



SUBJECT: Statutory public meeting and information report regarding the Official Plan and Zoning By-law Amendment applications for 490 – 492 Brock Avenue and 1298 Ontario Street

TO: Planning and Development Committee - Public Meeting

FROM: Planning and Building Department

Report Number: PB-77/17

Wards Affected: 2

File Numbers: 505-02/17 & 520-08/17

Date to Committee: November 6, 2017

Date to Council: November 13, 2017

Recommendation:

Receive and file planning and building department report PB-77-17 regarding the official plan and zoning by-law amendment applications for 490-492 Brock Avenue and 1298 Ontario Street.

Purpose:

The purpose of this report is to provide background information for the statutory public meeting required under the Planning Act for Official Plan and Zoning By-law amendment applications.

The report provides an overview of the proposed applications, an outline of the applicable policies and regulations and a summary of technical and public comments received to date.

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

A City that Grows

- Promoting Economic Growth
- Targeted Intensification
 - Growth is being achieved in mixed use areas and along main roads with transit service, including mobility hubs, downtown and uptown.

- Burlington has a downtown that supports intensification and contains green space and amenities, has vibrant pedestrian-focused streets, is culturally active and is home to a mix of residents and businesses.
- Architecture and buildings are designed and constructed to have minimal impact on the environment reflecting urban design excellence that create buildings and public spaces where people can live, work or gather.
- Focused and Directed Population Growth

A City that Moves

- Increased Transportation Flows and Connectivity
 - Mobility hubs are being developed and supported by intensification and built forms that allow walkable neighbourhoods to develop.

REPORT FACT SHEET

RECOMMENDATIONS:		<i>None. Statutory Public Meeting</i>	Ward No.:	2
Application Details	APPLICANT:	<i>The Molinaro Group</i>		
	OWNER:	<i>The Molinaro Group</i>		
	FILE NUMBERS:	<i>505-02/17 & 520-08/17</i>		
	TYPE OF APPLICATION:	<i>Official Plan and Zoning Bylaw Amendments</i>		
	PROPOSED USE:	<i>22-storey mixed use building with commercial/retail and residential uses.</i>		
Property Details	PROPERTY LOCATION:	<i>Southwest corner of Brock Avenue and Ontario Street</i>		
	MUNICIPAL ADDRESSES:	<i>490 – 492 Brock Ave & 1298 Ontario Street</i>		
	PROPERTY AREA:	<i>0.22 hectares (0.55 acres)</i>		
	EXISTING USE:	<i>Residential / vacant</i>		
Documents	OFFICIAL PLAN Existing:	<i>Downtown Mixed Use Centre – Downtown Residential Medium and/or High Density Precinct</i>		
	OFFICIAL PLAN Proposed:	<i>Site specific amendment to permit increased density</i>		

	<p>ZONING Existing:</p> <p>ZONING Proposed:</p>	<p><i>'H-DRH' – Holding – Downtown High Density Residential)</i></p> <p><i>Modified 'DRH' with site specific exception</i></p>
<p>Processing Details</p>	<p>NEIGHBOURHOOD MEETING:</p> <p>PUBLIC COMMENTS:</p>	<p><i>September 27, 2017</i></p> <p><i>Staff have received 4 emails, 3 neighbourhood meeting comment sheets, and two letters.</i></p> <p><i>Note: Some constituents sent multiple letters</i></p>

Background and Discussion:

The purpose of this report is to provide an overview of the proposed applications, an outline of the applicable policies and regulations, and a summary of the technical and public comments received to date. This report is intended as background information for the statutory public meeting. As such, no recommendations on the applications are being made at this time.

Site Description

The subject applications apply to three properties, known municipally as 490 – 492 Brock Avenue and 1298 Ontario Street, which the applicants have assembled. These lands comprise the southwest corner of Brock Avenue and Ontario Street. 1298 Ontario Street currently contains an existing single detached residential dwelling, while the other two properties are currently vacant of any buildings or structures. The subject lands comprise a total area of approximately 0.22 hectares (0.55 acres). Assembled, the subject lands have a total frontage of 48 metres along Brock Avenue and 45 metres along Ontario Street.

To the north of the subject properties are high-density residential uses (i.e. apartment buildings); to the east is a surface parking lot and a hydro corridor; to the south is a high-density residential use (i.e. apartment building); and to the west is a surface parking lot and a number of single detached residential dwellings. Surrounding land uses are shown in the Location / Zoning Sketch attached as Appendix 1 to this report.

Description of Applications

On August 11, 2017, the Planning and Building Department acknowledged that complete applications had been received for Official Plan and Zoning By-law

amendments for 490 – 492 Brock Avenue and 1298 Ontario Street. The applications propose the development of a 22-storey mixed use building with 186 square metres of ground floor retail / commercial space fronting onto Ontario Street and 170 residential units as illustrated in Appendix II – Detail Sketch. There are 4 levels of underground parking being proposed with vehicular access being provided from Ontario Street. A total of 185 parking spaces are being proposed for the residential component of the building. The proposed building also contemplates outdoor terracing (amenity space) on the 22nd floor (rooftop amenity terrace).

