SUBJECT: Information report for the plan of subdivision, official plan and zoning by-law amendments for Surrey Lane, Warwick Drive and Georgian Court

TO: Planning and Development Committee

FROM: Department of City Building - Planning Building and Culture

Report Number: PB-33-19

Wards Affected: 1

File Numbers: 505-04/17, 520-11/17 and 510-03/17

Date to Committee: April 2, 2019

Date to Council: April 23, 2019

Recommendation:

Receive and file department of city building department report PB-33-19 regarding the proposed plan of subdivision, official plan and zoning by-law amendments for Surrey Lane, Warwick Drive and Georgian Court.

Purpose:

The purpose of this report is to provide background information for the statutory public meeting required under the Planning Act for Official Plan and Zoning By-law amendment and Draft Plan of Subdivision applications.

The report provides an overview of the proposed applications, an outline of the applicable policies and regulations and a summary of technical and public comments received to date.

The report relates to the following objectives of the City of Burlington Strategic Plan:

A City that Grows

- Targeted Intensification
    - Architecture and buildings are designed and constructed to have minimal impact on the environment reflecting urban design excellence that create buildings and public spaces where people can live, work or gather.

    - Older neighbourhoods are important to the character and heritage of Burlington and intensification will be carefully managed to respect these neighbourhoods.

- Focused and Directed Population Growth
    - 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.
    - Future development will be higher density, walkable and accessible, transit-oriented with appealing streetscapes. The City will become a leader in walkability and bikeability scores in the province and will be fully aligned with provincial strategy and goals.

A City that Moves

- Increased Transportation Flows and Connectivity
    - Walkability and cycling has guided the development of new and transitioning neighbourhoods and the downtown so people rely less on automobiles.

A Healthy and Greener City

- Healthy Lifestyles
    - Residents will live within a 15 to 20-minute walk from parks or green spaces
    - A healthy natural heritage system that is protected, well connected, conserved and enhanced within the city's urban area.

An Engaging City

- Good Governance
- Community Building through Arts and Culture via Community Activities

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REPORT FACT SHEET

RECOMMENDATIONS:	*None. Statutory Public Meeting*	***Ward No.:***	*1*

Application Details	***APPLICANT:***	*QuadReal Property Group*
	OWNER:	*bc IMC Realty Corporation.*
	FILE NUMBERS:	505-04/17, 520-111/17 and 510-03/17
	TYPE OF APPLICATION:	*Official Plan and Zoning Bylaw Amendments and Draft Plan of Subdivision*
	PROPOSED USE:	*1450 residential units comprised of a mix of townhouse, mid-rise and high-rise buildings.*
Property Details	***PROPERTY LOCATION:***	*South side of Surrey Lane, west of Francis Road Bikeway, north of Marley Road and east of King Road*
	MUNICIPAL ADDRESSES:	*610, 611 Surrey Lane; 865 King Road; 615, 699 Marley Road and 847,871, 894, 917 Warwick Drive*
	PROPERTY AREA:	*8.4 hectares (20.75 acres)*
	EXISTING USE:	*280 rental townhouse units*
Documents	***OFFICIAL PLAN Existing:***	*Residential - Medium Density*
	OFFICIAL PLAN Proposed:	*Residential - Medium Density and Residential – High Density*
	ZONING Existing:	*'RM2' Residential Medium Density*
	ZONING Proposed:	*'RM2-x and RH2-x' Residential Medium and Residential High Density*
Processing Details	***APPLICATION RECEIVED***	*October 30, 2017*
	STATUTORY DEADLINE	*May 28, 2018*
	NEIGHBOURHOOD MEETING:	*November 20, 2017*
	PUBLIC COMMENTS:	*Staff has received multiple emails and letters.* *Note: Some constituents sent multiple letters*

Background and Discussion:

The purpose of this report is to provide an overview of the proposed applications, an outline of the applicable policies and regulations, and a summary of the technical and public comments received to date. This report is intended as background information for the statutory public meeting. As such, no recommendations on the applications are being made at this time.

Site Description

The subject applications are located along the west side of King Road, south of Surrey Lane, east of the Francis Road Bikeway and north of Marley Road, known municipally as 610, 611 Surrey Lane; 865 King Road; 615, 699 Marley Road and 847,871, 894, 917 Warwick Drive. Warwick Drive cuts through the overall site in a north/south direction connecting Surrey Lane and Marley Road and Surrey Lane cuts through the property in the north-west corner of the site. The subject lands comprise a total area of approximately 8.4 hectares (20.75 acres) with frontage along King Road, Surrey Lane, Warwick Drive and Marley Road.

As shown in Figure 1, to the north of the subject properties is predominantly high density residential uses (ie. apartment buildings) with medium density residential uses located along King Road (ie; townhouses); further north are commercial business uses along Plains Road East; to the west and south of the subject properties is low density residential uses (ie. single detached dwellings); and to the east is the Francis Street Bikeway with low density residential located on the east side of the Bikeway.

The Francis Road Bikeway is located within the floodplain and regulated by Conservation Halton.

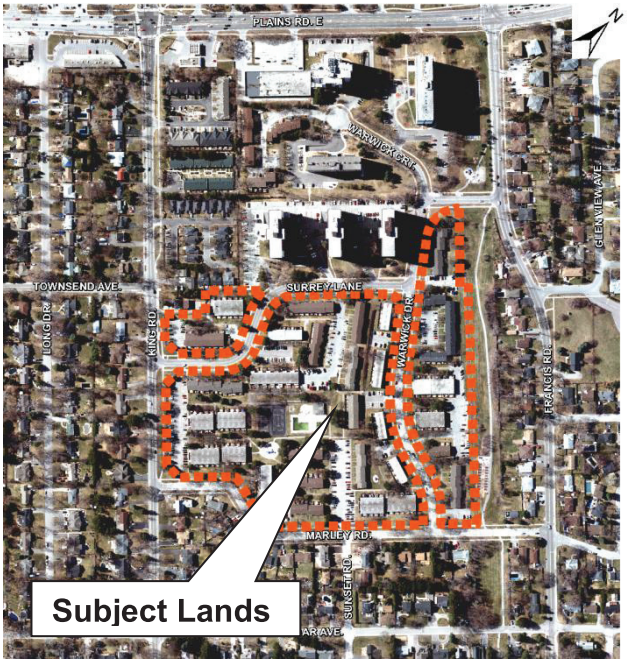


Figure 1 - Aerial Photograph

Description of Applications

On October 30, 2017, the Planning and Building Department acknowledged that complete applications had been received for Official Plan and Zoning By-law amendments and Draft Plan of Subdivision. The applications propose the development of 1450 residential units comprised of a mix of townhouse, mid-rise and high-rise buildings as illustrated in Appendix II – Detail Sketch.

A total of 2411 parking spaces are being proposed.

Technical Reports

The following technical reports were submitted in support of the applications:

- Draft Conceptual Site Plan, prepared by Urban Strategies Inc., dated July 21 2017;
- Draft Plan of Subdivision, prepared by Bousfields Inc., dated July 12, 2017 Surveyor's Certificate
- Plan of Survey, prepared R. Avis Surveying Inc, dated December 20, 2016
- Conceptual Landscape Plans, prepared by the Mbtw Group, dated September 2017;
- Tree Inventory and Preservation Plan/Arborist Report, prepared by Urban Forest Innovations Inc., dated July 20, 2017;
- Tree Protection Schedule, prepared by the Mbtw Group, dated September 2017;
- Planning Justification Report, prepared by Bousfields Inc., dated September 2017;
- Urban Design Brief, Urban Strategies, dated July, 2017;
- Noise Feasibility Study, prepared by Valcoustics Canada Ltd., dated September 20, 2017;
- Phase I Environmental Site Assessment, prepared by Pinchin, dated May 18, 2017
- Financial Impact Study, prepared by Altus Group, dated September 14,2017
- Functional Servicing and Stormwater Management Report, prepared by Urbantech, dated September 2017;
- Hydrogeological Investigation Report, prepared by MMM Group, dated January 2017
- Pedestrian Wind Assessment, prepared by RWDI dated July 19, 2017
- Master Plan Application Transportation Considerations, prepared by BA Group, dated September 20, 2017;
- Geotechnical Investigation Report, prepared by WSP Canada Inc., dated January 5, 2017

The applications along with these materials have been circulated to various departments and agencies for technical review. The applications remain under technical review with revisions requested by various agencies (comments included below in the Technical Review section). The technical reports can also be accessed and reviewed on the City's website at www.burlington.ca/georgiancourt.

Discussion:

POLICY FRAMEWORK

The proposed Official Plan and Zoning By-law amendment and Draft Plan of Subdivision applications are subject to the following policy framework: the Provincial Policy Statement (PPS), 2014; Places to Grow, Growth Plan for the Greater Golden Horseshoe, 2017; Halton Region Official Plan; City of Burlington Official Plan, and the City of Burlington Zoning By-law 2020.

Planning Act

When dealing with their responsibilities under the *Planning Act*, Municipalities shall have regard to a wide range of matters of provincial interest with respect to matters such as protection of the environmental features and agriculture, efficient use of infrastructure and services, adequate provision of housing, employment and facilities, sustainable and transit supportive development and accessibility for all persons.

Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement provides broad policy direction on matters of provincial interest related to land use planning and development that support the building of viable, healthy and strong communities. The PPS focuses growth and development within established settlement areas and promotes efficient development and land use patterns which sustain financial well-being of municipalities over the long term. The PPS policies provide for an appropriate mix and range of housing and employment to meet the needs of current and future residents through opportunities for intensification and redevelopment.

The PPS supports improved land use planning and management based on policies that contribute to the efficient use of land and infrastructure, protection of natural and built resources, creation of healthy, active and transit supportive communities, protection of public health and safety and increased accessibility for all members of the community. It is noted that all decisions affecting planning matters “shall be consistent with” the PPS.

Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe provides a growth management policy direction and framework for implementing the Province’s vision for building stronger, prosperous complete communities by better managing growth within existing urban areas.

The Growth Plan encourages transit supportive densities and a healthy mix of housing, employment growth and access to services in order to achieve compact, vibrant and complete communities. This type of development optimizes investments in infrastructure and public service facilities and accommodates people at all stages of life and includes a

mix and range of housing and jobs as well as easy access to stores and services to meet the daily needs of residents.

The Growth Plan contains population and employment forecasts to plan for and manage growth to the horizon of the Growth Plan and requires Municipalities to develop and implement through their official plan policies and strategies for achieving allocated intensification.

Halton Region Official Plan

The Region's Official Plan (ROP) provides goals, objectives and policies to direct physical development and change in Halton Region. The ROP provides population and intensification targets for all of the local municipalities including the City of Burlington.

The subject property is designated "Urban Area" in the Region Official Plan. The Urban Area is where urban services (municipal water and/or wastewater systems) are or will be provided to accommodate existing and future development. The Regional Official Plan states that permitted uses shall be in accordance with local Official Plans and Zoning By-laws and subject to other policies of the Regional Official Plan.

City of Burlington Official Plan

The subject lands are located within the urban boundary and are designated as Residential - Medium Density on Schedule B of the City's Official Plan.

The residential policies provide for housing that includes ground or non-ground oriented housing units with a density ranging between 26 and 50 units per net hectare. The Official Plan speaks to maintaining a sufficient supply of owner occupied and rental housing to meet existing and future needs through a broad range of housing types. The housing policies require where demolition of rental housing occurs, replacement housing units are to be provided for the demolished rental units.

