



Planning and Building Department

TO: Community Development Committee

SUBJECT: Statutory Public Meeting Regarding the Official Plan Amendment and Rezoning Applications for 1284 Guelph Line

Report Number: PB-78-12

File Number(s): 520-12/12 & 505-03-12

Report Date: October 2, 2012

Ward(s) Affected: 1 2 3 4 5 6 All

Date to Committee: October 22, 2012

Date to Council: November 5, 2012

Recommendation: For information only – Prepared for the Statutory Public Meeting

Purpose:

- Address goal or action in strategic plan
- Establish new or revised policy or service standard
- Respond to legislation
- Respond to staff direction
- Address other area of responsibility

This report has been prepared as background information for the statutory public meeting required under *The Planning Act* for the Official Plan Amendment and Zoning By-law Amendment applications submitted by A.J. Clarke and Associates Ltd on behalf of ADI Development Group Inc.

The report provides a summary of the development application and of the current planning policy framework. It also identifies issues raised during the technical and public circulations for the applications to date. A detailed discussion of the issues and a recommendation on the applications will be addressed in a future report.

Reference to Strategic Plan:

- Vibrant Neighbourhoods
- Prosperity
- Excellence in Government
- N/A

Report Fact Sheet

| | | | | |
|----------------------------|--------------------------------|--|------------------|---|
| RECOMMENDATIONS: | | <i>None. Information Report.</i> | Ward No.: | 3 |
| Application Details | APPLICANT: | <i>A.J. Clarke & Associates</i> | | |
| | OWNER: | <i>ADI Development Group Inc.</i> | | |
| | FILE NUMBERS: | <i>505-03/12; 520-12/12</i> | | |
| | TYPE OF APPLICATION: | <i>Official Plan and Zoning By-law Amendments</i> | | |
| | PROPOSED USE: | <i>Four-storey, 78-unit condominium apartment building with below-grade parking and access from Guelph Line.</i> | | |
| Property Details | PROPERTY LOCATION: | <i>West side of Guelph Line, south of Centennial Drive and north of Mainway</i> | | |
| | MUNICIPAL ADDRESSES: | <i>1284 Guelph Line</i> | | |
| | PROPERTY AREA: | <i>0.34 ha; Approximate Guelph Line Frontage: 50m</i> | | |
| | EXISTING USE: | <i>Vacant land</i> | | |
| Documents | OFFICIAL PLAN Existing: | <i>Residential – High Density</i> | | |
| | OFFICIAL PLAN Proposed: | <i>Site-specific policy to permit increased density per net hectare (proposed: 226; permitted:185)</i> | | |
| | ZONING Existing: | <i>RH4 (Residential –High Density)</i> | | |
| | ZONING Proposed: | <i>Site-specific zoning (RH4) to permit increased density reduced parking and specific yard requirements.</i> | | |
| Processing Details | NEIGHBOURHOOD MEETING: | <i>September 13, 2012</i> | | |
| | PUBLIC COMMENTS: | <i>Staff received multiple emails as well as written comments from the neighbourhood meeting.</i> | | |

Background:

On July 3, 2012, the planning and building department acknowledged that a complete application had been received for the proposed Official Plan amendment and rezoning at 1284 Guelph Line.

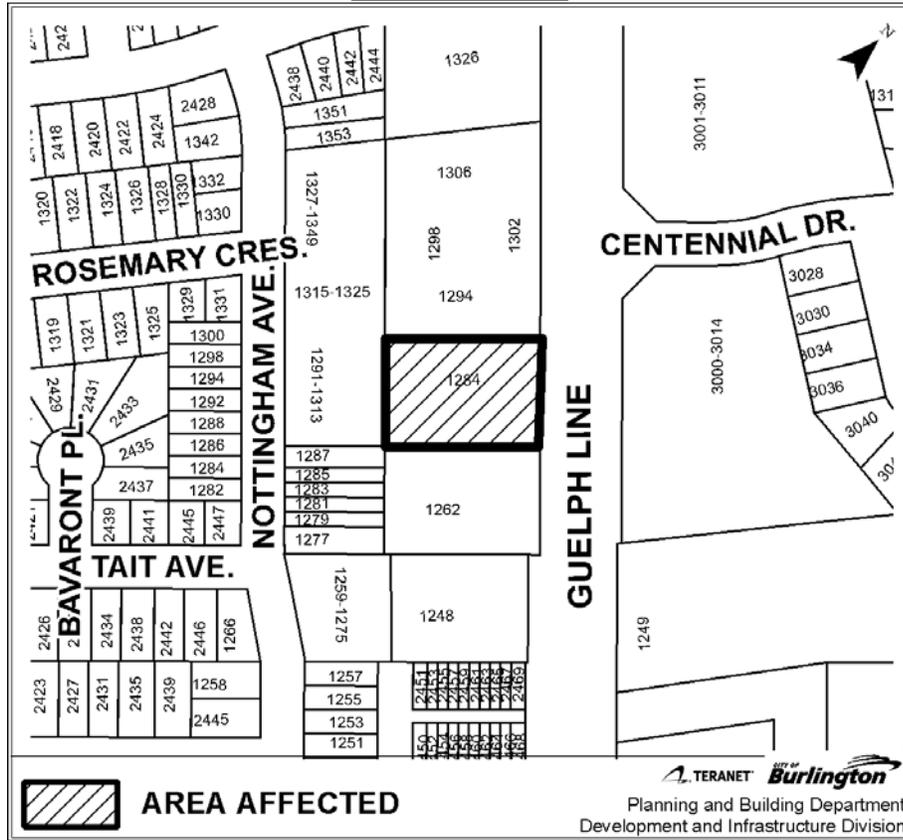
This report provides details of the proposed applications, a summary of applicable policies and regulations and proposed changes as well as a summary of technical and public comments received to date. This report is intended as background information for the statutory public meeting.

