



SUBJECT: Statutory Public Meeting and recommendation – 420 Guelph Line official plan amendment and rezoning applications

TO: Community Planning, Regulation & Mobility Cttee.

FROM: Community Planning Department

Report Number: PL-49-20

Wards Affected: 2

File Numbers: 505-01/20 and 520-02/20

Date to Committee: September 15, 2020

Date to Council: September 28, 2020

Recommendation:

Refuse the application for official plan and zoning by-law amendments submitted by Weston Consulting, on behalf of Valour Capital Inc. for the development of a 13-storey residential building on the property located at 420 Guelph Line.

PURPOSE:

Vision to Focus Alignment:

- Increase economic prosperity and community responsive city growth
- Improve integrated city mobility
- Support sustainable infrastructure and a resilient environment

Strategic Plan Alignment:

The purpose of this report is to provide a recommendation to refuse this development application. The following objectives of Burlington's Strategic Plan (2015-2040) apply to the discussion of this application:

- Focused Population Growth

Executive Summary:

The subject lands are located on the west side of Guelph Line, south of New Street and are municipally known as 420 Guelph Line.

Applications have been made to amend the Official Plan Designation of the subject lands from *Neighbourhood Commercial* to *Residential – High Density* and a Zoning By-law Amendment to change the zoning from *Neighbourhood Commercial (CN1) Zone* to *Residential High-Density Zone with a site specific exception (RH4-XXX)* to permit the development of a 13-storey residential building with 170 units at a density of 446 units per hectare.

Planning Staff have reviewed the application in the context of the applicable policy framework. The development is generally consistent with the Provincial Policy Statement. It generally conforms to policies of A Place to Grow: Growth Plan for the Greater Golden Horseshoe related to intensification. However, it does not conform to policies related to complete communities or urban design. It generally complies with the Region of Halton's policies for development in the Urban Area and Intensification Areas; however, it does not satisfy the City of Burlington's policies with regards to housing intensification as provided in Part III, Section 2.5.2 of the Official Plan, and urban design as provided through the Council approved Tall Building Guidelines. Technical and public comments received for this application have been considered in the evaluation of the proposed development. As such, Planning Staff are recommending refusal of the application for Official Plan Amendment and Zoning By-law Amendment for the subject lands.

RECOMMENDATION:		Refusal	Ward:	2
Application Details	APPLICANT: OWNER: FILE NUMBERS: TYPE OF APPLICATION: PROPOSED USE:	<i>Weston Consulting</i> <i>Valour Capital Inc.</i> <i>505-01/20 & 520-02/20</i> <i>Official Plan and Zoning By-law Amendment</i> <i>13-storey residential building</i>		
Property Details	PROPERTY LOCATION: MUNICIPAL ADDRESSES: PROPERTY AREA: EXISTING USE:	<i>West side of Guelph Line, south of New Street</i> <i>420 Guelph Line</i> <i>0.38 hectares</i> <i>Two vacant commercial buildings (one on each former site)</i>		
Documents	OFFICIAL PLAN Existing: OFFICIAL PLAN Proposed: ZONING Existing: ZONING Proposed:	<i>Neighbourhood Commercial</i> <i>Residential – High Density</i> <i>Neighbourhood Commercial (CN1)</i> <i>Residential High-Density with site specific exception (RH4-XXX)</i>		
Processing Details	APPLICATION RECEIVED: STATUTORY DEADLINE: NEIGHBOURHOOD MEETING: PUBLIC COMMENTS:	<i>March 10, 2020</i> <i>October 14, 2020 (note: this date accounts for temporary suspension of statutory timelines due to COVID-19)</i> <i>April 29, 2019</i> <i>Number of Notices Sent: 507</i> <i>11 pieces of written correspondence as of the time of writing of this report</i>		

Background and Discussion:

On March 10, 2020, the Department of Community Planning acknowledged that a complete application had been received for an Official Plan Amendment and Zoning By-law Amendment for 420 Guelph Line. The purpose of these applications is to amend the Official Plan and Zoning By-law to facilitate a development consisting of one 13-storey residential building. The location of the subject lands is illustrated in “Appendix A”. A Detail Sketch of the development proposal is provided in “Appendix B”, and a rendering is shown as “Appendix C”.

Site Description:

The subject lands are located on the west side of Guelph Line, south of New Street and are approximately 0.38 hectares in size. The lands currently support two vacant commercial buildings; one on each former site (418 and 422 Guelph Line). Surrounding land uses include the following:

North: Retail and service commercial plaza

East: Retail and service commercial plaza

South: Centennial Bikeway and associated parking

West: Retail and service commercial plaza

Discussion

Description of Application

The City of Burlington is in receipt of the following applications:

- 505-01/20 – Official Plan Amendment to re-designate the subject lands from “Neighbourhood Commercial” to “Residential – High Density”; and,
- 520-02/20 – Zoning By-law Amendment application to rezone the subject lands from “Neighbourhood Commercial (CN1)” to “Residential High-Density” with a new site specific exception (RH4-XXX”).

The current Official Plan designation on the subject lands is “Neighbourhood Commercial” in accordance with Schedule “B” of the Official Plan. The current zoning is “Neighbourhood Commercial (CN1)”. The applicant is proposing to re-designate and rezone the lands to facilitate the construction of a new 13-storey residential building. Site specific amendments to the Official Plan and Zoning By-law are required to facilitate the proposal.

The proposed residential building would include 170 units and have a density of 446 units per hectare, and a Floor Area Ratio (FAR) of 3.6:1. Two levels of underground parking are proposed as well as two above-ground parking levels for a total of 220 proposed parking spaces. The proposal would be accessed from Guelph Line. A total amenity area of 3,609.73 square metres is proposed in the form of indoor amenity area on the first and third floors, and outdoor amenity area on storeys 3-13 in the form of balconies. A list of technical reports submitted in support of this application can be found in Appendix “D”.

Policy Framework

The applications for Official Plan Amendment and Zoning By-law Amendments are subject to the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019), the Regional Official Plan and the City of Burlington Official Plan.

Provincial Policy Statement (PPS, 2020)

The (PPS) came into effect on May 1, 2020 as an update to the previous PPS (2014) and provides broad policy direction on matters related to land use and development that are of provincial interest. Local Official Plans are recognized through the PPS as the most important instrument for implementation of the land use policies stated by the PPS. Decisions affecting planning matters made on or after May 1, 2020 are required to be consistent with the PPS.

The PPS requires that settlement areas shall be the focus of growth and development and the subject lands are located within the settlement area of the City of Burlington.

Within settlement areas, the PPS encourages densities and a mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, infrastructure and public service facilities; minimize negative impacts to air quality and climate change and promote energy efficiency; support active transportation; are transit-supportive, where transit is planned, exists or may be developed, and are freight-supportive (Subsection 1.1.3.2). Planning authorities are directed by the PPS to identify appropriate locations for intensification and redevelopment and to provide development standards which facilitate this intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (Subsections 1.1.3.3, 1.1.3.4).

The PPS requires that new development in designated growth areas should occur adjacent to the existing built-up area and shall have a compact built form, a mix of uses and densities that allow for an efficient use of land, infrastructure and public service facilities (Subsection 1.1.3.6). The existing “Neighbourhood Commercial” designation of the lands would help to efficiently use the lands by providing residents with a mix of uses, including retail or service commercial uses, in their neighbourhood that are accessible for their day-to-day needs.

The PPS provides housing policies which direct planning authorities to provide an appropriate range and mix of housing types and densities to meet projected demands of current and future residents of the regional market area (Subsection 1.4.3).

The PPS recognizes that the province of Ontario is diverse, and that local context is important. The policies of the PPS represent minimum standards, and planning authorities and decision makers may go beyond these minimum standards to address matters of importance to a specific community provided provincial interests are upheld (PPS, Part III).

Policy 4.7 of the PPS identifies that the official plans are the most important mechanism for the implementation of provincial policy and shall establish appropriate land use designations and policies that direct development to suitable areas. The City of Burlington's Official Plan contains development standards to facilitate housing intensification through specific evaluation criteria. The development standards from the City's Official Plan are integrated in the City's Zoning By-law 2020 in the form of regulations to inform appropriate development. The City's Official Plan also considers built form in its policies for design and associated Council approved design guidelines. In this case, the City's *Tall Building Guidelines* are applicable and have been reviewed in the context of the existing proposal.

Staff Analysis:

The lands are intended to be developed as a Neighbourhood Commercial site which would provide small-scale commercial needs to the community. While residential intensification may still occur as part of the proposed development and an increase in the residential density is generally consistent with the PPS, staff are of the opinion that a neighbourhood commercial component should be incorporated into the proposed development. While the proposal supports intensification in the form of a high-density residential building, it does not efficiently use the land. Furthermore, the proposal is not consistent with section 4.7 of the PPS regarding matters related to the proposed building and site design and in the opinion of staff, the site represents overdevelopment of the subject lands. These matters are addressed in the Official Plan section as well as other sections of this report.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)

The Growth Plan came into effect on May 16, 2019 as an update to the previous provincial growth plan. The Growth Plan provides specific growth management policy direction for the Greater Toronto and Hamilton Area (GTHA) and focuses development in the existing urban areas through intensification. The guiding principles of the Growth Plan include building complete communities that are vibrant and compact, and utilizing existing and planned infrastructure in order to support growth in an efficient and well-designed form.

Section 2.2.1.4 a) of the Growth Plan states that the policies of this Plan will support the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities. The Growth Plan specifies that municipalities, in planning to achieve their mandated minimum intensification targets, are to develop and implement urban design and site design policies within their Official Plan and supporting documents that will direct the development of a high-quality public realm and compact built form (Section, 5.2.5.6).

Staff Analysis:

Increased residential density on this site will assist in achieving the Growth Plan's minimum intensification targets for Halton; however the lands are designated as "Neighbourhood Commercial" in the current Official Plan and it was contemplated that they would include uses that would serve existing and future residents of the community. Planning Staff feel that the stand-alone residential use is not appropriate for the subject lands and that it does not contribute to the achievement of a complete community. In addition to not having a ground-level commercial component, the development proposes parking at the ground level which does not facilitate a high-quality public realm.

The City of Burlington's Official Plan contains policies for housing intensification and includes evaluation criteria for determining appropriate site design and built form for such developments. The City's Official Plan also contains policies for design, including implementation policies which regard any Council approved design guideline documents as policy. In this regard, the City has approved Tall Building Guidelines which apply to the proposed development on the subject lands. Staff are of the opinion that the proposed development does not conform to the *Tall Building Design Guidelines* or the design policies within the OP.

