

To whom this may concern,

I am all for growth and development, being done the right way. In this example file number Z 2022-07, development is looking to take a residential lot on Wellington Street and incorporate it into a condominium development proposed on Hwy 27. The condominium wants a driveway exit onto Wellington Street, a quiet residential area with minimal car and foot traffic. Over the years as population surges, Wellington Street has seen increased traffic and speeding by traffic cutting when King Rd or Hwy 27 are busy. Vehicles speed through Ellis Av and Wellington Street causing increased safety concerns for residents on Wellington Street, as a result we had traffic calming added on Wellington Street to reduce traffic and speeding concerns. Thus, it would seem allowing or even considering a condominium to have an exit on Wellington Street is counter intuitive and inconsiderate to current residents.

This would inevitably ruin the quiet neighbourhood of Wellington Street effectively turning it into a road to bypass King Road/Highway 27, and now to exit the condominium which will welcome hundreds of extra car and foot traffic through Wellington Street. This will not only negatively affect the quiet suburban nature of Wellington Street, but also impact the safety of the neighbourhood. The above example is bad development for all the residents that live on Wellington Street.

As per section 5.4.3.8 of the Village Core Policies, development must be done "...with respect to compatibility of the proposed development with adjacent low density residential uses to be considered" (Zoning By-law Amendment Application – 12958-12972 Highway 27 and 15 Wellington Street, page 8) the proposed exit is simply incompatible with the adjacent low density residential area. Not only will this exit completely disrupt the quiet neighbourhood as we know now, but this will disproportionately impact current residents, specifically those located directly south and west (across the street) to this exit. Their suburban lifestyle will be rendered moot as they will need to accept or settle for ongoing noise pollution. The house located directly to the south of this exit will be located approximately 40-feet from the exit, this will force the residents to either move, or accept their property will now be subject to constant passing cars. The implications of this are quite daunting, one can only assume with an exit in such close proximity residents will be subject to exhaust fumes, passing cars, horns honking, delivery trucks rattling by, amongst many other concerns. Instituting policies such as the Village Core Policies are to protect current residents, allowing such an exit will be a blatant disregard of the City's own policies. This condominium will not positively impact anyone except for developers and all those on the payroll of this condominium. When people move to streets such as Wellington Street, they're seeking a quiet neighbourhood with safety in mind, not to be situated right beside a condominium with the street being used as a car exit which would completely disrupt the lives of all residents on Wellington Street.

Allowing such development is doing business in bad faith. This proposal is without the impact on current residents in mind, residents that have been committed to the safe

functioning of this neighbourhood and paying a premium to the city via taxes for the maintenance of such. Why do residents pay a premium on taxes for their beautiful homes for this to be jeopardized and disregarded so completely by the Council once a development is proposed? We the residents ask the Council to ponder this; what if this was your neighbourhood? What if this was proposed to be situated in your backyard that you once enjoyed as a sanctuary? What if the backyard your children once played in was now being covered over by a 4-6 storey building with a road practically touching your front and back lawns? I am sure we all know what your responses would be.

We ask that the condominium remain on the main road of Hwy 27, keeping all traffic on Hwy 27 and King Road is the ideal outcome. This would allow for the development to progress without significant, detrimental impact on current residents of Wellington Street and the surrounding area. I understand development is an inevitable reality as population surges, but this can be executed without significant impact on current residents. If development is needed on the residential lot on Wellington Street surely a better solution is possible such as disallowing this to become an exit way and doing proper tiering of the condominium levels. Moreover, I am certain the developers can use this area as another garden just as they're doing on the north side of the proposed exit depicted on [Attachment No.3](#). Amending the use of the residential lot (15 Wellington Street) to be used as a garden ([see notes on Attachment No. 3](#)) would not only increase the desirability of this development to future buyers as there will be increased green space to enjoy – a great selling point – it will also enrich and compliment current residents. Amending the use of this lot to remove the proposed exit will reduce noise pollution, appease current residents by removing the increased vehicular traffic, compensate for the environmental damage done by construction by adding additional green space, remove the risk of traffic cutting, allow residents situated directly beside and across the street to have a view of greenery instead of simply a road, and finally it will allow the quiet residential street of Wellington Street to hopefully remain as such. Trees will not provide the necessary protection to the noise and environmental pollution that will disproportionately impact the home directed to the south and west of the proposed exit onto Wellington. By eliminating a drive way exit completely this will avoid the issues stated above.

