

Public Comments

From: [REDACTED]
Sent: Monday, October 02, 2017 10:52 AM
To: Hefferton, Mark [REDACTED]; Wendy Hope; Jen and Alex Burns; [REDACTED]; Alex Hope; Krista Kay; Caroline Burgess; [REDACTED]
Cc: Craven, Rick
Subject: FWD: Invitation to Public Meeting Re: 2100 Brant St. Proposed Development

Mark,

For the record I am 100% against this application to rezone this area. Why do we have to always change the zoning due to the greed and influence of corporations. This ultimately becomes the greed and influence of politicians representing these areas. If you took a poll and were honest with the constituents of Tyandaga 80%+ would not be in favour of this change. So why does it get changed? Are the government employees not suppose to represent the community to which they serve?

This area is zoned for low density for a reason. The community of Tyandaga is supposed to be a small quiet bedroom community. With the recent build up in Waterdown and other surrounding areas our neighborhood is starting to resemble the Indy 500. We have continually brought these concerns to Rick with little to no action. e.g. we were all but guaranteed 2 speed bumps on Fieldgate and Edenvale but have only one small one on each street that is laughable. If you don't believe me come over one weekend and we will watch together as the cars drive over these "speed bumps" at 60-100 km's with kids playing in their front yards and on the streets. I have cautioned that it is a matter of time before someone gets hurt.

Most of the neighborhood is fed-up with empty political promises and sadly some have just given up.

The zoning is there for a reason - low density should mean low density. We cannot and will not accept any changes.

Here is a thought; Why not create some green space or an addition to the golf course you are trying to close down and oh wait. Sell to more developers.

If the current political apparatus cannot protect our community then (fair warning) we will need and get the change this underserved community deserves.

I am beyond fed up!

James Mitton
President Mitgo Inc
BA, BS.c, MBA

[REDACTED]
[REDACTED] [REDACTED]

Public Comments

From: [REDACTED]

Sent: Monday, October 02, 2017 6:56 PM

To: Mailbox, Office of Mayor Rick Goldring

Cc: Meed Ward, Marianne; Dennison, Jack; Lancaster, Blair; Taylor, John; Craven, Rick; Sharman, Paul; Hefferton, Mark

Subject: National Homes proposal for 2100 Brant Street.

Dear Honourable Mr. Goldring.

I have just been made aware of the proposal for 2100 Brant Street and I am truly disappointed in this council.

I love Burlington and have lived here for 38 years. I know that it is growing at a very fast rate and housing is needed for new residents coming to live in this beautiful City.

I have also been made aware that :The Fraser Institute research shows Burlington to be #1 in the golden horseshoe for giving fast approval and for being the least regulated community in the development process.

This concerns me deeply.

I access my street through Havendale . This is a beautiful area with many children, tree lined streets and green space which enhance our neighbourhood.

The proposed housing it seems will not have allotted spaces for guest parking,no green space (balconies and unfenced backyards do not meet the criteria of green space) and poorly designed public streets as well. This proposal does not meet Burlington's official plan.

We ask that you think ahead ,please do not be myopic in your decision with reverence to the many who live in this area already. The over-intensification of the area should NOT happen.

I have been watching with sadness, the beginning of the take over of our beautiful waterfront by big obtrusive buildings. That is sad enough, but to overrun a neighbourhood with no thought of the many who live there is unacceptable to me and I know many,many other residents.

I ask that you please take this very seriously and I thank you for reading my email.

Judy Schwartz
1219 Appleford Lane
[REDACTED]

Public Comments

From: Hilde Holberg [REDACTED]
Sent: Saturday, October 07, 2017 3:42 PM
To: Hefferton, Mark
Subject: opposed to this development

I Hildee Holberg 2003 faversham ave burlington Onartio L7P1W5 my family and I are opposed to this project National Homes Proposal for 2100 Brant Street coming here This would be a nightmare in our area WHAT how do we manage all this traffic we are finding it difficult now . OPPOSED TO THIS DEVELOPMENT

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

From: Bob Harris [REDACTED]
Sent: Thursday, November 30, 2017 7:58 AM
To: Hefferton, Mark; Craven, Rick; Mailbox, Office of Mayor Rick Goldring
Subject: National Homes Proposal for 2100 Brant Street

Gentlemen:

I attended the Oct 12 th meeting regarding this planning proposal. My opinion is that the density is too high for the neighbourhood, effecting traffic and the development doesn't fit the area.

I'm opposed to "stacked townhouses" for this location as they are best suited to greenfields not suburban infill development. My sister in law lived in a stacked townhouse in North Oakville for two years and the children played in the inner roads as there was no greenspace.

We have lived in Burlington since 1974, Tyandaga since 1981 and raised a family. This won't impact us as much as the bottom of Havendale & Fairchild but my opinion is that it represents poor planning and will create congestion.

I would support lower density street townhouses.

Yours truly

Robert and Sheila Harris
2251 Mansfield Drive
Burlington, ON L7P 3J3 [REDACTED]

Public Comments

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

From: mark [REDACTED]
Sent: Saturday, September 16, 2017 12:23 PM
To: Hefferton, Mark
Subject: Willow tree 2099 silwell ct

Hi Mark,

Nice to meet you at the meeting Thursday evening. As per our conversation regarding the ownership of the massive willow tree that sits directly on the head wall outlet on the city of Burlington's right of way. I really need a determination of ownership, as I have not got a straight answer on this.

As a home owner that is greatly impacted by this tree if any development occurs it will effect this tree both by root disturbance and changing water course that it needs to stay healthy. You simply cannot protect the drip line of the tree as willow roots go forever and due it's size the tree could never be taken out as you need a large bucket truck to even attempt it and there would be no access for it. We would like to see this tree removed prior to any construction.

I would also be happy to meet with a city tree inspector or appropriate person on site. This tree is a huge liability waiting to happen. Thank you

Mark [REDACTED]

Sent from my iPhone

From: Krista Kay [REDACTED]
Sent: Monday, October 02, 2017 11:39 AM
To: Craven, Rick
Cc: [REDACTED] Hefferton, Mark; [REDACTED] Wendy Hope; Jen and Alex Burns; [REDACTED] Alex Hope; Caroline Burgess; [REDACTED]
Subject: Re: Invitation to Public Meeting Re: 2100 Brant St. Proposed Development

Rick,

I think you need to ask the neighbours once again if they choose a speed bump over a child being hurt. That meeting where those concerns were first communicated was well over 2 years ago. During that time the nature of drivers has indeed changed including more aggression and extremely fast and dangerous speeds. One of the neighbours who was opposed now has a 2 year old child... I know his position has changed. Also, we have welcomed multiple new families to both Fieldgate and Edenvale who have young children.

I believe your concern should be focused on keeping our children safe and unharmed instead of pandering to a choice few whose noise-concerns over speed bumps is simply unfounded and ridiculous. It's a simple issue of implementing preventative safety measures before an accident actually occurs. This is my expectation of my City government of which I'm continually disappointed in.

Public Comments

Respectfully,

Krista Kay

From: Vern Lowe [REDACTED]

Sent: Monday, October 16, 2017 2:50 PM

To: Hefferton, Mark; Craven, Rick; Mailbox, Office of Mayor Rick Goldring; Taylor, John

Subject: National Homes Development

Mark,

I attended the neighbourhood meeting on Thursday regarding the National Homes proposal for 233 homes off Havendale. The biggest concerns expressed were with the increase in intensification, increase in traffic in the area, safety of children in the area and where all the schools and play areas for the children are located. The City keeps talking about this proposal being medium intensification from the original low density zoning. How can you go from 135 units to 233 units, which is a 72.6% increase and call it medium density, when I'm sure most people would consider a 25-40% increase, as maybe medium intensification.

There is definitely going to be more of a traffic problem on Brant and Havendale, due to the number of cars in the condos. I would estimate that there will be 300-400 cars or more (most households have 2 or more cars) that will be using the existing roadways, based on the fact that most new households have both people working to pay for the new housing. There are only 2 accesses shown for Brant and Havendale. Would a 3rd road, say coming South or West out of the complex not help to lighten the traffic on the other 2 existing roads. The person from National claimed a study only showing 57 trips at the afternoon rush but how do you relate that to the 300-400 cars that will be coming and/or going each day. I find it hard to believe only 57 cars will make an afternoon trip.

With the increased traffic, how will that impact the safety of the children in the area? If the re-zoning also reduces parking spaces in the complex, then Havendale will become a parking location, further increasing the safety concerns for children in the area, as they come out from between parked cars.

Based on the current zone densities, this new condo complex is doubling up on the usable space requirement or allowing considerably higher densities. How does one equate public space to spaces in people's individual garages and balconies, unless everyone can use each others' balconies and garages as their own? If one owns their unit including the garage and balcony, how is that public space?

I agree that the Region is pushing for more intensification but how do you justify increasing a zoning for 135 units to 233 units as "medium intensification", considering all the traffic, Children's safety, Schools and main services requirements that are needed to fulfill the needs of the Condo complex. I feel there should be a more reasonable increase in intensity than what is

Public Comments

currently being proposed. Unfortunately, every additional unit National can include, adds to their bottom line in terms of sales.

Regards,
Vern Lowe
Area resident of 39 years

From: U.P.Mueller [REDACTED]
Sent: Friday, October 13, 2017 9:14 AM
To: Mailbox, Office of Mayor Rick Goldring; Meed Ward, Marianne; Dennison, Jack; Lancaster, Blair; Craven, Rick; Taylor, John; Sharman, Paul
Cc: Hefferton, Mark
Subject: 2100 Brant

Esteemed members of City Council,

I took away the following 2 statements from yesterday's neighborhood meeting:

- the planning staff admitted that they were pushing developers to plan for higher density than the current zoning would allow;
- the traffic planner stated that "someone must get hurt" before traffic issues are being taken seriously.

Ladies and Gentlemen, your staff is way out of line. They are not interested in the safety of your citizens, they rather seem to be willing to take the chance that people get hurt as a consequence of their planning. This is not acceptable.

Please remember, you were elected to protect Burlington's citizens, not to hurt them.

Thank you for your consideration.

Sincerely,

Peter Mueller
1144 Havendale Blvd

Public Comments

From: T TOROK [REDACTED]
Sent: Saturday, October 14, 2017 2:54 PM
To: Hefferton, Mark
Cc: [REDACTED]
Subject: 2100 Brant st,I can not Development

What can I say? The above property was originly planned for "low density town homes to be build on"THAN AT THE MEETING ON OCT, 12 we find out

that our own (Burlington planning and building department,) wants to develop a HIGH DESITY plant, not the original.

I'm shame to call you, my representetive on this project. The plan Mark Hefferton and his grup wants to cram down our throat, is 30% higher then the original.

What is the problem ? why can't you try to build what the buildingcode allow you in Burlington. Bela Torok 1052 Havendale bl

PS, Remember the trafficjam your plan would create..

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

From: Susanne Tristani [REDACTED]
Sent: Wednesday, October 04, 2017 1:37 PM
To: Mailbox, Office of Mayor Rick Goldring; Meed Ward, Marianne; Dennison, Jack; Lancaster, Blair; Craven, Rick; Taylor, John; Sharman, Paul; Hefferton, Mark
Cc: [REDACTED]
Subject: 2100 Brant Street development proposal

I am on the Havendale Community Advisory Committee but unfortunately will be out of the country on October 12 for the public meeting, so I wanted an opportunity to express my concerns regarding the proposal by National Homes that, in my view, will ruin the lovely neighbourhood that I have made my home for 23 years.

I am in full agreement with the official stance of the Committee, that the Official Plan should be followed and the Residential Low Density zoning for the site be maintained. The builder knew what the zoning designation was when he bought the property, and I find it unconscionable that he has completely disregarded what our elected officials deemed appropriate for that site. It raises questions as to how a developer views the proposal process when he is going to buy land - is the existing zoning not an issue?

The infill on the old Champlain School site (Cutters Place) is a nice development of single family homes that are completely in character with what existed there before. That should be the template for what National Homes should be building on this site, compatible with the existing neighbourhood. When the builder, at

Public Comments

our meeting, said that he felt it was compatible because there are townhouses at Brant and Upper Middle, on Fairchild, and on Wellington Green, it was quite a stretch. None of those townhouse developments have anywhere near the ridiculous density proposed by National Homes. They are small developments relative to the entire neighbourhood where there are more detached and semi-detached dwellings. And those developments have greenspace and common areas, as well as adequate parking for residents and visitors. The density looks like sardines packed into a can on the site plan, and the numbers for the setbacks that National Homes has asked for variances to achieve are so out of character with this neighbourhood as to be beyond belief (the frontage on my home is 90 feet). I do hope that the Planning Department and Council look to Cutters Place as the appropriate way to infill existing neighbourhoods.

While Rick Craven indicated to us at our community meeting that an additional 500 cars on our residential streets is not going to garner any sympathy for our cause, I do hope that the City of Burlington will do their own traffic study to determine the impact. The traffic signal at Havendale is not equipped to manage the volume of traffic that will be turning north onto Brant Street during the morning rush hour (there is a turn lane that accommodates one, maybe two, cars, and the light is short, with plenty of school children crossing the road, limiting the number of cars that get through), and this will result in increased traffic on Fairchild to Upper Middle Road (where there are school bus stops, young children playing), or west on Havendale to make their turn onto Brant at Upper Middle Road. This will greatly impact Havendale Blvd, which will become a thoroughfare instead of the quiet, suburban residential street that I know. It should also be noted that Havendale is considered by those who enjoy it to be one of the best longboarding streets in Burlington due to the change in grade and the turn of the road. In talking to residents in the semi-detached homes in the first block of Havendale west of Brant, there is a large concern for the safety of their children. Our streets will have difficulty absorbing traffic of this volume, and I anticipate accidents and injuries.

We are not a transportation hub. We are a quiet residential neighbourhood with a reasonable mix of housing. Another member of our committee mentioned that if I asked for a variance to put four townhouses on my 90 ft lot, it would be rejected out of hand as incompatible with the neighbourhood. In effect, that is what National Homes is trying to do, completely pave over every square inch of property in that farmer's field. The existing residents in this neighbourhood will feel very betrayed by Council if our rights to development compatible with the OP and the existing character of the neighbourhood are trumped by an aggressive builder and money over common sense.

Yours truly,

Susanne Tristani

Public Comments

From: Ed Dorr [REDACTED]

Sent: September 20, 2017 8:37 AM

To: Craven, Rick

Cc: Bernardo Donato; Carolyn Driscoll; Catherine Hunt; Chris Bates; Daniel Lewczuk; Donna Lewczuk; Jennifer Lyall; John Calvert; Joyce Tidball; Lawry Ellis; Len Kaufman; Mark Watson; Marlene Cardin; Monica; Nicole Dolson; Perry Kirchof; Robert Hamilton; Scott Lyall; Steven Horwood; Susanne Tristani; Ves Sobot; Jason Pantalone; Hefferton, Mark; Laufman, Kathi

Subject: Re: Next Havendale Neighbourhood Advisory Committee Meeting and National Homes

Good Morning Rick

Thank you for your proposed agenda for tonight's meeting.

Unfortunately it does not deal with the real issue. You have made a note of the concerns of the members of our committee except for the NON COMPLIANCE OF THE APPLICATION FOR THE DEVELOPMENT OF THE HAVENDALE LANDS WITH REGARD TO THE OFFICIAL PLAN, ZONING REGULATIONS FOR THE AREA AS WELL AS THE STAFF DIRECTION DEALING WITH MAINTAINING THE CONCEPT OF THE NEIGHBOURHOOD.

By separate email I'm sending you two attachments to this email comparing existing regulations to those required for the proposed development and it is shocking.

The focus tonight should be on non compliances and not individual issues. Most of those would go away if the application by National Homes was compliant with the City's regulations and Plan.

Ed

Sent from my iPhone

On Sep 19, 2017, at 2:26 PM, Craven, Rick <Rick.Craven@burlington.ca> wrote:

Joint Meeting

Havendale Neighbourhood Advisory Committee and National Homes

Wednesday, September 20, 7 pm City Hall Room 305

Meeting Chair – Councillor Rick Craven

City Planner - Mark Hefferton

Public Comments

Welcome and introductions – Councillor Craven

Speaking on behalf of residents – Mr. John Calvert

Responding on behalf of National Homes – Jason Pantalone, President

Detailed review of issues listed below:

ISSUE #1 DENSITY

It's too much!

Over intensification.

Need a better balance of single, detached homes with wider lots along with the townhouses.

ISSUE #2 TRAFFIC

Volume of traffic is problematic, esp AM peak

Negative Impact of new traffic volume on nearby streets such as Havendale, Fairchild, Upper Middle Road and esp Brant.

Speeding cars will create safety concerns for nearby children

Turning movements may be a problem, esp on and off Brant

Internal road widths are too narrow?

Driveway lengths are too short?

Parking ratio on site is too low and will result in parking on adjacent streets.

ISSUE #3 GREENSPACE

Simply not enough on site!

OTHER ISSUES IN GENERAL

Project fails to compliment neighbourhood character (aesthetically)

Questions and concerns re:

- Stormwater management

- Garbage collection

- Snow removal

Next Meeting is full public meeting on Thursday, Oct 12, 7pm Crossroads

Public Comments

From: Steven Horwood [REDACTED]
Sent: Wednesday, September 20, 2017 8:50 AM
To: Ed Dorr; Craven, Rick
Cc: Bernardo Donato; Carolyn Driscoll; Catherine Hunt; Chris Bates; Daniel Lewczuk; Donna Lewczuk; Jennifer Lyall; John Calvert; Joyce Tidball; Lawry Ellis; Len Kaufman; Mark Watson; Marlene Cardin; Monica; Nicole Dolson; Perry Kirchof; Robert Hamilton; Scott Lyall; Susanne Tristani; Ves Sobot; Jason Pantalone; Hefferton, Mark; Laufman, Kathi
Subject: RE: Next Havendale Neighbourhood Advisory Committee Meeting and National Homes

Ed, Rick, and fellow concerned neighbors,

Personally, I agree with Ed's sentiments. As I stated in my "initial perceptions" last week – it is one thing to talk about various "concerns" and "feelings". It is quite another to spell out the aspects of non compliance. Rick, if you have presented National Homes with the language that is in the agenda I do not personally feel that language concisely communicates the seriousness of our concerns as it pertains to non compliance. It also does not communicate our groups understanding – through the leadership and significant planning experience of John – of the specific issues and our group's ability to tie those issues back to the OP and zoning requirements.

If National Homes addresses the many and significant non compliance aspects of their application – they will, in turn, address the community concerns and hopefully reach a point where they receive our support for a re defined project scope.

Steven Horwood | VP Sales & Operations | [REDACTED]



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Public Comments

From: Catherine Hunt [REDACTED]
Sent: Wednesday, September 20, 2017 9:09 AM
To: Craven, Rick

Cc: Steven Horwood; Ed Dorr; Bernardo Donato; Carolyn Driscoll; Chris Bates; Daniel Lewczuk; Donna Lewczuk; Jennifer Lyall; John Calvert; Joyce Tidball; Lawry Ellis; Len Kaufman; Mark Watson; Marlene Cardin; Monica; Nicole Dolson; Perry Kirchof; Robert Hamilton; Scott Lyall; Susanne Tristani; Ves Sobot; Jason Pantalone; Hefferton, Mark; Laufman, Kathi
Subject: Re: Next Havendale Neighbourhood Advisory Committee Meeting and National Homes

Good morning Rick -

I also am in agreement with this position. I felt the Advisory Committee made it clear last week that our overarching concern was the non-compliance of the proposed development plan with the current zoning as set out in Burlington's Official Plan. The other concerns you have listed (and other concerns of the residents) fall under this umbrella.

Sincerely,
Catherine Hunt

From: Daniel Lewczuk [REDACTED] **On Behalf Of** Daniel Lewczuk
Sent: Wednesday, September 20, 2017 11:58 AM
To: Craven, Rick; 'Catherine Hunt'

Cc: Steven Horwood; Ed Dorr; Bernardo Donato; Carolyn Driscoll; Chris Bates; Donna Lewczuk; Jennifer Lyall; John Calvert; Joyce Tidball; Lawry Ellis; Len Kaufman; Mark Watson; Marlene Cardin; Monica; Nicole Dolson; Perry Kirchof; Robert Hamilton; Scott Lyall; Susanne Tristani; Ves Sobot; Jason Pantalone; Hefferton, Mark; Laufman, Kathi
Subject: Re: Next Havendale Neighbourhood Advisory Committee Meeting and National Homes

Good morning Councilor Craven and fellow neighbors. One thing that was on my mind from the last meeting was that John had an excellent point which he was trying to get across. Unfortunately, John was cut off prematurely by the Councilor.

Councilor Craven, before I even get into that, I must say that, after knowing John Calvert these past 13 years, I know him to be a man of integrity and a friend and neighbor. On 2 occasions, you have presumptuously suggested that he may have withheld information from other residents, so as not to present a fair and balanced argument. Having discussed the National Homes development with him on numerous occasions, I can assure you that John HAS mentioned to myself the very points you have suggested he may have not have. I will go out on a limb and say that John has probably mentioned those very important points that you cited to other residents as well. So, I feel those comments you made were very inaccurate.

At our last meeting, Councilor, John was stating the law as it pertains to zoning and intensification and the original intent behind the provincial policy, which allowed for any changes to be made. He was going to the source, and was reading from the actual statutes themselves. A very important point, as John was accurately pointing out that the original intent of that law was for other reasons (not necessarily the same situation as the National Homes development). On several occasions, you made a sweeping statement, saying "It's the law", and John was trying to clarify those laws. Unfortunately, you cut him off just as he was summing up his point, which I felt was unfair to him and to us. Sir, if you could

Public Comments

speak of those laws, why couldn't he? John was making a very important point. Rather than using the law as a loophole, John was explaining why they were put into place, and also the accurate interpretation of them. It was important that he was allowed to finish, and the point John was trying to make was very relevant to this stage in the discussions. Reason being, it should be the lens through which we look at all the issues with this development, moving forward in our discussions. So, it would be very helpful to have a clear understanding of those laws and related policies, on the provincial right down to the municipal level.

I, myself, was very disappointed after the meeting. If John, or any member is not allowed to speak on a valid point such as this, then why are we having these meetings in the first place?

I felt strongly about writing this because I don't think you were being fair to John – neither in your comments or in not letting him finish.

I am writing this because I am not able to attend tonight due to previous commitments. Thanks for your time.

Regards,

Daniel Lewczuk

From: Nicole Dolson [REDACTED]
Sent: Friday, October 13, 2017 10:20 AM
To: Hefferton, Mark
Subject: National Homes Meeting Last Night

Hello Mark, Hello Mr. Bkila,

Thank you for your part in the meeting last night. The very emotional response was such that the focus did not move too far away from the issues of safety and traffic (both traffic safety and congestion). This was understandable since they should be the priority but also, perhaps unfortunate.

It meant that the other issues, of which there are many, were not discussed. Some of these were briefly touched upon or not raised at all: lack of green space resulting in a poor option for young families and the fact that all the units are multi-level, and therefore inaccessible to older people or people with mobility issues unless you can pay the added cost of an elevator. Is that not discriminatory?

Had I been more articulate, I would have wanted to ask NH to help me understand how they come to count backyards and balconies as common space. Backyards, I can understand since the size of the outdoor space would not really allow for fencing. One wonders what happens if people have dogs. I would have wanted to know if the balconies were common space because they were all one balcony running across the units and therefore accessible to all. Perhaps they are accessible to all only on paper for the purposes of meeting their reduced amenity measurements.

