

# Office of the Mayor



**SUBJECT:** Mayor's Motion re PL-28-20 Submission on Region of Halton's Official Plan Discussion Papers

**TO:** Community Planning, Regulation & Mobility Committee

**FROM:** Office of the Mayor

**To Committee:** September 22, 2020

**To Council:** September 28, 2020

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## Recommendation:

Amend Report PL-28-20 to Direct the Director of Community Planning to provide the following additional comments to the Region, upon Council approval on September 28, 2020:

That the Region consider, during their Municipal Comprehensive Review, adjusting the Major Transit Station Area boundaries around the Aldershot GO station to exclude the Clearview/Queen Mary/St. Matthews neighbourhood.

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## Executive Summary:

As the discussion of the Aldershot GO MTSA/Mobility Hub has evolved over the years since 2017, there has been increasing recognition of the need to protect the stable, low density residential neighbourhoods in the vicinity of the GO station.

Originally envisioned as 7 to 20+ storey buildings supplanting the low density Clearview/Queen Mary/St. Matthews neighbourhood, successive changes due to community and other feedback

reduced this to 11 storeys on Clearview and other parts of the Grove Park Precinct in the North East corner, and 1-3 along St. Matthews only.

In the most recent Regional proposal, the North East neighbourhood of Grove Park all the way to Plains Road is eliminated from the MTSA boundaries.

We need to make the final step to protect all the low-density neighbourhoods in the vicinity of the Aldershot GO, which is in keeping with our approach to the Burlington GO and the Appleby GO MTSA.

Our planning approach to MTSA boundaries throughout the city has been to carve out residential low density neighbourhoods, to protect and preserve this form of housing, and direct growth outside of stable neighbourhoods. The Clearview/Queen Mary/St. Matthews neighbourhood deserves the same treatment and consistency of approach.

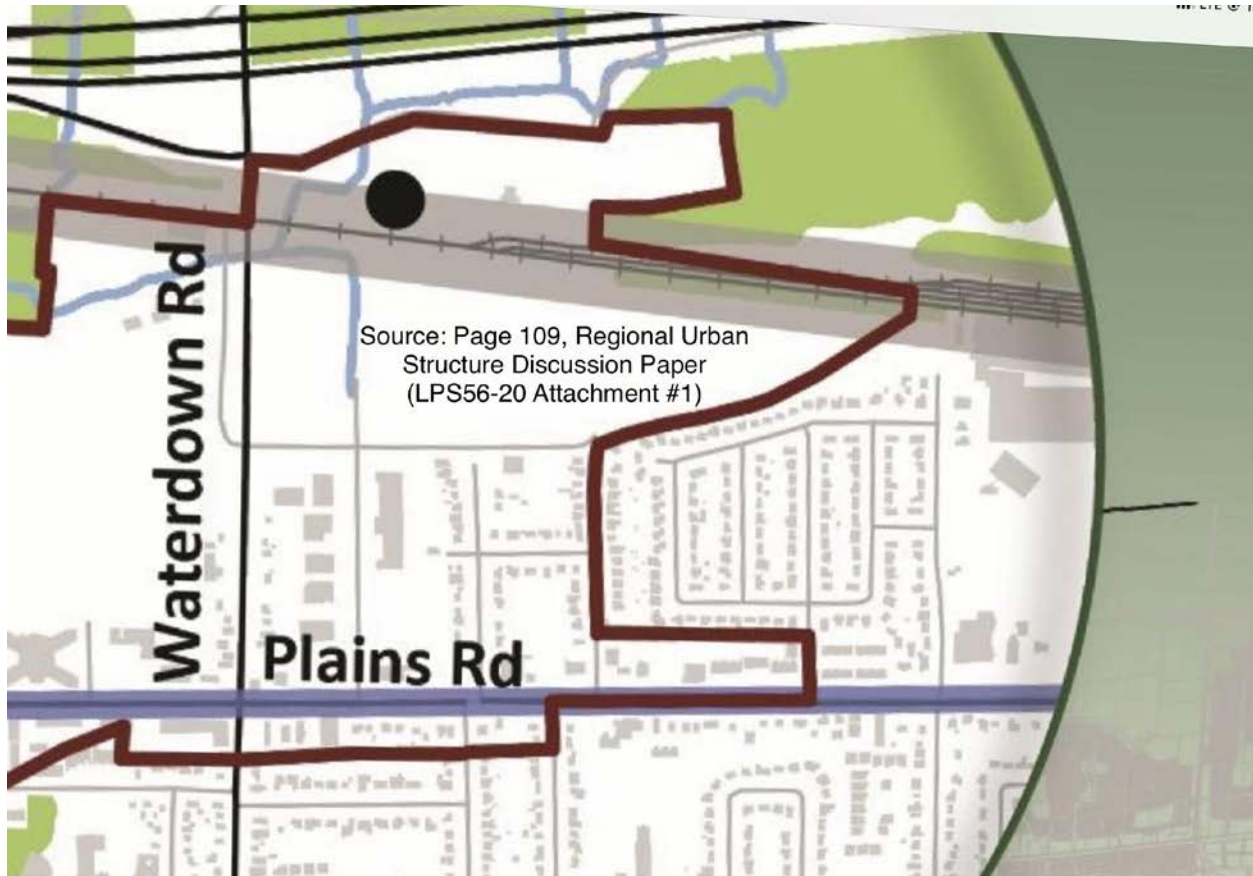
This proposal asks the Region to consider removing the Clearview/Queen Mary/St. Matthews neighbourhood from the Aldershot GO MTSA, to protect and preserve this historic, low density residential neighbourhood, consistent with the White Oaks/Grove neighbourhoods to the East which are already protected and excluded from the Aldershot MTSA.

