



SUBJECT: Proposed official plan and zoning by-law amendments and draft plan of subdivision applications for 2100 Brant Street

TO: Committee of the Whole

FROM: Department of City Building - Planning Building and Culture

Report Number: PB-30-18

Wards Affected: 1

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

Date to Committee: April 3, 2018

Date to Council: April 23, 2018

Recommendation:

Receive and file department of city building department - planning section report PB-30-18 regarding proposed official plan and zoning by-law amendments and draft plan of subdivision applications for 2100 Brant Street.

Purpose:

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

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

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

A City that Grows

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

- 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.
- Older neighbourhoods are important to the character and heritage of Burlington and intensification will be carefully managed to respect these neighbourhoods.
- Focused and Directed Population Growth
 - Burlington is an inclusive and diverse city that has a growing proportion of youth, newcomers and young families and offers a price range and mix of housing choices.
 - Future development will be higher density, walkable and accessible, transit-oriented with appealing streetscapes. The City will become a leader in walkability and bikeability scores in the province and will be fully aligned with provincial strategy and goals.

A City that Moves

- Increased Transportation Flows and Connectivity
 - Walkability and cycling has guided the development of new and transitioning neighbourhoods and the downtown so people rely less on automobiles.

A Healthy and Greener City

- Healthy Lifestyles
 - Residents will live within a 15 to 20-minute walk from parks or green spaces
 - A healthy natural heritage system that is protected well connected, conserved and enhanced within the city's urban area.

REPORT FACT SHEET

RECOMMENDATIONS:		<i>None. Statutory Public Meeting</i>	Ward No.:	<i>1</i>
Application Details	APPLICANT:	<i>National Homes (Brant) Inc.</i>		
	OWNER:	<i>National Homes (Brant) Inc.</i>		
	FILE NUMBERS:	<i>505-03/17, 520-10/17 and 510-02/17</i>		
	TYPE OF APPLICATION:	<i>Official Plan and Zoning Bylaw Amendments and Draft Plan of Subdivision</i>		
	PROPOSED USE:	<i>233 residential townhouse units comprised of 27 dual frontage, 123 standard townhouses and 83 street townhouses</i>		
Property Details	PROPERTY LOCATION:	<i>West side of Brant Street, south of Havendale Boulevard</i>		
	MUNICIPAL ADDRESSES:	<i>2100 Brant Street</i>		
	PROPERTY AREA:	<i>11.1 hectares (27.2 acres)</i>		
	EXISTING USE:	<i>Vacant</i>		
Documents	OFFICIAL PLAN Existing:	<i>Residential - Low Density</i>		
	OFFICIAL PLAN Proposed:	<i>Residential - Medium Density</i>		
	ZONING Existing:	<i>'R2.2' Residential Low Density</i>		
	ZONING Proposed:	<i>'RM2 and RM5' Residential Medium Density, 'D' Development and 'O2' Open Space</i>		
Processing Details	NEIGHBOURHOOD MEETING:	<i>October 12, 2017</i>		
	PUBLIC COMMENTS:	<i>Staff has received multiple emails and letters. Note: Some constituents sent multiple letters</i>		

Background and Discussion:

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

Site Description

The subject applications are located along the west side of Brant Street, south of Havendale Boulevard, known municipally as 2100 Brant Street. The subject lands comprise a total area of approximately 11.1 hectares (27.2 acres) with 188.8 m. of frontage along Brant Street.

As shown in Figure 1, to the north of the subject property is predominantly low density residential uses (ie. single detached and semi-detached dwellings); to the north-east is a EMS (paramedic) station, place of worship and a commercial shopping centre north-east of the Brant Street/Havendale Boulevard/Dawlish Road intersection; to the east of Brant Street is low density residential; to the south is medium-density residential uses (i.e. townhouse complex) and Tyandaga Golf Course; and to the west is Tyandaga Golf Course.

The site includes 4.9 hectares of natural features including a valley, tributaries of Upper Rambo Creek and associated woodlands that traverse the site leaving the westerly portion of the site undevelopable. The remainder of the site has a net developable area of 5.4 hectares and 0.73 hectares attributed to the future road allowance and road widening.