Site Description:

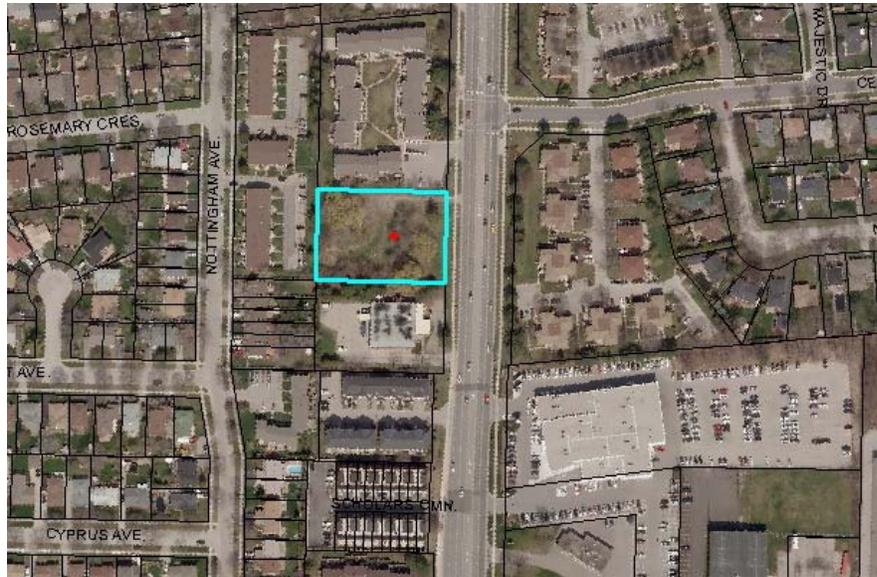
The site in discussion is approximately 0.34 hectares in size and is located on the west side of Guelph Line, south of the Guelph Line/Centennial Drive intersection and north of the Guelph Line/Mainway intersection, as shown on the Location Sketch and Air Photo below. The property has an approximate frontage of 50m along Guelph Line. The property is currently vacant. Recently, a temporary sales building has been located on the site.

The property is surrounded by residential uses of various intensities on all sides, with the higher-intensity residential being located to the north and south of the property along Guelph Line and the lower-intensity residential uses located behind the subject property to the west. Immediately south of the property is a Bell Utility building. There are also townhouses directly east of the property, on the east side of Guelph Line.

Location Sketch:



Air Photo:



Description of Applications:

The purpose of the applications is to permit a 4-storey condominium apartment building with underground parking and site-specific yard requirements.

Specifically, the applicant requests a change to the City's Official Plan High Density Residential policy to permit 226 units per net hectare where 180 units per hectare is the current density limit.

In addition, the applicant requests a site-specific amendment to the RH4 zone to permit a density of 226 units per net hectare where 150 units per net hectare is the current upper limit in the Zoning By-law, as well as a reduction in the amount of required parking and amenity areas as well as site specific setback requirements.

Appendix A contains a conceptual site plan layout and artists renderings for the proposed development.

Technical Reports:

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

- Planning Justification Report (Prepared by A.J. Clarke and Associates Ltd., June, 2012)
- Traffic Impact and Parking Study (Prepared by Paradigm Transportation Solutions Ltd., June 29, 2012)
- Geotechnical Investigation (Prepared by Soil-Mat Engineers & Consultants Ltd., April 24, 2012)
- Tree Preservation Plan (Prepared by Adesso Design Inc., April, 2012)
- Site Plan and Height Survey (Prepared by ICON Architects Inc., June 27, 2012)
- Phase I Environmental Site Assessment (Prepared by Soil-Mat Engineers & Consultants Ltd., February 17, 2012)
- Phase II Environmental Site Assessment (Prepared by Soil-Mat Engineers & Consultants Ltd., April 16, 2012)
- Functional Servicing Report (Prepared by A.J. Clarke and Associates Ltd., June 2012)
- Road Traffic Noise Feasibility Study (Prepared by HGC Engineering, June 28, 2012)

Policy Framework

The proposed Official Plan and zoning by-law amendments are subject to the following policy framework: the Provincial Policy Statement (PPS), 2005, the Places to Grow: Growth Plan for the Greater Golden Horseshoe, the Halton Region Official Plan, the City of Burlington Official Plan and Zoning By-law 2020.

