141, 147, 153 Plains Road West

COMMUNITY INFORMATION MEETING SUMMARY AND RESPONSE MATRIX

City of Burlington

PREPARED BY

EVANS PLANNING

April 2023

A Notice Letter was circulated on February 21, 2023, to all residents within 120 metres of the subject site to inform them of the Proposed Development. A Community Information Meeting was held on March 6, 2023, during which residents were welcomed to share their comments or concerns with the project team, including AAA Architects Inc. and Evans Planning regarding the proposal. Prior to the meeting, written correspondence was received from a number of area residents. Each resident's correspondence was provided to the property Owner and City of Burlington Planning Staff.

The meeting was attended by approximately 19 residents, with 7 residents providing comments.

Below is a consolidated matrix outlining concerns identified by the resident, and the response provided by the project team.

Section 1.0 Written Correspondence

Letter 1: Jim Young at Donal Drive and Plains Road	**Response**
How many parking spots per unit, underground, above ground and visitor parking does your proposal envisage?	The proposed development is providing a supply of 167 vehicular parking spaces, which meets the requirements of the Zoning By-law for this area of the City. A further supply of 90 bicycle parking spaces is also to be provided, consisting of 80 long-term spaces (in secure rooms), and 10 short-term spaces.
With no side street parking availability and street parking prohibited on Plains Rd. W. I am concerned that overflow parking from the proposed building will have nowhere to go but onto the private Drewlo property. Has your planning for the new development taken this into account?	It is not anticipated that overflow parking would occur on a private property. Notwithstanding, future residents will be informed of the supply of parking on site. Should overflow parking occur, this matter may be dealt with by parking enforcement.
In a community where, regardless of Planner's fine intentions, most households, single or multiple have more than one car, and in the absence of any adjacent sidesteps, I still worry about the impact of "overflow" parking on local residents. This may be something better addressed by City Council or Planning Dept.	The City of Burlington's plans for the future of Aldershot GO includes reducing reliance on vehicles and promoting alternative modes of transportation. Providing more parking than required may have the negative effect of inducing car use, rather than transit or active transportation.

	A transportation impact study will be completed to address traffic concerns.
Letter 2: Judy E. Keast	**Response**
First of all, the traffic on Plains Rd at rush hours particularly, is already heavy. Many new condo buildings are scheduled along Plains, the West already has high rise apartment buildings and the quiet Aldershot area is turning noisy. With added " bike lanes" on the road, my first concern is where will all the traffic go? Grid lock will be a problem. Building near Howard May interfere with bikers and seniors who walk along there daily, it could be dangerous for both with added cars.	A traffic impact assessment will be prepared as part of the formal development application, with a scope of work verified with both Town and Regional Staff. This will assess traffic operations on existing roads and at area intersections. The proposed development is providing a supply of 167 vehicular parking spaces, which meets the requirements of the Zoning By-law for this area of the City. A further supply of 90 bicycle parking spaces is also to be provided, consisting of 80 long-term spaces (in secure rooms), and 10 short-term spaces.
What are your and the City's infrastructure plans if you go ahead with development? What new roads go help with traffic flow are being planned?	While new roads are not being contemplated by the proposed development, the City is in the midst of a larger planning study for the Aldershot GO Station area, and we will be certain to share your comments with them so they can be assessed as part of this study.
My other concern is, shopping, especially grocery shopping. Many Seniors own in the area already. We need a grocery store more than more residents. In the proposed ground floor retail, will there be a grocery store? We already have too many salons, Dental offices and other retail stores. What are the parking and traffic flow plans for the proposed retail area ?	The use of the proposed retail space within the building has not yet been determined, but we have noted and made the Owner aware of the desire for a grocery store. Parking is to be provided on site, and is to be shared with the residential visitor supply.
Thank you for returning my email. I am very concerned about the traffic and disappointed that no plans by the City include solutions. Probably because there's no room for more roads!	It is our opinion that promoting a mix of uses at transit-supportive densities, in a pedestrian focussed design will aid in reducing automobile use and thus reduce demand on area roads. Opportunities for transportation demand management measures to promote alternative

