

**From:** Dan Evenson [REDACTED]

**Sent:** Friday, March 23, 2018 8:17 PM

**To:** Emberson, Lola

**Subject:** Solid gold comments

Good morning

First of, I would like to thank you for the public meeting concerning the solid gold development. Unfortunately I could only attend the second hour of the meeting. I want to take this opportunity put forth some comments.

- 1        My concern is for the infrastructure to support the new traffic on a street (Plains Rd). I know the builder has provided a traffic review/study and of course the result states that the area can handle the volume even though they state that the Waterdown Plains road is now congested at times. I don't know if it took into account the impact of the new townhouse construction off Waterdown road near the train station as well as the near 600 new homes being planned off Platt road. As you know when the highway is congested (almost every night) the drivers make their way along Plains road and through Aldershot (Tounsand and North Shore). I can only see this getting worse as these new developments are completed.
- 2        As the planning department pointed out there is insufficient parking at the new site. Is that going to change? I can see parking needs over flowing onto residential street which is unacceptable.
- 3        I can't help but wonder who in planning the Cities development. The builder, the OMB or the Planning department. Why stop at 12 stories. Next we will be called to a public meeting on a builder proposal to build a 25 story complex in the area ( maybe in bird land ). Look at what is happening to down town. If a builder proposal got turned down the builder would take it to the OMB and it seems more often than not the proposal gets approved and the city would have no say. Soon we will be called Mississauga of the west.

Dan Evenson  
900 Park Ave. W.  
L7T1N6  
[REDACTED]

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

From: Christina Tellier [REDACTED]

Sent: Tuesday, March 20, 2018 3:46 PM

To: Emberson, Lola

Subject: Proposed Development, Cooke and Clearview block - Meeting Mar 20, 7 pm

Please include this email comment as part of a citizen opinion regarding this proposed development:

"Seriously!! Yet another resident compound being considered for this corridor only emphasizes the lack of acknowledgement or recognition for the need of more "functional" resources. Where and when will we see any grocery retail at this end of Aldershot? As it is, small business retailers are not attracted to or constantly transition out eventually because they are not the type of resources wanted by the consumers in this area. Bring in retail that is actually economical to seniors and stop stuffing silly boutique nonsense down our throats."

[REDACTED]

Sent from my iPad

**From:** Dayna Walker [REDACTED]  
**Sent:** Monday, March 19, 2018 9:48 AM  
**To:** Emberson, Lola  
**Subject:** 53-71 Plains Road East & 1025 Cooke Blvd. Project

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Hi Lola,

I am not certain that I will be able to attend tomorrow night's meeting for this project. However, in reviewing the specs that the applicant is pushing for, I am wondering how the City Planning Department is going to address the issue that this project goes above the heights set out in the Aldershot Mobility Hub proposals? For that specific location, heights are suggested to be between 7 and 11 storeys, and yet this application is requesting heights of 10 storeys and 12 storeys.

I guess I want to know if we're going to use the new Mobility Hub heights as guides, and if so – what happens when an applicant requests to go over these heights?

Otherwise, I wanted to comment that – at first glance – the parking space available for this lot seems satisfactory and I am glad that the "street parking" is set into the property for this and not the road. We recently had a 53' truck deliver goods to our building and if street parking were allowed on Cooke Boulevard, it would make it impossible for us to receive deliveries.

Would it be possible to be sent a copy or notified when you post your presentation online? I am curious to get more information from the Planning Department perspective in addition to the applicant's submissions.

Thank you and have a great day.

Best Regards,

Dayna Walker  
Administrative Manager | Primary Fluid Systems Inc.

[REDACTED]  
[REDACTED]  
[REDACTED]

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**From:** Hank Brunnader [REDACTED]  
**Sent:** Saturday, March 10, 2018 3:14 PM  
**To:** Emberson, Lola  
**Cc:** Craven, Rick  
**Subject:** Solid Gold Development

Ms Emberson;

Following the article in the Burlington Post re the redevelopment of the Solid Gold site, I feel I must comment.

I too am glad to see Solid Gold go. Do I like the thought of more intensification in Aldershot? Not really; but not for the reasons you may think. My concern is lack of infrastructure and amenities. The corner of Plains Road and LaSalle is already very busy, and Plains Road has enough traffic lights to look like Christmas all year round. Aldershot had three grocery stores in the 50's with a much smaller population, but now with orders of magnitude more population, we cannot apparently, support a single one. Will adding this development tip the scales to change this? It would be nice.

Given the high rise rentals at Howard Rd, I can hardly see that changing the character of area would be an issue. The Sustainable Development Committee recommended zoning the area south of the Go station thirty years ago for high rise to bring commuters closer to public transit and freeways. If done to at least the same level as the existing high rises, the redevelopment of Solid Gold could be a welcome addition to Aldershot. Unfortunately, the prime area is going to have low to mid density housing. Nonetheless, high rises on the Solid Gold site makes sense PROVIDED the other infrastructure needs are properly addressed. Again, failure to plan ahead for arterial roads makes solving the traffic issue difficult. Unless this is addressed, people will get off the Go, walk home and get into their cars to get groceries. The building up of North Aldershot will only compound the infrastructure/amenities problem.

I note that the plan foresees 1208 m<sup>3</sup> of retail space, and wonder, if properly constructed, this space would be sufficient to attract a smaller grocer like Marilou's. Talking to potential users of such space, the currently available spaces are so subdivided that a renter finds them impractical for larger uses. I really feel that Plains Road has enough nail salons, travel offices etc., so adding more is not only pointless, but degrading to the community.

