

CHAPTER ONE- INTRODUCTION			
Date	Name/Company/ Organization	OP Section	Comments
12-Apr-17	Jim Barnett	General	Growth through intensification sounds good but concerned that since services like water and wastewater were designed on density anticipations that look nothing like intensification today. Does the increasing number of sanitary and storm sewer backups relate to increasing the density beyond the population that was anticipated? Will more infilling make it worse?
21-Apr-17	Jeremy Skinner	1.3 a)	Need to add a reference to this policy to an Appendix which lists the known Provincial Policy Statements that the Official Plan complies with.
21-Apr-17	Jeremy Skinner	1.3 b)	Create an unordered list of Provincial Land Use and Transportation Plans and specify the version of each cited document.
21-Apr-17	Jeremy Skinner	1.3 c)	Specify version of Region of Halton Official Plan document and add a reference in this policy to an Appendix which lists the known applicable amendments that the Official Plan complies with.
21-Apr-17	Jeremy Skinner	1.3 d)	Add a reference in this policy to an Appendix which lists the known applicable amendments that the Official Plan complies with.
21-Apr-17	Jeremy Skinner	1.7	Suggest deleting "also includes tables outlining" from reference to Transportation Tables.
21-Apr-17	Jeremy Skinner	1.7	Bold Text Change to last to items of section.

CHAPTER TWO - SUSTAINABLE GROWTH			
Date	Name/Company/ Organization	OP Section	Comments
12-May-17	Margaret Small	General	Further definition of "established neighbourhoods" and "character of neighbourhoods" would ease conflict in the future as proposals to change and develop certain areas come forward. 1. Clearer definitions of above terms.
12-Apr-17	Jim Barnett	2.3.1 g)	Agree with Mobility Hubs vision. The concern is that these areas will really only be attractive to people in their 20s-30s and people over 75. The vast majority of people do not want to live in Mobility Hubs. They want streets, playgrounds and backyards with swimming pools.
12-Apr-17	Jim Barnett	2.3.1 g)	How many people over 65 will be in the biking cohort.

CHAPTER THREE - COMPLETE COMMUNITIES			
Date	Name/Company/ Organization	OP Section	Comments
15-Apr-17	Jim Barnett	3.1	How will you accomplish this policy objective? Prices are escalating much faster than incomes. So what is the plan?
15-Apr-17	Jim Barnett	3.1.1.2.i)	Does this mean that we do not need to build any more low density residential housing?
21-Apr-17	Jeremy Skinner	3.1.2	Should the City differentiate those seeking affordable residence by the composition of any co-occupiers including partners and/or family members, their likelihood to relocate in the near term, and their ability or lack thereof to pay? See table attached which attempts to illustrate what this resident differentiation might look like.
21-Apr-17	Jeremy Skinner	3.1.2	Should the City validate that the general state of housing repair housing tends to be better by residence owners than by renters?
21-Apr-17	Jeremy Skinner	3.1.2	Should the City be a mortgage co-owner of open market residences for those who require mortgage assistance and are unlikely to relocate in the short term?
21-Apr-17	Jeremy Skinner	3.1.2	Should the City undertake to understand the risk/reward metrics associated with multi-family dwelling development and that it is a cash intensive business? As such multi-family dwelling developers are dependent upon securing as much pre-construction purchase financing as possible. The buyer of pre-construction purchase of a residence will not necessarily be the eventual residence owner occupier.
21-Apr-17	Jeremy Skinner	3.1.2	Should the City partner with the developer in order to influence the design of City desired residential properties which may not necessarily be favoured by those who normally participate in the pre-construction sales market?
21-Apr-17	Jeremy Skinner	3.1.2	Should the City validate what are the typical profit margins that multi-family dwelling developers and/or property managers need to achieve to maintain a viable business?
21-Apr-17	Jeremy Skinner	3.1.2	Should the City or a REIT assume rental property management of residences hosting City fully and/or partially funded renters?

