

PB-22-19 Appendix D – Public Comments

#	Name & Address	Date Received (by email unless otherwise stated)	Comments
1.	Penny Hersh 360 Pearl, Unit 1502 Burlington, ON L7R 1E1	Jan. 8/19	<p>Thank you for your email.</p> <p>I would like to bring a few things forward for discussion. Pearl Street is not wide. Unfortunately Pearl and Pine Retirement building deliveries come through their main entrance on Pearl Street. These trucks are very large and are definitely an impediment when trying to exit from the parking garage of 360 Pearl, and the Pearl and Pine Residence Garage. Turning left is a nightmare. It is nearly impossible to see the traffic coming along Pearl to Lakeshore. The residence also has a 14 passenger mini-van which picks up and drops off residents.</p> <p>The on street parking on Pearl from Pine to Lakeshore, creates even more of an issue as it is not possible for two cars to pass each other when these delivery trucks are there. The proposed loading area to be accessed from Pearl Street will create chaos, not only for those on Pearl Street, but also the traffic turning onto Pearl from Lakeshore.</p> <p>Has any thought been given to eliminating the on street parking between Pine and Lakeshore and make it the responsibility of the developer to provide the equivalent amount of spaces on their property should this development be approved?</p> <p>This proposed development will not sit well with residents.</p>
2.	John Akerley/ Jasna Krmpotic 401-360 Pearl Street Burlington, ON	Jan. 13/19	<p>Hi, we live at 360 Pearl St. facing East. We have several specific concerns with the proposed development.</p> <ol style="list-style-type: none"> <li>1. We will have significant blockage of daylight/sunlight.</li> <li>2. The increase in traffic on Lakeshore will be significant.</li> <li>3. Parking will become more congested.</li> </ol> <p>We believe that a smaller development would address these concerns somewhat and be a better fit for the neighbourhood.</p>
3.	Claudette Robinson 904-360 Pearl Street Burlington, ON L7R 1E1	Jan. 13/19	<p>I live at 360 Pearl St. Condo, corner of Lakeshore and Pearl Street. I walk up and down Lakeshore Road and Pearl Street almost daily.</p> <p>I am 76 years old and let me tell you, that when it is windy, like last Friday, walking on Pearl Street, heading towards Pine Street, you sometimes feel like someone is</p>

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			<p>lifting you. It only gets better by the time you arrive at Pine Street and turn right.</p> <p>If this building is going to be 29 stories, it will create one heck of a wind tunnel. There are many elder people at the Pine and Pearl Retirement home that walk to the convenience store at Elizabeth Street to get their newspaper. I am sure they will feel like they are flying up to Lakeshore.</p> <p>Please keep in mind the 23 floor condo being built on Lakeshore and Pearl Street. The wind is terrible on Lakeshore up to passed Elizabeth Street.</p>
4.	<p>Michael and Mudite Schuler 502-360 Pearl Street Burlington, ON L7R 1E1</p>	Jan. 15/19	<p>Be advised that we are opposed to this development.</p> <p>There is insufficient parking availability in the area as it is now. With the Nautique building and almost completed building across the street from 360 Pearl, parking will become a nightmare.</p> <p>The new mayor ran on preventing his type of development.</p> <p>The application requests not only a zoning change but that of the Official Plan.</p> <p><b>We DO NOT SUPPORT THIS APPLICATION.</b></p>
5.	<p>Walter Petrash 399 Elizabeth Street Burlington, ON</p>	Jan. 15/19	<p>Response to your latest MISSLE about your 29 storey Condo/commercial Monster</p> <p>My comment is that both Pearl &amp; Pine Streets cannot accommodate the existing traffic. Many times people double park in order to pick up pizza or coffee. As well, delivery trucks block the road which results in a backlog of traffic. I understand this is difficult to police but there must be a way of solving the inconvenience placed upon the residents who try to get into their parking lot as well as the public who are trying to navigate the downtown core. This is a daily occurrence.</p> <p>If you put another 29 Storey building you might as well close those streets. Motorists are using our entrance to the garage as a laneway between Lakeshore &amp; Pine because of this problem which results in congestion. Also, the downtown core including Lakeshore is at a gridlock when there is an accident on the QEW.</p> <p>As well, with the new hotel and tower opening within the next 2 years, that will be added traffic.</p> <p>Before any more bldgs are considered the traffic problem needs to be fixed.</p> <p>These streets, currently, cannot accommodate the</p>