While I still miss the Towers Plaza with its grocery store, hardware store, drug store, barber, bank, beer store, liquor store, magazine shop, cleaners and, of course Towers, all within walking distance of home, I recognize times change. When we built our house in Aldershot, there existed a community with a coherent core. We now have much more housing and a strip mall seven km long that we call an "Urban Village" that serves a race track for brief periods twice a day. Present Aldershot development has spread amenities sufficiently to require driving for all but a few needs. I know we cannot ever go back, but I would hope the city would take this opportunity to at least improve the current unfortunate state of Aldershot.

Hank Brunnader

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

From: dijack dijack [REDACTED]

Sent: Friday, March 09, 2018 11:41 AM

To: Emberson, Lola

Subject: Proposal for Solid Gold property

Dear Lola

As a taxpayer of Burlington, I object to this plan as developers try to turn our lovely city into a mini Toronto!

We do not want MORE high rise buildings ruining the layout of our home city.

This property should not be used in this way!!

It is bad enough that the Burlington downtown is crammed with more & more high rise buildings and parking has become a major issue for me to even do business downtown any more.

Please stop this plan as developers try to maximize their investment!

Save the visual integrity of our city.....please!

Dianna Porter

**From:** Barbara Jean Gray [REDACTED]  
**Sent:** Friday, March 09, 2018 9:34 AM  
**To:** Emberson, Lola  
**Subject:** New Apartment Site - Solid Gold Club

I am all for his. We need more rental apartments in order to keep Drewlo Holdings from increasing their rents over the guideline. Also, all 7 of the Drewlo Holdings rental buildings are 12 stories so do not know that why that would be a "show stopper".

I think this would also be great for Aldershot. In the 7 years I have lived here in the Aldershot area it has grown a lot.

I say "lets do it" as soon as possible.

**From:** Nadine Martin [REDACTED]

**Sent:** Wednesday, March 07, 2018 8:08 PM

**To:** Emberson, Lola

**Subject:** Solid Gold Development

Hello Ms. Emberson:

The undersigned are residents of 1050 Clearview Avenue.

We have read with interest the proposal by 71 Burlington Plains Inc. While we have no objection to proper development in this area to replace the current establishment, we have some very real concerns about the proposal.

It has become all too familiar for developers to request variations of this kind wherein they ask for substantially increased height and floor area but contradict common sense and good planning by also asking for a reduction of yard setbacks, minimum amenity area and particularly reduced parking standards.

If development downtown has taught us anything, it is that developers should not request reductions of parking standards even if they are prepared to pay increased developmental charges.

As I understand this application, their request for height and density obviously would create a greater need for on sight parking. As proposed, this will not happen and the side streets will end up littered with vehicles of residents, visitors or others related to the commercial aspect of this development which frankly is wrong and really speaks to the arrogance and presumed entitlement that this developer expects.

Typically developers argue that the high cost of land demand and support the requests made in this application. This clearly isn't the case here. Somehow this developer feels that he can presume that the city will agree (the city does not have a good track record in this regard). It is no secret that the city has encouraged a move of the current use away from this area but that desire does not support having a developer hold the city hostage, and have reckless disregard for the neighbouring residential owners. It is understandable that the developer wishes to maximize profits and doesn't really have any heightened regard for those who own and/or live in the area.

As previously stated the objection is not to a development of this nature, and even some increase to the maximum height permitted to the existing bylaw, but this particular application defies good planning and all of those persons affected in the surrounding area.

We note that it would appear that his minimum amenity area request amounts to a reduction to zero, as do the reduction in yard setbacks, also virtually to zero. Far greater an issue however is the hopelessly inadequate request for reduced parking standards. If the developer would come even close to getting his request height and yard setbacks the trade off should be increased provision for parking spaces to at least 2.5 spaces per unit and 1 space per unit for visitors and commercial users.

Please advise us of our next steps in supporting the city's goal of sensible and acceptable development in this area.

Yours truly,

Nadine and Robert Martin

**From:** judi Frohlick [REDACTED]  
**Sent:** Wednesday, March 07, 2018 1:29 PM  
**To:** Emberson, Lola  
**Subject:** Plains Road Strip Club property plans

Lola:

I've attended many meetings sponsored by Rick Craven. My understanding is that future development in Aldershot will increase by 27,000 people over the next many years. No where do the future plans show any appreciable green space areas. Rick has stated that he hoped to encourage a grocery store on the property in question. There is no mention of the City working with the developer to provide incentive for a grocery store.

There doesn't appear to be any quality of life considerations in this and all the other future developments in Aldershot and particularly downtown.

Judi Frohlick  
[REDACTED]  
[REDACTED]



**From:** Deedee Davies [REDACTED]  
**Sent:** Wednesday, March 07, 2018 11:14 AM  
**To:** Emberson, Lola  
**Cc:** Deedee@JRSalmon.ca  
**Subject:** Solid Gold redevelopment

I just read the article in the Hamilton Spectator about redevelopment plans for the above site at 53 and 71 Plains Rd E and 1025 Cooke Blvd. The two proposed buildings at 10 and 12 storeys are up to double the height currently zoned of 6 storeys. I think any development needs to be viewed under the lens of what is in the proposed draft OP as a cap.

And I think it totally disingenuous of Councillor Craven to complain about double heights in his Ward when he is only too happy to approve more than triple the height for buildings on downtown Brant Street across from City Hall in Ward 2. Shame on Mr Craven.

Deedee Davies

701 Courtland Pl

Burlington L7R 2M7

Sent from my BlackBerry—the most secure mobile device—via the Bell Network

**From:** Holly [REDACTED]  
**Sent:** Tuesday, March 06, 2018 11:41 AM  
**To:** Emberson, Lola  
**Subject:** Plains Rd development

How about the city takes into consideration all the women that provide for their families working at Solid Gold (one of the LAST clean strip clubs around). Who cares about strippers right, they're not real people. I live on 181 Plains Road West and I don't want to see any more condos being built. They have enough being built as it is. I drive to Waterdown just to get my groceries because the closest grocery store is already an insane zoo.