Description of Applications

On August 31, 2017, the Planning and Building Department acknowledged that complete applications had been received for Official Plan and Zoning By-law amendments and Draft Plan of Subdivision for 2100 Brant Street. The applications propose the development of 233 residential townhouse units comprised of 27 dual frontage (through lots

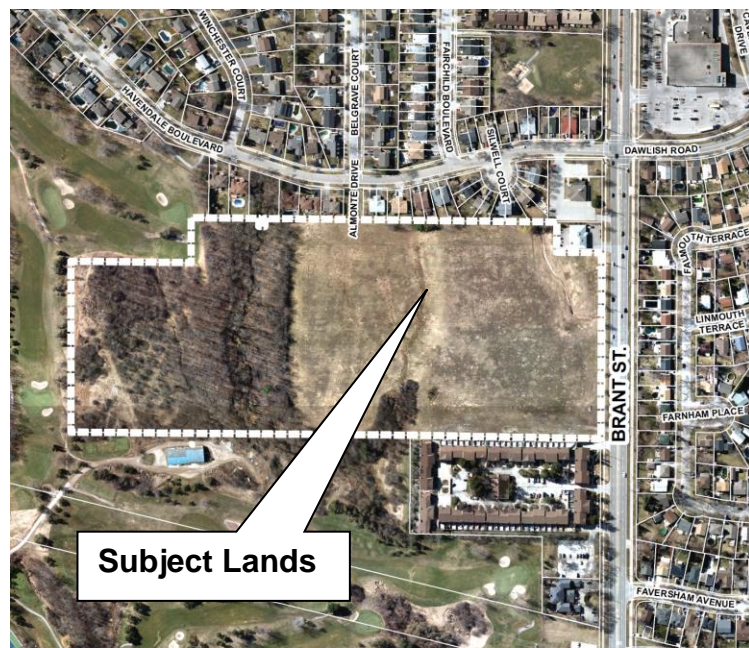


Figure 1 - Aerial Photograph

bound on opposite sides by street – vehicular access from rear of building), 123 standard townhouses and 83 street townhouses as illustrated in Appendix B – Detail Sketch. A total of 529 parking spaces are being proposed for the residential component of the building including 2 parking spaces per unit and 63 visitor parking spaces.

Technical Reports

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

- Draft Site Plan, prepared by Cassidy & Co. Architectural Technologists, dated June 2017;
- Draft Plan of Subdivision, prepared by Glen Schnarr & Associates Inc., dated July 10, 2017
- Plan of Survey, prepared J.D. Barnes Limited, dated June 27, 2017
- Environmental Impact Study, prepared by GeoProcess Research Associates Inc., dated June 23, 2017
- Landscape Plans, prepared by Strybos Barron King Landscape Architecture, dated April 2017;
- Tree Inventory and Preservation Plan, prepared by Strybos Barron King Landscape Architecture, dated April 2017;
- Planning Justification Report, prepared by Glen Schnarr & Associates Inc., dated July 2017;
- Urban Design Brief, Strybos Barron King Landscape Architecture, dated July 5, 2017;
- Adjacent Building Height Survey, prepared by Cassidy & Co. Architectural Technologists, dated May 2017
- Shadow Study, prepared by Cassidy & Co. Architectural Technologists, dated July 4, 2017;
- Noise Study, prepared by Valcoustics Canada Ltd., dated June 26, 2017;
- Environmental Site Screening Questionnaire;
- Phase I Environmental Site Assessment, prepared by Sirati & Partners Consultants Ltd. dated March 27, 2017
- Phase II Environmental Site Assessment, prepared by Sirati & Partners Consultants Ltd. dated March 30, 2017
- Functional Servicing and Stormwater Management Report, prepared by Urbantech., dated July 2017;
- Sanitary Servicing & Drainage Plan, prepared by Urbantech, dated May 2017
- Storm Servicing & Drainage Plan, prepared by Urbantech, dated May 2017
- Grading Plan, prepared by Urbantech, dated May 2017;
- Watermain Hydraulic Analysis, prepared by WSP Group, dated June 2017;

