

| # | Name & Address | Date Received (by email unless otherwise stated) | Comments |
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| 1 | Marilyn Ansley #1108, 456 Brock Ave., Burlington, ON [REDACTED] | August 9, 2017 | <p>There goes Molinaro again, pushing the envelope from 14 stories to 22 PLUS removing old growth trees with the City's approval for its condo development at 472 Brock Ave.</p> <p>It is well passed the time to stop this developer and others from destroying the history of downtown Burlington!</p> <p>In the Planning Justification Report 7.0 Technical Studies 7.1 Tree Inventory: Three trees found on the property,- " one in fair condition..." , "two in good condition..." , Arborwood Tree Service's May 15, 2017 justification for removing them states:</p> <ul style="list-style-type: none"> · Has poor structure due to Hydro pruning and may have to be cut to accommodate the development. · Could pose a risk to future development. <p>Really? This is justification?</p> <p>My questions to the City and our Councillor Marianne Meed-Ward are:</p> <ol style="list-style-type: none"> 1. What is the timing of this tree inventory – before the landscape and architectural plans are submitted? If not, this is when the city should review and/or approve the results NOT after reviewing the architectural plans! 2. "Poor structure due to Hydro pruning" – gee whiz, if the tree doesn't look perfect let's just cut it down for Molinaro's building's image? <p>Marianne, I know and appreciate your efforts to preserve Ward 2's and the City's history, usually against all odds from the other City Councillors. Please keep up the fight on behalf of all Burlington residents!!!!</p> |
| | Marilyn Ansley #1108, 456 Brock Ave., Burlington, ON | Comment sheet | 22 STOREYS – NO !! WHY DO WE HAVE AN OFFICIAL PLAN & ZONING BYLAW IF DEVELOPERS AND COUNCIL IGNORE IT! PRESERVE OUR DOWNTOWN HISTORY!!! |
| 2 | John Lindley [REDACTED] | August 28,2017 | We shall be out of town when you hold the hearing on the proposed building at the above address. Sorry to miss it but did want to pass along a concern. Why would the city and developers propose to exit the traffic from the parking lot onto busy Ontario Street as opposed to the very quiet Brock Street ? From my perspective it doesn't make sense. Comments would be appreciated. |
| 3 | Rajesh Bhardwaj [REDACTED] | August 28, 2017 | Please don't allow this. We r losing good environment of our city because these builders want to make money and destroying our culture and open space.I am against these proposols.thanks.rajesh bhardwaj |
| 4 | Nick and Agnes Izzi [REDACTED] | August 31, 2017 | I am writing for the concerns of the proposed construction of the complex for 490-492 Brock Ave area...the area does not need a complex of 24 stories...maybe 8 maximum...the construction is right beside the high tension electric supply lines and will generate radiation in some ways harmful to the incoming tenants, if we check some medical reports with health concerns...and with the health concerns aside...over the past years, Local Burlington residents in the Burlington Towers complexes, have seen their beautiful view of Lake Ontario, which the Ontario and Canadian Gov't have spent a fortune to clean the Lake up...to which it will...vanish from their sights...not to mention the growing traffic concerns and increase on our roads and the safety of the Population, the Waterfront area is just congested to Hell right now...and the alarming rate of time travel along the Lakeshore...is pathetic...the city of Burlington is over populating itself, and that will increase in the needs of additional staff and services, which no doubt will increase the cost to the City, increase the Budget and most likely, pass those costs onto the Population....it is scary how our land is being developed and at an alarming cost for home buyers to purchase...how much more can we overbuild near the waterfront and overpopulate the area...sometimes I wonder where the elected and City officials are going with this... |
| 5 | Scotland 1508-1305 Ontario St Burlington, ON L7S1Y1 | September 3, 2018 Letter | NOTE: LETTER ATTACHED |
| 6 | Lynn Haderlein 1305 Ontario Street, #1808 Burlington, ON [REDACTED] | September 19, 2017 | <p>Proposed Change</p> <ul style="list-style-type: none"> □ Reduce minimum parking requirements...what is minimum now? Do some people not get parking? No street parking. Where do they park? <p>What is the minimum amenity area? What amenities are they presently supposed to provide?</p> <p>Commercial Ground Floor - Where is parking for commercial on ground floor? What type of commercial? Will they need parking? How much?</p> <p>Building parking access onto Ontario...this must be a misprint...has anyone looked at the conjunction of access/egress from 1305 Ontario Street and the visitor and resident access to the building on Elgin which uses the rear lane onto Ontario Street and now adding in access/egress from the proposed development at the same point...you may as well assign an accident reporting service booth nearby. Really out of order at rush hour, weekends, festivals at the park...it was a total nightmare during the fireworks...cars parking everywhere and making Uturns and trying to outmaneuver each other in the parking lots. Police must have been on vacation. There were near misses of people with baby strollers, dogs and out of control children. I trust this situation will not be repeated. It was reported to Marianne's office. I am sure further events will warrant sufficient coverage by authorities for the parking areas in the Ontario/Elgin/Brock parking lots and street congestion. By the way, you can add a bus stop into the mix...yikes.</p> |

