



November 27, 2017

Rosa Bustamante
City of Burlington
Planning & Building Department
426 Brant Street
Burlington, Ontario
L7R 3Z6

Dear Ms. Bustamante:

Re: Appleby GO and Aldershot GO Mobility Hubs – (File# 202-02-68; Report PB-76-17)

We have reviewed staff report PB-76-17 in advance of the December 4, 2017 Planning and Development Committee meeting, and provide the following comments for your consideration. In general, both of these preferred concept plans are flawed, and it appears no consideration has been given to our previous written comments or verbal discussions at the public open houses.

Our comments on the Appleby GO Mobility Hub preferred concept:

- 1) 4450 Paletta Court should be included in the Mobility Hub. We have requested this repeatedly as it is under the same ownership as the neighboring 4480 Paletta Court which is included within the Mobility Hub. In order to allow for good planning in the event of any future redevelopment opportunities, it would make sense to have both of these properties subject to the same policy requirements and area specific plan. Please include 4450 Paletta Court within this Mobility Hub.
- 2) A “green street” is identified along the frontage of our properties at 4480 Paletta Court, 4415 Fairview Street, 4445 Fairview Street, and 4460-4490 Fairview Street (ie. Appleview Square plaza). It was stated by the staff present at the Open House that this is meant to represent enhanced street tree planting and landscaping, and is not meant as a dedicated open space or park block. We feel this is a site plan issue, not something that should be shown at this conceptual land use level. Who is expected to pay for this “green street” treatment? Is it limited to the public right-of-way, or is this expected to include private property as well?
- 3) On our property at 4415 Fairview Street, the concept plan identifies a large green block of land designated as “Proposed Park / Open Space / Natural Heritage”. We strongly object to this proposed designation. This block is not properly designated for natural heritage purposes. If the City is interested in purchasing the land as a park, please advise. Regardless, please remove this designation and replace it with “Mixed Use 2”.
- 4) The preferred concept plan shows all properties facing the QEW as “Mid-High Scale Intensity” except for one, our property at 4480 Paletta Court. Why single out our property and limit its potential by downgrading it to “Low Scale Intensity”? Please amend the plan such that our property is consistent with the other properties facing QEW.

- 5) The entirety of our properties at 4415 and 4445 Fairview Street should be identified as "Mixed Use 2" and allow for 20+ storeys, not a mix of low scale and high scale intensity. We suggest this simply to allow flexibility in design, and not as a guarantee that the entire property(s) will necessarily be developed with 20+ storeys. These properties will still be subject to Site Plan Approval in accordance with the standard procedures.
- 6) Land Uses. We were under the impression that the goal of these Mobility Hubs was to create intensified areas of development with a mix of uses to allow people opportunities to live, work, shop and play all within the same general area. This concept plan does not appear to promote that goal. Within this Mobility Hub roughly two thirds of the area has been designated for employment uses only, promoting a virtual ghost town in the evenings and weekends. Would it not be more effective to have a mix of uses throughout? This concept plan segregates the land uses with no form of integration or concept of complete community. Unless we misunderstood the goals for these Mobility Hubs, this concept plan misses the mark. Perhaps the reason is the fear of losing employment land, where traditionally in Burlington employment land has been looked at in terms of land acreage. That's the old way of thinking. With intensification, employment space will be built upwards, thus requiring less ground level acreage and still providing the City with potential for employment growth.
- 7) The preferred concept plan shows new municipal roads being built that divide and compartmentalize into tiny parcels the lands south of the CN railway and north of Fairview Street. We do not agree with the proposed future roads indicated throughout our 4415 Fairview Street, 4445 Fairview Street, and 4460-4490 Fairview Street (Applevue Square plaza) properties. There are many variables that could dictate where these roads, if needed, should be located in the future if and when any redevelopment opportunities arise. Please remove. Similarly, the proposed road running through our 4480 Paletta Court property needs to be deleted as well. Again, this represents an old way of thinking. This is not a vacant greenfield secondary plan where potential roads can easily be plotted and constructed. This is a heavily built-up area where the likelihood of these proposed roads ever being realized as shown is low.
- 8) It is acknowledged by City Planning Staff that this Mobility Hub is significantly constrained due to the existence of very little vacant/undeveloped land. Future redevelopment is likely to be very slow. Given these conditions, we question why more flexibility wouldn't be included to allow for up to 20+ storeys of mixed use development on all of these lands. Rather than be overly prescriptive in an already heavily constrained area, why not allow the market to dictate to some degree? This is afterall one of the City's main intensification areas. The greater the flexibility, the greater chance of encouraging redevelopment and intensification opportunities, while still protecting the City's employment needs. This concept does little to encourage the type and scale of redevelopment the City is planning for.

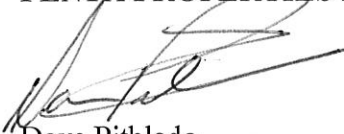
Our comments on the Aldershot GO Mobility Hub preferred concept:

- 1) We are investigating whether the City's actions in preparing this preferred concept plan are in breach of the 2009 Minutes of Settlement. Why are no land uses shown on the western portion of 1200 King Road? We have been told all along that this property is an important part of this Mobility Hub given its status as one of the only undeveloped parcels of land, yet you've seemingly carved it out, excluded it, and identified it as "Under Review". This entire area should be identified as "Mixed Use 2". Adding to our concern, City Staff have verbally expressed to us that this property is only being shown as part of the Mobility Hub because of the future south service road, and that otherwise no development potential exists on this property. This is not in any way consistent with the 2009 Minutes of Settlement.
- 2) Why is the future south service road not shown? Has the City decided that this road is no longer needed? This is not consistent with the 2009 Minutes of Settlement.
- 3) We object to the "Proposed Park / Open Space / Natural Area" being shown between the existing GO Station parking area and the western limit of 1200 King Road. By placing this designation here, and by proposing the streets as shown, the City appears to be cutting off any form of connection to 1200 King Road. Again, this is not consistent with the 2009 Minutes of Settlement.

As a major stakeholder within both of these Mobility Hubs, with Minutes of Settlement specifically addressing the Aldershot GO Mobility Hub, we question why our comments continue to fall on deaf ears. Verbally we were told that our comments made sense and that changes will be made, yet these preferred concept plans do not reflect that. In spite of our frustration with this process, we remain open to further discussions with the City in regards to the Appleby GO Mobility Hub and Aldershot GO Mobility Hub.

Yours truly,

PENTA PROPERTIES INC.



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Director, Real Estate Development

Cc: Mayor and Members of Council

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