- Watermain Plan, prepared by Urbantech, dated May 2017
- Stage 1-2 Archaeological Report, prepared by Golder Associates, dated January 27, 2016
- Urban Transportation Considerations, prepared by BA Group, dated June 2017;
- Geotechnical Investigation Report, prepared by Sirati & Partners Consultants Limited., dated March 29, 2017
- Slope Stability Investigation, prepared by Sirati & Partners Consultants Limited, dated May 4, 2017

The applications along with these materials have been circulated to various departments and agencies for technical review. The applications remain under technical review with revisions requested by various agencies (comments included below in the Technical Review section). The technical reports can be accessed and reviewed on the City's website at www.burlington.ca/2100Brant.

Discussion:

POLICY FRAMEWORK

The proposed Official Plan and Zoning By-law amendment and Draft Plan of Subdivision applications are subject to the following policy framework: the Provincial Policy Statement (PPS), 2014; Places to Grow, Growth Plan for the Greater Golden Horseshoe, 2017; Halton Region Official Plan; City of Burlington Official Plan, and the City of Burlington Zoning By-law 2020.

Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development that support the building of viable, healthy and strong communities. The PPS focuses growth and development within established settlement areas and promotes the provision of an appropriate mix and range of housing and employment to meet long-term needs of the community through opportunities for intensification and redevelopment.

The PPS supports improved land use planning and management based on policies that contribute to the efficient use of land and infrastructure, protection of natural and built resources, public health and safety and increased accessibility for all members of the community. Decisions affecting planning matters made on or after April 30, 2014 "shall be consistent with" the PPS.

Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe provides a framework for implementing the Province's vision for building stronger, prosperous communities by better managing growth.

The Growth Plan encourages transit supportive densities and a healthy mix of housing and employment growth in order to achieve compact, vibrant and complete communities that optimize investments in infrastructure and public service facilities and accommodate all members of the community and service their daily needs.

Halton Region Official Plan

The subject property is designated "Urban Area" in the Region Official Plan. The Urban Area is where urban services (municipal water and/or wastewater systems) are or will be provided to accommodate existing and future development. The Regional Official Plan states that permitted uses shall be in accordance with local Official Plans and Zoning By-laws and subject to other policies of the Regional Official Plan.

City of Burlington Official Plan

The subject lands are located within the urban boundary and are designated as Residential - Low Density on Schedule B of the City's Official Plan.

The residential policies provide for housing that includes single detached and semi-detached housing units, as well as other forms of ground oriented, attached housing units (townhouses) provided that they maintain density requirements and are compatible with the scale, urban design and community features of the neighbourhood.

One of the residential policy objectives encourages new residential development and residential intensification within the Urban Area in accordance with Provincial growth management objectives, while recognizing that the amount and form of intensification must be balanced with other planning considerations, such as infrastructure capacity, compatibility, integration with existing residential neighbourhoods and protection of the natural environment. Another objective is to provide housing opportunities that encourage usage of public transit, pedestrian and bicycle transportation networks and decrease dependence on the car. The designation also encourages the integration of a wide range of housing types and tenure, while requiring new residential development to be compatible with surrounding properties.

According to the Residential – Low Density designation, development is permitted to a maximum 25 units per net hectare.

Draft New Official Plan

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

The subject lands are identified to be designated as Residential - Low Density within Residential Neighbourhood Areas. The Residential Neighbourhood Areas are intended to provide for housing and other residential supportive land uses that are part of an urban residential environment. New residential housing within the Residential Neighbourhood Areas shall be accommodated primarily through infill or intensification, of existing areas, where compatible.

Although it is designated Residential-Low Density, it has also been identified as a Secondary Growth Area within the Growth Framework. Secondary Growth Areas reflect select vacant residential sites immediately adjacent to a Major Arterial Street that are expected to transition over the planning horizon. These areas are anticipated to accommodate growth and support frequent transit corridors. The subject property is a large vacant parcel adjacent to a major arterial street with the ability to support a future frequent transit corridor. Brant Street is identified within the plan as a candidate Frequent Transit Corridor.