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| | | | <p>Pedestrians...I might also add that many people who live in the building at Maple and Elgin use the rear lane for walking their children to school and also their animals. These people cross Ontario to get to the Hydro lands and to the schools northerly from Ontario. Another potential for accidents as there are no crosswalks or lights.</p> |
| 7 | <p>Graham Smith 1272 #1104 Ontario Street Burlington, ON</p>  | <p>September 24, 2017</p> | <p>Thank you for the opportunity to review this proposal. We have reviewed your correspondence regarding the above proposed construction of a 22 Story residential building at the corner of Ontario Street and Brock Avenue and disagree with granting the requested bylaw changes. However, we have no problem with the developer constructing an appropriately designed 14 story building that complies with current Burlington bylaws.</p> <p>As a long-time resident of Burlington we would completely agree with your Tourism Burlington website opening description welcoming people to Burlington and rightly indicating that "Burlington is not only the best city of its size to live in Canada for 5 years running, was also recognized as municipality of the year by Festivals and Events Ontario in 2016". We wonder how long these accolades will continue based on the amount of high rise construction that has gone on over the last five years that has contributed considerably to the permanent issues of a now quickly fading skyline, increased traffic congestion, reduced street and lot parking availability, increased pedestrian traffic control problems and diminishing current resident lifestyle. We question some of the conclusions and recommendations in the Justification Report and expand on our concerns as follows:</p> <p>Brief Review of Report & Recommendations</p> <p>Based on our very brief review of the plans provided on www.burlington.ca website we noted that there are 168 underground parking spaces and 15 retail/residential/guest (one handicapped space) above ground spaces that are somewhat misrepresented in the distributed letter to local residents as 185 parking spaces for the 170 residential units. Also the building has 24 stories not 22. Additionally, the letter and the architectural plans clearly show that the building is completely out of character with the surrounding buildings and generally dwarf's the existing downtown homes. It is also quite amusing to see that the artist representation of the towering building set in a park like setting with happy families playing in the foreground. What future park was this artistic concept generated from as it appears there is a hydro right of way, a municipal parking lot and many existing residential buildings in the way?</p> <p>Furthermore, we noted that the developer justifies it's design by pointing to the groups other 14 floor rental property on Brock Avenue and a 21 story 168 unit property some distance away on Maple. Obviously the 14 story property is dwarfed by this proposed development and the 168 unit property is located in a completely different area. The Justification reports building comparison is hardly reasonable. With the exception of the three 18 floor rental buildings, built over twenty years ago on a considerably larger land footprint on Ontario Street, all of the remaining buildings with similar land footprints to the proposed property are between 6 and 15 storey buildings, which we suggest is more in-line with what should be constructed on the small footprint at the corner of Ontario and Brock.</p> <p>The pedestrian and parking justification appears to put considerable emphasis on bike and public transportation, a very limited amount or more likely none of which is currently extensively used by downtown residents. However, automobiles are used by both retirees and those employed elsewhere, which will now increase by $170 \times 2 = 340$ or more residents. Thus we are very skeptical in our review of the pedestrian and parking results included in the developers report as we are very familiar with the current traffic congestion during daily peak periods and annual organized weekend festivities and the transportation characteristics of the majority of Canadians. We generally disagree with the Planning Justification Report recommendations.</p> <p>Quickly Fading Skyline</p> <p>How long do you think will Burlington's reputation indicated in Tourism Burlington's website last? From a personal point of view we feel that the overall atmosphere of Burlington's downtown with limited height buildings for the most part has contributed considerably to Burlington's positive reputation. Changing the skyline to resemble Toronto we believe is a mistake. As a resident of 1272 Ontario Street our view and privacy will be significantly restricted if this behemoth is built at the proposed address. In the shadow of this proposed 22 floor monstrosity the whole area will change and all the current residents will lose a considerable amount of privacy and see only a wall of apartment windows stretching into the sky. No current downtown resident wants Burlington to resemble Toronto with its multiple high-rise landscape or be responsible to address the type of governmental issues, gridlock and costs that Toronto is confronted with now. A more reasonable solution would be to construct a building that conforms to the current bylaws.</p> <p>Traffic Concerns</p> <p>Concerning traffic, we can hardly believe that the report's author has driven along Maple Avenue, Brant Street or Lakeshore Road recently? Between 8-10 am and 3-6 pm are usually the worst but it's also difficult to cross the road or drive through town at many other times due to traffic congestion. We realize that the City's passion for installing traffic lights and bike lanes has greatly increased the congestion but adding thousands of new apartment units, including the 170 proposed here in the downtown core will inevitably increase the problems and diminish residents lifestyle. In addition delivery trucks and general traffic will increase on Ontario Street and Brock Avenue as customers and suppliers use and service the proposed retail space.</p> <p>Parking Availability</p> <p>Parking is another concern for both residents and visitors. The proposed 185 parking spots are totally inadequate for the proposed 170 units and resident/delivery/guest/customer parking. The existing outdoor parking in downtown,</p> |

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| | | | <p>which we presume will be used for the overflow parking from the new unit owners and visitors, hardly keeps up with the current population that is soon to increase when the high-rise buildings now under construction and those slated for construction are built. Also we have noted that the City has eliminated or redesigned several downtown parking areas over the last few years reducing the availability of parking. Where would you like the new residents to park their overflow parking now that you have eliminated the old parking spots? Additionally, we see that the City is contemplating two other high rise buildings near City Hall that will likely reduce available parking. How will this be managed in light of our previous comments?</p> <p>Pedestrian Traffic</p> <p>With all of this new downtown construction pedestrian traffic has increased making it harder to get around at times and especially during the annual festivities. With the new units coming on line and this proposed new building you are only contributing to pedestrian traffic issues, which will require more City and emergency services involvement to manage. How will the City address these issues? Hopefully, by not increasing the City's operating costs.</p> <p>Construction Issues</p> <p>There will be significant temporary issues (temporary being 2-5 years) that locals will have to endure while construction plods along such as the proposed excavation of the 20 – 30 metre deep basement, requiring imbedded pilings, transportation soil and material to and from the construction site, along with constant construction noise and all the dust and traffic mayhem that goes along with such a large endeavour. We only need to look to the Lakeshore construction debacle to understand some of the construction issues and inevitable delays that this building contractor will encounter. Construction of a current bylaw compliant building will greatly reduce and even eliminate many of these issues.</p> <p>We are sure that many of the local residents have very similar concerns but, for whatever reason, will not attend your schedule meeting or present their views in letter form as you have requested. Hopefully, there will be sufficient local response to make sure that the developer complies with the current City directives, rules and bylaws in his proposed redesign of the Maple/Brock property to reflect another five year of Burlington being the best city of its size to live in Canada. We look forward to receiving your response to our concerns at your earliest convenience.</p> |
| 8 | <p>David Williams 1-1335 Ontario St. Burlington On</p> <p>████████████████████</p> | <p>September 25, 2017</p> | <p>I have examined the City of Burlington's website for more information about this application, and at this time, wish to submit my concerns and objections to the proposal, as currently constituted.</p> <p>I've outlined my thoughts in the attached Word document, and there are 2 major concerns that I, and several of my immediate neighbours, have:</p> <p>1) traffic concerns Ontario St. is rapidly becoming a much used east/west artery between Brant St. and Maple, as an alternative to Lakeshore Rd. In fact, to my knowledge, it's the only south end alternative between Brant and Maple. With the substantial number of new high rise housing units being developed and/or approved for the downtown core, the traffic volume on Ontario is only going to get worse. My townhouse unit, like many other such units and single family dwellings on Ontario, have driveways that were designed and built years ago, which only allow for our cars to back out onto Ontario St. This can be very difficult and dangerous at busy times of the day or night, and with the proposed density of this particular project, and it's design featuring residents having to enter or exit the property onto or from Ontario, near a major intersection (with Maple), the dangers clearly will increase. Furthermore, for those currently or about to use Ontario St., the addition of 170 new vehicles onto Ontario St. at this one location, will only add to worsening traffic congestion, especially during rush hours.</p> <p>2) the height and density for the proposed building are much too great ... too high, and far too many units per hectare.</p> <p>I certainly hope that the City, through it's Planning and Development Committee, either rejects the current proposal's request for amendments to the City Official Plan and Zoning By-laws, or makes suitable provisions for much more reasonable scope and design for the land use.</p> <p>NOTE: LETTER ATTACHED</p> |
| 9 | <p>Lesley Race 2059 Halton Place Burlington</p> <p>████████████████████</p> | <p>September 28, 2017</p> | <p>1) I do feel for the people at Burlington Towers who are losing their view of the lake after living for many years in their apartment. Why not build tall buildings behind Burlington Towers or where the views had been previously blocked or not there in the first place. We are going to create tunnel roads rather than a calm, wider spaces in which residents can travel.</p> <p>Let's try to keep the height in control for a healthier community.</p> <p>2) Visitor Parking - I agree with Molinaro that visitor parking spaces near the GO stations are not a critical as these buildings attract young people who travelling into Toronto for work and cannot yet afford a home and two cars.</p> <p>But from what I am hearing, many seniors are moving into the downtown area where extra parking is necessary. Many senior couples still want some independence so drive two cars when transportation does not necessarily offer the routes and times that suit their needs.</p> <p>A speaker mentioned that the Brock condo has 1/2 the visitors spaces filled all night as not enough spaces have been supplied for the renters.</p> <p>As we age, governments want us to stay in our homes so services such as CCAC (the old term) will need spaces to park when visiting ailing seniors. A social support system is important for those in need, so spaces for these visitors is important. Some of these visitors may be senior themselves so need a parking space close to the door of these buildings.</p> <p>Marianne mentioned that a report has just been released showing that there is a lack of</p> |

