



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

TO: Planning and Development Committee

FROM: Department of City Building - Planning Building and Culture

Report Number: PB-28-19

Wards Affected: 1

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

Date to Committee: April 2, 2019

Date to Council: April 23, 2019

Recommendation:

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

Purpose:

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

A City that Grows:

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

REPORT FACT SHEET

RECOMMENDATIONS:		None; For Information Only	Ward No.:	1
Application Details	APPLICANT:	MHBC Planning Ltd.		
	OWNER:	LIV Communities and Hamilton Meeting Rooms Association		
	FILE NUMBERS:	505-01/19 and 520-02/19		
	TYPE OF APPLICATION:	Official Plan and Zoning By-law amendments		
	PROPOSED USE:	6 storey residential apartment building with 160 units.		
Property Details	PROPERTY LOCATION:	East side of Clearview Ave. and west side of St. Matthew's Ave. South side of Masonry Court, west of the Aldershot GO Station.		
	MUNICIPAL ADDRESSES:	1085 Clearview Ave., 1082, 1086 and 1090 St. Matthew's Ave.		
	PROPERTY AREA:	0.63 ha		
	EXISTING USE:	Place of worship - 1085 Clearview Ave. and 1082 St. Matthew's Ave. Residential – 1086 and 1090 St. Matthew's Ave.		
Documents	OFFICIAL PLAN Existing:	Residential – Low Density		
	OFFICIAL PLAN Proposed:	Residential – High Density		
	ZONING Existing:	Residential (Low Density) R2.1 zone		
	ZONING Proposed:	Residential (High Density) RH1- site specific		
Processing Details	APPLICATION RECEIVED:	January 14, 2019		
	STATUTORY DEADLINE:	August 12, 2019 (210 days)		
	NEIGHBOURHOOD MEETING:	October 29, 2018		
	PUBLIC COMMENTS:	Staff have received 22 written comments (Appendix C)		

Background and Discussion:

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

Site Description

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

Surrounding land uses:

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

Description of Application

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

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

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

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

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

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

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

In order to facilitate the proposed development, the applicant has submitted applications for Official Plan Amendment and Zoning By-law Amendment. The Official Plan Amendment application seeks to redesignate the lands from the Residential - Low Density designation to the Residential – High Density designation. The Zoning By-law Amendment application seeks to rezone the lands from the Low Density Residential (R2.1) zone to the Residential High Density (RH1) zone with site-specific provisions. The site-specific provisions requested include reductions to building setbacks, landscaping areas and buffers, amenity area, and required parking, as well as increased residential density, and permission for placement of patios in the front yard and a second driveway. A table outlining the proposed site specific provision is provided the Zoning By-law discussion in this report.

Technical Reports

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

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

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

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

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

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

Provincial Policy Statement (PPS) 2014

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

Growth Plan for the Greater Golden Horseshoe, 2017

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) was updated in 2017 and the revised plan came into effect on July 1, 2017. The Growth Plan provides specific growth management policy direction for the Greater Toronto and Hamilton Area (GTHA) and focuses development in the existing urban areas through intensification. The guiding principles of the Growth Plan include building complete communities that are vibrant and compact, and utilizing existing and planned infrastructure in order to support growth in an efficient and well-designed form.

Section 2.2.1.2 c) of the Growth Plan identifies that within settlement areas, growth will be focused in delineated built up areas, strategic growth areas, locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and, areas with existing or planned public service facilities. Strategic Growth Areas, within settlement areas, are nodes, corridors, and other areas identified by the municipalities or the province to be the focus of intensification and higher density mixed uses in a more compact built form.

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

The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus station in an urban core. MTSAs generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.

Higher Order Transit is defined in the Growth Plan as:

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

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

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

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

Metrolinx 2041 Regional Transportation Plan

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

Halton Region Official Plan

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

City of Burlington Official Plan

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

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

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

City of Burlington Adopted Official Plan, 2018

The City's proposed New Official Plan was adopted by Council on April 26, 2018 and has been developed to reflect the opportunities and challenges facing the City as it continues to evolve. Halton Region has identified areas of non-conformity, and as such, the adopted Official Plan will be subject to additional review and revision prior to its approval. Further, City Council has directed a new staff review and public engagement process to consider potential modifications, including a review of height and density provisions. As a result, no weight is placed on the policies of the adopted Official Plan in the review of this application at this time.

Aldershot GO Station Mobility Hub Area Specific Plan

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

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

City of Burlington Zoning By-law

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

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

Table 1: RH4 Zone Requirements and Proposal

Regulation	Required (RH1 Zone)	Requested	Site Specific Required?
Lot Width	30m	45m	No
Lot Area	0.2ha	0.63ha	No
Yard Abutting Masonry Court	7.5m	2m	Yes
Yards Abutting Clearview Ave. and St. Matthew’s Ave.	7.5m	Clearview: 17m St. Matthew’s: 12.4m	Yes
Yard Abutting R2.1	15m	20.2m	No
Density	50-75 units/hectare	255 units/hectare	Yes
Height	6 storeys max.	6 storeys	No
Amenity Area	15m ² /efficiency 20m ² /bedroom = 4,160m ²	15.95m ² /unit = 2,552m ²	Yes
Landscape Area	4.5m abutting a street	Masonry: 0m Clearview: 1.0m	Yes

		St. Matthew's: 1.2m	
Landscape Buffer	6m abutting R2.1	1.2m	Yes
Encroachment into Landscape Buffer (underground parking)	Not permitted	Permit	Yes
Underground parking structure setback from all property lines and street lines	3m	North: 3m South: 1.8m East: 1.3m West: 1m	Yes
Parking	1.25 per 1bdm unit 1.5 per 2bdm unit 0.35 per unit - visitor Occupant = 209 spaces (1.25x124) + (1.5x36) Visitor = 56 spaces (0.35 x 160) Total = 265 spaces	1.0 per unit 0.25 per unit – visitor 3 additional spaces Total Proposed = 203 spaces	Yes
Accessible Parking	209 x 3% = 7 56 = 2 Required = 9 spaces	6 spaces	Yes
Setback from window of habitable room on first level to driveway or parking space	9m to driveway 6m to parking space	2.5m from loading space 3.5m to driveway (ramp entrance)	Yes
Driveway and Parking Spaces setback from R2.1 zone	6m	1.5m	Yes
Ground level patios in yard abutting Masonry Court	Not permitted in a required landscape area	Permit in 0m landscape area abutting Masonry Court	Yes
Number of Driveways	1	2 from Masonry Crt. (6m wide each)	Yes

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

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

Technical Review

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

City of Burlington - Site Engineering

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

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

City of Burlington – Accessibility Coordinator

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

CN Rail

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

MTO

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

Halton District School Board

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

Financial Matters:

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

Public Engagement Matters:

Public Circulation

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

Pre-Consultation

Burlington Urban Design Review Panel

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

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

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

Public Open House

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

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

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

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

Public Comments

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

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

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

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

Next Steps:

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

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

Conclusion:

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

Respectfully submitted,

Lauren Vraets

Planner II, Development Review

905-335-7600 ext. 7536

Appendices:

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

Notifications:

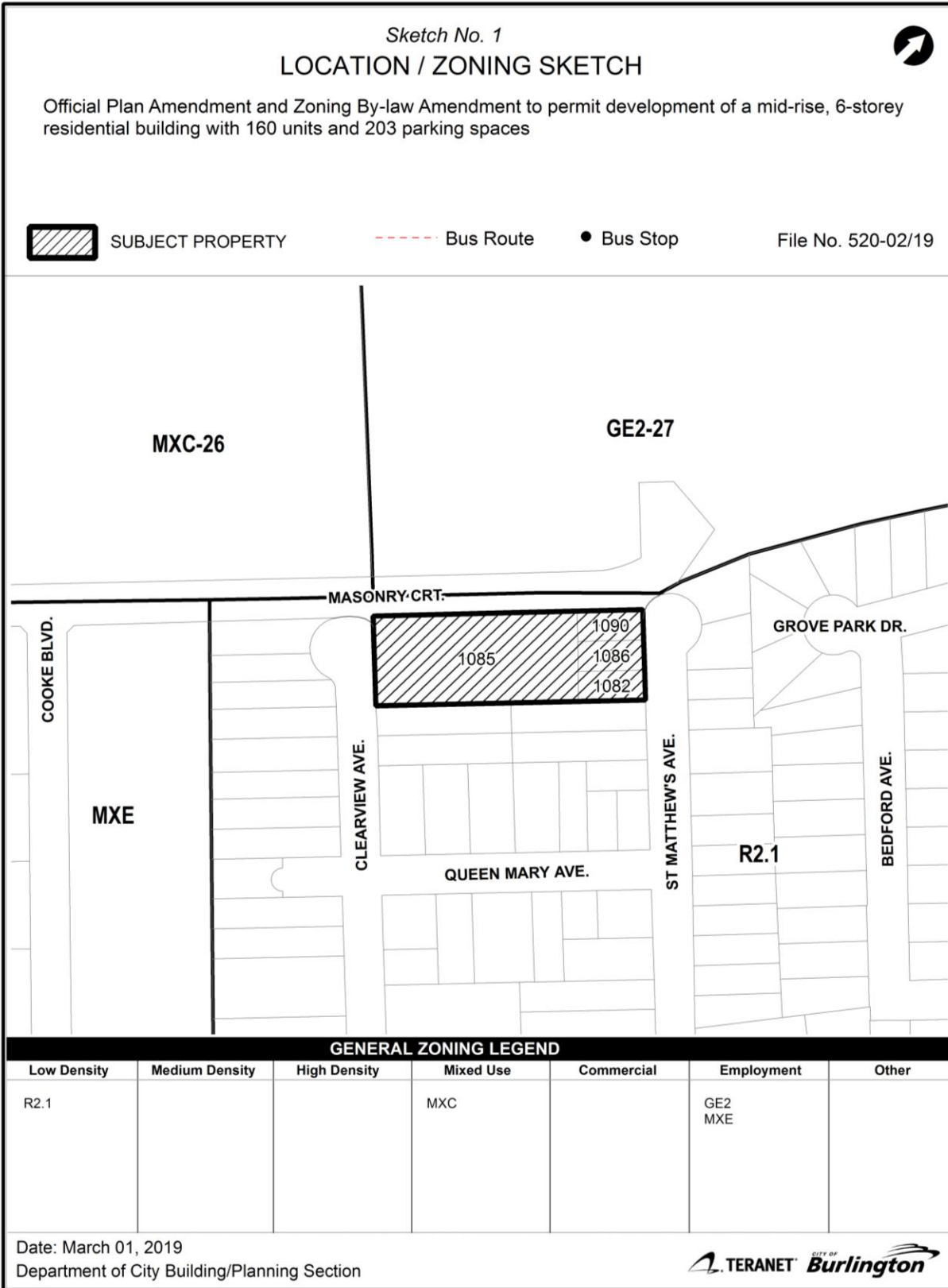
Dana Anderson, Applicant

Email: danderson@mhbcplan.com

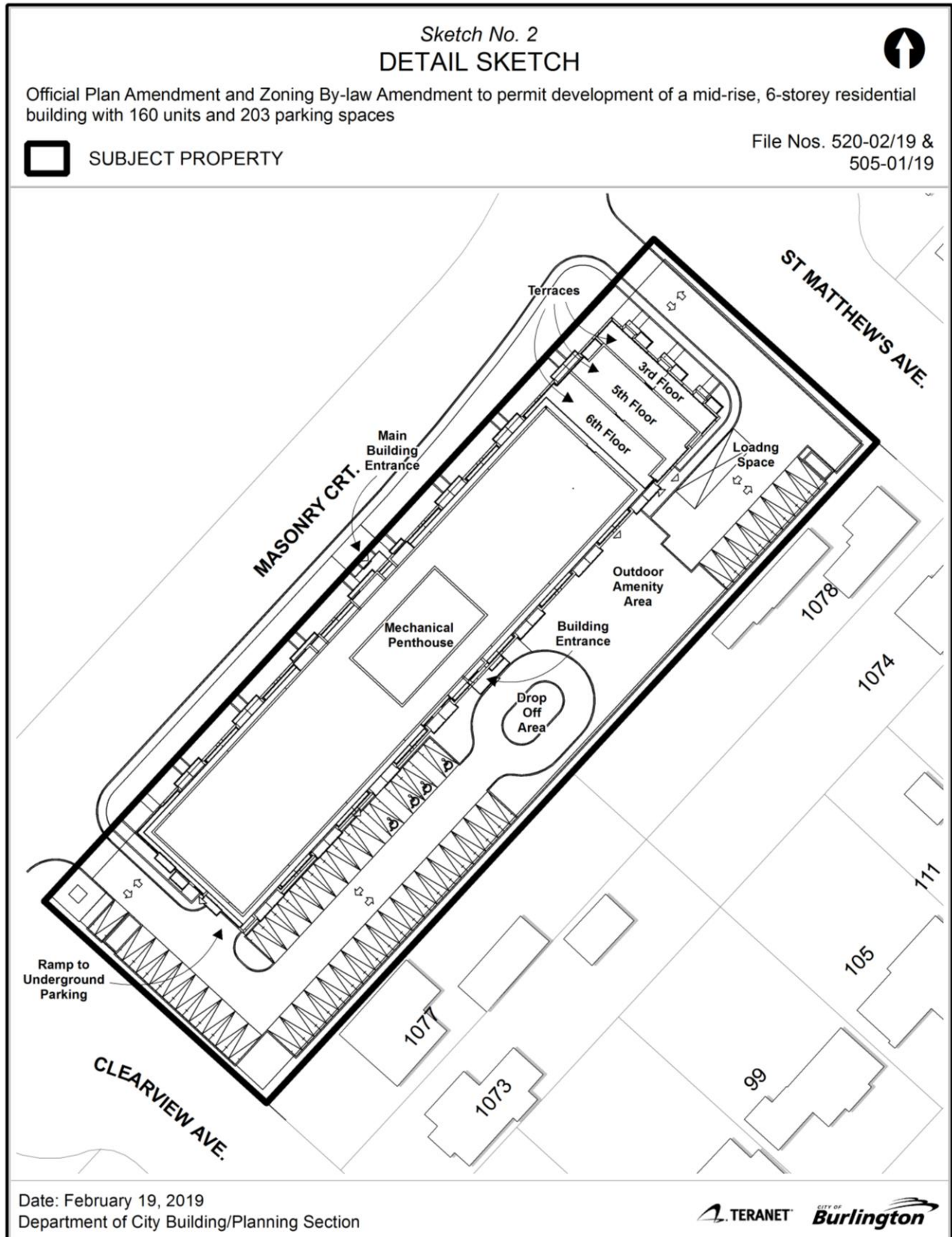
Report Approval:

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

Appendix A – Location Sketch



Appendix B – Detail Sketch



Appendix C - Public Comments

Files: 520-02/19 & 505-01/19

#	Comment
1	<p>From: jillandgreg jillandgreg Sent: Tuesday, February 19, 2019 1:07 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Subject: Planning Application - Ward 1 - Clearview Ave and St. Matthews Ave., Files: 505-01/19 & 520-02/19</p> <p>Lauren;</p> <p>I reside on St. Matthews Ave and would like some additional information regarding the application to develop 1085 Clearview Ave. and 1082, 1086 & 1090 St. Matthews Ave.</p> <p>I have attended a community meeting and reviewed the supporting documents available online through the City's website regarding the proposed development.</p> <p>I have been lead to understand that the "Landscape Strip" (Site Plan drawing, page A1.1) along the east, south and west sides of the development are to be just 3 ft / 36"s wide, with no fencing of any sort and the landscaping itself is to be determined at a later date. Is this correct?</p> <p>Regarding the east side driveway into the proposed development from Masonry Crt....it appears on the Site Plan drawing, page A1.1, that the driveway is only separated from the west edge of St. Matthews Ave., by the "Landscape Strip". How is this permissible? Is there not a set distance (dictated by the cities or the Region of Halton's bylaws) back from the roadways (St. Matthews Ave) edge that must be abided by? Is there no consideration given in the approval process regarding snow fall in the winter and where and how it will accumulate during the plowing process? I would suggest that if there is only 3 ft / 36" separating the driveway from St. Matthews Ave., that during snow plowing, of the driveway (presumably by private contractors on behalf of the building) and St. Matthews Ave by the City, that 3 ft / 36" is insufficient and will result in spillage of snow back and forth between the driveway and the street and vise versa.</p> <p>I have the same question and concern regarding the west side of the proposed development as it related to Clearview Ave. How is such a small space, "Landscape Strip", permissible?</p> <p>Regarding the shadow(s) that will be cast by the proposed building....are there no provincial rules or regulations that pertain to shadows and their effect on existing surrounding family dwellings?</p> <p>Lastly, how does the re-examination of the policies of the official plan impact this proposed development and the proposals time lines?</p> <p>Thank you in advance for responding to my inquires.</p> <p>I look forward to hear back from you.</p>

	Greg Casson
2	<p>From: jillandgreg jillandgreg Sent: Wednesday, February 20, 2019 4:53 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Subject: RE: Planning Application - Ward 1 - Clearview Ave and St. Matthews Ave., Files: 505-01/19 & 520-02/19</p> <p>Lauren:</p> <p>Thank you for getting back to me and providing the answers to my questions / concerns.</p> <p>By way of follow up to the size of the landscape strip area and buffer, can you directed me to where in the development application supporting documents the developer provides the rationale or justification for such a drastic reduction in size, from the presently required 4.5m to less then 1m, of the buffer area.</p> <p>To add to the concerns I have previously stated in regards to the size of the buffer area being less then 1m in width. A 1m's width buffer area, essentially a sidewalks width, abutting St. Matthews Ave and Clearview Ave is unsafe and insufficient in size to grow anything but very minimal, low height vegetation. Trees, of any sort, to be used to landscape the property edge and provide some privacy, may survive in the short term but long term growth is not sustainable in such a small area. Snow clearing during the winter will further reduce the survivability of any vegetation planted in such a small area. A 1m width buffer is not in keeping with the present environmental design of the neighbourhood.</p> <p>After having attended community meeting(s) and reviewing the development application supporting documents, my wife, Jill and I are strongly opposed to the applicants proposal as it stands on the following grounds;</p> <ul style="list-style-type: none"> - Insufficient buffer area along the east and west side of the development. We can see no rationale or justification for reducing the size of the buffer area from the presently required (Zoning By-Law) 4.5m to less then 1m other then it allows the developer to have a bigger footprint on the property therefore increasing the size of the development thus making it more profitable for the developer to develop the property. - The development size, six story building with drastically reduced buffer area to the east and west does not fit into the neighbourhood. - A drastically reduced buffer area raises safety and privacy concerns for the occupants living in homes on St. Matthews Ave and Clearview Ave and users (vehicles and pedestrians) of both streets. - A six storey building with no viable area to plant trees (that will survive and thrive in the long term) reduces the privacy presently afforded the homes located in close proximity to the development.

	<p>- The shadow cast by a six storey building in the winter months will negatively affect the homes located in close proximity of the development, raising heating and hydro costs during the winter months for the home owners.</p> <p>Greg and Jill Casson</p> <p>1081 St. Matthews Ave.,</p> <p>Burlington, ON L7T 2J3</p> <p>Thank you again for your response</p> <p>Greg Casson</p>
3	<p>From: Peter Campbell Sent: Monday, February 25, 2019 1:54 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Cc: Mailbox, Office of the Mayor <mayor@burlington.ca>; Meed Ward, Marianne <Marianne.MeedWard@burlington.ca>; Galbraith, Kelvin <Kelvin.Galbraith@burlington.ca> Subject: 1085 Clearview Ave, 1082,1086 & 1090 St. Matthews Ave. - File 505-01/19 & 520-02/19 - MHBC Planning Ltd.</p> <p>Dear Lauren,</p> <p>This letter would be in response to the developers proposal for a 6 storey residential apartment building at the noted location. When the property was first purchased by Liv Communities, a new home builder and a division of Lanmark Homes, the area residents were originally led to believe this would be a Townhouse infill project, not this, now proposed, high density condo development. While not ideal, as all homes in this subdivision are zoned single family residences, it certainly was a better option to a condo tower. This is a relatively small piece of property for the area at .6 hectares (1 ½ acres) , as most of the properties in this original subdivision were all single family homes on 1/2 acre lots. This property has wide frontage along Masonry Crt. but is not very deep. While the prospect of a 6 storey condo is not totally unreasonable , given the properties location within a couple hundred meters of the Aldershot GO, the high density and all the proposed bylaw changes are, and for that reason this build should not be approved as it is submitted.</p> <p>In order for this build to happen, the entire property would need to be excavated, as the underground garage walls extend all the way to the property lines. This leads to a multitude of issues in logistics of how this build would be undertaken. I can only imagine that it will be a mess, much like the Affinity Condos on Plains Rd. that, required the entire property to be excavated. To that end, the city closed the sidewalks and boulevard on the South side of Plains Road in November of 2017 until completion. This was the quote from Ward 1 councilor at the time, for the City of Burlington’s actions and appeared in the Ward 1 newsletter when they had so many complaints : “An unfortunate but necessary closure of the sidewalk and boulevard to allow the Condo build to dig the parking because they do not have enough room on their property for materials “. Unfortunate yes, necessary no, if the City should not have allowed this type of build in the first place and the exact same problems will happen here. Just a few of the issues that come to mind would be :</p>

- Where would the site offices be located?
- No room on the property for large equipment.
- Where would the construction personnel park? The overflow from the Aldershot Go already extends to the entire length of Masonry Court. There is absolutely no additional parking.
- Excavation and shoring on the South side are immediately adjacent to private residence structures.
- How would materials be delivered to, and stored at, this site.

This build is over intensification, no greenspace, only a very minimal amenity area, entire surface area of the property is a very long and skinny building and all asphalt. The drop off area is at the back of the building adjacent to two residential properties, 1077 Clearview Ave and 1078 St. Matthews Ave. , with a lot of above ground parking and only a sliver of landscape divide. Totally unacceptable.

This application and all the requests for variances needs to be REJECTED in it's present form in order to maintain the integrity of the established R2-1 zoned single family neighbourhood.

- Front setback reduction from 7.5m to 2m . - NO
- Increase density from 75units /hectare to 257 units /hectare. - NO
- Reduction of amenity area, ie. green space, from 4660 m2 to 2458 m2. - NO
- Reduction in landscape width along Clearview, Masonry And ST. Matthews from 4.5 m to 1m, 0m & 1.5m respectively. - NO
- Reduction of landscape buffers abutting R2 zone from 6m to 1.5m. - NO
- Extension of below grade parking structure. - NO
- Reduction of 259 parking spaces to 202. – NO and actually ALL parking to be underground, ie., no surface parking allowed.

Best Regards,

Peter and Anne-Marie Campbell
1040 Clearview Ave.

4

From: Sharron Hughes
Sent: Tuesday, February 26, 2019 3:45 PM
To: Vraets, Lauren
Subject: Planning application 1085 Clearview Ave and 1082, 1086 &1090 St. Matthews Ave. Files 505-01/19 & 520-02/19

Dear Ms Vraets,

I would like to state that I'm against the rezoning of the above properties to allow a 6 storey residential apartment building to be developed.

When my husband and I moved to 1084 Clearview Ave in 2011 it was because of the appeal of a quiet dead-end street across from a church and to-date the community has been just that. Family friend, quiet neighborhood.

