

**Da Silva, Mariana**

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**From:** Barbara Lloyd [REDACTED]  
**Sent:** Thursday, July 17, 2025 9:26 PM  
**To:** Da Silva, Mariana  
**Cc:** Galbraith, Kelvin; Mailbox, Office of the Mayor  
**Subject:** Many questions and no answers!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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Hello Mariana,

Thank you for fielding all these emails regarding the Planning Application submitted by Maura Development Group for 100 Plains Rd East.

I have lived about [REDACTED] from the site on Glenwood Ave for over 20 yrs. I have appreciated the quiet green neighbourhood. I do recognize the need for increased housing.

I have a number of puzzling questions about this application and development in the area— Why does a lot closer to the Go station, like on St Matthew's Ave, have planning permission for only 6 stories—is this protectionism?

Permission has already been granted for 7 stories for 100 Plains Rd East, but that is now not considered sufficient—is increasing the size profiteering on the part of the developer?

I also understand traffic studies have been conducted using insufficient data for extrapolating—is this skewing of data confirmation bias?

I know that the city has little to say in who lives in these units, but the newer development right beside the Aldershot GO station has significant crime issues, with police being called on a regular basis. Will our safe and quiet neighbourhood be lost forever with these developments?

As long standing taxpayers in Burlington, I think that the city is obligated to give its affected residents a lot more answers as to who is actually making these decisions and for what reasons. There seems to be a certain randomness in the decision making process which, at the very least, is suspicious!

Many questions...which to date have not been addressed...

Many thanks for listening,

Barbara Lloyd

Re: File 505-07/15 & 520-09/25

We live on Glenview Avenue, five houses south of Plains Road on the East side. We have been following the proposed developments at the end of our street since we moved to the area in 2013.

We are concerned about the effect the above development will have on our safety as pedestrians, cyclists, and drivers. Glenwood is already used as a through street to avoid the lights at LaSalle Park and Shadeland. We do not have sidewalks, so the probability of an incident between a pedestrian and a car will increase with increased traffic caused by this development.

Every morning, Beth turns left from Glenview to go west on Plains. There is often a line of three or four cars waiting to turn left. These cars are backed up past the proposed development's access to Glenwood, which will cause problems with cars turning into Glenview from Plains.

Two years ago we asked the city to put traffic calming measures on Glenwood. Our request was denied because the sensor showed that the entirety of Glenwood had too little traffic and did not have a Point of Interest that would generate traffic.

Derek works from home facing Glenwood and felt he saw many more vehicles pass than the City's traffic data, so we set up our own camera and AI counting sensor aimed at Glenwood in front of our house. Since December 2024, we have counted vehicular and pedestrian traffic by time of day and day of the week to create our own dataset.

During the school year, weekdays have over 1000 vehicles passing in front of 967 Glenwood and an average of 110 pedestrians. That number dropped to 600 a day in July, when Glenview School (in our backyard, facing Townsend) let out. That indicates that the school on Townsend is creating significant traffic on Glenwood, despite the City's traffic department's assertion that the school has no effect.

As mentioned above, Glenview does not have sidewalks. It also has deep ditches right up to the road. As a result, parked vehicles force pedestrians into the roadway. We have attached pictures showing what happens on garbage day or when cars are parked on Glenwood by the proposed entrance and exit to the development. Pedestrians and cars are forced to share a single lane. This is not safe and with only minimal parking in the development, overflow traffic will be parked on Glenwood like it is at other new developments in Aldershot.

Adding more traffic to our street by putting the access to this 253 unit development onto our 24 home, sidewalkless street is irresponsible. This development should have access to Plains Road only.

Beth McNally PhD PEng [REDACTED]

Derek Peeling PEng [REDACTED]



Looking south on Glenwood on September 7, 2021, the first day of school for Glenview Public School that academic year. See cars parked to take children to school choke Glenwood Ave. Traffic is reduced to one lane and the lack of sidewalks forces a pedestrian into traffic lane.



Looking north on Glenwood October 28, 2024. Our 13 year-old son is walking our dog in the single traffic lane caused by parked cars on either side of Glenwood. There are deep ditches on either side of the road, forcing him to walk in traffic. This is exacerbated in winter when snowbanks force parked cars even further into the traffic lanes. The development's proposed access is just beyond the pickup truck on the left side of the road.



Additional view of traffic on October 28, 2024. Shows width of traffic lane on Glenwood with cars parked on either side. There is little room for pedestrians or cyclists. Vehicles are forced to pull into driveways to allow oncoming traffic to pass.

## Da Silva, Mariana

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**From:** Rosanna Jane Worthington [REDACTED]  
**Sent:** Friday, July 18, 2025 7:00 PM  
**To:** Da Silva, Mariana  
**Cc:** Galbraith, Kelvin; Mailbox, Office of the Mayor; Rosanna Worthington  
**Subject:** 100 Plains Rd proposed development

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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I am writing as a concerned resident of Aldershot for the past 40 years.

The proposed development known as 100 Plains Rd East is a major negative for the community in so many ways.

If the zoning variances are not enough to consider, please think about the traffic issues which on their own are a disaster. We have three schools within a few blocks of this proposed development, as well as two senior facilities. Our vulnerable foot traffic in the area is considerable, and adding sidewalks, at the expense of our venerable trees, is not the answer.

Venting traffic onto Birchwood and Glenwood during peak times that are already problematic for the existing infrastructure is something that I feel needs to be looked at. We have tertiary streets like Fairwood East that will take the brunt of what will amount to solid traffic jams as Plains Road will not be the route of choice for anyone - otherwise the developer would have suggested venting straight onto Plains in the first place.

Overall, I can't see how this proposed development can possibly do anything other than degrade the community without adding any benefit.

Jane Worthington  
[REDACTED]

7/23/2025

## Comment on Development Proposal – 100 Plains Rd E, Burlington

To Whom It May Concern,

I am writing in regard to the proposed development at 100 Plains Road East, or 84, 92 & 104 Plains Rd E and 990 Glenwood Dr. I appreciate the opportunity to provide feedback on this significant proposal.

The concept of an 11-storey mixed-use building within the Aldershot GO Major Transit Station Area (MTSA) aligns with the City's vision for transit-oriented intensification and complete communities. The incorporation of ground-level commercial space is commendable as it encourages a vibrant streetscape for Aldershot.

However, I would like to raise some concerns regarding a number of things:

- **Height and Massing:** The recently devised **Aldershot Main Street Precinct** definition indicates that developments on *“Precinct lands that are adjacent to existing low rise neighbourhoods, will have a maximum height of 6 storeys.”* The proposed 11-storey height is not appropriately scaled relative to nearby low-rise residential neighbourhoods. Has stringent enough consideration been given to compliance with policy regarding gradual transitions in height, shadow impacts, and overall massing in the context of the City’s **Official Plan**’s urban design policies? For instance,
  - Are the side setbacks of this building consistent with setbacks of the homes on Glenwood and Birchwood Aves?
  - Is the uninterrupted length of the building greater than the guideline of 60m, which, at a height of 11 stories, will also obstruct light and sky views into and through the site for area residents?
  - Does this building fully adhere to the 45-degree angular plain concept (e.g., not exempting the top stories as was done for 40-70 Plains E)?
  - Are “back of house” activities sufficiently screened from neighbours by the size of the back area, the number/placement of parking spaces, and the size of the proposed buffers? Are those buffers less than the proscribed size even though the building is twice the proscribed height?
  - With the size of the underground parking area, is there sufficient soil area and at an appropriate depth to support required mature plantings in the proposed buffers?
- **Traffic and Safety:** It is a great concern that this development proposal does not, in essence, comply with OP policy regarding access; *proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi purpose arterial roads ...”* (Policy 2.5.2 a) xiii (1994)).
  - Without direct access to Plains Rd, increased vehicular access via Glenwood and Birchwood will pose safety and congestion concerns at particular times, especially weekends. There is increased pedestrian traffic from the developments at the Go Station

and two schools in the area, including/especially people out walking on the weekends and there are no sidewalks along these streets. This is especially concerning given the next point;

- As traffic volume on Plains Rd increases, more drivers exiting Glenwood and Birchwood are not attempting a left-hand turn onto Plains Rd, but instead travelling south to Townsend Ave in order to access the traffic light at LaSalle/Waterdown. Residents of this development as well as the related service and delivery vehicles will do the same and at an increasing rate as Plains Rd becomes busier with new development.

Being a bit late with this submission, these are only a few of the concerns that come to mind regarding this development proposal. As a resident of the neighbourhood, I value transparency and dialogue in planning processes, and I hope that further opportunities for public engagement will be offered before approvals are finalized.

In conclusion, while the project has many promising aspects, I encourage the City to carefully evaluate compatibility with and impact on the immediate neighborhood, as well as its impact on Aldershot's overall streetscape, and uphold the principles outlined in the Burlington Official Plan.

Sincerely,

Julie van Tol

[Redacted signature block]

## Da Silva, Mariana

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**From:** Katie W [REDACTED]  
**Sent:** Friday, July 18, 2025 3:13 PM  
**To:** Da Silva, Mariana  
**Subject:** Concerns Regarding Proposed 11-Storey Development at 100 Plains Road East

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mariana and the City of Burlington Planning Department,

I am writing as a resident of *Glenwood Avenue* to express my deep concern regarding the proposed 11-storey mixed-use building at 100 Plains Road East.

*Glenwood* is a residential street that serves as a vital walking route for families and children attending *Glenview Public School*. With no sidewalks and already high congestion during school drop-off and pick-up times, the increase in traffic and overflow parking from a development of this size would pose a serious safety risk for our community, especially for young children walking to school.

We are also extremely concerned about the proposed driveway access on *Glenwood Avenue*. This street does not have traffic lights or safe turning lanes, and it already experiences significant congestion due to school-related traffic. Adding driveway access for a high-density development would create a dangerous situation for pedestrians, cyclists, and drivers alike.

In addition to safety concerns, the scale of the proposed building is troubling. An 11-storey structure does not align with the character or feel of this side of *Plains Road*. Our neighbourhood, which is attracting young families who contribute positively to the community, would be overshadowed; literally and figuratively by a building of this magnitude. The shadow study clearly shows the negative impact on our homes and street, and this raises additional concerns about livability and property enjoyment.

We support thoughtful development and understand the need for increased housing. However, a building height of 6-7 storeys would be a far more appropriate and respectful fit for the neighbourhood. This compromise would maintain the residential integrity of *Aldershot*, support community growth, and ensure *Glenwood* remains a safe and welcoming place for families.

Please consider the long-term impact this proposal would have on our community. We ask that the height, density, and *Glenwood* access be reconsidered in favour of a development that aligns with the scale and safety needs of our neighbourhood.

Sincerely,

Katie Moulden

## Da Silva, Mariana

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**From:** Mike Walker [REDACTED]  
**Sent:** Friday, July 18, 2025 2:48 PM  
**To:** Da Silva, Mariana  
**Cc:** [REDACTED]  
**Subject:** 100 Plains Rd E. - Concerns and Questions

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

We are residents of Aldershot and have significant concerns with the proposed development at 100 Plains Rd E ([84, 92 & 104 Plains Rd E & 990 Glenwood Dr.](#)) as present by MHBC Planning and Miura Developments. My main concerns can be summarized as follows: (1) proposed driveway access on Glenwood/Birchwood is poorly planned in the context of surrounding developments, (2) expected overflow parking and increased traffic will create unsafe conditions for children and pedestrians, (3) the proposed building height does not respectfully transition into adjacent neighbourhood, and (4) the significant amount of 1-bedroom or less units is designed for the betterment of the developer rather than what is needed in the context of the broader Aldershot MTSA buildout. Please see below for more detailed concerns and questions.

### 1. Driveway access on Glenwood and Birchwood

- Lack of consideration for access points of surrounding approved developments, specifically 53-71 Plains Road East, 1025 Cooke Boulevard. This development has a main access point for delivery trucks and underground parking via Clearview Ave. If the proposed development had driveway access on Glenwood and Birchwood, there would be three intersections (Glenwood, Birchwood, Clearview) on Plains Rd within 300 meters that act as main entry points for developments without the control of traffic lights.
- Furthermore, Glenwood is far too close to existing traffic lights at St. Matthews to allow for proper queuing for left turn onto Glenwood. Given that Aldershot Main zoning stretches east of St. Matthews on the north end of Plains, the traffic lights at St. Matthews would be needed to for future development access.
- There should be one driveway only to the proposed development that aligns with Clearview Ave and west side of the subject lands. This driveway should be controlled by a 4-way traffic light. The lights at Clearview can be coordinated with the existing lights at St. Matthews and Cooke to ensure proper flow of traffic along Plains.
- What steps are being taken to ensure that access to the proposed development aligns with surrounding approved developments and that it is planned for optimal flow of traffic with the broader Aldershot MTSA in mind?
- How can residents be assured that proposed driveway access are not designed for this project in isolation but rather the betterment of the Aldershot MTSA?

### 2. Overflow parking, traffic and pedestrian safety

- Limited parking spaces for proposed floor plans and density is expected to generate overflow parking on Glenwood, Birchwood and even Fairwood (similar to the situation at Masonry Crt). These streets are not designed for overflow parking, which will produce unsafe conditions for children walking to school and pedestrians in the neighbourhood.

- Residents and retail customers will inevitably use turn south onto Glenwood and Birchwood to avoid left turns on Plains Rd. There is already an inability for these streets to handle significant traffic flow in a safe manner, which will be further impacted negatively by overflow parking and throughfare traffic related to densification in the area.
  - What steps are being taken to ensure adequate parking capacity at the proposed development? What is the city going to do to manage overflow parking during peak hours of the day and overnight?
  - What will be done to ensure a safe environment for neighbourhood children and pedestrians? How will the city alter its traffic mitigation studies to account for peak hours of the day rather than the average (see: the concept of redundancies utilized by engineers)?
3. Building height
- The proposed development, at 11 stories, does not follow the spirit of guidelines for Aldershot Main as laid out in OPA v2:
    - *“Be characterized as a **mid-rise precinct that advances the historic, neighbourhood driven-Plains Road Village Vision** and establishes a unique community destination with a focus on a continuous retail frontage and main-street pedestrian experience along the frequent transit corridors of Waterdown Road and Plains Road (East and West)”*
  - The proposed development does not at all transition into the neighbouring community and does not appear to follow the 45 degree test as it is laid out in Burlington’s design guidelines. Additionally, the current plans do not consider a 45 degree from the neighbouring residents to the west.
  - What considerations are being given to the proper transition to adjacent neighbourhood and the preservation of the historic Aldershot village?
  - Proposed building height of 11 storeys significantly impacts sunlight in the surrounding houses, which were purchased with expectation that maximum 6 stories would be in this location. What consideration will be given to the negative impact on these select households?
4. Significant amount of floor plan dedicated to 1-bedroom or less (65%)
- Given the approved developments in the Aldershot MTSA and the significant density proposed in the Aldershot GO, Emery Commons and Cooke Commons, calls into question the necessity for significant density and small floors plans at the proposed development. It is among the further areas from the GO station and would be a much less desirable location for individuals seeking smaller living spaces compared to other alternatives closer to the GO Station.
  - Smaller floor plans are known to be more profitable for developers. This logic will then hold true for all other developments within Aldershot MTSA, leading to oversupply of small units and limited diversification of housing alternatives. The area needs more floor plans that suit families. How does Burlington plan to contribute to housing affordability when developers are incentivized to push smaller units as opposed to larger units that are in greater need?
  - What considerations are being given to the current floor plan of 65% 1-bedroom or less, and how that fits with the prior approved developments in the Aldershot MTSA?
  - What steps are being taken to ensure proper diversification of floor plans?
5. Retail
- The proper retail is a vital component of creating value within the existing neighbourhood. While this location may not be ideal for a grocery store or convenience store, it could be for a coffee shop, bistro, etc. Value-add amenities within the immediate area will reduce the need for residents to travel by car.
  - What is the vision for the retail component?
  - What assurance is there that the developer has the best interests of the neighbourhood in mind when leasing the retail space?
6. Foundations
- During the construction phase, how will the developer mitigate potential damage to foundations/pools in the immediate area?
7. Garbage
- What is the current plan for managing garbage on site?

