



**Planning and Development Committee - Public Meeting
Agenda**

Date: April 10, 2018
Time: 6:30 p.m.
Location: Council Chambers Level 2, City Hall

Pages

1. Declarations of Interest:

2. Statutory Public Meetings:

Statutory public meetings are held to present planning applications in a public forum as required by the Planning Act.

2.1	Proposed zoning by-law amendment for 2076 and 2086 Meadowbrook Road (PB-31-18)	1 - 13
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2.2	Proposed zoning by-law amendment for 4721 Palladium Way (PB-20-18)	14 - 56
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3. Delegation(s):

In order to speak at a Planning and Development Committee - Public meeting, individuals must register no later than noon on the day before the meeting. To register, complete the online application at www.burlington.ca/delegation, email cityclerks@burlington.ca or phone 905-335-7600, ext. 7481.

4. Consent Items:

Reports of a routine nature, which are not expected to require discussion and/or debate. Staff may not be in attendance to respond to queries on items contained in the Consent Agenda.

5. Regular Items:

5.1	Proposed zoning by-law amendment for 3225-3237 New Street (PB-17-18)	57 - 111
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6. Confidential Items:

Confidential reports may require a closed meeting in accordance with the Municipal Act, 2001. Meeting attendees may be required to leave during the discussion.

7. **Procedural Motions:**
8. **Information Items:**
9. **Staff Remarks:**
10. **Committee Remarks:**
11. **Adjournment:**



**SUBJECT: Statutory Public Meeting and Information Report for
Proposed Zoning By-law Amendment on 2076 and 2086
Meadowbrook Road**

TO: Planning and Development Committee

**FROM: Department of City Building - Planning Building and
Culture**

Report Number: PB-31-18

Wards Affected: 3

File Numbers: 520-15/17

Date to Committee: April 10, 2018

Date to Council: April 23, 2018

Recommendation:

Receive and file department of city building report PB-31-18 regarding a proposed zoning by-law amendment for 2076 and 2086 Meadowbrook Road.

Purpose:

A City that Grows

- Focused Population Growth – infill development in an existing residential neighbourhood.

RECOMMENDATIONS:		<i>None. Statutory Public Meeting</i>	Ward No.:	3
Application Details	APPLICANT: OWNER: FILE NUMBERS: TYPE OF APPLICATION: PROPOSED USE:	1053052 Ontario Inc & 1906452 Ontario Limited 1053052 Ontario Inc & 1906452 Ontario Limited 520-15/17 Rezoning 7 Street Townhouses		
Property Details	PROPERTY LOCATION: MUNICIPAL ADDRESSES: PROPERTY AREA: EXISTING USE:	Northeast corner of Bluefields Drive and Meadowbrook Road 2076 Meadowbrook Road 2086 Meadobrook Road 0.10 ha (2076 Meadowbrook Road) 0.067 ha (2086 Meadowbrook Road) Residential		
Documents	OFFICIAL PLAN Existing: OFFICIAL PLAN Proposed: ZONING Existing: ZONING Proposed:	Residential Medium Density – ground and non-ground oriented housing units with a density range of 26-50 units/net hectare. Residential Medium Density (no change) RM2 RM3-exception		
Processing Details	NEIGHBOURHOOD MEETING: PUBLIC COMMENTS:	March 8, 2018 1 phone call, 2 emails, 1 comment sheet		

Background and Discussion:

On January 25, 2018 the Department of City Building acknowledged that a complete application had been received for a Zoning By-law Amendment for 2076 and 2086 Meadowbrook Road to facilitate the development of seven street townhouses (four townhouses located at 2076 Meadowbrook Road and three townhouses at 2086 Meadowbrook Road), as illustrated in the sketches in Appendix A.

Site Description

The subject properties are located at the northeast corner of Bluefields Drive and Meadowbrook Road. Each property currently has a 10 unit apartment building and a parking lot. The existing apartment buildings and parking lots will remain and the seven (7) new townhouses are proposed to be located on vacant portions of the properties.

Surrounding land uses include:

- Northwest and south of the site is zoned RM2 (Residential Medium Density) and is developed with a mix of townhouses.
- Northeast of the site the lands are designated RM1 (Residential Medium Density) and R2.3 (Residential Low Density) and is developed with a mix of semi-detached and single-detached residential dwellings.
- Hwy 407 is located northwest of neighbouring townhouses
- The Mount Forest Plaza is located further south of the site at the corner of Brant Street and Mount Forest Drive.

Discussion:

Description of the Application

The City of Burlington is in receipt of an application (file 520-15/17) to amend the Zoning By-law to facilitate the development of seven street townhouses. Four street townhouses are proposed on 0.10 ha located at 2076 Meadowbrook Road. Three street townhouses are proposed on 0.067 ha located at 2086 Meadowbrook Road.

Technical Reports

The applicant submitted the following technical reports in support of the subject application:

- Planning Justification Report, prepared by Wellings Planning Consultants Inc., November 2017
- Site Plan-2076 Meadowbrook Road, prepared by D. Sanger-Smith, June 14, 2017
- Elevations-2076 Meadowbrook Road, prepared by D. Sanger-Smith June 14, 2017

- Site Plan-2086 Meadowbrook Road, prepared by D. Sanger-Smith, April 6, 2017
- Elevations-2086 Meadowbrook Road, prepared by D. Sanger-Smith April 6, 2017
- Functional Servicing Report with Grading & Servicing Plan, prepared by KWA Site Development Consulting, October 27, 2017
- Topographical Survey, prepared by J.D. Barnes, December 14, 2015
- Phase 1 Environmental Site Assessment – 2076 Meadowbrook Road, prepared by Pinchin, June 26, 2017
- Phase 1 Environmental Site Assessment-2086 Meadowbrook Road, prepared by Pinchin, June 23, 2017
- Transportation Brief, prepared by Paradigm Transportation Solutions, September 25, 2017
- Noise Study (updated), prepared by dBA Acoustical Consultants Inc., revised February 2018
- Height Survey-2076 Meadowbrook Road, prepared by J.D. Barnes, August 18, 2017
- Height Survey-2086 Meadowbrook Road, prepared by J.D. Barnes, August 18, 2017

The above studies will be reviewed by technical agencies as the application is processed.

Policy Framework

The proposed Zoning By-law amendment is subject to the following policy framework: the Provincial Policy Statement (PPS) 2014, the Places to Grow: Growth Plan for the Greater Golden Horseshoe, the Halton Region Official Plan, the City of Burlington Official Plan, and Zoning By-law 2020. The applicable policies from these documents will be addressed in the subsequent recommendation report.

Halton Region Official Plan

The subject lands are designated as “Urban Area”. Urban areas are locations where urban services (water and waste water) are or will be made available to accommodate existing and future development.

The Regional Official Plan states that permitted uses shall be in accordance with local Official Plans and Zoning By-laws and other policies of the Regional Official Plan.

City of Burlington Official Plan

Burlington’s Official Plan assigns a Residential Medium Density designation to the property, as shown on Schedule B, Comprehensive Land Use Plan – Urban Planning Area. The objectives of this designation are to encourage new residential development

and residential intensification within the Urban Area in accordance with Provincial growth management objectives, providing a variety of housing and requiring new residential development to be compatible with surrounding properties.

The designation permits ground or non-ground oriented housing units with a density range of 26-50 units/net hectare. The housing units can include detached and semi-detached homes, townhouses, street townhouses and stacked townhouses, back to back townhouses, attached housing and walk-up apartments.

City of Burlington Zoning By-law 2020

The subject property is zoned RM2 (Medium Density 2) which includes provisions for Fourplexes, Townhouses and Retirement Homes. The applicant is seeking a RM3 Zone with site specific exceptions to allow the proposed street townhouses. The RM3 zone permits street townhouses subject to the RM5 Zone regulations.

The table below outlines the changes requested by the applicant for the street townhouses. The items shown in bold text reflect the site specific exceptions to RM5 zone requested:

Regulation	RM5	Proposed
Lot width	6.8 m	7.0 m (2076 Meadowbrook) 5.5 m (2086 Meadowbrook)
Lot area	200 m ²	190 m² (2076 Meadowbrook) 184 m² (2086 Meadowbrook)
Front yard	6 m	4.0 m (2076 Meadowbrook) 5.9 m (2086 Meadowbrook)
Rear yard	9 m	5.0 m (2076 Meadowbrook) 6.0 m (2086 Meadowbrook)
Side Yard	1.2m; interior side yard 0 m	3.0 m (2076 Meadowbrook) 1.5 m (2086 Meadowbrook)
Density	25 units per hectare	40 units/net ha (2076 Meadowbrook) 45 units/net ha (2086 Meadowbrook)
Parking	2 spaces/unit	2 spaces/unit
Building Height	Maximum 2 storey to 11.5 m for peaked roof	2 storeys/10m

Site specific exceptions are also sought for the existing apartment buildings. The existing RM2 zone does not permit apartment buildings. The RM3 zone permits apartment buildings. The table below outlines the changes requested by the applicant for the existing buildings. The items shown in bold text reflect the site specific exceptions to the RM3 zone.

Regulation	RM3	Proposed
Lot width	30 m	65.1 m (2076 Meadowbrook) 62.4 m (2086 Meadowbrook)
Lot area	0.4 ha	0.2 ha (2076 Meadowbrook) 0.2 ha (2086 Meadowbrook)
Front yard	7.5 m	7.6 m (2076 Meadowbrook) 7.6 m (2086 Meadowbrook)
Rear yard	9.0 m	9.1 m (2076 Meadowbrook) 9.7 m (2086 Meadowbrook)
Side Yard	4.5 m	3.0 m & 28.6 m (2076 Meadowbrook) 1.4 m & 27.4 m (2086 Meadowbrook)
Density	50 units per hectare	45.9 units/net ha (2076 Meadowbrook) 47.8 units/net ha (2086 Meadowbrook)
Amenity Area	75 sq. m (25 sq.m./bedroom)	116.7 sq. m (2076 Meadowbrook) 114.2 sq. m (2086 Meadowbrook)
Privacy Area	10 sq. m. per unit	To be determined
Parking	1.75 spaces/unit + 0.35 visitor space per unit	1 spaces/unit +0.25 spaces for visitors (same for both properties)
Building Height	Maximum 2 storey to 11.5 m for peaked roof	2 storeys/10 m (same for both properties)

Technical Review

On January 23, 2018, staff circulated a request for comments to internal and external technical agencies including:

Internal

- Zoning
- Capital Works – Site Engineering
- Capital Works – Landscaping
- Capital Works – Parks and Open Space
- Transportation Services
- Transit Planning Department
- City Manager's office
- Legal Services
- Finance Department
- Burlington Economic Development Corporation (BEDC)
- Parks & Recreation Department
- Fire Department
- Special Business Area Co-ordinator

External

- Halton Region Planning Services
- Halton Regional Police
- Burlington Hydro Inc.
- Union Gas
- Halton District School Board
- Halton Catholic District School Board
- Ministry of Transportation
- Canada Mortgage and Housing
- Canada Post
- ETR 407

As of the date this report was written, comments had been received from 11 agencies:

Capital Works-Site Engineering provided preliminary comments. They have indicated that no road widening is required. Updated studies to address matters identified at preconsultation are required including: Environmental Site Assessment prepared to O. Reg. 153/04 standard, Functional Servicing Report (additional information required to demonstrate how stormwater and drainage will function) and an updated Noise Study.

Capital Works-Landscaping identified opportunities to protect existing trees along the property line and advised that this matter can be addressed at Site Plan.

Capital Works – Parks and Open Space advise that there is adequate parkland in the neighbourhood and recommend cash-in-lieu of parkland.

Burlington Hydro-indicate that hydro services currently run along the rear of the property. Hydro staff recommend a meeting with the applicant to discuss the logistics of servicing the proposed townhouses.

Canada Post – door to door mail delivery to the proposed townhouses.

MTO-advises that the property is located within a MTO permit control area. A permit from MTO is required prior to on-site construction.

School Boards – both school boards have identified schools in the neighbourhood, provided advice on notice to prospective purchasers and information about Educational Development Charges.

BEDC – no comments.

Finance – standard conditions about payment of taxes.

Mobility Hubs – no comments.

Planning staff have communicated with Transportation Services and Halton Region Planning Services to ensure that these agencies have all the information they require and can provide comments in advance of the deadline for Planning staff's recommendation report.

Financial Matters:

All applicable development application processing fees have been paid.

Public Engagement Matters:

Public Circulation

The application was subject to the standard circulation requirements and a public notice and request for comments were circulated on January 31, 2018 to all property owners and tenants within 120 m of the subject property. A notice sign was posted on the property on January 25, 2018.

Neighbourhood Meeting

A Neighbourhood meeting was scheduled for March 1, 2018. Due to inclement weather, the meeting was postponed until March 8, 2018. The neighbourhood meeting was held at the Mountainside Community Centre and was attended by approximately 22 members of the public and the Ward Councillor.

Comments included the following:

- Concerns about traffic cutting through the neighbourhood
- Drainage for the street townhouse sites should not affect surrounding properties
- Has consideration been given to the City's Sustainable Building Guidelines?
- Has consideration been given to LID (Low Impact Design)?
- Snow storage for new street townhouses and existing buildings/parking lots
- Parking for street townhouse visitors
- Timing of construction

Public Comments

At the time of the writing of this report, staff had received one phone call and two emails in response to the public request for comments that was circulated in February 2018 and one comment sheet was received at the Neighbourhood meeting (see Appendix B). Concerns are raised about the loss of green space, integration of new design into existing area, the addition of more driveways on a busy street, access by fire department and visitor parking. Staff will take the concerns raised into consideration in their review of the application.

Conclusion:

This report provides a description of the development application and an update on the technical and public review of this application. A subsequent report will provide an analysis of the proposal in terms of applicable planning policies and will provide a recommendation on the proposed application.

Respectfully submitted,

Suzanne McInnes, MCIP, RPP

Senior Planner

(905) 335-7600 ext. 7555

Appendices:

- A. Site Location – Sketch 1 & 2
- B. Public Comments

Notifications:

Glenn Wellings

Wellings Planning Consultants Inc.

513 Locust Street, Unit B

Burlington, ON L7S 1V3

1053052 Ontario Inc. & 1906452 Ontario Limited

2258 Mountainside Drive, Unit 2

Burlington, ON L7P 1B7

Report Approval:

All reports are reviewed and/or approved by Department Director, Director of Finance and Director of Legal. Final approval is by the City Manager.

Sketch No. 1
LOCATION / ZONING SKETCH

PB-31-18-Appendix A



Zoning By-law Amendment application to permit the development of
7 - street townhouse units on the subject lands.

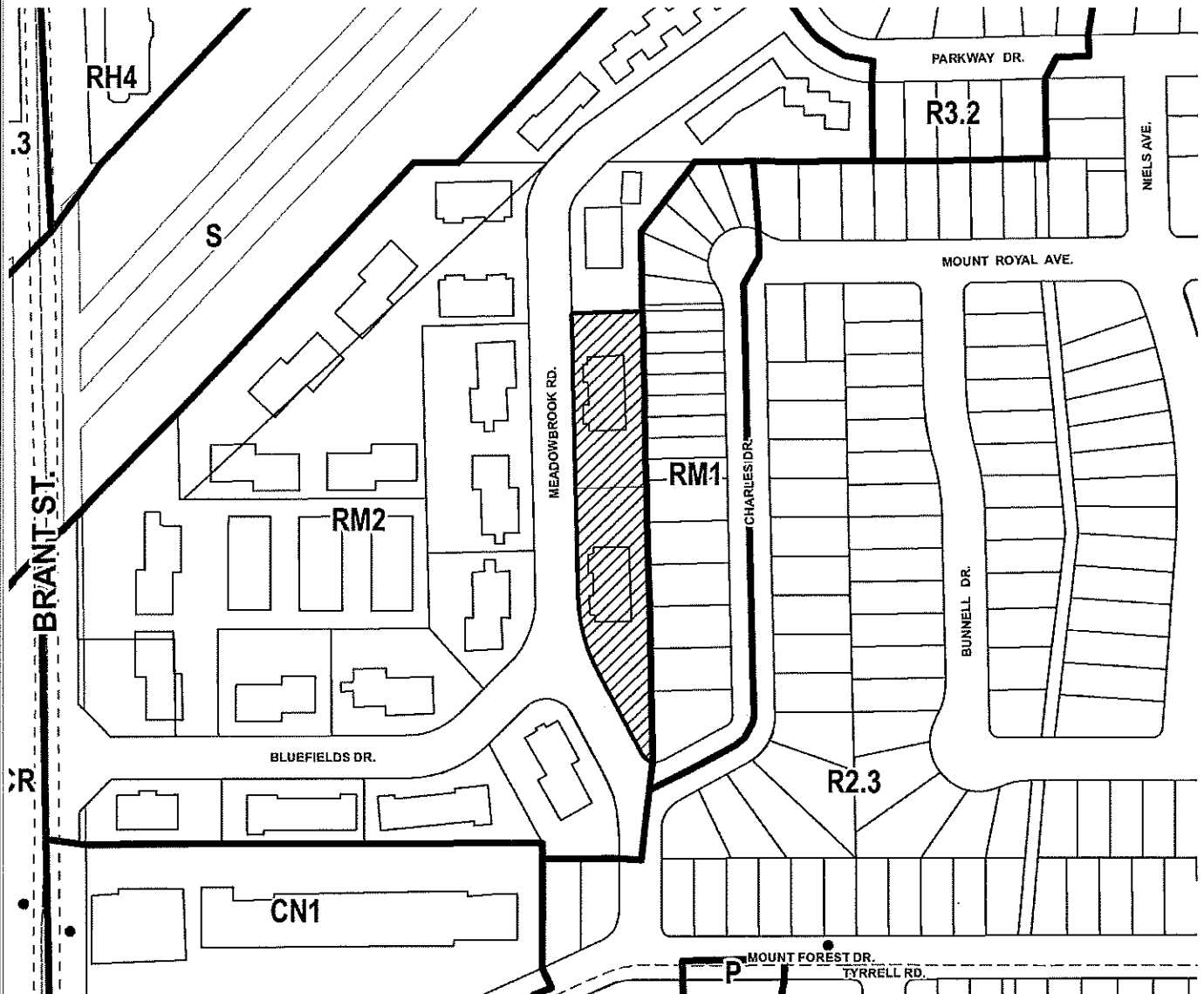


SUBJECT PROPERTY

----- Bus Routes

● Bus Stops

FILE No. 530-15/17



GENERAL ZONING LEGEND

Low Density	Medium Density	High Density	Mixed Use	Commercial	Employment	Other
R2.3 R3.2	RM2	RH4		CN1		S P

DATE: December 13, 2017
Planning and Building Department



Sketch No. 2 DETAIL PLAN

Zoning By-law Amendment application to permit the development of
7 - street townhouse units on the subject lands.



SUBJECT PROPERTY

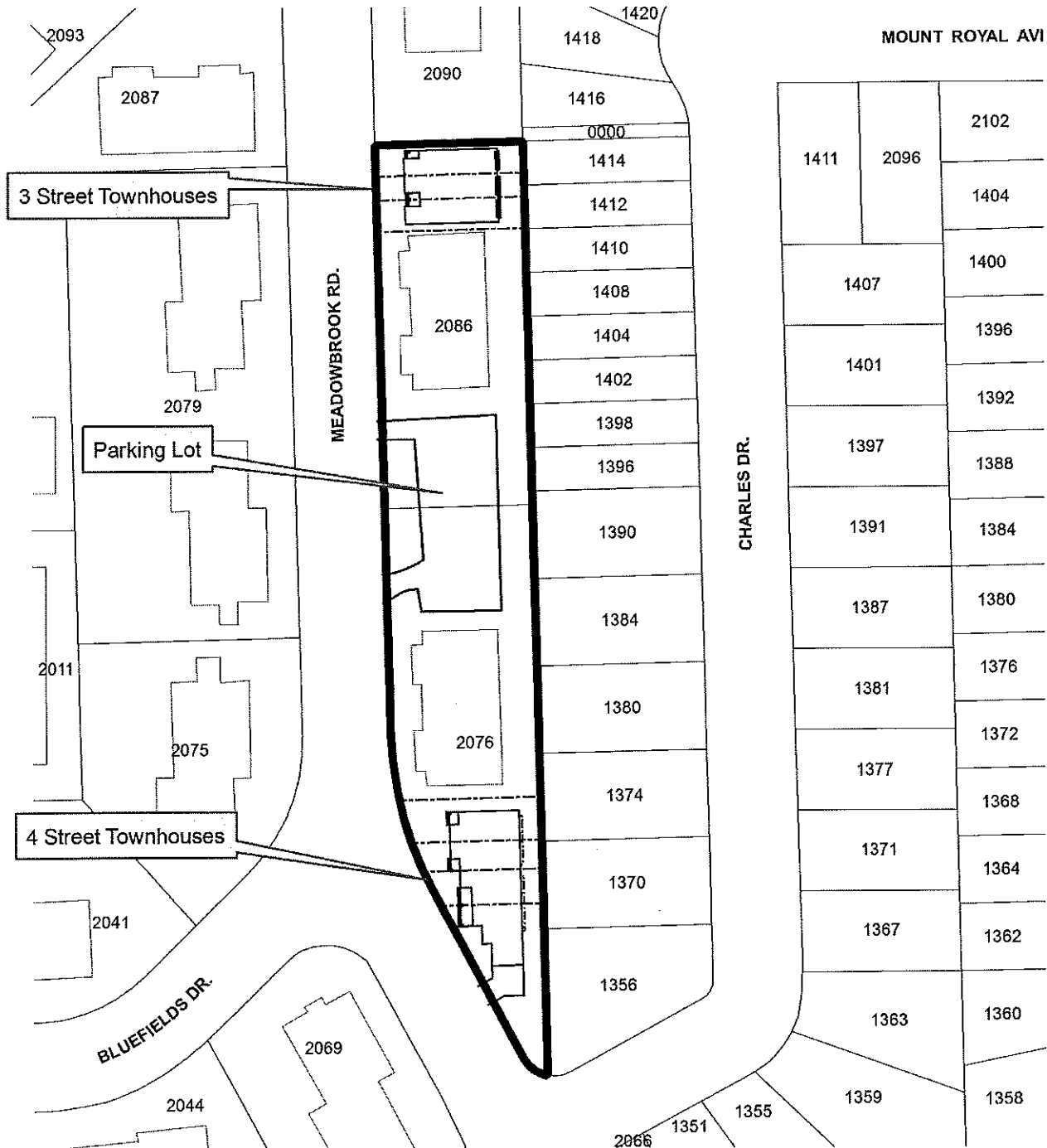


Bus Routes



Bus Stops

FILE No.: 520-15/17



DATE: December 13, 2017
Planning and Building Department



From: Cori Lofts
Sent: Monday, March 12, 2018 10:23 AM
To: McInnes, Suzanne
Subject: 2086 2076 Meadowbrook rd

I couldn't go to the meeting this past Thursday.

