



**SUBJECT: Statutory public meeting and information report for a proposed Official Plan amendment and Zoning By-law amendment on 607 Dynes Road.**

**TO: Planning and Development Committee**

**FROM: Planning and Building Department**

Report Number: PB-11-17

Wards Affected: 4

File Numbers: 505-04/16 & 520-10/16

Date to Committee: January 10, 2017

Date to Council: January 23, 2017

---

### **Recommendation:**

Receive and file planning and building department report PB-11-17 regarding proposed amendments to the Official Plan and Zoning By-law for 607 Dynes Road.

### **Purpose:**

The purpose of this report is to provide an overview of the proposed 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.

The report relates to the following objectives of the City of Burlington Strategic Plan:

#### **A City that Grows**

- Intensification
  - 1.2 a): Growth is being achieved in mixed-use areas and along main roads with transit service, including mobility hubs, downtown and uptown; and
  - 1.2 h): Burlington has an urban core that has higher densities, green space and amenities, is culturally active and is home to a mix of residents and businesses.

**REPORT FACT SHEET**

<b>RECOMMENDATION:</b>		<i>Information</i>	<b>Ward No.:</b>	<b>4</b>
<b>Application Details</b>	<b>APPLICANT/OWNER:</b>	<i>Metropolitan Consulting on behalf of DiCarlo Homes</i>		
	<b>FILE NUMBER:</b>	<i>505-04/16 and 520-10/16</i>		
	<b>TYPE OF APPLICATION:</b>	<i>Official Plan Amendment and Zoning By-law Amendment</i>		
	<b>PROPOSED USE:</b>	<i>25 residential condominium units with a private road</i>		
<b>Property Details</b>	<b>PROPERTY LOCATION:</b>	<i>South of Woodward Avenue, east of Dynes Road, west of Cumberland Avenue, north of New Street</i>		
	<b>MUNICIPAL ADDRESS:</b>	<i>607 Dynes Road</i>		
	<b>PROPERTY AREA:</b>	<i>0.54 hectares (1.33 acres)</i>		
	<b>EXISTING USE:</b>	<i>John Calvin Christian School</i>		
<b>Documents</b>	<b>OFFICIAL PLAN Existing:</b>	<i>Residential - Low Density</i>		
	<b>OFFICIAL PLAN Proposed:</b>	<i>Residential - Medium Density</i>		
	<b>ZONING Existing:</b>	<i>R3.1 (Low Density) Zone</i>		
	<b>ZONING Proposed:</b>	<i>RM2- Exception Zone</i>		
<b>Processing Details</b>	<b>NEIGHBOURHOOD MEETING:</b>	<i>October 13, 2016</i>		
	<b>PUBLIC COMMENTS:</b>	<i>To date, staff have received seven emails, five phone calls and eleven letters or neighbourhood meeting comment sheets (attached in Appendix II).</i>		

**Background:**

On September 20, 2016 the Planning and Building Department acknowledged that a complete application had been received for an Official Plan and Zoning By-law Amendment for 607 Dynes Road, to facilitate the development of 23 townhouse units and 1 semi-detached dwelling (for a total of 25 units), as illustrated on the sketch in Appendix I.

## **Site Description**

The subject property is located east of Dynes Road, south of Woodward Avenue, and at the terminus of Maplehill Drive. This property has an eastern and western portion. Each portion has separate ownership, separate title and separate property identification numbers. The western portion of the site contains the Ebenezer Canadian Reformed Church. This parcel of land containing the church will not be impacted by this application. The parcel under application is the eastern portion of the site. This parcel of land has an area of 0.54 hectares and currently the site of the Grace Christian School (formerly the John Calvin Christian School) and the adjacent playground. The subject property is currently accessed from Dynes Road, through the church property.

Surrounding land uses include:

- North of the site is Woodward Avenue, Tecumseh Public School, Tecumseh Park and low-density detached homes;
- East of the site is an Ontario Hydro Corridor, a multi-use trail, Assumption Catholic Secondary School and Cumberland Park;
- South of the site is Maplehill Drive, Oakhurst Road, Willow Lane and low-density detached homes. There is also a small infill development of 8 semi-detached dwellings (R5-199) that front on a private road and which provides access to Dynes Road; and
- West of the site is the Ebenezer Canadian Reformed Church, Dynes Road, Rosedale Crescent and low-density residential development.

## **Discussion:**

### **Description of Application**

The applicant seeks to amend both the Official Plan and Zoning By-law 2020 (as amended) to permit 23 townhouse units and one semi-detached unit, for a total of 25 residential units. The existing school and gymnasium will be demolished to allow for the construction of the residential development. All access to the units will be from Maplehill Drive and the roads interior to the site will be shared private roads as part of a vacant land condominium. A total of 50 parking spaces are proposed either attached to the residential dwellings or as shared visitor parking.

### **Technical Reports**

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

- [Planning Justification Report](#) (Prepared by Metropolitan Consulting Inc., July 2016)
- [Survey Plan](#) (Prepared by A.T McLaren Ltd., July 2015)

- [Conceptual Site Plan](#) (Prepared by Metropolitan Consulting Inc., July 2016)
- [Functional Servicing and Stormwater Management Report](#) (Prepared by Metropolitan Consulting Inc., February 2016)
- [Phase One Environmental Site Assessment](#) (Prepared by Soil-Mat Engineers & Consultants Ltd., October 2015)
- [Traffic Brief](#) (Prepared by A.J. Clarke and Associates Ltd.)
- [Noise Feasibility Study](#) (Prepared by DBA Environmental Services Inc., October 2015)
- [Tree Inventory and Preservation Plan](#) (Prepared by Kuntz Forestry Consulting Inc., November 2015)

## **Policy Framework**

The proposed Official Plan and Zoning By-law amendment applications are 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**

The property is designated as “Residential- Low Density” in Burlington’s Official Plan (Schedule B). The objective of this designation is to provide for single-detached and semi-detached housing units with a density to a maximum of 25 units per net hectare. Other forms of ground oriented housing units with a density to a maximum of 25 units per net hectare may be permitted, provided that these forms are compatible with the scale, urban design and community features of the neighbourhood. This application is proposing 23 townhouse dwellings units and 2 semi-detached units fronting on a private road with a density of 46.3 units per hectare. An amendment to the Official Plan is required to redesignate the subject lands from the “Residential Low Density” to “Residential Medium Density”.

