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May 10, 2019

Rosalind Minaji, MCIP, RPP  
Coordinator of Development Review  
Department of City Building  
Planning Section  
City of Burlington  
426 Brant Street, Burlington ON  
L7R 3Z6

Dear Ms. Minaji:

**RE: SUBMISSION 2 - OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT APPLICATION FOR LANDS LOCATED AT 1085 CLEARVIEW AVENUE AND 1082, 1086 AND 1090 ST. MATTHEWS AVENUE  
CITY FILES: 520-02/19 & 505-01/19  
MHBC FILE: 15226D**

MHBC submitted the above-noted application on behalf of LIV Communities (LIV) on December 21, 2018. Staff requested additional information for this application which was submitted on January 14, 2019. A statutory public meeting was held on April 9, 2019 and comments from various City departments as well as the public and members of Council were provided. We also received further comments after the meeting, most recently on April 25, 2019. We understand that comments from the City's landscape architect, Metrolinx and CN Rail are still outstanding.

The City and the public have provided comments with respect to a number of site and building design matters through the application review process. LIV is dedicated to building affordable market housing to contribute to the City's housing supply. Recent proposals by the Provincial government emphasize housing supply as a public interest priority. While LIV and the project team have found solutions to many of the comments expressed by the City and the public, it was not possible to find solutions to satisfy all desires expressed throughout process while maintaining an economically viable project.

The following table provides a summary of the solutions employed in the revised concept plan.

Comment	Solution
The building is too long and appears overly massive.	Additional architectural detailing, façade recessions / articulations and colour variations have been added to the building elevations.

	Furthermore, additional building setbacks have been added along the Masonry Court and Clearview Avenue faces of the building.
There is no landscape strip at the front lot line.	A 1.0 metre wide landscape strip is provided at the front lot line, below which is a 1.0 metre front yard setback of the underground parking garage.
The width of the landscape strip along the rear lot line is insufficient above and below grade.	The rear yard planting strip has been increased from 1.5 metres to 2.5 metres. Additionally, the width of the outdoor amenity area was increased along the rear lot line and will be landscaped and hardscaped pursuant to a detailed landscape plan that will be submitted to the City for approval through the Site Plan Control process. Therefore, the amenity area will contribute to the rear yard landscaping.
The site should only have one driveway.	The easterly driveway was removed from the plans.
The surface parking will be used by non-residents when there is insufficient parking at the GO station.	A fob-activated security gate will be installed at the driveway entrance.
The underground parking garage exhaust vent is too close to the abutting detached dwelling to the south of the property.	The plans continue to show the exhaust vent in a similar location. However, the location of the intake and exhaust will be swapped on all future plans.
The proposed sidewalk along Masonry Court is too close to the roadway.	The sidewalk has been relocated away from the roadway with room for boulevard landscaping provided on either side.

Implementation of the above noted solutions resulted in the following additional notable changes:

- The unit count has been increased from 160 units to 162 units, increasing the density from 255 units per hectare to 258.4 units per hectare.
- The building now has a two storey L-shaped section on the south-east side. However, the remainder of the building has been pushed away from the abutting residential properties to the south by 1.5 metres. The L-shaped section was added to compensate for the additional building setbacks along the Masonry Court and Clearview Avenue faces of the building and the reduction in the depth of the building which was required to accommodate a wider landscape strip.
- The size of the mechanical penthouse has been reduced.

As per the staff's direction to provide a resubmission that addresses the key comments, we are submitting the following revised materials:

- 1) Architectural Drawing Package (10 copies); and,
- 2) A digital copy of the plans provided via email to the file planner ([Lauren.Vraets@burlington.ca](mailto:Lauren.Vraets@burlington.ca)).

The revised proposal continues to maintain consistency with the Provincial Policy Statement and conformity with the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan and the City of Burlington Official Plan.

The changes to the proposal require modifications to the proposed by-law. Among the modifications are a reduction in the rear yard setback (abutting the R2 zone) for a portion of the building from 15 metres to 12.5 metres and a reduction in the parking garage setback from Masonry Court from 3 metres to 1.0 metres. As per Subsection 34(17) of the *Planning Act*, it is at Council's discretion to determine whether changes to the proposed by-law are minor and if further notice is to be given. If further notice is given and another statutory public meeting is held, we request that it be held concurrently with the recommendation meeting.

We will provide updated technical documentation under separate cover which addresses the changes.

Should you have any questions, please do not hesitate to contact us.

Sincerely,  
**MHBC**



Gerry Tchisler, M.Pl., MCIP, RPP  
Associate

cc: Heather MacDonald, Chief Planner and Director of City Building, City of Burlington  
Brynn Nheiley, Manager of Development Planning, City of Burlington  
Andrew Mulder, LIV Communities  
Katherine Rauscher, LIV Communities