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### **Background and Discussion:**

The Growth Plan requires Halton Region, in consultation with Local Municipalities, to delineate the boundaries of MTSA on Priority Transit Corridors and identify a minimum density target. In the Integrated Growth Management Strategy, Regional Urban Structure Discussion Paper (Attachment #1 to LPS56-20), the Region provides Proposed Major Transit Station Area Boundaries for the areas around the Aldershot GO Station, Burlington GO Station and Appleby GO Station.

LINK: [Regional Urban Structure Discussion Paper](#)



Above is the proposed MTSA boundary for the Aldershot GO station.

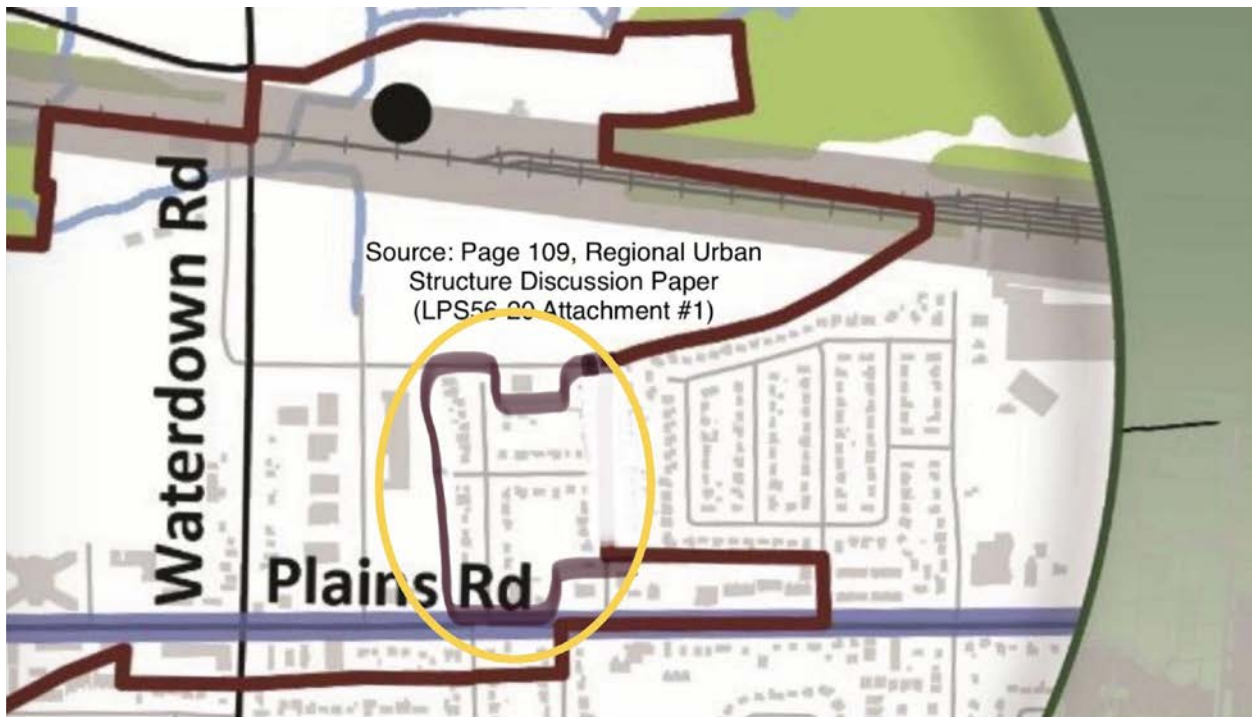


Above: The proposed MTSA for Aldershot GO excludes the White Oaks/Grove Park low density neighbourhood (red box), but includes the Clearview/Queen Mary/St. Matthews low density neighbourhood (blue box).

