



**Community Planning, Regulation and Mobility Committee Public Meeting
Addendum**

Date: June 14, 2022
Time: 6:30 p.m.
Location: Hybrid meeting- virtual and Council Chambers, City Hall
Contact: Committee Clerk, Jo-Anne.Rudy@burlington.ca, 905-335-7600, x7413

Pages

2. Statutory Public Meetings:

**2.1. Applications to amend the Official Plan and Zoning By-law for 1120
Cooke Boulevard (PL-48-22)**

- | | |
|---|----------------|
| <i>a. Staff Presentation regarding applications to amend the Official Plan and Zoning By-law for 1120 Cooke Boulevard (PL-48-22)</i> | <i>1 - 10</i> |
| <i>b. In person delegation from Mike Bennett, representing WND Associates Ltd., regarding applications to amend the Official Plan and Zoning By-law for 1120 Cooke Boulevard (PL-48-22)</i> | <i>11 - 38</i> |
| <i>c. Virtual delegation from Liang Xu regarding applications to amend the Official Plan and Zoning By-law for 1120 Cooke Boulevard (PL-48-22)</i> | <i>39 - 39</i> |
| <i>d. Virtual delegation from Tom Muir regarding applications to amend the Official Plan and Zoning By-law for 1120 Cooke Boulevard (PL-48-22)</i> | <i>40 - 41</i> |
| <i>e. Correspondence from Deborah Roberts regarding applications to amend the Official Plan and Zoning By-law for 1120 Cooke Boulevard (PL-48-22)</i> | <i>42 - 43</i> |

Statutory Public Meeting

Applications to amend the Official Plan and Zoning By-law

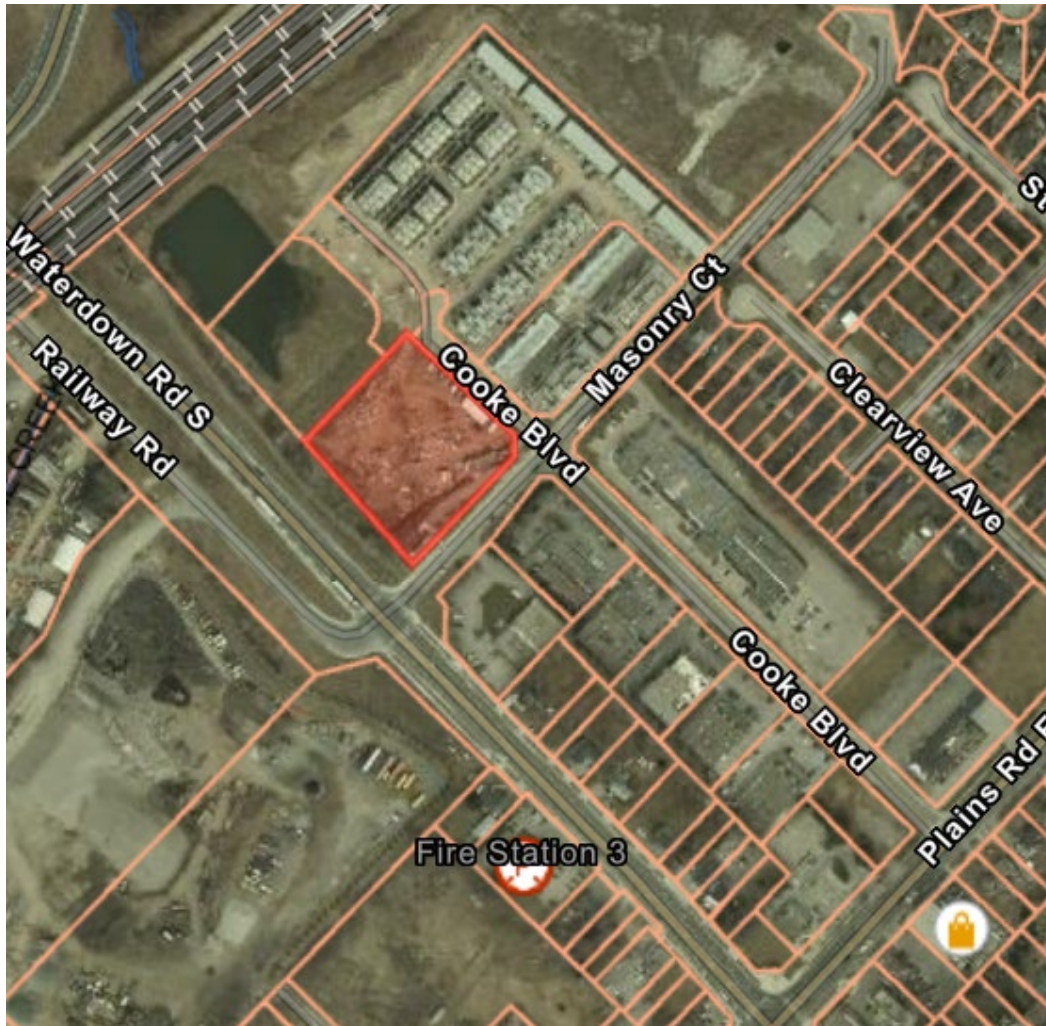
Applicant: Adi Development Group

Addresses: 1120 Cooke Blvd

Date: June 14, 2022

Report: PL-48-22

Overview of Development Site



1120 Cooke Blvd

Site Area: 0.95 hectares

Frontage on Cooke Blvd: 90 m

Frontage on Masonry Crt: 91 m

Frontage on Waterdown Rd: 100 m

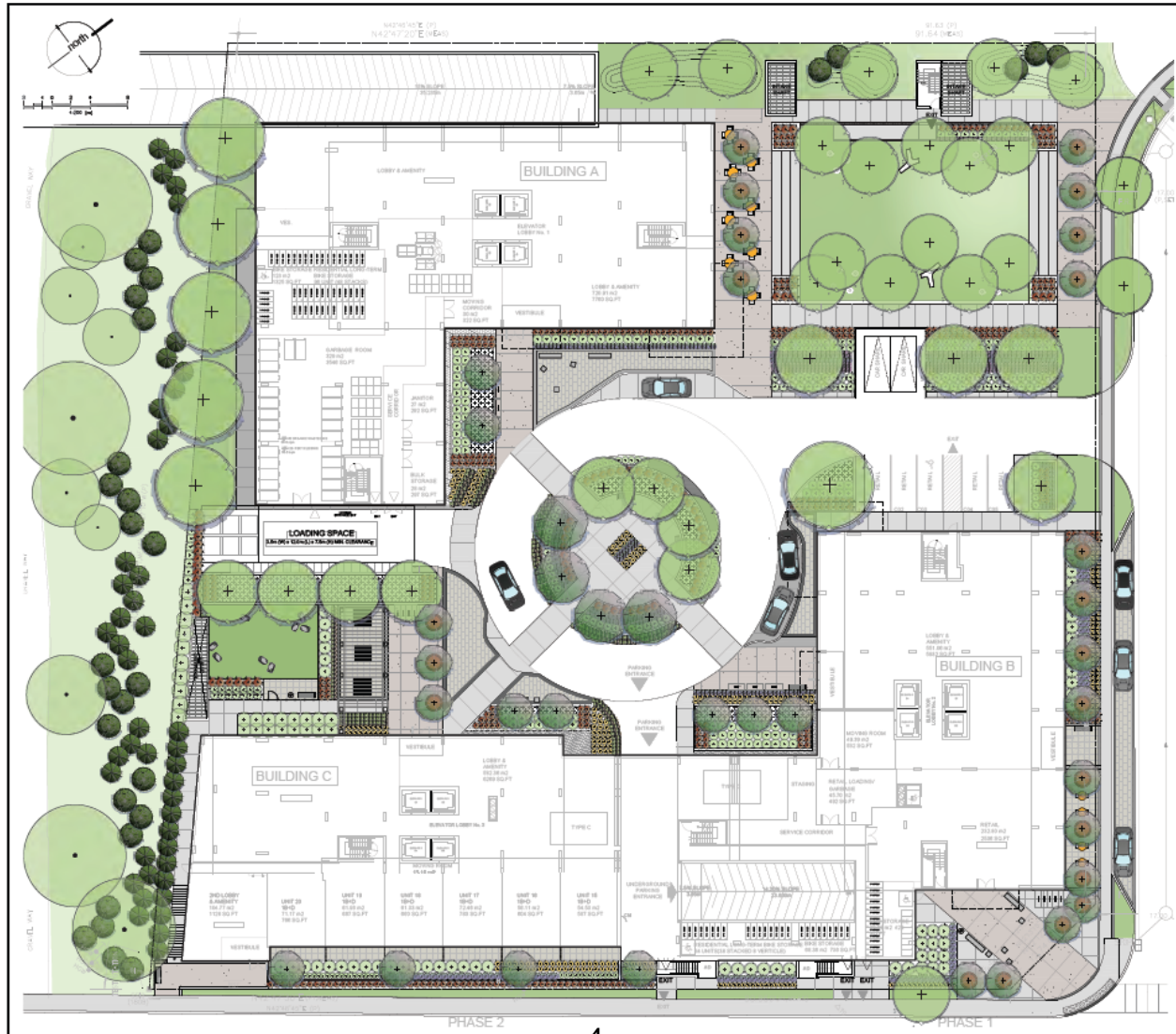
Proposed Development



- Three tall buildings: 26, 36, and 36 storeys (123 metres) with 3 and 4-storey podiums
- 1,139 residential units
- 231 m² of retail at grade
- Proposed density: 1,199 units per hectare
- Proposed Floor Area Ratio: 7.9:1
- Parking: 1,031 spaces in 5 underground levels

Proposed Development (Landscape Plan)

Waterdown Rd



Cooke Blvd

Figure 24 Landscape Plan Source Adesso Design

4
Masonry Court

Policy Context

- Provincial
 - Provincial Policy Statement (PPS), 2020
 - A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)
- Regional
 - Halton Region Official Plan (ROP)
- Local
 - City of Burlington Official Plan
 - City of Burlington Zoning By-law 2020