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| | | | <p>parking in the downtown area due to condo's not supplying what is needed for the individual owners.</p> <p>3) And yes, I am waiting for the OMB to move forward with the proposal to put control back in the hands of the municipalities - particularly Burlington with good councillors and staff to manage our growth.</p> <p>I look forward to reading about the final proposal.</p> |
| 11 | <p>Bill Mercer</p> <p>████████████████████</p> | October 1, 2017 | <p>One of my concerns with this building is the total height of the proposed building. I could live with 22 stories including the mechanical and whatever else is proposed to take the building well beyond 22 stories in total.</p> <p>My second concern is traffic, Ontario and Elgin Streets are the same as they were in 1964. Brock street has been improved but is still only single lane each way. Considering the dramatic increase of the population now living in the immediate area and the vehicles using these narrow streets to access offices and buildings East of this area.</p> <p>To say the number of people driving cars will decrease is a pipe dream, most of the people I deal with work out of town or reside outside of Burlington and a car is a necessity.</p> <p>Using Burlington transit is great if you want to go to the go stations or the downtown depot, outside of that it is totally inadequate.</p> |
| 12 | <p>Sean Harris Margaret Vermeltoort 1290 and 1292 Ontario Street Burlington, ON</p> <p>████████████████████</p> | October 3, 2017 | <p>After attending the City/Molinaro meeting regarding the proposed 22 story development on Brock St, we do have a strong concern regarding traffic.</p> <p>Much of the debate/opposition to the project seemed to be in relation to the potential generation of a higher volume of traffic on Ontario St.</p> <p>One of the attendees made an excellent point to alleviating the traffic problem, by suggesting the main volume of the residents' vehicular traffic be directed to Brock Street access.</p> <p>In our opinion, this approach makes a lot of sense. Especially in regards to our properties future development, as the only choice for the final HRDH zone within this block, would be to empty onto Ontario St.</p> <p>We would like to officially oppose the proposed building sites plan, as it pertains to the building access/traffic concerns.</p> <p>If this mail is not the proper mechanism to submit our opposition, please advise, the appropriate forum/ document.</p> <p>Hopefully common sense prevails and a change can be made for the betterment of this neighborhood and City.</p> |
| 13 | <p>Esther Mar 1335 Ontario Street, Unit 13 Burlington, ON</p> <p>████████████████████</p> | <p>October 6, 2017</p> <p>November 6, 2017</p> | <p>Further to the note below I'll try to make this brief because I think the writing is on the wall that the city will approve the project. Given that, I'd like to make sure it is approved such a way as to make it less detrimental to the neighbourhood.</p> <p>My main concerns are linked to each other in how they impact traffic:</p> <ul style="list-style-type: none"> • degree of increased density with these number of units (170 units in 22 stories) • garage entrance onto Ontario Street <p>With respect to the second point, the west end of Ontario Street already has high density of apartment units on the north and south sides of the street. The remaining small structures between the tall building on the southeast corner of Ontario & Maple and the proposed building on the southwest corner of Ontario & Brock are bound to be torn down at some point in the near future and replaced by tall buildings without any options other than having garage entrances onto Ontario Street. At the very least the proposed building has an option of having its entrance on Brock.</p> <p>The road infrastructure in this neighbourhood is not designed to support the proposed growth. So, please:</p> <ul style="list-style-type: none"> • fewer units • garage entrance on Brock <p>I just came home from the meeting at city hall (I did not ask to speak) and I'd like to restate a point I made below which did not get enough attention this evening. Further to Anne von Rosenbach's request that the proposed development be viewed in context of the bigger picture, please see the comment below highlighted in yellow. When the next high-rise gets built just to the west of the one now being proposed there will be no option other than to have the garage access on Ontario Street. If nothing changes in the plans for the proposed development then this will result in 3 garage accesses from high-rises in one short block on Ontario Street. The LEAST you can do is require the builder to put the garage access on Brock.</p> |
| 14 | <p>Anne and Chris von Rosenbach</p> <p>████████████████████</p> | October 9, 2017 | <p>My husband and I are residents of Ontario St. and recently attended the community meeting on development of the site at 490-492 Brock Ave. and 1298 Ontario St. by the Molinaro Group. We have a number of concerns about this development.</p> <ul style="list-style-type: none"> • A "one-of" approach to planning: All of the reports we read treated this site in isolation and did not consider the fact that there are sites on both sides of this development zoned for high density development. It is extremely likely that the properties 1280-1292 Ontario St will be assembled for development in the near future. With soaring land values downtown, 490 Nelson is also ripe for redevelopment, as are several other sites in the surrounding neighbourhood. The decisions made by the City for the 490 Brock Ave site will set precedents for these surrounding properties that will affect building height, density, shadow effect, traffic and noise in our neighbourhood for years to come. We feel strongly that the proposed plans for 490 Brock should take into account the implications on future developments in the area. In a recent interview, Councillor Marianne Meed-Ward said that planning in the downtown should not proceed "piecemeal" and we strongly agree with this perspective. • Excessive height: At 22 storeys (in reality 24 storeys with the rooftop amenity), this development far exceeds the height permitted in Burlington's official plan and is considerably taller than any building in the neighbourhood. Even the Strata, which is |

