

Submission on Region of Halton's Official Plan Discussion Papers (PL-28-20)

September 21, 2020

To: City Clerk's Office

Re: Mayor's Motion to Community Planning and Mobility Committee

From Robert Martin

Please find enclosed the community's submission with respect to the Mayor's Motion
Re: PL-28-20 Submission on Region of Halton's Official Plan Discussion Papers.

Submission by Clearview/St. Matthews/Queen Mary Residential Community to Council and Community Planning Regulation and Mobility Committee regarding Coletara Development and Aldershot MTSA Boundaries (Mayor's Motion re PL-28-20)

Background

In mid-2018, the City of Burlington embraced the Provincial Mandate for intensification by creating a concept platform they called "Grow Bold". I have attached several documents that were distributed by the City.

At a citizen's meeting of May 3, 2018, the endorsed Draft Precinct Plans were distributed along with comment sheets (both enclosed) setting the stage for moving forward. Our community was in shock, and many voiced oppositions to the concept as it affected our neighbourhood.

Silence prevailed in the following months, but unbeknown to the residents, the Burlington Planning Department had and continued to work with the Developer on the first Proposed Development so extensively that Planning had advised the Developer that to move forward, the Developer should Purchase the residential homes on St. Matthews that would provide the Developer with ownership of the complete tract along Masonry Drive. The Developer appeared before Council in July 2019, confirming they had worked intensively with Planning to achieve the Proposal, and used that argument nuancing, if not confirming, Planning Department's tacit approval of the Plan. No Community consultation paralleled the Developer's ongoing workings with Planning.

The problem gets more distressing when, as I have stated before, the Planning Department either ignored or misunderstood, or simply did not care about our residential Community in their enthusiasm to "Grow Bold". This was made crystal clear

when one examined the background to the Mobility Hub concept, and in particular:

1) The Aldershot "Hub" was not in the original Provincial proposal, but subsequently included when the Planning Department perceived it appropriate to include it in the "Grow Bold" initiative.

2) The Province was clear and emphasized that no established communities would be included.

In the Aldershot Precinct, there are two (2) residential communities.

- a) White Oaks residential community
- b) Clearview Avenue/Queen Mary/St. Matthews residential community

Planning Department excluded (a) but not (b), and CONTINUE to do so, contrary to Provincial Government Guidelines but in lock-step with the "Grow Bold" goal.

This community consists of approximately 51 single family, detached residential homes dating back to 1942, including 9 plus new homes that are 10 years or less with a broad range of age demographics – young families with children, to seniors, and everything in between. There are no sidewalks, and families frequently walk, talk, and gather on the street, often with their young children. It is a close community. It is EXACTLY what the Province intended to exclude. The Department of City Building-Planning-Building and Culture Report dated April 2, 2019 also emphasized:

- a) (pg. 1) "Older neighbourhoods are important to the character and heritage of Burlington and intensification will be carefully managed to respect these neighbourhoods."
- b) (pg. 8) "Decisions affecting planning matters....shall be consistent with the PPS"
- c) (pg. 10) "Intensification shall be permitted only at the periphery of existing residential neighbourhoods.....provided that the built form, scale and profile development is well integrated within the existing neighbourhood

so that a transition between existing and proposed residential building is provided."

(The ADI Development buffered by Masonry Court was accepted as being peripheral to the Community – this Coletara Development invades the Community, has no serious integrated concepts and lacks any transition proposal that realistically provides integration from 7 % stories (previously asked for 6 stories) to single family, detached homes which make up the entire precinct.

- d) (pg. 11) Table 1 demonstrates that the developer virtually acknowledges that the proposal is so outsized and incongruous with the neighbourhood that it requires a multitude of zoning variations to accommodate its outsized concept – 14 in number including:
- reduction to building setbacks
 - landscape areas
 - buffers
 - PARKING requirements
 - amenity areas

And why? To accommodate this 7 % story, 162 unit monolith from Clearview Avenue to St. Matthews.

Under no circumstances should this development proceed at 7 Y stories. If the proposed development was 4 stories, it would not require the significant variations that add to the compromising of this neighbourhood.

This residential community was the only one that was not excluded from the GO station hubs by the Planning Department.

3) The Province provided that there would be a buffer between development and residential communities. As referred to above when the ADI Developments had the development approved on the north side of Masonry Court adjacent to the railway tracks, it met both criteria and did not impose on the residential community and the

buffer, Masonry Court, met the test. The subject applicant in this case meets neither criteria.

4) The Clearview/Queen Mary/St. Matthews residential community does not need to be included to achieve the population increase demands as anticipated by both the Provincial and Municipal Governments. Not only is there a great deal of property in the Hubs that are not residential communities, but the projected demands have already been accomplished. The disruption of the Clearview/Queen Mary/ St. Matthews residential community is unnecessary as well as wrong. If the proposed development was 4 stories it would not require the significant variations that add to the compromising of this neighbourhood.

5) A petition was circulated prior to the Council having this application worded as follows:

"ALDERSHOT MOBILITY PETITION

We, the undersigned of the Clearview, Queen Mary, St. Matthews residential community request the City of Burlington staff and council to recognize the Clearview, Queen Mary, St. Matthews community as an exclusion from the City of Burlington created Aldershot Mobility Hub proposed area with the same exclusion as the White Oaks community."

There were 48 supporters (a couple from the White Oaks Community). Five residences where the owners were away, and 2 properties that had been sold to Liv Communities (1-82 – 1086 St. Matthews) – Petition attached.

The Developer knew all the criteria from the beginning, but simply expected to be successful. We hope they are proven wrong.

Conclusions

- 1) _The Community would not oppose 3 to 4 storey townhouses.
- 2) The Community opposes the 7 Y:z storey (orig. 6) proposal with the variations

required to accommodate to this . (they may reluctantly accept 4 stories, although parking, buffer and setbacks must be appropriate to protect the neighbourhood).

- 3) The Community cannot oppose the Appeal if the City does not oppose this Proposal and support the Community.
- 4) The proposed parking is inadequate and will absolutely result in street parking on St. Matthews and Clearview creating a serious hazard for pedestrians and particularly children (there are no sidewalks on any of these streets). Parking time limits and enforcement will not solve the problem – and does the City want the headache and expense to enforce it?
- 5) Whatever goes up on this property will be inconsistent with the neighbourhood, therefore the Community would request complete fencing or a wall around the perimeter not only to define it as the only exemption moving forward, but more importantly, to minimize the ability and propensity of people and automobiles to access St. Matthews-Clearview. The fencing/wall should be complimented with a serious tree camouflage around the property.
- 6) Planning has never acknowledged that the Clearview/Queen Mary/St. Matthews "precinct" is a residential community worth preserving. The Community believes that the Planning Department refuses to acknowledge that they made an error, complicated by the fact that the Developer asserts that they worked with Planning and had an "Agreement" once they purchased the two properties at the north end of St. Matthews on the west side. The Community is not only disappointed but feels utterly betrayed by the actions of the Planning Department.
- 7) Whatever goes up on this property, the Community needs the City to extract an absolute commitment from the Developer to guarantee that no aspect of this construction will use St. Matthews, Clearview or Queen Mary at any time for construction equipment, deliveries or any provision of service to the site. The Developer will consent and encourage the City to pass and enforce By-laws to ensure that the above will be assured, and further any restrictions on hours of operation, noise restriction and policing of vehicles related to this project, including employee and construction parking and confirmation that they, the owners or any successors will not make application to open the currently closed access from Masonry to St. Matthews or Clearview Avenue and will provide an ombudsman to enforce no traffic on the residential streets named above.

8) The Clearview/Queen Mary/ St. Matthews community should be excluded from the Aldershot MTSA, and to achieve this, the Community supports the motion of the Mayor.

All of which is respectfully submitted,

Robert Martin



Select Language 'f

Mobility Hubs

- What is a Mobility Hub?
- Why is Burlington planning for Mobility Hubs?
- How is the city planning the Mobility Hubs?
- How can you get involved?
- How can I learn more?
- Key Documents

What is a Mobility Hub?

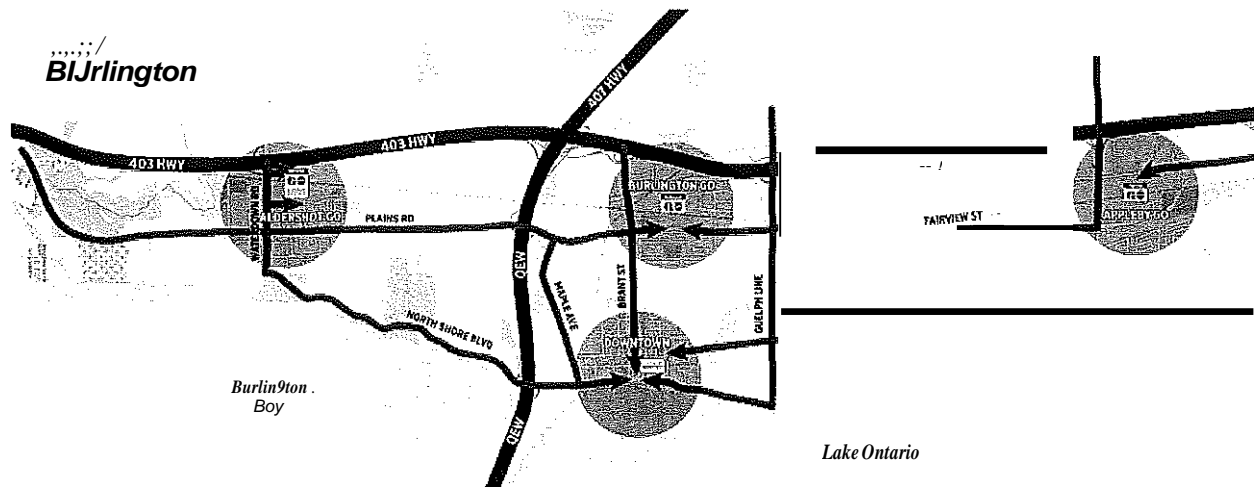
As Burlington grows over the next 20 years, new, complete, compact neighbourhoods will be built around the city's GO stations and the downtown. These areas are called Mobility Hubs.

A Mobility Hub is a location that has several transportation options and is a concentrated point for a mix of uses such as transit, employment, housing, recreation and shopping. Mobility hubs will be neighbourhoods that are environmentally friendly, infrastructure-efficient, walkable, bikeable and transit-oriented.