I dont think houses should be built here. Its already a busy area. There is many townhouses already here. We need green space as well. I sent an email already. .i read you need more input by the 15.
Do Not build here!

Cori Lofts

Sent from my LG Mobile

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

From: Cori Lofts
Date: Sun, Jan 28, 2018 2:45 PM
To: Suzanne.McInnes@burlington.com;
Subject: Townhouse on Meadowbrook rd

Hello

I live on Meadowbrook Rd near these purposed townhouses to be built, near Parkway.

There is not enough green space in this area and the City wants to build more homes?

At 2076, there will be 4 driveways built between 2 side streets. A very busy street. This will be on a curve in the road and you want 4 driveways?

At 2086 you want these townhouses to be built so close to townhouses so a fire truck can not come between these 2 buildings.

There won't be places to park for any friends to come to visit.

We do not need any new places built in this area. Its been fine since 1968.

Thank you
Cori Lofts

Sent from my LG Mobile

NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: 2076 2086 MEADOWBROOK
Address: Town house development
Files:

Please Indicate Below Any Comments or Special
Concerns You May Have About This Project

Main concern is not so much development of
land but integration of new design into
the existing set of buildings already on and
adjacent to the proposed lots.

Incongruency of design ~~is~~ piecemeal
placement of building seems unsuitable.

Better ~~use~~ to a) tear down existing
buildings & rebuild a cohesive set of units
~~on the same site~~. Area seems cramped
and begs the question is this just infill
for profit.



SUBJECT: Statutory Public Meeting for application to permit a place of worship at 4721 Palladium Way

TO: Planning and Development Committee - Public

FROM: Department of City Building - Planning Building and Culture

Report Number: PB-20-18

Wards Affected: 6

File Numbers: 520-12/17

Date to Committee: April 10, 2018

Date to Council: April 23, 2018

Recommendation:

Receive and file department of city building report PB-20-18 regarding an application to permit a place of worship at 4721 Palladium Way.

Purpose:

The purpose of this report is to provide information for a statutory public meeting concerning an application to amend the Zoning By-law to permit a place of worship at 4721 Palladium Way.

The following objectives of Burlington's Strategic Plan (2015-2040) apply to the discussion of the subject application:

A City that Grows

- Promoting Economic Growth
- Intensification
- Focused Population Growth

An Engaging City

- Community Building through Arts and Culture via Community Activities
-

Executive Summary:

RECOMMENDATIONS:		<i>None. Statutory Public Meeting</i>	Ward No.:	6
Application Details	APPLICANT: OWNER: FILE NUMBERS: TYPE OF APPLICATION: PROPOSED USE:	<i>A.J. Clarke and Associates</i> <i>Halton Islamic Association</i> <i>520-12/17</i> <i>Zoning By-law Amendment</i> <i>Place of Worship (mosque), office, and retail</i>		
Property Details	PROPERTY LOCATION: MUNICIPAL ADDRESSES: PROPERTY AREA: EXISTING USE:	<i>North side of Palladium Way, west of Appleby Line</i> <i>4721 Palladium Way</i> <i>1.66 ha</i> <i>Vacant</i>		
Documents	OFFICIAL PLAN Existing: OFFICIAL PLAN Proposed: ZONING Existing: ZONING Proposed:	<i>Business Corridor</i> <i>Business Corridor (no change)</i> <i>BC1-319</i> <i>BC1-XXX</i>		
Processing	NEIGHBOURHOOD MEETING: PUBLIC COMMENTS:	<i>January 8, 2018</i> <i>Staff have received 57 emails and 2 letters</i>		

Background and Discussion:**General**

On November 30, 2017, the Department of City Building acknowledged that a complete application had been received to amend the Zoning By-law to permit a place of worship within an employment area at 4721 Palladium Way. The purpose of this report is to

provide an overview of the application, an outline of applicable policies and regulations, and a summary of technical and public comments received to date. This report is intended as background information for the statutory public meeting.

Site Description

The subject property is located on the north side of Palladium Way, west of Appleby Line, as shown on Sketch No. 1. The property has an area of 1.66 hectares, with approximately 205 metres of frontage on Palladium Way, and a lot depth ranging from 64 metres in the west to 109 metres in the east. The site is currently vacant with the exception of two hydro transformers located along the Palladium Way frontage. The property is surrounded by the following:

- to the north: a City-owned creek block, beyond which is the Highway 407 right-of-way;
- to the east: vacant land designated for employment uses;
- to the south: Palladium Way, beyond which are Mikalda Road and low-density residential uses including semi-detached and detached houses; and
- to the west: St. George's Anglican Church.

The property is partially regulated by Conservation Halton due to its adjacency to a creek block. The property is also regulated by the Ministry of Transportation due to its proximity to Highway 407.



Description of Application

As shown on Sketch No. 2, the applicant proposes to develop a two-storey, 3,817 m² place of worship (mosque), comprising a prayer hall, gymnasium, classrooms, board rooms, banquet room, administrative offices, and library/computer lab ("Building A"). The applicant also proposes a second two-storey building with a floor area of 1,909 m² that would contain a mix of office, retail, and medical office uses ("Building B"). Office is intended to be the predominant use in Building B. The applicant proposes to provide 261 surface vehicle parking spaces and 16 bicycle parking spaces to accommodate both buildings.

To allow the proposed development to occur, the applicant has applied to amend the Zoning By-law by rezoning the subject property from BC1-319 to a new site-specific BC1-XXX zone that will permit the proposed uses.

The applicant has submitted the following materials in support of the application:

- Site Plan, Floor Plans, and Elevations, prepared by Cynthia Zahoruk Architect Inc., and dated May 23, 2017;
- Planning Justification Report, prepared by A.J. Clarke and Associates Ltd., and dated September 2017;
 - Includes Draft Amending Zoning By-law, Sensitive Land Use Risk Assessment, and D6 Guideline Noise Assessment
 - This report concludes that the proposed development generally complies with, conforms to, and is consistent with the applicable provincial, regional, and City planning documents; that the proposed development represents good planning; and recommends approval of the subject application.
- Storm Water Management and Functional Servicing Report, prepared by A.J. Clarke and Associates Ltd., and dated September 2017;
 - Includes Grading, Drainage, and Servicing Plans
 - This report concludes that the subject property can be serviced for the proposed development in accordance with the requirements of the City of Burlington and Halton Region.
- Transportation Impact Study & TDM Options Report, prepared by Paradigm Transportation Solutions Ltd., and dated September 2017;
 - This report outlines projected parking needs and trip generation for the proposed development, considered in the context of background traffic conditions projected to 2029. The report recommends monitoring of background traffic conditions by the City of Burlington but concludes that roadway or traffic control improvements are not required at this time in the study area.

- Environmental Noise Assessment, prepared by Novus Environmental, and dated June 26, 2017;
 - This report concludes that noise impacts of the environment on the proposed development can be adequately controlled, that impacts of the proposed development on itself are not anticipated, and that impacts of the proposed development on its surroundings are expected to meet the applicable guideline limits. The report recommends that an acoustical consultant confirm acoustical requirements at the time of final design of the proposed mechanical equipment.
- Environmental Site Screening Questionnaire, prepared by Halton Islamic Association, and dated October 4, 2017; and
- Phase 1 Environmental Site Assessment, prepared by S2S Environmental Inc., and dated February 13, 2015.
 - This report concludes that the likelihood of current significant adverse environmental contaminant impact to the subject property appears low. the report does not recommend the completion of a Phase 2 Environmental Site Assessment.

All of the supporting documents have been published on the City's website for the subject application, www.burlington.ca/4721palladium.

Policy Framework

The proposed Zoning By-law amendment is subject to the following policy framework: the Provincial Policy Statement 2014, the Growth Plan for the Greater Golden Horseshoe 2017, the Halton Region Official Plan, the City of Burlington Official Plan, and the City of Burlington Zoning By-law 2020. A discussion of conformity with the provincial and regional documents will be addressed in the subsequent recommendation report.

City of Burlington Official Plan

Burlington's Official Plan designates the subject property as Business Corridor, as shown on Schedule B, Comprehensive Land Use Plan – Urban Planning Area. The objectives of this designation are to provide locations in the City for prestige-type offices and industrial uses that require good access and high visibility along major transportation routes; to permit a wide range of employment uses including office, industrial, and related uses; and to establish high design and development standards for Business Corridor Lands (Part III, s 3.4.1).

The Business Corridor designation permits a range of uses including office; certain industrial uses; hotel, conference, and convention uses; limited retail uses such as convenience stores and limited service commercial and recreation uses such as

restaurants, banks, and fitness centres; and a residence for a watchman or caretaker. Retail, service commercial, and recreation uses are only permitted where they are ancillary to and primarily serve the uses, businesses, and employees within the surrounding employment area (Part III, s 3.4.2). In addition to the foregoing, for Business Corridor lands located along Highway 407 in the Alton Community, outdoor storage is prohibited in a yard adjacent to Highway 407, and a higher intensity of development may be permitted in the vicinity of a highway interchange, subject to the recommendations of a travel demand management plan (Part III, s 3.4.3 f).

Institutional uses, which include places of worship, are addressed in Part II, Section 4 of the Official Plan. An objective of this section is to recognize and permit institutional land uses within the Plan, while considering the potential effects of these uses on adjacent uses. Institutional uses are permitted within all land use designations; however, within the Business Corridor designation, places of worship require an amendment to the Zoning By-law. Such an amendment will be considered only following the completion of a risk assessment to determine any existing or potential sources of hazard from existing industrial uses in the vicinity and whether the levels of risk can be reduced to acceptable levels, using risk-based land use planning guidelines, as well as an assessment of compatibility with existing industrial facilities in the area in terms of variables such as noise, vibration, odour and dust, using Provincial Land Use Compatibility guidelines (Part II, s 4.3 d).

City of Burlington Zoning By-law 2020

Zoning By-law 2020 assigns a BC1-319 zone to the subject property. BC1 is a Business Corridor zone permitting a range of industrial, office, hospitality, automotive, retail, service commercial, and recreation uses. The following retail uses are permitted, subject to floor area maximums: convenience store, machinery & equipment, computer hardware & software, and office furniture & equipment. The total floor area of such retail uses shall not exceed 15% of the floor area of each building within which the retail use is located. There is no maximum building height (Zoning By-law 2020, Part 3, sections 2 & 4).

Exception 319 is a site-specific regulation applying to lands along Palladium Way throughout Alton Community. It modifies the BC1 zone by requiring the yard abutting a street to be no less than 6 m and no more than 9 m. This exception also permits a hydro transformer or switch station to be located within a landscape area or buffer (Zoning By-law 2020, Part 14).

The current zoning permits the proposed office, medical office, and retail uses but does not permit the proposed place of worship use; hence, the applicant has applied to amend the Zoning By-law by creating a new site-specific exception that permits places of worship (BC1-XXX).

Technical Review

On December 14, 2017, staff circulated a request for comments to external agencies and City departments. At the time of writing this report, the following responses had been received:

- Ministry of Transportation (MTO)
 - The subject property falls within the MTO's permit control area; therefore Ministry review and approval of the development proposal is required. The MTO advises that the 407 Transitway has an active Environmental Assessment (EA) underway in this area (from west of Brant Street to west of Winston Churchill Boulevard in Mississauga). This project is still in the pre-planning phase, with the preliminary design and preferred alternative to be started in late 2018. MTO staff anticipate EA completion with approval by the Ministry of Environment and Climate Change (MOECC) in 2019. Based on their review of the submitted Transportation Impact Study, MTO staff do not expect the proposed development to pose any significant traffic concerns for Highway 407; however, with the Transitway EA still underway, MTO staff are concerned about the potential for the Transitway Right-of-Way to impact the development of the subject property.
- Conservation Halton (CH)
 - CH requires the revision of plans to remove a proposed retaining wall from CH's 7.5 m regulatory limit along the northerly lot line adjacent to the creek. CH also commented on appropriate planting and landscaping practices for the regulated area.
- Capital Works – Landscaping and Urban Forestry
 - Landscaping and Urban Forestry staff have no objections to the proposed development. Their comments note that 18 city street trees are located along the frontage of the subject property, of which four would need to be removed to facilitate the proposed development. Permits and compensation for these removals are required at the Site Plan review stage. There are no trees located on the subject property; therefore any planting to occur on site will grow the city's urban forest. Planting potential may be limited along the frontage of the property due to the presence of a Burlington Hydro easement.
- Capital Works – Site Engineering
 - Site Engineering staff require the Environmental Site Assessment (Phase 1) to be revised, as the original assessment was completed at a time when the property was covered in snow and could not be properly assessed. They also request minor technical revisions to the Functional Servicing Report, Servicing Plan, and Utility Co-ordination Plan, and echo

CH's comment that the proposed retaining wall is not permitted in CH regulated area.

- Burlington Economic Development Corporation (BEDC)
 - BEDC does not support the application for rezoning. BEDC's comments advise that these lands are prestige employment lands in the city and as such are a scarce resource; conversion of employment areas limits the ability of the city to achieve employment targets and assessment growth; and introduction of sensitive uses creates land use conflicts with surrounding or adjacent employment uses which is contrary to the planned intent for the area. These comments are consistent with BEDC's comments on previously approved places of worship on Palladium Way.
- Halton Catholic District School Board
 - has no concerns
- Canada Post
 - provided technical comments related to logistics of mail delivery for the proposed development.
- Finance Department
 - provided standard comments advising that all property taxes must be paid, including all installments levied.
- 407 ETR
 - directed the City and applicant to seek comments from the MTO
- Burlington Hydro Inc
 - provided technical comments related to their transformers and easement along the frontage of the property.

At the time of writing this report, comments had not yet been received from Halton Region or the City's Transportation Department.

Financial Matters:

All applicable development application processing fees have been paid.

Public Engagement Matters:

The application was subject to the standard circulation requirements for a property in the urban area. A public notice and request for comments were circulated in December 2017 to all property owners and tenants within 120 m of the subject property. A notice sign was posted on the subject property in November 2017.

A webpage was created on the City of Burlington website, accessible at www.burlington.ca/4721palladium. This webpage provides information about the subject application including dates of public meetings, links to supporting studies, and contact information for the applicant's representative and the Department of City Building.

Neighbourhood Meeting

City staff held a neighbourhood meeting on January 8, 2018, at Haber Recreation Centre. Staff from the Department of City Building, Transportation Department, and City Manager's Office were present, as were Mayor Goldring and Ward 6 Councillor Lancaster. The applicant was also present along with their consultant team. The meeting was attended by approximately 50 members of the public.

The meeting consisted of a presentation by Planning staff on the planning process and how residents can become involved in the processing of the subject application, followed by a presentation by the applicant's planning consultant on the proposed development. The meeting concluded with a question and answer period. The general themes of the question and answer period are outlined below. Responses are provided for some of the concerns and questions raised; the remaining questions and concerns will be addressed in a subsequent recommendation report.

- concern about the possibility of Cline Street being opened up to connect to Palladium Way;
 - Planning staff confirmed that no changes to the separation of Palladium Way and Cline Street/Mikalda Road are proposed by the subject application. The sketches attached in Appendix 1 have been revised to clarify the separation.
Transportation staff advised that a study of the transportation network in the Alton Community is being conducted by the City separately from the review of the subject application, and that further public consultation would occur before any changes to the street network and residential access are considered.
- concern about parking and traffic impacts from the proposed development on the surrounding streets and neighbourhoods, particularly during the peak prayer hours on Friday afternoons;
- Concerns that the proposed office building will conflict with the parking needs of the proposed place of worship;
- concern that parking spaces would be used for snow storage in winter, putting additional strain on the parking supply;
- questions about whether the proposed place of worship and office/retail building could be scaled back to lessen the amount of parking needed while simultaneously freeing up more land to provide additional parking spaces;

- questions about parking demand mitigation measures that could be undertaken such as staggering prayer times and renting parking spaces from a neighbour's parking lot;
- questions about how parking rules will be enforced;
- concern about the loss of employment lands to institutional uses on Palladium Way, including a court house and two previous places of worship in addition to the proposed development;
- question about who the tenants for the office/retail building will be;
 - The applicant advised that this is not yet known.
- question about whether the submitted Transportation Impact Study considers the impacts of other recently proposed and/or approved developments in the vicinity;
- question about whether additional transit service could be offered to serve the proposed development and mitigate traffic and parking impacts;
- concern about safety of proposed driveway location given sightlines from curve of Palladium Way.

Public Comments

In response to the public circulation, staff received 57 emails and 2 letters from members of the public providing comments on the subject application. Of these, 28 were unique communications while the balance were duplicates. Emails and letters were received from residents of the Alton Community as well as residents from other parts of the City and individuals who work in Burlington. All emails and letters received by staff are contained in Appendix 2 of this report.

The themes expressed in the public's written comments are similar to those raised in discussion at the neighbourhood meeting and largely reflect concerns about potential traffic and parking impacts of the proposed development, and associated concerns about pedestrian safety. There were some additional themes arising from the written comments, which are summarized as follows:

- Expressions of preference for the subject property to be utilized as green space or a daycare centre rather than a place of worship.
- Concerns about the potential noise impact from the proposed place of worship;
- Concerns about existing traffic conditions on Cline Street;
- Concerns about the environmental impact of additional traffic associated with development on the north side of Palladium;
- Concerns about the lack of a crosswalk for pedestrian to cross Palladium Way from Alton to access the proposed place of worship;
- Concerns about assumptions used in the Transportation Impact Study submitted by the applicant;

- Comments encouraging the proposed place of worship and adjacent existing church to co-ordinate and share parking spaces on their different worship days;
- Comments from representatives of the adjacent church, sharing insights from their experience with providing sufficient parking for their place of worship.

The questions and concerns raised in the public's written comments, like those raised at the neighbourhood meeting, will inform staff's review of the application, and will be addressed in a future report.

Conclusion:

This report provides a description of the subject application and an update on the technical and public review that are underway. A subsequent report will provide an analysis of the proposal in terms of applicable planning policies and will provide a recommendation on the proposed application.

Respectfully submitted,

Thomas Douglas

Planner

(905) 335-7600 ext. 7811

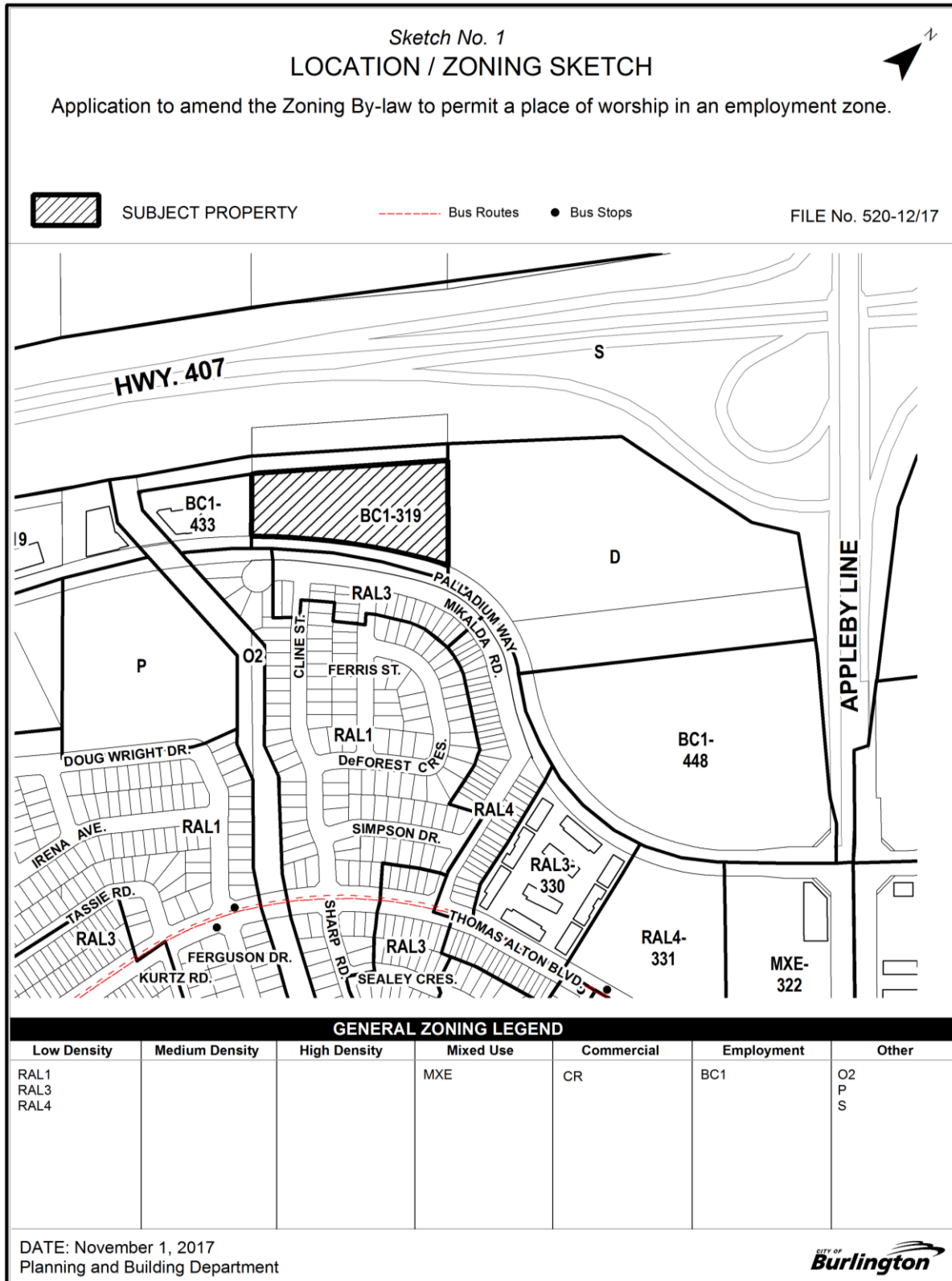
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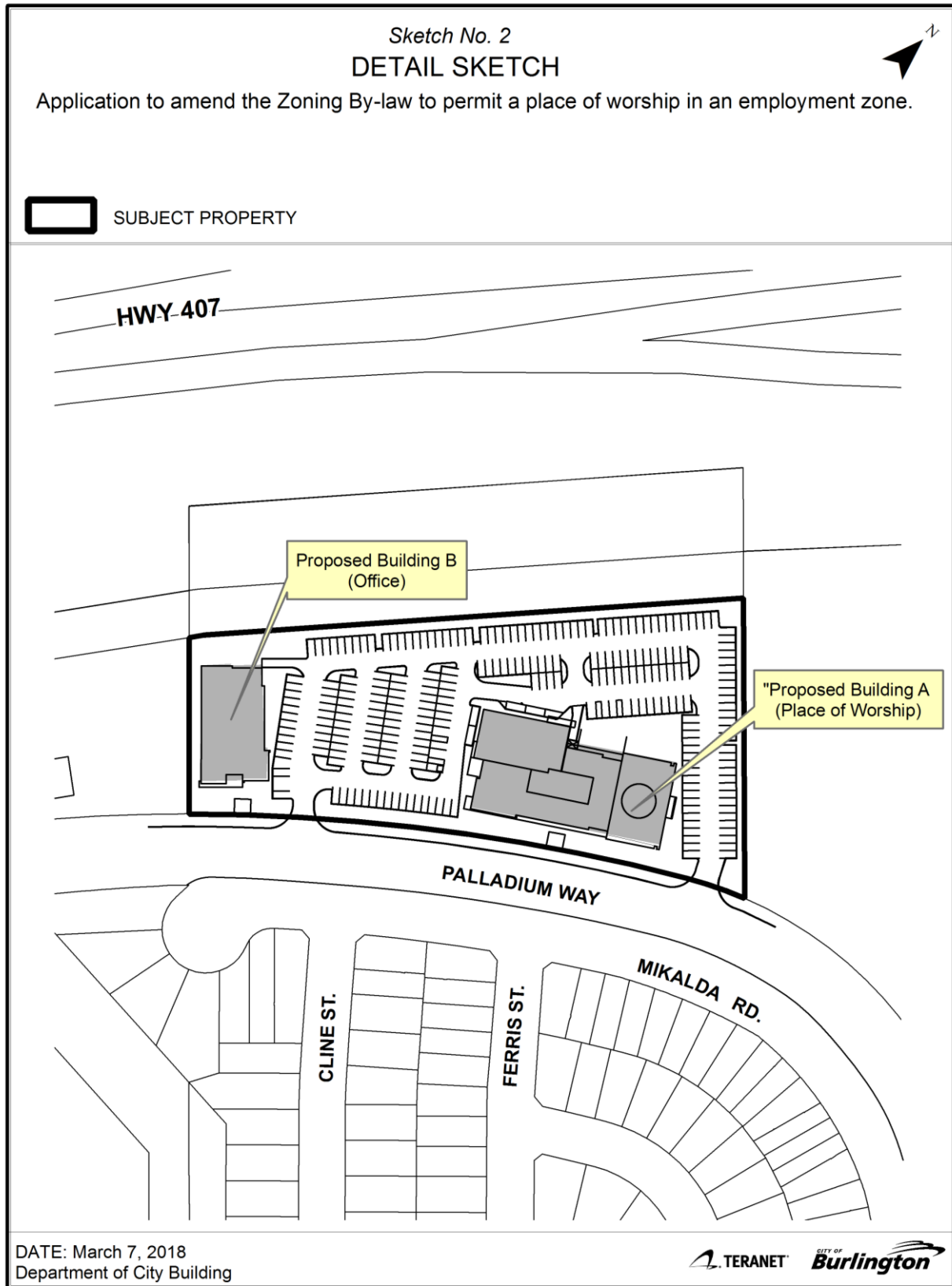
- A. Sketches
- B. Public comments received to date

