SUBJECT: Statutory Public Meeting for Official Plan and Zoning By-law amendments application for 774, 778, 780, 782 Brant Street (Parcel A); 769, 779, 783 Brant Street & 2023, 2027, 2031-2033 Ghent Avenue (Parcel B); and 747, 761 Brant Street (Parcel C)

TO: Community Planning, Regulation & Mobility Cttee.-PM

FROM: Community Planning Department

Report Number: PL-42-21

Wards Affected: 2

File Numbers: 505-06/21 & 520-07/21

Date to Committee: October 12, 2021

Date to Council: October 19, 2021

Recommendation:

Direct staff to continue to proceed with the processing of application for Official Plan and Zoning By-law Amendments for 774, 778, 780, 782 Brant Street (Parcel A); 769, 779, 783 Brant Street & 2023, 2027, 2031-2033 Ghent Avenue (Parcel B); and 747, 761 Brant Street (Parcel C), including evaluating and incorporating any/all comments received by committee and public at the statutory public meeting, as well as the comments received through the ongoing technical review of this application by agency partners and internal departments.

PURPOSE:

The purpose of this report is to provide background information to committee and public related to application for Official Plan and Zoning By-law Amendments for lands municipally known as 774, 778, 780, 782 Brant Street (Parcel A); 769, 779, 783 Brant Street & 2023, 2027, 2031-2033 Ghent Avenue (Parcel B); and 747, 761 Brant Street (Parcel C) and seek direction from Council to continue to process the application.

Pending the receipt of all public and agency comments and the conclusion of a technical review of the application, staff will work towards bringing forward a subsequent recommendation report to Council for consideration.

Vision to Focus Alignment:

The subject application relates to the following focus areas of the 2018-2022 Burlington's Plan: From Vision to Focus:

- Increasing Economic Prosperity and Community Responsive Growth Management
- Improve Integrated City Mobility
- Support Sustainable Infrastructure and a Resilient Environment
- Building more Citizen Engagement, Community Health and Culture

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Executive Summary:

RECOMMENDATION:		Proceed with Processing Application	***Ward:***	2
Application Details	***APPLICANT:***	Molinaro Group (℅ Ed Fothergill, Fothergill Planning & Development Inc.)		
	OWNER:	Brant Street Venture Inc.		
	FILE NUMBERS:	505-06/21 & 520-07/21		
	TYPE OF APPLICATIONS:	Official Plan Amendment & Zoning By-law Amendment		
	PROPOSED USE:	Mixed-Use Development (including, residential and ground floor commercial uses)		
Property Details	***PROPERTY LOCATION:***	Northwest (Parcel A); Northeast (Parcel B); and, Southeast (Parcel C) corners of the intersection of Brant Street and Ghent Avenue.		
	MUNICIPAL ADDRESSES:	774, 778, 780 & 782 Brant Street (Parcel A); 769, 779, 783 Brant Street & 2023, 2027, 2031-2033 Ghent Avenue (Parcel B); and 747, 761 Brant Street (Parcel C).		

	PROPERTY AREA:	0.67 hectares (1.66 acres)(Parcel A) 0.66 hectares (1.63 acres)(Parcel B) 0.38 hectares (0.94 acres)(Parcel C)
	EXISTING USES:	Vacant lot (Parcel A); existing surface parking lot and two (2) single detached dwellings (north of Ghent Avenue; east side of Brant Street) and two (2) single detached dwellings (north side of Ghent Avenue; east of Brant Street) and two-unit residential building (2031-2033 Ghent Avenue)(Parcel B); and, two-storey office building and 14 unit apartment building (Parcel C).
Documents	***OFFICIAL PLAN Existing:***	'Mixed Use Corridor - General' & 'Residential – Medium Density' (Official Plan (1997))
	OFFICIAL PLAN Proposed:	'Downtown Urban Centre' (Upper Brant Precinct) & 'Residential – Medium Density' (New Official Plan (2020))
	ZONING Existing:	'Mixed Use Intensification Area – Urban Centre'
	ZONING Proposed:	Mixed Use Corridor – General Holding ('H-MXG') Zone; Mixed Use Corridor – General ('MXG') Zone'; Mixed Use Corridor – General Exception ('MXG-8') Zone; Medium Density Residential Holding ('H-RM1') Zone Mixed Use Corridor – General Exception ('MXG-XX') Zone
Processing Details	***PRE-APPLICATION COMMUNITY CONSULTATION MEETING***	October 14, 2020
	APPLICATION RECEIVED:	July 8, 2021

	STATUTORY DEADLINE: *(Section 22(7) & Section 34(11) of Planning Act)*	November 5, 2021 (120 days)
	PUBLIC COMMENTS	A total of 13 resident/property owner comments received in response to public circulation of application

Background and Discussion:

General

Application for Official Plan Amendment and Zoning By-law Amendment (File Nos. 505-06/21 & 520-07-21) was received by the City of Burlington Community Planning Department on July 8, 2021. In accordance with the requirements of the *Planning Act* and the applicable policies of Part VI – Implementation of the City of Burlington Official Plan, the application was deemed complete on August 5, 2021 with the issuance of a Letter of Complete Application. A Notice of Complete Application was circulated on August 18, 2021 to all property owners/occupants within 120 metres of the subject property and to all boards and agencies requiring circulation pursuant to the *Planning Act.* A copy of the Notice of Complete Application was provided to the applicant/agent and uploaded to the City of Burlington website and notification signs were posted on the property.

A Notice of Public Meeting was circulated on September 21, 2021 to all property owners/occupants within 120 metres of the subject property as well as to those who expressed an interest to receive further notification. A copy of the Notice of Public Meeting was circulated to all boards and agencies requiring circulation pursuant to the *Planning Act* on September 21, 2021. The Notice of Public Meeting was also published in the September 16, 2021 edition of the Burlington Post and posted on the City's Development Projects Webpage at www.burlington.ca/brantandghent.

The City's Development Projects webpage (www.burlington.ca/brantandghent) was updated, accordingly, with the subsequent circulation of each public and agency notification. Several comments have been received to date in response to the circulation of the Notices of Complete Application and Public Meeting. These comments are summarized in later sections of this Report.

Site Description

The total landholding consists of multiple parcels (an assembly of 13 properties) with a total lot area of 1.71 hectares (4.23 acres) with lot frontages along Brant Street and Ghent Avenue. Existing land uses on the properties include a vacant lot (Parcel A); existing surface parking lot and two (2) single detached dwellings (located north of Ghent Avenue on the east side of Brant Street) and two (2) single detached dwellings (located on the north side of Ghent Avenue, east of Brant Street). 2031-2033 Ghent Avenue includes a two-unit residential building (Parcel B); and, Parcel C is comprised of a two-storey office building and 14 unit apartment building.

Demolition of existing buildings is contemplated as a component of the overall redevelopment concept.

Adjacent and surrounding land uses include low and mid-rise residential land uses to the east (along Ghent Avenue); mid-rise and tall residential buildings located along Ghent Avenue (west of Brant Street) and commercial and employment-related land uses located further to the west (north side of Ghent Avenue); existing residential (and residential conversions); retail and commercial land uses located along Brant Street (north of Ghent Avenue); and, commercial (office) and retail land uses located along Brant Street (south of Ghent Avenue). Existing residential land uses also include low density residential (detached dwellings) and ‘walk-up apartments’ located further to the south. The location of the subject lands and overall site context is illustrated on Figure 1: Site Location and Context (below) and Attachment No. 1 (Location Plan (Aerial)).



Figure 1: 2021 Air Photo (Site Location & Context)

Surrounding Land Uses

Surrounding and adjacent land uses are described below and the applicable zoning of these properties is illustrated on Attachment No. 2 (Existing Zoning):

North	Commercial/retail plaza; existing residential (and residential conversions) including lands zoned Mixed Use Corridor – General Exception ('MXG-148') Zone and Mixed Use Corridor – General ('MXG') Zone;
South	Mixed-use development; low-density residential; and, commercial/retail land uses on lands zoned Mixed Use Corridor – General Exception ('MXG-23') Zone; Mixed Use Corridor – General Exception ('MXG-180') Zone; and, Mixed Use Corridor – General ('MXG') Zone;
West	Townhouse development and apartment buildings; low density residential land uses on lands zoned Medium Density Residential ('RM2') Zone and High Density Residential ('RH5') Zone; and,
East	Townhouse development and low density residential land uses on lands zoned Medium Density Residential Exception ('RM4-124') Zone and Medium Density Residential ('RM1') Zone.

The subject lands are located within an Interim Control By-law (ICBL) Area.

Description of the Application

The proposal contemplates a multi-phase, mixed use development comprised of a 25-storey and a 14-storey tower (with ground floor commercial area) and 425 residential units (Parcel A); a 25-storey tower (with ground floor commercial area) and 328 residential units (Parcel B); and, 8-storey mid-rise building with 128 residential units (Parcel C). Design elements also include a 3-storey podium along the building frontages. Proposed parking (including bicycle parking) for the redevelopment includes underground structured and limited surface parking spaces. The proposed development comprises the northwest (Parcel A), northeast (Parcel B) and southeast (Parcel C) corners of Brant Street and Ghent Avenue.

Attachment No. 3 (Concept Plan & Site Plan) includes a development concept with the location, heights and footprint of the building. Conceptual building elevations and exterior details (height/scale/massing) of the proposed buildings on Lot 'A', Lot 'B' and Lot 'C' (including an illustration of the 'angular plan') are included as Attachment No. 4 (Conceptual Building Elevations).

The application proposes Official Plan redesignation and implementing zoning by-law amendments to facilitate the development, as contemplated, which includes, but is not limited to, an increase in maximum permitted building height and residential density.

The City of Burlington Official Plan (1997), as amended, contemplates building heights of a minimum of 2 storeys and a maximum of 6 storeys and maximum floor area ratio of 1.5:1 within the 'Mixed Use Corridor - General' designation and residential development with a density ranging from between 26 and 50 units per net hectare within the 'Residential – Medium Density' designation.

The City of Burlington New Official Plan (2020) contains development policies specific to areas located within the Upper Brant Precinct of the 'Urban Centre' (Downtown) designation as it relates to tall buildings within the Precinct (proportional to parcel depth along Brant Street between Prospect Street and Blairholm Avenue). The subject lands are shown on Schedule D-2 (Maximum Buildings Heights) of the New Official Plan as contemplated for tall buildings with maximum building heights of 25 storeys for the northwest and northeast corners of Brant Street and Ghent Avenue and up to a maximum of 11 storeys for the southeast corner of the intersection of Brant Street and Ghent Avenue.

The ‘Residential – Medium Density’ designation of the New Official Plan permits maximum building heights of 4 storeys (for non-ground-oriented dwellings) and residential density ranging from between 26 to 75 units per net hectare.

The maximum permitted building heights and residential density (Floor Area Ratio (FAR)) within the existing zoning of the properties is 6 storeys/1.5:1 (Parcel ‘A’) (pending removal of ‘Holding Symbol’); 6 storeys/1.5:1 (with a portion of the property permitted a maximum of 2.5 storeys) (Parcel ‘B); and, 6 storeys/1.5:1 (Parcel ‘C’). (Mixed Use Corridor - Employment Oriented (‘MXE’) Zone) is two (2) storeys for an industrial/automotive use and six (6) storeys for all other permitted uses.

Further planning approval would be required to facilitate the removal of the Holding (H) Symbol on applicable landholdings by by-law, pursuant to Section 36 of the Planning Act. This has not been contemplated as part of the current application as received by the City.

Supporting Documents

The following technical reports/plans/studies have been submitted in support of the development applications, and include:

- Arborist Report & Tree Protection Plan, as prepared by Terrastory Environmental Consulting Inc., June 2020;
- Landscape Plans & Sections (Phase 1-3), as prepared by Seferian Design Group, June 30, 2021;
- Urban Design Brief, as prepared by Graziani + Corazza Architects, May 2021;
- Architectural Plans and Drawings, as prepared by Graziani + Corazza Architects, May 2021 (Rev. No. 1);
- 3D Models & Conceptual Building Renderings and Elevations;
- Planning Justification Report, as prepared by Fothergill Planning & Development Inc., June 2021;
- Sun Shadow Study, as prepared by Rowan Williams Davies & Irwin (RWDI), May 14, 2021;
- Updated Phase One Environmental Site Assessment (Lot A), as prepared by Landtek Limited Consulting Engineers, October 9, 2020;
- Phase One Environmental Site Assessment (Lot B), as prepared by Landtek Limited Consulting Engineers, October 2020;
- Phase One Environmental Site Assessment (Lot C), as prepared by Landtek Limited Consulting Engineers, October 2020;
- Phase Two Environmental Site Assessment (Lot B), as prepared by Landtek Limited Consulting Engineers, October 2020;

- Phase Two Environmental Site Assessment (Lot C), as prepared by Landtek Limited Consulting Engineers, October 2020;
- Functional Servicing & Stormwater Management Report (Phase 1 of 3), as prepared by S. Llewellyn & Associates Limited, June 2021;
- Functional Servicing & Stormwater Management Report (Phase 2 of 3), as prepared by S. Llewellyn & Associates Limited, June 2021;
- Functional Servicing & Stormwater Management Report (Phase 3 of 3), as prepared by S. Llewellyn & Associates Limited, June 2021;
- Hydrogeological Investigation (Phase 1 – Lot A), as prepared by Landtek Limited Consulting Engineers, May 25, 2021;
- Hydrogeological Investigation (Phase 2 – Lot B), as prepared by Landtek Limited Consulting Engineers, May 25, 2021;
- Hydrogeological Investigation (Phase 3 – Lot C), as prepared by Landtek Limited Consulting Engineers, May 25, 2020;
- Geotechnical Investigation (Phase 1 – Lot A), as prepared by Landtek Limited Consulting Engineers, May 28, 2021;
- Geotechnical Investigation (Phase 2 – Lot B), as prepared by Landtek Limited Consulting Engineers, May 28, 2021;
- Geotechnical Investigation (Phase 3 – Lot C), as prepared by Landtek Limited Consulting Engineers, May 28, 2021;
- Grading and Servicing Plans (Phases 1 to 3)(C100-C105); as prepared by S. Llewellyn & Associates Limited, June 2018;
- Transportation Impact Assessment, as prepared by Paradigm Transportation Solutions Limited, May 2021;
- Noise Feasibility Study, as prepared by HGC Engineering, May 14, 2021;
- Pedestrian Wind Assessment, as prepared by Rowan Williams Davies & Irwin (RWDI), May 14, 2021;
- Waste Management Plan, as prepared by Graziani + Corazza Architects, May 2021;
- Topographical Surveys (Height Survey of Adjacent Buildings), as prepared by A.T. McLaren Limited, September 2020 and June 2021;
- Construction Management Report, as prepared by BA Consulting Group Ltd., August 13, 2021;
- Construction Management Plan, as prepared by BA Consulting Group Ltd., August 2021;
- Topographical Surveys (Lot A, Lot B, Lot C), as prepared by A.T. McLaren Limited, September 2020 and June 2021; and,
- Draft Reference Plans (20R-XXXX)

All of these supporting documents have been published on the City's Development Projects webpage related to this application at www.burlington.ca/brantandghent.