In Burlington, the Mobility Hubs will be planned and developed near the Aldershot, Burlington and Appleby GO stations as well as in the downtown.

Mobility Hub Locations





Please click on the buttons below for more information on each of Burlington's four Mobility Hubs. You will find information regarding upcoming events, how you can get involved and what we have heard from the community so far.

[Downtown Mobility Hub](#)

[Aldershot GO Mobility Hub](#)

[Burlington GO Mobility Hub](#)

[Appleby GO Mobility Hub](#)

Why is Burlington planning for Mobility Hubs?

Burlington is planning our city for the next 20 years, designing where and how land will be developed and how people will move through the city. Mobility Hubs play a significant role in this future vision for Burlington.

Burlington is undergoing an important transition; we are transforming and growing from a suburban to an urban community. With very little room left for traditional greenfield development, the city will focus future population growth in key areas - the Mobility Hubs.

Mobility Hubs are an important opportunity for the City of Burlington to build our city in a way that is sustainable and ensures Burlington has a thriving economic future, while maintaining many of the things we value about our city.

Mobility Hubs will be planned to be complete, compact and sustainable communities as identified through the Province of Ontario's growth plan, Places to Grow and supported by Halton Region's Official Plan. The Hubs will also take advantage of Metrolinx's planned Regional Express Rail which will feature two-way, all-day service every 15 minutes along the Lakeshore West line.

How is the city planning the Mobility Hubs?

The city is preparing secondary plans along with implementation strategies for each Mobility Hub. These plans will consider things like land use, urban design, servicing, public transportation, parking and parks and open space needs. There will be multiple opportunities for engagement on the secondary plans throughout the process.

Phase 1

- Review background information and conduct technical analysis for each of the areas identified as Mobility Hubs
- Conduct public consultation and stakeholder engagement
- Establish land-use and design framework
- Develop and evaluate draft concepts
- Select a concept for each Mobility Hub

Phase 2 [Currently Underway]

- Prepare area-specific plans for each Mobility Hub, including directions for policy and implementation
- Conduct public consultation and stakeholder engagement about each of the area-specific plans.

Phase 3

- Establish tools and strategies to implement each of the area-specific plans.

Mobility Hub Objectives

- Complete, compact and sustainable communities, with a mix of uses in walking distance of transit
- Population and employment densities to support local and regional transit
- Built form to achieve walkability, high-quality public spaces and design excellence
- A balanced multi-modal transportation network
- Land uses and building forms which are compatible with the surrounding area and achieve sensitive integration with existing areas
- Mix of housing types to support affordability and attract a broad range of demographics, including families
- New parks, trails, public realm and open spaces
- Protection of natural heritage
- Conservation of significant designated heritage resources.

How can you get involved?

To receive updates about engagement opportunities, please subscribe to this page in the top right-hand corner of this page or send your email address to mobilityhubs@burlington.ca .

Downtown Mobility Hub

Latest Update

Burlington's Proposed New Official Plan: Open Houses and Statutory Public Meeting

The third version of Burlington's proposed new Official Plan (February 2018) was released on Feb. 7, 2018. This version contains revisions that were made as a result of feedback the city received at the Nov. 30, 2017 statutory public meeting,

the Jan. 23, 24 and Feb. 6, 2018 public meetings, and through written submissions.

The proposed new Official Plan also contains the proposed new Downtown Precinct Plan and associated policies, developed to-date, from the on-going Downtown Mobility Hub Area Specific planning study.

The third version of Burlington's proposed new Official Plan [February 2018] is available on the new Official Plan web page: www.burlington.ca/newop

The city held three open houses in February 2018 to provide the public with the opportunity to review and discuss the proposed new Official Plan and proposed new Downtown Precinct Plan with representatives of the city.

The city also held a second Statutory Public Meeting on Feb. 27 and 28, 2018 to provide the public with the opportunity to provide comments to Burlington City Council on the proposed new Official Plan.

Resources/Helpful Links

- Planning and Building Committee Public Meeting Minutes- Feb. 27, 2018
- Staff Report PB-14-18 - Proposed New Official Plan (February 2018): Public Release and Second Statutory Public Meeting

View a video recording of the Feb. 27-28 meeting

What's Next?

April 2018 - Proposed New Official Plan Recommended for Adoption

A fourth version of the proposed new Official Plan, Grow Bold: Burlington's Official Plan (April 2018) was released on March 28, 2018, and is recommended for adoption. The proposed new Official Plan (April 2018) contains revisions based on feedback received at the February 27, 2018 Statutory Public Meeting, and through written submissions.



The proposed new Official Plan also contains the proposed new Downtown Precinct Plan and associated policies, developed to-date, from the on-going Downtown Mobility Hub Area Specific planning study.

A copy of the proposed new Official Plan (April 2018) and other supporting documentation can be found at: www.burlington.ca/newop.

Adoption

A report recommending adoption of Burlington's proposed new Official Plan will be presented to Burlington City Council at a meeting of the Planning and Development Committee on Tuesday, April 24 at 1 and 6:30 p.m., and if required, Wednesday, April 25 at 9:30 a.m. at City Hall in Council Chambers.

A special meeting of Burlington City Council to consider the proposed new Official Plan recommendation report will take place immediately follow the Planning and Development Committee meeting.

If you wish to delegate you must register by noon on Monday April 23rd. Please visit the city's webpage to register to delegate:
<https://www.burlington.ca/en/your-city/Delegation-Registration.asp>.

After Council adoption, the new Official Plan is subject to approval by Halton Region, and is then subject to appeals to the Local Planning Appeal Tribunal.

Aldershot GO Mobility Hub

Upcoming Events

In May 2017, we heard from the community about what people value in the area, and in September 2017 we received community feedback on two draft concepts showing different options where future growth could be accommodated. With that feedback, a high-level preferred concept for the Aldershot GO Mobility Hub was presented to the Planning and Development Committee of Council for consideration on Dec. 4, 2017. Please visit the "Past Events" section of the Aldershot GO Mobility Hub webpage for more information on the study process to-date.

We've taken that input, along with information from ongoing technical studies, to produce a draft precinct plan for the Aldershot GO Mobility Hub. The draft precinct

plan will define a vision for areas within the Mobility Hub, to guide future development through the use of land such as residential and commercial, height, urban design considerations and more.

We need to hear about what you like and don't like about the draft precinct plan. Your input is important and will be used to inform the development of the ultimate Area Specific Plan (secondary plan) for this area. Please join us to learn about how the area could grow and provide us with your feedback as we work towards a shared vision for the future of the Aldershot GO Mobility Hub.

Open House:

Thursday, May 3, 2018

Drop-in between 7 and 9 p.m.

East Plains United Church
375 Plains Rd East

If you can't attend on May 3, please drop by one of our other sessions:

- Monday, May 7 - Aldershot Arena (Community Room). 494 Townsend Ave. - between 6:30 - 8 p.m.
- Tuesday, May 8 - Aldershot Library (Program Room). 550 Plains Rd E - between 10:30 a.m. - noon

If you would like to be added to an email list to receive notifications and information about upcoming events for the Aldershot GO Mobility Hub, please email us at mobilityhubs@burlington.ca.

Burlington GO Mobility Hub

Upcoming Events

In May 2017, we heard from the community about what people value in the area, and in September 2017 we received community feedback on two draft concepts showing different options where future growth could be accommodated. With that feedback, a high-level preferred concept for the Burlington GO Mobility Hub was presented to the Planning and Development Committee of Council for consideration on Dec. 4, 2017. Please visit the "Past Events" section of the Burlington GO Mobility Hub webpage for more information on the study process to-date.

We've taken that input, along with information from ongoing technical studies, to produce a draft precinct plan for the Burlington GO Mobility Hub. The draft precinct plan will define a vision for areas within the Mobility Hub, to guide future

development through the use of land such as residential and commercial, height, urban design considerations and more.

We need to hear about what you like and don't like about the draft precinct plan. Your input is important and will be used to inform the development of the ultimate Area Specific Plan (secondary plan) for this area. Please join us to learn about how the area could grow and provide us with your feedback as we work towards a shared vision for the future of the Burlington GO Mobility Hub.

Open House:

Wednesday, May 2, 2018
Drop-in between 7 and 9 p.m.
Holiday Inn - Halton Hall
3063 South Service Rd,

If you can't attend on May 2, please drop by one of our other sessions:

- Friday, May 4 - City Hall (Room 305). 426 Brant St. - between 2 and 3:30 p.m.
- Monday, May 7 - Central Library (Centennial Hall). 2331 New St. - between 10:30 a.m. and noon

If you would like to be added to an email list to receive notifications and information about upcoming events for the Burlington GO Mobility Hub, please email us at mobilityhubs@burlington.ca.

Appleby GO Mobility Hub

Upcoming Events

In May 2017, we heard from the community about what people value in the area, and in October 2017 we received community feedback on two draft concepts showing different options where future growth could be accommodated. With that feedback, a high-level preferred concept for the Burlington GO Mobility Hub was presented to the Planning and Development Committee of Council for consideration on Dec. 4, 2017. Please visit the "Past Events" section of the Appleby GO Mobility Hub webpage for more information on the study process to-date.

We've taken that input, along with information from ongoing technical studies, to produce a draft precinct plan for the Appleby GO Mobility Hub. The draft precinct

plan will define a vision for areas within the Mobility Hub, to guide future development through the use of land such as residential and commercial, height, urban design considerations and more.

We need to hear about what you like and don't like about the draft precinct plan. Your input is important and will be used to inform the development of the ultimate Area Specific Plan (secondary plan] for this area. Please join us to learn about how the area could grow and provide us with your feedback as we work towards a shared vision for the future of the Appleby GO Mobility Hub.

Open House:

Thursday May 10, 2018

Drop-in between 7 and 9 p.m.

Appleby Arena - Multi-Purpose Room
1201 Appleby Line

If you can't attend on May 10, please drop by one of our other sessions:

- Friday, May 11 - Centennial Pool (Meeting Room] - 5151 New St. - 10:30a.m - noon
- Monday, May 14 - Centennial Pool (Meeting Room]. 5151 New St. - between 2 and 3:30 p.m.

If you would like to be added to an email list to receive notifications and information about upcoming events for the Appleby GO Mobility Hub, please email us at mobilityhubs@burlington.ca.

