Comments Matrix
Last Updated: April 16, 2019

Weston File# 8537
Address: 2421 and 2431 New Street, Burlington

Comment	Consultant	Action/Response
Public Comments from Neighbourhood Meeting held on May 16, 2018		
Parking	/	
Concern about where guest parking will be located on site.		Short term parking will be provided internally to the site. The majority of parking will be provided below grade.
Compatibility with Single-Detached Homes at Rear	/	
Concern about overlook into private rear yards;		The first 6-storeys of the building is setback more than 18m, and a 3m intensive landscape buffer will be provided in order to preserve the existing mature trees. Those floors above 6-storeys will be setback more than 30m.
Concern about sun shadow during morning hours;		A revised shadow study has been provided. The majority of shadows fall to the east and west over adjacent lands.
Want to ensure that stormwater will not drain onto surrounding properties; and		Stormwater will be contained and managed on-site.
Concern about proposed waste collection area at the north-east corner.		The previously proposed outdoor waste collection areas at the north end of the site has been removed. All waste will be collected and managed within the buildings.
Traffic Safety for Seniors	/	
New Street and Guelph Line is a busy intersection. Will there be a plan to increase safety for seniors crossing?		This can be explored with City transportation staff through a detailed design. This will happen during the site plan stage.
Site Contamination	/	
How will the on-site contamination be dealt with to ensure that it doesn't migrate onto surrounding properties?		The development will be utilizing a Risk Assessment approach and Record of Site Condition, which is regulated through the Ministry of the Environment and Energy. Remediation will be a condition of development before construction can occur.
Noise	/	
Concern about noise related to waste pick-up at the rear of the property; and Concern about the noise related to the mechanical penthouse on the roof.		The previously proposed outdoor waste collection areas at the north end of the site has been removed. All waste will be collected and managed within the buildings.
Development	/	
Concern that the increased height and density will set an area precedent; The front setbacks are too small and give the impression of walking up against a large wall;		It was the intent of the City to have heights up to 11-storeys around the Guelph Line and New Street intersection. This

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Interest in when the proposed units will be for sale; and Concern about timelines in relation to private leases for the existing commercial tenants of the property.		intersection is within a potential growth node and these permissions are not intended for the entire neighbourhood. The lease agreements with the landowner will be dealt with appropriately and are not managed through the planning approvals process.
Public Comments received by the City of Burlington after the Public Meeting		
Concern about increased traffic congestion on roads and vehicle turning into and out of property		A traffic and parking report was provided to both the City and the Region, and both provided comment. A revised report has been provided with the April, 2019 submission to address those comments. Both Regional and City Staff have the authority to approve or seek clarification on the conclusions of these reports.
Concern about loss of neighbourhood commercial and retail space for nearby residents, and loss of walkability in neighbourhood		Although commercial uses are being removed, new community uses directed to seniors are also being provided.
Concern that the parking proposed is not adequate for the site, and that parking could overflow onto Beverly Drive		Parking rates have been revised and increased to meet the city-wide parking rates proposed in 2017, as requested by City Staff.
Concern that the pedestrian realm on New Street will be negatively affected by the reduced building setback proposed in relation to the height of building, and that greater building setback is needed		The setback along New Street has been increased from 3m to 5m to allow for better pedestrian-level conditions. The additional space will allow the retirement development to have street-level patios, which engages the streetscape.
Concern about impact on local sewer capacity		The Region has confirmed that there is adequate capacity to service the proposed development.
Perception that the building design is not attractive, too large for the property, and that the height is not compatible with the community		The look of the building is being refined and 'toned down'. There are two 11-storey apartments just southwest of the development site. It is our opinion that the height is compatible with the corridor and its evolving nature.
Robins Appleby Barristers and Solicitors **From Robert S. Choi on behalf of 2367213 Ontario Inc. (owner two businesses at 2421 New Street)**		
2367213 Ontario Inc. objects to the proposed development 2367213 Ontario Inc. has a leasehold interest to operate these businesses at this location until May 2023.		Noted. Lease agreements will be dealt with through the landowner and cannot be addressed through the planning approval process.
Unknown Respondent		
1. New St. (which has recently been put on a "road diet" for bike lanes) will create huge traffic problems with the 2 new structures.		The road diet has been removed and the pilot project was cancelled by Council in 2017.