One of the residential policy objectives encourages new residential development and residential intensification within the Urban Area in accordance with 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, integration with existing residential neighbourhoods and protection of the natural environment. Another objective is to provide housing opportunities that encourage usage of public transit, pedestrian and bicycle transportation networks and decrease dependence on the car. The designation also encourages the integration of a wide range of housing types and tenure, while requiring new residential development to be compatible with surrounding properties.

Adopted City of Burlington Official Plan, April 2018

The proposed New Official Plan was adopted by Council on April 27, 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.

City of Burlington Zoning By-law 2020

The subject lands are zoned Residential (Medium Density) RM2 as shown in Appendix 1 to this report. The applicant is proposing to rezone the site to RM2-x and Residential (High Density) RH2-x, as mapped in Figure 2.

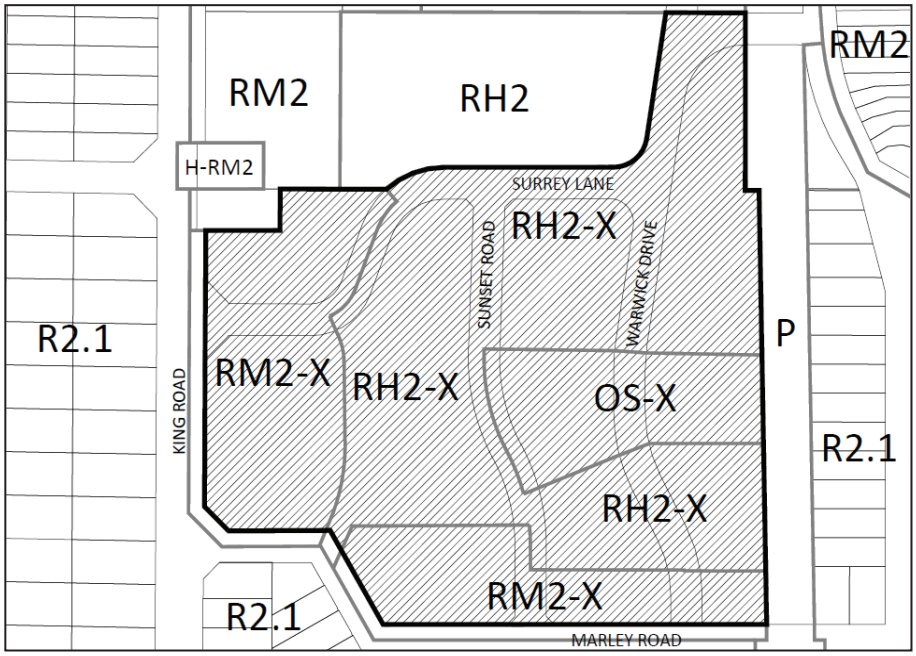


Figure 2 – Requested Zoning Map

The applicant is requesting changes the RM2 zoning requirements to also permit street townhouse and back-to-back townhouse units with site specific modifications described below in Table 1. The applicant is also requesting the addition of an RH2 zone in the locations identified in Figure 2 with site specific exceptions to allow for the development of back-to-back townhouse and apartment units with the site specific modifications described below in Table 1.

The applicant has also requested an Open Space zone for the site which reflects the area identified for park land.

Table 1 – Requested Zoning amendments to RM2 and RH2

Regulation	Required RM2 **	Requested amendments to RM2	Required RH2	Requested amendments to RH2
Lot Width	45 m	Not requested	45 m	Not requested
Lot Area	0.4 ha	Not requested	0.2 ha	Not requested
Front Yard	7.5m	Not requested	Varies (7.5 m +)	**3 m**
Rear Yard	9m	Not requested	Varies (7.5 m +)	**3 m**
Side Yard	4.5m	Not requested	Varies (7.5 m +)	**3 m**
Street Side	6m	**3 m**	Varies (7.5 m +)	**3 m**
Yard abutting a creek block	7.5 m or 4.5 m with 3 m buffer	Not requested	7.5 m or 4.5 m if 3 m buffer	Not requested
Parking Structure below grade	3 m	Not requested	3 m	**0 m**
Max. Density	40 units/ha	Not requested	50 units per hectare plus an additional 1.5 units for each 100 sm increase over 2000 sm up to 100 units per hectare	**302 units per hectare over RH2 area**
Amenity Area	25m^2/ bedroom	**20 m^2/ unit**	25%	**10 m^2/ unit**
Privacy Area	20m^2/unit	**10 m^2/ unit**	Not applicable	
Maximum height	2 storeys	**3 storeys**	18 storeys	**20 storeys**
Landscape Area	4.5 m <27 m ROW 6 m >26 m ROW	**5 m along King Road**	4.5 m <27 m ROW 6 m >26 m ROW	Not requested
Landscape Buffer (abutting an RM2 zone)	Not applicable		3 m	Not requested
Driveway/Parking Setback from Habitable Room	Not applicable		4 m	**0 m**
Balcony, canopy projection	50 cm or 1 m	**2.5 m**	Half distance of required front /street yard	**2.5m**
Porch projection	65 cm	**1 m**		
All other encroachments	Varied	Not requested	Varied	**1 m**
Parking structure below grade	3 m	Not requested	3 m	**0 m**

Staff acknowledge that site specific modifications may change dependant upon the resubmission of revised plans. Staff will review any changes to the requested zoning which will be identified by staff in the future report to Committee.

Technical Review

On October 23, 2017, staff circulated a request for comments to internal and external agencies, including Halton Region and Conservation Halton. Formal comments on the applications have been now been received. Agency comments will be addressed in the subsequent recommendation report.

BEDC

BEDC is interested in the affordable housing component of this application from the standpoint of attracting a younger demographic to live and work in Burlington.

Ministry of Transportation

The proposed development is outside the MTO's permit control. If the Ministry identifies traffic-related issues, the Ministry would like to work alongside the City to develop solutions.

Halton District School Board (HDSB)

HDSB has commented that this area is currently within the King's Road Public School, Maplehurst Public School and Aldershot Elementary Public School and Aldershot High School catchment areas. Schools are under OTG capacity and a decline in enrolment will negatively impact viability of the schools. HDSB expressed concern with the transition from the current to the redeveloped community and the displacement of students.

Halton Catholic District School Board (HCDSB)

HCDSB has no objection to the proposed applications, as submitted. If the development were to proceed immediately, elementary students generated from this proposal would be accommodated at Holy Rosary (Burlington) Catholic Elementary School located at 261 Plains Road East. Secondary school students would be directed to Assumption Catholic Secondary School located at 3230 Woodward Avenue.

Canada Post

Canada Post has no objections to the development proposal.

Parks and Open Space – Capital Works Department

Staff are encouraged to see mid-block connections through POPS to improve the pedestrian/cycling connections through the site. Capital Works will require a public park a minimum of 1.5 hectares in size with the remainder of any required parkland

dedication made via cash-in-lieu of park dedication. The park block is to be located with public road frontage with preference for centralized location.

Site Engineering – Capital Works Department

Site Engineering staff reviewed the submitted documents. There is important additional information and revisions to the submitted documents required in order for Site Engineering staff to complete a full review and provide a recommendation to planning staff.

Urban Forestry – Capital Works Department

At this time, Urban Forestry and Landscaping staff are unable to provide a recommendation to approve this application, based on the following:

1. The proposed development does not meet our Strategic Plan goal of ensuring that the "city's urban forest and tree canopy increases and continues to thrive" through ensuring that "streetscape plans and private development will increase the city's tree canopy".
2. Revisions to site design, reports, and materials are expected.

Transportation Department

Transportation Planning reviewed the Master Plan Application Transportation Considerations (Transportation Impact Study) and are comfortable with the Summary and Conclusions contained in the submitted Transportation report.

Transportation Planning also note that all new public streets must have sidewalks on both sides of the entire length and incorporate complete streets elements, such as raised crosswalks, curb bulb-outs to minimize pedestrian crossing distances, textured pavements, etc. The applicant should also consider the provision of car share parking spaces and vehicles, on-site bicycle parking, electric vehicle charging stations and promotion of transit to residents.

Conservation Halton

Conservation Halton is unable to support the applications, as submitted, until additional information is provided including revised drawings and reports as part of the next submission.

Hydro One

Hydro One has no comments or concerns at this time.

Union Gas

Union Gas requests that as a condition of final approval that the developer provide Union Gas with any necessary easement and/or agreements required for the provision of gas services for this project, in a form satisfactory to Union Gas.

Halton Region

Regional Staff are not in a position to provide a recommendation to City planning staff on the subject applications until additional information and updates to reports are received to address groundwater, possible soil contamination and servicing concerns.

Financial Matters:

In accordance with the Development Application Fee Schedule, all fees determined to date 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 October 2017 to surrounding property owners / tenants. Notice signs were also posted on the property, which depicted the proposed development. All technical studies and supporting materials were posted on the City's website at www.burlington.ca/georgiancourt.

Neighbourhood Meeting

A neighbourhood meeting was held on November 20, 2017 at École élémentaire catholique Saint-Philippe and was attended by approximately 80 members of the public, the Ward Councillor, City staff, the applicant and various consultants that contributed to the applicant's submission. Planning Staff provided a brief presentation of the planning process and introduced the application.

Comments and concerns included the following:

- Traffic;
    - Concern with increase in traffic volumes on neighbourhood streets that are already busy because of IKEA;
    - Plains Road already busy; how will it accommodate more traffic?
    - What about all new development proposed on Plains Road, has it been considered?
    - Will there be any road widening proposed for Francis or Plains Road?

- Loss of affordable housing
    - Chose Georgian Court because it was only affordable place in Burlington; will the new units still be affordable?
    - Rent increases are unrealistic
    - Is there other rental properties being proposed or built in Burlington?

- Will there be consideration of loyalty program for long time residents (20 plus years)
- Will people be forced to move out of the neighbourhood/Burlington? There is no where else to go in Burlington
- Phasing will allow for relocation within the community but will I have to move more than once? What if there is not a townhouse to move into? Prefer townhouses to apartments as have front yard and can walk to cars

- Impact on schools given the size of proposal?
  - Will kids have to be bussed out of area?

- Amenities
  - What will be provided in the park?
  - Will there be swimming pool, tennis courts or skating rink?

- Building heights/Density
  - Loss of privacy of backyard
  - Don't want more density
  - Already a dense area

- Infrastructure
  - Will existing infrastructure be able to accommodate development of this size?
  - Flooding

- Phasing
  - How many times will I have to be relocated?
  - Concern with 10 year phasing and living in construction zone that long
  - Safety of children during construction
  - Construction noise for 10 years

- Concern about compatibility with neighbourhood
  - Loss of existing community feel within Georgian Court
  - Will negatively impact property values

In addition to the Neighbourhood Meeting, staff and the applicant have met with the Georgian Court Neighbourhood Advisory Committee to discuss their concerns and obtain additional input on the applications. The concerns raised by the Neighbourhood Advisory Committee were similar to the public comments received and also included loss of existing neighbourhood/community feel, loss of green space/amenities, equal replacements and affordability, displacement and phasing of project and overcrowding and traffic.