Halton Region Official Plan (ROP)

The subject lands are designated as "Urban Area" in accordance with the ROP. The Urban Area objectives promote growth that is compact and transit supportive. The subject lands are not located within a Regionally mapped or identified *Intensification Area*; however, the policies of the ROP support opportunities for live/work relationships, achieving higher densities and a mix of uses as prescribed by the City's Official Plan. The ROP states that permitted uses shall be in accordance with local Official Plans and Zoning By-laws, and that all development shall be subject to the policies of the ROP (Section 76).

Staff Analysis:

The proposed development generally conforms with the ROP direction to accommodate intensification within the built boundary. The development can be supported with existing

water and sanitary services which satisfies the ROP servicing policy for new development; however, technical concerns are outstanding with the proposed location of servicing and the Region's ability to maintain and access it over time, which is discussed in the Official Plan review and Technical Comments sections of this report.

City of Burlington Official Plan (Official Plan)

The current Official Plan designation on the subject lands is "Neighbourhood Commercial", in accordance with Schedule "B" of the Official Plan. This designation seeks to *provide opportunities for limited neighbourhood commercial centres within and at the periphery of residential neighbourhoods in locations that meet residents' day-to-day and weekly goods and services needs*. The applicant is proposing an Official Plan Amendment to change the designation to "Residential – High Density". This designation permits ground or non-ground oriented housing units with a density ranging from 50 to 185 units per hectare. The proposal is for a residential building having a density of 446 units per net hectare, which is above the permitted maximum density. The proposed development does not include a commercial component and is unable to achieve the objectives of the current Official Plan designation of the subject lands. An Official Plan Amendment has been applied for as the proposed use is not in keeping with Official Plan requirements, and the proposed density is in excess of what is permitted in the proposed "Residential – High Density" designation.

Housing Intensification

Applications for housing intensification within established neighbourhoods are evaluated based on a framework of criteria provided in Part III, Section 2.5.2 (a) of the City's Official Plan. The City's Official Plan housing intensification evaluation criteria have been reviewed by Planning Staff with respect to this proposal:

Policy 2.5.2 a) i) – *"adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland"*

The Region has reviewed the submitted Functional Servicing Report, which concludes that servicing is available for the proposed development. It should be noted that there is a concern with the proximity of the development to the Region's trunk infrastructure that exists within the adjacent linear parkland; and that the Region may not be able to undertake its normal operations, maintenance and reconstruction activities over time. In this regard, there are remaining concerns with the proposed servicing.

Both the Halton District School Board and the Halton Catholic District School Board have commented on the proposal and note that students generated as a result of the development could be accommodated at their respective schools. No objections were received by either school board.

Parks and Open Space staff have noted that the development is in proximity to the Centennial Multi-Use Trail (adjacent to the site) and Central Park. As such, cash-in-lieu of parkland dedication would be required for this proposal; however, there should be green space provided on the site.

Staff Analysis: This criterion has not been met.

Policy 2.5.2 a) ii) – *“off-street parking is adequate”*

While the proposal is deficient in parking with respect to the Zoning By-law requirements, they are in keeping with the recommendations of the *City-Wide Parking Standards Review*. Transportation staff have noted that they do not have any objection to the proposed parking count.

While the proposed parking meets the requirements with respect to the number of spaces, planning staff have concerns with other aspects of the proposed parking. The existing Official Plan and Zoning designation for the subject lands, Neighbourhood Commercial, contemplates a mix of uses that can serve the daily or weekly needs of a community. Providing commercial uses at-grade would allow for opportunities to activate and enhance the streetscape. The ground level is currently proposed to be used for parking which is accessed via overhead doors fronting onto Guelph Line and as a residential lobby. These features do not contribute to a desirable and pedestrian-friendly streetscape. It is the opinion of staff that while the number of parking spaces is in keeping with City requirements, the parking is not being accommodated on the site in an appropriate form.

Staff Analysis: This criterion has not been met.

Policy 2.5.2 a) 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”*

Vehicular access would be provided from Guelph Line. The Traffic Impact Study submitted by the applicant concludes that the subject site is estimated to generate approximately 60 new AM peak hour vehicle trips and approximately 66 new PM peak

hour vehicle trips. Transportation staff have indicated that they have no objection with this number and that the increased traffic flows can be accommodated.

Staff Analysis: This criterion has been met.

Policy 2.5.2 a) iv) – “*the proposal is in proximity to existing or future transit facilities*”

The subject lands are located along bus route 10 which provides service every 20 minutes, and bus route 3 which provides service every 30 minutes. Bus route 3 provides service to the Burlington GO Station and the John Street Bus Terminal downtown. There is a transit stop located in front of the subject lands. Transit does not object to this, however they have noted that the transit stop should be shown on the plans.

Staff Analysis: This criterion has been met.

Policy 2.5.2 a) v) – “*compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided*”

Scale and Massing

The proposal seeks to rezone the existing Neighbourhood Commercial lands to High-Density Residential in order to facilitate a 13 storey residential development. In order to develop 170 units on the 0.38 hectare property, the applicant is seeking relief from zoning regulations such as building height, amenity area, setbacks, landscape area and FAR. These reductions result in a building proposal that is located close to the street and property lines, includes two levels of above-ground parking in order to meet the parking requirements and floor areas that exceed the maximum GFA requirements provided within the Zoning By-law for a High-Density Residential zone; and the City of Burlington *Tall Building Guidelines*. The combination of the above contributes to a very large building mass in a location where this is not an established built form.

The Zoning By-law permits a maximum FAR of 1.25:1, and the City of Burlington *Tall Building Guidelines* recommend a maximum floorplate size of 750 square metres. The proposed FAR of the subject lands is 3.6:1 and floorplate sizes range in size from 971 square metres at the top floor to 2831 square metres within the podium. The impacts of the building size were reviewed by staff in the context of the proposal and the surrounding area.

While taller buildings do exist west (New Street) and north (Guelph Line) of the subject lands, they are not located in the immediately surrounding area. It would not be appropriate to assess the compatibility of the proposed development with similar developments further away. Rather, it is important to consider surrounding low-rise commercial and low-density residential uses that will be impacted by the proposed development. Given the surrounding area, the increased building size and height combined with substantial setback reductions results in a building with a scale and massing that is inappropriate for the subject lands.

Height

The proposed building is 13 storeys and has a linear height of 46 metres. It should be noted that the 13th storey is used as mechanical penthouse and also includes six residential units. The lands are surrounded by one and two-storey retail and service commercial uses, and a parking lot that is accessory to the Centennial Multi-Use Trail. To the southeast of the subject lands is the Roseland Character Area, an established low-density residential area.

The lands are currently zoned “Neighbourhood Commercial (CN1)”. This zone permits a maximum height of 3 storeys and a maximum linear height of 12 metres. The intent of this provision was to provide for an appropriate transition to the low-density residential area and facilitate developments that could serve the purpose of providing day-to-day and weekly shopping needs of residents. The applicant proposes to rezone the lands to “Residential – High Density (RH4)”, which permits a height of 12 storeys. Staff are of the opinion that the proposed height is a significant departure from the intended (Neighbourhood Commercial) use of the subject lands and that it does not respect the context of the immediately surrounding area. There is an existing 11 storey building to the west on New Street (approximately 100 metres), and 14 and 17 storey buildings to the north on Guelph Line (approximately 230 metres). While it is recognized that buildings with similar heights exist nearby, each proposal must be reviewed in its individual context and with consideration to immediately surrounding properties.

The proposed height is inappropriate for the subject lands and their surrounding context, in that it is a substantial difference from what the Official Plan and Zoning By-law seek to achieve for the subject lands.

Siting and Setbacks

The applicant is proposing to rezone the lands to “Residential – High Density (RH4)”. This zone requires setbacks based on the building size and height. The front yard setback requirement is 7.5 metres plus 1 metre for each storey above 6 storeys. In this case, the minimum setback requirement would be 14.5 metres. The applicant is proposing a front

yard setback of 2.4 metres at the base of the building and 7.9 metres at the top of the building.

The side and rear yards for buildings greater than 30 metres are half of the building height plus an additional metre for each 5 metres that the building length exceeds 30 metres. It is not clear what the building length is; however, half the building height alone requires a 23 metre setback. The applicant is proposing rear and side yard setbacks of 2.6 metres at the closest point.

Staff are of the opinion that the proposed setbacks do not contribute to a development that is compatible with the surrounding area. The setback reductions may also impact the potential for future redevelopment of the lands to the north, which will be discussed further in this report. The setbacks should be increased to allow more space on the site to facilitate landscaping, screening, greenspace and to reduce the impact on nearby properties and the streetscape. This could be achieved by reducing the floorplate sizes which are not supported by staff and reducing the building mass.

Coverage

The proposed lot coverage for the site is 74.1%. The site does not have space to accommodate commercial uses or outdoor amenity area at the ground level, which is currently to be used primarily for parking. To exacerbate this concern, the applicant is requesting reductions in development standards such as setbacks to accommodate an increased building size. Staff is of the opinion that the proposed building is too large for the site, and that the site layout is not appropriate. Reducing the size of the proposed building, the number of proposed units would also reduce the parking requirement would assist in achieving a more appropriate lot coverage.

Parking

As per the discussion of Official Plan Policy 2.5.2 a) ii) in this report, sufficient parking has been provided to support the proposed use. However, the proposed parking configuration is not appropriate on the site and the location of parking at the ground level and second storey is inappropriate given the Neighbourhood Commercial designation of the property. Active uses such as commercial/retail uses would be preferred at grade to activate and animate the streetscape. The proposal has exchanged conformity with a number of other objectives and regulations as outlined in this report in order to meet the parking requirement.

Staff are of the opinion that while the parking complies with the numerical requirement, it must be assessed within the context of the proposal as a whole and in this case, the location and layout is not appropriate.

Amenity

The RH4 Zone of the City's Zoning By-law 2020 requires 25 square metres of amenity area for each bedroom, and 15 square metres for each efficiency dwelling unit. The proposed building includes 181 bedrooms in total and 30 efficiency dwelling units for a total required amenity area of 4975 square metres. The applicant is proposing 3605.73 square metres.