Report Approval:

All reports are reviewed and/or approved by Department Director, Director of Finance and Director of Legal. Final approval is by the City Manager.

Appendix 1: Sketches





Appendix 2: Public Comments Received to Date

Letter 1

Good Morning Mr. Douglas,

My name is Borjana Pavic, I live on 3392 Mikalda Rd with my husband and my two children. My biggest concern regarding the proposed build is that City Opening is proposing to up Cline St. on to Palladium, Which I find ridiculous. Opening up a residential street on to a commercial will be a nightmare for us with kids who are always playing outside. Traffic is already a nightmare in this neighborhood this will make it even worse, I will not have peace of mind if my kids are playing outside with cars going in and out. This is one of the reasons we bought the house. Small street, less cars so my kids can have the freedom of being outside without me worrying about cars. I am please asking you to change your plan and DO NOT open CLINE to Palladium. I am sure many if not all of the residents will agree with me on this.

Borjana & Zoran Pavic, 3392 Mikalda Rd

Letter 2

Hi Thomas,

I wanted to register my concern on the subject and, for consistency reasons, I copy & paste my comments I provided for 4691 Palladium Way few years back. Please note that the same reference conditions apply as I expressed in my original email.

"1. With the economic downturn we are experiencing, as a resident of Burlington, I'd prefer to see more developments geared towards increasing long-term employment and tax base. I'm not sure how the churches are taxed (I'm guessing they are not). Please note that I would have raised the same question whether the development was a mosque, temple or church.

2. On the flipside, with the development of North Burlington, the green space is continue to shrink and the proposed area lies just south of Highway 407 - a major source of noise (I live in the area, so I know). I'd prefer to see a buffer green space, such as parks than a building and parking lot."

I also wanted to add a couple more points:

3. Since the development on 4691 Palladium Way was built, I see the parking lot for the church being occasionally overpacked with cars, forcing people to park illegally along the Palladium Way, as well as on the residential streets of Minerva, Cline, Ferris and, sometimes Deforest. I saw the parking arrangement for 4721 and, with further development of Phases 2 and 3, I foresee the parking only get worse, especially during

events. If both of the developments goes ahead, I see the parking situation being exacerbated if both locations have events at the same time.

4. I would like to get more information on how religious developments are taxed vs. business. As a resident of Burlington, I'd like to see increased tax base rather than increased (under)utilization which is likely to be passed onto the residents of Alton Village (and Burlington).

Wish you Merry Christmas and a Happy New Year!

Bayar

Letter 3

Dear Thomas,

As we discussed on the phone, here are some of the concerns we have in regards to the amendment to the current proposal to include school/ community centre.

A place of worship will no doubt bring increased traffic, however with the proposed amendment traffic in the Alton Village will be horrendous. Just try and drive in this area between 8:15am and 8:45am to see what I mean about traffic especially in the winter months.

To our knowledge there have not been enough traffic studies conducted in the area. Especially in the winter months with the three schools in the area (two elementary and one high school). I do know that ADI developers did a joke of a traffic study during March break and summer months.

The ADI development has not yet been resolved, even with 10 storeys we are looking at major addition of both walking and driving traffic.

There are only stop signs in Alton Village and with the addition of a mosque and ADI development we will no doubt need traffic lights.

The design of Alton village is not conducive to large scale traffic. Our schools are considered to be walking schools (meaning most children should be walking). With all the addition of an Islamic school / community centre we will have more traffic from all around as people from other communities will be driving their children to this facility. Currently Alton has been unable to secure crossing guards for all our major crosswalks/ stop signs. How do I as a parent know my children are safe with all the increased vehicular traffic? If this amendment is approved what will the city do to ensure we have crossing guards and or lights to allow our children to get to school safely?

In my opinion under no circumstance can Palladium be opened to Alton Village (rumor is Cline and Mikalda are considerations). This will be a traffic nightmare. As much as possible let's keep the traffic on walkers/ Appleby and Palladium.

Keep in mind, there are numerous commercial developments on Palladium and Thomas Alton. All of which add to the traffic in the area.

The new Provincial offences Act court house which is to be open in 2019 will on its own bring a great deal of traffic to the area. This facility as per their website will service, Burlington, Halton Hills, Milton and Oakville. Again as per the website this is a 34 000 sq ft court house, so we are talking about a large scale facility with no doubt high flow of people in and out this area.

Palladium as it stands today is too narrow at one lane each way and a bike lanes (bikes are a joke if the area is to be as dense as they are proposing it to be.)

The reality is, a through traffic analysis needs to be conducted during high traffic times and seasons before any decisions can be made. Let's also try to make decisions considering all the factors (ADI development, businesses, Provincial court, schools and other places of worship). I fear all the "pieces of the puzzle" are being looked at properly. We still have too many unknowns to make decisions that will impact for many years to come.

Thank you for your time Thomas!

Chris and Annette Palalas, 4666 Cortina Rd

Letter 4

Dear Mr Douglas,

My name is David Tang, I live in Alton Village and I was there 2 nights ago for the neighborhood meeting regarding Planning Application for 4721 Palladium Way File: 520-12/17.

I'm very concerning about this application.

1. The parking problem: Although they promised it will not be a problem, but from the situation we seen from the other mosque, we all know it will have a huge impact on our community.
2. This is a residential area. The fact that this plan will bring lots of unnecessary traffic into our community. It will create a big safety concern for the nearby schools, our children, and every residents in our community.

We would really appreciate if you can reconsider this application.

Thank you for your understanding.

Best Regards,

David Tang, 3347 Roma Ave

Letter 5

Hello Mr. Douglas

My name is Lily Ju, currently live on Nixon Gate in Alton Village community. I have some serious concerns over the noted application.

- 1) There are already two places of worship built on Palladium Way, which will be very busy considering the two nearby schools and looming employment lands in the near future;
- 2) The magnitude of the proposed development far exceeds the scale of Alton Village community and the requirement for a place for worship;
- 3) The risk of this application would be very high on stake in terms of additional traffic impact, parking, noise, as well as the kids' safety in the neighborhood.

As quoted "We are asking for your feedback before we make a recommendation to the Planning and Development Committee of Council to either approve or refuse the application." in the City's notice, I am wondering, under what circumstances, the City would refuse the application based on the risk assessment based studies.

Follow-up:

Thanks very much for the information.

From a technical competency prospective, has the City already reviewed and approved the technical content in the "supporting documents" for public consultation?

Each report should document the pros and cons of the proposed development based on the sound risk assessment from the technical studies. However it seems fruitless of the public consultation if the City has been already advocating the recommendations in the report, namely the City has somewhat agreed with the conclusions of the reports.

Why isn't there a planning need study in the planning context? I think the Alton residents would need a day care place more than a place for worship. The City has the responsibility to control the land use for the best benefit of local residents at large.

Thanks again.

Lily (Guo Liu) Ju

Letter 6

Hi Thomas,

I am the residence in Burlington for quite a few years. We love here and enjoy living in this city. A news, which I encountered recently, has raised my concerns. A worship place will be built in Haber community. Even though, I don't live in that area, but I know that area very well. My son went to Charles Elementary sometimes.

The reasons I don't think this is a good idea are as followed,

1. There is a church right beside the future location of this construction. The traffic, especially at weekends, will be overwhelming. The location is in a bay area, which means there is only one way to get in and out of the area. With two worship places sitting adjacent to each other is not a good idea for any of the peoples.
2. The location is right behind a pretty tight living area, which mainly hold the families with young kids. If such a place with high volume of people who are not living in that area will bring new safety issues to them.

Overall, I believe this project should be moved to an area will less trafic, and young families.

Thanks and regards,

Lan, Roseland

Letter 7

Hi Thomas

I have lived in Shoreacres area of Burlington for many years, we all love Burlington and are very proud of it. Now serval times a week, I will drive my kids to Haber community center to join different kind of activities including basketball, badminton and skateboard etc. The facilities over there are first class!

From the Burlington Post I found that a worship and a commercial shopping area are going to be built at Palladium way. it raised my concerns, the reasons why I don't think it is a good idea are as followed:

1. Alton village itself is a high-density community which most of the population are families with young kids living in townhouse, the population density is already higher than most of other residential areas in Burlington. You can see that from Dr. Frank J Hayden Secondary School, how many portables they are using now? 12 or 15? It is no doubts that the worship will bring a lot of traffic to the village area, You can change the Zonging of that piece of land, but you can't change the width of the road and other facilities which are already finished! This will bring great potential danger to the young kids and teenagers living in this village.
2. About the parking, when the parking lot around the worship is not enough, eventually people will park along the roadside which will make the road more narrow and bring more inconvenient and danger to the local residents; or if they park in front of the Haber Centre, those people now using the facilities just like me have to fight for a parking space, and this also will bring more danger to the kids walking between the library and the skateboard park. It is said the worship will offer public transportation, is it 7 days a week? what is frequency? what if people don't like to use it? what if the worship has

financial problem and can't afford these transportation service two years later? As you know, when it is built, even it brings big trouble to local residents , it is there forever.

3.About the noise, Are there any speakers at the outside of the worship? how is the voice volume when serval hundreds of people praying together? will it affect the residents near the worship?

Finally I hope the City of Burlington will learn from the lesson that approving an office building in New Street to be changed into an apartment for sale in 1965, last year the structure of the apartment had problems, the first one those owners sued was the government. I guess the price for the settlement must be very high.

I sincerely hope after 30 years, you still think you make a right decision for the residents of Alton village and the City of Burlington!

Thank you!

Shirley Ou

Letter 8

Hi Thomas,

Good morning.

My name is Herman who is resident of Burlington. We love this city so much and enjoy every day we are living here. Recently we heard there is a worship will be built in Haber community. That's a quite big concern from our family because my daughters has been visiting that area frequently. We knew there is a busy and density area even without any new building. A new worship definitely cause new heavy traffic when they are holding activities. which will give significant risk to kids living there and students who are have education there.

We totally understand other residents requirements about belief, religion and culture. However we hope city of Burlington has to be seriously evaluate potential security risk, noise risk as well as culture conflict before make any decision and change in Burlington. We wouldn't see any negative changing in this lovely city.

Appreciated for your attention and effort to protect our home.

Best Regards.

Herman

Letter 9

Hello Thomas,

I am a current resident of Alton Village and just wanted to express my concern over the proposed development of a mosque on Palladium Way.

I do not support construction of such a facility for the following reasons.

Alton Village is a nice residential neighbourhood whose characteristics are already changing because of a number of construction projects underway and I fear that with a mosque being built will further cause the community to lose more of its appeal. It will become much more crowded, traffic congestion will increase, and many people who don't actually live in this community will frequent the area, disrupting the enjoying for residents.

Firstly it was noted that between 500-600 people will attend Friday prayers (but there will also be daily prayers so there will always be a stream of people present) yet only 261 parking spots will be created. This is a recipe for disaster, given the lack of parking and the fact the the mosque also plans to build a gym and office, it will attract so many people that they will be forced to park on the street within the neighbourhood. This is already a problem for people living hear the current mosque in Burlington. Cars will be on the streets reducing traffic flow and I don't see City officials actively cracking down on this consistently for the life of the mosque. Streets will be more crowded and detract from the enjoyment, peace, and quiet that community residents who have paid hundreds of thousands, if not millions of dollars, for their homes. An additional glut of people, cars, and traffic is not wanted by those wanting to live in a nice residential neighbourhood.

Another related concern is that the mosque will attract so many people that don't live in the Alton Village neighbourhood, i.e. living in Oakville, Hamilton, and even Mississauga. When I think of why I moved here it was because it was a nice quiet place with a strong community feel and this stands to change with the addition of such a facility. People will be hanging out at various times of the day and night who don't reside here reducing the "quiet community" feel of the place.

The provincial traffic court is also being built here and there is also the proposed development of twin tower condos (which although shot down is being appealed by the developer), plus Alton West is under construction as we speak. Burlington decision makers should take a fulsome view of things and truly consider the potential impacts that all these large construction projects will have on the local community residents. It is really not fair to us (the property tax paying residents). I can't even fathom how congested this neighbourhood will be if all of those things end up being constructed. I would literally just move out of this neighbourhood and I know many others would as well.

I fully support people being able to worship but I don't understand the need for it to literally be plopped down right inside a quiet residential neighbourhood. I would ask that

the City refuse the re-zoning and refuse the development of the mosque because it is extremely unfair to those that have chosen to live here and want to enjoy the sense of community with their fellow residents.

I don't look forward to having tons of cars, traffic, and people from all over the place routinely passing in and out of our community, What also needs to be remembered is that the mosque complex will also become a hangout for teens and others who will make it a place to congregate and socialize (especially with the gym) which again just means that more people (most of which don't live here) will be hanging around the area for significant amounts of time. Again, that's not a problem in and of itself, it's just a problem because of its proximity to the community that is already becoming more and more congested.. The proposal seems way too large for the chosen location, doesn't have enough parking spaces, and is much too close to the residences. I hope that the HIA can find another more suitable location further away from a residential neighbourhood.

Please accept this email as formal communication against approval and I know my sentiment is shared by many other current residents of the community.

Thanks,

Concerned resident.

Letter 10

I am a resident in Alton village. Regarding Zoning By-law Amendment Application - Files 520-12/17, I have some concern on the noise impact during the 5-times praying in the planned mosque as well as the already crowded traffic around the elementary schools.

Appreciate you attention on this. Thanks.

Xin Xu, 3181 Sorrento Crescent

Letter 11

Dear Blair and Thomas,

Regarding the proposed rezoning plan of mosque on Palladium Way in Alton VILLAGE, I do believe it causes negatively impact to the community and neighborhoods.

When we moved into Alton village, Palladium way was very quiet and rare building was erected along the road. I did not even worry about the traffic will cause any safety concerns when my children walk or ride to the school on Palladium way. With more and more commercial complexes were build, Palladium way was not quiet anymore.

Especially, more and more worship cars parked inside the community road when the existing church parking lot were fully occupied. Which, as a consequence, cause very

unpleasant and uncomfortable feeling to the neighborhood due to the traffic, congestion, noise pollution and safety concerns. More large worship building coming to the Palladium way will deteriorate the situation considering proposed rezoning is way more density and insufficient parking space when worshippers coming along from all different cities.

On the other hands, with more young family moving into this village, insufficient day care center should draw more attention to meet the community needs. We've seen a long waiting list in local limited day care center, which cause very inconvenient to the neighborhood. We are more than very welcome to build such facilities to offer our community, which in turns will support she sustainable development to the community.

There are more negative factors for this rezoning plan and I just name a few. I am really objective to it and hope the voice can be heard from our local residence.

Warmest regards!

David (Wei Chen), Cline Street

Letter 12

Hello,

I am writing this letter to express my opinion about the proposed rezoning of mosque on Palladium Way in Alton Village. I believe this re-zoning proposal does negatively affect the surrounding properties and the existing neighbourhoods.

the existing road condition is not able to accommodate heavy traffic flow. Palladium Way is a one lane light road. The designed capacity cannot handle hundreds cars flooding into at the same time. The proposed rezoning requires at least medium to heavy traffic mode to be able to accommodate their routine activities and big celebrations.

the proposed rezoning is way over density and insufficient parking space, which will result in that the local residence has to be forced to endure their parking problem.

the proposed rezoning doesn't meet the local residence needs, such as a daycare. The neighbourhood shorts daycare service and there is a long waiting list. The local residence pays all the maintenance for the local facilities even for the extra police force for the traffic problem caused by the rezoning project, however, they are not benefited at all from the rezoning. That's not fair.

the proposed rezoning negatively affects the local economic and local businesses. There are more than four gyms in surrounding area, and they welcome everyone. There are local schools in Burlington shutting down, and these are perfect source for

classrooms. The rezoning doesn't meet one of crucial criteria for zoning: whether a proposal benefits the local economic/local businesses, and supports sustainable development.

I strongly oppose the rezoning proposal. I really hope the voice from our local residence can be heard.

Warmest Regards!

Sincerely,

Copies of this letter, some with minor variations, were received from seven individuals:

Weijun Chen, 3100 Jenn Ave

Yan Luo, 4770 Deforest Cres

Jinfei Li, 4770 Deforest Cres

Steven Lu, 3137 Velebit Park Blvd

Mike & Lisa, 4651 Irena Ave

Jasmine, 1510 Rusholme Cres

Helen & Family, 3204 Sorrento Cres

Letter 13

Dear Mr. Douglas,

I have been a Burlington resident for many years. I attended the neighborhood meeting that was held at Haber community centre in regards to the proposal of Zoning By-law amendment application -4721 Palladium way, files: 520-12/17. However, I do have some concerns of it, and I want to share them with you.

First of all, I believe the parking lot for this proposed project will be a huge issue. In fact, there are not enough parking spaces for any kind of new buildings in Burlington whether it has been built up or is still in a progress. I know the project is properly handled by a professional architect company and the construction builders. All building facilities are designed to meet the city requirements, however; we are the local residence living here, and we know what daily traffic flow really is. The parking space becomes more concern, especially, on the prayer gathering on every Friday afternoon or any of other weekdays. The proposed numbers of parking spot is already inadequate than the planned people who will be coming for the Prayer. Although, I trust people will definitely try their best to use carpool whatsoever avoiding cause any inconvenience to the neighborhood, but the reality is when there is not parking space they have to park on the road without other options as they can't miss to pray. As far as I know Palladium way is a one lane light road, if there are cars parking on the road, it will even narrow down the road smaller. On

the Fridays, many school age children have activities after schools; you can image how the congestion will be facing.

This concern can extend further to the children's safety in the community. Alton Village is a more recent community; many of my friends with young children are living there. I visit them often. My friends keep telling how busy is the traffic and how frustrating they feel when comes to morning drop off kids to schools as well as afternoon pick up. We love our children, treasure our wonderful community. That's why if we see the issue of traffic flow, it could be a potential threaten to our children's safety, we are very cautious as this is our nature as a parent.

I am not sure when you conclude a decision for this Re-zoning amendment, how you weight each factor for consideration. I hope, please take our local resident's concerns into account when making the decision. Any of proposed solutions from the party who proposed this project is based on a hypothetical solution, but in our real life to start even working on these solutions which requires a lot of extra time and money. However, it will be only taking a few years to build this mosque, on another hand; it takes more than several years for urban construction would be possible to use those hypothetical solutions to turn into a practical solution. However, the inconvenience that may be caused to the surrounding residents occurs at the beginning of the mosque.

If you have any questions, please reply to this email.

Thank you very much

Copies of this letter, some with minor variations, were received from twelve individuals:

Helen Mu, 494 Mathewman Cres

Yanxia Li, 4632 Erwin Rd

Chenghai E, 4632 Erwin Rd

Lifeng Zhang, 4681 Cortina Road

Grace, 4689 Bracknell Rd

Kate, 3291 Foundation Gate

Wei, 4615 Keystone Cres

Jason Xu & Lin Yu, 3189 Sorrento Cres

Vincent Ha, 3259 Steeplechase Drive

Cynthia Chen, 3259 Steeplechase Drive

Daniel Yang, 1244 Tyrrell Road

Sharon Xu, 4310 Clubview Dr

Letter 14

Hello Blair,

It was a pleasure meeting you on January 8th at the Alton Village neighbourhood meeting re. the proposed development of 4721 Palladium Way.