Public Comments

As a result of the public consultation, several written comments and a position paper were received from members of the public. Public comments can be found in Appendix III and IV of this report. The comments received highlighted the following themes and areas of concern about the development and are summarized below:

- Traffic & safety;
  - Concern with increase in traffic volumes and existing traffic congestion;
  - Safety of children playing/crossing the street;
  - Concern with speed of traffic on King and Marley
  - Trip generation in the TIS seems low not based on reality;

- Concern about affordability and phasing
  - Last place in Burlington with affordable housing
  - Will rents continue to be affordable-how much will they increase?
  - Will existing tenants rent increase if they are forced to move?
  - No space left in city for low to mid income families

- Concern with number of units / height / density;
  - Proposed development constitutes over-intensification;
  - Buildings higher than existing apartments
  - Prefer a mix of condo and rental
  - High density leads to increase in crime
  - Concern about impact on schools

- Concern with loss of green space;
  - Add landscape median to Warwick

- Length of project – construction for 5-10 years
  - Disruption to surrounding residents,
  - Noise, dust, construction equipment

- Concern about compatibility with neighbourhood
  - Effect on quality of life
  - Size of buildings do not fit the neighbourhood
  - Loss of privacy
  - Will negatively impact property values

- What amenities will be provided
- Need for more Community facilities
  - Area underserviced – community centre
  - Grocery store

- Concerns about tree removal

All questions and concerns raised by the public will inform staff's review of the application and will be addressed in a future report.

Sustainable Development Committee (SDC)

Overall the SDC does not support this application as it does not comply with sustainable building principles.

The SDC included a number of comments for consideration that would further enhance the proposed development. These included issues such as consideration of increased density and open space to create a more livable community; consideration of district energy; preservation of as many trees as possible and provision of additional tree planting to achieve at least 30% tree canopy in 20 years; enhancing Transit Demand Management measures to encourage residents to use forms of transportation other than automobiles; use of car share; provision of 60% less parking and all with EV chargers; enhancing stormwater management through such things as LIDS, reuse of stormwater for landscape irrigation and use of green roofs, where appropriate; and incorporation of sustainable building practices net zero and LEED level components. Additionally, consideration should be given for the provision of affordable and accessible housing.

The developer has met with the Sustainable Development Committee to review and discuss their comments in detail, which will be considered in the future resubmission.

The SDC comments are attached as Appendix D.

Next Steps:

Planning staff have met with the consulting team to discuss and review the comments received. This is a large scale redevelopment project of purpose built rental units that will have a very significant impact on the community and the City.

Given the importance of the applications, planning staff have been working through some of the technical issues identified with the applicant's consulting team. Planning staff will continue to work with the applicant and their consulting team as they finalize the additional necessary works and updates to the various reports/studies to determine how they can best address technical comments received from agencies/departments and comments received from the public.

Planning staff anticipate that there will be changes to the overall site design as well as tenure; however, at this time the details of these changes have not been finalized.

Conclusion:

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

Respectfully submitted,

Lola Emberson, MCIP, RPP

Senior Planner – Development Review

905-335-7600 ext. 7427

Appendices:

A. Location/Zoning Sketch
B. Detail Sketch
C. Concept Sketch
D. Public Comments
E. Sustainable Development Committee Comments

Notifications:

John Marrotta, QuadReal

john.marotta@quadreal.com

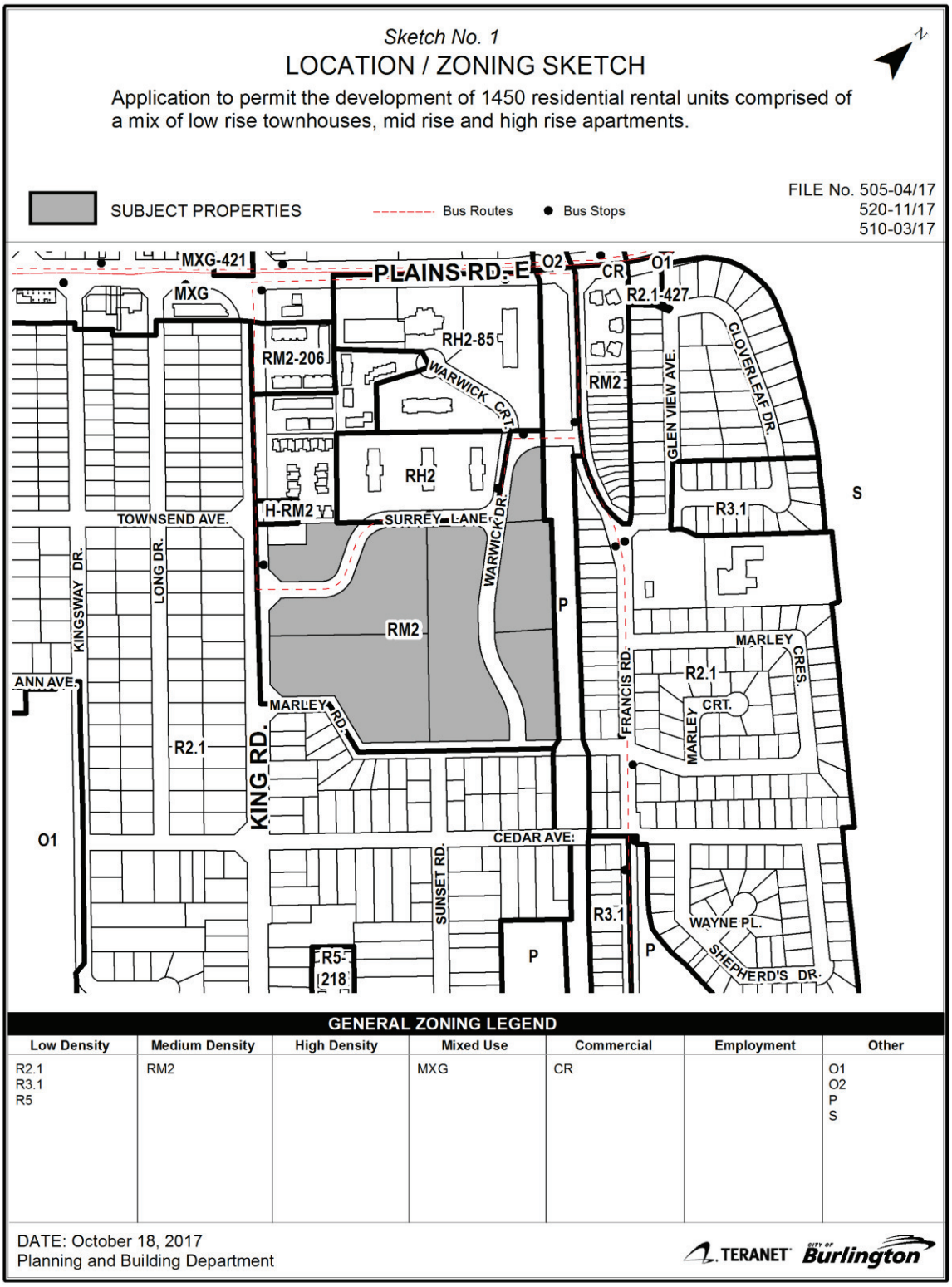
Ben Hoff, Urban Strategies

bhoff@urbanstrategies.com

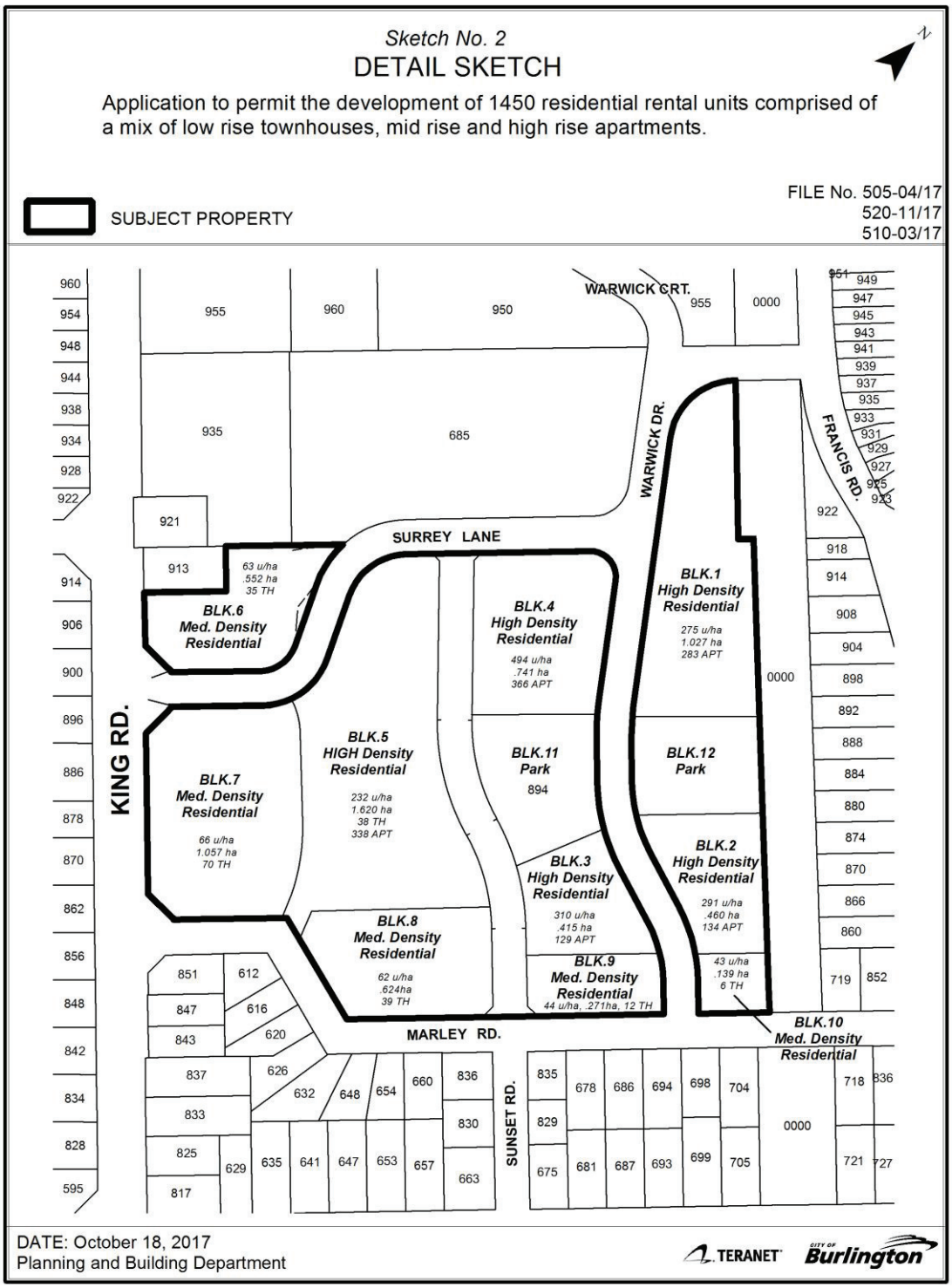
Report Approval:

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

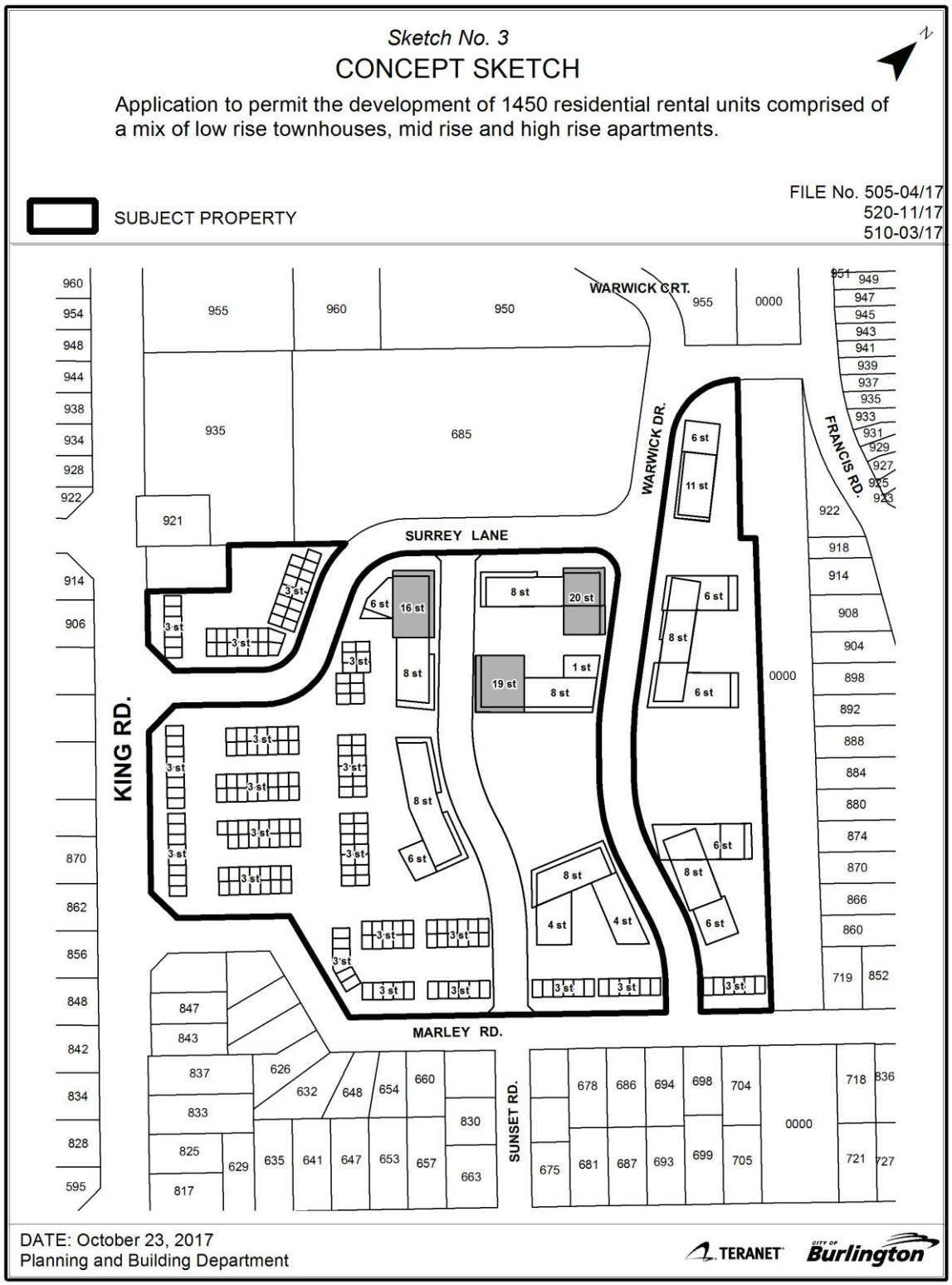
Appendix A – Location / Zoning Sketch



Appendix B – Detail Sketch



Appendix C – Concept Sketch



#	Name & Address	Date Received (by email unless otherwise stated)	Comments
1	Ross Graham 905 Long Drive, Burlington, ON	Oct. 16/17	I have concerned about the concentration of units, the loss of green space and parking in the neighbourhood.
2	Marie MacLeod Vern Inglehart 648 Marley Road Burlington, ON L7T 3R7	Oct 26/17	As residence of Marley Road, directly across the street from the proposed site (Georgian Court) we are expressing our disapproval of the increased density and building height. These proposed increases are excessive and we feel they will be detrimental to the quality of life we now enjoy. The sheer increase in the number of people and height of buildings, not to mention the traffic in this small area will devalue the properties in the area. We vehemently oppose this application.
3	Dave Goch 927 Francis Road Burlington, ON L7T 3Z1	Oct 26/17	I did not know my 927 Francis Road property zoning was RM2, thanks for that. Unfortunately, I will not be in Burlington on the day of the hearing. Too bad, there will probably be fireworks from some of the residents that back on to those lands. Instead of townhouses they will see high rises if this goes through. Regarding the development proposal: I am not in favor of block 1 high density proposal. I am ok with medium density. In general, I would prefer a mix of condominium and rentals to try to add more balance to the neighborhood. There are a lot of existing problems with the complexes in the Warwick area. There is a history of frequent police, drug and fire presence. My house was broken into last year. I think adding condo owners would improve the situation. I would like to see Francis Road altered to widen the last block before Plains to 3 lanes plus the addition of a bike lane. In the morning 2 lanes go towards Plains and in the evening 2 lanes go the opposite direction. Overhead green arrow and red X can serve as traffic flow direction indicators.

			Other comments: If the city is intent on adding more residents to the area then I think it is time the city funds a proper community center or partner with the Y. Our area is under served by the city in this regard. I also think the city and developer should offer something up to the residents to sell this. Answer the question, what are we getting out of this? With the next election on the horizon, I would prefer to call our future rally "Rick's our guy, go with Rick". I am not as keen on holding a negative "Dump that Chump Rick" rally. Thank you
4	Melanie Seth	Oct 28/17	We are residents on King Road (West side of the street) and are concerned about the added traffic this project will bring as we have no side walk or crossing on our side of the road in order to get our son to King's Road PS. Is that something that would be addressed? Thanks
5	Veronica Findlay Francis Road Burlington, ON	Oct 30/17	As it is right now the traffic on Fairview going west to Plains Rd is ridiculously backed up every day from the sheer volume of people trying to get home. This whole area is so congested at times I can't even get onto my road in the morning sometimes. There is a serious lack of access roads to get from anywhere east of Mapleview Mall to west of King Rd. How are you going to fix the extra volume of traffic that adding this many more people to the area will cause? I just don't think this older area can handle adding this many extra people.
6	Brigid Murphy Keith Thomson 8-873 Warwick Dr Burlington, ON L7T 3Y4	Oct. 31/17	The following are thoughts and comments regarding the Realstar proposal. We are residents of 873 Warwick Drive. 1. There has been some speculation by Realstar that the existing complex is too expensive to repair and cheaper to destroy and rebuild. How truthful is that? Ongoing maintenance will be required either way. 2. The proposal will heavily increase traffic and

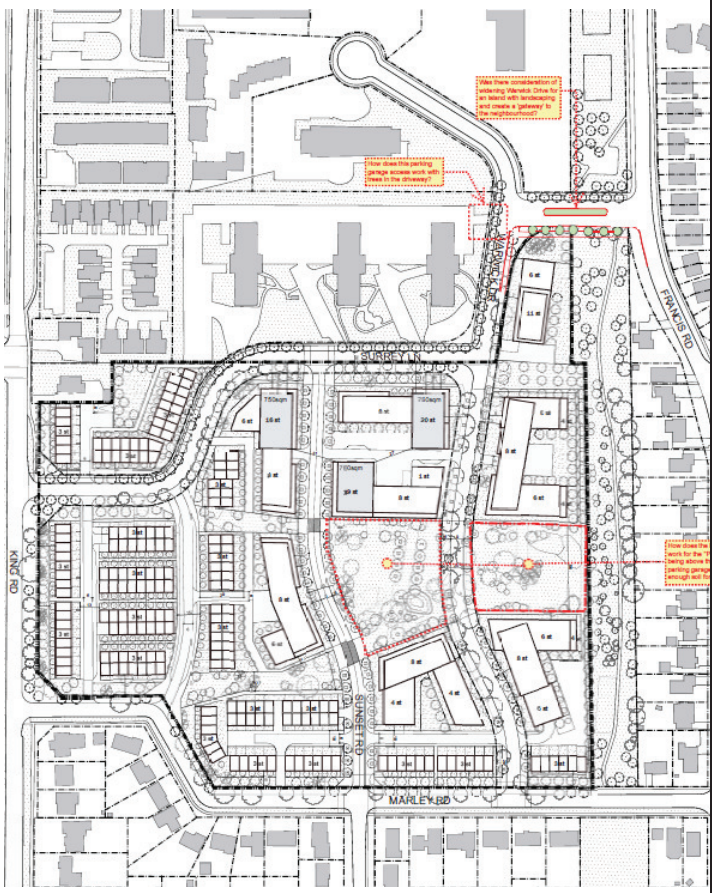
			congestion in the area and pose more of a danger to children. 3. The proposal will destroy the current sense of community here. 4. The proposal will displace families with pets which are numerous in the existing complex. 5. The proposal does not address what provisions will be made for current tenants who wish to stay or the order in which the re-construction will take place eg. which units will go first. 6. The proposal will destroy the existing neighbourhood and affect the safety and security of the surrounding residential areas by mere overpopulation. It will also negatively impact the surrounding residential property values. We do not believe the proposal is a positive move for residents currently living in and around Georgian Court Estates or the community at large. It will only benefit Realstar Managements development holdings. I hope you will take these concerns into consideration.
7	Sharon Docherty 645 Surrey Lane, Unit 2 Burlington, ON L7T 3S7	Oct 31/17	I am currently a tenant at 645 Surrey Lane. We moved in February of 2017 and in March I believe possibly April of 2017 a notice went out telling all tenants that there was a plan to rebuild starting 2019. We moved in here thinking we could raise our kids in this area without having to move again. However this is not the case. When calling our superintendant Katrina at the time, I was told that should we wish to stay and move into a new unit the rent would be charged at a rate comparable to others in Burlington. I understand that this is the last housing location in Burlington that offers a reduced rate. After looking in the area it is not very fisable for the majority of families this area to pay that amount as it will be much higher than our current rate. I feel this is forcing us to move yet again and to find a new hometown to raise our family. I know that one person isn't always enough to make a change, however I am hoping that there

			is more than me asking the city to rethink tearing down these town houses to rebuild. This seems like a plot to make more money and drive out the current tenants. Thanks for your time.
8	Sheri Simmons	Oct. 31/17	I received the information in the mail about the redevelopment of Georgian Court. I do not agree with all of it. Im a single mom of three who works fulltime and have always worked. How affordable are these new units going to be? Im moving into the townhouses in a month and did not realize where my unit is, is second on the list to be torn down. Its already hard to afford to live here at this time with everything going up and I don't feel I should feel like Ill eventually be pushed out. I grew up here as a child with a lot of childhood friends who no longer live in this area but are also torn about them tearing them down. My kids are growing up here and I would love for them to finish off here. They are outstanding students with good grades and I do not want to uproot them due to greed on the part of them wanting to just bring in the money and bring in people from the Toronto area who will clearly be able to afford the high price tags. Why cant they just renovate the exsisting units like all other townhouses are currently doing in the city? Why keep building up and have more people move here when the streets are already congested everyday. My 25 minutes to and from work now takes me almost 45 mins to an hour and that is going just from near ikea to walkers line/mainway area. These are just my opinions and Im sure a lot would agree but does it really matter what we have to say. Regardless its going to go through. More money for the city right?

9	Michael Sloan	Nov 9/17	I have lived in Aldershot since 1991. I own my own home on Marley Crescent. I think about the Development is a great idea, as they are aged and need TLC. My concern is: 1. Where will the people move while construction is underway. 2. For new people that move in, will they see a Major Rent Increase. 3. Is this just a way to satisfy the owners to increase property rental. 4. If the same person moves back in , will there be no increase on there rent. Example : If a person today is paying $1,700.00 per month will the New rent go up & $2,400.00
10	Katherine Bondy 724 Surrey Lane Burlington, On L7T 3S6	Nov 14/17	My name is Katherine Bondy, and I'm a 26-year-old resident at Georgian Court Estates. I've been mulling around the prospect of emailing you since the signs went up, waiting for my frustrations to quiet down, but it seems like that's not going to happen. This project proposal is appalling. You want to give the first round of residents six to eight months to find a new place to live so you can pave down their homes, then try and get them to rent a smaller, poorly built apartment for nearly double the price? Then you want to rinse and repeat five times over? This is ethically, morally and fundamentally wrong. You are taking away the homes of people who have lived here for upwards of 25 years so you can stuff commuters in to overpriced and underdeveloped apartments that will likely fall apart within the first six months. The sudden and irresponsible over-development of Burlington is shameful and will cause nothing but crowded streets and an overpriced market where people like me - young and wanting to start their life, cannot find a place to live. I have lived in Burlington my entire life, and I was hoping to stay here, buy a home, pay taxes and be a part of the community though my career and volunteer work, but I can guarantee you I will be leaving if this project goes through.