How can I learn more?

For more information, please feel free to contact the Mobility Hubs office at 905-335-7600, ext 7402 or mobilityhubs@burlington.ca

Key Documents

City of Burlington Official Plan Review: Mobility Hub Opportunities and Constraints Study (2014] - Appendix A

Grow Bold

Burlington's Mobility Hubs: Work Plan for Area Specific Planning (PB-48-16)

Mobility Hubs Study Terms of Reference (November 16, 2016)

Contacts:

Contact Department

Numbers

Links

Grow Bold

426 Brant Street, PO Box 5013
Burlington, ON L7R 3Z6

T: 905-335-7600 ext. 7378

F: 905-335-7880

Map this location

Email Grow Bold

© City of Burlington

Privacy Policy and Terms of Use

Internet Performance Testing

General Information: 905-335-7600

Toll Free: 1-877-213-3609

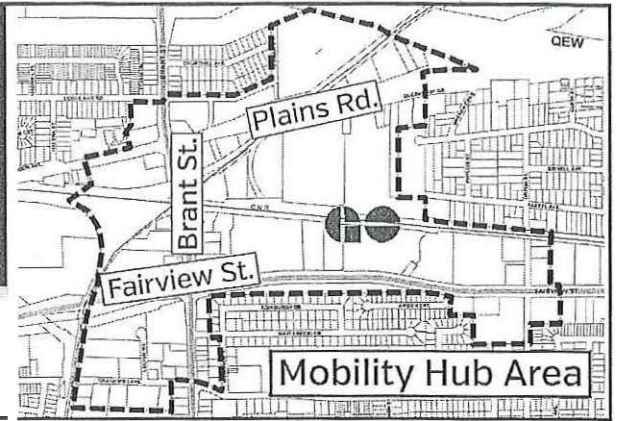
Email: cob@burlington.ca

Mailing: 426 Brant Street, PO Box 5013
Burlington, Ontario L7R 3Z6

Customer Service Button

Burlington GO Mobility Hub Study

**- Continue to Help Shape The Area Around
The Burlington GO Station**



What is the Mobility Hub Study?

As Burlington grows over the next 20+ years, complete, compact neighbourhoods will be built around the city's GO stations and the downtown. These areas are called Mobility Hubs.

The City is creating an Area Specific Plan (secondary plan) to guide future growth in the Burlington GO Mobility Hub. The plan will focus on creating a complete community that is environmentally-friendly, infrastructure-efficient, walkable, bikable, and supports local and regional transit with a mix of uses such as employment, housing, recreation and shopping.

What has happened to date?

In May 2017, we heard from the community about what people value in the area, and in September 2017 we received community feedback on two draft concepts showing different options where future growth could be accommodated.

We've taken that input, along with information from ongoing technical studies, to produce a draft precinct plan for the Burlington GO Mobility Hub. The draft precinct plan will define a vision for areas within the Mobility Hub, to guide future development through the use of land such as residential and commercial, height, urban design considerations and more.

Why should I attend this Open House?

The concept has evolved into a draft precinct plan, and we need to hear what you like and don't like about it. Your input is important and will be used to inform the development of the ultimate Area Specific Plan [secondary plan] for this area.

Please join us to learn about how the area could grow and provide us with your feedback as we work towards a shared vision for the future of the Burlington GO Mobility Hub.

For more information about the Mobility Hub Study or to be included on our mailing list, please contact us at 905-335-7600, ext. 7402 or mabilityhubs@burlington.ca.

Open House:

Wednesday, May 2, 2018

**Drop-in between
7 to 9 p.m.**

**Holiday Inn - Halton Hall
3063 South Service Road**

**If you can't attend on May 2,
please drop by one of our
alternate sessions:**

- Friday, May 4 - City Hall - Room 305 - 2-3:30 p.m.;
- Monday, May 7 - Central Library [Centennial Hall] - 10:30 a.m. - Noon

Project Stages



burlington.ca/mobilityhubs
burlington.ca/growbold



CITY OF
Burlington

GROVE PARK / ST. MATTHEW'S NEIGHBOURHOOD PRECINCT

COMMENT SHEET – May 3, 2018

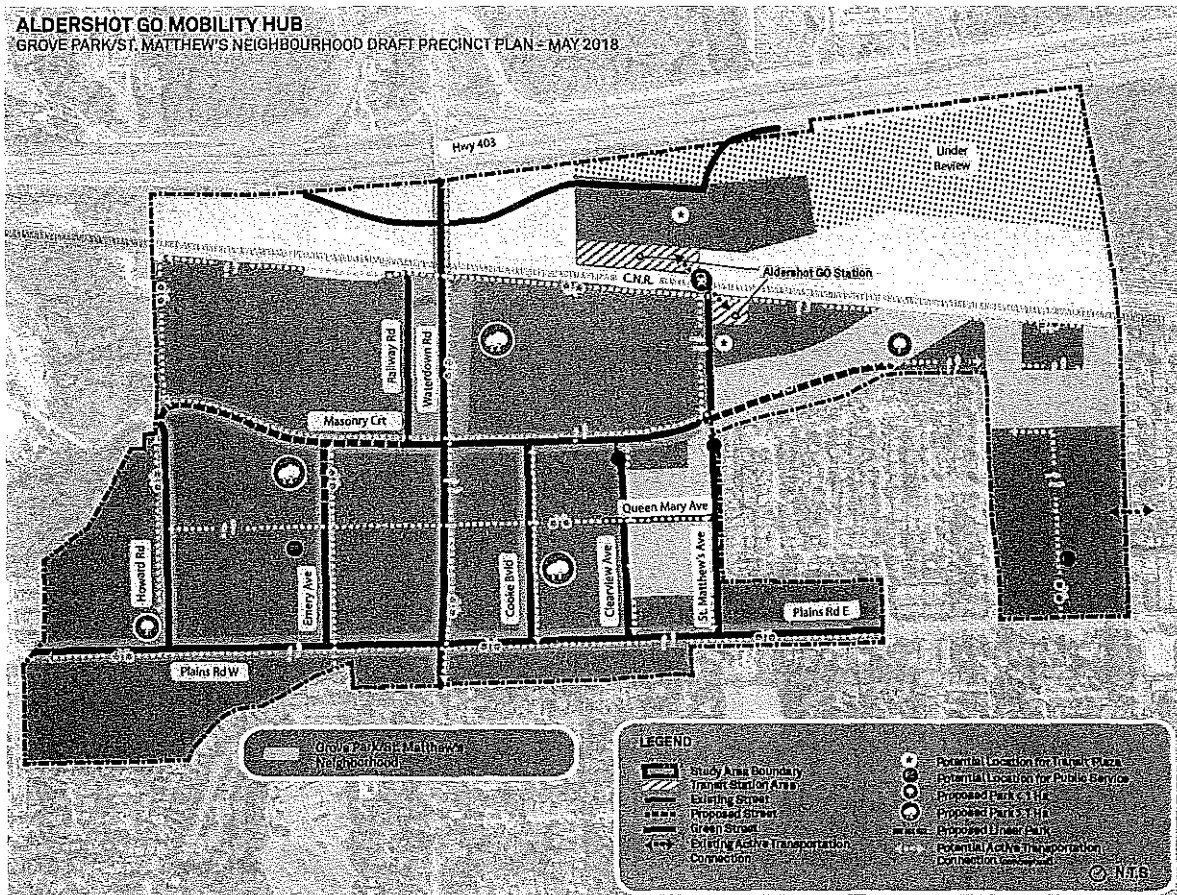
Please review the Grove Park/St. Matthew's Neighbourhood Precinct for the Aldershot GO Mobility Hub and answer the questions on other side of this page.

INTENTION STATEMENT

The Grove Park/St. Matthew's Neighbourhood Precinct will maintain the low-rise residential and neighbourhood character of the area and provide an effective and compatible transition to established neighbourhoods outside of the mobility hub. Limited development opportunities may exist within the precinct given the neighbourhood's close proximity and existing linear public access to the Aldershot GO station. Development will be in the form of low-rise residential, including single and semi-detached houses as well as street-oriented townhouses which will be compatible with the existing neighbourhood. New and/or enhanced multi-modal connections to the Aldershot GO station will be established using existing streets.

KEY DIRECTIONS

- Provide for street-oriented townhouses with the exception of stacked and back-to-back forms of townhouses.
- Enhance existing streets to provide a high degree of permeability to the Aldershot GO station and accommodate active transportation and transit.
- Prohibit closures of existing public streets.
- Achievement of complete streets.
- Require built form and design measures to achieve effective transitions and a high degree of compatibility with adjacent neighbourhoods/areas.



Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.