Your colleague (I am sorry I did not catch her name) seemed to defend the proposal and seemed to want to shame those present by stating the need for affordable housing. My impression was that concerns about

Public Comments

compatibility were dismissed as frivolous. NH has said that the units will cost \$600,00 to \$700,000. This will more likely go up to \$800,00 by the time they are built. Whatever the market will bear... In a previous meeting they stated that their target audience was young professionals and first time home buyers. This development would not meet the criteria of affordable housing nor is it intended to.

Had I been more articulate, I would have defended the right of home owners to be concerned about the lack of compatibility with the existing neighbourhood and about the impact on their home investment - the largest in our lifetime for most of us. Whether one lives in a townhouse, a semi, a single-family home or the one home on an acre lot (I have yet to figure out where that house might be), we do not control the real estate market. We simply work hard to do the best that we can for our families. Surely we deserve as much consideration as the developer. After all, we will still be here when the developer leaves.

I could go on but will conclude with a few questions. Does this development serve the greater good? Does it add value to the community and Burlington at large?

Considering that the proposal is not favourable to families, not favourable to older people or people with mobility issues, not favourable to those needing affordable housing, not favourable to the existing neighbourhood for a multitude of reasons all seemingly related to excessive density, I can only conclude that this proposal does not add value and would not serve the greater good. I conclude that its impact would be very negative.

Therefore, I understand the emotion that was seen last night.

Thank you,

Nicole Dolson

Public Comments

From: [REDACTED]
Sent: Friday, October 13, 2017 4:19 PM
To: Mailbox, Office of Mayor Rick Goldring; Hefferton, Mark; Craven, Rick; Lancaster, Blair
Cc: Bob Elliot
Subject: National Homes Proposal for 2100 Brant Street

I am sorry I could not make it to the meeting last night. I didn't get home in time to attend.

I want to express my concerns about the housing development that is being considered for 2100 Brant Street. My concern is that if they put more homes than the land can comfortably accommodate there will be too much of a pressure on the area for extra parking.

I hope the meeting went well last night and that opinions were expressed outlining the pros and cons of the development.

Gail

Gail Elliot, BAsC, MA

Gerontologist and Dementia Specialist
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Burlington, ON
L7P 3R5
[REDACTED]

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Public Comments

From: DSB [REDACTED]
To: "mark.hefferton@burlington.ca" <mark.hefferton@burlington.ca>
Cc: "rick.craven@burlington.ca" <rick.craven@burlington.ca>; TEC Group [REDACTED]
Sent: Monday, 2 October 2017, 11:27
Subject: One more comment on 2100 Brant St.

Mr. Hefferton, I forgot to include one more comment:

I think that with any new development, the developer should be required to plant trees along the entire frontage of the site [other than at access points] to

1. compensate partially for trees on the site which have been cleared in order to proceed with construction
2. beautify the city
3. provide a natural sound barrier
4. provide a nicer view for residents of the development site than having to look at passing traffic.

The new housing developments on Dundas St./Highway 5 could have been much nicer if the developers were required to plant trees all along the frontage. It would have been of great benefit to residents and passing motorists alike.

From: DSB [REDACTED]
Sent: Monday, October 02, 2017 11:06 AM
To: Hefferton, Mark
Cc: Craven, Rick; TEC Group
Subject: Proposed development of 2100 Brant St.

Good day, Mr. Hefferton.

Having received a notification from Mr. Rick Craven of a neighbourhood meeting concerning the development of the property situated at 2100 Brant Street, I would like to make the following comments and observations:

1. TRAFFIC

- a. The property is situated immediately next to the EMS station just South of Brant Hills Presbyterian Church. Absolutely nothing must be done to jeopardise the functioning of this station.
- b. The proposed development mentions a two-way stop at Brant St. and Almonte Drive. However, traffic on Brant St. is already heavy -- particularly so during peak times -- and a two-way stop will slow traffic to the point where drivers will undoubtedly become frustrated and enraged. I am not in favour of an intersection with Brant St. at all, but access to the site solely via Havendale Blvd. If it were possible, a road joining Havendale and Tyandaga Park Drive

Public Comments

would be much safer, but such a road would affect the Tyandaga Golf Course. I am opposed to any changes which reduce the golf course area. If a connection could be made between the Western edge of the proposed development and connecting with Tyandaga Park Drive, it would preclude the necessity of an intersection with Brant St., but such a connection would cut through the natural wooded lot and traffic on Tyandaga Park drive would rise.

c. If there absolutely has to be an intersection with Brant St., then there should be only a single stop sign for cars on Almonte Drive, and left turns onto Brant St. heading North should NOT be allowed. Drivers needing to head North on Brant St. should have to use the traffic light on Havendale, which is much safer for all.

d. The increase in traffic heading South on Brant St. will make it even more difficult for residents of Wellington Place to make a turn left-hand turn into the area.

e. The traffic on Havendale will increase substantially, regardless of whether or not Almonte Drive connects with Brant Street. There are a lot of children who play in the little court area near Fairchild Boulevard, and they are not always on the look-out for cars.

2. PROPOSED DEVELOPMENT

a. I am opposed to the by-laws being changed from low to medium-density. Such a change would benefit the developer, but not any residents in surrounding areas. There are too many problems which arise when people are packed in too densely, and this development does not, in my opinion, provide adequate space around the proposed townhouses. It would be irresponsible of the City to change the by-laws.

b. I am opposed to townhouses of 3 storeys being built. Anything above 2 storeys will block the view of current residents of the area to look down towards the lake or look up towards the escarpment.

Moreover, I've seen other areas of the city where 3-storey townhouses are in use, and while they may be okay for young families, they are certainly not practical for older residents.

c. 3-storey houses allow for greater density in building narrow lots, but people need space, not to be jammed in like sardines.

I will write again if I think of other concerns, but wanted to give you some feedback right away because this proposed development is of grave concern to residents of the Tyandaga area.

Yours sincerely,

Sharon Bradwell

Public Comments

From: Alicia Hutchings [REDACTED]
Sent: Wednesday, September 27, 2017 3:08 PM
To: Hefferton, Mark
Subject: 2100 Brant Street

Hello Mark,

I am a homeowner on Winchester Court and received information about the project and neighbourhood meeting on Oct 12th. Thank you for sending it out and informing us. I have several concerns about this proposed development that I'd like to bring to your attention:

My first concern is that the townhouses on the northern boundary of the development are planned to be 2 1/2 storeys in height. These houses will overlook the homes and back gardens of their neighbours on Havendale Blvd, violating their privacy and reducing the quiet enjoyment of their properties. Two storeys should be adequate for the townhouses that are planned along that edge of the development.

My second concern is that for the planned 233 new units, there are only 63 guest parking spots indicated on the site plan. The internal streets will be too narrow for on-street parking if more guest parking is required, and I'm concerned that extra car parking will overflow onto the surrounding streets. The information on the 2100Brant website doesn't show if there will be one or two car parking spaces in front of each townhouse. If there's only space for one car, then there will certainly be parking issues that arise from the very first day. I hope that bylaw enforcement will patrol the surrounding streets to keep on-street parking under control.

My third concern is that the level of density is too high given the surrounding area. The number of units proposed for this block of land appears to be more than double that of any of the adjacent areas, and will alter the nature of the neighbourhood. The request for change of zoning designation to Medium Density would allow for up to 50 units per hectare. With the planned 43.4 units per hectare, the density is almost at the upper threshold for medium density designation. The change would, in effect, be from low density to high density. This change is too great, given the character of the neighbourhood. The density of the proposed development should be capped at a level that is consistent with the townhouse developments to the south on Brant Street, and on Fairchild Blvd.

My Fourth concern is with regard to traffic as a result of this development. Brant Street is already heavily congested, particularly at weekday rush hours, and the proposed new development will further exacerbate this situation. In addition, the junction of the new public road and Brant Street cannot have a traffic light, due to the proximity to the lights along Brant St at Havendale/Dawlish and at Tyandega/Amherst Heights, so access to and egress from the development may be difficult. Furthermore, the houses along Havendale between Brant street and the proposed Almonte Drive are home to a great number of young families whose children

Public Comments

play outdoors. Protecting these children from the increased car traffic should be considered when allowing the number of units in the proposed development.

My final comment is that the information boards that were posted on the property showed a development with far fewer units. While the information was technically correct, the drawing was somewhat dishonest in the number of townhouses that were shown. I'm grateful for the full disclosure provided in the neighbourhood meeting letter. I hope that it is true that no decision has been made yet, and that the concerns of local residents will be considered.

Thank you for your attention.

Best regards,

Alicia Hutchings

2155 Winchester Court, Burlington

From: Billington, Wendy A [REDACTED]

Sent: Monday, October 09, 2017 8:12 PM

To: Mailbox, Office of Mayor Rick Goldring; Meed Ward, Marianne; Dennison, Jack; Lancaster, Blair; Craven, Rick; jaohn.taylor@burlington.ca; Sharman, Paul; Hefferton, Mark

Subject: National Home Proposal for 2100 Brant Street - Rezoning Application

Importance: High

Hello,

RE: Files 505-03/17, 520-10/17 and 510-02/17

We are writing in concern about the National Homes proposal for 2100 Brant Street. As concerned home owners near this proposed development we have issues with such a large development, closely built and the increase traffic and noise pollution it will cause.

As there is no traffic light planned on Brant Street, it will be difficult turning Left onto Brant to exit the site going North OR turning Left to enter the site while proceeding North on Brant. This will add problems on Brant and will mean major vehicular increase on Havendale and Fairchild.

Our backyard backs onto Brant Street and we already know that with this development and the increase traffic, there will be further noise that we have to live with.

Public Comments

We would like our fence to be a taller concrete fence as the example of the new ones installed by the City on Guelph Line, north of Upper Middle Road to reduce the increase noise and increase our privacy in our greenspace.

Sincerely,

Wayne and Wendy Billington

2112 Falmouth Terrace

Burlington, ON L7P 1X9

From: alexandra.levytzky alexandra.levytzky [REDACTED]
Sent: Sunday, October 08, 2017 1:40 PM
To: Mailbox, Office of Mayor Rick Goldring; Meed Ward, Marianne; Dennison, Jack; Lancaster, Blair; Craven, Rick; Taylor, John; Sharman, Paul; Hefferton, Mark
Subject: National Homes Proposal for 2100 Brant Street

Dear Sir/Madam,

I am writing to support the concerns of Burlington residents concerning the construction of 233 townhouses on small building lots at the site of 2100 Brant Street in Burlington..

The concerns expressed by the residents of this area are valid and it is necessary and urgent that City Council examine all aspects of this issue thoroughly before proceeding with this construction plan.

Thank you for reading my letter of support and concern and your thoughtful reconsideration of this serious matter

Yours truly,

Alexandra Pryshlakivsky.

From: Hilde Holberg [REDACTED]
Sent: Saturday, October 07, 2017 3:42 PM
To: Hefferton, Mark
Subject: opposed to this development

I Hildee Holberg 2003 faversham ave burlington Onartio L7P1W5 my family and I are opposed to this project National Homes Proposal for 2100 Brant Street coming here This would be a nightmare in our area WHAT how do we manage all this traffic we are finding it difficult now . OPPOSED TO THIS DEVELOPMENT

Public Comments

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

From: Beth Churman [REDACTED]
Sent: Saturday, October 07, 2017 9:33 AM
To: Mailbox, Office of Mayor Rick Goldring
Cc: Craven, Rick; Hefferton, Mark
Subject: Density at 2100 Brant St.

Dear Sirs: I and my neighbours are extremely concerned about the planned development of 233 town homes in our area. Our little street on Fairchild is already very busy and no doubt those homes will affect us. Our street is already often covered in parked cars. Please do not allow more development that does not provide adequate parking and road access in our area. I thank you for your attention and careful reconsideration of this proposal.

Sincerely. Elizabeth and Victor Churman

2164 Fairchild Blvd [REDACTED]

From: Lynn O'Day [REDACTED]
Sent: Friday, October 06, 2017 9:10 PM
To: Mailbox, Office of Mayor Rick Goldring; Craven, Rick; Hefferton, Mark; marianne.meedward; Lancaster, Blair; john.taylor; paul.sharman; Dennison, Jack
Cc: havendaleresidents
Subject: National Homes Proposal for 2100 Brant Street

As taxpayers, we support a large planning committee that sets standards. It appears that rather than enforcing existing standards, Burlington council has in the past ignored residents concerns and has rezoned to accommodate developers, even when the plans do not meet with Burlington's zoning criteria. Please do not let this happen again. Stop it now & Step up.

We were shocked to read that the Fraser institute research shows Burlington to be #1 in the GGH for giving fast approval and for being the least regulated community in the development approval process!!! We were under the impression that Burlington Council cared about ALL of Burlington and not just "if it's not in my backyard, Developers GO - we want the tax base".

As a homeowner on Belmont Court, we totally support the Havendale Community Advisory Committee.

We are not against the National Homes Development, but are very concerned about the changes that National wants to make to the Zoning Codes.

1. Visitor parking - if there is no visitor parking, where will visitors park? on Havendale? on Brant Street? at the church? One of the appealing aspects to our neighbourhood is the lack of cars parked on the streets. Cars are parked in driveways.

2. Garages - Resident Parking - if each townhome has 2 cars, where will they park if the garage counts as 1 parking space. A lot of homes can't get 1 car in the garage because the garage space is used as storage. Where will the cars park? on the internal streets? pave the lawn area? Again- on Havendale? Brant Street? at the church? side streets?

Public Comments

4. The increased density will, of course, impact the traffic on Havendale. My concern is the curve near Abbey Court. Drivers have a tendency to take the curve in the middle of the road.....I have personal knowledge of this....I was almost hit twice. With the increased traffic, there will be a major accident; hopefully, not a fatality.

*** with increased traffic and cars that have no where to park except on streets, the increased risk of a child or adult being hit is almost a certainty.

5. Balconies and unfenced backyards considered green space. This shocked us. We thought green space was a very high priority in new developments, especially when green space is good for the environment, and important areas for residents to come together as a community, and not live in a modern day concrete jungle.

Please do not allow National Homes' plan to be re-zoned.

Regards

Pat & Lynn O'Day

From: DSB [REDACTED]

Sent: Tuesday, October 17, 2017 10:21 AM

To: Hefferton, Mark; Meed Ward, Marianne; Mailbox, Office of Mayor Rick Goldring; Dennison, Jack; Lancaster, Blair; Taylor, John; Sharman, Paul; Craven, Rick

Cc: havendaleresidents@gmail.com; TEC Group

Subject: Re: National Homes development of 2100 Brant St. lot

Ladies and Gentlemen,

I think it was made very clear to all that area residents are not opposed to development of the land at 2100 Brant, but are very much opposed to the plan that has been presented, and in particular to the proposed increase in density, which presents huge challenges for safety, traffic, and privacy -- all of which lower property values of long-time area residents who have invested heavily in their homes.

According to the City's web site, the new Official Plan "protects established residential neighbourhoods by directing growth to other areas of the city" (see below). I've lived in the area for over 20 years, and one of the reasons we bought here was that it was an established area that was not likely to change much. However, the plan which was presented contravenes the stated directive, so I don't understand why the City told the developers that an a plan for increased density could be considered. It certainly does not

Public Comments

look like "medium" density because the only way it could become more dense would be to build high-rise towers.

The lady employee (Rosalind? Roselyn? I apologise I have forgotten her name) said that the City wanted to build living spaces which were affordable and where "all" could live, but I understand that the price of each home would likely rise to around \$800,000 by the time they are built. This is most definitely not affordable housing!

It is very obvious that the traffic survey is deeply flawed and does not account for traffic from the Dundas St. and Waterdown developments, which is one of the biggest concerns for area residents.

I urge you again to stand by the official plan and respect the wishes of all who live in the Havendale and surrounding areas.

Sharon Bradwell

What are the top highlights of the draft new Official Plan?

The draft new Official Plan:

1. Updates the community vision and guiding principles to align with the 2016 Strategic Plan;
2. Reaffirms the commitment to maintain a firm urban boundary;
3. Introduces a new Urban Structure and Growth Framework to direct growth to the right parts of the city, and to prioritize growth around our Mobility Hubs. Mobility Hubs include the downtown and the lands within a short walking distance of our three GO Stations;
4. **Protects established residential neighbourhoods by directing growth to other areas of the city;**

From: Carolyn Wales [REDACTED]
Sent: Friday, October 13, 2017 10:48 AM
To: Hefferton, Mark
Cc: Craven, Rick
Subject: 2100 Brant St.

Public Comments

Mark;

I attended the meeting last evening in regards to the proposed development of 2100 Brant St.

I am a resident on Tyandaga Park Drive and a life time resident of Burlington. When driving home last evening, a question came to mind regarding the affected neighbourhood.

Can you provide the statistics, such as the number of apartment/townhouses on both the south/west or north/west corners of Tyandaga Park Drive and Brant St? I believe these are:

Tyandaga Terrace

Tycourt Townhouses & Apartment

Kensington Gate

As a 23 year resident on Tyandaga Park Drive, I don't feel these medium density residences have much effect on traffic on Tyandaga Park Drive or Brant Street. However, with that said there is a stop light at the corner of Brant/Tyandaga Park Drive (which has seen its fair share of accidents). My impression from the concern residents, is that they feel all 233 residents and their vehicles (x 2) will be leaving/entering the proposed complex at the same time, therefore causing traffic on Havendale. When driving on Tyandaga Park Drive to Brant, there is very limited traffic entering/existing the above mentioned properties at any time through the day/evening.

The children in these complexes do not have green space to play in, nor a park within 150 meters of the properties. As well, they are bused to schools (St. Gabriel's and Maplehurst), therefore not having to cross Brant St. As many eluded to last evening, the traffic on Brant Street is increasing at an alarming rate. With the expansion of building on the eastern end of the Niagara Escarpment in Waterdown, the majority of that traffic will come down Brant to the QEW/403, Costco, Silver City, Maplevue Mall, Burlington Core, Toronto and will not travel west towards Waterdown road. The gentlemen from the consulting firm on traffic was an absolute discredit to the meeting. The comment he made regarding **an accident needs to happen before action can be taken**, was uncalled for and actually disgraced any findings his group has made.

My impression from Jason Pantalone is that these will be mid to higher end residences (650K+); therefore, not 'ghetto' properties as some suggested last evening.

I have no objection to the proposal to build on this lot, however 233 units is extreme. Is there any other complex in Burlington that has similar statistics? 200-250 units built on a similar size acreage as proposed by National Homes? I'd like to google earth if there such to get a topographical view as a comparison.

The Tyandaga Community is experiencing two physical changes in the very near future; the quarry expansion and the building on 2100 Brant Street. One of the best features of this neighbour was that it was fairly quiet (other than the chaos of the Brant St/North Service Road expansion over the past 15

Public Comments

yrs.). Hopefully the COB will be cognisant of these factors to ensure community interests and quality of life are maintained within the Tyandaga Community.

I look forward to hearing back from you

Regards,

Carolyn Wales

1331 Tyandaga Park Drive
Burlington ON L7P 1N2

[REDACTED]
[REDACTED]

From: Rodney Devitt <[REDACTED]>
Date: October 13, 2017 at 5:11:01 PM EDT
To: Karen Grierson <[REDACTED]>
Cc: mark.hefferton@burlington.ca
Subject: Proposal for 2100 Brant Street

In my current understanding these are the facts;

1. Developable land: 5.4 hectares
2. Current zoning R2.2
3. Official Plan Residential - Low density (max. 25 units per hectare)
4. Currently as vacant land, low tax revenue for city
5. City of Burlington (CB) would like to get more property tax revenue
6. Re point #5: the more residences, the more revenue
7. The structures abutting 2100 Brant have drastically lower density (50% or more).
8. Any change to existing density(currently 0), will have impact on transportation, congestion, noise levels, services and market values.

While I know others could easily add to this list, it is my hope the city will view the development of this site not as a quick fix to increasing revenues, but as an opportunity to partner with National Homes and the community to produce residences that compliment all that makes Burlington a wonderful place to live.

Years ago during a business negotiation, a lawyer said to me, "Rodney, a pig I don't mind, it's a hog I can't stand."

With no change to the existing Plan approx. 135 units could be built. Yes, that will have an impact on people living in this vicinity. So, if the city and National Homes agree to not over- intensify and not change existing plan, the surrounding community will accept this new development; the city will add substantial new annual revenues; National Homes will gain respect for not only being sensitive to local issues, but also their ability to adjust their site planning to add value to their product.

Public Comments

Thank you all in advance for your consideration.

Rodney Devitt

Resident Wellington Green

Sent from my iPhone

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

> From: Catherine Hunt [REDACTED]

> Sent: Tuesday, September 26, 2017 3:54 PM

> To: Hefferton, Mark

> Subject: Havendale Lands Development

>

> Hi Mark -

>

> Are you able to tell me if the proposed development by National Homes will require elevation of the land itself? I am asking because I know the piece of land is not currently all one grade, and I am wondering if any significant portion will need to be raised in order to accommodate infrastructure, or anything else. I hope I am using the correct terminology here... if you need me to clarify further, please let me know.

>

> Thanks,

> Catherine Hunt

From: Jennifer Lyall [REDACTED]

Sent: Tuesday, October 31, 2017 8:00 PM

To: Hefferton, Mark

Cc: mark; Aykroyd, Vanessa; Scott Lyall; Craven, Rick

Subject: Re: easement behind property at proposed townhouse block #4

Hi Mark and Vanessa,

Thanks so much for taking the time to review the trees at the back of our lot. Just to recap the conversation, regarding the black walnut trees on our property- the back of 2097 Silwell Court: Vanessa felt that based on what National Homes is currently proposing, the easement and drainage could be

Public Comments

installed in a manner that would not impact the tree protection zone for our trees, thus protecting their health. She felt that the installation of the easement could go more towards the new units to protect the trees, reiterating that the city and the developers are making tree preservation a priority. She also felt that the Black Walnuts are fairly hearty and would suffer for about a year, but would bounce back, especially with the removal of the weeping willow.

Towards the end of our meeting, Mark Hefferton and I spoke where he drew a rough diagram illustrating what could be possible for where the installation of the drainage and easement would go, perhaps 6-8 meters from the property line. Of course that number would be determined in consultation with the City of Burlington's legal department and engineers. However, as we spoke, and started to look at the numbers more closely, the new block of townhouses is only 9 meters from the property line, so 6-8 meters back would be just outside their back door and would likely go under a deck or outdoor patio area and a whole bunch of fences. It would also be very close to the foundations of the new townhouses. A more logical solution is to break up the Townhouse Unit block #4 into 2 sections (with the most easterly section being a 4 unit block or less) to have the easement go straight out to the road and connect with the new proposed storm sewer under the Condo Corporation road.

This is not unreasonable, as National Homes already has a 4 unit townhouse block within the plan. And National Homes also illustrates a 3 foot easement between Townhouse blocks #8 & #9 along Brant Street. They could potentially move the most easterly section of the Townhouse block 4 (once divided) to be closer to the Ambulance station, like Block #5 and move Townhouse Block # 1 closer to the road if they do not want to lose a townhouse unit.