The land use policies and densities remain unchanged from the existing official plan and continue to encourage new residential development and residential intensification within the Urban Planning Area in accordance with Provincial growth management objectives. The new Official Plan policies were brought to the public and Council for consultation over the spring, summer and fall of 2017. The new Official Plan is scheduled to be presented to the Planning and Development Committee and Council in the spring of 2018 for adoption.

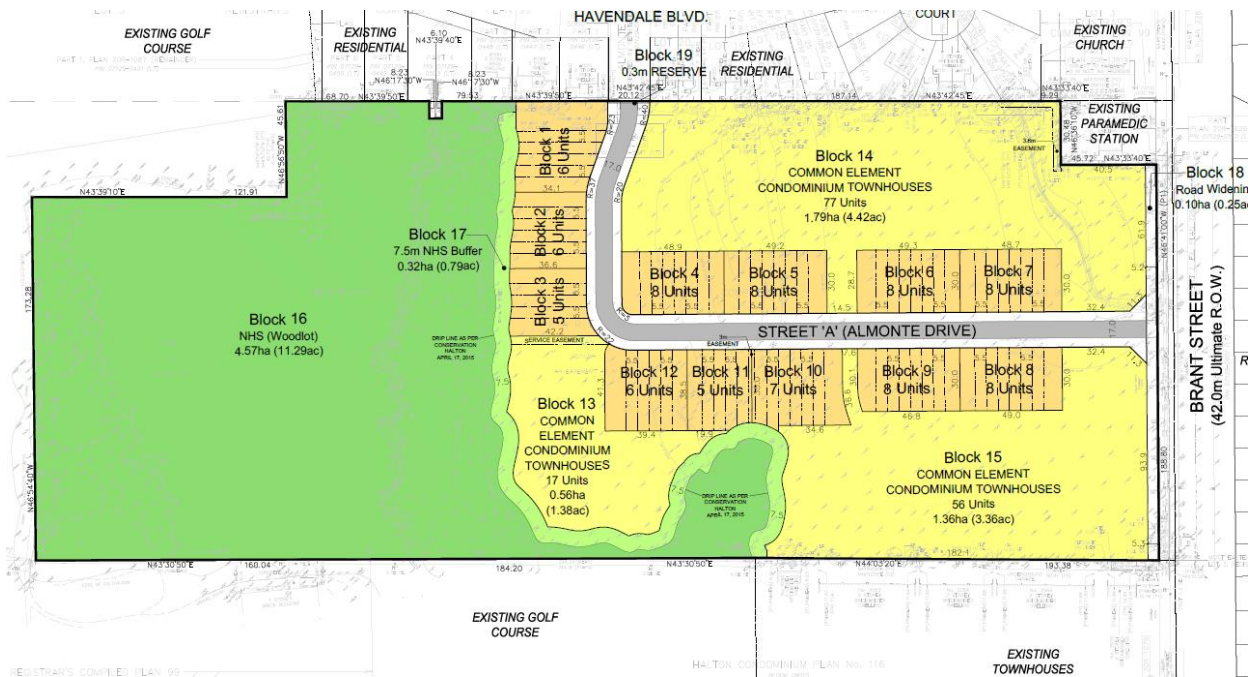
City of Burlington Zoning By-law 2020

The subject lands are zoned Residential (Low Density) "R2.2", Open Space "O2" and Development "D" as shown in Appendix A to this report.

The applicant is proposing to change the R2.2 zoning to RM2 to allow standard townhouse dwelling units and RM5 zone to allow street townhouse dwelling units with site specific modifications described below in Table 1 and Table 2.

The application is not proposing any changes the existing "O2" or "D" zoning reflected as Block 16 and Block 17 (shown in green) in the proposed draft plan of subdivision, as shown below in Figure 2.