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		A traffic report has been submitted that supports the proposed development which is being reviewed by both Regional and City Transportation Staff.
2. The design is ugly and does not suit the architectural nature of this neighbourhood. It looks like a “space station”.		The look of the building is being refined and ‘toned down’.
3. Will the huge boxes on the roof create excessive noise for the homeowners on Karen Drive?		The mechanical rooms will be fully enclosed and noise will not impact surrounding lands. A noise report has been provided and will be reviewed and approved by City Staff.
4. Concern regarding site contamination and its affect on the neighbouring properties.		The development will be utilizing a Risk Assessment approach and Record of Site Condition which is regulated through the Ministry of the Environment and Energy. Remediation will be a condition of development before construction can occur.
5. Concern regarding the location and proximity of the two structures to one another		The buildings are appropriately located and provide appropriate distances between each other, neighbouring lands and future development lands.
John Lee (Yong-Won Lee) **Owner of businesses at Guelph Line and New Street**		
Leaseholder of two businesses, the lease extends to 2028.		Lease agreements will be dealt with through the landowner and cannot be addressed through the planning approval process.
Opposes the development and any demolition or relocation which may occur because of it.		Noted.
Perry Miso **Neighbour to 2411 New Street**		
Concern about increase in traffic		A traffic report has been submitted that supports the proposed development which is being reviewed by both Regional and City Transportation Staff.
Concern about further loss of local commercial and service establishments		Although commercial uses are being removed, new community uses directed to seniors is being provided.
Adam Kennedy		
This appears to be over-densification at a site / neighbourhood not requiring it. It doesn’t appear this property is listed for anything site / area specific in the updated Official Plan. What is the justification to allow a zoning change?		Noted. If the comment: “It doesn’t appear this property is listed for anything site / area specific in the updated Official Plan”, refers to the adopted 2018 Official Plan, that plan identified this site as a secondary growth node on a mobility hub connector road (New Street) and it called for heights up to 11-storeys.

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The building heights will dwarf (more than double) the surrounding buildings (detached homes to the north, commercial retail to the east and mid-rise to the west and immediate south). The excess height appears unnecessary with minimal benefit.		Lands along New Street represent a different condition than the stable neighbourhoods to the north. Zoning and the redevelopment of these lands are not treated in the same way. A new seniors support centre has been added, which is an increased benefit to the community.
The planning justification report states that New Street is a four-lane road. This is correct *immediately* in front of this property. Approximately 100m to the West this switches to two lanes. I don't feel the Transit and Transportation context and description are accurately portrayed in the report. The impact to traffic is significantly understated in this report.		Noted. A traffic and parking report has been provided by a qualified transportation engineer. Their conclusions and recommendations will be reviewed and ultimately approved by the City and Region.
City Staff seem to be turning a blind eye to traffic impacts for development (there seems to be an over optimistic goal of non-passenger car usage). I can't see how New Street can accommodate the extra traffic from this development (PLUS all the further developments planned on New / James / elsewhere downtown).		
How will traffic exiting the site heading east (or eventually north) be accommodated? I don't think this location could accommodate a stop light to maintain traffic flow (especially during afternoon rush).		
Given part of this site is supposed to be for retirement living, how will pedestrians crossing New Street be accommodated? The closest crossings are at Seneca and Guelph Line.		This question needs further clarification. The seniors centre west of the subject lands (New St. and Seneca Ave.) is on the north side of New Street. Future occupants from the proposed development can use the sidewalks for pedestrian travel. Should they wish to travel south, the Guelph Line intersection is located 100m to the east.
I feel that the city is losing a commercial site that doesn't need to be lost. Future employment opportunities are lost from changing this site over to 100% residential. Clearly the site needs redevelopment. But there are numerous examples of commercial / retail sites successfully getting a facelift in the city (Appleby Mall, 2501 Guelph Ln) . At a minimum the site should consider ground floor retail / commercial.		New community institutional uses have been added that will serve the increasing seniors population. This use will add jobs in addition to those provided by the retirement residence.
Regarding lost employment, this of course makes the traffic situation outlined above worse. Adding more residents in combination with losing local employment means more traffic		A traffic and parking report has been provided by a qualified transportation engineer. Their conclusions and recommendations will be reviewed and ultimately approved by the City and Region.
Regarding parking, the planning justification report asks for permission to provide less parking than required in the zoning bylaw. They seem to justify the request with a study by IBI regarding over-		