Technical Reports

The following technical reports were submitted in support of the applications:

- Site Plan & Architectural Plans, prepared by Graziani & Corazza Architects Inc, dated July 2017;
- Landscape Plans, prepared by Seferian Design Group, dated June 2017;
- Tree Inventory Report, prepared by Arborwood Tree Service Inc., dated May 2017;
- Planning Justification Report, prepared by Fothergill Planning & Development Inc., dated July 2017;
- Urban Design Brief, prepared by Graziani & Corazza Architects Inc., dated July 2017;
- Noise Study, prepared by HGC Engineering Ltd., dated June 2017;
- Shadow Study, prepared by Graziani & Corazza Architects Inc, dated July 2017;
- Pedestrian Wind Study, prepared by RWDI Inc., dated June 2017;
- Transportation Impact Study, prepared by Parsons, dated July 2017;
- Parking Justification Report, prepared by Parsons, dated July 2017;
- Functional Servicing Report, prepared by S. Llewellyn & Associates Ltd., dated June 2017;
- Preliminary Grading & Servicing Plan, prepared by S. Llewellyn & Associates Ltd., dated June 2017;
- Environmental Site Screening Questionnaire;
- Geotechnical Investigation Report, prepared by Landtek Ltd., dated June 2017

The applications along with these materials have been circulated to various departments and agencies for technical review. The applications remain under technical review, with only a limited number of comments received at the time of finalizing this report (comments included below in the Technical Review section). The technical reports can be accessed and reviewed on the City's website at www.burlington.ca/492Brock.

Discussion:

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; Places to Grow, Growth Plan for the Greater Golden Horseshoe, 2017; Halton Region Official Plan; City of Burlington Official Plan, and the City of Burlington Zoning By-law 2020.

Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating the development and use of land. The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The PPS focuses growth and development within settlement areas while encouraging the wise management and efficient land use and development patterns.

Decisions affecting planning matters made on or after April 30, 2014 “shall be consistent with” the PPS.

Growth Plan for the Greater Golden Horseshoe (2017)

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. The Growth Plan provides a framework for implementing the Province’s vision for building stronger, prosperous communities by better managing growth. The Growth Plan intends to build towards the achievement of complete communities that are compact, transit-supportive, and make effective use of investments in infrastructure and public service facilities. The Plan focuses on building complete communities that are well-designed, offer transportation choices, accommodate people at all stages of life and have the right mix of housing, a good range of jobs and easy access to stores and services to meet daily needs.

Halton Region Official Plan

The subject property is designated Urban Area. The Urban Area is where urban services (municipal water and/or wastewater systems or components thereof) are provided to accommodate concentrations of existing and future development.

The Regional Official Plan states that permitted uses shall be in accordance with local Official Plans and Zoning By-laws. In addition, all development shall be subject to the policies of the Regional Official Plan.

City of Burlington Official Plan

The subject lands are designated as Downtown Mixed Use Centre and are further specified as being within the Downtown Medium and/or High Density Precinct designation.

According to the Downtown Mixed Use Centre policies, the Downtown shall be re-developed through the infilling of existing surface parking lots, the rehabilitation of existing buildings and the intensification of under-utilized lands and buildings, in keeping with its role as Provincial Growth Centre, ensuring that such development shall encourage transit use and that an adequate supply of parking is provided. Objectives include establishing the Downtown as a Mixed Use Centre composed of retail, service, office, public and residential uses while providing a focus and source of identity in the context of the City as a whole.

The objective of the Downtown Residential Medium and/or High Density Precinct is to recognize the variety of the existing residential medium and/or high density development that currently exists within these precincts and to provide for future medium or high density residential development or redevelopment which is compatible with the existing development.

The Downtown Residential Medium and/or High Density Precinct designation permits ground or non-ground oriented housing units ranging between 26 and 185 units per net hectare. The proposed development would exceed the maximum permitted density range with a proposed density of approximately 773 units per net hectare.

The Official Plan sets out that all development and redevelopment in the Downtown Residential Medium and/or High Density Precinct shall be compatible with the existing character of these precincts and the neighbouring precincts with respect to matters such as heights, setbacks, massing, design and community features.

Draft New Official Plan – Downtown Burlington Mobility Hub

On April 6, 2017, staff presented a draft of the City's new Official Plan to Committee of the Whole, which communicates Council's vision and establishes strategic priorities for the City's growth management, land use and infrastructure.

The draft Official Plan does not contain policies for lands that are identified in the current Official Plan as: Downtown Core; Wellington; Old Lakeshore Road; Residential Medium and High Density, and some related policies.

