

**PB-11-17 - 607 Dynes Road**

**Additional Public Comments**

-----Original Message-----

From:  
Sent: Monday, November 07, 2016 9:23 PM  
To: Dennison, Jack  
Subject: Dynes Road Townhouse Proposal

Hello,

I just found out about the proposed townhouse development on Dynes Road (through your newsletter - thank you) and I and my husband are very much opposed to it. We live on \_\_\_\_\_ and feel that the immediate community cannot withstand the added traffic that 25 residential units would add to this neighbourhood. When you take into consideration the number of additional vehicles this will add to our roadways on a daily basis ( both residents' vehicles & service vehicles) it is not a proposal that should be accepted.

Woodward Avenue is already a busy road for a neighbourhood & at the beginning of the school day & end of day I would say Woodward Ave., particularly at the Dynes Road intersection is already over an acceptable capacity. During morning & afternoon school & work rush hours it is often impossible to turn left off of Tecumseh Drive onto Woodward and the 4 way stop at Dynes & Woodward is often 5 or 6 cars deep in every direction. Turning onto Cumberland from Woodward is also equally difficult. Adding the number of vehicles & pedestrians that this development would bring is simply not rational.

I certainly hope you vote against this. If there is anyone else I should contact about this to voice my opinion, please let me know.

Thank you.

Sincerely,

Sent from my iPad

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October 29, 2016

As a follow up to the public consultation meeting held on October 13 to introduce the planning application for 607 Dynes Road, let me begin by saying that you and your Planning colleagues were very clear about the purpose of the meeting and the process to be followed in considering the application. As was clear from the questions and comments raised at the meeting, this proposed development raises many concerns about its impact on the community.

It is a rather odd piece of land that is to be redeveloped in that it is tucked in behind a church and there will be no direct access from Dynes Road.....even though reference is made to this property as being 607 Dynes Road. While I understand from a comment at the meeting that there is legal access to the property from Maplehill Drive, I don't believe this access has been used, at least on a regular and consistent basis. The impact therefore on the residents of Maplehill Drive, Oakhurst Road and Willow Lane will be considerable. Despite the traffic study that suggested that increased traffic along these streets would be "insignificant", it is hard to believe that adding 25 homes with likely at least 25 vehicles would have little impact on these currently very quiet streets. In addition, the application suggested that in keeping with Burlington's intention to encourage residents to walk and take public transportation, since Maplehill, Oakhurst and Willow Lane do not have sidewalks, one wonders how reasonable this will be, particularly in winter.

Additional questions of concern include:

- Is it acceptable to the City that 75% of the trees on this property will need to be removed? As I understand it, some trees abut adjoining properties and their owners will need to agree to their removal.
- Is their adequate access to this property for services such as garbage, fire, emergency vehicles?
- If approval is given to increase this property to medium density from low density, will there still need to be variances made to the medium zoning by-law in terms of set back, lot coverage, etc
- In their submission, the developers suggest that this proposed development is in keeping with the city's and Province's plan for intensification and yet it appears this property is not in an intensification area and so what is the rationale for proposing such a large number of homes?
- has there been a projection in terms of the number of children living in the development and their impact on enrolment at local schools?
- Burlington has had issues with regard to storm sewers and flooding; are the current storm sewers sufficient for the proposed new housing?

I understand that the Planning staff will give thorough attention to the impact of such a development on the neighbourhood and make an appropriate recommendation to Council. As a local resident, I look forward to learning what that recommendation will be.

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October 28, 2016  
The Corporation of the City of Burlington  
426 Brant Street, P.O. Box 5013  
Burlington, ON L7R 3Z6

Attention: Mr. Mark Hefferton, MCIP, RPP

Planning & Building Department

Dear Mr. Hefferton:

**Re: Official Plan and Zoning By-law Amendments**

**23 Townhomes and One Semi-Detached Dwelling**

**607 Dynes Road, File Nos. 505-4/16 and 520-10/16**

Thank-you for inviting the adjacent community to the presentation on the proposed Official Plan and Zoning By-law Amendments for 607 Dynes Road. We also appreciate the opportunity to provide comments. The Community Consultation Meeting was held at the former John Calvin Christian School (behind the Ebenezer Reform Church) on October 13, 2016. It was unfortunate that we were away and could not attend as a property owner being impacted. Though we would have preferred more time to prepare our comments, please consider the following initial comments as our most significant concerns during your consideration of the proposal and staff report for Council's consideration. Our family was one of the first purchasers 58 years ago of a house in the subject neighbourhood and remains a property owner. It is our understanding that DiCarlo Custom Homes has made an application for an Official Plan Amendment and Zoning By-law Amendment to permit a 23-unit townhouse and one semi-detached dwelling development at the rear of the parcel with frontage 607 Dynes Road. As a resident which will experience impacts from the proposed development, we have the following issues of concern and interest:

□ **Access** – Although the address of the property is 607 Dynes Road, proposed access is to be via Oakhurst Road and Willow Lane to Maplehill Drive. The proposed development is located at the rear of the parcel behind the Ebenezer Reformed Christian Church. This is the location of the former school for the church, John Calvin Christian School (Grace Christian School). It would be appropriate, given the location, to redesign the layout to have access to Dynes Road or Woodward Avenue. For example, the Sketch No. 2 indicates the development will be supported by a T-designed private road. There is no snow storage or garbage disposal location noted. Due to traffic impacts noted below, alternate access should be provided.

□ **Character of Neighbourhood** – The neighborhood along Maplehill Drive, Oakhurst Road and Willow Lane is an established single detached dwelling neighborhood with homes owned by both senior citizens and new families. Nine homes contain the second generation of homeowners whose families stayed in the neighbourhood and either reside in original family homes or purchased homes in part due to the quietness of the dead-end streets. Homes on adjacent lots to the proposed development have wide frontages and depths of lots. This proposed development is out-of-character with adjacent development, even recent development on Dynes Road (i.e. 581 Dynes Road and the three homes – 542, 546 and 550 Dynes located on the former Dynes Farmhouse property developed a couple years ago).

□ **Density** – As mentioned above, the neighbourhood adjacent to the subject property is zoned low density which permits single detached dwellings. The Linden Woods development of town homes by van der Woerd Associates created 8 semi-detached homes with access onto Dynes Road following consultation with the

neighbourhood. The proposed 25 – unit development is of a significant higher density than existing or recently built in the area and out-of-character with adjacent residences.

□ **Height and Design** – The current information being provided does not contain sufficient details regarding other aspects of the proposed development and how such development would be integrated into the neighbourhood or would lessen the impact of the development on adjacent properties.

□ **Vehicles and Traffic** – The number of single detached homes from Oakhurst Road to the cul-de-sac on Maplehill Drive is eleven. The Traffic Brief (Metropolitan Consulting Inc., 2016) does not contain any existing vehicle traffic counts for Maplehill Drive, Willow Lane or Oakhurst Road or discuss any impacts regarding the changes projected. Based on a historical suggested use of two vehicles per home, the number of vehicles to exit/enter the section of Maplehill Drive from the cul-de-sac to Oakhurst Road would be approximately 22 vehicles. The 25 - unit development would increase the number of vehicles by at minimum 25 vehicles and up to 50 additional vehicles, if the dwelling units support two vehicles per residence. However, there is also 12 additional visitor parking spaces shown. This means up to possibly 62 vehicles entering/exiting onto a street which has previously supported less than one-third of this number of vehicles. This would significantly impact the safety and quiet enjoyment of our neighbourhood.

Given the recent changes to the *Planning Act*, it would be suggested, as the planner on these files, to provide clear guidance to the neighbours regarding the process. For example, there is a concern that the Community Consultation Meeting will be the only opportunity for written or verbal comments to be provided on the proposed amendments. Additional communication about the meeting when the Development and Infrastructure Committee of Council and then Council would consider the minutes of their meeting, prior to the Notice of the public meeting, would be appreciated. There is also no paragraph in the Community Consultation Meeting Notice regarding the need for comments required prior to the ability of an appeal to the Ontario Municipal Board. We would also suggest given the extent of the possible impacts of such a proposal that direct notice be provided to the property owners encompassing all of Willow Lane, Oakhurst Road, Maplehill Drive, the Halton District School Board, and residents adjacent on Woodward Avenue.

Although the Provincial Policy Statement promotes higher density developments, it also respects the characteristics of existing neighbourhoods. There has been little to no consideration given through the Planning Justification Report (Metropolitan Consulting Inc. July 2016) or any of the other submitted studies regarding these aspects. As such, these proposed amendments have not been undertaken with good planning and should not be considered in their present form.