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| | | | <p>the tallest building in the area, is only 21 storeys and is situated on a major arterial road, not a 2-lane residential street like Ontario St. A development more in keeping with the Official Plan guidelines and the height of surrounding buildings, and definitely not higher than the Molinaro's recent 14 storey construction on Brock St., would be a more acceptable use of this site.</p> <ul style="list-style-type: none"> • Site overdevelopment/intensification: At 773 units per hectare, the density of this project is excessive. There is no other building in the area that comes even close to this level of density and it far exceeds the limits of Burlington's Official Plan. Even the Strata is only 321 units per hectare. The Molinaro's representative argued that we need this level of intensification to meet provincial guidelines but, with a minimum of 23 residential projects on the books at this moment and more to come, the downtown does not need this high degree of density to meet its intensification goals. And, in fact, based on the Places to Grow legislation, the downtown is to have 200 residents per hectare, which the city is on track to achieve. This has been repeatedly stated by Councillor Meed-Ward and the mayor in the fight against the 28-storey ADI development. Although we support the need for more affordable housing in Burlington, 490 Brock is clearly being overintensified and we would prefer to see 300 or less units per hectare. • Traffic: If the development goes ahead as planned, there will be a serious impact on traffic on Ontario St, particularly given the potential for the construction of more high-rises in the next few years. Ontario St. is already a preferred route for cut-through traffic, especially for people trying to avoid the frequent slowdowns on the Lakeshore and Brant St (which will also get worse as the Bridgewater is completed and the Waterfront lands are redeveloped with a view to wider pedestrian boulevards). It is already difficult at times to exit driveways in our townhouse complex because of traffic backups on Ontario St. And if traffic isn't crawling due to slowdowns, we face the greater risk of speeding cars, racing to get to Maple St and the highway. The volume of traffic now makes it challenging to cross the street at times to reach the downtown amenities in the area. As this development and the other 23 planned projects come on board, the traffic situation will only get worse, particularly as there will be retail uses at 490 Brock that will also bring more traffic into the area. To help address this concern, we would like to see the parking garage exit onto Brock or Elgin Street instead of Ontario ST. At the meeting, the Molinaro's consultant agreed that re-routing the parking garage exit to Brock St. would be possible. We feel strongly that this should be a requirement of the development, despite the fact that it will require some reconfiguration of the current building design to accommodate. We also feel that more vigilance should be paid to preventing cars from stopping on the road to shop at the convenience store (1325 Ontario St). This already causes bottlenecks and interferes with safe turning on Ontario St and the negative traffic impact will be compounded further when combined with the frequent left turns required to access 490's parking garage as currently designed. • Parking: While the developer's consultant touted the walkability of the site, the reality for the foreseeable future is that Burlington is a commuter city. Many people relocate to the downtown because of the proximity of the various highways – this is frequently mentioned as a benefit in local real estate ads. Even the smallest rental units often house two people with two cars. The 490 Brock site will offer only one parking spot per unit and only a handful of parking spots for visitors, which must be shared with customers of retail businesses in the building. This will result in residents and their guests using the municipal lot on Brock St and on-street parking. We are already seeing this happen since the completion of the existing Molinaro building on Brock St. As a result, Burlington taxpayers are subsidizing the developer by providing parking for their tenants. It also reduces the amount of parking available to support downtown businesses and restaurants, which undermines the economic viability of the downtown. We object strenuously to this blatant misuse of taxpayer dollars. • Noise, shadowing: In an article in the Burlington Post on Sept 28, 2017 about the redevelopment of the Waterfront Lands, Councillor Meed-Ward said that the city should adhere as closely as possible to the existing heights allowed on the site and should take into account the existing heights of buildings to avoid a canyon effect on Lakeshore. If this is a requirement for the Lakeshore, which is a busy major arterial road, it should be even more of a requirement for the residential neighbourhood of Ontario Street. We already have a concrete canyon effect on Ontario St, with a long line of highrise buildings on both sides of the street. This causes noise to bounce around to the point that we can hear every word of conversations from people on balconies of nearby apartment buildings. It also causes excessive shadowing of surrounding properties. The addition of another huge highrise on our street will exacerbate both of those problems considerably, and will add further light pollution, which is also an ongoing problem. We support our neighbours in the area with their concerns about the canyon effect and the various impacts on their quality of life and feel that a lower, less overdeveloped building design will help to address their concerns. <p>In summary, there were many valid concerns raised at the recent neighbourhood meeting and we are raising some of them again in our submission. We sincerely ask that the city work with the Molinaros, who have already benefitted significantly from Burlington's growth in land values, to find the compromises necessary to address these concerns and develop a design that reflects the needs and best interests of the downtown community. Burlington's Official Plan was developed by qualified teams of planners in consultation with Burlington citizens to shape and protect the future of our city and we do not want to see that vision undermined to satisfy developers' self-interests.</p> |
| 15 | <p>Rudolf & Hermine Reusse 1609 – 1265 Ontario Street Burlington, Ontario L7S 1X8</p> <p>██████████</p> | <p>October 11, 2017</p> | <p>Even though it is a waste of time and effort, my wife and I like to exercise our rights to file our <u>objection</u> against the proposed erection of another high-rise building at the aforementioned address.</p> <p>It is our opinion that the 22-storey building will increase the traffic in our residential area, and that the structure will certainly block the rest of our much appreciated lake view. It is a foregone conclusion that the application filed by the established and well connected Molinaro Group will succeed. The building will certainly be constructed because the project will generate tax income for the City of Burlington. So much for creative City Planning.</p> |

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| 17 | <p>Gillian Ready & Todd Hamilton 476 Nelson Avenue Burlington, ON L7S 1N5</p> <p>██████████</p> | October 12, 2017 | <p>I attended the meeting regarding the condo development at the corner of Brock Avenue and Ontario Street at the Burlington Arts Centre on September 27th.</p> <p>Although I did voice my objections at the meeting, my husband and I would like to ensure our names are officially recorded as being opposed to the developers' plans. We live at 476 Nelson Avenue.</p> <p>We object to the proposed height of more than 20 storeys and believe it should be limited to 7 storeys as per the current municipal plans.</p> <p>We are already subjected to a lot of light pollution at night from the condo at the corner of Brock and Elgin. The design of the new condo is such that we would be subjected to significantly more light pollution.</p> <p>The height of the new condo, even if "stepped in" on the higher storeys would cause our back yard to be shaded. The shade caused by the Brock/Elgin condo already reaches the fence line. A condo restricted to 7 storeys would not a shade impact to homes along Nelson Avenue.</p> <p>The parking lot on Brock is already quite busy overnight throughout the week due to existing condos in the area. The proposed condo plans do not allow for enough visitor parking so this lot will see many more people parking overnight.</p> <p>The current condo plans will severely diminish our privacy and our property values.</p> |
| 18 | <p>Brittany Lewis and Benjamin Lewis 480 Nelson Avenue Burlington, ON</p> <p>██████████</p> | October 12, 2017 | <p>I would like to list my name as well as my husbands name in being opposed to the development of a condominium on Brock Road of 20+ storeys. We reside at 480 Nelson Avenue. A 20+ storey condominium would unfavourably impact our lives in our current community.</p> |
| 19 | <p>Erik Gaspar 1275 Ontario Street Burlington, ON</p> <p>██████████</p> | October 12, 2017 | <p>I am a resident of 1275 Elgin Street. I received the flyer about sending comments to you regarding the new development proposal for 490-492 Brock Ave.</p> <p>My only suggestion would be to try to ensure that the retail area at ground level be made suitable for "approachable" retail stores as opposed to offices or the like.</p> <p>As an example of a poorly implemented layout/design: On 472 Brock Avenue, their "retail" are amounted to a Molinaro office and an office for a Liberal MPP. These, while contributing to the commercial area of Burlington, offer no improvement of lifestyle to the residents of the surrounding area.</p> <p>It is clear that by design, this space is not suited for walk-in-walk-out retail. If this development has more purpose-built retail space (i.e. large windows, a few parking spots for customers at street side (or counting on the Green P parking)), this will attract retailers that will serve well the residents of the area.</p> |
| 20 | <p>Frances Gransaul</p> | October 13, 2017 | <p>Comment Sheet NOTE; DO NOT INCLUDE PERSONAL INFORMATION</p> |
| 21 | <p>Mary Waddell 1272 Ontario Street, Unit 702 Burlington, Ontario. L7S 2L8</p> <p>██████████</p> | October 14, 2017 | <p>ATTACHED LETTER</p> |
| 22 | <p>Christina Ronzio</p> <p>██████████</p> | October 16, 2017 | <p>I am highly concerned about heavy traffic on Ontario St adding another 185 underground spaces.</p> <p>As a resident at Burlington Towers I witness daily idiot drivers who are impatient and driving too fast around corners at Maple and Ontario, who unsafely pass people they are impatient to wait behind when one is making a legal turn. This danger provides not just an increased chance in traffic accidents (which also causes traffic snarls) but impatient drivers hitting the gas on Ontario St because they are pissed off could lead to the injury of bicyclists and pedestrians, not least of all children.</p> <p>It is already frustrating to try to pull into the BT lots...I can only imagine what the added volume will be with a new building entrance/exit within a city block of the already heavy population.</p> <p>There will be tremendous backups at Maple and Ontario as people turning into Ontario wait to turn left into BT property and cars behind them wait to access 1298 Ontario at rush hour.</p> <p>This is to say nothing about what happens when the QEW, Burlington Skyway or 403 get closed due to reckless driving or structural issues.</p> <p>I think it is a mistake to have another 170 units, so 200-500 people in such a short city block when the roads are one lane each direction for egress.</p> |
| 23 | <p>Tom</p> <p>██████████</p> | October 23, 2017 | <p>I live at 1265 Ontario st .in the morning rush and night rush it almost impossible to cross the street or get into our driveway for the parking . This needs to be look at thanks</p> |