MID-RISE RESIDENTIAL. L PRECINCT

COMMENT SHEET – May 3, 2018

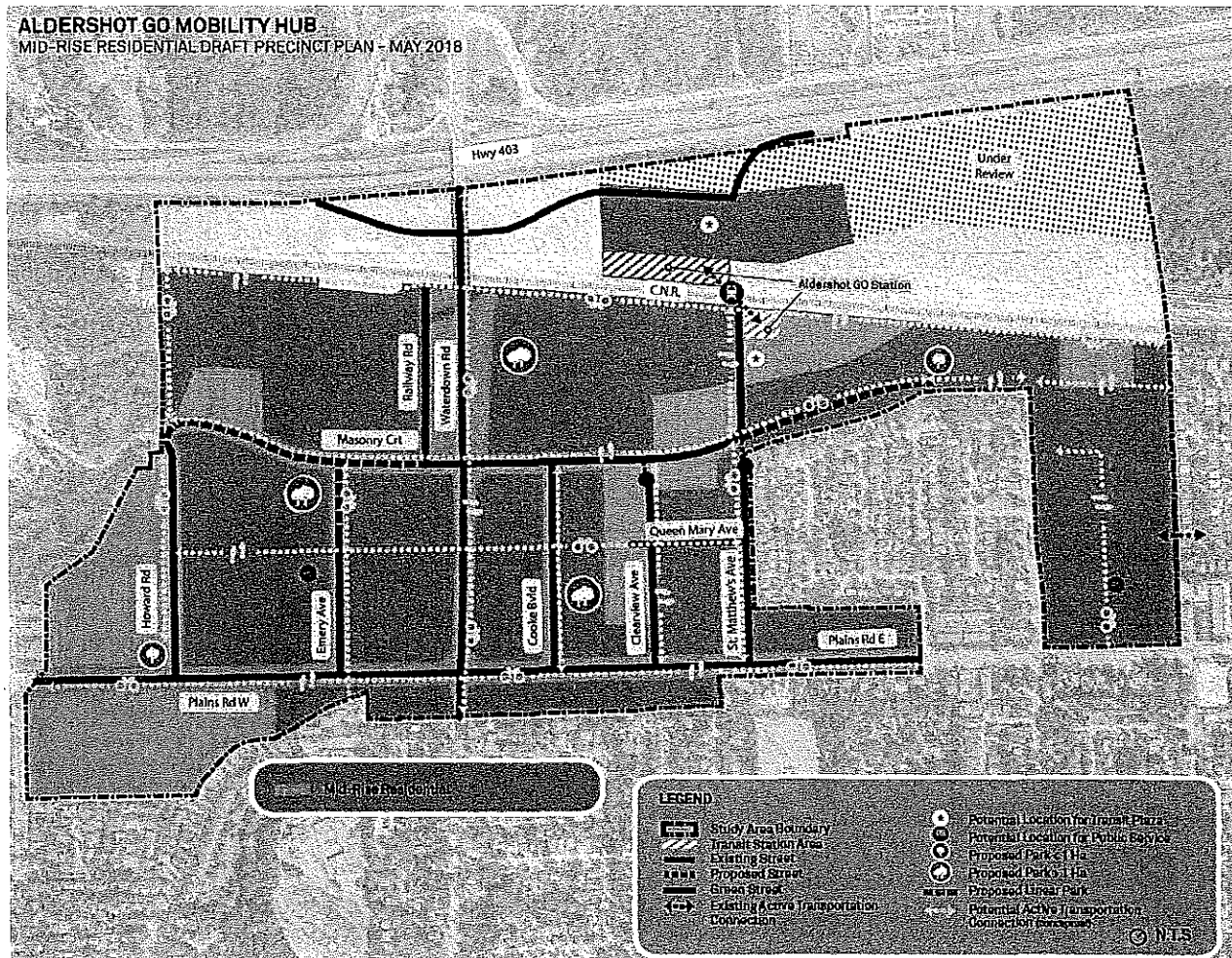
Please review the Mid-Rise Residential Precinct for the Aldershot GO Mobility Hub and answer the questions on other side of this page.

INTENTION STATEMENT

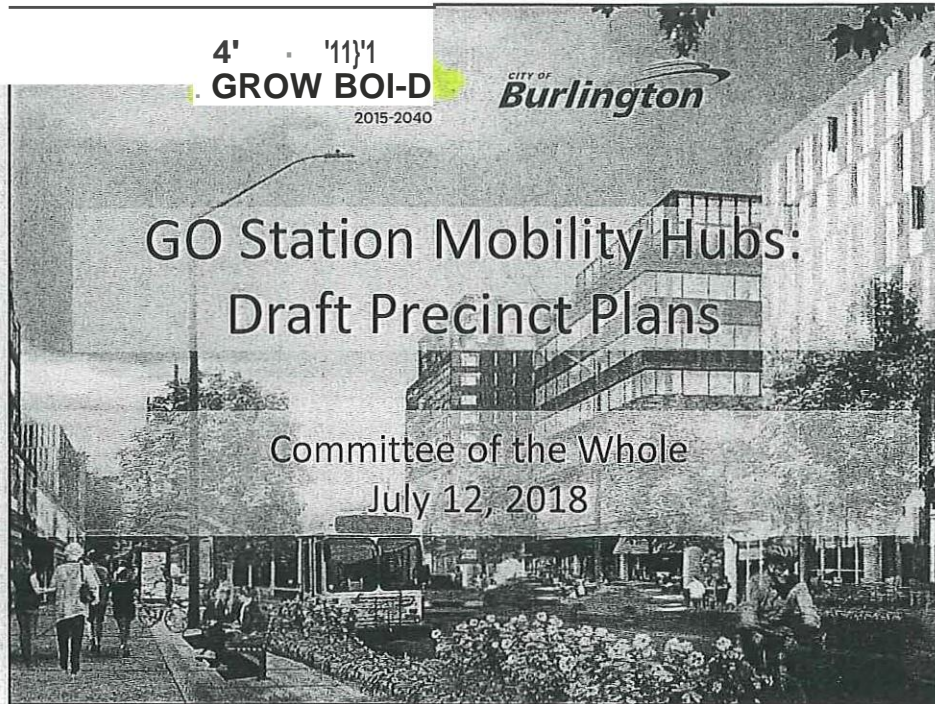
The **Mid-Rise Residential Precinct** will support the development of compact urban residential communities within the mobility hub. This precinct will provide a variety of housing forms at a lower scale and intensity not otherwise provided for in the mobility hub and which will accommodate a wide range of demographics through the development of family-oriented housing, ground-oriented housing, associated supporting amenities and other community features. Development will be in the form of low and/or mid-rise building forms consisting of 11storeys or less and may serve as a transition to adjacent precincts and/or areas.

KEY DIRECTIONS

- Establish a **maximum building height of 11 storeys** in a mid-rise or low-rise form.
- Provide opportunities for a range of low-rise and mid-rise building types including new ground-oriented housing formats (such as townhomes).
- Permit opportunities for commercial activities at street level on strategic streets.
- Require the provision of Transportation Demand Management (TDM) and mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.
- Provide for a range of units types and sizes (i.e. "Missing Middle").

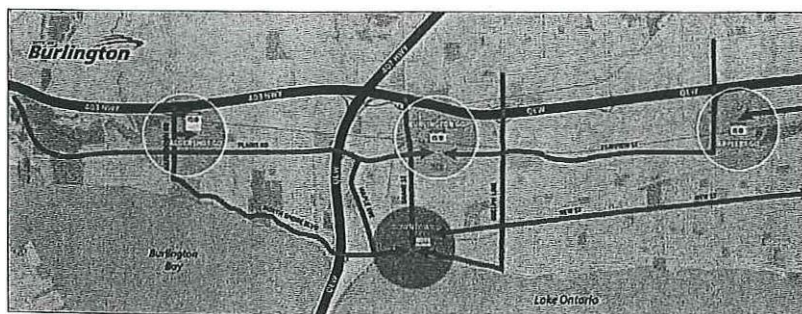


Please note that the draft precinct plan, precinct boundaries, associated intention statements and key directions are preliminary and subject to change as a result of on-going technical studies and community and stakeholder feedback.



●
c **Purpose of this Workshop**
e

- Present Draft Precinct Plans for the 3 GO Station Mobility Hubs
- Continue the conversations that began with the public in May 2018
- Discuss precincts and their key policy directions
- Collect feedback to be used as a key input into the Area Specific Plans



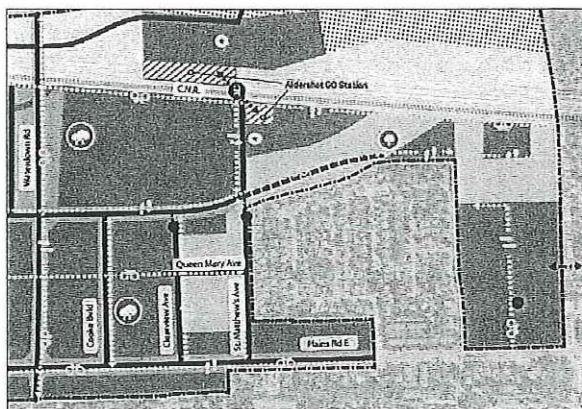
Grove Park/St. Matthew's Neighbourhood Precinc

INTENTION STATEMENT

- Maintain low-rise residential and neighbourhood character
- Provide an effective and compatible transition to established neighbourhoods

New and/or enhanced multi-modal connections

Consistent with existing and adopted Official Plan permissions

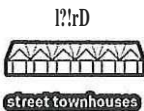


Grove Park/St. Matthew's Neighbourhood Precinc

KEY DIRECTIONS

- Provide for street-oriented townhouses
- Enhance existing streets to provide permeability
- Require built form and design measures to achieve effective transitions and compatibility

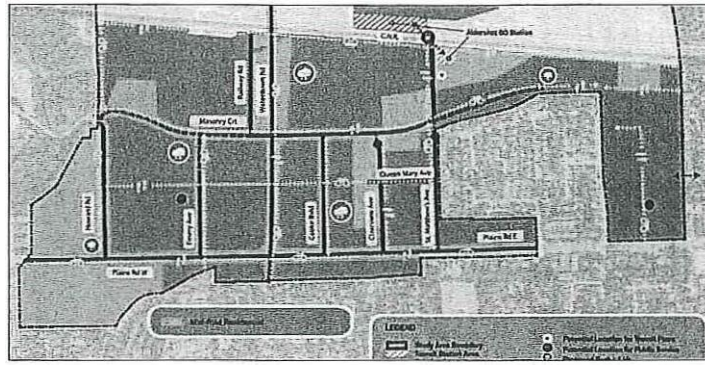
LOW
filfe



Mid-Rise Residential Precinct

INTENTION STATEMENT

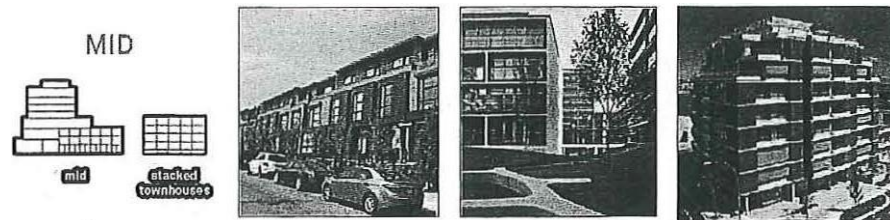
- Support the development of compact urban residential communities with a variety of low and/or mid-rise housing forms
- Accommodate a wide range of demographics
- Transition to adjacent precincts and/or areas-



Mid-Rise Residential Precinct

KEY DIRECTIONS

- Maximum 11 storeys in a mid-rise or low-rise form (inclusive of community benefits)
- Opportunities for commercial activity at the street
- Provide for a range of unit types and sizes



Search Properties in Clearview

CITY OF
Burlington

SUBJECT: Information report regarding official plan and zoning by-law amendments for 1085 Clearview Avenue, 1082, 1086, and 1090 St. Matthew's Avenue

TO: Planning and Development Committee

FROM: Department of City Building - Planning Building and Culture

Report Number: PB-28-19

Wards Affected: 1

File Numbers: 505-01/19 and 520-02/19

Date to Committee: April 2, 2019

Date to Council: April 23, 2019

Recommendation:

Receive and file department of city building report PB-28-19 regarding official plan and zoning by-law amendments for 1085 Clearview Avenue, 1082, 1086 and 1090 St. Matthew's Avenue.