Policy Framework

The Official Plan Amendments and Zoning By-law Amendments, as contemplated by this application, are subject to review for conformity and consistency with the applicable land use framework as set out by Provincial, Regional and City policy documents and standards/guidelines.

A preliminary review of the application with respect to the Provincial Policy Statement (2020); A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020); Region of Halton Official Plan; City of Burlington Official Plan (1997), as amended; City of Burlington New Official Plan; and, City of Burlington Zoning By-law 2020 is included in report sections below.

A detailed policy analysis will be provided in a future recommendation report to Council to demonstrate whether the proposal is in keeping with these policies.

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides broad policy direction on land use planning and development matters of provincial interest. Section 3(5) of the *Planning Act* states that where a municipality is exercising its authority affecting a planning matter, such decisions "shall be consistent with" the policy statements issued under the *Act* and shall conform with the provincial plans that are in effect on that date, or shall not conflict with them.

Provincial policy promotes development and land use patterns, including the development of compact communities within settlement areas, with an emphasis on the efficient use of existing infrastructure and public service facilities, while maintaining appropriate levels of public health and safety and protection of the natural environment and significant built heritage resources.

Land use patterns in settlement areas are also to be based on densities and a mix of land uses which efficiently use land, resources, prepare for the impacts of a changing climate, and support active transportation and transit.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan") came into effect in May 2019. Amendment No. 1 to the Growth Plan was subsequently approved and in effect on August 28, 2020. All planning applications are required to conform with the Growth Plan.

The Growth Plan provides a policy framework for implementing the provincial vision for building and establishing 'complete communities' that feature a diverse range of land uses and densities; a range of housing options; provide for a more compact built form and vibrant public realm; and, encourage the use of transit and active transportation options, while mitigating and adapting to climate change.

The Growth Plan framework directs long-term growth and development to Settlement Areas, with a focus on strategic growth areas, including Urban Growth Centres to promote the sustainability of development within the region.

Region of Halton Official Plan ('ROP')

The subject lands are designated 'Urban Area' to Map No. 1 (Regional Structure) of the Region of Halton Official Plan (ROP) and identified as an Intensification Area ('Urban Growth Centre' and in proximity to a 'Major Transit Station Area') as shown as an overlay to the current ROP.

The Region of Halton Official Plan states that the range of permitted uses within the 'Urban Area' shall be in accordance with local official plans and zoning by-laws.

All proposed development within Intensification Areas is subject to the policies of the Region of Halton Official Plan. Objectives of Intensification Areas include:

- to provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable;
- to provide opportunities for more cost-efficient and innovative urban design;
- to provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit;
- to provide a diverse and compatible mix of land uses, including residential and employment uses to support neighbourhoods;
- to create a vibrant, diverse and pedestrian-oriented urban environment;
- to cumulatively attract a significant portion of population and employment growth;
- to provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places;
- to support transit and active transportation for everyday activities;

- to generally achieve higher densities than the surrounding areas;
- to achieve an appropriate transition of built form to adjacent areas;
- For Major Transit Station Areas and Intensification Corridors:
    - To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.
    - To achieve a mix of residential, office, institutional, commercial development, where appropriate.
    - For Major Transit Station Areas, to provide access from various transportation modes to the transit facility, including consideration of, but not limited to, pedestrians, bicycle routes and bicycle parking, commuter pick-up/drop-off areas, carpool parking, car share vehicles, and parking/recharging stations for electric vehicles.
    - For Intensification Corridors, to accommodate local services, including recreational, cultural and entertainment uses.

The Region of Halton has been circulated the application and will review the proposed development in the context of applicable Regional policy.

Recent policy changes as they relate to the adjustment of the 'Downtown Burlington Urban Growth Centre' boundaries and 'Downtown Major Transit Station Area' are to be implemented as part of the Region of Halton's Municipal Comprehensive Review and Regional Official Plan Amendment (ROPA No. 48) (and correspondingly, the City of Burlington Official Plan), pending approval.

The resultant re-delineation of the 'Downtown Burlington Urban Growth Centre' has been supported by the Province as a means of encouraging residential development closer to existing transit infrastructure (i.e. Burlington GO Station) and in preserving the character of the City's downtown area.

Region of Halton adopted ROPA 48 on July 7, 2021 (By-law No. 31-21) and has forwarded ROPA 48 to the Ministry of Municipal Affairs and Housing for a decision.

City of Burlington Official Plan (1997), as amended

The subject lands are designated 'Mixed Use Corridor – General' and 'Residential – Medium Density' to Schedule 'B' (Comprehensive Land Use Plan – Urban Planning Area) of the City of Burlington Official Plan (1997), as amended.

Section 5.3.1 of the City of Burlington Official Plan (1997), as amended, states that

among the objectives of the ‘Mixed Use Corridor – General’ designation is to provide locations along multi-purpose arterial or major arterial roads that will serve as areas of concentration for mixed use developments with high density residential, retail, service commercial, office, entertainment, community facilities and institutions, and open space uses.

The policies of the ‘Mixed Use Corridor – General’ designation also encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development, including land in the vicinity of a major transit station area, such as a GO Transit station, in a compact urban form, while retaining compatibility with nearby land uses.

Section 5.3.2(a) (Permitted Uses) states that the following uses may be permitted in the Mixed Use Corridor – General designation:

(i) a wide range of retail, service commercial and personal service uses; financial institutions and services; a broad range of office uses; employment, entertainment, recreation and other community facilities such as day care centres; and small scale motor vehicle dealerships;

(ii) high density residential uses and a full range of office uses. Townhouses may only be permitted as a component of an overall development of mixed residential or residential/commercial building forms, where the townhouse portion of the mixed development does not abut the multi-purpose arterial or major arterial road and where the development of the townhouse component does not compromise the long-term objectives for the Mixed Use Corridor designation with respect to such matters as mix of uses, building form and intensity; and,

(iii) development and re-development of lands within a major transit station area, such as a GO transit commuter rail station, shall achieve a higher intensity of re-development and consist of transit supportive uses, as called for and defined in the Growth Plan.

Section 5.3.2(d) (Zoning Regulations) states that Zoning By-law regulations affecting Mixed Use Corridors shall be based on the following factors:

(i) the maximum floor area ratio of development at any site shall be 1.5:1. City Council may consider a higher floor area ratio in conjunction with a

site-specific rezoning or variance application, subject to the considerations of various factors such as adequacy of services and infrastructure and the provision of compatibility with adjacent uses through measures such as terracing, a high quality building design, landscaping and streetscaping, and the provision of underground parking;

(ii) the minimum building height shall be two storeys and the maximum building height shall be six storeys. Where required to ensure compatibility, four to six storey buildings may be required to be terraced back from adjacent residential areas and/or the street;

(iii) the implementing zoning by-law shall identify a minimum portion of all buildings abutting the corridor street to be located in close proximity to the corridor street. These setbacks may be modified for specific corridors following the completion of Council-approved Corridor studies;

(iv) all buildings shall be required to have a building entrance from the building façade closest to the corridor street; and,

off-street parking needs may be reduced for sites with transit-supportive designs or shared parking arrangements

Higher density land uses and taller buildings shall be permitted at locations where Mixed Use Corridor areas intersect with multi-purpose arterial roads, major arterial roads or provincial freeways; or existing areas of development concentration, subject to the criteria noted above.

A portion (east) of the property is designated 'Residential – Medium Density'. The 'Residential – Medium Density' designation permits detached and semi-detached homes; townhouses; street townhouses and stacked townhouses; back to back townhouses; attached housing and walk-up apartments at a residential density ranging from between 26 and 50 units per net hectare.

City of Burlington New Official Plan (2020)

On November 30, 2020, the Region of Halton issued a Notice of Decision approving the new Burlington Official Plan. Section 17(27) of the Planning Act (R.S.O. 1990, as amended) sets out that all parts of an approved official plan that are not the subject of an appeal will come into effect on the day after the last date for filing a notice of appeal - that date being December 22, 2020 for the new Burlington Official Plan. The appeal

record submitted to the Ontario Land Tribunal (OLT) (formerly Local Planning Appeal Tribunal (LPAT)) by the Region of Halton indicates that a total of 48 appeals to various parts of the new Burlington Official Plan were received during the appeal period.

Although the City is preparing a working version of the new Official Plan, it is the OLT that will issue Orders throughout the appeal process to establish and confirm which portions of the Plan remain subject to appeal, and which portions are in effect. The City anticipates that these Orders will be issued by the OLT. At the appropriate time, City staff will also bring forward a repeal by-law(s) for the former Burlington Official Plan (1997, as amended).

As the OLT process advances, the working version of the Burlington Official Plan, 2020 is subject to change. Users of the document must satisfy themselves as to the legal status and applicability of the polices. Interested parties are encouraged to monitor the City of Burlington's website for updates regarding the OLT process, the Burlington Official Plan, 2020 and the Burlington Official Plan, 1997:

https://www.burlington.ca/en/services-for-you/Official-Plan-Review.asp.

Section 22(2.1) of the *Planning Act* states that no person or public body shall request an amendment to a new official plan before the second anniversary of the first day any part of the plan comes into effect. Exceptions include where a council has declared by resolution that such a request is permitted (including a specific request, a class of requests or in respect of such requests generally).

The subject lands are designated 'Downtown Urban Centre' and 'Residential – Medium Density' to Schedule 'C' (Land Use – Urban Area) of the City of Burlington New Official Plan. Portions of the subject lands are further identified as located within the Upper Brant Precinct within the Downtown Urban Centre on Schedule 'D' (Land Use – Downtown Urban Centre) of the City of Burlington New Official Plan.

Section 8.1.1(3.8) of the City of Burlington New Official Plan states that the Upper Brant Precinct will accommodate developments with a variety of building heights proportional to parcel depth along Brant Street between Prospect Street and Blairholm Avenue, with the tallest developments in the Downtown located along and north of Ghent Avenue.

Section 8.1.1(3.8.1)(a) of the City of Burlington New Official Plan states that the following uses may be permitted within the Upper Brant Precinct of the 'Urban Centre' (Downtown) designation:

(i) residential uses with the exception of single detached dwellings, semi-detached dwellings and other forms of stand-alone, ground-oriented dwellings;
(ii) office uses;
(iii) retail and service commercial uses at grade;
(iv) hotel uses;
(v) entertainment uses;
(vi) recreation uses.

Section 8.1.1(3.8.1)(d) of the City of Burlington New Official Plan provides criteria related to proposed development within the Upper Brant Precinct. Accordingly, new development shall generally be comprised of tall buildings at the northern end of the Precinct and mid-rise buildings at the south according to the maximum heights set out in Schedule D-2 (Maximum Building Heights) of the New Official Plan. Maximum building heights shown on Schedule D-2 for the northwest and northeast corners of Brant Street and Ghent Avenue are 25 storeys and up to a maximum of 11 storeys for the southeast corner of the intersection of Brant Street and Ghent Avenue.

Section 8.3.4(1)(Residential – Medium Density (Policies)) of the City of Burlington New Official Plan states that on lands designated 'Residential – Medium Density', non-ground-oriented dwellings may be permitted at a density of twenty-six (26) to seventy-five (75) units per net hectare and development may be permitted to a maximum height of four (4) storeys for non-ground-oriented dwellings.

City of Burlington Zoning By-law 2020

The subject lands are zoned Mixed Use Corridor General – Holding ('H-MXG') Zone; Mixed Use Corridor General – Exception ('MXG-8') Zone; Mixed Use Corridor General ('MXG') Zone; and, Medium Density Residential ('RM1') Zone and located within an Interim Control By-law (ICBL) Area to Map Nos. 9 & 14 of the City of Burlington Zoning By-law 2020. The draft amending zoning by-law contemplates a site-specific Mixed Use Corridor General – Exception ('MXG-XX') Zone, with amendments that include, but may not be limited to, permitted uses, increases to maximum permitted building height and density (i.e. FAR); minimum required yards (including landscape buffers); required amenity area; and, minimum required parking.

Residential land uses (i.e. 'apartment buildings') are permitted in the 'MXG' Zone.

A comparison between the current and proposed zoning performance standards (and the applicable site-specific regulations) is illustrated on Table 1 (Zone Requirements),

below for each of the Parcels. Where there are no site-specific exceptions otherwise noted in Table 1, the proposed development will be required to comply with the applicable zone provisions and regulations of the standard MXG Zone.

A comparison between the current and proposed zoning performance standards (and the applicable site-specific regulations) is illustrated on Table 1, below.