- What considerations are being given to the adjacent neighbourhood to avoid foul conditions?

We cannot stress enough the importance of designing this property in the context of what is needed for the broader Aldershot MTSA, rather than on a standalone basis at the sole benefit of the developer. With significant density slated for the Aldershot GO, Emery Commons and Cooke Commons, there is not a need to target maximum density at this site. Rather, a 6-8 storey building with more balanced floor plans (e.g. more 2 and 3-bedroom units), value-add retail and a single access via Plains Rd/Clearview Ave seems a better place to start the conversation.

Mike & Katie Walker



## Da Silva, Mariana

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**From:** Peter Maby [REDACTED]  
**Sent:** Monday, July 14, 2025 8:12 AM  
**To:** Da Silva, Mariana  
**Cc:** Peter Maby  
**Subject:** 100 Plains Road East - comments

**Follow Up Flag:** Follow up  
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CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern.

I am writing this email to raise my concerns regarding the proposed development at 100 Plains Road East.

Currently the proposal includes access to this development via Glenwood Avenue and Birchwood Avenue. These are both currently quiet residential streets that are not designed to take this additional traffic and should not be put in this position- I would expect this new development to access Plains Road directly as I understand that planned new traffic lights would allow this to occur.

Glenwood avenue is also used during the day for people to drop/pick up their children at the local school and again additional traffic on this road would be a safety hazard. Also, the streets in question are not wide enough for foot paths to be added and should be left as is which can be done if access directly on to Plains Road East is incorporated in the final design.

The proposed height of the block is totally outside of any of the recent developments that butt onto existing residential areas. This should be taken into consideration as it will over look numerous existing properties and will also ruin the existing sky line and also cast shadows etc over the area. The norm until now has been 4/6 floors maximum and I believe this should be used as a limit to this and other future developments along Plains Road East that butt up against existing residential properties.

As this neighbourhood is primarily a family area I would request that the development include more 2/3 bedroom apartments as this is more in keeping with Aldershot itself and would reduce the number of additional cars used in the development and therefore also reduce traffic especially if the height of the block is also reduced as suggested above.

I fully understand the need for new housing and support redevelopment but this should occur taking the existing residential area into consideration to allow new buildings to be a good addition, rather than a high rise totally out of step with the surrounding area.

Many Thanks,  
Peter Maby.

Sent from my iPhone

July 22, 2025

Attention  
Mariana Da Silva  
Community planning Department  
City of Burlington

Dear Ms Da Silva

Re: Planning Application 505-07/25 & 520-09/25

We are submitting these comments which we have made many times in the past with regard to development proposals in the Aldershot area. We think it is necessary to state our opinions yet again since not doing so the city may think we don't care.

We repeat again our concern about the increased traffic that is proposed for this development as well as for all the others in this area. What will be the total number of parking space proposed **for all developments including this one?**

We repeat again our concern that this development and all the others **does not** appear to address the critical issue of lack of affordable housing.

We repeat again our concern of hard concrete, steel, glass and other building materials replacing existing trees and vegetation thereby further increasing flooding issues and climate change.

We repeat again our concern for the lack of services available in this area to support the existing community, let alone newcomers.

We repeat again the GO Train Station is a minor draw (it goes in only one direction). The major draw is the Waterdown Road 403 interchange that leads within minutes to 5 major highways, leading to increased car traffic in this area.

We repeat again the recommendation that the city look to the existing hard top of Maplevue Mall and Burlington Mall now even more an option with the closure of the Hudson's Bay stores. These locations already provide a variety of services and would not impact existing neighbourhoods like Aldershot.

We repeat again that we are not opposed to appropriate development, like that proposed at Plains Rd. and Shadeland. There are a number of infill developments in Aldershot over the years that have enhanced this community. We repeat, we believe this, as well as all the other multi-story proposals in this area will not enhance our community.

Ruth, Diane & Deborah Roberts  




## **In Support of the Community Letter to the Developer for 100 Plains Rd. E.**

### Signatures

1. Name: Robyn Turcsanyi on 2024-11-08 17:24:57

Comments:

2. Name: Jacquie Schettler on 2024-11-08 17:28:11

Comments:

3. Name: Stephen Turcsanyi on 2024-11-08 17:32:21

Comments:

4. Name: Katie Walker on 2024-11-09 03:56:07

Comments:

5. Name: Cleo Adair on 2024-11-11 14:44:19

Comments:

6. Name: Ryan Andruch on 2024-11-11 15:25:54

Comments:

7. Name: Tony Lewis on 2024-11-11 16:04:39

Comments:

8. Name: David Willms on 2024-11-11 16:11:19

Comments:

9. Name: christine greco on 2024-11-11 16:26:39

Comments:

10. Name: Heather Ingram on 2024-11-11 16:28:39

Comments:

11. Name: Derrick Ingram on 2024-11-11 16:31:20

Comments:

12. Name: Peter Maby on 2024-11-11 16:44:10

Comments: The proposed building is totally out of sync with the local area and will cause loss of light increased traffic and will be towering over residential homes. This is inappropriate for the location and should be limited to 4/6 floors like other similar buildings in this area.

13. Name: Marian Springer on 2024-11-11 17:45:41

Comments: It looks like this developer is proposing to add at least 316 more cars to

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gridlock on Plains Road - and nearby streets. If nothing else consider the safety of children and the proximity to two elementary schools. Wait for the day that a child is killed by a motorist in a hurry entering or exiting from Glenwood or Birchwood!

14. Name: Monica paron on 2024-11-11 18:41:10

Comments:

15. Name: Rob Paron on 2024-11-11 18:46:34

Comments:

16. Name: Claudia Steffler on 2024-11-11 18:56:35

Comments:

17. Name: Simon Comacchio on 2024-11-11 19:00:46

Comments:

18. Name: Jonas Comacchio on 2024-11-11 19:13:04

Comments:

19. Name: Grace on 2024-11-11 19:18:52

Comments:

20. Name: John on 2024-11-11 19:24:18

Comments: Pls save ashot

21. Name: Alex Rebane on 2024-11-11 19:26:29

Comments:

22. Name: Ava Dojcinovic on 2024-11-11 19:37:11

Comments:

23. Name: Mark Hughes on 2024-11-11 20:04:22

Comments:

24. Name: Cristiano L on 2024-11-11 20:14:05

Comments:

25. Name: Izzy W on 2024-11-11 20:20:55

Comments:

26. Name: Toban Farlinger on 2024-11-11 21:03:37

Comments:

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27. Name: Richard Curley on 2024-11-11 21:06:32

Comments: We do not need another traffic clogging residence built in Aldershot. The roads are too busy now.

28. Name: Maia Burgess on 2024-11-11 21:52:15

Comments:

29. Name: Kate Cancilla on 2024-11-11 22:01:39

Comments:

30. Name: Barbara Lloyd on 2024-11-11 22:14:14

Comments:

31. Name: Genesis M on 2024-11-11 22:29:28

Comments:

32. Name: Alexis Williams on 2024-11-11 22:30:12

Comments:

33. Name: Laura W on 2024-11-11 22:32:49

Comments:

34. Name: C Floyd on 2024-11-11 22:36:05

Comments:

35. Name: Mike Walker on 2024-11-11 22:36:34

Comments:

36. Name: Courtney Langdon on 2024-11-11 22:39:01

Comments:

37. Name: Diane Langdon on 2024-11-11 22:39:54

Comments:

38. Name: Brigitte L on 2024-11-11 22:48:33

Comments:

39. Name: Roxanne on 2024-11-11 22:50:08

Comments: There is an elementary school one street over that has next to no parking for parents.

Parents park on Glenwood and kids ride bikes to the school.

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It's not "if" but "when" something will happen.

This development needs to be people/ pedestrian friendly, and could be if developers listen to concerns.

40. Name: Mark freeman on 2024-11-11 22:52:13

Comments:

41. Name: Mala Cloutier on 2024-11-11 22:54:12

Comments:

42. Name: Julia Lloyd on 2024-11-11 22:58:50

Comments:

43. Name: Kurt Love on 2024-11-11 23:04:52

Comments: Please help us keep our residential side streets safe for our residents

44. Name: Jennifer Stephens on 2024-11-11 23:07:09

Comments: 11 floors on the south side of Plains Road will be an eyesore and not in line with the adjacent single family homes

45. Name: Gwen Gosley on 2024-11-11 23:07:46

Comments:

46. Name: James Moulden on 2024-11-11 23:25:25

Comments:

47. Name: Nicole on 2024-11-11 23:47:31

Comments:

48. Name: Diana Bullard on 2024-11-11 23:52:32

Comments:

49. Name: Dave M on 2024-11-11 23:52:47

Comments: I strongly agree with the Community Feedback recommendations, it is totally on point. The entry/exit must be on Plains Rd. Safety for the children on these side streets must be a top priority. Thank you

50. Name: Marie Davis on 2024-11-12 00:54:51  
Comments:

51. Name: William Davis on 2024-11-12 00:56:21  
Comments:

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52. Name: Bibiane Scherman on 2024-11-12 01:40:48  
Comments:

53. Name: Dianna M on 2024-11-12 01:48:43  
Comments:

54. Name: Emmie McKenzie on 2024-11-12 02:46:48  
Comments: Congestion will be terrible around Glenview Public school. The side streets will be abused immensely (just like the pictures).

55. Name: Chris Elgar on 2024-11-12 02:51:10  
Comments: This project is too large in an area so close to the school. Traffic will horrendous, plan with thought not with greed.

56. Name: Alison R on 2024-11-12 03:09:47  
Comments:

57. Name: Jen Bowman-Davis on 2024-11-12 03:12:50  
Comments:

58. Name: Phyllis Mair on 2024-11-12 03:16:06  
Comments: bad planning for this location. am certain all the high density developments planned in Aldershot will sit empty. insufficient parking so side streets will be dangerous for any persons, especially children to walk or bike. snowplowing will become a major problem on side streets. population will be far too large with Plains Rd not having enough lanes to keep traffic flowing. more chance of accidents trying to get on to Plains Rd as well.

59. Name: Jamie Whiteside on 2024-11-12 03:57:07  
Comments:

60. Name: Arlene Lanctot on 2024-11-12 06:04:26  
Comments:

61. Name: Sarah Brunetti on 2024-11-12 11:42:48  
Comments:

62. Name: Ryan whitelaw on 2024-11-12 11:45:08

Comments:

63. Name: Laura Pastrok on 2024-11-12 12:24:35

Comments: As a local resident, I feel this development will negatively impact the community. It is too close to schools and the increased traffic could cause a safety hazard. The roads are already unable to handle traffic much of the time.

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64. Name: Steve A Beatty on 2024-11-12 13:38:43

Comments: We have seen a significant increase in congestion in Aldershot and the surrounding areas since moving here 20 years ago. People drive too fast in the neighbourhood and stop signs are ignored. It will get worse with more people. The City continues to turn the community over to developers who are not focused on quality of life for the residents. How do we compel the City to exercise restraint and still achieve the fiscal requirements?

65. Name: Joe Slomka on 2024-11-12 14:00:19

Comments: No

66. Name: Tracy Spring on 2024-11-12 14:02:46

Comments:

67. Name: Mark Fulton on 2024-11-12 14:15:23

Comments:

68. Name: Kathy Gordon on 2024-11-12 15:01:16

Comments: Traffic is already a nightmare on Plains Rd! What happened to the Aldershot Village feel???

69. Name: Mary Moxon on 2024-11-12 15:02:22

Comments:

70. Name: Peter Spring on 2024-11-12 15:32:46

Comments: I do not support this proposal which will add 249 residences to the existing 3,504 units in various stages of development in the immediate area plus another 1,111 units further east on Plains Road in Aldershot.

The developers and the city have not addressed how to manage the increase in local traffic south of Plains most of which do not have sidewalks. Where are the traffic mitigation measures to ensure the safety of pedestrians and children?

Developers need to consider larger dwellings for families as opposed to Micro condos targeted to investors and shorter-term leases.

The local infrastructure cannot continue to absorb this rate of development. There are

not enough schools, healthcare or local grocery stores to support an additional 4,864 residential units in such a short period of time.

71. Name: Ronica Fay on 2024-11-12 15:54:41

Comments: This development is all wrong. The units are not going to appease housing. Not affordable. There is currently way too much traffic on all streets; Plains Rd and Townsend have enough issues. Not to mention we can't handle the current overflow if

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there's an accident on the highway. We want to bike, walk etc in safety and preserve our way of life as we paid that price to live here. We've noticed a big change already with new developments in place already and ones currently under development which will make the traffic even worse. Keep the traffic off the side streets, figure out the infrastructure before building and the entrance and exits to the building from somewhere other than Birchwood and Glenwood. Thank you.

72. Name: Richard Fay on 2024-11-12 15:57:14

Comments: Not sustainable

73. Name: ANDREW MORGAN on 2024-11-12 16:12:16

Comments:

74. Name: Robert McCluskey on 2024-11-12 16:21:42

Comments: Too Tall, hence it adds to much density

75. Name: Rosanna Worthington on 2024-11-12 16:25:25

Comments: I live on Fairwood Place East, will join the meeting on the 14th

76. Name: Dave on 2024-11-12 16:39:06

Comments:

77. Name: Carter on 2024-11-12 16:41:03

Comments:

78. Name: peter lunardo on 2024-11-12 16:52:11

Comments: I personally do not want to have an exit coming from the buuildings to Birchwood Ave or Glenwood ,there is already too much congestions on the side streets once they move in we would barely be able to get into our driveways I do not support this proposal of 11 storey high

79. Name: susana pujalt on 2024-11-12 16:53:53

Comments: Please, enought with this tall buildings. Traffic and the layout of the city is terrible.

80. Name: Cortney Kerr on 2024-11-12 17:34:55

Comments:

81. Name: Julie Sergi on 2024-11-12 17:46:26

Comments:

82. Name: Lindsay Love on 2024-11-12 17:57:14

Comments:

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83. Name: Bob Weldhen on 2024-11-12 18:12:47

Comments: Plains Road is far too busy even without this proposed development. It is also the Emergency Detour Route when an accident occurs on highway 403 which seems to happen all too often adding to the traffic congestion. Just what we need on Plains Road, another condo building - yeah, right.

84. Name: Jennifer on 2024-11-12 18:26:44

Comments: Building too high. Other developments in the area are far lower and fit in. 11 stories where 156 units are 1 bedrooms is not going to help with housing. Those are investor units and not suitable for a city where we already have far too many 1 bed units.

85. Name: Troy G on 2024-11-12 18:43:43

Comments: The added traffic and cars to neighboring side streets will be too much. Traffic and speeders bypassing intersections is already bad without the condos existing.

86. Name: Carolyn Myers on 2024-11-12 19:29:04

Comments:

87. Name: Zach on 2024-11-12 19:37:42

Comments:

88. Name: Leann Sweeney on 2024-11-12 19:38:25

Comments:

89. Name: Kim Walker on 2024-11-12 19:46:03

Comments:

90. Name: Heather Leighton on 2024-11-12 19:48:28

Comments:

91. Name: Colin Price on 2024-11-12 19:52:07

Comments:

92. Name: Don Jobe on 2024-11-12 20:07:05

Comments: We are on Townsend between Glenwood and Birchwood and the area already has way too much traffic. A large new condo unit is currently being built across

from the Shoppers on Plains which will already add too much traffic for the area. The building of another one of this size just down the street makes no sense at all. Is there a City Planning Department that actually look at these Proposals?? If they did then I'm not sure what could possibility make them think this would be a good idea. It's not like these units would qualify as affordable housing. This is a quiet, environmentally friendly area, that is why we moved here 13 years ago. Looks like it may be time to get out!!

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93. Name: Ken Thomson on 2024-11-12 20:24:59

Comments: The streets are already overcrowded as it is and the school safety is already compromised.