	<p>I understand that Aldershot is growing. I can see the extensive development happening all along Plains Road and Masonry Court but I question the value in adding even more development in an area of single-family homes. You don't even know what the effect will be on the neighborhood and traffic when the development at Masonry Court is complete. Right now, I often find it a challenge to enter and exit my street. I can't imagine what it would be like adding at least a 203 vehicles but I'm going to go with nightmare. My nightmare.</p> <p>This proposed development will be directly across from us. The literature provided states that "the proposal will enhance the public realm and streetscape along Masonry Court by creating ground level residential patios which serve to provide street-level activity and natural surveillance". It's ugly, huge and in NO way will enhance Clearview's public realm or streetscape. Our streetscape is lovely. I think the residences of St. Matthews Ave would agree. I don't know why improving Masonry Court – across from undeveloped land should be more of a concern than the existing residences.</p> <p>The proposal goes on to say "The proposal can be adequately serviced and does not create any impacts to the surrounding area. The proposal is keeping with the character of the neighbourhood". This will create an immense impact and is not at all in character on the neighbourhood. To say that it won't is ignorant and poorly researched. There are so many issues that have not been addressed. Developers will say anything to get their buildings up with no consideration for the consequences.</p> <p>Please do not destroy our neighbourhood. Please reject the proposed re-zoning change.</p> <p>If you need to contact me – I can be reached at _____ or 1084 Clearview Ave, Burlington ON L7T 2J1</p> <p>Yours truly,</p> <p>Sharron Hughes</p>
5	<p>From: John Knight Sent: Tuesday, February 26, 2019 8:19 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Subject: New Proposal Planning Application</p> <p>Attention: Lauren Vraets</p> <p>I am writing to oppose the new development application in Ward 1 on St. Matthews Ave and Clearview. There are many concerns I have regarding this new proposal including its size, especially the height, density, location to existing single dwelling homes, noise, privacy, traffic, overall design and materials used, landscaping buffers and finally that this small piece of land needs to be removed from the mobility hub designation and stay low density.</p> <p>The Official Plan for this property should remain residential low density with single dwelling homes or as an alternative design stacked town homes. The transition from the existing homes to the new development proposal in the area on both streets needs to be considered. As a resident I would like to see a gradual transition and not a 6 storey tower. In review, areas on Plains Rd have had new development with town homes or even condos of 4 storeys at the new ADI</p>

	<p>development beside the GO Train and are in a busier traffic area, so why is this not being considered for these small single dwelling court locations.</p> <p>We specifically purchased a home in this area for the small, quiet court location without traffic or noise and enjoy our quiet single dwelling home with mature landscape in the area. The new development would take all of that away. A 6 storey building would mean greater noise from the 160 units with balconies and outdoor terraces, loading spaces which would mean garbage removal, moving trucks just outside our door as well as drop off and outdoor parking areas with 203 cars in and out daily. As well as mature landscape would be lost.</p> <p>The proposed building would take away existing privacy and create shadows on existing properties as well as roadways. The height of the building as well as the balconies and terraces proposed in the new development would allow for residents to lose their privacy because the residents would be able to see into windows of the existing homes as well as rear yards and pools. The height of the building needs to be reduced to a maximum of 4 stories or replaced altogether by designing town homes.</p> <p>The design and landscape of the building does not coincide with existing homes. It's modern facade and lack of design needs to drastically change so that it transitions with the area. The use materials like stone, brick and wood as well as having the building location setback further from the existing homes and courts would allow a better transition into the area. Currently the planning sketch only allows for a few meters of landscape buffers before the structure leaving very little transition, instead towers and greater shadowing.</p> <p>I accept that development needs to take place in our city yet Mayor Meed strongly agreed with residents that proposals into existing low density areas be given greater attention. Residents should not have to feel bullied by developers looking for greatest financial gains. City councillors and planning staff have a responsibility to hear existing residents views and to make sure all parties benefit from new developments that are proposed. At this time, the development proposed offers no benefits to the existing residents of this area. There are areas of the city that are blank slates, allowing for higher density and far from existing developments yet this area is not one of them and should be considered to remain low density for the future. I therefore recommend the planning department should not amend the existing zoning to allow the condominium to be built.</p> <p>Thank you,</p> <p>Dina Knight 1079 St. Matthews Ave Burlington, Ont</p>
6	<p>From: Jimmie Sent: Wednesday, February 27, 2019 1:19 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Cc: james james <jimmie33@cogeco.ca> Subject: Fwd: New Proposal Planning Application St Matthews Ave</p> <p>Attention: Lauren Vraets</p> <p>Our beautiful neighbourhood should remain zoned as residential low density intended for single family homes. I moved to Burlington in 1968 and since that time I have lived in six different neighbourhoods encompassing most corners of our city One thing each of these neighbourhoods had in common was that owners could rest assured nothing major would be done to change or</p>

	<p>destroy the unique features of the locale. Everything that contributed to making the area residential each resident knew was steadfast.</p> <p>When I purchased in Aldershot in 2003,I was excited about being part of the oldest most established part of Burlington. I knew from the beginning that just as each person on the street kept their property in pristine condition, that the City would not allow anything to violate or change the aesthetics of the area.</p> <p>And then the unthinkable happened!!!! Some of our local aldermen decided it may be a good idea to cluster people around Go train stations and maximize those that could live there by changing long standing zoning regulations and building upward. Apparently little consideration was given to the existing residents. If they eventually would look out onto someone staring back from their balcony or, worse yet ,look out a window to see someone looking into their house or back yard from an upper level balcony, that now seemed OK. If there was noise from cars and trucks and daily activities of the proposed multi family development, that now seemed OK. If there was an erosion of privacy due to multi level buildings right across the street, that now seemed OK. This isn't the Aldershot I proudly moved into !!!!!This isn't the Burlington I have proudly lived in for over 50 years !!!!!</p> <p>I understand the land in question has been purchased by a private developer and he wants to maximize his profits. That doesn't necessarily have to be at odds with the neighbouring landscape. Why not consider upscale townhomes or a 2 storey condo building with balconies facing the street which houses the very Go train station the City wants the new residents to be near.</p> <p>My recommendation and preference is that the zoning remain exactly as it is and that City council pay more attention to the desires of existing residents than to maximizing profits for developers or maximizing population density at the expense of everything "Burlington ".</p> <p>I hope that our new mayor, who campaigned on minimizing change to existing residential neighbourhoods, and our newly elected council, whom I trust has the best interests of existing residents in mind, puts a stop to the proposed changes and allows us to continue to enjoy and be proud of our corner of Aldershot.</p> <p>Thank you for the opportunity to voice my opinion and I assure you I speak for most in the area</p> <p>James McKenna 1077 St Matthews Ave</p>
7	<p>From: Ruth Roberts Sent: Wednesday, February 27, 2019 1:22 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Cc: Galbraith, Kelvin <Kelvin.Galbraith@burlington.ca> Subject: Planning application for Clearview & St.Matthew's</p> <p>Hello Lauren, Please find the attachment regarding our concerns re the application to change the Official Plan in our neighbourhood of Clearview Avenue. I have also copied our concerns to our Councillor Kelvin Galbraith</p>