Burlington Official Plan

Current Official Plan (1997 as amended)

Designation:	Mixed-Use Corridor - Commercial
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Permits:	Maximum height: 6 storeys Maximum Floor Area Ratio: 1.5:1
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New Official Plan (2020) (subject to appeals)

Designation:	Urban Corridor + within Primary Growth Area
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Permits:	Maximum height: 6 storeys Maximum Floor Area Ratio: 2.0:1
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Requested Official Plan Amendment

Designation:	Mixed-Use Corridor – Commercial, with site-specific policy
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Permits:	Maximum height: 36 storeys Maximum Floor Area Ratio: 7.9:1
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Burlington Zoning By-law

Zoning By-law

Zone: **MXC-26**

Permits: Maximum height: 6 storeys
Maximum Floor Area Ratio: 1.5:1

Exception 26: Prohibits large building supplies/garden store
No minimum height

Requested Zoning By-law Amendment

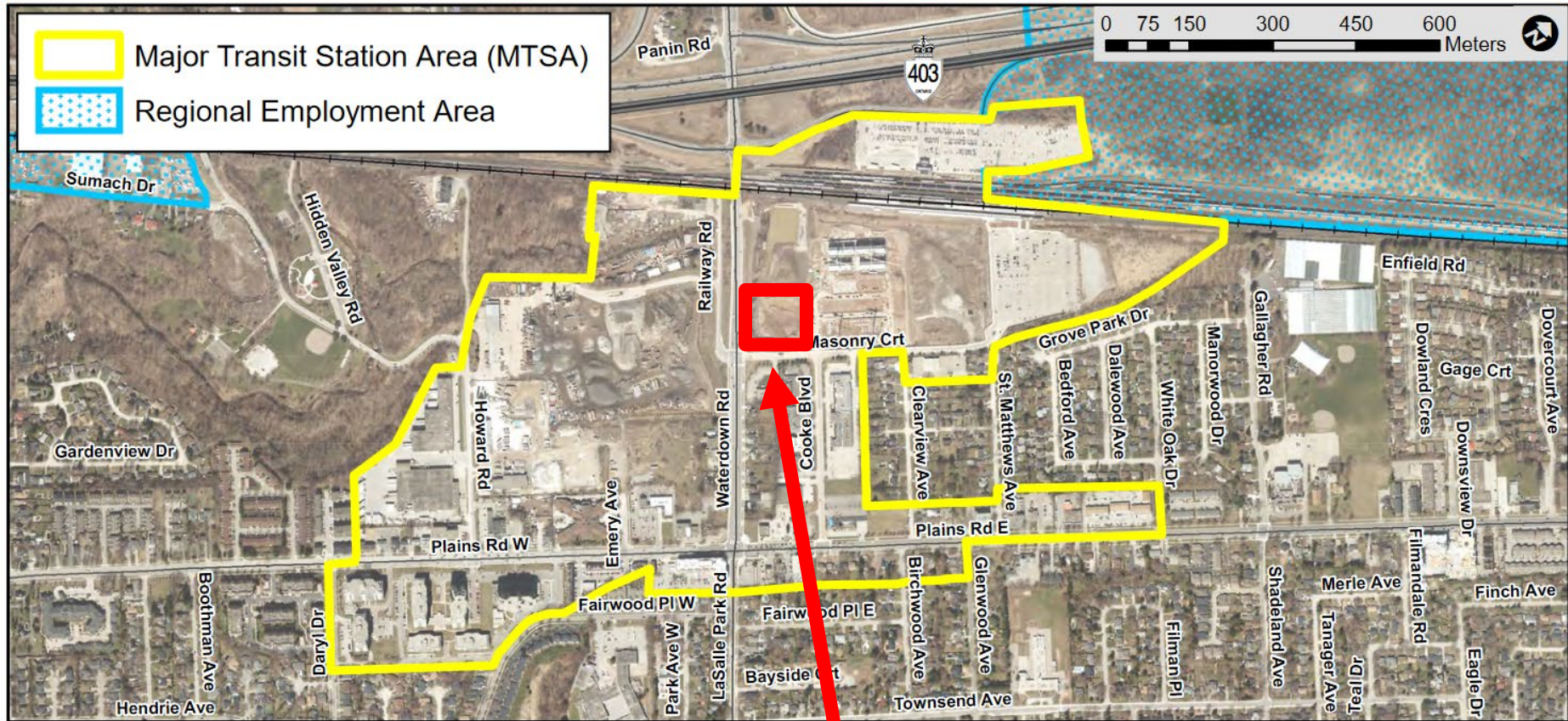
Zone: **MXC-XXX**

Permits: Maximum height: 36 storeys (not including mech. penthouse)
Maximum Floor Area Ratio: 7.9:1
Reduced parking rate
Reduced amenity area
Reduced setbacks for underground parking structure
Site-specific landscape area requirements

Major Transit Station Area

Map 6d - Aldershot GO MTSA

Approved 2021-11-10



Halton Region Official Plan (ROPA 48)

Subject property

Public Consultation

- Sept. 2020: Pre-Application Community Meeting
- Spring 2022:
 - Complete application submitted
 - Notice sign on property
 - Notice mailed to neighbours
 - Notice in Burlington Post
 - Webpage created: www.burlington.ca/1120cooke
- June 14, 2022: Statutory Public Meeting
- Public comments attached as Appendix B to Report PL-48-22

Recommendation:

Direct staff to continue to process the applications

For more information:

Visit www.burlington.ca/1120cooke

Contact:

Thomas Douglas

Senior Planner

thomas.douglas@burlington.ca

Statutory Public Meeting

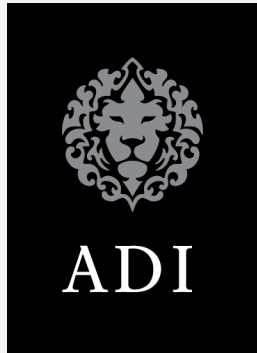
Community Planning, Regulation & Mobility Committee

1120 Cooke Boulevard, City of Burlington

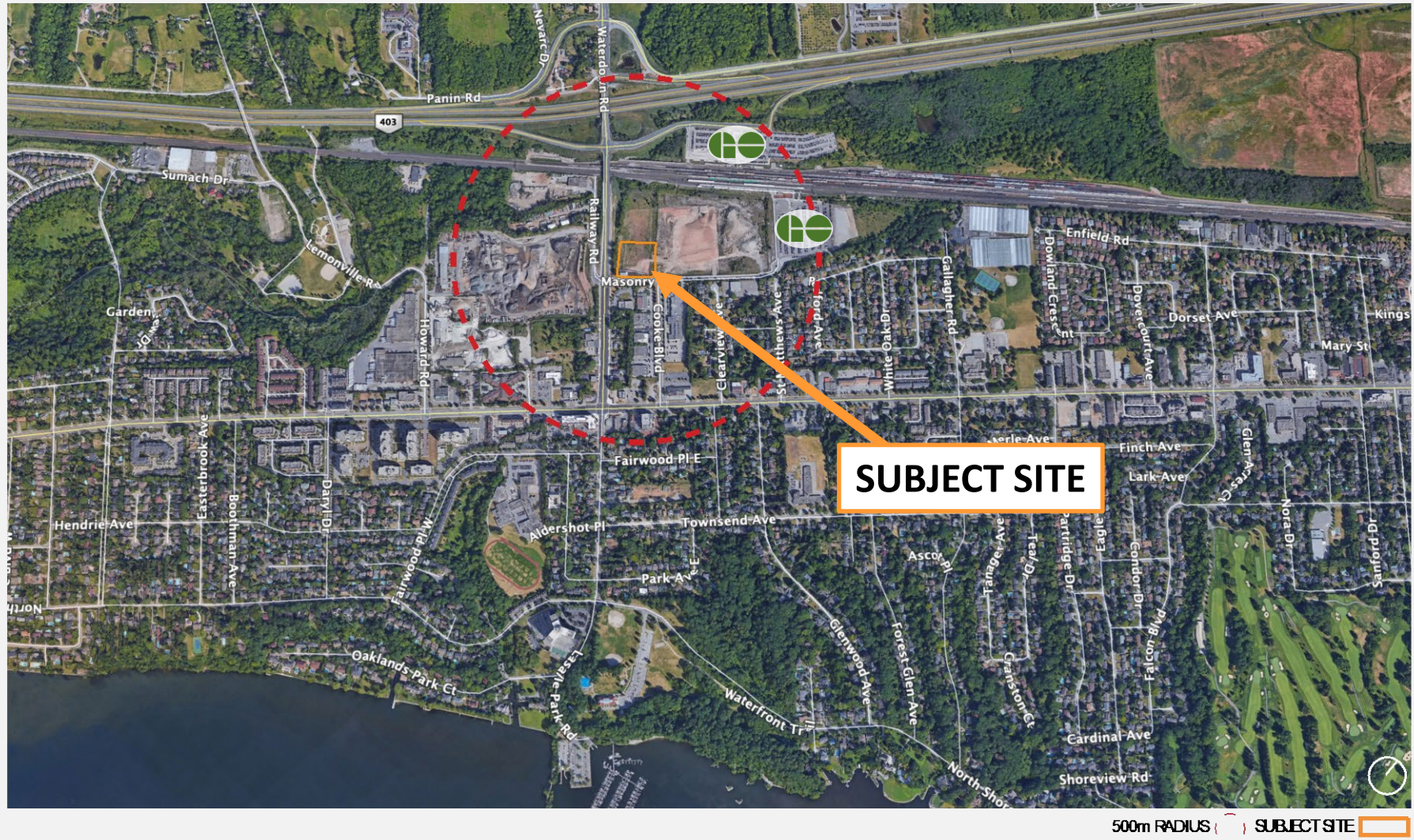
Applications for Official Plan Amendment & Zoning By-law Amendment
Files: 505-01/22 & 520-1/22