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			<p>existing Commercial and residential traffic.</p> <p>Perhaps this problem should be solved first?????</p> <p>Thank you for the opportunity to have a voice in where my city taxes are allocated.</p>
	Fay Reed 1202-395 Martha Street Burlington, ON	Jan 15/19	Letter attached
6.	Joe Gaetan 507-551 Maple Avenue Burlington, ON L7S 1M7	Jan. 17/19	<p>I have a number of concerns about this development, ranging from overdevelopment, to traffic issues, to wind effect, to how the site will manage its recycling and garbage. The purpose of this email is to bring your attention to section S8.1 of the Traffic-Transportation-Parking-Study-and-TDM-Report and in particular S.8.1.2 of the report containing the suggestion that the yet to be in place condo corporation hire a TDM Coordinator. A “condominium corporation” is not technically formed until the project is mostly completed and meets the approval standards that enable it to be registered with the Land Registry Office at that point the site is usually turned over to the newly formed board of directors who take over operation of the site on behalf of the unit owners. I find it rather rich that the developer would burden a non-profit condo corporation with additional and unwarranted costs that have little to do with the operation of the corporation and have a lot to do with the developers desire to have fewer parking spots than that dictated by policy.</p> <p>By way of this email I am requesting that the city take a strong position against such a request or any request that places unnecessary costs on a not for profit corporation without their input.</p>
7.	Cora Tomowich B-400 Martha Street Burlington, ON L7R 2P7	Jan 18/19	<p>My name is Cora and I am a business owner in the downtown Burlington area. I received a request from you asking for feedback on a development project that is proposed for the Pearl and Lakeshore area.</p> <p>Please note that although my thoughts may be lengthy, I have taken great time and care in composing my feedback, so please consider it carefully.</p> <p style="text-align: center;">To put it plainly, I am <b><u>not at all in favour of the proposed plan</u></b> for Pearl and Lakeshore. I am greatly against it for the following reasons:</p> <p>1. Lack of Available Parking</p> <p>Allow me to begin by saying that approximately one year ago, I opened a clinic on Martha St. and have so far found it to be a lovely place for the growth of my practice; I do however, feel as though that growth is somewhat</p>

		<p>inhibited by the location of the clinic.</p> <p>I am often told by clients, that there is an <b><u>extremely limited amount of parking in the downtown Burlington area</u></b>; and clients are struggling to make to their appointments on time OR are being ticketed on a regular basis.</p> <p>This annoying fact has cost us business, as many people refuse to visit the downtown Burlington area because of the parking nightmare. Lack of parking has also prevented me from hiring more staff to accommodate our growing clientele as the staff now have no space to park for the duration of their shifts. Was this the intention of the City of Burlington - to stunt the growth of downtown businesses?</p> <p>In our block alone, there are at least 5 hair salons, each with limited places for patrons to park! Certainly <u>not</u> an example of thoughtful, attentive, or considerate city planning.</p> <p>It seems as though the City of Burlington has a general intention of attracting people to the downtown area, without actually providing adequate space to be here and without highly-efficient public transit to get here.</p> <p>2. Blocked Views Another reason why the proposed development plan is highly discouraged is because it will only <b><u>further occlude the view of the beautiful lakefront of the Burlington area</u></b>. There is already a large condo building being built in the downtown area, right on Lakeshore; and that eyesore of a building has not only blocked the view of the lakefront for drivers and pedestrians passing by, but has also <u>permanently blocked the view</u> of many of the residents in the downtown area - a view that likely sparked their interest in moving downtown in the first place!</p> <p>Why was this ever allowed? There are so many cities in the world where the views and horizons are treasured and maintained - is Burlington not such a city? Is Burlington so eager to ape Toronto or New York and cram people into a bunch of over-sized condo buildings in under-sized lots? If so, Burlington is well on its way.</p> <p>3. Change in City Vibe One of the primary reasons why I chose to move from Toronto to Burlington was for a change in pace. During my decade of living and working in Toronto, I found the city to be very crowded, loud, curt, smelly, and often unfriendly - and many current Torontonians would agree.</p>
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		<p>One of the primary reasons why I (and many other former Torontonians) choose to move into cities like Burlington, is so we can <b><u>get away from high-density, over-populated, and heavily congested city streets.</u></b></p> <p>Much like New York, Toronto has become so overpopulated and congested that people begin to resent their surroundings - making every effort to either escape or block them out altogether. Downtown Burlington, on the other hand, has been known (and much loved) for its quaint and charming vibe; it's boutique businesses and shops; and its overall friendly atmosphere. With fewer high density living options, people are given much-needed space to breathe and enjoy their surroundings!</p> <p>So why is Burlington so eager to mimic Toronto and New York with their congested downtown cores and their condo buildings? I've lived in these areas - they not worth copying!</p> <p><b><u>Didn't Marianne Meed Ward vow to prevent the over-development of Burlington?</u></b> Who is fighting to preserve the very features that make Burlington what it is?</p> <p>People need a place to go where every inch of the night sky isn't bleached with light pollution. People need a place to go where the air isn't filled with the smell of car exhaust or sewage from high density living. People need a place to go where there aren't massive herds of people walking and/or driving everywhere. All. The. Time. People need a place to go where there are the basic resources of a big city, with a small city vibe.</p> <p>Burlington was and could still be such a city... just <b><u>stop the over-development of our belovedly quaint and charming downtown core!</u></b></p> <p>In summary Lola, I strongly ask you to to encourage the city to reconsider. Please stop building condos, we have the eyesore already in motion, with the Nautique Lakefront Residences coming soon after. Enough!</p> <p>We have plenty of city congestion in other parts of the world for those who wish to be in it 24/7, we don't need to invite that same congestion to Burlington.</p> <p>Please consider the small businesses that are already in the downtown area and work to support them not drown them in a sea corporate take-over. Just to remind you, as we thrive, so does the city of Burlington!</p> <p><b><u>Please stop taking away our parking spaces,</u></b> and most importantly <b><u>please stop taking away the very</u></b></p>
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			<p style="text-align: center;"><b><u>things that make Burlington such an attractive and beautiful place to be!</u></b></p> <p>I <u>wholeheartedly</u> hope that you can stop the City of Burlington from continuing with the proposed development; and please reconsider any other proposed developments of a similar nature in the downtown Burlington core.</p> <p>Perhaps consider creating a parking lot or a parking garage in that area, instead of another building monstrosity that we really do not need!</p> <p>Thank you for allowing me to say my peace.</p>
8.	Steve Brown	Jan 20/19	<p>I went to the town hall meeting about this project a few years ago when the proposal was a 26-storey building. The developers were told that the project violated by a very large margin the existing zoning laws, which specified something on the order of 8 storeys (i forget the specific numbers). In any case, i sort of assumed that the developers would counter with a proposal closer to the legal limit, something like 12. I'm utterly shocked to see that the height has now INCREASED to 29. That is an abomination.</p> <p>In terms of urban planning, this is a mid-rise neighborhood. Most townhouses are 3-storeys and the tallest apartment building is about 12 storeys. A 29-storey tower would simply obliterate the feel of this charming downtown.</p> <p>Second, the Lakeshore Drive is already completely congested at rush hour. This problem will greatly intensify when the new hotel/condo opens. Adding yet 280 more residential units to this small space will push the traffic situation over the top. Unless the city is prepared to expand the Lakeshore Road to have 4 lanes instead of 2, i can't see creating an extreme traffic situation for local residents by adding many hundreds of car to this very small space. The roads are already pushed to their limits at rush hour. I don't want Burlington to become the next Toronto in terms of being a totally unsustainable traffic area.</p>