	<p>Ruth Roberts</p> <p><<LETTER>></p> <p>NEW DEVELOPMENT ON CLEARVIEW</p> <p>As longtime residents of Clearview Avenue we have seen a few changes take place in our neighbourhood. Most of these new developments have added to the character of this area. However.....</p> <p>The new proposal for the property located at 1085 Clearview and 1082, 1086 and 1090 St. Matthews will certainly be a negative impact on this single family residential area.</p> <p>The proposed change from the Official Plan designation to Residential – High Density and to change the zoning to High Density Residential RH1 is not in keeping with our ideas of what this original Official Plan indicated.</p> <p>We do understand that new development is coming but the density (with a high-rise 6 storey building is certainly not compatible with the surrounding single family homes. The site specific zoning requests re setbacks, landscaping and buffers, amenity area, and required parking, as well as increased site density, and permission for placement of patios in the front yard and a second driveway are certainly areas of our concern.</p> <p>Although it is assumed that most of the occupants will use the Go Station for their main means of transportation mostly to and from Toronto, it is obvious to all that the major mode of movement in Aldershot is the automobile. Bus transportation to shopping areas, theatres, and the downtown – even City Hall is neither convenient nor timely. Having 160 units in the building will certainly generate more traffic and increase not only pollution but also traffic congestion on Plains Road.</p> <p>We heartily oppose the construction of a 6 storey highrise development in this area. Perhaps a small community of townhouses should be considered. This would enable the property in question to be developed with a somewhat increased residential component but have a less damaging impact on our neighbourhood and traffic.</p> <p>Ruth, Diane & Deborah Roberts 1019 Clearview Avenue L7T 2H9</p>
8	<p>From: garry Dalley Sent: Wednesday, February 27, 2019 3:01 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Subject: Files: 505-01/19 & 520-02/19 (1085 Clearview Ave. , Burlington</p> <p>Lauren,</p> <p>This is building is clearly excessive for this area for which my family and many others reside. There is no reasonable way to deal with the overflow of traffic that will result from this build.</p> <p>It will turn Clearview Ave. into an extension of the problems we already face with Plains Rd. during busy times.</p> <p>I am 100% against this size of build, and will be looking forward to the first meeting.</p>

Regards,
Garry Dalley
1043 Clearview Ave.
Burlington, ON
L7T2H9

9 **From:** Nancy McKenna
Sent: Wednesday, February 27, 2019 3:58 PM
To: Vraets, Lauren <Lauren.Vraets@burlington.ca>
Subject: New Proposal Planning Application Ward 1: St Matthews Ave and Clearview

Attention: Lauren Vraets

I am a long-term resident of St Matthews Ave who is very opposed to the new plan proposed for my neighbourhood.

St. Matthews Ave. is a quiet dead end street. The landscape is mature. Huge trees line the street, making a beautiful canopy enveloping the homes and street. The houses are immaculate single dwellings. There are no sidewalks, children play safely on the street... and hydro lines are still prevalent. This is true old Aldershot.

Recently a developer has decided to upheave our pleasant neighbourhood with a proposed multi-storey building.

This is an invasion of the privacy I purchased when I moved here!

Do I want high rise residents peering down into my home and backyard? NO!

Do I want the noise from an additional 160 units' occupants and vehicles in this small space? NO!

Do I want increased traffic and delivery trucks en route to a high rise? NO!

Do I consider a parking lot an acceptable trade for mature trees and blooming landscape? NO!

Does the modern facade in the proposed drawings reflect the character of this neighbourhood? NO!

Do I feel bullied by this impending high-rise developer? YES!

Are there other areas of Burlington available for development? YES!

Did Mayor Meed promise to protect existing low-density residential housing? YES!

Do I expect our Town Council to protect its existing low-density residential housing constituents? YES!

I am respectfully requesting rejection of this proposal and continued maintenance of St. Matthews Ave classification as low-density residential.

Thank you,

Nancy McKenna

	<p>1077 St Matthews Ave Burlington ON</p>
<p>1 0</p>	<p>From: Nadine Martin Sent: Wednesday, February 27, 2019 5:08 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Subject: Site address - Ward 1 Clearview Avenue Request for Change of Zoning</p> <p>Dear Ms. Vraets:</p> <p>With respect to the Planning Application submitted by MHBC Planning Ltd. which we received via mail from the City of Burlington, I wish to make the following comments.</p> <p>I am greatly disappointed with the City of Burlington Planners that they would even entertain such an application for this dramatic zoning change.</p> <p>We are a cloister of homes on three streets that form a community not unlike the White Oaks Community that the city deemed would be omitted from hub development. It goes beyond reason why one street over would not be granted the same courtesy. We are not any different than White Oaks.</p> <p>You are asking to change our zoning from Low density to High density. Not only would this result in a shockingly drastic change to our neighbourhood, it shows all the signs of you having made a promise to a developer in advance.</p> <p>My house has been on this street since 1942. It is part of a community. We are happy being part of this community but you somehow think it is acceptable to go into this community and try to dictate a new way of life for us. A zoning change to high density would bring commotion, noise pollution and of people to an area that has historically been tranquil and reality free from a lot of traffic. This would be just the beginning of you stealing from us the peace and green space that we all chose when we moved to this area. You do not have the right to do this to us.</p> <p>I vehemently oppose this application.</p> <p>Respectfully submitted,</p> <p>Nadine Martin 1050 Clearview Avenue, Burlington</p>
<p>1 1</p>	<p>From: Dawn Kurmey Sent: Thursday, February 28, 2019 4:46 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Subject: File 505-01/19 & 520-02/19- 1085 Clearview Avenue</p> <p>Ms. Vraets,</p> <p>I'm writing to highlight my concerns for the proposed development of 1085 Clearview avenue and surrounding lots.</p> <p>The Clearview/St. Matthews neighbourhood has been under a lot of scrutiny over the last few years as we were targeted as a location for the Mobility Hub, for the same reasons our community banded together to protect our neighbourhood from Mobility Hub developments, amending the zoning to accommodate a high rise development would be tragic.</p>

Looking at the letter distributed two weeks ago asking for comment/feedback I have numerous concerns;

- 1) Opening up roadways at Clearview and St. Matthews avenue onto Masonry court would destroy our community which is comprised of young families (our children play in the roads) and senior citizens who regularly walk the streets (that don't have sidewalks) each night after supper. Into a freeway of cars rushing to & from the Aldershot go station. It is crucial to the essence of our neighbourhood that these roadways are **not** opened up for vehicle traffic. Opening up these roads would be a danger to the existing residents within the community
- 2) The proposal submitted does not appear to have adequate parking for the number of units that the developers current plan on constructing. Masonry court and the Aldershot Go Station already has a shortage of parking and often vehicles line the streets during the week to accommodate commuter traffic.
- 3) The lack of park space proposed in this development is also concerning considering the number of residents within the building and the fact the Station West development across the road was allowed to consider a storm water collection basin as park space in their development approval – there is not adequate park space in the area for the number of families.

When you factor in the already congested roadways, the number of new units in this proposal and the continued intensification of developments proposed within this community and surrounding around area there is not enough infrastructure to support these developments. Our community is also in conflict as our Ward counsellor Calvin Galbraith is unable to represent us as there is a conflict of interest as his home backs onto the proposed development.

Marianne Mead kicked of her campaigned at the top of Clearview Avenue gaining the trust of the community that she would support us in preventing over-development and intensification. I hope that our newly elected counsellors continue on this mission to protect existing established neighbourhoods and work with the community and developers for reasonable projects that enhance existing neighbourhoods inside of exploit them for profit.

Thank you for hearing and listening to my concerns.

Dawn Kurmey

1060 Clearview Avenue
Burlington, Ontario L7T 2J1

1 **From:** Gaetano Fanelli
2 **Sent:** Thursday, February 28, 2019 4:48 PM
To: Vraets, Lauren <Lauren.Vraets@burlington.ca>
Subject: 1085 Clearview Ave rezoning for 6 storey apartment and opening up of Clearview Ave and St Matthews Ave to masonry crt.