Purpose:

The purpose of this report is to provide background information for the Statutory Public Meeting for this development application. The following objectives of Burlington's Strategic Plan (2015-2040) apply to the discussion of the subject application:

A City that Grows:

- Intensification
 - o 1.2.a) Growth is being achieved in mixed-use areas and along main roads with transit service, including mobility hubs, downtown and uptown.
 - o 1.2 e) Older neighbourhoods are important to the character and heritage of Burlington and intensification will be carefully managed to respect these neighbourhoods.
- Focused Population Growth
 - o 1.3.a) Burlington is an inclusive and diverse city that has a growing proportion of youth, newcomers and young families and offers a price range and mix of housing choices.

ft.-



REPORT FACT SHEET

RECOMMENDATIONS: | None; For Information Only | **Ward No.:** | 1

	<p>APPLICANT: MHBC Planning Ltd.</p> <p>OWNER: LIV Communities and Hamilton Meeting Rooms Association</p> <p>FILE NUMBERS: 505-01/19 and 520-02/19</p> <p>TYPE OF APPL/CATION: Official Plan and Zoning By-law amendments</p> <p>PROPOSED USE: 6 storey residential apartment building with 160 units.</p>
	<p>PROPERTY LOCATION: East side of Clearview Ave. and west side of St. Matthew's Ave. South side of Masonry Court, west of the Aldershot GO Station.</p> <p>MUNICIPAL ADDRESSES: 1085 Clearview Ave., 1082, 1086 and 1090 St. Matthew's Ave.</p> <p>PROPERTY AREA: 0.63 ha</p> <p>EXISTING USE: Place of worship - 1085 Clearview Ave. and 1082 St. Matthew's Ave. Residential – 1086 and 1090 St. Matthew's Ave.</p>
Documents	<p>OFFICIAL PLAN Existing: Residential - Low Density</p> <p>OFFICIAL PLAN Proposed: Residential - High Density</p> <p>ZONING Existing: Residential (Low Density) R2.1 zone</p> <p>ZONING Proposed: Residential (High Density) RH1- site specific</p>
Processing Details	<p>APPL/CATION RECEIVED: January 14, 2019</p> <p>STATUTORY DEADLINE: August 12, 2019 (210 days)</p> <p>NEIGHBOURHOOD MEETING: October 29, 2018</p> <p>PUBLIC COMMENTS: Staff have received 22 written comments (Appendix C)</p>

Background and Discussion:

On January 14, 2019 the Department of City Building received a complete application for an Official Plan and Zoning By-law Amendment for 1085 Clearview Ave., 1082, 1086, and 1090 St. Matthew's Ave. The application proposes a mid-rise, 6-storey residential building with 160 units on the subject lands. The location of the subject lands is illustrated in Appendix A to this report. A detail sketch of the development proposal is provided in Appendix B.

Site Description

The subject properties, known as 1085 Clearview Ave., and 1082, 1086, and 1090 St. Matthew's Ave. are located on the south side of Masonry Court, bound by Clearview Ave. to the west and St. Matthew's Ave. to the east. Currently the subject property is developed with a place of worship building at 1085 Clearview Ave. and a building accessory to this use located at 1082 St. Matthew's Ave. The properties located at 1086 and 1090 St. Matthew's Ave. are currently developed with detached dwellings and have been assembled for the purposes of this development application. The lands occupied by the place of worship are currently accessible by driveway entrances from St. Matthew's Ave., Clearview Ave. and Masonry Court. The subject lands are rectangular in shape and have a combined area of approximately 0.63 hectares with approximately 137 metres of frontage along Masonry Court.

Surrounding land uses:

- North: lands for the Aldershot GO Station including parking area, station platforms, and additional vacant land to be developed for the transit station. North-west are lands at 101 Masonry Court which are being developed for residential use, known as Station West, by ADI Development Group.
- South: single detached dwellings fronting onto Clearview Ave., St. Matthew's Ave. and Queen Mary Ave
- East: cul-de-sac of St. Matthew's Ave. and low density residential dwellings on St. Matthew's Ave., Grove Park Dr. and Bedford Ave.
- West: cul-de-sac of Clearview Ave. and low density residential dwellings on the west side of Clearview. Further west is Cooke Blvd. which is developed with employment uses.

Description of Application

MHBC Planning Ltd. has made application for Official Plan Amendment and Zoning By-law Amendment on behalf of LIV Communities and the Hamilton Meeting Rooms

)1

Association for the subject lands. These applications have been made to permit the development of a mid-rise, 6-storey residential building with 160 dwelling units, resulting in a density of approximately 255 units per hectare. The proposed residential units range from 1-bedroom units to 2-bedroom units with a den. The following table illustrates the type and quantity of dwelling units proposed:

Type of Unit	Number of Units	Floor Area Range of Units
1 bedroom	29	48-57m ² (517-622 ft ²)
1 bedroom + den	95	55-64m ² (602-690 ft ²)
2 bedroom	11	63-72m ² (688-783 ft ²)
2 bedroom + den	25	75-93m ² (814-1007 ft ²)

A total of 203 vehicle parking spaces are proposed for the site, with 154 spaces being located in one level of underground parking, and 49 spaces located at-grade in the proposed side and rear yard areas of the property. Two driveway entrances are proposed from Masonry Court, located at the far east and west ends of the property. No driveway access is proposed to be provided to the property from Clearview Ave. or St. Matthew's Ave. Access to the underground parking structure is proposed on the west side of the building. The main pedestrian entrance for the building is proposed on Masonry Court, in the centre of the building, and a second main entrance to the building is proposed next to a drop-off area at the rear of the building. An indoor bicycle storage area with capacity for 88 bicycles is proposed on the ground floor of the building.

The proposed 6-storey building is approximately 107 metres in length adjacent to Masonry Court, and has a depth of approximately 22 metres. The proposed building height is 19.5 metres to the roofline, and 23.5 metres to the top of the mechanical penthouse, located in the centre of the roof. The building is proposed to be situated approximately 3 metres from the front property line at Masonry Court, 17.1 metres from the westerly property line, 12.5 metres from the easterly property line, and 20.3 metres from the rear (south) property line. The proposed building and mechanical penthouse fit within a 45-degree angular plane taken from the rear lot line abutting adjacent residential properties to the south. The applicant has proposed terracing on the easterly side of the building, from the 3rd to the 6th storeys as a transition from the existing low density residential dwellings located on St. Matthew's Ave. The building is proposed to have at-grade patios in the front yard area for the ground-floor units adjacent to Masonry Court.

The applicant has proposed a combined total of 2,552m² indoor and outdoor amenity area. The largest common outdoor amenity area is proposed to be 572m² and located behind the apartment building between the two parking areas. Two common indoor

what about westerly side

addressed in report of Urban Design Review Panel.

amenity area rooms are proposed to be located on the first floor of the building with a combined total area of 313m².

In order to facilitate the proposed development, the applicant has submitted applications for Official Plan Amendment and Zoning By-law Amendment. The Official Plan Amendment application seeks to redesignate the lands from the Residential - Low Density designation to the Residential – High Density designation. The Zoning By-law Amendment application seeks to rezone the lands from the Low Density Residential (R2.1) zone to the Residential High Density (RH 2.1) zone with the following provisions.

The site-specific provisions include: a reduction in building setback, an increase in residential density, and permission for placement of patios in the front yard and a second driveway. A table outlining the proposed site specific provision is provided in the Zoning By-law discussion in this report.

Technical Reports

The following documentation and plans were submitted in support of the application. This information can also be accessed online at: www.burlington.ca/1085Clearview

- **Planning Justification Report.** Prepared by MHBC Planning Ltd., dated December 2018.
 - o This report discusses the merits of the development with respect to provincial, regional, and local policy and regulation.
 - o The report concludes that the City's existing Zoning By-law regulations and Official Plan policies, as they relate to the subject property, are not consistent with the Provincial Policy Statement, and do not conform to the Growth Plan and the Regional Official Plan. The report further concludes that the proposal provides appropriate intensification of the lands and is consistent with, and conforms to, the Provincial Policy Statement, Growth Plan, and Region of Halton Region Official Plan.
- **Urban Design Brief.** Prepared by MHBC Planning Ltd., dated December 2018.
 - o This document addresses the proposal with respect to the City's Official Plan policies for building and site design, and public realm enhancements.
 - o The document summarizes how the proposed building and site layout address the comments provided by the Burlington Urban Design Review Panel.
- **Site Plan and Architectural Drawings.** Prepared by Kirkor Architects and Planners, dated December 20, 2018.
 - o This drawing set includes the site plan and building statistics, floor plans and unit sizes, underground parking plan, building elevations, building cross-section as well as a 45-degree angular plane diagram, and architectural renderings showing the proposed design materials and facade treatment of the building.
- **Height Survey of Adjacent Buildings.** Prepared by MHBC Planning Ltd. Dated December 12, 2018.