Thank-you for your consideration of our comments. We would ask that these concerns be identified in discussions with the proposed developer and prior to the consideration of the amendments by Council. As property owners on 00000000 0000, we also ask that we receive notification of any public meetings regarding the proposed development and look forward to further discussions on the proposed

amendments and development. Should you have any questions, please contact

, Regards

cc: Mayor Rick Goldring and Members of Council

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Hi Mark, how are you.

About the meeting for the twenty five units of town homes behind Ebenezer Canadian Reformed Church.

This proposal will not suit this community and especially coming off of Maplehill Drive. The court was not meant to cut a hole at the end of it and have cars go through. It will totally ruin that community plus the development to put in sidewalks does not match that court. they can put sidewalks if the entrance is on dynes. This way it would be a separate community on its own. The entrance would be better off of Dynes Rd this is the original entrance to this property. The land that's severed by the church should have the same entrance because I think one day the church will be sold as well.

This is my opinion, it should stay with the same zoning of around thirteen single homes or detached homes.

Thank you for allowing me to express my thoughts and opinions, I appreciate that, thank you.

Just curious to know if the builder is not aloud to overload that property and will he still develop it under the original zoning?

All the best.

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Hefferton, Mark

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From: [REDACTED]  
Sent: Wednesday, October 26, 2016 5:55 PM  
To: Hefferton, Mark; Dennison, Jack; Grimshire, Francine  
Cc: Rod Silverthorne  
Subject: Re: 607 Dynes Road

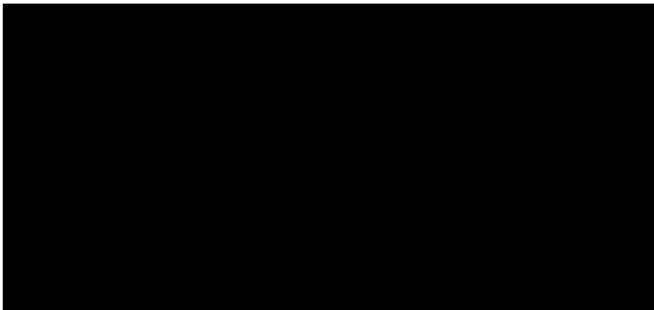
Dear Mr. Hefferton and Mr. Dennison,

We are writing further to our email of October 15th, and our attachment, at page 4 requested full disclosure regarding the title documents for the lands in regards to the proposal put forth by DiCarlo. We have not received anything to date. So without incurring a lot of our own personal expense, we have obtained and reviewed the specific PINS bearing nos. 07049-0181 (LT) - which lands are owned by the Trustees of the Canadian Reformed Church of Burlington (the "Church") and 07049-0184 (LT) - which lands are owned by the Canadian Reformed School Society of Burlington Incorporated (the "School") and, we have reviewed the Agreements registered on title to the lands in 1975 and 1989 respectively. We have two questions:

1. We were advised at the October 13th meeting that DiCarlo has purchased the School lands, but there is no registered Transfer or change of ownership on PIN 07049-0184 (LT) - can you please confirm the closing date, the date on which DiCarlo takes ownership of the School lands.
2. There is nothing from our general review that suggests the cul-de-sac at Maplehill through to the School property exists (apparently it was suggested at the meeting that it has always existed) as an entrance, a right, to the School and that the Church was only allowing temporarily the School to use its property as entrance/exit. Perhaps we are not reviewing the documents properly. Can you kindly provide us with a copy of whatever Agreement or other document exists to support this notion that the cul-de-sac isn't actually an end and that the School has always had a right to it - just hasn't used it. The residents of Maplehill, specifically those that have lived in the area for 50 years plus have never ever heard of such a notion and we would like to see what, if any evidence there may be to this end.

Thank you for your time.

Kind regards,



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From: Hefferton, Mark <[Mark.Hefferton@burlington.ca](mailto:Mark.Hefferton@burlington.ca)>  
Sent: October 17, 2016 11:23 AM  
To: [REDACTED] Dennison, Jack; Grimshire, Francine

Cc: [REDACTED]  
Subject: RE: 607 Dynes Road

[REDACTED]

Thank you for your follow up email. Residents are always entitled to express their opinions and concerns, but some do so in a less than orderly fashion. It is common with Neighbourhood Meetings and it comes with the territory.

We are at the beginning of what is a lengthy public consultation process for the Dynes Road proposal. Area residents and concerned citizens have several opportunities to express their opinions about the proposal. Attending the public sessions is helpful for staff to understand the concerns of area residents. Having written comments to attach to our staff report as an appendix is also a great help, especially since Council members can read your comments directly. All feedback from the public helps to inform staff's recommendation and Council's direction for development proposals.

Contact me anytime if you have any additional comments or questions.

Best regards,

Mark

Mark Hefferton, MURP MCIP RPP  
Planner II, Development Review  
Planning & Building Department  
City of Burlington  
426 Brant Street, Burlington L7R 3Z6  
Phone: 905-335-7600 Ext. 7860  
Email: [mark.hefferton@burlington.ca](mailto:mark.hefferton@burlington.ca)



Please consider the environment before printing this email.

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**From:** [REDACTED]  
**Sent:** Saturday, October 15, 2016 3:45 PM  
**To:** Dennison, Jack; Grimshire, Francine; Hefferton, Mark  
**Cc:** [REDACTED]  
**Subject:** 607 Dynes Road

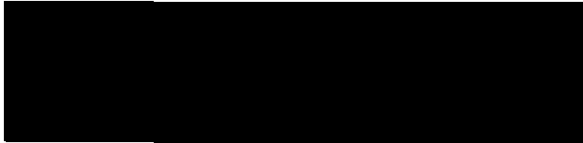
Good afternoon,

We are writing following the meeting October 13th. Firstly, we would like to apologize for the behavior of some of the residents present at the meeting. We are quite embarrassed and sorry that some of the members of the community took an aggressive and impolite approach during the meeting.

Please find attached our documentation in opposition to the application by DiCarlo for your review and consideration.

Kind regards,

[REDACTED]



October 15, 2016

Dear Mr. Dennison and Mr. Hefferton,

**Re: Opposition to Proposed Development at 607 Dynes**

We are writing this letter in addition to what we have already submitted via email October 11, 2016 (copy attached) and the additional signatories to the letter that we hand delivered to you at the first neighbourhood meeting on October 13, 2016.

We are genuinely upset with the proposed development, however we understand very well the rights and regulations and the process that will be taking place and we are therefore providing our additional comments following the meeting so that these too can be included for City consideration.

**1. Traffic & Parking**

- a. Dynes Traffic – will significantly increase as a result of the development, each and every vehicle (conservatively 35-40 vehicle trips each morning and the same in evenings) will be using Dynes to get in and out of their community either from Willow or Oakhurst. Most students at the school either walk or are bused to school currently.
- b. Maplehill & Oakhurst Traffic – considerably more than predicted by the consultant's report as weekends were not included and it is common knowledge that consultants consistently underestimate numbers (I am a consultant myself) – it has been said that a good decision is based on knowledge, not on numbers that can be misinterpreted. The consultant report (MCI-Feb 2016) states that traffic will be split between Willow and Oakhurst. This statement is not accurate. The morning traffic will in 99% of the time take Oakhurst to Dynes. Evening return trips may be split somewhat but will most likely be in the 75% Oakhurst and 25% Willow returns. The consulting statement of 17 trips is misleading as well since that is the 'peak' time...but the numbers don't explain that vehicles will continue with trips well beyond their stated 'peak' time period. Also I'm pretty sure although not stated in report (of course) is regarding weekends. On weekends, when people are outside for walks and children playing in the street there will be the 50 or so vehicles travelling in and out of



development throughout the day which is not safe and does not make for an enjoyable living space.

- c. Owner & Visitor Parking – the 12 available parking spaces is unrealistic and will result in major parking issues littered over Maplehill – the numbers do not consider: extended families (grandparents, aunts and uncles, step-parents, child care providers all routinely part of the every-day family dynamic). And all this is assuming that some owner homes don't have a 3<sup>rd</sup> vehicle and use the visitor parking for their personal use which I see in these developments continually.