As I'm sure you recall, the issue of Cline St. opening up onto Palladium Way was a very hot topic. Even though it was clarified at the meeting that the drawing presented was wrong and there were no plans to open the residential streets onto Palladium as part of the proposed development, a number of city officials did state that there was a possibility that would happen down the road as part of traffic resolution concerns.

In correspondence with you over Facebook, you asked me to email my concerns and you would be sure to include them as input into the traffic consultation review underway.

Unfortunately I did not know of the original Nov. 2017 traffic consultation, but will be sure to participate in any coming ones.

As many residents have voiced over our shared Alton Village Facebook page, there are a number of key concerns with opening Cline up to Palladium:

- 1) The street snakes around towards Thomas Alton Blvd. and has a number of blind / narrow turns, especially with parked cars on the street. Increasing traffic substantially on this street will result in accidents and huge safety concerns. This is a quiet residential street with many young children, and quite frankly many of us are already concerned with the number of near misses we have encountered or witnessed, particularly in the Cline St. stretch between Thomas Alton, Simpson, and DeForest. Thankfully most residents off Cline are already quite aware and drive cautiously around those bends.
- 2) Another concern is excess speeding on the north side of Cline towards Thomas Alton or in the other direction – although Cline St. snakes around and has blind spots off DeForest and Simpson as described above which are a major hazard, there is also a long straight stretch between Palladium and DeForest that will encourage speeding and add to the risk. This stretch is already of concern to many of us, and we have been musing about options to address. Increasing the volume of traffic substantially will make things worse.
- 3) Opening up the street onto Palladium will also invite easy and undesirable access into the neighbourhood. There already has been a concerning number of reported crimes in the neighbourhood. Providing an easy access point onto our street will invite many more issues and pose a security concern for residents on all the nearby streets.
- 4) We all purposefully chose to buy homes on a quiet residential street and paid substantial premiums to do so. Turning Cline into a throughway will impact our property values and also fundamentally ruin our original purpose of living on a quiet street.

5) Opening access will unquestionably create easy means for inappropriate spillover parking headaches from both the church (St. George's) as well as the proposed new development by the Halton Islamic Association. There are already issues on Sundays from church-goers, and that's with access blocked off. Imagine how bad it would get if the street were opened up! As you heard on Jan. 8th, far and away the biggest concern with the new development was repeatedly stated to be the potential parking impact, and that's without direct access onto Palladium. The problem would become intolerable.

6) Cline St. is not that deep into Alton Village; we simply don't understand how opening it up to Palladium will drastically alleviate traffic on Thomas Alton Blvd. Far and away, the issue with Thomas Alton Blvd. is related to school drop-offs and pickups, also exacerbated by Thomas Alton Blvd. being the bus route as well. There have been numerous great suggestions made to address and none have been actioned. For example: why don't AVPS and St. Anne's Catholic school stagger their start times? Also, why can't entry into AVPS be made one-way off Thomas Alton, with exit opened up onto Palladium? We were told the school doesn't own that property, and that it's owned by the Parks department (or something to that effect). Surely the City of Burlington can help with that? What about better bussing options for perimeter residents, or making the bus route along Palladium with direct access to AVPS and St. Anne's off Palladium?

7) Should the unthinkable happen and the 2 proposed 19-storey condo towers get built, residents there will have an easy and direct access into Alton off a narrow residential street, creating further nightmare traffic scenarios.

In closing, I wish to thank you for being a supportive voice for the residents of Alton Village. It is such a great community with so much more potential, but under threat from excessive overdevelopment around it and seemingly limited solutions being offered by the City.

I would be happy to discuss these issues further if you need more detail. I look forward to hearing back some of the City's proposed resolutions and future meetings.

Thanks again.

Follow-up to Letter 14

Staff noted that the letter predominately concerns existing conditions, and asked for clarification on whether the writer had any concerns about the proposed development. The writer responded as follows:

Thank you Thomas. I understand your point, however there is an interesting nuance for you to consider re. Community impacts - I personally have no concern with the proposed development so long as Cline does not open up onto Palladium for the foreseeable future. However, if it does open up down the road, then I think the highly likely parking spillover impact will become a problem and will adversely affect the

community. As you heard at the meeting, parking was the #1 concern repeatedly expressed, and that's with the residential streets closed off to Palladium.

Anyway, not sure how you would work that in other than noting that this concern should be a major consideration for the City for any future traffic alleviation tactics. I would agree, this is more in Kaylan's court at this point.

No need to involve me with any further consultations for the place of worship. Blair & Kaylan, I would however like to be involved in any future consultations on traffic concerns and proposed options.

Thanks very much.

Hamza Habbal, 3332 Cline St.

Letter 15

I am the resident of Alton Village. I want to share my opinions about the proposed rezoning of the mosque on the Palladium Way in Alton Village. I moved to this community because of it is quiet and road safe for my kid, but I am seriously worried now because of this proposal. I really hope that our government can listen to the local residents' voice but not other people who are not living here.

1. If the mosque is built in Alton Village, there will be many prayers rush into this quiet community every day. Our local residents will face a lot of traffic issues:

1). There are already traffic jams every day on Appleby line, Walker's line and Dundas street. With this mosque, a lot of people will come here from other communities of Burlington and even other cities. I can't imagine how heavy the traffic will be.

2) Current Palladium Way is not a wide road. If hundreds of cars flood here, this road will be in heavy traffic for sure. The design of Palladium Way can't accommodate that.

3). When this mosque holds any events and celebrations, the traffic problem will be more serious.

2. The local residents also face the safety issue because of the traffic brought by the mosque.

1) There are schools on Palladium Way. There are students come across the road daily. The parents are feeling safe for now, but with the heavy traffic brought by the mosque, it won't be safe anymore. Some little kids don't know how to deal with so many running cars.

2) There a lot of joggers, bikers, and kids especially in the summer. It won't be safe anymore with that big amount of cars.

3. The parking issue. The proposed rezoning has a plan of a big building, but it doesn't have enough parking space. The result will be that they will park in the Alton Village. They will park in front of the door of our houses. Many residents have kids playing in front of our houses. So many cars driving around and parking are not safe for our kids. Especially when they have any celebrations or big events.

4. Our local residents will face the environment pollution. Not only the polluted air from the traffic congestion but also the noise if they use the loudspeakers for outside prayers and for any events/celebrations they will hold.

5. This proposal will negatively affect our business. This proposal doesn't provide as many job opportunities as a business building. If it is built as a business building, a lot more people will get a job there and the City of Burlington will get more tax income. This will benefit Burlington's economic much better.

6. When the City of Burlington reviews the rezoning, it should meet the criteria which are to benefit the local economic/business, local residents and supports the city sustainable development. What will benefit this community is something like daycares but not a mosque. There are long waiting lists for the daycares. Parents either send their kids to daycares far away from home or they can't go to work, they have to stay at home to take care of their kids.

Based on what I mentioned above, I strongly oppose the rezoning proposal. I really hope that our government considers our local resident's thoughts. We are the people whose daily life is seriously affected. We really need your support.

Thank you and best wishes

Sincerely

Copies of this letter were received from two individuals:

Min He

Dong Zhao, 4688 Huffman Road

Letter 16

Dear Mr. Thomas

I am writing you as a resident of Burlington living in the Community of Alton Village who wants to voice their urgent concern and objection regarding the rezoning on 4721 Palladium Way (File 520-12/17) to allow for the building of a large place of worship.

I was able to attend the January 8 public meeting at Haber Community Centre to examine the proposed site layout, parking and building plans and as such voice my concerns having a good understanding of what is proposed to be built as well as an intimate understanding of daily life and commuting within my own neighbourhood.

I also understand that the current zoning is for a business corridor for office and industrial use and does not include places of worship and hence leading to council's decision on whether to re-zone.

I have 2 main concerns over 1. Traffic and Safety and 2. Parking and have provided relevant details to support the objection of the proposed rezoning:

1. Traffic and Safety:

- Palladium way is a two lane street with bike lanes separating an industrial park from the Alton Village residential area. It has no dedicated crossing zones, cross walks or stop signs/lights along its entire length from Appleby to Walkers line as it was intended to be used as an industrial access road and there were no such crossings on the site maps for the proposed development.
- The proposed re-zoning on Palladium Way is directly across from a residential area and two perpendicular streets (Cline and Ferris St) that might potentially be opened onto Palladium Way in the future (Please see attached map – Location 1). Any visitors to the development from Alton Village and any visitors that might park in Alton Village will have to cross a busy street without marked cross walks or stop signs/lights.
- Two elementary schools with over 1,700 students back directly onto Palladium Way. Parents and their children living on the North-West periphery of Alton Village use sidewalks on Palladium Way to get to and from School in the morning and at 3PM which coincides with estimated peak use time for the proposed development (Please see attached map – Location 2).
- In comparison to the existing places of worship on Palladium Way, this proposal is on a significantly larger scale and scope with an occupancy of over 600 and a ground floor area of 41,000 square feet. The parking space of the existing places of worship is also a fraction of the 261 parking spaces at the proposed development (For example: Approximately 70 parking spaces exist at St. George's Anglican Church immediately adjacent to the proposed building). This means that the traffic impact will be significantly larger than that of the existing buildings. In addition, the use of the proposed gymnasium, offices and classrooms are also likely to put pressure on local traffic outside of the identified peak-use times for the proposed development.
- Traffic in the Alton Village area will also increase if a proposed residential development of a 19 story-498 unit condominium and 200 townhomes on Thomas Alton is approved (Please see attached map – Location 3)– likely compounding the traffic problems from the proposed re-zoning. Please note that the traffic map attached shows the existing traffic congestion in Alton Village at 3PM on a Friday (Per Google Maps).

I believe the combined factors of the close proximity to residential areas and walkways combined with the increased vehicle and foot traffic that will stem from such a large

development will pose unacceptable traffic and safety risks to the residents of Alton Village and any visitors to the proposed development.

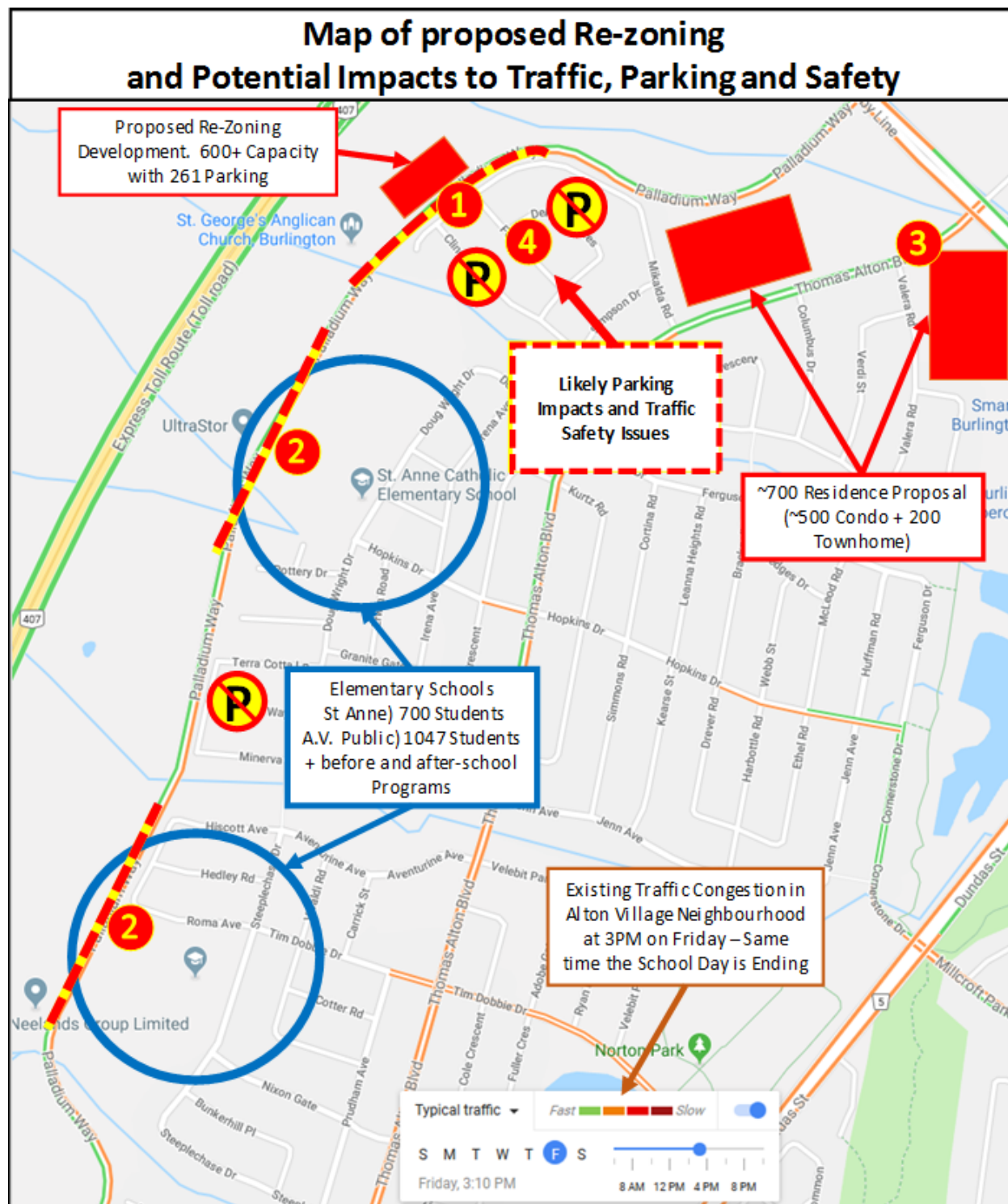
2. Parking:

- With only 261 parking spaces (Some of which will be blocked for snow clearing during winter months) for a proposed capacity for over 600 people, there will likely be issues with parking capacity that will spill over onto residential streets in Alton Village and lead visitors of the proposed site to cross Palladium Way where there is no pedestrian crossing or stop signs/lights (Please see attached map – Location #1).

Any parking of non-residents will negatively impact the quality of life on the residents of Alton Village

- After having heard at the Jan 8 meeting that the city planners might consider opening up perpendicular street access from Ferris St. and Cline St. onto Palladium Way, this increases my concern for parking on these residential streets (Please see attached map – Location #4) as visitors to the site would even more likely search out alternate parking when the proposed development is at capacity (As is the case with a similar place of worship on Fairview Street)

I sincerely hope that you will consider the above objections related to negative impacts on Traffic, Safety and Parking on residents of the Alton Village neighbourhood when making the decision on re-zoning and whether to approve the proposed development on Palladium Way.



Copies of this letter, some with minor variations, were received from eight individuals:

Qiong Pan, 4611 Irena Ave

Yan Pan, 3062 Jenn Ave

Jin Chai Huang, 4275 Adobe Gate

Daniel Zhen Yu Liu, 3320 Gravenstein Rd

Julia Lihua Ji, 3320 Gravenstein Rd

Paul Chen, 4275 Adobe Gate

Song Zhang, 4634 Ethel Rd

Binbin Liang

Letter 17

As a resident in Alton Village living close to St Anne Elementary school, I am writing this letter to express my opinion about the proposed rezoning of mosque on Palladium Way.

Having been living in Alton Village since 2006, I like this beautiful and peaceful community. My two kids were born in our home here. This is kind of a new community. Many new couples chose to settle down here and we can see more little children than in other community. The heavy traffic and parking issue brought by proposed mosque will significantly increase the risk on children's safety in the surrounding neighbourhood.

We can expect hundreds cars to flood into this area at the same time. As Palladium Way is a one lane light road, long line and car idling appear inevitable. The proposed rezoning is of way over density and there will be insufficient parking spaces. The nearby streets will be packed solid by the cars spilling over from the parking lot. Hundreds cars will compete with loggers, bikers and kids, and therefore cause safety issue. I witnessed all these happened in another city where I work. The peace in our neighbourhood will be gone and children will start to live in a community with increasing risk of being hit by the heavy and busy traffic.

Based on the above grounds, I strongly oppose the rezoning proposal. I really hope the voice from our local residents will be heard.

Follow-up on Letter 17:

Hi Thomas,

Further to my comments below, I have the following additional concerns regarding the traffic and parking impacts.

There will be two services: 1:30 and 2:30, on Friday. When the first run of people are exiting, the other run of people are rushing into. It is very hard for the 2nd run to find the parking space. They will probably park in the neighbourhood. To make it worse, around 2:30 parents are driving from inside and outside Alton Village to St Ann School to pick up kids.

I hope all these negative impacts are taken into account in the decision making.

Thanks,

Yong Chen, 4611 Irena Ave

Letter 18

Dear Mr. Douglas,

I am contacting you about the Re-Zoning Amendment in regards to 4721 Palladium Way.

Our city has repeatedly been recognized among the top two living places in Canada for its unique community environment (safety, transportation, education, employment opportunities etc.). As an Alton Village resident, my family has truly enjoyed the environment here. We see fellow residents strolling on the streets in the evening especially on Palladium Way to enjoy the peacefulness and quiet nights. Currently, one side of this street is designated for residence and the other for business. The proposed amendment threatens the safety of this area as it would bring a very high traffic flow through the area. The road is only 2 lanes with no cross walks or stop signs - not only would this be dangerous for the children who attend the nearby public schools, it would also significantly worsen the traffic in the area, which is already congested at peak times. The location of the proposed establishment will also increase the traffic flow through neighbouring areas, again making the congestion worse.

Furthermore, the amendment proposes a much larger establishment than others and would require significantly more parking space. This would invariably lead to parking spilling onto the residential streets. Not only does this also pose more risks to residents trying to cross the street, it would again mean significantly more traffic in residential areas which would unfairly disrupt the nearby residents of Alton Village.

I sincerely hope that you will take my concerns to heart when discussing the decision on the re-zoning amendment.

Thank you,

Mengchun Zhang, 3288 Foundation Gate

Letter 19

Good day Sir/Madam

The following comments are against the size and mix of activities in the development of the Islamic Center versus a place of worship:

§ As stated in page 25 of the Traffic Impact study, "The first principles calculation provides insight on the key factors influencing demand. Trip generation depends on the capacity of the worship space, a factor to account for the fact that facilities are not

always at 100 percent capacity and that some people may park off-site, the percent of people arriving by car, and the average number of passengers per vehicle.” The provided assumption to use the current Habor Centre in its current capacity and nature of use as a reference for the new development is refuted for the following reasons:

1. Harbour center is on Dundas st., a highway, served and accessible by public transit, so the 73% of attendees arriving by car will have to be changed to a much higher percentage where no transit serves palladium and not even residents will be walking to the center. We’re looking at 95-100% instead.

2. A mosque with attractive architecture as proposed and complemented by diverse activities will attract more congregation than a Rec. center that is not designed for the worship purpose, which at times might deter worshipers. So regardless of the 800 attendees at Habor, the new place of worship will host above that figure on regular basis not accounting for the growth.

3. Therefore, proposed mosque capacity in the traffic impact study should be calculated at over 800 attendees.

§ Thus, it is fair to establish the argument that such a center is of regional nature even without account of near future growth, being built next to a local community. It is legitimate to question the impact of that on the studies submitted for the development including traffic and parking.

§ Peak hours on Fridays are just around the same time schools get off. The safety of our children comes first as they walk and bike just steps away from a rally of cars estimated at around 300 ($800/2.8$) leaving all at the same time.

§ As much as we would like to see mixed activities to serve the diverse needs of our community, the additional activities are going to just add insult to injury. Proposed parking will not be sufficient and that is from our experience as residents in Alton village. City approved calculations has proved deficient in meeting actual demands and user behavior.

§ Our recommendations aim at transforming this regional center to a local place of worship by downsizing the prayer hall to a capacity determined by current and projected local demographics and demands mainly in Alton village and not elsewhere in Halton and Hamilton. The downsize should also entail all other related activities except the offices, as their use is of a different nature and might be needed as revenue for this non-for profit development.

§ It would be recommended as discussed at the meeting to facilitate collaboration between the Anglican Church and the centre for the utilization of parking, as currently Church attendees overspill on Palladium and Mikalda and it would be a pity to fall into the same trap again

Copies of this letter, some with minor variations, were received from seven individuals, some of whom did not provide their names:

Fadi Sharaiha, 4865 Verdi Street

Paul Haddaden, 3346 Mikalda Road

Rob Georgi, 4805 Thomas Alton Blvd

Xiao Ming, Xiong (Tony)

May Sadek, 3339 Cline St.

Letter 20

Dear Mr. Douglas,

I have a big road safety concern to the proposal. I was struck by a car before in the peak hour in Burlington. Some drivers may not observe carefully enough all the directions including the bicycles and pedestrians at a busy intersection.

In the Alton Village, there are Alton Public School, St. Anne Catholic Elementary School, Hayden High School, and Haber Recreation Centre. There are lots of children walking and cycling on the street to and from the school and community centre. These children are vulnerable to the road safety. A large traffic flow before and after the services time introduce high risks to the neighborhood, especially to the children. Any proposals that could cause large traffic flow in the weekday, during the hours for children going and leaving school, are inappropriate due to the safety risks.

This is not a simple parking and traffic concern. This is about children's safety.

Best Regards,

Xinyi Zhang, 5402 Redstone St

Letter 21

Dear Blair and Thomas,

Regarding the proposed rezoning plan of mosque on Palladium Way in Alton VILLAGE, I do believe it causes negatively impact to the community and neighborhoods.

When we moved into Alton village, Palladium way was very quiet and rare building was erected along the road. I did not even worry about the traffic will cause any safety concerns when my children walk or ride to the school on Palladium way. With more and more commercial complexes were build, Palladium way was not quiet anymore. Especially, more and more worship cars parked inside the community road when the existing church parking lot were fully occupied. Which, as a consequence, cause very unpleasant and uncomfortable feeling to the neighborhood due to the traffic, congestion,

noise pollution and safety concerns. More large worship building coming to the Palladium way will deteriorate the situation considering proposed rezoning is way more density and insufficient parking space when worshippers coming along from all different cities.

On the other hands, with more young family moving into this village, insufficient day care center should draw more attention to meet the community needs. We've seen a long waiting list in local limited day care center, which cause very inconvenient to the neighborhood. We are more than very welcome to build such facilities to offer our community, which in turns will support she sustainable development to the community.

There are more negative factors for this rezoning plan and I just name a few. I am really objective to it and hope the voice can be heard from our local residence.

Yiru Liu, 3350 Cline Street

Letter 22

I am sending this email to you with regards to the Re-Zoning Amendment for 4721 Palladium Way.

