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November 11, 2021

Ms. Allison Enns

Community Planning Department, City of Burlington

426 Brant St., Burlington ON L7R3Z6

Dear Ms. Enns,

Re: Appleby GO MTSA Preliminary Preferred Precinct Plan, City of Burlington

We are writing to you on behalf of the landowners of Oval Court. The lands owned by the group are located within the Appleby GO MTSA boundary focused on the Oval Court area. We thank staff for the opportunity to review and submit comments on this preliminary plan.

As an overview comment, we note that there are many points where the proposed Appleby GO MTSA Preliminary Preferred Precinct Plan aligns with the proposed Official Plan Amendment submitted by Branthaven for the development of the Oval Court Lands.

We support the proposed heights and intensity of development set out within this preliminary precinct plan. There are a few details within the Plan which raise questions for Branthaven, and these points are set out below.

Potential Active Transportation Connection

The Potential Active Transportation Connection (conceptual), yellow dotted line, shows a pedestrian crossing through the existing Appleby GO Station parking lot and over a non-existent bridge past the creek. It may make more sense from a safety and circulation perspective to adjust the “Potential Active Transportation Connection (conceptual)” – yellow dotted line to align with the north-south “Potential New Street” – white dashed line, and the existing pedestrian/vehicular connection along Fairview Street – green dotted line.

A new Potential Active Transportation Connection (conceptual) – yellow dotted line, could then be added to the map, leading directly from the Existing Active Transportation Rail Crossing – red line, and Appleby GO Station, through to Oval Court and Sherwood Forest Park. This realignment of the connections would allow for the City to capitalize on the key existing facilities/infrastructure and promote a safer pedestrian circulation in lieu of cutting through routes that prioritize vehicular traffic.

Potential Linear Park

With the intent to have mix of uses along Fairview, active and street-related commercial and retail uses are often the most desirable activity generators at ground levels of building podiums, offering multiple points of interaction between the building interior and adjacent public realm. For this reason, a linear park along Fairview Street does not make much sense as it would set back the buildings away from the ROW, thereby reducing visibility and activity as well as direct, universal access from the public sidewalk and the Existing & Planned Active Transportation Connection (Cycling MP / Trails Strategy) – dotted green line. We would recommend that the Potential Linear Park – green dashed line, along Fairview be replaced with Opportunity for high-quality streetscape design.

Distribution of Uses within the MTSA south of the Rail Line

The Appleby MTSA preliminary precinct plan recommends the Appleby GO Central area as “The preeminent destination for major office, affordable housing and urban format retail.” We suggest a more flexible approach for the distribution of Major Office uses amongst the Appleby GO Central, and the Fairview Frequent Transit Corridor. As you are aware, we have submitted, as part of our development application, a Commercial/Retail Market Impact Study which identifies the appropriate locations and types of non-residential uses within the Oval Court Lands. We look forward to engaging with the City further on developing an thoughtful strategy for Major Office Uses as well as other non-residential uses to promote a successful commercial landscape.

Land Use Compatibility

We understand that the City is undertaking additional Land Use compatibility work to assist with policy development. As you are aware we have submitted, as part of our development application, a land use compatibility assessment which demonstrated the appropriateness of the Oval Court Lands for more sensitive land uses such as residential. We would like to be engaged in the discussions on this matter.

Affordable Housing

The draft precinct plan does identify the possibility of inclusionary zoning. As part of our development application a housing impact statement was provided identifying opportunities to provide affordable and a broader range of housing within the Oval Court community. It is our understanding that a policy on this matter may be developed over the coming months, and we are interested in being engaged in those discussion as well.

Transportation

The Appleby GO Preliminary Preferred Precinct Plan suggests the following:

- A potential new street that parallels Fairview Street running east-west between Fairview Street and the rail corridor from Appleby Line to a potential new north-south street just west of the Appleby GO station
- The potential north-south new street west of Appleby GO Station that will cross the rail corridor connecting Fairview Street to Harvester Road – whether crossing will be full vehicle or Active Transportation only, is still to be confirmed.

- A potential east-west active transportation corridor that runs beside the new east-west street from Appleby Line to the new north-south street, Appleby GO Station and through the Oval Court lands to Sherwood Park
- Frequent Transit Corridors identified along Appleby Line and Fairview Street

Overall, the preliminary precinct plan contains several directions which will assist in the overall development of the MTSA. The new east-west and north-south street would help reduce site generated traffic impacts at the Appleby Line and Fairview Street intersection. If a full vehicle crossing of the rail corridor is proposed, this will further help in distributing site generated traffic away from Appleby Line. The precinct plan is pushing Active Transportation initiatives which is positive and supports the TDM measures identified in the Oval Court TIS. The proposed east-west active transportation corridor, with minor improvements, would align with the proposed internal corridor of the Oval Court development connecting Sherwood Park with the Appleby GO Station. A frequent transit corridor along Fairview Street and Appleby Line provides incentives for transit usage to other parts of the City and neighbouring areas further reducing the need for private auto use.

Thank you again for the opportunity to provide input to this important planning exercise. We look forward to speaking with you and your staff to discuss these matters.

Regards,

A handwritten signature in black ink that reads "Ruth Victor". The signature is fluid and cursive, with the first name "Ruth" and last name "Victor" clearly distinguishable.

Ruth Victor | MCIP RPP MRTPI