

## Appendix E of PB-30-19: Public Comments

#	Comment
1	<p><b>From:</b> Chris  <b>Sent:</b> Wednesday, February 6, 2019 2:45 PM  <b>To:</b> Vraets, Lauren &lt;Lauren.Vraets@burlington.ca&gt;  <b>Subject:</b> Feedback on File: 520-01/19</p> <p>We have no issues with the application as proposed, requesting a 3-year extension to additionally develop the address for office use: 1860, 1880 and 1900 Appleby Line.</p> <p><b>Chris &amp; Kathy Scott</b>   [REDACTED]   1940 Ironstone Dr, Apt 1007, Burlington, Ontario, L7L 0E4, Canada</p>
2	<p><b>From:</b> Salisbury Family  <b>Sent:</b> Thursday, February 07, 2019 2:52 PM  <b>To:</b> Vraets, Lauren  <b>Cc:</b> Mailbox, Office of the Mayor  <b>Subject:</b> Fwd: 1900 Appleby Line Question</p> <p>Lauren,</p> <p>This is yet another developer failing to meet its commitment.</p> <p>I am opposed to the extension.</p> <p>This is a back door the developer is using - if the extension is granted - how at the end of the extension - will well established business be removed.</p> <p>My recommendation - make the developer put 3 million dollars in a trust account - that will be given back to the taxpayers of Burlington - if they fail after this extension to build the office building.</p> <p>Developers cannot use back doors to have development approved that does not comply to the city's vision.</p> <p>Respectfully</p> <p>Tim Salisbury  Burlington, Ontario</p>
3	<p><b>From:</b> Dave Lawson  <b>Sent:</b> Friday, February 8, 2019 9:09 AM</p>

	<p>To: Vraets, Lauren &lt;Lauren.Vraets@burlington.ca&gt; Subject: 1900 Appleby Line</p> <p>As a resident of south ward 4, I have no concerns with the proposed extension of the land use on a temporary basis.</p> <p>I have frequented businesses in this location and note that often parking is at a premium. The city may wish to consider their plans accommodate their planned growth on this site in light of this.</p> <p>Dave Lawson 377 Cosburn Cres</p>
4	<p>From: Pamela Madruga Sent: Friday, February 8, 2019 11:18 AM To: Vraets, Lauren &lt;Lauren.Vraets@burlington.ca&gt; Subject: planning application file 520-01/19</p> <p>I want to see the present use continued regardless of whether the office building is constructed.</p> <p>Pamela Madruga 607-1998 Ironstone Dr. Burlington L7L 7P7</p>
5	<p><b>From:</b> linda smythe <b>Sent:</b> Thursday, February 14, 2019 5:20 PM <b>To:</b> Vraets, Lauren &lt;Lauren.Vraets@burlington.ca&gt; <b>Subject:</b> File 520-01/19</p> <p>1860 1880 1900</p> <p>We don't need more stacked or retail in this area. The driving, parking, traffic flow is already terrible They should not be an extension</p>
6	<p>From: Jack Sent: Friday, February 22, 2019 9:31 AM To: Vraets, Lauren &lt;Lauren.Vraets@burlington.ca&gt; Cc: Doug Currie Gibb Terry &amp; Irene Subject: Application Submitted</p> <p>Hi Lauren,</p> <p>On detail sketch no. 2, is the office building location being located were 1900 is shown or is it located at the back of the property. I would also like to know if the extra traffic on the already busy Appleby Line is being considered.</p>