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<p>9.</p>	<p>Bruce and Carole Dingwall Martha Terrace</p>	<p>Jan 21/19</p>	<p>Items that concern us about this Planning Application – not in order of priority</p> <p>A. Traffic in Burlington</p> <p>There are two other buildings being completed, Lakeshore &amp; Elizabeth and Maria St &amp; John, and another to be started at Martha Street &amp; Lakeshore. How many people will this bring to Burlington? How much will daily traffic increase in the area between Lakeshore and Fairview?</p> <p>Burlington streets, in the older part of town, are narrow and are very crowded at rush hour. Substantial traffic at other times. How many more cars will all these buildings bring to the area? What about the access for Emergency vehicles? We really do not like the idea of the traffic from a tall building entering and exiting Lakeshore where it's two lanes.</p> <p>B. Building on lot at Lakeshore and Pearl Street</p> <p>The area around this building site is already congested with traffic through the day. There are trucks making deliveries at the retirement home at Martha and Lakeshore, from a street marked No Heavy Vehicles. There are service buses on Lakeshore in front of Burlington Place at 2160 Lakeshore, daily.</p> <p>The construction of these two proposed buildings will bring more heavy trucks. Construction trucks will occupy the east side of Martha Street and the west side of Pearl Street, reducing access for vehicles driven by residents.</p> <p>Construction will result in mud and gravel on Martha Street and Pearl Street. Construction companies have a reputation for not keeping the streets clean, during construction, and on a daily basis. What will this company do? As for narrowing Lakeshore at Martha for construction, just look to the west. Nope.</p> <p>C. Building Height and Floor Plan</p> <p>There is a startling reduction in the floor space in the apts in these buildings. Looking at the floor plan for the Adi building – 720 square feet for a two bedroom apartment – get real! We didn't take an apartment at the Drewlo Holdings development because the apartments at 910 square feet were smaller than we needed.</p> <p>D. There is a perceived rental housing crisis in Ontario – article by Neil Oliver, 19 Jan 2019 in the Hamilton Spectator. This article is very biased, given the business position of the writer. The key to us was the comment “gentle density ... mixing low-rise rentals along with free-standing homes”. Low Rise, yes. Twenty-five and twenty-</p>
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			<p>nine stories – NO.</p> <p>An article in the New York Post 15 January 2019 makes reference to “Progressives” who “for the most part love density and disdain suburbs ... their dream centers on a vision of dense, egalitarian urban core.” Sorry, not if you grew up in Hamilton or the surrounding communities.</p> <p>E. We came to Martha Terrace because it is an older, very quiet building. It is in a older, developed part of Burlington. Construction means we will have to deal with noise and dust. Why not just leave the area alone for the reasons above? Use the land for two-storey commercial buildings and storefronts.</p> <p>As detailed in an e-mail to the Mayor in December, besides the height of the ADI building, my other point was about flood risk. Living close to Rambo Creek, it concerns me - I envision an earth and road collapse if they dig deep at Pearl and the Lakeshore. Very possible.</p> <p>F. The construction of the buildings to the west of the Burlington GO Station is the proper placement for a high-rise, high-density building with the key purpose of being close to transit. The pending sale of the property Holland Park Garden Gallery is now on will provide more space for another high-rise east of the GO Station. We fully anticipate that that sale will result in the sale of the Leggat Chevrolet Cadillac dealership property, for the same purpose.</p> <p>G. As for the landscape of Burlington as viewed from Lake Ontario, I have always felt that the buildings close to the lake should be low rise, commercial and residential, as they were when I was growing up in Hamilton. The higher buildings (four to six stories) should start at Fairview. The areas north of the QEW, and particularly as the escarpment rises, are where the high rise buildings should be. Consider the Balmoral Condominiums and Tyandaga Heights buildings in place now on Amherst Heights Drive – what a view! And there's the land north of Dundas Street and south of the Greenbelt – quite suitable, well serviced, accessible.</p> <p>We are already faced with a possible overly-tall building at the corner of Martha and Lakeshore, which we had hoped the Mayor and Council could modify or cancel. This is a heritage, developed part of Burlington – why another apartment building?</p>
10.	Anne Browne 7-2136 Old Lakeshore Rd Burlington ON L7R 1A3	Jan 24/19	<p>I will not be attending this meeting as I am out of country.</p> <p>I am very much against this development, and the continued extreme development of downtown Burlington. I own 2 residences in the immediate area and can not</p>