/k

- o Provides the number of storeys for existing and approved buildings surrounding the property, as well as the height of the proposed building.
- **Shadow Impact Study.** Prepared by MHBC Planning Ltd., dated December 21, 2018.
 - o This report summarizes the findings of the sun shadow modelling for the proposed building in the months of March, June, September and December.
 - o The report concludes that the longest periods of sun-shadowing on Masonry Court and neighbouring properties on St. Matthew's Ave. are to occur during the winter solstice (December 21).
- **Transportation Impact, Parking, and TOM Study.** Prepared by Paradigm Transportation Solutions Limited, dated December 2018.
 - o This report provides a detailed review of the existing and forecasted vehicle traffic in the area of the proposal, examines the parking rate, and provides suggestions for Transportation Demand Management measures that can be undertaken to reduce the number of trips made by automobile.
 - o The report concludes that the site is estimated to generate approximately 41 new AM peak hour vehicle trips and approximately 53 new PM peak hour vehicle trips, and that the intersections within the study area are forecast to operate with levels of service similar to the background traffic condition.
 - o The report indicates that the proposed parking rate is **in** keeping with the recommendations of the Burlington City-Wide Parking Standards Review by IBI Group Inc. for apartment buildings in intensification areas.
- **Arborist Report and Tree Inventory, Protection, and Removals Plan.** Prepared by MHBC Planning Ltd., dated July 2018.
 - o A total of 55 trees were surveyed for the purposes of the proposed development. 50 trees are proposed to be removed, with all surveyed trees on the residential properties to the south to remain. One tree located on the subject lands is proposed to be retained in the south-west corner of the site.
- **Landscape Concept Plan.** Prepared by MHBC Planning Ltd., dated December 13, 2018.
 - o Depicts the planned landscaping concept and surface treatments for the proposed development.
- **Functional Servicing & Stormwater Management Report.** Prepared MTE Consultants Inc., dated December 20, 2018 (Revised January 11, 2019)
 - o The report recommends that the site can be adequately serviced with existing water infrastructure (subject to fire flow investigation), and existing sanitary sewer infrastructure. Stormwater runoff from the site will be mitigated through a storage tank and treated for quality control before discharging into the existing storm sewer infrastructure.
- **Existing Conditions Plan.** Prepared by MTE Consultants Inc., dated December 10, 2018.
 - o Depicts the existing site grading, buildings, and surfaces of the site

- Preliminary Site Servicing Plan. Prepared by MTE Consultants Inc., dated December 11, 2018
 - o Depicts the proposed servicing of the site to existing municipal infrastructure
 - Preliminary Grading Plan. Prepared by MTE Consultants Inc., dated December 11, 2018.
 - o Depicts the proposed grading of the site and directional flows of surface water to proposed infrastructure or to overland flow route.
 - Topographic Survey and Existing Site Servicing Plan. Prepared by J.D. Barnes Ltd., dated September 27, 2018.
 - o Depicts the site boundary, grade points, location of existing utilities, buildings, and landscape features.
 - Geotechnical Report. Prepared by Soil Mat Engineers and Consultants Ltd., dated November 10, 2018 (Revised December 20, 2018).
 - o Provides an analysis of the sub-surface conditions of the property with respect to the proposed development.
 - Noise Assessment. Prepared by Novus Environmental, dated December 12, 2018
 - o The report assesses the noise impacts on and from the proposed development and concludes that enhanced glazing and mandatory air conditioning be provided for the units most impacted by transportation noise sources. All other units will require forced air heating and the provision for air conditioning.
 - o Warning clauses should also be included in agreements registered on title for the residential units.
 - o Impacts of the proposed development on the surroundings are expected to meet the applicable guideline limits. An Acoustical Consultant should review the acoustical requirements as they relate to the mechanical systems servicing the building at the final building design stage.
 - Phase One Environmental Site Assessment. Prepared by Soil Mat Engineers and Consultants Ltd., dated November 14, 2018.
 - o The report reviews the potential environmental contamination on the site.
 - o One area of Potential Contaminating Activity was noted and is described as an area of fill material of unknown quality. The report author recommends further investigation through a Phase Two ESA.
-

Policy Framework:

The application is subject to the following policy framework: The Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), the Halton Region Official Plan, the City of Burlington Official Plan, and the City of Burlington Zoning By-law 2020, as amended. Detailed analysis of conformity with applicable policies from these documents will be addressed in a subsequent

recommendation report. This report will provide an overview of the above-noted policy framework as it relates to the development application.

Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement (PPS) is intended to provide broad policy direction on matters of land use and development that are of provincial interest. The PPS provides policies for development based on efficient use of land and infrastructure, protection of natural resources, and residential and employment area development including a range and mix of uses. The PPS requires that settlement areas shall be the focus of growth and development. Decision affecting planning matters made on or after April 30, 2014 "shall be consistent with" the PPS.

XY
' - "" . /f
{ ""MM' - , ,
- - - ; ; r

Growth Plan for the Greater Golden Horseshoe, 2017

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) was updated in 2017 and the revised plan came into effect on July 1, 2017. 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 2.2.1.2 c) of the Growth Plan identifies that within settlement areas, growth will be focused in delineated built up areas, strategic growth areas, locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and, areas with existing or planned public service facilities. Strategic Growth Areas, within settlement areas, are nodes, corridors, and other areas identified by the municipalities or the province to be the focus of intensification and higher density mixed uses in a more compact built form.

Major transit station areas (MTSA), among others, are identified as Strategic Growth Areas in the Growth Plan, and are defined as:

The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus station in an urban core. MTSA's generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 1a-minute walk.

Higher Order Transit is defined in the Growth Plan as:

Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability

greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way

The Aldershot GO Station is considered a higher order transit station. The subject lands at 1085 Clearview Ave, and 1082, 1086 and 1090 St Matthew's Ave. are located approximately 250 metres from a pedestrian entrance to the Aldershot GO Station, and therefore, the subject lands are located within a Major Transit Station Area.

A detailed review of the applicable policies of the Growth Plan will be included in a future recommendation report

Metrolinx 2041 Regional Transportation Plan

The 2041 Regional Transportation Plan (RTP) was released in 2018 as an update to the 2008 Regional Transportation Plan entitled The Big Move. The 2041 RTP supports the policy framework for the Growth Plan for the Greater Golden Horseshoe, 2017, by providing guiding policies for creating an integrated, multimodal regional transportation system that will serve the needs of residents, businesses and institutions into the future. Through the 2041 RTP, Mobility Hubs and Major Transit Station Areas along Priority Corridors are identified as being the focal areas for development.

Halton Region Official Plan

The subject lands are designated as "Urban Area" in accordance with the Halton Region Official Plan (ROP). The Urban Area objectives promote growth that is compact and transit supportive. This land use designation also encourages intensification and increased densities. The ROP identifies "Intensification Areas" as those areas within the Urban Area that will be the primary focus for accommodating intensification. Major Transit Station Areas are acknowledged as Intensification Areas. In keeping with the provincial Growth Plan, areas within 500m radius of a higher order transit stations are identified in the ROP as Major Transit Station Areas. The lands surrounding the Aldershot GO Station are a Major Transit Station Area, and therefore, the subject lands are situated within an Intensification Area. 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.

City of Burlington Official Plan

The subject lands are designated as "Residential – Low Density" on Schedule B – Comprehensive Land Use Plan – Urban Planning Area of the City's Official Plan. The general policies of this designation allow single, semi-detached dwellings, and other forms of compatible ground-oriented housing, with a density up to 25 units per hectare. This development application seeks to redesignate the property to the Residential – High Density designation. The Official Plan states that residential development and

residential intensification is encouraged within the Urban Planning Area in accordance with the Provincial growth management objectives, while recognizing that the amount and form of intensification must be balanced with other planning considerations such as infrastructure capacity compatibility and integration with existing residential neighbourhoods. In the Residential – High Density areas, either ground or non-ground-oriented housing units with a density between 51 and 185 units per net hectare shall be permitted.

With respect to housing intensification, the Official Plan provides the objective to encourage the re-development of underutilized residential lands where appropriate at the periphery of existing residential neighbourhoods for non-ground-oriented housing purposes. Applications for housing intensification within established neighbourhoods are tested based on a framework of criteria including consideration of: infrastructure servicing capacity, parking, traffic impacts, proximity to transit, compatibility of the built form with the existing neighbourhood, vegetation, sun-shadow on surrounding properties, accessibility to community services, and capability to provide adequate buffering to minimize impacts. Additionally, the OP provides that proposed on-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 development is well integrated within the existing neighbourhood so that a transition between existing and proposed residential buildings is provided.



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. 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.

Aldershot GO Station Mobility Hub Area Specific Plan

The subject lands are located within the proposed Aldershot Mobility Hub boundary. On July 12, 2018 Mobility Hubs staff presented Report PB-65-18 to the Committee of the Whole (COW) which set out the draft precinct plans for the GO Station Hubs (Aldershot, Burlington and Appleby), and to receive Council feedback. The subject lands, with the exception of 1085 Clearview Ave., were identified as part of the Grove Park/St.

·7}£

*White Valley residents
- Council*

Matthew's Neighbourhood Precinct which envisioned a low-rise built form. 1085 Clearview Ave. was identified as part of the Mid-Rise Residential Precinct. At the July 12, 2018 COW meeting, a motion was carried to direct staff to include both sides of Clearview Ave. in the Grove Park/St. Matthew's Neighbourhood, which would capture 1085 Clearview Ave. in this low-rise land use category. To date, the Area Specific Plan for the Aldershot GO Station area has not been finalized.

City of Burlington Zoning By-law

The subject property is zoned Low Density Residential (R2.1) in the City of Burlington's Zoning By-law No. 2020. The R2.1 zone permits detached dwellings, as well as one accessory dwelling unit per dwelling subject to certain provisions.

