

DS-042-21 Bronte Steet

Subject: Website Delegation Request - Nancy Cuttle -

Hello Town Clerk's Staff,

Please note the following response to Delegate Request Application has been submitted at Tuesday June 15th 2021 10:12 AM with reference number 2021-06-15-108.

<https://forms.milton.ca/Management/Response/View/6c8d738a-63f8-4f26-baa6-9eff715dd58c>

Application Information

- **First Name:**
Nancy
- **Last Name**
Cuttle
- **Email Address:**
- **Phone number:**
- **Street Address:**
- **Town**
Milton
- **Postal Code:**
- **Are you representing a group?**
No
- **Council Meeting Date**
6/21/2021
- **Please indicate how you intend to interact with the online Council Meeting**
Both audio and video

- **Please describe the issue you intend to present:**
Commenting on the VUE Development proposal's proximity to the CN elevated rail tracks.
Addressing the imbalance and excessive high rise proposals 18 storeys and higher in the Development applications for mandated housing units to 2031 . Questions for Council and Town Planning on how to find the appropriate balance in the mix with an outdated Official Plan.
- **Please describe specific actions you want Council to take:**
Defer final decision on proposed developments until the Official Plan has been amended to reflect a Quality of Living in Milton vision .
Establish height limits on High Rise developments proposals that are appropriate to the mix and specific location of proposals keeping a balance and variety .
- **Staff Report Number (if known)**
DS-042-21
- **Please provide your comments in support of or in opposition to the staff recommendation:**
Written comments to come by Thursday How do we submit visuals ?
- **Do you give your permission to be audio and video recorded on the Town of Milton's live Council meeting stream?**
Yes I give my permission

[This is an automated email notification -- please do not respond]



esolutionsNoReply -External Contact

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www.milton.ca

Re: Proposed amendment to the Official Plan regarding the VUE Development Application

Mayor Krantz, Councillors and fellow Miltonians

Thank you for the opportunity to present my researched thoughts on the proposed amendment to the Official Plan regarding the VUE Development Proposal. This is the 3rd time I've made a presentation over the past 3 years. This time, I am presenting as a concerned citizen who has been participating as a Stakeholder in the Culture Plan and "WE MAKE MILTON, the updating of the Official Plan. I have done extensive research on how culture thrives in communities particularly in housing matters and the public realm. I have learned to listen to members of the Milton community and reaffirmed what a wonderful and exciting place this is to live.

I've worked with "Miltonians for Sensible Development" on finding ways to encourage input from members of the public by analysis of development projects and creating signage to get to the heart of the matter ... **where we are and where we're going as a growing community**. As you well know, this is a very complex issue. In order to avoid duplication, you will find that many of these presentations address different issues of concern in the Technical Report.

My concern is with the physical placement of the whole development up against the elevated CN Main Line tracks. I have read the Technical Report thoroughly, twice, with particular attention to the minimum rear setbacks and Vibration and Noise impacts.

The Train Tracks are 55 metres from the planned Buildings. That's the length of 4 semitrailers. The unmitigated Sound levels from the train traffic are rated as 68, requiring Mitigation Measures For example:

- Central air conditioning is mandatory, so that windows and exterior doors can remain closed for noise control.
- Windows must be upgraded and fewer and smaller are recommended.
- Warning Clauses are mandatory in the Occupancy agreement.
- A set back of 30 metres, the minimum allowed, is planned. A Crash Wall or crash wall /Berm will have to be built at the property line. The fact that this is a raised track line will impact and undoubtedly require an even higher Crash Wall to abate sound and vibration... and train rollover protection

Town Planning has placed Holding Provisions in the Technical Report which will ensure that the Developer addresses these safety and, I believe, quality of life issues.

CN Rail follows specific guidelines for development with sensitive uses, i.e. residential development, in proximity to Railways. The Guidelines have been developed by the Railway Association of Canada and the Federation of Canadian Municipalities and adopted as policy by CN and CP Railways.

In comments from CNR :

"Canadian National Railways have a railway right-of-way within 300 metres from this dwelling unit. There may be alterations to or expansions of the railway facilities of such right-of-way in the future, including expansion of business.

So we know about the CN Rail expansion possibilities

But based on CN Rail input, here's the Consultant's projections to 2028 for Freight traffic at that location:

Maximum # of Trains per Day 16.6
Maximum # of Trains per Night 6.4
Maximum # of cars per train: 140 per train
Maximum # of Locomotives per train 4

I suggest you count the number of cars in any train passing by as you sit at a crossing. How will prospective buyers feel about living in a unit that has 23 trains passing by at the 5th storey level, a mere 55 metres or the length of 4 Transport Trailers from their closed up windows?

If the Developer can satisfy all the Mitigation Measures set out in the Holding Provisions, construction costs will be higher than in more appropriate locations and undoubtedly passed on to the buyers.

The question will be: Who will want to live in a building like that when there are so many more options?

Speaking of options, I'd like to address the current balance in the mix of housing options being put forth by Developers.

Section 2.7 of the Official Plan states that with regard to housing, it is the Town's goal to meet current and future housing needs by ensuring that an appropriate range and mix of housing by density, type and affordability are permitted within the Town to meet a wide range of needs of current and future households.

Housing Units Mandated to 2031

Total Units Mandated to 2031	5,300 units	
Mandated Townhouse and Multi Storey units	2,650 units	50%
31 Active Proposals for Townhouse & Multi Storey	8,527 units	3.2 x mandated
7 Active Proposals with one building over 18 storeys	4,459 units	1.7 x mandated
6 Active Proposals with Rental Units	653 units	7.6%

Not only is the mix of High rise over Low rise out of proportion but a paltry few are rental units (7.6%) The proposals with 1 building over 18 storeys predicate their size based on proximity to Rapid Transit. The implementation date for 2 Way All Day Go service has been moved on to 2041. **That leaves developments with reduced parking spaces and limited Go Service stranded for another 20 years.**

My Question for Town Planners is:

How will you find the appropriate mix of range and balance when so many projects tick all the right boxes?

We Make Milton project is now moving into Phase 3: Big Questions, where staff will identify and answer critical policy questions about how to manage change to the year 2051 considering community input.

Phase 3 includes detailed policy discussion and recommended policy directions for Milton's new Official Plan.

It's pretty clear to me that the Town needs to adopt a complete, comprehensive vision with set down guidelines for how much we want to grow, where, and when. Until everyone understands the rules, there's no way we're going to find the balance in development.

I would recommend to Council that this proposal and all other massive development proposals be put on hold until Council has approved an updated Official Plan that reflects the balanced growth of our Vision with timelines based on the 2041 implementation of All Day, 2 way Rapid Transit.

The times are changing and we have time,

Thank you.