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			<p>see how local services - roads and parking, etc, can keep up with the influx of thousands of people.</p> <p>Please note this vote against the project.</p>
11.	<p>Kalli Ludgate 2092 Parkway Drive Burlington, Ontario L7P 1S4</p>	<p>Jan 25/19</p>	<p>I was encouraged by one of my friends to email you both to let you know my thoughts on the proposed building to go up in downtown Burlington.</p> <p>To me and my family, this is an absolute shame. I was born and raised in Burlington with a great portion of my life spent in the downtown area, some of it lived on Pearl Street itself. We currently live in the Mountainside area but plan on moving closer to the downtown in the coming years.</p> <p>Downtown has already blossomed and already has a few unsightly buildings built and being built along the waterfront. It's becoming more and more congested and the skyline is being ruined. But all in all, it's still beautiful. I was in Village Square last night and I had forgotten about the beautiful silence the winter brings in the evening down there. There are still people out and about but the downtown in the evening is just heavenly. To me, there's nothing better. But, adding yet ANOTHER building, and right downtown is too much. Please reconsider this idea. It truly impacts residents of this beautiful city we're so proud of. Please don't further congest Brant Street and Lakeshore, please don't impact the small businesses that will be shut down that we adore.</p> <p>We are hoping for a good outcome for the residents of Burlington and that outcome is that the proposed building does not get built and downtown Burlington will stay as it.</p>
12.	<p>Allison Webster</p>	<p>Jan 28/19</p>	<p>While you already know my position on this matter, as we have discussed it, I do think it's important that I go on record in writing with my opinion.</p> <p>The October 22, 2018, election was in many ways a referendum on over-intensification. Many Ward 2 residents felt like we could breathe for a moment without another ridiculously ostentatious development application, but alas here we are.</p> <p>And while I trust that you along with Mayor Meed Ward, will do everything possible to lower these heights, I know you cannot do this without evidence that these 29-storeys won't benefit the community, nor does it have much in the way of support.</p> <p>Here are my personal thoughts on why we should reject this application and push for mid-rise instead:</p> <p>1) Affordability. If it has to be expensive, I shouldn't be tall</p>