## 2. Emergency Services

- a. Single Point of Access – it is ludicrous to contemplate a single point of access given the project proposal – imagine a fire or a crash at the only entrance - or a neighbourhood party with cars parked along both sides of the street, or even a single parked car on the side of the private road; will pose problems if an area needs to be evacuated in the event of a standoff or gas leak, or emergency services need to enter the private road and navigate through those tight areas; **just consider: We wouldn't have an arena without a second entrance -- why would we have a community with a single entrance?"**
- b. Private Road Width – very narrow road presents major problem for blockage (whether another car, garbage, children playing), etc. and winter snow removal driveways and road – the snow will be piled and there will be critical concerns regarding emergency services – again: **We wouldn't have an arena without a second entrance -- why would we have a community with a single entrance?"**
- c. Private Road Intersection – very narrow large emergency vehicles unable to make safe turn, especially if there is any blockage

## 3. Other Services – all of the below will have additional people, cars, traffic, noise, congestion which is why a mandatory second entrance/exit is essential:

- a. Garbage
- b. Mail
- c. Hired Contractors
  - i. Lawn Maintenance
  - ii. Home Renovations

## 4. Waste Water and Sanitary Sewers – We know it was suggested at the meeting that the region may not have issue with the strain on the sewer system, but for an aging system to add that many new homes onto the line I can't believe is a good idea. Existing owners have already had issues with sewer backup and issues with lack of backflow protection which isn't fail safe.

## 5. Official Plan, Intensification and Existing Neighbourhood

- a. Area Zoned for Low Density (R3.1)
  - i. R3.1 – allows for single/semi-detached homes to maximum of 25 units per hectare
    - Currently property contains school, keeping property R3.1 and adding the maximum 13 homes for the 0.54 Ha would in itself be intensification since 13 new homes are now available
- b. Request for Medium Density (RM2-with exceptions)
  - i. Exceptions – setbacks extremely small encroaching neighbours privacy, for example:
    - Rear – RM2 is 9 meters but requesting only 5.5 meters for backyard
    - Side – RM2 is 4.5M but requesting only 1.2M
  - ii. Allowing townhomes would eventually lead to high number of rental units in the area thus leading to deterioration of the buildings and enjoyment of the area by owners.
  - iii. The request for RM2-exceptions and the design of homes and site proposed are not compatible with the Burlington's official plan (policy 2.2.2.c) as this proposed development with the quantity and style of home are in fact **NOT** 'compatible with the scale, urban design and community features of the neighbourhood'
- c. Places to Grow Plan
  - i. Section 3.0 of DiCarlo Planning Justification Notice suggests that this development adheres to Policy 2.2.3.7 b and e. But in fact this is not the case. This type of compact and crowded land use does not create a vibrant neighbourhood and will only alienate the existing homes. Without common green spaces where families can meet etc these types of compact communities do not promote vibrant areas in which to live. They often become cluttered with vehicles, bicycles, and sometimes possible 'junk' in yards because of the compact nature of the design.
  - ii. This development also goes against section 'c' of the policy 2.2.3.7 as it does not promote "high quality public open spaces". Where are these in the current proposal? None exist. Every corner of plan is either parking, garbage collection or mail superbox location.
  - iii. Also does not follow section 'f' of the policy which requires the development to have "an appropriate transition of built form to adjacent area" – this proposal is requesting an extreme level of density and design styling which is not consistent to that of the surrounding area.
- d. Cookie Cutter Designs
  - i. No one likes cookie cutter boxed in homes and we moved to the south end (having come from the north end of Oakville and Burlington) to move

away from this style of housing. We completely demolished our home and renovated it last year to a beautiful bungalow chalet-craftsman style. We purposely kept our design suitable for the area, and avoid that cookie-cutter design. The locals were very appreciative of that decision.

#### **6. Privacy, Pollution, Crime**

- a. Removal of Trees
- b. Extra Vehicles
- c. Properties overlooking existing home backyards
- d. Lack of useable greenspace and yards

These items all go against Policy 1.1.1 of the Provincial Policy Statement which requires a 'healthy, livable, and safe community', specifically section 'c'. This proposal requires the removal of over 75% of the trees in the area which affects the environment and public health (physical and mental health). The removal of trees also creates a loss of privacy to homeowners and many will feel 'housebound' when other neighbours are in their yards and feel they can't go outside otherwise intruding on each other's space.

#### **In General**

Another concern we have is the confusion regarding the municipal address "607 Dynes", where the lands are situate and ownership of the property. We are confused how the city and the builder have a different understanding of the property location and history. In the project plan the city delivered, it states that 607 Dynes represents both the church as well as the school and make up a single property. The letter also stated that the property would have to be severed from the church. At the meeting on Oct 13<sup>th</sup>, DiCarlo said the property was always on its own and separate from the church and DiCarlo bought the property from the school and not the church and the legal access to the property was always off of Maplehill. How can the city be so wrong if DiCarlo is to be correct? How can the school property share the same municipal address then as the church? These questions raise issues of legitimacy with respect to the sale of the property to DiCarlo. We request full disclosure and a copy of the parcel register.

Finally to add one further point and we spoke to John DiCarlo about this option and he seemed genuinely interested. The church on the property is not long for this world as the size of congregation is small and declining especially when you compare it to other denominations. DiCarlo Homes would be more than interested in obtaining a first right of refusal on the lands so wouldn't it make sense to plan the entire property (both the church and school areas) simultaneously? This would eventually create the 2<sup>nd</sup> entrance that so many existing owners want. The city and DiCarlo would eventually have more homes without the requirement for such high density at the end of Maplehill. Make new living spaces enjoyable for people to be around outside, not prison-like feeling with the feeling of no privacy.

**Finally, our Suggestions:**

1. Maintain R3.1
2. Maintain R3.1, with minor exceptions
3. Require Mandatory Access through Church Property – ultimately, for safety reasons.

**... and, Words to Take Away ...**

We know that DiCarlo Custom Homes can and does build beautiful 'custom homes' (vs. cookie-cutter homes suggested in the proposal) and in fact, we know DiCarlo are presently promoting bungalow style homes (The Vintage Collection) in Smithville - a development style that we would be pleased to have included in our community. There are already many townhomes in our community, respectfully, we don't need anymore.

There is a very good quote that comes to mind:

“We must  
progress to the stage of doing  
all the right things for all the right reasons  
instead of doing all the right things  
for all of the wrong reasons”.

Most sincerely,



Dear sir

October 26/2016

Being a resident of [REDACTED] rezoning permit that has been submitted on behalf of the builder, I wish to bring to your attention a number of reasons that would highlight my strong objection to the rezoning of the land presently occupied by the school.

Above all else, the building of town houses adjoining our property will undoubtedly cause a big decline in the value of our own property. Further, I see no reason for the council change the designation of the area, just to satisfy the greed of a builder who should be satisfied with the present designation and reassess his building plans to fit the present designation.

As well, we are surrounded by schools all around us on Woodward Avenue, children of all ages, some as young as 5 years old utilise the roads on a daily basis to go to and from schools. The addition of so much traffic from the building of so many town houses in a very restricted area will create unnecessary traffic hazard to the children. During the recent information meeting that was held at the school. I was stunned to hear fairy tales about the number of cars that would be added to the area. I Have taken the opportunity to visit recent town house areas that have been added to the downtown area, and counted the number of cars each house had parked outside the property. I can assure you that each house had a minimum of two cars parked in front and some as much as four cars. This did not include cars that were parked in designated parking areas.

When we decided to purchase a house in Burlington and specifically [REDACTED] we studied the area all around and decided to purchase the house we live in, because we saw no town houses around and because our child would be able to walk to school without any fear of being run over by fast moving traffic or the density of traffic. As well, we took into consideration that we [REDACTED] and were guaranteed peace and quiet during the weekend and bank holidays. The building of townhouse immediately [REDACTED] will alter this drastically. Presently [REDACTED] and the ground depth [REDACTED] and that of the school differs in depth by almost a foot. Building a property that would be no more than [REDACTED] [REDACTED] would infringe on the quiet and privacy that we looked for when we purchased this house.

It is my understanding that the purposes of the council is to first ensure the welfare and satisfaction of its present inhabitants who have consistently paid their taxes despite the unreasonable increase tasked on them simply because the council estimates that their property has increased in value. This in spite of the council not taking into consideration that the income of said citizens who have retired a number of years previously, have no way to increase their income to absorb the increase hefted on them by the council. As a resident of Burlington I have consistently paid the tax increases lumbered on its citizens by the council without any objection. Always assuming that the council had the best interest of its citizens at heart and would take all necessary steps to ensure their welfare. Rezoning a land just to satisfy a greedy builder despite the objection of every person living in the immediate area surrounding the said property is not what I would consider a caring council seeking the welfare and benefit of its citizens.

This action if adopted by the council will force me to seriously think of relocating and I would not think it beyond reasonable expectation that if during said sale, the property is down valued by a hefty amount, then it would only be a reasonable expectation for the council to find itself in court answering questions as to why it chose to ignore every inhabitant in the area and chose instead to satisfy the need of one lone builder.