Table 1: Zone Requirements (Current & Proposed)

PARCEL "A"

Zone Regulation	Zone Requirement	
	MXG Zone **Section 4.0** **(Table 5.4.1)**	**MXG-XX Zone** **(Proposed)**
Yard Abutting Any Street	Min. 3.0 metres Max. 4.5 metres	Max. 7.0 metres (Ghent Avenue)
Yard Abutting a Residential Zone	**Floors 1 to 3:** 12.0 metres **Floors 4 and 5:** 15.0 metres **Floor 6:** 18.0 metres	**Floors 1 to 3:** 9.0 metres **Floors 4 and 5:** 13.0 metres **Floors 6-18:** 13.0 metres
Maximum Floor Area Ratio	0.5:1 for Entertainment or Recreation Buildings NIL for Industrial Buildings 1.5:1 for Other Buildings	5.0:1
Landscape Buffer	**Abutting a Residential Zone:** 6.0 metres	**Abutting a Residential Zone:** 3.0 metres
Building Height (floor area of the second, third and fourth storeys of a building containing more than one	**Automotive Uses:** 2 storeys (Max.) **Other Uses:**	25 storeys

storey must be at least 50% of the floor area of the first storey)	2 storeys (Min.) and 6 storeys (Max.)	
Amenity Area	15.0 m^2 per efficiency dwelling unit; 20.0 m^2 per one bedroom dwelling unit; 35.0 m^2 per two or more bedroom dwelling unit; and 25.0 m^2 per dwelling unit (back-back townhouse)	9,500.0 m^2
Parking	1.25 parking spaces per unit (inclusive of visitor parking)(By-law No. 2020.414) + minimum required parking for non-residential uses (less a factor of 5%)(Part 1, Table 1.2.6)	1.1 parking spaces per unit

PARCEL "B"

Zone Regulation	Zone Requirement		
	MXG Zone Section 4.0 (Table 5.4.1)	**RM1 Zone Section 8.0 (Table 2.8.1)**	**MXG-XX Zone (Proposed)**
Lot Width	25.0 metres	Semi-Detached & Duplex Dwelling 9.0 metres/unit Triplex Dwelling 6.0 metres/unit	
Lot Area	1,000.0 m^2	Semi-Detached & Duplex Dwelling 270 m^2/unit Triplex Dwelling 200 m^2/unit	
Yard Abutting Any Street	Min. 3.0 metres Max. 4.5 metres	6.0 metres (Front Yard)	Min. 0.0 metres (Brant Street) Min. 2.5 metres (Ghent Avenue)
Maximum Floor Area Ratio	0.5:1 for Entertainment or Recreation Buildings NIL for Industrial Buildings 1.5:1 for Other Buildings		3.9:1
Landscape Area	**Abutting a Street:** 3.0 metres **Abutting a Creek Block or O3 Zones:** 3.0 metres **Abutting a PC or P Zone:** 3.0 metres	Semi-Detached & Duplex Dwelling N/A Triplex Dwelling 25%	**Abutting a Street:** 0.0 metres (Brant Street)
Landscape Buffer	**Abutting a Residential Zone:** 6.0 metres		**Abutting a Residential Zone:** 2.0 metres

Building Height (floor area of the second, third and fourth storeys of a building containing more than one storey must be at least 50% of the floor area of the first storey)	**Automotive Uses:** 2 storeys (Max.) **Other Uses:** 2 storeys (Min.) and 6 storeys (Max.)	Semi-Detached, Duplex Dwelling, and Triplex Dwelling (Flat Roof) 1 storey to 4.5 m 1.5 storeys – N/A 2 storeys to 7 m 2.5 storeys – N/A 3 storeys to 10 m	25 storeys
Amenity Area	15.0 m^2 per efficiency dwelling unit; 20.0 m^2 per one bedroom dwelling unit; 35.0 m^2 per two or more bedroom dwelling unit; and 25.0 m^2 per dwelling unit (back-back townhouse)		7,000.0 m^2
Parking	1.25 parking spaces per unit (inclusive of visitor parking)(By-law No. 2020.414) + minimum required parking for non-residential uses (less a factor of 5%)(Part 1, Table 1.2.6)		1.1 parking spaces per unit

PARCEL "C"

Zone Regulation	**Zone Requirement**	
	MXG Zone **Section 4.0** **(Table 5.4.1)**	**MXG-XX Zone** **(Proposed)**
Yard Abutting Any Street	Min. 3.0 metres Max. 4.5 metres	Min. 0.0 metres (Brant Street)
Yard Abutting a Residential Zone	**Floors 1 to 3:** 12.0 metres	**Floors 4 and 5:** 14.0 metres

	Floors 4 and 5: 15.0 metres **Floor 6:** 18.0 metres	**Floors 6 +:** 17.0 metres
Landscape Area	**Abutting a Street:** 3.0 metres **Abutting a Creek Block or O3 Zones:** 3.0 metres **Abutting a PC or P Zone:** 3.0 metres	**Abutting a Street:** 0.0 metres (Brant Street) **Abutting a Street:** 0.0 metres (Ghent Avenue)
Landscape Buffer	**Abutting a Residential Zone:** 6.0 metres	**Abutting a Residential Zone:** 0.0 metres
Building Height (floor area of the second, third and fourth storeys of a building containing more than one storey must be at least 50% of the floor area of the first storey)	**Automotive Uses:** 2 storeys (Max.) **Other Uses:** 2 storeys (Min.) and 6 storeys (Max.)	8 storeys
Parking	1.25 parking spaces per unit (inclusive of visitor parking)(By-law No. 2020.414) + minimum required parking for non-residential uses (less a factor of 5%)(Part 1, Table 1.2.6)	1.1 parking spaces per unit (Parcel A and Parcel B) 1.25 parking spaces per unit (Parcel C)

Interim Control By-law

On March 5, 2019, City Council enacted Interim Control By-law (ICBL) No. 10-2019 to temporarily limit development within the City's Downtown 'Urban Growth Centre' and the lands in proximity to the Burlington GO Station for a period of one year in order to complete a Land Use Study assessing the role and function of the downtown bus terminal and Burlington GO Station as 'Major Transit Station Areas (MTSAs).

The recommendations from the Study, including Official Plan Amendment (OPA) 119 and Zoning By-law Amendment (By-law No. 2020.418) were approved by City Council on January 30, 2020. However, the City has received appeals for both OPA 119 and By-law No. 2020.418. As a result, the ICBL will remain in effect until the Ontario Land Tribunal (OLT) (formerly Local Planning Appeal Tribunal) has issued a final decision on each appeal.

While the City awaits the OLT process to conclude, new development planning applications, including the subject application, are being circulated for comment to relevant departments and agencies and statutory Public Meetings are being held to receive public input. No detailed planning analysis is being undertaken and recommendation reports are not being prepared until the OLT has issued decisions on the aforementioned appeals. Following the statutory Public Meeting, the application will be held in abeyance until the ICBL is no longer in effect.

City-Wide Parking Standards

On May 21, 2021, the Ontario Land Tribunal (OLT) (formerly Local Planning Appeal Tribunal) issued a decision on Case No. PL190525 regarding an appeal of City of Burlington By-law No. 2020.414 (amends Zoning By-law 2020) with respect to proposed City-wide amendments to minimum parking rates for residential land uses.

The resultant decision of the Tribunal had the effect of implementing new residential parking standards on a City-wide basis through an amending zoning by-law.

The subject application will be reviewed pursuant to the updated parking standards, as approved by OLT, which requires a minimum of 1.25 parking spaces per unit (inclusive of visitor parking) for an ‘apartment building’ within a Primary Growth Area (Schedule ‘B-1’) of the City of Burlington New Official Plan (2020)).

Applications proposing to amend the established (new) residential parking standards of Zoning By-law 2020, as amended, to reduce the parking rate below a rate of 1.25 spaces per unit (inclusive of visitor parking) for an ‘apartment building’ within a Primary Growth Area, will need to be accompanied with a Parking Justification Study, as deemed acceptable by the City.

The application includes a request to reduce minimum required parking from 1.25 parking spaces per unit (inclusive of visitor parking) to 1.1 parking spaces per unit (inclusive of visitor parking)(for Parcel A and Parcel B). A Transportation Impact Assessment was submitted with the application and is in review by the City’s Transportation Department.

Technical Comments

The circulation of the application for comment occurred on August 17, 2021 with the distribution of a Request for Comments Memo to Internal Departments and External Agencies. The purpose of this circulation is to obtain technical comments with respect to various aspects of the proposed development that would assist in the review and determination of the need for additional information or for clarification of a concern. Technical comments also provide an opportunity for the applicant to provide further detail to a development proposal and/or to adjust a development concept to respond to a particular item.

Niagara Escarpment Commission (outside Urban Area), Trans-Northern Pipelines Inc., Conseil Scolaire Viamonde, CP Rail, Halton Regional Police Service, and Ontario Parks have expressed no comment/concern with the proposed development.

There remain several outstanding agency and department comments at the time of writing of this report, which will be required prior to the preparation of a recommendation report by Community Planning Department staff. The following is a summary of comments received to date:

Halton District School Board **-** no objection to the proposed application, as submitted. HDSB has requested future circulation of notification of adoption/passing of the proposed amendment(s) and future applications (i.e. Site Plan Control Approval). HDSB provided standard conditions of approval of development to be incorporated into future agreements (i.e. clauses of purchase and sale, submission of a phasing plan, posting of signage advising prospective purchasers that pupils may be directed to schools outside of the area, copy of approved sidewalk plan, and the submission of a lot/block plan as determined by a draft M-Plan. Educational Development Charges pursuant to the Education Development Charge By-law are payable.

Rogers Communications Canada Inc. – no objection to the proposed application, as submitted subject to approval of conditions (if applicable) related to registration of Plan of Subdivision/Condominium and/or approval of conditions of draft approval.

Financial Matters:

In accordance with the City of Burlington Development Application Fee Schedule (2021), all fees determined have been received.

Climate Implications

In February 2020, City Council approved the City of Burlington Climate Action Plan to support the City's path towards a low-carbon future, focusing on mitigating greenhouse gases and reducing energy consumption. The Plan identifies seven implementation programs, including, programs to enhance energy performance for new and existing buildings; increase transit and active transportation mode shares; electrify City, personal and commercial vehicles and other currently gas-powered equipment; and, support waste reduction and diversion.

A discussion of the climate implications of the proposed development will be provided in greater detail as part of a future recommendation report to Council.

Engagement Matters:

A Pre-Consultation Meeting was held on June 17, 2020. In addition to the proponent (and consultant team), meeting attendees included staff of the City of Burlington, Region of Halton, and Conservation Halton.

The purpose of the Pre-Consultation Meeting was to provide the proponent with initial comments related to the development concept and to advise on the technical and supporting submission requirements needed at the time of a complete application (i.e. plans/studies/reports).

A Burlington Urban Design (BUD) Advisory Panel Meeting was held on October 20, 2020 to review the design aspects of the proposed development, with particular focus on the proposed building placement/streetwall (i.e. public realm); relationship to intersection (i.e. Brant Street & Ghent Avenue) and public park space; and, building design and architectural expression.

The applicant hosted a Virtual Pre-Application Community Consultation Meeting on October 14, 2020 (7:00 PM to 9:00 PM). A Notice of the Pre-Application Community Consultation Meeting was circulated to residents and landowners within 120 metres of the subject property in accordance with City Guidelines, and posted on the City's website. A total of 907 residents/property owners were circulated the Notice to attend the Virtual Pre-Application Community Consultation Meeting.

A Current Development Projects webpage (burlington.ca/brantandghent) was created to update the public on the proposal and the subject application, including date(s) of public meetings, links to submitted technical reports, studies and plans, and recent staff

reports and correspondence. Contact information for the applicant's representative and Community Planning Department staff are also available.

There is a 'subscribe' button included on the webpage which provides an option to receive automatic email notifications any time there is an update on the proposal, including revised technical reports, studies, plans; tracking the status of the applications; and, the scheduling of future Committee and Council Meetings.

The purpose of the meeting was to provide the proponent an opportunity to present details about the proposed redevelopment and to gather feedback from the community at an early stage in the process. Community Planning Department staff prepared a presentation outlining the development planning review process and next steps upon receipt of development application(s).

The Meeting was attended by 15 participants from within the neighbouring community as well as the applicants, representatives of the applicant's consultant team, and City Community Planning Department staff. The Mayor and Ward 2 Councillor were also in attendance.

Several questions with respect to the proposed development were directed to the applicant for a response. In general, the primary comments raised at the meeting centred on the following theme areas:

1. Building Height and Massing (and microclimate impacts such as shadow/wind)
2. Building Design and issues related to privacy concerns, noise and light pollution
3. Affordability of proposed units and the removal of existing rental supply
4. Proposed parking (on-site and off-street), particularly related to retail uses
5. Site Access
6. Viability of proposed retail uses
7. Property values
8. Park Space (i.e. on-site and impact on surrounding parks)
9. Construction Management Plan and timing of project/construction schedule

A section of the applicant's Planning Justification Report has been dedicated to summarizing the comments received at the Virtual Pre-Application Community Consultation Meeting in October 2020.

Public Comments

Public comments have been received in response to the circulation of the application; including, Notices of Complete Application and Public Meeting (including sign and

newspaper notification) and from information provided on the City's Development Projects webpage. Approximately 1,008 area residents/property owners were circulated for input.

A summary of the general theme areas of comments is provided below. A total of 13 resident/property owner comments have been received in response to the public circulation as of the writing of this report; copies of which are included as Appendix 'B'.

- Compatibility of proposed building heights with other existing development in the immediate area (including low-density residential), including, impacts of building height and density on micro-climate (i.e. shadow and wind) and loss of view corridors;
- Loss of existing neighbourhood 'character' and congestion that may result with the development of taller buildings characterized in larger cities (i.e. Mississauga, Toronto);
- Impacts of traffic (i.e. volume, safety, noise) and access, and the anticipation of parking capacity issues in neighbourhoods surrounding the site of the proposed development;
- Loss of quality of life (i.e. 'quaintness') with potential for additional congestion and impacts to the provision of community services and maintenance of existing infrastructure; need for housing affordability and green space;
- Concerns arising from multiple years of construction staging (phased development) (i.e. parking within the adjacent residential neighbourhoods and impacts to businesses); and,
- Importance of maintaining existing zoning on lands in the vicinity of the proposed development site; particularly those zoning categories that involved public consultation with neighbours, staff and Council for properties along Brant Street (i.e. 'MXG-180' Zone).

Conclusion:

This report provides an overview of the previous and recent public consultation and engagement that has occurred in advance of and throughout the circulation of this development planning application.

A preliminary assessment of the application in the context of the general Provincial, Regional and City land use policies has accompanied a summary of the proposal details, which have identified various outstanding technical aspects of the proposed development that are currently under review. The report has also reflected the Public, Agency Partner and City comments received to date.