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			<p>and expensive. I understand you're not going to be able to push for affordable housing at this location, but let's at least push for larger units and fewer storeys.</p> <p>2) Traffic. Lakeshore is already congested at rush hour. And with Bridgewater coming, and the ADI building, it's going to be a nightmare. I expect you to push for a proper traffic study that will show the real impact of all of these properties combined. It's going to be gridlock as it stands.</p> <p>3) Character. Maybe it's just me, but these glass towers are getting old. I see nothing interesting in these designs. Nothing that blends in with the historic downtown. They're big and they're boring.</p> <p>I know that Carriage Gate could fight the city on this at LPAT - but we cannot back down. We have to stand up for what the community wants and believes in, otherwise the changes we pushed for with the election will all be for nothing. City staff and council need to listen and work together to help residents. It is not your job to line the pockets of a large and powerful developer. Let's for once have David win over Goliath - to at least restore some faith in our local democratic process. We don't want public art in exchange for height and density.</p> <p>Thank you and I'll see you on Tuesday.</p>
<p>13.</p>	<p>Lawrence Stasiuk 242 Linwood Crescent Burlington, ON L7L 4A1</p>	<p>Jan. 29/19</p>	<p><b>We hereby advise the City of Burlington that we are strongly opposed to the amendment applications referenced above and request the Mayor and Members of City Council to deny the application and to send a clear message to the applicant to comply with the approved official plan and zoning bylaw.</b></p> <p>We attended the Neighbourhood Meeting on January 29, 2019 and learned the applicant was applying to amend the official plan and zoning bylaw to enable an over development of the site with a building having 29 stories and substantially reduced setbacks. This proposal, if approved, would adversely affect the roadway capacity of adjacent streets, create a greater risk to health &amp; safety by creating congestion on Lakeshore Road that can impede the movement of ambulances travelling to the hospital, contribute to a greater wind tunnel effect on Lakeshore Road and Pearl Street, and create a building mass that greatly exceeds the scale of other nearby high-rise buildings.</p> <p>The 2008 Official Plan allows a 4 storey building or provision for up to 8 stories if some adequate public amenity is provided for the benefit of the community. The 2018 Official Plan (approval pending) proposes a 12 storey limit or up to 17 stories in exchange for adequate</p>

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			<p>community benefit. The proposed development greatly exceeds the height and density limits established by both official plans.</p> <p>The applicant's representatives did not provide a valid rationale for proposing a 29 storey project, nor did they offer any kind of community benefit in exchange for the considerable benefit the applicant would gain if the application was approved.</p> <p>This development proposal is not in compliance with the official plan and, if approved, would have a negative impact on the City.</p>
	<p>Don Wilson 410 Martha Street Burlington, ON L7R 2P8</p>	<p>Jan 29, 2019</p>	<p><b>Comment Sheet, attached</b></p>
	<p>Ruth and Steve Levkoe 311-399 Elizabeth Street Burlington, ON L7R 0A4</p>	<p>Jan 29, 2019</p>	<p><b>Comment Sheet, attached</b></p>
	<p>Allison Webster 603-2077 Prospect Street Burlington, ON L7R 1Z8</p>	<p>Jan 29, 2019</p>	<p><b>Comment Sheet, attached</b></p>
	<p>Remi Imber 525 Hager Ave Burlington, ON L7S 1P2</p>	<p>Jan 29, 2019</p>	<p><b>Comment Sheet, attached</b></p>
	<p>Brian Dean 414 Locust Street Burlington, ON L76S 1T7</p>	<p>Jan 29, 2019</p>	<p><b>Comment Sheet, attached</b></p>
	<p>Roland Tanner 357 Delaware Ave Burlington, ON L7R 3B4</p>	<p>Jan 29, 2019</p>	<p><b>Comment Sheet, attached</b></p>
	<p>Jeremy Skinner 5023 Ceneber Court Burlington, ON L7L 4Y6</p>	<p>Jan 29, 2019</p>	<p><b>Comment Sheet, attached</b></p>
14.	<p>Michael Kenrick 877 Partridge Drive Burlington, ON L7T 2Z7</p>	<p>Jan 30/19</p>	<p>Rob Conti &amp; I attended the meeting last night regarding the new condo on Lakeshore &amp; Pearl Street in downtown Burlington..... a few points to consider for you councilors.</p> <ul style="list-style-type: none"> <li>• the old city council got booted out of office due to their constant approval of new condos in downtown Burlington, don't you do the same – the citizens are dead against this and will vote you out too.....<b>this is not what the citizens of this city want.</b></li> <li>• development of all those condos being built – the one on Lakeshore &amp; Pearl met with resounding disapproval of the citizens at the meeting last night. ....<b>this is not what the citizens of this city want.</b></li> <li>• the city staffer who got up and discussed the</li> </ul>

			<p>traffic problems seemed out of her element – she went on and on about this and that, the traffic in downtown Burlington is a disaster right now and it doesn't take a rocket scientist to realize that, let alone when all these condos go up – the infrastructure for this is just not there and will never be. A good number of people indicated so in their questions and their opinions. ....<b>this is not what the citizens of this city want.</b></p> <ul style="list-style-type: none"> <li>• existing wind tunnels will be made only worse when these condos are up were brought up and the developers (and city staffers) were so evasive, that it was embarrassing for them, this is going to be like downtown Toronto when it's all said and done.....<b>this is not what the citizens of this city want.</b></li> <li>• city staffers at the meeting last night might well have tried their best in their presentation, I suppose, but seemed out of their element and not fully prepared, especially the planning and traffic department staffers, at best their answers and explanations left most there more confused by the spin going on and lack of specific answers.</li> <li>• the idea of this meeting was very good, however, the developer came across as arrogant and indifferent to the concerns brought up – the number of times they had “no comment” was insightful of their position. Of course they are going to spin their position but the lack of specifics when answering questions raised was laughable at best.</li> </ul> <p>It is very clear that the citizens of Burlington are against all the condos in downtown Burlington for very clear and valid reasons, they don't belong there and the citizens are not in favor of this. The downtown area is going to be a mess if all this goes through and will be years and years of construction. Seems to me that Oakville had the same problem and resolved it so well that none of this happened in their fine city. Why didn't and why can't our city do the same. There are plenty of areas in Burlington where these condos could be built outside the city core, closer to the Go Stations etc.</p>
<p>15.</p>	<p>Mudite Schuler 502-360 Pearl Street Burlington, ON L7R 1E1</p>	<p>Jan 30/19</p>	<p>My husband and I attended your meeting last night, Jan 29/19 at AGB</p> <p>We live at 360 Pearl St</p> <p>Here is a list of my concerns after hearing all that was said last night:</p> <p>Most of attendees said ...NIMBY...not in my back yard...and I kind of agree</p>