## **City of Burlington By-law 2020**

The subject lands are currently zoned as R3.1 (Low Density Residential), as illustrated in Sketch 1 attached in Appendix 1. The R3.1 Zone permits single-detached dwellings (with accessory dwelling units). The applicant is proposing a rezoning to a modified RM2 zone to permit townhouse uses to a maximum density of 50 units per hectare (uph). Under the Zoning By-law, the zone category that is typically used to provide townhousing is the RM2 (Medium Density) Zone.

## **Technical Review**

On August 29, 2016, staff circulated a request for comments to internal and external technical agencies including Halton Region. None of the commenting agencies have objected to the proposed development to date. Details of the agency comments will be addressed in the upcoming recommendation report.

---

## **Financial Matters:**

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

---

## **Public Engagement Matters:**

### **Public Circulation**

The application was subject to the standard circulation requirements and a public notice and request for comments were circulated in August 2016 to all owners/tenants within 120 m of the subject property. Two notice signs were also posted on the subject property.

### **Neighbourhood Meeting**

On October 13, 2016 a neighbourhood meeting was held at John Calvin Christian School and was attended by approximately 53 members of the public. Comments received at the meeting include the following:

- Residents were concerned with the subject property having direct access to Maplehill Drive (rather than having access from Dynes Road) and the perceived potential for increased traffic along Maplehill Drive;
- Residents were concerned with the proposed increase in density. Many felt that the proposed townhomes are a different height and scale to the adjacent single detached homes of the existing neighbourhood;
- Residents have concerns about the construction noise and dust;
- Residents have concerns about the sanitary sewer capacity; and
- Residents wanted to know how many single detached homes could be built on the site as-of-right (without amendments to the Official Plan and Zoning By-law).

## **Public Comments**

Beginning in September 2016, staff began receiving correspondence from members of the public regarding the proposed development. To date, staff have received thirteen emails, four letters and seven phone calls. The public comments received to date are included in Appendix II. None of the respondents supported the application, three respondents had questions regarding the planning process, and the remainder of respondents had comments on the proposal. The general themes of these comments are:

- Residents are concerned with the application proposing additional units at the end of the existing cul-de-sac;
- Residents concerned with the increased density being proposed and have concerns about the adjacency, the different scale and different character of the proposed development with the existing neighbourhood;
- Residents have concerns about the increase of vehicles and traffic on Maplehill Drive; and
- Residents have concerns about increasing of property taxes and decreasing of property values.

---

## **Conclusion:**

This report provides a description of the development application, an update on the technical review of this application and advises that several public comments have been received. A subsequent report will provide an analysis of the proposal in terms of applicable planning policies and will provide a recommendation on the proposed applications.

---

Respectfully submitted,

Mark Hefferton, MCIP RPP

Planner II – Development Review

905-335-7600 ext. 7860

**Appendices:**

- I. Location/Zoning sketch and the Detail Sketch
- II. public comments received to date

**Notifications:**

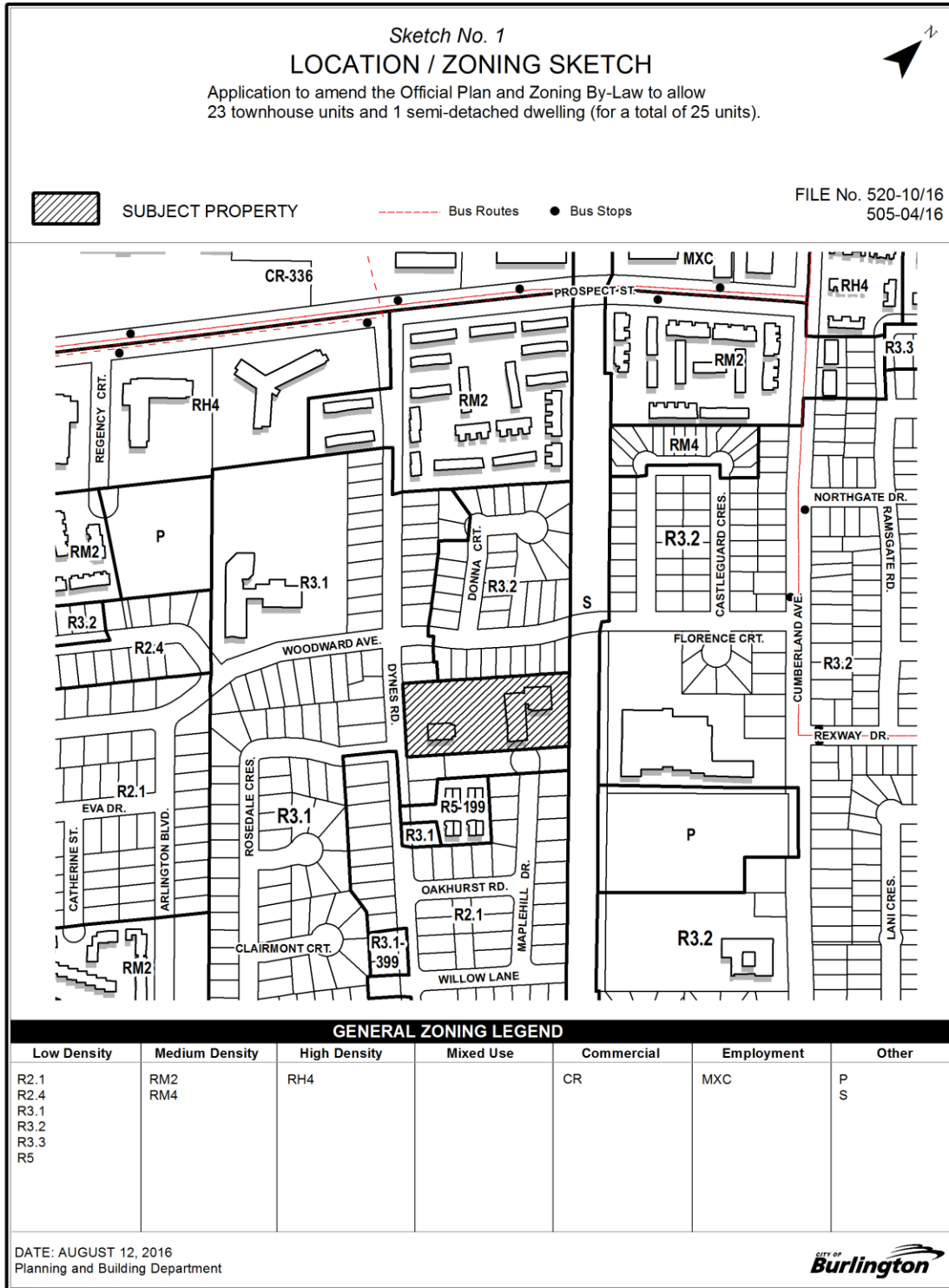
Kevin Gonnsen, Vice President  
Metropolitan Consulting  
4450 Paletta Court  
Burlington, ON L7L 5R2