Amenity area is proposed in the form of common amenity area on the first and third storeys of the building and private outdoor amenity in the form of balconies. There is no outdoor ground floor amenity area proposed. Staff are of the opinion that this is an important feature and should be provided at the ground level. This would increase the enjoyment of the subject lands for residents and facilitate a more compatible development that is in keeping with the character of the area. Reducing the unit count would reduce the requirements for parking and amenity area, and may provide additional space to provide outdoor common amenity. Staff are of the opinion that the lack of amenity area being proposed contributes to the overdevelopment of the subject lands.

Transition

The proposal is adjacent to one and two-storey retail and service commercial plazas to the north, east and west. To the south, the property is adjacent to a parking lot associated with the Centennial Multi-Use Bike Trail. The proposed building height of 13 storeys does not provide adequate transition to these uses. Given the proposed setbacks, the height and the siting of the building may also limit the potential for future development of the lands to the north with a compatible transition.

The subject lands are just outside of the Roseland Character Area, which has specific policies in effect that seek to maintain the existing established low-density residential character. The proposed development is not subject to these additional character area policies; however, the transition into this area should be carefully managed. Staff are not of the opinion that the proposed development provides adequate transition to adjacent and nearby development.

Staff Analysis: This criterion has not been met.

Policy 2.5.2 a) vi) – *“effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character”*

Urban Forestry and Landscaping staff commented on the proposal and noted that all of the trees on or at the boundary of the site (19 public trees and 37 private trees) were or are proposed to be removed. All but two trees were noted to be in poor condition. Adequate caliper-per-caliper replacement is proposed according to the Landscape Plan submitted.

While appropriate compensation is being proposed for the loss of vegetation on the subject lands in accordance with City requirements, staff notes that in order to maintain the existing neighbourhood character, additional vegetation should be provided. The proposed setbacks are not sufficient to provide adequate screening or landscaping. While tree compensation is proposed, staff are of the opinion that more vegetation is required in order to provide adequate screening.

Staff Analysis: This criterion has not been met.

Policy 2.5.2 a) vii) – *“significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level”*

A *Shadow Study Guidelines and Terms of Reference* was approved by Council in June 2020. The subject applications were submitted prior to this date and as such, staff were unable to review the Shadow Study in accordance with this document.

The applicant did submit a Shadow Impact Study which was reviewed by staff. Shadow Impacts were shown at various times on March 21, June 21 and December 21 and compared the proposed development to what is currently permitted for the subject lands (in accordance with the existing CN1 Zone). The majority of shadows cast are on nearby retail and service commercial development. On December 21 from 3:30 pm, there is shadow cast in the rear yards of nearby low-density residential development and within the continuation of the Multi-Use Trail on the east side of Guelph Line; whereas these shadows are avoided when looking at the shadows cast by a 3 storey building which is permitted as-of-right.

While private outdoor amenity areas and public spaces are mostly avoided with respect to shadow impacts, it is demonstrated, by looking at the shadows cast by a 3 storey building, that negative impacts could be significantly reduced. It is also noted that shadow impacts were not submitted for September 21, which could impact the review.

Staff Analysis: This criterion has not been met.

Policy 2.5.2 a) viii) – *“accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care”*

The subject lands are in proximity to many retail and service commercial uses, including a large plaza on the northeast corner of Guelph Line and New Street. The lands are located adjacent to the Centennial Multi-Use Trail which provides convenient access to the downtown and are less than 500 metres away from Central Park and a public library. The Burlington Mall is located approximately 1.2 km from the subject lands. Staff are satisfied that accessibility exists to many community services and neighbourhood conveniences.

Staff Analysis: This criterion has been met.

Policy 2.5.2 a) ix) – *“capability exists to provide adequate buffering and other measures to minimize any identified impacts”*

Given the irregular shape of the lot, the setbacks range from 2.6 metres to 6.7 metres around the rear and side yards, with the majority of the building being set back less than 6 metres. While some trees are proposed to be planted along the perimeter of the subject lands, staff are not of the opinion that this is adequate to offset the impact of a 13 storey building given the considerations of Official Plan policy 2.5.2 a) v. While not immediately adjacent to low-density residential uses, there is an established low-density residential area to the southeast as well as many established low-rise retail and service commercial uses.

A greater front yard setback would have assisted in providing a streetscape that is pedestrian-friendly and able to create differentiation between the public and private realm. Instead, the applicant is requesting substantially reduced front yard setbacks to accommodate enclosed surface-level parking. In the opinion of staff, the 2.4 metre front yard setback at the ground level does not adequately buffer the proposed parking lot use from the public realm.

Staff Analysis: This criterion has not been met.

Policy 2.5.2 a) x) – *“where intensification potential exists on more than one adjacent property, any re-development proposals on an individual property shall demonstrate that future re-development on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate”*

There is one property to the north and west of the subject lands which fronts onto New Street and Guelph Line. While it would be preferred that the lands are assembled, the applicant indicated that they had attempted to consolidate the subject lands with the lands to the north and were unsuccessful.

The applicant is proposing a north side yard setback of 2.6 metres for a building that is 13 storeys in height. In order to provide adequate separation between buildings and ensure proper screening, the property to the north would require additional setbacks on their side should they be redeveloped in the future. If a tall building were proposed on the lands to the north in the future, a separation distance of 25 metres between towers would be required. Increasing setbacks further in order to compensate for the reductions on the subject lands would limit the development potential of the property to the north.

Staff Analysis: This criterion has not been met.

Policy 2.5.2 a) xi) – *“natural and cultural heritage features and areas of natural hazard are protected”*

Staff Analysis: This criterion is not applicable.

Policy 2.5.2 a) xii) – *“where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g) and m)”*

Staff Analysis: This criterion is not applicable.

Policy 2.5.2 a) xiii) – *“proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi-purpose arterial roads and only provided that the built form, scale and profile of development is well integrated with the existing neighbourhood so that a transition between existing and proposed residential buildings is provided”*

The proposed development fronts onto and would have access onto a minor arterial road. The lands are located in proximity to a low-density residential area with an established character. Staff are not of the opinion that the proposal is well-integrated with the existing character of the area for reasons outlined in several sections of this report.

Staff Analysis: This criterion has not been met.

Urban Design

With re-development and intensification being the dominant form of new development in the City of Burlington, a thorough review of proposed building design and site design is recognized as a critical component of the evaluation of development applications.

Part II, Section 6 of the City's Official Plan provides specific reference to ensuring that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character. The objectives of this section of the Official Plan also include a commitment to the achievement of high-quality design within the public realm. Consideration of urban design is to be integrated into the full range of activities by Planning Staff.

The City has prepared design guidelines that relate to various building typologies. Part 2, Section 6.6 c) states: "...*Any City Council-approved design guidelines are considered City policy and shall be implemented for all public or private development proposals*". Planning staff refer to design guidelines throughout the development review process in order to critically examine the design performance of private development proposals in reference to the design objectives of the Official Plan. Applicants are expected to have regard to the relevant design guidelines when preparing their development proposals. Burlington City Council has approved Design Guidelines for Tall Buildings, which apply to the proposed development on the subject lands.

The City's Official Plan Design policies also allow for the establishment of an outside body of design professionals to advise on issues of design (Part II, Section 6.6 d). The Burlington Urban Design Review Panel reviews development proposals and provides urban design advice to Staff and applicants to consider before formal application submission. The proposed development was reviewed by the Burlington Urban Design Review Panel prior to the application being submitted and a summary of the comments has been included in the Engagement Matters section of this report.

Planning staff has completed the following review of the proposed development application in consideration of the Council approved Tall Building Guidelines.

City of Burlington Tall Building Guidelines (2017)

The intent of the Tall Building Guidelines is to implement the City's Official Plan objectives and policies for Design (Part II, Section 6), specifically as they relate to buildings over 11-

storeys in height. The proposed development on the subject lands is a 13-storey residential building, and the Tall Building Guidelines apply.

The Tall Building Guidelines are broken down by the main components of a tall building being the Building Base (Podium), Building Middle (Tower) and Building Top. Staff has completed a review of the proposed residential building in this context.

2.1 Podium Location

- c) Where no streetwall has been established, podiums should be set back at grade to create wide boulevards that accommodate pedestrians, street trees and landscaping, and active at-grade uses. A 6.0 metre boulevard measured from curb is preferred, except where existing conditions preclude. The intent is that a road widening will not be required to specifically achieve this guideline.*

The applicant is proposing a setback from Guelph Line of 2.4 metres (from the property line) with slight stepbacks as the building height increases. Based on the plans provided, it appears to achieve the 6 metres measured from the curb face. No streetwall is currently established along this section of Guelph Line. The Zoning By-law requires a front yard setback of 7.5 metres measured from the property line, with an additional metre for each storey above 6 storeys. Staff are of the opinion that a greater setback would be more appropriate in this location.

2.2 Podium Height and Massing

- b) Where no established streetwall exists, the minimum height of the podium shall be 10.5 metres (3 storeys) to frame the streetscape and reinforce a human scale.*
- c) The maximum height of the podium shall be 80% of the adjacent right-of-way width. A maximum height of 20 metres is recommended to maintain a human scale.*
- d) The floor-to-ceiling height of the ground floor should be a minimum of 4.5 metres to accommodate internal servicing and loading, and active commercial uses (where permitted).*

The applicant is proposing a podium height of 11.6 metres which is in keeping with the minimum recommended 10.5 metres. The deemed width of Guelph Line in this location is 24 metres, and the proposal fits within the recommended 19.2 metre maximum.

While this does help to create and reinforce a human scale, the proposed podium setback is not appropriate for the proposed building. The uses proposed at the ground level along Guelph Line are indoor amenity, a lobby, an overhead door and a driveway access. These uses would not contribute to a positive pedestrian experience.

The ground floor ceiling height is in keeping with the required 4.5 metres; however staff are not satisfied that the height serves its purpose in the context of providing active commercial uses at grade, which is the intent of the existing Neighbourhood Commercial zoning.

While the proposal meets the requirements with respect to the podium height, it does not serve its intended use.

2.4 Podium Design and Articulation

- c) The use of 'heavy' materials (ie. brick, stone or metal) should be used within the podium to anchor the building.*

The applicant has proposed heavier materials for the podium; however, these materials are proposed to continue up the building, through to the top, which creates a heavy appearance and increases impacts of massing. This is exacerbated by the fact that the floorplates are larger than what is recommended and most development standards within the Zoning By-law are not met. The building materials combined with the mass contribute to a building that is quite heavy and is not compatible with surrounding development.