94. Name: Rick Smeding on 2024-11-12 20:26:40

Comments:

95. Name: Melissa Ferrato on 2024-11-12 20:29:12

Comments:

96. Name: Renee Yeomans on 2024-11-12 20:33:57

Comments:

97. Name: Michelle Tomson on 2024-11-12 22:03:13

Comments: This is getting out of control for our area . Traffic is always maxed out and safety is becoming a huge concern.

98. Name: Grace Johnson on 2024-11-12 22:39:20

Comments:

99. Name: June on 2024-11-12 22:40:32

Comments: Please save Aldershot. This building should only be allowed to be 4-6 stories high. Not 11 stories. Plains road and side streets are not able to handle the congestion now and adding another 315 vehicles is way too much.

100. Name: Sarah Pinkney on 2024-11-12 22:59:52

Comments:

101. Name: Jane Willms on 2024-11-12 23:10:17

Comments:

102. Name: Leah Stipsits on 2024-11-12 23:20:21

Comments:

103. Name: George Willms on 2024-11-12 23:45:50

Comments: This development is a very bad idea for this neighborhood. It will destroy a peaceful, safe and friendly environment for everyone.

104. Name: JoAnne Faber on 2024-11-12 23:53:20  
Comments:

105. Name: Allard Gunnink on 2024-11-12 23:56:21  
Comments:

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106. Name: Amber Moore on 2024-11-13 00:10:39  
Comments:

107. Name: Krista Benedetti on 2024-11-13 00:10:51  
Comments: 11 storeys is too tall for the neighbours

108. Name: Gail Benedetti on 2024-11-13 00:11:39  
Comments: Way too tall

109. Name: Christine S on 2024-11-13 00:13:53  
Comments:

110. Name: Becca Castelein on 2024-11-13 00:21:44  
Comments:

111. Name: Andrew Castelein on 2024-11-13 00:27:26  
Comments: Aldershot needs a grocery store, not more condos!!

112. Name: Kyla on 2024-11-13 01:05:35  
Comments:

113. Name: Laura Wilson on 2024-11-13 01:06:49  
Comments:

114. Name: David Wilson on 2024-11-13 01:09:04  
Comments:

115. Name: Kate M on 2024-11-13 01:14:02  
Comments:

116. Name: Megan OConnor on 2024-11-13 01:19:46  
Comments: What is happening is unacceptable!! They have laid no infrastructure to accommodate all these new buildings and it is disrupting the lives of all that live here!

117. Name: Garry Dalley on 2024-11-13 01:20:33  
Comments: Hundred percent unacceptable ! this will turn the inner streets into a

parking lot and a highway that surrounds a local school.

118. Name: Nikki Mac on 2024-11-13 01:26:03

Comments: Bad idea. Unsafe for the neighborhood. Streets will be too busy, parking will affect the streets we live on

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119. Name: Don Thorpe on 2024-11-13 01:47:29

Comments: Please keep the height like the other existing condos on Plains Road.

120. Name: Rita Willms on 2024-11-13 01:49:35

Comments:

121. Name: Jacob Comacchio on 2024-11-13 02:09:20

Comments:

122. Name: Will Sanderson on 2024-11-13 02:17:59

Comments: Preserve aldershot, this is not needed in this community. Traffic is already a problem and this will exacerbate the issue significantly.

123. Name: Reid on 2024-11-13 02:19:17

Comments: Enough with the condos! #preservealdershot

124. Name: Tayler Boyd on 2024-11-13 02:20:47

Comments:

125. Name: David Sanderson on 2024-11-13 02:22:11

Comments:

126. Name: Rileigh Shiplo on 2024-11-13 02:25:02

Comments:

127. Name: Meredith Burt on 2024-11-13 02:25:05

Comments:

128. Name: Sebastian Arnold on 2024-11-13 02:30:18

Comments:

129. Name: J on 2024-11-13 02:32:59

Comments: No

130. Name: Brittany Swainsbury on 2024-11-13 02:50:47

Comments:

131. Name: Rob Bryant on 2024-11-13 03:03:23  
Comments: Totally support aldershot is turning into a nightmare

132. Name: RitA Formiglio on 2024-11-13 04:08:19

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Comments:

133. Name: Yolanta Franchi on 2024-11-13 04:10:29  
Comments: Nobody wants this in their backyard. Where is community protections and our ward councilor Kevin's voice for us locals???

134. Name: Sharon H on 2024-11-13 05:00:33  
Comments: This is another example of a greedy developer who has absolutely no concern or regard for the people who love in this area. Our councillor should be against this as well . Build this monstrosity in the backyards of the rich developers and see how they like it!

135. Name: Simon on 2024-11-13 05:33:27  
Comments:

136. Name: Heather L on 2024-11-13 11:31:57  
Comments:

137. Name: Christian van der Pol on 2024-11-13 12:21:59  
Comments:

138. Name: Dennis Willms on 2024-11-13 12:31:33  
Comments:

139. Name: Amy Cipriano on 2024-11-13 13:13:04  
Comments:

140. Name: Carlie on 2024-11-13 13:21:30  
Comments:

141. Name: Sandra Lang on 2024-11-13 13:25:15  
Comments:

142. Name: Ed Willms on 2024-11-13 13:25:58  
Comments: Many towns don't have a 'heritage committee' working with Town Planning. Huntsville is an example of not being prepared

143. Name: Jon Massie on 2024-11-13 13:34:36

Comments: This proposal is an abomination. We can't allow this to be built. Meed Ward and her cronies are destroying Burlington.

144. Name: Jennifer Clark on 2024-11-13 13:46:27

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Comments: Enough is enough! There is plenty of spare land elsewhere to build these highrises.

145. Name: Greg Tregunno on 2024-11-13 13:49:13

Comments: My backyard borders this development. Depreciating my home, loosing privacy...impossible traffic scenarios. Breaks my heart Aldershot decided to ram as many people into a tight area with no investment into infrastructure roads or ammenities. Crime has increased in the aldershot area with no presence or plan to take action. Low income rentals and increased population on an already bordering Hamilton neighborhood.

146. Name: Xinyi Li on 2024-11-13 14:29:53

Comments:

147. Name: Mia S on 2024-11-13 14:43:02

Comments:

148. Name: Kazimiera Mazur on 2024-11-13 14:50:16

Comments:

149. Name: S Silvestri on 2024-11-13 15:07:20

Comments:

150. Name: Herma Greenwood on 2024-11-13 15:14:51

Comments:

151. Name: Kara on 2024-11-13 15:21:42

Comments:

152. Name: Alison Warren on 2024-11-13 17:06:44

Comments: Aldershot "VILLAGE"

153. Name: Susan Morris on 2024-11-13 17:10:59

Comments: Who is behind "Preserve Aldershot" and why aren't their names included with all this information?

154. Name: Marianne Bromley on 2024-11-13 17:13:38

Comments: It is time to prevent big business from spoiling our neighborhoods.

155. Name: Michael Veri on 2024-11-13 17:17:36

Comments:

156. Name: Summer R on 2024-11-13 17:19:53

Comments:

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157. Name: Ben Brookshaw on 2024-11-13 17:21:15

Comments:

158. Name: Janice Koole on 2024-11-13 18:02:05

Comments:

159. Name: Giuseppe Ferrara on 2024-11-13 18:06:40

Comments: I firmly oppose any building exceeding 8 storey, Plains Road is already very dangerous for the large number of students in the area.

160. Name: Alicia Salka on 2024-11-13 18:42:04

Comments:

161. Name: David Black on 2024-11-13 19:01:36

Comments: I agree with many concerns already voiced, and would like to add that the shadows large buildings create change conditions for pedestrians making it much colder. And parking access from quiet residential streets, so much for family friendly!

162. Name: Michael Winward on 2024-11-13 19:20:53

Comments: Studio and one bedroom units will make up almost 2/3rds of this development. The province needs to build homes, not shoe boxes. What has happened to the concept of Aldershot Village? I get it that we need to do our bit for increased housing but an 11 story condo is incompatible with the area. Also very concerned with the increase in traffic and safety for kids going to the two primary and one high school in the neighbourhood. Let's have some reasonable judgment here.

163. Name: Alison Dakin on 2024-11-13 20:07:18

Comments: I have owned & lived in Aldershot for 22 years, my husband was born here & attended both El & Hi schools affected by this ridiculous development, not the first one. He continues to live here, 71 yrs.

It is time to listen to residents not wanna be politicians who cannot communicate with constituents. Stop the continual amendments to the OP and bylaws to suit each developer. This development should be denied as proposed and we will support your proposed plan to protect children and in addition force the city to assess the impact of all traffic in the Aldershot community. Plains Rd is already a nightmare thanks to ineffective current Ward 1 and Mayor. BTW my husband asks...what are they smoking.

164. Name: Tom Bromley on 2024-11-13 20:49:58

Comments: Once again we are dealing with more development that is only going to

make our traffic problems greater on Plains road and surrounding areas. Instead of allowing small houses to be torn down and being replaced by monster houses with two or three people living in them, we should build semi detached homes or fourplexes.

165. Name: Catherine Brady on 2024-11-13 21:38:45

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Comments: It's out of control and needs to be stopped. Our infrastructure can't withstand all this growth and development

166. Name: Brian Keyes on 2024-11-13 21:53:56

Comments: What the block heads are running our building department. Permits being handed out like Halloween candy

167. Name: Darren Sullivan on 2024-11-13 21:56:47

Comments:

168. Name: Vanessa Watmough on 2024-11-13 22:01:49

Comments:

169. Name: Karen Lannen on 2024-11-13 22:21:14

Comments: The building proposed is way too large and too tall for the community, and would impact the traffic patterns negatively, increasing cause for concern for pedestrian safety. This is the tip of the iceberg for concerns.

170. Name: Peggy Giroux on 2024-11-13 22:57:45

Comments: The Aldershot I have lived in my whole life is gone. We lost our grocery store, LCBO, beer store, Canadian Tire and a department store as well as several restaurants years ago. Aldershot residents must drive to all of the above amenities and we have been asking for them back for many years ! This new development is intensification in the wrong place. Our infrastructure has not changed in the last many years and it doesn't look like it is going to any time soon! The traffic is ridiculous, especially when the 403/QEW are in gridlock. Cars are clogging up our residential streets for hours with noise and fumes so residents are unable to enjoy daily living. Our children who walk to our local schools, Glenview and Aldershot will no longer feel safe doing so. Aldershot is a great community but the bureaucrats are ruining it! Where are these people going to park when there are not even enough parking spaces per condo? Does the City government, Kelvin Galbraith, think these new residents are going to take transit?! Not likely. You are destroying our community with your money hungry decisions.

171. Name: Lisa Durocher on 2024-11-13 23:21:19

Comments:

172. Name: Daniel Dorigiola on 2024-11-13 23:21:48

Comments:

173. Name: A Proietto on 2024-11-14 00:02:54  
Comments: Safety is of most importance

174. Name: J Proietto on 2024-11-14 00:06:36  
Comments: Traffic on Plains Road will increase

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175. Name: Michael Brochu on 2024-11-14 00:19:51  
Comments:

176. Name: Rhia Brochu on 2024-11-14 00:24:32  
Comments:

177. Name: Jenna S on 2024-11-14 00:28:36  
Comments:

178. Name: Suzanna Sterling on 2024-11-14 00:35:30  
Comments:

179. Name: Craig Sterling on 2024-11-14 00:38:20  
Comments: The density intended by this project with the proximity to existing single family residential is not suited for this property.

180. Name: Kelly Dore on 2024-11-14 01:18:02  
Comments:

181. Name: Barbara Fowler on 2024-11-14 01:29:26  
Comments: I live on LaSalle Park Road and the traffic is absolutely terrible. I can't imagine how much worse traffic would be with additional high density housing builds.

182. Name: Colin Robey on 2024-11-14 02:18:57  
Comments:

183. Name: Michele Todorovic on 2024-11-14 04:02:48  
Comments:

184. Name: jill holden on 2024-11-14 12:01:45  
Comments:

185. Name: Christine Whaling Parry on 2024-11-14 12:26:36  
Comments: Please don't build this building.

186. Name: James Parry on 2024-11-14 12:28:01

Comments:

187. Name: Debra Keyes on 2024-11-14 12:30:21

Comments:

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188. Name: L Thomas on 2024-11-14 14:17:51

Comments: I am in support of building affordable homes in Burlington. However, do it thoughtfully. Limit buildings to the original zoning bylaw of no higher than 6 floors on Plains Rd. to avoid shadowing our residential areas and causing road congestion. Build higher buildings away from current residential areas, north of Plains Rd. and/or north of the QEW. Ensure there are expanded roadways, parks, grocery stores and community centers to support any influx of residents.

189. Name: A Edwards on 2024-11-14 14:38:06

Comments: I live on a street adjacent to Glenview P.S. and have concerns regarding this development's impact on road congestion, pedestrian safety, and shadowing of current residential areas. I strongly feel that new buildings in this area should be limited to the original zoning bylaw and be no higher than 6 floors.

190. Name: Lisa Cowan on 2024-11-14 14:47:30

Comments: Aldershot is being destroyed. Please stop this insanity.

191. Name: Joshua Lewis on 2024-11-14 15:14:47

Comments:

192. Name: Peter Januszewski on 2024-11-14 15:22:30

Comments:

193. Name: Sim sahota on 2024-11-14 16:29:46

Comments:

194. Name: Jason McGuire on 2024-11-14 16:54:18

Comments: Glenwood Avenue has already become an increased safety risk due to increased traffic and parking challenges for nearby schools. The proposed residential and commercial building will bring forward more risk/ liability issues to the area in addition to destroying Aldershot Villages unique characteristics and environment. Anyone serious about pushing forth this commercial project without doing the necessary due diligence is not acting in the best interest of the community and is willing to disregard public safety for profit.

195. Name: bryan bodden on 2024-11-14 17:29:41

Comments: way to high for the area  
added pressure on existing infastructure  
potential to become a ghetto

196. Name: Erin Hayes on 2024-11-14 18:23:55

Comments:

197. Name: Dom Jagodic on 2024-11-14 19:15:12

Comments: 11 storeys? This is unacceptable. Can't wait for election time.

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198. Name: Elaine Benedetti on 2024-11-14 19:15:21

Comments: Traffic concerns. Too many cars.

199. Name: Katherine Wood on 2024-11-14 19:56:57

Comments:

200. Name: Michelle Bruce on 2024-11-14 20:03:49

Comments:

201. Name: Paul Cook on 2024-11-14 20:04:58

Comments:

202. Name: Courtney Leigh Braithwaite on 2024-11-14 20:08:59

Comments: Live [REDACTED] from proposed driveway access and i have two small children i don't want this for our neighborhood  
[REDACTED]

203. Name: John Steele on 2024-11-14 20:32:20

Comments: I strongly support this petition. Too much traffic. There are already too many condos under construction in the area.

204. Name: Lesley Green on 2024-11-14 20:33:17

Comments: Far too much traffic in our neighbourhood.

205. Name: Joanne slye on 2024-11-14 20:45:50

Comments:

206. Name: Mitchel Mckechnie on 2024-11-14 20:57:51

Comments: We're against access to this development from Glenwood and Birchwood.

207. Name: Lois Sutherland on 2024-11-14 21:09:37

Comments: There will be too many cars and too many people.

208. Name: Jeanette Macdonald on 2024-11-14 21:09:56

Comments: Height and density is a concern in this residential area. In addition, both Glenwood and Birchwood are main routes for students/children attending Aldershot Secondary, Glenview, Holy Rosary and Maplehurst which makes increased traffic on these streets a serious safety concern. In addition to safety concerns, the volume of

traffic spilling onto Glenwood and Birchwood would be unmanageable.

209. Name: Dianna McKechnie on 2024-11-14 21:10:00

Comments:

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210. Name: Will Coutts on 2024-11-14 21:10:27

Comments: Redevelopment must have an appropriate transition in scale, intensity, height, massing and spacing between land uses and built forms. This proposal does not do that. Respect the existing neighborhood!