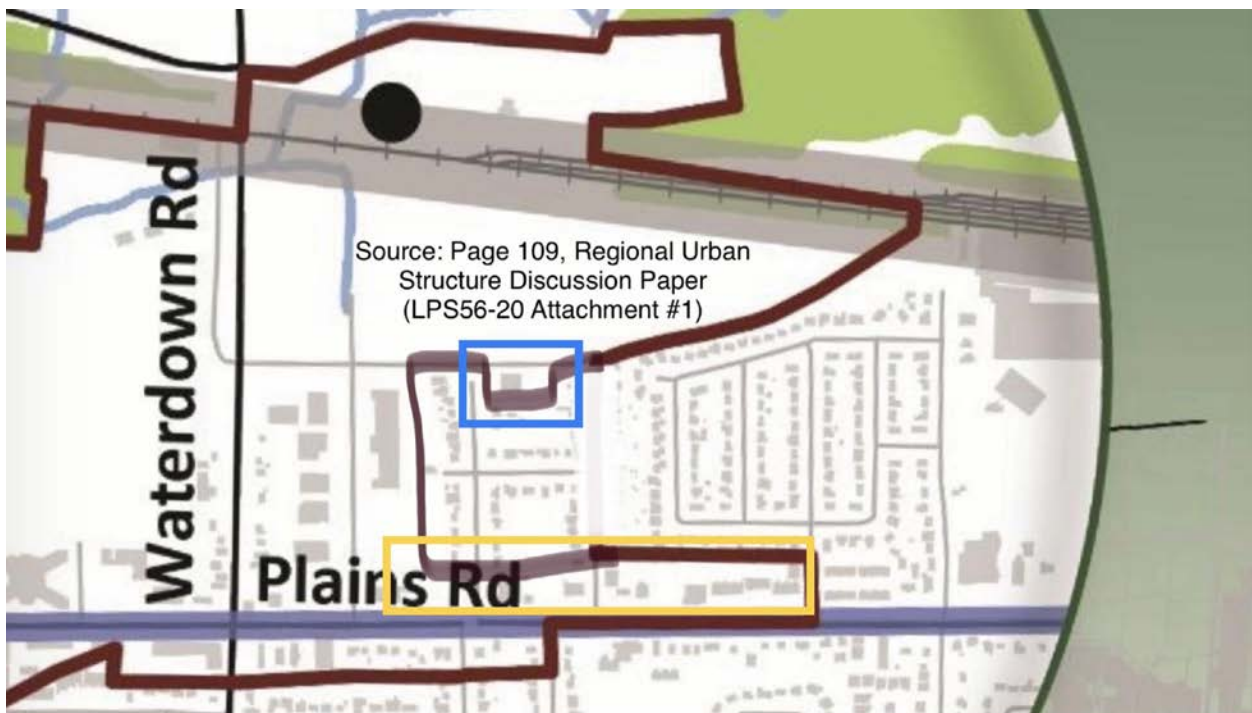


Per the above map, the intent of this motion is to ask the Region, during their MCR to consider shifting the proposed MTSA boundary to the west behind the property boundaries on Clearview Ave, so that the neighbourhood of single family homes facing Clearview/Queen Mary/St. Matthews are excluded from the boundary.