Also, from a **Risk Management perspective for the City of Burlington**, it would be much more practical for only 2 townhome owners to be impacted by any necessary future easement work, rather than 5 units having their backyards disturbed for any future maintenance or repairs. If I am looking at the drawings correctly, on the Storm Servicing and Drainage Plan Drawing STN-1 changing the current plan for the easement to what we are recommending, going directly to the storm sewer under the condo road, would reduce the total easement required for this section by 25.7 meters. This also eliminates two abrupt angles of water flow, allowing the water to flow more naturally to the main drains under the road. This also means less drainage system to be maintained by the City of Burlington.

In summary, moving the easement to be between two townhouse blocks (or semi's if they choose to incorporate that into the design), eliminates the following concerns about the easement:

- concerns about disturbing trees
- concerns about the drainage system being too close to the property line or too close to the new houses being built
- potentially inconveniencing or mitigating the damages to 5 home owners (when it could impact just 2 home owners)
- digging more than necessary to install the drainage system
- it also reduces the amount of drainage systems the city has to maintain

Public Comments

Overall, this recommendation to move the easement to flow between two townhouse blocks and go directly to the storm sewer under the condo road creates a much more simplified drainage solution for all parties involved.

If you would like clarify any of the above recommendations, please feel free to contact me at [REDACTED]

Thank you for your consideration.

Kindest regards,

Jennifer & Scott Lyall

From: joan wallace [REDACTED]
Sent: Wednesday, October 25, 2017 5:21 PM
To: Hefferton, Mark
Subject:

COMMENTS REGARDING DEVELOPMENT ON BRANT STREET

After attending the meeting, it became clear that the major objection to this proposal is the potential traffic problem. We absolutely did not require a consultant to advise us what the various studies indicated. Every single person there could have testified much more accurately as to the situation on Brant Street. We need to reduce the flow; not add to it. It is so congested right now that any increase will cause trouble.

Rick Craven indicated that Waterdown Road would eliminate a lot of the pressure but I do not think that would be the case. Drivers needing to go east will not head west to access the 403; they will head east and right down Brant. Most of the new housing complexes are east of Waterdown Road; not west.

Mr. Craven also neglected or forgot to mention the fact that Connon Nurseries, a large piece of property, will undoubtedly be filled with yet more houses, more people and more cars.

Also a viable worry is the fact that so many children will be daily leaving and returning to that area for school. Of course, many will be picked up by bus. However, other schools will be arrived at by walkers; thus requiring a street crossing guard, which will again slow traffic.

A real concern to all of us was the fact that the woman on the panel grudgingly admitted that her department had advised the builders that there was a bias to have this area intensified; thus requiring a zoning change and amendment. Obviously, it was initially

Public Comments

considered that the ideal number for that area would be approximately 130 dwellings and not 233. Why would that fact change? That conclusion negated all the work and opinions previously held by the City and has left us all with scepticism about the integrity of our council. This would indicate intensification without representation as well as a waste of our time attending any of these meetings.

It is a certainty that this land will be developed at some point. I do not think this development is ideal for this spot. However, if this proposal is accepted, then at least we should honour the original 130 dwellings recommended.mark.hefferton@burlington.ca

From: John Calvert [REDACTED]
Sent: Thursday, October 26, 2017 3:36 PM
To: Hefferton, Mark
Subject: Suggestion

Mark: I thought I would pass along to you a suggestion raised by someone who is not part of the committee, but attended the Open House. They are proposing that the access to Havendale be developed as a building lot. I know the subdivision needs two access points, but could you explore with the Engineering Dept the possibility of two access points to Brant. As you know, the biggest concern resulting from the development is additional traffic, safety of children in this stretch of Havendale as well as cut through traffic on Fairchild. This solution would go a long way to address the problem.

They said there is precedents for road closures such as: Kerns Rd one way at Kerncliffe Park, Mountain Grove at Upper Middle and Headon Rd. at Dundas.

Please explore this suggestion. Thanks, John.

From: Philip Davis [REDACTED]
Sent: Sunday, October 29, 2017 9:54 PM
To: Mailbox, Office of Mayor Rick Goldring; Meed Ward, Marianne; Dennison, Jack; Lancaster, Blair; Taylor, John; Sharman, Paul; Hefferton, Mark
Subject: 2100 Brant St.

I have sent several e:mails back and forth with Rick Craven regarding the proposed zoning change. It was suggested that I should also send you a copy.

Public Comments

Dear Mr Craven,

You are indeed correct, there are no easy answers.

What do I suggest?

As the MD's say 'first, do no harm'. In this case it would mean stay with the plan developed over the years, leave the zoning as it is. We, in the community, realize that reasonable development is to be expected; that is the development per plan. What is a problem is if we conclude that the formal plans of the community are just window dressing and subject to the whim of local developers, the council, the provincial decision to arbitrarily stuff more people here or there. If the city stays with the plan, developed over the years, after long thought and discussion then we can accept it. If Burlington grows in a managed, controlled manner we will have time to adapt. If problems develop we will have time to develop solutions. We must face the fact that, today and in the near future, we are dependent on the car as a primary means of transportation. Rapid, out of plan, intense development, taking place in an area surrounded by intense development leads to avalanche problems that we are seeing already in Burlington. I have experienced the explosive growth of Ft. Myers, FL, my home town, and the Cape Kennedy area in the 1960's. Uncontrolled growth savages communities like nothing else. I suggest you examine San Carlos Boulevard on Ft. Myers Beach for a sample of what developer driven growth looks like.

Since we can't control communities around us, I suggest it is even more important that we control ourselves. If we don't control developers they will control us.

As to what I would suggest beyond staying with the plan. Burlington has been a dynamic, well managed city. We should continue to look at ways that we can alleviate the traffic that others have thrust upon us. Locally that includes looking at all the alternatives and making transportation gains where possible. While I am not much of a bicyclist I recognize that bikes could help so we should look at creating a dedicated, or joint walk/bike, network of dedicated trails connected to improve the bike option. We already have some very good trails, they need to be extended with a view to utility as well as recreation. Lane reduction on already maxed out roads is just creating hazard; spend the money on extending existing trails.

I doubt that there is any bold thinking on buses as they tend to be regarded as a last resort for other people but there are areas where buses work. So here are some thoughts. First make them free. I know that is radical but go to Amherst, MA and see it in action. Amherst is home to a half dozen colleges that allow students to take classes across the group and, as a result, there are a lot of students moving around town. There are many small buses moving around. They are free because it is easier and it turns out that about 30% of the cost of bus service is fare collection so it is not as expensive as it sounds to go free. It works, buses are frequent and go where you want. We car owners have had 'free' roads for decades so why not free buses?

The parking at mass transit should be available. If we are to use trains we should have confidence that we can dump our car and ride the train. Knowing that getting to Brant St. was problematic and, once there the chance of a parking place was low, I go West for the eastbound train. Even that strategy failed several times I couldn't find parking at Aldershot. The last time I ran across town to grab the next the last parking place at Appleby. As a result I don't have faith in the system even though I like to ride trains. I expect there are jurisdictional issues but I am sure city influence could help increase transfer parking.

Public Comments

While experiments with 'traffic calming' are good fun for traffic engineers, we need a focus on 'traffic flowing'. It has gotten much worse in recent years and the trend is not good. While we can see that opening new roads is not possible we need do all we can to improve flow. Have we looked at opening lanes instead of closing lanes? Have we looked at timed lights, perhaps timed differently for the morning and evening rush? Gains from improvements would be small but would help with the daily grind.

While I doubt that the city has much influence on provincial planning, any influence would help in moving plans for expanding area roads to spread the load. In the best of all possible worlds we could recover the 407, improve it to take a load off the QEW & 401 but I assume there is no hope of that until Toronto comes to a standstill. Hopefully Amazon will debrief them that Toronto lost the new headquarters bid because of the road infrastructure.

So there are some stray thoughts on what we can do. Burlington is the best city of the 10 I have lived in, I hate to see it fade into the world of good places that got overwhelmed by 'progress'.
Regards,

Phil Davis

Dear Mr Craven,

Yes, as you point out "things have changed a lot since 1997 city planning". In fact, a lot of things have changed that could not be accurately foreseen in 1997.

The 407 was a real Toronto bypass with access points on Dundas. In 1997 it could be expected to draw a lot of traffic off local roads. Once sold the 407 could no longer be part of the transportation system. The private 407 could not be altered as needed for changing traffic patterns and the fact that the tolls reached the level of 'highway robbery' removed it as a significant route. Local roads would need to pick up the burden of transfer to the QEW & 403.

Global Warming was more abstract then and the impact of high impact weather events, such as torrential rain, were only vaguely considered. Now we know that paving over large areas leads to flooding during intense weather events. Areas not already paved over should be protected, particularly near the escarpment. Currently open areas like 2100 Brant St.

The drum beat for intensification at all costs had not yet been heard, so zoning was treated as a method of city planning rather than an annoyance to development. The process was still rational, based on character of neighborhood, traffic patterns and quality of life issues. Now the intensification of downtown, with developers raising the roof (by many floors) on each new building, the traffic and people loading are beyond what could be anticipated in a planning review of 1997.

The over intensification of Waterdown, most of which is on the East side, creates traffic flows that could not have been anticipated when Waterdown was a sleepy little neighboring town.

Public Comments

It is unlikely that the amount of traffic on the QEW & 403, including the frequent multi-hour blockages could have been anticipated 20 years ago. At the time there was the 407 believed to be available and the Peninsular Highway in planning would be expected to take load off the existing roads.

When you consider all of the above it is clear that a rational solution would be to be very careful about adding to the existing commuting misery. In fact a rational, common sense review of the zoning at 2100 Brant St. would call for a reduction in current planned density to say, 67 units on that property. The current request for 233 units means that, in addition to massive traffic congestion, during a major rain event, runoff will find only pavement at 2100 Brant.

Regards,

Phil Davis

From: Philip Davis [REDACTED]
Sent: Wednesday, October 25, 2017 11:56 AM
To: Hefferton, Mark
Cc: havendaleresidents@gmail.com
Subject: 2100 Brant St

To: City of Burlington
 Planning & Building Dept.

Re: 2100 Brant St.

Deja vu all over again-

From CBC article on Waterdown Bypass:

‘Now, the houses are there but the roads are not. Since 2001, the population of Waterdown has grown by more than **3,000 people**, with **thousands** more expected. Meanwhile, the province didn't approve the bypass plans until late 2013. Then the city busied itself with design, construction, land acquisition and hiring a contractor.

Frustration with the congestion runs deep. Businesses have suffered because people don't want to come downtown, said Arend Kersten, executive director of the Flamborough Chamber of Commerce.

"The short answer is it's about bloody time," he said of bypass construction. "The bypass is absolutely essential to the gridlock we have in Waterdown."

Public Comments

We could use those words exactly for Brant St and the Power Centre area, except there is no bypass or potential for a bypass. That means that all the current residents will just have to accept that in Burlington:

Frustration with the congestion runs deep.

Businesses have suffered because people don't want to come downtown

Burlington will continue to intensify and dump more cars on the existing roads (except where there are lane reductions for various reasons).

The population of Waterdown is projected to rise from 18,000 local, well settled and integrated citizens in 2013 to 36,000 by 2018. The newest 18,000 residents, in the new car centric communities, are commuters. Their principle path to the east bound arteries is Dundas to Brant St and down Brant. (The traffic planner at the community meeting said he was using 2% growth in figuring loading calculations, does this sound like 2% ?) Has anyone done real 'on the ground' traffic studies of the Brant St and QEW area? Has anyone considered the impact of a several year shut down of Waterdown Road for widening when additional traffic will flow through Brant St.? Has anyone considered the impact of using Brant St as a detour for the increasing number of occasions where the QEW and/or the 403 collapse? Now we are to double the number of additional cars on Brant St. from 2100 Brant St.! One of the reasons for living in Burlington is 'quality of life'. It is hard to see how this will add to the quality of life in Burlington, it will only add to the quantity of life in Burlington.

We have been told that there is no problem because car use will decrease.

- We are going to use buses (recent articles quote even city officials as saying the bus service is pathetic).
- We are going to use mass transit (the last time I used the GO train I had to change stations for lack of parking. It is so bad that, when taking the train to Toronto, I start a Altershot, if that lot is full I race to Appleby if hopes of grabbing a spot. It means I need to allow a lot more time and if the roads are jammed; then I don't make it.(I don't even try for downtown.)
- We are going to use bikes. I am almost 80 and have never been good on a bike, the idea of riding a bike, separated from 4000 pound steel projectiles by only a paint stripe is too close to suicide for me to accept. Then add the weather, this is Canada not Hawaii.
- We are going to walk. I like to walk for a mile or so but that doesn't get to town so tell all the merchants in Burlington that Amazon just got a lot more appealing.
- Oh, yes, I could use the car except the roads are jammed and there is no parking.

Regards,

Phil Davis
1225 Havendale Blvd.

Public Comments

From: Marny Paget [REDACTED]
Sent: Tuesday, October 24, 2017 6:48 PM
To: Mailbox, Office of Mayor Rick Goldring; Meed Ward, Marianne; Dennison, Jack; Lancaster, Blair; Craven, Rick; Taylor, John; Sharman, Paul; Hefferton, Mark
Subject: Proposal for 2100 Brant Street

I apologize for sending this email so long after the town hall meeting however I have been unavailable.

I would like it known that as a homeowner directly across the street from the proposed site I could not be more opposed.

We, along that stretch of Brant already have significant issues with traffic noise (at all times of the day). I can't open my windows in the summer because of the noise, and sitting outside at night is not the least bit enjoyable because of the volume of cars and trucks that travel constantly on Brant.

Not to mention, the pollution from the traffic.

If 200+ new dwellings are going up the impact on noise and pollution will be unbearable. There will be no peace, no backyard enjoyment, no sense of quiet community.

I bought my property because of its large, fenced in yard that overlooks a field. I have created a personal haven in my back, that I can't enjoy now because of the increase in noise over the years.

If those units go up I may as well pave my backyard and make it a parking lot.

What will the city do to address these concerns?

Marny Paget

Sent from my BlackBerry 10 smartphone on the Rogers network.

From: [REDACTED]
Sent: October 10, 2017 10:53 AM
To: mayor@burlington.ca; marianne.meedward@burlington.ca; jack.dennison@burlington.ca; blair.lancaster@burlington.ca; rick.craven@burlington.ca; john.taylor@burlington.ca; paul.sharman@burlington.ca; mark.hefferton@burlington.ca; havendaleresidents@gmail.com
Subject: NH PROPOSAL - 2100 BRANT STREET

This email is to communicate our concern regarding the proposed National Homes Proposal for 2100 Brant Street.

Public Comments

As a long-time resident of Havendale Blvd, our concerns are as follows:

- The proposed number of townhomes without adequate street entrances and exits onto Brant St., Almonte Dr. and Havendale Blvd and Fairchild will result in an unsafe increase in traffic, noise and pollution.
- No plans for traffic lights to be installed at the Brant Street exit from the development will force traffic through the Almonte and Havendale exit – again taxing a street not designed for this amount of increased traffic. No plan to install an advanced green light from Brant/Havendale is also a concern.
- Given the increase in vehicles and volume of traffic, there should be a minimum of two exits onto Brant Street – with traffic lights.
- The potential of over 450 vehicles will increase the risk to children playing in the area – there are two schools and two parks where children are walking, this increased traffic and overflow parking is dangerous.
- Overflow parking can only flow to Havendale Blvd and adjacent streets hampering traffic flow as all streets in the area are two lanes only – cars parking on the street, with the extreme increase in the number of vehicles in the area is a serious concern. Why is NH not required to provide space for adequate visitor and overflow parking?
- The over-intensification of the development, combined with the lack of green space and the proposed rezoning to change the minimums in all areas of the development does not meet the zoning criteria and is creating a concrete jungle.
- The increase in the number of townhouses and the corresponding residents are not part of the Official Plan – detached single family homes in keeping with the neighbourhood would not tax the existing infrastructure of the area to the same degree as 233 townhomes on very small lots. The current services – water, cable, phone, road maintenance, snow removal, hydro and emergency, etc. will definitely be impacted by the over development and resulting stresses on the existing properties is also a concern.
- The existing wildlife in the current greenspace has been a joy to residents for the past 30+ years...is there a plan to protect the existing mature trees and to relocate the deer, coyotes, fox, racoons, and possum?

The proposal from NH does not meet our zoning criteria – do we have Zoning and Planning departments? We need to stick with the original zoning criteria, and keep the existing zoning plans in place.

Thank you for your consideration,

Steven & Melanie Pepper
1076 Havendale Blvd.
Burlington, ON L7P 3E3

Public Comments

From: Paule Desjardins [REDACTED]
Sent: Wednesday, October 11, 2017 2:47 PM
To: Hefferton, Mark
Cc: Mailbox, Office of Mayor Rick Goldring; Dennison, Jack; Lancaster, Blair; Craven, Rick; Taylor, John; Sharman, Paul; Meed Ward, Marianne
Subject: National Homes - 2100 Brant Street - REJECT proposal for zoning request

Dear Mr Hefferton,

I am writing in response to the request by National Homes to re-zone 2100 Brant St. (from low to medium density) and allow the development of 233 townhomes. I implore that you please **NOT** change the official plan of the City of Burlington and allow Spot Zoning.

As a homeowner on Belgrave Court, I have great concerns as my neighbours do, with the proposal by National Homes:

- substantial increase in Traffic flow – there are only two access points into the proposed development and only one access point has a stop light (Brant St and Havendale Blvd). This means there will be a significant increase in the number of cars using Havendale Blvd to access to the proposed development from the north side (potentially an increase of up to 400 cars; twice or more daily!!)
- Density of the proposed development - 233 townhomes means upwards of 1,000 people living in a very small parcel of land. This will increase the amount of noise, traffic and pollution which will affect the overall safety of children and adults on neighbourhood streets.
- a change from low to medium density zoning will result in a reduction of property values in the surrounding neighbourhood and affect the tranquility and quality of our environment.

Public Comments

- NO green space in the proposed development – how can this happen! If 400-500 children move into the development where will they play?

- Parking – there is insufficient visitor parking in the proposed plan which will result in overflow parking on neighbouring streets including Havendale, Belgrave, Fairchild. This is not acceptable.

Who is benefiting from this greed? National Homes without concern for the City of Burlington's Official Plan and it lacks fundamental fairness for the surrounding properties in the neighbourhood. Why is the city of Burlington wanting to over-intensify?

Please do not permit the re-zoning request by National Homes for their proposed development. We are strongly opposed- Please don't change the Official Plan for 2100 Brant Street.

With regards,

P. Desjardins

Belgrave Court

From: [REDACTED]
Sent: Wednesday, October 11, 2017 1:07 PM
To: Hefferton, Mark
Cc: Mailbox, Office of Mayor Rick Goldring; marianne.meedweed@burlington.ca; Dennison, Jack; Lancaster, Blair; Craven, Rick; Taylor, John; Sharman, Paul
Subject: National Homes - 2100 Brant Street - REJECT proposal for zoning request

To: Mark Hefferton (City Planner)

RE: National Homes Proposal for 2100 Brant St, Burlington, ON

Dear Mark,

I am writing in response to the request by National Homes to re-zone 2100 Brant St. (from low to medium density) and allow the development of 233 townhomes. Please **do not** change the official plan of the City of Burlington and allow Spot Zoning.

As a homeowner on Belgrave Court, I have the same concerns as my neighbours with the proposal by National Homes:

Public Comments

- Traffic flow – there are only two access points into the proposed development and only one access point has a stop light (Brant St and Havendale Blvd). This means there will be a significant increase in the number of cars using Havendale Blvd to access to the proposed development from the north side (potentially an increase of up to 400 cars; twice daily!!)
- Density of the proposed development - 233 townhomes means upwards of 1,000 people living in a very small parcel of land. This will increase the amount of noise and pollution and affect the overall safety of children and adults on neighbourhood streets.
- A change to medium density zoning will result in a reduction of properties values in the surrounding neighbourhood.
- There is absolutely NO green space in the proposed development – how can this happen! If 400-500 children move into the development where will they play?
- Parking – there is insufficient visitor parking in the proposed plan which will result in overflow parking on neighbouring streets including Havendale, Belgrave, Fairchild. This is not acceptable.

The entire proposal smacks of greed by National Homes without concern for the City of Burlington's Official Plan and it lacks fundamental fairness for the surrounding properties in the neighbourhood.

Again, please do not permit the re-zoning request by National Homes for their proposed development. Please don't change the Official Plan for 2100 Brant Street.

With kind regards,

T. West

Belgrave Court

Public Comments

From: Melanie Pepper [REDACTED]
Sent: Thursday, October 12, 2017 10:42 PM
To: Mailbox, Office of Mayor Rick Goldring; Meed Ward, Marianne; Dennison, Jack; Lancaster, Blair; Craven, Rick; Taylor, John; Sharman, Paul; Hefferton, Mark; havendaleresidents@gmail.com
Subject: RE: NH PROPOSAL - 2100 BRANT STREET

Having just returned from the neighborhood meeting at Crossroads regarding the NH Proposal, I feel I must comment on the proceedings:

- Questions were not answered in an honest and forthright manner – the responses skirted the issues; no one answered the question as to why we would want 233 units – somewhere there has to be a happy medium. Is it viable to reduce the number of units? Given that they are almost double what the area is zoned for.
- There needs to be two entrances onto Brant Street to alleviate traffic on the numerous side streets and there does need to be traffic lights installed – that is a given in my opinion. Cavendish Woods is a development with 150 units and they have three entrances onto Cavendish Drive. The NH Proposal is for approximately 30% more units and one less entrance/exit. How can this possibly make zoning sense.
- The gentleman who used the explanation of ‘unfortunately, someone needs to be hurt’ to get a traffic light installed did not need to be burnt at the stake. The truth is, that’s an honest assessment of what typically gets a traffic light installed. I feel sorry for the reaction he received...of the entire presentation, that comment was probably the most honest statement of the night. I didn’t like it, but I completely understood what he meant. In future, it might be better to provide a quick explanation of the process required to get a traffic light installed – who should we write to, how do we get the process started.
- I have grave concerns regarding the choice of language used when responding to the majority of the questions/statements made by the residents. I heard, we are going to keep the trees – if we ‘can’. What does that mean? Does that mean when the project is underway they find they need to destroy the natural treeline? As a resident that backs onto the undeveloped land, we saw the last group chop down a significant number of beautiful mature trees with very little

Public Comments

repercussion. The continuous use of plans can change, and the backpedalling on medium density, is a serious concern...if developers are encouraged to go ahead and double what the current zoning is, then doesn't that border on collusion? The generalized statements about the increase in volume of traffic, the inability to respond to what typically happens to schools in neighbourhoods that have an influx of 'new' residents; the parking issues – all were responded to with we don't know. It's your job to know. Have you studied what has happened in other areas, communities, neighbourhoods? The repeated we have circulated this and will hear back does nothing to alleviate our concerns. Do your homework prior to a meeting that is supposed to be an honest and important exchange of challenges and opportunities.

- The idea that the city planner does not know who previously owned the land is ridiculous. How can the city planner not know? Another example of not practicing full disclosure. Very disappointing.
- The developer stated that they have been tossing around ideas to provide create a splash pad, or a park – if this will be at the expense of the remaining green space we lose again.

The artist renderings of the proposed townhouses are beautiful, and the developer showed good faith in revising the original appearance, look and feel of the development. There is a concern that the internal roadways, the clearance to the roads and the distance between the houses already built isn't enough. Reducing the minimum clearances should not be allowed.

