

**October 3, 2016**

Comments in response to the 4853 Thomas Alton BLVD Redevelopment Plan received from the GSP Group on behalf of ADI Development dated September 2, 2016.

The SDC would like to extend a sincere thank you for directly responding to our comments. We have read through the revised site plan and appreciate a number of features that you have including such as the expanded green space, underground parking, bicycle storage and potential Bike and Car share program.

The comments below are based on your revised plan from April 2016.

OP Principles & Objectives	SDC Comment	Proponent's Response	SDC Comments
<b>Principles</b>			
Support responsible development that promotes efficiency and enhances the quality of life	The proposed development is requesting an increase to 344 units per net hectare over the City's current maximum of 185, an 86% increase. As proposed it is a significant level of intensification on a small parcel of land with minimal amenity and green space available in an area not considered for intensification.	A revised Planning Justification Report prepared by GSP Group Inc. April 2016 provides additional justification for the requested density. The revised site plan dated August 2016 proposes a reduction in the overall density to 304 units per hectare. In addition to the density decrease, the propose plan has increased the amenity space with a centralize park.	SDC does recognize the decrease in units and increase in green space, however ADI is still proposing 1.64 units for every one unit allowance based on the City's current maximum. This point to signs of overdevelopment in comparison to sustainable development.
Promote responsible resource use and conservation practices	SDC supports the use of LEED Neighbourhood v4 Design. It encourages the design and construction of energy efficient buildings that reduce air, water, and land pollution and environmental damage from energy production and consumption.	In today's market all designs / designers and developers have efficient building design at the forefront of their thinking and it is a delicate balance between cost and implementation. This project will be no different and certainly these items will be reviewed in detail throughout the process.	Thank you for your comments, if your proposal is passed, SDC would like to stay involved during the planning and execution of the development to understand the efficient building designs that will be implemented.

Promote responsible stewardship to ensure equitable use of natural and environmental resources in order to meet essential needs of both present and future generations.	As proposed the design seems to be an overdevelopment in comparison to a responsible development, and may overwhelm the area. Simply increasing density does not lead to sustainable outcomes	A revised Planning Justification Report prepared by GSP Group Inc. April 2016 provides additional justification for the requested density. The proposed development compliments the existing neighbourhood fabric and takes into consideration the adjacent land uses. The revised site plan dated August 2016 proposes a reduction in the overall density to 304 units per hectare and the inclusion of more open green space.	The updated proposed design seems to be an overdevelopment in comparison to a responsible development, and may overwhelm the area. Simply increasing density does not lead to sustainable outcomes.
<b>Objectives</b>			
<b>Full Public Participation in Development Decisions:</b> Allow the public to be part of all planning decisions. Economic, environmental and social impact of proposed development should be considered.	The SDC would like to see ADI respond to the current concerns of the residents addressed as well as the comments from SDC. The foremost concerns of the residents that were raised during the public meeting held on December 1, 2015 were due to the significant density of the proposed development. The concerns focused around an increase in traffic, street parking, elementary and high school capacity, transit plans as well as the proposed exit onto Palladium Way.	Refer to updated combined Transportation Impact Study, Parking Study and TDM Options Report prepared by Paradigm Transportation Solutions Limited, dated August 2016.  Traffic, Street Parking and Transit: The revised traffic and parking study demonstrate that the parking to be provided on site both above and below grade will adequately service the site to avoid overflow parking on the abutting municipals streets.  Elementary and high school capacity: comments from both school boards indicate that they have no objection to the proposed development; they have requested standard warning clauses.  Exit onto Palladium Way: Access to Palladium Way is considered appropriate since this is a collector road designed to move traffic within and through the neighbourhood.	