- g) Main building entrances shall be clearly demarcated, and should be a focal point of the building design. Where applicable, main building entrances should be located at the corner of an intersection and/or in close proximity to transit stops.*
- h) Architectural elements and expressions, including entrances, windows, canopies, steps and recess and projections, should highlight individual units and reinforce a variety of scales and textures within the podium.*

While the building entrance is clearly visible from Guelph Line, the façade also includes unsightly features, such as overhead doors; one leading to above and below-ground parking, and one leading to the parking and loading area. The units within the podium above the parking structure are visually distinct and separate from those within the middle and upper parts of the building; however, staff are of the opinion that the use of heavy building materials throughout the entire building does not reinforce a variety of scales and textures.

- i) Within a retail podium, the ground floor shall be predominantly clear-glazed to provide visual connections between public and private realm and enhance safety. Similarly, public elements of a residential podium (ie lobby, amenity space) shall be predominantly clear-glazed.*

The podium does include some public elements, such as a lobby at the ground floor, and staff notes that it has been appropriately clear-glazed. Concerns remain with respect to the proposed uses at grade, as it would be preferred that the ground level provide active commercial uses for residents of the area.

2.5 Site Design, Open Space and Streetscaping

- a) Parking, servicing and loading shall be accommodated internally within the building podium and screened from the street.*
- b) Access to parking, servicing and loading shall be provided from the rear of the building, or a laneway where possible. On corner sites, access may be provided from secondary streets provided the entrance facilities are well integrated into the rest of the frontage.*

The proposed development includes two levels of underground parking and two levels of above-ground parking. The proposed parking is screened from view of Guelph Line; however, the access is not.

The proposed podium includes two overhead doors along the Guelph Line façade located at the front of the building, clearly visible from the street. This is an unsightly location for these overhead doors and they are not compatible or desirable in this location. The overhead doors should be screened from public view.

3.1 Tower Location

- c) Where no towers currently exist, proposed towers should be set back 12.5 metres from adjacent property lines to protect for a future 25 metre separation distance (split between each property).*

The proposed development does not provide 12.5 metre setbacks to the rear or side property lines. The property is adjacent to a trail on the south and one property wraps around the north and west sides of the site. As such, there are not concerns with potential future tower separation for the lands to the west and the south; however there are concerns that the development potential of the lot on the southwest corner of Guelph Line and New Street may be compromised.

- d) The tower should be stepped back at least 3 metres from the podium to differentiate between the building podium and the tower, and to ensure usable outdoor amenity space (ie patios).*

While there is outdoor amenity proposed on the top of the podium, the tower is only proposed to be set back an additional 2 metres, whereas the Tall Building Guidelines recommend a minimum of 3 metres. Furthermore, the building setback from the property line is deficient, including the podium. As such, staff do not support the proposed tower location.

3.2 Tower Height and Massing

- a) *The height of the tower, and its location on the building base, shall provide a gradual and appropriate transition in height to help mitigate potential impacts on the adjacent established or planned context. Where multiple towers exist on a site, this transition shall be reflected across the entire site.*

As discussed in the compatibility section of this report, staff are of the opinion that the proposed development does not provide appropriate transition to surrounding development. The applicant has noted that taller buildings exist in the area; however, these buildings are not immediately surrounding the subject lands and cannot be considered in the same context. The property is directly adjacent to low-rise commercial and residential uses and in closer proximity to four and five-storey developments. These are the contexts that must be considered with respect to transition. The proposed building height of 13 storeys does not provide adequate transition to immediately surrounding or nearby properties.

- b) *The tower portion of a tall building should be slender and should not exceed 750 square metres, excluding balconies.*

The proposed development includes tower levels with floor plates in excess of 750 square metres. Floors 4 through 11 are proposed to have floor plates of 1375 square metres; Floor 12 is proposed to be 1004 square metres and Floor 13 is proposed to be 971 square metres.

3.4 Tower Design and Articulation

- c) *Lighter materials, such as glass, are encouraged in the design of the tower to minimize the perceived mass.*

Heavy building materials are proposed at the base, middle and top of the building. The heavy massing effect caused by these building materials is exacerbated further by the size of the building, the increased floor plates and reduced the setbacks. The perceived

mass of the building has not been minimized, and may be increased, in the opinion of staff.

4.1 Rooftop Design and Articulation

- a) *Design the upper floors of tall building to clearly distinguish the top of the building from the tower, to further reduce the building profile, and to achieve a distinct skyline. This may include stepbacks, material variations, and/or unique articulation.*

While the upper floors of the building are terraced to provide articulation, the building materials proposed are heavy and do not provide the building with a lighter appearance. The proposed floor plate of the 13th storey is 971 square metres. Every floor exceeds the maximum recommended floorplate within the *Tall Building Design Guidelines*. This suggests that the top floors of the building are too heavy, and that while they are visually differentiated from the rest of the building, they have too much mass.

City of Burlington Adopted Official Plan, 2018

The City's proposed New Official Plan was adopted by Council on April 26, 2018 and has been developed to reflect the opportunities and challenges facing the City as it continues to evolve. Halton Region has identified areas of non-conformity, and as such, the adopted Official Plan will be subject to additional review and revision prior to its approval by the Region. Further, City Council has directed a new staff review and public engagement process to consider potential modifications, including a review of height and density provisions. As a result, no weight is placed on the policies of the adopted Official Plan in the review of this application at this time.

The Adopted Official Plan identifies the lands as being within the *Mixed Use Nodes and Intensification Corridors* in accordance with Schedule C: Land Use – Urban Area of the Adopted Official Plan. The following are some objectives of this area, in accordance with subsection 8.1.3(1) of the Adopted Official Plan:

- a) *To provide locations in the city that will serve as areas for more intensive integration of uses such as retail, service commercial, offices, institutional and entertainment uses with residential uses, public service facilities, cultural facilities, institutional uses and open space;*
- b) *To establish for each element of the Mixed Use Nodes and Intensification Corridors the appropriate range of uses, scales of development and levels of intensity;*
- c) *To provide amenities and services closer to where people live, with the objective of creating complete communities;*

- d) *To ensure that development in Mixed Use Nodes and Intensification Corridors is compatible with the surrounding area.*

The lands are further designated as *Neighbourhood Centres* within the Adopted Official Plan. This designation also seeks to provide for the unique and/or occasional goods and service needs of residents from across the city and adjacent municipalities. While the Adopted Official Plan is not yet in effect, it is noted that the proposal is not in keeping with the intent of this plan.

City of Burlington Zoning By-law

The property is zoned “Neighbourhood Commercial (CN1)” in accordance with Zoning By-law 2020. The CN1 Zone permits various retail, service commercial, office, community, automotive, entertainment and recreation uses. Dwelling units are permitted on the second and third floors. Because the proposed use is not permitted, a Zoning By-law Amendment application is required.

It should be noted that the proposal is not in keeping with the requirements of the base “Residential – High Density” Zone and a site-specific exception will be required for such development standards as front, side and rear yards; density; Floor Area Ratio (FAR); height; amenity area and landscape area and buffers.

The current and proposed zoning regulations are shown in the chart below as well as a comment by staff:

Table 1: Zone Requirements and Proposal

Regulation	Current CN1 Requirement	RH4 Requirement	Proposed	Staff Comment
Permitted Uses	Dwelling units permitted on second and third floors with requirement for various neighbourhood commercial uses at ground-level as indicated above	Apartment buildings are a permitted use	Parking on ground and second storey, residential uses from storeys 3-13	The purpose of the CN1 Zone is to provide uses that could serve the day-to-day or weekly shopping needs of a community. The Zoning By-law permits residential uses only on the second and third storeys of a development. This facilitates the creation of a pedestrian-friendly streetscape that could serve the residents of the community. Staff are of the opinion that the neighbourhood

Regulation	Current CN1 Requirement	RH4 Requirement	Proposed	Staff Comment
				commercial component is important and should be maintained.
Front Yard	6 m	7.5 m + 1 m for each storey above 6 (14.5 m)	2.4 m at base 7.9 m at top	The maximum proposed front yard setback is barely larger than the required base setback of the RH4 Zone before the additional setbacks for the height are included. This is an indication that the proposed building is too close to the front yard.
Rear Yard and Side Yard	Rear: 6 m Side: no minimum setback	½ the building height plus 1 m for each 5 m building length exceeds 30 m ½ building height is 23 m Building length unclear on plans	2.6 m	While it is unclear exactly what the building length is, staff is of the opinion that the proposed rear and side yard setbacks are not sufficient. It is recognized that the proposed setback of 2.6 metres is representative of a pinch point and that the north, west and south sides have setbacks that increase to 3.8 metres, 6.7 metres and 6.3 metres, respectively. The setbacks for a building having a height of 13 storeys must be carefully considered as this type of development was not contemplated for the subject lands. The request for reduced setbacks impacts the ability to accommodate adequate landscape buffers, and impacts the streetscape. In addition, the proposed setbacks may limit future

Regulation	Current CN1 Requirement	RH4 Requirement	Proposed	Staff Comment
				development of the parcel to the north, should they be unable to achieve adequate tower separation distances. Low-density residential uses exist in the area surrounding the subject lands. Staff are of the opinion that the impact of reduced setbacks and increased building height would negatively impact privacy for nearby residents.
Setbacks to Underground Parking Structure	3 m	3 m	North: 2.6 m East: 1.4 m South: 2.9 m West: 2.8 m	It is recognized that the numbers noted are the narrowest points; however the proposed parking structure is deficient on all four sides. The purpose of requiring setbacks to underground parking structures is to provide adequate space for mature landscaping and to ensure that construction can occur entirely within the subject lands. Staff is not supportive of the proposed reductions to the setbacks to the underground parking structure for the reasons noted above.
Density	Density not regulated in this by-law designation	100 units per hectare (uph) max plus an additional 10 uph for each 3% increase in enclosed	446 uph	Requests for increased density and FAR can be considered by staff in locations where it can be demonstrated that it can be accommodated.