Lauren,

	<p>I live at 1060 Clearview Ave with my wife and a newborn baby. I not only speak for us but for the neighborhood as a whole when we say have a huge issue with this proposed re-zoning.</p> <p>There is absolutely no benefit to our community if a 6 storey apartment is built there, I will outline the main issues that will adversely affect of daily lives:</p> <ol style="list-style-type: none"> 1. Putting a 6 storey building into a residential only area will cast major shadows over the existing homes 2. It will have an increased traffic and congestion issue that already exists on masonry that already has the go station and has not even closed a single unit in the large development currently being built 3. It's not safe to open up the dead end streets of Clearview and St Matthews as we do not have sidewalks or curbs. How are our roads supposed to safely take on the increased traffic for this proposed development, the one currently being built on masonry, the vast amount of GO train traffic and don't forget the proposed (2) 11 storey buildings at Clearview and plains on the solid gold site. Plains road is one of the most congested roads in the entire city during rush hour, we need to wait for a break in traffic just to turn down Clearview as it is today. <p>The developers were also bold enough to tell us residents not to worry about both the dead end roads being opened up at the town hall dissicusion that was held at aldershot arena a few months ago which was obviously a lie.</p> <p>We are not opposed to change and development in our area or in our city but this proposal can not be looked at in a vacuum, it will have adverse effects on the functionality and safety of our neighborhood in conjuction with all the development happening in this small area at once.</p> <p>We hope the city of Burlington agrees with the residents of this neighborhood and sticks with the zoning laid out in the city's OP epically since our new mayor campaigned and won on the promise to end over development in the city of burlington.</p> <p>We hope the city will do the right thing and not approve a zoning change and preserve our neighborhood.</p> <p>Thank you for your time,</p> <p>Gaetano Fanelli</p>
<p>1 3</p>	<p>From: Steve Favalaro Sent: Thursday, February 28, 2019 5:43 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Subject: Files 505-01/19 & 520-02/19</p> <p>Hi Lauren, I am writing to voice our objections to the proposed development on Clearview and St. Matthews Ave. I had originally intended on attending the open house, but when I went to the original one, it had been cancelled and I did not receive notice of the new date. I have reviewed all the documentation on the City's website regarding this proposal and while I am all for development, in this case I need to voice our objection.</p>

	<p>In my view, the proposed development is completely out of character with the surrounding neighborhood, and unless the City is going to rezone all of St Matthews and Clearview to allow for this type of development, the proposed building will stick out like a sore thumb for years to come. All the buildings around it are low density. In addition I also note that from the shadowing plan, after about 5:30 pm our property will be completely shadowed by the new building. This does not comply with the Mobility Hub area plans and in my opinion the properties in question should not be removed from this study area.</p> <p>It is my opinion that allowing this development to proceed with greatly impact the character of St. Matthews Ave, not only from the height aspect but also the overall design (modern which does not match the character), reduce our property values and set a precedence for more development like this in Aldershot that negatively impacts the low density residential aspects of our neighborhoods. If there is going to be more development in our area I would more than support town homes than 3-6 storey condos. With all due respect I think the City needs to stop bending to developers and listen to the people that live in the impacted areas. Aldershot is being over run with condo's, traffic with limited to no major commercial development – we do not need anymore nail salons lining the streets of Aldershot</p> <p>Thanks Steve and Marina Favalaro 1073 St. Matthews Ave</p>
<p>1 4</p>	<p>From: dseeley03 Sent: Thursday, February 28, 2019 9:38 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Subject: 1085 Clearview</p> <p>File 505-01/19&520-02/19</p> <p>Being a homeowner on Clearview my concerns are how drastic the changes to setbacks buffers etc. Going from low density to high density is a major impact on the neighborhood. Traffic is a big concern and I don't know how this will be handled. Construction causes traffic hassles and with the Go commuters it is amplified. The whole picture has to be taken into consideration. Each application with extra changes to zoning is going to cause more and more concerns regarding traffic and parking.</p> <p>I am glad the access for the proposal is on Masonry Crt. The developer has shown consideration .I know this is a prime area for development but our roadways cannot handle traffic at the best of time.</p> <p>Regards D Seeley 1032 Clearview</p>
<p>1 5</p>	<p>From: Knight, John Sent: Thursday, February 28, 2019 10:06 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Subject: Proposal St.Matthews property</p>

I have been a Burlington resident for 47 years, I have lived in all ends of Burlington in the east,north ,south and now the west end of Burlington for the last 8 years. After looking at many homes with my wife and 2 young children we stumbled across this beautiful home on St.Matthews Ave with mature landscape, huge trees, and a quiet street that ends in a court. My children enjoy playing in the court, riding their bikes and setting up nets for hockey games and basketball. But now a developer wants to change that not just for the residents of St Matthews, but also Queen Mary and Clearview. If this multi-storey condominium was originally there in the first place I wouldn't be writing this letter because there is no way we would of chosen a house directly across the street from it. I oppose this proposal to amend the zoning in this area. It needs to remain low density residential.Why you ask?

The proposal of a condominium development on this property would mean:

- 1- Absolutely no privacy, we would have to keep our blinds closed at all times,someone watching you sitting out front,cutting the grass,playing with your kids etc. When you have eyes watching you from the many units and balconies right across the street
- 2-We receive the afternoon sun which is needed for my garden and to heat our house in the cooler months, that condominium at 6 storeys high will cast a shadow causing our heating bills to go up in the winter
- 3-The area has been zoned for low density and needs to be kept as low density residential with single dwelling homes or town homes. The height of the building proposed is too high.
- 4- NOISE,NOISE,NOISE, cars coming and going from the drop off turn around, 49 cars starting/parking at all hours of the day and night ,noise of residents on balconies surrounding the building, terraces and patios and most concerning is the loading docks for moving trucks and garbage disposal located right outside my front door.
- 5- No green space what so ever between St Matthews and the structure of the condo unit. The plans do not allow for vegetation/trees on the land left in this small strip of grass barely a few meters wide

Overall there's been a lot of new condos going up in Aldershot in the last few years, they all seem to be right on Plains road which is great but why come into our lovely neighborhood and build this large building a stones throw away from my doorstep and other single homes. It doesn't make sense, would you Lauren or the Developer like this situation if it was across from your homes? The location of this condo would be better suited along Waterdown rd or Plains rd. Personally why not get rid of all these run down buildings eye sores on Plains like the run down motels and build your condo structures there. That would make Aldershot a more updated area of Burlington. The condominium being proposed for the area does not transition into the existing neighborhood.

Mayor Meed Ward assured the residents of this area during her campaign that she would help maintain this area as low density residential. She stood outside our home as we discussed what was happening and she agreed that this area was to remain a quiet

court location with single homes. She agreed with residents that a proposal like this should never be allowed to change this existing mature area.

John Knight
1079 St. Matthews Ave

1 **From:** Beth Boag
6 **Sent:** Thursday, February 28, 2019 10:19 PM
To: Vraets, Lauren <Lauren.Vraets@burlington.ca>
Subject: 1085 Clearview Ave

Hi Lauren,

As residents of Clearview Ave we are writing to provide feedback on the proposed planning application.

We voted for Marianne on the understanding that our neighbourhood would be unchanged, after being so supportive and petitioning for this neighbourhood to remain dedicated to two-story buildings. After everything with the mobility hub, we were led to believe it was decided that this site address would support residential townhouses on the site. We were quite surprised to see that a proposal for a 6 storey building has come through.

Although we see that access will not be available through Clearview Avenue (which we are thankful for), the idea of a moderately high rise building so close to our quiet cul-de-sac is disheartening. It impedes on our sightlines, and eliminates the quiet charm of this Aldershot community.

We have only lived in this neighbourhood for four short years. Many of our neighbours have been here for decades. This is an area where families live with their children, everyone who lives here chose this area for being stable, friendly, lovely, and a caring community. The addition of a 6 story high rise would be a severe detriment to this community.

I should also mention there are not enough amenities in this area to appease the drastic population increase Burlington is planning for. Keep with the charm of the area and make smart development decisions by keeping a limit on the height of the building and number of units... and please start planning for more groceries, restaurants, gas stations and retail to keep up with this growing area!

Thank you,

Beth and Aaron Boag
1045 Clearview Ave, Burlington

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From: Crane, Lowell
Sent: Thursday, February 28, 2019 10:32 PM
To: Vraets, Lauren <Lauren.Vraets@burlington.ca>
Subject: Planning Application:1085 Clearview Ave, 1082-1086-1090 St Mathews Ave

Good Evening, please accept this email as my comments on the proposed change to the Official Plan and Zoning for the properties located at 1085 Clearview Ave, and 1082-1086 1090 St Mathews Ave.