Figure 2 - Proposed Draft Plan of Subdivision



Blocks 1-12, as shown in Figure 2 and the townhouse units fronting onto Brant Street are considered street townhouse units and would be rezoned to RM5 zoning requirements. Blocks 13-15 are proposed to be standard condominium townhouse units and as such the RM2 zoning applies to the Blocks and the zoning requirements for Parcels of Tied Lands apply to the individual townhouse units. At this time and for the purposes of determining setbacks for Blocks 14 and 15, Brant Street has been considered the Frontage. It is noted that the applicant is not requesting any reductions to the number of required occupant or visitor parking spaces.

Table 1 and Table 2 summarize the zoning regulations for the development. Table 1 identifies the RM2 and RM5 zoning regulations and the site specific proposals. Table 2 summarizes the regulations for Parcels of Tied Land and the site specific proposals.

Table 1 - Proposed RM2 and RM5

Regulation	RM2 **	Proposed RM2	Exception Needed	RM5	Proposed RM5	Exception Needed
Lot Width	45m	TBD Block 13 61.9m Block 14 93.9m Block 15	TBD No No	6.8m	5.5	Yes
Lot Area	0.4ha	0.56 ha	No	200m ²	165m ²	Yes
Front Yard	7.5m	6.29	Yes	6m	4.32m	Yes
Rear Yard	9m	3.7m Block 13 2.7m Block 14 6.5m Block 15	Yes	9m	7.0m 3 m (units fronting Brant)	Yes
Side Yard	4.5m	1.5m	Yes	1.2m/ 0m	1.55m	No
Street Side	6m	3.86 m	Yes	4m	3.04m	Yes
Max. Density	40 units/ha	42 units/ha	Yes			
Amenity Area	25m ² / bedroom	11m ² / bedroom	Yes			
Privacy Area	20m ² /unit	33 m ² /unit	No			
Maximum height	2 storeys	3 storeys	Yes	2 storeys	3 storeys (units fronting Brant Street)	Yes
Parking – Tenant (2/unit)	246	246	No	220	220	No
Parking – Visitor (0.5/unit)	62	63		0	0	No

Table 2 - Parcel of Tied Land (POTL)

Regulation	POTL	Proposed POTL	Exception Needed
Front Yard	3m	2.3m	Yes
Rear Yard	6m	6m	No
Side Yard Adjacent to exterior wall of building	1.2m	1.5m	No
Yard abutting public street	3m	2.2m	Yes
Driveway Length	6.7m	6.7m	No

Technical Review

On September 15, 2017, staff circulated a request for comments to internal and external agencies, including Halton Region and Conservation Halton. Formal comments on the

applications have been now been received. Agency comments will be addressed in the subsequent recommendation report.

Burlington Economic Development Corporation (BEDC):

BEDC has no comments.

Halton District School Board (HDSB)

HDSB has no objection to the proposed applications, as submitted, and request the inclusion of standard conditions of draft plan approval.

Halton Catholic District School Board (HCDSB)

HCDSB has no objection to the proposed applications, as submitted, subject to inclusion of standard conditions of draft plan approval.

Parks and Open Space – Capital Works Department

Considering the intensification of this property, Capital Works will require a public park a minimum of 1 acre for passive recreational use with any remainder of any required parkland dedication made via cash-in-lieu of park dedication. The park block is to be located with public road frontage with preference for centralized location.

Site Engineering – Capital Works Department

Site Engineering staff reviewed the submitted documents and require additional information and revisions to the submitted documents in order to complete a full review.

Urban Forestry – Capital Works Department

Urban forestry staff has no objection to the proposed applications, as submitted subject to the following:

- Council approval is required for the removal of two city trees. Removals shall not take place until approval is granted by Council. Compensation will be in the form of replanting and/or cash in lieu, with a total value of \$3900
- Butternut Assessment to be completed and copy provided to the City, including correspondence from MNRF accepting the assessment.
- Approval of Naturalization Planting along Woodland buffer to the satisfaction of Conservation Halton and the City of Burlington.

Transportation Department

Transportation Planning reviewed the Urban Transportation Considerations (Traffic Impact Study and Parking Justification) and understand that additional information and revisions to the submitted document have been requested by the Region.

Transportation Planning will need to review the revised document prior to being satisfied with the analysis, conclusions and recommendations reached in the report.