Regulation	Current CN1 Requirement	RH4 Requirement	Proposed	Staff Comment
Floor Area Ratio	Floor Area Ratio not regulated in this by-law designation; however maximum of 3,600 m ² per use	parking to 150 uph = 150 uph 1.25:1	3.6:1	In this case, the applicant is proposing modifications to the majority of regulations within the Zoning By-law applicable to the subject lands. For example, parking is proposed at the ground level and the level above as it cannot be adequately accommodated underground; the proposed building floorplates are almost double the area that is recommended within the <i>Tall Building Guidelines</i> and the amenity area proposed cannot meet the requirements per unit, nor can it be provided in a meaningful way at the ground level. Given that the proposal cannot be facilitated within or close to the zoning requirements, the proposal may represent overdevelopment of the subject lands. Staff are of the opinion that the site cannot support a density of 446 units per hectare and that by reducing the number of units and the FAR, the density and overall site design can be substantially improved.
Height	3 storeys up to 12 m maximum	12 storeys	13 storeys	13 storeys would facilitate a development that is not compatible, does not provide adequate transition, does not serve the needs of the

Regulation	Current CN1 Requirement	RH4 Requirement	Proposed	Staff Comment
				<p>community as intended and does not fit on the site with respect to the performance standards noted in the Zoning By-law.</p> <p>Staff are of the opinion that the proposed height is not appropriate for the reasons noted above.</p>
Amenity Area	20 m ² per unit for residential uses located on the second and third storeys (3400 m ²)	25 m ² per bedroom 15 m ² per efficiency dwelling unit = 4975 m ²	3609.73 m ²	<p>The amenity area will be proposed as common amenity area inside on the ground and third storeys and private outdoor amenity in the form of balconies and terraces on floors 3 through 13.</p> <p>The deficient amenity area is of concern to staff as there is no ground-level outdoor amenity area. This is important not only for the enjoyment of the site to future residents, but also to maintain or enhance the existing character of the area. Instead, the ground level is used primarily for parking and a residential lobby.</p> <p>The fact that the requirement for amenity area cannot be met, and that the currently proposed amenity area is not satisfactory for the subject lands, suggests that the proposal may be overdevelopment of the subject lands.</p>

Regulation	Current CN1 Requirement	RH4 Requirement	Proposed	Staff Comment
Landscape Areas and Buffers	3 m abutting a street	4.5 m Landscape buffers are not required around the perimeter of a site that is not adjacent to low or medium-density residential uses.	0 m	Given the massing of the proposed building and the proposed setback reductions, it is important to create visual buffering between the building and the street. Staff consider the proposed landscape area of 0 metres to be unacceptable.
Parking	Zoning By-law Occupant Parking: 1.25/1 bedroom unit 1.5/2 bedroom unit 1.75/3 bedroom unit Visitor Parking: 0.35/unit Total: 284 spaces IBI Study Occupant Parking: 1.0/1 bedroom unit 1.25/2 bedroom unit 1.5/3 bedroom unit	Zoning By-law Occupant Parking: 1.25/1 bedroom unit 1.5/2 bedroom unit 1.75/3 bedroom unit Visitor Parking: 0.35/unit Total: 284 spaces IBI Study Occupant Parking: 1.0/1 bedroom unit 1.25/2 bedroom unit 1.5/3 bedroom unit	220 spaces	While the proposed number of parking spaces is not in keeping with the requirements of Zoning By-law 2020, the parking count does meet the recommendations of the <i>City-Wide Parking Standards Review</i> . As such, there are no objections to the number of proposed parking spaces in principle. Meeting the parking requirement for a proposed development does not necessarily mean that the proposal is appropriate for the site. Several other factors must be considered, such as where the parking is located, how it is distributed and how it may impact the surrounding area. In this case, the proposal includes two levels of underground parking and two levels above-ground. The

Regulation	Current CN1 Requirement	RH4 Requirement	Proposed	Staff Comment
	<p>Visitor Parking: 0.2/unit</p> <p>Maintenance Vehicles: 3</p> <p>Total: 218 spaces</p>	<p>Visitor Parking: 0.2/unit</p> <p>Maintenance Vehicles: 3</p> <p>Total: 218 spaces</p>		<p>location of the proposed parking spaces at the ground and second level of the building take space that could be used for amenity area, plantings and increased setbacks. Staff is of the opinion that the proposed number of units is too high, which requires parking to be located in undesirable locations and causes the site to be deficient in many other ways.</p>

Conclusion:

The proposed number of units creates issues with respect to the required parking, amenity area, setbacks and landscape areas, among other regulations as noted above, which suggests that the proposal may represent the overdevelopment of the subject lands. Planning Staff is not in support of the application for Zoning By-law Amendment for the subject lands.

Technical Review

Comments Received

The Official Plan Amendment and Zoning By-law Amendment applications and supporting documents were circulated for review to internal departments and external agencies. Comments have been received by Canada Post, Halton District School Board, Halton Catholic District School Board, TransNorthern Pipelines and the City's Finance, Transit and Burlington Accessibility Advisory Committee sections; all of whom have provided standard comments. Additional comments have been received that are summarized below.

Halton Region

The Region has indicated that while servicing capacity for the proposed development is available, a Regional Services Permit will be required at a later stage.

Concerns were expressed by the Region with respect to the proximity of the development to the Region's trunk infrastructure that exists within the adjacent linear parkland. This may impact the ability for the Region to be able to undertake its normal operations, maintenance and reconstruction activities over time. It is noted that it may not be supported as proposed, and that updates to the Functional Servicing Report would need to be completed in order for the Region to complete their review of the subject application.

Transportation

Vehicular access would be provided from Guelph Line. The Traffic Impact Study submitted by the applicant concludes that the subject site is estimated to generate approximately 60 new AM peak hour vehicle trips and approximately 66 new PM peak hour vehicle trips. Transportation staff have indicated that they have no concern with this number.

Transportation staff have reviewed the proposed parking and note that the 220 parking spaces that are proposed is consistent with the number recommended within the *City-Wide Parking Standards Review*, 218 spaces which are broken up as follows:

- 181 occupant parking spaces
- 34 visitor parking spaces
- 3 parking spaces for maintenance vehicles

No concerns were expressed with respect to the number of vehicle parking spaces. Transportation staff have also recommended that 85 long-term bike parking spaces be provided as well as 9 short-term parking spaces.

Parks and Open Space

Parks and Open Space staff note that adequate parkland is available to accommodate the proposed development. The development is adjacent to the Centennial Multi-Use Trail and in proximity to Central Park. As such, cash-in-lieu of parkland dedication is recommended for this development.

Parks and Open Space staff recommend that a 3 metre buffer be applied along the south side of the subject lands, adjacent to the Multi-Use Trail. It was also recommended that a pedestrian connection be located at the southwest quadrant of the site, rather than the southeast where an existing sidewalk connection exists. It must also be demonstrated by the applicant that should the proposal be approved, it can be constructed within the limits of the property and not use the adjacent parking lot unless agreed to by the City.

Site Engineering

The City's Site Engineering staff note that they are unable to provide a recommendation at this time as more information is required to be submitted for review. While preliminary

comments were provided to the applicant, additional concerns and comments may be introduced once additional materials are submitted and a full review is completed.

Urban Forestry and Landscaping

The City's Urban Forestry and Landscaping Staff note that there were 19 public trees on the site. All 19 were either removed or are proposed to be removed but were noted to be in poor condition. Of 37 private trees, all 37 were removed or are proposed to be removed; however 35 were noted to be in poor condition. Staff noted that according to the preliminary Landscape Plans submitted, the applicant will meet tree compensation requirements. This would be confirmed at the Site Plan stage.

Urban Forestry and Landscaping staff noted that they wanted to review details of the third level amenity area, and have requested increased landscaping and amenity area on the ground floor; particularly where it could be used as a connection to the adjacent trail. There were also potential concerns with respect to wind impacts, and more detail was requested in this regard.

Financial Matters:

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

Climate Implications

The proposal represents intensification within an area that is desirable for intensification. The subject lands are also in proximity to a variety of uses that are conducive to other forms of transportation, such as cycling or walking.

Transportation staff commented on the proposal and note that the applicant would be required to submit for approval a Transportation Demand Management (TDM) Plan at the Site Plan stage with measures to reduce vehicular demand and encourage the use of public transit, cycling and walking, that addresses the following:

- The owner will offer TDM packages to all tenants which includes transit schedules and maps, and a \$300.00 (Three Hundred) PRESTO card. One (1) PRESTO card will be issued for each unit that requests one, one (1) time only.
 - The owner will provide cycling maps to tenants of all existing and new units.
 - The owner will provide secure bike parking (bike racks/bike lockers) that will be located conveniently onsite as well as air pumps and bike maintenance tools.
-

Enterprise Risk:

Not applicable.

Engagement Matters:

Public Circulation/Notification

The applicant posted a public notice sign on the property to reflect their submission on May 4, 2020. All of the technical studies and supporting materials for this development were posted on the City's website at www.burlington.ca/420Guelph. The application was subject to the standard circulation requirements for Official Plan and Zoning By-law Amendment applications. A public notice with a request for comments was circulated to surrounding property owners in March 2020.

Burlington Urban Design Advisory Panel (BUD) Meeting

The applicant met with BUD on July 16, 2019. The panel indicated a number of concerns with the proposed building. This section will briefly summarize some of the concerns raised by BUD.

BUD had concerns with the size, massing and setbacks of the podium. BUD recommended that the setbacks be increased to provide opportunities for mature street trees to grow. In order to bring the pedestrian level to life, it was also recommended that the ground level be used for commercial purposes rather than parking, and that it include more greenspace and amenity area.

BUD was of the opinion that the building is not compatible with its surrounding context and had concerns with respect to the building design and proposed materials. BUD noted that the building base, middle and top are not connected and that increased setbacks, stepbacks and cutouts could improve the massing of the building. With respect to the building materials and façade, it was noted that different materials could be used to reduce the building mass and increase compatibility with surrounding development. BUD also noted that the proposed mansard roof was not appropriate given the scale of the building, and that the top of the building should make use of lighter materials.

In the opinion of staff, the comments raised by BUD remain outstanding and have not been adequately addressed.

Pre-Application Consultation Meeting

The applicant conducted a pre-application neighbourhood open house for the proposal on April 29, 2019 at the Burlington Seniors' Centre that was attended by approximately 15 members of the public. Key concerns raised by the public were related to potential traffic impacts, the lack of sustainable measures being proposed, the potential for site contamination and the amount of trees proposed to be removed.

Public Comments

Since the development application was submitted in June 2019, Planning Staff has received 11 written comments with regard to these applications which have been included as Appendix E to this report. The following table provides a summary of all public comments that were received and how they were considered by Planning Staff in the development of this recommendation report.