21-Apr-17	Jeremy Skinner	3.1.2	Should the City of Burlington seek to exempt itself from Provincial Rent Controls so as to permit property developers and property managers to respond to City of Burlington specific market forces? Provincial Rent Controls typically depress profits that property developers and rental property managers are dependent upon and thus tend to depress the quality of rental supply over time. However, Rent Controls have been proven effective in providing long term renters with predictable year over year rental rates.
12-May-17	Margaret Small	General	Emphasis on affordable housing and awareness of people with special needs is good. These points are an important part of building human community and demonstrate a value system that makes us all more humane. Keep the above values in the Official Plan

CHAPTER FOUR - ENVIRONMENT & SUSTAINABILITY			
Date	Name/Company/ Organization	OP Section	Comments
12-Apr-17	Jim Barnett	General	The environment and sustainability section is well done.
22-Jun-17	Beth McNally	4.2.5 b)	Not just public authorities. This should include trusts or charities like the Bruce Trail.
22-Jun-17	Beth McNally	4.2.1 d)	Should provide a buffer to the entire Niagara Escarpment, not just prominent features. Change the buffer to the entire Niagara Escarpment
12-May-17	Margaret Small	4.5	With lake water levels rising, perhaps the Beachway residents should be compensated and moved. High River's mayor made such a decision and hasn't allowed re-building on flood plains. Montreal is beginning to ask similar questions. This long-term thinking would be wise. In consultation with the residents, develop the Beachway as parkland rather than a residential area.
22-Jun-17	Beth McNally	4.5	LaSalle Park also has water access.

CHAPTER FIVE - ECONOMIC ACTIVITY			
Date	Name/Company/Organization	OP Section	Comments
22-Jun-17	Beth McNally	5.4.2	Bronte Creek Meadows. This isn't close to any of the transit hubs. Put in good transit and alternative transport links NOW before the area is built up and have it built for transit and walking/biking not cars and trucks.
27-Jun-17	Tom Eichenbaum /HATCH	5.4.3	A portion of the 403 West Corridor should be identified as the location for the future South Service Road and the location of more employment designations for four reasons. 1. Provide employment near Aldershot Mobility Hub; 2. Ideal location for employment to exploit Rail and Highway connections; 3. Complement the residential and commercial intensification directed to Plains Road; 4. reduce pressure in other more urban/rural fringe areas.

CHAPTER SIX - INFRASTRUCTURE, TRANSPORTATION & UTILITIES			
Date	Name/Company/Organization	OP Section	Comments
12-Apr-17	Jim Barnett	6.2	6.2.4.2 b)An OPA should be required to modify the Cycling Schedule
12-Apr-17	Jim Barnett	6.2	The policies seem to not acknowledge that the City is subject to more than one season. What about winter conditions?
12-Apr-17	Jim Barnett	6.2	If self driving scenarios are true for cars, buses or trucks in the relatively near future, almost all of the transportation policies are obsolete, with the exception for the need for GO growth.
12-Apr-17	Jim Barnett	6.2	Mobility Hubs being built for walking and bicycling makes sense. For the rest of the City it does not make sense and is annoying.
15-Apr-17	Jim Barnett	6.2.1.2 k)	Parking seems under quantified throughout the plan. Maybe it should have its own section. This policy specifically states that the city shall undertake a Transportation Plan and a City wide parking study. I think this should be done first before a lot of other plans are made.
22-Jun-17	Beth McNally	6.2.2.1	In Aldershot, Plains Road is a road with a split personality. We want it to be a place we can walk and go to businesses, but it is also acting as a thoroughfare connecting Hamilton and Burlington. Once I am in my car, it's not that much harder to go further afield to get what I need. I love that I can walk to a butcher from my house, but I'd like to be able to get fruits and veg, and a coffee shop and new restaurants etc. Those places need some parking, but also a comfortable experience to walk to, which isn't currently provided by the 5 lane wide road, narrow uneven sidewalks etc. It just isn't nice walking or biking on there with cars whipping by.We should bite the bullet and put street parking on the roads and add a better cycling lane to make it more of village feel and to promote people walking or cycling to run errands.
12-Apr-17	Jim Barnett	6.2.2.2 d)	What are daylight triangles?