			It feels like the final nail in the coffin. And it won't just be me. By continuously allowing for devastating projects like this to overtake our city - projects that are only driven by greed, you will lose an entire demographic of citizens, officially making Burlington another sad and grey commuter city. There is no space left in this city for low to mid income families, and our government is doing a great job in making sure that whoever is left here within a lower income bracket leaves as soon as possible. Within the next 20 years, all that will be left in Burlington are high rise condos and Toronto commuters. It will no longer be a place to raise a family, to start a career, or to consider a real home. And this is just the social impact, we need to consider the environment as well. Lake Ontario is already polluted enough as it is, and there's no lack of contribution on our part. Now as a city, you want to put in more concrete, more cement and more people. This will increase pollutant run off, waste products and garbage volume, steadily affecting our land, resources and already deplorable beach. This can't continue. The only reason the city is doing this is out of greed. You all have to see that the community does not benefit from this. I am beyond frustrated with my hometown right now, and I feel like no matter what I, or any other citizen says, we won't make a difference. And that in itself is incredibly sad. I sincerely hope this project falls through, and instead, you invest money into after school programs for kids in need, or better accessibility for handicapped citizens, or improved program structure and information for drug and alcohol abuse, or stronger resources for new immigrants, or improved and more accessible childcare programs, or better protection for women walking home alone at night. All things that members of this city would actually benefit from, both in the present and long term.

			Thank you for your time, and hearing my frustrations.
11	Nancy Griffin 955 King Road, Unit 2 Burlington, ON L7T 4J6	Nov 15/17	Please be advised that I am not in support of this project. The mere fact that there will be an increase to 1450 residential units is shocking. Given the fact that each unit will undoubtedly have one vehicle and possibly more the increase in traffic spilling onto King Road or Francis Road is unnerving and dangerous. Presently to enter onto King Road from our existing complex (955 King Rd) during rush hours requires extreme caution and patience. Likewise exiting east from King Road across a lane of traffic travelling north is also dangerous at the best of times due to volume of traffic. Also to be considered is that there is presently a constant flow of people using the sidewalks which also must be considered when trying to exit or enter onto King Road. In summary I feel very strongly that planning to increase traffic flow of this magnitude is not only short sighted but very dangerous to both drivers and pedestrians.
12	Bob Gould 702-975 Warwick Court Burlington, ON L7T 3Z7	Nov 16/17	I live at 975 Warwick Court and find that our condo prices are well below the rest of Burlington, because of the large rental community in the area. Now with the proposal from Georgian Court to increase the density from 25-40 units per hectare, with a 2 storey max. height, to something in the range of 302 units per hectare, with a height of 16-20 storeys, this would further impact our prices. On top of all of this I will have to listen to heavy construction for the next 5-10 years. I just want to go on record as being strongly against this huge zoning change in our area.
13	Mike Nogas 4-960 Warwick Court Burlington, ON L7T 4C5	Nov 17/17	I would like to add my cooments for consideration on the proposed Georgian Court redevelopment. Believe that there are good ideas proposed but the overall number of units is too great for the site. Particularly the arrangment of townhouses at the west side towards King Road. There should be some open space for this section.

			Another concern is the high rise towers being higher than existing apartments on Surrey Lane. The towers along with the 8 story base buildings will create a visual wall along the south side of Surrey Lane. There are some additional comments that are noted on the attached PDF. • Widen Warwick-add median landscape, gateway to neighbourhood • Access to existing underground parking not shown • In the park above underground parking, need large trees 
14	Nichola Dakins 616 Marley Road, Burlington, ON L7T 3R7	Nov 20/17	I would first like to thank you for your time when we spoke on the phone about the planning to redevelop Georgian Court (King, Surrey, Marley, Warwick), Files: 505-04/17, 520-11/17 & 510-03/17. As per your suggestion I'm sending you some of my concerns via this email.

			Also just to mention again my Family and I have been apart of this neighbourhood for just over 6 years and for many years to come (really no plans on ever moving) we plan on calling this place Home! The news of this development was very unsettling to hear, not only to our family but to other families we have spoken to in our neighbourhood. To keep this email short and to the point I will make my concerns in point form, also my husband and I do hope to make the meeting tonight (20th) but we do have young children so we may not be able to make it due to child care, I'm sure a lot more people would be able to attend if there was a child minding option...just a thought. **Some main concerns:** -SAFTY , on so many levels, ie drivers are always using King, Marley and sunset as a speedway. countless times I've almost been T-boned pulling out of my driveway because drivers going into the complex parking areas are "flying" around the bend, 60+km is not safe on any residential street never mind the tight single lanes on Marley! - Congestion in the area (it's already terrible) - Cleanliness, of streets because of tenants garbage, they use everyday as garbage day to put trash and large items on curb, how can they (at least) double the population of the complex and stay on top of this issue if at the present moment they can not and this has been ongoing, its not a new problem. it's also not up to me and some of the other residents in the houses across the way to always be picking up the blowing trash! but it's our Home/ community so we do it for the greater good but enough is really enough. - Garbage issues, how will it be handled? Burlington as a City always talks about "what a green city" we are so how will tenants in these High rise/low rise buildings be able to properly and effectively use Blue Bins and Compost? most tenants in the existing townhouse don't but out Green compost bins. - Majour disruption to residents:

			workers/machines, noise, mess and dangers of construction site. - How will this help the community that is already here? Other then financial gain for the property owners will this even help the existing residents? Yes, I support to maintain the existing complexes but to fully rebuild would NOT be in the interest of our neighbourhood or community. If I can also just say I know Burlington as a whole has been under pressure from the province to grow (if you will) but maybe Burlingtonians aren't interested in looking like the rest of the GTA with no natural skyline because it was taken over by condo's, no where to park because developers forget not everyone has a life style for transit, lose of what little wild life we have left in the area and the wild life that is here is a "nuisance" because they come into our yard eat our garbage and maybe even our small family pets...do the developers have a plan for relocation of them? of course not there is no profit in helping or thinking long term. Maybe the residents have left the GTA to have a better life style, to gain green space, less hessle and bustle and so that the next generation can see what a tree older then their house or them looks like. If this plan does go though and all of this disruptions and safety issues take place how much of a decrease in property tax will home owners see? and how much of a tire/car allowance will we receive? it is no surprise that when living in a residential development chips in windows and paint happen often and nails in tires is a very common also. As existing residents we moved into a fully developed neighbourhood that was mature and full of charm, not a new sub-division. I also was wondering it any residents of the neighbourhood are sitting on this board of approval because it would be very difficult for parties that have financial gain in this and people who don't live in this neighbourhood to make an un-biases, well rounded decision. The people in this neighbourhood and community care about what our future here looks like. Thank you again.

15	Mike John	Dec 15/17	Unfortunately I didn't make it to the meeting on November 20th but I felt I should express my opinion on this subject. I believe as many others that this change in residential population is much too much for the area allocated. An almost 5 time increase will significantly affect the lives of those currently living in the area. I haven't any idea of the outcome of the meeting but I hope there was some discussion and some opposition.
16	Kris Maxim Jessica Maxin Francis Road Burlington, ON	Jan 2/18	My wife and I are writing this email regarding the application to redevelop 610-611 Surrey Lane; 865 King Road; 615-699 Marley Road; 847-917 Warwick Drive. We live on Francis Rd, and our house backs onto the bike path. We are very concerned with the the size of the buildings being proposed. They seem more suited towards a downtown core / high density designed area.Our major concerns with the projects are: - Overall Size - the building themselves are not a fit to the neighborhood and will take away the privacy of the surrounding houses. - Large Increase in Population and Traffic - The roads do not seem designed to handle the current traffic and population, an increase in population like this will add further stress to the problem. - 5 to 10 Year Build - concerned about the increased traffic and its safety (construction vehicles specifically), air pollution from the construction and traffic, noise. The design being proposed seems like an attempt by the current property owner to build as big as possible to make as much money as possible. We appreciate a need that may exist to house more people, but think it should be done in more appropriate areas. Our ask is the project be reduced drastically in size.
17	Robert Hayhow 710 Cedar Ave Burlington, ON L7T 2T7	Nov 17/17	Please consider this to be my written comments regarding the proposal for the property address 610, 611 Surrey Lane; 865 King Road; 615, 699

			Marley Road; 847, 871, 894, 917 Warwick Drive (the “Property”). Please also consider this my request to be notified of any decision made regarding the proposed amendments to the zoning by-laws for the Property. I am a resident of the neighbourhood, I reside on Cedar Avenue, very near to the Property. I have lived in this neighbourhood for 14 years. My wife, daughter and father-in-law also reside with me. Over the years living in this neighbourhood, I have noticed a considerable increase in the traffic within the neighbourhood. As I am sure you are aware, directly north-east of the neighbourhood there is a shopping plaza which has a Fortinos grocery store, IKEA, JYSK, Sleep Country and other stores (the “Plaza”). This Plaza contains the only grocery store proximate to the neighbourhood. As there is an IKEA in the Plaza and also the only local grocery store, it is, as you can imagine, quite busy. The intersection of Francis Road and Plains Road is incredibly busy. There are often delays of 2-3 light cycles to get from Francis Road to the Plaza or to turn right from Francis Road onto Plains Road. This difficulty was clearly acknowledged by the City of Burlington (the “City”) as they recently did roadwork to expand the roads in that area. This has not solved the problem. If the amendments to the zoning by-laws for the Property are made, would the City expand Francis Road even further? It seems to me it would be necessary to increase the number of lanes of Francis Road, which would be made highly difficult if not impossible due to the homes on either side of the road. Francis Road is a road which is supposed to be used for local traffic only. In addition, all neighbourhood roads are now 40KM/H roads. While I understand the need for this given the schools in the area, the speed limit combined with the number of stop signs (including the recently added stop sign at Sunset Road and Cedar Avenue) does make for slow traffic in the neighbourhood. Changing the density range by

			the amount proposed will dramatically increase the traffic in the neighbourhood. The City has made these changes to the speed limit and added stop signs in an attempt to make roads safer in the neighbourhood. Increasing traffic will have the opposite effect. In addition, as mentioned above, the Plaza contains the only grocery store proximate to the neighbourhood. This grocery store is busy at all hours of the day and becomes practically impossible to navigate during peak hours and holiday seasons. Tripling the number of residents at the Property will only serve to make the sole grocery store even more unusable. Further, city services will be affected by the change. For example, there are only two small elementary schools in the neighbourhood and it is doubtful they will be able to support a sudden increase to the population. The amount of public transportation in the neighbourhood would likely have to be increased as well, causing further delays on neighbourhood roads, and adding additional noise pollution to the neighbourhood. We have enjoyed quiet, peaceful use of our home for many years. The neighbourhood has been a wonderful place to raise our two children. Changing the Property density from 25-40 units per hectare to 302 units per hectare will fundamentally alter the neighbourhood to which we have become accustomed.
18	John Carey Mary Carey 906 King Road Burlington, ON L7T 3K9	Jan 3/18	We would like to express our our objections to the proposed expansion from approximately 280 units to 1450 and any changes to the existing Zoning By Law. Here are some of our concerns. This is already a very high density area boxed in by King Road, Plains Road, Frances Road, and Cedar Avenue. There are in addition to the town house complex , six high-rise residential buildings, five of which are approximately 15 stories high and one building with 11 stories. The increase in traffic would make roads into a parking lot during rush hour; the pollution and the health issues associated with slow moving traffic, also the high cost to public health and