June 14, 2022

Project Team



Site Context



Oblique Aerial Photo (looking north)



Oblique Aerial Photo (looking south)

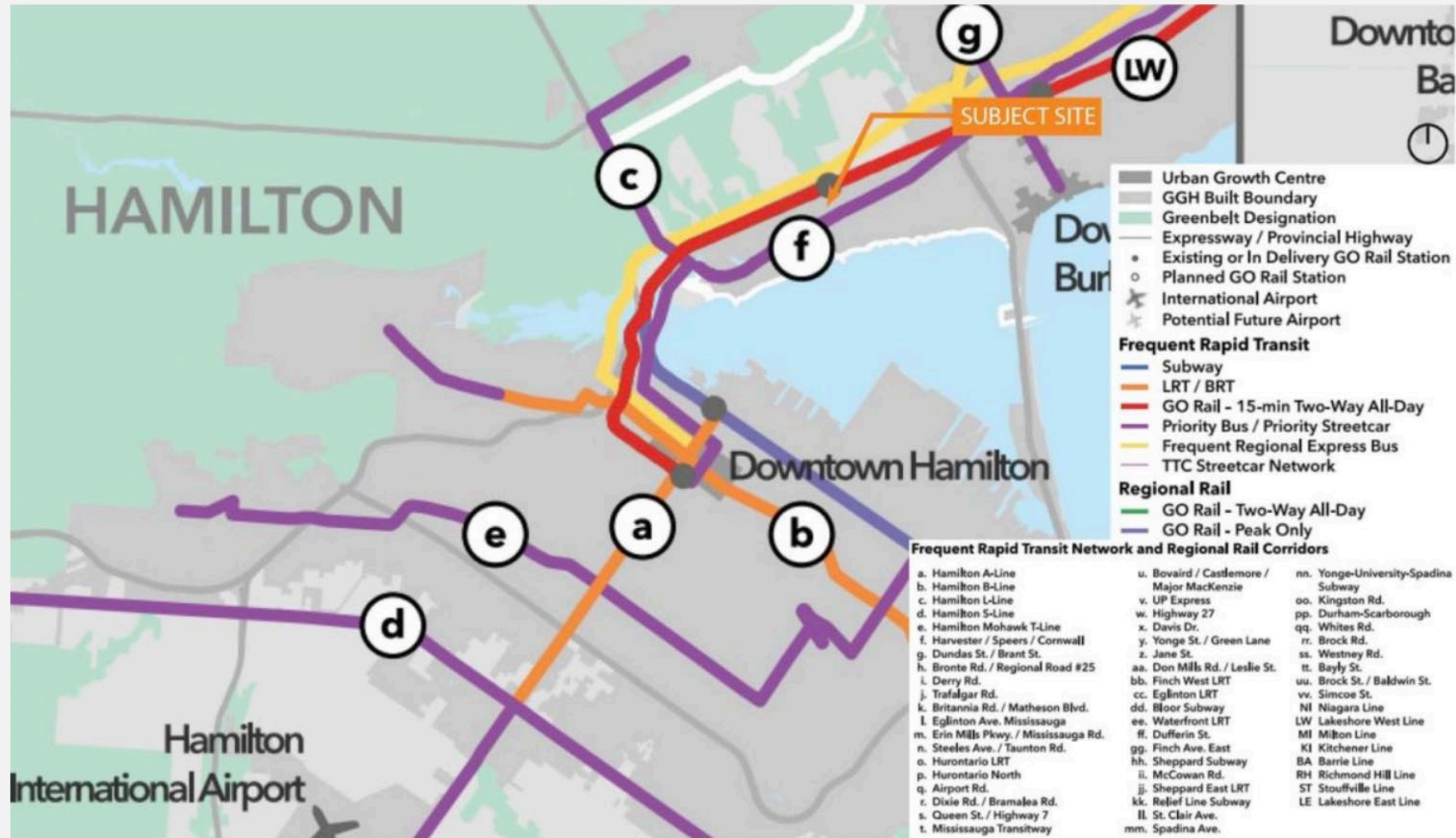


Growth Plan for the Greater Golden Horseshoe

Located within
Built-Up Area

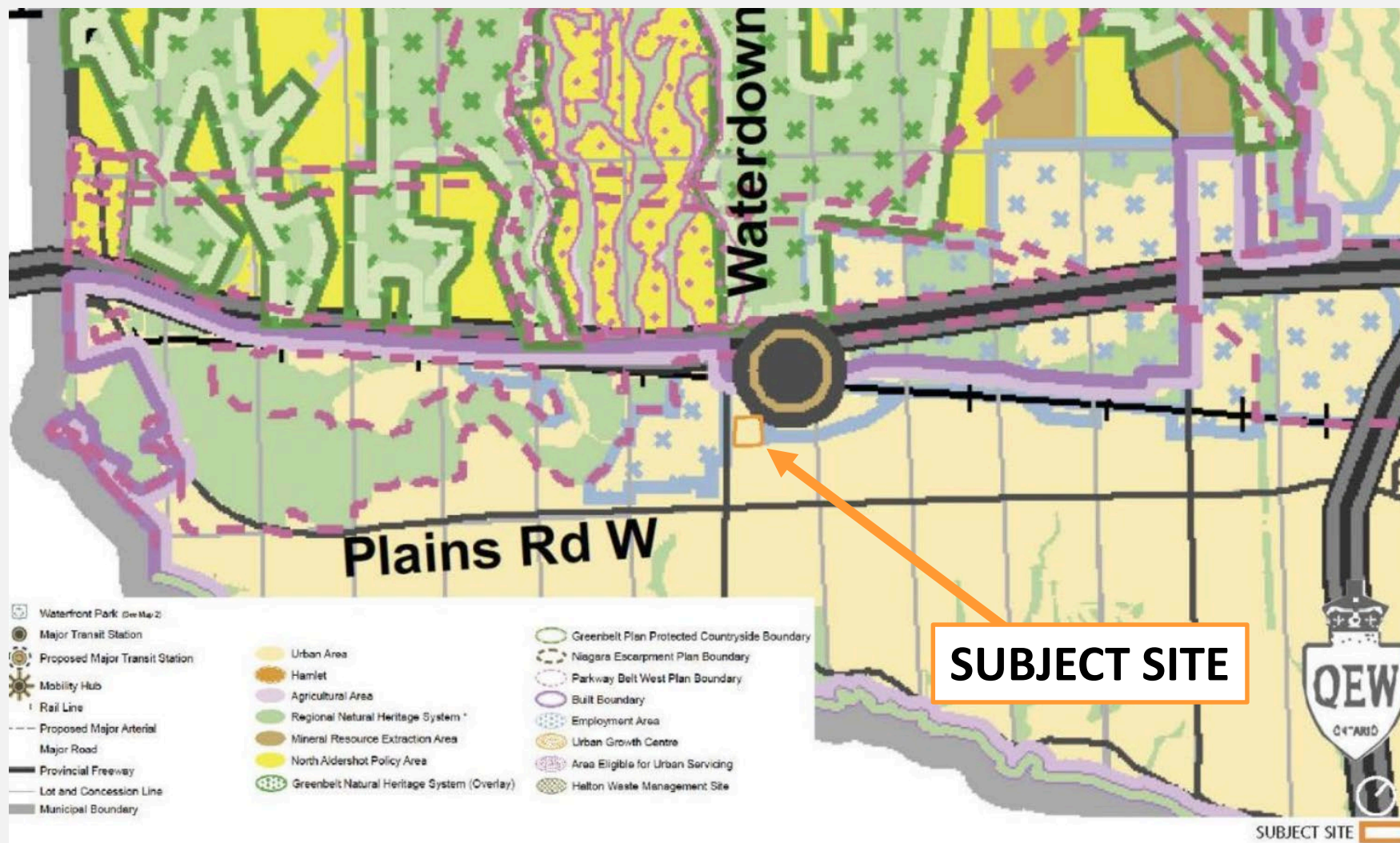


2041 Regional Transportation Plan



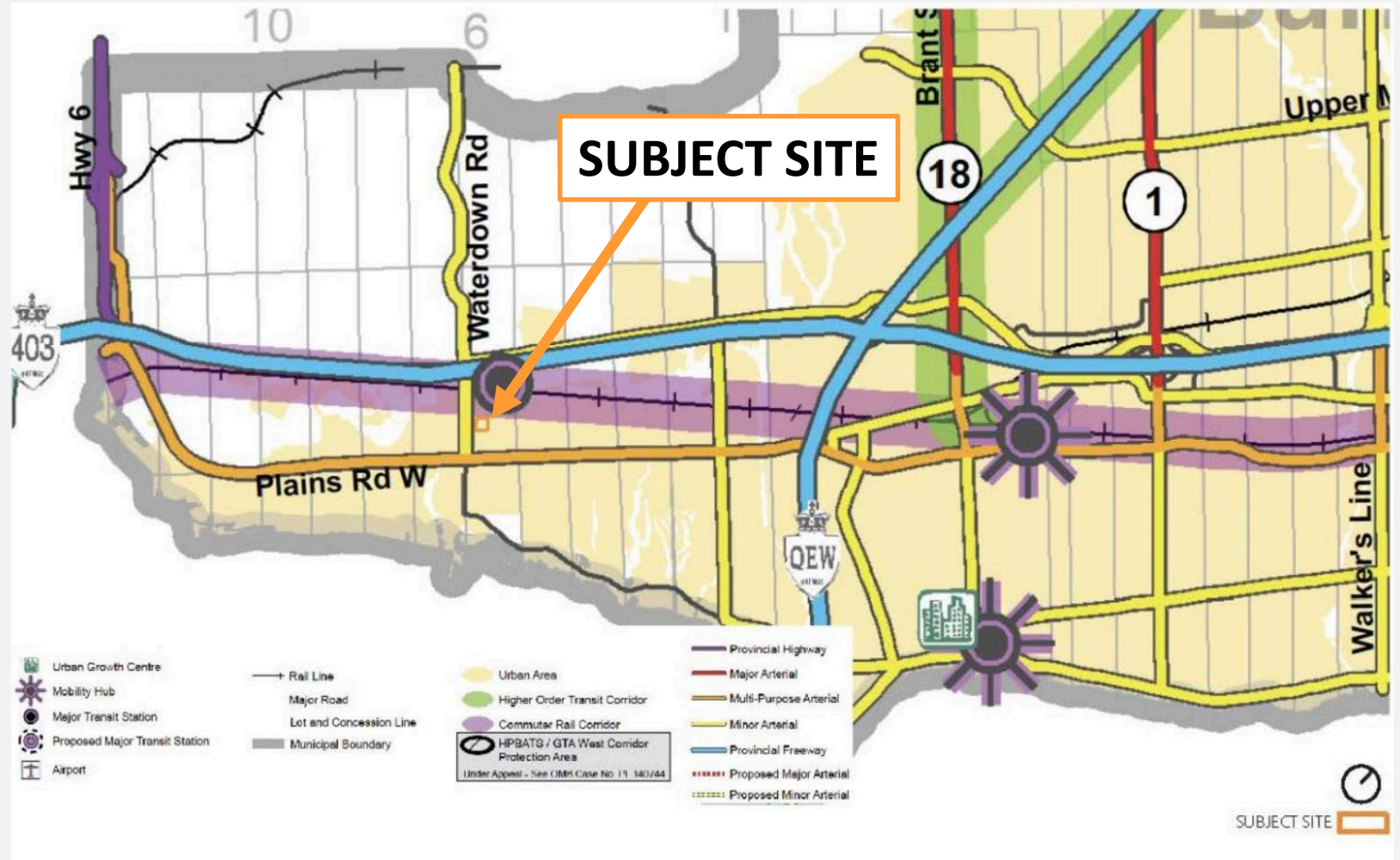