211. Name: Mitch McKechnie on 2024-11-14 21:10:36

Comments:

212. Name: Joe Canzio on 2024-11-14 21:13:37

Comments: appreciate that this area is identified as critical to Aldershot GO, but I totally agree with the points already put forward. Safety and sheer volume of vehicles is a major concern

213. Name: Lindsay Coutts on 2024-11-14 21:26:50

Comments: The building is too high for the southside of Plains. The increased traffic on Glenwood and Birchwood will make the roads unsafe for Glenview students, and pedestrians generally. Plans should be redeveloped to respect the existing neighbourhood.

214. Name: Denise McNichol on 2024-11-14 21:38:14

Comments: Another huge project that will make traffic even more congested in an already tight area

215. Name: Scott brownson on 2024-11-14 21:52:25

Comments:

216. Name: Gerald Melanson on 2024-11-14 21:54:00

Comments:

217. Name: Justin A Smyth on 2024-11-14 21:55:16

Comments:

218. Name: Ben Dutchak on 2024-11-14 22:01:57

Comments:

219. Name: Casey Moore on 2024-11-14 22:02:04

Comments:

220. Name: John Creary on 2024-11-14 22:03:46

Comments:

221. Name: Bruce McNichol on 2024-11-14 22:05:43

Comments: too big with all the other projects in process and future planned! Page 21 of

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222. Name: Aaron Bakker on 2024-11-14 22:06:50

Comments:

223. Name: Alexandra Hoare on 2024-11-14 22:14:30

Comments:

224. Name: Shawn Ranieri on 2024-11-14 22:48:25

Comments:

225. Name: Kelly Ryan on 2024-11-14 23:13:05

Comments:

226. Name: Mitchell Jones on 2024-11-14 23:32:11

Comments:

227. Name: C Virgin on 2024-11-14 23:45:54

Comments: The proposed building is much too large for the neighbourhood. I believe the original proposal posted was for a 6 story bldg. Too much unsafe traffic in a high pedestrian area.

228. Name: Linden Chung on 2024-11-14 23:53:14

Comments:

229. Name: Ronald Moore on 2024-11-15 00:05:15

Comments: Against this development

230. Name: Dave Kellam on 2024-11-15 00:16:47

Comments:

231. Name: Dan McKeown on 2024-11-15 00:18:36

Comments:

232. Name: Keith Boylan on 2024-11-15 00:22:25

Comments:

233. Name: Ian Parkhill on 2024-11-15 00:26:50

Comments: traffic volume all over Burlington is already too high, as a result of other developments, and this project's density would only worsen the issue.

234. Name: Kay Parkhill on 2024-11-15 00:27:37

Comments:

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235. Name: Meghan Lareau on 2024-11-15 00:43:07

Comments:

236. Name: Matthew Lareau on 2024-11-15 00:48:22

Comments:

237. Name: David Bakowsky on 2024-11-15 00:57:58

Comments:

238. Name: Jill D on 2024-11-15 01:00:22

Comments:

239. Name: Kanan Patel on 2024-11-15 01:22:01

Comments:

240. Name: Garrett kerr on 2024-11-15 01:22:53

Comments:

241. Name: Bryan Johnson on 2024-11-15 01:25:39

Comments:

242. Name: Emily de Boer on 2024-11-15 01:29:18

Comments: Please stop to many people coming in. We live in a beautiful neighborhood and we pay thrlre taxes and the house values for it. Don't ruin it.

243. Name: Dan on 2024-11-15 01:42:56

Comments:

244. Name: Mike Dahab on 2024-11-15 01:47:22

Comments: Hell no!

245. Name: Sean Haggerty on 2024-11-15 02:03:54

Comments:

246. Name: Alyson Kirkwood on 2024-11-15 03:06:48

Comments:

247. Name: Diane Langdon on 2024-11-15 03:45:55

Comments:

248. Name: Mannie on 2024-11-15 04:38:18

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Comments: Not supportive of this dense development as it will make the current situation worse.

249. Name: Damian Pudsey on 2024-11-15 06:04:45

Comments:

250. Name: Ian Pudsey on 2024-11-15 06:05:27

Comments:

251. Name: Stephanie on 2024-11-15 11:16:35

Comments: I oppose this application for new condos on plains road. Traffic is congested enough, we do not have enough resources,

252. Name: Peter Arberg on 2024-11-15 13:34:43

Comments:

253. Name: Sarah on 2024-11-15 14:03:35

Comments:

254. Name: Evette Sauriol on 2024-11-15 14:05:25

Comments: While progress and the housing crisis put pressure on neighborhoods , research shows high rises and high density are unhealthy for communities. At the very LEAST honour the 6-story max guideline.

255. Name: Kaity Bailey on 2024-11-15 14:54:56

Comments:

256. Name: Mike Alderman on 2024-11-15 17:32:34

Comments:

257. Name: Erin on 2024-11-15 17:51:45

Comments:

258. Name: Michael Majewski on 2024-11-15 18:33:49

Comments: The building is way too high and I don't think roads can handle the traffic. The city should sort transit issue first, before considering new developments I'm against this particular development. Other proposals were handled better.

259. Name: Todd Harrison on 2024-11-15 19:12:25

Comments: We need to think of different ways of increasing housing and possibly the actual necessity of more housing.

Currently Aldershot is has over 12 new condo buildings planned. This is a ridiculous number of new condo buildings in a small area primarily confined to one road- Plains road.

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Traffic, school space, go train parking and amenities are all at their limit. There needs to be a review of other location options within Burlington limits.

260. Name: James on 2024-11-15 20:43:03

Comments:

261. Name: Mila Conti on 2024-11-15 20:54:30

Comments:

262. Name: Devon Jones on 2024-11-15 20:55:39

Comments:

263. Name: John and Rhonna Wolkowski on 2024-11-15 20:59:15

Comments: An unnecessary blight.

A better use: Return to farmland

264. Name: Jenny on 2024-11-15 21:15:29

Comments: I am a long-term resident of Aldershot, having lived here for over 20 years, and I am deeply concerned about the growing congestion and safety issues around the Glenwood Avenue area.

The intersections near Glenwood, Townsend, Plains Road, and Birchwood have been heavily congested due to the two schools located in the vicinity. The combination of constant vehicle traffic, parked cars, children running, pedestrians, and scooters creates a chaotic and unsafe environment. It is almost miraculous that accidents do not occur daily. Introducing a new building, especially one with exits leading to Glenwood or Birchwood, would exacerbate these issues. Such a development would not only disrupt the neighborhood but also significantly increase the risk to everyone's safety.

This new building proposed would add to the already overwhelming traffic in this area. Prioritizing the safety and well-being of our community should be paramount.

265. Name: Diane on 2024-11-15 21:21:44

Comments: A big NO for this development.

266. Name: Ken and Josie Hammond on 2024-11-15 21:28:39

Comments:

267. Name: Dave Zarnke on 2024-11-15 21:35:28

Comments: As a resident of Aldershot for 35 years, I am disappointed to see a proposal for an 11 story condo building. This does NOT fit into the landscape of what Aldershot is.

268. Name: Frank Rabley on 2024-11-15 21:50:00

Comments: This has to be stopped. Too many children in the area on their way to school. Traffic will also be unsustainable

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269. Name: Tony Wyszowski on 2024-11-15 22:21:51

Comments:

270. Name: Brenda Michalewicz-Rollins on 2024-11-15 23:13:01

Comments: Definitely need for the access to be changed to Plains Rd for less safety and impact on the established residents.

Urban planners for the City of Burlington need to step up and do their job properly.

271. Name: Guy Brocks on 2024-11-16 02:34:17

Comments:

272. Name: M Kenrick on 2024-11-16 13:16:15

Comments: In my opinion the ongoing condo development within Aldershot has gone too far. Traffic is horrendous now along Plains Road. Downtown Burlington is a disaster, too many high rise condos..... we no longer go downtown & prefer to go to restaurants in Aldershot (West End Bistro) and shop locally.

Absolutely fed up with Marianne Meade Ward ..... won't be voting for her again.....

273. Name: Robert Hoare on 2024-11-16 13:46:03

Comments:



Community Feedback for Proposed Development:  
**84-104 Plains Road East and 990 Glenwood Avenue**  
Miura Development Group Inc.

*This letter highlights the primary concerns of the undersigned community regarding the proposed development at 84-104 Plains Road East and 990 Glenwood Avenue (“100 Plains Rd E.”) and densification of our neighbourhood.*

**CONCERN: CHILD & PEDESTRIAN SAFETY**

- The Project currently proposes: (1) access driveways on Glenwood Ave and Birchwood Ave, and (2) less than 1 parking space per unit.
- The challenges of turning left onto westbound Plains Rd E will inevitably push significant traffic onto Glenwood Ave, Birchwood Ave, and Fairwood Place E – none of which are designed to handle significant traffic flow. This traffic will queue on Townsend Ave for a right turn northbound on Lasalle Park Dr (Figure 1).
- Limited parking spaces at The Project will generate overflow parking on Glenwood and Birchwood, which further reduces traffic capacity by a significant degree (Figure 2).
- It is worth noting that throughfare traffic and overflow parking conditions are already a daily issue during rush hour and school drop-off/pick-up times.
- The combined impact of increased traffic flows and overflow parking will lead to unsafe conditions for children and pedestrians within the community, specifically Glenwood, Birchwood and Fairwood.



Figure 1: Throughfare traffic queuing on Townsend Ave near Birchwood Ave (looking westbound)



Figure 2: Overflow parking on Glenwood Ave near Plains Rd E (looking northbound)

## PROPOSED SOLUTIONS & CONSIDERATIONS:

- The only driveway access to The Project should be via a 4-way controlled traffic light at the intersection of Clearview Ave and Plains Rd E. This access point aligns with west end of the The Project site and the main access point on the development at 53-71 Plains Rd. E, 1025 Cooke Blvd (Figure 3).
  - Note: Failure to align the driveway of The Project and the main access point at the 53-71 Plains Rd E & 1025 Cooke Blvd development would lead to three busy, uncontrolled intersections within 300 metres
- Convert Glenwood Ave and Birchwood Ave into cul-de-sacs with only pedestrian/bike access from Plains Rd E. This would significantly improve child and pedestrian safety, particularly during rush hour and school pick-up/drop-off times.
  - Cul-de-sacs align with the road network design of other neighbourhoods along the Plains Rd/Fairview St corridor in Burlington (Maple Ave to Appleby Line). These neighbourhoods also have limited intersections along Fairview St.
- Sidewalks are a potential solution but come with challenges given the neighbourhood design. There are a large number of mature trees of significance that would be at risk during sidewalk construction. The Project is already removing a significant number of mature trees from the site. There are also some households that will lose driveway parking capacity.
- Overflow parking restrictions, particularly overnight.

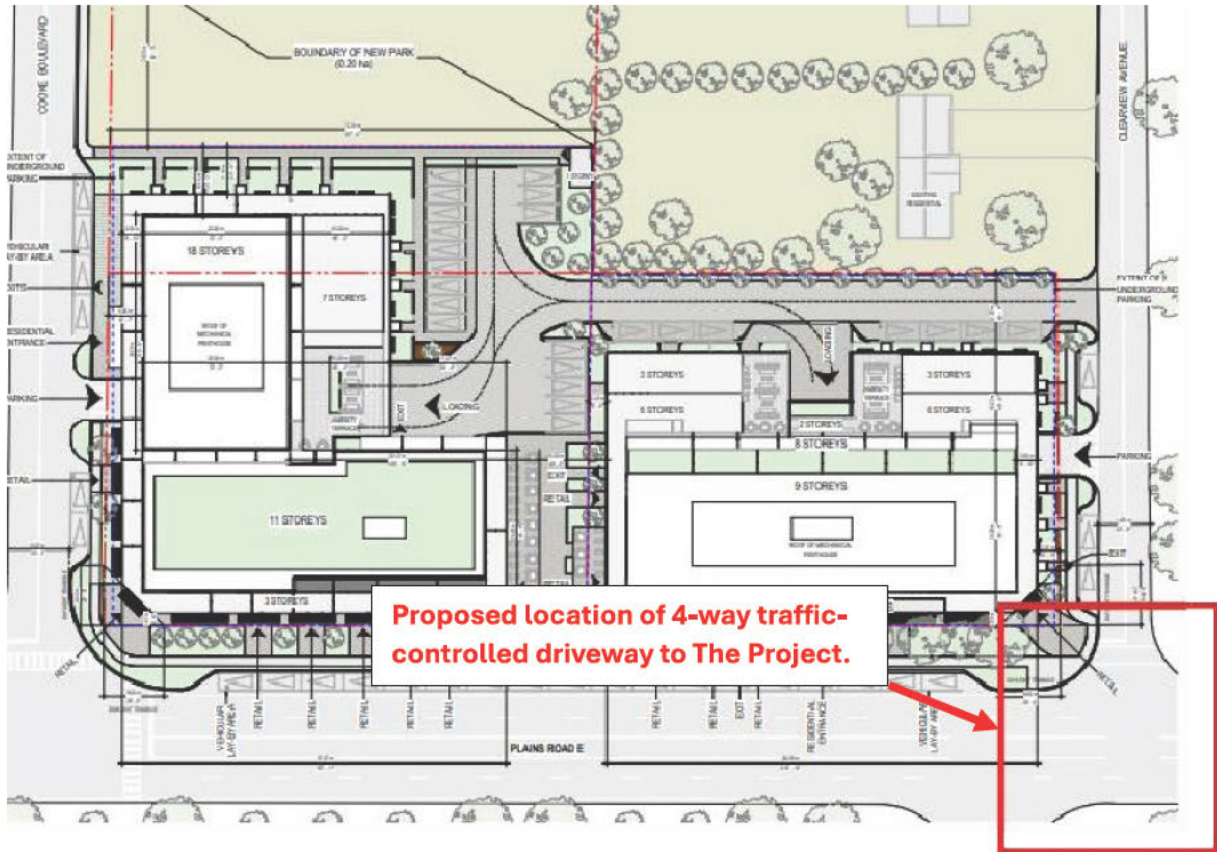


Figure 3: Development concept at 53-71 Plains Rd E & 1025 Cooke Blvd (as presented to OLT)

**CONCERN: HIGH DENSITY & BUILDING HEIGHT**

- The Project is among the furthest properties from the “height peak” or highest density area of the Aldershot MTSA, and among the closest properties to existing residential (Figure 4). Given the approved development projects and target density near the Aldershot GO, there is not a reasonable need for maximum density on land adjacent to existing residential.
- The Project should have density closer to the minimum thresholds given the more intense density that will occur in other parts of the Aldershot MTSA – namely, Aldershot Go Central, Cooke Commons and Emery Commons.