22-Jun-17	Beth McNally	6.2.3.1	<p>Most of this connection is east west, and focussed on getting people to and from downtown Toronto. That's great for white collar workers, but blue collar, manufacturing jobs aren't located in downtown Toronto. The whole mobility hub concept is missing people who work near Pearson Airport, in Mississauga, Brampton, Brantford, etc. The non-Bay street people need affordable housing and want to use transit, if only because it will save money, but they can't get to their jobs from Burlington. Going in to Union Station and then back out again to another part of the GTA isn't feasible. The 407 express GO bus is a start to feeding those jobs, but it doesn't meet up with the mobility hubs at all. We need all types of people in Burlington, not just white collar Bay street types. Make transit links to other parts of the GTA and GTHA (heck, even Guelph and Kitchener-Waterloo, Brantford, St. Catharines etc.) easier. Stop focussing on the train as the be all and end all for transit. The GO train serves only a very small percentage of the types of jobs out there.</p>
22-Jun-17	Beth McNally	6.2.3.1 d)	<p>Not just East-West transit links. Try North, North West (Guelph, KW), North East - Milton, Malton, Brampton)</p>

22-Jun-17	Beth McNally	General	<p>The City doesn't have enough north-south roads across the QEW/403. Funnelling everything onto the big roads makes travelling across the major highways by any other means than car very difficult – the hills and exposure on the bridges make walking and cycling difficult in cold/raw/snowy weather and vehicle traffic speeds up in these areas as they are so straight and flat, especially with the train bridges nearby. 2KM between places to pass over the east west road in a north-south direction is a major detour when walking or cycling. Same for passing over the train tracks on the south of the QEW. People cross the tracks illegally at Cumberland so they don't have to go to Guelph or Walkers to get from the residential area to the south into the employment area on Harvester. 5. Find a way for pedestrians and cyclists to get over or under the 403/QEW and train tracks between the major North/South roads.</p>
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CHAPTER SEVEN - DESIGN EXCELLENCE			
Date	Name/Company/Organization	OP Section	Comments
22-Jun-17	Beth McNally	7.1	Please ban stucco. It looks good when it first goes up but within 5 years it looks grubby and dated. Down with stuccoed buildings.
12-Apr-17	Jim Barnett	7.1.5 a)	What is the explanation of this?
12-Apr-17	Jim Barnett	7.1.5 v)	"shall be required, where appropriate" Let the arguments begin.
22-Jun-17	Beth McNally	7.15 y)	Sky glow is a big issue, I'd like to minimise it, why are we just talking about new development here. Promote lower angle lighting in all outdoor spaces, not just new development. Promote the use and/or changeover of all outdoor lights to higher efficiency, more targetted lighting. More efficient bulbs mean less money spent on electricity and changing bulbs, so put in a few more standards/fixtures and put all of the lights closer to the ground.