Transportation Planning has reviewed the included Parking Justification and is satisfied with the conclusions supporting 466 occupant parking spaces and 63 visitor parking spaces reached in the report.

Conservation Halton

Conservation Halton is unable to support the applications, as submitted, until additional information is provided including revised drawings and reports as part of the next submission.

Halton Region

Regional Staff are not in a position to provide a recommendation of the subject applications until additional information is received to address Natural Heritage System, transportation and servicing concerns.

Financial Matters:

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

Public Engagement Matters:

Public Circulation

The application was subject to the standard circulation requirements. A public notice and request for comments were circulated in September 2017 to surrounding property owners / tenants. Notice signs were also posted on the property, which depicted the proposed development. All technical studies and supporting materials were posted on the City's website at www.burlington.ca/2100Brant.

Neighbourhood Meeting

A neighbourhood meeting was held on October 12, 2017 at the Crossroads Centre and was attended by approximately 100 members of the public, the Ward Councillor, City staff, the applicant and various consultants that contributed to the applicant's submission. Planning Staff provided a brief presentation of the planning process and introduced the application.

Comments included the following:

- Traffic & safety;
 - Concern with increase in traffic volumes on Brant Street and neighbourhood streets in particular Havendale Boulevard and Fairchild Boulevard;
 - Concern about traffic speed particularly on Brant Street;

- Safety of children playing/crossing the street;
- Congestion during highway closures;
- Inadequate parking spaces to accommodate visitors;
 - Parking ratio too low resulting in on-street parking on adjacent streets;
- Concern with number of units / density;
 - Proposed development constitutes over-intensification;
 - Variances are significant to what is permitted now
 - Development should be as originally approved
 - Concern about impact on schools
- Concern with lack of open space, park space;
 - Question as to where children will play?
- Concern about compatibility with neighbourhood
 - Will negatively impact property values
 - Multi - storey units are not accessible for seniors

In addition to the Neighbourhood Meeting, staff has met with the Neighbourhood Advisory Committee to discuss their concerns and obtain input on the applications and have received a position paper. Overall, the general theme of discussions and comments at the Neighbourhood Advisory Committee meetings included density, traffic and parking, greenspace, drainage and aesthetics (neighbourhood character).

Public Comments

As a result of the public consultation, numerous emails, several written comments and a position paper were received from members of the public. Public comments can be found in Appendix D of this report. The comments received highlighted the following themes and areas of concern about the development and are summarized below:

- Traffic & safety;
 - Concern with increase in traffic volumes on Brant Street and neighbourhood streets in particular Havendale Boulevard;
 - Concern about traffic speed particularly on Brant Street;
 - Safety of children playing/crossing the street;
 - Trip generation in the TIS seems low not based on reality;
 - Identified that left turn lane on Brant Street is narrow;
 - Congestion during highway closures;
- Inadequate parking spaces to accommodate visitors;
 - Parking ratio too low resulting in on-street parking on adjacent streets;

- Concern with number of units / density;
 - Proposed development constitutes over-intensification;
 - Should develop single detached dwellings as permitted
 - Variances are significant to what is permitted now
 - Should develop to existing zoning requirements
 - Concern about impact on schools

- Concern with lack of open space, park space;
 - Question as to where children will play

- Question how stormwater and drainage will be addressed and implications on adjacent properties;

- Concern about compatibility with neighbourhood
 - Aesthetics of units;
 - Will negatively impact property values
 - Want to see larger setbacks
 - Multi - storey units are not accessible for seniors

- Concerns about tree removal.

All questions and concerns raised by the public will inform staff's review of the application and will be addressed in a future report.