	transportation options can be explored through the development process.
Letter 3: JoAnne Riff at 216 Plains Rd west	**Response**
Plains rd. traffic is bad enough at the present time. It is nonstop and very heavy. If there is an accident on 403 all traffic funnels down to Plains.	The proposed development is providing a supply of 167 vehicular parking spaces, which meets the requirements of the Zoning By-law for this area of the City. A further supply of 90 bicycle parking spaces is also to be provided, consisting of 80 long-term spaces (in secure rooms), and 10 short-term spaces. A traffic impact study will be completed, analyzing the impact in the adjacent area as well as along Plains Road West.
There are no grocery stores handy, nor are there very many other convenience. Yes we do have many dentists and hair salons. Even good restaurants are few and far between.	Non-residential space is being provided at grade to add to the mix of uses within the community which will help to expand the opportunities and availability of modern commercial space for new and innovative uses to serve the community. While the use of this non-residential space has not been determined, we have noted and made the Owner aware of the desire for a grocery store.
Please consider people not profit and lower your building to No more than four floors.	It should be noted that the existing Official Plan and Zoning By-law presently permits buildings to a maximum height of 6-storeys, and that multiple buildings exist opposite the subject property with heights of 12-storeys. The City is also in the process of preparing a planning framework for the area within the Aldershot GO Station area which contemplates building height of 11-storeys for the majority of the Plains Road corridor. The building has been designed to align with the height contemplated by the City. Further, the proposed development is contemplated to consist of purpose built rental units, with funding provided, in part, by CMHC.

Letter 4: Tiffany Budler at Aldershot Village BIA	**Response**
According to the current proposal, there is currently very little retail/commercial space located within the new complex. The ABIA wants more retail space allocated within new developments in order to support the current community as well as grow with the new. We must consider grocery, full-service restaurants (including venting), daycare, services, and other uses to serve the day-to-day needs of businesses and residents in re-development.	Non-residential space is being provided at grade to add to the mix of uses within the community which will help to expand the opportunities and availability of modern commercial space for new and innovative uses to serve the community. While the use of this non-residential space has not been determined, we have noted and made the Owner aware of the recommendations of the BIA for potential uses. The proposed space at grade has been designed for flexibility, including adequate space for potential signage and ventilation, as well as increased ceiling heights on the ground floor.
Parking is always an issue and consideration as the community grows. However, to accommodate business tenants and keep them viable, close commercial parking is strongly encouraged or at the very least, great wayfinding.	The proposed parking rate meets the requirements of the City Zoning By-law, with at grade parking to be clearly identified for visitors. It is important to balance the supply of parking against the potential impacts on the larger road network to avoid inducing demand and creating more automotive traffic. To this extent, we do not feel that providing an oversupply of parking is desirable. Opportunities for wayfinding and signage can be explored through the development process.
Future changes to the development proposal should include improved beautification facing the street fronts to encourage walkability and add to the complete streets.	The proposed building provides active uses at grade facing the public realm, with minimal setbacks provided to the street. Direct pedestrian connections are provided from all building entrances, and all parking and loading operations are screened from view. Opportunities to improve the public realm further through landscaping are to be explored through the development process. We feel this built form will positively contribute to the public realm and aid in transitioning the streetscape to a more pedestrian focus.

Once there is an official application to the City of Burlington, the Aldershot BIA board will review the application and submit our comments to the city for further consideration.	Noted. We look forward to continuing dialogue with the BIA.

2.0 Community Meeting Comments

Comment 1: Chloe @ 181 Plains Road West, unit 4	**Response**
Concerned about the number of affordable units provided in the development.	The proposed development concept consists entirely of purpose-built rental units. We feel that this will aid in expanding the availability of affordable housing options within the community.
What business will be located within the retail space?	While the use of this non-residential space has not been determined, we have noted and made the Owner aware of the recommendations for potential uses from the community. The proposed space at grade has been designed for flexibility, including adequate space for potential signage and ventilation, as well as increased ceiling heights on the ground floor.
Comment 2: Julie Sergi @ Townsend Avenue	**Response**
Will the 1-bedroom units proposed be geared toward seniors?	Accommodation for seniors can be incorporated into the design of the building, but at present the proposal is for a general purpose built rental.
There is a shortage of housing for couples and families. The size of the 1-bedroom units can be very small and not what residents will be looking for.	The proposed 1-bedroom units' range in size up between approximately 50 m2 to 65 m2. The building also proposes a supply of 53 2-bedroom, and 4 3-bedroom units, thus resulting in approximately 43% of the building designed to be family sized.
Modern design of the building doesn't suit the neighbourhood. Surrounding buildings blend into the neighbourhood, and the modern design is extreme.	While design is a subjective matter, we feel that a variety of architectural designs within a community contributes to the vibrancy and character, and that the modern vernacular will ultimately serve as a focal point for the area in consideration of the future context envisioned through