[REDACTED]

October 19th 2016

Mr. Jack Dennison  
Councillor  
City of Burlington

Hello again Jack:-

Re: 607 Dynes Rd., Project

[REDACTED] wish to pass along our appreciation of your participation and handling of the zoning Application Meeting.

From the several outbursts from amongst those attending, it still appears that many failed to comprehend that it is not the City or City Staff who are proposing the redevelopment, even though you twice advised the group of this fact.

I regret that I failed to somehow advise the group that you and your fellow councillors would be the public body passing judgement on the application, and in truth, you are the local resident's best friend in this process.

In our opinion, most pertinent items raised would be addressed at the site plan approval level. Other comments were mostly NIMZYISMS? which we suppose are typical with any proposed redevelopments.

Key criteria will remain on the number of units approved for construction on the 1.33 acre parcel (approx..250 ft. N-S by 232 ft, more or less E-W) and the appearance of the finished product; ie 3 story barracks blocks would seem out of place.

Our recommendations remain with the 1½ storey, semi-detached, 581 Dynes Rd. development, which provides ideal open space between Units.

The 2-storey, Barrington Square, 2407 New St., double garages, in semi-detached form, would also be an alternative.

I also regret in not saying something positive about DeCarlo Homes. After all, as a merchant builder, they are providing a service (for profit, hopefully) and their 9-10 million dollar investment can be at risk in any downturn



## NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Official Plan Amendment and Rezoning Application to construct 23 residential townhomes and a semi-detached dwelling unit.

Address: 607 Dynes Road

File: 505-04/16 and 520-10/16

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

A MEDIUM DENSITY RESIDENTIAL DESIGNATION  
WOULD BE OUT OF CHARACTER WITH THE EXISTING  
AREA DEVELOPMENT AND WOULD MODERATELY  
DECREASE EXISTING PROPERTY VALUATIONS.

A LOW RISE, RESIDENTIAL LOW DENSITY,  
SEMI-ATTACHED HOUSING DEVELOPMENT  
(25 UNITS PER NET HA) COULD BE CONSIDERED  
AS HAVING THE LEAST HARMFUL EFFECT  
ON THE NEIGHBOURHOOD, AND STILL  
PROVIDE AN ATTRACTIVE RESIDENTIAL COMPLEX.



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

Attention: Mark Hefferton  
City of Burlington Planning and Building  
Department  
426 Brant Street  
P.O. Box 5013  
Burlington, Ontario L7R 3Z6  
or E-Mail to: [Mark.Hefferton@burlington.ca](mailto:Mark.Hefferton@burlington.ca)

**NO LATER THAN: October 28, 2016**

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

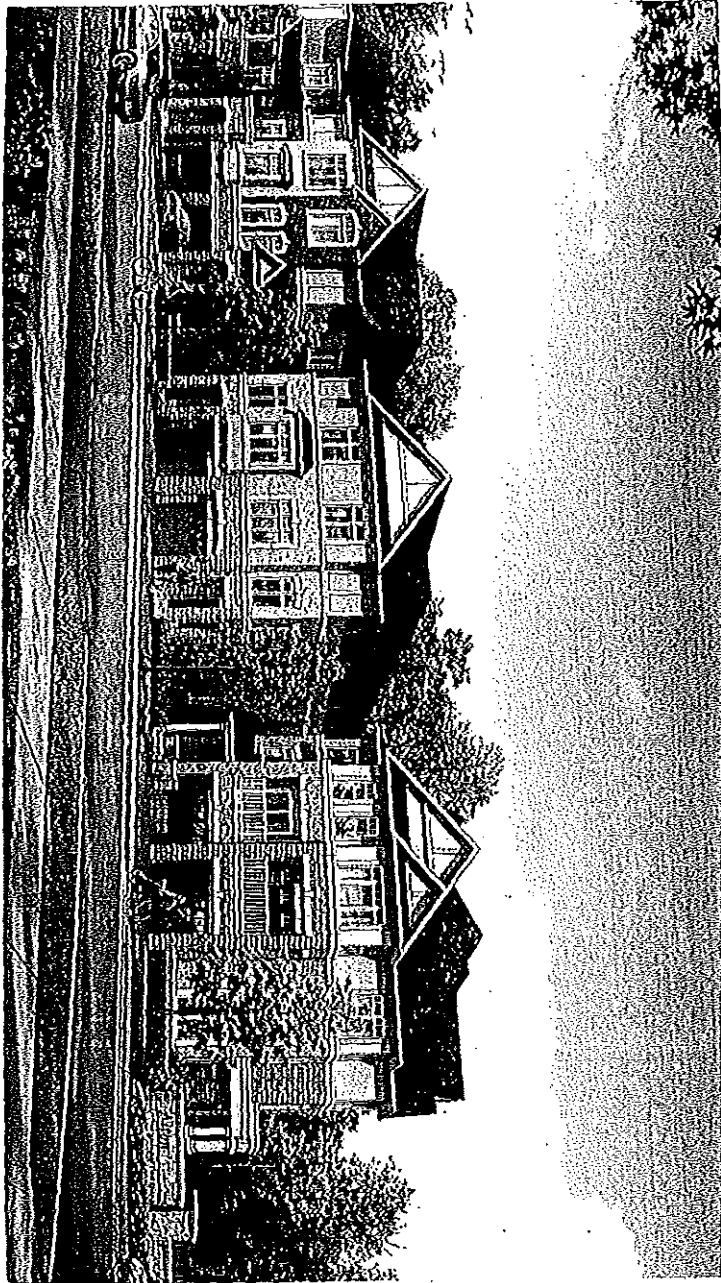
A large black rectangular box used to redact the content of the comment section.

(Optional)  
E-mail: \_\_\_\_\_

#### Notice of Collection of Personal Information

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





MINDEN  
GROSS  
[www.mindengross.com](http://www.mindengross.com)

TOO HIGH!  
LOOMING OVER  
ADJACENT  
HOMES.

(Emailed to Mark Hefferton  
Oct. 11, 2016)

Good afternoon sir,

We are the home owners at [REDACTED]

We purchased our house approximately three years ago in this Dynes community that we found so desirable. Having come from a detached home in the Orchard, we were excited to move into the Dynes community for its quaint and quietness. Years ago, I attended Assumption High School and the community has a great deal of meaning to me. As our [REDACTED] home was in very original state, we underwent an almost full demolition and rebuild with our number one concern being to maintain the integrity and quaint style that surrounded us. We were required to undergo many months of permit applications and significant costs but we finally commenced construction and within 7 months our new bungalow was created. We have had many compliments from all kinds of people in our community that our home was beautifully designed and fit in so nicely with the existing area. We were very pleased and felt that the time and the cost was worth it.

And now, here we are, blind-sided by the proposed development at 607 Dynes.

We find it so unfair that this proposal and plan has been in the works for years and yet we are only now having the opportunity to consider and contest it. Let me say that had we known this, we never would have moved to [REDACTED] this proposed development was all encompassing in the north end where we came from, and I would have stayed there or found another area to move. These thoughts are consistent with some of our friends and colleagues, they too would not consider re-locating to the community based on the proposal.

While [REDACTED] are understanding of the city's mandate for growth, in turn, the city must understand its people.

While I would love to see the space be designed into park or green-space, I understand that some development may be inevitable. I only ask for DiCarlo Custom Homes and the City to consider the best possible means to this end. A tactful 6-8 single-detached bungalow executive style *custom* homes (which the DiCarlo name maintains) or something similar to 581 Dynes, where the homes could be sold for significant sums well above the price of a cookie-cutter condo town-home, is much more desirable.

I also would ask that the city truly take time and understand the people of Maplehill, Oakhurst and Willow and re-consider an entrance/exit from the Church or Hydro Corridor - expropriate the lands - this has been done in the past and can be done again, and most especially from the Church, a property that has ample space for a lane-way where the parking lots are usually vacant throughout the week and not even near capacity on the only day of service (Sunday).

We have canvassed and spoke with numerous people in our community and attached is our formal letter of opposition for the City. While we do not declare that every resident may agree with our entire letter, the sentiments on a whole have been in line and we expect to have many more signatories to the letter by Thursday's meeting.

If Burlington is to remain one of the best cities to live and raise a family, I ask that the City please, listen to its people.