The Zoning By-law Amendment proposes to rezone the property to Residential High Density (RH1). The RH1 zone permits apartment buildings, stacked and back-to-back townhouse, street townhouses, retirement homes, community institutions, as well as a lodge, fraternity, or private club. The applicant has proposed certain site-specific zoning regulations to the RH1 zone for the development. Additional deficiencies may be identified throughout the application review process. The table below outlines a preliminary review of the zoning for the proposed development:

Table 1: RH4 Zone Requirements and Proposal

Regulation	Required (RH1 Zone)	Requested	Site Specific Req
Lot Width	30m	45m	No
Lot Area	0.2ha	0.63ha	No
Yard Abutting Masonry Court	7.5m	2m	Yes
Yards Abutting Clearview Ave. and St. Matthew's Ave.	7.5m	Clearview: 1?m St. Matthew's: 12.4m	Yes
Yard Abutting R2.1	15m	20.2m	No
Density	50-75 units/hectare	255 units/hectare	Yes
Height	6 storeys max.	6 storeys	No
Amenity Area	15m ² /efficiency 20m ² /bedroom = 4,160m ²	15.95m ² /unit = 2,552m ²	Yes
Landscape Area	4.5m abutting a street	Masonry: 0m Clearview: 1.0m	Yes

		St. Matthew's: 1.2m	" / \
Landscape Buffer	6m abutting R2.1	1.2m	" Yfi(' . .
Encroachment into Landscape Buffer (underground parking)	Not permitted	Permit	Yes
Underground parking structure setback from all property lines and street lines	3m	North: 3m South: 1.8m East: 1.3m West: 1m	Yes
Parking	1.25 per 1bdm unit 1.5 per 2bdm unit 0.35 per unit - visitor Occupant = 209 spaces (1.25x124) + (1.5x36) Visitor = 56 spaces (0.35 x 160) Total = 265 spaces	1.0 per unit 0.25 per unit - visitor 3 additional spaces Total Proposed = 203 spaces	Yes /
Accessible Parking	209 x 3% = 7 56 = 2 Required = 9 spaces	6 spaces	Yes
Setback from window of habitable room on first level to driveway or parking space	9m to driveway 6m to parking space	2.5m from loading space 3.5m to driveway (ramp entrance)	Yes
Driveway and Parking Spaces setback from R2.1 zone	6m	1.5m	Yes
Ground level patios in yard abutting Masonry Court	Not permitted in a required landscape area	Permit in Om landscape area abutting Masonry Court	Yes
Number of Driveways	1	2 from Masonry Cr. (6m wide each)	Yes



The existing regulations under the Residential Low Density R2.1 zone are contained in the following table:

Regulation	R2.1 Requirement
Lot Width	18m
Lot Area	700m ²
Front Yard	11m
Rear Yard	10m (4.5m on a corner lot)
Side Yard	With attached garage or carport: 10 % of actual lot width Without attached garage or carport: 10% of actual lot width, 3 m minimum on one side
Street Side Yard	4.5m
Parking	2 spaces per unit (can include one space in an attached or detached garage)

Technical Review

The Official Plan and Zoning By-law Amendment applications and supporting documents were circulated for review to internal departments and external agencies in February 2019. Not all agency comments have been received as of the date of this report. A future staff report will contain a summary of all agency comments for this file. To date, the following comments have been received with respect to this application.

City of Burlington - Site Engineering

Site Engineering staff have reviewed the application materials and have provided comment that revisions to the submitted technical documents and plans will need to be made and reviewed prior to a final recommendation. The applicant will be required to submit a Phase Two Environmental Site Assessment, as further investigation is recommended by the Phase One ESA report. Site Engineering staff would also like to have additional engineering drawings of the proposed underground parking area. A

construction and mobility management plan will need to be submitted in order to clarify how on-site activities will be accommodated on the property and whether there will be a requirement to temporarily utilize adjacent right-of-ways for construction management and staging. The submitted Noise Study will need to be updated to include the most recent traffic data from the City with regard to traffic volumes on adjacent roads. The applicant will be required to submit a revised Functional Servicing Report and Stormwater Management Report and related drawings (Existing Conditions and Removals Plan, Preliminary Servicing Plan, Preliminary Grading Plan) to the satisfaction of Site Engineering staff.

City of Burlington - Accessibility Coordinator

The City's Accessibility Coordinator has provided comment that the applicant needs to revise their plans to add a "Type A" (van accessible) barrier free parking space and "Type B" (standard) barrier free parking space in the proposed surface parking area. Remaining required barrier free spaces (2 Type A and 2 Type B) should be located in the underground parking area near the elevator lobby.

CN Rail

CN Rail has provided comment that they will review the noise study that was submitted with the application to confirm if it has been completed to their satisfaction. They have advised that the developer will need to enter into a development agreement and environmental noise easement with respect to the proximity to CN Rail's lands.

MTO

The MTO has provided comment that the application is out of the permit control area and therefore, MTO development permits are not required.

Halton District School Board

The HDSB has provided comment that the proposal falls within the catchment area for four local schools which are operating at or under capacity, and that potential students generated from the development are expected to be accommodated in the area, although this cannot be guaranteed. Standard development conditions are provided.

Financial Matters:

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

Public Engagement Matters:

Public Circulation

The application was subject to the standard circulation requirements. A public notice and request for comments were circulated in February 2019 to surrounding property owners/tenants. Three notice signs were also posted on the property, along the frontages on Clearview Ave., St. Matthew's Ave., and Masonry Court, which depicted the proposed development. All technical studies and supporting materials were posted on the City's website at www.burlington.ca/1085Clearview.

Pre-Consultation

Burlington Urban Design Review Panel

Prior to the development application being submitted to the City, the applicant was required to have the proposed building reviewed by the Burlington Urban Design Review Panel (BUD). The applicant attended BUD on September 18, 2018 to hear feedback from the panel. The panel was asked by planning staff to provide feedback on the proposed streetscaping and public realm along Masonry Court, the proposed site layout and outdoor amenity areas, and the building design as it relates to the surrounding context. The BUD panel members made the following suggestions to the applicant:

- Area for street tree planting along Masonry Court needs to be accommodated
- The building should have multiple pedestrian entrances from Masonry Court
- The applicant should look at ways to break up the feeling of continuous asphalt between the rear parking area and the adjacent cul-de-sacs
- The amenity area should be consolidated into one larger outdoor space
- The extent of the underground parking will not allow for large vegetation to mature
- Further review of the proposed building is needed, as the design reviewed at the panel was preliminary
- The east and west sides of the building could stepdown to relate to the nearby low-rise residential built form
- Building is long and the panel asked the applicant to consider looking at a two building proposal or breaking up the building visually with architectural features to have it read as two buildings. An alternative design to consider would be to develop the base of the building with single loaded townhomes to address the built form context of Clearview Ave. and St. Matthews Ave.

- Ground level units along Masonry Court could be architecturally treated as two-storey townhouses to have them relate better to the proposed front yard, ground level patios

Public Open House

A pre-application neighbourhood open house was held on October 29, 2018 at the Aldershot Arena, hosted by the applicant. The City circulated notice of the open house meeting to all property owners located within 120 metres of the subject lands. The open house was attended by approximately 35 members of the public, the applicant and their consulting team, City planning staff, as well as the Ward 1 Councillor. The applicant provided panels showing the proposed site design, internal floor plans, as well as building cross sections and architectural renderings. A total of 25 comment sheets were received by the applicant. The applicant has synthesized the comments received on page 16 of their Planning Justification Report. The highlighted themes of the public concerns raised include matters of building design, vehicular access, potential traffic congestion and on-street parking issues, vegetated buffering needed at the rear, perceived reduction to property value, and the proposed scale of the building not being in keeping with the built form of the surrounding neighbourhood. Comment sheets were also received in support of the application, noting the proximity to the Aldershot GO Station, and a request to reduce parking requirements in order to encourage use of transit and reduce traffic.

As a result of the feedback received at the public open house and from the Burlington Urban Design Review Panel, the applicant made the following changes to the proposal:

- reduction in number of units from 169 to 160 units, with a floor area reduction from 12,657m² to 12,249m²
- reduction of surface parking from 51 vehicle spaces to 49 vehicle spaces
- building setbacks on the east facade of the building in an effort to transition to the low-density residential uses on St. Matthew's Ave.
- Consolidated outdoor amenity area in the centre of the rear yard, whereas the original proposal had a more linear outdoor amenity area alongside the rear of the building
- Material and facade changes made to the middle of the building to visually break up the length and massing
- Enhanced shadow study to provide modelling for the shadow cast during the fall equinox (September 21st)

Additional details regarding how the proposal has addressed the comments from BUD are included in the Urban Design Brief that was submitted with the application.

Public Comments

Since the subject applications were submitted in January 2019, planning staff have received correspondence from members of the public regarding the proposed development.

””””

Staff have received 22 emails so far with regard to this application. These public comments are included in Appendix C. The following concerns have been expressed:

- Sun shadow cast during the winter months on adjacent homes
- Proposed landscape strip widths and locations for snow storage, potential for snow storage to overflow onto St. Matthew's Ave. and Clearview Ave. right-of-way
- Landscaping strips will not support larger vegetation and therefore cannot provide additional privacy to adjacent neighbours
- Built form of 6 storeys does not fit the existing low density residential character of the neighbourhood
- Preference for site to develop with a low-rise, ground oriented built form
- Uncertainty about Aldershot Mobility Hub planning while the 2018 Council adopted Official Plan is under review
- Construction activity spillover onto adjacent streets (equipment staging, construction office, worker parking, street closures)
- Potential noise impacts from residential and service vehicle movement in the rear of the property
- Underground parking area comes too close to the lot lines
- Not enough local commercial and retail amenities in the area
- Amount of surface parking/paved surface, and not enough greenspace/outdoor amenity area
- Amount of development happening in Aldershot
- Tree removal impacts on ecosystem
- Rear drop off area is not capable of being adequately buffered by the landscape strips proposed
- Proposed density is too high
- Increased vehicle traffic on nearby streets
- Public realm on adjacent streets (Clearview Ave. and St. Matthew's Ave.) will be negatively affected

Any additional public comments will be included in a future report to this committee.

¥

Next Steps:

Following the Statutory Public Meeting, Planning staff will communicate with the applicant about the comments that have been received from the public and from the technical commenting agencies. If changes are made to the proposal, these will be incorporated in a resubmission. Any resubmission material will be posted on the City's webpage for the development.

A recommendation report on the proposed development will be presented at a future Planning and Development Committee meeting. Notice of this report and meeting date will be circulated to residents of the surrounding neighbourhood, individuals who have requested to be circulated or who have provided comments, and will be posted on the City's webpage.