Just as an introduction, I have lived in Burlington since 1985. I purchased my home on Queen Mary Avenue in 1996 fresh out of university. My home is located within the Clearview/St Mathew Ave subdivision. Like everyone in Aldershot, a conscious decision was made to live in a lesser/older home in order to have the more spacious atmosphere Aldershot provided. Larger lots, less housing density, the village feel as opposed to a larger new home in North Burlington with more population and house density.

The proposed development threatens exactly that. The essence of Aldershot.

Here are my concerns:

1. This developer, like any good developer purchased a piece of property on pure speculation based on trends to intensify areas around Go Train Stations. Mobility Hubs. He originally proposed a 11 storey building. When success of that variance seemed unlikely, he reduced the size of the building and added window dressing to support his proposal. Driveways off Masonry court, Terraced Upper Floors, and Greenspace are just developer smoke screens to achieve to check the boxes on the Planning Departments checklist for development. Let's be clear. This is about building height. This developer gambled on an investment and lost and is now pulling out all the tricks to get his new down sized proposal pushed through.

Is the idea of the planning process to allow developers to keep submitting proposals until one sticks? Along with the primary land he purchased, this developer has purchased residential properties in the neighborhood which has already lead to the disintegration of the neighborhoods character. Always dark, non-maintained properties for the surrounding neighbors to look at. Very nice.

If this area is re-zoned it only a matter of time before developers follow the lead and purchase up homes as they become available, primarily from long term residents who have passed on and slowly lower property values of current residents. The City needs to protect current residents from that approach from outside developers. It's happened in this case. It will continue until residents are basically forced out.

I don't believe the City, or the residents have any obligation to meet this developer half way, no obligation to help get him out of a speculation that went wrong. They knew what the zoning and designation was before purchasing. Buyer beware.

With that said, I think residents see the need for intensification, see the logic in the plans for creating mobility hubs. No one is saying these properties do not need to be developed. Where is the proposal that shows what can be achieved by maximizing the current zoning which designates this precinct as low density, and allows only single-family homes, semi-detached and street townhouses. I see 3 storey townhouse developments on Plains Road, that would fit nicely on this property. Achieving the intensification requirement but not drastically changing the character of the neighborhood. It seems to me that the ask of the developer is to far removed from the

current designation. Let him come back with something that maximizes the current zoning or stretches it to a reasonable level. No need to blow the current zoning out of the water.

2. Before any proposal is agreed to, the intensification targets for Aldershot should be reviewed and confirmed to determine what is needed to reach targets. It's too late once all the buildings are constructed to backtrack and find out that you have far exceeded the targets. If you're a resident of Aldershot, you have seen building after building go up without confidence there is anything guiding the process other than the deep pockets of developers and a property tax hungry city. I don't want to read in 5 years that Aldershot is in fact over intensified and that traffic, parking are chronic problems. The character once so craved, gone forever just to meet the needs of developers with no concern other than their bottom line. There are 3-4 buildings currently slated for Plains Road currently within a 2-minute walk of the proposed property. There is a large development currently under construction next to the Go Station, within view of this property. The long-term plan is to have 20 plus story buildings off Waterdown Road and other areas surrounding the GoStation. Is this 6 storey building in fact needed to meet the Aldershot Target? Should intensification even be a criterion for consideration in this proposal?
3. Aldershot is facing a traffic and parking nightmare when all these building are built. Is there a plan in place to deal with that? Parking from the Go Train is already spilling over and doesn't even account for the new populations coming to Aldershot, Waterdown and Hamilton which will continue to grow and grow. How does this proposed building help that situation?
4. One of the greatest features of Aldershot is the mature tree canopy which are the homes to a diverse ecosystem of birds and various other wildlife. Having been here for the 20 plus years, it's a pleasure to see the uptick in the hawk population in recent years where once they were few and far between not to mention the robins, blue jays, cardinals etc. Has any consideration been given to how all these proposed buildings will impact this ecos system?

To Summarize, I think Aldershot residents have had no choice but to accept the ongoing intensification of the Plains Road Corridor. As much as we like to see things stay the way they were, progress is inevitable. However, let common sense prevail. Let's listen to the residents. Before existing neighborhoods are impacted Let's see the plan for the Plains Road Corridor play out. Intensify existing neighborhoods by infilling with townhouses or building on double or triple lot to preserve the character of the neighborhoods. This proposed 6 storey building will a square peg in a round hole in this neighborhood. Let's not be fooled by token gestures of site features that are just smoke screen to real issue.

It pains me to figure out why the current development under construction next to the go station which does not impact any neighborhoods is not being constructed to this building height. Where was foresight to see this requirement for intensification was coming.

Appreciate the forum to submit a long-term residents concerns.

Lowell Crane

1 **From:** Dalley, Lianne
8 **Sent:** Friday, March 1, 2019 8:00 AM
To: Vraets, Lauren <Lauren.Vraets@burlington.ca>
Subject: RE: Re-Zoning of 1085 Clearview Ave

	<p>Lauren</p> <p>I am writing to you to express my concerns regarding the re-zoning of 1085/1082/1086 Clearview and 1090 St. Matthews Avenue.</p> <p>I have sat in on a few different town hall meetings with regards to re-zoning plans in Aldershot, with particular interest in the development plans for the Solid Gold property. I was a little taken back to see further re-zoning and development of 1085 Clearview Ave. My biggest concern with all of these developments is that there is not a proper infrastructure in place to support these plans. With the Solid Gold property development, it is my understanding that the traffic assessment results were not favourable. Has this been a consideration for this new development? Do we have the infrastructure in place on Plains Road and subsequent side streets to accommodate these developments? On a good day, the traffic is so backed up on Plains Road. I anticipate that this is going to get even worse with this property development. Our neighborhood is a quiet area where I feel safe for my kids to play outside. This new development will substantially increase the flow of traffic which is concerning for my kids. And my last concern is the development of a block apartment building right in the middle of a single home neighbourhood? I can't see this as been a positive addition to our neighbourhood. The only one benefiting is the owner of the new building.</p> <p>I hope these comments are taking in to consideration for the approval of the re-zoning.</p> <p>Regards</p> <p>Lianne Dalley 1043 Clearview Avenue</p>
<p>1 9</p>	<p>From: Michael Moore Sent: Saturday, March 2, 2019 10:54 AM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Subject: 505-01/19 & 520-02/19 St. Matthews and Clearview</p> <p>I live on St. Matthews Avenue. I am 100% against this change to the official plan and zoning change for 1085 Clearview Ave, 1082, 1086 and 1090 St. Matthews Avenue.</p> <p>Putting a building this large and high in an established neighbourhood of single family homes is a colossal mistake and asinine. It is truly ponderous as to why the City came up with this official plan...nevermind asking for comments on our feelings on how you want to destroy a neighbourhood.</p> <p>Michael Moore</p>
<p>2 0</p>	<p>From: Lisa Browne Sent: Tuesday, March 5, 2019 4:46 PM To: Vraets, Lauren <Lauren.Vraets@burlington.ca> Subject: Re: New Proposal Planning Application</p> <p>Hi Lauren,</p>

We are writing to you to oppose the new development application in Ward 1 on Saint Matthew's Ave. We live at 1074 Saint Matthew's Ave we have a few concerns.

First of all the height I feel it should remain low density residential if feel like 6 stories is not a reasonable transition from our home which is two stories. When we purchased our home a year and a half ago the real selling feature was the quiet court without traffic and noise. It would take away the privacy we enjoy. The hight needs to be reduced to at the most 4 stories to make for a reasonable transition. Second concern we have is the added traffic to our beautiful quiet neighbourhood.

We hope you take our concerns into consideration.

Sincerely,
Lisa and Ryan Browne

1074 Saint Matthew's Ave
Burlington, Ontario

2 **From:** Tom Betty.muir
1 **Sent:** Monday, March 4, 2019 10:57 AM
To: Vraets, Lauren <Lauren.Vraets@burlington.ca>; Minaji, Rosalind <Rosalind.Minaji@burlington.ca>
Subject: Re: FW: FW: Clearview Materials

Hi,

There was one more thread to this - a reply from the consultant to my last message dated November 8. It was sent to Roz and I as a reply.

