mistake McLaughlin Avenue for the Indy 500 as they race along McLaughlin Avenue to make the lights. There is no regard for neighbourhood speed limits nor for the stop sign- a volatile mix. I cannot imagine another 132 vehicles adding to this situation.

With the additional vehicular traffic of the Howland Green condominium development, has there been any thought of adding more stop signs and/ or speed bumps in the neighbourhood to slow down traffic to a manageable- and legal- level? What exists now is wholly inadequate.

I also want to ask- has any thought been given to how the additional vehicular traffic generated by the Howland Green condominium development will impact emergency planning if a mass evacuation has to occur if a train derailed in this community and there is only one exit- McLaughlin Avenue? It's not an absurd scenario given recent events with train derailments. On the Transportation Canada Board Safety website, you can review all the CP & CN train derailments across Canada and you may be surprised to learn there is a substantial number of them- an increase of at least 73% since 2014 and are expected to increase due to enduring safety gaps including poor track maintenance.

In conclusion, I want to refer to one other item in the Technical Report which states "The purpose of Access Management is to maintain a high level of service for through-traffic, while providing reasonable access to abutting properties. The overall goals are to **reduce collisions, reduce energy consumption, and preserve the long-term integrity of the traffic movement function while balancing the needs of all road users.**"

As a resident of this community, as a home owner, as someone who knows fact from fiction from actually living in this neighbourhood, I am confident the increased vehicular traffic caused by the Howland Green condominium development **will** significantly alter the integrity of my neighbourhood, **will** reduce the enjoyment of my home and neighbourhood, and **will not** by any means, achieve the goals set out in the Technical Report to reduce collisions, reduce energy consumption, and preserve the long term integrity of traffic movement function.

Thank you for your time and attention to my concerns.

Asleton Boulevard North of McLaughlin Avenue	Thursday May 23, 2019	Friday May 24, 2019	Saturday May 25, 2019	Sunday May 26, 2019	Monday May 27, 2019
Average Annual Daily Traffic (Total volume of vehicle traffic on Roadway)	NB: 290 vehicles SB: 237 vehicles Total volume: 527 vehicles	NB: 294 vehicles SB: 254 vehicles Total volume : 548 vehicles	NB: 230 vehicles SB: 200 vehicles Total volume: 430 vehicles	NB: 313 vehicles SB: 150 vehicles Total volume : 463 vehicles	NB: 304 vehicles SB: 300 vehicles Total volume : 604 vehicles
Average Speed (Average Speed of the vehicles)	NB: 40 Km/h SB: 41 Km/h Combined: 41 Km/h	NB: 40 Km/h SB: 42 Km/h Combined: 41 m/h	NB: 39 Km/h SB: 40 Km/h Combined : 39 Km/h	NB: 39 Km/h SB: 43 Km/h Combined : 40 Km/h	NB: 42 Km/h SB: 40 Km/h Combined : 41 Km/h
85 % Speed (The speed at or below which 85 % of all vehicles are observed travelling)	NB: 49 Km/h SB: 51.82 Km/h Combined: 49 km/h	NB: 48 Km/h SB: 52 Km/h Combined : 49 km/h	NB: 47 Km/h SB: 49.81 Km/h Combined : 48 Km/h	NB: 47.96 Km/h SB: 56.15 Km/h Combined : 49 Km/h	NB: 49.62 Km/h SB: 49.32 Km/h Combined: 49. Km/h