| | | | |
|----|---|-------------------------------------|---|
| 24 | Dick and Dorothy McIlroy 710-1305 Ontario Street Burlington, ON L7S 1Y1 | September 27, 2017 Letter | NOTE: 2 LETTER ATTACHED |
| 25 | Dorothy Kew 1206 – 1285 Ontario Street Burlington, ON, CANADA L7S 1X9 [REDACTED] | October 6, 2017 | <p>I was unable to attend the community meeting on September 27th re the proposed Molinaro building at the corner of Brock and Ontario Streets, but did get some feedback from one of my fellow tenants here at 1285 Ontario Street (Burlington Towers). My major concern with this building is not only the proposed height, which would be much higher than present buildings around, but most definitely the increased traffic on Ontario Street that this building would create.</p> <p>It is my understanding that there will be no entrance to the building from Elgin Street, and only one on Ontario Street. Considering that Ontario Street is a two lane street that means a considerable amount of added traffic on the street, particularly at this end near to Maple Avenue. Is it possible to suggest to Molinaro that it would help allay some of the traffic issues if they would also have an entrance/exit to Elgin Street as well?</p> <p>One other consideration ... recently I'm noticing increased traffic north bound on Maple Avenue from the Lakeshore, making it quite difficult to make a left-hand turn going south on Maple on to Ontario Street. With this new building and increased number of residents I wonder if access to Ontario Street from Maple Avenue will be even more difficult. Would the City consider putting in an advanced green (southbound) at Maple and Ontario to help with left hand turns on to Ontario Street? Just a thought.</p> <p>Thanks for your help, Marianne. We appreciate all that you do for Ward 2 residents!</p> |
| 26 | Michelle Rutherford 303-1272 Ontario Street Burlington, ON L7S 2L8 | Comment Sheet | Height of the building; Increased number of cars on Ontario Street; Infrastructure: can our water, sewer and hydro current facilities deal with the added volume and useage; green space; change in air flow between buildings, no fresh air coming in from the east; how will the parking accommodate all the retail shoppers; such a drastic change to beautiful area of Burlington; pollution-quality of air; safety, what will be done to address that |
| 27 | Kimberly Stevens 404-1265 Ontario Street Burlington, ON L7S 1X8 [REDACTED] | April 9, 2018 | <p>I fear I have missed my opportunity to comment on the development proposal for 492 Brock. I just found some papers I had mislaid. As a long term tenant (nearly 12 years) of Burlington Towers (1265 Ontario Street) I have only two concerns about the development.</p> <ol style="list-style-type: none"> 1. Parking access would likely be better off of Brock Ave. Ontario Street often has rush hour slowdowns and backups and it becomes nearly impossible to enter the street when there is a closure of the Skyway bridge. If access were on Brock, residents of 492 Brock would have the choice to turn toward Ontario OR Elgin/Lakeshore. Though I would say that for 80% of the day, it would not be an issue. 2. I want to see 3 Bedroom apartments in all new developments in Burlington. I have raised two children in a 2 BR apartment. Children are growing up in Apartments and that means that 3 Bedroom apartments are needed. I can't possibly afford to buy a house downtown, but I can afford to live with my family in Burlington Towers. There is always a waiting list at Burlington Towers for the 3 bedroom apartments (only 2 per floor). I would like to see all new high rise builds include 10-20% as a minimum of 3 bedroom apartments. It just makes sense. <p>Thank you for your consideration</p> |

Sept 3, 2017

Mr. Kyle Ples
 Senior Planner
 Burlington Planning & Bldg. Dept

re - File No.
 505-02/17
 520-08/17

Dear Sir -

I wish to register my objection to the proposed 22 storey hi-rise bldg at the corner of Ontario St. and Brook Ave. Apart from the fact it would exceed regulation height the major problem would be the addition of 135 cars being focussed onto Ontario St within a 50 ft radius of driveways immediately to the north and to the west which already handle over 800 cars. There would be a complete blockage of cars turning east and west, especially in rush hour traffic which is very heavy on Ontario St. This bottleneck would also very seriously inhibit access to all 3 Bldgs for the Fire Dept & EMS services.