**From:** O V [REDACTED]

**Sent:** Sunday, February 25, 2018 8:54 PM

**To:** Emberson, Lola

**Subject:** Vrancor Group - 53-71 Plains Rd East, 1025 Cooke Blvd File No. 505-11/17 // 520-22/17

Hello Lola,

This letter is a response to the newly proposed redevelopment of the 53-71 Plains Road East and 1025 Cooke Boulevard Site.

The proposed application is for the construction of two (2) new buildings on the site at a height of 10 and 12 stories consisting of 450 residential units. a floor area ratio of 3.58:1

We are residents on the south side of Plains Road East close to the subject site and we would like to have some clarification on the information provided on the city website about this development.

Firstly, the subject is located on two (2) separate zoning's (MXG and MXE) with the MXE Zoning prohibiting the construction of residential buildings. The first issue lies with the proposed building heights which are in an excess of the current zoning by laws. The current MXG zoning in the "Mixed Use Corridor Designation" as stated on the application letter sent out to residents, permits for a maximum height of six stories, a maximum density of 51-185 units per hectare and a floor area ratio of between 0.5:1 - 1.5:1

The proposed development with a land size of 1.08 hectares and two (2) separate zonings (MXE and MXG) is proposing to significantly increase the maximum height from 6 to 10 and 12 stories (2x current by-law amount), with a density of 450 units for the site (2.4x the current by-law amount), and a floor area ratio of 3.58:1 (2.4x the current maximum by-law amount).

Also, there is a major issue with the proposed shadow study of the development which was not accurately presented. The shadow study consists of 4 pages with the study ranging from March to December. The shadow study is mostly conducted for the shadow produced by a 6 story building (as shown as blue lines) and barely includes the study for the proposed development (as shown in red lines)

On page A 1.2 March 8 AM window is the only time the developer shows the shadow for the proposed development of the 10 and 12 story while the rest of the month only included for a 6 story building.

On page A 1.3 which is the June study, there is no mention of the proposed development with only the extent of the shadow shown for a 6 story building.

On page A 1.4, September 8 AM window is the only time the developer shows the shadow for the proposed development of the 10 and 12 story while the rest of the month only included for a 6 story building.

On page A 1.5, which is the December study, there is no mention of the proposed development with only the extent of the shadow shown for a 6 story building.

As previously mentioned in prior meetings concerning the developments on the Plains Road East such as the 92 Plains development, the shadow that these large buildings produce is a big concern to local residents and the study must accurately represent the effect it will have on the surrounding private residential properties.

The current shadow study shows that even a six story building will have profound effects on the surrounding residential properties. The proposed 10 and 12 story development will most likely completely cover up these properties and the south side residential properties on Plains Road East for the majority of the year.

Also, there has been a big concern over the volume of traffic in the surrounding areas of proposed development. According to the transportation study included in the development application and as stated in the report;

Existing Traffic Conditions state that "The Plains Road East intersections with Waterdown Road is **exhibiting some capacity issues** with the Background Traffic Conditions stating that "The Plains Road East intersection with Waterdown Road is **forecast to experience increased congestion as a result of background traffic**" with

The Recommendations Based on the findings of this study, **it is recommended that the development be approved?**

With the large number of cars being added to the area from the proposed developments of 450 units from this development, 50 units from proposed 92 Plains Development and 80 units from the proposed 35 Plains Road East development, and may other factors such as the commercial business proposed in these buildings and also considering the number of other developments coming up in the area AND with **no input from the City of Burlington as to how they are planning to deal with large influx of cars - how can this development be approved?**

Many of the other reports posted on the application such as noise and wind studies and the height survey are inconclusive about the effects the development will have on the surrounding area.

With all of these changes coming to the area, the question lies in whether the current by-laws within the city are intended to aid in controlling the developments and allow for steady growth and defend the residents of this area from wild expansions of the area? The developer comes and goes without any concern or responsibility afterwards and the by-laws in that case are useless since they are so easily amended.

We expect that the city will start controlling all of the wild ideas developers come up with and take into serious consideration the concerns and comments which residents have about them.

We would appreciate a response from you on the matters discussed about above.

Thank You,

Olena Vasylieva and Vyacheslav Shyroky  
56 Plains Road East

On Fri, Apr 20, 2018 at 12:32 PM, Tom Betty.muir

wrote:

> To: Lola Emberson, City of Burlington Planning

>

> From: Tom Muir, Resident

>

> Subject: Solid Gold (53 Plains Rd E) Neighborhood meeting comments

>

> Dear Lola;

>

> Thanks again for the time extension to today, April 20 2018, for these

> comments

>

> Please receive these comments, which are abbreviated, on the subject

> application, for the public record of my interest in this proposal.

>

> 1. I accept that some redevelopment of this site can occur, and is permitted

> by the existing OP, and while not planning policy relevant to this

> application, the proposed revisions to the OP and By-laws also permit some

> development.

>

> My concern is that this proposal is based on asking for permissions that are

> not based on the existing OP, but are clearly based on the proposed OP and

> zoning language that is not approved and not in force. And as well, Mobility

> Hub concepts and draft language that is far from completing due public

> process, and not expected to be considered for Council approval until

> Quarter 1, 2019, are also being used.

>

> No matter when the proposed OP is approved by Council, and becomes

> "informative" only, not "in force", the Mobility Hubs are still not

> informative or in force until first approved by City Council, then the

> Region, which means it does not exist until then, and the Planning Act says

> it is not to be considered, or some such language.

>

> I have to question how the Planning staff are supposed to retain their

> professional objectivity and serve the public interest when they are

> bombarded with this language from developers, and more so, in my view,

> badgered and cajoled by some insistent members of Council, and some City

> managers, to adopt and to act out the same directions?