Public Comment	Staff Response
<p>Compatibility:</p> <ul style="list-style-type: none"> • Out of character with Roseland and surrounding low-density residential area • Lack of transition between heights of buildings • Six or seven storeys would be appropriate • More effort should be made for sustainability • Provincial Policy requires that increased density be compatible with surrounding area 	<p>Comments have been provided throughout the report that discuss compatibility of the proposed building with the surrounding area in the context of local and provincial policy.</p> <p>Staff are of the opinion that the proposal is not in keeping with the surrounding area, and that the transition to nearby development is inappropriate.</p>
<p>Site Design:</p> <ul style="list-style-type: none"> • Not enough greenspace is proposed both on the site and around the site (not enough surrounding parkland to accommodate the number of proposed residents to the area) Too dense, lot coverage is too high • Lack of pedestrian uses at grade (and related concerns with taking away commercial component) • Concerns with location of the service area entrance • Not enough amenity area 	<p>Staff agree that more greenspace is required on the site. Additional greenspace would enhance the space for residents of the subject lands and would provide a more pedestrian-friendly experience.</p> <p>In order to enhance the streetscape, staff are of the opinion that commercial uses should be provided at grade and agree that the loss of commercial uses should be avoided.</p> <p>Comments have been provided throughout this report to address concerns related to</p>

	the increased density, height and overall building mass.
<p>Parking:</p> <ul style="list-style-type: none"> • Visitor Parking proposed is inadequate • There are already issues in the area with respect to overflow visitor parking on the street • Two levels of above-ground parking is a suggestion of overdevelopment 	<p>As discussed throughout the report, the amount of parking proposed is in keeping with the recommendations of the <i>City-Wide Parking Standards Review</i>. Transportation staff do not object to the number of spaces proposed.</p> <p>For reasons noted throughout, staff agree that the above-ground parking suggests that the proposal may lead to the overdevelopment of the subject lands.</p>
<p>Traffic:</p> <ul style="list-style-type: none"> • Traffic problems already exist in the area • Existing transit system is not adequate and will not encourage people not to drive • Safety concerns with increased left turns going into the site • St. Clair will become increasingly congested with people taking shortcuts to New Street • Concerns with access to loading area and complications with vehicles turning into and out of the site 	<p>The proposal has been reviewed by the City's Transportation staff. Comments and concerns have been provided throughout the report. Concerns have not been identified with respect to traffic; however, the Transportation section has requested that more measures be taken with respect to incorporating Transportation Demand Management (TDM) measures and creating an active streetscape.</p> <p>Staff are of the opinion that while there is no concern with respect to the amount of trips generated, there has not been enough effort to reduce automobile dependency for potential future residents of the building.</p>

Conclusion:

The Official Plan Amendment and Zoning By-law Amendment applications submitted for the lands located at 420 Guelph Line have been reviewed by Planning Staff and are recommended for refusal. While the application is generally consistent with the PPS and generally conforms to the Growth Plan, it does not adequately address the City's Official Plan policies for housing intensification, compatibility and urban design. The proposal has been reviewed and assessed through the evaluation criteria for housing intensification contained in the City's Official Plan and Planning Staff have concluded that it does not meet critical criteria for compatibility. The proposal has been assessed for consistency with the City's Council approved Tall Building Guidelines and Planning Staff have concluded that the building and site design fail to achieve a high level of urban design. Furthermore, staff are of the opinion that the intent of the *Neighbourhood Commercial*

designation of the Official Plan and Zoning By-law should be maintained in this location. For these reasons, Planning Staff are recommending refusal of the application.

Respectfully submitted,

Melissa Morgan, MCIP RPP

Planner II – Development Review

905-335-7600 ext. 7788

Appendices:

- A. Location and Zoning Sketch
- B. Detail Sketch
- C. Building Elevations
- D. List of Technical Reports Submitted
- E. Public Comments

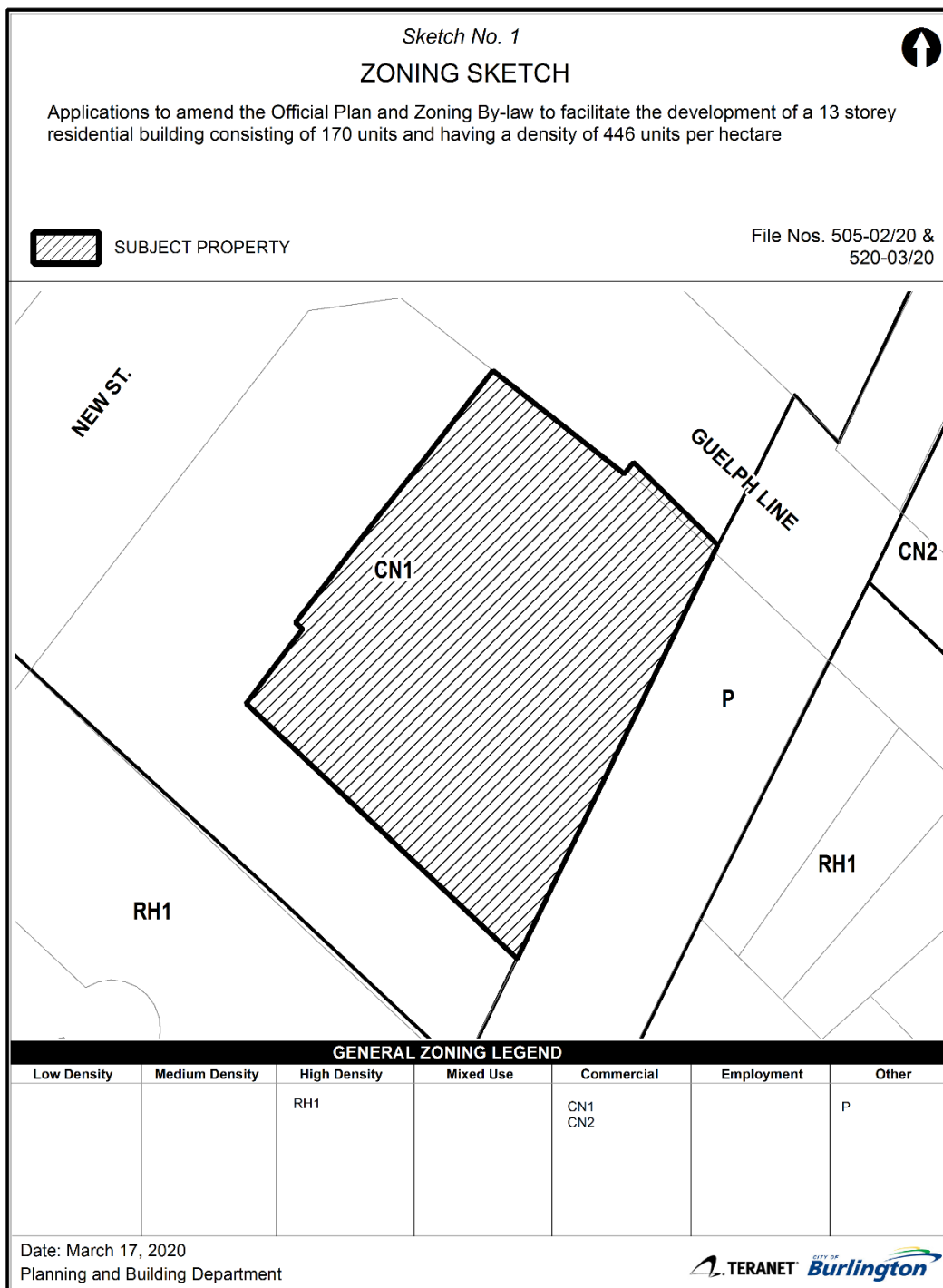
Notifications:

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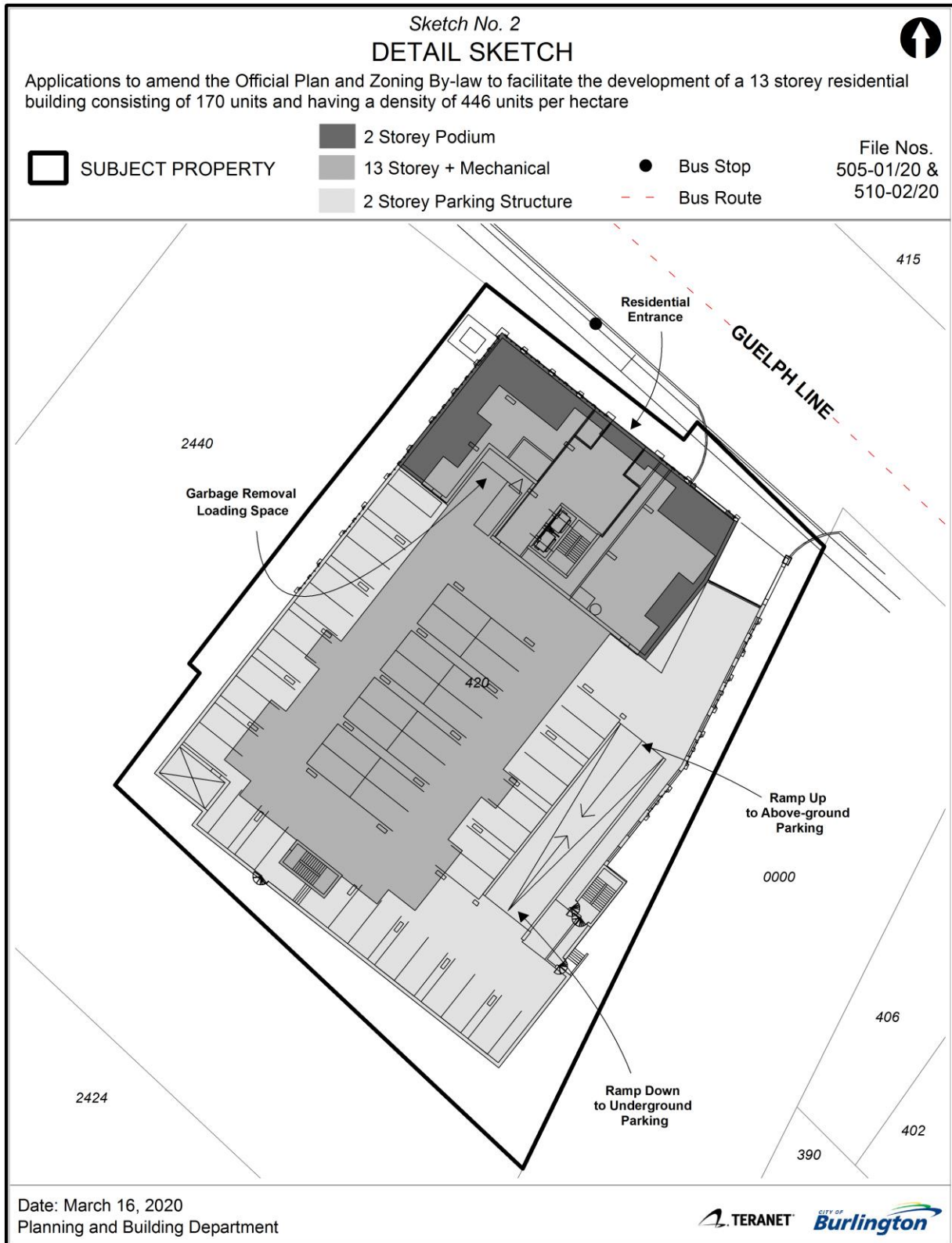
Report Approval:

All reports are reviewed and/or approved by Department Director, the Chief Financial Officer and the Executive Director of Legal Services & Corporation Council. Final approval is by the City Manager.