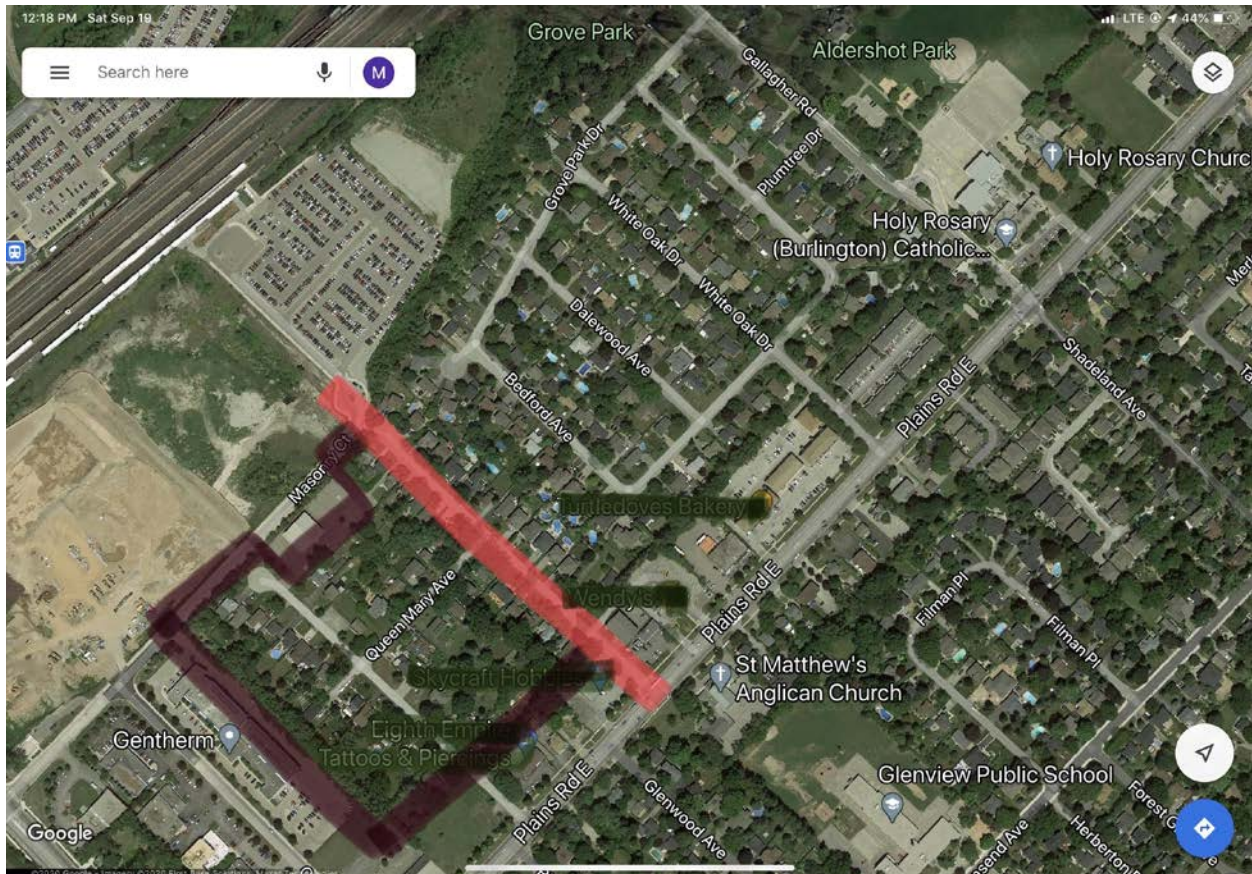




The area circled below in yellow would indicate the proposed new boundary, shifted to the west.



Above: The MTSA boundary is proposed to continue to include the 1085 Clearview site at the top of Clearview (which is the subject of a current development proposal at the Local Planning Appeal Tribunal with vehicular access only to Masonry Court to the North); and continue to include the commercial properties along Plains Road. The development site on Masonry Court is noted in the blue box above, the Plains Road commercial properties in the yellow box above:



Above: The aerial shot of this area clearly indicates that the Clearview/Queen Mary/St. Matthews neighbourhoods are stable neighbourhoods, same as White Oaks/Grove Park to the east and deserving of the consideration of the same protections by exclusion from the Aldershot GO MTSA boundaries.

On the map above, the White Oaks/Grove Park neighbourhood to the east/right of the red line is protected and excluded from the MTSA boundary, while the neighbourhood to the West/Left of the red line is not. The brown line indicates the proposed new boundary of the MTSA for consideration by the Region, to exclude the Clearview/Queen Mary/St. Matthews neighbourhood.