These items, in addition to comments/concerns raised at the Statutory Public Meeting today, as well as a detailed planning analysis, will be incorporated into a future recommendation report for consideration by Council.

Respectfully submitted,

Gordon Dickson, MCIP, RPP
Senior Planner
Community Planning Department
905-335-7600 Ext. 7809

Appendices:

Appendix 'A' – Report Attachments & Schedules

Attachment No. 1 – Location Plan (Aerial)
Attachment No. 2 – Existing Zoning
Attachment No. 3 – Concept Plan & Site Plan
Attachment No. 4 – Conceptual Building Elevations

Appendix 'B' – Public Comments

Notifications:

Ed Fothergill, Principal
Ed Fothergill Planning and Development Inc.
62 Daffodil Crescent
Ancaster, ON L9K 1E1
edf@nas.net

Vince Molinaro, President
Molinaro Group
472 Brock Avenue – Unit 103
Burlington, ON L7S 1N1
vincemol@molinaro.ca

Report Approval:

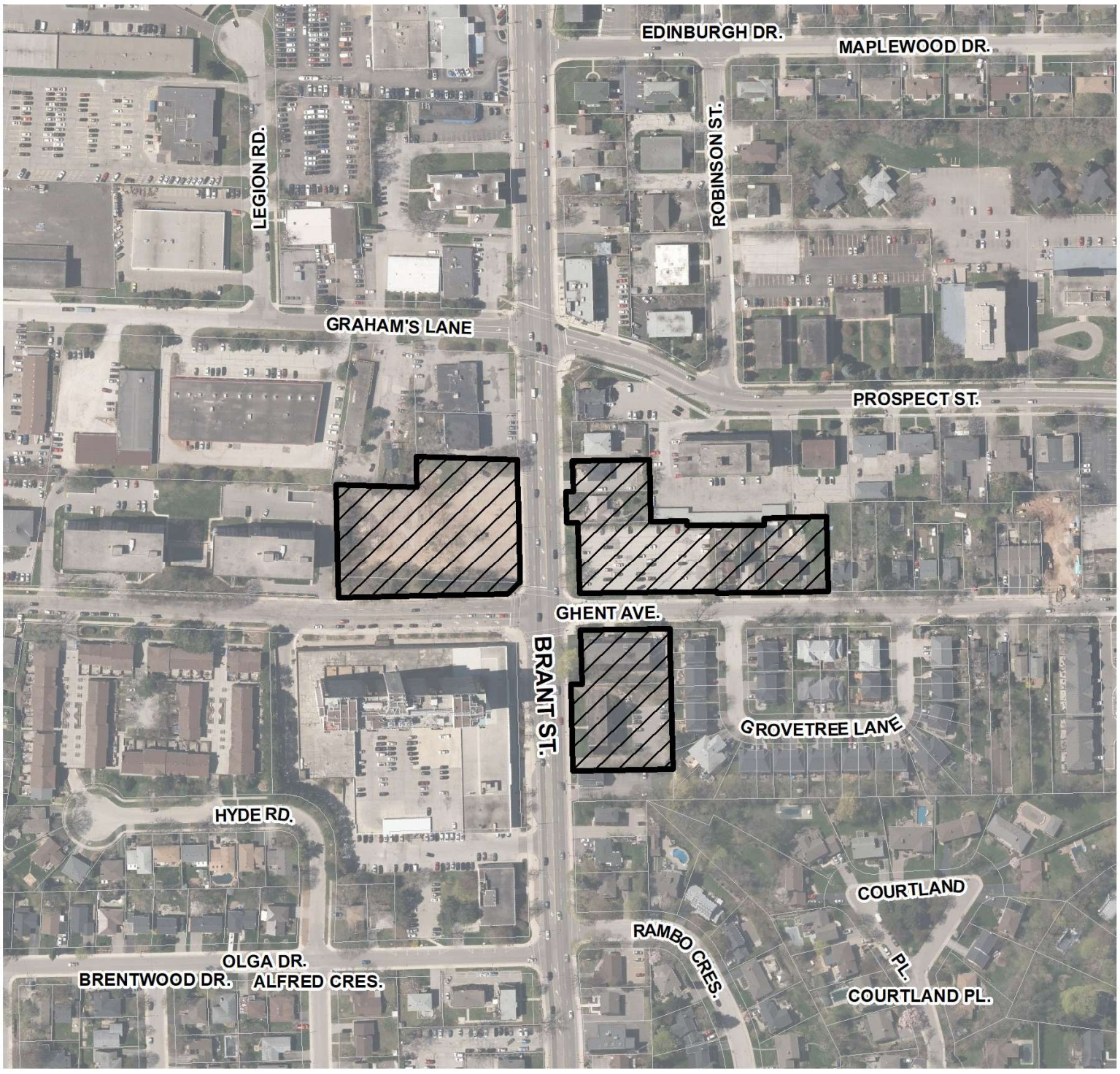
All reports are reviewed and/or approved by Department Director, the Chief Financial Officer and the Executive Director of Legal Services & Corporation Counsel.

LOCATION PLAN

Applications to permit the redevelopment of the northwest, northeast and southeast corners of Brant Street and Ghent Avenue with a multi-phase, mixed use development comprised of 25-storey & 14-storey towers (with ground floor commercial area) and 425 residential units (Parcel A); a 25 storey tower (with ground floor commercial area) and 328 residential units (Parcel B); and, 8 storey mid-rise building with 128 residential units (Parcel C). Design elements also include a 3-storey podium along the building frontages. Proposed parking for the redevelopment includes underground structured and limited surface parking spaces.

SUBJECT PROPERTY

File Nos. 505-06/21 & 520-07/21



Date: July 09, 2021
Community Planning Department

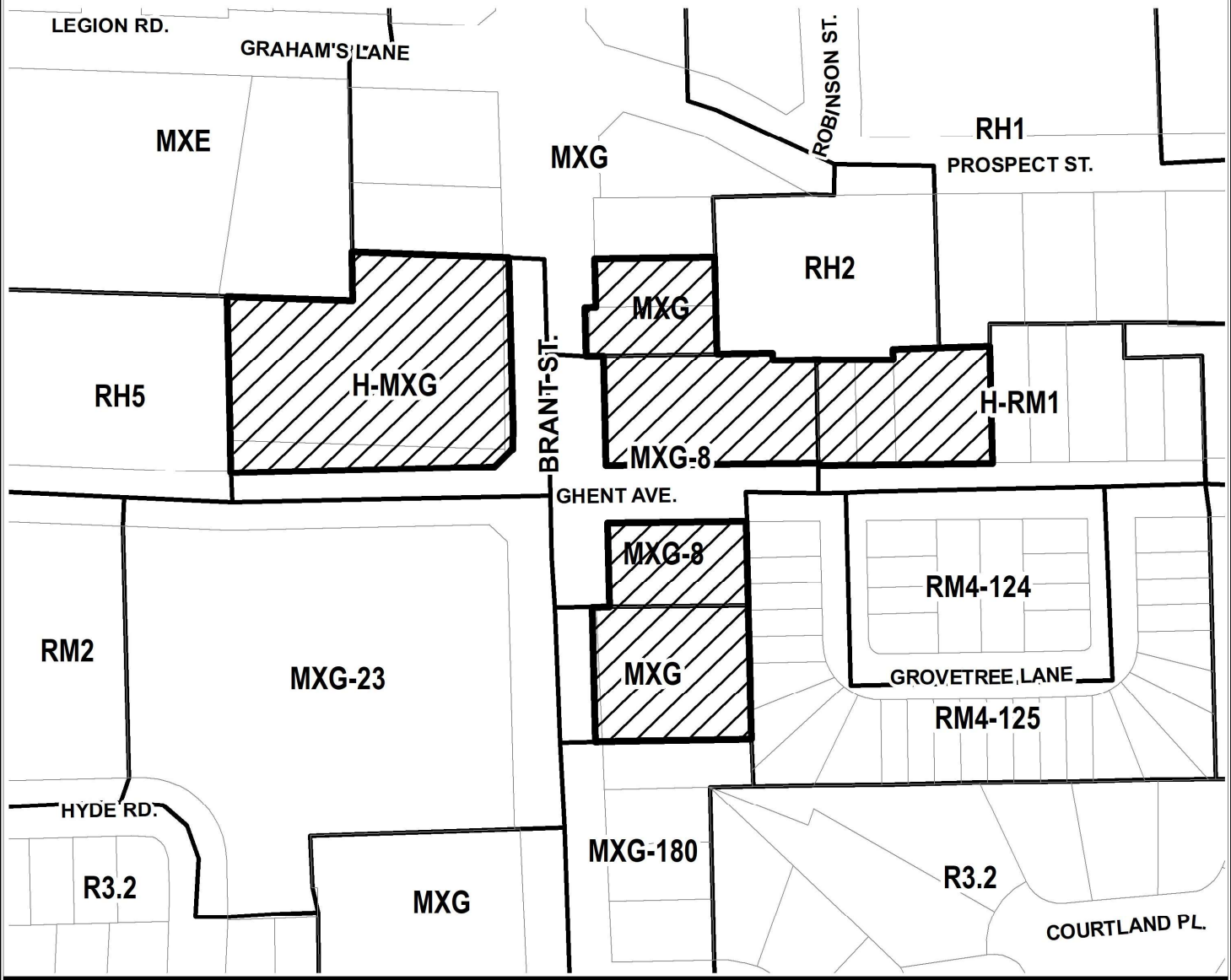
TERANET City of Burlington

EXISTING ZONING

Applications to permit the redevelopment of the northwest, northeast and southeast corners of Brant Street and Ghent Avenue with a multi-phase, mixed use development comprised of 25-storey & 14-storey towers (with ground floor commercial area) and 425 residential units (Parcel A); a 25 storey tower (with ground floor commercial area) and 328 residential units (Parcel B); and, 8 storey mid-rise building with 128 residential units (Parcel C). Design elements also include a 3-storey podium along the building frontages. Proposed parking for the redevelopment includes underground structured and limited surface parking spaces.

SUBJECT PROPERTY

File Nos. 505-06/21 & 520-07/21



GENERAL ZONING LEGEND

Low Density	Medium Density	High Density	Mixed Use	Commercial	Employment	Other
R3.2	RM1 RM2 RM4	RH1 RH2 RH5	MXE MXG			

Date: July 09, 2021
Community Planning Department

TERANET CITY OF Burlington

CONCEPT PLAN

Applications to permit the redevelopment of the northwest, northeast and southeast corners of Brant Street and Ghent Avenue with a multi-phase, mixed use development comprised of 25-storey & 14-storey towers (with ground floor commercial area) and 425 residential units (Parcel A); a 25 storey tower (with ground floor commercial area) and 328 residential units (Parcel B); and, 8 storey mid-rise building with 128 residential units (Parcel C). Design elements also include a 3-storey podium along the building frontages. Proposed parking for the redevelopment includes underground structured and limited surface parking spaces.