As a side note, I initially emailed my concerns earlier this week; of the nine recipients, less than 50% replied. And one of the replies sent an auto-responder saying thanks and for more information on various topics see below. Really? If your name was provided as someone who should be included in emails, perhaps it would be a good idea to reply. If you are representing the people of Burlington, I would suggest at the very least you have an auto-response that indicates the email has been received. The citizens that emailed and/or attended the meeting regarding this proposal deserve a reply from those we voted into office.

It is my hope that the proposed plan is a 'worst case scenario' and that the actual plan will be a reduced version to what has been presented. I fully recognize the rezoning is not something that will be taken lightly and is a huge responsibility for all involved, my hope is that the process isn't smoke and mirrors and the decisions have already been made.

Regards,

Melanie Pepper

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

From: Mailbox, Office of Mayor Rick Goldring
Sent: Thursday, October 12, 2017 4:30 PM
To: Hefferton, Mark
Subject: FW: Objection to 2100 Brant St.

Public Comments

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

From: Lesley Foster [REDACTED]
Sent: Thursday, October 12, 2017 4:24 PM
To: Mailbox, Office of Mayor Rick Goldring
Cc: Craven, Rick
Subject: Objection to 2100 Brant St.

We object very, very strongly to the planned housing proposal on Brant Street.....it's ridiculous to even consider such high density housing there. Brant Street is already rapidly becoming as busy as the Toronto streets. And when the hundreds of new homes in Waterdown become occupied it's going to become almost impossible to drive safely. Burlington is definitely changing and NOT for the better!!!!

A very concerned and unhappy voter!

Sent from my iPad

From: David Campbell [REDACTED]
Sent: Tuesday, November 14, 2017 12:35 PM
To: Craven, Rick; Mailbox, Office of Mayor Rick Goldring; Hefferton, Mark
Cc: havendaleresidents@gmail.com
Subject: National Homes Proposal for 2100 Brant Street

I am writing to you to express my concerns about the National Homes Proposal for 2100 Brant Street.

Are we really going to go into another development and re-zone? Are we once again going to make changes to a development that does not fit the official plan?

I am having a hard time with this. It appears that every time major intensification projects are considered, they come with changes that require re-zoning. Was the official plan that flawed? We were told that it was developed in our best interests, so why deviate? Why have the plan at all if we change it with each development? People make buying decisions based on current zoning of empty land parcels. Is it buyer beware forever like we are now seeing in downtown Burlington?

I am not against development. There is a prime piece of land that can be utilized. What I am against is adding more development than is necessary. The plan was put in place to prevent that occurrence. Why would we not want to follow it each and every time?

Congestion is already a problem on Brant Street – just take a look at the grid-lock and confusion that exists at the dangerous Brant Street accesses for the QEW and 403. A 5 minute drive to that interchange now takes 15 to 20 minutes. This is in an area with significant traffic problems that will only get worse in the future. It is hard to have faith in “the system” that would allow those intersections to get even worse.

Public Comments

I understand that there will be access to Havendale, and other quiet neighborhood roads as a result of the development. I do not have to tell you what a significant impact that will have on congestion at the traffic lights at Havendale and Brant, and Brant and Upper Middle. We are going to turn a nice calm, quiet community into another heavy traffic corridor without even considering what that will do for that area.

I read with interest that the developer wanted to remind residents that they are only following the guidance set out by the province to intensify. How convenient. The developer makes more money by getting more houses into a tight space. He will be gone in a year and the residents will be left with the fallout from a badly conceived neighborhood. Councilors will feel they are off the hook because they were only following the guidelines of the province.

We need strong leadership to stand up for the rate paying residents that have been living in current neighborhoods for decades. Can we count on you to stand firm and do your best to ensure our Official Plan is upheld in every way?

My neighborhood looks forward to your comments on this project and your courage in supporting the development of quiet, manageable communities.

David Campbell



Public Comments

From: Taylor, John

Sent: Sunday, January 28, 2018 3:43 PM

To: donald kimber

Cc: Wainman, Sheri; Minaji, Rosalind

Subject: Re: Proposed redevelopment of 2100 Brant St by National Homes

This item is still under review by staff. When they are reporting back to Committee and Council i will make sure you receive notification of the meeting and are sent a copy of the report.

Sent from my iPad

On Jan 28, 2018, at 2:47 PM, donald kimber <[REDACTED]> wrote:

I would oppose in the strongest terms any change in the official plan by National Homes to amend the Official Plan to rezone this land to medium density. This area is already well developed and I don't want anymore high density housing causing traffic congestion problems along with the increases in air and noise pollution.

Respectfully submitted

Don Kimber & Kalina Andrew

2019 Faversham Ave
[REDACTED]

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

From: dorothy jones [REDACTED]

Sent: Wednesday, February 28, 2018 3:38 PM

To: mayer@burlington.ca; Craven, Rick; mari-anne.meedward@burlington.ca; Taylor, John; jack.dennison@burlington; Sharman, Paul; Lancaster, Blair; Hefferton, Mark

Subject: Brant Street at 2100 Brant Street zoning

Good afternoon:

As a concerned Burlington citizen, I don't see the need to change the 'Low Density Zoning' on Brant Street.

Changing the 'Low Density Zoning' at 2100 Brant Street south of Havendale Blvd., would creat different problems. Increased traffic congestion, school congestion, land drainage problems, pedestrian problems, I don't believe local residents would benefit if a change was made.

Please keep the area as a low population density area.

Thanks

Dorothy Jones

2119 Amesbury Cres.,

Burlington, ON.,

L7P 1Z7

Public Comments

From: Doug Agnew [REDACTED]
Sent: Friday, March 02, 2018 3:07 PM
To: Taylor, John
Cc: Mailbox, Office of Mayor Rick Goldring; Craven, Rick; Lancaster, Blair; Dennison, Jack; mari-anne.meedward@burlington.ca; Meed Ward, Marianne; Sharman, Paul; Hefferton, Mark
Subject: Zoning Change Proposal for 2100 Brant St.

Dear John,

I am a longtime resident of Burlington - since 1968, and specifically of the Brant Hills area, having moved here from south-east Burlington in 1978.

Please note my strong opposition to the zoning change from low to medium density for the parcel of land at 2100 Brant St. for all the reasons outlined to councillors in the past - a density projection that far exceeds surrounding immediate neighbourhoods, greater traffic congestion, lack of supportive traffic signalling, insufficient exit/entry from the proposed site causing traffic spillover onto neighbouring residential streets, etc.

We urge you to stand by the original Official Plan. It was approved for a reason. In my opinion, this rezoning proposal is in direct opposition to the original intent of the plan for this neighbourhood.

With regards,

Douglas Agnew,
31-2155 Duncaster Drive

From: Peter Cass [REDACTED]
Sent: Monday, October 02, 2017 6:04 PM
To: Hefferton, Mark
Subject: National Homes, 2100 Brant St.

I see there are issues with the application by National Homes; I trust the City to handle those in the best interests of the official plan, etc, so have no objections. I live nearby.

Peter H. Cass

Please note that I am away Friday afternoons from noon on.

Direct: [REDACTED] Tel: [REDACTED]
Fax: [REDACTED]
Web: www.cassbishop.ca
Tell us how we're doing: www.cassbishop.ca/feedback
Cass & Bishop Professional Corporation
3455 Harvester Rd Unit 31
Burlington ON L7N 3P2

Public Comments

From: James Begg [REDACTED]

Sent: Monday, October 09, 2017 5:35 PM

To: Mailbox, Office of Mayor Rick Goldring; Meed Ward, Marianne; Dennison, Jack; Lancaster, Blair; Craven, Rick; Taylor, John; Sharman, Paul; Hefferton, Mark

Subject: National homes proposal for 2100 Brant st.

As a long time resident of Burlington, I am concerned by this proposal and do not support this.

Please see the attachment.

Thank you,

Regards,

J. Begg

Neighbour to Neighbour - Residents Supporting Appropriate Development

National Homes Proposal for 2100 Brant Street

This poster was prepared by members of the Havendale Community Advisory Committee. We are neighbours who informed councilor Craven of our desire to be involved and to provide community input into the proposal for 2100 Brant. We met with Craven and Mark Hefferton, City Planner on Sept. 12th and 20th. On the 20th, National Homes made a presentation.

Below are some of the concerns that we share:

- The existing Burlington Official Plan and Zoning By-law permit detached dwellings similar to the character of our neighbourhood. National Homes' application is non-compliant with the Official Plan, the zoning regulations for the area as well as with the staff direction for maintaining the concept of the neighbourhood
- **National Homes (NH) is proposing to build 233 townhomes on very small properties**
- 233 townhomes means a potential of 400 to 466 cars and guest cars in the area. Possibly even more.
- **Safety** for children and adults on neighbourhood streets is a serious concern
- **Traffic concerns:** -as there is no traffic light planned on Brant St., it will be difficult turning Left onto Brant to exit the site going North **OR** turning Left to enter the site while proceeding North on Brant. This will add to problems on Brant and will mean major vehicular increase on Havendale and Fairchild.
- Traffic impact on EMS service, pollution, noise
- **Parking concerns:** We feel that there are insufficient resident and visitor parking spaces in the plan which will result in additional street parking on Havendale, Fairchild, Belgrave...
- **No green space within the townhouse area**
- Balconies and unfenced backyards are being counted as public space
- Need to protect neighbourhoods as stated in City's Official Plan - The extreme density of this proposal is a big concern.
- The uniformity - all multi-level townhomes - is far too limited for a property of this size. Several stakeholder groups **MUST** be taken into consideration. Diversified housing is a need in Burlington.

THIS NATIONAL HOMES PROPOSAL DOES NOT MEET BURLINGTON'S OFFICIAL PLAN.

WILL BURLINGTON COUNCIL STAND BY THE OFFICIAL PLAN???

Fraser institute research shows Burlington to be #1 in the greater golden horseshoe for giving fast approval AND for being the least regulated community in the development approval process.

We are not opposed to development.

Intensification is not the problem, Over-Intensification is!

What can we do?

We all need to make our concerns known! Let Councilors know this is important to all of Burlington. This kind of over-intensification should not happen anywhere in Burlington. Email the mayor and all councilors and the city planner.

mayor@burlington.ca

rick.craven@burlington.ca

marianne.meedward@burlington.ca

john.taylor@burlington.ca

jack.dennison@burlington.ca

paul.sharman@burlington.ca

blair.jancaster@burlington.ca

city planner: mark.hefferton@burlington.ca

Message to Burlington Council:

STAND BY YOUR PLAN!

SOME DETAILS

The NH proposal involves a re-zoning request for increased density. Here are just a few examples of ways in which even with re-zoning this plan does not meet Burlington's zoning criteria:

COMPARISON OF EXISTING AND PROPOSED ZONING CRITERIA

RM2, RM5, RM2-AAA and RM5-BBB ZONE REGULATIONS

TOWNHOUSE BLOCKS

REGULATION	EXISTING MINIMUM	PROPOSED MINIMUM
Lot Width	45m	25m
Lot Area	0.4ha	0.08ha
FRONT YARD SETBACK	7.5m	2.3m
SIDE YARD SETBACK	4.5m	1.5m
STREET SIDE YARD SETBACK	6.0m	2.0m
REAR YARD SETBACK	9m	6.0m
AMENITY AREA	25m ² /bedroom	11m ² /bedroom
BUILDING SETBACK ABUTTING A CREEK	7.5m	3.5m
LANDSCAPE AREA FOR LOTS ABUTTING A STREET HAVING A DEEMED WIDTH UP TO 20m (ALMONTE DR.)	4.5m	2.9m
RESIDENT PARKING	2 SPACES/UNIT (cannot count garage)	2 SPACES/UNIT (counts garage as one space)
PUBLIC STREETS (ALMONTE DR.)	20m ROW	17m ROW

Almonte Drive "will have a 17m Right-of-way (ROW) width and include a 1.5m wide pedestrian sidewalks within both the 5m wide blvd. on the north/east side of the road, and the 3m wide blvd. on the south/west side of the road." It appears from the site plan the sidewalks are within the ROW, which means a very narrow street.

STREET TOWNHOUSES

REGULATION	EXISTING MINIMUM	PROPOSED MINIMUM
Lot Width	6.8m	5.5m
Lot Area	200m ²	149m ²
FRONT YARD SETBACK	6m	4.3m
STREET SIDE YARD SETBACK	4m	1.5m
REAR YARD SETBACK	9m	6m
MAXIMUM HEIGHT	2 STOREYS	3 STOREYS
MAXIMUM DENSITY	40 UNITS/ha	45 UNITS/ha

NO VISITOR PARKING REQUIRED

INTERNAL STREETS - PRIVATE 6m Pavement width

Public Meeting on October 12th, 7 pm, Crossroads

1295 N Service Rd., Burlington

Plan to attend! Let council know this is a concern.

For info or to share concerns and ideas, please contact havendaleresidents@gmail.com

**RE: Application to Amend the Official Plan and Zoning By-Law
2100 Brant Street, File numbers 505-03/17, 520-10/17, 510-02/17**

Dear _____

We are writing to express our concern regarding the proposed changes to the zoning of the lands situated at 2100 Brant Street by National Homes and to request that the official plan be amended to close the road access to Havendale Blvd. from 2100 Brant Street

One of the great attributes of Burlington has been its commitment to planning that included parkland, playing field, and public pathways. Having lived in Burlington for over a decade we have appreciated these family friendly features in communities such as Headon Forest and Havendale. Indeed, Burlington has been rated the best mid-sized city in Canada multiple times.

The proposal by National Homes (Brant) Inc. - 2100 Brant St. that was the subject of a meeting alarmed us. The proposed increase in housing density seemed to abandon any concern for the quality of life the families would experience. One of our daughters (11 years old) spoke to the lack of space for the children in the proposed community at the meeting.

Healthy Parks Healthy People in the article 'Urban planning and the importance of green space in cities to human and environmental health' points to the importance of green space in the development of a great city.

"Cities are comprised of more than just buildings and people. The most "liveable" cities – and some of the world's most famous cities – are as known for their open space as they are for their culture."

"There are numerous health benefits associated with access to public open space and parks. Access to vegetated areas such as parks, open spaces, and playgrounds has been associated with better perceived general health, reduced stress levels, reduced depression and more."

<http://www.hphpcentral.com/article/urban-planning-and-the-importance-of-green-space-in-cities-to-human-and-environmental-health>

We understand the tendency to higher density as the GTA grows. However, we must have concern for the well being of the residents of the proposed community and those adjacent. Poorly planned density is problematic for healthy community planning.

The Havendale Community has always had a planned road connection to the lands in question. The land at 2100 Brant has been, and is currently, zoned for single detached and lighter density attached dwellings. This would be in keeping with the characteristics of the existing community and in keeping of their understanding of future development when they purchased their homes.

The proposal by National homes is not in keeping with the original plans and is problematic for the Havendale Community

Issue 1: Increased traffic flow on Havendale Blvd. and Fairchild Blvd., as Havendale Blvd. will have one of only two accesses to the 233 townhouses, the other being Brant Street. Cars will travel along Fairchild Blvd., which already has through traffic issues, to use the lights at Upper Middle and/or will travel up Havendale Blvd. and come down Upper Middle Road.

Proposed Solution: Since we are revisiting the official plan, we propose eliminating the Almonte Street connection to Havendale Blvd. and creating a second access to Brant Street for the development at 2100 Brant. The road allowance could be converted to a community parkette to serve the Havendale community and the Almonte community or sold off as a building lot.

Advantages

1. Havendale Blvd. and Fairchild Blvd. would not be subjected to the increased traffic flow.
2. A parkette would increase green space for the families in both subdivisions.
3. Prevents another 'Kerns Road' problem in Tyandaga on Havendale and Fairchild Boulevards.
4. Avoids the costs of traffic calming measures on Havendale Blvd. that currently exist on Fairchild Blvd.
5. Will alleviate some of the concerns of the Havendale area residents.

Disadvantage

1. Requires 2 Brant St. accesses. National Homes would have to reconfigure its plan, possibly losing some of the proposed town homes – see Appendix A and B. To the south of Havendale, Wellington Green has 4 accesses to Brant Street.

Issue 2: The National Homes development allows for no useable green space (i.e. playgrounds) within the development. When one of our daughters (11 years old) raised this at the meeting asking, "where are the kids going to play?", the rep from National Homes was slow to come up with any answers. He suggested building more capacity into the park on Fairchild within the Havendale Community, ignoring the Fairchild Blvd. residents concern about the current use of their street.

Proposed Solution: Since we are revisiting the official plan, we propose eliminating the Almonte Street connection to Havendale Blvd. allowing for the creation of a community parkette with a playground for kids.

Advantages

1. "There are numerous health benefits associated with access to public open space and parks. Access to vegetated areas such as parks, open spaces, and playgrounds has been associated with better perceived general health, reduced stress levels, reduced depression and more."
<http://www.hphpcentral.com/article/urban-planning-and-the-importance-of-green-space-in-cities-to-human-and-environmental-health>
2. Provides additional green space for a higher density community at 2100 Brant.
3. Follows precedents such as the reduction of Kerns Road to one way, The curtailment of Headon Road' connection to Dundas Street, and the division of Mountain Grove Ave into north and south segments with no connection between the two.

Disadvantage

1. Requires 2 Brant St. accesses. National Homes would have to reconfigure its plan, possibly losing some of the proposed town homes – see Appendix A and B. To the south of Havendale, Wellington Green, a smaller development, has 3 accesses to Brant Street.

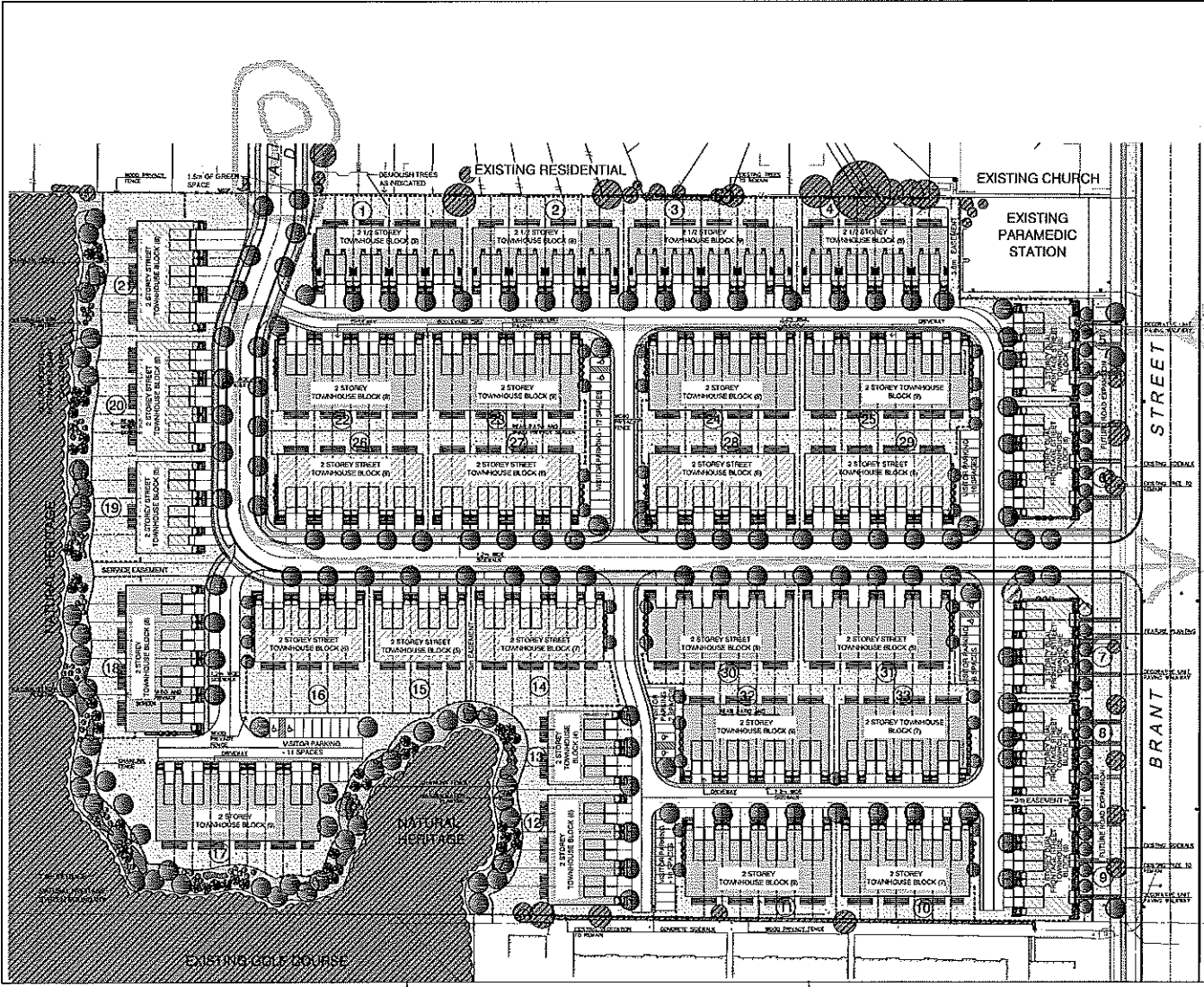
Other issues:

1. There was no answer as to where the children of these families will be schooled or how they will be transported. It is a well-known fact that these subdivisions spring up well before the school boards' planning processes, which take 3 to 4 years, can react.
2. Brant Street is already congested. The meeting on October 12th revealed that there was no consideration of the subdivision being built on the Burlington border in Waterdown. The Waterdown Road improvements are irrelevant as these Waterdown residents would have to drive west, only to be placed further back on a backed-up 403. They will instead come east on Dundas and south on Brant to access the 403 and other amenities such as the Costco and the Power Centre.
3. Real Estate agents have told us that the more densely built subdivisions in Alton and the Orchard have become transient communities as families look to buy into more traditional communities with green space and parks. We fear this for the Almonte community which at the rumoured entry price of \$800,000, will not provide the affordable housing to which the Burlington Planning department alluded and will not provide the type of living that families will want to stay in.

We were disturbed that there appeared to be the suggestion that the city was pushing for the density with the builders. I would hope the city planners are fulfilling their fiduciary duty to Burlington residents to allow for healthy and sustainable growth that will keep Burlington at the forefront of great places to live.

Regards

Brad Fisher
Janet Scott
1089 Havendale Blvd.
Burlington, Ontario L7P 3M8



GENERAL NOTES

1. ALL PLANTING TO BE DONE BY THE CONTRACTOR IN ACCORDANCE WITH THE LANDSCAPE PLAN AND THE RECOMMENDATIONS OF THE LANDSCAPE ARCHITECT.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FOR THE PLANTING AND MAINTENANCE OF THE LANDSCAPE.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING TREES AND PLANTING TO BE DONE BY THE CONTRACTOR.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL PLANTING TO BE DONE BY THE CONTRACTOR.