**Report Approval:**

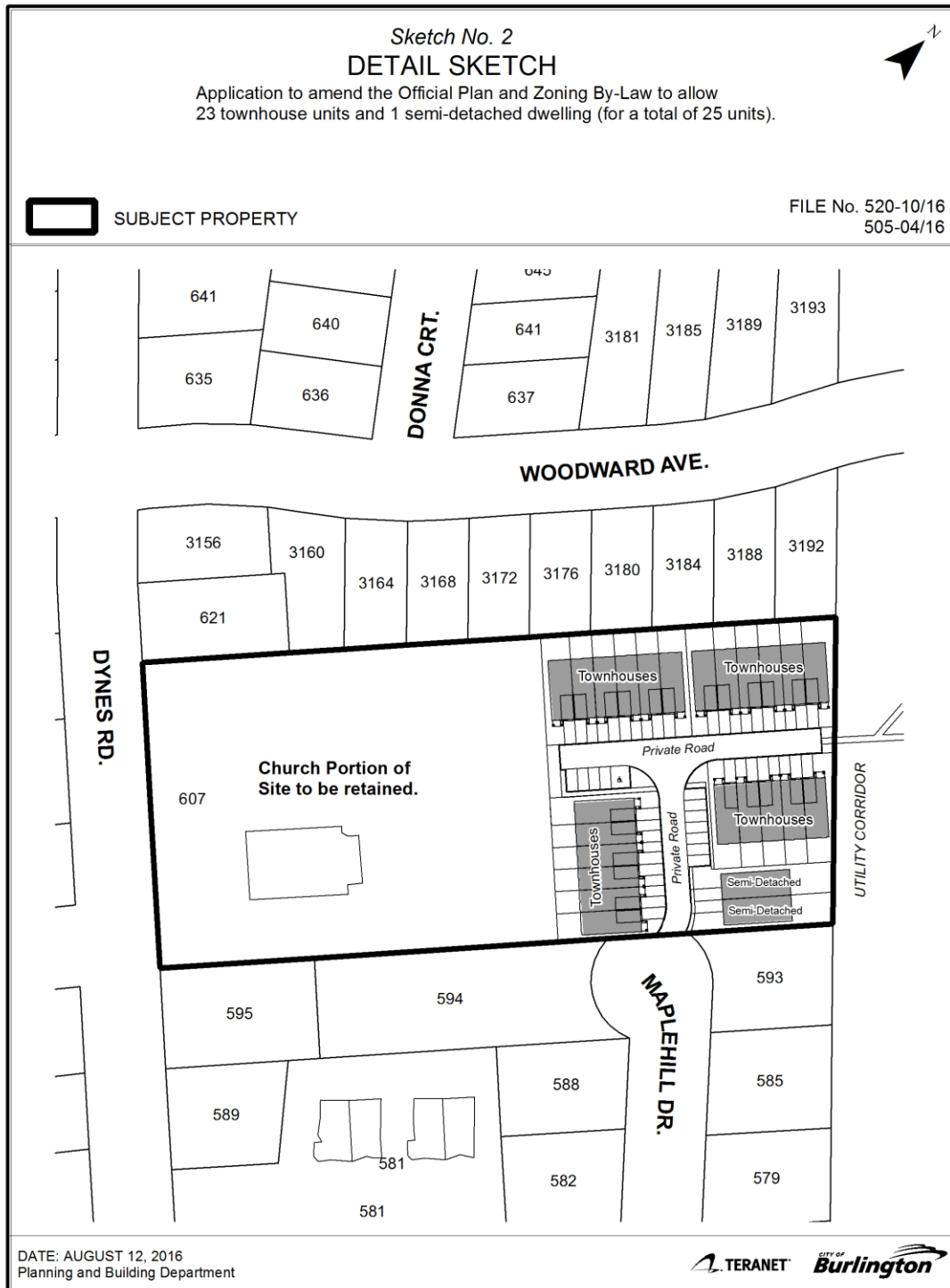
All reports are reviewed and/or approved by Department Director, Director of Finance and Director of Legal. Final approval is by the City Manager.