CHAPTER EIGHT - LAND USE POLICIES URBAN AREA			
Date	Name/Company/Organization	OP Section	Comments
25-Apr-17	Jeremy Skinner	8.1 general	Suggests developing a common definition for Mixed Use Urban Centres and Mixed Use and then refer to the variations in an appendix as site specific policies.
13-Jun-17	Laura Floyd	8.1 general	Concerned about transition in Aldershot along Plains Road. Request to keep the Cook to Filmandale Area as Residential Medium Density.
21-Jun-17	David Lawson	8.1 general	The plan identifies Plains Rd through Aldershot as a primary thoroughfare. It is currently a 4 lane road with no street parking and the Plan does not change this. This road type has the attributes of a "parkway". We find no examples of this road type having a functional streetscape. The numerous objectives within the Plan to create such a functional streetscape for Plains Rd (Aldershot) are highly inconsistent with the designation of a primary transportation thoroughfare. Take the example of Bayview Ave through Leaside, Toronto as an example to strive for. Allowing street parking on Plains Rd through Aldershot will transform activity on the street similar to what was achieved on Bayview Ave. Plains Rd is currently dysfunctional with respect to the interests of the Aldershot community except for one fact which is driving quickly and relatively uninterrupted to the area at the far east border of Aldershot around the Plains/QEW intersection. Street parking on Plains Rd is the only realistic way to revive community and consumer activity to this critical route through the Aldershot community. A service
	David Lawson	8.1.1.2	the new tall condo building on the waterfront between Elizabeth and Pearl was an very poor decision which forever curtails the opportunity to achieve waterfront vibrancy potential. The locations of this condo and arts center should have been swapped. The new arts center on the waterfront would be expanded to include other public and retail activities. This should have been obvious in our opinion.

23-Jun-17	Beth McNally	8.1.1.3	Make this area (Uptown) a transit hub. If people are trying to get to and from this area, make it the hub of a wheel. If this is to be a major hub for residential, commercial, and employment, why isn't it a transit hub? I think of Square One in Mississauga as a good example
30-Jun-17	Julie Van Tol	8.1.3	Urban Corridor - Cooke to Filmandale: Concern about protecting the character, history and qualities of the Plains Road Corridor.
30-Jun-17	Julie Van Tol	8.1.3	Concern about outcomes of allowing all development up to 6 stories without knowing the clear benefits
6-Jul-17	Diane Solenka	8.1.3.6	Clarify whether or not the draft new OP would allow for townhouses in these lands currently designated residential medium density in the south side of Plains Rd. E.
27-Jun-17	Tom Eichenbaum	8.2 general	Schedules and Policies should be modified - 403 West Corridor should be identified as the location for the future South Service Road and the location of more employment designations for four reasons. 1. Provide employment near Aldershot Mobility Hub; 2. Ideal location for employment to exploit Rail and Highway connections; 3. Complement the residential and commercial intensification directed to Plains Road; 4. reduce pressure in other more urban/rural fringe areas.
25-Apr-17	Jeremy Skinner	8.3 general	Concerned that transitions between different land use areas are appropriately defined so that residents associated with stable residential neighbourhoods do not find themselves suddenly confronted by a curtain of tall towers without suitable setbacks, step backs (sun/shadow angular plains) and transportation issues appropriately managed.
30-Jun-17	James Schofield	8.3 general	Allow greater density in some areas earmarked for low density residential, such as townhouses and 2-3 storey walk-ups, especially along arterial roads.

15-Apr-17	Jim Barnett	8.3 general	There seems to be little encouragement for three bedroom units. I think this is short sighted. Many dwellings need a computer/office for modern life.
23-Jun-17	Beth McNally	8.3.6	This is good. Adding the possibility for rental units and small infills will provide more low cost housing and diversify our communities. No change I like this.
23-Jun-17	Beth McNally	8.3.6.1.2 m	Why would developers do anything more than a 2 bedroom in this case? Add a percentage for 3 or more. More families will be living in these areas and they need space. 2 bedrooms isn't enough for growing kids.
April 6, 2017	Leslie Strom	General	The City should consider tiny home communities as a means of providing affordable housing options for seniors.