One entrance and exit should be sufficient for 217 cars as proposed, a secondary exit onto a side street is unnecessary and will not add much benefit to the condominium but will disproportionately impact residents on Wellington Street, especially the residential home located directly to the south of the proposed exit. It is ideal for residents of Wellington Street that traffic has to enter and exit only onto Highway 27, this would allow for the development but also the maintenance of the residential street of Wellington without detrimental impact on residents especially those very closely situated. Removing this exit point will appease the residents of Wellington especially the dwellings located directly to the south and west of the exit.

In addition, there is no way to ensure i.e., police the “no left turns onto Wellington Street”. Although in the proposal it is emphasized that this will be an exit only with a

mandatory right turn on Wellington toward King Road, there is no feasible way to properly enforce this to ensure there is no impact on current residents in terms of added vehicular traffic.

During the hours of 7am-9am and 4pm-7pm there is significant traffic on King Road (going east) and on highway 27 (going north and south) thus, it is inevitable that people will disregard the “no left turns” to evade traffic on King Road. With such a proposal we must consider human nature and understand a sign indicating “no left turns” will not eradicate the vehicular impact this exit will have on the Wellington residents as left turns will be made and will inevitably result in significant traffic increase on Wellington Street. We have put in traffic control measures such as pertinent signs and speed bumps, yet this doesn't stop speeding, it is thus illogical to believe simply disallowing left turns via signage onto Wellington will mean people won't do it. This brings safety into question, with an added 200 cars traversing Wellington Streets will our families still be safe on this street? These are questions the council should consider. If there is only one entrance, then one exit should be sufficient as well. If the goal of this exit is to curve additional traffic onto Highway 27, it is not reasonable to divert that traffic onto a residential street detrimentally impacting this neighbourhood. If the infrastructure of the town cannot sustain the additional cars, then the question should be asked if this is a wise development without proper preparation in terms of improved infrastructure on the main roads to compensate for the increased traffic. If Highway 27 cannot handle the increased traffic, then why would a small residential lot be able to sustain this without detrimental impacts?

Furthermore, noise and environmental pollution will disproportionately impact the house located directly south and west (across the street) of the proposed exit. The house directly to the south will be within 40ft of the condominium the residents of this single-family home will be staring at a 4-5 storey building when trying to enjoy their back and front yards, whilst the house directly to the west (across the street) of the proposed exit will now be unable to enjoy their front yard as their view will be a 4-6 storey building. When they're in their backyard they will be surrounded by 4-6 storeys towering over them whilst trying to enjoy their home. The tiering should be much lower around 2-3 storeys and leave the 4-6 storeys to face the main roads of Highway 27 and King Road. What consideration was given to those homes? Proper tiering should be implemented 2-3-4-5-6 storeys with the lesser storeys facing the residential dwellings. Going from a heritage home to 4 storeys is hardly tiering. No matter how much set back or angular configuration is used, a 4-6 storey building will cascade over these homes no matter what way it is spun. We aren't in Las Vegas at a magic show, you can't magically hide a 4-storey building to those sitting in their back and front yards. If we're capable of that kind of magic, maybe you can make my taxes disappear.

It is in bad faith to disregard the impact on the wider community situated on Wellington Street just for the benefit of developers, it is your job to ensure the livelihoods of your tax payers is maintained and considered when developments such as these condominiums are proposed. It is the responsibility of the city and the developers to

conjure a plan that does not drastically impact current residents such as inviting hundreds of car and foot traffic into the region by situating an exit on Wellington Street. Surely a new plan can be drawn that eliminates this exit onto Wellington and adjusts the tiering with consideration to those situated directly beside this development.

If you allow one development of this sort with such close proximity to single dwellings without consideration to current residents, this will create a slippery slope of allowing many. Turning residential streets into access points for condominiums. We the residents understand development is necessary and arguably good for Nobleton, but this must be done with proper consideration to current residents. Development needs to happen, but it needs to happen in a manner that respects current residents and the community people move to Nobleton to be a part of.

We the residents provide no compromise on this ask, we lived here first and our livelihoods and interests should be considered. We demand a proper tiering having 2-3 storeys situated on the residential side of Wellington, and that there be no exit onto Wellington. It is illogical to think such a development will have minimal impact on the residents. You can't hide or obscure 4 storeys no matter how many trees you plant. You can't avoid or reduce the impact of an exit onto Wellington, you cannot ensure there will be no cutting south on Wellington and cannot avoid the environmental and noise pollution this will cause.

I want to thank the Council for taking time to read my concerns on this matter. As a long-time resident of Nobleton, [REDACTED], I hope the comments of residents are held to high importance, and taken into account.

Kind Regards,

Jessica Perri
[REDACTED]

Attachments