As there already is a driveway matching up on the west side of 472 Brook which I understand has the same owner it

(over)

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SEP 07 2017

City of Burlington
 Planning Department

(2)

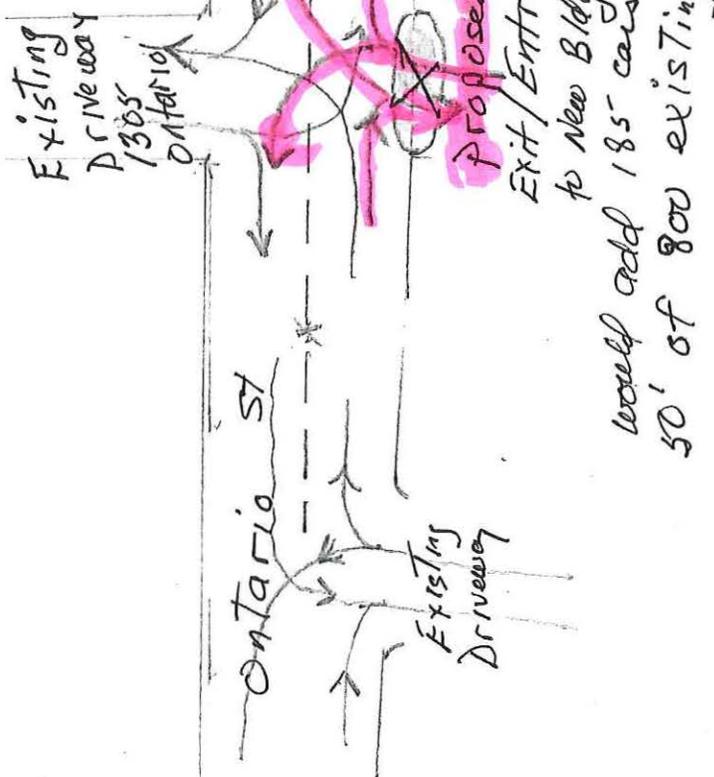
would make more sense to remove the west end of wood fence and hook the two Molinare driveways together and instead of exiting on Ontario St would have a choice of turning east onto Brook or south onto Elgin - both of which is a clearer and less occupied route and not adding more traffic to Ontario St. Trusting this receives your consideration

Yours Sincerely

J Scotland
1508 - 1305 Ontario St
Burlington, ON.
L7S 1Y1

J AND M SCOTLAND
1305 ONTARIO ST., APT. 1508
BURLINGTON, ONTARIO
L7S 1Y1

17



Problem

Too many cars in small space (50' radius)
Inhibit access to Fire & Emerg. vehicles

Solution - remove E-w fence @ S edge and

use Elgin end plus Brock for access

Benefits gives new Bldg New entrances

and does NOT add extra traffic to Ontario St.

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Attachment to David Williams email dated September 25, 2017

Proposed Development for 490-492 Brock Ave and 1298 Ontario St.

I have serious concerns and objections to the Molinaro Group proposal for this site, as follows:

1) The proposed density for this project is much too high when compared with the both the existing zoning By-law designation, and neighbouring high density residential properties.

- The current H-DRH for this zone permits an apartment building of approximately 7 stories (22 metres) in height, whereas the proposed building will be 22 stories. Currently, the southwestern view towards the lake from our townhouse complex at 1335 Ontario St., in close proximity to this proposed development, has a skyline view in that direction that is only obstructed by buildings of 14 stories in height, so this proposal will be significantly taller than what exists now. This will potentially affect our property values and our enjoyment of our neighbourhood environment, in a seriously negative fashion.
- The current Burlington Official Plan Policy permits a maximum of 185 units / hectare. A survey of 12 adjacent or nearby high rise apartment buildings shows that they have densities ranging from 179 to 247 units / hectare. This proposal for 170 residential units on such a small plot of land, (only .22 hectares) will result in a density of 773 units / hectare, which is far too high and much beyond what is reasonable for this site, and far in excess of any other neighbouring high rise residence.
- This site is surrounded by a variety of single family dwellings, townhouse complexes, and much smaller apartment buildings (especially when compared to their density numbers), that are not compatible with the proposed development. The Official Plan for the City provides for guidance for the development of lands within the city boundaries, including the promotion of infill and intensification "***which is compatible with existing neighbourhoods***". This proposal is not compatible with our existing neighbourhood.

2) Given the concerns outlined above, there is a separate, but directly related concern pertaining to a seriously negative effect on traffic flow for Ontario Street. With 170 new residential units, and perhaps twice as many new residents located there, the number of vehicles entering and exiting the building on a daily basis, within such short proximity to the Maple and Ontario intersection, will potentially cause a significant backlog of cars on Ontario St.

- Owners of a number of townhouses facing directly onto Ontario St. are already encountering difficulties in being able to safely back out of their relatively narrow driveways, which were designed and built years ago, when traffic patterns on Ontario St. were not nearly as high volume as they currently are.
- The design of this proposed development has all residential and visitor parking entering and exiting onto Ontario St. The addition of in excess of 170 new vehicles flowing daily onto and off of Ontario St. has to significantly increase the traffic volume, notwithstanding the observations of the Traffic Input Survey that the developer has submitted.
- Ontario St. is rapidly becoming a much used east/west corridor between Brant St. and Maple, especially with the various new substantial high density high rise buildings already approved

and/or being built in the downtown core. Drivers are finding it an attractive alternative to Lakeshore, and with the rapid increase in the number of new downtown residents, there will be more such vehicles on Ontario St. This makes the potential increase of 170 or more vehicles entering and exiting this location on Ontario St all the more concerning, especially during peak rush hour periods in the morning and late afternoon, evening.

- The inclusion of ground floor retail units will also potentially add to traffic concerns, with additional cars having to use the public parking lot across the street, in order to visit the retail units.
- In addition to significantly altering the size of the proposed development, to a much more reasonable density of units / hectare, consideration should also be given to changing the primary entrance for vehicles from Ontario St., to Brock Ave instead. This would lessen the traffic load on Ontario St.

NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Official Plan & Zoning By-law Amendment Applications
Address: 492-492 Brock Avenue and 1298 Ontario Street
Files: 505-02/17 & 520-08/17

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

Parking/Traffic Zoning By-law Amendment is required.

Visitors, retail staff + customers parking is not adequate.

Emergency Vehicles access is hindered because Brock Ave. now only has paid parking on east side + Emergency Vehicles will have to park on west side therefore through traffic will also be affected.

492 Brock Ave. has 1 driveway to enter + exit onto Ontario St. it is also directly across from Burlington Towers driveway.

Why no access onto Brock Ave? There are already too many driveways onto Ontario St. between Maple Ave. + Brock Ave.

Height Zoning By-law Amendment is required.

This changes number of people + cars in this area.

Density Zoning By-law Amendment is required.

This area of Brock Ave/Elgin St/Ontario St/Maple Ave is already subject to too many buildings, in height, density + traffic. How much more do we cram into this area?

Why are so many Zoning By-laws Amendments necessary or needed? Why are By-laws so easily ammended by anyone who wants to suit themselves? By-laws are put into place to protect all, so if they can be so easily changed they are no use.
 We do not want to live like we are in downtown Toronto.