KEY MAP

LEGEND

- EXISTING TREES TO BE PROTECTED
- PLANNED DECIDUOUS TREE
- PLANNED CONIFEROUS TREE
- PLANNED LARGE SHRUB
- PLANNED SHRUB
- SCREENING
- SEMI-PRIVATE ON-STREET PARKING
- PAVED SUB AND WOOD DECK
- PRIVATE DRIVE

REVISIONS

NO.	DATE	BY	DESCRIPTION
1	16-01-10	SKB	ISSUED FOR TENDERS
2	16-01-10	SKB	ISSUED FOR TENDERS
3	16-01-10	SKB	ISSUED FOR TENDERS
4	16-01-10	SKB	ISSUED FOR TENDERS
5	16-01-10	SKB	ISSUED FOR TENDERS
6	16-01-10	SKB	ISSUED FOR TENDERS
7	16-01-10	SKB	ISSUED FOR TENDERS
8	16-01-10	SKB	ISSUED FOR TENDERS
9	16-01-10	SKB	ISSUED FOR TENDERS
10	16-01-10	SKB	ISSUED FOR TENDERS
11	16-01-10	SKB	ISSUED FOR TENDERS
12	16-01-10	SKB	ISSUED FOR TENDERS
13	16-01-10	SKB	ISSUED FOR TENDERS
14	16-01-10	SKB	ISSUED FOR TENDERS
15	16-01-10	SKB	ISSUED FOR TENDERS
16	16-01-10	SKB	ISSUED FOR TENDERS
17	16-01-10	SKB	ISSUED FOR TENDERS
18	16-01-10	SKB	ISSUED FOR TENDERS
19	16-01-10	SKB	ISSUED FOR TENDERS
20	16-01-10	SKB	ISSUED FOR TENDERS

It is the responsibility of the Contractor and/or Owner to ensure that the drawings with the latest revisions are used for construction.

SKB
STRYBOS BARRON KING
LANDSCAPE ARCHITECTS

PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT
BRANT STREET, KILGERRIE
NATIONAL HIGHWAY

Project No.: 16-5010

Scale: 1:100

NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Applications to amend the Official Plan and Zoning By-law to permit the development of 233 townhouses. The proposal consists of 27 back-to-back (dual frontage) townhouses, 123 standard townhouses and 83 street townhouse units (12 street townhouse blocks).

Address: 2100 Brant Street

File numbers: 505-03/17, 520-10/17 and 510-02/17

Please indicate below any comments or concerns you may have about this project

There have been a number of disconcerting comments. I am seriously concerned about the city to act in an unbiased manner given their comments that they in fact advocated for the development of higher density, which they will review. - This is a conflict of interest. I will request a transcript and launch a formal enquiry on the basis of that statement. The City needs to step back from their assessment given the clear conflict of interest.

NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Applications to amend the Official Plan and Zoning By-law to permit the development of 233 townhouses. The proposal consists of 27 back-to-back (dual frontage) townhouses, 123 standard townhouses and 83 street townhouse units (12 street townhouse blocks).

Address: 2100 Brant Street

File numbers: 505-03/17, 520-10/17 and 510-02/17

Please indicate below any comments or concerns you may have about this project

We are very concerned with the congestion the number of town homes this development will bring to the area.

We propose the number of homes be scaled down so it will be safer for everyone.

C. Chiminisi

B. Chiminisi

R. Chiminisi

NEIGHBOURHOOD MEETING COMMENT SHEET

Subject:
Address:
Files:

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

I strongly urge no change
to the current city plan.

NEIGHBOURHOOD MEETING COMMENT SHEET

RECEIVED
OCT 25 2017

Subject:
Address:
Files:

DEVELOPMENT PROJECT - BRANT ST. HAVENDALE
City of Burlington Planning Department

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

MY WIFE & I ATTENDED THE OCT NEIGHBOURHOOD MEETING AT CROSSROADS CHAIRED BY COUNCILMAN CRAVEN.

IT WAS A GOOD MEETING WITH GOOD QUESTIONS ASKED ABOUT THIS REAL ESTATE PROJECT AND THE PROPOSAL TO CHANGE THE ZONING FROM LOW DENSITY TO MEDIUM DENSITY.

THERE ARE SEVERAL CONCERNS THAT WE AND OUR NEIGHBOURS HAVE,

① CHANGING THE ZONING WOULD ALLOW ABOUT 233 TOWN HOUSES TO BE BUILT - WITH AT LEAST THAT MANY FAMILIES MOVING IN - WITH OVER 400 VEHICLES.

AND LIKELY AT LEAST THAT MANY CHILDREN.

TRAFFIC ON BRANT STREET HAS BEEN STEADILY INCREASING OVER THE YEARS, AND THIS NEW DEVELOPMENT WILL GREATLY ADD TO THIS VOLUME AS

WELL AS TO THE VOLUME OF TRAFFIC ENTERING

AND LEAVING HAVENDALE. IT IS EXTREMELY DIFFICULT NOW TO TURN LEFT FROM BRANT ST. ONTO HAVENDALE. THERE IS NO ADVANCE GREEN LIGHT AND NO TRAFFIC LIGHTS ARE PROPOSED FOR THE NEW ENTRANCE ONTO BRANT FROM THE

PROPOSED DEVELOPMENT. AT THE OCTOBER MEETING, WE WERE INFORMED THAT TRAFFIC LIGHTS ON BRANT ST. ARE THE RESPONSIBILITY OF HALTON REGION. IT WAS SHORT SIGHTED OF THE MEETING ORGANIZERS NOT TO HAVE SOMEONE FROM THE REGION IN ATTENDANCE! WE HAVE ALWAYS ASSUMED THAT THIS PROPERTY WOULD BE DEVELOPED, BUT TO GO FROM LOW DENSITY (30 UNIT. TO MEDIUM DENSITY (233 UNITS) IS FAR TOO LARGE AN INCREASE. TRAFFIC WILL BE HUGEY AFFECTED BOTH ON BRANT AND ON HAVENDALE.

② NO ONE ON COUNCIL OR ON THE PLANNING COMMITTEE IN ATTENDANCE HAD ANY IDEA HOW THIS SUDDEN INCREASE IN THE # OF CHILDREN WOULD BE HANDLED IN NEARBY SCHOOLS. WE BELIEVE THAT THEY ARE AT CAPACITY NOW.

③ ADDING OVER 400 CHILDREN (MANY OR MOST WILL LIKELY BE YOUNG) WILL BE A SIGNIFICANT INCREASE. WHERE WILL THEY PLAY?

Burlington

④ OUR NEIGHBOURS AND OURSELVES ARE VERY CONCERNED THAT ADDING 233 UNITS WILL RESULT IN SO MUCH INCREASED TRAFFIC AND CHILDREN THAT ACCIDENTS (Please FULLY complete this section, if you will wish your comments acknowledged.) OCCUR

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

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

Name: ERIC ANDERSON

Address: 1149 HAVENDALE BLVD

City: BURLINGTON ON

Postal Code: L7P 3K6

NO LATER THAN:

(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

RECEIVED
OCT 30 2017
City of Burlington
Planning Department

Subject: 2100 BRANT ST. BURLINGTON
Address:
Files: 505-03/17

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

Dear Sir. I agree with the concerns of my neighbors voiced at the meeting Oct. 12, 2017. I am afraid, beside other things the we are going up with a ghetto with the density proposed. Is the City going to build a sound proof wall? Are the inside streets going to be wide enough to accept the snow pushed by the plow? Re Trees inventory any of the trees listed are going to be cared for by the City?

I am including a count of the existing trees in front of 2100 Brant and across the street between Davelish and Faversham. All of these trees cared for by the City.

On The WEST side of (2100) Brant
There are: 14 Trees

11 OK

3 DAMAGED by the grass cutter

Across the street, east side

There are: 32 Trees

3 GONE (dead)

15 DAMAGED by the grass cutter

14 OK

Regards

Vince Pozzobon
Burlington

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

Attention: _____

City of Burlington Planning and Building
Department.

426 Brant Street

P.O. Box 5013

Burlington, Ontario L7R 3Z6

or E-Mail to: @burlington.ca

NO LATER THAN:

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

Name: VINCE POZZOBON

Address: 1160 HAVERDALE BLVD

City: BURLINGTON

Postal Code: L7R 3E3

(Optional)

E-mail: _____

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NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Applications to amend the Official Plan and Zoning By-law to permit the development of 233 townhouses. The proposal consists of 27 back-to-back (dual frontage) townhouses, 123 standard townhouses and 83 street townhouse units (12 street townhouse blocks).

Address: 2100 Brant Street

File numbers: 505-03/17, 520-10/17 and 510-02/17

Please indicate below any comments or concerns you may have about this project

- The current plan is far too much ^{intensification} intensity for the size of the property under consideration for re-zoning.
- Why is the proposal under cutting the existing zoning plan? Who is driving this the City, the government of Ontario, or the developer?
- Brant Street is currently under great stress due to development in Waterdown, so why are we going to put further traffic onto Brant St.?
- There is currently no traffic light at Faversham, which has now become a dangerous intersection, due to the amount of traffic. By adding 233 units just north of Faversham, there will now be two (2) exits onto Brant Street, with no lights, and thus putting creating more chances for accidents.

- The current plan includes no green space.
Where are the children living here going to play?
- The current plan shows little or no parking
for visitors. Where are all these people going
to park?



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

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

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

Name: John Prior
Address: 2016 Faversham Ave.
City: Burlington
Postal Code: L7P 1W4

NO LATER THAN: November 3rd, 2017

(Optional)
E-mail: 

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Address: 2100 Brant Street

File numbers: 505-03/17, 520-10/17 and 510-02/17

Please indicate below any comments or concerns you may have about this project

I would hope the present zoning by-law would be kept as is - my #1 concern
The proposed high density creates a jungle amongst a sparse ^{housing} neighbourhood.
Traffic is an absolute concern!
The greed of the developer is obvious!
Anyone thought about school bus stops - ^{even more} traffic jams
Why should I pay the taxes that I pay to live so close to a proposed gutter!
Is water pressure an issue?

NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Applications to amend the Official Plan and Zoning By-law to permit the development of 233 townhouses. The proposal consists of 27 back-to-back (dual frontage) townhouses, 123 standard townhouses and 83 street townhouse units (12 street townhouse blocks).

Address: 2100 Brant Street

File numbers: 505-03/17, 520-10/17 and 510-02/17

Please indicate below any comments or concerns you may have about this project

- Too many units that don't comply with any of the zoning measurement.
- They are building a ghetto in a nice neighbourhood of Burlington.
- Developer crams all these houses in to make a big profit and leaves the residents to deal with traffic congestion.
- When he bought the property the zoning regulations were in place - He is changing everyone of them for profit - DISGUSTING.
- AND DISGUSTING IF CITY APPROVES!!!
- Keep to original low density plan!!!



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

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

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

Name: _____

Address: _____

City: _____

Postal Code: _____

NO LATER THAN: November 3rd, 2017

(Optional)

E-mail: _____

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2100

Hefferton, Mark

From: pmccarroll [REDACTED]
Sent: Sunday, October 15, 2017 6:15 PM
To: Mailbox, Office of Mayor Rick Goldring; Meed Ward, Marianne; Dennison, Jack; Lancaster, Blair; Craven, Rick; Taylor, John; Sharman, Paul; Hefferton, Mark
Subject: National Homes Proposal for 2100 Brant Street

My husband Peter and myself are totally apposed to the construction of 233 townhomes at the above area.

We have lived on Faversham Ave. since 1971. This has been our forever home and since that time we have seen a definite increase in the traffic on Brant Street. Attempting to turn left from Faversham Ave. onto Brant Street is extremely difficult.

The centre lane on Brant Street is very narrow and with the proposed construction of so many townhomes, each with 1 or 2 cars per home, it will be an impossible nightmare.

I would also like to mention the traffic noise level at present time. More cars on the road due to this construction process will definitely increase that noise.

Why do I have the feeling that the City Planner is only concerned with filling a green space, obtaining more tax money and not really caring for the character of our neighbourhood.

If the City Planner wants to develop that green space, please use common sense and maintain the concept of our neighbourhood. Maybe Mark Hefferton should ask himself if he would like to live in such cramped spaces as National Homes has proposed?

We have raised our boys here and we love Burlington. Please don't turn it into another Markham.

Respectfully,

Sharon and Peter McCarroll

2100

Hefferton, Mark

From: pmccarroll [REDACTED]
Sent: Monday, October 16, 2017 9:50 AM
To: Mailbox, Office of Mayor Rick Goldring; Meed Ward, Marianne; Dennison, Jack; Lancaster, Blair; Craven, Rick; Taylor, John; Sharman, Paul; Hefferton, Mark
Subject: Apology regarding National Homes Proposal for 2100 Brant Street

Please accept my sincere apology for sending unproven accusations and demeaning words to Burlington City Councillors.

I should have thought more carefully.

It remains my hope that after careful study this Proposal will be stopped.

Sincerely,

Sharon McCarroll

Friday, October 27, 2017.

Mr. Mark Hefferton,
Planning and Development Department,
City of Burlington

RECEIVED
OCT 27 2017
City of Burlington
Planning Department

Dear Mr. Hefferton,

Please find included here a message and related attachments received from a member of the community regarding the National Homes 2100 Brant Street development. It is our understanding that the letter and map included have already been emailed to you by Mr. Fisher and Ms Scott.

We wish to let you know that we have received an overwhelmingly positive response to the proposal suggested by Mr. Fisher and Ms Scott of 1089 Havendale Blvd. Responses have indicated that many believe that while this change does not solve all issues, it would address one of the most pressing traffic and safety concerns related to the traffic capacity on Havendale and Fairchild in particular. We respectfully request that this proposal be brought to the attention of the Engineering Department.

The proposal to make use of the public road allowance land as a parkette is also appealing in that it helps provide some green space which although not on the property per se is in close proximity.

Thank you for your attention to this added document.

Respectfully,

Members of the Havendale Advisory Committee.

RECEIVED

OCT 27 2017

City of Burlington
Planning Department

October 27, 2017

Planning and Development Department
City of Burlington
426 Brant St, P.O. Box 5013
Burlington, ON L7R 3Z6

Subject: The Havendale Advisory Committee Initial Position Paper regarding the proposal by National Homes for development of the lands at 2100 Brant Street

Dear Mark Hefferton, Development Review Planner,

We, the members of the Havendale Advisory Committee, are pleased to present for your consideration our Initial Position Paper regarding the proposal for development of the lands at 2100 Brant Street.

The Havendale Advisory Committee, struck by Ward One Councilor Rick Craven, recognizes the critical responsibility and privilege of representing the concerns of the area residents, which includes residents of both Ward 1 and Ward 3. Our initial response to the National Homes Proposal includes research, analysis, and recommendations, and has been approached through significant consultation and discussion.

In this Initial Position Paper, the Advisory Committee has prepared an outline of what might constitute an Alternative Proposal, to draw attention to the enormous opportunity for innovation on one of the last available tracts of vacant land in Burlington. Full consideration should be given to the incorporation of green building and sustainable community innovations that would further the goals of the Burlington community as a truly livable city of the future.

We suggest that both the site and the size of the land in question challenges all involved to seek a solution through a spirit of collaboration. We are committed to a dialogue that will lead to a solution that meets Burlington's housing needs and creates a unique and sustainable community.

With additional time, departmental feedback and the input from the upcoming public meeting, the Advisory Committee looks forward to elaborating further, to more effectively present our position.

We have much to be grateful for as residents of Burlington, Ontario, Canada. We thank all involved in this process for the careful attention they will give to this Initial Position Paper. We thank Planning and Council for their objective and ethical consideration of this proposal.

Respectfully submitted by the members of the Havendale Advisory Committee,

Chris Bates	Bernardo Donato	Steven Horwood	Donna Lewczuk
John Calvert	Ed Dorr	Catherine Hunt	Jennifer Lyall
Marlene Cardin	Carolyn Driscoll	Len Kaufman	Scott Lyall
Monica De leon Graf	Lawry Ellis	Perry Kirchof	Joyce Tidball
Nicole Dolson	Robert Hamilton	Daniel Lewczuk	Susanne Tristani

havendaleresidents@gmail.com

Initial Position Paper

Re: Proposal for 2100 Brant Street

Submitted by: The Havendale Advisory Committee

RECEIVED

OCT 27 2017

**City of Burlington
Planning Department**

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY.....	1
2. REVIEW PROCESS.....	2
3. SUMMARY OF APPLICATION DETAILS	4
4. SUMMARY OF ISSUES RAISED AT COMMUNITY MEETINGS	5
4.1 Over-Development	5
4.2 Traffic / Safety / Health Concerns	5
4.3 Parking Concerns.....	6
4.4 Drainage and Flooding.....	6
4.5 Urban Design/Streetscape Impacts.....	6
4.6 Housing Choice Limitations	7
5. INTENSIFICATION STRATEGY	8
6. BURLINGTON STRATEGIC PLAN	10
7. BURLINGTON OFFICIAL PLAN: ISSUE OF COMPATIBILITY	11
7.1. Burlington Official Plan Part I – Policy Framework	12
7.2 Burlington Official Plan Part II – Functional Policies.....	13
7.3 Burlington Official Plan Part III – Land Use Policies	14
7.4. Draft Revision to the Burlington Official Plan.....	15
8. PROPOSED ZONING BYLAWS.....	18
9. INTENSIFICATION EVALUATION CRITERIA	19
10. ALTERNATE PROPOSAL.....	21
11. CONCLUSION	23
APPENDIX A	24
Comparison of Zoning Criteria: Areas of Divergence With Current RM2 and RM5 Criteria.....	24
A.1 Townhouse Blocks.....	24
A.2 Street Townhouses.....	24
APPENDIX B	25
B.1 National Homes Proposed Zoning for 2100 Brant Street.....	25

APPENDIX C	26
C.1 References.....	26

1. EXECUTIVE SUMMARY

The proposal for 2100 Brant Street by National Homes does not conform to the existing Official Plan of Burlington (OP), does not achieve compatible intensification, represents over-development of the site, and does not demonstrate good planning.

The Havendale Advisory Committee reviewed the National Homes proposal in relation to the policies of the existing Official Plan and the standards for townhouses in the existing Zoning Bylaw.

The non-compliance with the Official Plan and Zoning Bylaw results in over-development that is not compatible with the existing stable residential neighbourhood. Over-development results in negative impacts on neighbourhood character, quality of life, traffic, safety, parking, scale, massing, setbacks, space for amenities, drainage and flooding, landscaping and buffering, noise and health.

The proposal does not consider a variety of community stakeholders: it offers inadequate green space for any future residents, but particularly for families with children. It does not address the current needs in Burlington for accessible housing and housing for older adults. It has serious potential impacts on traffic, health and safety not only for the neighbourhood but also for the City at large. Consequently, the proposal does not add value to the community of Burlington.

The opposition to the proposal is not NIMBYism. The opposition to this proposal is supported by residents' understanding of, and faith in, Council and staff commitment to the OP, the Zoning Bylaw, and a healthy and sustainable community. This perspective should ensure dialogue and decision-making that result in a product that serves the greater good of this neighbourhood and the City of Burlington.

The planning justification in support of the National Homes proposal is based primarily on the idea of intensification as it is defined in the Provincial Policy Statement. While the proposed development attempts to follow the Provincial Policy Statement in principle, it represents over-development of the site, without adequate setbacks and buffering, landscape areas, resident and visitor parking, or space for amenities. The significant reduction of standards in the Zoning Bylaw required to facilitate this level of intensification, and the failure to satisfy Official Plan policies, results in an application that is not consistent with the Provincial Policy Statement.

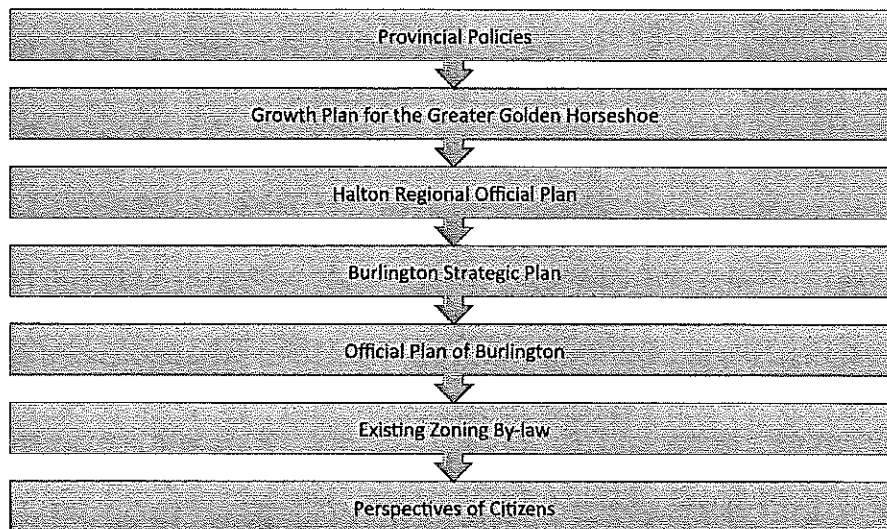
Notwithstanding the community opposition to the existing proposal, the Havendale Advisory Committee is proposing a number of different options and an alternative plan.

2. REVIEW PROCESS

The Havendale Advisory Committee is composed of 20 concerned citizens from the local community who have been meeting with neighbours, local Councillors, Burlington staff, community leaders, and other resource people in an effort to understand the current proposal and its implications for our community. We are all volunteers, people with strong roots in the neighbourhood, and committed to its sustainability.

While we share concerns about the speed of the review process and at the same time the difficulty of accessing relevant information in a timely manner, we appreciate the commitment of Council and staff to ensuring that we are able to participate in a meaningful way, and hope that our efforts will indeed have a positive influence on the eventual outcome of this application. With additional time, departmental feedback and the input from the upcoming public meeting, the Advisory Committee looks forward to revising this current document, to more effectively present our position and possible remedies.

The Havendale Advisory Committee review of the National Homes proposal reflects full consideration of provincial policies, the Growth Plan for the Greater Golden Horseshoe¹, the Halton Regional Official Plan², the City of Burlington 25-year Strategic Plan³, the Burlington Official Plan⁴, the existing Zoning Bylaw⁵, and the perspectives of citizens in the community (as illustrated below).



¹ Places To Grow: Growth Plan for the Greater Golden Horseshoe (2017), placestogrow.ca

² Halton Region Official Plan, haltonrop.ca

³ Burlington Strategic Plan, https://www.burlington.ca/en/services-for-you/resources/Ongoing_City_Projects/Strategic_Plan/16-255-CM-Strategic-Plan-April-2016-Web.pdf

⁴ Burlington Official Plan, <https://www.burlington.ca/en/services-for-you/Official-Plan.asp>

⁵ Burlington Zoning By-law 2020, www.burlington.ca/en/zoning/index.asp

The Advisory Committee understands that the National Homes proposal is currently being reviewed by the City of Burlington and others, taking into account these over-arching policies and planning documents, other technical information and the concerns of affected citizens within the community. Although the National Homes proposal is subject to the existing Official Plan of Burlington, the Advisory Committee has also considered the implications of the proposal in relation to the recent revised draft Official Plan of Burlington, which will be presented to Council by the end of 2017.

3. SUMMARY OF APPLICATION DETAILS

National Homes has made applications to amend the Official Plan of Burlington (OP) and the Zoning Bylaw, and for a Draft Plan of Subdivision to permit the development of 233 townhouses. It consists of 27 back-to-back townhouses, 123 standard townhouses, and 83 street townhouses.

The existing Official Plan designation (Residential – Low Density) allows for single-detached residential and semi-detached dwellings to a maximum of 25 units per net hectare. The proposed development has a net density of 43.4 units per net hectare.

The existing Zoning Bylaw (R2.2) allows for detached dwellings and accessory dwelling units. A portion of the land is also zoned open space (O2), which permits municipal parking, public open space, storm water management, walking trails, etc. The most westerly of the lands is zoned Development (D), which permits a detached dwelling.