Conclusion:

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

Respectfully submitted,

Lauren Vraets

Planner II, Development Review

905-335-7600 ext. 7536

Appendices:

- A. Location Sketch
- B. Detail Sketch
- C. Public Comments

Notifications:

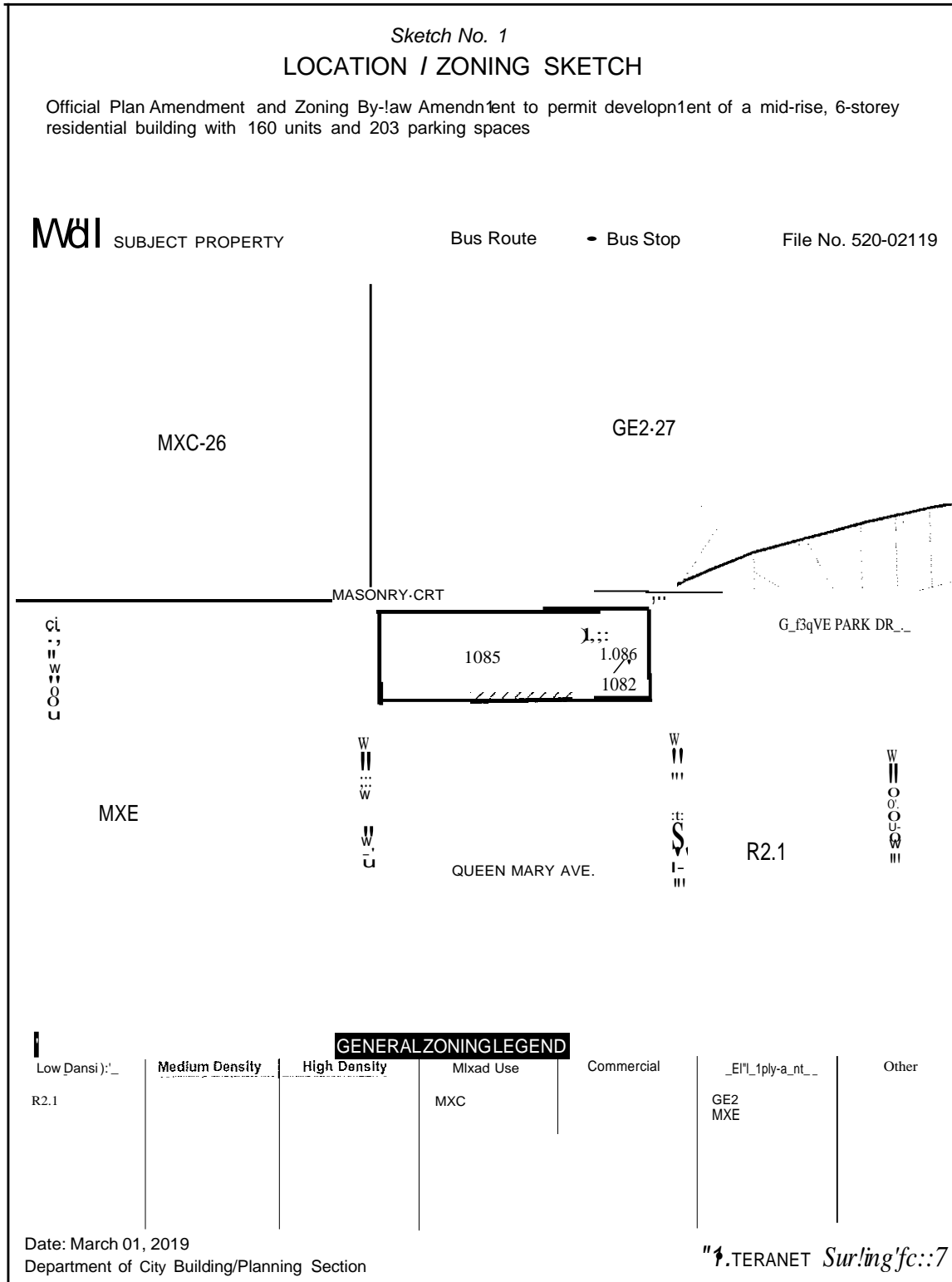
Dana Anderson, Applicant

Email: danderson@mhbcplan.com

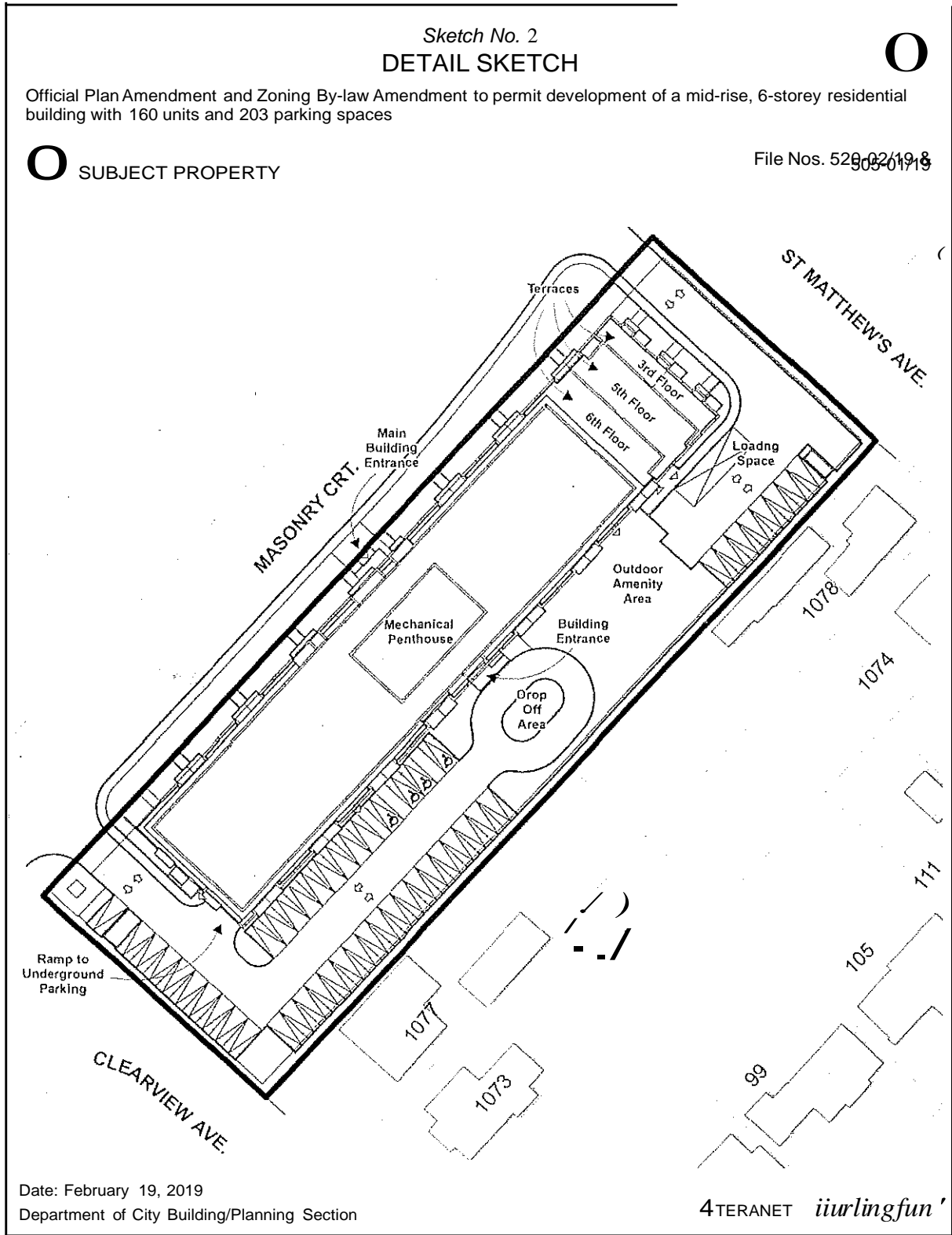
Report Approval:

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

Appendix A - Location Sketch



Appendix B - Detail Sketch



ALDRSHOT MOBILITY HUB PETITION

We, the undersigned of the Clearview, Queen Mary, St. Matthew's residential community request the City of Burlington staff and council to recognize the Clearview, Queen Mary, St. Matthew community as an exclusion from the City of Burlington created Aldershot Mobility Hub proposed area with the same exclusion as the White Oaks community.

Name	Address
Robert & Nadia Martin } Robert Martin	1050 Clearview Ave.
Rene E. H. Vapin	2230 COURT RD CLUB DR BURL
Keith Roberts	1019 CLEARVIEW AVE
Kenner - son of realtor	1022 CLEARVIEW AVE
Kori & Dan Werkman	1025 CLEARVIEW AVE
Debra + Dave Seeley	1032 CLEARVIEW AVE
Stacy Mair	1035 CLEARVIEW AVE
Peter Campbell	1040 CLEARVIEW AVE
Nianne DaDa	1043 CLEARVIEW AVE
Aaron Rose	1045 CLEARVIEW AVE
Edwige DeSouza	1048 CLEARVIEW AVE
Gaetano Fornelli	1040 CLEARVIEW AVE
	1068 CLEARVIEW AVE
away	1068 CLEARVIEW AVE
	1072 CLEARVIEW AVE
away	1076 CLEARVIEW AVE
away	1077 CLEARVIEW AVE
Ma. Gonzalez	1080 CLEARVIEW AVE
Stacy	1084 CLEARVIEW AVE
Stacy	1088 CLEARVIEW AVE
Imrik Kalfan	88 QUEEN MARY
John Pallin	93 QUEEN MARY
Maria Gutierrez	94 QUEEN MARY
	99 QUEEN MARY
	100 QUEEN MARY
Fornelli Rust	105 QUEEN MARY
	106 QUEEN MARY
100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000	



Wendy Panchyz
D. Penas

112 QUEEN MARY
115 QUEEN MARY
119 QUEEN MARY

~~PAS~~

1022 ST. MATTHEWS
1029 ST. MATTHEWS
1026 ST. MATTHEWS

Wendy McCa. Rhonda McCa.

1032 ST. MATTHEWS
1035 ST. MATTHEWS
1036 ST. MATTHEWS

~~N.M.~~
D. Klomani

1039 ST. MATTHEWS
1042 ST. MATTHEWS

~~Th...~~
N.M.
Ch...

1043 ST. MATTHEWS
1047 ST. MATTHEWS
1050 ST. MATTHEWS

~~...~~
Stephanie & Joe McDonald

1051 ST. MATTHEWS
1059 ST. MATTHEWS

J. Mower
L. Kentens - Moore

1061 ST. MATTHEWS
1065 ST. MATTHEWS

VIRIL KOVUNOSKI

1070 ST. MATTHEWS

Maura Jaworski

1073 ST. MATTHEWS
1074 ST. MATTHEWS

M. McKenna

1077 ST. MATTHEWS

~~...~~

1078 ST. MATTHEWS

away
away

sold

1079 ST. MATTHEWS

1081 ST. MATTHEWS

1082 ST. MATTHEWS

~~...~~

1085 ST. MATTHEWS

1090 ST. MATTHEWS

sold

1086 ST. MATTHEWS

Dave DeJong

1062 Dalewood Ave

NICKOLE BURJAW

1043 ST MATTHEWS

MARCO FERRARO

901 Cecelia Park Road

Andrew Burjaw
1029

1043 St. Matthews Ave