The Alton Village neighbourhood has stood out for many reasons. One of which I believe to be of great importance to many residents here is a generally quiet environment where everyone is raising families. I among many go for walks along Palladium Way and find that it is a very safe route due to the current traffic levels that I've observed. The proposed amendment is concerning as it would increase the traffic flow of the roads and nearby neighbourhood streets which not only makes it very noisy and disturbing for residents but also unsafe for pedestrians and kids who are out walking or playing along the streets. The nearby public schools and parks along Palladium Way already attract much traffic during rush hours and in general as well, and I imagine parking allocation will cause many more vehicles to enter nearby neighbourhood streets which will significantly increase overall congestion while reducing pedestrian safety.

I hope that you will take my concerns into consideration when discussing the decision on the re-zoning amendment. I am currently living at 3288 Foundation Gate.

Thank you,

Larry, 3288 Foundation Gate

Letter 23

Dear Sir/Madam,

I am writing to express my concern regarding the proposal of zoning by law amendment 4721 Palladium Way.

I am fully supportive of City of Burlington's decision to build and provide more places of worship to the residents to fulfill their spiritual needs. However, 4721 Palladium is not the right location for this project mentioned above as it will create a lot of issues and inconvenience to the residents in the neighbourhood and reduce our quality of life here.

With the mosque max capacity of 500-600 people per service with 2 services offered on Friday afternoon, there could possibly be over 1000 people in that area at some point of time. People who finished their prayers will not disappear just like that, they need time to leave the premise. And people for the next session may arrive earlier. Also there could be people who linger around the area for other activities ie. gym etc.

1. Would there be enough parking for that many people? It does not seem like it from the plan. Although this huge number of attendance will not happen overnight but lesson learnt from Fairview mosque where the growth of muslim population in Burlington and surrounding area has increased the need to have access to a mosque. How can anyone guarantee that the number of people who come to Palladium way will not exceed the capacity in few years down the road and turn the street into the second Fairview St where parking is a nightmare on Friday afternoons. If the parking spill over to the residential area (which is happening at Fairview), this will create major inconvenience to the residents and potentially a safety issue.

2. Safety of children attending St Anne school is a major concern. With currently already busy traffic during drop off and pick up time, the prayer sessions is so closed to the after school pick up time will make the situation even worse. I highly doubt that the traffic from prayers would be able to clear up before parents arrive to pick up their kids. If there are parking that spill over, meaning traffic in the area would be even worse resulting in even more impatient/angry drivers who often end up with reckless driving. This poses a major risk to the children walking to school. Fairview mosque which was not close to school is already causing crazy traffic in the area, this the situation will even be worse here where it is right across from a school. Children safety is the top priority and we want a community that is safe to walk to school. There should not be any large scale building that close to the school proximity which potentially compromised the safety of school children.

3. Palladium way is still under development and have not have much activities and traffic on the street. However, have the city consider how the traffic flow will be like when the street is fully occupied with offices, plus a large religious+recreational center+office space? We have 2 decent size churches built there and their activities are on weekend. So it does not interfere with any of the business or school activities in the area. With this project, Friday will be unimaginable busy, raising the noise level for residents living close to that part of the neighbourhood. Not only on Palladium way but how about the traffic on both Appleby/Dundas and Walkers/Dundas? There are 3

schools in the neighbourhood and Dundas is already very busy during weekdays. Attracting even more traffic for the prayers will make the issue even more serious.

4. I hope the City seriously consider the consequences of approving such large scale project in the area. There may be more organization or businesses try to apply for large scale building if this is approved.

Born and raised in Islamic country, I have witness the exact same issue with Friday prayers in both countries - traffic and parking which caused a lot of frustration. I sincerely do not want Alton Village or Palladium Way turning into the second Fairview Street and neighbouring area. This is a quiet neighbourhood and I wish it would be maintained that way. Large scale building should be built further away from residential area, not so close to a school and already dense neighbourhood.

Thank you for your attention.

Sincerely,

Sau Leng Lee, 4607 Irena Ave

Letter 24

Dear Mr. Douglas and Councillor Lancaster,

I am responding to your call for feedback regarding the plan for development at 4721 Palladium Way. As a concerned resident of Mikalda Rd, which is the closest public road that will allow for overflow parking, I would like to voice my concerns regarding the size and scope of the project.

1. The HIA spoke at the meeting a few weeks ago, saying that their worship centre is being designed to hold up to 600 people. They also said they are planning to eventually host two services between 12-3pm on Fridays. That indicates they are planning for up to 1,200 people to attend on a single afternoon, most of whom will likely be driving alone from places of work. And since it is also a community/social facility, we cannot expect that the first group will leave as soon as the first service is over, meaning we may have 4-600+ cars visiting the property at the same time. That is over double their parking capacity, not just on Fridays, but also 600-guest weddings, meetings, conference rentals, and other events. That could mean potentially hundreds of cars overflowing onto our residential streets.

2. While the plan indicates that there are 261 parking spaces available on the property, 60 of them are allotted to a secondary commercial building that seems unnecessary to the central goal of the development. While the HIA President stated at the meeting earlier this month that he would require the tenants to sign an agreement that "gives priority" to the worship attendees, it is unreasonable to expect that doctors offices and business employees will regularly leave with their vehicles for three hours on a Friday

afternoon, or even close their doors to clients. With only 201 spaces remaining for worship attendees, and at least double the vehicles, the toll on our neighbourhood streets will be heavy. Eliminating the non-essential commercial building would both decrease the number of cars already present on Fridays, as well as provide more room to build parking spaces.

3. There are already several cars parked along Mikalda Rd on Sunday mornings, as the church parking lot regularly overflows. Their number of parking spaces as required by the city based on capacity and square footage is inadequate for their typical Sunday services, which means perhaps the requirement should be revisited before any new ground is broken.

4. This is of high concern to residents of Mikalda and Cline, many of whom may not be aware of the potential ramifications of this project. We, along with many of our neighbours, have deliberately chosen to purchase homes on these quiet streets because they allow for our young children to play in our front yards or visit their friends across the street. Our children also walk home from St. Anne Catholic School, which dismisses at 3pm, the same time that the HIA stated their second service would dismiss.

I would like to request that the plan be revisited to allow for a higher parking-to-capacity ratio, either by eliminating/relocating the secondary commercial building or decreasing the maximum capacity of the building and increasing the parking spaces required. While we welcome development on Palladium Way, this seems to be exceeding the planned scope and capacity of the land parcel.

Thank you for your time and service to our community. I appreciate your openness to community voices while evaluating this proposal.

Stephanie Finn, 3342 Mikalda Rd

Letter 25

I am writing to you to say that I am in agreement regarding the new mosque on Playdium....but am worried about the additional gym office space, parking, and congestion.

We have multiple gyms nearby, most with women only sections, and tons of nearby empty commercial space. We do not need additional commercial space...nor a gym.

Fill out what we have.

I am also worried about the traffic being caused by the new facilities and lack of parking. Plus the additional condo and infill projects in the area will create too much congestion. We moved from Alton because it was getting too busy.

People are worried about people parking all over their streets and then walking over to the mosque if there is not enough parking onsite....this as a resident would really upset me if a ton of cars came and parked outfront my house weekly. Just not enjoyable to look at, live there, back out of my driveway, no room for my guests to park, possible child safety issues with additional cars/blind spots etc.

People mentioned about a cut through from palladium to the community as well? You'd be promoting additional traffic to currently quiet family streets. I could see maybe a 1 way from the community onto palladium...to help people escape...say at Roma Ave to the west of alton village public school. But wouldn't want to be directing fast moving traffic down into the community. Thats just asking for people to start taking shortcuts etc.

Good luck with it all. Do what is right for the community. Listen to the people.

Thanks

Randy Hart - Sales Representative

Thompson Hart Real Estate Team

Royal LePage Burloak Real Estate

3060 Mainway, #200, Burlington, ON, L7M1A3

Letter 26

Dear Mr. Douglas,

I am writing to voice my opposition to the proposed Islamic Centre planned for Palladium Way.

Is it necessary to build a "community centre" when there is already an excellent facility already in Alton Village. As you know, parking on Fairview Street where the current mosque is located has been a nightmare and building a larger centre will only add to parking problems on Palladium Way. What about the school and traffic on Friday afternoons? Has consideration been given to the safety of our children?

While I could go on, I writing to request you reconsider this development.

Yours faithfully,

Catherine Neal, 2215 Middlesmoor Cres

PB-20-18-Appendix 2-Letter 27

Burlington Planning Department
PO Box 5013,
426 Brant Street,
Burlington, Ontario
L7R 3Z6

26 January 2018

Attn: Thomas Douglas

Dear Mr. Douglas,

I attended the neighbourhood meeting on Monday, January 8th, 2018 concerning the application to change the Zoning By-law for the property at 4721 Palladium Way and wanted to follow up with a few of our thoughts and concerns.

First, let me begin by saying that we welcome all good neighbours and especially those who will enrich the collective life of our community. We are also grateful for our city's understanding of the role that places of worship play in making neighbourhoods good places to live. The ability to build buildings for worship in our communities is vital.

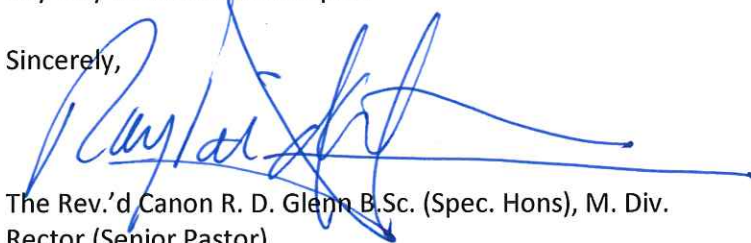
Second, we do have concerns about the application put forward for developing the property adjacent to us, 4721 Palladium Way. Our concerns are around the overall impact of such a large development, specifically parking and traffic flow.

While we notice and appreciate that the HIA has met the old requirements for parking spaces, we also understand that there is a new by-law coming in recognition that the old ratios were insufficient. The need for the new by-law is consistent with our experience as a worshipping community on the same street. We met the old thresholds for parking requirements building an 11,000 sq. ft. space with 77 spaces. The HIA intends to build 60,000 sq. ft with only 261 spaces. This ratio is even less than ours, and ours is not sufficient to accommodate our average Sunday attendance.

Our only desire is to share our experience with the aim of helping the HIA enter into and serve our local community long-term. From our experience, we would recommend either designing smaller buildings with less capacity, or creating more parking spaces, or both.

I would be happy to share our thoughts in person, or to offer our on-the-ground experience in any way that would be helpful.

Sincerely,



The Rev.'d Canon R. D. Glenn B.Sc. (Spec. Hons), M. Div.
Rector (Senior Pastor)
St. George's Anglican Church, Burlington
www.stgeorgesonline.com

RECEIVED

JAN 29 2018

**City of Burlington
Planning Department**

A.J. Clarke and Associates Ltd.
c/o Steve Fraser
25 Main St. West, Suite 300
Hamilton, Ont L8P 1H1

RE: 4721 Palladium Way

CC: Thomas Douglas, City of Burlington

Jan 28, 2018

Greetings,

I am writing to you with regards to the proposed development at 4721 Palladium way. I would first like to thank you and the City for hosting the neighbourhood meeting at the beginning of January. It is important to provide lots of opportunity for input from the community, especially as this is a new type of use for North Burlington. I was in attendance at the meeting and was the one who asked the question with regards to the capacity and commuting patterns for the proposed mosque for Friday prayers.

Before I go further I should introduce myself. My name is Kelvin Loveless, and I am a member of St. George's Anglican Church, the neighbouring property. I was the chair of our churches building committee, and was intimately involved in the full process including the re-zoning application. I would like to share with you some of what we learnt through our process and some suggestions for your consideration related to the development on the 4721 Palladium Way property.

In the meeting it was suggested that a number of people would walk to the Mosque once it was built. As noble an objective as this is, it has been our experience that very few people walk. In winter the snow banks on Palladium Way make it a challenge to cross from Mikalda Rd. to the North side of Palladium Way. In our experience as a church only one or two families walk and they live in the Mikalda Rd. area. That works out to 2%-3% of our attendance. When it comes to public transit none of our attendees come by public transit that I am aware of.

On the parking lot capacity I can share with you our experience. We installed considerably more parking than was required by the city. The target recommended by the church building consultant was that on average each parking space would support 2-3 people in the worship space. That has been consistent with our experience. We find that when we get near capacity we run out of parking. I anticipate that you will have a similar experience for your events held on Saturdays, Sundays and Holidays. As with our case families will tend to come together in one vehicle because they are coming directly from home.

One area that does concern me is the true parking requirements for Friday Prayer. I appreciate that a lot more parking has been provisioned than is currently required by the city, but the question remains, is that enough for that actual use case. Below I have come up with some potential scenarios to explore the parking impacts. Whether these are realistic or not will be for the Halton Islamic Association to judge. At the meeting a capacity of 500 to 600 was stated for Friday Prayers. If we plan for success we should provision parking for 500 on a weekly basis. For this exercise assume those coming directly from work are 1 per car, and those coming from home are 2-3 per car. As some households will be split between those coming directly from work and those coming from home the numbers will be less than for a weekend gathering. Let's assume 2.5 per car for these scenarios. Let's also assume that 4% or 20 people walk or come by transit. Below are three scenarios, named based on the from work percentage.

		Scenario 1 - 50%		Scenario 2 - 33%		Scenario 3 - 25%	
Transportation	Per vehicle	People	Parking	People	Parking	People	Parking
From work	1	250	250	167	167	150	150
Walk and Transit	0	20	0	20	0	20	0
From home	2.5	230	92	313	126	330	132
Total		500	342	500	293	500	282
Accessible parking usage		50%	5	80%	8	100%	10
Usable Parking			256		259		261
Parking Deficit			86		34		21

All of these scenarios that I came up show a shortage of parking. I am not sure if these represent likely scenarios of not for Friday Prayers at the Mosque. I would recommend that if you have not already done so, come up with a model of transportation methods for Friday Prayer when the mosque is near capacity. These should guide the amount of parking provided and make it clear if there will likely be an enough or not. In the best interest of the community it would be good that there is sufficient on-site parking for regular events and only occasionally is parking required in the community. It is our experience that the community is willing to put up with us parking on Mikalda and adjacent streets occasionally, but they don't love it.

I did also notice that the application is counting on time sharing the parking between the office building and the Mosque. For many places of worship that works well because the office uses is typically week day and the worship space weekends and holidays. For the proposed use there is a conflict on Friday afternoons. The proposal of adding restrictions in the lease forcing closure during Friday Prayers is an interesting one, but I am concerned that it may not happen in the long run. There is a lot of vacant office and medical space in the immediate vicinity so there may be pressure to remove this restriction if the office space is not leased. Also, if during the initial years the parking is not at capacity some office building tenants may push to increase their time to allow use on Friday afternoons losing that parking protection when attendance grows. If this time sharing arrangement is going to succeed I would recommend that the rezoning include in it a restriction that the office building be closed to the public on Friday afternoons in order to better meet parking requirements.

As you prepare for the formal public meeting, it would be helpful to describe briefly what types of thing happen at the Mosque. People fear what they do not understand. It would be helpful if you summarize what your main weekly gatherings are and when they are held. Also the other types of activates that go on and typically when they are held. A few words on each would be sufficient. This will help people understand the impact the related traffic may have on them, as well as bring some better understanding of what having a Mosque in their community means.

I hope that you take my comments in the tone in which they are intended. I am sharing with you my experiences and thoughts with the hope that your final design will be a success both for those who use the worship space and offices at 4721 Palladium Way as well as not being a burden on the Alton village community. If God wills that your project go ahead, I pray that we are good neighbours.

Sincerely,



Kelvin Loveless M.A.Sc., P.Eng.



**SUBJECT: Recommendation Report for Zoning By-law Amendment for
3225-3237 New Street**

TO: Planning and Development Committee

FROM: Department of City Building - Planning Building and Culture

Report Number: PB-17-18

Wards Affected: 4

File Numbers: 520-06/17

Date to Committee: April 10, 2018

Date to Council: April 23, 2018

Recommendation:

Approve the application submitted by Wellings Planning Consultants Inc., on behalf of Royal Living Development Group Inc., to amend the zoning by-law for the lands at 3225-3237 New Street, as outlined in department of city building report PB-17-18 (File 520-06/17); and

Approve Zoning By-law 2020-XXX, rezoning the lands at 3225-3237 New Street from H-RM2 to RM2-477 attached as Appendix "B"; and

Instruct planning staff to prepare the by-law to amend Zoning By-law 2020, as amended, rezoning the lands at 3225-3237 New Street from "H-RM2" and to "RM2-477" in accordance with the draft zoning by-law contained in Appendix B of department of city building report PB-17-18, upon completion by the applicant of the following:

- i) Execution of a Residential Development Agreement including the conditions listed in Appendix C of Report PB-17-18; and

Instruct Royal Living Development Group to provide compensation for the tree removal by providing cash-in-lieu compensation with a total value of \$16,850.00; and

Direct that all associated costs with respect to the removal of the trees be the responsibility of Royal Living Development Group, and the contractor hired to remove trees will be approved by the City via the Public Tree Permit process; and

Deem that the proposed by-law will conform to the Official Plan of the City of Burlington and that there are no applications to alter the Official Plan with respect to the subject lands; and

Approve the request by Royal Living Development Group to remove four city trees adjacent to 3225-3237 New Street.

Purpose:

The purpose of the report is to recommend approval of a rezoning application to permit a medium-density residential development consisting of 10 townhouse units, at 3225-3237 New Street, as shown on the air photo below.

The development proposal aligns with the following objective in Burlington's Strategic Plan 2015-2040:

A City that Grows

- Intensification
 - Growth is being achieved in mixed-use areas and along main roads with transit service, including mobility hubs, downtown and uptown.
 - New and transitioning neighbourhoods are being designed to promote easy access to amenities, services, recreation and employment areas with more opportunities for walking, cycling and using public transit.
 - Older neighbourhoods are important to the character of Burlington and intensification will be carefully managed to respect this character.



Executive Summary:

RECOMMENDATIONS:		<i>Approval</i>	Ward No.:	4
Application Details	APPLICANT: OWNER: FILE NUMBERS: TYPE OF APPLICATION: PROPOSED USE:	<i>Wellings Planning Consultants Inc.</i> <i>Royal Living Development Group</i> <i>520-06/17</i> <i>Rezoning</i> <i>Townhomes</i>		
Property Details	PROPERTY LOCATION: MUNICIPAL ADDRESSES: PROPERTY AREA: EXISTING USE:	<i>North side of New Street, east of Guelph Line</i> <i>3225-3237 New Street</i> <i>0.19 ha</i> <i>Single Detached Residential Homes</i>		
Documents	OFFICIAL PLAN Existing: OFFICIAL PLAN Proposed: ZONING Existing: ZONING Proposed:	<i>Residential – Medium Density</i> <i>Residential – Medium Density (no change)</i> <i>H-RM2</i> <i>RM2 - exception</i>		
Processing Details	NEIGHBOURHOOD MEETING: PUBLIC COMMENTS:	<i>June 8, 2017</i> <i>10 e-mails (one constituent sent multiple e-mails)</i> <i>2 letters</i> <i>4 neighbourhood meeting comment sheets</i>		

Background and Discussion:

Site Description:

The subject lands are 0.19 hectares in size and located on the north side of New Street, west of Dynes Road and east of Cumberland Avenue. The subject lands contain two single detached dwellings and accessory buildings. These buildings will be demolished in order to facilitate the proposed development.

Surrounding Land Uses:

North	Centennial Multi-Use Path, beyond which are single detached dwellings
East	Townhouses and semi-detached dwellings
South	Townhouses and semi-detached dwellings
West	Single detached dwelling with a commercial use immediately adjacent to the subject lands, beyond which is the Centennial Multi-Use Path.

Description of Applications and History

On May 12, 2017, the Planning and Building Department acknowledged that a complete application had been received for a Zoning By-law Amendment for 3225-3237 New Street. The owner of the subject lands has assembled these two parcels in order to develop the property with townhouse dwelling units. The original Zoning By-law Amendment application was made in order to permit the development of 11 three-storey townhouse dwellings in two blocks; however the number of requested units has since been reduced to 10. The location of the subject lands is illustrated in Appendix I.

Report PB-60-17, including all public comments received up until the date of report writing, was presented to Planning and Development Committee on September 26, 2017. A Statutory Public Meeting was held on this date and the applicant, Glenn Wellings of Wellings Planning Consultants Inc., as well as one member of the public, spoke at the time of public delegations. No other delegations were made at the Statutory Public Meeting with regard to this file.

This report provides details of the application and an analysis of the proposal against applicable policies and regulations. Agency comments from the technical circulation are included. It is recommended that the site be rezoned from H-RM2 in accordance with Zoning By-law 2020, as amended, to RM2-477, with modified zoning regulations that are tailored for the site to require specific building development standards which will be discussed further in this report.

Discussion:

Policy Framework

The proposed Zoning By-law amendment is subject to the following policy framework: the Provincial Policy Statement 2014, Places to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Halton Regional Official Plan, the City of Burlington Official Plan, and Zoning By-law 2020, as amended.

Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement provides broad policy direction on land use planning and development matters of provincial interest. The PPS provides policies for appropriate development based on efficient use of land and infrastructure, protection of natural resources, and supports residential and employment development including a mix of land uses.

Subsection 1.1.1 e) of the Provincial Policy Statement states that healthy, livable and safe communities are sustained by *“promoting cost-effective developments and standards to minimize land consumption and servicing costs”*; and subsection 1.1.3.2 1) 3) states that land use patterns within settlement areas shall be *“appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion”*.

The Region of Halton confirmed that adequate servicing exists for the proposed development. The proposal is a more compact built form and seeks to intensify a property that has the existing potential for redevelopment and intensification. As such, existing infrastructure and land can be used efficiently and responsibly.

Subsection 1.4.3 e) states that *“planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety”*, and, in subsection 1.4.3 d), *“promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed”*.

The proposal includes 10 townhouse dwelling units where two single detached dwelling units currently exist. The development complies with the medium density targets of the City’s Official Plan where the existing single detached dwellings did not. Furthermore, the extension of public roads and servicing are not required to accommodate this proposal.

Staff find the development proposal is consistent with the PPS as it accommodates an appropriate range and mix of housing types to meet long-term needs of the community, supports compact built form and proposes to use existing infrastructure.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe came into effect on July 1, 2017 and provides a growth management policy direction for the defined growth plan area. Through the Growth Plan, growth is focused in the existing urban areas through intensification. The guiding principles of the Growth Plan include building compact, vibrant and complete communities, and optimizing the use of existing and new infrastructure to support growth in an efficient, well-designed form.