PREAMBLE

In 2009\2010 we purchased and moved into a condo in Burlington. Previously we had lived in Oakville then moved to Vancouver upon our retirement. We spent nearly 20 years in Vancouver and then returned to Ancaster, Ontario in 2003. At the time of our condo purchase in Burlington, we knew we had found an ideal area in which to live, 1272 Ontario St at the corner of Maple Avenue; this area had all the good feeling of an interesting and diversified community. It exuded a sense of permanence security and convenience. It was tucked away in an established corner of the town. There was a friendly mix of many different types of buildings and services. There were/are two churches and a cemetery of historical significance, a school which is much devoted to our community needs, the Burlington Performing Arts, the Burlington Art Gallery, the JB Hospital, several professional offices in gracious and large old homes. There are senior retirement homes and Longterm Care facilities; there is another facility for our people with disabilities. It was/is conveniently close to major highways, the Queen Elizabeth, the 403 and the Lakeshore which provides access to Hamilton and Toronto and destinations in between. There is a beautiful Gymnastic Centre housed in a low and attractive building, environmentally friendly, green and spacious with both flora and fauna. There was an interesting mix of small and large houses, old and new, townhouses and a small and convenient plaza. There were several apartment/condos mostly low or medium rise. Not crowded but pleasantly full with no spaces wasted.

We could see the Skyway Bridge and although it was always very busy, it was magnificent at night; it was unique, with Hamilton Harbour in the background, a great point of interest. We saw that Burlington had far surpassed Oakville in planning their waterfront with a wonderful park for all to enjoy, easily accessible and very well maintained....and much used at all times. Maplegrove Mall is very acceptable as it is much closer to Plains Road/Fairview which makes it still convenient but placed wisely in the busy shopping area.

AUTOMOBILES, ROADWAYS AND TRAFFIC

Now there is good parking under the hydro wires but barely enough to serve the area population. This parking makes good use of an otherwise restricted area. It is a plus...not pretty but the cars are at ground-level and not overwhelmingly visible. The hydro wires are a mixed blessing. We don't look up.

A few years ago this area was a well-balanced mixture; likely not planned but it worked. We were told by many who knew the area that this was an ideal location in which to live, especially for retirement years; close to amenities, peaceful enough, very attractive and interesting. Again, it was tucked into a corner of Burlington, 'neighbouring' by North Shore without too many direct approaches from the 'outside' world'. If we consider the roadways which are within this area, they are like a labyrinth to navigate, not conducive to through-traffic....often leading a driver in circles. Realistically the only through streets are Lakeshore, Elgin and Ontario with both Elgin and Ontario being too narrow for

additional cars. To add more could and would be stupid and dangerous. Maple Avenue which used to be reasonably quiet is now often jammed with traffic at rush hours or whenever there is an accident anywhere around Burlington; at other times it is just busy; fortunately, Maple Avenue is wider so that firetrucks, police and ambulances can find their way around the stopped vehicles. This is a very busy road for these service vehicles since it leads directly into the hospital, fire station and the Police. Bottom line, we do not need more traffic and question why this area is designated as high density. It is a dead-end in many respects and is too often at a bottle-neck for fairly long periods of time. Brant Street, as a main street is useless, again too many narrow spots and lane changes. Your main street should be Fairview/Plains Road and/or Harvester....running in the opposite direction. These two streets you can work with; Brant Street you cannot although it could be an attractive feeder street and be very useful as such. (I am sidetracking with another subjective opinion....again)

HI RISES

In 2010, we began to see the future of what was to come. Hi-Rises. First The Strata.....we watched with horror after learning that the Bylaws were to be broken and this building was going to exceed the number of storeys allowed and that no bylaw was going to prevent Mr Molinaro from getting around this illegal indulgence. We were told that the Municipal Board had been influenced and had granted their permission. Further, the opinion was that the Burlington 'fathers' had no jurisdiction over this Board. So much for elections and the voice of the people, those of us who lived in this area in particular, some of whom who have called this 'home' for a long time and had paid their taxes. As the structure was built, it was realized that you cannot fight City Hall and apparently not Mr Molinaro and the Municipal Board. My personal opinion is that the finished structure was most unattractive; a jumble of too many unrelated bits and pieces: from bottom to top, three levels which do not match nor coordinate; a jumble of glass fronted see-through balconies, a mishmash of brick, concrete, glass and unreal looking stone plus a long line of pillars which serve to add to the confusion across the front. The landscaping does not help, resembling an untidy and neglected desert of tall grasses. The building has virtually no property nor space around it as it is built very close to the property line; probably legal but unattractive. The building appears too large for the lot on which it stands. (I digress as this is a personal opinion and I know that The Molinaro Group would not agree with this taxpayer).

Once again Mr Molinaro and Group appeared...just around the corner, using the same tactics to exceed the number of storeys allowed in his proposed new condo, the Brock, corner of Brock and Elgin. He again broke ByLaws and was allowed to substantially exceed the limited amount of storeys with the help of the Municipal Board and Town Council.....I now accepted that our elected Council had no jurisdiction over the rulings of the MB.who do not represent those of us who live in the various areas. So much for basic democracy ! Where have we gone so seriously wrong ?! How can this travesty be corrected and changed?

A QUESTION

What is this Municipal Board? Where did it come from? Why do they have jurisdiction over the taxpayers? Why are they and a developer allowed to break the taxpayers' BY-LAWS which are there to protect us? Do these people even live in our area? Who are they?

Now, The Brock is complete; Once again, too tall and too large for the lot size....but the landscaping is better !!!!! And now we have three condo/apts built all in one block (Maple, Elgin, Brock and Ontario, Street) two of which were built by Mr. Molinaro and Group . We miss those little houses, gardens and trees that they demolished on Brock which provided some history and character to this community block. And now we are denser and denser. Again broken bylaws which have substantially increased the number of storeys allowed in Burlington apartment/condo structures. The MB is suffocating our area with people and automobiles, which we neither need nor want.

DENSITY

At the meeting on September 27, 2017 I spoke and presented the result of a quick and informal survey I had done to assess the number of single family units in this block and at the immediate perimeter. The results were: The Maples 50 units, 3 Burlington Towers 540 units Maple Avenue Properties 108 plus 106 total of 214 units, Maple Crossing 2 buildings 240 units estimate.....The Strata 200units est..... Elgin Rentals 170 units THE TOTAL IS 1564 FAMILY UNITS WITH A SINGLE RESIDENT. If there is more than one person living within these units then the occupancy doubles ! I suggest that there are several units of more than one person and conclude that the total number of people living within one block of one another could now be over 2000 persons If each unit has one automobile then the number of owned vehicles in this block area is beyond substantial. Make sure the MB does some mathematics. This exceeds HI DENSITY for this particular block of residents or residences. You have heard the people speak about 3 driveways within a 50 foot range all coming off of Ontario Street. It is not just a driveway problem it is just too many cars in one small city block. Ontario Street is a two lane road which seriously narrows in places. Ontario Street needs wider and better sidewalks which would allow two people to walk side by side comfortably. We do not want a sidewalk crowding onto a road; we have seniors with walkers, citizens with their dogs, children going to school and now we hear that we are going to be blessed with another Molinaro hi-rise with 170 units (some or many of which will very small and under 700 square feet....and the corresponding number of cars.....possibly two per unit if these little units appeal to young working couples who both are employed and who both could likely have cars.....a sign of the times. This will be the fourth condo/apartment in our city block. Where will Molinaro construct his next one in this block, we are running out of available land in this one spot. This is a concrete jungle now, most unattractive in the 'backyard' of all these buildingsjust cars and asphalt,....and all of the trees gone.....and the birds. Not too environmentally friendly the lesson here is to do as I say, not as I do. People in authority are not practicing what they preach, another sign of the times. In this location, one more hi-rise building built by anyone including Mr Molinaro, is one too many.