CHAPTER NINE - LAND USE POLICIES RURAL AREA			
Date	Name/Company/Organization	OP Section	Comments
12-May-17	Margaret Small	General	Food security for the region needs to be a priority as environmental and global political pressures increase. Protection of agricultural lands, incentives to produce food rather than grow trees or graze horses, development of efficient food delivery systems, and incentives for homeowners to grow food might be included in a long-term plan. Include specific incentives and policies that prioritize local food production and reduce dependence on imported food. E.g., invest in greenhouses for year-round harvests.
25-Apr-17	Alison Griffiths	General	Rural roads: Little attention has been paid to liveability on rural roads over the decades. It is gratifying to see more concern about speed. Still, with extensive urban growth, volume on rural roads has increased exponentially over the past decade but liveability issues have not changed. In the absence of sidewalks, we need wider shoulders and better maintenance in order to allow our families to walk, ride and bicycle safely on our roads.
2-May-17	Vanessa Warren	General	Request that the planning department comes up with a summary of changes for the Agricultural Committee meeting to review in advance of its June meeting.

1-Jun-17	Dan Platt	9.2	<p>Land adjacent to the settlement area on McNiven Road redesignated from mineral extraction to agricultural. After the land designation was approved, the farm activity changed from sheep pasturing to a large scale tractor / trailer hay transport and storage operation. Please note: No crops or hay are grown on this property. The result is disproportionately oversized tractors, trailers, equipment and farm chemical trailers operating up and down our once quiet, safe residential street within the Kilbride settlement area. When there is such a great deviation from the original farming activity, which now greatly impacts our day to day lives and poses genuine safety concerns, we feel we should have been informed. Farmers and their farm operations should not be protected on lands that have been legitimately zoned for residential purposes. Non-farm residents should have a say with what happens on their street in a residentially zoned area and agricultural operations should not be a permitted use in a residentially zoned area.</p>
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CHAPTER TEN - LAND USE POLICIES NORTH ALDERSHOT			
Date	Name/Company/Organization	OP Section	Comments
12-Apr-17	Jim Barnett	General	This is a difficult area of the Plan but I think some of it could be used for residential development.
30-Jun-17	Don Johnson	General	Draw your attention to a number of issues relating to the lands at 1761 Old Waterdown Road.

CHAPTER ELEVEN - PUBLIC PARTICIPATION & ENGAGEMENT			
Date	Name/Company/ Organization	OP Section	Comments
12-Apr-17	Jim Barnett	11.2.1 v)	EMPOWER - when will this start. Let us be clear, Insight Burlington is NOT empowering people, it is trying to get the people to agree with Council's agenda. It is a propaganda tool.

CHAPTER TWELVE - IMPLEMENTAITON & INTERPRETATION			
Date	Name/Company/Organization	OP Section	Comments
			No Comments

CHAPTER THIRTEEN - DEFINIITONS			
Date	Name/Company/ Organization	Definition	Comments
25-Apr-17	Jeremy Skinner	New Definitions	The Burlington OP might benefit from additional land use definitions to cover: - Apartment (& Condo mid-rise & tall building) Neighbourhoods, - Institutional Campus (not limited to the downtown); - Regeneration Areas (typically employment areas); and - Avenues (covering special streets such as Fairway St., Plains Road, Brandt St. etc.).

CHAPTER FOURTEEN - SCHEDULES & TABLES			
Date	Name/Company/ Organization	Schedule/Table	Comments
12-May-17	Margaret Small	Schedule A1	What is the meaning of the "Designated Greenfield Area" north of Dundas and east of Walkers Line? Does this designation have implications now? Clarify this phrase.
5-May-17	Olivia Lattavo	Schedule C	910 Guelph Line: Is there a split of heigh density and medium denisty designation on this property?
23-Jun-17	Beth McNally	Schedule H	Why is the Old Orchard area left out of the Aldershot mobility hub? It fits the criteria for being in walking distance to the GO Train station. Also, what about including some of the commercial area north of the 403?4. Put the Old Orchard area into the Aldershot Mobility hub. It is left out and should be fit for redevelopment into higher density housing.
14-Jun-17	Maura Romanelli	Schedule J and Schedule N	6589 Milborough Line: Her property has always been designated as Agricultural. Questions designation of a portion of her property as Natural Heritage System (NHS) in the new OP and would like to have the designation reviewed.
20-Jun-17	Christine Carter	Schedule O	Remove the east cell of Aldershot Quarry from the Mineral Resource Extraction Area map (i.e., Schedule O). To permit quarrying in this location is inconsistent with the City's OP policies (i.e., 1.5.1 d), 1.5.3 c), 2.3.5, 2.5.2 iii), 4.2, 4.3, 4.6.1, 4.6.2 a), 4.10).