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			<p>I find it very cheeky of the Developer and his spokespeople to say this is what we need, plus another 6 floors at 29 floors</p> <p>The whole election was based on specifically high rise development in the DT core and the city taxpayers elected the new council and mayor to stop this.</p> <p>I know progress and growth is inevitable, but I would like to see council and mayor live up to their election promises.</p> <p>Lets make it 8- 12 floors maximum...I can live with that</p> <p>So why are we going through this dog and pony show when we all know what will happen in the end, 210 days will pass, money will be given to the city by the developer for some pet project, and bingo 29 stories will go up</p> <p>And everyone will say they didn't want it to happen...</p> <p>That seems to be the scenario to date</p>
16.	Joan Little	Jan 30/19	<p>I attended the Carriage Gate meeting last night, and was totally unimpressed with their proposal, replies to questions, and even the architecture, which repulsed me.</p> <p>A few basic comments, though about the shortcomings of the project itself.</p> <p><b>1. Traffic and Transportation</b></p> <p>When will our transportation department realize that traffic grinds to a halt on Lakeshore daily? I had the occasion to ride in the front seat of an ambulance at rush hour when a friend was being rushed to hospital almost two years ago. Even then the only way they were able to navigate Lakeshore was to go right down the middle, even with sirens going. And Bridgewater wasn't occupied yet. If I understood what went on last night, there's a good possibility that an eastbound left-turn lane will be needed for the Lakeshore driveway access. Is that more important than ambulance priority? Please address the level of service at the Brant/Lakeshore intersection in the report. Councillors said it was operating at level D 10 years ago. I can't believe it has improved.</p> <p>Secondly. if both of their dead-end driveways were joined, and access was from both Pearl and Lakeshore, that would be much better for the community. There's a light at Pearl and Lakeshore. There isn't one at Martha and Lakeshore, so many southbound Martha Street residents use Pine to Pearl, to use the Lakeshore light. I feel sorry for the merchants on Pine, who may well lose their on-street customer parking because of Pine's extra use. And is that fair to downtown businesses who</p>