>

> Further, how is the Planning Act requirements to use the existing in force

> OP, and not an OP and Mobility Hubs Plan that do not exist yet, and for this

> application date, to be complied with in such a situation where developers,

> not to mention the politicians, are steadily trying to indoctrinate the

> planning staff to encourage and approve density and form of a non-existent,

> not in force, and not policy relevant OP or planning concepts and ideas?

>

> 2. As a result of this admission of "jumping the gun" the application asks  
> for variances that go far beyond these stated permissions of the existing  
> OP, and even of the proposed but not in force and not existing OP, and  
> represent an over-intensification and over-development of this site contrary  
> to Planning Act rules that call for assessment of applications under the OP  
> and bylaws that are existing and in force at the time of the application.  
>  
> The developer's planning justification report is, as usual for such hired  
> reports, based on fantasy not reality.  
>  
> The existing permissions themselves would already represent intensification  
> of this largely vacant site, but no exploration of these possibilities are  
> presented or discussed. Even the proposed OP heights for this site, at 7 to  
> 11 stories, could conceivably translate into something acceptable, but such  
> forms are not considered.  
>  
> Instead, the applicant asks for 10 to 11 to 12 stories, greater than even  
> the proposed OP permissions; asks for a non-application of the tall building  
> criteria; and to try and justify the resultant form and massing of the build  
> asked for, they further ask for a slew of height, density or FAR, parking,  
> amenity, set-back, and green space variances, so as to arbitrarily bend the  
> rules to try and make the building proposed fit, to shoe horn it in.  
>  
> The applicant has requested:  
>  
> Increased height (10 and 12 story)  
> Increased density  
> Reduce minimum set backs  
> Reduce amenity area  
> Reduce parking standards  
> Reduced landscaping/green space  
>  
> 3. Parking is a particular concern. 874 spaces are required under zoning.  
> Applicants propose 581. There is no rationality except fantasy. I was  
> especially struck by the applicant assertion that to overcome the already  
> severe parking problems at this location, that for the 22 parking spots  
> proposed for street side, that the City should set up a system of monitoring  
> or supervising these parking spots to ensure only use by residents or  
> commercial customers, and no others.  
>  
> The parking requirements applied for are nonsensical to me. There is  
> increasingly a departure from the reality of multiple car ownership per  
> unit.  
>  
> I agree that not every unit will have 2 or more cars, but it's just fantasy  
> to say and assume that all units will have mostly 1 car, and visitors and  
> commercial will be few, and thus dismiss the parking issue that is a  
> reality.  
>  
> All those thousands of unaccounted for vehicles are not going to disappear  
> because the planners refuse to recognize they exist.  
>

> Resident comments were made:  
>  
> "This is how you start parking wars (quoted a Guelph Line example). If you  
> are 300 spaces short there is no way you can do this. There will be cars  
> everywhere. Maybe not in 30 years' time. There will be a car or two for  
> every unit with this building."  
>  
> "Parking will be a colossal issue. I know the issues downtown because we  
> sacrificed parking to the developers. It will spill out onto Clearview and  
> impact Townsend. It's unfair for the developer to say we have a lot of land  
> in order to justify height."  
>  
> On this issue, Roz Minaji was reported to have said; . "Just because  
> proposed OP says 7 - 11 doesn't mean 11 is the best fit. Technical studies  
> and parking play a role. "We won't allow 12 if there isn't adequate parking  
> and amenity area"  
>  
> 4. Set-backs on the North side are stated to be 26 feet, but all except  
> perhaps 6 feet are one large parking lot and facilities, with no visible  
> green space or screening, to separate from the single family neighborhood  
> accesses by Clearview Ave.  
>  
> A resident comment; "I don't see greenery or landscaping in the plans. Just  
> access and setbacks. Needs to be more pleasant."  
>  
> Roz Minaji is reported as saying: "there is significant reduction in amenity  
> area and we'll discuss that. Will also talk to applicant about green space  
> along borders. Parks and Recreation will also review. ADI is providing a new  
> 2 acre City park as part of 101 Masonry Court development."  
>  
> Further resident comment; "Intensification without green space and trees  
> does not fit in well with area."  
>  
> 5. On traffic, a resident commented;  
>  
> "Solid Gold is closed during the day and added 590 cars at rush hour will be  
> a problem. Will there be any traffic calming?"  
>  
> Going further on the traffic issue, no account appears to be made for the  
> cumulative effects of proposed developments on the Plains Rd corridor. These  
> developments include the present one, 35 Plains Rd E, 92 Plains Rd. E,  
> Bingo-Home Hardware, and others that are likely in the future. This has  
> clear implications for the reliability of the traffic, congestion, and  
> safety estimates.  
>  
> More generally, this proposal, as well as the others mentioned, (and staff  
> are generally guilty of this too) is assuming car ownership rates to fit the  
> proposal design.  
>  
> But traffic will get worse, even 15 minute service buses get caught in it  
> too, despite small tweaks like traffic signal control to green on buses, and  
> so on and so on, in a sort of feed-forward amplification loop. Buses do not