CHAPTER FIFTEEN - APPENDICES			
Date	Name/Company/Organization	Appendices	Comments
21-Apr-17	Jeremy Skinner	General	List in an appendix the known provincial and regional plans and legislations that the Official Plan complies with.
12-May-17	Margaret Small	Appendix D	Burlington is certainly demonstrating leadership in building sustainable communities. Market this vision. Develop a policy to build global public relations into this Official Plan. E.g., let our 2 twin cities know our vision and some specific goals.

General Comments		
Date	Name/Company/Organization	Comments
12-Apr-17	Jim Barnett	Chapters 7,8 and 9 are well done but concerned that there is a lack of clarity on the specifics. The only people that will be happy about this are the planners and the lawyers . An example is provided in comment on policies 7.1.5 a) and 7.1.5 v).
15-Apr-17	Jim Barnett	When will public meetings be held to discuss this draft Official Plan.
telephone conversation	Jim Barnett	How will the city fund this plan? Don't look at the plan look at the implementation budget to determine the success of the plan.

Addressed by Other Plans, City Initiatives or Agencies		
Date	Name/Company/Organization	Comments
May 1/2017	Gary Scobie	Questions how the New Street Bike Lane pilot project and the Frequent Transit Network could function together.
12-May-17	Margaret Small	Water management at all levels is important. Sometimes neighbourhood contractors throw inappropriate waste into the city sewer system. Add a policy that requires contractors working in the city to read the rules about waste disposal and sign off on the policy. Make the policy known so citizens can keep an eye out and report any workers who don't comply.
21-Jun-17	David Lawson	Concern about air emissions from King Paving. Request for air quality needs testing, increasing the height of the smoke stacks or installing scrubbers
21-Jun-17	David Lawson	Concern about transit access to areas outside of downtown Toronto like Oakville. Need to improve other transit connections
12-May-17	Jackie Lodder	Need safe active transportation options to connect north and south Burlington
12-Apr-17	Jim Barnett	Who is tasked with reducing costs? Auditors in other jurisdictions have found wasteful use of consultants, overstaffed areas and are instituting programs that reduce costs. What is Burlington's Plan? Concerned about defined benefit plans, vacation and health packages.
12-Apr-17	Jim Barnett	There is a growing concern about salinity in the Great Lakes, the main culprit being road salt. Is the city considering banning the use of the product to protect the environment? If so then what does this do to traffic patterns.

12-Apr-17	Jim Barnett	Burlington Transit has a very limited ridership and has the highest rate of pollution per passenger mile of any mode in the City. A new system is required. One using an Uber format may work.
15-Apr-17	Jim Barnett	The City needs an extended policy to provide property tax relief for people over 65, maybe 70 and a income of less than \$50,000 per year. The unpaid taxes plus a nominal interest would become due when the property is sold.
22-Jun-17	Beth McNally	The City should buy LaSalle Park from Hamilton!!
25-Apr-17	Alison Griffiths	High speed Internet: Rural areas continue to be shut out of the high speed service that nearby urban communities enjoy. This is a detriment to business, education and personal enjoyment. The utmost effort should be made to bring rural areas into the current digital age. We also pay far more than urban residents for our Internet service.
25-Apr-17	Alison Griffiths	Natural Gas: No one can benefit more from natural gas access than rural farmers who must use more expensive electricity or propane as a substitute. Despite the fact that the new pipeline servicing the Milton growth area runs through Burlington farm land, farmers and rural residents do not have access. This too should be a priority.