Halton ROP Map 1: Regional Structure

Located within
Urban Area



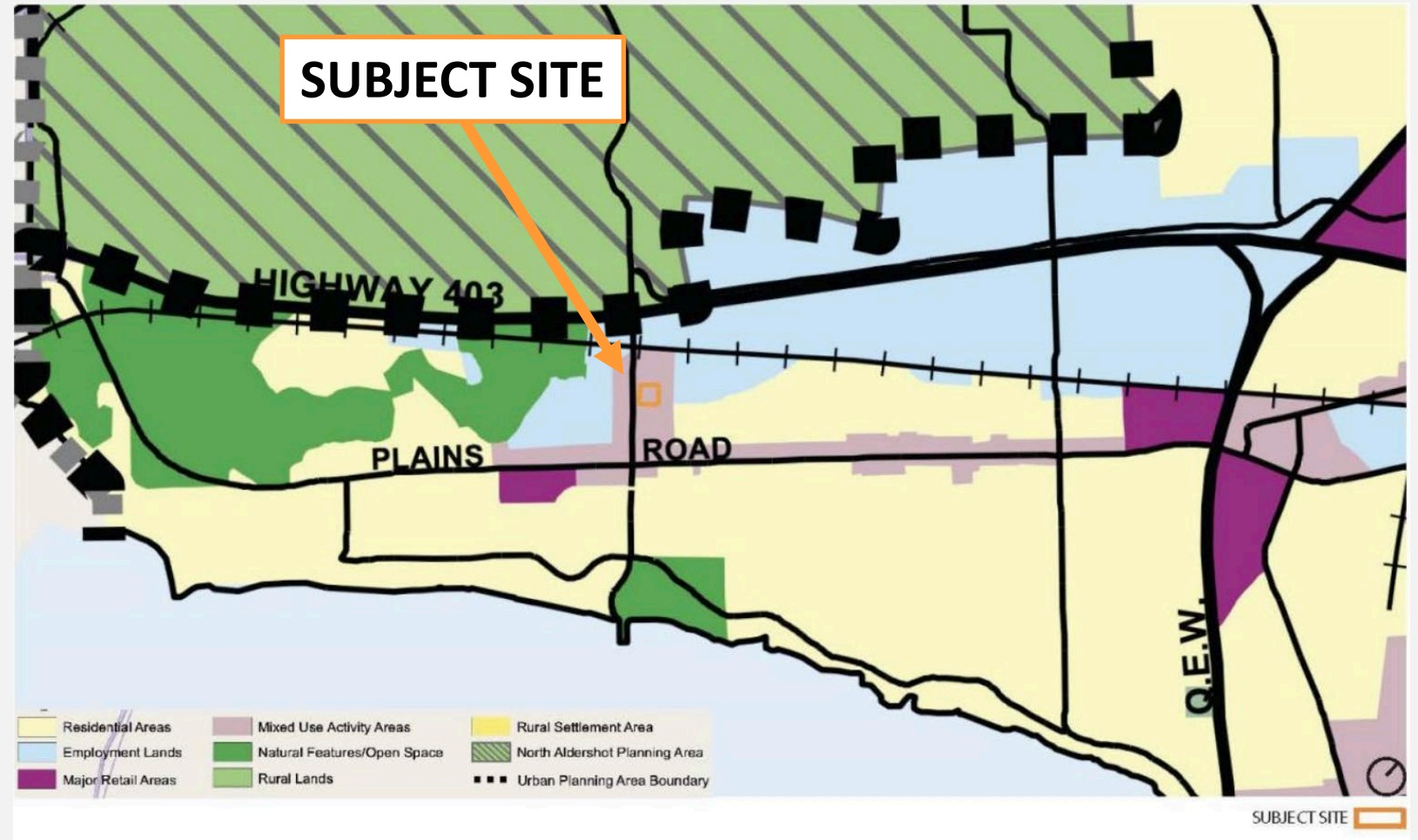
ROP Map 3: Functional Plan of Major Transportation Facilities

Adjacent to
Major Transit Station
along
Commuter Rail Corridor
(Lakeshore West GO train)



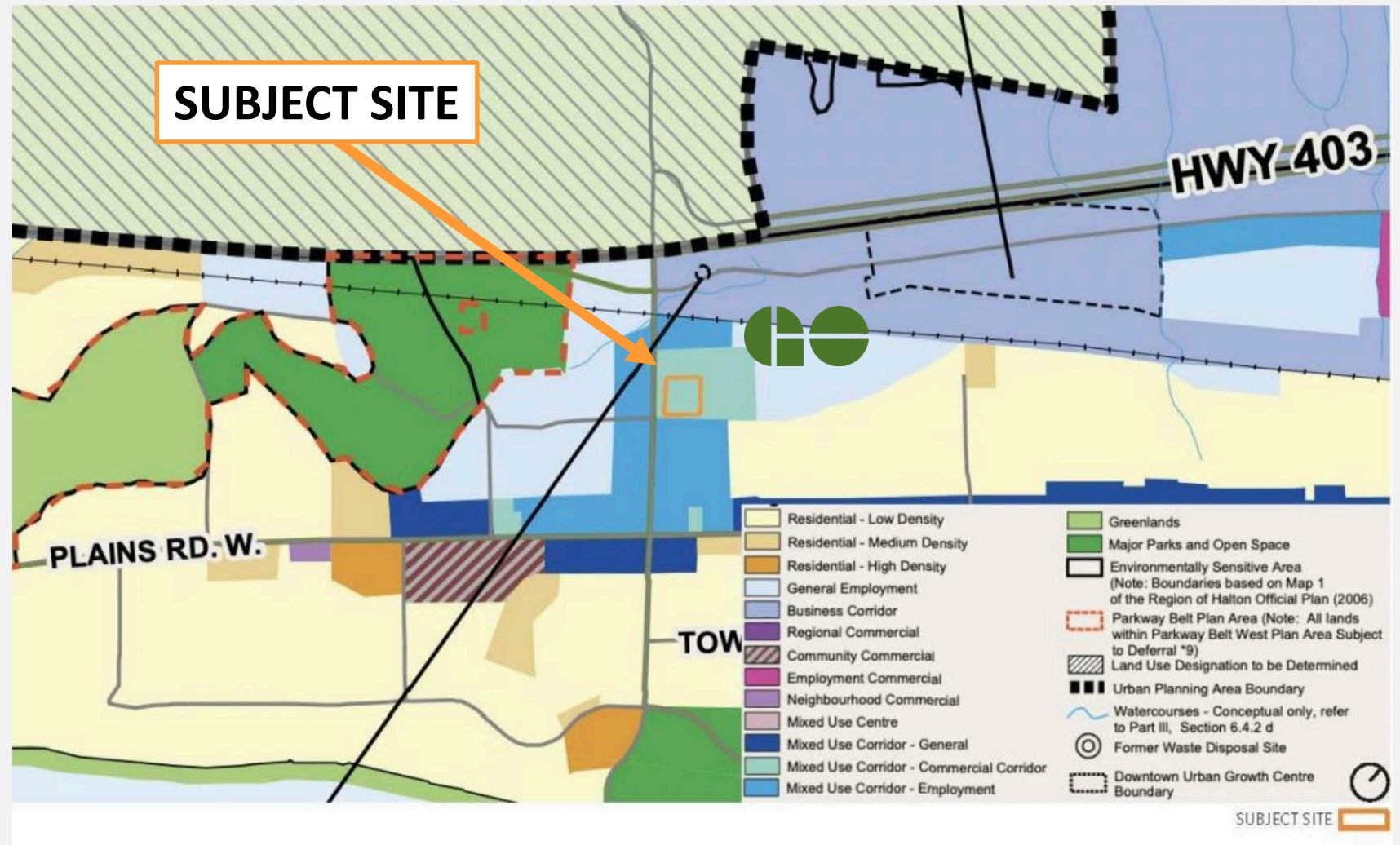
Burlington OP Schedule A: Settlement Pattern