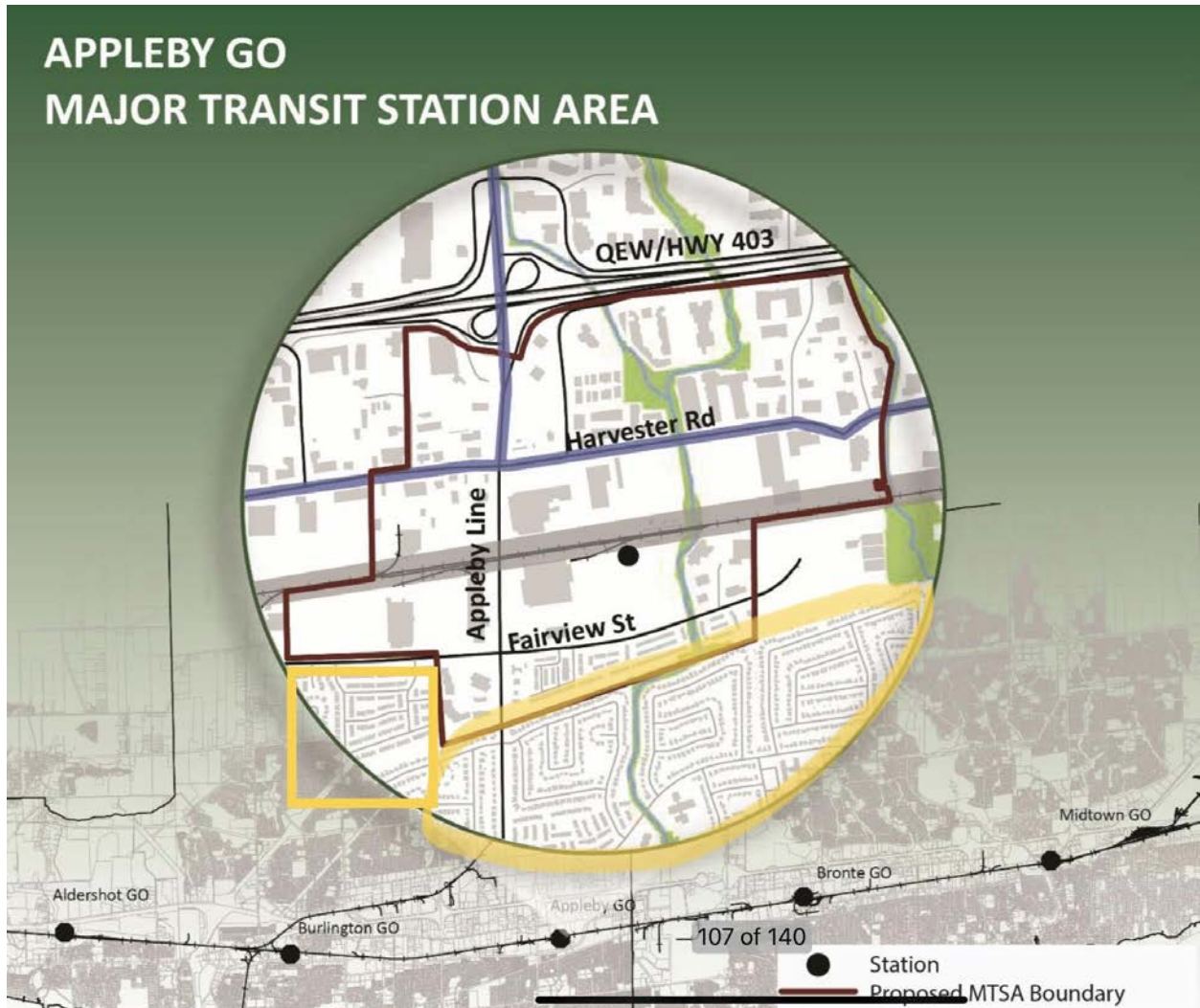
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### Rationale:

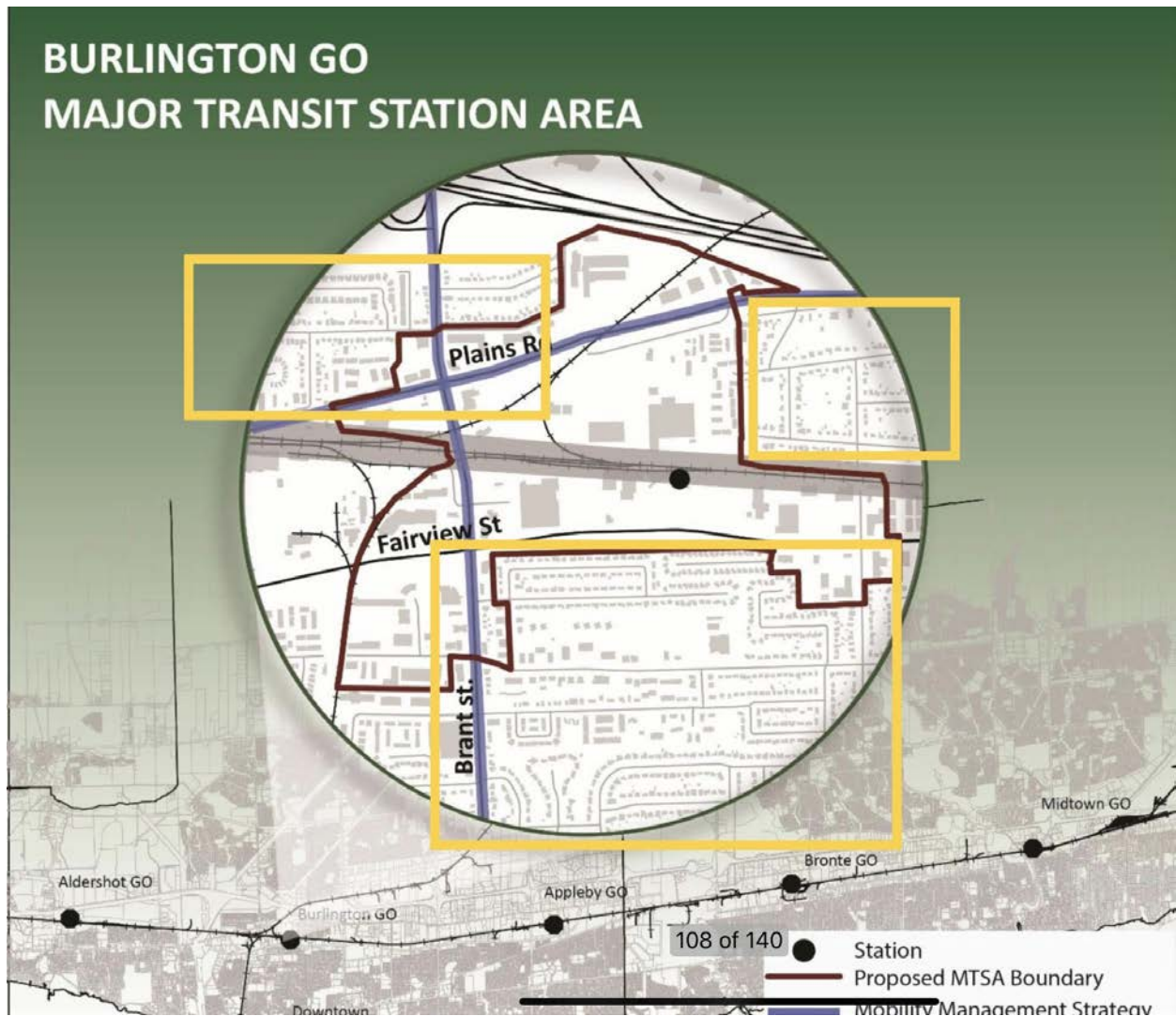
In each of the three proposed MTSAs (Aldershot, Burlington, Appleby), established low density neighbourhoods are not included within the MTSA boundaries. They are protected. The historic single family neighbourhood of Clearview/Queen Mary/St. Matthews deserves consideration of the same protections.



Reference for the maps below: Regional Urban Structure Discussion Paper, LPS56-20, Attachment #1 pp 107-108)



Above: The Appleby GO proposed MTSA boundary below excludes the existing neighbourhoods to the south and west: (In Yellow)