Regards, [REDACTED]

## Hefferton, Mark

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From: [REDACTED]  
Sent: Tuesday, October 11, 2016 1:43 PM  
To: Hefferton, Mark  
Cc: [REDACTED]  
Subject: 697 Dynes road

Hi Mark, [REDACTED] are long time residents of this neighbourhood. We live on [REDACTED]. We have lived here for over 15 years and raised both of our kids here. We moved to this area because of the quiet double dead end street, very low traffic as it is not a through road and the quaint and safe atmosphere. Both of my Girls attended St Pauls and Assumption. As you know we just received a street make over with new sewers, curbs and asphalt. This much needed road work has really made the neighbourhood look great. There are a lot of young families moving back into the neighbourhood with small children for the very reasons I moved here. We as a community feel we are about to lose this by the proposed development at the end of Maplehill Drive which is incompatible and inconsistent with the area. This townhouse development will change the whole look and feel of what we have all come to enjoy. The neighbourhood, to the best of my knowledge, is zoned for low density which permits single, detached homes. This is going to increase traffic, potentially cause damage to the new road construction, and overall make the neighbourhood less attractive to future buyers. Adding 25 townhomes and two semi detached homes is going to add a minimum of 27 more vehicles travelling in and out of the neighbourhood if not potentially up to 54 vehicles based on most families vehicle count. This area is not designed for this sort of traffic. This development is not a right fit for this location. I realize from the city's point of view it is more tax money but that is not what this should be about. I think this proposal needs to be reconsidered and I'm sure there is something more suitable that can be done with the property where the John Calvin school now sits. I'm hoping Burlington is not becoming Toronto, where I work, and developing every last piece of property to increase population and tax revenue. Burlington has always stated how green it is so let's see if that's the case with this property that could easily become green space. There are also many trees that will be lost and if the development goes forward possible parking issues with any overflow from the complex that will likely park on Maplehill Drive. This will definitely result in many complaints to Burlington's parking enforcement. If for whatever reason, this poorly designed development plan goes forward, a new entrance point should be considered off of Woodward Ave through the hydro right of way.

Respectfully,  
[REDACTED]

Sent from my iPad

**Subject:** Official Plan Amendment and Rezoning Application to construct 23 residential townhomes and a semi-detached dwelling unit.

**Address:** 607 Dynes Road

**File:** 505-04/16 and 520-10/16

### **Comments and Concerns**

This application for re-zoning to medium density requires a great many variances to the medium-density zoning specifications. Although a few of the variances are minor, a large portion of the variances are in the 50% to 60% area. All these changes are for the benefit of the developer in order for him to get maximum coverage of the property.

This development is without any consideration to the surrounding, long-established neighbourhood of single-family homes.

The removal of 66% of the trees will have a detrimental environmental effect.

The twenty-five homes will have approximately fifty cars which will affect both the traffic on Maplehill, Oakhurst and Willow Lane and ultimately Dynes Rd. as well. The increase in traffic will also impact the environment.

Council has three options:

- Approving the zoning application with its multiple variances.
- Approving the zoning without any variance changes.
- Or, council could opt for the do-nothing approach and thereby turn down the application.

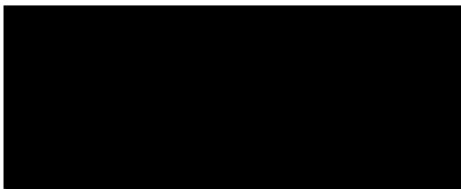
We believe that if the developer stayed with the current zoning, i.e. low-density, and built cluster homes as are presently on Dynes Rd. just south of the current property, much of the opposition to the proposal would disappear.

There are also many other concerns regarding water runoff since there was flooding two years ago in this area.

In addition, the address of the school has always been a Dynes Rd. address, so it was very surprising to hear that they did have access to Maplehill.

We anticipate that we will be kept informed of the progress of this application as it occurs.

Sincerely,



Hefferton, Mark

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From: [REDACTED]  
Sent: Tuesday, October 11, 2016 3:02 PM  
To: Hefferton, Mark  
Cc: [REDACTED]  
Subject: 607 Dynes Road, Burlington - Opposition for re-zoning and recommendation for alternate or additional entrance / exit  
Attachments: L\_Hefferton October 11 2016 - Opposition 607 Dynes.pdf

Good afternoon sir,

We are the home owners at [REDACTED]

We purchased our house approximately three years ago in this Dynes community that we found so desirable. Having come from a detached home in the Orchard, we were excited to move into the Dynes community for its quaint and quietness. Years ago, I attended Assumption High School and the community has a great deal of meaning to me. As our Maplehill home was in very original state, we underwent an almost full demolition and rebuild with our number one concern being to maintain the integrity and quaint style that surrounded us. We were required to undergo many months of permit applications and significant costs but we finally commenced construction and within 7 months our new bungalow was created. We have had many compliments from all kinds of people in our community that our home was beautifully designed and fit in so nicely with the existing area. We were very pleased and felt that the time and the cost was worth it.

And now, here we are, blind-sided by the proposed development at 607 Dynes.

We find it so unfair that this proposal and plan has been in the works for years and yet we are only now having the opportunity to consider and contest it. Let me say that had we known this, we never would have moved to Maplehill, this proposed development was all encompassing in the north end where we came from, and I would have stayed there or found another area to move. These thoughts are consistent with some of our friends and colleagues, they too would not consider re-locating to the community based on the proposal.

While [REDACTED] are understanding of the city's mandate for growth, in turn, the city must understand its people.

While I would love to see the space be designed into park or green-space, I understand that some development may be inevitable. I only ask for DiCarlo Custom Homes and the City to consider the best possible means to this end. A tactful 6-8 single-detached bungalow executive style *custom* homes (which the DiCarlo name maintains) or something similar to 581 Dynes, where the homes could be sold for significant sums well above the price of a cookie-cutter condo town-home, is much more desirable.

I also would ask that the city truly take time and understand the people of Maplehill, Oakhurst and Willow and re-consider an entrance/exit from the Church or Hydro Corridor - expropriate the lands - this has been done in the past and can be done again, and most especially from the Church, a property that has ample space for a lane-way where the parking lots are usually vacant throughout the week and not even near capacity on the only day of service (Sunday).

We have canvassed and spoke with numerous people in our community and attached is our formal letter of opposition for the City. While we do not declare that every resident may agree with our entire letter, the sentiments on a whole have been in line and we expect to have many more signatories to the letter by Thursday's meeting.

If Burlington is to remain one of the best cities to live and raise a family, I ask that the City please, listen to its people.

Regards,

A black rectangular redaction box covering the signature of the sender.

**607 Dynes Road, Burlington**  
**Development by DiCarlo Custom Homes and Metropolitan Consulting Inc.**

**"Opposition for re-zoning and recommendation for alternate or additional entrance / exit"**

We the residents of [REDACTED] make the following comments in opposition to DiCarlo's application for rezoning from R3.1 to RM2.

While we realize the City of Burlington mandate for growth plan and DiCarlo's right to development, we believe that maintaining the neighbourhood's low density R3.1 and developing only single detached dwellings in the proposed development area would be a far greater end to justify its means.

DiCarlo's proposed condominium townhouse development is inconsistent and incompatible with the area and represents incredibly poor planning. The requested change to zoning by-law to allow for housing density increase that is well above the norm for the Dynes area makes this proposal wrong and inappropriate for this area.

Whatever tax revenue is gained through this development is going to be gained at a price - our subdivision will be a far less desirable place to live, with a tight, traffic-laden entrance and a narrow crowded development that does not fit the existing area. Moreover, having their voices ignored, the people will no longer trust or respect their City officials or decision makers. How then can Burlington be a great city?

Please consider the following statement when assessing this proposed development: **"If you lived in our community and specifically, on Maplehill Drive, Oakhurst, Willow would you want this type of build as proposed next to your house?"**

A better example would be to reflect on the 581 Dynes development project by Linden Woods and van der Woerd Associates, a more suitable development that fits well in the community.

We the residents, are further and deeply concerned for:

1. suffering capital financial losses from deteriorated locational and neighbourhood appeal from lower / adverse demand and reduced market values of our homes, a significant negative impact on appearance and property values;
2. suffering material loss of personal privacy with the loss of Maplehill's cul-de-sac and personal enjoyment of our owned properties;
3. exposure due to significantly increased noise from high density concentration of people in alarmingly and unacceptably close proximity;
4. the loss of several mature trees (19, possibly more, trees scheduled to be removed);
5. suffer increased pollution / poor air quality as a result of the impacts of intensive population residing in and visiting the new development;
6. municipal services to our homes potentially compromised by increased demand and stresses on the storm and sanitary sewers, water supply various utilities, services; risks to the emergency response services accessing the proposed development
7. adversely impact traffic volumes, pollution, and hazards on otherwise quiet roads of Maplehill, Oakhurst and Willow, which just underwent a major expense for curbs, paving and storm sewers (\$1 million);
8. increased and overflow parking on Maplehill (new development average 2 cars per household, plus visitors, more than the allowed visitor parking);
9. exposure to unforeseen adverse conditions from garbage, storage & removal, wind and weather conditions, snow clearing, fire route, emergency and police accesses; and

10. the occupancies may be more transient than experienced in our neighbourhood, one that has experienced very little turnover.