Located within
Mixed Use Activity Areas



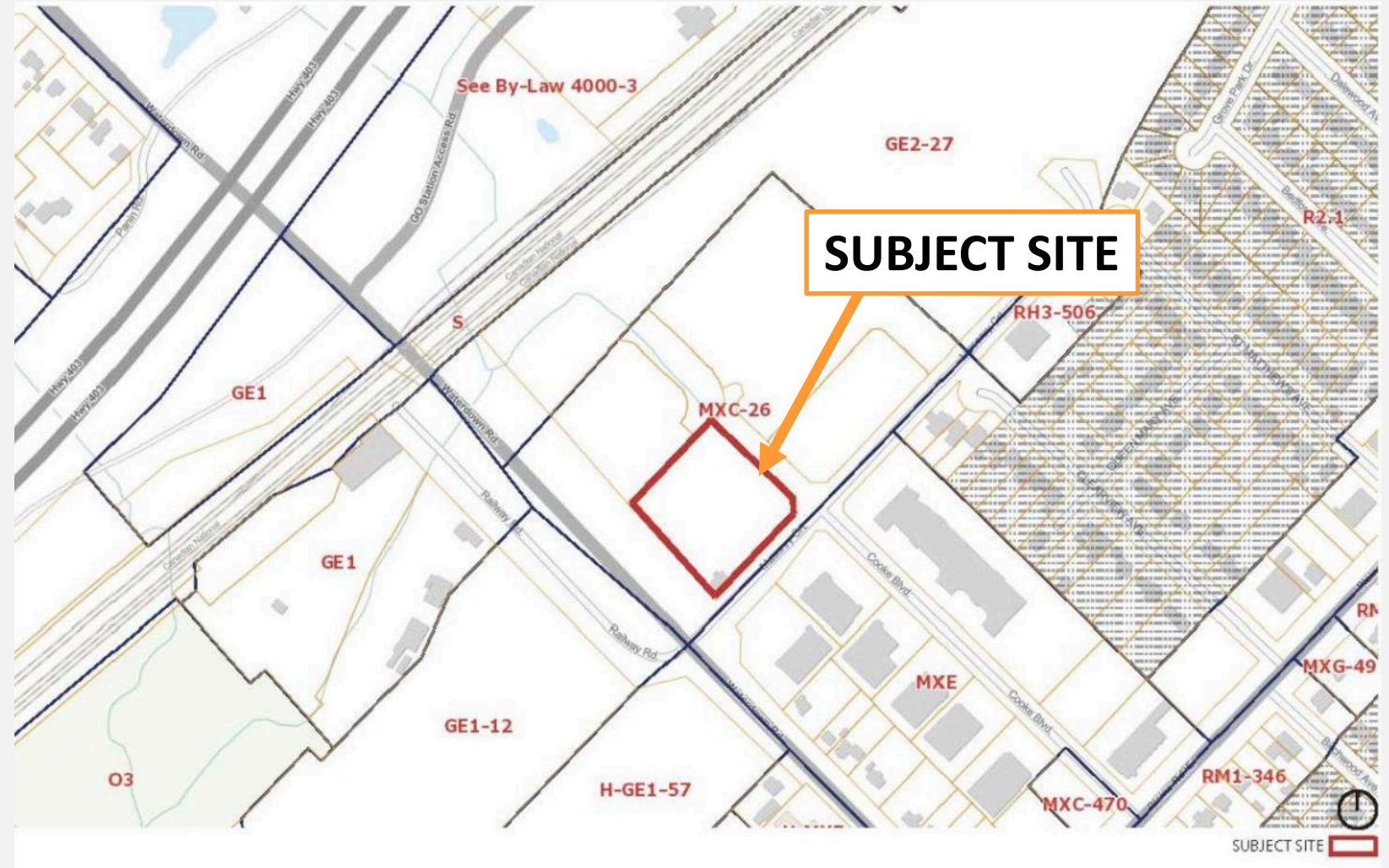
Burlington OP Schedule B: Comprehensive Land Use Plan – Urban Planning Area

Designated
***Mixed Use Corridor –
Commercial Corridor***

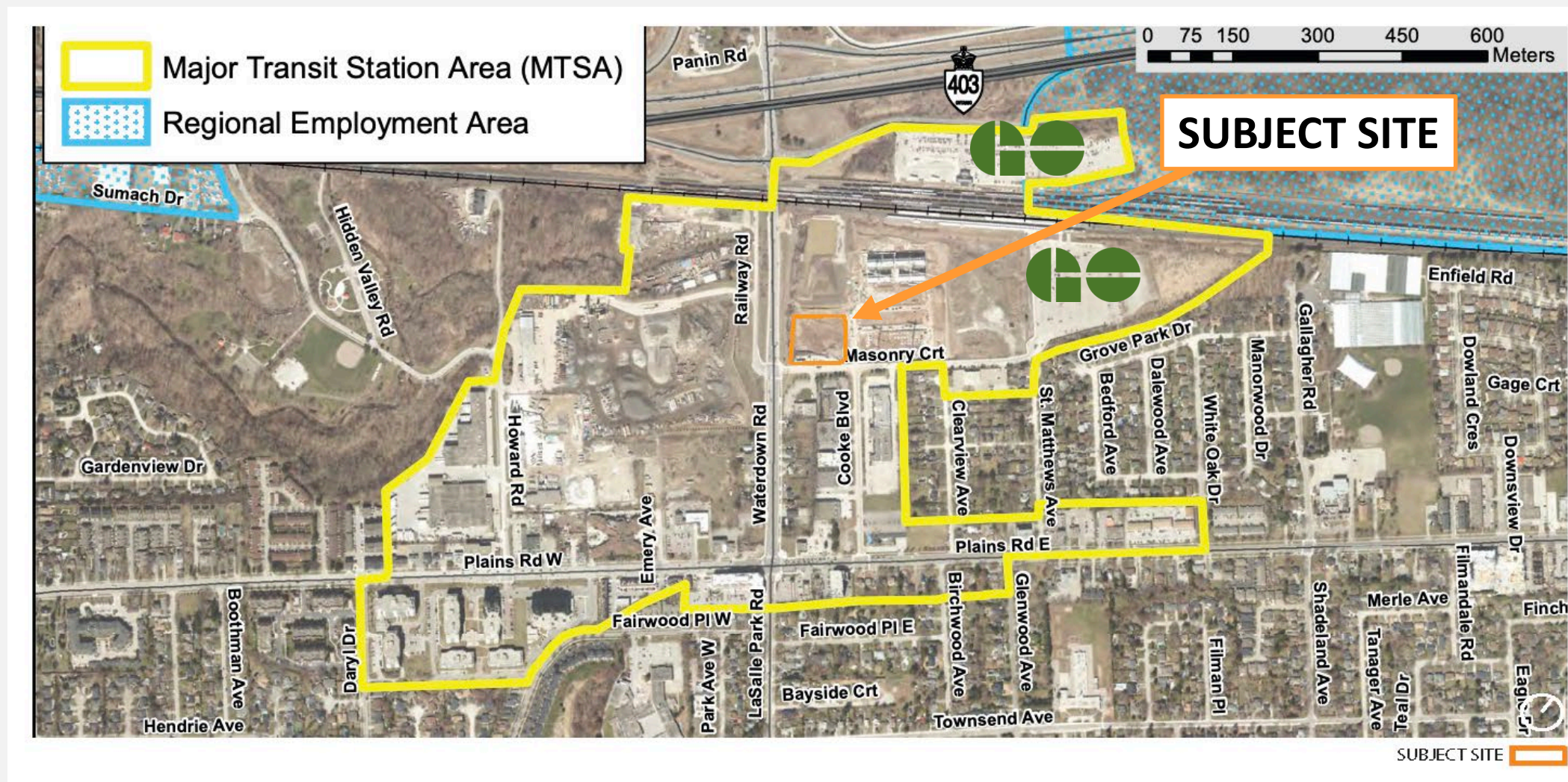


City of Burlington Zoning By-law 2020

Zoned **MXC-26**
(Commercial Corridor)