Halton Region Official Plan The subject site is identified as “Urban Area” in Halton Region’s Official Plan (ROP). The Official Plan states that permitted uses shall be in accordance with local Official Plans and Zoning By-laws and other polices of the Regional Official Plan.

Conformity with the ROP will be addressed in a future recommendation report. Regional comments have not yet been received.

City of Burlington Official Plan 1284 Guelph Line is identified in Burlington’s Official Plan as “Residential-High Density” (Schedule B). Part II of the Official Plan contains functional policies dealing with a variety of topics including design, transportation and sustainability, which are applicable throughout the city. Additionally, Part III of the Official Plan contains land use policies for a wide variety of land uses in the Urban Planning Area, including Residential – High Density Areas.

Staff notes that any application for intensification in the City of Burlington must be reviewed to be in accordance with the following:

“The following criteria *shall* be considered when evaluating proposals for housing *intensification* within established neighbourhoods:

- i. Adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland;
 - ii. Off-street parking is adequate;
 - iii. The capacity of the municipal transportation system can accommodate any increased traffic flows, and the orientation of ingress and egress and potential increased traffic volumes to multi-purpose, minor and major arterial roads and collector streets rather than local residential streets;
 - iv. The proposal is in proximity to existing or future transit facilities
 - v. *Compatibility* is achieved with the existing neighbourhood character in terms of scale, *massing*, height, siting, setbacks, coverage, parking and *amenity area* so that a transition between existing and proposed buildings is provided;
 - vi. Effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character;
 - vii. Significant sun-shadowing for extended periods on adjacent properties, particularly outdoor *amenity areas*, is at an acceptable level;
 - viii. Accessibility exists to community services and other
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- neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care;
- ix. Capability exists to provide adequate buffering and other measures to minimize any identified impacts;
 - x. Where *intensification* potential exists on more than one adjacent property, any *re-development* proposals on an individual property shall demonstrate that future *re-development* on adjacent properties will not be compromised, and this may require the submission of a *tertiary plan*, where appropriate;
 - xi. Natural and *cultural heritage* features and areas of natural hazard are protected;
 - xii. Where applicable, there is consideration on the policies of Part II, Subsection 2.11.3 g) and m); and
 - xiii. Proposals for non-ground oriented housing *intensification* shall be permitted only at the periphery of existing *residential neighbourhoods* on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi-purpose arterial roads and only provided that the built form, scale and profile of *development* is well integrated with the existing neighbourhood so that a transition between existing and proposed residential buildings is provided. “

A review of the applications and their conformity to all Official Plan policies will follow in a future recommendation report.

City of Burlington Zoning
By-law 2020

1284 Guelph Line is zoned “RH4” in the city’s Zoning By-law 2020, as amended. The RH4 regulation represents a high-density zone within the city which permits apartment buildings, stacked townhouse, back to back townhouses, street townhouses and retirement homes, subject to a series of regulations. Appendix B contains a zoning sketch for the subject and adjacent properties.

The regulations for an apartment building in an RH4 zone are listed below. The table below identifies the zone requirements as well as the applicant’s proposed values:

| Regulation | Required | Proposed |
|---------------------------------|-----------------|--|
| Lot width | 45 m | 49.62 m |
| Lot area | 0.2 ha | 0.34 ha |
| Front yard and street side yard | 7.5 m | 4.7 m |
| Rear yard | 7.5 m | 6.4 m |
| Side Yard | 7.5 m | South side: 6.5 m North side: 8.7 m |

| | | |
|---|--|---|
| Density | Min: 50 units per hectare Max: 100 units per hectare plus an addition 10 units per hectare for each 3% increase in enclosed parking to 150 units per net hectare (54 units) | 227.4 units per net hectare (78 units) |
| Building Height (Max) | 12 storeys | 4 storeys |
| Amenity Area | 25 m ² /bedroom; 15m ² /efficiency (2,325m ²) | 2,144 m ² (Includes rooftop garden, balconies, landscape and patio areas) |
| Landscape Area | 6 m | 4.7 m |
| Landscape Buffer (abutting RM1-RM5 zones) | 3m | 3 m (along west property line) |
| Parking | | |
| Enclosed Occupant Parking | 75% | 100% |
| 1.5/ 2 BDRM unit | 11 (7 units) | 120 underground spaces provided |
| 1.25/ 1 BRDM unit | 89 (71 units) | 1 surface parking space provided |
| 0.35/ unit (visitor) | 27 (78 units) | |
| | Total: 127 spaces | Total: 121 spaces |

The applicant is seeking a site-specific exception to the RH4 zone to permit the construction of a 4-storey, 78 unit apartment building. A site-specific amendment is required to address the parking requirements identified above, some setback and amenity area requirements as well as the density requirement in the Zoning By-law. The applicant intends to comply with all other regulations as required.