**SCHEDULE G**  
**Land Use - Aldershot GO Major Transit Station Area**  
 City of Burlington

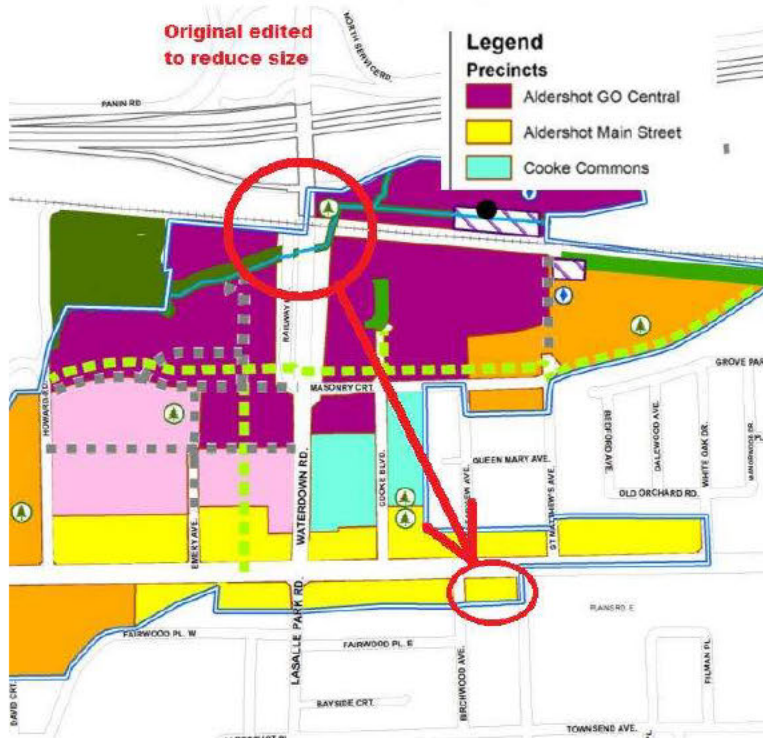


Figure 4: The Project is among the furthest properties from the "high peak" in the MTSA and is embedded within an existing low-rise residential neighbourhood

- The Project's proposed floor plan includes: 3 (1%) studio units, 160 (64%) one-bedroom units, 48 (19%) two-bedroom units, and 42 (16%) three-bedroom units.
- Assuming 1.5 residents per bedroom (a conservative estimate as per The Ontario Building Code), the number of residents would be just shy of 600.
  - Residents per Hectare (RPH):, or 1,635 RPH. This is a staggering 10.9x the minimum residents per hectare (RPH) target of 150 for the Aldershot MTSA.
  - Floor Area Ratio: The Project's estimated FAR is 6.73:1, which compares more to 1120 Cooke Blvd (7.9:1) than 1085 Clearview (~3:1).

Table 1: Summary of key density statistics for comparator development projects in the Aldershot MTSA

Project	Precinct	Applicant	Acres	# Stories	# Units	Floor Area Ratio (FAR)	Residents Per Hectare (RPH)	RPH / Min MTSA RPH
The Project	Aldershot Main	MHBC Planning (Miura Developments)	0.47	11	253	6.7:1	1,635	10.9x
1120 Cooke Blvd	Aldershot Go	WND Associates (Adi Development)	0.95	29	1,139	~7.9:1	~2,657	17.7x

1085 Clearview Ave <sup>1</sup>	Aldershot Mid-Rise	MHBC Planning (Coletara Development)	0.63	6	160	1.6:1	~255	1.7x
Existing residential						0.5:1	30	0.2x

- In the October 30th presentation the developer attempted to show appropriate massing using a 45-degree angular plane diagram. The diagram did not accurately follow the method laid out in Burlington’s Urban Design Guidelines for Mid-Rise Buildings. There was no angular plane diagram for Glenwood and Birchwood.
- There is an emerging concern across many communities in Ontario regarding smaller format condo units. These small format condo units are not a solution to Ontario’s housing crisis. Investors are the predominant purchasers of small format condo units, which adds significant volatility to supply/demand and occupancy. City of Burlington’s goal to add 15,000 residents to the Aldershot MTSA by 2051 would be better served with larger format units.

#### PORPOSED SOLUTIONS & CONSIDERATIONS

- The Project should have density ratios closer to 1085 Clearview given the similar proximity to existing residential homes.
- The proposed floor plan (65% 1-bedroom or less) should be restructured in a manner that is most desirable for young professionals, families and retirees. This would mean an increase in the proportion of 2- and 3-bedroom units.
- Lower height and deeper building form may allow for reasonable floor plan and cheaper construction costs without over densifying the site.

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<sup>1</sup> Information report regarding official plan and zoning bylaw amendments for 1085 Clearview Avenue, 1082, 1086, and 1090 St. Matthew’s Avenue ([link](#))

**Further Analysis of Proposed Development at**  
**84-104 Plains Road East and 990 Glenwood Avenue**  
**“100 Plains Road East”**

## **Introduction and Expertise**

I grew up on Glenwood Ave and my parents still live on the street. I live within walking distance of the GO Train, which my wife and I take to work, and my children attend Glenview Public School. Three days each week my children go to my parents' house on Glenwood after school. On one of those days my parents walk them to school in the morning, too. Where I discuss Glenwood Avenue some of the issues may relate to Birchwood Avenue as well.

I have over a decade of experience working with the *Planning Act* and Provincial Policy Statement for the Government of Ontario<sup>1</sup>, however, nothing in this submission should be considered legal advice or analysis, nor should this be considered the opinion of the Government on these matters. I am less acquainted with Official Plans and zoning, so please excuse any errors in those matters.

I am making this submission on short notice having received no notification from the developer or city that the proposal had moved to the application stage, despite having made a previous submission in the fall and signing up for notifications from the developer at the public meeting and through the city website. The deadline for comments does not appear on the city website. I appreciate the 48 hour extension I received to submit these comments, I am forced to complete them in a hurried fashion and with limited resources as I am not currently at home.

These comments focus on the Planning Justification Report (PJR) but may also reference specific studies, including the Transportation Impact Study (Traffic Study). I will build off my previous submission from the Fall 2024, which is attached. I apologize for any errors or any inconsistencies between the two.

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<sup>1</sup> Establishing land use rules under the Feed-In Tariff and Large Renewable Procurements, restoring municipal authority over the siting of renewable energy projects through amendments to the *Planning Act* under the *Green Energy Repeal Act*<sup>1</sup>, drafting content in the 2020 Provincial Policy Statement (PPS) and overseeing the review of the 2024 PPS for the Ministry of Energy and Electrification, overseeing the Ministry of Energy and Mines team that reviews planning submissions received through the Ministry of Municipal Affairs and Housing “one window” portal for compliance with the PPS.

## Summary of Comments

Two specific areas where the Proposed Development fails to meet the requirements of the 2024 Provincial Policy Statement (PPS) and the 1997 Official Plan (OP) are:

1. The transition of the built form to and compatibility with the existing neighborhood; and
2. Vehicular access to the proposed development, and the failure of the traffic study.

This report addresses these issues in two parts. There is some blending of this issue as vehicular access falls to some degree into part 1, as well.

Additional concerns about the proposal are lumped together at the end but not fully explored. This is not an exhaustive list.

### **Part 1: A Failure to Transition the Built Form to, and Create Compatibility with, the Existing Neighborhood**

**Summary:** The project fails to meet PPS 2024 and Burlington 1997 OP requirements to transition the built form to, and create compatibility with, the existing neighborhood because:

## Planning Context

I have not attempted to describe the entirety of plans and policies applicable to this situation. I have hand picked those that are most clearly violated by this proposal.

### PPS 2024

#### 2.4 Strategic Growth Areas

##### 2.4.1 General Policies for Strategic Growth Areas

3. Planning authorities should: b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;

#### 6.1 General Policies for Implementation and Interpretation

12. Density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.

11. Strategic growth areas and designated growth areas are not land use designations and their delineation does not confer any new land use designations, nor alter existing

land use designations. Any development on lands within the boundary of these identified areas is still subject to the relevant provincial and municipal land use planning policies and approval processes.

#### Analysis:

Under the PPS, density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.

The Subject Lands are already zoned to allow development that would exceed the minimum targets by 2.5x<sup>2</sup>. The municipality can only make planning decisions that would allow development to further exceed the minimum density target if the decision would not conflict with other PPS policies. This includes identifying the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas.<sup>3</sup> The fact that the Subject Lands are in the MTSA does not confer any special designation on those lands and they are subject to all applicable policies and approval processes.

#### City of Burlington Official Plan (1997)

The Official Plan<sup>4</sup> includes numerous references to compatibility with existing neighborhoods:

- Compatibility in all land use decisions;
- Design shall consider the surrounding neighborhood;
- Infill will preserve and enhance the quality of life;
- Intensification and infill within existing neighborhoods must be designed to be compatible and sympathetic to existing neighbourhood character;
- Intensification must be evaluated against the need for compatibility with the existing residential neighborhood;
- Redevelopment must be integrated within existing urban fabric;
- Discourage traffic through existing residential neighborhoods;
- Trucks (garbage trucks) and heavy traffic should not go through existing residential neighborhoods if avoidable.

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<sup>2</sup> The Land Tribunal already approved amendments that would allow a 7-story building with 70 total bedrooms to be built at 92 Plains Road East. Using the 2-person-per-bedroom factor the Developer has used in this submission that building alone would accommodate 140 residents plus employees in the retail area plus 20 additional residents in the existing buildings on Glenwood and Birchwood. The Subject Properties are 0.47 hectares so we have 340 residents per hectare before adding in any jobs.

<sup>3</sup> PPS 2024, Policy 2.4.1 3(b) under General Policies for Strategic Growth Areas

<sup>4</sup> I lost the specific references and exact wording, and I do not have time to go back and sort it out. Analysis of section 2.5.2 is separate.

OP 1997

s. 2.5.2

v. compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity space so that a transition between existing and proposed buildings is provided;

vi. effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character;

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

The Developer also identifies 2.5.3 for the 92 Plains Road East property, which requires the number and location of vehicular access points shall be limited to minimize disruption to traffic flows and to minimize impact on local streets; wherever possible, off-street parking should be located in the side and rear yards and away from residential uses; vehicular access does not adversely affect local streets; and site is located on a multi-purpose arterial or major arterial road that can accommodate the anticipated traffic.

Analysis of OP:

It is clear from the number of policies that require compatibility and integration with the existing neighborhood is essential and required for the approval of an intensification or infill proposal. Additionally, vehicular access is required to be direct to the arterial, minimize flows to local streets and keep it away from existing residential uses.

The Developer identifies “84 & 104 Plains Road East and 990 Glenwood Avenue are located on the periphery of an established neighbourhood and are subject to the evaluation criteria policies for Residential Areas outlined in Section 2.5.2.”

It is important to note that the Developer provides significant analysis of the text of 2.5.2 xii, but in their analysis they do not address any of the criteria in the section (transition and vehicular access) and instead provide information about pedestrian access to the proposed grade-level commercial units.

Under 2.5.2 xii, this is a proposal for non-ground oriented housing intensification and is at the periphery of an existing residential neighbourhood. Accordingly, it can only be permitted if the built form, scale and profile of development is well integrated with the existing neighbourhood so that a transition between existing and proposed residential buildings is provided. This is a non-discretionary requirement, if the building is not well

integrated it cannot be approved. The developer provides some commentary on the transition in their proposal – this is explored below.

Also under 2.5.2 xii, a proposal can only be permitted if it abuts an arterial road *and* has direct vehicular access to that arterial road. This is a non-discretionary requirement. Vehicular access for the proposal is found on Glenwood Ave and Birchwood Ave. The Traffic Study describes those two roads in the following way:

local street with a north/south alignment. It has a two-lane urban cross-section and a posted speed limit of 40 km/h. Within the study area, it has a stop-controlled intersection with Plains Road East.

## **Surrounding Land Uses and Area Context**

### **Surrounding Land Uses**

The Developer provides the following description of the surrounding uses. The information about future proposed development is irrelevant because they are meant to be providing a description of actual current uses, but I have left it intact to maintain that this is their wording.

**NORTH:** North of the Subject Lands is Plains Road East. Oriented along the north side of Plains Road East to the east of Clearview Avenue are low-rise commercial and mixed-use buildings. Oriented along the north side of Plains Road East to the west of Clearview Avenue is a vacant lot, which in assembly with the properties at 53-71 Plains Road East and 1025 Cooke Boulevard were subject to OLT-approved Official Plan Amendment and Zoning By-law Amendment applications to facilitate the development of 9 and 18 storey mixed-use buildings. Located further north along Clearview Avenue are low-rise dwellings.

**EAST:** East of the Subject Lands is Glenwood Avenue, followed by low-rise dwellings oriented along the east side of Glenwood Avenue. Located further east, oriented along the south side of Plains Road East, is St. Matthew's Anglican Church, a place of worship with associated cemetery, followed by low-rise dwellings.

**SOUTH:** South of the Subject Lands are low rise dwellings oriented along both sides of Glenwood Avenue and Birchwood Avenue.

**WEST:** West of the Subject Lands is Birchwood Avenue, followed by low-rise dwellings, which are oriented along the west side of Birchwood Avenue. Located further west, oriented along the south side of Plains Road East, are low-rise dwellings.

Analysis: The current uses in every direction surrounding the Subject Properties are almost exclusively low-rise residential, with low-rise mixed use and low-rise commercial to the north across the main arterial, and a church and cemetery to the east.

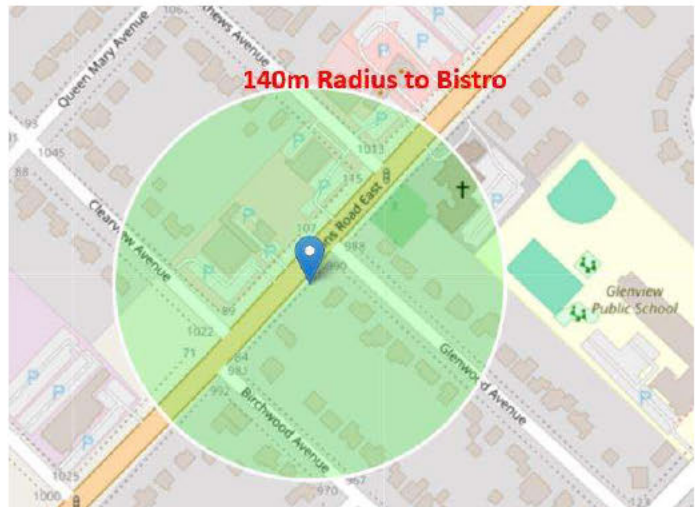
### Area Context

In this section the Developer provides a description of proposals for what will happen to the area in the future.

The Subject Lands are generally located to the south-east of the Plains Road East and Waterdown Road intersection. Significant development activity continues to take place within the Subject Lands' immediate context, which is rapidly evolving from a mid-century suburban form of development that is oriented towards automobile use, consisting of a mix of industrial, retail, and residential uses in predominantly low-rise built forms. More recently, there has been significant development along the Plains Road and Waterdown Road corridors in the form of mid-rise and tall residential and mixed-use buildings.

### Issues with Table 1: Location of Notable Nearby Uses (not reproduced here)

The first use noted is West Plains Bistro (140 m). There are approximately 20 detached low-rise homes that are closer than this building. As such, the primary Notable Nearby Use is low-rise residential. This estimate excludes properties that the Developer has identified as being subject to redevelopment permits. There is also a cemetery, a church and a school yard within this radius, which the developer omits from the table for reasons they do not explain.



### Analysis:

This is a uniquely located property. While the Developer attempts to position the "Subject Lands' immediate context" as a rapidly evolving area at the intersection of Plains Road and Waterdown Road, the Subject Lands are actually on the extreme south-east boundary of the MTSA, as far along the south side of Plains Road East as you can travel without leaving the MTSA. By their own description, the Subject Lands are surrounded on all sides by low-rise development. The Subject Lands are the pivotal boundary property between the south-east boundary of the MTSA and the existing low-rise residential neighborhood.

## **Analysis: Applying the Planning and Context to the Proposed Development**

As stated above, the Subject Lands are the pivotal boundary property between the south-east of the MTSA and the existing low-rise residential neighborhood. It is essential to acknowledge that PPS and OP requirements for boundary properties apply, particularly those involving the transition of built form in the MTSA to adjacent areas and the compatibility and integration of intensification projects with the existing neighborhood.

The Developer misinterprets these requirements. One clear example of this misinterpretation is their response to public concern raised about the height and density of the Proposed Development (with my underlining):

The Proposed Development's height and density are appropriate given the location of the Subject Lands within the Aldershot GO MTSA, which are areas planned for growth and intensification. The Proposed Development incorporates a series of setbacks, step-backs, and relevant massing and design interventions, which ensure that the Proposed Development provides a comfortable pedestrian environment as is experienced from surrounding properties and public realm, as is demonstrated by the supporting studies which are enclosed as part of the OPA and ZBA applications. The Proposed Development's contributes an appropriately massed and scaled built form which is reflective of the area's evolving nature comprising of a higher intensity and scale of development in the form of mid-rise and tall residential and mixed-use buildings.<sup>5</sup>

While the MTSA is an area of intensification and growth, the Developer fails to acknowledge that "the location of the Subject Lands within the Aldershot GO MTSA" is a boundary property transition of built form in the MTSA to adjacent areas and the compatibility and integration of intensification projects with the existing neighborhood. The Developer's assertion about the built form is particularly relevant. They state that it is reflective of:

- the area's evolving nature;
- comprising of a higher intensity and scale of development;
- in the form of mid-rise and tall residential and mixed-use buildings.