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capacity citywide. This location isn't a prime multi-modal site. It is not adjacent to a "mobility hub", nor near a walkable commercial center. There is minimal offsite parking available in a nearby lot or on street. The exemption for less parking spaces shouldn't be considered		
As someone living with a family in the neighbourhood I feel we are losing a space to us to "go". If we want to do something as a family the closest locations (non-greenspace) are downtown, Burlington Mall area, or the Appleby / New St commercial area. The Guelph Ln / New St area has very limited retail / commercial location places for the community to gather or go. Not only does this development not enhance the community, it makes it worse (by eliminating the former Easterbrook's site). The enhancement of the community must be considered with any proposal for developing this site.		Noted.
Anthony Simmons		
I would like to inform you that the application to change the Zoning and Official Plan designation for the property located at 2421 and 2431 new street be refused because of the following reasons	/	
1. Additional noise		A noise report has been provided and will be reviewed and approved by City Staff. It is expected that a retirement residence and seniors rental apartment will create less noise than a commercial plaza.
2. Increased traffic		A traffic report has been submitted that supports the proposed development which is being reviewed by both Regional and City Transportation Staff.
3. Beverley Drive used as a parking lot already from nearby Apartments, and their visitors, these units would only add to the problem.		The proposed development will provide for three levels of underground parking. It is not expected that parking will infiltrate into the neighbouring community.
4. Loss of privacy to surrounding home owners, with eleven storey buildings		The first 6-storeys of the building is setback more than 18m, and a 3m intensive landscape buffer will be provided in order to preserve the existing mature trees. Those floors above 6-storeys will be set more than 30m.
5. Most of all the devaluating of surrounding residential properties.		The addition of the proposed development to the community will not devalue adjacent homes.
Ron Porter		
Why do developers always want to push their developments right to the edge of arterial roads contrary to City Planning REQUIREMENTS & then expect you'll agree with them & approve their amendment		Urban Design standards recommend that buildings frame the street. Terracing has been added at the 6th storey to break up

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requests. Pushing developments to the edge of lot boundaries DOES NOT SUPPORT THE CITYS OFFICIAL PLAN & open spaces for pedestrians etc. I strongly DO NOT SUPPORT the developers request for a Minimum Front Yard of a minuscule 3 meters vs the City Planning Department REQUIREMENT of 7.5m for Each Storey above 6 storeys to a maximum of 15m. In this case the City would require 15m MINIMUM Front Yard. The developer is asking for 1/5th of THAT. I strongly SUPPORT you Holding Firm to the Minimum 15m requirement (just like the setbacks at Tansley Woods) AND REQUIRING SIGNIFICANTLY INCREASED STREETSCAPING including Places for the Retirement & Condo residents to gather. If we want to create a Walking Friendly City , the Planning Department has to " Walk The Talk " & HOLD FIRM on Setback Requirements AND Streetscaping Requirements (like the Elgin Promenade design) to make our city pedestrian friendly. I look forward to you Holding Firm on the Minimum Front Yard Requirements as designated in zoning bylaws & negotiating additional people friendly gathering streetscaping. A great opportunity to turn this desolate stretch of unfriendly road into something GREAT.		the front of the building in order to not overwhelm the streetscape. The proposed development is consistent with the recently approved Mid-Rise Guidelines.
Dino and Janice Mozzon **Owners of property at Beverly St. west of the proposed**		
1. the proposed twin buildings application is an over intensification of a small area site		Noted.
2. this proposed project will further reduce the limited, but well attended, small commercial/retail operations in the Guelph Line/New Street hub thereby reducing the walkability of the neighborhood and increasing the reliance on vehicles		
3. the streetscape of New street will be adversely affected by the height of the buildings and their closeness to the sidewalk. The buildings will have a setback of 18.8 meters on the north side; however the setback on the New Street side appears to be only a few feet. The 11 storey buildings will loom over the sidewalk users.		The front yard setback has been increased from 3m to 5m. Further, the building has been terraced back at the 6th storey along the front to break up the mass of the building.
4. off site parking, in particular on Beverley Street, will increase noticeably since there is a deficiency of parking spaces provided in the application. Even though vehicle ownership may be lower for seniors retirement home occupants, there will be more daily use traffic by service/caregiver services and family members. Beverley will be the first residential street that will take the overflow vehicles on a daily basis		A traffic and parking report has been provided by a qualified transportation engineer. Their conclusions and recommendations will be reviewed and ultimately approved by the City and Region.
5. it is difficult enough now to get on to New Street on either direction during rush hour, both morning and evening. So this large complex will add to the congestion. Furthermore there may be increased traffic on Beverley Street with visitors to the complex choosing to park on our street for convenient access to Guelph Line.		Parking rates has been revised and increased to meet the city-wide parking rates proposed in 2017 as requested by City staff.
Glenn McFarlane, Lisa Phillips, Riese McFarlane, Tehya McFarlane, Harold Philips, Joan Philips **473 Beverley Drive, Burlington**		