Technical Review

On July 11, 2012, staff circulated a request for comments to technical agencies both externally and internally.

Burlington Hydro, Roads and Parks Maintenance, Burlington Economic Development Corporation, Halton Catholic District School Board, the City of Burlington Tax Department, and the Halton District School Board

indicated no objections to the proposed development and/or requested conditions that will be addressed in the upcoming recommendation report.

While preliminary discussions have been on-going, the following agencies have yet to provide formal comments on the proposed application:

- Halton Region (including Transportation Services)
- City of Burlington Transit
- City of Burlington Engineering and Site Engineering
- Bell Canada

Staff anticipates that comments from the above agencies will be received shortly.

Financial Matters

In accordance with the 2012 Development Application Fee Schedule, all fees determined to date have been received.

Environmental Matters

At this time, no environmental matters have been identified.

Communication Matters

Public Consultation

A complete application was received and acknowledged by the City on July 3, 2012. In accordance with the standard practice of the department, a public notice and request for comments was sent to all property owners within a 120 m radius of the subject property on July 11, 2012.

A neighbourhood meeting was held on September 13, 2012 at the Tansley Woods Community Centre and was attended by approximately 16 members of the public, the local ward Councillor, city staff and the applicant and their representatives.

Since public consultation began on this application, one neighbourhood meeting comment sheet has been received as well as numerous e-mails from the public. All correspondence received to date is attached in Appendix C. Comments include concerns expressed regarding the following:

- Existing traffic concerns on Guelph Line (especially during rush-hour and peak times)
 - Perceived future traffic concerns on Guelph Line
 - Desire for signalization of the Guelph Line/Mount Forest Drive intersection
 - Difficulty with left turns out of development
 - Density at the location (proximity to Guelph Line, presence of
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- children near Guelph Line)
- Garbage/dust – eye sore
 - Privacy infringement to other developments and rooftop patios
 - Decreased property values of adjacent properties
 - Decreased happiness of current area residents
 - Queuing of cars exiting development
 - Construction equipment interfering with Guelph Line traffic and possible need to re-pave after
 - Renters have less concerns about effects of actions on neighbourhood
 - Units may reside on market longer and reduce adjacent property values
 - Prefer townhouse option
 - Stands out in comparison to other buildings
 - Building height
 - Disrespect of vision and existing zoning regulations
 - Increase in density and decrease in parking not justified – if density lowered, parking could be accommodated
 - Single visitor space at grade – impractical and will cause congestion on site for delivery people/visitors
 - Impressed with design and site plan – chic, New Urbanism, class
 - Unit count in 60s would work without much problem to anyone
 - Building design – tacky, similar to other new condos and high-rises without tree coverage
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Public Notice

As this report is being prepared for the statutory public meeting, notice has been sent to all owners/tenants within 120m of the properties under application, to all individuals that submitted comments and all individuals that attended the neighbourhood meeting and/or requested to be added to the circulation list.

An additional notice will be sent to those that have submitted comments and/or requested to be added to the notification list when the recommendation report is brought to Committee.

Conclusion

This report provides a description of the development application, an update on the technical review of these applications and advises that several 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,

Jenna Puletto
 Planner - Development
 905-335-7600 Ext 7824

Reviewed by: Rosalind Minaji, Coordinator of Development Review
 Bianca Bielski, Manager of Development Services

Appendices:

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|---|
| A. Conceptual Site Plan and Artist Renderings |
| B. Zoning Sketch |
| C. Public Comments Received |

Notifications:
 (after Council decision)

| Name | Mailing or E-mail Address |
|-------------------|---------------------------|
| Owner | Planning to Provide |
| Applicant | Planning to Provide |
| Notification List | Planning to Provide |