Subsection 2.2.1.2 a) of the Growth Plan states that *“the vast majority of growth will be directed to settlement areas that have a delineated built boundary; have existing or planned municipal water and wastewater systems; and can support the achievement of complete communities”*.

The subject lands are located within the built boundary. The application proposes to intensify two existing properties. The proposed compact residential development would contribute to a complete community with a variety of residential forms of housing and land uses. The proposed townhouse development would use existing infrastructure and would be promoting growth and intensification on two properties in the urban area. Staff finds the subject application is consistent with the Growth Plan as it supports a compact and efficient development form as well as a complete community.

Halton Region Official Plan (ROP)

The subject lands are designated as “Urban Area” in the ROP. Urban Areas are those locations where urban services (water and wastewater) are or will be made available to accommodate existing and future development. The ROP states that permitted uses shall be in accordance with local Official Plans and Zoning By-laws and other policies of the Regional Official Plan.

Regional staff were circulated on the application, technical studies, and associated revisions. Regional Staff have confirmed that the site can be serviced by water and wastewater infrastructure.

City of Burlington Official Plan

The subject lands are designated as Residential – Medium Density on Schedule “B” of the City’s Official Plan. In the Residential – Medium Density designation, a variety of residential building forms are contemplated, including detached and semi-detached dwelling units, townhouses, attached housing and walk-up apartments. The permitted

density in this designation is between 26 and 50 units per hectare, with some flexibility to the density requirements of the Official Plan.

Part VI, Section 3.2 e) of the Official Plan states that “minor variations from numerical requirements in the Plan may be permitted without a Plan amendment, provided the general intent of the Plan is maintained”. Staff recognize that the proposed density of 52 units per hectare is above the Official Plan maximum of 50 units per hectare; however it is the opinion of staff that the intent of the Official Plan is still maintained and is satisfied with the proposed density. The purpose of the Official Plan density requirement is to ensure that sites do not become overbuilt or too dense. Given the existing context of the area and surrounding medium density development, staff are of the opinion that the density is appropriate and compatible. The site supports a private road that is 6 metres in width which allows for proper space for garbage trucks and emergency vehicles, is not deficient in parking and still maintains appropriate buffering to surrounding development. Staff find the minor variation in the maximum density requirement to be in keeping with the intent of the Official Plan.

The application is subject to the Housing Intensification and Infill Development policies of the Official Plan. These policies provide specific criteria to consider when evaluating applications for infill residential intensification in existing neighbourhoods. The Official Plan encourages residential intensification as a means of increasing the amount of housing stock, provided that development is compatible and appropriate for the area, as outlined in Part III, Section 2.5.1 a):

“to encourage residential intensification as a means of increasing the amount of available housing stock including rooming, boarding and lodging houses, accessory dwelling units, infill, redevelopment and conversions within existing neighbourhoods, provided the additional housing is compatible with the scale, urban design and community features of the neighbourhood”.

The Official Plan contains criteria that must be assessed when considering proposals for housing intensification. This proposal represents intensification of a property adjacent to an existing residential neighbourhood. Criteria found in subsection 2.5.2 (a) of the Official Plan), include the following:

- i) Adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland.*

The site is located in the urban area and servicing is available. The Region of Halton has provided comments on the proposal and notes that the Functional Servicing Report submitted by the applicant is adequate and that appropriate measures will be taken to service the proposed development. Stormwater was reviewed by the City's Site Engineering staff and they have no issues with the proposal.

Parkland and school accommodation have also been reviewed and it should be noted that adequate parkland exists in the area for the new dwelling units proposed, and existing schools can accommodate the increase in residents.

ii) Off-street parking is adequate.

The applicant is not requesting a reduction in the required parking. The proposed development provides one parking space in the garage and one parking space in the driveway for each of the ten units. In addition, five visitor parking spaces are proposed, which would provide 0.5 visitor parking spaces per unit. This meets the requirement for townhouse units set out in By-law 2020. Staff are of the opinion that off-street parking is adequate.

iii) The capacity of the municipal transportation system can accommodate any increased traffic flows, and the orientation of ingress and egress and potential increased traffic volumes to multi-purpose, minor and major arterial roads and collector streets rather than local residential street.

According to the traffic report submitted by the applicant, the original proposal, for 11 units, would have generated five trips in the morning peak hour and six trips in the evening peak hour. Since the time the traffic report was done, the proposed number of units has been reduced to ten, and as such, the amount of trips generated by the proposal will also have been reduced in number. Transportation staff have reviewed the documents submitted and agree that the findings within the traffic report are acceptable. The number of vehicles accessing the proposed development is small and can be accommodated on the existing public road.

iv) The proposal is in proximity to existing or future transit facilities.

A bus route exists along this stretch of New Street. Bus stops are existing to the east and to the west of the subject lands.

v) Compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided.

The proposed townhouse development is medium density. The Official Plan and Zoning By-law both allow for medium density development on this site. The site is surrounded by various forms of development; including commercial uses, and residential uses such as single detached, semi-detached and townhouse units. The proposed built form is in keeping with what exists in the area.

The site abuts the Centennial Multi-Use Bike Path to the north. As such, the proposed development is buffered from abutting single detached homes north of the bikeway. To the west of the subject lands is a two-storey single detached dwelling with a commercial

component on the east side. The proposed development would abut the commercial side of this building and the impact on the residents would be minimal. To the east of the subject lands are existing townhouses and semi-detached units. The proposed development will be slightly closer to the New Street frontage than the development to the east; however staff are of the opinion that the type of development and the site design are compatible with one another. Medium density development exists across New Street. Because of what currently exists in the surrounding area, staff are of the opinion that the proposed development will fit within the existing streetscape and character of the area.

In order to further buffer the impact of the proposed development on the streetscape, the applicant is proposing to have the garages internal to the site and to integrate front porches and decorative facades. Staff recognize that street trees along New Street are proposed to be removed as a result of development, but the applicant has worked with staff from the City and the Region to resolve this issue to the greatest extent possible, as discussed below. Staff are satisfied that the proposed built form and site design are compatible with the area, and potential negative impacts have been carefully reviewed and considered.

vi) Effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character.

It should be noted that there are four trees along the New Street frontage which are proposed to be removed as a result of the proposed development. The Region had requested that trees not be replanted in this location as there is a water main and sanitary trunk under the ground. The applicant has been working with the Region to try to address this concern. Replacement trees will likely be able to be planted along this frontage, closer to the proposed buildings in order to keep them away from the water main and sanitary trunk. Details of the proposed tree plantings will be confirmed at the Site Plan stage.

vii) Significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level.

Not applicable – the proposed dwellings will not produce significant sun-shadowing.

viii) Accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care.

The subject lands abut the Centennial Bikeway to the north which will provide connectivity. Further, the site is in proximity to shopping centres, schools and parks.

- ix) Capability exists to provide adequate buffering and other measures to minimize any identified impacts.*

The site currently supports two single detached dwellings, whereas the applicant is proposing ten townhouse units. Staff note that townhouses are a permitted use on the subject lands and does not object to the proposed change in built form. In changing the type of dwelling units, however, there will be less space available on the site for trees; which can currently be accommodated due to a smaller footprint. This issue has been recognized by staff; and the applicant has worked with staff to create buffering in other ways to minimize visual impacts.

It should be noted that at the rear of the site, a 7 metre buffer is required between the existing Trans-Northern Pipeline and proposed buildings. The applicant has fulfilled this requirement. Board on board privacy fences will be provided on the east and west sides of the site; and the design will be carefully considered at the front of the site in order to protect the streetscape to the greatest extent possible.

- x) Where intensification potential exists on more than one adjacent property, any redevelopment proposals on an individual property shall demonstrate that future redevelopment on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate.*

Future development potential exists for the property directly to the west of the subject lands. This proposal would not adversely impact this potential future redevelopment. The concept plan submitted by the applicant shows the potential of the private condominium road being extend to the west and connecting to the adjacent property. The concept shows four additional townhouse units fronting onto this extension. The concept has not been reviewed or approved by staff; however it demonstrates the potential for the redevelopment of the adjacent property, provided that access is guaranteed by the subject condominium corporation to the remnant parcel. This requirement is set out in the Residential Development Agreement in Appendix C.

- xi) Natural and cultural heritage features and areas of natural hazard are protected.*

Not applicable – there are no identified natural and cultural heritage features on this site.

- xii) Where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g) and m).*

Not applicable – These sections relate to measures to address potential increased downstream flooding or erosion resulting from development occurring in South Aldershot. Neither is applicable to this application.

xiii)Proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi-purpose arterial roads and only provided that the built form, scale and profile of development is well integrated with the existing neighbourhood so that a transition between the existing and proposed residential buildings is provided.

Not applicable – the subject proposal is for ground-oriented development.

Zoning By-law 2020

The subject lands are currently zoned “Medium Density Residential in Holding (H-RM2)”. The applicant has assembled these two parcels of land in order to satisfy the land assembly requirements so that the holding zone can be removed. The base RM2 zoning will apply to the lands, with site specific modifications in order to accommodate the proposed development.

The following table details the regulations of the existing RM2 zone and the proposed site specific exception requested by the applicant, followed by a staff comment.

Existing RM2 Zoning	Proposal	Staff Comment
Minimum Lot Area: 0.4 hectares	0.19 hectares	The subject lands were comprised of two parcels having sizes of approximately 0.1 hectares and 0.09 hectares. The applicant has demonstrated that a reduced area can provide for adequate parking, driveways and amenity space.
Minimum Front Yard Setback: 9 metres	1.5 metres	The proposed front yard setback reduction is to accommodate rear yards for the rear block of townhouses and a private road having an appropriate width. The applicant has attempted to mitigate the negative impacts of having the proposed dwellings units close to the street by proposing garages at the rear; interior to the development. This will help to improve the streetscape and contribute to a better pedestrian experience. Further, the applicant is proposing to plant trees along New Street to replace those which are proposed to be removed. This will also help to mitigate the visual impact of the proposed townhouse block. While the setback is taken to the property line, staff notes that there are approximately 10 metres from the paved

Existing RM2 Zoning	Proposal	Staff Comment
		portion of New Street to the front lot line; which serves as a visual buffer.
Minimum Rear Yard Setback: 9 metres	4.5 metres	<p>The property abuts a pipeline easement having a width of approximately 20 metres to the rear with an additional buffer of approximately 10 metres on either side. As such, impacts on privacy would be minimal, as the rear yards of adjacent properties to the north are located a significant distance from the subject lands. The proposed rear yard setback provides adequate amenity space.</p> <p>Trans-Northern Pipelines Inc. has reviewed the proposal as well, and their comments are noted below.</p>
Minimum West Side Yard Setback: 4.5 metres	1.3 metres	<p>The proposed setback of 1.3 metres is to a pinch point; with the remainder of the proposed buildings being setback further. This side of the property currently supports a detached garage with a setback of less than 1 metre. The 1.3 metre setback will abut the building wall of the commercial component of the existing building to the west and will not have a negative privacy impact. At the rear of the property, the setback is greater, and the furthest point of the building to the north is proposed to be setback just over 3 metres. The effects of this setback will be minimal on the property to the west.</p>
Maximum Density: 40 units per hectare	52 units per hectare	<p>The increase in density is appropriate for the proposed development. The site can adequately accommodate the proposed units and associated parking and amenity space.</p>
Minimum Setback for Yard Abutting Pipeline Easement: 7 metres	4.5 metres	<p>Trans-Northern Pipelines Inc. has reviewed the application and notes that the setback of 4.5 metres to the property line is acceptable as long as it will be respected as a zero development buffer zone; meaning no excavation, structures, pavement, garbage containers etc will be permitted within this setback. Only grass, mulch or natural ground cover will be permitted.</p>

Existing RM2 Zoning	Proposal	Staff Comment
		It should also be noted that the total setback to the pipeline is 7 metres; however the setback to the rear property line within the subject lands is 4.5 metres. In this regard, the proposal does provide a total of 7 metres to the Pipeline. The setback is therefore sufficient.
Setback for Front Porch and Stairs abutting New Street	0 metres	<p>The 0 metre setback reflects the setback for the stairs which connect to New Street, and not a building wall. This will improve the façade of the building and add a decorative element.</p> <p>As previously mentioned, there are approximately 10 metres from the paved portion of New Street to the front lot line, which will provide a visual buffer from the street.</p>
<p>Maximum Height: 2 storeys</p> <p>Maximum Linear Height</p>	<p>4 storeys</p> <p>14.5 metres</p>	<p>The proposed building height has been reviewed in the context of the surrounding area. The site abuts a two-storey single detached dwelling with a commercial use to the west, the Centennial Multi-Use Bike Path to the north and a medium-density development to the east. While the proposed height is greater than what exists, the impact of the proposed height increase will be minimal.</p> <p>The proposed townhouses will appear as three-storey units; however because of the proposed rooftop amenity space, a stairwell is required for access to the roof of the third storey. Because the stairwell access contains enclosed floor area, which is considered to be living space, the townhouses are defined for zoning purposes as four storeys. It should also be noted that the north block of townhouses, abutting the Hydro Corridor, will not have rooftop amenity space.</p>
Landscape Area: 6 metres	1.5 metres	The applicant will be working with staff at the Site Plan stage to plant trees along the New Street frontage; however the buildings have been designed to contribute to the

Existing RM2 Zoning	Proposal	Staff Comment
		streetscape in a positive way.
Front Yard Setback to Parcel of Tied Land (POTL) Boundary: 3 metres	To front porch and front wall of building: 1.3 metres (1 metre to front porch for Units 5 and 10)	<p>The parcels of tied land are proposed to have a front yard setback from the private condominium road of 1.3 metres to the front porch and to the building.</p> <p>It should be noted that at the closest point, a front yard setback of 1 metre is proposed to the front porch of units 5 and 10.</p> <p>The proposed front porches will improve the look of the buildings. The proposed setback to the front of the buildings represents the closest point of the building on the first storey; however the garage is located 6 metres from the lot line abutting the private condominium road. The second storey cantilevers over the driveway. The garage is located further back than the remainder of the dwelling, and since the dwellings will front onto a private road, the impacts will be minimal. Amenity space is proposed in the form of rooftop open space for the five units fronting onto New Street.</p>
Rear Yard Setback to Parcel of Tied Land (POTL) Boundary: 6 metres	1.5 metres abutting New Street 4.5 metres abutting Hydro Corridor	<p>With respect to the setback abutting New Street, the comments above relating to the front yard setback from external property boundaries apply.</p> <p>With respect to the setback abutting the Hydro Corridor, the comments above relating to the setback to the Hydro Corridor lands apply.</p>
Driveway Length: 6.7 metres	6 metres	The driveways on the site front onto a private condominium road. While the proposed front and rear yard setbacks for the proposed development are considered to be acceptable, they should not be reduced any further in exchange for longer driveway widths. Staff will not consider anything less than 6 metres; however given the layout of the site and its constraints, 6 metres in this case is considered to be acceptable.
Setback from Visitor Parking to Window of	0.5 metres	This measurement is taken from the closest point of a visitor parking space to a window of

Existing RM2 Zoning	Proposal	Staff Comment
Habitable Room		a habitable room. This is a pinch point, and the distance increases. The visitor parking only abuts one of the ten units, and only two of the spaces are adjacent to this unit. The impact of this will be minor.
Setback from Driveway to Window of Habitable Room	1.2 metres	The measurement is taken from the private condominium road to the closest window of a habitable room. The road will only be accessed by the residents of the townhouse units and impacts will be minor.

Technical Review

The Zoning By-law Amendment application and supporting documents were circulated to internal departments and external agencies for review. Originally the applicant had proposed a townhouse development consisting of 11 units; however the proposal was reduced by one unit following the technical comments. Internal departments who commented on this application include Transportation, Site Engineering, Zoning, Landscaping and Forestry, Finance and Burlington Economic Development. External agencies who have commented on this file include Halton Region, Conservation Halton, Burlington Hydro and Trans-Northern Pipelines Inc.

Internal Department Comments

Transportation Planning

City of Burlington Transportation Department Staff have no objections to the application and are satisfied with the submitted Traffic Report. Staff commented that bicycle parking will be required. This detail will be implemented and reviewed at the Site Plan stage.

Site Engineering

Site Engineering staff have reviewed the proposal and have noted that they have no further concerns at the rezoning stage; however the details of the proposal will need to be reviewed further at the Site Plan stage. Site Engineering staff also noted that a Phase I Environmental Site Assessment will be required at the Site Plan stage.

Landscaping and Forestry

Landscaping and Forestry staff have noted that there are many trees proposed to be removed and there may not be adequate space on the site to replace them caliper for caliper. Landscaping and Forestry staff have no objection to the Zoning By-law

Amendment; however the applicant is encouraged to plant as many replacement trees on the site as possible. Recognizing that it will not be possible to replace all of the trees which are proposed to be removed, staff has also requested compensation which will be used by the City to plant replacement trees elsewhere.

Landscaping and Forestry staff acknowledge that four trees within the New Street right-of-way are also proposed to be removed. The Region had previously commented that new trees are not permitted on top of the sanitary trunk; however they have noted that a solution may be possible, which will be discussed at the Site Plan stage. Landscaping and Forestry staff are satisfied with this.

Zoning

Zoning staff have reviewed the site plan and have assisted in producing the site-specific zoning by-law regulations for this site, provided as Appendix B to this report. Zoning Staff will be tracking all applications for Zoning Clearance for the development in the future to ensure that the site specific exceptions needed for the site are enforced.

External Agency Comments

Region of Halton

The Region of Halton has provided extensive comments on the application and has noted that they have reviewed the submitted Functional Servicing Report and have no issues. They also commented that the proposed street tree plantings along the New Street frontage will need to be reviewed in order to avoid a conflict with the Region's trunk watermain and trunk wastewater main. This can be addressed at the Site Plan stage.

In addition to the above, the Region had noted that the previously proposed turning radius was not wide enough to accommodate garbage pick-up. The applicant responded to this comment by reducing the number of units (from 11 to 10); and widening the radius. While a 13 metre radius is typically required by the Region, they have worked with staff to accommodate a 12 metre radius; with the condition that the curbs be depressed. The applicant has accommodated this request.

Conservation Halton

The City's mapping system shows that the subject lands are within the Conservation Halton regulated area. Conservation Halton has confirmed that the properties are of an elevation that will not be flood susceptible or regulated by Conservation Halton.

Trans-Northern Pipelines Inc.

Trans-Northern Pipelines Inc. have reviewed the proposal. The proposal requests a rear yard setback of 4.5 metres; whereas a minimum setback of 7 metres is required abutting a pipeline easement. Trans-Northern Pipelines Inc. have indicated that they are comfortable with the reduced setback to the rear yard setback; however this space must be respected as a zero development zone. No excavation, structures, pavement, garbage containers etc. will be permitted within this setback. They do note, however, that a fence is permitted for the purpose of separation of property boundaries.

Other Comments

Comments were also received by the Halton District School Board and the Halton Catholic District School Board, who provided their standard comments on the proposal and had no objections.

Financial Matters:

In accordance with the Development Application Fee Schedule, all fees determined have been received.

Public Engagement Matters:

The applicant posted a public notice sign on the property in early May 2017. All of the technical studies and supporting materials for this development were posted on the City's website at www.burlington.ca/3225-3237NewStreet.

A neighbourhood meeting for this development application was held on June 8, 2017 at Gary Allan High School. Approximately 24 members of the public were in attendance, as well as the Ward Councillor, City staff, the applicant, the owner of the lands and the consultants who have contributed to the application submission.

As a result of the public consultation, several written comments were received from members of the public. Some constituents provided multiple e-mails. Public comments can be found in Appendix D of this report. The comments received in writing at the neighbourhood meeting highlighted the following themes and areas of concern about the development and are summarized below, along with a staff response:

Public Comment	Staff Response
The building height is greater than the townhouse developments which	While the proposed development is taller in linear height than surrounding development, the height,

Public Comment	Staff Response
surround the property	massing, built form and scale are appropriate for the area. The proposed townhouses are separated from the east property line by approximately 13 metres.
Rooftop patios may cause privacy and noise concerns for neighbouring land owners	The rooftop amenity areas are located a substantial distance from surrounding development and privacy impacts will be minimal. It should also be noted that only the block of townhouses abutting New Street will include rooftop amenity space. An Environmental Noise Impact Study was submitted by the applicant and staff were satisfied with the findings of the Study.
Would like to see a buffer of trees and appropriate fencing separating the development from adjacent properties	A chain link fence is proposed along the rear property line; abutting the Centennial Multi-Use bike path. Board on board privacy fencing, to ensure adequate privacy for abutting properties, is proposed along the east and west property lines. Trees are proposed to be planted along the eastern property line for additional screening. Beyond the trees and fence on the east side of the subject property will be the driveway to the development.
Garbage storage area shown on the initial site plan has the potential to cause odour and attract rodents which could negatively affect enjoyment of adjacent lands to the east	The applicant has been working with the Region of Halton to address this issue. In order to accommodate curbside garbage pickup, the applicant has reduced the proposed number of units to ten and increased the proposed turning radius to 12 metres with depressed curbs. This allows for garbage to be stored within the units and placed at the bottom of individual driveways for pickup.
Concern about loss of trees on the site and on New Street	In order to facilitate the proposed development, a significant number of trees are proposed to be removed (4 city trees and 18 privately owned trees). The applicant has been working with the Region in order to accommodate appropriate replacement plantings along the New Street frontage, and this will be done at the Site Plan stage. Landscaping and Forestry staff recommend that caliper for caliper replacement be implemented; however they do recognize that due to site constraints, this might not be possible. Staff are therefore requiring cash-in-lieu compensation to

Public Comment	Staff Response
	allow for planting of replacement trees elsewhere in the City.
Development is seen as too dense and fewer units are preferred	The applicant has reduced the number of units from 11 to 10. This reduction has assisted in providing more landscaped area and a less dense development. The proposed development is suitable for the site.
The proposed buildings are out of character (aesthetically) with the neighbourhood	Building designs change over time, and not all buildings will look the same. While elements such as materials and colours are reviewed at the rezoning stage, the proposal will be subject to a Site Plan review process which will entail a detailed design review by the City's Site Plan and Urban Design staff.
The three storey form will not cater to the existing demographic of the area which has many seniors because there will be too many stairs	The intent of the applicant is not to cater to one specific demographic. Provincial, Regional and City long range plans encourage variety in the configuration of dwelling types to meet the needs of all demographics.
If window air conditioning units are used, they will cause noise issues for adjacent property owners	An Environmental Noise Impact Study was submitted as part of the application and was reviewed by the City's Capital Works staff, who have indicated that they are satisfied with the findings of the report.
There is too much development happening in the area	The subject lands are zoned "Residential Medium Density with a holding provision (H-RM2)". The underlying zoning category, Residential Medium Density, permits townhouse developments.
Concern about distance proposed between the new dwellings and the existing detached dwelling located to the west	The dwelling located to the west has a commercial component, and it is that commercial component that is located closest to the property line. At the most narrow point, the setback is 1.5 metres from the proposed development to the west property line. This 1.5 metre pinch point is taken from the front porch of one of the proposed units; with the remainder of the building being set increasingly further back. The porch abuts the side building wall of the detached dwelling to the west, and staff are satisfied that the impact will be minimal.
Increased vehicle congestion on New Street from greater number of residents living in the area	A Traffic Report was prepared by the applicant and submitted as part of the Zoning By-law Amendment application. The report found that

Public Comment	Staff Response
	during peak time, five trips will be generated in the morning and six in the evening. These numbers are based on 11 units, whereas 10 are now proposed. Traffic impacts resulting from the development will be minimal.
Difficulty with turning from New Street to the property, and turning onto New Street from this property and others because of increased congestion	As previously mentioned, traffic generated from the proposed development will be minimal, and the number of trips will not significantly impact the ability to turn into the development from New Street, or turn onto New Street from the development.
Why was no shadow study done?	The proposed townhouses will have three storeys of living space. The stairwell to the rooftop amenity space is considered for zoning purposes to be a fourth storey. A shadow study was not required for this type of development.
There should be more family units	The proposed development is comprised of three-bedroom townhouse units. Units of this size can accommodate families.
Where will snow storage be located?	Snow storage will be accommodated at the northeast corner of the site. Further details will be determined at the Site Plan stage.