IN SUMMARY

My main concerns are:

1. You have incorrectly chosen this corner of Burlington as the area for high density. It should not be packed tightly with hi rises boasting tiny units, cars and increased traffic. Take an honest look at what you will be destroying for the sole purpose of funneling or crowding in more people. Yes, money is involved, more for Mr Molinaro, and certainly more for Burlington in taxation....especially for our residences in the sky which we call air-space; I believe your return

is quite substantial considering our municipal taxes; we are cash-cows which is okay but please give something back to us in return.

2. Do not encroach any further on this area Do not impose on us. This Council and Municipal Board have to approach this problem with a positive attitude, be open to change and correct serious errors made in their effort to plan and govern for our future.
3. Do not allow Mr Molinaro to break our bylaws which are there for our protection and not to increase his financial concerns. We do not want a 25?storey high rise of 170 residential units Mid rise or low rise would be much more tolerable if an apartment building has to be constructed. Further, the present plans show a large deficit for guest parking; 15 spaces for guests for 170 suites, Another bylaw infraction? And certainly space deficient. Where do the store customers park?
4. Ask him to reconsider, not to build a highrise and instead reconsider and opt for some elegant townhouses. Would be much more attractive and acceptable. Consider a senior's residence to provide accommodation at a reasonable cost for occupancy....and of limited height. It will be put to good use in the coming years.with our increasingly aging population
5. Increased traffic on a very narrow Ontario Street is not acceptable. Any more hi-rises will exacerbate an already existing problem. Safety must take priority Elgin Street is also too busy and too narrow for any further increase in traffic c.
6. In his proposed new building, changing the exit/entry area the problem will not disappear, only rerouted for a few feet, three driveways within close range entering and exiting together onto Ontario Street.
7. This proposed new hi-rise's footprint is much too small for the proposed height. Out of proportion for this area. Our environment needs GREEN not concrete. Let us see the sky and not more balconies and glass. You are taking 'green' away from our community. Seniors, children, dog-walkers, young adults, runners, whatever, we all use this area for our pleasure, exercise and daily routines. Allow us to keep what we can enjoy, need and use.
- 8 Please note there's an increase in noxious car fumes because of our increase in traffic on Maple and Ontario Streets. We close our windows now because of this. They remain closed more often than open so please consider this as a health hazard and do not allow this to become a greater threat. It was much more pleasant when our windows were open and fresh air could drift inside ! Save our environment and people today...no time to wait for electric cars. People are complaining about compromised breathing, migraines and allergies. Could it be.....noxious car fumes, drifting upwards and into our units....we have created another hazard to the environment and the people, especially to the residents in your new concrete hi-rise alley.

A question.... Why do you ask me to collect my orange peels and potato peelings and encourage me to do this to protect our environment and yet the 'Powers That BE' break other rules that hurt our environment and do damage to us?. Perhaps I too should ignore the environment and forget my potato peels !!!

Please listen to the people and find alternatives with reasonable solutions. We are concerned about our properties, our health and the environment. The steps you are encouraged to take will not serve well and in time will fail us. As said before, poorly planned density, crowding people unnecessarily together in pigeon-hole hi-rise residences (especially rentals) today will help to create tomorrow's tenements, slums and ghettos.

Thank you for taking the time to read this lengthy 'epistle' I sincerely hope that it gives cause to people who are concerned and interested in other people to stop and reconsider, that you must not impose on others and take away another's right to live a chosen, respectable, law-abiding lifestyle. I heard our Councilor speak of her area of residence as something a bit special to her.....-a heritage home. I am sure she would be greatly disturbed if she thought that a ruling Board could or would step in and impose upon her residential area.....to change things to fit their plan and not hers. She should/would have a right to be heard and so do we. This may be a small group but it is a very concerned group. Bottom line, we do not like what is happening to OUR residential area and our immediate surroundings. Do not allow the developer, probably an 'outsider' to change our town or our lives by breaking our laws.....or better yet to build in our area, imposing on us what he believes we should have.

Hopefully there are only a few typos and you can decipher your way through. Having retired several years ago, I am a little rusty and not always computer savvy. your attention and patience is appreciated.

Respectfully submitted: October 13, 2017

To: Kyle Plas (kyle.plas@burlington.ca)

Marianne Meed Ward (marianne.meedward@burlington.ca)

Mary A. Waddell

702 -1272 Ontario Street, Burlington Ontario. [REDACTED]

Mr. Dick and Mrs. Dorothy Mellroy
710-1305 Ontario St
Burlington ON L7S 1Y1

Sept. 27. 2017 **RECEIVED**

Burlington **SEP 29 2017**

**City of Burlington
Planning Department**

Dear Sir or Madam:

My husband and myself at 91 - 89 were not able to attend the meeting on Sept 27. - so the reason for this letter. We live at 1305 Ontario St #710 facing Ontario St. Our thoughts re the building to be built at 490-492 Brock St.

- 1- Much too large for the size of the lot !!
- 2- There should be an entrance for cars onto Brock St as well as the one shown on Ontario St.
- 3- The Ontario St Entrance east of the bus stop is quite close to the ramp of ~~of~~ our ramp to 1305.
- 4- A school bus picks up students - possibly 10 or 18 of them - on the south side of Ontario St at Brock Av which is a safety issue for students !!
- 5- Far too much traffic & congestion for Ontario St and safety issues for our Seniors crossing to the bus stop !! - with only one entrance to the complex.
- 6- The details of parking spaces shown on sketch #2 for ground floor businesses and tenants does not seem adequate since street parking is very limited.

Thank you for reading our concerns re what we feel is too large of a building.

Sorry I wasn't able to typewrite this - my old typewriter decided not to work - My apologies !! Dorothy

Oct. 25, 2017

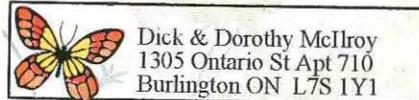
Dear Lola Emberson:

Managed to get my typewriter working on a narrower piece of paper. A Follow-up to my Sept. 27th letter. Two more thoughts.

1. With only 1 exit/entrance to this rather small property, concern about Moving Vans and Garbage trucks accessibility to the property.
2. When there are bad accidents on the Q.E. and the Skyway Bridge, Maple Avenue can become a horror story and Ontario Street can be a horror story sometimes almost to Brant Street.

Thanks for allowing ^{me} more input!!

Dorothy McIlroy



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OCT 30 2017
City of Burlington
Planning Department