- > take people everywhere they need or want to go in practical reality times
- > they have available, and the purposes.
- >
- > This proposal is not discouraging car usage, as stated, but is clearly
- > increasing the cars and their usage.
- >
- > Despite this, with the help of car ownership and modal split assumptions, we
- > have never seen a traffic study for an application ever fail the test -
- > there is never a traffic impact, and the roads can handle whatever.
- >
- > For just one thing that always stands out in the application reports, is the
- > traffic and parking assertions. These are completely at odds with public
- > comment and concern. I suggest that they do this in part to enable the
- > heights and densities that are wanted, and cannot be physically accommodated
- > in the build.
- >
- > Further enabling are assertions that traffic is never above the road
- > capacity, no matter how much is added, and the cumulative load is never
- > considered. It doesn't matter what the real road congestion situation is.
- >
- > The parking requirements are similarly nonsensical to me. There is
- > increasingly a departure from the reality of multiple car ownership per
- > unit.
- >
- > I agree that not every unit will have 2 or more cars, but it's just fantasy
- > to say and assume that all units will have mostly 1 car, and thus dismiss
- > the parking issue that is a reality.
- >
- > All those thousands of unaccounted for vehicles are not going to disappear
- > because the planners refuse to recognize they exist.
- >
- > Taken collectively, the assertions and conclusions made in support of the
- > application are not substantiated by an evidence-based research design that
- > can predict the future, and are professionally frowned on statements that
- > overreach the research design.
- >
- > 6. In another lack of policy compliance, the proposed commercial is not
- > stated as being full commercial venting and service capability so as to
- > provide opportunity over the building life for maximum potential for uses
- > consistent with the City visio
- >
- > A resident asked;
- >
- > "I think it was Judy who mentioned the need to attract restaurants and
- > coffee shops. Will this building offer full commercial venting?"
- >
- > Regarding the policy framework issue, I submit;
- >
- > "Section 1.3.1 of the PPS states that Planning authorities shall promote
- > live/work, economic development and competitiveness by: a) providing for an
- > appropriate mix and range of employment and institutional uses to meet
- > long-term needs; b) providing opportunities for a diversified economic base,



> including maintaining a range and choice of suitable sites for employment  
> uses which support a wide range of economic activities and ancillary uses,  
> and take into account the needs of existing and future businesses.  
>  
> In other words, the Strategic Plan and the PPS mandates the need for  
> commercial uses to be planned for and increased not reduced, and the needs  
> of existing business to be accounted for, not sacrificed. But the proposal  
> contradicts what the policy calls for.  
>  
> The key question is, when is enough enough?  
>  
> 7. In my view, the proposal does not achieve compatibility, as it is stated  
> in the Official Plan policies (Part III Section 2.5.1; 2.5.2a),  
> "compatibility with the existing neighborhood character in terms of scale,  
> massing, height, siting, setbacks, coverage, parking and amenity area so  
> that a transition between existing and proposed buildings is provided". Or,  
> in other words in the OP policy, "within existing neighborhoods, provided  
> the additional housing is compatible with the scale, urban design and  
> community features of the neighborhood."  
>  
> Neither of these statements of policy is met or complied with by the  
> proposal.  
>  
> Overall, I conclude that the proposal for Solid Gold does not conform to the  
> existing Official Plan of Burlington (OP), does not achieve compatible  
> intensification, represents over-development of the site, and does not  
> demonstrate good planning.  
>  
> The non-compliance with the Official Plan and Zoning Bylaw results in  
> over-development that is not compatible with the existing stable residential  
> neighbourhood.  
>  
> Also negatively impacted are neighbourhood character, quality of life,  
> traffic, safety, parking, scale, massing, setbacks, space for amenities,  
> landscaping and buffering, noise and health.  
>  
> In summary, as I do not want to, or have the time to do, right now, provide  
> more details of the concerns and objections to this proposal, I will say  
> that it represents over-development and unbalanced over-intensification of  
> the site, without adequate setbacks and buffering, landscape areas,  
> green-space, resident, visitor, or commercial parking, adequate commercial  
> use and quality, or space for amenities, among the other things I have  
> identified.  
>  
> The proposal does not consider a variety of community stakeholders, or any  
> future residents, but particularly for families with children. Where will  
> the children play and interact as community? There is no provision of green  
> space. The proposal asks for reduced amenity area.  
>  
> The significant reduction of standards in the Zoning Bylaw required to  
> facilitate this level of intensification, and the failure to satisfy  
> Official Plan policies, and the PPS mandated directions concerning the

> “shall”, or “mandated”, directions for the provision of commercial, and  
> needs of business, results in an application that is not consistent with the  
> Provincial Policy Statement, The Planning Act, or the existing in force OP  
> and zoning, or even the not in force proposed OP.  
>  
> This is not “good planning”, but is making convenient, but false,  
> assumptions to facilitate what the application planners want to do. It's the  
> residents that are being subjected to the consequences, and the planners  
> have no conscience about this manipulation of their lives.  
>  
> I cannot find any reasoned basis to support this proposal without  
> substantial revisions to comply and conform to the existing OP and bylaws.  
>  
> I look forward to a responsive reply from you to my comments here showing  
> how you will correct the deficiencies I have identified in this proposal.  
>  
> Thank you,  
>  
> Tom Muir  
>  
> 70 Townsend Ave.  
>  
>  
>  
>

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

From: Greg Woodruff [REDACTED]

Sent: Friday, April 20, 2018 1:17 PM

To: Tom Betty.muir

Cc: Emberson, Lola; Stern, Lisa; Minaji, Rosalind; Stephen Miller; greg.woodruff; Dayna Walker; pepper; joanlittle; John Calvert; Penny Hersh; Jim Young

Subject: Re: Solid Gold

I would agree with Tom and would only add.

The lights at Waterdown and Plains "air lock" with the totally unnecessary lights at Cooke and St Matthews backing up traffic the whole length of Plains Road at times. These create very significant delays going west ward during rush hour. This is causing extra breaking, extra idling and unwanted air pollution. I can not tell you how frustrating this is with 3 children and a tight schedule.

Any more development at this corner is not acceptable until this has been resolved as many people will try and left turn at Cooke and really back up traffic. Two suggested repairs are removal of the traffic lights at Cooke and St Matthews for a pedestrian only crossing in or around St Matthews or synchronizing the 3 lights. I assume you as professionals have many ideas to mitigate this - please do.

I realize some staff find the snarled traffic a feature in an attempt to "reduce car traffic" via frustration, but this is not what is happening.