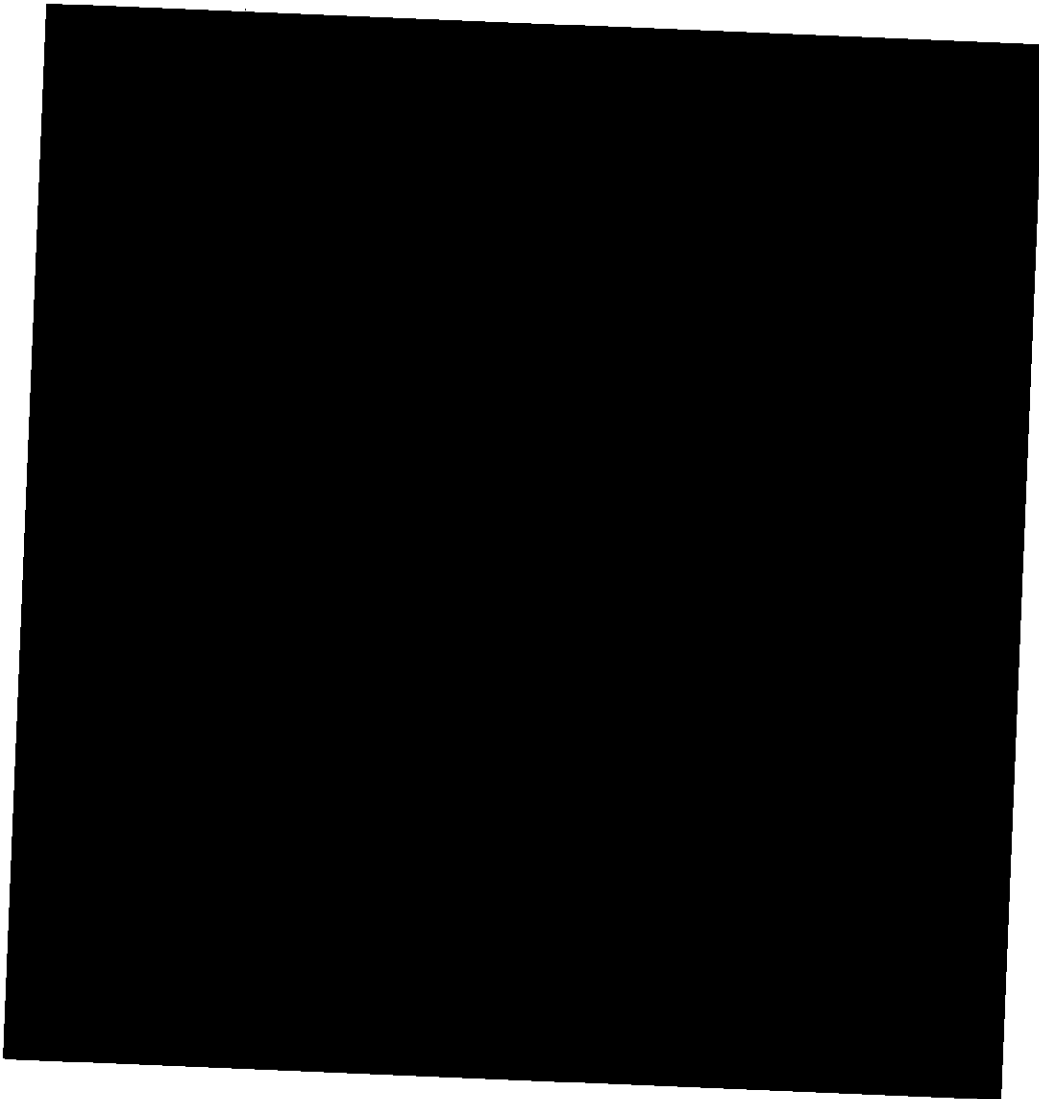
The residents here have paid a premium in recent years to live in south Burlington have done so specifically to avoid high density cookie-cutter subdivisions and the traffic volumes that result from that style of development. The people of Maplehill chose the cul-de-sac to raise their children in a safe environment, with the ability to learn to ride a bike or play hockey in the street. Other residents have spent tens and hundreds of thousands of dollars doing renovations to the older homes in the area who will not realize their investments due to the expected decrease in property values.

For these reasons, and others that may have additional personal expressions of concern, we strongly urge the application for rezoning be disallowed.

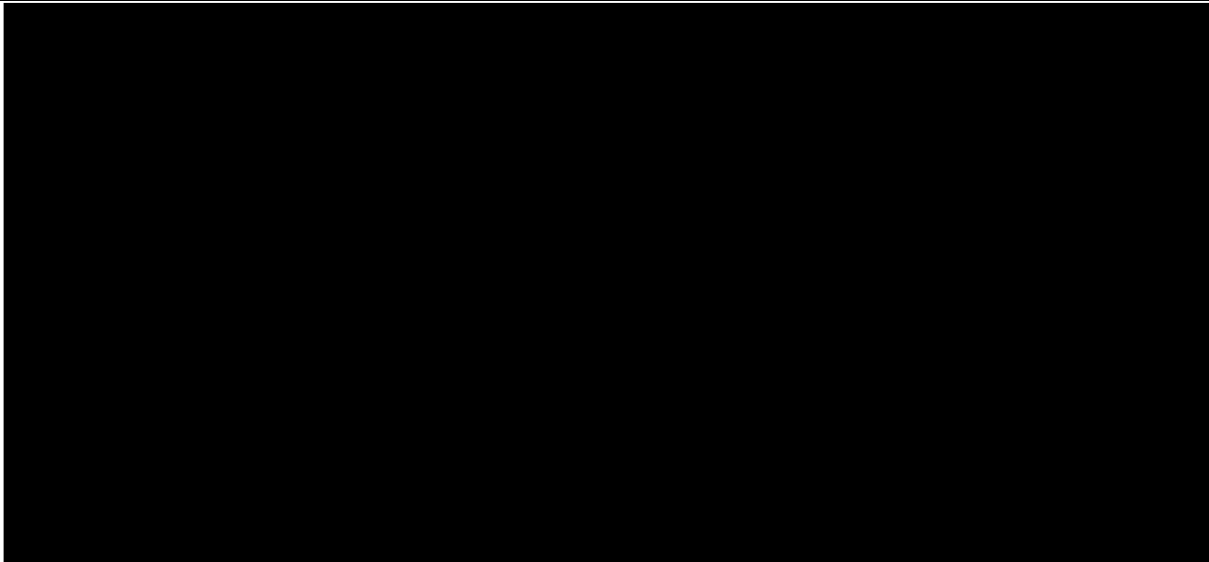
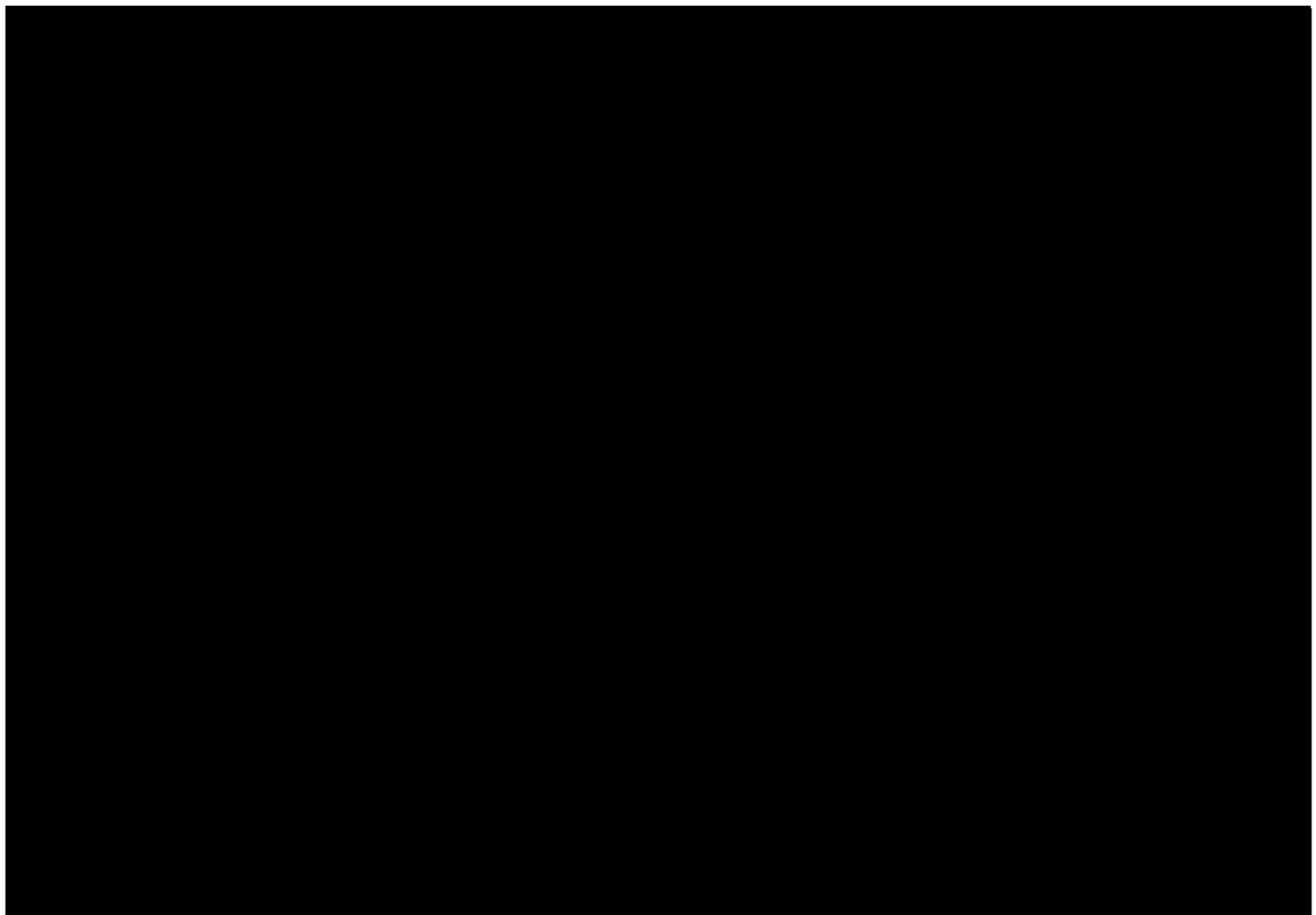
Further, and extremely important, we propose any entrance / exit to the proposed development be made whether lands be expropriated from the west end Ebenezer church parking lot to Dynes or from the north end Hydro Corridor to Woodward. An entrance at Maplehill for the additional traffic in and out of the any size new development is unsafe, undesirable and completely unacceptable for our community.