Review of the existing downtown policies is required and is being completed as part of the on-going Mobility Hubs study. The City's Strategic Plan emphasizes the importance of mobility hub lands, which are described as "a location with several transportation options. A concentrated point for such features as transit, employment, housing and

recreation”. The Strategic Plan contains guidance to direct growth and intensification to the downtown and each GO station and to undertake area specific plans for each hub.

The City has initiated the Mobility Hub Area Specific Planning process, which presents an opportunity to prepare new downtown policies and incorporate them into the new Official Plan. The public engagement program commenced in the Spring of 2017 and will extend into the Fall of 2017. Draft new downtown Official Plan policies will be brought to the public and Council for consultation, prior to incorporating them into the proposed new Official Plan.

The on-going Mobility Hubs Area Specific Planning process has identified the subject site within the Tall Residential Precinct. The Tall Residential Precinct is a new precinct created out of the existing Downtown Residential Medium/High Density Precinct. The Tall Residential Precinct reflects the existing built form in the precinct.

The Tall Residential Precinct is intended to primarily accommodate existing residential developments that are 12 storeys or higher and located at the periphery of the Downtown Mobility Hub. Limited development opportunities could exist within the precinct, which will be expected to enhance the street level experience for pedestrians through the incorporation of building podiums containing commercial and/or ground-oriented housing.

While the framework for the Tall Residential Precinct is generally intended to reflect the existing built form, some new policy directions are proposed to provide opportunities for limited infilling including the integration of new ground-oriented housing formats such as adding townhouse podiums at the base of existing buildings; introduce permissions for commercial activities at grade and require Transportation Demand Management (TDM) and mitigation measures within new development. The maximum building heights would continue to be established through the Zoning By-Law.

City of Burlington Zoning By-law 2020

The subject lands are zoned ‘Holding – Downtown High Density Residential (H-DRH)’, as shown in Appendix 1. The DRH zone permits an apartment building; a retirement home; offices in an existing building; and offices on the ground floor of a residential building. The DRH zone sets out a maximum building height of 22 metres and a maximum density of 185 units per hectare. The Holding Zone was put in place to encourage land consolidation.

The regulations for the DRH zone are listed below. For comparison, Table 1 lists the DRH zone requirements in comparison to the proposed development.

Table 1 – Zoning Regulations – Existing and Proposed

Zone Regulation	DRH Zone Requirements	Proposed	Relief Required
Minimum Lot Width	30m	45	No
Minimum Lot Area	0.1 ha	0.22 ha	No
Front Yard and Street Side Yard (Ontario St & Brock Ave)	6m	<u>Ontario Street</u> 4m	YES
		<u>Brock Avenue</u> 3m	YES
Rear Yard	7.5m	3m	YES
Side Yard	6m	13.4m	No
Yard abutting R1, R2, R3, DRL zones	15m	n/a	No
Density	50 units per hectare minimum 185 units per hectare maximum	773 units per hectare	YES
Height	22m maximum	79.2m	YES
Amenity Area	20m ² per unit	14m ² per unit	YES
Building Setback from a Creek Block	7.5m	n/a	No
Yard Abutting a Pipeline Easement	7m rear yard; 3m side yard	n/a	No
Parking	Minimum 1 occupant parking space per unit	170 occupant spaces (1 per unit)	No
	0.25 visitor parking spaces per unit (43 visitor parking spaces required)	0.08 spaces per unit (15 visitor parking spaces)	YES
Landscape Area	3m	To be confirmed	To be determined
Bicycle Parking	Minimum Retail, Service Commercial, Office, Institutional: 2 spaces plus	170	No

	1 space / 1000m ² GFA		
Visibility Triangle	6m x 6m	To be confirmed	To be determined
Below Grade Parking Structure Setbacks	An enclosed parking structure below grade shall be setback 3m from a street line	0m	Yes

Technical Review

On August 22, 2017, staff circulated a request for comments to internal and external agencies, including Halton Region. Formal comments on the applications were not all received by the time this report was being finalized. Agency comments will be addressed in the subsequent recommendation report.

Burlington Economic Development Corporation (BEDC):

BEDC is generally supportive of this application with particular note to the mixed use 186 square metre commercial component of the project.

Halton District School Board (HDSB)

HDSB has no objection to the proposed applications, as submitted.

Parks and Open Space – Capital Works Department

Adequate parkland is available to accommodate this development as Brock Park and Apeldoorn Park are located within a 0.8km distance from the site for a neighborhood park and Maple Park and Spencer Smith/Beachway waterfront Park is located within the 0.8km – 2.4km distance for a city/community park. As such we recommend cash-in-lieu of parkland dedication be applied for this development.

If this development is deemed good planning, we would encourage Section 37 community benefits for enhancements to surrounding parks.