Halton ROPA 48: Map 6d- Aldershot GO MTSA

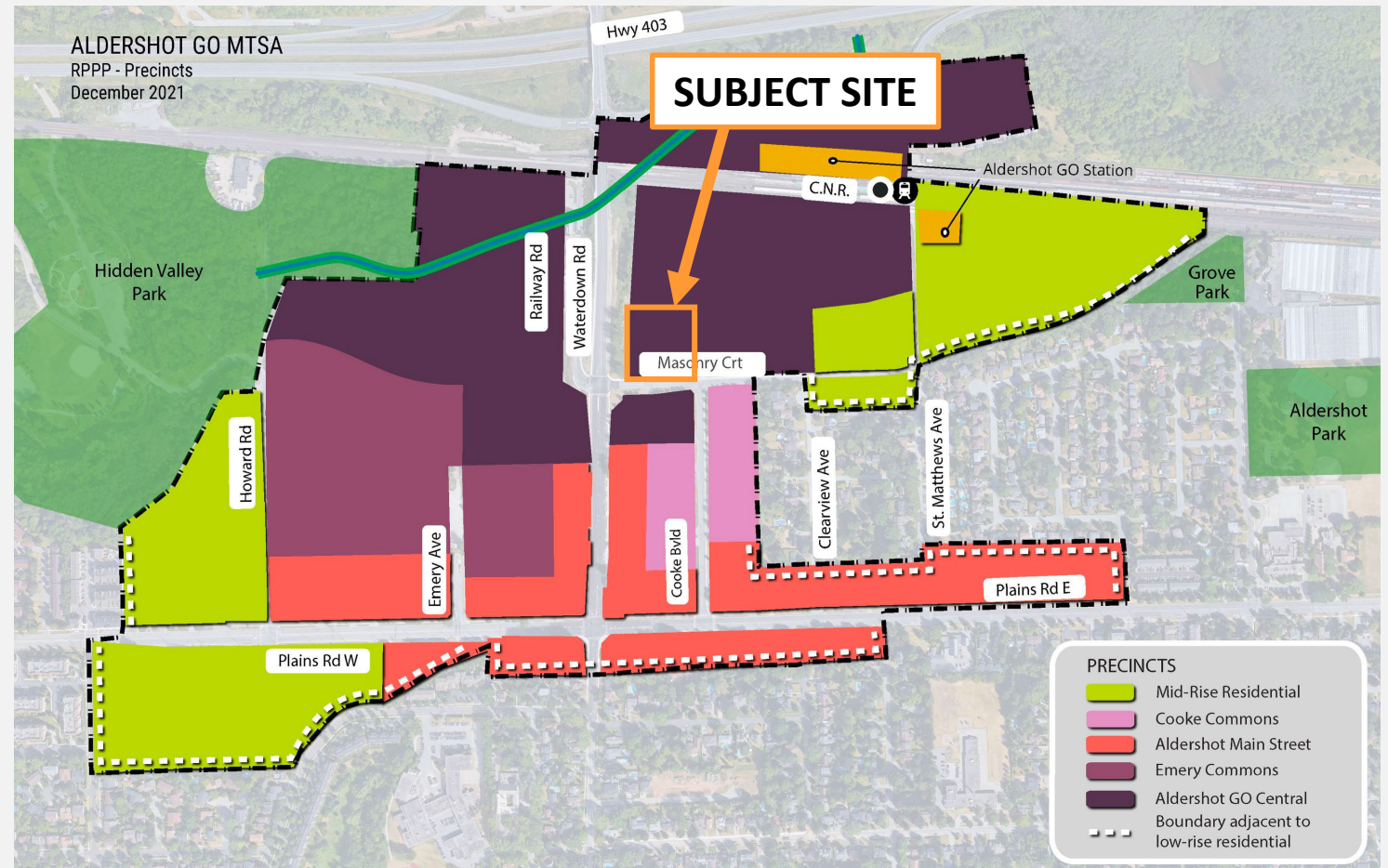


Aldershot GO MTSA Preferred Preferred Precinct Plan, Dec. 2021

Located within
Aldershot GO Central precinct.

Mixed-use, major office, and
residential buildings are the
predominate built form.

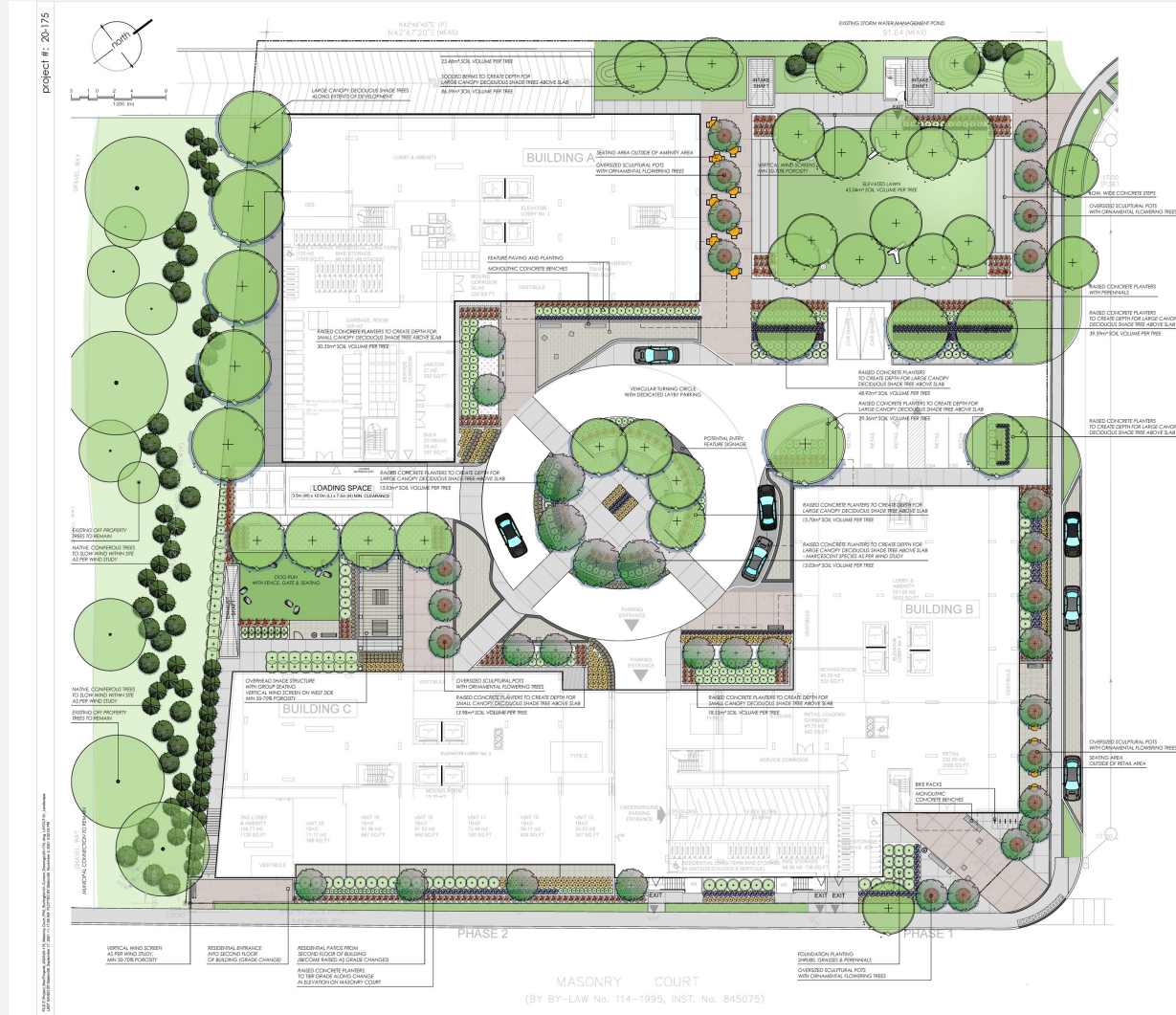
Heights from 6 to 30 storeys.