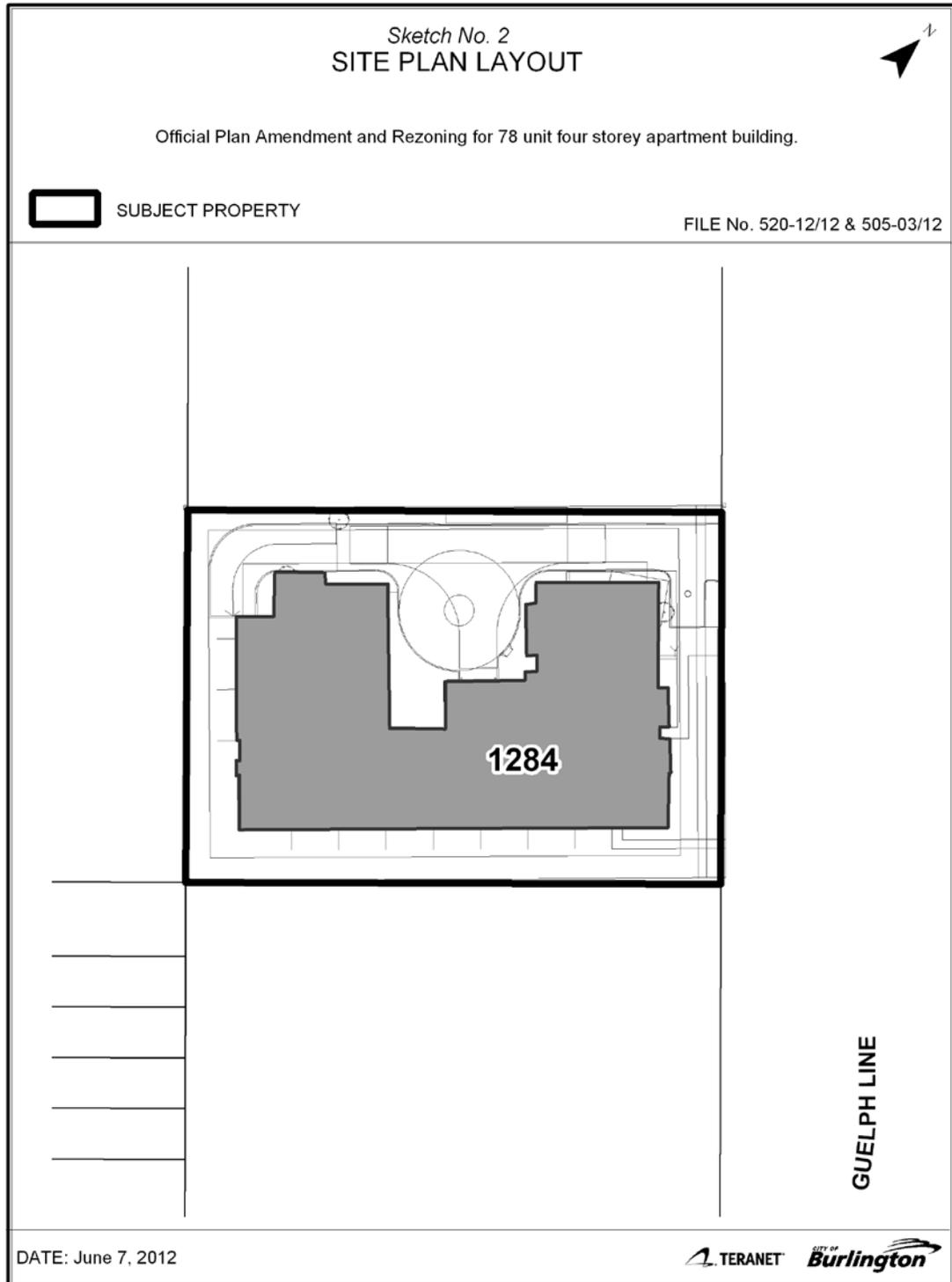
Approvals:

*required

_____ *Department Head _____ City Treasurer _____ General Manager _____ City Manager

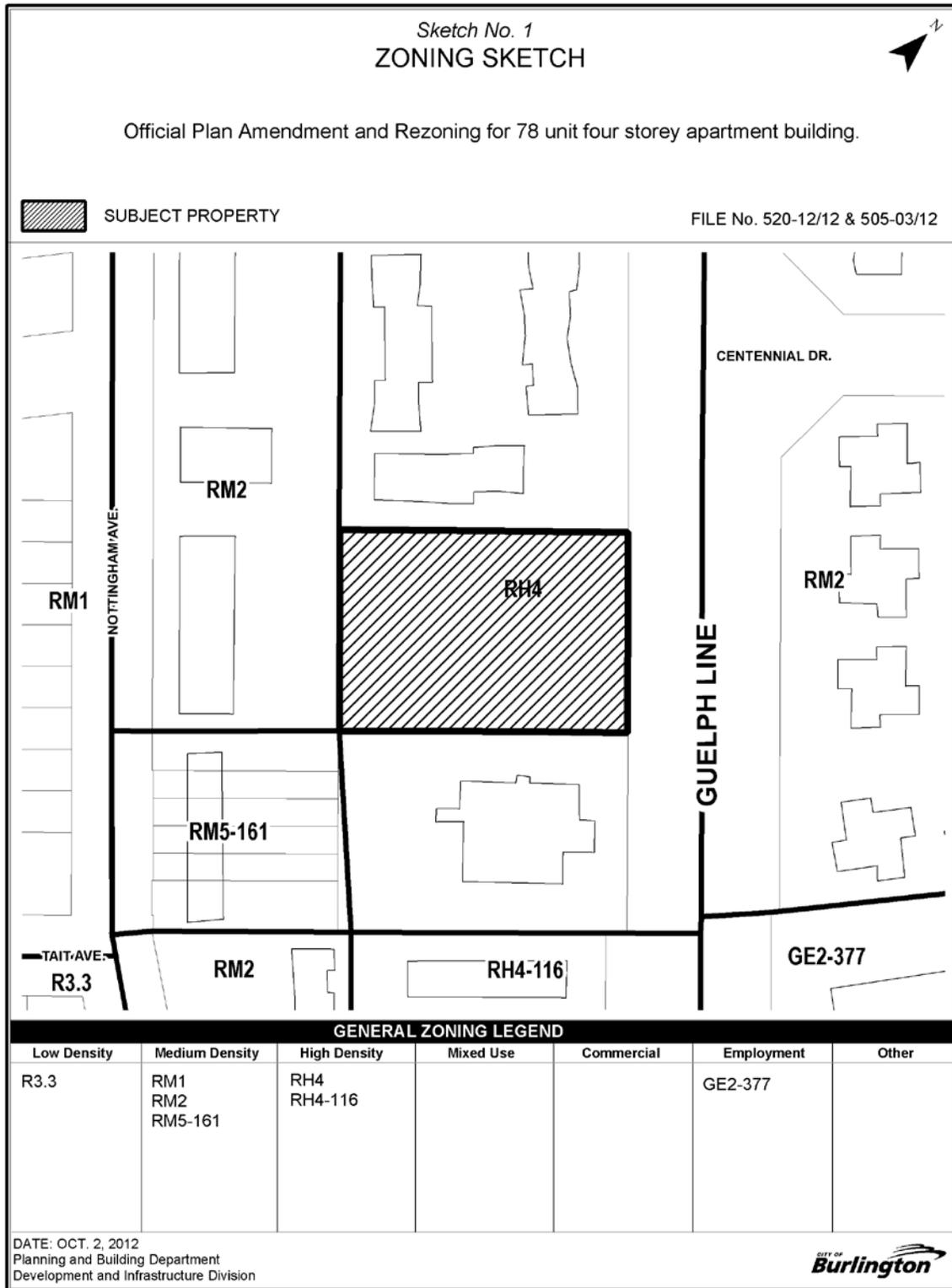
| | To be completed by the Clerks Department |
|--|---|
| Committee Disposition & Comments | |
| | |
| | |
| | 01-Approved 02-Not Approved 03-Amended 04-Referred 06-Received & Filed 07-Withdrawn |
| Council Disposition & Comments | |
| | |
| | |
| | 01-Approved 02-Not Approved 03-Amended 04-Referred 06-Received & Filed 07-Withdrawn |