APPENDIX A



APPENDIX B



APPENDIX C



APPENDIX D

Technical Reports

- [Site Plan](#) (Drawing No. SP1, prepared by KNYMH Inc., dated November 8, 2019);
- [Elevations](#) (Drawing No. A107, prepared by KNYMH Inc., dated November 8, 2019);
- [Landscape Concept](#) (Prepared by Adesso Design Inc., dated November 8, 2019);
- [Grading Plan](#) (Drawing C2.1, prepared by MTE, dated February 8, 2019);
- [Phase I Environmental Site Assessment](#) (Project No. HAM-00801683-A0, dated October 3, 2019);
- [Phase II Environmental Site Assessment](#) (Project No. HAM-00801683-A0, dated October 3, 2019);
- [Planning Justification Report](#) (File No. 9506, prepared by Weston Consulting, dated November 2019);
- [Underground Levels 1 and 2](#) (Drawing Nos. UG1 and UG2, prepared by KNYMH, dated November 8, 2019);
- [Urban Design Brief](#) (Prepared by KNYMH Inc., dated September 29, 2019);
- [Environmental Noise Impact Study](#) (File No. 19-1105, prepared by dBA Acoustical Consultants Inc., dated December 2019);
- [Functional Servicing Report](#) (File No. 45401-100, prepared by MTE Consultants Inc., dated November 8, 2019);
- [Geotechnical Investigation](#) (Report No. 2017-10923R, prepared by Sola Engineering, dated November 11, 2019);
- [Hydrogeological Investigation](#) (Project No. HAM-00801683-B0, prepared by exp., dated February 18, 2020);
- [Vegetation Management Plan](#) (Drawing L-1, prepared by Adesso Design Inc., dated October 30, 2019);
- [Transportation Demand Management Letter](#) (Project 190014, prepared by Paradigm Transportation Solutions Limited);
- [Transportation Impact Study and Parking Study](#) (Project No. 190014, prepared by Paradigm Transportation Solutions Limited, dated October 2019);
- [Qualitative Pedestrian Level Wind Assessment](#) (Project No. 19-062-DTOLW R1, dated October 9, 2019);
- [Construction Management Plan](#) (Drawing No. C1.1, prepared by MTE Consultants Inc., dated December 6, 2019);
- [Erosion and Sediment Control Plan](#), Drawing No. C1.2, prepared by MTE Consultants Inc., dated November 8, 2019);
- [Preliminary Site Servicing Plan](#) (Drawing No. C2.2, prepared by MTE Consultants Inc., dated November 8, 2019);
- [Waste Management Plan](#) (Drawing No. SP2, prepared by KNYMH Inc., dated November 8, 2019);
- [Shadow Impact Analysis](#) (Project No. 18006, prepared by KNYMH Inc., dated September 29, 2019); and,
- [Potential Settlement Due to Dewatering](#) (Project No. HAM-00801683, prepared by KNYMH Inc., dated February 20, 2020); and,
- Environmental Site Screening Questionnaire.

APPENDIX E

#	Comments
1	<p>From: six pence < > Sent: Monday, March 23, 2020 1:57 PM To: Morgan, Melissa <Melissa.Morgan@burlington.ca> Subject: re 420 Guelph Line</p> <p>As a neighbourhood resident, I am concerned about increased traffic to this neighbourhood. Right now Burlington is a livable community with reasonable traffic, however the traffic along New Street is very heavy during rush hour now. This will likely only add to that.</p> <p>Burlington is not Toronto. We do not have a mass transit system that most people who can afford cars would opt to take. While they are working toward a better transit system, I cannot see how it will ever compare to Toronto. What will happen is increased traffic and people will just learn to live with it and increased air pollution until we all have electric cars or work from home.</p> <p>Why are we so preoccupied with growth? Surely preserving quality of life is more important.</p> <p>While Burlington has many lots that could be developed, we simply do not have the road capacity or transit system to deal with it. That is the reality to deal with.</p> <p>As well, this area has a shortage of parking. Despite having onsite parking for residents, it is not enough. Visitor parking is inadequate. Many units have more than one car. Permanent on street parking is not an option in this neighbourhood. My roommate has to park illegally in the neighbourhood because our building does not have enough parking to go around. He has been on the wait list for over a year for a second spot. Increased visitors for these new developments in the area will not help the situation.</p> <p>C. Meadows, resident of 2400 New Street.</p>
2	<p>March 25 2020. The Jayne Family Mr. Adrian Jayne 3048 St. Clair Ave, Burlington, ON. L7N 1L3.</p> <p>Re: 420 Guelph Line – Valour Capital Proposal</p> <p>I am writing this letter to express my opposition to the proposed development</p>

application of 420 Guelph Line, a 13 storey residential building. Please find below my points of contention as to why this proposal is not appropriate for our neighborhood.

EXCESSIVELY OUT OF CHARACTER WITH THE NEIGHBORHOOD

This development would be a grossly out of character with the neighborhood of Roseland and the residential area west of Guelph Line between Lakeshore and New Street. While I understand the intersection of Guelph Line and New Street contains multi storey residential and commercial buildings, a 13 storey behemoth will create an oppressive shadow over the area robbing homeowners of backyard privacy. The residential areas adjacent to this proposal are one and two storey homes. How you can justify an ungraduated step up to 13 stories in such an area is irresponsible.

TRAFFIC & DENSITY

I have reviewed the Traffic Study undertaken by Paradigm Transportation Solutions. This study is most certainly biased towards the Developer and paints a rosy picture of the realities that this development would impose of traffic in the area. As a resident of St. Clair Ave I can testify that making a left onto St. Clair from Guelph Line southbound is currently treacherous due to the short center median. With an increase in residents turning left into the new development using the same median, this becomes a choke point. The vehicle entrance to this development is exactly where 2 lanes merge into one and where vehicles making a left onto St. Clair decelerate to a stop. Add in the pedestrian traffic using the walking / cycling path and you have a major traffic problem. The studies acceptance of this is unrealistic and shows a gross bias to the developer.

St. Clair Avenue is already a shortcut for those that wish to bypass the New Street – Guelph Line intersection. This will only increase as residents of this development look to cross directly onto St. Clair at the choke point looking for a shortcut past congestion.

Lastly, if this development is allowed to proceed, the construction traffic will without question use St. Clair Avenue to stage large vehicles awaiting entry into the site. Associated with that is noise, congestion, mud on the roads being dried and dust distributed within the residential neighborhood and the ever present danger to the children of our neighborhood.

A CALL FOR MODERATION

I understand that it is unreasonable to expect to defer development within our

	<p>city and it benefits the city as a whole to replace defunct buildings such as the two that currently occupy this site. Certainly Valour Capital is looking to maximize the profitability of their investment in this site which is understandable from a business standpoint.</p> <p>Thirteen stories in my opinion is an overreach that will permanently scar this historic and hallmark neighborhood and will provide a precedent for more overreaching development in the area. More appropriate for this area would be a six or seven storey development more in line with the apartments surrounding it on St. Paul Street. Regardless of what is built here, accessing it from Guelph Line at such a pinch point is irresponsible planning and will cause significant traffic congestion on Guelph Line. I sincerely hope that our City will reject this development and retain the character of our city and prime neighborhoods.</p> <p>Sincerely, Adrian Jayne & Family.</p>
3	<p>From: Karmel Sakran < > Sent: Thursday, March 26, 2020 1:39 PM To: Morgan, Melissa <Melissa.Morgan@burlington.ca> Subject: 505-01/20 and 520-02/20 - 420 Guelph Line / Valour Capital Inc.</p> <p>Attn.: Melissa Morgan,</p> <p>I received your mailing asking for feedback on the above application.</p> <p>I have 2 comments:</p> <ol style="list-style-type: none">1. the Bus Stop be relocated further south on Guelph Line to avoid buses stopping at present location where the 2 lanes meld into 1 lane.2. parking is a premium in this locality and the concern is that the municipal parking lot immediately adjacent to the site will be inundated by owners and/or visitors, leaving no spaces for walkers and others using the city path. <p>--</p> <p>Regards, Karmel Sakran c: 905-630-5524</p>

4	<p>From: William Hickling < > Sent: Tuesday, March 31, 2020 1:23 PM To: Morgan, Melissa <Melissa.Morgan@burlington.ca> Subject:</p> <p>Hi Melissa</p> <p>Re Valour...we live at 399 Ward and support the project 50501 and 02. Look fwd to the construction</p>
5	<p>From: John Filice < > Sent: Wednesday, April 22, 2020 3:05 PM To: Morgan, Melissa <Melissa.Morgan@burlington.ca> Subject: 420 Guelph Line Proposal - ward 2 member feedback</p> <p>Attn: Melissa Morgan</p> <p>melissa.morgan@burlington.ca</p> <p>Dear Honorable Councillor Kearns,</p> <p>In response to the proposed development at 420 Guelph Line, please accept the following considerations as part of the public engagement process.</p> <p>Firstly, we echo your concerns raised regarding traffic impacts, especially around site entrances and exits relative to proximity of Centennial Path and St. Clair Street.</p> <p>Overall, the setbacks and design could benefit from a review as there is limited open space, especially reduced green space, and little connectivity with the “community” or street front. Generally, the design adopts a Revivalist style contributing to it appearing outdated before it has even been built and is reminiscent of metropolitan hotels that had their heyday in the late 19th century.</p> <p>We feel strongly that there needs to be a unit mix to support a complete community and promote social location and social mobility within our progressive ward.</p> <p>We do not feel that sufficient explanation or rationale has been provided for the proposed quadrupling of population density without an upgrade to the supporting community systems/services and some elements of municipal infrastructure. For example, the population density will increase by four times but there is no increase to public transit to support the proposed population connectivity and no improved roadway expansions or enhanced connectivity?</p> <p>Lastly, we feel strongly that this development is an opportunity for a Green Roof or Living Roof integration to support diminishing pollinator species and support local nature conservation efforts.</p> <p>Respectfully,</p>