SUBJECT PROPERTY

1-3 STOREYS

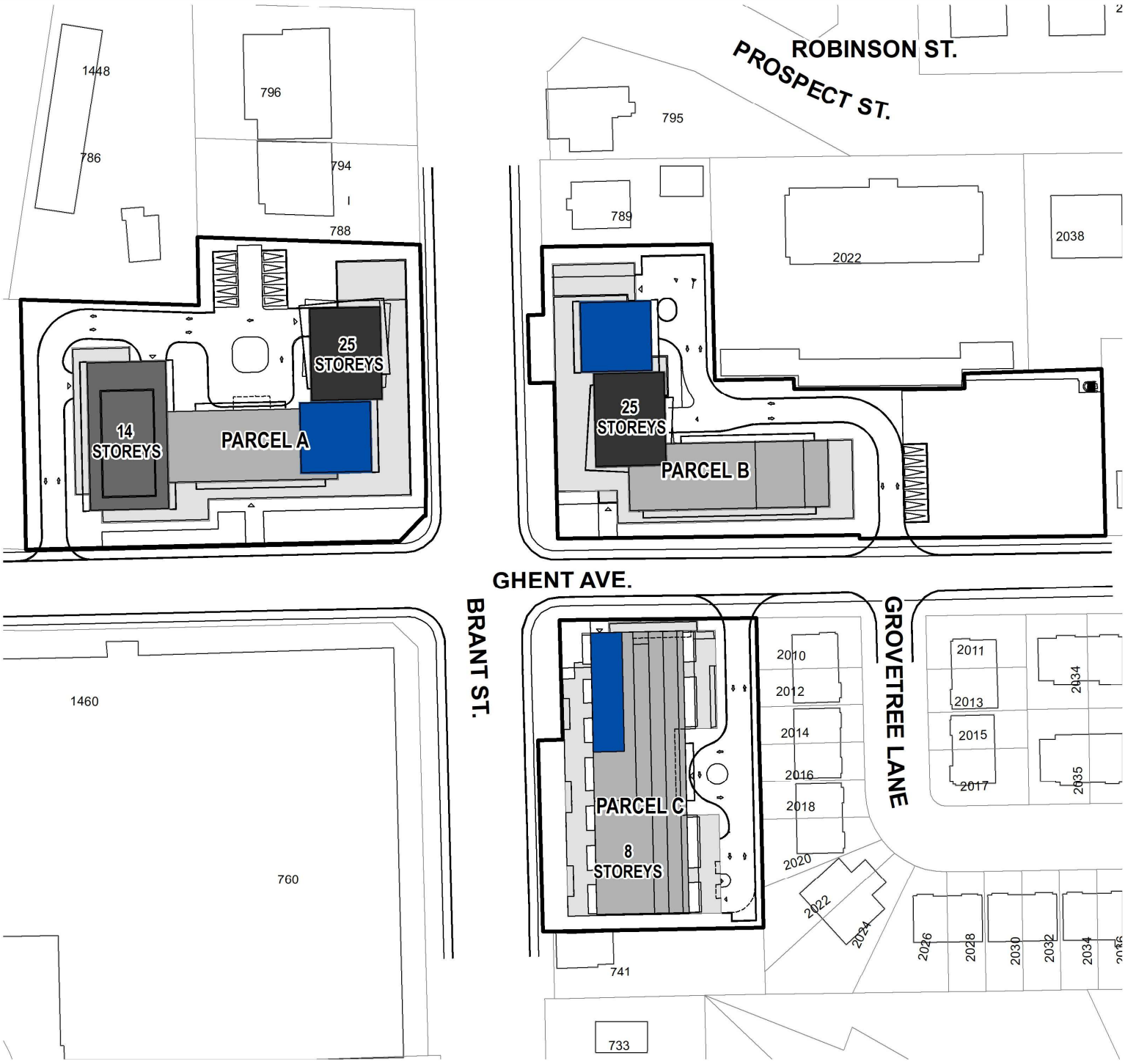
5-10 STOREYS

14 STOREYS

25 STOREYS

Mech/Pent

File Nos. 505-06/21 & 520-07/21



Date: July 09, 2021
Community Planning Department

TERANET

CITY OF Burlington



Project Statistics	Permitted / Required	PHASE 1	PHASE 2	PHASE 3	TOTAL	PERCENTAGE
Site Area (hectares)		0.594	0.598	0.598	1.192	
Site Area (square metres)		5944	5978	5978	11922	
Residential						
Retail		1100	1100	1100	3300	
Total		1100	1100	1100	3300	
Gross Floor Area		49,000	49,000	49,000	147,000	
Site Density (Units per hectare)						
Studio		0	0	0	0	0%
1 Bedroom		112	112	112	336	56%
2 Bedroom		70	70	70	210	35%
3 Bedroom		18	18	18	54	9%
Total		200	200	200	600	100%
Site Density (Units per hectare)						
1 Bedroom		112	112	112	336	
2 Bedroom		70	70	70	210	
3 Bedroom		18	18	18	54	
Total		200	200	200	600	
Site Density (Units per hectare)	Total unit count above*					
Total Units		200	200	200	600	
Units/Hectare		336	335	335	503	
Site Parking						
Residential	1.0 UNIT	200	200	200	600	
Visitor	0.15 UNIT	30	30	30	90	
Total	1.15 UNIT	230	230	230	690	115%
Site Bike Parking						
Residential		TBD	TBD	TBD		
Visitor		TBD	TBD	TBD		
Total		TBD	TBD	TBD		
Site Building Height		14.0 STY	14 STY	14 STY		
Site Amenity Space(m2)						
Indoor		1200	1200	1200	3600	
Outdoor		1200	1200	1200	3600	
Total		2400	2400	2400	7200	
Site Coverage/Percentage		4458	4483	4483	13424	
Total	35%(Corr)	4458	4483	4483	13424	35%

* Subtotals for each building type.
** Final unit count may vary depending on market demand.

LIST OF DRAWINGS

A 000	Cover Page	A 401	Exterior Elevations
A 100	Site Plan	A 402	Exterior Elevations
A 201	Underground Plan	A 403	Exterior Elevations
A 202	Underground Plan	A 404	Exterior Elevations
A 203	Underground Plan	A 405	Exterior Elevations
A 301	Ground Floor Plan	A 406	Exterior Elevations
A 302	2nd Floor Plan	A 407	Exterior Elevations
A 303	3rd Floor Plan	A 408	Exterior Elevations
A 304	4th Floor Plan	A 409	Exterior Elevations
A 305	5th Floor Plan	A 410	Exterior Elevations
A 306	6th Floor Plan	A 411	Exterior Elevations
A 307	7th Floor Plan	A 412	Exterior Elevations
A 308	8th-10th Floor Plans	A 413	Exterior Elevations
A 309	11th Floor Plan	A 414	Exterior Elevations
A 310	12th Floor Plan	A 501	Building Section
A 311	13th-14th Floor Plans	A 502	Building Section
A 312	15th-25th Floor Plans		

SURVEY INFORMATION

PLAN OF SURVEY OF
PART OF LOT 69,REGISTERED PLAN 88
PART OF BLOCK 'D', PLAN M-88
PART OF LOT 1, REGISTERED PLAN 125
PART OF LOT 2, REGISTERED PLAN 125
IN THE CITY OF BURLINGTON
REGIONAL MUNICIPALITY OF HALTON

A.T. McLaren LIMITED
80 JOHN STREET SOUTH, SUITE 230
HAMILTON, ONTARIO
L8N 2B9
Telephone (905) 527-4559

GENERAL NOTES

1. For landscaping, refer to landscape drawings.
2. For proposed grading, refer to landscape drawings and approved grading plan.
3. All perimeter existing information indicated taken from survey.
4. All work to be done in conformance with the 2012 Ontario Building Code (O.B.C., as amended)
5. All driveway with access onto City owned roadway conform to City of Burlington standards.

NOTES

1.Fire access route to existing buildings will be maintained during construction.
2.Accessibility for all pathway to Go Station, Wal-Mart during construction will be maintained.
3.The fire access route will be designed to support a load of not less than 11,363 kg per axle and have a change in gradient of not more than 1 in12.5 over a minimum distance of 15m.
4.Fire Department access route will be constructed of hard surface material such as asphalt, concrete or interlocking.

KEY PLAN



VAN ACCESSIBLE SIGNAGE DETAIL



GFA definition

The sum of the areas of each floor of a building, but shall include a basement or cellar when used for commercial purpose. Measurement shall be from the exterior face of outside walls, or from the centre line of partition and common walls. Gross Floor Area shall not include floor space devoted to:
-Vehicle Parking
-Storage
-Air Handling Equipment
-Enclosed mall and hallways, excluding kiosk, stallways
-Elevators and associated equipment
Washrooms
-Foyers, lobbies, but not waiting areas/rooms

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Electronic information is supplied only to the party specified here to assist them in the execution of their contract only. This recipient is to read, determine the accuracy and appropriateness for its use of the information or reports for that particular responsibility.

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2. Viruses (also of any viruses or damage to the receiving electronic system when information is transferred.

issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.

ONTARIO ASSOCIATION OF ARCHITECTS

GROVETREE

Residential Development

BRANT+GHENT
PHASE 1,2 AND 3

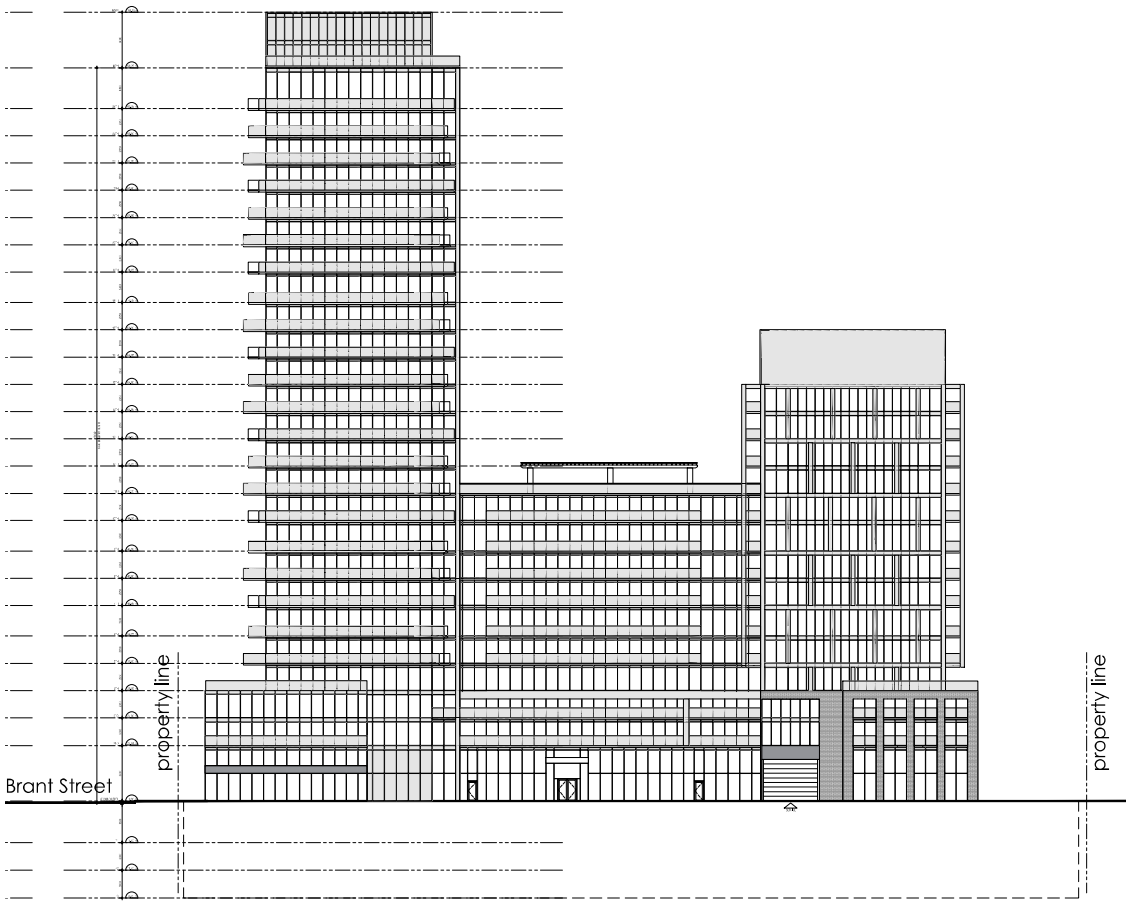
Number	Details
Project Architect	B. Graziani
Assistant Designer	S. Soleti/M. Alani
Drawn By	S. Soleti/M. Alani
Checked By	D. Shiner
Plot Date	May. 14, 2021
Job #	1999.16

SITE PLAN

1:400

A101

TITLEBLOCK SIZE: 210 x 330



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2. Transmission of any virus or damage to the receiving electronic system when information is transferred.

issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.

ONTARIO ASSOCIATION OF ARCHITECTS
BERARDO E. GRAZIANI
LICENCE
4684

1320 Dhawson Drive, Suite 100 Mississauga Ontario L4W 1C3
Phone: 905.795.2601 Fax:905.795.2644 www.gc-architects.com

Residential Development

BRANT+GHENT
PHASE 1- LOT "A"

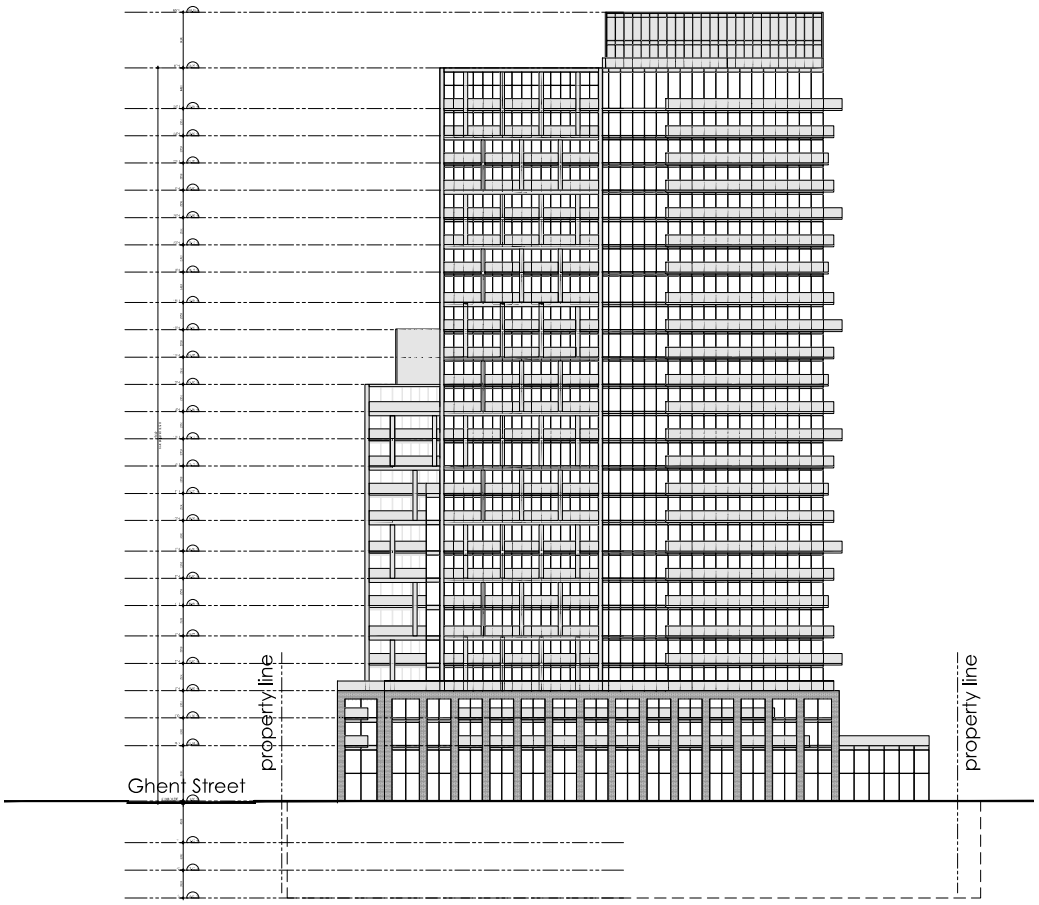
Barlierton Ontario

Project Architect:	B. Graziani
Assistant Designer:	S. Selari/R. Aloni
Drawn By:	S. Selari/R. Aloni
Checked By:	D. Biase
Plot Date:	May. 14, 2021
Job #	1398.16

NORTH ELEVATION

1:250 A401

TITLEBLOCK SIZE: 610 x 900



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1. Errors, omissions, incompleteness due to loss of information in whole or part when information is transferred.
2. Transmission of any virus or damage to the receiving electronic system when information is transferred.

issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.