We look forward to meeting with you Thursday.

Sincerely, the Residents







607 DYNES  
RECEIVED  
SEP 14 2016  
City of Burlington  
Planning Department

September 13, 2016

To: Mr. Mark Hefferton, Planner II

Re: Application for 607 Dynes Road, Files 505-04/16 and 520-10/16

In reference to your letter regarding the application for zoning amendments, I would like to give you my comments:

The reason for our buying at this location in 1970 was its easy access to schools for our children and the privacy of having minimum traffic due to it being restricted to local residents only. I am sure you can appreciate how important this feature is in a place to live

The subject property for rezoning is [REDACTED]  
[REDACTED] This cul-de-sac will now be opened to traffic for 25 houses having at least two cars each, plus ancillary vehicles to accommodate services, etc.

Gone will be the peace and quiet of living on a dead end street, something we so much appreciated and enjoyed for the past 46 years.

Hopefully this letter will not fall on deaf ears

Yours truly,

[REDACTED]

**Hefferton, Mark**

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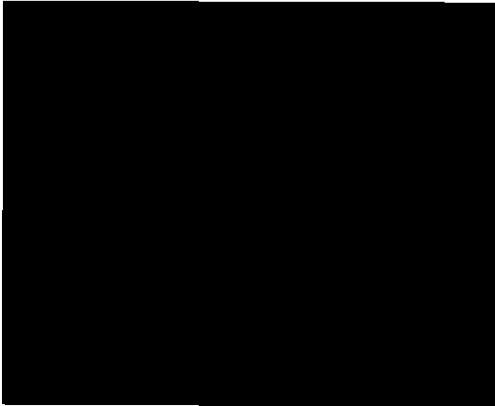
**From:** [REDACTED]  
**Sent:** Monday, October 31, 2016 4:36 PM  
**To:** Hefferton, Mark  
**Cc:** [REDACTED]  
**Subject:** Comments from Paley Family on File Nos: 505-04/16 and 520-10/16  
**Attachments:** File 505\_04\_16 & 520\_10\_16 (607 Dynes Road) Paley Family Comments.pdf

Mark:

Please see [REDACTED] comments, as attached, regarding the proposed development on the west end of Maplehill Drive (File Nos: 505-04/16 and 520-10/16).

Should you have any questions, please do not hesitate to contact either myself or my sister with contact information included in the letter.

Cheers,



Notice of Confidentiality:  
This message is solely for the use of the individual(s) to whom it is addressed and may contain privileged information. Anyone receiving this message in error should immediately notify the sender and delete this message.

October 28, 2016

The Corporation of the City of Burlington  
426 Brant Street, P.O. Box 5013  
Burlington, ON L7R 3Z6

Attention: Mr. Mark Hefferton, MCIP, RPP  
Planning & Building Department

Dear Mr. Hefferton:

**Re: Official Plan and Zoning By-law Amendments  
23 Townhomes and One Semi-Detached Dwelling  
607 Dynes Road, File Nos. 505-4/16 and 520-10/16**

Thank-you for inviting the adjacent community to the presentation on the proposed Official Plan and Zoning By-law Amendments for 607 Dynes Road. We also appreciate the opportunity to provide comments. The Community Consultation Meeting was held at the former John Calvin Christian School (behind the Ebenezer Reform Church) on October 13, 2016. It was unfortunate that we were away and could not attend as a property owner being impacted. Though we would have preferred more time to prepare our comments, please consider the following initial comments as our most significant concerns during your consideration of the proposal and staff report for Council's consideration.

Our family was one of the first purchasers 58 years ago of a house in the subject neighbourhood and remains a property owner. It is our understanding that DiCarlo Custom Homes has made an application for an Official Plan Amendment and Zoning By-law Amendment to permit a 23-unit townhouse and one semi-detached dwelling development at the rear of the parcel with frontage 607 Dynes Road. As a resident which will experience impacts from the proposed development, we have the following issues of concern and interest:

- **Access** – Although the address of the property is 607 Dynes Road, proposed access is to be via Oakhurst Road and Willow Lane to Maplehill Drive. The proposed development is located at the rear of the parcel behind the Ebenezer Reformed Christian Church. This is the location of the former school for the church, John Calvin Christian School (Grace Christian School). It would be appropriate, given the location, to redesign the layout to have access to Dynes Road or Woodward Avenue. For example, the Sketch No. 2 indicates the development will be supported by a T-designed private road. There is no snow storage or garbage disposal location noted. Due to traffic impacts noted below, alternate access should be provided.

- **Character of Neighbourhood** – The neighborhood along Maplehill Drive, Oakhurst Road and Willow Lane is an established single detached dwelling neighborhood with homes owned by both senior citizens and new families. Nine homes contain the second generation of homeowners whose families stayed in the neighbourhood and either reside in original family homes or purchased homes in part due to the quietness of the dead-end streets. Homes on adjacent lots to the proposed development have wide frontages and depths of lots. This proposed development is out-of-character with adjacent development, even recent development on Dynes Road (i.e. 581 Dynes Road and the three homes – 542, 546 and 550 Dynes located on the former Dynes Farmhouse property developed a couple years ago).
- **Density** – As mentioned above, the neighbourhood adjacent to the subject property is zoned low density which permits single detached dwellings. The Linden Woods development of town homes by van der Woerd Associates created 8 semi-detached homes with access onto Dynes Road following consultation with the neighbourhood. The proposed 25 – unit development is of a significant higher density than existing or recently built in the area and out-of-character with adjacent residences.
- **Height and Design** – The current information being provided does not contain sufficient details regarding other aspects of the proposed development and how such development would be integrated into the neighbourhood or would lessen the impact of the development on adjacent properties.
- **Vehicles and Traffic** – The number of single detached homes from Oakhurst Road to the cul-de-sac on Maplehill Drive is eleven. The Traffic Brief (Metropolitan Consulting Inc., 2016) does not contain any existing vehicle traffic counts for Maplehill Drive, Willow Lane or Oakhurst Road or discuss any impacts regarding the changes projected. Based on a historical suggested use of two vehicles per home, the number of vehicles to exit/enter the section of Maplehill Drive from the cul-de-sac to Oakhurst Road would be approximately 22 vehicles. The 25 - unit development would increase the number of vehicles by at minimum 25 vehicles and up to 50 additional vehicles, if the dwelling units support two vehicles per residence. However, there is also 12 additional visitor parking spaces shown. This means up to possibly 62 vehicles entering/exiting onto a street which has previously supported less than one-third of this number of vehicles. This would significantly impact the safety and quiet enjoyment of our neighbourhood.