Conclusion:

Staff's analysis of the application for a Zoning By-law Amendment considered the applicable policy framework and the comments submitted by technical agencies and the public. Staff finds that the application conforms to the Provincial Policy Statement, Places to Grow Act and the Regional and City Official Plan as it represents a medium density use within the Residential – Medium Density land use designation. This report recommends that the subject rezoning application be approved and that Zoning By-law 2020-XXX attached as Appendix D to Report PB-17-18 be adopted; following completion of a Residential Development Agreement containing the provision in Appendix "C".

Respectfully submitted,

Melissa Morgan

Planner II – Development Review

905-335-7600 extension 7788

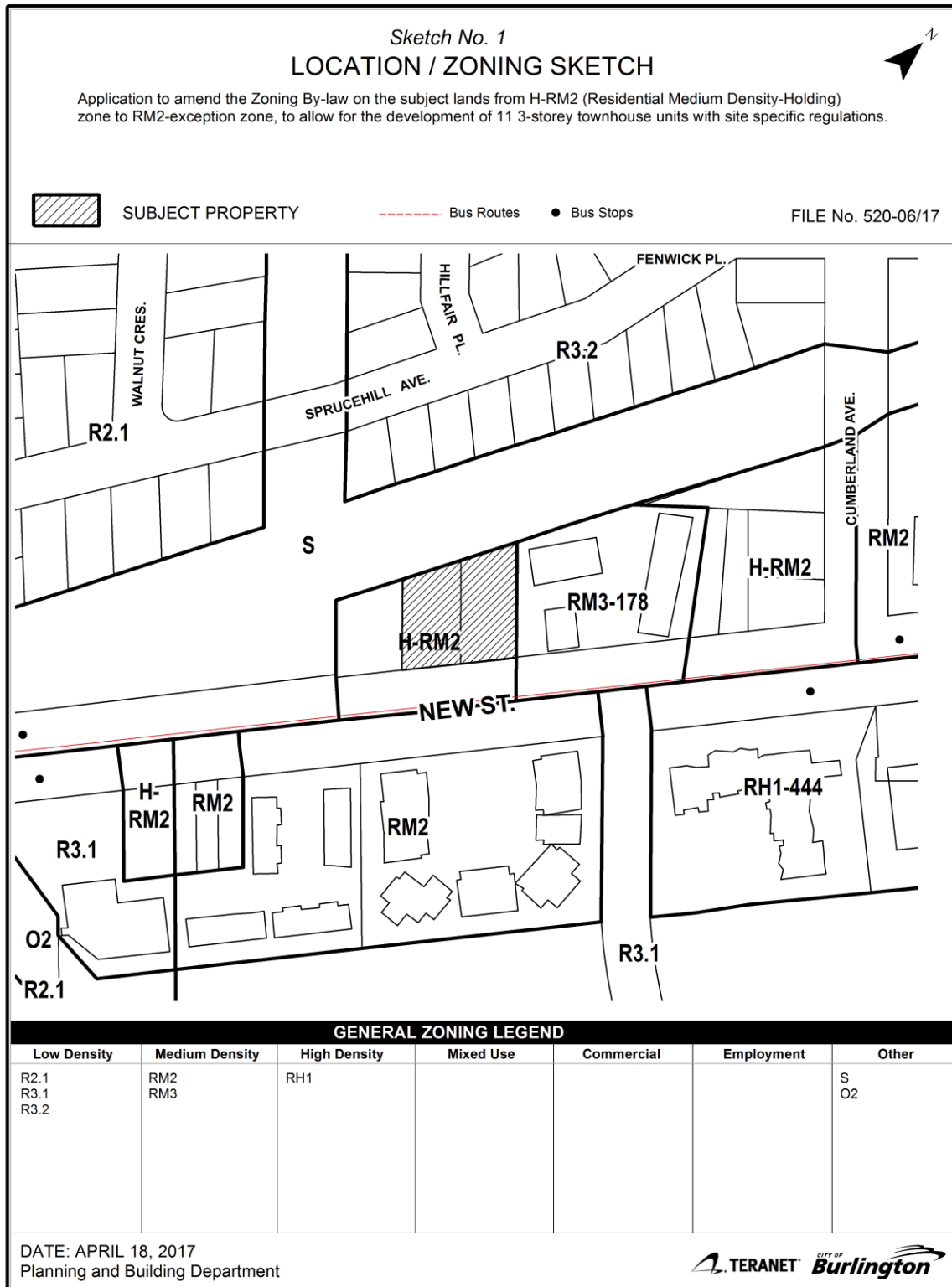
Appendices:

- A. Sketches
- B. Proposed Zoning By-law
- C. Residential Development Agreement Conditions
- D. Public Comments

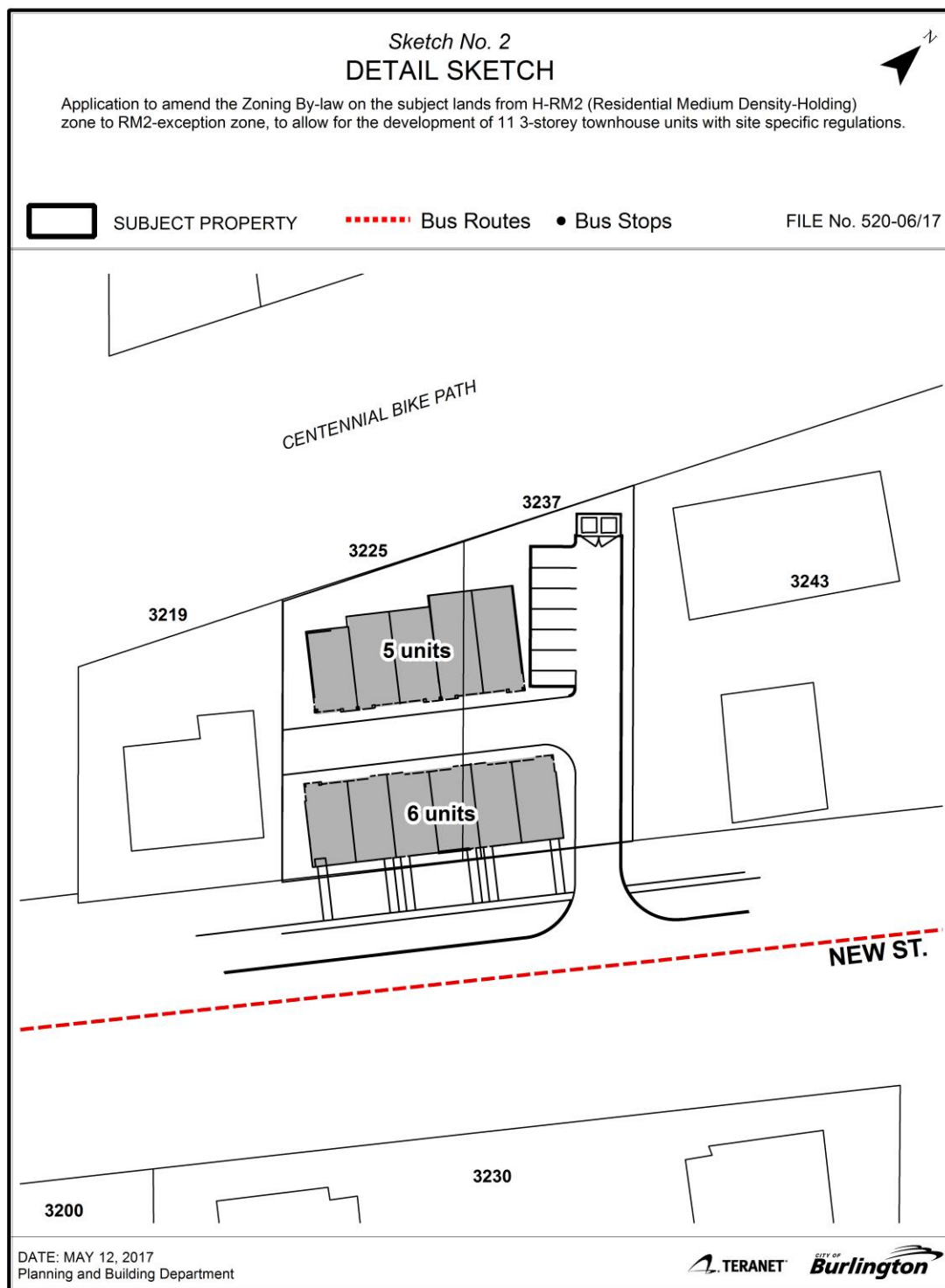
Report Approval:

All reports are reviewed and/or approved by Department Director, Director of Finance and Director of Legal. Final approval is by the City Manager.

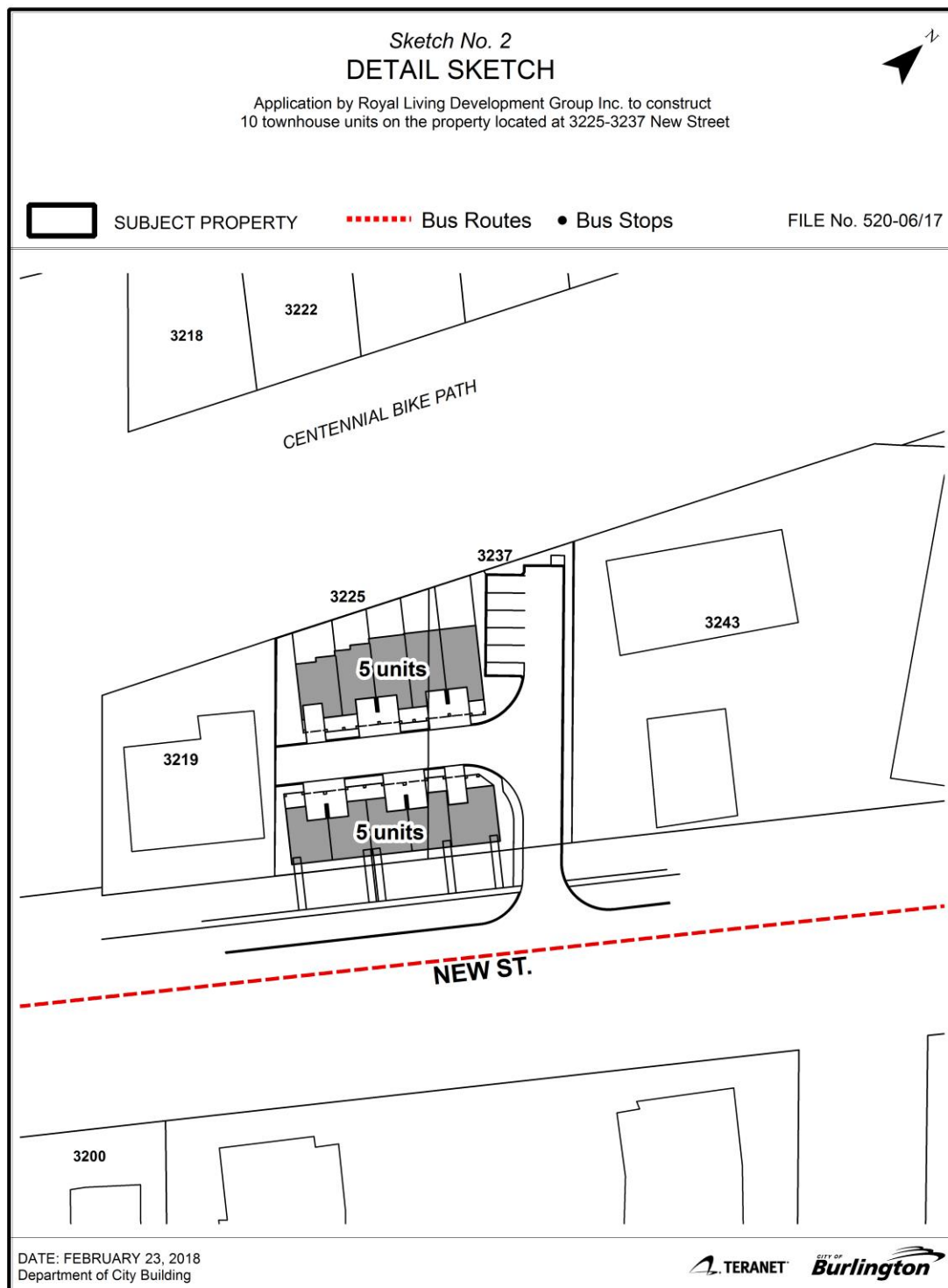
APPENDIX 'A'



Previous Proposal (11 units)



Current Proposal (10 units)



APPENDIX B

BY-LAW NUMBER 2020.XX, SCHEDULE 'A' AND EXPLANATORY NOTE

THE CORPORATION OF THE CITY OF BURLINGTON

BY-LAW NUMBER 2020.XX

A By-law to amend By-law 2020, as amended; 3225-3237 New Street
File No.: 520-06/17

WHEREAS Section 34(1) of the Planning Act, R.S.O. 1990, c. P. 13, as amended, states that Zoning By-laws may be passed by the councils of local municipalities; and

WHEREAS the Council of the Corporation of the City of Burlington approved Recommendation PB-17/18 on April 23, 2018, to amend the City's existing Zoning By-law 2020, as amended, to permit a townhouse development;

THE COUNCIL OF THE CORPORATION OF THE CITY OF BURLINGTON HEREBY ENACTS AS FOLLOWS:

1. Zoning Map Number 18-W of PART 15 to By-law 2020, as amended, is hereby amended as shown on Schedule "A" attached to this By-law.
2. The lands designated as "A" on Schedule "A" attached hereto are hereby rezoned from H-RM2 to RM2-477
3. Notwithstanding the definition of "Lot" in Part 16 – Definitions, and notwithstanding any future change in land ownership or any severance, partition, division or creation of a Parcel of Tied Land, the lands zoned RM2-477 shall be considered one lot for the purposes of Zoning By-law 2020.
4. PART 14 of By-law 2020, as amended, Exceptions to Zone Classifications, is amended by adding Exception 477 as follows:

Exception 477	Zone RM2	Map 18-W	Amendment 2020.XX	Enacted April 23, 2018
------------------	-------------	-------------	----------------------	---------------------------

1) Permitted Uses:

Townhouses only

2) Regulations for Townhouses from External Property Boundaries:

- | | |
|--|--|
| (a) Lot Area: | 0.18 ha |
| (b) Front Yard | 1.5 m |
| (c) Porch and Stairs setback abutting New Street: | 0 m |
| (d) Rear Yard: | 4.5 m |
| (e) West Side Yard | 1.3 m |
| (f) Density | 54 units/ha |
| (g) Yard abutting a pipeline easement | (i) 4.5 m
(ii) No buildings or structures are permitted in the yard abutting a pipeline easement, including: balconies, decks, patios, unitary equipment, walkways, swimming pools or hot tubs. |
| (h) Landscape Area abutting New Street | (i) 1.5 m
(ii) Notwithstanding the definition of landscape area, to allow porches and stairs into a required landscape area abutting New Street |
| (i) Maximum Height | 4 storey to 14.5 m maximum |
| (j) Driveway and parking setback from a wall of a building containing windows of a habitable room, except where a parking space and driveway is for the exclusive use of the unit occupant | 1.2 m |

3) Regulations for Parcels of Tied Land:

- | | |
|---|---|
| (a) Front Yard | 1.3 m |
| (b) Front Yard to porch | (i) 0.5 m for the easterly end units
(ii) 1 m to all other units |
| (c) Minimum Driveway Length: | 6 m |
| (d) Rear Yard abutting pipeline easement: | 4.5 m |
| (e) Rear Yard abutting New Street: | 1.5 m |

Except as amended herein, all other provisions of this By-law, as amended, shall apply

- 5 a) When no notice of appeal is filed pursuant to the provisions of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, this By-law shall be deemed to have come into force on the day it was passed
- 5 b) If one or more appeals are filed pursuant to the provisions of the *Planning Act*, as amended, this By-law does not come into force until all appeals have been finally disposed of, and except for such parts as are repealed or amended in accordance with an order of the Ontario Municipal Board this By-law shall be deemed to have come into force on the day it was passed.

ENACTED AND PASSED thisday of 201 .

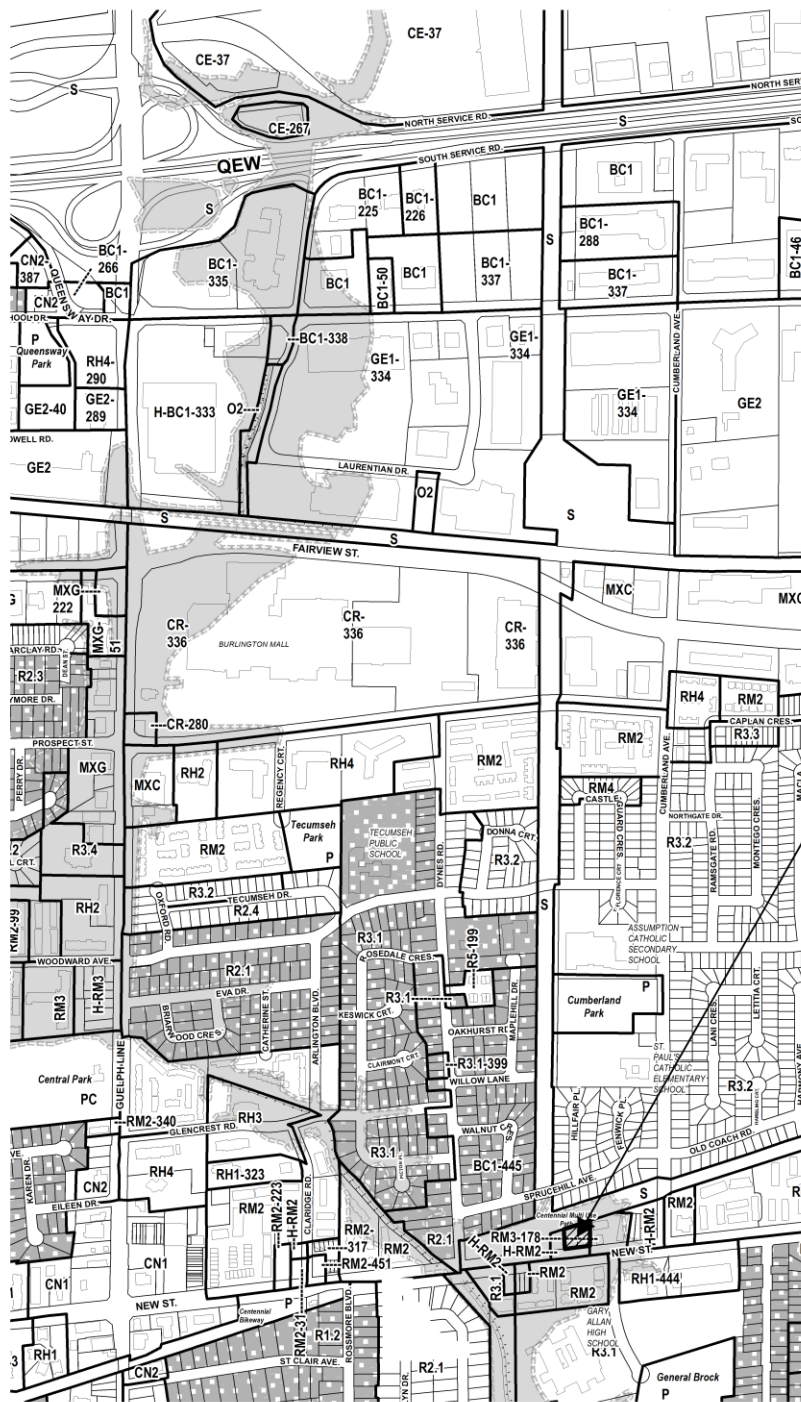
_____MAYOR

_____CITY CLERK

EXPLANATION OF PURPOSE AND EFFECT OF BY-LAW 2020.XX

By-law 2020.XX rezones lands on 3225 and 3237 New Street on April 23, 2018, to permit a 10-unit townhouse development.

For further information regarding By-law 2020.XX, please contact Melissa Morgan of the Burlington City Building Department at (905) 335-7600, extension 7788.



AREA 'A'

to be rezoned from H-RM2
to RM2-377

'A'

SCHEDULE 'A' TO BY-LAW 2020.XXX AMENDING MAP NO. 18W, PART 15 BY-LAW 2020 AS AMENDED.
PASSED THE DAY OF

MAYOR

CITY CLERK

APPENDIX C – CONDITIONS OF ZONING APPROVAL

Prior to the enactment of the amending Zoning By-law, the owner shall sign the City's standard Residential Development Agreement and any other necessary agreement(s) in effect on the date of signing. The agreement shall be signed within one year of the date of Council approval, failing which, Council's approval shall lapse. The Residential Development Agreement shall include the following:

- 1) The Owner shall complete the following to the satisfaction of the Director of the Department of City Building:
 - a. The Condominium Corporation for the subject lands, within a future Condominium Declaration, shall agree to the extension of the private condominium road through the abutting lands to the west, located at 3219 New Street, should the lands be redeveloped.