## APPENDIX I –

### Sketches







## APPENDIX II –

### Public Comments

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

From:

Sent: Monday, November 07, 2016 9:23 PM

To: Dennison, Jack

Subject: Dynes Road Townhouse Proposal

Hello,

I just found out about the proposed townhouse development on Dynes Road (through your newsletter - thank you) and I and my husband are very much opposed to it. We live on ..... and feel that the immediate community cannot withstand the added traffic that 25 residential units would add to this neighbourhood. When you take into consideration the number of additional vehicles this will add to our roadways on a daily basis ( both residents' vehicles & service vehicles) it is not a proposal that should be accepted.

Woodward Avenue is already a busy road for a neighbourhood & at the beginning of the school day & end of day I would say Woodward Ave., particularly at the Dynes Road intersection is already over an acceptable capacity. During morning & afternoon school & work rush hours it is often impossible to turn left off of Tecumseh Drive onto Woodward and the 4 way stop at Dynes & Woodward is often 5 or 6 cars deep in every direction. Turning onto Cumberland from Woodward is also equally difficult. Adding the number of vehicles & pedestrians that this development would bring is simply not rational.

I certainly hope you vote against this. If there is anyone else I should contact about this to voice my opinion, please let me know.

Thank you.

Sincerely,

Sent from my iPad

---

October 29, 2016

As a follow up to the public consultation meeting held on October 13 to introduce the planning application for 607 Dynes Road, let me begin by saying that you and your Planning colleagues were very clear about the purpose of the meeting and the process to be followed in considering the application. As was clear from the questions and comments raised at the meeting, this proposed development raises many concerns about its impact on the community.

It is a rather odd piece of land that is to be redeveloped in that it is tucked in behind a church and there will be no direct access from Dynes Road.....even though reference is

made to this property as being 607 Dynes Road. While I understand from a comment at the meeting that there is legal access to the property from Maplehill Drive, I don't believe this access has been used, at least on a regular and consistent basis. The impact therefore on the residents of Maplehill Drive, Oakhurst Road and Willow Lane will be considerable. Despite the traffic study that suggested that increased traffic along these streets would be "insignificant", it is hard to believe that adding 25 homes with likely at least 25 vehicles would have little impact on these currently very quiet streets. In addition, the application suggested that in keeping with Burlington's intention to encourage residents to walk and take public transportation, since Maplehill, Oakhurst and Willow Lane do not have sidewalks, one wonders how reasonable this will be, particularly in winter.

Additional questions of concern include:

- Is it acceptable to the City that 75% of the trees on this property will need to be removed? As I understand it, some trees abut adjoining properties and their owners will need to agree to their removal.
- Is their adequate access to this property for services such as garbage, fire, emergency vehicles?
- If approval is given to increase this property to medium density from low density, will there still need to be variances made to the medium zoning by-law in terms of set back, lot coverage, etc
- In their submission, the developers suggest that this proposed development is in keeping with the city's and Province's plan for intensification and yet it appears this property is not in an intensification area and so what is the rationale for proposing such a large number of homes?
- has there been a projection in terms of the number of children living in the development and their impact on enrolment at local schools?
- Burlington has had issues with regard to storm sewers and flooding; are the current storm sewers sufficient for the proposed new housing?

I understand that the Planning staff will give thorough attention to the impact of such a development on the neighbourhood and make an appropriate recommendation to Council. As a local resident, I look forward to learning what that recommendation will be.

---

October 28, 2016

Hi Mark,

I attending the meeting in regards to the re-zoning and still feel that this proposal would not be best for our community. I understand the need to develop existing properties to add more housing, but do not feel that 25 townhouses is what is best for this community. I fear that the re-designation of this property

would be a detriment to my and other properties. I bought this place because we did not have houses directly behind us looking onto our property. According to the meeting the townhouses would only be a small distance from our fence. I would be losing my privacy that I presently enjoy in my backyard. I worry that there would be run off from the new development into my yard depending on the grading of the new development. Noise would also be a concern. Construction noise will prevent my husband from getting the sleep he needs as he works nights. I am also concerned about snow removal in the winter. With that many houses on such a small piece of land. Where do you plan to stack the snow? What has been put into place to ensure privacy and noise reduction for existing homes? Parking and traffic increase issues? There are not many cars that drop off at this school. We see them every morning. 25 townhouses x 2 cars per home (which would be the average). I feel that single dwelling homes would fit better into the community. I understand that the developer wants to make as much money as possible, but not at the expense of everyone else in the neighbourhood. I hope that the city will decline the request for re-zoning.

---

October 27, 2016

We are disappointed to hear about the proposed development set for 607 Dynes Rd. and have the following comments about the development:

The area is currently zoned as low density and it is recognized as an “Established Residential Area” according to the City of Burlington’s Official Plan. We understand that there are parts of the City that are designated for intensification, but this neighbourhood is not one of them. As we understand the COB Official Plan, increased intensification will be supported near mobility hubs or near to major arterial roads. The proposed development is neither near a mobility hub or major arterial road.

As part of the increased density of the proposed development we are concerned about the increased number of car trips that will be made down Maplehill and Oakhurst Dr. We believe that the increased number of car trips would result in increased noise and air pollution. As the route down Maplehill and Oakhurst Dr. is a bit of a distance from Dynes Rd, the only main arterial road for the development, it seems to make more sense to have the access route to the new development be directly to Dynes Rd. We ask that the access road for the proposed development be made via Dynes Rd.

We are also concerned about the number of construction vehicles that might access the development through Oakhurst and Maplehill Dr, causing excess noise and vehicle traffic. We ask, if the development receives permission to go ahead, that construction vehicles be able to access the site via Dynes Rd. for the duration of the project.