Site Engineering – Capital Works Department

Site Engineering staff require several revisions to the submitted documents in order to complete a full review. Staff have also identified a number of additional reports and plans that would be required as part of the subsequent site plan process.

Transportation Department

Transportation Planning has reviewed the Traffic Impact Study (July 2017) and is satisfied with the Analysis Conclusions and Recommendations reached in the report.

Transportation Planning has reviewed the Parking Justification Report (July 2017) and is satisfied with the Conclusions reached in the report.

Transportation Planning is willing to support the deficiency of visitor parking (28 spaces) and the sharing of the visitor and retail parking spaces (15 spaces) on-site, as proposed by the applicant. Transportation Planning's support is a result of the municipal parking supply that is available in close proximity to the proposed development and which can be utilized by visitors to this site. As a condition of Transportation Planning's support for the deficiency of 28 visitor parking spaces is the provision, on the part of the applicant, for one (1) car share parking space and one (1) car share vehicle on the site. The applicant must secure an agreement with the City's preferred car share vendor, Community Car Share, for a period of at least 3 years.

A daylight triangle of 3m x 3m is required at the intersection of Ontario Street & Brock Avenue. A visibility triangle of 6m x 6m is required at the intersection of Ontario Street & Brock Avenue.

Halton Region

At the time of writing this report, comments from Halton Region had not been received.

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. A public notice and request for comments were circulated in August 2017 to surrounding property owners / tenants. Notice signs were also posted on the property, which depicted the proposed development. All technical studies and supporting materials were posted on the City's website at www.burlington.ca/492Brock.

Neighbourhood Meeting

A neighbourhood meeting was held on September 27, 2017 at the Burlington Performing Arts Centre and was attended by approximately 50 members of the public, the Ward Councillor and staff.

Comments included the following:

- Traffic & safety;
 - Increase in traffic volumes;

- Concerns about turning movements, especially onto Ontario Street, Elgin Street and Maple Avenue;
- Congestion during highway closures;
- Inadequate parking spaces to accommodate residents and visitors;
- Concern with building height;
 - Building height is not compatible with adjacent buildings and land uses;
 - Building height should conform to City's Official Plan and Zoning By-law;
 - Represents significant deviation from City's Official Plan and Zoning By-law;
- Concern with number of units / density;
 - Proposed development constitutes over-intensification;
- Support for proposed development;
 - Questions / comments about unit sizes and tenure;
- Concern about length of construction period and noise implications;
- Concern about sun shadowing and sky views;
- Negative impact to downtown charm and aesthetics;
- Concern regarding impacts to existing trees and vegetation.

Public Comments

Since the subject applications were submitted in August 2017, staff have received correspondence from members of the public regarding the proposed development. To date, staff have received 4 emails, 2 letters and 3 neighbourhood meeting comment sheets. The public comments received to date are included in Appendix 3. The general themes of these comments are:

- Traffic & safety;
 - Increase in traffic volumes;
 - Concerns about turning movements, especially onto Ontario Street;
 - Entrance location is a concern given proximity to other entrances along Ontario Street;
 - Traffic congestion could impact EMS access and reliability;
 - Downtown congestion during highway closures;
 - Pedestrian safety in this area is currently a concern which would be compounded;
 - Inadequate parking spaces to accommodate residents and visitors;
 - Concern with building height;
 - Concern about the potential impacts to existing trees;
 - Concern regarding the proposed reduced amenity area totals;
 - Concern regarding proximity to adjacent hydro lines and potential health implications;
-

Conclusion:

This report provides a description of the development applications, 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,

Kyle Plas, MCIP, RPP
Senior Planner – Development Review
905-335-7600 ext. 7555

Appendices:

- Appendix 1 – Location / Zoning Sketch
- Appendix 2 – Detail Sketch
- Appendix 3 – Building Elevation Sketch
- Appendix 4 – Public Comments