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We are sending this email to voice our serious concerns related to the application to rezone 2421 and 2431 New Street for the development of high rise condominiums / retirement residences.	/	A traffic and parking report has been provided by a qualified transportation engineer. Their conclusions and recommendations will be reviewed and ultimately approved by the City and Region. It is our opinion that the local roads will operate at an acceptable capacity Parking rates has been revised and increased to meet the city-wide parking rates proposed in 2017 as requested by City staff.
1) Traffic along New Street is already heavy, especially during rush hour times. It can take minutes to try and make a left turn onto New Street from Beverley Drive at busier times. Adding additional residences will result in more traffic which the area already can't handle.		
2) Despite the fact that road work / sewer work was completed on this area of New Street, three homes on our street had flooded basements last year during heavy rains. We have concerns about the additional load on our sewer system in this area		
3) One of the attractions that make Burlington a great place to live is that is has that small city feel. The fact that large buildings in the downtown core and other areas have already, or are starting to go up is a factor that detracts from this. **NO MORE HIGH RISE BULIDINGS** in Burlington please.		Noted.
Joanna Nixon		
I strongly object to the above proposal as presented, for the following reasons.	/	
1. The proposed buildings design is extremely ugly, particularly the uneven elevations. It looks like a cartoon drawing. There is nothing redeeming about it and I think it will be a laughing stock. The futuristic and far-out design is more suited to Las Vegas than this conservative area of Burlington		Noted
2. The buildings are too close to the sidewalk. This will make the area feel claustrophobic. The existing highrises, Rosemont Apartments, on the opposite side of New Street are set well back from the road. The new TRG highrise at Brant and Fairview is also set well back from the road		Urban Design standards recommend that buildings frame the street. Terracing has been added at the 6th storey to break up the front of the building to not overwhelm the streetscape The front yard setback has been increased from 3m to 5m. Further, the building has been terraced back at the 6th storey along the front to break up the mass of the building. The proposed development is consistent with the recently approved Mid-Rise Guidelines.
3. The buildings are too big for the property. They need to be scaled down in height and depth. The developer is greedily trying to cram the maximum number of apartments onto this moderate sized lot to maximize profits. I think a more traditional building of not more than 8 storeys and set back at least 10 feet from the sidewalk is appropriate.		Noted.
4. There is not enough guest parking. Ten parking spots, (four of them handicapped spots) are not nearly enough for 360 apartments. There is no public parking in this neighbourhood, except for Roseland Plaza, which is nearly always busy. If apartment guests start using this lot to park, the plaza will have to tow them out, like they do in the Brant Street plaza.		The above grade parking is only short term spaces for visitors. There are an additional 375 spaces below grade on three underground parking levels.

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5. An apartment complex of this many units will increase traffic congestion in this area. The developer's study suggests that people will bike or take public transportation. This will not happen. People in Burlington drive their cars. The traffic at New Street and Guelph Line is already congested due to the merge into one lane in both directions at Beverely Street, and in rush hour I wait for two or three traffic lights to get across Guelph Line at New Street.		The targeted demographic for this development is seniors, not all which will drive or own vehicles. A traffic and parking report has been provided by a qualified transportation engineer. Their conclusions and recommendations will be reviewed and ultimately approved by the City and Region. It is our opinion that the local roads will operate at an acceptable capacity.
6. I would prefer that this property not be re-zoned high density residential, that is high-rises. Townhouses would be more suitable, or leave it commercial		Noted.
Further, I understand the Roseland Bowl and McDonagh Real Estate have been sold and are zoned high density residential. If a high-rise goes up there as well, the housing and traffic congestion are going to be a nightmare.		Noted.
Additional Verbal Comments Made at Public Meeting by Planning Committee		
Relocate hammerhead and garbage pick up		Hammerhead has been removed, so has outdoor garbage parking area. All waste will be internally managed with a private operator given the medial uses on site.
Tone down architectural expression		Noted. The architect is revising the elevations to refine the look of the building.
Push back building from north property line, lower heights		The building location, as it relates to the north property line has not changed. The by-law requires 15m setback we are providing 18m for the first 6 storeys and 30m+ for the storeys above. We fit within a 45-degree angular plane and are consistent with the recently approved Mid-Rise Guidelines.
How much retail space? Is there an opportunity to add restaurant use?		The proposed 775 sq.ft of retail within the rental building has been removed and replaced with 5,600sq.ft of community institutional space (PACE). There is still an opportunity to include a restaurant within the retirement building once a vendor has been selected.
Environmental issues and status of remediation		Our environmental consultant is working the City and Region on the Risk Assessment. Additional site samples were taken

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		recently but given the dramatic winter season taking samples were delayed. The RA will be submitted to the Ministry at the end of the month. A holding provision is expected to be applied to the zoning to ensure that property approvals and remediation is achieved prior to construction.
Is there an opportunity to widen the front yard setback		The setback was increased from 3m to 5m. This is consistent with urban design practices and supported by the City's recently approved Mid-Rise Guidelines. The proposed setback is also consistent with the adjacent mid-rise building to the west which ranges from 4m to 5m, and is consistent with the mid-rise guidelines to locate new building at the same setback as adjacent buildings.
Traffic calming options		The developer has explored potential traffic calming options that include timing adjustments for traffic signals, material marking at intersection crossings and signage. Off-site improvements will be finalized at the site plan stage.
Increase parking to meet IBI city-wide standards		Parking rates have been revised to meet the rates proposed in the city-wide parking study. An additional level of underground parking is proposed.

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