		<p>pay an extra tax levy? Forget a left turn on Lakeshore from Martha. It's not even possible in late afternoon. Not joining the driveways is a result of trying to fit too much development on a site. Carriage Gate doesn't suffer - the community does. Please give the existing community consideration. I note that the transportation study says that turns on James could be limited. That would only benefit the developer - not the community.</p> <p><b>2. Parking</b></p> <p>It's evident the developer is trying to get away with as little parking as possible. Don't give credence to that game! Does anyone believe these will be affordable units? In fact the developer conceded they wouldn't be. Not only is tenant (or owner) parking substandard, they conceded that they hadn't allowed for retail help or visitor parking. And five underground levels? I guess condo owners can always swim to their cars. It's worrisome that the developer will be long gone when water problems are likely to be a big-ticket item for gullible condo owners. At the very least, require a condition that the developer will be responsible for any underground water problems for, say, 10 years. There should be not be a problem with agreeing to that condition if the developer is certain there will not be claim. Reluctance to sign such a waiver should raise a red flag.</p> <p>Further, I again raise the downtown parking tax levied on businesses. It's not intended to subsidize inadequate condo parking. That's to be provided on site.</p> <p><b>3. Height and Density</b></p> <p>I need offer little extra comment, other than that attendees at the meeting were very angry at the excesses in height and density being proposed, as am I. Most buildings along Lakeshore are in the 12 to 16 storey range. That would be intensification - the OP only allows up to eight. As for the 200 people and/or jobs per hectare that the developer quoted, that doesn't mean on every site! And for heaven 's sake, insist on prescribed setbacks and landscape strips. They make the difference between a good development and a bad one.</p> <p>I don't see the need for more luxury units downtown. What we do need is family-oriented units.</p> <p><b>4. Wind and Shadow</b></p> <p>Much was said especially about wind, and that was an issue with Adi. Please don't overlook that. There is a huge wind tunnel effect on Lakeshore now.</p>
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			<p><b>5. Construction</b></p> <p>Please address construction. I can think of several projects downtown which, if they all proceed at the same time, will hobble the community. Where will construction for this building be staged? On Lakeshore again? Pearl? Council must find a way to ensure that Carriage Gate on Brant, Reserve Properties on Brant, Carriage Gate on Lakeshore, Adi on Martha, Landform on Martha, Mattamy at Martha/James don't proceed in unison. And those don't even include the Easterbrook's Plaza on New, Amica on North Shore, or Lakeside Plaza on east Lakeshore. If necessary, please seek special legislation to ensure this doesn't happen. I can see 5 years of chaos if it does, which could lead to voter angst in 2022 for a different reason that last time, but yield a huge turnover again.</p>
<p>17.</p>	<p>Ian Clarke 2308 Glastonbury Rd Burlington, ON L7P 4C9</p>	<p>Jan 30/19</p>	<p>I attended last night's planning meeting and happily heard the community resistance to another high rise on Lakeshore.</p> <p>To put myself in context, my wife and I purchased a 360 On Pearl condo pre-construction and have leased out our unit from the beginning. We are in early retirement and in a few years, when we are tired of yard work at our Brant Hills home, we plan to move into our condo and enjoy the lake area in the downtown core. The key word in my previous sentence was "enjoy" so we need a lake area that is enjoyable.</p> <p>We are life time area residents. My wife grew up on Cedar Springs Rd and I am part of a multi generation farming family here. Several times as a kid I baled hay in the field where my Brant Hills home now sits and my mother remembered north Brant Street as a one lane dirt road. Suffice to say we have seen considerable growth and change in our city and we recognize that is necessary to maintain a vibrant city with a solid tax base.</p> <p>This 29 storey project in the proposed location clearly does not match with the current Official Plan and I do not believe it would be in line with any reasonable future Official Plan. I urged all of you to meet required timelines to ensure this project does not go forward. Development is not inappropriate, but developers need to be clearly aware on what is appropriate growth for the various areas of our city.</p> <p>I also can't help but comment on the outrage I feel regarding the ADI-Nautique condo project at Lakeshore and Martha. Is there any potential for stopping or reducing the size of that project?</p> <p>Thank you for hearing my opinion and considering my</p>

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			question.
18.	Gary Parker 2084 Deyncourt Drive Burlington, Ontario L7R1W3	Jan 31/10	<p>We attended the information meeting regarding this development on Tuesday night and wish to register our opposition to the acceptance of the proposed development as presented. I am currently preparing a detailed delegation for presentation at the upcoming statutory meeting that will refute much of the questionable and subjective information included in the developer's supporting documents. It should be noted here and part of any evaluation that the developer involved in this application( Carriage Gate Home's) was guilty of dealing 'in bad faith' with our city in the matter of its commitment to certain community benefits that were not fulfilled in the Berkeley development.</p> <p>At the information meeting we heard from Mayor Meed Ward that direction will shortly be given to the planning department that any development proposal put forward must be evaluated on the basis of the existing official plan. Based on that criteria I would suggest that this proposal does not warrant consideration by your department. If it's legally viable, it should be returned to the developer with clear direction that it is inadmissible as it is grossly incompatible with the current official plan.</p> <p>Failing that option we should at least be able to suspend the clock on the 210 day review process until a more reasonable proposal is put forward. It is clear that a developer (specifically ADI) has in the past used our planning department's inability to complete its part of the process within that time period as a cynical tool to bypass our council and get a more favourable ruling from a review board. ( in that case two different review boards) The precedent set by our previous council's approval of the 23 story tower at 2100 Brant Street has facilitated this approach and made a mockery of the whole approval process.</p>
19.	Joan Little	Jan 31/19	<p>I attended the Carriage Gate presentation Tuesday night, and was all ears for a comment tossed off by the developer, confirming something I'd heard from a tenant in our building. Carriage Gate said they had to provide, I think the words were, "underground storage tanks" for underground parking. Something recent.</p> <p>This confirms what a driller on the Adi site told a tenant friend, who had commented Adi would be going down six storeys. The driller responded, "No, eight - we have to allow two storeys for water" - seepage or run-off?</p> <p>Well, Adi has six underground levels. Carriage Gate wants five. Bridgewater was permitted three near the lake, four at Lakeshore. I don't know whether they</p>