Conclusion:

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

Respectfully submitted,

Lola Emberson, MCIP, RPP

Senior Planner – Development Review

905-335-7600 ext. 7427

Appendices:

- A. Location/Zoning Sketch
- B. Detail Sketch
- C. Concept Building Elevation Sketch
- D. Public Comments

Notifications: (if none delete section)

Mark Pavkovic mp@nationalhomes.com

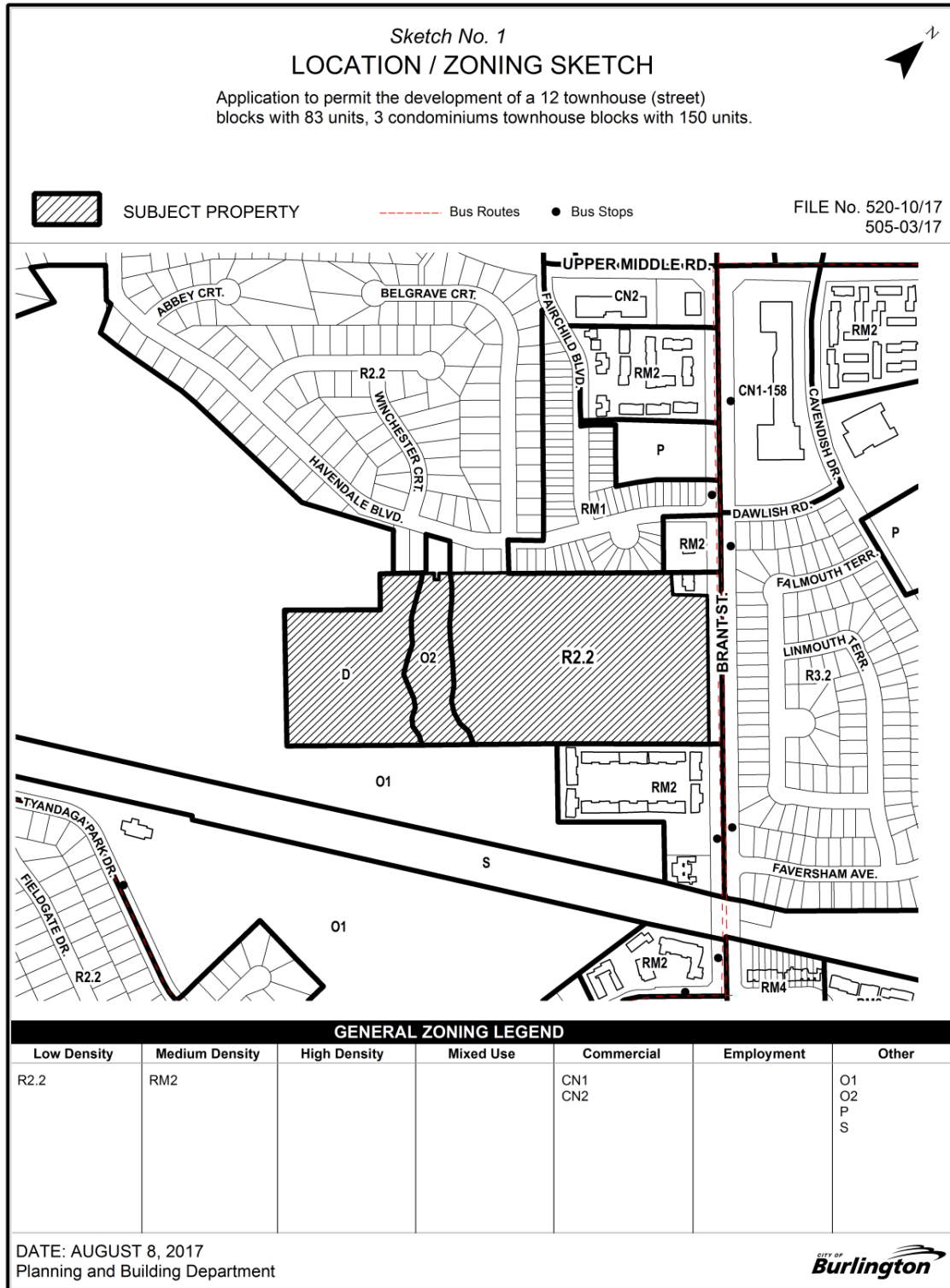