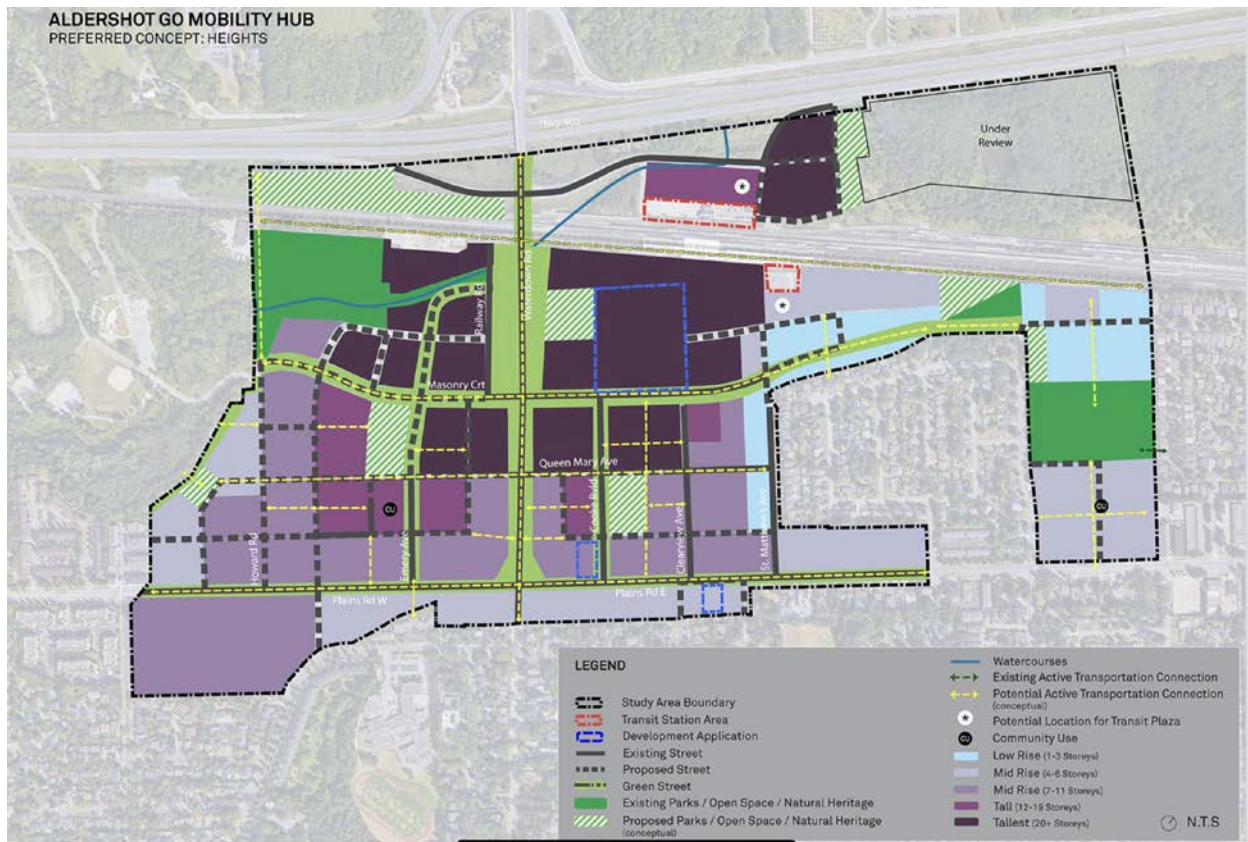
Above: The Burlington GO proposed MTSA above excludes the Glenwood School Drive, Maplewood and Leighland neighbourhoods to the East, South and NorthWest respectively (indicated in yellow).

### Background:

When the city undertook its Mobility Hub studies in 2017 (as MTSA's were called then) several proposals came forward for the Aldershot Mobility Hub. All of them excluded the low density established White Oaks neighbourhood (grey area to the east in the map below), but included the Clearview/Queen Mary/St. Matthews neighbourhood (various shades of purple immediately to the west of the White Oaks area).