We are hopeful that the City of Burlington will decide that the proposed development be allowed as proceed as a low density zoning and not medium density and that access to the development be via Dynes Rd.

---

**From:**

**Sent:** Saturday, October 29, 2016 2:51 AM

**To:** Hefferton, Mark

**Cc:** Dennison, Jack

**Subject:** 607 Dynes

Good Day Mark and Jack,

I am writing as a follow up to the meeting held Oct 13, 2016 regarding the re-zoning proposal for 607 Dynes.

I appreciate the time and patience that you have both taken to ensure that this neighborhood is well informed and that we understand all of the process involved. I am taking this opportunity to express how the proposal will impact my family and our home.

Below, i have highlighted some concerns with regards to the proposal that affect me both on a personal and professional level. I have tried to keep each point as brief as possible.

1. I am very worried about the traffic that would be caused by the proposed entrance on Maplehill. My wife and I purchased this house because of its location on the quiet cul-de-sac.

Between Oakhurst and the top of Maplehill there are 9 residences with 14 vehicles.

The projection of 40 to 50 cars being added to this stretch of road represents a significant increase (over 400% more traffic).

This also poses a concern to my wife and I, as we have a 2 year old son, and we would like to see the road remain quiet for his safety as he grows up.

2. The street itself already undergoes a number of changes throughout the year, and these do not seem to be properly reflected in the traffic report. For instance, during the fall leaf collection, the large trees in our neighborhood produce a hefty amount of leaves, which become piled on the roadsides, and this narrows the street quite considerably.

In the winter, we are one of the last streets to receive snow removal. This is not usually an issue since there are currently very few cars using the Maplehill cul-de-sac between Oakhurst and north. The snow plows will usually start at the foot of Maplehill and pile the snow to the north (where the current dead-end sign is located). Now that an entrance way is proposed there, the snow piles will

have to be put somewhere else, or removed by dump truck. There is very little space on the north end of Maplehill due to the constraint of the hydro path to the east, which forced the layout of the cul-de-sac to appear as a backwards "P".

I fear that the combination of traffic increase and snow removal timing is going to cause alot of congestion for all residents.

3. The traffic study conducted does not reflect the current situation of the Dynes area. Since the study, the "New Street Diet" program has started, forcing traffic up into the quiet streets of Cumberland and Dynes. I feel this was not reflected in the estimates for traffic increase. Although the traffic report boasted the decrease in traffic due to the school closure, I believe this has already been offset by the increase caused by the "new Street Diet" program.

4. The proposed number of units for 607 Dynes does not conform with the surrounding area. The entirety of Maplehill drive is made up of single story bungalows (some had extensions built over the years, but all are the same basic shape). The current residents are quite spaced out from each other, and the proposal for a medium density, with a hidden cul-de-sac entrance way, is very out of place within the community. This feels like an unnecessary amount of housing being squeezed into such a small out of the way plot of land. It seems like an excessive ask by the developer.

5. The noise that would be generated by construction, increased traffic, more residents and the throughway walking path to the high school (as a result of this proposal) are a further concern to me. I am self-employed as an independent consultant working with international clients. This involves a lot of "tele-commuting" and working from my home office. This past summer the noise and disruption caused by the road re-work on Maplehill caused me a great deal of stress professionally, and left me in a scramble to find suitable locations to conduct business. If I am forced to begin to rent out office space elsewhere, it will cause a considerable impact on my business revenue.

6. The entranceway to 607 Dynes being through Maplehill drive is my other major concern. It does not seem like any other options were explored (no evidence of this exploration was presented). Further to this, if the entranceway was always entitled to Maplehill why does the address remain Dynes? The placement of the entranceway is one of the biggest issues I have with the proposal. I am only 4 houses away and directly impacted by its placement.

I hope that council can consider my points above in reviewing the 607 Dynes proposal. I look forward to being a continued part of this process.

Regards,

---

October 28, 2016

Mr. Hefferton,

Although the Ontario Places to Grow Act dictates that many community in Ontario needs to increase its population, now mostly through intensification in Burlington, Developers need to be aware of the impact of what new development will have on an existing community and propose development that will be the best fit for that community. I do not believe that the current proposal is the best fit for the community. In this case, the developer is adding 25 units to the already existing community of 34 single family dwellings, an increase of almost 75%.

Although, I am not directly impacted by the new development I do have concerns regarding this increase in density.

- Flooding – in light of the recent flooding in Burlington and more specifically in the Dynes neighbourhood, does the existing stormwater and wastewater infrastructure have sufficient capacity to accommodate twenty-five 2-3 bedroom units? What will be put in place by the developer, by the City, and by the Region to mitigate the risk?
- Traffic – this development will almost double the amount of cars travelling in the immediate community and outward. The traffic study provided by the developer indicates how traffic will increase in the immediate neighbourhood but does not provide data of what the existing flows are. As well, it indicates that there will be a decrease in traffic along Dynes Road but it fails to indicate what the traffic the school currently generates. What traffic calming measures will be put in place to ensure that the immediate community remains a safe, family-friendly environment so that the existing residents can continue to enjoy their homes as they do now?
- On-Street Parking – With any townhouse complex there is always an issue with visitor parking. With the proposed zoning change and an exception from RM2 zoning for visitor parking and the issues that visitor parking townhouse complexes usually have, what will the City do to help alleviate the increase in street parking that this neighbourhood will see? Will the City put conditions on the Condo Corporation that will help prevent abuse of their visitor parking?
- Rezoning – the proposed exceptions in setbacks and parking will have an immediate impact on the neighbourhood. This results in a complex that is too dense for the surrounding neighbourhood and takes away from the privacy and enjoyment that the residents have previously enjoyed. Keeping the current zoning will provide new dwellings to the neighbourhood that is in-line with the surroundings. Even similar zoning as the cluster homes on Dynes Road would be more in keeping with the existing neighbourhood.
- Interior Road – is the proposed 6.0 metre wide road sufficient for emergency services, waste management, and other service vehicles to traverse without issue in the winter? Snow storage is an issue with townhouse complexes and the current proposal seems insufficient and issues will arise.
- Communication – At the meeting, I was appalled to hear that not all the residents in the immediate area of Maplehill/Oakhurst/Willow did not receive communication regarding this development. The 120m communication catchment area stated by City Staff was insufficient in this situation. This limit needs to be reviewed and revised. It was also mentioned that there were two proposals but there was no further information provided on this item.