It is an admission that the built form of the Proposed Development does not reflect the existing low-rise residential neighborhood, nor does even attempt it transition or integrate to it. In fact, the following sections provide evidence that the Proposed Development is in fact a taller, higher intensity and higher scale of development than the development activity proposed in proximity and in the immediate vicinity of the Subject Lands.

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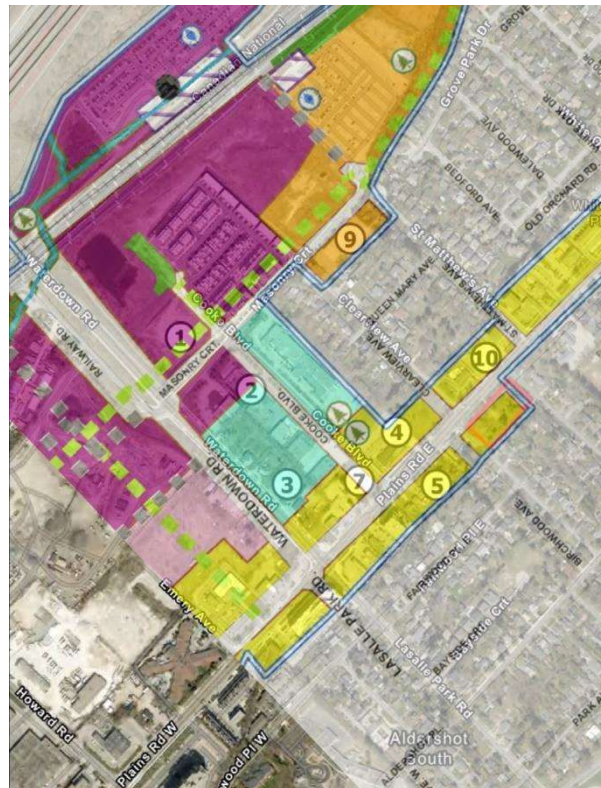
<sup>5</sup> PJR, page 24 "Building Height and Density"

This clearly shows that the Proposed Development is not in compliance with the Official Plan and PPS which require compatibility with the low-rise abutting neighborhood and a transition from the MTSA to the neighboring area.

The Developer asserts that “a series of setbacks, step-backs, and relevant massing and design interventions” ensure that the Proposed Development provides “a comfortable pedestrian environment as is experienced from surrounding properties and public realm.” This does not address compatibility or transition to the existing low-rise residential neighborhood. The PJR includes numerous assertions that the Proposed Development is an appropriately massed and scaled built form as it “incorporates a series of setbacks, step-backs and other relevant massing and design interventions, ensuring the built form appropriately fits within the area’s existing and planned context” in response to concerns about compatibility and transition to the existing low-rise neighborhood. The following sections examine the proposed setbacks, step-backs, and other interventions, and show that they do not meet the PPS and OP requirements for compatibility and transition of the built form to the existing neighborhood.

### **Analysis: The Proposed Development vs Surrounding Development Applications**

The PJR states that “significant development activity in proximity to the Subject Lands was reviewed and is illustrated on Figure 3 and summarized in Table 2.” Throughout the PJR they reference proposals in the “immediate vicinity”. Figure 3 and Table 2, however, include many proposals that are not in proximity or the immediate vicinity of the Proposed Development. To provide perspective on the development activity in proximity and in the immediate vicinity to the Subject Lands I have overlaid the map in Figure 3 with a map of the MTSA.



For my revised Table 2, projects within the Aldershot Main Street precinct of the MTSA were included, separating buildings in those projects where relevant, with explanation in the table.

1085 Clearview was also included as it is in the Developer’s table and provides an informative comparison to the Proposed Development as it is parallel to the Subject Lands (but north in the MTSA) and is a boundary property with existing low-rise neighborhood.

Where available and time permitted, the table provides the height in stories, Floor Area Ratio and Residents and Jobs per Hectare (density or intensity) and additional notes. [Note: 150/ha is the MTSA minimum for “R+J / ha”]

Revised Table 2:

Number	Address	Storeys (Rank)	FAR (Rank)	R+J/ ha (Rank)	Additional Information
Proposal	84, 92 and 104 Plains Road East and 990 Glenwood Avenue	11 (1)	4.88 (1)	1,800 (1) <sup>6</sup>	The tallest building with the largest intensity and density of any project in the immediate vicinity.
5	40 - 70 Plains Road East	10 (2) East end 12 (n/a) West end	4.27 (3)	1,144 (2) <sup>7</sup>	The Tribunal settlement differentiates the two ends of this complex, restricting the easterly development to 10 stories as this is a “key transition point at the south-east of the property to abutting low rise, low density residential development.”
4	53 - 71 Plains Road East & 1025 Cooke Blvd	SE - 9 (3) NW - 18 (n/a)	3.58 (4)		The northwest section is situated on Cooke Blvd. and is adjacent to high-rise proposals. The 9-story section of the project is on Plains Rd E and could be considered in the immediate vicinity.
7	35 Plains Road East	8 (4)	4.4 (2)		This project is close to Waterdown Road and is not adjacent to any low-rise residential that is not already approved for redevelopment.
9	1085 Clearview Avenue	7 (5)	1.94 (5)		Not in the Aldershot Main Street precinct of the MTSA but is similar to the

<sup>6</sup> Total Occupancy Estimate from Waste Report: Residential: 762 people. Commercial: 84 employees. 846 total on 0.47 hectares. 1,800 residents and jobs per hectare 12x the minimum

<sup>7</sup> Total Occupancy Estimate (from Dec 2020 Design rationale, updated with Tribunal decision): 8 studio units (2%) 167 1-bedroom units (46%) and 185 2-bedroom units (51%). 360 total bedrooms, 720 total occupants. Increased to 389 units, which if proportional is 778 occupants. Total 1,144 residents and jobs per hectare. 7.6x the minimum

					Proposed Development as described above.
10	105 – 109 Plains Road East	6 (6)	No data		

Analysis: Despite the repeated assertion that the built form appropriately fits within the area’s existing and planned context, the Proposed Development is larger and more dense than the proposed projects in the immediate vicinity. As a boundary property it should instead be smaller and less intense and dense than projects in the immediate vicinity as it is required to provide a transition from the MTSA to the adjacent low-rise, low-density neighborhood.

**Analysis: Setbacks, Step-backs, and Relevant Massing and Design Interventions**

Step-backs – see PJR Building Height (p. 57)

- *... the Proposed Development incorporates a series of ... step-backs ... and is generally contained within a 45-degree angular plane cast from the 3.0 metre tall fence located along the rear property line.*

Shown in Figure 3.1 of the Built Form Transitions guidance published by the City of Burlington (and reproduced in the design brief by the developer) the 45-degree angular plane must be drawn from the “lowest grade elevation along the shared property line. Redrawn in my previous submission, the actual 45-degree angle intersects with more than half of the floors of the proposal. Some of those floors are so significantly outside the angular plane that they are more outside than inside of it.

Drawing the 45-degree angular plane “from the top of a 3.0 metre tall fence located along the rear property line” is an admission that the building does not conform to the 45-degree angular plane standard. There is no “top of a 3.0 metre tall fence” standard. The building does not fit on the property.

- *Given the recent development activity and approvals within the Subject Lands’ vicinity, such as the recently OLT-approved 12-storey mixed-use building located just west of site at 40 - 70 Plains Road East, the Proposed Development’s 11-storey height is compatible and complements the area’s emerging built form context.*

Using 40-70 Plains Road East to reach the conclusion that the building is “compatible and complements the area’s emerging built for context” is non-sensical and incorrect. The Tribunal has determined that the proposed development at 40-70 Plains Road East does generally conform to the 45-degree angular plane (note: not from the “top of a 3.0 metre tall fence”). It is able to do so, in part, because the properties for that proposal are between 8-to-10% deeper than the Subject Lands.

The 40-70 Plains Road East development starts significantly closer to the Waterdown Road and Plains Road intersection than the Subject Lands. In approving that proposal, the Tribunal subjected the portion “*located just west*” of the Subject Lands to a reduced height, and step-backs and setbacks along the easterly portion of the development, noting it is a “key transition point at the south-east of the property to abutting low rise, low density residential development.” The Proposed Development does not include such setbacks.

While 40-70 Plains only has frontage on Plains Road East, the Subject Lands has more frontage on side streets than it does on Plains Road East. It is the south and east boundary of the MTSA and is responsible for the transition to the abutting existing low-rise residential neighborhood in three directions, as there is low-rise residential property between 40-70 Plains and the Subject Lands. If you are to accept the context presented by the developer, the Proposed Development must conform to the standard 45-degree angular plane from the back property line as well as the property lines to the abutting the low-rise, low density residential neighborhood on the east and west of the property.

This assertion for step-backs towards side property lines is further supported by looking at 1085 Clearview, a proposed project on the boundary of the MTSA abutting an existing low-rise, low-density neighborhood to the south and to the east (like the Subject Properties). This project is size limited and has step-backs from the adjacent neighbourhood.

Lastly,

- *The Proposed Development contains balconies ... that exceed over one third of the permitted building wall length ... facing the side yard of detached dwellings.*

*Balconies located along the south main wall, above the ground floor, will be appropriately integrated into the design to minimize visual impact and maintain privacy for both the residents and surrounding properties ... along with the step-backs, ensure a harmonious blend with the existing urban fabric, while mitigating potential concerns such as overshadowing and privacy loss for adjacent properties.*

The oversized balconies facing detached dwellings will further extend beyond the 45-degree angular plane (that is not being complied with). They create a further encroachment into the privacy of adjacent neighborhood yards, which are currently large and private. The Developer contests that the design will ensure a harmonious blend with the existing urban fabric of the low-rise low-density residential neighborhood and mitigate potential privacy loss for adjacent properties. They do not explain how this will happen. It cannot be accepted.

#### Floor Area Ratio (p. 57)

- *The general intent and purpose of a maximum floor area ratio (FAR) requirement is to ensure that the sizes of the proposed uses are appropriate for the*

*development of the area. The Proposed Development contains a FAR of 4.88, which is in keeping with other proposed and recently approved residential and mixed used developments within the Subject Land's vicinity.*

As noted in the table above, this is the largest FAR of any development in the in the immediate area. If it is used to ensure that the size of the proposed uses are appropriate for the development area this number should be evidence that the Proposed Development is inappropriate for the area.

#### Set-backs (p. 57) and Landscape Buffers

- *The Proposed Development contains a minimum at-grade setback of 1.2 metres to the north (Plains Road East) lot line, 0.89 metres to the east (Glenwood Avenue) lot line, and 1.0 metres to the west (Birchwood Avenue) lot line, and a ranged 14.89 metre to 25.77 metre rear yard setback.*
- *The surrounding streets contain municipal boulevards, which as part of the Proposed Development, will be programmed with an assortment of hard and soft landscaping interventions which will contribute towards enhancing the public realm and strengthening the interface between the Subject Lands and surrounding properties.*

Comparison setbacks include 5.5 metres to the eastern property line for 40-70 Plains Road E and significant setbacks from the adjacent low-rise residential street for 1085 Clearview. In addition to this set-back, 1085 Clearview includes a "townhouse façade" on one side to help with the transition between the MTSA and the adjacent low-rise low-density residential street. The 9-story section of the project proposed at 53 – 71 Plains Road East & 1025 Cooke Blvd is proposed to be separated from low-rise residential by a park to be installed by the developer.

The current setbacks for homes on Glenwood Ave are somewhere between 10 and 15 metres. In the context of the street, a 0.89 metre setback is completely incongruent with compatibility and transition to a community of boulevards and large property setbacks.

Generally, the back yard setbacks are unacceptable, following the logic of the insufficient step-backs described above. Furthermore, a setback is measured to the minimum setback distance. If the setback is 14.89 metres to 25.77 metres, then the setback is 14.89 metres. That is insufficient for a setback.

The urban briefing includes terminology related to vistas (direct and continuous views along straight streets), view terminus (the end point of a view corridor) and focal point (prominent features that can serve as a visual marker). With these setbacks, no matter what landscape buffers are in place, the 11-stories rising with less than a metre setback will become the view terminus/focal point at the end of the Glenwood vista no matter what landscape buffers are proposed.

## Summary of Step-backs, Setbacks, and other Design Interventions

Number	Address	Step-backs, Setbacks, etc.
Proposal	84, 92 and 104 Plains Road East and 990 Glenwood Avenue	Does not meet the 45° angle test. Does not set step-back from east or west boundaries to low-rise residential. Minimal setbacks (e.g., 0.89m from Glenwood).
5	40 - 70 Plains Road East	The Tribunal settlement differentiates the two ends of this complex, restricting the easterly development to 10 stories and requiring step-backs and 5.5 m setbacks from the “key transition point at the south-east of the property to abutting low rise, low density residential development.”  Includes concealed vehicular access from Plains Road East.
4	53 - 71 Plains Road East & 1025 Cooke Blvd	The northwest section is situated on Cooke Blvd. and is adjacent to high-rise proposals. The 9-story section of the project is on Plains Rd E and is proposed to be separated from low-rise residential <i>by a park</i> to be installed by the developer.
7	35 Plains Road East	This project is close to Waterdown Road and is not adjacent to any low-rise residential that is not already the subject of redevelopment.
9	1085 Clearview Avenue	An MTSA boundary property adjacent to low-rise residential. This property is limited to 6 stories, has significant step-backs and setbacks on multiple sides, and has a “townhouse façade” on one side to help with the transition between the MTSA and the adjacent low-rise low-density residential street.
10	105 – 109 Plains Road East	No information available.

### **A short note about the Vehicular Access, the Transition to Built Form and Compatibility with the Existing Neighborhood**

Putting vehicular access on Glenwood and Birchwood creates a physical and psychological barrier between the MTSA and the existing neighborhood by creating a literal dividing line between what is MTSA and what is existing neighborhood. Furthermore it creates a dangerous situation for pedestrians, as explored in Part 2, below. Lastly, rather than being compatible with the existing neighborhood, it turns the existing neighborhood into an access point, a driveway and a parking lot for the MTSA and the Proposed Development.

Other buildings in the area have vehicular access off the main arterial, as required by the OP. The Proposed Development cannot be approved as designed.

### **Additional Issues**

OP 2.5.2 vi. states that *“effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character;”*

The Developer plans to cut down 91 out of 97 trees on the property. This is an urban forest and would be completely incompatible with maintaining neighbourhood character. Hard and soft landscaping and “compensation” will not suffice.

### **Summary of Part 1: A Failure to Transition the Built Form to, and Create Compatibility with, the Existing Neighborhood**

The Proposed Development is not compatible and does not transition to the existing neighborhood. The Proposed Development is the largest and most intense development in the immediate area. The Developer relies on the assertion that step-backs, setbacks and other mitigation measures are sufficient to make the Proposed Development compatible and transitionable, however, they do not comply with generally held standards or the relevant measures applied to recently approved proposals in the area. The failings of these measures further expose the fact that the Proposed Development is non-compliant with the PPS and OP and cannot be approved.

There is no vehicular access from the Proposed Development to an arterial road, as required for intensification at the periphery of an existing residential neighbourhood. Furthermore, the vehicular access as designed creates a physical barrier between the MTSA and existing neighborhood.

Therefore, the Proposed Development cannot be approved under the OP or the PPS.

## **Part 2: Vehicular Access on Local Side Streets Rather Than Abutting Arterial Roadway is Inappropriate and Cannot be Approved**

Summary:

The proposal to have vehicular access to the building from side streets is not justified by the Developer. The proposal goes against the in-force Official Plan. It is a public safety hazard, particularly for pedestrian school children walking to Glenview Public School. The number of school children at risk will increase as the population in the MTSA grows. The driveway design will create traffic issues on the side streets and will force traffic further into the existing community (including a school zone). It will create a barrier between the MTSA and the surrounding area. The transition between those two areas as required by the PPS is already lacking.