ONTARIO ASSOCIATION OF ARCHITECTS
BERARDO E. GRAZIANI
LICENCE
4684

1320 Sheason Drive, Suite 100 Mississauga Ontario L4W 1C3
Phone: 905.795.2601 Fax:905.795.2644 www.gc-architects.com

Residential Development

BRANT+GHENT
PHASE 1- LOT "A"

Burlington Ontario

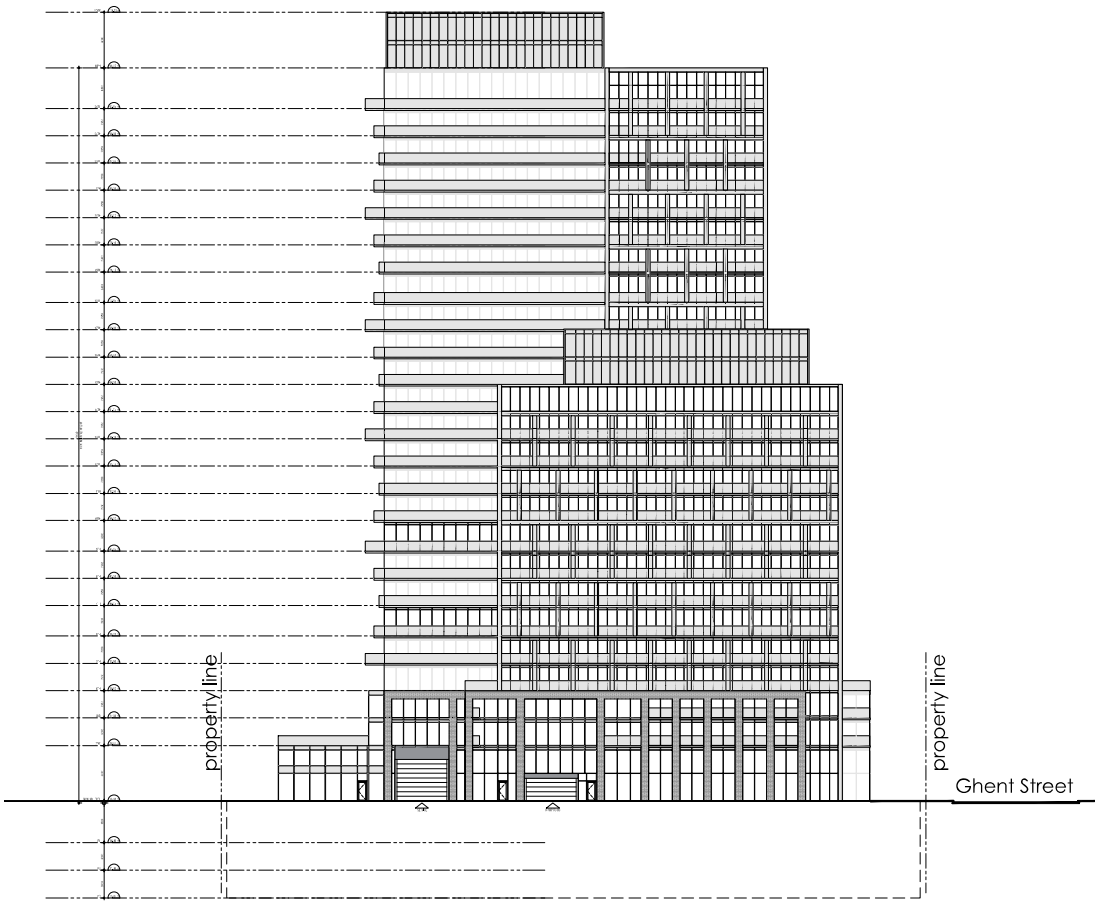
Project Architect:	B. Graziani
Assistant Designer:	S. Selari/R. Aloni
Drawn By:	S. Selari/R. Aloni
Checked By:	D. Biase
Plot Date:	May. 14, 2021
Job #	1398.16

EAST ELEVATION

1:250

A402

TITLEBLOCK SIZE: 610 x 900



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ONTARIO ASSOCIATION OF ARCHITECTS
BERARDO E. GRAZIANI
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4684

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Residential Development

BRANT+GHENT
PHASE 1- LOT "A"

Burlington Ontario

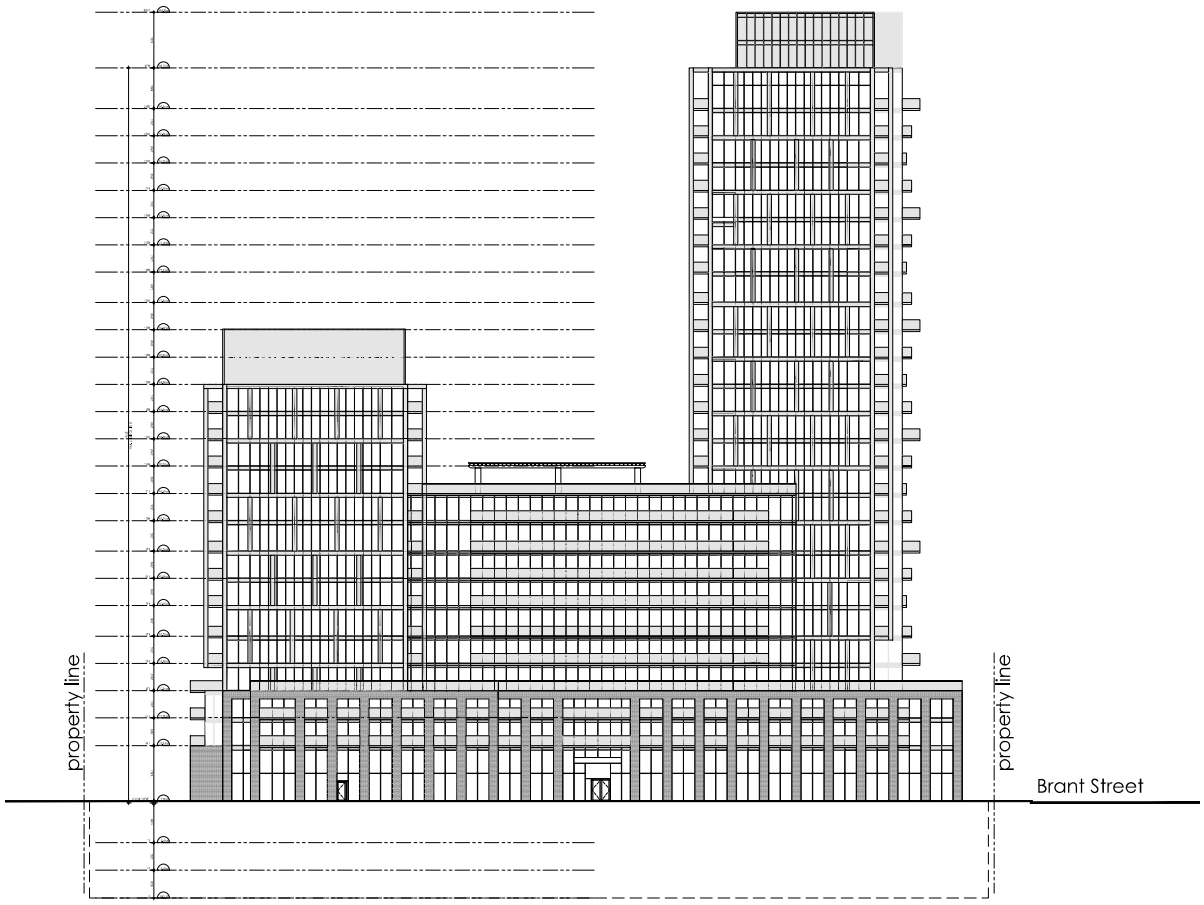
Project Architect:	B. Graziani
Assistant Designer:	S. Selari/R. Aloni
Drawn By:	S. Selari/R. Aloni
Checked By:	D. Biase
Plot Date:	May. 14, 2021
Job #	1398.16

WEST ELEVATION

1:250

A403

TITLEBLOCK SIZE: 610 x 900



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Phone: 905.795.2601 Fax:905.795.2644 www.gc-architects.com

Residential Development

BRANT+GHENT
PHASE 1- LOT "A"

Burlington Ontario

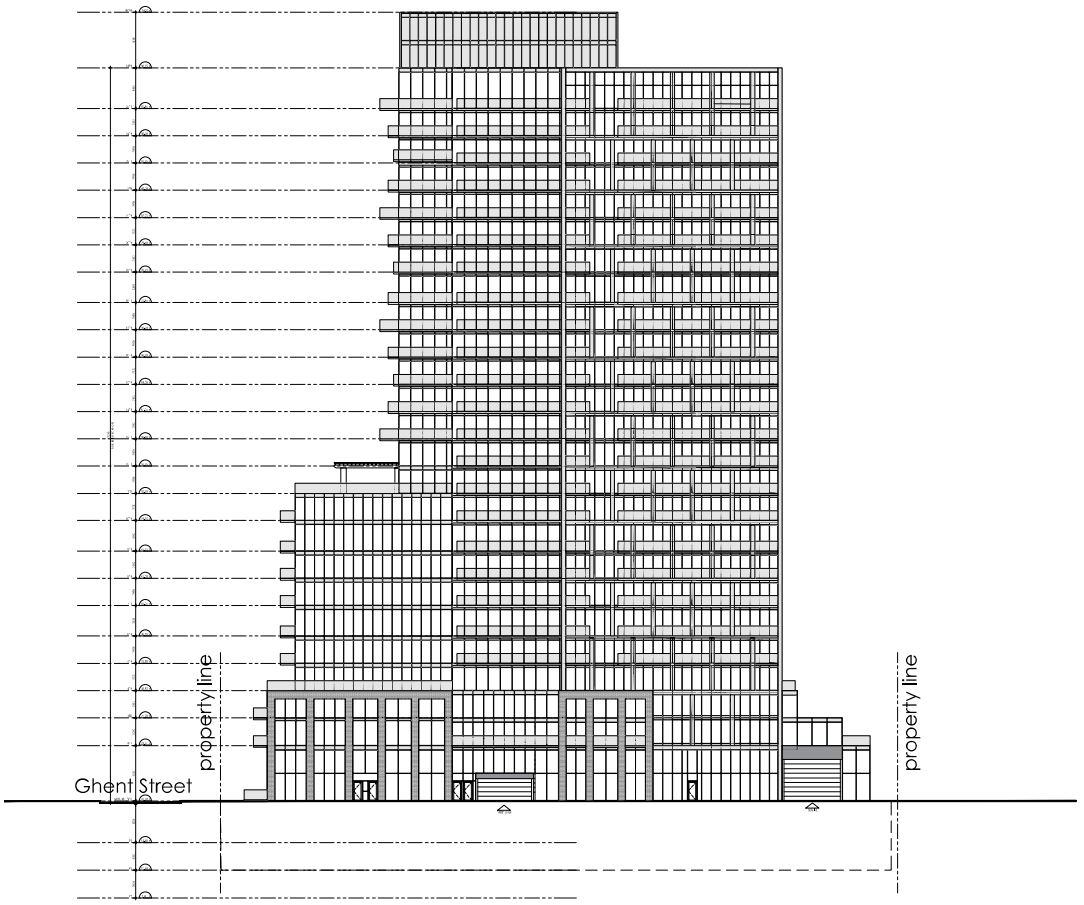
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Drawn By:	S. Selari/R. Aloni
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SOUTH ELEVATION

1:250

A404

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Residential Development

BRANT+GHENT
PHASE 2- LOT "B"

Barlierton Ontario

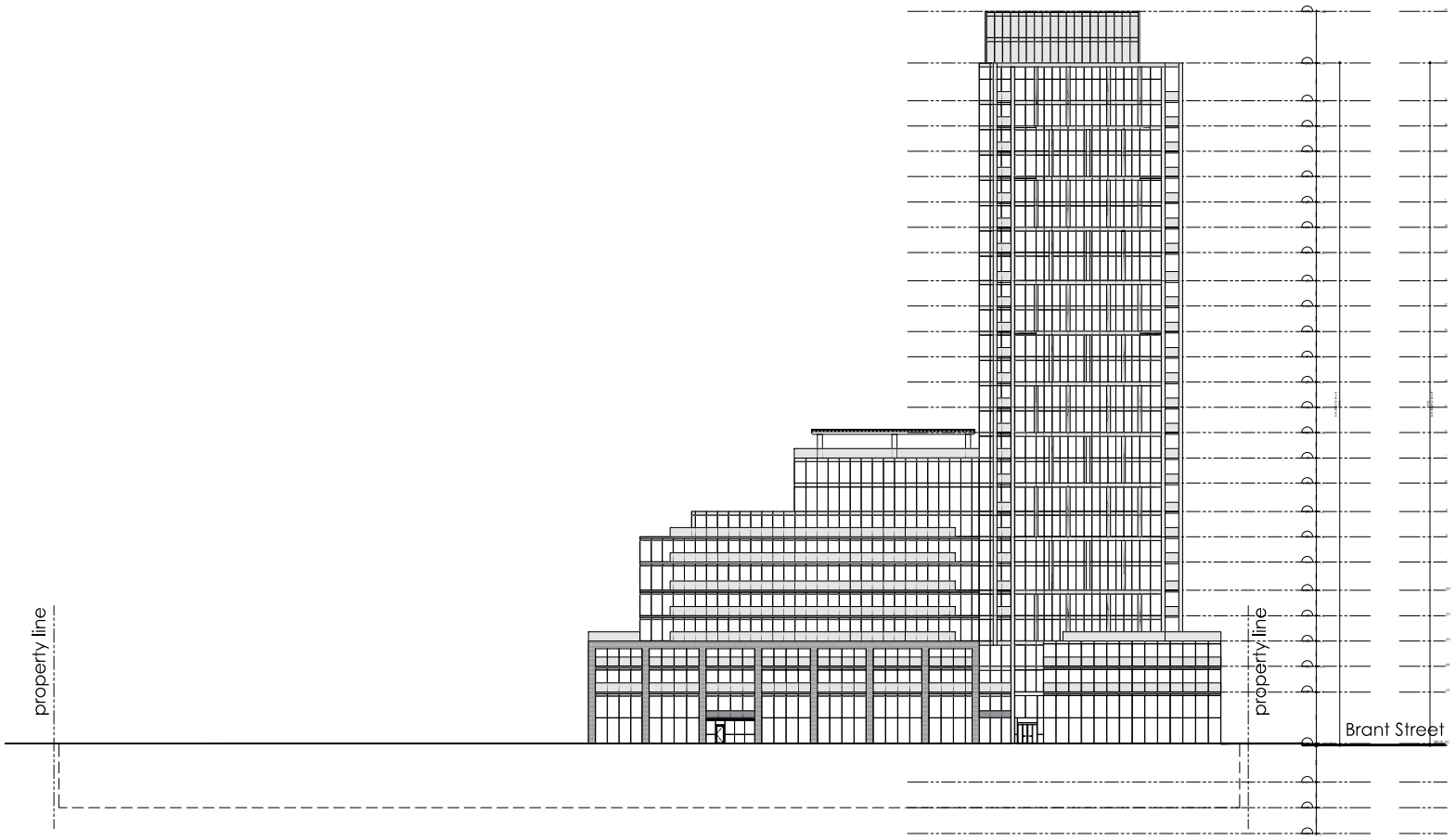
Project Architect:	B. Graziani
Assistant Designer:	S. Salari/R. Aloni
Drawn By:	S. Salari/R. Aloni
Checked By:	D. Biase
Plot Date:	May. 14, 2021
Job #	1398.16