	<p>Hope to hear from you.</p> <p>Jack Beauchamp 310-1998 Ironstone drive Phone [REDACTED]</p>
7	<p><b>From:</b> Chris Ariens  <b>Sent:</b> Saturday, February 23, 2019 9:56 AM  <b>To:</b> Vraets, Lauren &lt;Lauren.Vraets@burlington.ca&gt;  <b>Cc:</b> Stolte, Shawna &lt;Shawna.Stolte@burlington.ca&gt;  <b>Subject:</b> 1860, 1890 and 1900 Appleby Line</p> <p>Hi, Lauren./ I am writing to provide comment on the application of the owner of the property at 1860, 1880 and 1900 Appleby Line to extend the period of time for the Temporary Use bylaw beyond the 5 years approved by the Committee of Adjustment.</p> <p>I feel, first and foremost, that it is important for civic development objectives that developers uphold the agreements that are made with the City. The developer agreed, as a condition for approval of the plaza, to construct a 4-story office building on the site. They have not met this obligation to design a complete community that includes both retail and employment uses. This is understandable, given that overall demand for office space in the city is not significant.</p> <p>The plaza is extremely popular with the community. Unfortunately, it is almost entirely based around the automobile. A drive-through was established at the Starbucks location, which was not indicated on the original plan nor approved in the variance. The applicant have delivered exactly what the City's Planning department was looking to avoid – another auto-oriented retail plaza. Because of this, the parking spaces in this plaza are often not sufficient for its users. I am not in favour of expansion to parking here as this would further entrench the automobile-first design of the site and detract further from the mixed-use which the zoning requires and the Official Plan sought to provide.</p> <p>Some of these conditions, I believe are within the responsibilities of the City. For example, while a bus shelter has been provided, frequent transit has not been provided. The application noted the presence of frequent transit, which is not available at the present time, as a reason for reducing the parking requirement.</p> <p>In addition, the City have continued to approve additional single-use retail development within and adjacent to the Uptown area despite the mixed-use zoning. This has had the effect of greatly increasing traffic levels – particularly on Appleby Line, which has discouraged residents from using active transportation. The active transportation pathways on the site are not in a state</p>

of good repair and there are poor sight-lines of these facilities for people entering the site by car. This creates a safety concern.

From a design standpoint, the location of the 4-story office building on the site is not optimal. It should be facing towards Appleby Line to reinforce the mixed-use and mid-rise built form on that street. Locating it at the back of the site along Ironstone Drive reinforces the focus on the parking lot. The walking environment on Ironstone Drive is primarily blank walls and the service doors of retail shops, which additionally discourages pedestrian use and encourages higher speeds of automobiles entering the site from Ironstone. As a positive feature, the restaurant patios facing Appleby Line are attractive and supportive of a mixed-use, pedestrian friendly environment.

Ultimately, my position is that the approval for the facility should be extended, subject to the following conditions...

- 1) That the 4-storey office building be constructed within 1 year of the provision of a Frequent Transit service to the site. (Frequent Transit meaning a bus service on Appleby Line which runs no less than every 15 minutes during a 2 hour period in the AM peak and a 2 hour period in the PM peak)
- 2) That the applicant be required to repair and maintain the sidewalks and the multi-use path which traverse the site immediately. This would include the provision of appropriate markings and curbs to ensure the safety of pedestrians or cyclists crossing the entrance ramp on both the sidewalk and multi-use path and maintaining a smooth, continuous asphalt surface on the multi-use path.
- 3) That the applicant be required to provide bicycle parking facilities, conveniently located near to each building, with sufficient clearance around these facilities to allow for pedestrian movement.
- 4) That the applicant improve the pedestrian realm on Ironstone Drive, by improving landscaping and screening of the blank walls and service doors. The plaza owners need to create a more vibrant streetscape. Plantings and landscaping should reinforce this. The new building design should contain active uses facing the street, not just inward towards the parking area.
- 5) The applicant obtain full permission for the continued operation of the drive-through.
- 6) That the applicant not be permitted to extend the parking lot onto the site of the proposed 4-story office building.
- 7) The City, in its revision of the Official Plan, explicitly prevent the further development of single-use retail in or within 2km of the Uptown node and require that any and all redevelopment applications contain either a mix of retail / residential or a mix of retail/employment, as was required for this site and aligned with the original vision of an Uptown community focused on walking, cycling and transit.

	<p>I would also ask that the City complete repairs to the multi-use path on the west side of Appleby Line between Upper Middle Road and Mainway, and remove all hazards and obstacles (poles, service grates) which impede the movement of active transportation users. In addition, extending this path further south to South Service Road and the 403/QEW bridge will further support development of the Uptown as a complete and connected community and increase the attractiveness and accessibility for office and other uses in the vicinity.</p>
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	<p>Thank You, Chris Ariens</p>
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