I hope the City will reject this proposal and that the Developer can work with the City and community to propose a development that is in keeping with the surrounding neighbourhood and existing zoning without asking for exceptions.

Sincerely,

---

October 26/2016

Dear sir

Being a resident of Woodward Avenue and bordering the rezoning permit that has been submitted on behalf of the builder, I wish to bring to your attention a number of reasons that would highlight my strong objection to the rezoning of the land presently occupied by the school.

Above all else, the building of town houses adjoining our property will undoubtedly cause a big decline in the value of our own property. Further, I see no reason for the council change the designation of the area, just to satisfy the greed of a builder who should be satisfied with the present designation and reassess his building plans to fit the present designation.

As well, we are surrounded by schools all around us on Woodward Avenue, children of all ages, some as young as 5 years old utilise the roads on a daily basis to go to and from schools. The addition of so much traffic from the building of so many town houses in a very restricted area will create unnecessary traffic hazard to the children. During the recent information meeting that was held at the school. I was stunned to hear fairy tales about the number of cars that would be added to the area. I Have taken the opportunity to visit recent town house areas that have been added to the downtown area, and counted the number of cars each house had parked outside the property. I can assure you that each house had a minimum of two cars parked in front and some as much as four cars. This did not include cars that were parked in designated parking areas.

When we decided to purchase a house in Burlington and specifically in Woodward Avenue, we studied the area all around and decided to purchase the house we live in, because we saw no town houses around and because our child would be able to walk to school without any fear of being run over by fast moving traffic or the density of traffic. As well, we took into consideration that we backed unto a school yard and were guaranteed peace and quiet during the weekend and bank holidays. The building of townhouse immediately bordering our backyard will alter this drastically. Presently our



back fence is linked to the school fence and the ground depth between our back yard and that of the school differs in depth by almost a foot. Building a property that would be no more than thirty feet away from our back yard would infringe on the quiet and privacy that we looked for when we purchased this house.

It is my understanding that the purposes of the council is to first ensure the welfare and satisfaction of its present inhabitants who have consistently paid their taxes despite the unreasonable increase tasked on them simply because the council estimates that their property has increased in value. This in spite of the council not taking into consideration that the income of said citizens who have retired a number of years previously, have no way to increase their income to absorb the increase hefted on them by the council. As a resident of Burlington I have consistently paid the tax increases lumbered on its citizens by the council without any objection. Always assuming that the council had the best interest of its citizens at heart and would take all necessary steps to ensure their welfare. Rezoning a land just to satisfy a greedy builder despite the objection of every person living in the immediate area surrounding the said property is not what I would consider a caring council seeking the welfare and benefit of its citizens.

This action if adopted by the council will force me to seriously think of relocating and I would not think it beyond reasonable expectation that if during said sale, the property is down valued by a hefty amount, then it would only be a reasonable expectation for the council to find itself in court answering questions as to why it chose to ignore every inhabitant in the area and chose instead to satisfy the need of one lone builder.

---

**From:**

**Sent:** Monday, October 24, 2016 7:53 PM

**To:** Hefferton, Mark

**Subject:** Application for 607 Dynes Road, Official Plan and Zoning Amendments

Having reviewed information at [www.burlington.ca/607dynes](http://www.burlington.ca/607dynes), I would like to comment on the following sections:

Built Environment

"the proposed condominium road connects to Maplehill Drive, which would result in a grid-based neighbourhood, rather than a cul-de-sac (presently) which in turn can increase walking, cycling and reduce vehicle use". You must be kidding. How will this be a positive for the residents on Maplehill and adjoining streets. Nobody goes anywhere in this area without using their car.

Mobility"enhancing the street connectivity provides active transportation users more direct routes, thereby reducing travel time to their destination". Hello! The residents on Maplehill Drive and adjoining streets have no need for more direct routes or connectivity!

"the connectivity between the existing and newly proposed road offers connections to the surrounding neighbourhoods and amenities". Are you for real? Opening the cul-de-sac will have disastrous affects on the quiet, solitude, pollution, noise and other nuisances we currently don't have to contend with.

I don't know who writes this rubbish trying to justify opening a cul-de-sac to traffic. We don't need traffic wiith a potential of 50 additional cars a day parading back and forth unceasingly, creating horrendous hardship on the present homeowners.. Is this your idea of contributing to a healthy environment.?

There is now way you can sugarcoat this project by telling us how much better off we will be by opening our cul-de-sac to this disgusting project. All for the financial benefit of one person to the horrific expense of many many others deserve to be heard.

---

October 20, 2016

**Subject:** Official Plan Amendment and Rezoning Application to construct 23 residential townhomes and a semi-detached dwelling unit.

**Address:** 607 Dynes Road

**File:** 505-04/16 and 520-10/16

### **Comments and Concerns**

This application for re-zoning to medium density requires a great many variances to the medium-density zoning specifications. Although a few of the variances are minor, a large portion of the variances are in the 50% to 60% area. All these changes are for the benefit of the developer in order for him to get maximum coverage of the property.

This development is without any consideration to the surrounding, long-established neighbourhood of single-family homes.

The removal of 66% of the trees will have a detrimental environmental effect.