<p><b>Make the Best Use of Land:</b> Land-use decisions based upon an ecosystem approach to ensure environmental integrity and diversity. To include, but not be limited to, promoting environmentally sensitive lands and using fertile soil for agriculture throughout the municipality.</p>	<p>Historically the land was used for agriculture; the overall design of the site leaves little left for green space. It would be beneficial if the developer incorporated space for a community garden plot in the design.</p>	<p>This objective relates more specifically to environmentally sensitive areas and lands set aside for agricultural purposes. The SDC makes reference to the historical use of the site, it is noted that historically all of Burlington was farmland. The site is located within the urban boundary and has been approved for urban development at both the Regional and local level. No agricultural land is being taken out of production and no environmentally sensitive features are being affected by the proposed development.</p> <p>The plan has been revised to include a large common open space area in the centre including <math>\pm 1,875 \text{ m}^2</math> of land in front of the apartments as illustrated in the attached revised Site Plan.</p>	<p>The updated proposal does include green space for additional amenities which is beneficial for the city. Although the parcel of land in question is designated for maximum capacity the area is not identified as a location of additional intensification and our concern lies with the current overdevelopment of the land as proposed.</p> <p>Burlington Staff has recommended amenity space at <math>18.5 \text{ m}^2</math> per unit. Additional amenity space is required to meet this requirement.</p> <p>The development does not comply to the front yard requirement off the street.</p>
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<p><b>Integration of Natural Features and Green Space:</b> Integrate natural features and green space in all new development and intensification projects.</p>	<p>In the proposed design the amenity space is proposed for the roof on the 5-storey connected podium between the two towers. There is limited green space available at ground level for leisure use of the residents.</p>	<p>The site design has been modified to include significant amenities including a large centrally located open space for the residents</p>	
<p><b>Energy Conservation:</b> Promote energy conservation through efficient land use planning and building design.</p>	<p>Adi Development Group has not provided information on design elements to encourage conservation of energy.</p> <p>SDC would encourage:</p> <ul style="list-style-type: none"> <li>• Demonstration of a net— zero carbon footprint through energy efficient measures</li> <li>• On-site renewable energy.</li> <li>• Incorporate passible solar design elements to maximize the use of solar energy.</li> <li>• Use of energy efficient fixtures and appliances.</li> <li>• Individual energy metering of each unit.</li> </ul>	<p>The density proposed represents an efficient use of land and municipal infrastructure.</p> <p>As previously noted, in today's market all designs / designers and developers have efficient building design at the forefront of their thinking and it is a delicate balance between cost and implementation. This project will be no different and certainly these items will be reviewed in detail throughout the process.</p>	<p>Thank you for your comments, if your proposal is passed, SDC would like to stay involved during the planning and execution of the development to understand the efficient building designs that will be implemented.</p>

<p><b>Balanced Transportation System:</b> Develop a balanced transportation system including transit, pedestrian, and cycling amenities and best use of the road system for movement of goods and people, with the existing facilities used to their fullest capacity.</p>	<p>The location does have access to current public transit and future use to the proposed rapid transit system. Residents would be able to walk to transit, shopping and restaurants in the area.</p> <p>There is no mention of bicycle storage on site and no bike paths leading to the site. We recommend that there should be secure bicycle storage for 30% or more of the occupants. The developer has proposed a current estimate of a 15% reduction in non-auto trips with this development, the SDC would like further information on how you came to this conclusions.</p>	<p>Cycling infrastructure is currently in place along both Thomas Alton Boulevard and Palladium Way. The existing on-street bicycle lanes connect to existing facilities along Appleby Line. The current site plan provides for 29 short-term at grade bicycle parking spaces and 295 long-term bicycle parking spaces. Bicycle parking is provided for at least 48 percent of all residential units.</p> <p>A modal split of 10 percent has been applied to the trip generation estimates to account for transit/non-automotive oriented trips. The modal split reduction is consistent with the Halton Region's Transportation Master Plan and was confirm during the initial pre-study consultation with the City/Region. In the longer term by Year 2030 the Halton Region's modal split target is 20 percent.</p>	
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Respectfully Submitted,

Guy Sheppard  
Chair, Planning and Development Subcommittee  
Sustainable Development Committee