Given the recent changes to the *Planning Act*, it would be suggested, as the planner on these files, to provide clear guidance to the neighbours regarding the process. For example, there is a concern that the Community

Consultation Meeting will be the only opportunity for written or verbal comments to be provided on the proposed amendments. Additional communication about the meeting when the Development and Infrastructure Committee of Council and then Council would consider the minutes of their meeting, prior to the Notice of the public meeting, would be appreciated. There is also no paragraph in the Community Consultation Meeting Notice regarding the need for comments required prior to the ability of an appeal to the Ontario Municipal Board. We would also suggest given the extent of the possible impacts of such a proposal that direct notice be provided to the property owners encompassing all of Willow Lane, Oakhurst Road, Maplehill Drive, the Halton District School Board, and residents adjacent on Woodward Avenue.

Although the Provincial Policy Statement promotes higher density developments, it also respects the characteristics of existing neighbourhoods. There has been little to no consideration given through the Planning Justification Report (Metropolitan Consulting Inc. July 2016) or any of the other submitted studies regarding these aspects. As such, these proposed amendments have not been undertaken with good planning and should not be considered in their present form.

Thank-you for your consideration of our comments. We would ask that these concerns be identified in discussions with the proposed developer and prior to the consideration of the amendments by Council. As property owners on Maplehill Drive, we also ask that we receive notification of any public meetings regarding the proposed development and look forward to further discussions on the proposed amendments and development. Should you have any questions, please contact [REDACTED] or via e-mail at either [REDACTED]

Regards,  
[REDACTED]

cc: Mayor Rick Goldring and Members of Council

## NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Official Plan Amendment and Rezoning Application to construct 23 residential townhomes and a semi-detached dwelling unit.

Address: 607 Dynes Road

File: 505-04/16 and 520-10/16

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

- Keeping with Current Resident Single detach Home style is what we would like to see and only approve the original zoning for this land. we do not approve the Rezoning application which would allow for townhomes and a increase to the area.
- The Semi's that would be designed in the current layout shown are too close to the current resident on maplehill and if ~~they can be~~ <sup>this can be</sup> redesigned to allow for continued privacy to the current resident on maplehill.
- Currently and for the last 40 years this street of maplehill Drive has always been a court and a curb with a fence allowing for a quiet community. The Residence of this area have moved here because of the quiet neighborhood and we request that this remain status quo. If this lot (School) uses the front of the church to enter and exit dynes Road. The alternative would be to use the Hydro and exit onto Woodward Ave and don't interrupt.

Maplehill Drive

- If this Road is open and the trees are removed which were planted by the the Resident on Maplehill Drive are the builders going to Reimburse the Resident of \$93 for these trees + shrubs.
- With the school closing down dynes Road and the Church will have less traffic going through and they should be able to use this area as they currently do for the school.
- The safety concerns will increase on Maplehill + surrounding areas because of the increased traffic which there are young families in this community now.
- Will the city be changing the power + cable lines to have them underground. And remove the current transformers on the pole top close to 593 Maplehill.

**Burlington**

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

Attention: Mark Hefferton

City of Burlington Planning and Building  
Department

426 Brant Street

P.O. Box 5013

Burlington, Ontario L7R 3Z6

or E-Mail to: [Mark.Hefferton@burlington.ca](mailto:Mark.Hefferton@burlington.ca)

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

**NO LATER THAN: October 28, 2016**

**Notice of Collection of Personal Information**

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



## NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Official Plan Amendment and Rezoning Application to construct 23 residential townhomes and a semi-detached dwelling unit.

Address: 607 Dynes Road

File: 505-04/16 and 520-10/16

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

- If the address of the property was maplehill Drive then it would be <sup>apparent</sup> ~~apparent~~ that the entrance would come from maplehill but because the address is 607 Dynes Road then you must continue to use the Dynes Road for the entrance and exit of this new development. It clearly states that maplehill Drive is a Cal-de-see which is defined as a street or passage closed at one end, dead end. Maplehill Drive has been this way for more than 46 years and must remain this way. Since 1962 this school's address has been 607 Dynes Road and has used Dynes Road to come and go for the church & school. Nowhere does this show that the entrance should be from maplehill and only then it clear shows a fence which will remain part of the Cal-de-see on maplehill.

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

Attention: **Mark Hefferton**  
City of Burlington Planning and Building  
Department  
426 Brant Street  
P.O. Box 5013  
Burlington, Ontario L7R 3Z6  
or E-Mail to: [Mark.Hefferton@burlington.ca](mailto:Mark.Hefferton@burlington.ca)

**NO LATER THAN: October 28, 2016**

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

A large black rectangular box used to redact the content of the comment section.

(Optional)

E-mail: \_\_\_\_\_

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## Hefferton, Mark

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**From:** [REDACTED]  
**Sent:** Sunday, October 23, 2016 2:07 PM  
**To:** Hefferton, Mark; Dennison, Jack  
**Subject:** 607 Dynes Road application for rezoning

Dear Mark and Jack,

As residents of [REDACTED] for the past 14 years we are concerned about the proposed townhouse complex and application for rezoning to medium density for 607 Dynes Road based on the following reasons:

1. Rezoning from low density to medium density will open up future applications for more building and construction in what is now a very quiet community oriented neighbourhood.
2. 23 dwellings in the location being proposed with 62 parking spaces will produced increased traffic flow in a neibourhood that still consists of many seniors.
3. Increased traffic flow will negatively impact the environment as well as cause potential traffic hazards for the students who walk to the 3 schools in the neighbourhood.

We would like to propose that the following recommdations be considered for this application:

1. Maintain the low density zoning allowing for only 12 units in the proposed location.
2. Relocate the entrance to the complex from Maplehill Drive to Dynes Road as the address is 607 Dynes Road.

We would appreciate if the concerns and suggestions of the neighbourhood residents be taken into consideration when evaluating the viability of the proposal. We understand that growth and change are sometimes necessary, however we would lik to retain the small community feeling of our neighbourhood as it is not part of the City of Burlington's long term growth and intensification plans.

Thank You in advance for your consideration

[REDACTED]

Sent from my Samsung Galaxy smartphone.

## Hefferton, Mark

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From: [REDACTED]  
Sent: Friday, October 14, 2016 7:40 AM  
To: Hefferton, Mark  
Cc: Dennison, Jack  
Subject: Re: 697 Dynes road

Mark/jack, thank you for last nights presentation in relation to the proposed development at 607 Dynes Road.

I know my neighbour [REDACTED] emailed you both apologizing for some of the behaviour of some of the attendees. Everyone has a right to opinion and comments but childish "chirping" and "heckling" in my opinion was very ignorant. So that being said I'm glad Dan sent the email he did. I actually had a few things I wanted to say but did not want any part of the immature group causing issue.

Anyway I realize that this development will be going ahead regardless , it's just a matter of what is decided on in the end. I'm sure the developer didn't purchase this property to build us a park. As a long time resident here I think the two biggest concerns are traffic and the amount of units changing the look of the neighbourhood. I think if Maplehill was just extended straight north to a new cul de sac adding 8 or 12 new single detached homes, possibly bungalows that

Match and blend with the the existing homes you would have a lot less resistance. Obviously I would like to see no change at all but I realize that change is part of life.

Look forward to the next meeting and I will introduce myself to you both.

Jack, thank u for addressing my concerns regarding the garbage at the school. I will keep in touch with the principal moving forward if the problem persists .

Regards

[REDACTED]  
Sent from my iPad

> On Oct 11, 2016, at 5:28 PM, Hefferton, Mark <Mark.Hefferton@burlington.ca> wrote:

>  
> [REDACTED]  
>

> Thank you for your email. We appreciate you taking the time to provide comments on the development application for 607 Dynes Road.

>

> Your comments will be considered in the preparation of our report to the Development and Infrastructure Committee of Council. A copy of your submission will be included in the report and posted on the City's web site. Your personal information will not be included.

>

> The Development and Infrastructure Committee will hold a Public Meeting in accordance with Section 34 of the Planning Act to consider this application and you will be notified of the date and time of the Public Meeting.

>

> If you have any further questions or comments with respect to this application, please do not hesitate to contact me.

>

> Best regards,

>

> Mark

>



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