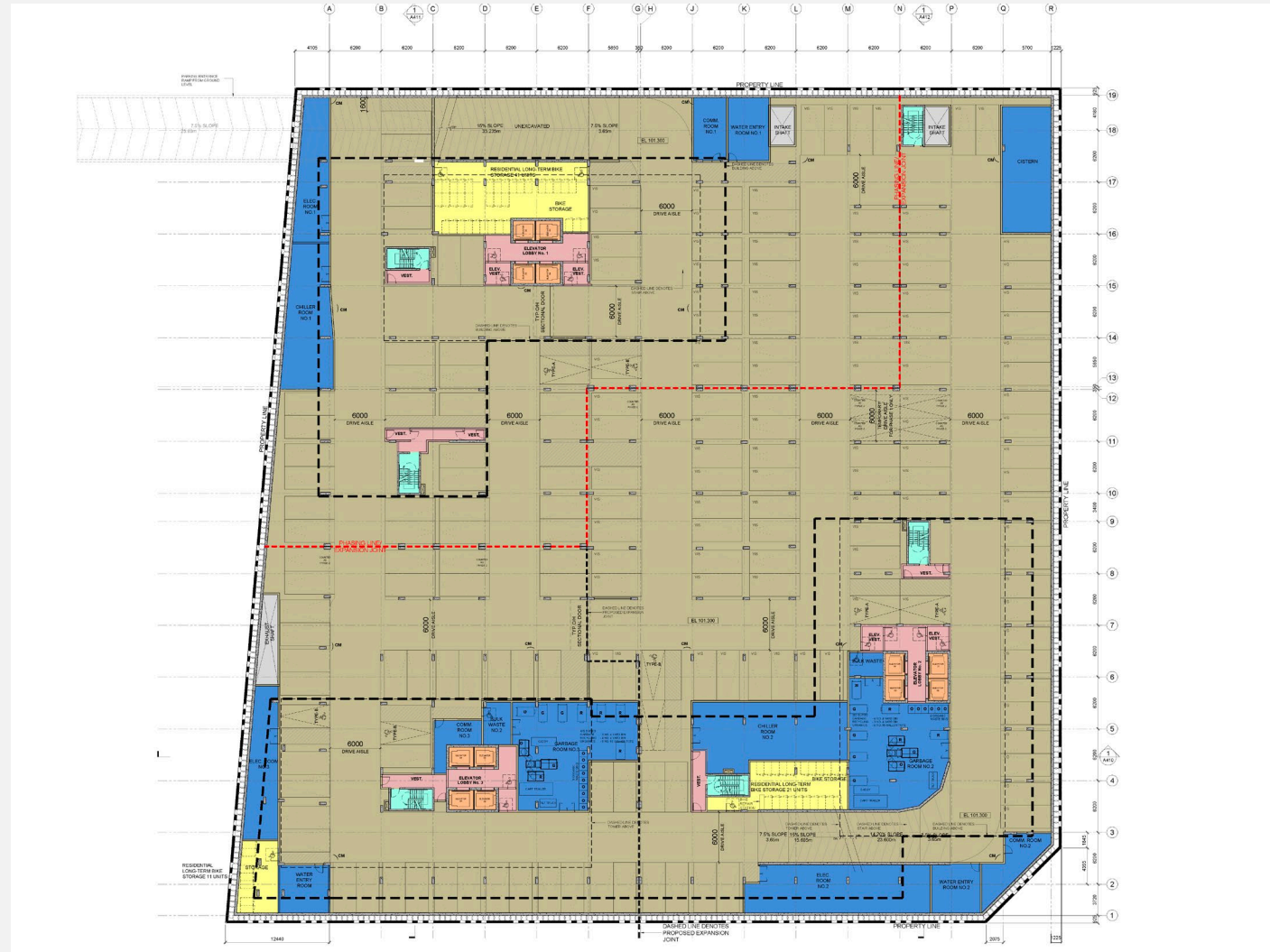
Site Plan Context



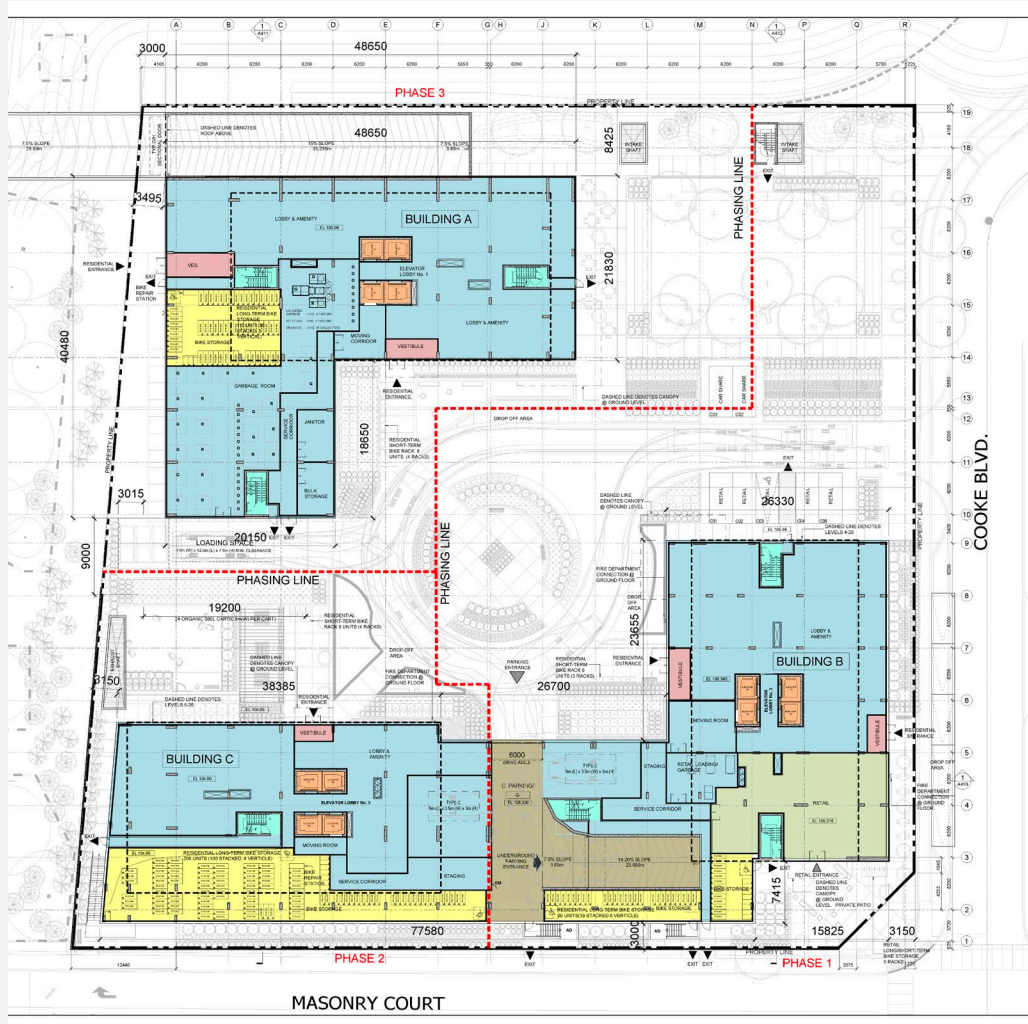
27



Parking Level 1



Ground Floor (left) & Level 2 (right) Plans



Level 4 (left) & Level 5 (right) Floor Plans & Outdoor Amenity



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Building Sections

Building B & C
(south side, from Masonry Court)



Building A & C
(west elevation, from Waterdown Rd.)



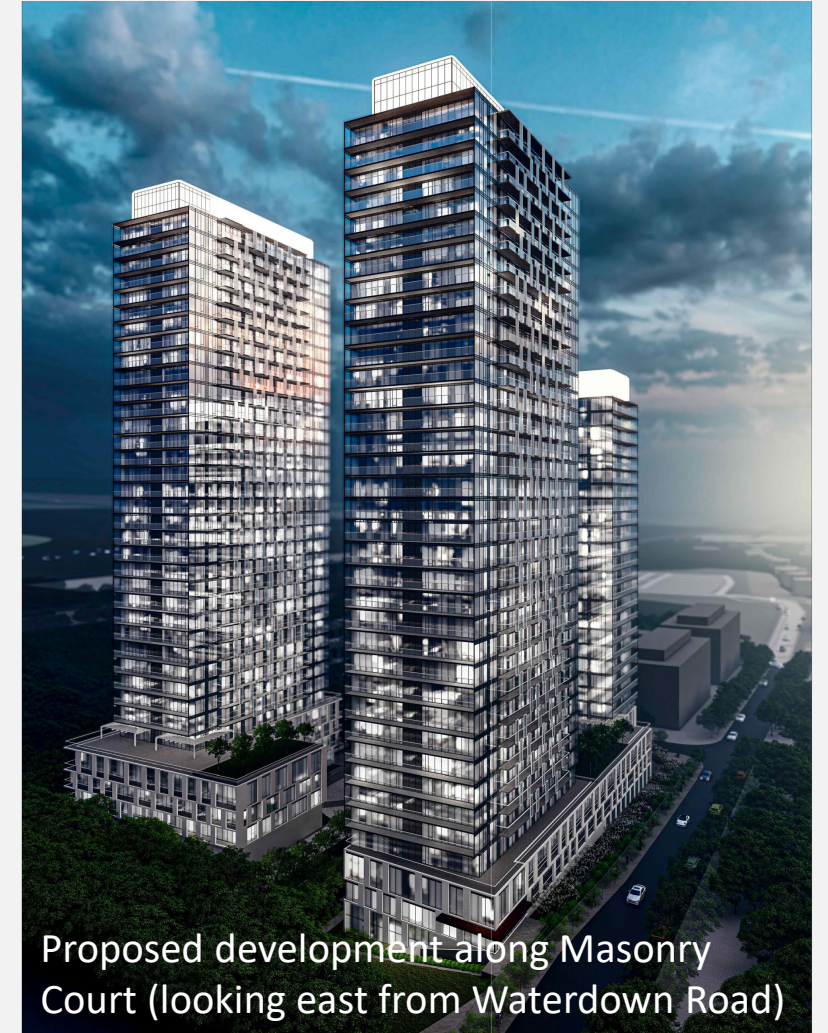
Building B
(east elevation, from Cooke Boulevard)



Renderings



Southwest corner of Masonry Court & Cooke Blvd. (looking west)



Proposed development along Masonry Court (looking east from Waterdown Road)

Renderings



Streetscape connections at Masonry Court (looking east)

Project Statistics

Site Area: 9,535 square metres

Height	Building A & C:	36 storeys (119.10 metres)
	Building B:	26 storeys (88.8 m)

Gross Floor Area	Total:	74,087 m ²
	Retail/commercial:	231 m ²
	Residential:	73,856 m ²

Floor Area Ratio 7.9 times the lot area

Residential Units	1,139
1-Bedroom	848
2-Bedroom	290

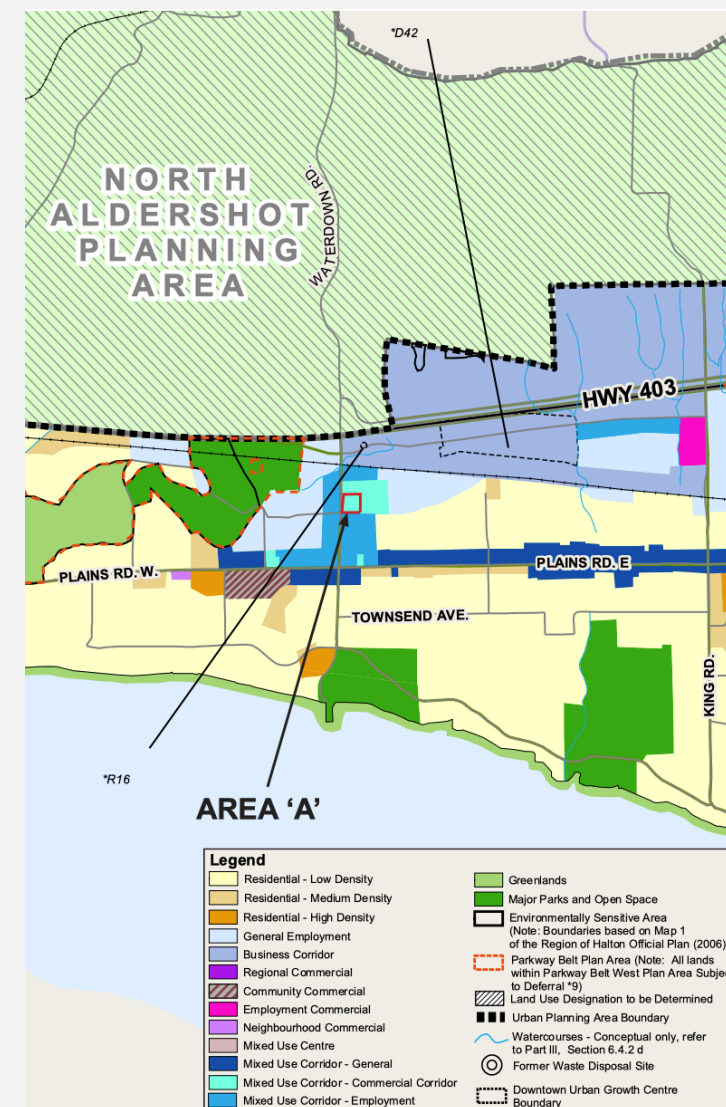
Amenity Space	Total:	21,026 m ² (15 square metres/unit)
	Indoor:	2,735 m ²
	Outdoor:	1,413 m ² (terraces)
	Balconies & Terraces:	13,147 m ²

Parking 1,031 (1,026 residential/visitor) (5 at-grade commercial)

Bicycle Parking 574 (513 residential long-term, 56 short-term) (5 at-grade commercial)

Draft Amendment to Burlington Official Plan

- To permit a mixed-use & transit-supportive development with:
 - Maximum total density of **1200 units per hectare**
 - Maximum **floor area ratio (FAR) of 7.9 : 1**
 - Maximum building **height of 36 storeys**



Draft Amendment to Burlington Zoning By-law

- To permit Exceptions to MXC zone regulations including:
 - **Maximum FAR** 7.9 : 1
 - **Building Height (maximum)** 36 storeys (123.0 m)
 - **Residential Parking** 0.75 resident spaces per unit
0.1 visitor spaces per units
 - **Non-Residential Parking** 5 spaces per 250.00 m² gross floor area
 - **Amenity Area (minimum)** 15.0 m² per dwelling unit
- Setbacks and/or landscaped areas along Cooke Boulevard, Masonry Court, Waterdown Road, and north property line



1120 Cooke Boulevard

THANK YOU

WND Associates Ltd.