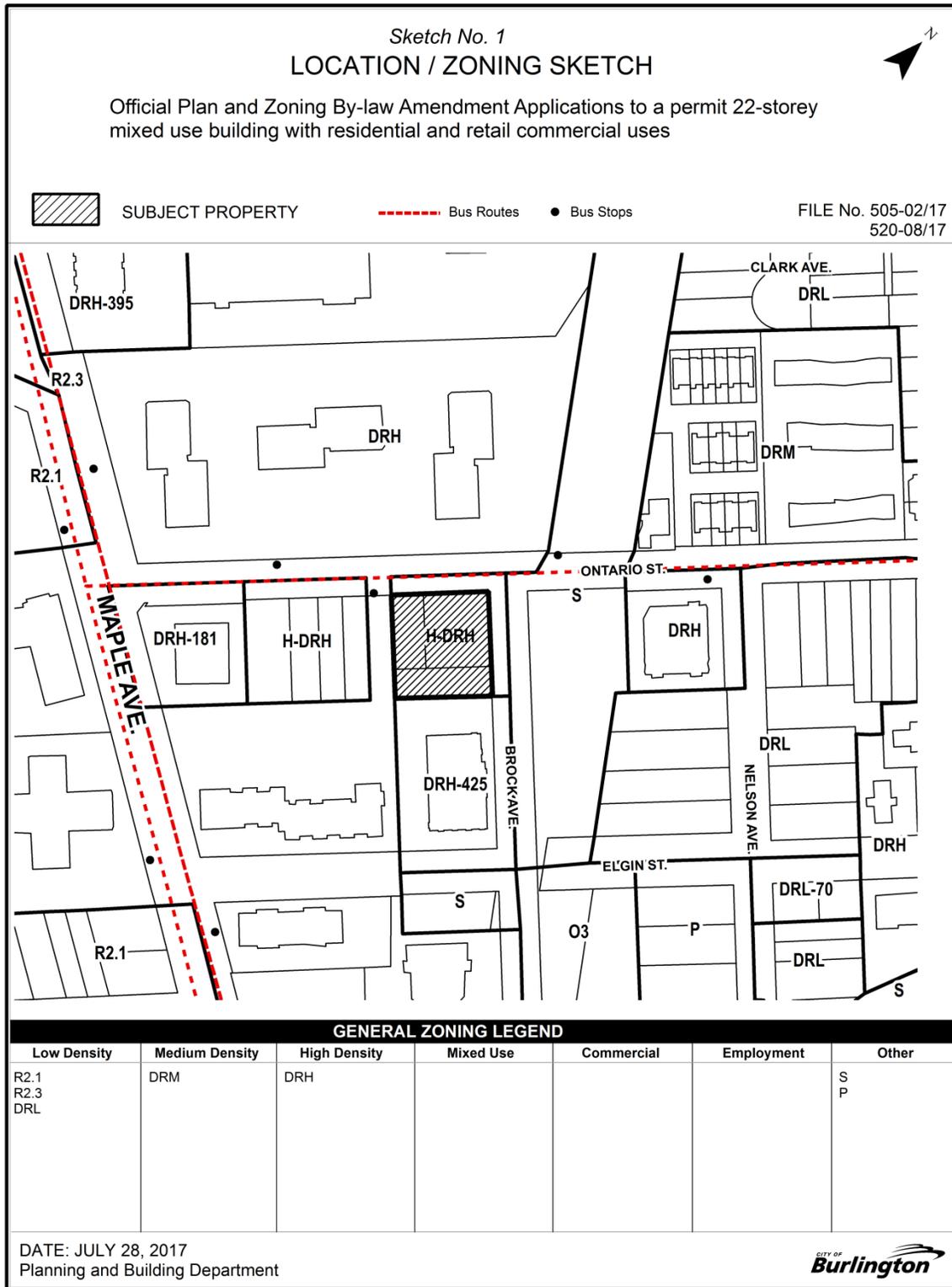
Notifications:

Vince Molinaro vincemol@molinaro.ca
Ed Fothergill edf@nas.net

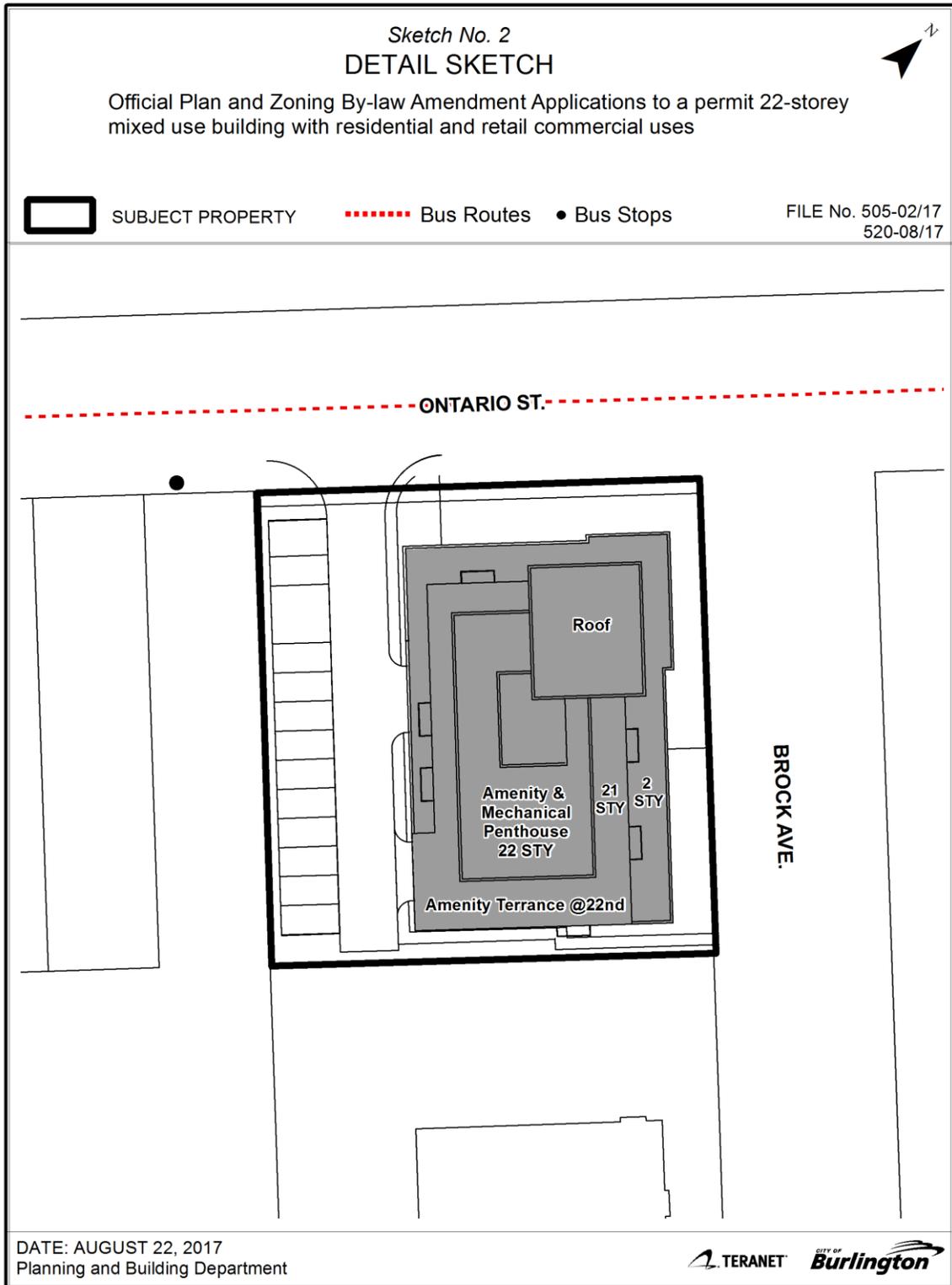
Report Approval:

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 – Location Sketch



APPENDIX 2 – Detail Sketch



APPENDIX 3 – Building Elevation Sketch

Sketch No. 3
ELEVATION SKETCH

Official Plan and Zoning By-law Amendment Applications to a permit 22-storey mixed use building with residential and retail commercial uses

FILE No. 505-02/17
520-08/17



DATE: AUGUST 22, 2017
Planning and Building Department

APPENDIX 4 – Public Comments

From: M Ansley [mailto:]

Sent: Wednesday, August 09, 2017 11:39 AM

To: Marianne Meed Ward; Plas, Kyle

Subject: 22 Storey Proposed Molinaro Dev. - 490 Brock Ave. - Tree Removal Questions

There goes Molinaro again, pushing the envelope from 14 stories to 22 PLUS removing old growth trees with the City's approval for its condo development at 472 Brock Ave.

It is well passed the time to stop this developer and others from destroying the history of downtown Burlington!

In the Planning Justification Report 7.0 Technical Studies 7.1 Tree Inventory:

Three trees found on the property,- “ one in fair condition...” , “two in good condition...”, Arborwood Tree Service's May 15, 2017 justification for removing them states

- Has poor structure due to Hydro pruning and may have to be cut to accommodate the development.
- Could pose a risk to future development.

Really? This is justification?

My questions to the City and our Councillor Marianne Meed-Ward are:

1. What is the timing of this tree inventory – before the landscape and architectural plans are submitted? If not, this is when the city should review and/or approve the results NOT after reviewing the architectural plans!
2. “Poor structure due to Hydro pruning” – gee whiz, if the tree doesn't look perfect let's just cut it down for Molinaro's building's image?

Marianne, I know and appreciate your efforts to preserve Ward 2's and the City's history, usually against all odds from the other City Councillors. Please keep up the fight on behalf of all Burlington residents!!!!

Marilyn Ansley - #1108, 456 Brock Ave., Burlington

From: [mailto:]

Sent: Monday, August 28, 2017 9:26 PM

To: Plas, Kyle

Subject: 490 Brock avenue development

Please don't allow this. We r loosing good environment of our city because these builders want to make money and destroying our culture and open space.I am against these proposols..thanks.rajesh bhardwaj

From: Nick Izzi [mailto:]
Sent: Thursday, August 31, 2017 4:13 PM
To: Plas, Kyle
Subject: 490-492 Brock Ave Proposed Building