National Homes proposes to amend the Official Plan from “Residential – Low Density” to “Residential – Medium Density.” The proposed development also requires an amendment to the Zoning Bylaw from R2.2 (detached dwelling) to Residential – Medium Density 2 (RM2 and RM5) and Development D and Open Space (O2). The proposed building heights are two, two and a half, and three storeys.

4. SUMMARY OF ISSUES RAISED AT COMMUNITY MEETINGS

The Advisory Committee met formally on September 14 and 20, 2017. A Neighbourhood Meeting for the broader community was held on October 12, 2017. Overall opposition of the community to the proposed development was clearly demonstrated at the Neighbourhood Meeting. Key issues raised are outlined below:

4.1 Over-Development

- Residents understand that the subject lands will be developed. Their main concerns are the compatibility of a proposed development with the current neighbourhood versus the National Homes proposal for over-development.
- A common refrain is: “Why have an Official Plan and Zoning By-law if they are going to be ignored?”
- National Homes proposal is not compatible with the existing stable residential neighbourhood.
- Proposal represents non-compliance with existing Official Plan and Zoning By-law (see detail in Sections 7 and 8, respectively). The proposed zoning changes are excessive (see summary chart and map in appendices).
- Proposal constitutes over-intensification (see Section 5, Intensification Strategy).
- Increased density will have a series of significant negative impacts on the existing neighbourhood.

4.2 Traffic / Safety / Health Concerns

- Impact of significant increase in traffic.
- Concern for safety of children in the area. Havendale Blvd. is the location of several school bus stops; as well, there are many children who walk to school and cross at Brant Street at Havendale Blvd. and at Upper Middle Road.
- General pedestrian safety.
- The lack of a planned traffic signal on Brant Street at the new road, Almonte, suggests lack of attention to traffic safety issues and volume. Difficulty for vehicles turning onto or off Brant Street, especially left turns (no traffic signal is being proposed by the developer).
- Excessive cut-through traffic on Havendale Blvd., Fairchild Blvd. and Upper Middle Road. Residents also predict traffic travelling north on Brant will divert onto Faversham, Cavendish and Dawlish to avoid the increase to the already existing congestion going north on Brant Street.
- City has recently reduced speed limits on easterly portion of Havendale Blvd. and Fairchild Blvd. Speed bumps were placed on Fairchild due to traffic volumes and speeding. The proposal would reverse the progress made by these traffic-calming measures.
- Impact of additional traffic on functioning of the Emergency Medical Services (EMS) station.
- Brant Street already has a high volume of traffic, especially evident with the rapid expansion of Waterdown to the west and the draw of Brant Street and North Service Road businesses that have caused a notable increase in traffic up Brant Street north to Dundas Street.
- Along Brant Street from Dundas to the 407, properties are set back and generally have noise-barrier walls. The noise from Brant Street is currently, and will become increasingly, a health and quality of life issue for existing residents in the area and for future residents in the townhomes along Brant Street due to the limited setback and noise barriers.

- Concerns about snow removal and garbage collection, especially on private roads. Also, concerns about central garbage collection areas within the development.

The Advisory Committee is requesting that the City of Burlington require a Peer Review of the Transportation Study submitted by the applicant, National Homes. The Advisory Committee further requests that said study include an on-site analysis of traffic, particularly at peak times.

4.3 Parking Concerns

- Inadequate visitor parking spaces for street townhouses, which do not require visitor parking.
- Several driveway lengths are too short to allow parking of many common vehicles.
- Private streets too narrow to park vehicles, resulting in overflow street parking on Havendale Blvd, Belgrave Ct, and Fairchild Blvd.

4.4 Drainage and Flooding

- Impact on water table and underground stream; potential for flooding and damage to the root system of existing trees, especially backing on Havendale Blvd. and Silwell Court. This is a major concern for the owners along these streets as they foresee having to pay for future removal of damaged and destroyed trees or for future property damage caused by affected trees.
- Trees behind the EMS station and Silwell Court are at risk. The proposal shows a below-grade catchment basin that will direct storm water from the existing basin. The new catchment basin (drain) is within the dripline of four mature trees that are not on National Homes property and will greatly affect their established root system.
- Unclear how the altered elevation of land will be executed or of its visual effect on the existing neighbourhood. Not only is there the potential for a serious drainage issue, but change in the elevation will also have an impact on compatibility with adjacent properties.
- Storm sewer problems already exist on Winchester Court and Havendale Blvd. near Rambo Creek.
- The land slopes towards the South and the West. Drainage problems already exist due to the slope and the clay content of the soil. Residents to the South of the development are very concerned about the potential for increased flooding on their property.

4.5 Urban Design/Streetscape Impacts

- Reduced setbacks will limit landscaping and buffering.
- Lack of recreational space, parks, trails, public space, gathering space. To quote from a young resident at the Neighbourhood Meeting, "Where are all these kids going to play?"
- Concerns about architectural quality based on initial drawings.
- Lack of context-sensitive design in relation to existing neighbourhood character.
- Privacy concerns based on density, reduced setbacks and lack of amenity areas. Along Brant Street, from Dundas Street to the Queen Elizabeth Way, residences and buildings are set back with trees, landscaping and/or noise-barrier walls or reversed frontages. The proposed proximity to Brant Street without space for any of these visual or sound barriers is not compatible with the extended neighbourhood.

4.6 Housing Choice Limitations

- The main point of contention is with the proposed number of units, not the type. However, the failure to consider the needs and interests of older adults and mobility-challenged populations by offering only multi-level residences with the buyer-optional added expense of an elevator represents short-sightedness and even discrimination on the part of the developer.
- The lack of housing choices misses a great opportunity to address the needs of various stakeholders, many of whom require single-level, physically accessible living. Statistics Canada indicates that 30% of Burlington residents are aged 50 or older.
- The proposal consists entirely of townhouses. A mix of housing types and sizes would reflect the existing choices for housing in the area and be more compatible with neighbourhood character.
- The Advisory Committee is not against townhouses. There are several townhouse developments in close proximity. The problem is that the proposed development fails to satisfy a number of intensification criteria, including compatibility with the existing character of the neighbourhood in terms of:
 - Scale
 - Massing
 - Setbacks
 - Coverage
 - Parking
 - Space for amenities.
- Transition between existing and proposed buildings (see further detail below on Intensification Evaluation Criteria).

Residents who live in this neighbourhood know what neighbourhood character, quality of life and openness mean.

The National Homes proposal not only does nothing to enhance this but it also threatens the values intrinsic to this community.

5. INTENSIFICATION STRATEGY

Burlington has developed a comprehensive Intensification Strategy within the Official Plan to conform to the provincial Growth Plan regarding its density targets. The Strategy embraces a balanced approach to the protection of neighbourhoods and compatible intensification in appropriate locations. The Strategy also provides an appropriate context for the Official Plan's review of the National Homes proposal with regards to the application of other planning legislation. The City's existing Intensification Strategy is well-positioned to meet the minimum density target established in the Growth Plan without significant changes to the existing Official Plan policies and permissions.

The concept of intensification in the Provincial Policy Statement was originally intended to minimize land consumption and to effectively use existing infrastructure. Developers have used the concept of intensification to argue for increased density. While it applies in some cases, intensification does not automatically mean increased density.

- Intensification does not mean "anything goes." The proposal must be considered in the context of the Official Plan and meet the Intensification and Compatibility Criteria. The intensification criteria have 13 components and compatibility has nine sub-criteria that must be met (see intensification criteria below).
- The Provincial Policy Statement directs planning authorities to "identify appropriate locations and promote opportunities for intensification and re-development when it can be accommodated ... and promote appropriate standards" while avoiding mitigating risks to public health and safety.
- The appropriate locations and opportunities for intensification are contained in the Official Plan in accordance with the Intensification Strategy. The Strategy directs a significant amount of intensification towards mobility hubs, mixed-use centres and intensification corridors.

This site is not within walking distance of a mobility hub.

- The Provincial Policy Statement recognizes that local context needs to be the basis for evaluating the Provincial Policy Statement. Not all policies of the Provincial Policy Statement will apply to every site or area. It further states that "the Official Plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans..."⁶
- The Provincial Policy Statement recognizes that local context is important and that not all policies will apply to every site.
- The Provincial Policy Statement is clear that its objectives and policies should be reviewed within the local context of the Official Plan. The appropriate development standards to facilitate intensification are provided in the existing Official Plan.

⁶ Provincial Policy Statement Policy 4.7

- It is felt that the Provincial Policy Statement does not apply here due to significant reduction of numerous development (zoning) standards required to facilitate intensification and does not satisfy the relevant policies of the Official Plan.
- With respect to Places to Grow: Growth Plan for the Greater Golden Horseshoe (2013), it is concluded that the City's Intensification Strategy clearly addresses how the minimum density targets established in the Growth Plan are to be met. This National Homes development proposal is not required to satisfy the minimum density target.
- With respect to the Halton Regional Official Plan, the National Homes proposal conforms to the general growth policies but again should be evaluated in terms of the local Official Plan.

It is evident that the most appropriate document as the basis for review of the proposal is the existing Official Plan for Burlington.

6. BURLINGTON STRATEGIC PLAN

Although it does not have the status of other documents in terms of planning legislation, Burlington’s Strategic Plan should also be considered in terms of establishing the context for reviewing the proposal regarding intensification. On April 11, 2016, City Council approved Burlington Strategic Plan 2015–2040. The Burlington Strategic Plan is the City’s guiding document. All plans (e.g., Transportation Master Plan, Community Energy Plan) must conform to the Strategic Plan.

The Strategic Plan has four key Strategic Directions, one of which is “A City that Grows”:

“The City of Burlington attracts talent, good jobs and economic opportunity while having achieved intensification and balanced, targeted population growth for youth, families, newcomers and seniors.”

There are also nine Strategic Objectives, one of which is “Targeted Intensification”:

“Higher densities in key intensification areas (including mobility hubs, downtown, uptown, along major roads and commercial plazas) that will build neighbourhoods that are environmentally friendly, infrastructure-efficient, walkable, bikeable and transit-oriented.”

Section 1.2 “Intensification” of “A City that Grows” expands on the role of intensification. This is summarized in the table below.

1.2 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.
1.2.b	Mobility hubs are developed near each GO Transit station and in the downtown.
1.2.e	Older neighbourhoods are important to the character and heritage of Burlington and intensification will be carefully managed to respect these neighbourhoods.
1.2.h	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.
1.2.i	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.

The Strategic Plan provides the overall context for the role of intensification. Intensification is targeted for specific areas of the City. The subject location is not one of these areas. The Strategic Plan also establishes the policy that:

“Older neighbourhoods are important to the character and heritage of Burlington and intensification will be managed to respect these neighbourhoods.”

The Strategic Plan provides the framework for the review of the Official Plan policies.

7. BURLINGTON OFFICIAL PLAN: ISSUE OF COMPATIBILITY

The appropriate documents for evaluation of the proposal are the Official Plan, dealing primarily with Compatibility and Neighbourhood Character, while the Zoning Bylaw is the basis for reviewing the numerous proposed zoning variances. It should also be noted that Burlington is in the process of reviewing its Official Plan. The Public Review Process is complete and a revised draft will be presented to Council by the end of 2017.

The Official Plan is the most important planning document available to a municipality to provide vision and direction for future development. It contains goals, objectives and policies to guide decisions on land use, built form, transportation, environment, etc., for long-term planning. It is a commitment by Council to the residents, etc., as to future development. It can be amended, but only in the context of the policies and based on appropriate planning justification.

The Advisory Committee has analyzed the concerns raised at the Committee and community meetings in the context of the policies of the Official Plan and standards in the Zoning Bylaw. In particular:

- 1) Does the Official Plan contain policies that support concerns about over-development?**
- 2) Does the Official Plan contain policies that support concerns about incompatibility with neighbourhood character?**

The answer to both of these questions is YES.

As demonstrated below, the proposal is not in conformity with the following policies of the Official Plan.

- The Official Plan (Part VIII) defines Compatibility as:
“*Development or re-development that is capable of co-existing in harmony with, and that will not have an undue physical (including form) or functional adverse impact on, existing or proposed development in the area or pose an unacceptable risk to environmental and/or human health. Compatibility should be evaluated in accordance with measurable/objective standards when they exist, based on criteria such as aesthetics, noise, vibration, dust, odours, traffic, safety, sun-shadowing and potential for serious adverse health impacts on humans or animals.*”

The National Homes proposal is not consistent with the Official Plan definition of compatibility.

- The theme of protecting stable residential neighbourhoods occurs throughout the first three parts of the Official Plan (Part 1 – Policy Framework, Part 2 – Functional Policies, and Part 3 – Land Use Policies: Urban Planning Area). Themes of compatibility and protection are woven throughout these policies.

It is evident that staff and Council spent a great deal of time and effort to ensure minimal impact from infill and intensification on existing residential neighbourhoods. The Advisory Committee hopes staff and Council will stand by their Official Plan.

The tables in the following sub-sections highlight the relevant policies that are supportive of compatibility regarding intensification and infill development.

7.1. Burlington Official Plan Part I — Policy Framework

Official Plan Part I Section	Official Plan Part I Policies
<p>Reference 3.0 Guiding Principles of Sustainable Community and Intensification</p>	<p><u>Sustainable Community</u> (Part I, 3(b)): “the principles of <i>Sustainable Development</i>, by ensuring that environmental integrity and diversity, social and economic factors, and compatibility are considered in land use decisions”.</p> <p><u>Intensification</u> (Part I, 3(h)): “Promote the efficient use of land through <i>intensification</i> within appropriate areas of the City [...] However, the Plan also recognizes that the extent and type of <i>intensification</i> must be evaluated in light of other important consideration, such as the protection of the natural environment, health, and safety and the need for compatibility with existing residential neighbourhoods”.</p>
<p>Reference 4.0 Guiding Principles of Land Use Vision</p>	<p>Section 4.3, The Future Built Form and Natural Environment - Stable Neighbourhoods states: “Structural features that are expected to stay the same over time include: maintaining a variety of stable residential neighbourhoods.”</p> <p>“While <i>infill developments</i> will be encouraged on vacant and under-utilized lands in existing neighbourhoods, the Plan provides that preservation and enhancement of the quality of life features of neighbourhoods must be considered in the review of any new and/or <i>intensified development</i> proposals in these areas.”</p>

Does the proposal meet the intent and objective of intensification and development as reflected in the policy framework?
No.

Is the proposal consistent with the definition of Sustainable Community?
No.

Is the subject site an appropriate area for intensification?
No.

Does the proposal protect the natural environment, health and safety of the community?
No.

Will the proposal maintain the stability of this neighbourhood?
No.

Will the quality of life be impacted due to the implications of over-development?
 Yes.

7.2 Burlington Official Plan Part II – Functional Policies

Official Plan Part II Section	Official Plan Part II Policies
Reference 2.0 Sustainability and Environment	<p>Principle 2.1(f), Development, states: “All <i>development</i> should provide a high level of environmental protection and maintenance of compatibility.”</p> <p>Objective 2.2(d) states: “To use <i>Sustainable Development</i> criteria for review of applications for <i>development</i>, and to ensure new <i>development</i> is <i>compatible</i> with existing land uses”.</p>
Reference 3.0 Transportation	Under 3.3.1, the objective is to reduce through traffic and “to discourage excessive through traffic in <i>residential neighbourhoods</i> ”.
Reference 6.0 Design	<p>Under 6.2.0 Objectives –Neighbourhood Character states: “To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for <i>intensification</i> and <i>infill</i> within existing neighbourhoods are designed to be <i>compatible</i> and sympathetic to existing neighbourhood character.”</p> <p>In section 6.5(a) Design Guidelines Policies-Compatibility states: “The density, form, bulk, height, setbacks, spacing and materials of <i>development</i> are to be <i>compatible</i> with its surrounding area.”</p>

Does the proposal maintain compatibility with existing land uses?
 No.

Will there be a significant increase in the through traffic in the neighbourhood, and will it impact safety and health?
 Yes.

Is the proposal “compatible and sympathetic” with the existing Neighbourhood Character? No.

The proposal does not satisfy any of the points regarding compatibility in Part II of the Official Plan.

7.3 Burlington Official Plan Part III – Land Use Policies

Official Plan Part III Section	Official Plan Part III Policies
Reference 2.0 Residential Areas	<p>Section 2.2.1, the Official Plan indicates that one objective of intensification in residential areas is:</p> <p><i>“To encourage new residential development and residential intensification [...] while recognizing that the amount and form of intensification must be balanced with other planning considerations such as infrastructure capacity, compatibility and integration with existing residential neighbourhoods.”</i></p>
Reference 2.5 Housing Intensification	<p>One of the objectives of intensification, as indicated by 2.5(a) on increasing housing stock, is:</p> <p><i>“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, re-development and conversion within existing neighbourhoods, provided the additional housing is compatible with the scale, urban design and community features of the neighbourhood”.</i></p> <p>In addition, Section 2.5.2, General Policies – Evaluation Criteria states:</p> <p><i>“The following criteria shall be considered when evaluating proposals for housing intensification within established neighbourhoods:</i></p> <ul style="list-style-type: none"> <i>(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 streets.</i> <i>(v) compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting setbacks, coverage, parking and amenity area so that transition between existing and proposed buildings is permitted”.</i>
Reference 2.5.4 Infill Development	<p>Compatibility with surrounding area:</p> <p><i>b) New infill development shall be compatible with the surrounding development in terms of height, scale, massing, siting, setbacks, coverage and amount of open space; and in the case of individual applications for consent, the additional policies of Part VI, subsection 4.4 of this Plan apply.</i></p> <p>Compatibility with neighbourhood:</p> <p><i>c) The creation of new housing that is compatible with existing neighbourhoods, shall be encouraged.</i></p>

Is the proposal by National Homes compatible with the surrounding properties?
No.

Will traffic volume increase on local residential streets?

Yes.

Are the proposed buildings compatible with the existing character of the neighbourhood?

No.

The proposal, when considered in the context of these policies in the existing Burlington Official Plan, is not compatible with the existing residential neighbourhood.

7.4. Draft Revision to the Burlington Official Plan⁷

As noted previously, Burlington is in the process of reviewing its Official Plan. The Public Review Process is complete and a revised draft will be presented to Council by the end of 2017. Although the draft revised Official Plan has not yet been adopted by Council, it clearly provides the future direction regarding intensification. The relevant policies are summarized in the table below.

Draft Revised Official Plan Sections	Relevant Policies
2.3.3 Residential Neighbourhood Areas	b) Residential Neighbourhood Areas are established residential areas, and are not intended to capture a significant portion of the City's growth. Rather, only limited intensification such as infill development and accessory dwelling units. Any development occurring in these areas shall consider the physical qualities and characteristics which are prevalent in the area.
2.4.2.3 Established Neighbourhood Areas	a) Established Neighbourhood Areas (ii) shall not be regarded as essential to achieve the population growth distributions, as stated by the Region of Halton; (iii) shall be identified as areas with limited opportunities for intensification, and shall accommodate growth opportunities restricted to the permissions and densities established in the underlying land use designation. b) Within Established Neighbourhood Areas, the following forms of intensification may be permitted: (i) re-development or infill in accordance with the maximum density permitted under the applicable land use designation contained in Chapter 8, Land Use Designations – Urban Area, of this Plan. c) In the Established Neighbourhood Area Official Plan Amendments

⁷ Draft Burlington Official Plan, April 2017,
https://www.burlington.ca/uploads/21421/Doc_636252722970744144.pdf

	<p>for increased height and or density/intensity beyond that which is currently permitted in the underlying land use designation shall not be supported. Where such an amendment is submitted it shall be subject to the policies of subsection 2.5, Development Criteria, of this Plan.</p>
<p>2.5 Development Criteria 2.5.1 Objectives</p>	<p>a) To ensure development, re-development and infill are compatible with the built form and land use of the surrounding area.</p> <p>b) To ensure that development, re-development and infill achieve urban design excellence and contribute to the development of a high quality public realm.</p>
<p>2.5 Development Criteria 2.5.2 Policies</p>	<p>a) The following criteria shall be satisfied when evaluating development, re-development or infill proposals:</p> <ul style="list-style-type: none"> (i) compatibility with existing surrounding buildings, as well as the surrounding land use designations, is achieved; (ii) the development achieves high quality of urban design and is consistent with the policies contained in Chapter 7, Design Excellence, of this Plan; (iii) trees are preserved and protected, consistent with the policies contained in Section 4.3, Urban Forestry, of this Plan; (iv) capability exists to provide adequate buffering and other measures to minimize any identified impacts to an acceptable level; (viii) consistency with the land use compatibility policies contained in Section 4.6, Land Use Compatibility, of this Plan; (ix) potential unacceptable impacts on the municipal transportation system are mitigated wherever possible with regard to transportation flow and capacity; (x) sufficient off-street parking and transportation demand management measures are provided.
<p>8.3.1.1 Objectives</p>	<p>a) To encourage new residential infill development and residential intensification within the Residential Neighbourhood Area in accordance with Provincial, Regional and City growth management objectives, while recognizing that the density and form of new development must be balanced with other planning considerations, such as the availability of infrastructure and public service facilities, and also ensuring that new development achieves a high level of compatibility and integration within existing residential neighbourhoods;</p> <p>b) To provide housing in a form and location that supports the existing, and the expansion of, the City's transportation network</p>

	with emphasis on public transit and active transportation;
8.3.1.2 General Policies	e) The preservation and enhancement of on-site trees and vegetation will be encouraged in order to assist in maintaining the character of the surrounding neighbourhood.

The Draft Official Plan retains the “Residential – Low Density” designation for the subject site.

The Draft Official Plan clearly indicates that the issue of intensification will only be supported in appropriate areas and any new development must achieve a high level of compatibility and integration within existing residential neighbourhoods.

The existing policies regarding intensification are strengthened in the Draft Official Plan.

The Advisory Committee supports the adoption of the Draft Official Plan.

8. PROPOSED ZONING BYLAWS

The Advisory Committee also reviewed the proposal in the context of existing zoning standards in Bylaw 2020 for townhouses.

- The submission by National Homes includes two draft bylaws. Both are site-specific bylaws to implement the proposed types of townhouses.
- The Bylaws RM2-AAA for the townhouse blocks and RM5-BBB for street townhouses contain excessive variances from the base zoning standards for RM2 and RM5 zoning categories (see comparison chart and map in Appendices I and II).
- The proposed variances are required to facilitate the excessive density of the proposal.
- These reductions will impact sufficient area for proper landscaping and buffering, drainage to areas North, South and South-West of the development, the overall massing in terms of architectural quality and built form, safety on narrow streets, parking, and quality of life.

The Advisory Committee has serious concerns with the proposed reductions in all categories, especially lot width, lot area, all setbacks, amenity area, parking and street width.

All of these reductions result from the proposed excessive density.

9. INTENSIFICATION EVALUATION CRITERIA

The following review of the criteria is to be considered in conjunction with the issue of non-compliance of the Official Plan policies and zoning standards as noted previously.

Part III, section 5.4.2(k) of the Official Plan states that “proposals for residential *intensification shall be* evaluated on the basis of the objectives and policies of Part III, (Section 2.5),” which includes 13 criteria intended to evaluate and protect against impacts of intensification proposals within or adjacent to established neighbourhoods. A number of these General Policies apply to the National Homes proposal for 2100 Brant Street. They are summarized in the following table.