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Mike Bennett, Planner

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Dear Sir / Madam,

I hold an opposed position to amend the Official Plan and Zoning Bylaw for the property at 1120 Cooke Blvd., (file numbers 505-01/22 and 520-01/22). As a current townhouse owner of ADI phase I, the change of the zoning and office plan will bring significant negative impact to us.

- **Insufficient parking area** – this is already a critical issue and concern for existing residents in ADI Phase I development area. Only 1 parking lot is provided to each unit. However, most of the owners / tenants are young couples or small families. The average number of car owned of the unit is 2 at least. Phase I did not meet the minimum by-law requirement of space / unit for Stacked townhouse and Condos. Cars are occupying visitors' parking, Masonry street and Aldershot GO station. If another 1139 units are added with only 1031 vehicle parking spaces, this will bring more severe problem to this community and we are highly concerned that it may impact the public's interest in this area. ADI development should consider and properly address the current situation before propose the change.
- **Negative Traffic impact** – As mentioned previously, the demography structure of this community are young couples and small families. Most household have 2 working people and the only way to Mississauga, Hamilton and Toronto is via Highway 403. The increased density to 7.9:1 brings approx. 1500 vehicles to this area, and adding existing 500+ units, it will cause traffic problem to this area and neighbourhood area (including Hamilton, Oakville).
- **Not enough greens and neighbourhood park** - If you walk in current Phase I area, you can find it has much less greens / plants than other developments. ADI has planned a new neighbourhood park to be dedicated to the city in its initial file (Site Plan: 535-006/15), but it is just a corner of this community. Residents only see buildings over buildings rather than enjoying greens and good environment. The original proposal would already meet its claimed objective to provide significant amount of new, high-quality housing, in a range of unit types, as well as new retail/commercial opportunities... The increased storey to 26-30 may also affects the sunshine of existing residents.

With all above being said, please perform a site survey and observe the residents in Phase I buildings to assess the potential negative impact. We would like the authority to consider the above issues and other projects in this neighbourhood during the application review process.

To: Burlington Community Planning Regulation and Mobility Committee.

From: Tom Muir Resident

Subject: Statutory Public Meeting for applications to amend the Official Plan and Zoning By-Law for 1120 Cooke Blvd. June 14, 2022.

Dear Councilors;

Please accept this submission to the Statutory meeting as a statement of my comments to this application and as a public record of my interest in this proceeding.

This application reminds me again of the same thing over and over again, just like all the other applications I have written here about, and to Council, previously, that suggest they are proposed as designs aimed at going to OLT as appeals. This practice, as I have told you recently, with the data, have brought development, and particularly of housing amounting to more than 2000 units, to a long standstill in Ward 1 and significantly in Ward 2.

The developer Adi, already has 2 appeals at OLT that effect this application. One appeals OP amendment 119, and the other appeals Burlington New OP 2020. These appeals have many appellants and many issues. At the present rate it will take years to adjudicate and bring development in Burlington to a standstill at the present rate.

It appears from the staff report that this present application is running out the clock on the statutory 120-day timeline for a decision for approval or refusal. This deadline is June 29, the meeting today is June 14, and the staff recommendation herein to continue studying and assessing the application goes to Council on June 21.

This suggests that the application is too much of a challenge to assess the merits and to make a reasoned and good planning decision. At 3 buildings, with requested amendments to OP and Zoning in excess of both the in force, and approved OPs and Zoning, and as well, the draft approved Aldershot Go Station MTSA Precinct Plans. In the Final Procedural Order for the mass OP appeal, Adi already has specific issues about the Aldershot MTSA in the appeal process, with many detailed specific issues.

It's way too big and complicated to approve in one bite under the unreasonable timeline imposed by the Provincial policy. Even a very brief look at the Growth Plan policy that this application must conform with is the goal of achieving Complete Communities; and protecting employment zones. The application states that it is mixed use, but the planned retail commercial is a mere 231 m2 in only 1 building, out 75,574 m2 residential in the 3 buildings proposed together – this is only 0.003% of the GFA. The ROPA 48 states that in MTSA's employment (jobs) utilization targets should consist of 20% with 80% people.

Applications are supposed to conform with the Regional OP. MTSA policy supports complete communities and a diverse mix of uses.

Other policies the application appears to skirt regard buiding a healthy environment – there is a potential public park block right beside the railway line and highway 403 to the North, and next to a storm water flood control pond to the West. Both are high sources of air emissions of many pollutants, and the pond is densely polluted from water sources.

There is no suggestion that the planning for this latest ADI proposal makes any effort to build into a complete community with diverse uses. This is not supportable at the present time by City Planning staff.

I do not have time or space to highlight more and the staff report covers much more but certainly more planning analysis is needed as they have indicated.

So my conclusion here is you have a decision and choice. If staff proceed to the decision deadline and cannot support the application, they can justifiable recommend refusal, and this is supported by the existing appeals status of the ADI developer, and the likelihood they will appeal regardless.

Another option is to have planning staff advise on whether a recommendation to “failure to decide:” and let the timeline pass. It seems to me from history that ADI will appeal anyways.

An important consideration is whether staff are confident that ADI will negotiate in good faith and that there is a reasonable compromise possible that might be worth trying for.

Overall, it seems to me that “approval” is not available where things stand.

The appeal to OLT can be triggered by refusal, in application design is or by failure to decide, both of which are looming. Or the existing 2 appeals might get to this project sooner or later down the road.

Adi might not care, but another appeal by them will have to get in a very long line.

My problem is that with line-up to appeal strategy is stopping development and the building of housing units that everyone seemed to want during the election.

The existence of the rules around, and existence of OLT is destroying progress. It is not working by factual pobservation.

Thank you,

Tom Muir

From: [REDACTED]
To: [Mailbox, Clerks](#)
Subject: 1120 Cooke Blvd application
Date: Sunday, June 12, 2022 9:52:45 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Community Planning, Regulation and Mobility Committee

It is our understanding that this is the first opportunity to provide input regarding the application for the development at 1120 Cooke Blvd (PL-48-22). Please accept the following comments.

First, the motivation for increased density close to the Aldershot Go Train is a red herring. The Go Train goes along one line to one final destination, Union Station in Toronto. For those who work in the core of Toronto, south of St. Clair this is somewhat convenient, even though further Toronto transit is often required.

The attraction of increased density in the Aldershot area is actually the interchange at Waterdown Road and Highway 403. Within less than 5 minutes from the interchange one can head west (to Hamilton, Brantford), north (to Guelph, Kitchener/Waterloo) north east (to north Mississauga/Vaughan) east (Toronto) or south (St. Catherines/Niagara) – virtually anywhere in the Greater Toronto Hamilton Area. This is the most unique interchange in all of southern Ontario giving access to any direction. This is by far more desirable than the Go Train.

So it would be appreciated if government officials would stop being disingenuous about the Go Train as the focus of Aldershot Mobility Hub.

Second, as a regular morning walker along Plains/Waterdown/Masonry/St. Matthews it has become increasing unpleasant, and indeed dangerous, to take this route due to the increase traffic coming from the new townhouse/apartment complex. I (Deborah) have been close to being hit by a number of hurried drivers rushing out of the complex and on to Waterdown Road.

Parking is a problem as Masonry Court has become the parking lot for the existing residents of the ADI development as several cars are parked there overnight and throughout the day. One can tell this in the cold weather as the cars were covered in snow and ice. One can also observe people leaving this complex to walk to their cars parked on the street. How many potential future residents of this proposed building will be looking for parking in area streets? Neither Masonry Court, nor Cooke Blvd. were built for the increased amount of traffic that this proposal will create.

The reputation of ADI is very poor in the neighbourhood due to the undesirable look of the new townhouse complex. Warehouse, dormitory, and penitentiary, (as well as other rude comments) are words used to describe this development. The garbage pit that has been sitting for months on the land proposed for this building speaks very poorly of this company. There is no expectation that any further development will bring any enhancement to the Aldershot area.

This proposal does not appear to meet the governments (federal, provincial and regional) nor the community's requirement for affordable family housing. We are looking for plans, proposals and developers who are interested and willing to build creative, and attractive

housing that will enrich this neighbourhood and continue to make it a healthy, safe place where biking and walking bring life to the community, rather than warehousing people in small apartment units in 30+ story buildings adding more cars that are a detriment to not only the environment but also the people living here.

We oppose the application to amend the Official Plan and Zoning Bylaw related to this application.

Roberts Family



Clearview Ave.