			social services. These surrounding roads are single lane (i.e. currently when the bus stops on King Road, it blocks the northbound lane). History has shown very clearly that high density residential areas lead to increase in crime, and are vulnerable to becoming a slum, this area is already showing signs of decline. We ask that you reject this proposal.
19	Thomas Sawyer	Jan 18/18	I am very concerned about the proposed huge increase in density under this proposal. A 400-per-cent increase to 1,450 units from the current 280 would further strain Fairview Road and King Road, which are already quite busy at certain times of the day, and would fundamentally change the character of the neighbourhood.
20	Katherine Bondy 724 Surrey Lane Burlington, On L7T 3S6	Nov 21/17	As you suggested, Ms. Emberson, I attended the meeting last night and left feeling more overwhelmed and disappointed than before. During the questioning period, I think maybe only half the questions were actually answered, and mine (surrounding housing for low-mid income families) was not one of them. For the ones that were, it seemed like both the city and project staff didn't really know what they were talking about. Many residents raise concerns surrounding traffic issues, and the responses felt contradictory. The committee offered to put in more speed bumps and stop signs, but this does not and allow for 2,500 more cars to traverse this area daily in an efficient way. Traffic is already overwhelming in this area and now you want to add a surplus of 2,500 vehicles? Hoping that more people start taking public transit is a naive suggestion. People have already opted for personal vehicles due to the poor quality of transit services offered in this city. I know this because I am one of them. Public transit might not be such a poor suggestion if there were more accessible routes, 24 hours services, adequate route times, and reasonable fairs. Taking the bus used to be a way to save money, but now it's the same price for me to own a car.

			This city is price gouging its residents at every corner. First public transit and now renting. When my partner and I moved into our townhouse on Surrey Lane we signed on to pay $1640 monthly, an already heavy price for what we're living in, and now, only three years later the city has allowed Realstar to add another $200.00 to that bill with no explanation. When asked, the response was simply because they could. Now with this new development, the city is going to allow for the same company to nearly double this price and call it fair - call it market value. You're creating a new market value by allowing this to happen, and completely blocking the residents of Burlington to a fair value rental home in the process. This project is lacking greatly in many areas. There were questions left unanswered about traffic concerns, pricing concerns, the aesthetic of Burlington as a whole, and fair treatment of current residents. I do not agree with any aspect of this project, and I am deeply concerned by how hard the city seems to be pushing for it. Considering the city has already changed by-laws for the construction of one condo tower (beside the Walmart), what's to stop you now? My ending question here, and one that I was not able to ask last night, is: What does it honestly take to have a project proposal rejected? How many people need to protest something like this? What can Burlington residents do to ensure that the seven council members responsible for our voices make a decision that reflects what we want? What legal responsibilities do Burlington residents have to commit to in order to reject a project? I've tried looking for this information online, but it does not seem widely available.

NEIGHBOURHOOD MEETING
COMMENT SHEET

Subject: **Applications to amend the Official Plan and Zoning By-law and Draft Plan of Subdivision to permit the development of 1450 residential rental units within a mix of townhouse, mid-rise and high-rise buildings and the construction of a road and park blocks.**

Address: **610-611 Surrey Lane; 865 King Road; 615-699 Marley Road; 847-917 Warwick Drive**

File numbers: **505-04/17, 520-11/17 & 510-03/17**

Please indicate below any comments or concerns you may have about this project

Concerns about Population density

⇒ Traffic

⇒ Equitable comparable housing/rental to existing tenants

⇒ Loyalty program

⇒ Schools

⇒ Is there an opportunity for my son to shadow/learn about city planning from you

Burlington

Please deposit in the comment box when you leave or mail to:

Attention: **Lola Emberson**
City of Burlington Planning and Building Department
426 Brant Street
P.O. Box 5013
Burlington, Ontario L7R 3Z6
or E-Mail to: **Lola.Emberson@burlington.ca**

NO LATER THAN: January 3rd, 2018

(**Please FULLY complete this section, if you wish your comments acknowledged.**)

Name: PETER MWAURA [redacted]

Address: 902 WARWICK DRIVE

City: BURLINGTON

Postal Code: L7T 3Y5

(Optional)
E-mail: [redacted]

Notice of Collection of Personal Information

Personal information is collected under the authority of the **Planning Act**, R.S.O. 1990, c. P. 13 and may be contained in an appendix of a staff report, published in the meeting agenda, delegation list and/or the minutes of the public meeting and made part of the public record. The City collects this information in order to make informed decisions on the relevant issue(s) and to notify interested parties of Council's decisions. It may also be used to serve notice of an Ontario Municipal Board hearing. Names and addresses contained in submitted letters and other information will be available to the public, unless the individual expressly requests the City to remove their personal information. The disclosure of this information is governed by the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c.M. 56. Questions about this collection and disclosure should be directed to: Coordinator of Development Review, Planning (905) 335-7642

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To assist with school overcrowding crack down on children not living in the area.

NO social housing

Burlington

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or E-Mail to: **Lola.Emberson@burlington.ca**

NO LATER THAN: January 3rd, 2018

(Please FULLY compiete this section, if you wish your comments acknowledged.)

Name: Katrina Thrasher

Address: 642 Surrey Lane

City: Burlington

Postal Code: L7T 3S6

(Optional)
E-mail: _____

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We do not have the infrastructure to support that level of density.

Burlington

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Burlington, Ontario L7R 3Z6
or E-Mail to: **Lola.Emberson@burlington.ca**

NO LATER THAN: January 3rd, 2018

(Please FULLY complete this section, if you wish your comments acknowledged.)

Name: Anne LeBarr

Address: 960 Warwick ct unit 7

City: Burlington

Postal Code: L7T 4C5

(Optional) E-mail: [redacted]

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My concerns about this project are the following:

- Increase number of school aged children - King's Road public school is a very small school not designed to handle the possible increase that would come with building of the current units who is going to pay for the increase in infrastructure, road maintence, water pressure back to the plant
- The company is looking to increase it's profits while forgetting the people who live there the units available for the same price points would be apartments - why would people living in a townhouse want to move to an apartment
- How is this going to impact the environment?

Georgian Court is trying to appeal to those who commute to Toronto. Burlington does not have much affordable rentals. while it builds up it does not build rental - new mortgage rules make it difficult to obtain one so people must rent making rental units still in high competition forcing people to leave Burlington.

Burlington

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Burlington, Ontario L7R 3Z6
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NO LATER THAN: January 3rd, 2018

(Please FULLY complete this section, if you wish your comments acknowledged.)

Name: Caitlin Mills

Address: 681 Harly Rd

City: Burlington

Postal Code: L7T 3R8

(Optional) E-mail: [redacted]

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My husband submitted written comments via email, I just wanted to emphasize how strongly we oppose the proposed density changes.

The changes to our neighbourhood will be too severe, the traffic increase is directly contrary to the current changes being made by the City.

The services in the neighbourhood cannot support the increased population.

Further, the neighbourhood is already subject to increased traffic due to the

location of IKEA & the highways - additional traffic will make the traffic unbearable.

Burlington

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P.O. Box 5013
Burlington, Ontario L7R 3Z6
or E-Mail to: **Lola.Emberson@burlington.ca**

NO LATER THAN: January 3rd, 2018

(Please FULLY complete this section, if you wish your comments acknowledged.)

Name: Barb Hayhow

Address: 710 Cedar Ave

City: Burlington

Postal Code: L7T 2R7

(Optional)
E-mail: [redacted]

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NEIGHBOURHOOD MEETING
COMMENT SHEET

Subject: **Applications to amend the Official Plan and Zoning By-law and Draft Plan of Subdivision to permit the development of 1450 residential rental units within a mix of townhouse, mid-rise and high-rise buildings and the construction of a road and park blocks.**

Address: **610-611 Surrey Lane; 865 King Road; 615-699 Marley Road; 847-917 Warwick Drive**

File numbers: **505-04/17, 520-11/17 & 510-03/17**

Please indicate below any comments or concerns you may have about this project

Keep affordable housing for "normal" families. Traffic is already insane! Why do you have to pay a premium to live in a nice city. Just because not everyon is rich!!

Burlington

Please deposit in the comment box when you leave or mail to:

Attention: **Lola Emberson**
City of Burlington Planning and Building Department
426 Brant Street
P.O. Box 5013
Burlington, Ontario L7R 3Z6
or E-Mail to: **Lola.Emberson@burlington.ca**

NO LATER THAN: January 3rd, 2018

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Please indicate below any comments or concerns you may have about this project

- Sewerage -
- Accessibility apts -
- Assisted living - aging population & special needs
Regional — whether "onsite" will be provided. - geared to income
- Security - maintenance on site -
- Bus Route
* How you will relocate - 280 residents that will need to find rental units in Burlington?
- to be sure that these are all rental units and not rent to own.

Is there any possibility that assited living be available to the aging population & special needs. Mostly meals for those who are unable to cook for themselves.

Contact: [redacted]

[redacted] (Marie)

Burlington

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NO LATER THAN: January 3rd, 2018

(**Please FULLY complete this section, if you wish your comments acknowledged.**)

Name: Marie Gailing

Address: 4100 Longmoor Dr Apt 226

City: Burlington ON

Postal Code: L7L 5H1

(Optional) E-mail: [redacted]

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File numbers: **505-04/17, 520-11/17 & 510-03/17**

Please indicate below any comments or concerns you may have about this project

- Concrete jungle development.
- People have moved here to get away from this.
- Tenants will be hard pressed to find equal & affordable housing.
- Wildlife endangerment - will continue to be an issue
- Current projects along Plains Rd. have not added & created a walkable neighbourhood.

Burlington

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Please indicate below any comments or concerns you may have about this project

I find it disgusting that the planning commitee / city officials / developers can talk about "community" and all the benefits to enhancing the community, accomodating growth and needs - yet force existing community members out of their homes. How can any of you, in good faith, treat your existing community like that? No one can argue that there will be population growth, but how can you justify forced eviction on anyone? Growing a community in a positive and respectful would involve developing unused land instead of land that has housed Georgian Court residents for 5, 10, 20+ years. Shame on you for inflicting such stress and anxiety on

your community. The community does not want this development if it means having to leave their homes. We should not have to pay the price for this "vision".

Burlington

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NO LATER THAN: January 3rd, 2018

(Please FULLY complete this section, if you wish your comments acknowledged.)

Name: S SMITH

Address: 935 WARWICK DR

City: BURLINGTON

Postal Code: L7T 3Y4

(Optional)
E-mail: _____

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File numbers: 505-04/17, 520-11/17 & 510-03/17

Please indicate below any comments or concerns you may have about this project

not owned - just rentals

some bungalows - one level

accessability

- common room for gatherings

a few with lower cupboards - for those in wheelchairs

rent geared to income

like at Wellington Terrace on John St.
a cafeteria - please! Seniors & special needs people don't want to cook or cannot do so

security

maintenance on ~~sig~~ site!

infrastructure capacity expenses!

a bus stop

Burlington

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NO LATER THAN: January 3rd, 2018

(Please FULLY complete this section, if you wish your comments acknowledged.)