Finally, the data supporting the traffic study is completely insufficient and undependable and the study comes to conclusions that are incredulous.

### **Planning Context**

#### **PPS 2024**

As described in Part 1, above.

#### **City of Burlington Official Plan (1997)**

The Official Plan<sup>8</sup> includes numerous references to vehicular traffic in existing neighborhoods:

- Intensification and infill within existing neighborhoods must be designed to be compatible and sympathetic to existing neighbourhood character;
- Intensification must be evaluated against the need for compatibility with the existing residential neighborhood;
- Discourage traffic through existing residential neighborhoods;
- Trucks (garbage trucks) and heavy traffic should not go through existing residential neighborhoods if avoidable.

#### OP s. 2.5.2

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

- o Note: see discussion of this section in Part 1, above.

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<sup>8</sup> I lost the specific references and exact wording, and I do not have time to go back and sort it out. Analysis of section 2.5.2 is separate.

## **Transportation Impact Study (Traffic Study) – Summary of Issues**

The Traffic Study states that the “results of this study show that the impact of the proposed development to traffic operations on Plains Road East is not expected to result in any traffic operational concerns requiring mitigation.” There is no discussion or conclusions about the streets where vehicular access is proposed (this section focuses on Glenwood but may be applicable to Birchwood) – both of which are small local streets that would be far more sensitive to change than Plains Road East, the major arterial in the area.

The report consistently relies on averages. Anecdotal evidence, drawn from my experience and the experience of my family and neighbors, is that Plains Road East at Glenwood has pulses or waves of traffic, controlled by traffic lights to the east and west of the intersection. At rush hour, you typically have to wait for lights in both directions to turn red in order to make a turn, particularly if turning left. This issue of pulses and waves corroborated by the Traffic Study, which shows that the adjacent lights have LOS that reach as low as D and E (i.e., traffic builds up there and then is released). So when reading the report, it appears as though there is no issue with turning at Glenwood because the *average* is reasonable. In reality, you either turn immediately or you have to wait.

The Proposed Development would have cars leave the vehicular access on Glenwood. There would be room for approximately 3 cars between the driveway and the stop sign at Plains Road East. At rush hours, if cars leave within a minute or two of each other, or at the same time as cars from the neighborhood, there could easily be a back-up. This would either jam up the street or force people to leave the Proposed Development and enter the existing community, travelling through a school zone. However, as presented, it would seem as if there is an opportunity for cars to turn on to Plains every few seconds.

Further context is required to interpret the report. It does not include or address area specific moves such as “gun it into the turn lane” and “cut through the gold” (Solid Gold’s parking lot at Cooke Blvd) which are already seen at traffic levels present today.

### **Data Issues**

#### **1. Currency and Locality of Data**

Appendix C “ITE Trip Generation Datasheets” includes a page explaining where the data used to calculate future traffic and trips comes from. The data comes from “sites that were surveyed in the 1980s, the 2000s, and the 2010s in California, District of Columbia, Maryland, New Jersey, New York, Ontario (CAN), Oregon, Pennsylvania, and Virginia.”

Analysis: the data used to predict future traffic in an attempting to use to override a non-discretionary requirement of the Official Plan may be up to 45 years old (and in any case is no less than 15 years old). Data this old may not provide a relevant picture of

how people use their cars. Traffic patterns have changed drastically in the last 15-45 years. The data also comes from a wide geographical range locations that may not provide appropriate insight in the Aldershot context.

## 2. Dearth of Data

“Trip Generation Datasheets” are used in the prediction and calculation of future traffic generated by the proposed development and other proposed developments in the area by graphing data from previous studies and utilize mathematical and graphic techniques to make the predictions.

There are twenty datasheets provided for “High-Rise Residential – Close to Rail”, which are high-rise buildings within walking distance from a train station, like the proposed development. Each datasheet provides a graph showing the data used.

Two of these graphs provided have 3 data points. Seven of the graphs have 2 data points. *Eleven* of the graphs have 1 (one) single data point.

Analysis: The footnote on page 23 indicates that “ITE recommends using average rates for land uses with fewer than 20 data points and fitted curve values for land uses with 20 or more data points.” This indicates that in general, the number of data points that should be used to make these predictions is around 20 data points. Rather than this robust number of data points, eighteen of the total graphs have “caution – small sample size” written on them, and it is unclear why the other two do not include the same warning, given the sparseness of that data. Small sample sizes often provide spurious results: findings that appear significant and meaningful but may actually be misleading or false due to errors, bias or confounding factors. It is impossible to know whether the single data points (or two or three data points) are representative of traffic use of this development and the surrounding area.

## 3. Data Issues Summary:

For more than half the datasheets presented for the relevant context there is a single datapoint presented on the graph. This datapoint may also be from the 1980s.

Analysis: The data is not dependable. It certainly is not dependable enough to override an Official Plan policy that provides *no discretion* for the decision maker.

### Conclusions from the Study

#### 1. Morning Peak Traffic

The Study states that “as the population of the area surrounding the subject site increases, there is a growing need to suppress the demand for travel during peak hours, increase travel efficiency, and reduce strain on transportation infrastructure.” The transportation demand management strategies are proposed include: not providing parking, providing bicycle parking, and displaying transit maps in the lobby of the building.

These must be extremely effective. Of the 291 parking spots available for cars, only 32 cars are expected to leave each morning during rush hour headed to any destination. This seems incredibly low.

Even more incredible is that only 1 of these cars will turn right onto Cooke Blvd – the turn you would make if you were going to the GO Station. See Fig 3.9: Site Trip Assignment:

Glenwood to Plains: 11 cars turning left and 5 cars turning right.  
Plains to Cooke: 1 car turning right and 0 cars turning left.

This is a gross underestimation. Anecdotally, I live at the edge of the MTSA, about the same distance from the GO Station as the Proposed Development. Between me, my wife and my neighbor, 2 cars make that trip along Plains to Cooke and into the GO Station every single weekday.

It is possible that those developing the report are ageist, ableist and unaware of the weather in Burlington. Old people taking the train will drive to the GO Station. People who are unwell or unable to walk will drive to the GO Station. People will drive themselves or get rides to the GO Station when it rains, it snows, if there is slush on the ground, if it is too hot, if they are running late, if they are pregnant, if they have to carry something, or for a variety of other reasons.

The report is unreasonable. Cars will accumulate at the intersection of Glenwood and Plains. Cars will drive south into the neighborhood.

#### The Study is Silent on School Children Travelling on Glenwood Ave.

The Study does not acknowledge that Glenwood Ave is the pedestrian and vehicular access point to Glenview Public School from both Plains Road East and the section of the MTSA north of Plains that falls into the Glenview catchment. Glenwood is directly adjacent to the school and is already a thoroughfare for children walking to school, parents driving their children to school, and school buses.

The school has students from Junior Kindergarten to Grade 6, an age range makes up approximately 10% of the Canadian population. Accordingly, every additional 1,000 MTSA resident living in the Glenview catchment you should expect 100 new Glenview students. There could easily be 3,000 new residents, meaning 300 new students (plus perhaps 100 parents accompanying them) walking or being driven down Glenview every morning during the rush hour.



Increased traffic flow significantly elevates the risk of pedestrian injuries. Higher traffic volumes mean more vehicles on the road, increasing the likelihood of collisions with pedestrians. Increased pedestrian activity also raises the likelihood of collisions, in this case significantly. Intersections are high-risk areas for pedestrian accidents due to the complexity of traffic flow and the potential for turning vehicles.

Furthermore, as discussed above, congestion at Glenwood and Plains is likely to drive traffic leaving a building on Glenwood south into the neighborhood. Cars from Proposed Development would enter a school zone and cross pedestrian heavy intersections on their way to Waterdown Rd, Shadeland or Northshore Blvd.

#### A Point about Parking:

The Traffic Study states “Therefore, the nearby on-street parking areas have demonstrated capacity to support existing demand and potential future demand produced by the continuous growth of the City.”<sup>99</sup>

Why would this be needed if the on-site parking is appropriate? The city needs to be ready to enforce the parking by-laws as they stand.

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<sup>99</sup> 7.2.3. Access to On-Street Parking

**Preliminary Analysis of Proposed Development at  
84-104 Plains Rd E and 990 Glenwood Ave**

**Summary**

The proposed development (“The Proposal”) does not meet the requirements of Burlington’s current Official Plan or the not-in-force 2020 Official Plan or Official Plan Amendment No. 2 (the “MTSA”). Any planning decision that would allow the Proposal to proceed would be inconsistent with the 2024 Provincial Policy Statement (PPS).

Both the MTSA and the PPS require redevelopment to appropriately transition between land uses and built forms. The MTSA describes that transition in terms of *scale, intensity, height, massing and spacing*. The Proposal fails to transition to the existing low-rise residential neighborhood in which the Proposal would be embedded.

The Proposal also exceeds the density requirements of the PPS and MTSA. Given that the Proposal fails to appropriately transition to the existing low-rise residential neighborhood, this level of density is incompatible with the PPS.

Furthermore, the Proposal fails to align with the Plains Road Village Vision, which is a requirement of the MTSA.

Note that this document is not an endorsement of the MTSA or the requirements within it, but rather a critique of the Proposal against the MTSA and its requirements.

For clarity, 84 Plains Rd E is referred to as being on Birchwood since it has significantly more frontage on Birchwood than on Plains Rd, and 104 Plains Rd E and 990 Glenwood Ave as being on Glenwood for the same reason.

**Section 1: Planning Context**

**The Provincial Policy Statement (PPS), 2024**

The PPS is a consolidated statement of the provincial government’s policies on land use planning. It gives provincial policy direction on key land use planning issues. The Planning Act requires all decisions affecting planning matters (e.g., Official Plan amendments) to be consistent with the PPS.

In the section related to Strategic Growth Areas, the PPS requires municipalities to delineate the boundaries of Major Transit Station Areas and sets mandatory minimum density targets for those areas. The *Implementation and Interpretation* section of the PPS states that these density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, *except where doing so would conflict with any policy of the Provincial Planning Statement* or any other provincial plan.

PPS policy 2.4.1 sub 3 requires municipalities to identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas for all Strategic Growth Areas.

### Current Official Plan

Under the 1997 Official Plan the zoning applicable to the Proposal properties are currently restricted to 4-6 stories for the property on Plains Rd (with special permission for 7 stories) and 2-3 stories for the properties on Glenwood and Birchwood. Other restrictions also apply. The Proposal plainly does not meet these criteria and no further analysis is required.

### The MTSA

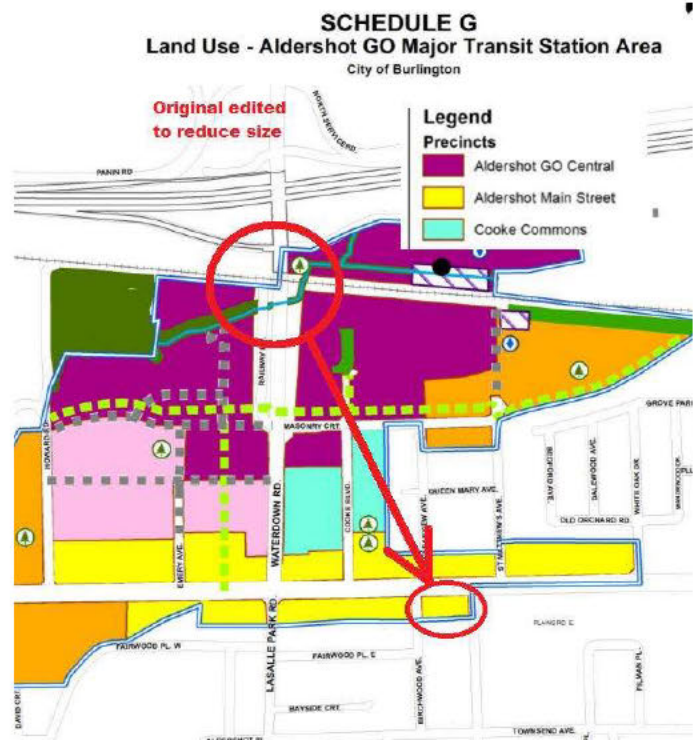
Official Plan Amendment No. 2 (“MTSA”) establishes a vision for the City’s MTSA and requirements for redevelopment in these areas. The MTSA is not currently in force as it is under appeal. However, the MTSA notes that policies may be brought into effect through approved settlements, as well as a Motion for Partial Approval put forward by the City.

### MTSA Precincts and the Proposal in Geographic Context

The MTSA is divided into precincts (see edited version of Schedule G map, below). A description of the Authorized Uses of Land for each precinct is found in Section 8.1.2 (3.2) of the MTSA. The highest density and tallest buildings will be in Aldershot Go Central with the “height peak” of the precinct located at Waterdown Road and the rail line. Cooke Commons will be a transitional area between Aldershot Go Central and the mid-rise Aldershot Main Street Precinct. The properties involved in for the Proposal are in the Aldershot Main Street precinct.

The “height peak” and the Proposal properties are circled on the map, below.

The Proposal is located on the extreme south and south-eastern edge of the MTSA. The Proposal properties are among the furthest properties from the “height peak” in the MTSA. The Proposal properties are embedded in an existing low-rise residential neighborhood and low-rise buildings along Glenwood and Birchwood would have to be demolished to build the



Proposal. The rest of the existing low-rise residential neighborhood lies outside of the MTSA boundary.

### MTSA General Objectives

The General Objectives of the MTSA specifically state that each MTSA precinct will have a unique vision and intent. The highest intensity development will be in closest proximity to major transit stations. There will be an appropriate transition in scale, intensity, height, massing and spacing between land uses and built forms. Furthermore, redevelopment will be respectful of surrounding areas including existing neighbourhoods.

### Plains Road Village Vision

The Authorized Uses of Land for Aldershot Main Street Precinct in the MTSA requires the precinct advances the historic, neighbourhood driven-Plains Road Village Vision (PRVV) . The PRVV project began over 20 years ago in an attempt to address citizen concerns about traffic, and “the size, density and character of some new development proposals is not suited to a low density suburban community by the lake”. The PRVV divides Plains Road into districts. The Proposal properties fall within the Shadeland District of the PRVV, defined as the segment of the Plains Road corridor between Cooke Boulevard and Filmandale Road.

This district is characterized by an eclectic mix of land uses on the north side of the corridor and primarily residential and home office uses on the south side. The urban design objectives for this district include:

- consolidating and infilling commercial/industrial uses and preserving and enhancing the residential and home commercial uses;
- protecting mature boulevard shade trees and existing landscaping along the corridor; and
- protecting the existing streetscape character of the residential and home office uses on the south side of the corridor by preserving existing landscape elements, setbacks and respecting the height and massing of existing buildings.

## **Section 2: Analysis of the Proposal**

As described above, the General Objectives and Authorized Uses of Land in the MTSA all require appropriate transitions between land uses and built forms. The requirement for appropriate transition of the built form to adjacent areas is also a provincial policy enshrined in the PPS (as described in Section 1, above). The Authorized Uses of Land in the MTSA provides further guidance, pointing to the PRVV for specific guidance.

For the Proposal to appropriately transition from the mid-rise Aldershot Main Street precinct to the existing residential neighborhood in which it is proposed to be embedded it must do so in terms of: *intensity, massing, spacing, height, and scale*. Analysis of each of these elements is provided by comparing the Proposal to three comparators properties. Where specific data is not available estimates are explained.

### The Proposal

An 11 story building on 0.47 acres of land embedded in an existing low-rise residential neighborhood. It is designed to be beyond the maximum size allowed under the MTSA.

<https://www.burlington.ca/en/news/current-development-projects/miura-development-group-inc-84104plainsrdeand990glenwooddr.aspx>



### Existing low-rise residential homes

A typical home in the existing low-rise residential neighborhood in which the Proposal is proposed to be embedded is 1 - 2 stories tall with between 2 - 4 bedrooms. Most are located on a large lot (approximately 0.2 hectares) perfect for people who enjoy being outside in the privacy of their backyard.