August

30th 2017

c/o Kyle Plas

Burlington Planning and Building Department

Senior Planner for Development Review

PO Box 5013

426 Brant St.

Burlington Ontario

L7R 3Z6

I am writing for the concerns of the proposed construction of the complex for 490-492 Brock Ave area...the area does not need a complex of 24 stories...maybe 8 maximum...the construction is right beside the high tension electric supply lines and will generate radiation in some ways harmful to the incoming tenants, if we check some medical reports with health concerns...and with the health concerns aside...over the past years, Local Burlington residents in the Burlington Towers complexes, have seen their beautiful view of Lake Ontario, which the Ontario and Canadian Gov't have spent a fortune to clean the Lake up...to which it will...vanish from their sights...not to mention the growing traffic concerns and increase on our roads and the safety of the Population, the Waterfront area is just congested to Hell right now...and the alarming rate of time travel along the Lakeshore...is pathetic...the city of Burlington is over populating itself, and that will increase in the needs of additional staff and services, which no doubt will increase the cost to the City, increase the Budget and most likely, pass those costs onto the Population....it is scary how our land is being developed and at an alarming cost for home buyers to purchase...how much more can we overbuild near the waterfront and overpopulate the area...sometimes I wonder where the elected and City officials are going with this...

Regards

Nicola Izzi

~~"Our Future is not something We enter...Our Future is something We create"~~

Sept 3, 2017

Mr. Kyle Ples
Senior Planner
Burlington Planning & Bldg. Dept

re-File No.
505-02/17
5-20-08/17

Dear Sir-

I wish to register my objection to the proposed 22 storey hi-rise bldg at the corner of Ontario St. and Brook Ave. Apart from the fact it would exceed regulation height the major problem would be the addition of 185 cars being focussed onto Ontario St within a 50 ft radius of driveways immediately to the north and to the west which already handle over 800 cars. There would be a complete blockage of cars turning east and west, especially in rush hour traffic which is very heavy on Ontario St. This bottleneck would also very seriously inhibit access to all 3 Bldgs for the Fire Dept + EMS services.

As there already is a driveway matching up on the west side of 472 Brook which I understand has the same owner it

(over)

RECEIVED

SEP 07 2017

City of Burlington
Planning Department

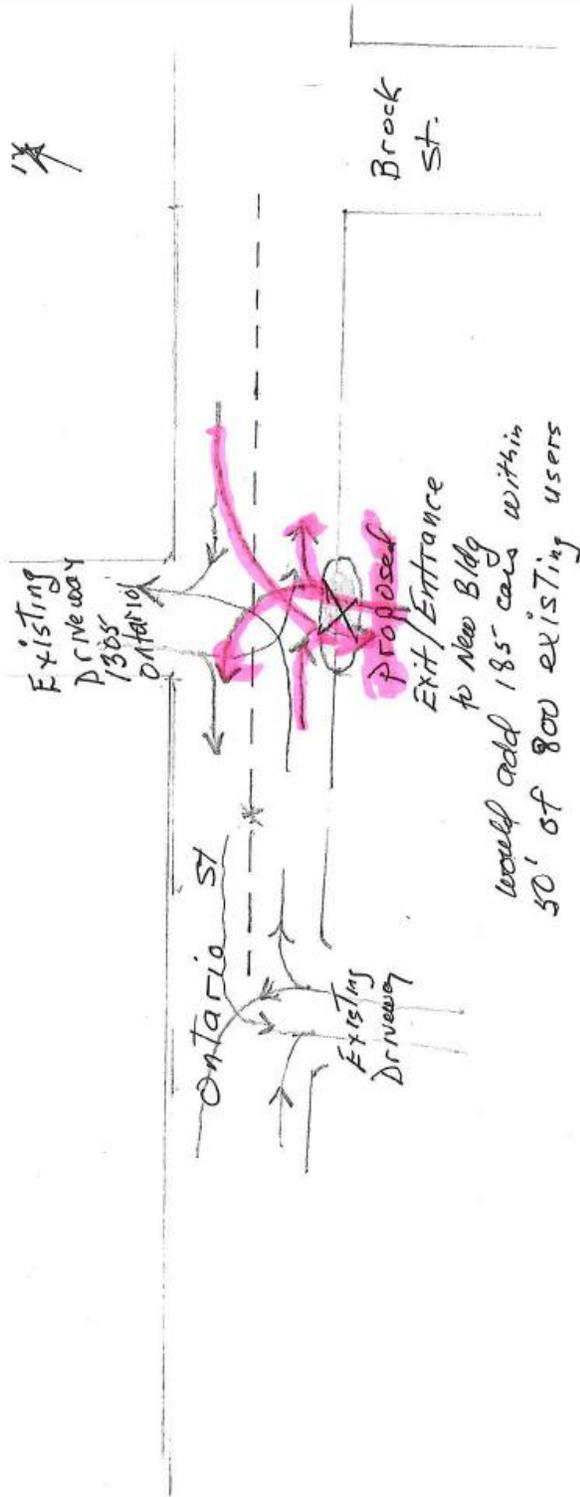
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would make more sense to remove the west end of wood fence and hook the two Malinara driveways together and instead of exiting on Ontario St would have a choice of turning east onto Brock or south onto Elgin - both of which is a clearer and less occupied routes and not adding more traffic to Ontario St.