The twenty-five homes will have approximately fifty cars which will affect both the traffic on Maplehill, Oakhurst and Willow Lane and ultimately Dynes Rd. as well. The increase in traffic will also impact the environment.

Council has three options:

- Approving the zoning application with its multiple variances.
- Approving the zoning without any variance changes.

- Or, council could opt for the do-nothing approach and thereby turn down the application.

We believe that if the developer stayed with the current zoning, i.e. low-density, and built cluster homes as are presently on Dynes Rd. just south of the current property, much of the opposition to the proposal would disappear.

There are also many other concerns regarding water runoff since there was flooding two years ago in this area.

In addition, the address of the school has always been a Dynes Rd. address, so it was very surprising to hear that they did have access to Maplehill.

We anticipate that we will be kept informed of the progress of this application as it occurs.

Sincerely,

---

**From:**

**Sent:** Saturday, October 15, 2016 3:45 PM

**To:** Dennison, Jack; Grimshire, Francine; Hefferton, Mark

**Cc:**

**Subject:** 607 Dynes Road

Good afternoon,

We are writing following the meeting October 13th. Firstly, we would like to apologize for the behavior of some of the residents present at the meeting. We are quite embarrassed and sorry that some of the members of the community took an aggressive and impolite approach during the meeting.

Please find attached our documentation in opposition to the application by DiCarlo for your review and consideration.

Kind regards,

---

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

From:

To: "mark.hefferton" <[mark.hefferton@burlington.ca](mailto:mark.hefferton@burlington.ca)>

Date: October 14, 2016 at 4:02 AM

Subject: 607 Dynes Road application for rezoning re residential project

Attention: Mark HEFFERTON and Jack DENNISON

Gentlemen,

First and foremost we would like to apologize for any rude or out of order remarks, comments and the like made at the meeting dated October 13th 2016 by members of my community and hope you will pass on this apology to the applicant.

We will keep this short and concise.

The new owner(s) of 607 Dynes Road are within their rights as purchasers of the property to develop it and re-sell residential units on this .54 hector parcel of land.

As our City Representatives you are bound to balance our legitimate concerns as residents while keeping the City of Burlington's interests in mind.

That being said this area is lawfully zoned "low density residential" and the current 35 homeowners on Maplehill, Oakhurst, and Willow Lane must therefore tolerate the building of new housing within the current political state of affairs.

The issue at the center of this controversy is the maximum permitted new residential homes on the "sold land" far exceeds the low density parameters and therefore will never be accepted by residents including us..

I propose as per current residential zoning conditions the following:

- 1) A total of **12 to 13 single and/or semidetached new residential units. (The lawful maximum allowed as per zoning)**
- 2) **Two (2) three-way stop signed intersections, one (1) at Oakhurst and Maplehill and one (1) at Dynes and *Willow Lane* to control traffic flow for the safety of residents/students accessing the neighbouring schools and the green belt entrance via Willow Lane.**
- 3) **That during the construction of the new units the builder's access to the project be made via the sellers property (the Church) until completion or near completion of the project so to not damage the newly built roads/curbs and reduce hardships to current residents.**
- 4) **That a secondary access road (private road) be negotiated through the existing civic address of the Church situated at 607 Dynes Road for safety and traffic flow reasons. (Police, Fire, Ambulance)**
- 5) **That the opening to the Maplehill access for the new units only be opened towards the end of the project.**

We strongly believe that these propositions will result in all the involved players reaching a reasonable consensus and appease the owners specifically living on Maplehill directly adjacent to the project.

As things usually go we understand that some involved will still have reservations/objections but we believe these recommendations to be constructive and fair.

It is our hope that you will respectfully bring forth these propositions to all involved stakeholders.

Best Regards

---

**From:**

**Sent:** Thursday, October 13, 2016 10:44 AM

**To:** Hefferton, Mark

**Subject:** Maplehill Drive

Dear Sir:

As a resident of Maplehill Drive I would like to express my concerns about Di Carlo's plans to build townhomes behind Calvin Christian Church on Dynes Road.

Firstly, it concerns me that from the file dates shown on the documentation, it is apparent that the City has been co-operating with Di Carlo since April, without any hint of what was to come being divulged to the residents. To say the least this makes one think of collusion: it seems that Burlington's Official Plan is not worth the paper it's written on and that amendments can be made for the highest bidder!

There is absolutely no need to destroy the Maplehill cul de sac, since access to the new development already exists from Dynes Road, as it does for the current school. There is also no need for the wilful destruction of so many old and beautiful trees.

Since changing the area from low density to medium density is automatically going to reduce the value of the properties on Maplehill, can we expect some form of compensation for our loss? Since this has been an assessment evaluation year, can we expect a re-evaluation to reflect the deliberate devaluation of our homes?

I realise that trying to protect the neighbourhood from unwanted change is a complete waste of time (memories of trying to save the original farmhouse on Dynes Road and more recently trying to save Cumberland Park) but I just had to get my disgust of this arrangement off my chest.

---

**From:**

**Sent:** Thursday, October 13, 2016 8:48 PM

**To:** Hefferton, Mark

**Cc:**

**Subject:** 607 Dynes file 505-04/16 and 520-10/16

Hello Mark,

Thank you for your informative presentation this evening.

I am a resident at 576 Dynes Rd and live in very close proximity to the church (across from 581 Dynes). I am concerned about the following items:

-**traffic impact** to Dynes Rd (I don't believe the traffic engineers accurately reflected the amount of traffic on Dynes, especially on Saturdays when I won't let my kids ride their bikes for the volume of fast moving cars cutting up from New St to the mall area (or vice versa))

-**noise, traffic and dust** pollution during the construction period

-length of the **construction period** for this many homes

-the **safety** of residents at the proposed location and immediate surroundings in case of fire, evacuation, etc.