Criteria to evaluate and protect against impacts of intensification	Advisory Committee comments
Adequate municipal services	<ul style="list-style-type: none"> • Note: Must await Burlington and other staff review of the technical reports submitted with National Homes application.
Adequate off-street parking	<ul style="list-style-type: none"> • No visitor parking for 83 street townhouses creates a potential parking problem.
Capacity of municipal transportation system can accommodate increased traffic	<ul style="list-style-type: none"> • Havendale Blvd, Fairchild Blvd and other local streets are not designed for additional traffic. • Brant Street already has high traffic volumes. • Problem of ingress and egress onto Brant Street. • Capacity of traffic signal at Brant Street and Havendale Blvd to handle additional vehicles during rush hours when children are walking to school and crossing at Brant Street with the crossing guard. • Often only one vehicle gets through on a left turn onto Brant Street when children are crossing.
Proximity to transit facilities	<ul style="list-style-type: none"> • Brant Street is designated as a major transportation corridor.
Compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area	<ul style="list-style-type: none"> • Scale – the proposed development will dominate the dwellings in the immediate area. Townhouse blocks are too close to dwellings on Havendale Blvd and Silwell Ct. • Massing – designs and massing not compatible with or sympathetic to the existing neighbourhood character. The development is considered to have a “barracks” appearance (a structure characterized by extreme plainness or dreary uniformity). • Height – two and three storeys are acceptable in some locations. • Siting – the development will cover almost the entire site, leaving limited area for open space, landscaping, etc. • Setbacks – the reduced setbacks impact the landscaping and buffering, privacy, parking, driveway length, amenity areas. • Coverage – no coverage figures were submitted. It is felt the coverage of the site plan is not compatible with the existing neighbourhood character. • Parking – insufficient residential visitor parking. Potential parking

	<p>impact on local streets subject to a “permit parking only” for affected streets.</p> <ul style="list-style-type: none"> • Amenity area – none shown as a result of reduced setback and extensive coverage – backyard privacy areas and balconies are counted as common amenity areas – a development of this size must have appropriate recreational and open space for residents and visitors. • Transition – the transition between existing and proposed building is not compatible with the existing neighbourhood.
Effects on existing vegetation	<ul style="list-style-type: none"> • Potential impact on trees along the westerly edge of property adjacent to golf course and adjacent to properties on Silwell Court.
Significant sun-shadowing	<ul style="list-style-type: none"> • Awaiting staff comments on document submitted by applicant.
Accessibility to existing community services	<ul style="list-style-type: none"> • Community services and neighbourhood conveniences are available.
Capability exists to provide adequate buffering	<ul style="list-style-type: none"> • Reduced setbacks and excessive coverage will negatively impact landscaping, buffering, pedestrian scale, comfort and safety. These factors will be detrimental to the well-being of potential buyers as well as existing homeowners. • Residents in the townhomes to the South of the development proposal (Wellington Green) have concerns about the proximity to the property line compromising their privacy and creating a wind tunnel effect.
Intensification potential on existing adjacent property	<ul style="list-style-type: none"> • N/A.
Natural and cultural heritage features and areas of natural hazard are protected	<ul style="list-style-type: none"> • Awaiting comments from Conservation Halton.
Consideration of policies of Part II, subsection 2.11.3	<ul style="list-style-type: none"> • N/A.
Proposals for non-ground oriented housing <i>intensification</i>	<ul style="list-style-type: none"> • N/A.

The proposal provides additional housing in the form of intensification, but is not compatible with the scale, urban design and community features of the existing neighbourhood. Therefore, it does not meet the objectives of the housing intensification policies as stated above.

The overall proposal does not conform to the policies of the Official Plan regarding infill and intensification. The proposed variances to the existing Zoning Bylaw are not appropriate in terms of this resulting intensification and subsequent neighbourhood issues outlined in this submission.

10. ALTERNATE PROPOSAL

The Advisory Committee Alternative Proposal is offered to draw attention to the opportunity for innovation on one of the last available tracts of land to meet Burlington’s housing needs and create a unique and sustainable residential community.

The alternative plan proposes a mix of housing. The Burlington Official Plan⁸ states under Guiding Principles that the Official Plan “provides a community plan and growth strategy aimed at creating an attractive, liveable community that offers a wide range of housing”.

The Burlington Official Plan⁹ also states the intent of the Official Plan “to encourage strong live/work relationships [...] by providing a variety of housing that reflects the existing and future socio-economic and demographic characteristics of local residents”.

The Burlington Strategic Plan (2015–2040) states that Burlington is a “diverse City that has a growing population [...] and offers a price range and mix of housing choices”. A Strategic Plan initiative states that “Seniors are supported by a strategy that promotes health, recreation, transportation and allows them to remain in their home or neighbourhood as long as possible by providing desirable housing alternatives.” There is a need in Burlington to provide more accessible housing and housing for older adults.

A mix of housing types and prices would reflect the existing neighbourhood character which has a mix of detached, semi-detached and townhouses. The limited number of housing choices in the National Homes proposal does not reflect the demographics of the area or the City. This alternate proposal recommends taking advantage of the market opportunity to address the needs of various stakeholders in the City, many of whom will require single-level, physically accessible living, such as bungalows. Statistics Canada indicates that 30% of Burlington residents are 50 or over. National Homes may want to consider that there could be an eager and captive market in many Tyandaga homeowners with the right product. Having all multi-level units eliminates this potential market.

National Homes describes their proposal as compatible. To justify the fact that they have retrofitted an existing template of townhomes onto this site, they have looked exclusively and selectively at townhouses in the area. In order to be truly site-sensitive and compatible with the neighbourhood at large, the proposal needs to consider all of the surrounding neighbourhood.

It is suggested that the National Homes proposal be amended to include a range of housing types, including detached, semi-detached, townhouses, four-storey stacked townhouses, and bungalows with accessible interior designs. The location of the subject site within an established neighbourhood provides an opportunity through a mix of dwelling types to address interests of several stakeholders, thereby benefitting existing and future owners in the established community and Burlington at large. It

⁸ Part I – Section 3.0

⁹ Part III – Land Use Policies – Residential Areas

is suggested that the existing Residential – Low Density designation be amended to permit “other forms of ground oriented” housing units (existing designation indicates this may be permitted).

A preliminary concept plan could include:

- Four-storey stacked townhouses with setback frontage on Brant Street. This increased density supports transit-oriented development.
- Semi-detached units adjacent to the existing homes along Silwell Court and Havendale Blvd.
- A range of detached dwellings west of access road onto Havendale Blvd. and continuing along the treeline on the westerly property to take advantage of the proximity to the Tyandaga golf course.
- Townhouses adjacent to existing units in Wellington Green with a wider buffer zone and the plan for added trees and vegetation to provide privacy and allow for proper drainage.
- Internal lands developed for a range in size of townhouses to provide an appropriate housing mix.
- A greater distance between the EMS station and the proposed neighbouring residences, plus the installation of trees and vegetation.

Full consideration should also be given to the incorporation of green building and sustainable community innovations that would further the goals of the Burlington community as a truly liveable city of the future.

The Alternative Proposal would reduce several of the identified concerns, such as: compatibility, traffic, health, safety, drainage, design, streetscapes, etc.

11. CONCLUSION

The plan for development as submitted by National Homes for the property at 2100 Brant Street is not acceptable. It does not conform to the existing Official Plan of Burlington (OP), does not achieve compatible intensification, represents over-development of the site, and does not demonstrate good planning. It is evident that staff and Council spent a great deal of time and effort to ensure minimal impact from infill and intensification on existing residential neighbourhoods. The Advisory Committee hopes staff and Council will stand by their Official Plan.

The proposal does not consider a variety of community stakeholders. It offers inadequate green space for any future residents, and particularly for families with children. It does not address the current needs in Burlington for accessible housing and housing for older adults. It has serious potential impacts on traffic, health and safety not only for the neighbourhood but also for the City at large. Consequently, the proposal does not add value to the community of Burlington.

We have much to be grateful for as residents of Burlington, Ontario, Canada. We thank all involved in this process for the careful attention they will give to the Havendale Advisory Committee's Initial Position Paper. We are committed to remaining hopeful, and to trusting in the objective and ethical consideration with which Planning and Council will approach their decision-making.

With additional time, departmental feedback and the input from the upcoming public meeting, the Advisory Committee looks forward to revising this current document, to more effectively present our position and possible remedies.

The Advisory Committee would be pleased to discuss these suggestions with representatives of National Homes and the City of Burlington.

Respectfully submitted by members of the Havendale Advisory Committee:

Chris Bates	Bernardo Donato	Steven Horwood	Donna Lewczuk
John Calvert	Ed Dorr	Catherine Hunt	Jennifer Lyall
Marlene Cardin	Carolyn Driscoll	Len Kaufman	Scott Lyall
Monica De leon Graf	Lawry Ellis	Perry Kirchhof	Joyce Tidball
Nicole Dolson	Robert Hamilton	Daniel Lewczuk	Susanne Tristani

October 27, 2017

APPENDIX A

Comparison of Zoning Criteria: Areas of Divergence With Current RM2 and RM5 Criteria

A.1 Townhouse Blocks

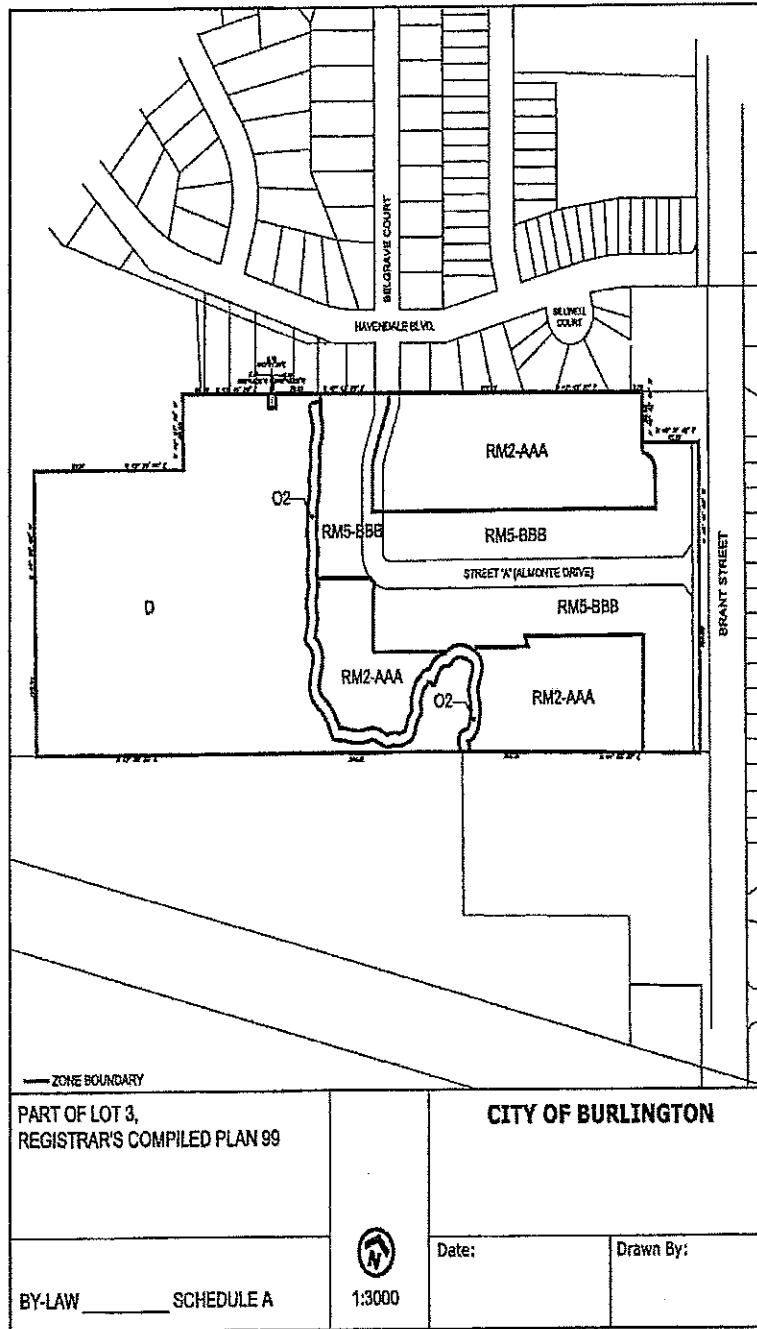
Regulation	Burlington Minimum RM2	National Homes Proposed Minimum RM2-AAA
Lot width	45m	25m
Lot area	0.4ha	0.08ha
Front yard setback	7.5m	2.3m
Side yard setback	4.5m	1.5m
Street side yard setback	6.0m	2.0m
Rear yard setback	9m	6.0m
Amenity area*	25m ² /bedroom	11m ² /bedroom
Building setback abutting a creek	7.5m	3.5m
Landscape area for lots abutting a street having a deemed width up to 26m	4.5m	2.9m
Public Streets (Almonte Dr)	20m right-of-way	17m right-of-way

* Amenity area refers to open space, common facilities, etc.

A.2 Street Townhouses

Regulation	Burlington Minimum RM5	National Homes Proposed Minimum RM5-BBB
Lot width	6.8m	5.5m
Lot area	200m ²	149m ²
Front yard setback	6m	4.3m
Street side yard setback	4m	1.5m
Rear yard setback	9m	6m
Maximum height	2 storeys	3 storeys
Maximum density	40 units/ha	45 units/ha
Private streets	--	<ul style="list-style-type: none"> • 6m pavement width • no visitor parking required

APPENDIX B

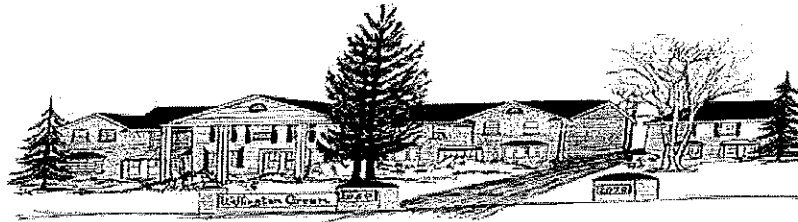


B.1 National Homes Proposed Zoning for 2100 Brant Street

APPENDIX C

C.1 References

1. Burlington Official Plan, <https://www.burlington.ca/en/services-for-you/Official-Plan.asp>
2. Burlington Official Plan draft, April 2017, https://www.burlington.ca/uploads/21421/Doc_636252722970744144.pdf
3. Burlington's Strategic Plan 2015-2040, https://www.burlington.ca/en/services-for-you/resources/Ongoing_City_Projects/Strategic_Plan/16-255-CM-Strategic-Plan-April-2016-Web.pdf
4. Burlington Zoning Bylaw 2020, <https://www.burlington.ca/en/zoning/index.asp>
5. Halton Region Official Plan, [haltonrop.ca
http://www.halton.ca/common/pages/UserFile.aspx?fileId=139670](http://www.halton.ca/common/pages/UserFile.aspx?fileId=139670)
6. Places To Grow: Growth Plan for the Greater Golden Horseshoe (2017), Ontario, [placestogrow.ca](http://www.placestogrow.ca)
7. Provincial Policy Statement (2014), [Ontario.ca/PPS](http://www.ontario.ca/PPS)



Halton Condominium Corporation #116, 2068 Brant Street, Burlington, ON, L7P 3A6

October 31, 2017

Mr. Mark Hefferton
Planner II
City of Burlington
Planning & Building Dept.
426 Brant Street
Burlington, Ontario
L7R 3Z6

emailed to: mark.hefferton@burlington.ca

Dear Mr. Hefferton,

**Rezoning Application for 2100 Brant St., National Homes
Files: 505-03/17, 520-10/17 and 510-02/17**

On behalf of the Wellington Green, Halton Condo Corp. (HCC) #116 Board of Directors, we are submitting this letter indicating our issues and proposed solutions associated with the Rezoning Application for 2100 Brant Street. Many of our residents attended the May 2017 informal public meeting, the official public meeting on Oct. 12, 2017 and also have read the background technical reports posted on the City's website. We are realistic that the land will be developed, however, as one of the planning reports indicated, it should "*conform to density compatible with the scale of urban design of the existing neighbourhood,*" and therefore, the following points are summarized to provide constructive feedback and offer possible alternatives to ensure the development is a win-win for existing residents in our complex and the future residents of 2100 Brant Street. More details of our concerns and solutions are in the attached Appendix (Powerpoint).

1. Setback & Open Space

Issues:

A major concern is the short setback distance between the northern property line (existing cedar hedge) of HCC #116 and the townhouse building structures of Block 9 (1.54 to 1.78 metres), Block 10 (6.73 metres to 7.28 metres), Block 11 (6.17 metres to 6.69 metres) and Block 12 (3.15 metres to 3.43 metres). This will create a wall of buildings behind HCC #116 units with our 10 foot cedar hedge providing only very limited privacy for both our current residents and future residents of the proposed development. By comparison, Wellington Green has an existing setback of 7.3 metres from the building structure (our patios) plus 3.65 metres common green space for a total setback to the northern property line of 10.95 metres. The other concern is the noise from air conditioning units located in the backyards of the proposed townhouses reaching our residents, particularly during nighttime hours as our bedrooms are at the back of our units facing the proposed development.

Solutions:

Given the lack of open space in the actual 5.37 hectares (ha) developed part of the plan, we propose that an open space park be developed, which would replace Blocks 10, 11 and 12 reducing the total number of units from 233 to 209 units resulting in 39 units per ha instead of 43 units per ha. This is much more compatible with the existing Wellington Green density of 31 units per ha (2.2 hectares/69 units = 31 units per ha). The landscaping plan appeared to be deficient in the quantity of trees to be planted along our north property line, so we suggest about 30 native indigenous trees be planted at approximately 20 foot intervals along the entire length of the south property line (our cedar hedge fence line) in the

proposed park. Furthermore, adjacent to the proposed open space along the south side of the private east to west street (Almonte Drive), there is an opportunity to create an estimated 41 net additional visitor parking spaces. The park would also eliminate the problem of excessive noise from air conditioning units.

2. Stormwater Management & Drainage

Issues:

We are extremely concerned about water runoff, drainage and flooding onto our property, including our underground parking garage where we recently spent \$1.6 million to re-waterproof, which involved extensive excavation around the entire perimeter of the garage. The City's website posted a Stormwater Management (SWM) drawing plan, but there was no SWM study found.

We are equally concerned about the storage of snow and resulting snow melt at the southern end of the two private condominium streets adjacent to our northern property line. Our complex has much more space for snow storage than the proposed development, yet it's always a challenge piling snow after snowstorms. Large mountains of snow will be piled up at the south end of these two private streets and during melting, the water needs to flow within the development's drainage system and NOT onto our property.

Solution:

The issues of flooding and snow melt would be greatly mitigated by adopting the open space park we have proposed previously as it creates a setback buffer for drainage, and during winter months, a location for snow storage with the snow melt flowing into the development's stormwater sewers.

3. Traffic and Safety

Issue:

With increasing traffic volumes resulting from the existing and soon to be built residential developments north and south of Dundas Street (Hwy. 5) in Waterdown, traffic concerns will be further compounded with the 2100 Brant St. development. It is very difficult today for our residents to turn left (northbound) onto Brant St. from our 2 exits. The centre left turn lane (northbound) is very narrow, often alarming to southbound motorists due to the close proximity of southbound vehicles within inches of our residents north facing vehicles, nervously waiting to turn left into Wellington Green.

Solution:

At the October 12th, 2017 Public Meeting it was mentioned that Brant St. is a regional road under the jurisdiction of the Region of Halton and therefore, given all of the traffic issues raised at the meeting and our concerns, we support the proposed separate traffic study discussed as a possibility at the meeting be undertaken for Brant St., extending from Dundas Street (Hwy. 5) and further south of Tyandaga Park Drive. The study should focus on solutions to improve motorist and pedestrian safety, including perhaps a new traffic signal at the proposed centre road (Street "A" Almonte Drive) of the development at Brant Street, a wider centre left turning lane, speed reduction measures (especially those travelling southbound) or any other improvements.

4. Shadow Report Deficiencies

Issue:

The shadow report for the development did not provide any indication for top of roof elevation for Blocks 10, 11 and 12 and therefore, the true full impact of shadows on our properties. Currently, residences along the north property line face northwest and enjoy summer sunshine daily from 16:00 to 20:00 hours and not just during the day on weekends. Shadows of the proposed plan need to be evaluated from 17:00 to 19:00 hours from April to September.

Solution:

Adopt the open space park we have proposed previously at a slightly reduced density as it creates additional green space and eliminates any issues associated with shadows from the townhouse structures.

5. Property Values

Issue:

Wellington Green's owners invested in our properties with the understanding of the potential of the original low density development to the north. We believe the change in density proposed by the applicant will reduce our property values due to the loss of green space (which is at a premium) adjacent to our properties.

Solution:

Adopt the open space park we have proposed previously at a slightly reduced density as it creates additional green space and a setback buffer for both future residents of 2100 Brant Street and our residents at Wellington Green.

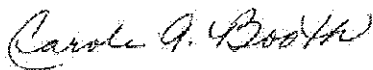
6. Environmental and Other Concerns

As outlined in the attached Appendix, the proposed development will have very little vegetation, trees, recreation amenities and no room for above ground natural drainage (which is better environmentally) and does not contribute to reduction of climate change effects. There are also concerns of sufficient amount of parking (although this would improve with our proposed open space park).

At the northwest corner of our property, we would request that pedestrian access continue to be provided to the Natural Heritage Lands that will be conveyed to either the City of Burlington or the Halton Conservation Authority. We already have a pedestrian gate in that vicinity.

We look forward to learning about any changes as the zoning application progresses, other public meetings and being kept informed, especially on the date when the application will be considered by the Planning and Development Committee of Council.

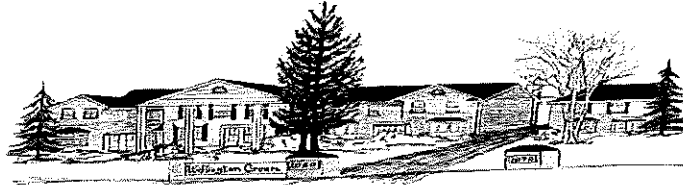
Yours truly,



Carole Booth
President
On behalf of Wellington Green
HCC 116 Board of Directors
[Redacted]

Attachment.