Name: Irene Cranstone

Address: 5140 Lakeshore

City: Burlington

Postal Code: L7L 1B9

(Optional)
E-mail: [redacted]

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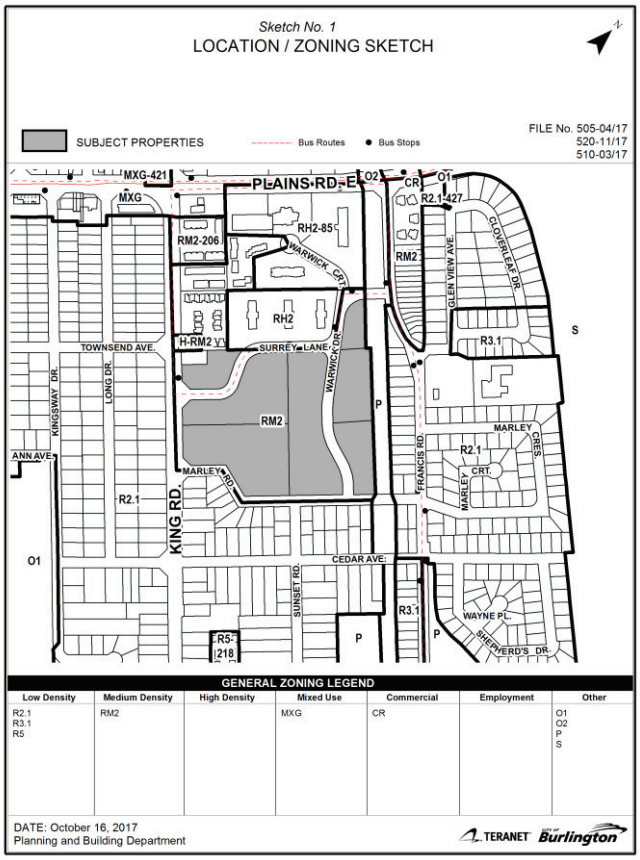
BURLINGTON Sustainable Development Committee

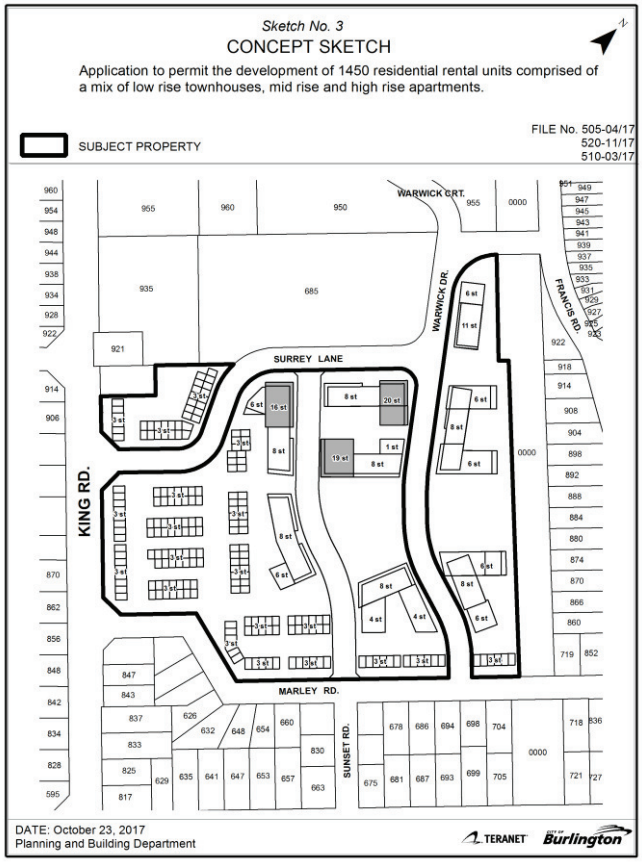
December 28, 2017

RE: Address: 610, 611 Surrey Lane; 865 King Road; 615, 699 Marley Road; 847,871, 894, 917 Warwick Drive, Ward 1

File: 505-04/17, 520-11/17 & 510-03/17 (24T-17003/B)

Application for Draft Plan of Subdivision and to amend Official Plan and Zoning By-law to permit 1450 residential units on a redeveloped 8.4 ha site







Overall Recommendation: We do not support this application. It is asking for greater intensification than is permitted under the current OP and zoning without identifying the benefits to the City and the surrounding community. The amount of green space is not adequate and not defined in terms of use. Transit and transportation is not in keeping with the City's vision. No affordable housing or sustainable building construction is mentioned.

The SDC reviews development applications in order to provide comments to encourage sustainable development. This mandate was approved by council in 1990 and the Terms of Reference and review protocol require input at the earliest possible stage of development. In order to implement th
e change to truly sustainable development, the planning process of the City needs to engage developers at a much earlier stage than occurs at present. In addition, the committee is empowered to review applications based on Part II Section 2.3 policy b) of the 2013 Official Plan which states:

"The City will maintain a citizen's advisory committee to advise and assist Council and staff on the implementation of Principles and Objectives of Sustainable Development (see Appendix E), through the review of development applications and other matters of interest in accordance with the terms of reference adopted and periodically reviewed by Council."

In general, the committee also relies on the following sections of the official plan in its review of applications:

Part II Section 2.2 objective d) *To use Sustainable Development criteria for review of applications for development, and to ensure that new development is compatible with existing end uses,*

Part II Section 2.7.1 Principles a) *To the greatest extent possible, proposed development shall be consistent with the goals and objectives of Sustainable Development, and* other policies in Part II Section 2.7 of the Official Plan.

Preamble:

Application Description

The applicant Realstar Management bc IMC Realty Corporation has provided a site plan layout for 6 properties, known municipally as 610, 611 Surrey Lane; 865 King Road; 615, 699 Marley Road and 847,871, 894, 917 Warwick Drive, which the applicants have assembled.

These lands are bound by Surrey Lane to the north, Francis Road Bikeway to the east, Marley Road to the south, and King Road to the west. The lands currently contain 280 rental townhouse units that are proposed to be redeveloped into 1450 residential rental units consisting of 200 townhouse units and 1250 apartment units that will be phased over a 10 year period. The lands comprise a total area of approximately 8.4 hectares (20.75 acres).

Currently to the north of the subject properties are high-density residential uses (i.e. apartment buildings) medium-density uses (i.e. townhouse units), a low density use (i.e. single detached dwellings) and Bolus Gardens Parkette; to the east is the Francis Road Bikeway and low density uses fronting on Francis Road; to the south are low-density residential uses (i.e. single detached dwellings); and to the west are low density uses (i.e. single detached dwellings).

The applicant is requesting a draft plan of subdivision and amendments to the City's Official Plan and Zoning By-law 2020 to permit a master planned community. The proposed development will permit 1450 residential rental units within a mix of townhouse, mid-rise and high-rise buildings. A mix of low rise 3-storey townhouse buildings are located around the perimeter of the site transitioning to multi-storey mid-rise (6-11 storeys) apartment buildings in the middle of the site framing the

central parkland and high-rise (16-20 storeys) apartment buildings located on the northerly portion of the site.
The proposed development consists of 1450 residential units and also includes 2411 parking spaces including underground parking and 0.95 ha of public parkland.

Committee Concerns

This area of Burlington is a transition ground for young families; folks who've experienced major life changes, or those who are rebuilding. Its proximity to the Warwick Ct. and Surrey Lane towers to the north, mean that the townhouses and smaller apartments that exist there now provide an upgraded standard of living for people who can afford the slightly higher cost. We find the proposed development maintains consistency with this function, particularly when the developer indicates that they will maintain or enhance the number of rental units available. Because the existing buildings are showing their age and are not that impressive as dwellings we agree that a redevelopment provides opportunity to modernize the site and buildings.

In its current presentation, the plan lacks a sense of community with adequate services.

However, this application can be revised to be a leading example of good sustainable development in accordance with this committee's principles and objectives and the intent of the new City of Burlington Strategic Plan and Official Plan.

The site now has a density of 280 units in 8.4 hectares or 33 UPH. The current Official Plan density of 26 to 50 units per net hectare would permit an increase of up to 150% of the built form. In our opinion, this is a reasonable increase in an established neighbourhood. Any further increase would need to be justified as suggested below.

We propose the application be revised as follows:

- Provide affordable housing using a formula of increased market units for affordable units of:
    - Doubling of density (100 uph) for 10% affordable units: 756 market units and 84 affordable units
    - Tripling of density (150 uph) for 15% affordable units: 1,111 market units and 189 affordable units
    - Quadrupling of density (200 uph) for 20% affordable units: 1,334 market units and 336 affordable units
- Finance affordable units through "give back" and "pay it forward" philosophy of religious tithing by requiring suppliers to donate product and workers to donate time of at least 10%. Also partner with Habitat for Humanity by providing the unit shell for HFH to complete through their sponsors and volunteers.
- Set the price of affordable units based on an income scale. At least half of affordable units should be affordable to the poverty level of a family of four income of $40,000 annually where rent including utilities is 30% of gross income or $1,000 monthly.

- Build units to net zero energy/carbon/waste that will result in a lower construction cost of 10% and utility savings of approximately $200 per month.
- Implement a district energy system or micro grid system that connects all buildings
- Provide 60% less car parking and all with EV chargers. Dedicate 10% of these to car share use
- Provide a shuttle bus service to local shops/amenities on a regular basis at no cost for tenants and $2 for non-tenants
- Provide green space and trees with a 40% canopy in 10 years' time and identify specific uses for the park
- Provide cycle/walk friendly paths and placemaking gathering areas
- Provide a third-party vetting auditor to ensure quality of the end result

Recommendations:

Our comments are based on the following Principles and Objectives of Sustainable Development, as developed by the committee, endorsed by Council and found in Appendix E of the City's Official Plan:

PRINCIPLES	COMMENTS
1. Recognize the interdependence of humans and the rest of nature in a common ecosystem; seek to prevent and reverse degradation of the earth, air, water, plants and animals by human activity.	Increased density and open green space will create a more livable community. Identify agreement with the City on details of the park including events, barbeques, reflection pool/ splashpad, skating rink, skateboard-friendly areas and sitting areas.
2. Recognize the urgency of climate change and take measures to reduce greenhouse gas emissions and to adapt.	Provide net zero energy/carbon/waste construction interconnected to a district energy system.
3. Promote conservation, stewardship and responsible use of resources. Discourage processes and practices that result in natural resources being consumed at a rate faster than they can be replenished.	
4. Discourage the production and use of persistent and harmful substances. Reinforce proper disposal practices for such substances	
5. Affirm and promote practices that provide a safe and healthy environment and build resilience, and	Provide affordable housing with low car ownership transportation and green space combined with placemaking areas.

engage our community in not only meeting the economic and social needs of all citizens but enhancing quality of life.	

