

St. Clair Ave. Resident's Association

Delegation to Council's CPRMC Re: 420 Guelph Line

September 15, 2020

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Thank you for the opportunity to delegate on behalf of our Resident's Association. My name is David Cooper and I am acting Chair of the St. Clair Ave. Resident's Association.

My wife and I moved to Burlington over 45 years ago and we have lived on St. Clair Ave. for over 40 years.

Slide 2 – Google Earth local area view

Our Association was successful in delegating to Council in support of the road's \$870,000 redesign and reconstruction some 13 years ago. Since completion, the street landscape has improved dramatically with the introduction of a sidewalk and traffic calming central islands and as predicted, the investment has paid dividends for the City by increasing the tax base as older homes have been replaced by renovated and new larger homes. It also now attracts many neighbourhood walkers, cyclists and runners.

Our avenue is located in Ward 4, and is part of the Roseland Community. It is the closest residential street to the subject Ward 2 properties and will surely be impacted by any development activity at 420 Guelph Line

We support Staff's refusal of the proposed planning application for many of the reasons identified in their Report including the inappropriate zone change and consequent overdevelopment. The Planning Consultant's submission for adjacent property owner, Paris Road Plaza Inc. also mirrors and supports this conclusion.

Furthermore, we would like to draw your attention to some related issues and concerns from our resident's perspective demonstrated in the following images.

Slide 3 - Current Southerly view of New St. / Guelph Line intersection

Slide 4 - Approximate scale of proposed building fronting Guelph Line

Slide 5 - Note scale of low rise buildings adjacent to Roseland and surrounding area (zoned CN1)

Slide 6 - Northerly view of Intersection showing the Guelph Line lane configuration (photo taken from the corner of St. Clair Ave).

Slide 7 - Southerly view from outside the subject location where the proposed building parking entrance and exit is located. Note the merging lanes, bus stop, Centennial path crossing and immediate left turn area for St. Clair Ave.

Slide 8 - The Centennial path crossing on Guelph Line.

Slide 9 - Cyclist attempting cross Guelph Line at the Centennial path crossing. Note the island curb damage from vehicular traffic and the narrowing of the road from 4 lanes to two, at the St. Clair Ave. left turn space.

In summary:

No existing high density building along the City length of Guelph line abuts the street line. The proposal has insufficient set-back, is not in character with the surrounding area and lacks transition from existing low-rise developments.

The proposed zone change and overdevelopment at this location will significantly increase safety concerns for drivers, pedestrians and cyclists utilizing this section of Guelph Line. It will also promote cut-through traffic within the Roseland community.

Finally, there are numerous environmental issues and concerns outlined in the Phase Two study that are not addressed in the Staff report relating to the disruption and attempted removal of contaminated soil and consequential diversion of contaminated groundwater flow in the area.

Slide 10 – Environmental Issues