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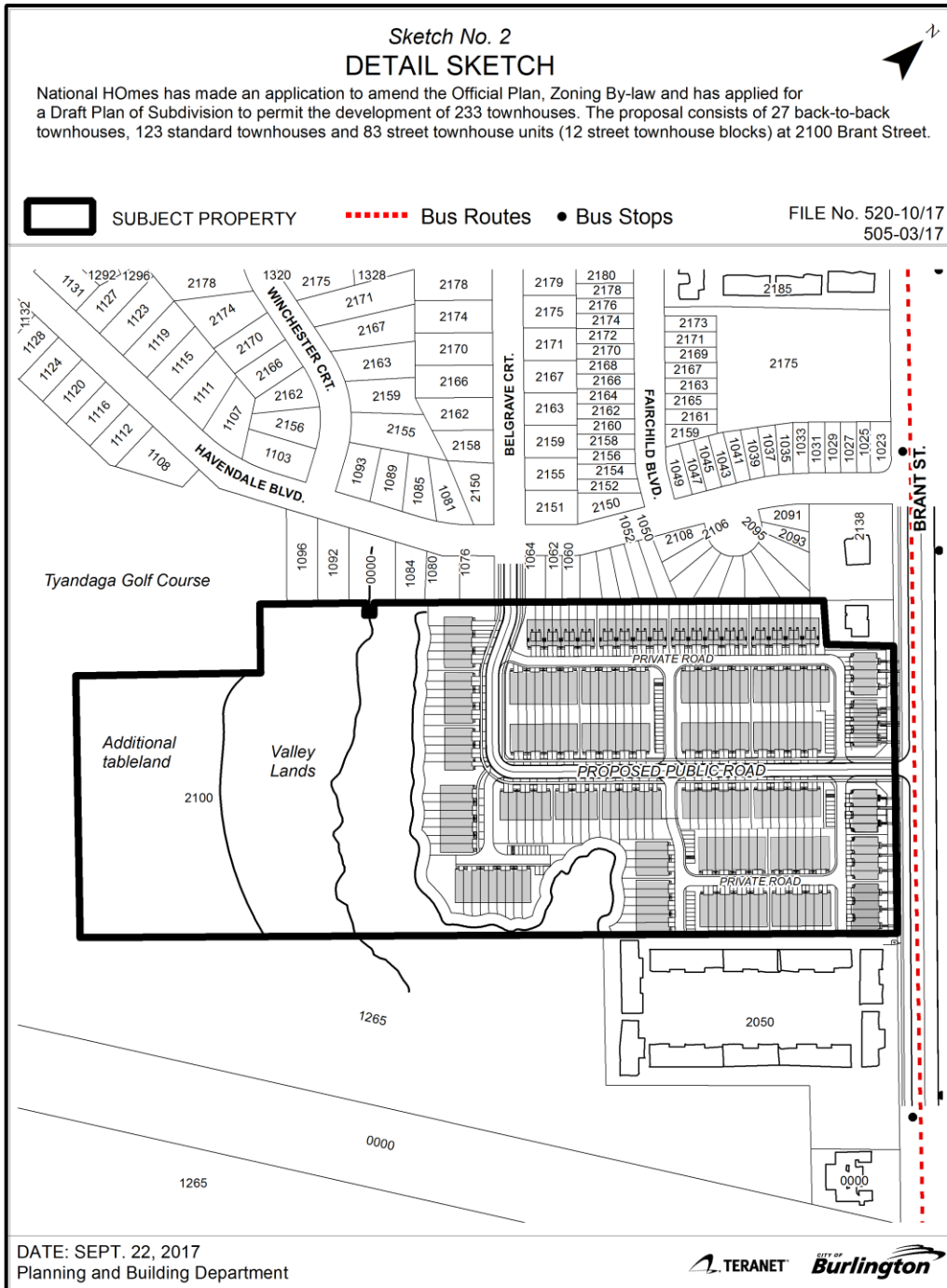
Report Approval:

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

APPENDIX A – Location Sketch



APPENDIX B – Detail Sketch



APPENDIX C – Conceptual Building Elevation Sketch

Conceptual Townhouse Front Elevation



Conceptual Dual Frontage Townhouse Front Elevation



APPENDIX D – Public Comments