EAST ELEVATION

1:250

A405

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Residential Development

BRANT+GHENT
PHASE 2- LOT "B"

Barlinton Ontario

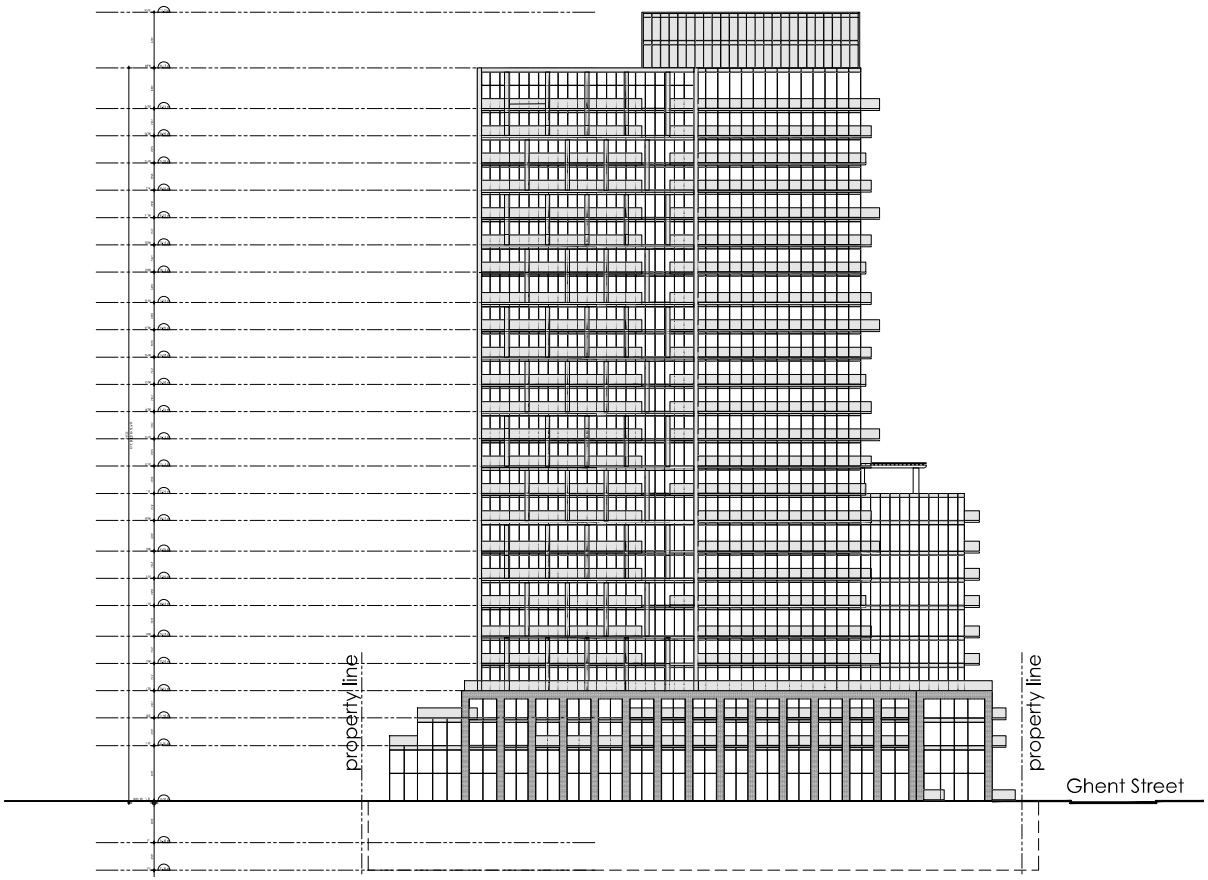
Project Architect:	B. Graziani
Assistant Designer:	S. Selari/R. Aloni
Drawn By:	S. Selari/R. Aloni
Checked By:	D. Biase
Plot Date:	May. 14, 2021
Job #	1398.16

NORTH ELEVATION

1:250

A406

TITLEBLOCK SIZE: 610 x 900



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Residential Development

BRANT+GHENT
PHASE 2- LOT "B"

Burlington Ontario

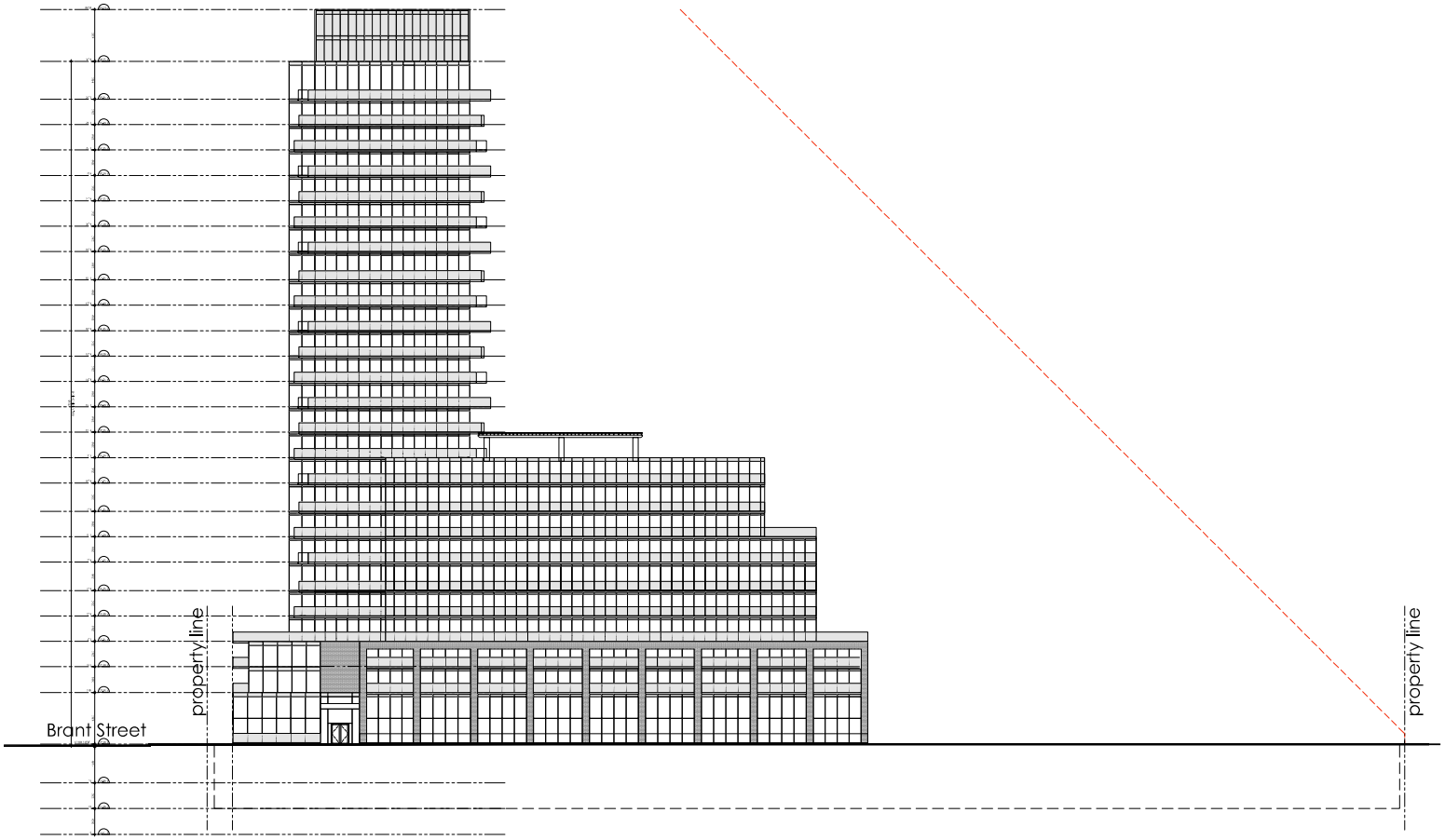
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Assistant Designer:	S. Selari/R. Aloni
Drawn By:	S. Selari/R. Aloni
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Job #	1398.16

WEST ELEVATION

1:250

A407

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Residential Development

BRANT+GHENT
PHASE 2- LOT "B"

Barlinton Ontario

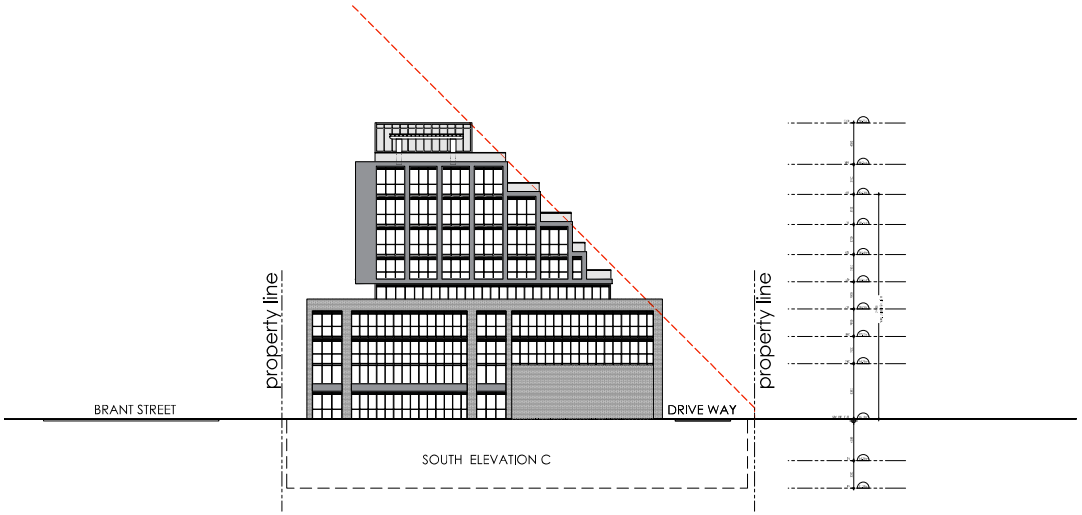
Project Architect:	B. Graziani
Assistant Designer:	S. Selari/R. Aloni
Drawn By:	S. Selari/R. Aloni
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Plot Date:	May. 14, 2021
Job #	1398.16

SOUTH ELEVATION

1:250

A408

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Residential Development

BRANT+GHENT
PHASE 3- LOT "C"

Burlington Ontario

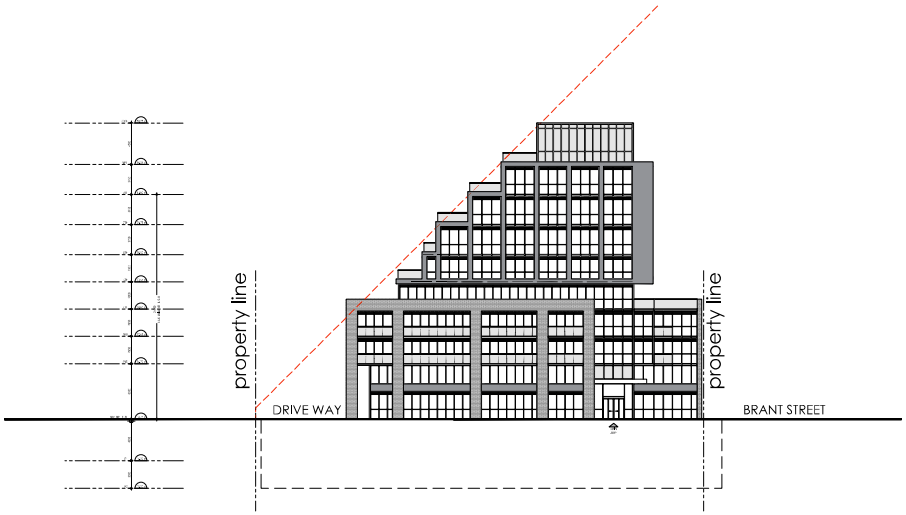
Project Architect:	B. Graziani
Assistant Designer:	S. Selari/R. Aloni
Drawn By:	S. Selari/R. Aloni
Checked By:	D. Biase
Plot Date:	May. 14, 2021
Job #	1398.16

SOUTH ELEVATION

1:250

A409

TITLEBLOCK SIZE: 610 x 900



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Residential Development

BRANT+GHENT
PHASE 3- LOT "C"

Burlington Ontario

Project Architect:	B. Graziani
Assistant Designer:	S. Selari/R. Aloni
Drawn By:	S. Selari/R. Aloni
Checked By:	D. Biase
Plot Date:	May. 14, 2021
Job #	1398.16

NORTH ELEVATIION

1:250

A410

TITLEBLOCK SIZE: 610 x 900

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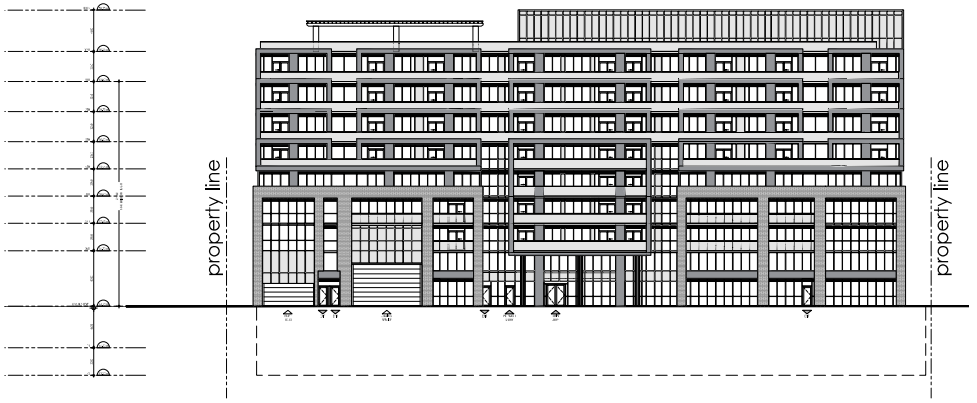
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Residential Development