The neighborhood is not within the MTSA, other than the Proposal properties.

### 1120 Cooke Blvd

A proposed building in the “Height Peak” of the MTSA, this building is proposed to be located along Waterdown Rd near the rail line.

It includes three towers of 33, 31, and 29 stories with a 6 story podium. It will have 1,165 residential units. No information about the number bedrooms is available. The site is 0.95 hectares.

<https://www.burlington.ca/en/news/current-development-projects/adi-development-group-1120-cooke-blvd.aspx#Statutory-Public-Meeting>



1085 Clearview Ave

This is an approved building in the MTSA area that abuts an existing low-rise neighborhood, somewhat analogous to the neighborhood abutting the Proposal.



This building is proposed to be 6 stories tall. The revised proposal includes setbacks to align with the houses on St. Matthew’s Ave, a townhouse façade to ensure appropriate transition to homes along St. Matthew’s, 160 residential units (with 35% two bedroom units it will have 216 total bedrooms) and changes to the design to ensure appropriate massing and spacing.

<https://www.burlington.ca/en/news/current-development-projects/1085-clearview-ave.aspx#Recommendation-Report-Public-Meeting>

**Height**

	<b>Stories</b>	<b>Maximum stories allowed</b>
The Proposal	11	11
1120 Cooke	n/a	n/a
1085 Clearview	6	11
Existing Residential	2	3

Analysis: Mid-rise buildings are defined as between 4 and 11 stories tall, meaning that an 11 story building beside an existing low-rise residential community would create the maximum possible height difference between those two built forms. It is unreasonable to reconcile the *maximum height difference allowed* as an appropriate transition to the neighboring existing low-rise community.

Furthermore, the MTSA requires the advancement of the PRVV in this Precinct. For the area of the PRVV in which the Proposal is located, the existing streetscape character of the residential and home office uses on the south side of the corridor must be protected by, among other things, respecting the height of existing buildings. It is unreasonable to conclude that the Proposal protects the existing residential streetscape character by respecting the height of existing buildings.

Conclusion: The building is too tall. The Proposal fails to appropriately transition to the existing low-rise residential neighborhood. It does not meet the requirements of the MTSA and PRVV.

## Massing / Spacing

In the October 30<sup>th</sup> presentation the developer attempted to show appropriate massing using a 45-degree Angular Plane Diagram. Angular Plane Diagrams for Glenwood and Birchwood were not provided, however, they should be as the Proposal is embedded in the neighborhood on three streets and should be transitioning into the neighborhood in many directions. The Proposal extends down Glenwood and Birchwood. The houses on those streets are part of the existing low-rise residential neighborhood and deserve to be treated respectfully.

Other issues related to the siting of the building exist, including distance issues, but are not explored here.

Analysis: Burlington's Urban Design Guidelines for Mid-Rise Buildings is available online, here: <https://www.burlington.ca/en/building-and-renovating/resources/Urban-Design-Guidelines/Mid%20Rise%20Building%20Guidelines.pdf>

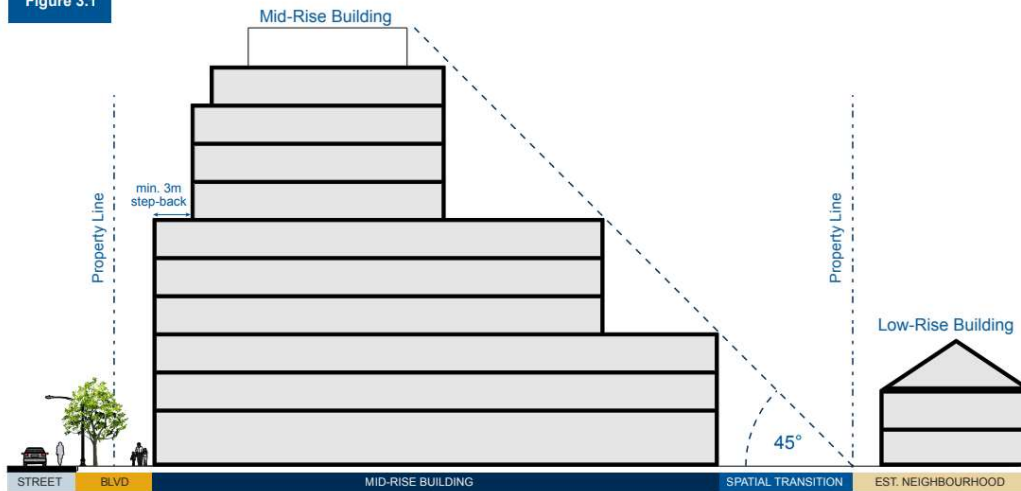
Figure 3.1 from the *Built Form Transitions* section of the Guide is reproduced below. That section also includes instructions for drawing a 45-degree Angular Plane.

The issue most immediately apparent is that the angular plane has not been drawn from "the lowest grade elevation along the shared property line". Roughly redrawn, updated angular plane diagrams are provided below. Large sections of the Proposal fall outside the angular plane. Also note that Glenwood slopes away from Plains Road (it is not a flat line as shown in presentation) so the line would start even lower than it appears in the diagram, and additional sections of the Proposal would fall outside the plane.

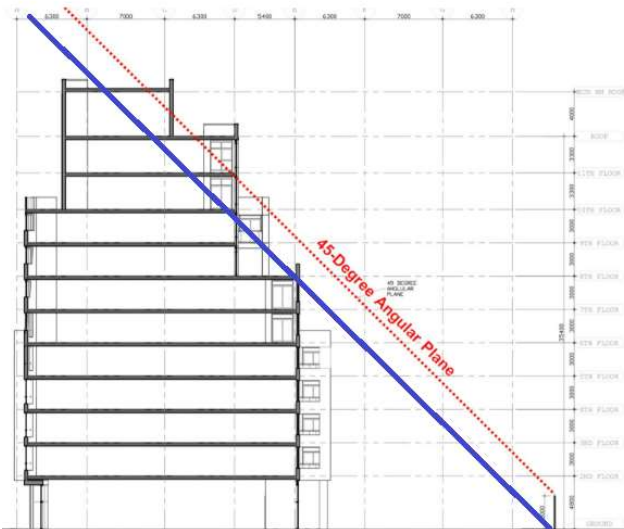
Furthermore, the MTSA requires the advancement of the PRVV in this Precinct. For the area of the PRVV in which the Proposal is located, the existing streetscape character of the residential and home office uses on the south side of the corridor must be protected by, among other things, respecting the massing of existing buildings. It is unreasonable to conclude that the Proposal protects the existing residential streetscape character by respecting the massing of existing buildings.

Conclusion: The massing is inappropriate. The Proposal fails to appropriately transition to the existing low-rise residential neighborhood. It does not meet the requirements of the MTSA, PRVV or PPS.

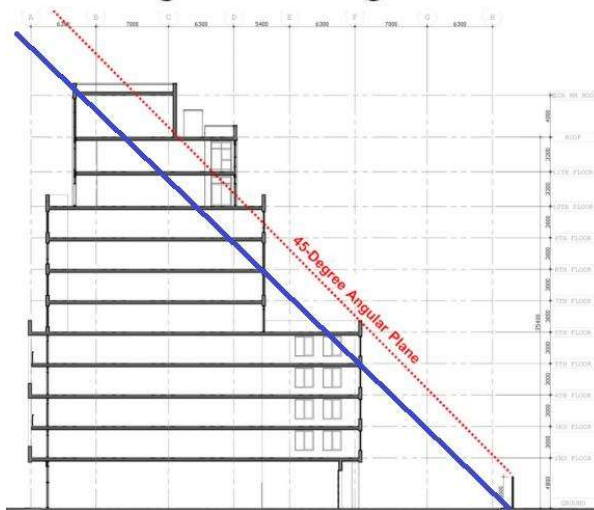
Figure 3.1



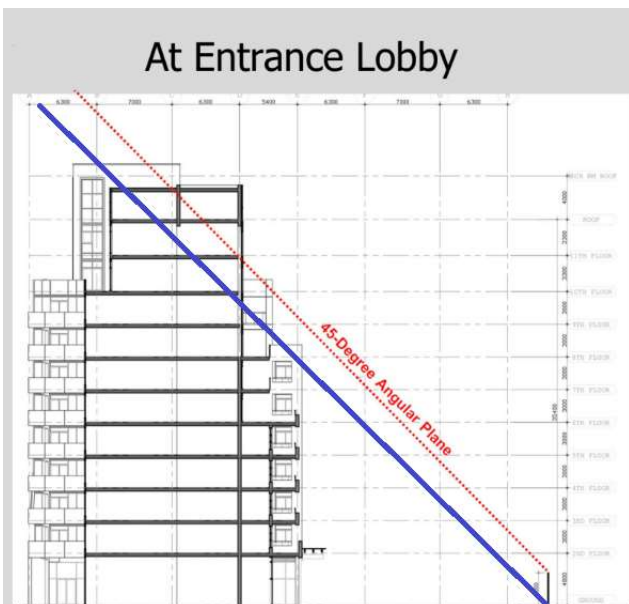
### At Ground Commercial Unit



### At Underground Garage Entrance



### At Entrance Lobby



## Intensity

### Floor Area Ratio (FAR)

A key indicator of building intensity is known as the FAR which is calculated by dividing the total floor area of the building by the size of lot. A higher number indicates a more intense development.

For the Proposal an FSI is publicly available. FSI and FAR are equivalent but expressed differently (percentage vs ratio). For 1120 Cooke Blvd the *maximum* FAR allowed is publicly available. For other properties a rough estimate is provided. The minimum FAR prescribed in the MTSA is 1.5.

	<b>FAR</b>	<b>Rationale for estimation</b>
The Proposal	6.73:1	Provided in the Oct 30 presentation.
1120 Cooke	7.9:1 or less	Published <i>maximum</i> FAR.
1085 Clearview	3:1	Just over half the property, 6 stories tall.
Existing Residential	0.5:1	Approx ¼ of the property, 2 stories tall.

Analysis: The intensity of the Proposal does not represent a building that appropriately transition from a mid-rise to an existing low-rise residential neighborhood. The FAR is 13.5 times larger than the FAR for the existing residential area in which it is embedded. The FAR for the Proposal is twice the FAR of the approved “transition” comparator on Clearview. The FAR of the proposal is more representative of a “height peak” building, given that the FAR is at least 85% as large as the FAR for 1120 Cooke (this percentage will be higher if the “height peak” building does not reach the maximum FAR allowed).

Conclusion: The FAR / FSI for the Proposal is too high. The Proposal fails to appropriately transition to the existing residential neighborhood. The Proposal does not meet the requirements of the MTSA or the PPS.

### Density Targets

Another indicator of intensity is the density of the Proposal. The minimum density target in the MTSA is 150 residents and jobs combined per hectare. This is split 80% residential – 20% jobs. Accordingly, the minimum residential density for the MTSA is 120 residents per hectare.

At the public meeting on October 30 the developer estimated there would be 300 residents in the building. However, the plan is to have a total of 384 sleeping rooms/areas in the building: 3 (1%) studio units, 162 (64%) one-bedroom units, 48 (19%) two-bedroom units, and 41 (16%) three-bedroom units. The 300-person estimate

would require 1/4 of all bedrooms in the building to be empty with no couples sharing a bedroom in the entire building. The estimate provided was incorrect.

The Ontario Building Code - Occupant Load Determination says that buildings should be designed for two persons per sleeping room or sleeping area in a dwelling unit or suite. Using this 2-person-per-bedroom constant, the Proposal would house an estimated 768 people, or 1,634 residents per hectare. In the table below, the same constant is applied to all comparator properties, including the existing low-rise residential area (with an assumption of 3 bedrooms for that property).

If a lower person-per-bedroom constant was applied the comparison between properties would remain proportional as the constant was used in the calculation for all properties.

	<b>Residential Density (per hectare)</b>	<b>Versus minimum MTSA density</b>	<b>Rationale for calculation</b>
The Proposal	1,634	13.6 times	Provided above.
1120 Cooke	3,621	30.1 times	1,139 units with unknown bedrooms. Estimate: 19% 2-bedroom and 16% 3-bedroom (mirroring the Proposal). 1,720 bedrooms on 0.95 hectares.
1085 Clearview	653	5.5 times	165 units, 35% are 2-bedroom. 412 residents on 0.63 hectares.
Existing Residential	30	0.25 times Note: not in MTSA	3 bedroom on 0.2 hectares.

**Analysis:** The Proposal has 54 times the density of the existing low-rise residential area in which it would be embedded. By comparison, the “height peak” example only has approximately 2 times the density of the Proposal. As such, the Proposal may be an appropriate building for a precinct transitioning from tall buildings (Aldershot GO Center) to mid-rise (Cooke Commons) but not from mid-rise (Aldershot Main Street) to an existing low-rise residential community. The density of 1085 Clearview, while still high, provides a far more reasonable transition for the existing residential area it abuts.

As described in Section 1, above, planning authorities can go beyond the minimum density targets to go beyond these minimum targets, where appropriate, *except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan*. The Proposal goes beyond the minimum density targets required in the PPS. To accommodate so many people in such a small area, the Proposal has been

designed with a height, massing, intensity and scale that this analysis has repeatedly shown to be inconsistent with an appropriate transition to the existing low-rise residential neighborhood in which it is embedded. There is conflict with PPS policy 2.4.1 – a policy which requires the appropriate transition of built form to adjacent areas. As a result, the proposed increased density of the Proposal runs afoul of the PPS.

Conclusion: The proposed density is too high. The Proposal fails to appropriately transition to the existing residential neighborhood. The Proposal exceeds the density requirements of the PPS and MTSA to a degree that the density would be incompatible with the PPS.

Additional Note: The city is on pace to achieve its target of ~15,000 people in the MTSA by 2051. It is not justifiable to use this target as a rationale for approving a development that does not properly transition to the existing low-rise residential neighborhood, particularly considering the number of residents expected in future MTSA proposals in the Aldershot GO Central and Mid-Rise precincts west of Waterdown Road, and the Mid-Rise precinct near Grove Park.

The city should provide an updated estimate of progress towards the target, including projections for those projects and estimates for areas in early stages of development.

### Scale

In the absence of a standard definition of scale, with specific measurements that could be applied, the Proposal has been compared against well known “large scale” monuments and objects.

Scale comparators:

	Height	Compared
The Proposal	35.4 m	
The Sphinx, Giza, Egypt <a href="https://en.wikipedia.org/wiki/Great_Sphinx_of_Giza">https://en.wikipedia.org/wiki/Great_Sphinx_of_Giza</a>	20.0 m – base to top of head	15.4 m shorter
Christ the Redeemer, Rio De Janeiro, Brazil <a href="https://en.wikipedia.org/wiki/Christ_the_Redeemer_(statue)">https://en.wikipedia.org/wiki/Christ_the_Redeemer_(statue)</a>	30.0 m - statue only	5.4 m shorter
The Statue of Liberty, New York City, USA <a href="https://www.nps.gov/stli/learn/historyculture/statue-statistics.htm">https://www.nps.gov/stli/learn/historyculture/statue-statistics.htm</a>	33.9 m - heel to top of head	1.5 m shorter
Space Shuttle <a href="https://en.wikipedia.org/wiki/Space_Shuttle_orbiter">https://en.wikipedia.org/wiki/Space_Shuttle_orbiter</a>	37.2 m	1.8 m taller

## Analysis:



As seen above, the Statue of Liberty, Christ the Redeemer, the Sphinx and a space shuttle could be installed in place of the Proposal and together they would be smaller in scale than the Proposal. The Proposal would be taller than most of these monuments and would form a monolithic mass from Glenwood to Birchwood.

It would not be appropriate to place these enormous monuments (and the space shuttle) in an existing low-rise residential neighborhood as they would dominate the visible landscape.

Conclusion: The Proposal fails to appropriately transition to the existing low-rise residential neighborhood.