OBJECTIVES	COMMENTS
a. **Leadership:** Take a leadership position on sustainability issue both within and outside the City of Burlington. Recognize that our local actions can have global implications.	Provide net zero sustainable housing with a district energy system and integrated green space that reduces carbon emissions as well as sequesters carbon.
b. **Protection and Enhancement of Natural Features:** Protect and enhance Burlington's natural features to ensure that shorelines, natural water courses, wetlands, flood plains, woodlands and forestry tracts, as well as notable landmarks such as the Niagara Escarpment, are preserved for future generations. Improve the connectivity of natural features to enhance the natural heritage system. Preserve habitat to maintain and increase biodiversity and protect species at risk.	Protection of existing tree lots is important. There are 426 existing trees. With an average canopy of 10 m (78 m^2) this would be 3.3 hectares or 40% coverage. Removing 291 trees or 68% will reduce the coverage to 13%. The City's draft Sustainable Building and Development Guidelines 3.6 suggest a 20% tree canopy overall. By providing 40%, this site can help raise the City average. The use of underground parking should be considered to provide more green space.
c. **Protection of Natural Resources:** Sustainably manage and protect natural resources such as water, minerals and fertile lands. Reverse degradation of natural resources when feasible.	
d. **Responsible Use of Natural Resources:** Reduce the consumption of natural resources and ensure users are responsible for the full local costs of services such as water, electricity and sanitary sewers. Provide educational programs to encourage conservation of natural resources and increase awareness of the full costs of services.	
e. **Waste Reduction:** Reduce waste generation and increase resource recovery. Minimize waste in designing, building, operating, renovating, demolishing and re-	Developer should consider ways to reduce resource usage, such as recycled building materials. The use of rapidly renewable building materials that total at least 5% of the total value of products used in this project.

purposing buildings.	
f. **Greening of the City:** Promote the preservation, management and planting of trees and other vegetation on private and public property within the City. Encourage the use of native, non-invasive and diverse species.	Preserve as many trees as possible and plant new trees elsewhere in the City to offset the trees being removed.
g. **Natural Features and Green Space:** Ensure natural features and greenspace are fundamental components of the City including new developments and redevelopments.	
h. **Superior Neighbourhood Design:** Make land-use decisions considering the natural features, site characteristics and location relative to employment, transportation and amenities. Apply an ecosystem approach to assess the impacts of development and ensure environmental integrity. diversity and resiliency. Create vibrant, equitable communities that are healthy, walkable and transit supportive.	Provide low impact transporations within a a parkland setting complete with places that people want to occupy.
i. **Sense of community:** Create sustainable and appropriate forms of development that reflect the human scale, promote a sense of community, and connect and integrate urban development natural surroundings.	As above.
j. **Neighbourhood Connectivity:** Promote community development where residents can easily access necessities and amenities, such as housing, employment, locally produced food, retail, green spaces, education, recreation, and arts and culture through active transportation or transit.	Provide a transit system with minimal car ownership in lieu of car share and transit shuttles.

k. **Sustainable Transportation System:** Prioritize walking, cycling and transit and make the best use of the existing road system for the safe movement of goods and people. Support multi-modal connectivity within the City and with neighbouring municipalities.	As above.
l. **Efficient Urban Design:** Increase the efficiency of land use in the urban community with the goal of reducing greenhouse gas and other air emissions and provide efficient. well connected route for active transportation and transit. Promote urban intensification and development policies, rather than suburban policies that generate sprawl.	This is a perfect opportunity to consider district energy and the use of renewable energy.
m. **Natural Storm Water Management:** Protect water courses in their natural state and encourage the restoration of water courses that have been degraded. Encourage low impact development design and use of best practices to improve storm water quality and reduce the quantity storm water sent to traditional storm water infrastructure.	It is important LID approaches are used and other SWM best practices are employed in undertaking stormwater work. If a stormwater pond(s) are used, consider how it (they) could be used for recreational activities.
n. **Energy Conservation, Efficiency and Generation:** Promote net zero carbon energy generation and usage. Increase energy conservation through efficient land use planning and building design. Encourage sustainable local thermal and electrical energy generation and the supporting distribution network. Adopt low emission forms of transportation. Take all opportunities to switch from fossil fuel to renewable and electricity-based technologies.	Serious consideration should be given to District Heating, renewable energy and reduction in greenhouse gases wherever possible. Recognize what is built now will be used for 20 to 50 years.
o. **Agriculture and Food:** Promote policies that improve long-term food security with sustainable local agriculture in urban and rural communities. Increase the supply of local, accessible, affordable, culturally	Should consider providing community gardens where possible.

diverse and nutritious food. Protect agricultural land from loss and fragmentation.	
p. **Healthy Lifestyles:** Promote and support healthy and active lifestyles through the development of complete neighbourhoods, active transportation infrastructure, recreational facilities and parks.	
q. **Community Engagement:** Seek and encourage public participation and education, and consider public input.in city decision-making. The economic, environmental and social aspects of proposed developments should be considered. Decisions should address all aspects and build consensus among stakeholders.	The appropriate information needs to be provided to the public. Although the neighbourhood meeting was held not enough information was provided to the Public to properly assess the overall impact. Another neighbourhood meeting should be held when more relevant and specific information becomes available.
r. **Evaluation of Development:** Continuously monitor and evaluate community development to assess its sustainability in relation to social, environmental or economic impacts.	Planners should review on an ongoing basis what is proposed is appropriately being carried out.
s. **Sustainability Assessment:** To assess progress towards sustainability, the City of Burlington should prepare a performance review of the entire municipality at regular intervals and develop and implement an action plan based on the findings.	

Summary of Above Discussion and Recommendations/Action Items:

See above.

Future Site Plan & Building Permit Considerations: Our comments below outline some sustainable features the proponent should consider in the development of their project, for implementation through the Site Plan process. Further details related to these concepts can be found in:

- LEED Canada for New Construction and Major Renovations
- LEED v4 for Neighbourhood Development
- Burlington's Community Energy Plan

Sustainable Sites
Development Density - Channel development to urban areas with existing infrastructure, protecting greenfields and preserving habitat and natural resources. **(OPA/ZBL – Although already determined by the time a development application is made)**
Site Selection - Avoid development of inappropriate sites and reduce the environmental impact from the location of a building on a site. **(OPA/ZBL – Although already determined by the time a development application is made)**
Alternative Transportation, Bicycle Storage & Changing Rooms - For commercial or institutional buildings, provide secure bicycle storage, with convenient changing/shower facilities (within 184 meters of the building) for 5% or more of regular building occupants. In residential buildings, provide covered storage facilities for securing bicycles for 15% or more of building occupants in lieu of changing/shower facilities. **(Site Plan)**
Reduced Site Disturbance, Protect or Restore Open Space - On greenfield sites, limit site disturbance including earthwork and clearing of vegetation to 12 metres beyond the building perimeter, 1.5 m beyond primary roadway curbs, walkways, and main utility branch trenches, and 7.5 m beyond constructed areas with permeable surfaces (such as pervious paving areas) that require additional staging areas in order to limit compaction in the constructed area. Or on previously developed sites, restore a minimum of 50% of the site area (excluding the building footprint) by replacing impervious surfaces with native or adapted vegetation. **(OPA/ZBL/Site Plan)**
Reduced Site Disturbance, Develop Footprint - Reduce the development footprint (defined as entire building footprint, access roads and parking) to exceed the local zoning's open space requirement for the site by 25%. **(OPA/ZBL/Site Plan)**
Heat Island Effect, Non-Roof - Provide shade (within 5 years) and/or use light-coloured high-albedo materials (reflectance of at least 0.3) or open grid pavement for at least 30% of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; Or place a minimum of 50% of parking spaces underground or covered by structured parking; Or use an open-grid pavement system (less than 50% impervious) for a minimum of 50% of the parking lot area. **(Site Plan)**
Heat Island Effect, Roof - Use ENERGY STAR compliant, high-reflectance and high emissivity roofing for a minimum of 75% of the roof surface; Or install an extensive or intensive "green" (vegetated) roof for at least 50% of the roof area. Combinations of high albedo and vegetated roof can be used providing they collectively cover 75% of the roof area. **(Site Plan/Building Permit)**
Water Efficiency

Water Efficient Landscaping, No Potable or No Irrigation - Use only captured rain or recycled site water to eliminate all potable water use for site irrigation (except for initial watering to establish plants), OR, Do not install permanent landscape irrigation systems. **(Site Plan)**
Water Efficient Landscaping, Reduce by 50% - Use high-efficiency irrigation technology. Use captured rain or recycled site water to reduce potable water consumption for irrigation by 50% over conventional means. **(Site Plan)**
Water Use Reduction, 30% Reduction - Employ strategies that in aggregate use 30% less potable water than use baseline calculated for the building after meeting the fixture performance requirements listed in Baseline Water Fixture Requirements Table. **(Building Permit)**
Energy & Atmosphere
Fundamental Building Systems Commissioning - Verify and ensure that the fundamental building elements and systems are designed, installed, calibrated, and commissioned to operate as intended by an independent party. **(Building Permit)**
Net-Zero Energy Performance - Demonstration via energy modelling of net-zero energy footprint as demonstrated by third party certification. Provision of visible continuous metering of energy usage for each unit. Enrollment in Burlington Hydro's PeakSaver Plus Program. **(Building Permit)**
Renewable Energy, 20% - 20% of building's energy from on-site renewable energy **(Building Permit)**
Greenhouse Gas Emission Reduction: Incorporate technologies for space heating and cooling and water heating that produce less carbon emissions than fossil fueled devices.
Ozone Protection - No HCFC's in base building level HVAC and refrigeration **(Building Permit)**
Materials & Resources
Storage & Collection of Recyclables - Provide an easily accessible area serving the entire building and dedicated to separation, collection and storage of materials for recycling, including (at minimum) – paper, corrugated cardboard, glass, plastics, and metal **(Site Plan)**
Construction Waste Management: Divert 75% from Landfill - Develop and implement a waste management plan to recycle and/or salvage at least 75% of construction, demolition, and land clearing waste. Calculations can be done by either weight or volume but must be consistent.
Rapidly Renewable Materials - Ensure that at least 15% of a project's construction materials (based on value) comprise recycled content. Use building materials or products made from plants that are typically harvested within a 10 year period or less, and totaling at least 5% of the total value of all building materials and products used in the project. Where wood based materials are used, utilize a

minimum of 25% that are certified in accordance with the Forest Stewardship Council's principles and criteria for wood building components. **(Building Permit)**
Maintenance, Monitoring and Communication: Provision of a building maintenance plan that provides instructions, training requirements and schedules for maintaining sustainability features of the site/building. Provision of instructions for occupants that explain the intent, benefits, use, and maintenance of green building features as part of the purchase. Provision of a building maintenance plan that provides instructions and schedules for maintaining green features of buildings. Provision of instructions for occupants that explain the intent, benefits, use and maintenance of green building features.
Indoor Environmental Quality
Minimum IAQ Performance - Establish minimum indoor air quality (IAQ) performance to enhance indoor air quality in buildings, thus contributing to the comfort and well being of the occupants – required to meet the minimum requirement of ASHRAE 62-2001 **(Building Permit)**
Low-Emitting Materials: Paints and Coating - Reduce quantity of indoor air contaminants that are odorous, potentially irritating and/or harmful to occupants and installers. The VOC content of paints and coatings must be then limits of the Green Seal Standard GS-03, GS-11, or the State of California South Coast Air Quality Management District. **(Building Permit)**
Controllability of Systems: Perimeter Spaces - Provide a high level of thermal ventilation and lighting system controlled by occupants to promote productivity, comfort & well-being of building occupants. Provide at least an average of one operable window and one lighting control zone per 18.5 m^2 of regularly occupied floor area within 5 metres of perimeter wall. **(Building Permit)**
Thermal Comfort: Compliance - Provide thermally comfortable environment – comply with ASHRAE Standard 55-2004 **(Building Permit)**

The Sustainable Development Committee requests a response from the applicant related to the above recommendations. The committee would be pleased to meet with the applicant to discuss these comments in further detail, and appreciates the opportunity to provide further review and comments on subsequent submissions.

Respectfully Submitted,

Guy Sheppard
Chair, Planning and Development Subcommittee
Sustainable Development Committee