BRANT+GHENT
PHASE 3- LOT "C"

Barlieton Ontario

Project Architect:	B. Graziani
Assistant Designer:	S. Selari/R. Aloni
Drawn By:	S. Selari/R. Aloni
Checked By:	D. Biase
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EAST ELEVATION

1:250

A411

TITLEBLOCK SIZE: 610 x 900

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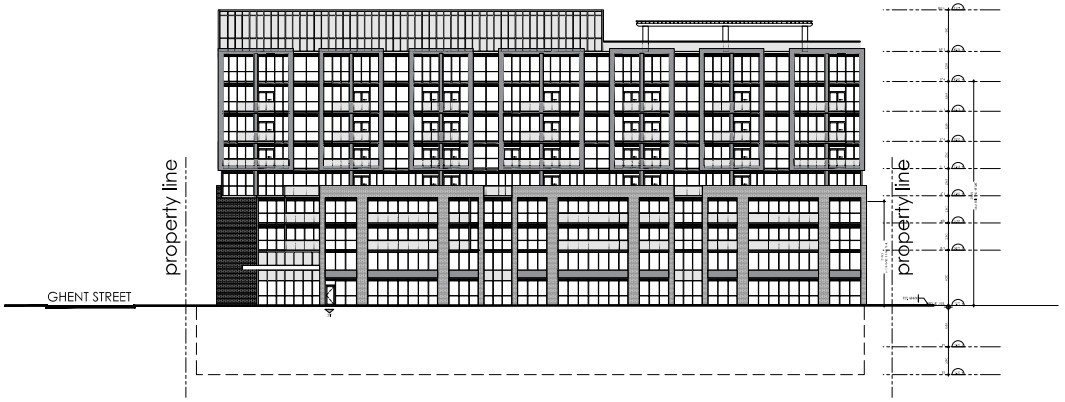
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Residential Development

BRANT+GHENT
PHASE 3- LOT "C"

Barlieton Ontario

Project Architect:	B. Graziani
Assistant Designer:	S. Selari/R. Aloni
Drawn By:	S. Selari/R. Aloni
Checked By:	D. Biase
Plot Date:	May. 14, 2021
Job #	1398.16

WEST ELEVATION

1:250

A412

TITLEBLOCK SIZE: 610 x 900

#	Contact Information	Comments	Date Received
1	Cathy Whealy [redacted] Ghent Avenue Burlington, ON L7S 1X5	I received a mailing outlining the proposed above development and the City's request for public input. I am writing to let you know I am totally opposed to this development. I live at [redacted] Ghent Avenue. My concerns are: - the increase in population density in such a small area. - the total blockage .of light to my building this will cause. - the wind tunnel effect this will cause. - the parking nightmares this will cause. There is not enough room in these developments to provide visitor and tenant outdoor parking and parking on side streets will be chaotic. - the traffic nightmare this will cause. Brant Street already has very heavy traffic, combined with the close proximity of Fairview/Brant intersection which is extremely busy especially during rush hours. This is a huge safety concern for an increase in vehicular accidents and will also promote road rage events. I have lived in Burlington all my life, I am 60 years old. I do not want to see Burlington become another Misssissauga or Toronto. Burlington still has the feel of a smaller community that is a safe place to live. I don't want to see jutting highrises all over, they are an eyesore and there are enough already in the downtown area and the newer development on Fairview Street beside Walmart. I really hope that this development does not occur. Council needs to take the citizens' concerns seriously and show they are providing services that Burlington citizens truly want.	8/21/2021
2	Lori Kay Burlington, ON	Concerns include: Infrastructure Light, shadows Traffic impact Foreign investors Downtown is already congested. Our downtown is no longer quaint, it's turned into concrete jungle	8/24/2021
3	Alan Sharkey [redacted] Ghent Avenue Burlington, ON L7S 1X4	I am a property owner at [redacted] Ghent avenue. The proposal for development on the corner of Ghent and Brant is unbelievable. I am not in favour of this and would expect to be notified when a public hearing regarding this proposal takes place.	8/24/2021
4	Bob Osborne [redacted] Rambo Cres. Burlington, ON L7R 2L2	I have reviewed the information provided in the project update dated July 9, 2021 and have the following thoughts for your consideration: •The Molinaro Group are significant contributors to community life and causes in Burlington. Their proposal, by satisfying the height limits set out in the new Official Plan, demonstrates respect for the community. •I am concerned about the potential impact of many years of construction staging and trades parking on the established businesses and residential neighbourhoods in the area. •Proper shadowing studies should be completed as part of the planning process. These should include a calculation of hours of sunlight lost at various points in the neighbourhood. •Care should be taken not to inadvertently amend zoning by-law MXG-180 which was approved by Council in 2000. This by-law was the result of discussions involving neighbours, staff and Council in the late 1990s in response to zoning changes affecting properties on Brant Street Please add me to the email distribution for information about this proposal.	8/24/2021
5	Jeff Blake [redacted] Ghent Avenue Burlington, ON L7S 1X7	This is in regards to the proposal for zoning amendment for PARCEL A (774, 778, 780 and 782 Brant Street). We reside in the apartment building at [redacted] Ghent Avenue on the [redacted] floor facing this parcel. With all of our day-to-day activities coupled with the headaches and hassles we have to deal with ongoing here in this residence, the one thing we have to look forward to every evening is relaxing on our balcony and watching the sunset. We STRONGLY OPPOSE this plan to erect 14-storey and 25-storey towers on PARCEL A which will completely block our view which was the selling point for this apartment! The north side of this building has had this view for decades and the residents here rely on this view remaining unobstructed. Please do not allow the proposal for PARCEL A to be granted, thus destroying the view our building's residents have lived here expecting.	8/25/2021
6	Francine Gibel Burlington, ON	I am writing to respond to Molinaro Group's application for development of the three parcels of land at the corners of Brant Street and Ghent Avenue. I recognize that this is in an area targeted for development as part of the downtown urban centre. However, as you outlined in the information pamphlet, the proposal is greatly in excess of what is allowed in both the existing zoning by-laws and the Official Plan. As a resident in this area, I would rather see buildings that fit into the current Official Plan and existing zoning permits (i.e., with a maximum of six stories). This would still create significant additional density on the corners without negatively impacting traffic congestion, the environment, etc.	8/25/2021

#	Contact Information	Comments	Date Received
7	Helen Hutteri [redacted] Ghent Avenue Burlington, ON L7S 1X5	I am a retiree and a resident at [redacted] Ghent ave. I received the information about the zoning request and plan for high-density projects for my corner of Ghent and Brant. Are you seriously considering this? I realize that housing is an issue everywhere but why would you think it should all land on this corner. This is not community progress. Such high-density adding almost 900 residential units is crazy. There are already high rise buildings in this area. I would be happy with 6 story buildings catering to families and retired folks. The proposed buildings cannot possibly be conducive to families. Traffic! The traffic along Brant street is already very busy so how much would 900 residential units add to that along with commercial businesses. Parking! Oh my, oh my! Parking along Ghent is at a maximum with cars double parked trying to access the medical business and Hasty Market. The current high rise has no underground parking due to structural issues! As a retiree, I take my life into my hands pulling out onto Ghent and into Brant traffic. I really don't want a "ghetto" in my lovely community! Please reconsider the density of this project	8/26/2021
8	Glynis Van Steen [redacted] Ghent Avenue Burlington, ON L7S 1W8	Unfortunately Molinaro's plans will create additional incredible gridlock at Ghent on top of the current traffic congestion from vehicles pouring into the downtown Core. And let's not kid ourselves. These drivers aren't stopping to shop. The majority then clog up Lakeshore as they look for a shortcut to get to the QEW. The city needs to take strong measures to substantially divert much of the through-traffic from the narrower streets in the Core (those north /south two lane routes below Fairview that were once mainly residential). There also must be some concerted effort to expand the Service Road network around the perimeters of the core. The traffic on Brant appears relatively light these days compared to pre pandemic times, but once we get over the COVID situation, look out! We need to face reality. Burlington residents LOVE their private means of transportation no matter how much the city tries to persuade residents that walking is a good thing. Even the bike lanes are not used much as bikers seem to prefer the safety of the sidewalks. So traffic congestion also is a hindrance to those who would prefer walking. This development project calls for a total of 881 residential units which likely means an equivalent number of cars that will spew onto Ghent from underground parking lots. Now add that number to the already existing number of cars from the garages of 1415, 1425 Ghent and the 1460 Ghent and 760 Brant complex, along with the 57 units from the Ghent and Hyde townhouse complex that exit onto Hyde. The majority of those vehicles are trying to merge onto Brant. And Ghent to the west of Brant, which turns into Hagar already is used as a busy overflow route for traffic that wants to avoid the Brant Street shuffle. In addition, many residents know that the Landlord of the rental complex located at 1460 Ghent & 760/ 730 Brant is also trying to get its proposal approved to increase rental capacity on its existing site. Recently there was an issue with its underground garage (now seemingly resolved) but the additional congestion caused from parked cars on the adjacent streets due to the lack of underground parking access made driving in that area risky due to lack of proper visibility. Before Molinaro or any more intensification projects by other developers get the green light to go forward with their proposals, the city MUST address the existing traffic congestion problem by diverting traffic from the main north- south corridors and also solve existing issues about lack of available parking. The city owns plenty of parking lots in the Core. Why not convert them into high rise garages? Also, rather than turning the Core into a massive traffic jam that is uninviting to businesses or residents, the city needs to encourage a vibrant commercial/residential area by deterring excessive vehicle traffic congestion. The city must divert vehicle traffic flows in the Core and should seriously consider transforming the area from Brock to Lakeshore to Pearl and Elgin into a walking area, similar to Ottawa's Spark Street. That would go a long way to turning the Core back into a vibrant community for small businesses, residents and visitors. These problems of traffic congestion and lack of parking go hand in hand. The solutions to these outstanding problems require close coordination between city officials and the developers of intensification projects. The problems created cannot be resolved by treating them as separate issues.	8/26/2021
9	Pat Bennett [redacted] Prospect Street Burlington, ON L7R 1Z1	This email is regarding the application submitted by Molinaro Group. I have lived in Burlington since 1959. I have seen many changes to our city over the years some bad and many good. I am against this building of apartments on Brant Street and Ghent Ave. as it is going to cause a lot of problems for traffic. Brant Street is very busy now especially between Prospect and Ghent as traffic has to start moving into one lane. I live at [redacted] Prospect St. In an apartment on the [redacted] floor which faces the lake. I hear the noise of the traffic all night and hear the screeching of tires and just wait for the bang which then means another accident. Having these apartments at each corner is going to cause much more problems. Another thing on my side which would be parcel B, I don't understand how they can build a 25 floor building shown on the map as right now there are houses and I don't think it is wide enough for a building sidewalk and a road!!! They are also showing building of 5-10 storey parking garage. I'm sorry but I like the sun and all the trees and they will be gone with no view at all other than high rise buildings. Another thing is does Burlington on Brant want to the next condo alley!!!!! With what that has been building further down Brant by City Hall was totally not what the citizens wanted!!! I am sure that there are other areas to build these apartments that won't affect residential areas. I don't this is what we need in this area. Rents are high enough and with newer buildings the rents will increase to the point that people will have to move away from Burlington. I am a senior and have lived in my apartment for 11 years. I love the area as it has everything that I need and I feel very safe in this area. Please think wisely on this plan as we don't need high rise buildings on every corner.	8/27/2021

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10	Agost Laurenco Burlington, ON	I am sure you will agree that the proposal from Molinaro is completely out of context with the community. A 25 storey building is WAY to big for this neighborhood. I can tell you that all of the residents if have spoken to (and I have spoken with several) are ALL furious at the idea for a number of reasons not the lease of which is that congestion at that corner already exists without the additional residents/businesses, and the height is completely ridicoulas. Many people in this community have been here a long time and already furious with the pace of development downtown, and this takes it to another level . I am not sure how many residents you have heard from, but I can tell you that 100% of the residents I have spoken to are absolutely not onside with this proposal. Please advise on your thoughts. Thanks.	8/27/2021
11	John Miceli Burlington, ON	This is regarding the proposed development at Brant St. and Ghent Ave. I feel that this project should not be approved and especially the high rise at the northwest corner of Ghent and Brant. The reasons are many. More density, more cars, more pollution and a lot more noise. And the quality of life in Burlington deteriorates. It seems that the biggest winners every time, are the developers. When ever an empty lot becomes available. In many cases, they not need wait for an empty lot. Such was the case of the high rise still under construction across from city hall, where some retailers were displace and had move elsewhere or close down. There have been far too many condo projects approved in this city already. And this seems to be the biggest growth industry, far outstripping anything else. So please, lets hold back on some of these large developments.	8/31/2021
12	Christine Cappadocia Burlington, ON	Wondering if you have ever driven down Brant St. After Ghent it is one lane. When the skyway bridge or the 403 close due to accidents you can not move up or down these streets. The city has several towers under construction closer to city hall, once these are completed try and imagine the congestion! Recently the parking garage at 1460 Ghent was shut down by the city. Try to imagine 200 plus vehicles trying to park on the surface with roughly 50 spots. It seems there is no way to widen Brant St. Pray that if you live in this area you don't need any emergency services, as right now the few arteries to downtown are clogged. Stop the corporate greed!!!!	9/5/2021
13	Thomas Witton [redacted] Ghent Avenue Burlington, ON L7S 1X4	Thank you for the opportunity to reply about the proposed buildings on the corner of Ghent and Brant. I am very much opposed to this plan because two 25 storey buildings will completely ruin the almost rural setting which we have now. I don't see any place where trees could be planted, and I doubt very much that there will be any grass lawns to speak of. Perhaps the most alarming thing of all is the prospect of over 1000 cars in this district. Ghent Avenue is not designed for this amount of traffic. I hope that you will give serious thought to both sides of the problem before changing the by-law.	9/7/2021