Instead of working "induced demand backward" to some pedestrian utopia, you are inducing people to believe there is nothing but frustration and anger in this botched version of "new urbanism." The problem is not with development, it's with this obsession with density over the rights, investment and lives of existing residents.

Even Brent Toderian says something like "The worst thing you can do is make the Nimbys right." You are not converting our lives not into a walkable community, but our community into a nightmare with multiple overlapping problems caused deliberately by the city.

Greg

870 Eagle Drive  
Burlington  
L7T 3A4

City of Burlington  
426 Brant Street  
Burlington  
L7R 3Z6

20<sup>th</sup> April 2018

Dear Ms. Stern,

Re: 53 - 71 Plains Rd East

Following the recent Neighbourhood Meeting that occurred on 20<sup>th</sup> March for the above development, I am writing to you with my comments.

#### **Site Specific Regulation and Zoning**

As you are aware, the current zoning of mixed use general (MXG) and mixed use employment (MXE) on the subject site does not allow for any form of residential development. As the surrounding properties on Cooke Boulevard are all designated as Mixed Use Employment (MXE), it seems logical to consolidate the employment sectors in this region, and avoid encroaching on this with residential properties.

The Commercial Market Opportunities of the Plains Road Urban Design Guidelines document (found on the City's web site<sup>1</sup>) specifically calls out Cooke Boulevard for employment uses, rather than residential properties:

*"To the north of the Plains Road corridor, there are a number of existing industrial and employment uses. A number of these uses will, given their nature and locational needs, likely remain for the foreseeable future. Some of these are relatively heavy industrial uses and their impacts—particularly in terms of truck traffic—need to be taken into account. The Cooke Boulevard area provides a particularly attractive 'pocket' employment area. There are a number of smaller uses in this area and a high technology use that serves a global market. Again, there is little likelihood that these uses will relocate. There is a site on the east side of Waterdown Road just to the north of the Plains Road corridor that was the subject of a recent planning dispute at an Ontario Municipal Board hearing. The Board ruled that a restricted number of non-residential uses would be permitted, further reinforcing the employment use policy in this area."*

35 Plains Road East, which is situated opposite the subject site, was recently approved for an eight storey residential build and the real concern is that, by allowing MXG and MXE zoning to be replaced, this is now putting pressure on adjacent properties (including this site) by

encouraging land owners to sell as residential use is more profitable than employment or commercial.

The long term viability of the Cooke Boulevard Business Park is therefore looking increasingly bleak because of this action and I'm of the opinion that the zoning in this area should be protected as MXE. Is it not BEDC and the City's position to encourage businesses to prosper in Burlington and retain jobs?

### **Retail Space**

The intensification occurring within Aldershot, in its current form, will not lead to improved retail options and this proposal is evidence of that by only offering 13,000 square feet of retail.

Given the large footprint size of the two buildings, and the fact that it is fronting both Plains Road East and Cooke Boulevard, there should be ample opportunity to increase the retail space. In reviewing the plans I notice that only half of the ground floor on both buildings A and B are being dedicated for retail and this excludes any sort of usage on the west side of building A that faces Cooke Boulevard. Why is only frontage on Plains Road East being considered for retail? Surely the space can be maximized?

If this building is to sustain 450 units then the space offered, in my opinion, will not suffice. Is it not possible to extend the retail space to include frontage onto Cooke Boulevard and/or replace some of the ground floor town homes?

I would advocate that commercial venting should be mandatory on all new missed use applications that exceed a certain height (perhaps 8+ storeys), as this would expand the retail possibilities (e.g. restaurants and cafes would become feasible). Skimping on this aspect by developers simply guarantees a lack of retail variety. At the Neighbourhood meeting, Judy Worsley of the Aldershot BIA informed the audience that the retail landscape is changing and that she is actively trying to encourage coffee shops and small restaurants to move into the area. The applicants made certain statements in their presentation to the effect that they do not control the type of retail that will eventually fill the space – and while technically true, by not including commercial venting in their design, they effectively eliminate the very subset of retail that the Aldershot BIA – and the residents of Aldershot - would like to attract (restaurants, pubs, cafes). I specifically asked the applicants about this point during the meeting, and they stated that they have made no accommodation for commercial venting within their application.

One only has to review the recent development projects on Plains Road to realize just how minimal the retail options will be as a result of these mixed use developments. As far as I'm aware, all of these offer no form of commercial venting:

1. 35 Plains Rd East<sup>ii</sup> – 2,473 square feet
2. 348 Plains Rd East<sup>iii</sup> – 2,000 square feet
3. 484 Plains Rd East<sup>iv</sup> – 10,748 square feet

In order to increase the retail variety within Aldershot, there needs to be a mechanism in place that will enable quality and variety of retail establishments, at the initial planning application stage. I believe that mandatory commercial venting would go some way in helping achieve that goal and would reinforce the "walkable community" message that the City proclaims.

I would be grateful if you could acknowledge safe receipt of this letter

Yours sincerely,

Mr S J Miller

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<sup>i</sup> [https://www.burlington.ca/en/services-for-you/resources/Planning\\_and\\_Development/Design\\_Guidelines/Plains\\_Road\\_Urban\\_Design\\_Guidelines.pdf](https://www.burlington.ca/en/services-for-you/resources/Planning_and_Development/Design_Guidelines/Plains_Road_Urban_Design_Guidelines.pdf)

<sup>ii</sup> [https://www.burlington.ca/en/services-for-you/resources/Planning\\_and\\_Development/Current\\_Development\\_Projects/Ward\\_1/35-Plains-Road/Architectural-Drawings.pdf](https://www.burlington.ca/en/services-for-you/resources/Planning_and_Development/Current_Development_Projects/Ward_1/35-Plains-Road/Architectural-Drawings.pdf)