Appendix A: Conceptual Site Plan and Artist Renderings





Appendix B: Zoning Sketch



Appendix C: Public Comments Received

**NEIGHBOURHOOD MEETING
COMMENT SHEET**

| | |
|-----------------|---|
| Subject: | Proposed Official Plan Amendment and Re-Zoning for proposed 4-storey apartment building |
| Address: | 1284 Guelph Line |
| Files: | 520-12/12; 505-03/12 |

Please Indicate Below Any Comments or
Special Concerns You May Have About This Project

My concern is traffic flow North /
South bound on Guelph line. Want
traffic light installed at
Mount Forest Drive and Guelph
line.
Thank You!

(additional space on back)

Puletto, Jenna

From:
Sent: Saturday, September 15, 2012 2:00 PM
To: Puletto, Jenna
Subject: CONCERNS RE: PROPOSED CONDO AT 1284 GUELPH LINE
Categories: MODRN - Public Comment

Hi Jenna

I believe a 78 unit condo on Guelph Line is a bad idea !

Why ? Because Guelph Line is already crowded (tryi driving thru it at rush hours !) and packing a high density condo bldg potentially with kids near a busy artery is not smart planning. This high density housing will add to the traffic during rush hours. THis concept may be do-able say in Missississauga's boulevard type Eglington Road but not in Burlington.

A town house complex may be more acceptable to accomodage people who want to buy a home in in the \$170K range.

Puletto, Jenna

From:
Sent: Friday, September 21, 2012 2:39 PM
To: Puletto, Jenna
Subject: FW: re new development at 1284 Guelph Line

Hi Jenna,

The Burlington Post article suggested we could voice our opinion to you regarding the proposed project Mod'rn Condominium site 1284 Guelph Line.

I am strongly against our city's zoning bylaws being changed for this developer/builder's **greed**. Reduced set backs, increased density and reduced visitor parking are all items that infringe on the residents future enjoyment of their home, both in this proposed complex and surrounding neighbors. Our zoning guidelines were created for a reason, do not allow developers to ONCE AGAIN disrespect our vision for Burlington. Not voicing an opinion is viewed as agreeing. I do not agree with the requested variances to zoning by-law changes for this site.

Our city which is recognized as being a wonderful place to live is being compromised one project at a time. Two quick examples, the lack or total absence of visitor parking in all our new downtown highrise condominiums, all the townhouses that were built practically on the roadway at Appleby Line, south of Upper Middle Road.