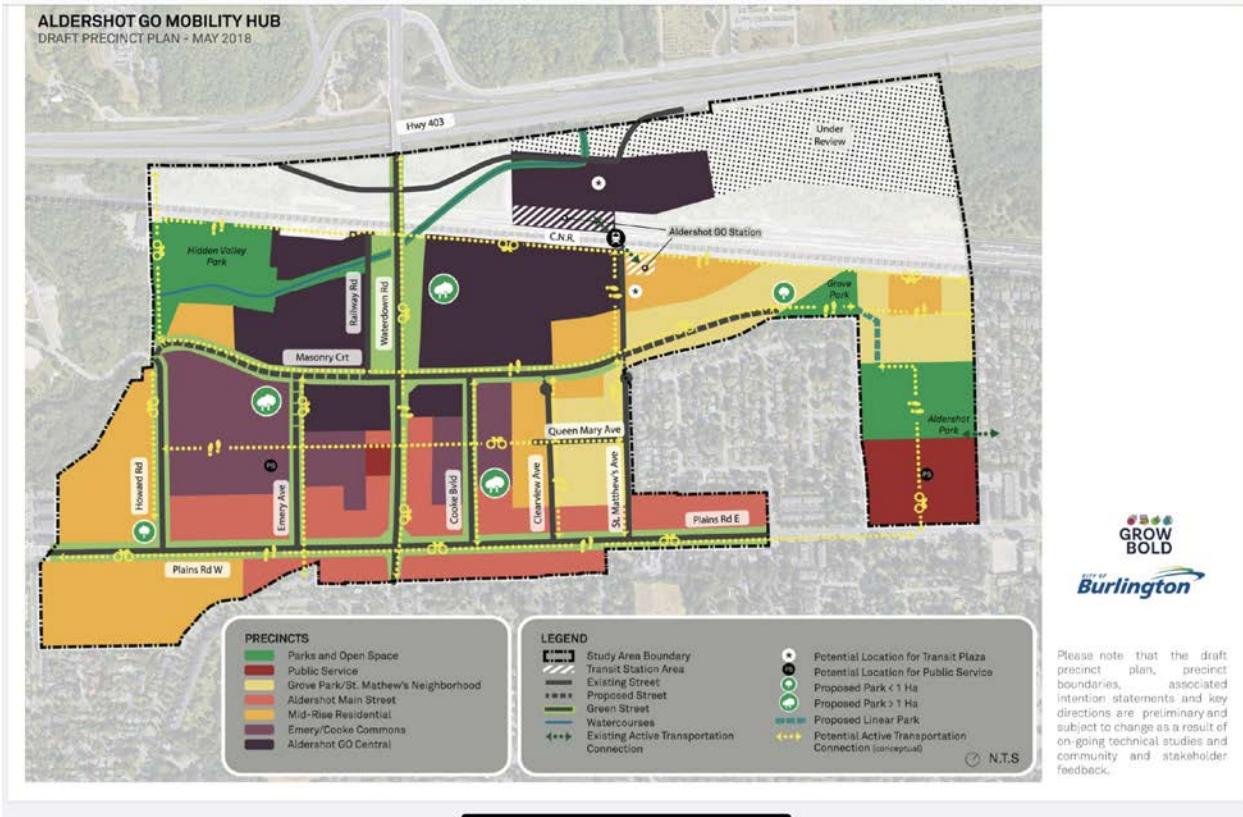
Link to schedule: [Aldershot Go Mobility Hub December 2017](#)







Above: The first proposal (December 2017) detailed below saw 20+ buildings on the NorthWest side of Clearview (Dark Purple), 12-19 storeys on the North East side of Clearview (Magenta), 7-11 storeys (Lilac) on the balance of Clearview and Queen Mary, with the West side of St. Matthews (Light Blue) 1-3 storeys. The grey area to the east is the White Oaks neighbourhood, excluded from the Mobility Hub boundary, although it is closer to the GO station.



Due to significant community input to retain the low rise character of the Clearview/Queen Mary/St. Matthews neighbourhood (among other factors) a revised proposal was brought forward in May 2018 per the map above.

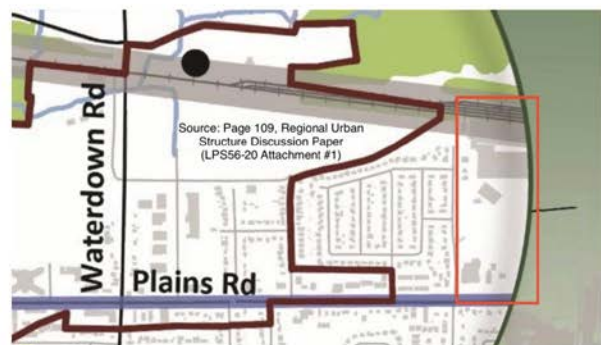
Link to schedule: [Draft Precinct Plan May 2018](#)





Detail: [PB-65-18, Appendix A, Aldershot Go Draft Precincts](#)

The draft plan above (presented to committee and council in July 2018), included a new precinct, Grove Park/St. Matthews (yellow below) retaining the low rise character of St. Matthews and Queen Mary, with single, semi or townhouse forms. However, Clearview west side (orange) is still slated for 11 storeys, as is 1085 Clearview (subject of a current development application at the LPAT for 6 storeys, with vehicular access only from Masonry Court).



Above: Parts of the Groveside Precinct, in the East Section, which includes residential neighbourhoods, have already been proposed to be eliminated from the MTSA in the Region's discussion paper. The map above shows the shift in boundaries, with the July 2018 Aldershot

precinct map from the city on the left, and the map from the Region's 2020 discussion paper on the right, with the area that has been excluded indicated in the orange box on both maps.

The balance of the Grove Park/St Matthews precinct to the West needs to be considered for removal from the MTSA during the Region's MCR process to protect this stable low density residential family neighbourhood from disappearing to overdevelopment via mid and or high rise buildings, and in keeping with our approach to all MTSA's to remove low density neighbourhoods from the boundaries.

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Respectfully submitted,

Mayor Marianne Meed Ward