<sup>iii</sup> [https://www.burlington.ca/en/your-city/resources/Council/Ward\\_1/South-Aldershot-OpenHouse.Sept272016.pdf](https://www.burlington.ca/en/your-city/resources/Council/Ward_1/South-Aldershot-OpenHouse.Sept272016.pdf)

<sup>iv</sup> [https://www.burlington.ca/en/services-for-you/resources/Planning\\_and\\_Development/Current\\_Development\\_Projects/Ward\\_1/484-490-Plains-Rd-East/3c-Site-Plan.pdf](https://www.burlington.ca/en/services-for-you/resources/Planning_and_Development/Current_Development_Projects/Ward_1/484-490-Plains-Rd-East/3c-Site-Plan.pdf)

RECEIVED

APR 04 2018

CITY OF MISSISSAUGA  
PLANNING DEPARTMENT

## NEIGHBOURHOOD MEETING COMMENT SHEET

**Subject:** Applications to amend the Official Plan and Zoning By-law to permit 2 mixed-use buildings (12 storey and 10 storey) with retail and service commercial uses at street level along Plains Road East and 450 residential unit

**Address:** 53-71 Plains Road East and 1025 Cooke Boulevard

**File numbers:** 505-11/17 and 520-22/17

Please indicate below any comments or concerns you may have about this project

Problems with the proposal - lack of sufficient parking, not enough "stepping" of the towers to reduce the look of height, traffic congestion on Plains Rd (which is already at very high volume), possibility of collisions when drivers attempt to use side streets, not enough parkland space around the development - Aldershot is becoming a concrete jungle, height is not the only answer to densification, Aldershot is now a second Mississauga - strip after strip of stores with condos/apartments above them. The idea of an Aldershot "village" is laughable - pedestrians "take their lives in their hands" when crossing at intersections (speaking from experience) because of drivers in a rush.

→



Many people<sup>are</sup> attracted to Burlington because it HAD a small city vibe. No longer is that feeling here. <sup>Most</sup> Everywhere one drives there is concrete, concrete & more concrete. Views of the lake are now almost totally obstructed. Brant St. will become another Plains Rd with all the new proposals on the table. Wake up people - before it is too late.

**Burlington**

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

Attention: **Lola Emberson**  
City of Burlington Planning and Building  
Department  
426 Brant Street  
P.O. Box 5013  
Burlington, Ontario L7R 3Z6  
or E-Mail to: **Lola.Emberson@burlington.ca**

**NO LATER THAN: April 6<sup>th</sup>, 2018**

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

Name: Marianne Bromley  
Address: 30 Park Ave E  
City: Burlington, ON  
Postal Code: L7T 1Y1

(Optional)  
E-mail: 

#### Notice of Collection of Personal Information

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

Only the developers are beneficiaries of all the building. We, the people, like to think we have a voice but that is doubtful! When will we be listened to in this city?



## Peter Campbell

---

Peter and Anne-Marie Campbell  
1040 Clearview Ave.  
Burlington, On.  
L7T 2J1

RECEIVED

APR 04 2018

CITY OF BURLINGTON  
PLANNING DEPARTMENT

Dear Lola ,

This letter would be in response to the developers submitted proposal for Vrancor Group, 53-71 Plains Road East, 1025 Cooke Boulevard.

The noted site application, falls within the boundry area of the 'proposed ' Aldershot Mobility Hub, and is subject to some intensification, but let's not confuse Burlington's Grow Bold theme with intensification , especially over intensification, which this is. The Mobility Hub concept is to focus heights away from Plains Road and to maintain mid rise heights of 6 stories for Plains Road to support the Village Character. Not double the heights!!

This is simply another case of developers not respecting our cities height restrictions. Why is this development even being discussed when it is clearly above the height bylaws. With the current mindset of city planners, Burlington will be nothing more than a concrete and glass jungle. The existing plan is ' in force and effect ' until the region approves Burlington's New OP in 2019 or even later. All this seems premature, but unfortunately. developers can and will continue to ask for more than what is permitted on the existing or even proposed plan. All along Plains Road the developers to date have been respecting the height limits up to 6 storey's with the Jazz, Affinity Condos , old Jaggert's Florist build, with only National Home ( Bingo /HomeHardware property )proposing possibly 2 @ 8 storey fronting Plains Road and 92 & 34 Plains Road. All of these 6 storeys or less. This has certainly allowed Aldershot to maintain that village fee and beautify Aldershot on Plains Road, and not end up driving in a tunnel of condos.

The current Halton Region intensification for this area from the justification reports I have seen, is set at around 111 units per hectare ( 2.47 acres ). Burlington has approved or is in the process of approving applications in the immediate vicinity that double and triple the noted intensification.

\*34 Plains Road : Completed 41 unit , 6 story complex more than likely falls within double the guideline.

\*92 Plains Road : the original application met the Halton guide line of 111 units per hectare exactly, 24 units on .2 hectare ( ½ acre ) . Subsequent re application now proposes 50 units which would be 230 units per hectare or double the guideline.

\*35 Plains Road: Under OMB review, 8 story with 72 units, a .19 hectare ( .47 acre ) lot, is 330 units per hectare or 3 times the guideline. This one was unfortunate.

\*Affinity Condos in progress at 197 units.

The above application is proposing 450 units on 1.08 hectares ( 2.67 acres) or 4 times the guideline . This immediate block , with this application, would then see 613 units on less than 1.5 hectare of land. This is ludicrous. There is no allowance either, for the future development directly across from 53-71 Plains road should these houses be removed for redevelopment , which they surely will. In fact, three of these of these properties are currently owned by developers and another for sale, marketing as a proposed development site.

A lot of interesting items came out at the March 20<sup>th</sup> meeting, with a rather lackluster reasoning for this build coming from the developer himself. Question: What is the single most important improvement this proposal has for Aldershot , above anything else. Answer: removing Solid Gold.