Cc: Councillor Rick Craven
(rick.craven@burlington.ca)

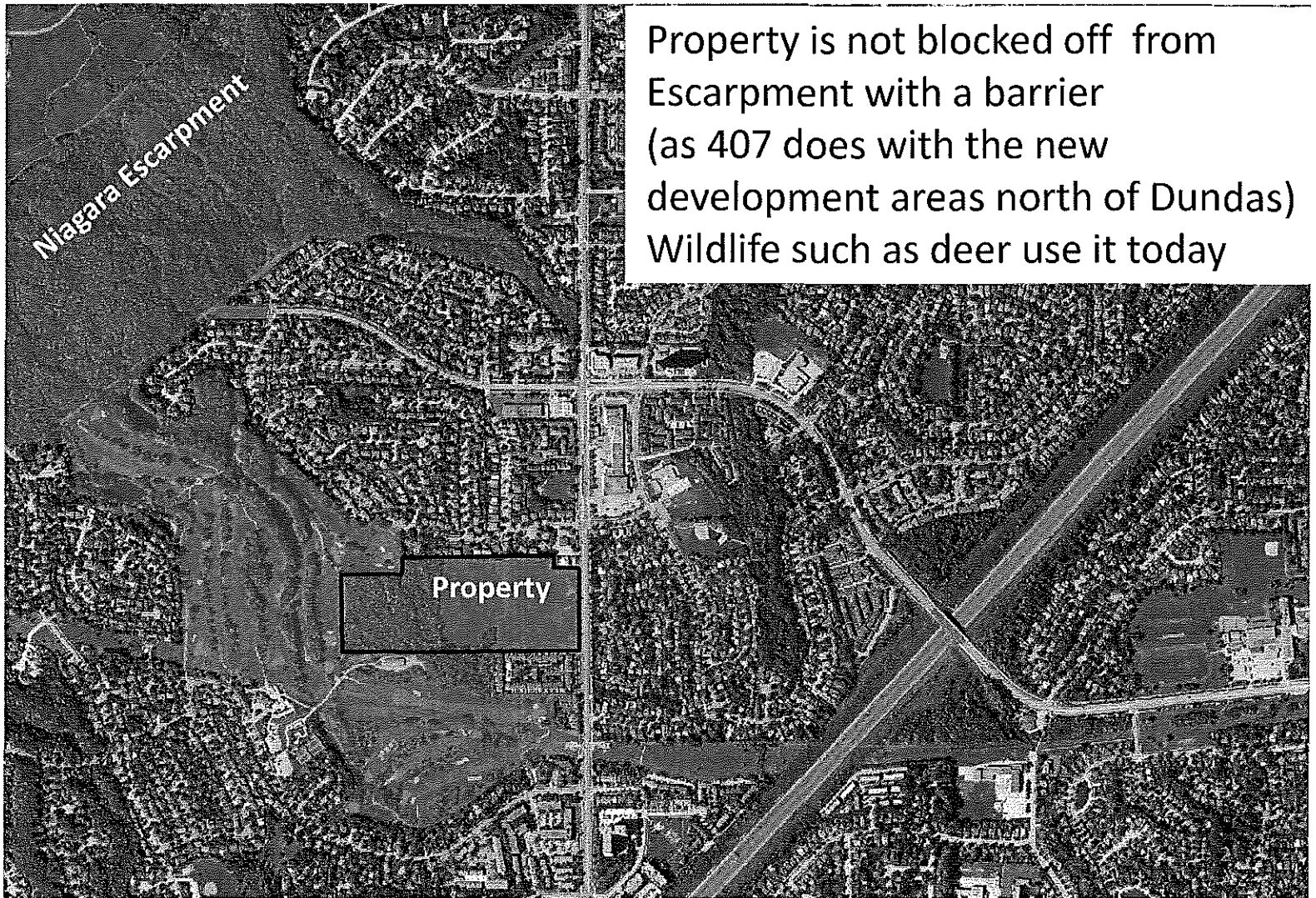


Halton Condominium Corporation #116, 2068 Brant Street, Burlington, ON, L7P 3A6

- Appendix -
Rezoning Application
Oct. 31, 2017

National Homes (NH) and Impact on
Wellington Green (WG) Residences

Property is Contiguous to Escarpment Greenbelt



Property is not blocked off from Escarpment with a barrier (as 407 does with the new development areas north of Dundas)
Wildlife such as deer use it today

Environment - General

- Currently property is environmentally beneficial - helps mitigate climate change
 - Serves as a point of local cooling -3C° cooler in summer
 - Saves WG owners on AC and energy consumption
- National Homes suggest they are preserving natural environment and open spaces to the west by donating it to the conservation authority. It cannot be touched in any case and therefore, has nothing to do with their proposed plan for higher density.
 - Their site plan paves more than **95%** of the 6.1 ha (including public road) the full development covers (5.4 ha excluding public road)
 - Asphalt shingles, driveways, roads, concrete sidewalks, steps, etc.
 - Releases heat in the evening warms up surrounding areas
 - No room for significant vegetation, trees or recreation or amenities
 - No room for above ground natural drainage which is better environmentally
- Contrary to Planning Justification Report
 - The higher density planned use of this property is a negative for local environmental conditions and contributes to overall climate change
- WG understands and agree with the general policy behind increasing density: to reduce overall urban sprawl
 - But this is Sprawl, not just Intensification

Change in Zoning Density

- WG owners invested in our properties with the understanding of the potential of Low Density development to the north. By changing density without our agreement now affects:
 - Our property values– backing on green space (which is at a premium) will be eliminated with the proposed plan
 - Quality and cost to our lives:
 - Accessing Brant St with more immediate traffic entering/exiting the new site
 - Inadequate setback - Shadows potentially reducing afternoon access to sunshine
 - More air conditioning cost in summer (loss of cooling effect of natural vegetation)
 - Loss of mental health benefits of green space. Almost complete loss of visual green space with plan – which according to many studies affects persons mental well being:
 - “Urbanisation is considered a potential threat to mental health and wellbeing and although effects at the individual level are small, this study demonstrates that the potential benefit at a population level should be an important consideration in policies aiming to protect and promote urban green spaces for wellbeing.”
<http://www.ecehh.org/publication/would-you-be-happier-living-greener-urban-area>
 - How would National Homes feel if we asked for rezoning to agriculture after they bought this property?

Density

Comparison of Number of Units for Planned area 43 units / ha
Versus
Havendale (north) 9 units /ha and WG (south) 31 units / ha



Havendale
233 on 27 ha

Proposed
233 on 5.4 ha

WG 69
on 2.2 ha

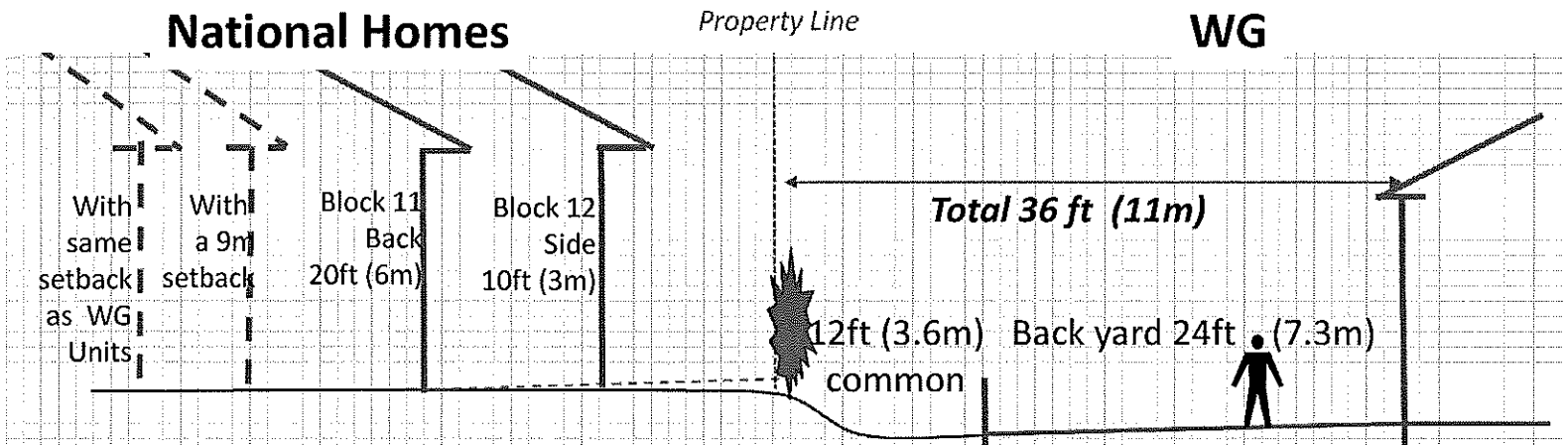
Density
If Development had Havendale Blvd Area Density
9 units /ha



Density
If Proposed Area had Wellington Green (South) Density
31 units / ha

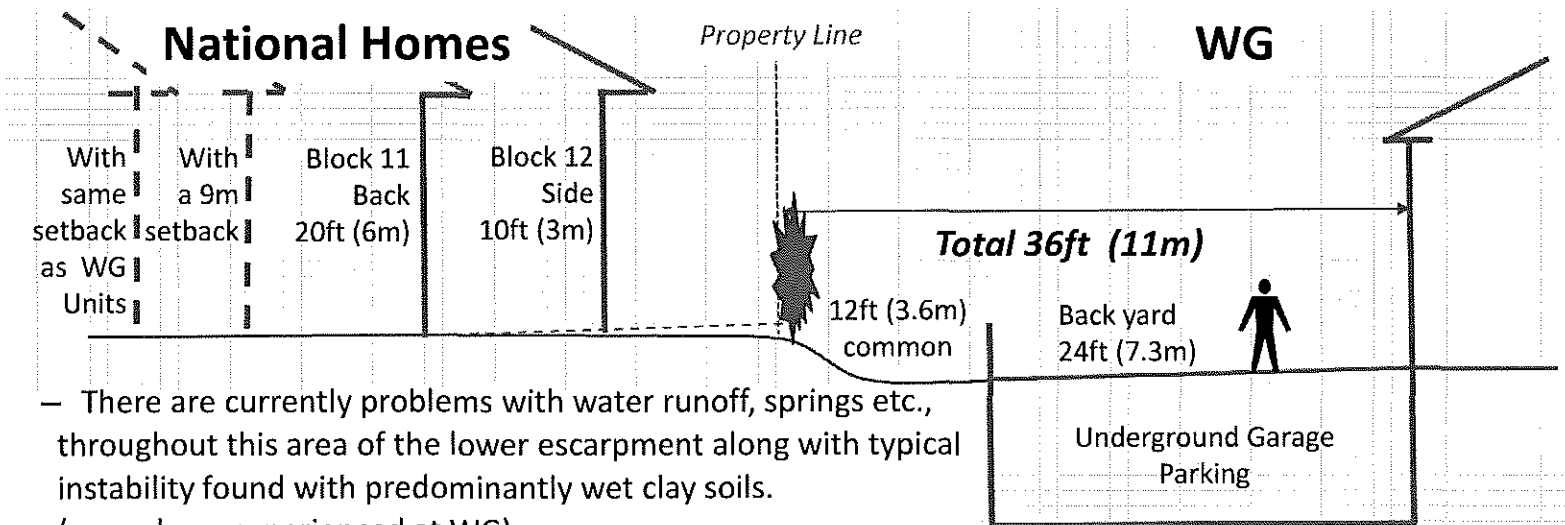


Proposed Setback



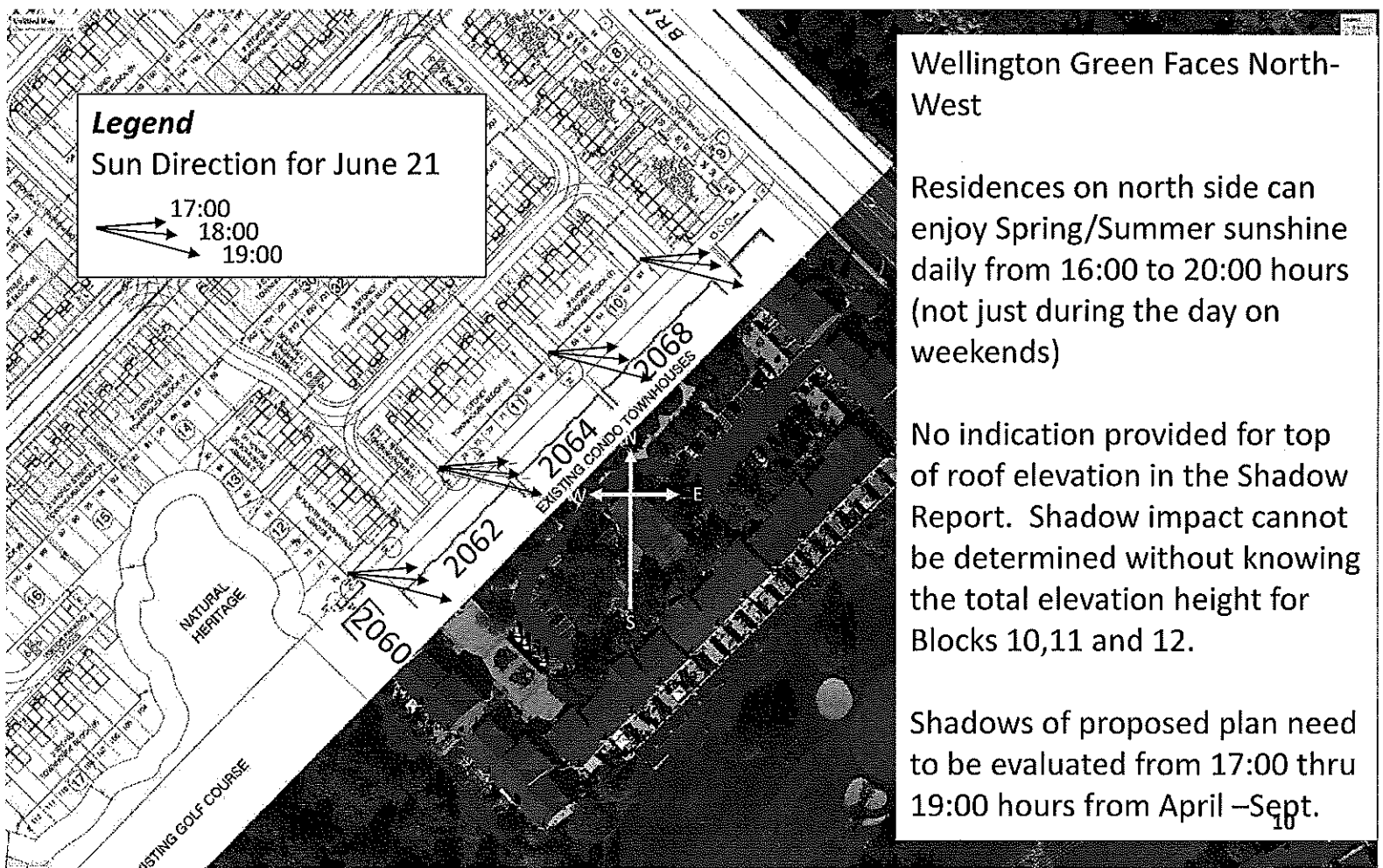
- The proposed back yard depths range from 10 ft (side block 12) at west end and then 20 ft (Block 11) to 24 ft (Block 10) at east end
- This will create a virtual wall behind WC units to the north for much of the entire length
- The 10 ft cedar hedge has limited privacy due to proximity of planned homes and difference in elevation
- The top of roof elevation is not established except to state Block 10, 11 and 12 are planned to be two storey.

Drainage and Elevation



- There are currently problems with water runoff, springs etc., throughout this area of the lower escarpment along with typical instability found with predominantly wet clay soils. (as we have experienced at WG).
- There is a SWM plan but where is the SWM study?
- Based on the Grading Plans the elevation of Block 10,11, 12 appears to be about 1m higher than the WG units. Runoff will naturally flow south unless mitigated near the property line or slope is made to run north (retaining wall at property line?).
- How will NH ensure that flooding will not affect WG with the ever increasing extreme storm events?
- There is no above ground SWM holding areas planned (no space for them based on the fact more than 95% of entire developed area has impervious cover). Rain events are shown handled with cisterns beneath the parking areas. While this can save space it is widely recognized natural retention is environmentally better for runoff water quality.
- Given "50 year storm event" definition is changing, to what level of storm event is the SWM planned?
- Who will pay for the maintenance and replacement of the cisterns long term?

Shadow Report Deficiencies



Wellington Green Faces North-West

Residences on north side can enjoy Spring/Summer sunshine daily from 16:00 to 20:00 hours (not just during the day on weekends)

No indication provided for top of roof elevation in the Shadow Report. Shadow impact cannot be determined without knowing the total elevation height for Blocks 10,11 and 12.

Shadows of proposed plan need to be evaluated from 17:00 thru 19:00 hours from April –Sept.

Parking – Vehicles / Unit including Visitors



"Blocked in" – when 2 cars parked in a unit single driveway, the furthest in cannot exit without moving the 2nd vehicle – which is not only annoying but not very environmentally friendly

- With planned narrow streets it will be important that sufficient visitor parking is provided so as not to have neighbourhood spillover to adjacent areas.
- Based on WG visitors parking ratio the development should contain another 47 visitor parking spaces

Traffic Study

- WG has 2 exits and 3 entrances off Brant St. Underground parking (about 1 per unit is provided)
- Study appears to be incomplete
 - Difficulty in recent months to turn left (north) onto Brant St with the traffic increase from Waterdown developments - forcing some residents to give up and to turn right and then turn around somewhere on Brant St.
 - Turning lane on Brant St is relatively narrow which causes concern with drivers sitting waiting to turn left into WG.

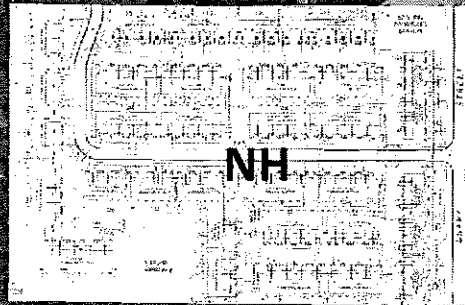


Traffic and Safety

There are no amenities within the complex. No parks, facilities, etc. This means owners will constantly travel in and out of the proposed development onto or across Brant St

Traffic already backs up at times in front of WG from Tyandaga Park Dr. Adding another 450+ cars turning on and off of Brant St either:

130 m north of WG or at Havendale Blvd will increase traffic congestion and safety risks.



Havendale Blvd Traffic Signal

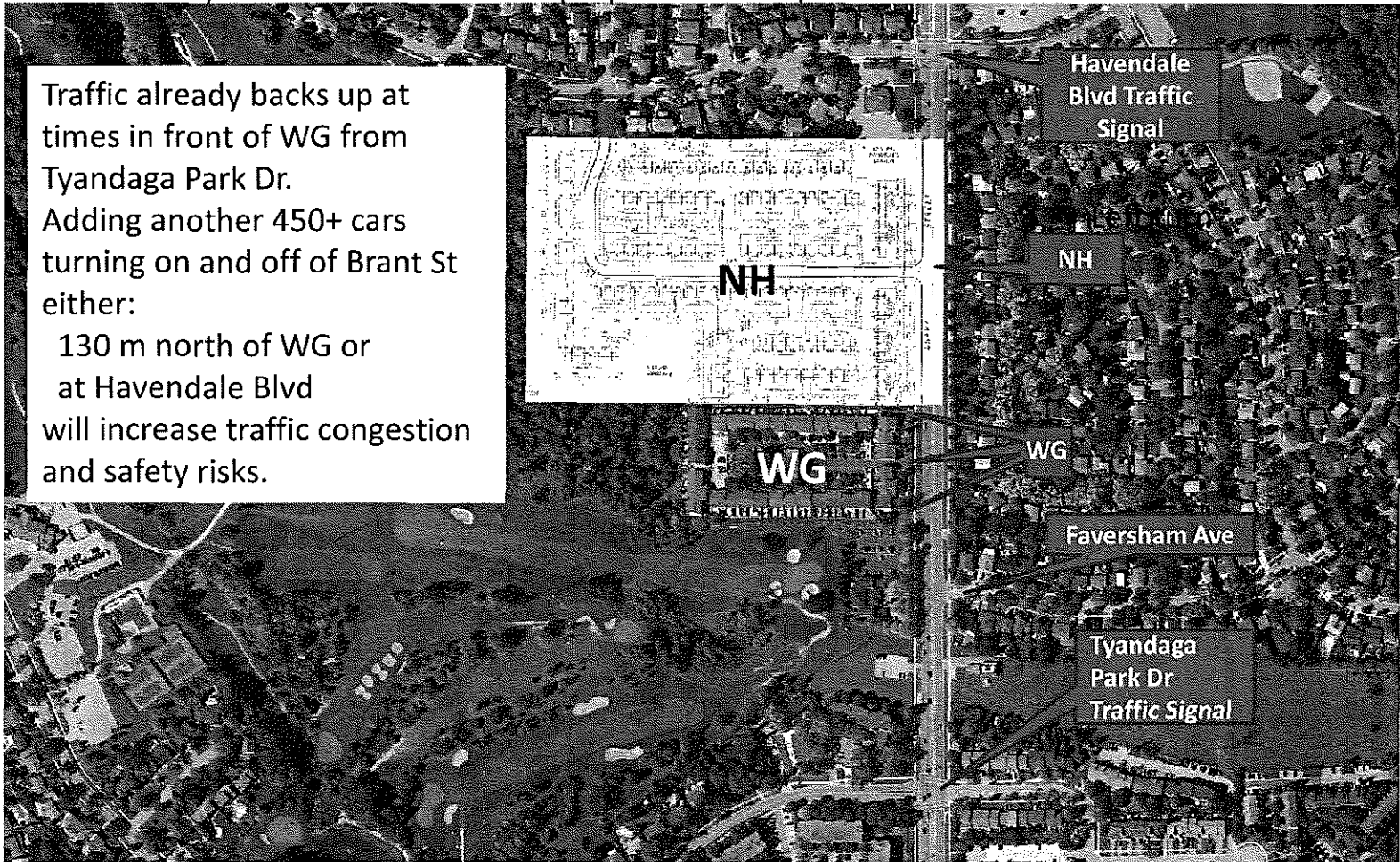
NH

WG

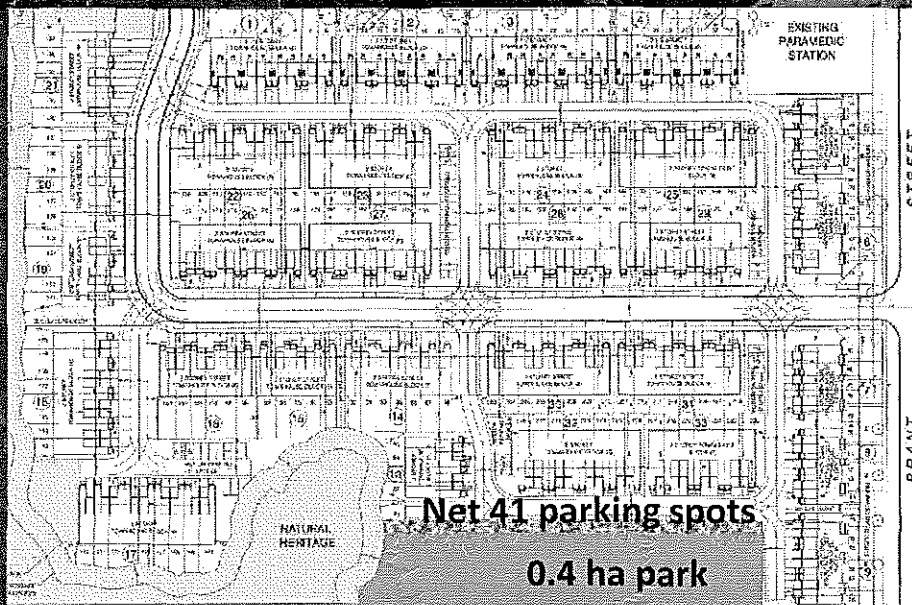
WG

Faversham Ave

Tyandaga Park Dr Traffic Signal



A Reasonable Compromise



- ☑ Retains Higher Density
- ☑ Reduced Traffic
- ☑ Improves Setback
- ☑ Elevation Issues
- ☑ Shadow Issues
- ☑ Visitor Parking Issues
- ☑ Environmentally better:
 - ☑ Trees and natural space
 - ☑ Recreation potential
 - ☑ Natural SWM potential
 - ☑ Contiguous to Escarpment
 - ☑ Walking access to Natural Heritage lands

**Higher Density 209 Units – 39 units / ha instead of 43
with park and additional visitor parking
by replacing Blocks 10, 11 and 12**