	<p>John Filice</p> <p>cc: Larissa Filice</p> <p>399 Pepper Drive, Burlington, ON L7R 3E1</p>
6	<p style="text-align: center;">St. Clair Ave. Resident's Association</p> <p style="text-align: center;">420 Guelph Line Planning Application - Comments and concerns</p> <ul style="list-style-type: none"> • Zone change: Overly aggressive when directly adjacent to a prime residential community. • Design: Non-graduated and excessive height of the building immediately fronting onto Guelph Line and overlooking residential back yards along the Centennial bike path and homes adjacent to Guelph Line. • Planning: No graduation of height from the Roseland residential community to adjacent development areas will result in a “boxed-in” community. Excessive development around the Guelph Line and New St. intersection will mirror the overdevelopment issue of Downtown with no transit hub or plan. • Density: 446 units per hectare is excessive, requiring 220 parking spaces with safe access and egress only possible from Guelph Line Southbound lanes. • Traffic safety: Parking access and egress is proposed at a point where two southbound lanes on Guelph Line merge into one immediately before the existing safety-crossing island for Centennial bike path users and where buses stop and merge with Southbound traffic (see attached photo). • Traffic volume: Additional traffic gridlock along New St. and Guelph Line at prime times is inevitable if the four corners of land at the intersection are developed as planned. In addition, the consequential increase in cut-through traffic on St. Clair Ave. is a significant safety concern for residents. • Construction process: The potential of disruptive truck and construction traffic volume and staging on St. Clair Ave. is also a significant safety concern • Environmental issues: 1. Disruption and attempted removal of contaminated soil with the potential diversion and spread of contaminated groundwater flow in the area, similar to the Easterbrook's site development issue on New St. 2. The danger of pile driving and foundation work in close proximity to the Trans National Pipeline is also a significant concern.

	<p><i>Respectfully submitted on behalf of the St. Clair Ave. Resident's Association, David Cooper, Acting Chair, 3023 St. Clair Ave. Burlington ON L7N 1L4 April 15, 2020</i></p>
7	<p>(follow-up to previous)</p> <p>Dear Melissa,</p> <p>Thank you for providing details of the subject planning application. Reference Files: 505-01/20 and 520-02/20.</p> <p>As Acting Chair of the St. Clair Ave. Resident's Association, I am attaching our combined and fully supported comments from all occupied properties on our street regarding the Valour Capital Proposal.</p> <p>One of our member households, the Jayne family, have already submitted their comments (also attached) which expand on many of the concerns outlined in our combined submission.</p> <p>For additional consideration, I have also attached photos of the Centennial bike path safety crossing island on Guelph line, taken today, showing significant curb damage from the impact of vehicle wheel rims trying to maneuver through the pinch point of merging lanes adjacent to the subject location. The photos clearly show the proximity of traffic where Guelph Line transitions from four lanes (two each way) to two lanes (one each way) within a few meters of a bus stop, the Centennial pathway crosswalk and the turn onto St. Clair Ave.</p> <p>It is pertinent to know that these photos were taken during a pandemic, mid-day and not during rush-hour on a regular day. If I had recorded a live sound-bite you could have heard car horns blaring as drivers maneuvered for position at this pinch-point. Dangerous and aggressive driving is a regular occurrence at this confluence of road narrowing, cross-walk and left turn, as drivers try to gain position.</p> <p>We believe that adding a 13 story high density building with access and egress at this location would be dangerous to all and highly inappropriate.</p>

Please advise if you need any further input at this time and we appreciate your consideration in this matter.

Respectfully submitted on behalf of our residents,

David Cooper,

Acting Chair, St. Clair Ave. Resident's Association.

3023 St. Clair Ave.

Burlington ON L7N 1L4

Phone: 905 639 3399





8	<p>From: Martin Middleton Sent: Friday, July 31, 2020 1:06 PM To: Morgan, Melissa <Melissa.Morgan@burlington.ca> Subject: Condo projects around the city and the Planning Application submitted by Valor Inc (I know its late)</p> <p>Hi there,</p> <p>Let me start off by saying I live in the condo condo across from the proposed condo project by Valour.</p> <p>I already know it's late to halt that project, but I will tell you why I think it's a bad idea.</p> <p>Traffic on New St is already insane during the rush hours as it is. And it is still going to get worse because you already have another one or two projects going up downtown.</p> <p>I'm sure you already know this but New St only has a measly two lanes in order to have the bike lanes implemented so traffic is very congested and sometimes I can't even leave my condo parking lot if traffic is converged down New St.</p> <p>This street already has a co op building and three other condos all in the same area. Building another one in the exact spot is not only going to increase traffic but the construction is going to disturb the residents of my building and others.</p> <p>Further to the point above your building will be taller than this one letting people above see down below into this unit and or the balconies on that side of this building giving the owners here no privacy.</p> <p>I also think it would be money better spent to update the Plazas in the area therefore letting more businesses in and more incentive to have people move into the area which would also help your already started condo projects or etc so it is win win.</p> <p>For example, updating the plaza next door to the condo units will effectively bring all the nearby condo unit owners to shop as it would be extremely convenient as they would not have to go as far to get groceries.</p> <p>I can tell you during Covid in April I would have appreciated that more than another building right next to me where everyone is stuck indoors. Of course, the nearby homes would benefit as well and not just the condos.</p> <p>I want to bring up the argument that is constantly being made to justify this and other projects about the city.</p>
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Mayor Meed has argued this exact point that we do not have enough housing to suit the city's needs.

I'm going to flip that around on you and say we do not have enough "Affordable housing" to suit the city's needs.

I bought my place last year and during which time I got into a bidding war and I barely won.

Most places in the city which are "affordable" start at around 299,999.99 or in and around there.

That's for a apartment to own and that is for a measly two bedroom and or sometimes only one bedroom...to rent however your looking at around an average of 1600.00 to 1800.00 or above which even on my salary is way to high to manage.

The 1800 is sometimes for single bedroom units which is disgusting in my opinion.

Just to add to that Ford has now taken away rent control which means originally if you were guaranteed a price to rent till you moved out that can now be increased at the whim of the company or owner of the condo by a certain percentage each year and you are forced to nod your head and pay the new difference.

Townhouses which is where things get very unaffordable start at 600,000 on the low end to at 1.5 million on the high or worse.

An average person cannot afford these mortgages and prices, so they end up staying with their parents and or renting and barely surviving.

Further the conditions to apply to get your first home have gotten even more intense with several stress tests and requirements which again most will not pass at the prices mentioned above.

There are plenty of houses around Burlington for sale as well as condos or etc but almost no one can afford them. So its that we do not have enough housing its just that no one can afford the housing we do have.

Building more condos won't help your housing problem City Of Burlington. You will only get people from Toronto or more expensive out of range areas moving in and or people who will buy the house and or apartment and flip it and charge even more further driving the prices higher.

I propose that if you are going to build these condos and insist on doing so that you lower the cost of owning or renting the units because especially with Covid 19, everyone who moves in will be house poor or unable to afford the cost of living.

	<p>There is a condo on Dundas across from John William Boich Public school that is brand new and was just put up there about a year or more ago, they cannot sell the units because nobody can afford them and there are still signs up since last fall to give you one such example.</p> <p>Further to that the only reason I was able to afford the place I have was due to inheritance money , otherwise I would have been living at home with my parents for another 6 years or so while I scrapped and saved up enough cash to be able to afford to live here.</p> <p>I understand Mayor Meed's concerns about housing but building more unaffordable places will not fix this problem.</p> <p>I am considered a middle-class citizen and I've had to take on a ton of debt and use up my inheritance simply to purchase a place to live and survive so this is where my opinion comes from.</p> <p>I am not just whining because I don't like the way things work and these are my genuine observations as someone who has lived in this city since he was 7 years of age.</p> <p>I hope that you will consider what I have said today in my email.</p> <p>That is all I ask.</p> <p>Sincerely,</p> <p>Martin Middleton.</p>
9	<p>From: Brandy Fecht Sent: Monday, August 10, 2020 9:03 PM To: Morgan, Melissa <Melissa.Morgan@burlington.ca> Cc: Kearns, Lisa <Lisa.Kearns@burlington.ca>; Mailbox, Office of the Mayor <mayor@burlington.ca> Subject: 420 Guelph Line Development Questions</p> <p>Thank you for the opportunity to provide comments and I would like to be kept informed on this development as it moves forward in the planning process. Here are some questions that I have regarding the redevelopment proposal currently under consideration at 420 Guelph Line in Burlington.</p> <p>I am most concerned with the intensification at this site with this proposal. My understanding of the city's official plan is that intensification would be focused around mobility hubs and downtown, should not development at the mobility hubs come before this area? Why is this proposal outside what was prescribed in the official plan?</p>

	<p>I also had a chance to review the transportation impact study prepared by the developer in their proposal. The study predicts that a single driveway connection to Guelph line will have limited impact on the traffic at New St and Guelph line and that the development will provide sufficient parking. Will the effect of this development on the nearby waterfront trail and pedestrian crossing be considered? Will the City need to put further pedestrian protection measures at this uncontrolled pedestrian crossing as a result of this development? How will the safety of cyclists be maintained or improved? The study also outlines calculations of less than one car per household and that majority of the occupants will use transit or other modes of transit. What happens if these assumptions prove to be incorrect and this development has more cars than planned for?</p> <p>In my reading of the proposal I did not find a review of the impact upon green spaces and parks within the local community. There is one very small park and playground located at the base of Guelph Line and New Street, and additionally at Central Park. Both of these facilities are very well used presently and serve both local residents and also other residents of Burlington that come to visit the Lake and Central Library. How does the developer plan to address the impact of an additional 170 families on these already crowded green spaces and community playgrounds? Will improvements or expansions be considered and planned for with this development?</p> <p>The lower pedestal of this building from my reading appears to be parking. Are the aesthetics of this above ground parking a good fit with existing development in the area? Could the parking be placed underground to mitigate the building height? How does an above ground parking pedestal fit with the character of the surrounding neighbourhood of Rosedale?</p> <p>I look forward to your reply and engaging further with the developer and City on a proposal for this important area that is a benefit for the all in the City of Burlington.</p> <p>Brandy Reid 310 Beaver Street Burlington, Ontario L7R 3G3</p>
10	Comments from Allan Ramsay on behalf of Paris Road Plaza Inc. attached separately