Regards

Puletto, Jenna

From:
Sent: Thursday, September 13, 2012 12:17 PM
To: Puletto, Jenna
Subject: 78 unit complex off geulph line

Categories: MODRN - Public Comment

Hello,

my name is _____ i currently live at scholars common just down the street from the proposed building site of 78 residential units. I cannot make the meeting tonight as i work afternoons but i would like to submit my disapproval of the proposed 4 story complex. I recently just purchased a house here and love the fact that geulph line is one of the better streets to travel on compared to appleby and walkers. There is less traffic lights and traffic moves smoothly. I feel that buy allowing this complex to go in it will congest geulph line and slow down traffic. I have know problem with building more townhouses there or a smaller complex that does not need to use traffic lights. I understand that burlington has lack of building space available but it does not need to turn into a concrete jungle with high-rise or condos everywhere which it will lose its appeal if the city allows builders to continue adding these buildings. I also believe that this new complex is going to look as tacky as all of the other new condo and high-rise buildings that we have seen go up in the last 5 years or more without proper tree coverage and just more concrete and asphalt. townhouses at least allow for green space and new trees. I strongly recommend against allowing them to build another ugly monstrosity.

Puletto, Jenna

From:
Sent: Monday, September 17, 2012 12:40 PM
To: Puletto, Jenna
Subject: Guelph Ln Zoning Amendment

Categories: MODRN - Public Comment

Good morning Jenna,

Unfortunately I could not make it to the public meeting last Thursday as I found out due to short notice. I recently moved to Scholars Common and found out from a neighbour as oppose to receiving a notice.

I'd like to express my disapproval of the zoning amendment. That type of density should not be permitted in that location. That proposed density and height of the building will have several negative effects on our neighbourhood. This includes increased traffic, garbage/dust, and infringement on our privacy. These effects will lead to decreased property values of the surrounding homes and a decrease in the happiness of current residents.

Guelph line runs relatively smoothly, although at peak times there is significant congestion. Moving south to get onto the highway is very backed up at times, and at rush hour there is an increase traffic going both ways. Since our street is close to Mainway, at these peak times it is dangerous turning in and out of our street. There are people entering the turning lane too early to turn left onto Mainway which make it dangerous to turn left into our street. To compensate for this, I often have to wait to the last minute to enter the turning lane and my reduced speed enrages drivers behind me who are following too close. If a new building with 78 units were added on Guelph that would make things significantly more complicated in the turning lane, considering the average household has two cars. At rush hour that could be as many as 156 cars turning in and out, in addition visitors. If there is underground parking with a security gate there could be back ups onto the road as each resident in the building waits for the gate to be opened. There is already a town house complex north of the proposed site with underground parking and a set of lights, so another set of lights is out of the question. At rush hour I can turn right out of our complex because a new lane starts just north of us, meaning there are no on coming cars in that lane, however, the 78 new residents/156 new cars would not have that option because the lane starts south of them. They would most likely make risky right turns to get out of their complex. A similar issue will exist with turning left, the driveway for this new site will be so close to the existing lights and the other town houses with underground parking that they will have difficulty turning left and therefore make dangerous manoeuvres to get out of their apartment complex.

The equipment needed to build such a large complex will interfere with traffic on Guelph as well for the next two or three years, maybe more since projects rarely run on schedule. Because the site is so small and the building is so large there will not be much room for equipment to be parked or turned around on the site. All of this will require use of the road. Nothing slows down rush hour traffic like trucks being guided out onto the road. By the time they're done, that section of Guelph line will need to be repaved with all of the heavy equipment using in and turning in that one spot.

Currently there is so much garbage on Guelph line on garbage day. Often times residents in the town houses forget their bins, or someone comes along and illegally dumps way before garbage day. Seven days a week there is garbage or recycling bins out there. If the apartment is dumping garbage at the curb it will be another eye sore. Typically condos like this are purchased and then rented out, and renters have less respect for the neighbourhoods they reside in as they do not have to worry about the effect their actions will have on property values.

The decrease in privacy is also a major concern. The appeal of purchasing this new house in July was the rooftop patio and the privacy that comes with it. It makes me feel uncomfortable knowing that people can be peering in on a space I thought I'd be able to enjoy privately. Now people will be able to look out of their windows/balconies/rooftop terrace and see right onto my small private space. Not to mention the construction debris floating over will be all over my rooftop.

In Burlington there is a demand for family homes, and they sell quickly, however, homes like the ones on our street are on the market longer because they aren't ideal for raising a family. The same will go for these condos. They appeal to older/younger couples, not families. Therefore, they will be saturating the market for these type of executive homes thereby reducing our property values.

In sum, all of these factors will reduce my property value as it becomes less appealing to live off of Guelph line, I certainly wouldn't have purchased this house earlier this year if I knew there was a possibility of this being built basically next door. No one will want to buy my house when getting in and out of it is a hassle, and there is garbage everywhere, and no privacy.

Please advise on what are the next steps my community can make to protect our property values. Where do we go from here to stop this high density proposal? How far in the process are we, because they're already advertising units for sale? How is that possible if the site hasn't been rezoned yet?

Thank you for your consideration, please offer some type of response.

Puletto, Jenna

From:
Sent: Thursday, September 13, 2012 9:38 AM
To: Puletto, Jenna
Subject: Development on Guelph Line

Categories: MODRN - Public Comment

Hi Jenna,

I am a resident of the Scholars common Buildings on Guelph Line. I will be unable to attend the meeting tonight however, I wanted to voice my opinion opposing the 5th floor terrace on the new building that will allow residents to peer down to our rooftop terraces.