	the Aldershot GO Station Area planning framework. Notwithstanding, the Applicant will work with City Urban Design and Design Review Panel Staff through the process to refine the architectural expression.
There are many large-scale buildings along Plains Road, are there future plans for services, such as grocery stores, daily amenities, as opposed to all residents visiting the one superstore?	While the use of this non-residential space has not been determined, we have noted and made the Owner aware of the recommendations for potential uses from the community. The proposed space at grade has been designed for flexibility, including adequate space for potential signage and ventilation, as well as increased ceiling heights on the ground floor.
Comment 3: Tracy Pearce-Kelly @ Midwifery Neighbour	**Response**
Neighbouring property has concerns regarding privacy, snow removal, construction noise and debris.	Sufficient setbacks and snow storage areas have been provided. These matters will continue to be reviewed through the development process. The City by-laws regarding construction noise and debris will be followed.
The modern design will result in the building sticking out on Plains Road.	While design is a subjective matter, we feel that a variety of architectural designs within a community contributes to the vibrancy and character, and that the modern vernacular will ultimately serve as a focal point for the area in consideration of the future context envisioned through the Aldershot GO Station Area planning framework. Notwithstanding, the Applicant will work with City Urban Design and Design Review Panel Staff through the process to refine the architectural expression.
The entrance and exit proposed for the property is adjacent to the neighbouring driveway, could increase traffic	Transportation impact study will identify these issues and we will revise accordingly.

Do not want a major grocery store beside them.	The use of this non-residential space has not been determined, and is contemplated to have a floor area of 130m2.
Inquiry about potential approval and construction timeline.	A conservative timeline for approvals would be approximately 18-24 months from submission, with a +/-2 year construction process.
Comment 4: Jim Young BfAST at Donal Drive and Plains Road	**Response**
Sent in feedback letter regarding parking overflow onto adjacent developments. Concerns over parking provided as people still use two cars for one household. How would we avoid parking spots being stolen?	Refer to responses to letter in Letter 1 above.
Comment 5: Tiffany Budler at Aldershot BIA	**Response**
Consider commercial retail space in the basement and provide more parking to attract businesses and customers.	We will consider this in the design concept, however additional uses on the basement level may not be achievable due to the required underground parking.
Comment 6: John at Ronald Drive	**Response**
In favour of less parking. Noted that we need more density as opposed to parking spaces. Raised the point that people are looking towards more transit and alternative spaces.	Noted.
Comment 7: Dave Daniels at Garden View Drive	**Response**
The proposed development is exceeding the Official Plan's scope. The proposed development is doubling the standards set in the Official Plan.	It should be noted that multiple buildings exist opposite the subject property with heights of 12-storeys. The City is also in the process of preparing a planning framework for the area within the Aldershot GO Station area which contemplates building height of 11-storeys for the majority of the Plains Road corridor.
Adjacent buildings are setback from the street and the proposed building is right on the street.	Modern urban design practices including minimal building setbacks and screening of parking areas are intended to put the focus on pedestrian and active transportation activity, rather than automobiles. In our opinion providing a greater setback with parking in front of the building would inherently prioritize vehicular activity which would be contrary to the intent to

	create a walkable, pedestrian oriented community.
Not enough parking.	The proposed parking rate meets the requirements of the City Zoning By-law, with at grade parking to be clearly identified for visitors. It is important to balance the supply of parking against the potential impacts on the larger road network to avoid inducing demand and creating more automotive traffic. To this extent, we do not feel that providing an oversupply of parking is desirable. Opportunities for transportation demand management measures to promote alternative transportation options can be explored through the development process.