Some key items that were noted as follows:

- The one major item that brought a lot of applause and is obviously one of the main issues. This development is too high and too many units. Needs to be 6 stories.

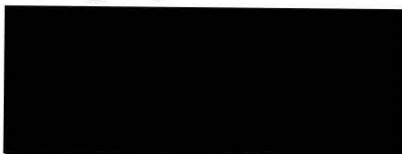
- The parking is totally inadequate at being 300 parking spots shy of what is required for this number of units. ( 581 proposed 886 required ). This will cause neighbourhood chaos once it is completed. This too a lot of applause and main concern.
- The developer refers to significant setbacks and landscaping as a good thing to transition to low rise to the North. Surely one cannot consider 3 meters around the perimeter as landscaping. Yet this is among the variances the developer is seeking. There is no landscaping, no green spaces no amenities and this whole development is all building and asphalt.
- Concerns over the storm drainage rerouting.
- Concerns over the Clearview Ave. entrance/exit. This must be removed.
- Developer is asking for at least 6 variances, including reduced yard setback, reduced minimum amenity areas , reduced parking standards.
- Shadowing study incomplete and the implications of what is shown is severe shadowing for 6 months of the year at a 12 storey height.
- No concerns from the developer over future traffic flow once more developments in the immediate area are presented.
- Developers continually using the “ Mobility Hub” as a reason to intensify, or in this case, over intensify. There is no such thing as a Mobility Hub at this time, only proposals.
- Ensure the decibel levels of the garage exhaust fans are zero at street level.
- Driving is still a necessity as there are no real amenities in the area.
- Proposed street parking on Plains road is dangerous. Too much traffic volume at most times of the day to allow safe use.

The reasons this build should be rejected or modified to the 6 limit are abundant and judging by the applause from the audience at the March 20<sup>th</sup> meeting every time this was mentioned , the people of Aldershot have made it quite clear, this application as it stands has to be rejected.

Referring back to the Mobility Hub rationale these developers use. When representatives were questioned, turns out the Mobility Hub is not even a thing yet. When asked if there was ever a study done by Burlington Council to monitor who actually uses the Aldershot Go to determine if it is even benefitting Burlington residents, the answer was don't think so , maybe a license plate review. At the Aldershot Mobility Hub, the majority of use at this location would be by 'other than ' Aldershot /Burlington residents. I walk there every morning and back at night and one only needs to observe the traffic flow at the end of the day to see most of the traffic heads North on Waterdown Road or onto the 403. Only a few head South into Burlington. Burlington council needs to do a complete study at Aldershot, possibly a postal code study, to see who actually uses this site. Only a few walk to the station and you can typically count the number of bikes on one hand. While the theory of 'more people living within walking distance of public transit ' sounds good in theory, it is basically a governmental fairy tale. The developer's constantly refer to the mobility hub, transit use and walkability to push the viability of these builds. Cannot see this happening.

While most would be pleased with 'a ' development proposal for this site, the heights and density in this proposal are a cause for concern, 6 storeys being the best scenario. The audience at the March 20<sup>th</sup> neighbourhood meeting made it quite clear this application, as it presently stands, has to be rejected.

Best Regards,





# NEIGHBOURHOOD MEETING COMMENT SHEET

**Subject:** Applications to amend the Official Plan and Zoning By-law to permit 2 mixed-use buildings (12 storey and 10 storey) with retail and service commercial uses at street level along Plains Road East and 450 residential unit

**Address:** 53-71 Plains Road East and 1025 Cooke Boulevard

**File numbers:** 505-11/17 and 520-22/17

Please indicate below any comments or concerns you may have about this project

Excellent redevelopment  
and Design!

My only suggestions are:

- Wider sidewalks along the frontages (min. 2.5 m. width)
- intensified tree plantings and landscaping along the frontages ie. closer spacing of new trees and possibly double row of trees



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


Attention: **Lola Emberson**  
City of Burlington Planning and Building  
Department  
426 Brant Street  
P.O. Box 5013  
Burlington, Ontario L7R 3Z6  
or E-Mail to: **Lola.Emberson@burlington.ca**

**NO LATER THAN: April 6<sup>th</sup>, 2018**

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

Name: Tom Eichenbaum  
Address: 263 Plains Rd. W. Unit 2  
City: Burlington, Ontario  
Postal Code: L7T 1G1

(Optional)

E-mail: 

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MAR 27 2018

City of Burlington  
Planning Department

Please indicate below any comments or concerns you may have about this project

- I am concerned about the height of the 2 buildings. I feel it should be limited to 6 storeys including the retail level.
- concerned about the parking spaces proposed. Need plenty for visitors and for retail as well as the residents.
  - traffic on Plains Road is already too busy and too many stoplights. Can roundabouts be considered at all?
  - For retail on bottom level, to attract coffee shops, small restaurants it would be beneficial to allow space for outdoor seating to allow a neighborhood ambience.
  - I feel it is quieter now on Plains Road and in Aldershot generally allowing solid to stay.



I have lived in Aldershot since 1958 until 2009 but my daughter still lives here so I am here all the time. My Grandson goes to the same school my kids did. Please don't let money destroy the community that Aldershot has always been and can still be if we make the mobility hub a really quaint village that it can be if planned properly.

Thank you.



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

Attention: **Lola Emberson**  
City of Burlington Planning and Building  
Department  
426 Brant Street  
P.O. Box 5013  
Burlington, Ontario L7R 3Z6  
or E-Mail to: **Lola.Emberson@burlington.ca**

Name: Diane Langdon  
Address: 4045 Upper Middle Rd #4  
City: Burlington  
Postal Code: L7M 4S8

**NO LATER THAN: April 6<sup>th</sup>, 2018**

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

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