I have huge concerns with that type of building going up in the first place as it sticks out in comparison to the other buildings that are going up. Having that said I am much more concerned about the 5th floor terrace that will tower above the recommended skyline that has been set for the city of Burlington in this particular zone.

Please let me know when a decision will be made about this subject.

From:

Sent: Tuesday, September 18, 2012 10:27 AM

To: Pulettto, Jenna

Cc:

Subject: RE: Proposed Condo at 1284 Guelph Line

Good morning Jenna as you are aware Counsellor Taylor has given you as the contact person for this development. As a preamble I have to highlight that I am in favour of high density, intensification, vertical developments that create the critical mass to form the foundation of a vibrant community. I am on record highlighting this statement in other jurisdictions and venues. This proposal by ADI Developments is a great opportunity to start intensification in Burlington my only concern is the traffic impact on Guelph Line especially with ingress and egress issues from Guelph Line and from Mount Forest Drive including school buses – in my opinion this can be addressed with the installation of traffic signals at the corner of Guelph Line and Mount Forest Drive. With the addition over the past years of the Big Box stores on the east side of Guelph Line, Wal-Mart on Fairview, the increase in GO station parking, Target coming in the spring of 2013 to Burlington Mall, the residential developments completed and nearing completion on both sides of Guelph Line East and West along Dundas into Waterdown, and traffic coming down from the new Milton developments all looking for access to the QEW and Hwy 407 this is my concern. As the *paradigm shifts* and people are taking Burlington transit, biking to the GO station this will also increase the traffic flow both inbound and outbound during peak hours. As you are aware increasing traffic congestion causes a number of problems: crashes, economic costs due to delays, air pollution and loss of economic vitality. As one roadway becomes congested, others may experience problems as motorists use routes not intended for through traffic. My understanding from last Thursday's neighbourhood meeting is that ADI Developments paid for and conducted the traffic study – is this considered a "BEST PRACTICE" that the applicant conducts the traffic study? What were the dates of the study? What was considered Peak times? Was Saturday traffic included? Was a traffic crash analysis completed? I would also like to be informed of the qualifications of Preparer and Reviewer of this Traffic impact study? I hope I can review the study online as I have very many more questions which will be hopefully answered after reviewing the data. The online option is best as my personal schedule is very tight with my office in _____ and residence in Burlington. Thanking You in advance. _____,

Puletto, Jenna

From:
Sent: Thursday, September 20, 2012 2:20 PM
To: Puletto, Jenna
Cc:
Subject: RE: Proposed Condo at 1284 Guelph Line
Attachments: image011.gif

Jenna, I was able to retrieve the study THANK YOU very much it saves time going to City Hall living in Burlington and working in has its moments. I must preface my remarks by highlighting that I am a person who is known in the past and present working with staff and politicians on Federal, Provincial, Regional and Post Secondary ABCs and NGOs as a consensus builder, transparent, ethical, moving projects forward so my purpose is not to create any public issues it is not in my DNA. I have the utmost respect for the work everyone completes in these areas it is not an easy task – case in point. Having written this upon skimming through the report I have noted a couple of potential issues with the traffic study completed by the applicant which is based on Regional/City traffic studies conducted on Tuesday May 18, 2010 and Monday September 19, 2011. The times of the AM and PM peak times is per the suggested protocols however the day of the week in reference to Monday September 19th is not considered a day to measure peak times as you are aware it is Tuesday, Wednesday, and Thursday. Further, I am to understand that Appendixes A, B, & C reference to lane volumes etc. studies completed on Tuesday June 26th a time when all post-secondary and secondary educational institutes are finished for the academic year hence a great reduction in traffic volumes this puts into question what are the real PEAK volumes which are best measured during September – May between Tuesday and Thursday. I am looking where I move this next and what further outside commentary I will seek however to me the traffic study is at best weak – it looks great in print, is a great sound bite however the base lines are questionable. If the applicant goes with his “as-of-right zoning” than it is what it is – I understand they have two existing choices however if he is given an exception there has to be concessions as the project will effect travel flows. To all recipients of this email if I am misinformed please send a return email. ...

Puletto, Jenna

From:
Sent: Wednesday, September 12, 2012 10:43 PM
To: Puletto, Jenna
Subject: Disapproval of building on Guelph line
Categories: MODRN - Public Comment

Hi Jenna,

My husband and I are emailing you concerning the complex being built on Guelph line. We live on Scholars Common and the main reason we decided to buy in this area was because of the privacy my family would have on our rooftop patio. We are very against the construction of this 5th floor terrace. This terrace will take away all the privacy that we very much appreciate and hard to come by in this time and age. We do not wish to have strangers over looking our private family gathering or relaxation time. We also feel this will decrease the value of our property. We will try to attend the meeting tomorrow but I hope this email will be received with an open mind and consideration.

Thank you for your time,