Morgan, Melissa

From: adbharris adbharris [REDACTED]
Sent: Thursday, May 18, 2017 5:34 PM
To: Vraets, Lauren
Cc: Deena Harris; Mary Lou Merritt
Subject: re condos at 3225-3237 New St. Burl.

[REDACTED] [REDACTED]

Categories: Important

Hello:

I live at 3243 New St. condos, unit 7. I have read the notice that we all received.

Can you please tell me what 3-storey townhouse means?

I think: basement, below ground; main floor; upper floor for bedrooms.

Others think: no below ground level. garage at ground level, next level up: kitchen etc., 3rd level up: bedrooms.

I left a voice mail earlier today but you have been busy.

Thank you,

Deena Harris

[REDACTED]

Vraets, Lauren

From: [REDACTED]
Sent: Monday, May 22, 2017 9:52 AM
To: Vraets, Lauren
Subject: Planning application 3225-3237 New Street File 520-06/17

Importance: High

[REDACTED]

Dear Laura

My wife and I own unit 23 at 3230 New Street and our front door is directly on New Street facing this subject development. Currently we have under gone a redevelopment of New Street and the water, sewer etc replacement. It has been a trying time with the work adjacent to and on our condo property. News of this development across the street is unsettling and has been discussed with others in our condo complex. Reaction has been to not allow this further development to allowing it with a restriction that the townhomes be limited to two floors similar to the ones currently next door to the proposed development.

I am strongly in favour of allowing the development BUT only for a two story limit.

Unfortunately I am unable to attend the June meeting, but feel that my position be presented.

Yours truly

Len & Barb Tompkins
23-3230 New Street
L7N 1M8
[REDACTED]

Vraets, Lauren

From: Ralph Williams [REDACTED]
Sent: Tuesday, May 23, 2017 10:35 PM
To: Vraets, Lauren
Subject: File No. 520-06/17

[REDACTED] [REDACTED]

Re: PLanning Application for: 3225-3237 New Street

We live at 3230 New Street and have just received the information regarding the proposal set out in the above file. We've spoken with a number of the residents at 3230 New St. And the feeling is that any increase in density from the existing 2 units will add significant congestion to this area. Since the bike lanes have been added last year the traffic is continual along New St., in both directions, making it very difficult for coming and going onto New St. Given that there will be driveways coming from both sides this will be very difficult to access lanes. As it is now, there are times when it can take an excessive amount of time to be able to go out into a lane, even on your side of the street, as no one wants to let another car out in front of them.

The addition of 11 units replacing the existing 2 units seems excessive for this area, particularly in light of the new Maranatha complex which will already be adding a large amount of increased traffic to this vicinity. Also, we believe the buildings should be NO MORE THAN 2 STORIES HIGH in keeping with the other townhouse complexes in this general area.

I hope that these comments will be taken into consideration and if you need any additional information please don't hesitate to contact us. Ralph & Carol Williams

Sent from my iPad

Vraets, Lauren

From: Elizabeth Dunlop [REDACTED]
Sent: Monday, May 29, 2017 1:20 PM
To: Vraets, Lauren
Subject: 3225-3237 New Street

[REDACTED] [REDACTED]

We disagree with the re zoning request for file No: 520-06/17.
New street is far too congested to handle more homes in the space of 2 single dwellings.
Our street spruce hill is becoming a race track as people try an escape the congestion of new street.
We look forward to the meeting June 8,17 and will oppose this change.
Thank you,
Elizabeth Dunlop and Brad Kramer

Vraets, Lauren

From: Beverly Watters [REDACTED]
Sent: Sunday, June 04, 2017 8:13 PM
To: Vraets, Lauren
Subject: condo complex to be built

[REDACTED] [REDACTED]

Ms Vraets

I am a homeowner at # 9-3243 New St. Because of this, I have reservations about some of the proposals. The density of building eleven units on a much smaller area than ours, will only result in more noise. Noise buffers like grass, bushes, trees will not be possible. Also eleven units entering and exiting next door will add greatly to the congestion on New St. It already has only two lanes of traffic and it's near impossible at times to exit the driveway. Nine units should be considered. Even nine will add to the congestion. The fact that these units have balconies rather than patios will end our privacy. These proposals need to be reassessed.

Thank you for these considerations.

Beverly Watters

Vraets, Lauren

From: iona knox [REDACTED]
Sent: Sunday, June 04, 2017 10:55 AM
To: Vraets, Lauren
Subject: Fw: planning application for 3225-3257 New st.

[REDACTED] [REDACTED]

From: [iona knox](#)
Sent: Saturday, June 03, 2017 10:10 PM
To: lauren.vraets@burington.ca
Subject: Fw: planning application for 3225-3257 New st.

From: [iona knox](#)
Sent: Saturday, June 03, 2017 6:07 PM
To:
Dear Ms.vraets.

I would like to advise the city of some problems re the above application.\nI have a corner lot right beside the proposed "garbage storage and pick up area" I think you would agree it would make my patio life most unpleasant with the stench and noise not to mention the rats and other vermin it would attract. In our complex we keep our garbage in our garages which is sanitary and not offensive and noise to our community.

I hope you will give some consideration to this plan as I am an outdoor person and the prospect of a garbage dump 30 ft from my patio is very disturbing and depressing,.

Thank you, Iona Knox. 2-34243 New st

Vraets, Lauren

From: Mary Lou Merritt [REDACTED]
Sent: Sunday, June 04, 2017 5:48 PM
To: Vraets, Lauren
Subject: 3225-37 New St. FILE 520-06/17
Attachments: 3225 (AutoRecovered).docx

[REDACTED] [REDACTED]

Hello

Here are more questions that I would ask at the meeting on Thursday but will give your committee a chance to answer sooner.

I cannot open any of the files today as it comes back too big for my WORD program and yet last week I could open most of them but could not read diagrams because of the smallness of the numbers.

Thanks

Mary Lou Merritt

[REDACTED]

June 4, 2017

Mary Lou Merritt 6-3243 New St.

3225-37 NEW ST. PROPOSED 11 TOWNHOUSE UNITS

FILE 520-06/17

Many of us would like to see changes made to the proposed plan as we live in the townhouses next to this development.

1. Many mature trees will be removed and we would suggest a good row of cedars a foot or two higher than our wooden fence between their entrance road and our fence. It would help with pollution and noise from cars. Other tree placement should be mostly coniferous so acting as a year round noise buffer and good appearance. Many birds will lose their homes because of this destruction.
2. No place to pile snow after storms unless less townhouses built allowing more green space and not all cement echoing noise and heat.
3. Garbage bin at the end of their entrance road will be noisy and possible rats. The residents could keep the garbage in garages as we do and put out on New St. This would not require a truck to go in to lift bins in the shed and the danger of backing out. Shed

too close our patios and doors may be left open by mistake with so many residents using.

4. Allowing changes in density would be a mistake going from 40 to 55 on some pages in their plan which varies. Too noisy and too many cars getting in and out of New Street. Should be a place for seniors as most of the area is now. Too busy an area to have children and too many steps for seniors as townhouses now planned.
5. Comparing file **520-02-16** opposite the library recently approved to this application there were three houses to be removed and City approved 11 townhouses rather than 12 requested. The builders used Wellings Planning Consultants also. Are the properties comparable size wise? We would like to suggest 8 or 9 units.
6. Why was a **shadow study not done** when these units will be taller than ours with our basement underground not **above** as they propose for their development?
7. Why underground water storage? Drainage and grading? Will they have open drains like the ones we have? A lot of water in the hydro right of way effects this area so excellent drainage is required.
8. Allow no window air conditioning units. Only outside units. In their suggestion buildings Type D gets an outside AC unit included but Type C buyer must install themselves. They should all be installed.
9. 6 rooftop patios on New Street with higher buildings take away privacy from three of our unit's patios facing their property and will be noisier with rooftop BBQ's, socializing, etc.
10. Maybe some explanation of traffic report numbers.

11. Picture 5 East does not show our units beside them only shows New St facing east. Also 5 South shows high school that is not seen from New St.
12. **BURLINGTON TAILORS** property is included in their planning when the business has refused on several attempts to purchase their property. Why when they have no intention of selling? This information should be removed from their application as it is misleading.
13. **For some reason I cannot open the files today to look at more items.**

Vraets, Lauren

From: olafzagorda [REDACTED]
Sent: Thursday, June 08, 2017 11:20 PM
To: Vraets, Lauren
Subject: Planning Application Comments for 3225-3237 New Street, File Number 520-06/17

[REDACTED] [REDACTED]

Hi Lauren,

Just a few quick comments about the proposal for 3225 - 3237 New Street.

- I reside almost directly across from the proposed site, and the two lots have been run down for a quite some time now, however building a huge out-of character monstrosity is not a just solution. The design is unsightly and doesn't fit in with the neighborhood at all. The homes look very commercial and will erode the quaint nature of New Street.
- Most importantly, I found out that there will be around 40 trees that will be removed, I was under the impression that the City of Burlington was a city committed to the environment, and putting 40 mature trees on the chopping block for big business is not what's right. How does the city justify this? The developer can always find another more suitable lot to meet his needs, but the trees will never be restored to the same capacity.
- Traffic is already a problem in the area, and adding this many units will only add to the bottlenecking and increase pollution. The streetscape has been green for so long, and if these townhomes are built, they will be far too visible which will be an eyesore for everyone.
- There is already a massive unattractive retirement home under construction in the area, which is also adding to the very un-eco friendly building practices of high buildings right next to each other without any greenery.
- The point of urbanization is not to cram as many people into as little land as possible and get rid of virtually all green space. A 11 unit 3 story townhouse complex requires at least 2 acres of land to adequately house residents and have enough room for yards. The proposed plan will be way too close to the street and will look absolutely atrocious. (Maybe the developer should present a new design that fits into the area a bit more, nothing modern)
- The best solution would be for the developer to look into land closer to the city and keep huge developments out of the suburbs.

Thank you!!!

Vraets, Lauren

From: Vraets, Lauren
Sent: Wednesday, June 21, 2017 1:06 PM
To: 'Daniel Bozuk'
Subject: RE: 3225-3237 New Street File No.: 520-06/17

Good afternoon Daniel,

Thank you for your emailed comments dated June 21, 2017 regarding file 520-06/17 (3225-3237 New Street).

Your comments will be considered in the preparation of our report to the Planning & Development Committee of Council. A copy of your correspondence will be included in the report. Please note that the report will be posted on the City's web site.

The Planning & Development Committee will hold a Statutory Public Meeting in accordance with Section 34 of the Planning Act to consider this application. You will be notified of the date and time of the Public Meeting.

If you have any further questions with respect to this application, please feel free to contact me at the phone number or email address noted below.

Lauren Vraets

Planner II, Development Review
Planning & Building Department
City of Burlington
426 Brant Street, Burlington L7R 3Z6
Phone: 905-335-7600 Ext. 7536
Email: lauren.vraets@burlington.ca



Please consider the environment before printing this email.

From: Daniel Bozuk [REDACTED]
Sent: Wednesday, June 21, 2017 8:25 AM
To: Vraets, Lauren
Subject: 3225-3237 New Street File No.: 520-06/17

Hi Lauren,

I live at 3219 New street and we spoke briefly at the meeting for the the properties being rezoned at 3225-3237, I do have a couple concerns about the project.

1. I feel the height of these buildings is too high for the area and the back ones in particular.
2. The distance from property to my lot line is also a concern, if they are going to be that high I feel they need to be a farther distance from my lot at 3219 New Street. I have a pool in yard and I don't want look out and see a 30 ft wall 10 ft from lot line.
3. When the properties are completed I would also want know what the exact fencing and landscaping package along my lot line and thiers.
4. I also think 11 units is too may too fit on that property

Please let me know if you receive this and if this format is fine or do need it on a specific form.

Thank you,

Daniel Bozuk, Associate
Sales Representative, ROCCA SISTERS & ASSOCIATES

MEET ME NOW: [REDACTED]

ROCCA SISTERS & ASSOCIATES
OUR RELATIONSHIPS RECOMMEND US IN REAL ESTATE
Royal LePage Burloak Real Estate Services, Brokerage
3060 Mainway, Suite 200, Burlington Ontario L7M 1A3

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Vraets, Lauren

From: Roma Bilyk [REDACTED]
Sent: Friday, September 22, 2017 12:26 PM
To: Vraets, Lauren
Subject: Planning Application for: 3225-3237 New Street File:520-06/17

Dear Ms. Vraets,

I was unable to attend the meeting on June 8th and am unable to attend the up-coming meeting. However, I would like to submit my feelings on the proposed application. I have no issue with the building of additional townhouse units along this stretch of New Street if they are kept to a similar height as other condo/townhouse units along the street. We have already had the addition of a six storey apartment/condo building added to the street which has changed the look of the neighbourhood. It will also add to the amount of traffic on New Street which seems to have grown tremendously since reducing this stretch of New Street to one lane in either direction. The noise levels have increased as well.

Building townhouses that are three stories will certainly change the ascetic look of the neighbourhood. It appears that these units will also not be set back from the street to any great degree as there is not a lot of land available there. This would mean that there would be these tall structures jutting out amongst the other structures already in place.

I do hope that consideration will be given to the height of these structures. I know that I am not the only resident in this area that objects to this.

Thank you for your consideration. I would appreciate receiving the recommendation report when it is available. My address is:

R.L. Bilyk
Unit 18-3230 New Street,
Burlington
L7R 1M8
E-mail: [REDACTED]

Regards,
Roma L. Bilyk

Sent from my iPad

Vraets, Lauren

From: Mary Lou Merritt [REDACTED]
Sent: Monday, September 25, 2017 12:00 PM
To: Vraets, Lauren
Cc: Beverly Watters; Colin Malley; Deena; Iona Knox; [REDACTED] Kathleen Hodgson; [REDACTED] Mary Lou Merritt; [REDACTED] Wim Klyn
Subject: 3225-37 NEW ST 11 condo townhouses File 520-06/17 SEPT 26 meeting

Categories: Important

Hi

1. Further to all my previous contacts with you a big concern of course is the proposed garbage bin, trucks coming in to empty, noise, smell, rats, residents placing garbage and chatting. Our 13 residents place garbage after 7pm on Sunday evening on NEW ST. and it is picked up early Monday morning.
2. Noise and pollution – plant mature cedars along fence line. Replace our wooden with another wooden fence and put on property line as it is behind our line about one foot. Try to leave more of existing mature trees along fence. Plant as many coniferous trees as possible for year round appearance.
3. Where will they pile snow. Build 2 less houses, have more green space and space for snow piling as it must not go along the wooden fence.
4. Change in design with a main floor bedroom would encourage seniors rather than families as not an appropriate place for children, bikes, busy street, etc.
5. Traffic on New St. is terrible now with only 2 lanes and this complex will add probably 16 more cars and the new Marantha apartment building opening soon will create a lot more traffic in the area.
6. Rooftop patios on the six units on New St take away privacy from our units backing on to this new complex. Prefer they have ground level patios

Thank you

Mary Lou Merritt

3237 New Street,
Burlington, ON
L7N 1M9

lauren.vraets@burlington.ca

October 4, 2017

Good Morning Ms Vraets,

I am writing to share my thoughts about the development going up on 3225-3237 New Street. I have seen the plans and am really concerned about the amount of concrete and the lack of trees in the proposed plan. The way the plan is put together leaves no room for the large native tree species that currently grow there and only proposes very small landscaped plots. I have heard but not seen that north of Fairview, there are areas of just concrete jungle and the people I have spoken about this are worried that this will be the way of things. I realize that the city to make money and I respect that but I want to point out that trees, save huge amounts of money.

The value of trees to people living in urban environments (see a series of articles in Toronto Star in 2015) and the benefits to city and business coffers has been well documented. A really comprehensive study conducted in Toronto recently outlines the importance of trees to health, happiness, justness, and other more broad based studies have focused on the benefits to commerce, economy, community and the environment that trees provide.

<https://www.thestar.com/opinion/commentary/2015/07/27/want-healthier-more-just-city-plant-trees>
<https://www.guardian.com/cities/2016/oct/12/importance-urban-forests-money-grows-trees>
www.treepeople.org/resources/tree-benefits
www.care2.com/causes/50-benefits-of-trees.html
www.bluegreen.com/wp-content/uploads/2016/05/Benefits-of-Urban-Trees.pdf
www.oprah.com/spirit/shin-rin-health-benefits-of-walking-outside/all
<https://www.td.com/document/pdf/economics/special/UrbanForestsInCanadianCities.pdf>

I have included the td study because it shows as to a lesser degree that trees have financial value because of the enormous savings they provide cities. I included this because in discussion about concrete jungles with you, you said that the city had a focus on making money and I am suggesting that keeping the trees that are already here is a major move to keep your money given the tremendous benefits trees provide. I also asked you about several trees that were old. One is over 100 years. I asked not because I wanted to see it cut down but that I would like to see it preserved because trees that old have much more benefits to the city in terms of oxygen given off for people, shade for heat, protection from cold and wind, the carbon they take out of the air, the pollution they remove from the air, and their beauty and calming effects, etc. I was hoping the city would keep these trees as they are on city property.

Toronto has realized quite after the fact just how important trees are and have a paper they have put out called "Every Tree Matters. It is on their website. Burlington is a medium sized city and they have time and space to ensure that as many of the trees as possible stay on the property when properties are being built on. I noticed that on the 5 story high rise at the base of Cumberland and New, all the trees were cut down even though the building was nowhere near them. Because of the benefits trees provide, people feel the needless loss of these trees.

On a personal note, I came from Toronto, stressed out and unhealthy. I moved into 3237 not because of the house as it is in bad shape but because of the trees as I know from the work I do that trees and animals found associated with trees provide tremendous health benefits and I have recovered. Being in the back yard, drinking in the air (heightened concentration of oxygen and emitted phytoncides released from trees into the air that helped my brain work better – research available to support that) and listening to the birds and smiling at the antics of the chipmunks saved me.

A little note. It is important for indigenous trees to stay and to be planted in new subdivisions because they keep the ecosystem Burlington is a part of strongest. Invasive species that landscaping companies carry only weaken the ecosystems so they cannot provide maximum benefits to the urban cities they are invasive species in. It is my understanding, however, that there are some landscaping companies that do provide indigenous species but there is a lot of savings in leaving the trees that are there on the property already.

Thank you for your time. I know this is long.

Sahlaa Morris.

NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Zoning By-law Amendment Application
Address: 3225-3237 New Street
Files: 520-06/17

Please Indicate Below Any Comments or Special
Concerns You May Have About This Project

This project is not for the benefit
of New Street - it seems to
solely be for the financial benefit.
If it was about "beautifying
New Street's landscape", why not
follow the present zoning by-laws
and abide by the density and
storey limits? It would make
more sense to build less homes -
it is not that big of a space,
and with this proposal each
unit will be cramped and dense.
There will be too many cars.
People, on average, work
similar hours (9-5) and this
will add to the morning and

evening rushes.

Burlington is a suburb, not
an area which is normally
congested.

I would prefer for either these
units to be 2-storey units,
or single homes.

The zoning by-laws should not
be amended.

Beautifying an area is not
destroying mature trees and nature,
especially since they won't even be
Burlington replanted on the
property.

Please deposit in the comment box when you
leave or mail to:

Attention: Lauren Vraets

City of Burlington

Planning and Building Department

426 Brant Street

P.O. Box 5013

Burlington, Ontario L7R 3Z6

or E-Mail to: lauren.vraets@burlington.ca

NO LATER THAN: June 22, 2017

(Please **FULLY** complete this section, if you
wish your comments acknowledged.)

Name: MONIKA ZAGORDA

Address: 3194 NEW STREET

City: BURLINGTON

Postal Code: L7N 1M8

(Optional)

E-mail: _____

Notice of Collection of Personal Information

Personal information is collected under the authority of the **Planning Act**, R.S.O. 1990, c. P. 13 and may be contained in an appendix of a staff report, published in the meeting agenda, delegation list and/or the minutes of the public meeting and made part of the public record. The City collects this information in order to make informed decisions on the relevant issue(s) and to notify interested parties of Council's decisions. It may also be used to serve notice of an Ontario Municipal Board hearing. Names and addresses contained in submitted letters and other information will be available to the public, unless the individual expressly requests the City to remove their personal information. The disclosure of this information is governed by the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M. 56. Questions about this collection and disclosure should be directed to: Coordinator of Development Review, Planning (905) 335-7642

NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Zoning By-law Amendment Application
Address: 3225-3237 New Street
Files: 520-06/17

Please Indicate Below Any Comments or Special
Concerns You May Have About This Project

THE TRAFFIC IS BAD ENOUGH ON NEW ST, SINCE WE WENT
DOWN TO 2 LANES, AND I DON'T FEEL WE CAN HANDLE
ANY MORE CARS. SO MY ANSWER IS NO!!
WHERE ARE THEY GOING TO PUT THE SNOW?



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City of Burlington

Planning and Building Department

426 Brant Street

P.O. Box 5013

Burlington, Ontario L7R 3Z6

or E-Mail to: lauren.vraets@burlington.ca

NO LATER THAN: June 22, 2017

(Please **FULLY** complete this section, if you wish your comments acknowledged.)

Name: RANDY BAYLIS

Address: 3208 NEWST UNIT 3

City: BURLINGTON

Postal Code: L7N 1M8

(Optional)

E-mail:



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Files: 520-06/17

Please Indicate Below Any Comments or Special
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New St. definitely needs to go back to 4 lanes. The bike lane does not get used, as there is a bike path in the park land. Traffic is a problem and it is only going to get worse. Cars turning right off of Cumberland is going to be a congested mess.

also, it will be a shame to have to cut down those mature trees.

DO NOT WANT TOWN HOUSES BUILT. TAKING AWAY TOO MUCH BEAUTY OF NATURE.



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City of Burlington
Planning and Building Department
426 Brant Street
P.O. Box 5013
Burlington, Ontario L7R 3Z6
or E-Mail to: lauren.vraets@burlington.ca

NO LATER THAN: June 22, 2017

(Please **FULLY** complete this section, if you wish your comments acknowledged.)

Name: DEBBIE LAUZON
Address: #2-3208 NEW ST
City: BURL.
Postal Code: L7R 1M1

(Optional)
E-mail:



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NEIGHBOURHOOD MEETING COMMENT SHEET

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Address: 3225-3237 New Street
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Please Indicate Below Any Comments or Special
Concerns You May Have About This Project

this plan is not for family living



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Burlington, Ontario L7R 3Z6

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NO LATER THAN: June 22, 2017

(Please **FULLY** complete this section, if you wish your comments acknowledged.)

Name: _____

Address: _____

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