It is pasted here.

Tom Muir

RE: FW: Clearview Materials

Tom,

The boards that I have sent were the same set of boards there were shown at the open house minus the boards which are related to the design, as we had discussed. The board showing the official plan and zoning information if the same board that was shown at the open house.

Please note that, unlike some other consultations, this one is occurring PRIOR TO a formal application submission. This is why there is limited information available, much of which is still in draft form. Once the design has been refined and an application is made to the City, you will get further opportunities to review all the material in detail and comment on the proposal. At that point, all of our drawings, reports and studies will be publicly available through the City for everyone to review.

The intent of the open house is to provide people with preliminary information and gather feedback at the meeting. We provide a period of time for people to submit comments after the meeting as a courtesy in case they don't have enough time to write something at the meeting.

Regards,

Gerry

From: Tom Betty.muir
Sent: Wednesday, November 07, 2018 6:14 PM
To: Gerry Tchisler
Cc: Minaji, Rosalind
Subject: RE: FW: Clearview Materials

Hi,

Thank you for this, but it is much less than was shown to residents at the open house.

In this information here you say nothing about what is being proposed - no height, no unit numbers, no parking, no amenity and so on, in terms of the OP amendment and particularly the zoning bylaw standards existing now, and what the proposal is requesting in the way of amendments.

The time available at the open house was far from what is needed to provide intelligent comment. This is not satisfactory or acceptable to refuse the provision of all the information presented there so residents can have a basis on which to know what you have in mind.

Ask your client to reconsider providing what they proposed at the Open House. They asked for comments and it's only fair that they provide the information they are asking for comments on.

Do you really expect people to remember everything you had there? You gave until Nov.12, so how does that work when you won't provide the information needed? I had no problem with the timeline at first, but I don't have enough to comment on fully.

For Roz, if this is what the new developer neighborhood meeting process is all about in terms of information provided to enable intelligent comment over a reasonable period, then it needs an overhaul. This developer looks to be providing a quicky peep show.

Better bring a camera is good advice for the future.

Tom Muir

----- Original Message -----

From: Gerry Tchisler <gtchisler@mhbcplan.com>

Date: November 6, 2018 at 12:05 PM

Hi Tom,

Attached are the open house boards that were displayed last week. Not included in this set are the boards that show the concept plans and related information, as per the emails below.

Regards,

Gerry

From: Tom Betty.muir

Sent: November-05-18 3:50 PM

To: Gerry Tchisler <gtchisler@mhbcplan.com>

Subject: Re: FW: Clearview Materials

Hi,

Please send me whatever boards you can. Concepts, designs, and floorplates were not my main interest. I wanted the written planning related information boards, including the shadow study, the data on the unit numbers and configurations, the amendments needed, and such.

Thanks,

Tom Muir

----- Original Message -----

From: Gerry Tchisler <gtchisler@mhbcplan.com>

Date: November 5, 2018 at 3:36 PM

Hi Tom,

Thanks for your patience. I was waiting for a response from the owner regarding the display boards since we do not normally distribute draft materials to the public prior to finalizing a design and formally submitting an application to the City. The owner does not

wish to distribute the concept plans at this time (see email below). If you would like, I can still send the other display boards. Let me know.

Regards,

Gerry

From: Katherine Rauscher [<mailto:KRauscher@livhere.ca>]

Sent: November-05-18 3:27 PM

To: Gerry Tchisler <gtchisler@mhbcpplan.com>

Subject: Clearview Materials

Hi Gerry,

At this time we would like to hold back on sharing our elevations and floorplates, as they are not yet finalized. We are currently reviewing the comments received from the comment cards and are making revisions to the proposal. We would be happy to share materials related to surrounding developments/amenities and the current Official Plan and Mobility Hub designations. Once our official application is made all our materials will become public documents and available for review. I believe the City of Burlington will also post the materials on their website at that time.

Regards,

--

Katherine Rauscher | Project Manager

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1005 Skyview Road Suite 301, Burlington, Ontario L7P 5B1

[T.](#) 289.245.1300 x 520 | [C.](#) 289.208.4391 | [F.](#) 289.245.1301

2 **From:** Tom Betty.muir
2 **Sent:** Wednesday, March 13, 2019 12:23 AM
To: Vraets, Lauren <Lauren.Vraets@burlington.ca>
Cc: Minaji, Rosalind <Rosalind.Minaji@burlington.ca>
Subject: 1085 Clearview

Hi,

As I wrote previously on March 3, I am on an extended leave from home and unable to submit anything but an abbreviated set of comments and concerns. Please accept this correspondence

in short form, as a record of my interest in this application, and for inclusion in the record of the proceedings.

1. As an initial reaction I found that the Planning Justification did not include a written record of my comments on the inadequacy of the information provided at the neighborhood meeting, that I sent to you earlier this month. There was no mention of this concern I expressed. The consultant actually stated that any added time to comment after the meeting was a matter of courtesy, and additional information was not provided. Comments were restricted to sticky tabs at the meeting.

In the zoning compliance tables and discussion there were numerous apparently inaccurate or incorrect statements of permissions, or in force existing OP and ZBL permissions, such that it seemed to be deliberately misleading and false. What is being compared to what would need for me to check every instance and/or statement of comparison.

It seems to me that the consultant is using a mix of existing OP, adopted OP, and draft only studies with no force, and such things and I wound up not being able to believe any of it. It appears that the planning justification was written with the draft and then adopted OP that is not approved, and the consultant failed to rewrite it to take account of the factual non-compliance and refusal with a revision to get the report to the factual state of accuracy.

This willingness to be inaccurate and misleading, using false information, is similar to what I found in the reports of the same consultant for 92 Plains Rd E, and I noted this in my comments submitted on the public review process for that application. I think this is lacking in professional ethics and shows a willingness to cheat.

Public comments actually printed were biased and incomplete, and did not reflect what I saw and heard. Public concerns including what I expressed about the application being overdevelopment and not in compliance with the in force OP and ZBL, and not compatible with the zoned low rise residential neighborhood it is proposed to be located in, was omitted.

This zoning is in the existing OP, and was in fact retained in the adopted OP now under revision. This zoning allowed 25 units per hectare, but the application asks for 250 upha, a 10 times increase in density. Permitted is 1 1/2 story limit, asked is 6 story; permitted is low density residential, but asked is high density. The permitted height is stated as 6 stories but this is incorrect, but stated as in compliance..

The expressed intention of Council and the mayor and direction to staff, is that the entire Clearview neighborhood be excluded from the Mobility Hub and to retain the low density zoning. The developer was informed of this, however, at the neighborhood meeting this was concealed from the residents in attendance. Instead residents were told the application was based on a non-existent Mobility Hub.

The developer and consultant was informed of this situation but chose to ignore this and to submit their application anyways. I suggested that other built forms including towns and semis

were permitted and could provide a project with some increased density by right. This was not included in the public comments.

2. There are a large number of other amendments to zoning that are wanted to enable the over-development application to proceed, and these too are not permitted in the OP, and are added dimensions of the incompatible built form. These include amenity area, landscape aear, landscape buffer, front yard, driveway widths, parking, and others. I do not support any of these.

The apparent intent of the exceptions asked for in this application is to fit the land parcel configuration and zoning standards to the design of the building proposed, and not the design and fit the building to the land parcel and zoning standards.

3. At this stage of the application process I am really telling you things you already know about the application. I am basically telling you that I am opposed to this project for the few major non-compliant and incompatibility reasons stated.

I can provide a more thorough submission when the city has a Statutory public Meeting inviting more comments, and then further at the time of the staff recommendation report.

I object to the project and its misleading and inaccurate presentation in the planning justification, and I recommend that staff refuse the application at the first opportunity.

I apologize that I have been unable to provide a more substantive set of comments at this time. The purpose is to get my key concerns on the record at a very preliminary time in the process.

Thank you,

Tom Muir