-the **proximity** of homes and yard size proposed is too small for the proposed development in keeping with **local feel**

-**parking, parking, parking.** Let's be realistic, town homes have garages but nobody uses them. Driving through a neighbourhood of med density town homes in North Burlington proves, they squeeze 2 cars on a driveway and street parking is full. Parking during construction will impact our neighbourhood and once built will continue to be an issue because of lack of visitor spaces

-581 Dynes is a condo maintained property and **drainage** has been an issue ever since they were built. As a ~~owner~~ resident, I am not convinced the existing infrastructure will support this many homes

I would be in agreement with a proposal that maintained the existing **low density** by-law for single dwelling homes **without variation**. This would extend the road from the existing dead end, allowing for a continued flow to the feel of the neighbourhood.

Essentially, it is putting a freeway of activity onto very quiet streets. People want to maintain the quiet nature of their surroundings. This permanently disrupts the nature of our neighbourhood.

Thank you,

---

**From:**

**Sent:** Tuesday, October 11, 2016 11:24 AM

**To:** Hefferton, Mark

**Subject:** 607 Dynes Road, Burlington. files 505-4/16 and 520-10/16

Hi Mark,

I want to voice my opposition to this proposed development on the grounds it will destroy the current ambience.

I certainly oppose the re zoning to develop approx 25 town homes as that would look out of place. The current zoning that allows detached homes would still be an eyesore but if this were to happen then the access should be from Dynes Road as that is the address, or from Woodward Avenue.

Access from Maplehill Drive should not be an option as this is a cul-de-sac and should remain so. The added burden of potentially 50 extra cars is not a safe option regardless. There are many children that would be put in danger with that extra traffic.

I accept houses might need to be built but there needs to be common sense included and accessing any development from Maplehill Drive makes no sense and does not concur with the current friendly environment.

I will venomously oppose any access from Maplehill Drive along with many others.

For the record my name is....., Burlington.

Thanks for the opportunity to voice my concerns.

---

October 10, 2016

REZONING SCHOOL PROPERTY AT 607 DYNES ROAD, BURLINGTON

Mark: I'm sending you a couple additions to the letter I have already sent. The people in the Maplehill, Oakhurst, Willowlane & Woodward area are very upset about this application. We don't want our way of living changed with this development.

- THE ZONING OF THE PROPERTY SHOULD REMAIN LOW DENSITY

- MAPLEHILL DRIVE CUL DE SAC REMAINS A CUL DE SAC

Traffic will be significantly increased on Maplehill, Oakhurst & Willowlane due to upwards of 50 plus cars coming and going from one entrance.

- ADDRESS OF PROPERTY SHOULD REMAIN 607 DYNES ROAD

---

**From:**

**Sent:** Wednesday, October 05, 2016 6:15 PM

**To:** Hefferton, Mark

**Subject:** Re: application to rezone school property at 607 Dynes Road

Dear Mr.Hefferton,

We reside at ..... and we acknowledge the application for rezoning in order to build 25 townhouses.

1. We strongly oppose the re-zoning to medium density as we purchased a home in a low density residential neighbourhood not a medium density one.
2. We are not opposed to the building of low density residential housing.
3. We would like to explore the feasibility of a secondary road access to a low density residential development through the church property in additon to the Maplehill access.
4. Due to increase traffic flow we would like to propose a stop sign on Dynes at Oakhurst or on Dynes at Willow Lane.
5. Furthermore due to the fact that Oakhurst Rd and Willow Lane are streets used by children to access St.Pauls and Assumption, we recommend traffic calming aparatus, (ie. Speed bumps) on these two streets.

In closing, we understand the right and need to develop residential housing, but strongly oppose the increase from low to medium density as proposed in this project.

Thank you,

---

**From:**

**Sent:** Tuesday, September 20, 2016 10:57 PM

**To:** Hefferton, Mark

**Subject:** 607 Dynes Rd - Zoning amendments

Mr. Mark Hefferton,



I am writing this to formally state my objection to the planned rezoning and development for 607 Dynes Rd. As a resident of .....I feel that the change from low to medium density is directly in opposition to the character of the neighbourhood and of South Burlington in general. I do not think it would be overstating it to say that the vast majority of the neighbourhood residents purchased homes in the area at least in part because of the quiet, low traffic, low density nature of the streets as they are currently zoned. The greenspace afforded behind and beside Maplehill Dr is also a beloved feature to the residents. I am very concerned that a new development such as the one proposed would be a direct threat to the quiet neighbourhood we all love, as well as being significantly detrimental to the appearance of the neighbourhood and the market value of our homes.

Specific concerns include noise levels, potential loss of trees and greenspace, compromised municipal services, increased pollution, increased overflow parking on Maplehill drive especially and a potential further deterioration of property values if a number of the proposed townhouses are used as income properties by the purchasers, which could lead to the erosion of the community oriented feeling that long term residents have built on our block.

Similarly, I highly value the quiet and very private nature of the cul de sac and feel that opening Maplehill Dr as the main thoroughfare to the proposed development would unquestionably and irreparably harm mine and my fellow residents' enjoyment of our own properties.

Along these lines, in addition to my objection to the proposed rezoning, I would like to strongly suggest that rather than opening Maplehill Dr to the new development, the thoroughfare be made through the hydro corridor out to Woodward Av instead. It is already much more of a main artery and I see no reason why the peace and quiet of the long term residents of Maplehill, Oakhurst and Willow should be destroyed when there is so obvious an alternative which would not cause disruption to anyone.

In conclusion, I strongly urge for the application as it stands to be disallowed and I am confident that I will not be alone in this sentiment. Burlington does not need an increase in higher density, cookie cutter subdivisions. The character and quiet lifestyle of our neighbourhood and of south Burlington should be preserved as much as possible.

Sincerely,

---