Trusting this receives your consideration
Yours Sincerely

J Scotland
1508-1305 Ontario St
Burlington, ON.
L7S 1Y1

J AND M SCOTLAND
1305 ONTARIO ST., APT. 1508
BURLINGTON, ONTARIO
L7S 1Y1



Problem

Too many cars in small space (50' radius)

Inhibit access to Fire & Emerg. Vehicles

Solution - remove E-w fence @ S edge and

use Elgin end plus Brock for access

Benefits gives new Bldg New entrances

and does NOT add extra traffic to Ontario St.

RECEIVED
SEP 07 2017
City of Burlington
Planning Department

From: Lynn Haderlein [mailto:]
Sent: Tuesday, September 19, 2017 3:21 PM
To: Plas, Kyle
Cc: Meed Ward, Marianne; Gartside, Georgie
Subject: 490-492 Brock Avenue

Per Neighbourhood Meeting bulletin and direction to submit written comments to you regarding proposed development at 490-492 Brock Avenue, I have the following comments:

Proposed Change

- Reduce minimum parking requirements...what is minimum now? Do some people not get parking? No street parking. Where do they park?
- What is the minimum amenity area? What amenities are they presently supposed to provide?

Commercial Ground Floor - Where is parking for commercial on ground floor? What type of commercial? Will they need parking? How much?

Building parking access onto Ontario...this must be a misprint...has anyone looked at the conjunction of access/egress from 1305 Ontario Street and the visitor and resident access to the building on Elgin which uses the rear lane onto Ontario Street and now adding in access/egress from the proposed development at the same point...you may as well assign an accident reporting service booth nearby. Really out of order at rush hour, weekends, festivals at the park...it was a total nightmare during the fireworks...cars parking everywhere and making Uturns and trying to outmaneuver each other in the parking lots. Police must have been on vacation. There were near misses of people with baby strollers, dogs and out of control children. I trust this situation will not be repeated. It was reported to Marianne's office. I am sure further events will warrant sufficient coverage by authorities for the parking areas in the Ontario/Elgin/Brock parking lots and street congestion. By the way, you can add a bus stop into the mix...yikes.

Pedestrians...I might also add that many people who live in the building at Maple and Elgin use the rear lane for walking their children to school and also their animals. These people cross Ontario to get to the Hydro lands and to the schools

northerly from Ontario. Another potential for accidents as there are no crosswalks or lights.

I am sure these will be points for discussion at the September 27 meeting.

Thank you for considering my comments.

Lynn Haderlein
1305 Ontario Street, #1808
Burlington, ON

NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Official Plan & Zoning By-law Amendment Applications
Address: 492-492 Brock Avenue and 1298 Ontario Street
Files: 505-02/17 & 520-08/17

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

Height of the building
Increased number of cars on Ontario St
Infrastructure: can our water,
sewer & hydro current facilities
deal with the added volume & usage
Green space,
Change in air flow between buildings,
no fresh air coming in from the east
How will the parking accommodate all
the retail shoppers.
Such a drastic change to beautiful
area of Burlington
Pollution - quality of air
Safety, what will be done to address
that.

NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Official Plan & Zoning By-law Amendment Applications
Address: 492-492 Brock Avenue and 1298 Ontario Street
Files: 505-02/17 & 520-08/17

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

22 STOREYS - NO!!! WHY DO WE HAVE AN OFFICIAL
+ ZONING BYLAW
PLAN IF DEVELOPERS AND COUNCIL IGNORE
IT!
PRESERVE OUR DOWNTOWN HISTORY !!!

7-22?

OTHER PROPERTIES ON ONTARIO & ELGIN

TREES - PRIVATE TREE BYLAW

DOWNTOWN HOMES



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

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

NO LATER THAN: October 13, 2017

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

Name: MARILYN ANSLEY

Address: #1108-456 BLOOR AVE.

City: BURLINGTON, ON

Postal Code: ~~L7S~~ L7S 1M9

(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: Official Plan & Zoning By-law Amendment Applications
Address: 492-492 Brock Avenue and 1298 Ontario Street
Files: 505-02/17 & 520-08/17

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

Intensification is important, within reason. Going this far beyond the official plan feels ridiculous. I hope that council begins to take seriously the plan that Burlington has in place.

The number of units will add too many cars especially since this will not be the last development in the neighbourhood.

The surface parking doesn't seem adequate for both retail + visitor.

170 parking spaces aren't enough for the current # units. Traffic on Lakeshore is already a nightmare.

Pleading with council to abide by the official plan and allow amendments with sound judgement.