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			<p>encountered water, but the local rumour mill says they did.</p> <p>Regardless, there's a great opportunity for Council to be proactive, and <b>set guidelines, or better yet, requirements, based on fact</b>, if buildings are within a specified distance from the lake. Otherwise, condo buyers will be stuck paying the high costs of correcting developer mistakes or shortcuts. Not only downtown is affected. What about <b>the old Skyway plaza</b>, with its high density?</p> <p>The building I'm in was built in 74, north of both Adi and Carriage Gate, and has two underground levels. Both have been replaced within my memory (I've been here seven years) and the ramp down to the outdoor and indoor parking areas had to be replaced in 2017 - a six-month job. Thankfully it was done, because it turned out that the base had deteriorated to sheer rubble and dust. That project alone resulted in dreadful inconvenience to both tenants and users of Martha Street, requiring a traffic signal <b>on</b> Martha. There were several broken car mirrors and scrapes caused by the narrowness of the access. In checking site plans, does anyone plan for these kinds of repairs, because all highrises require them at some point? Ours weren't necessitated by flooding per se, but rather by groundwater infiltration, which eventually seeped through walls, and eroded the structures.</p> <p>2360 Lakeshore is undergoing a parking garage re-build today - a horror story for its tenants, who all had to vacate their parking spots. Where do displaced parkers leave their cars? When our building work was planned, a caring building manager was able to negotiate with the city to use some lots at night, and with Burlington Square for spaces in its underutilized underground level. This should all be taken into consideration at approval and/or site-plan stage, because developers may initially build a good project, but time affects them all. Now that condos are "in", rules must change.</p>
20.	Joel Langlois	Feb 1, 2019	<p>My name is Joel and I am a business owner in the downtown Burlington area. I received a notification that the city is interested in putting another condo building on the corner of Pine and Lakeshore.</p> <p><b>I am very much against this proposed development</b></p> <p>The downtown core is crowded and congested enough without adding to the problem. Please consider the welfare of the business owners and residents of the downtown core.</p>
21.	Jenny Reed	Feb 3, 2019	<p>I'm writing to you both regarding the proposed condo development in downtown Burlington. I read about this on</p>

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			<p>a Facebook post by the Downtown Burlington, Ontario page.</p> <p>I was born and raised in Burlington and loved growing up near the downtown core and experiencing the charm of the area. I now live in Toronto where condo development is the norm. While I love my new city very much, I do not think Burlington should start to look like it. I would hate to see the downtown core lose its character. Other than aesthetic reasons, the infrastructure in the downtown core wouldn't be able to support another large condo development. The streets are not big enough to cater to the amount of increased traffic that these condos continue to bring.</p> <p>I am all for building up and not out in order to accommodate the growing population and not destroy more land, but I just do not think the downtown core is the correct place to do so. While I see the desire of living downtown, I believe condo developments would be best suited elsewhere in the city. For example, a good place might be where all of the detached homes are being built north of Highway 5. These detached homes are contributing to the urban sprawl creeping into the greenbelt. You could get a lot more people in that area and take up less space if condos were built there instead of these giant houses. I understand that since the homes are already being built, you can't just cancel that project, but I believe it would be a much better idea to put low/high-rise buildings there instead.</p> <p>Please do your best to preserve the charm of downtown Burlington and not let it turn into a concrete jungle.</p> <p>Thank you for taking the time to read my email.</p>
22.	Dave Myers Bev Heim-Myers	Feb 4, 2019	<p>We were in attendance at the Public Information meeting on Tuesday, Jan. 29, for the 2069-2079 Lakeshore Road proposed development.</p> <p>The development as presented by the developer is a blatant disregard of Burlington's Official Plan. It also ignores the concerns expressed by citizens with regards to over intensification in Ward 2.</p> <p>We understand that the city planning department must receive all applications by developers as submitted. However, it makes sense that in this instance the planning department should meet with the developer and discuss the withdrawal of this application, given it is not remotely close to the OP. This would stop the 210 day planning timeline and allow the developer to submit a proposal that more closely complies with the zoning, height limits, set backs from property lines, etc. We anticipate that Council will approve a motion to use the</p>

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			<p>2008 OP, as a reference, which makes the above suggestion even more relevant.</p> <p>We also heard the concerns expressed by the planning department representatives regarding their ability to even make the timelines, therefore giving the developer the advantage, as they have in previous negotiations. With this in mind we ask that an external planning and legal team be used that will be accountable to meet the 210 day critical timeline, if this process cannot be restarted.</p> <p>The city of Burlington must stop any development that does not comply with the OP, requires significant variance approvals and contributes to over intensification of the downtown core. As we heard on Jan. 29, Burlington will meet population targets with the existing plans that are in place. The citizens have delivered a strong message and responsible development is what we voted for. We also heard on Jan. 29 that this proposed development presents many public safety issues that can easily be rectified with a more reasonable proposal that more closely respects the OP.</p> <p>It is past time to take a position that the developer clearly understands and adheres to; that this development, as proposed, is not acceptable and will be fought all the way to LPAT.</p>
23.	Tom Perry	Feb 12, 2019	<p>The set back from the sidewalk on Lakeshore Rd. should be the OP acceptable distance – not sure, possibly 6 meters. The entrance to the garage should never be on Lakeshore Rd. It should be on the North side only. The garage entrance should also be on the North side. The front entrance at 360 Pearl is on Lakeshore Rd. Probably to get that address. With no drop off area. It could easily have been on Pearl. Check out the other Molinaro built building The Baxter – Elizabeth St entrance with an extra lane for drop offs. Bunton’s – entrance on Brant St with an extra lane there. All 3 buildings have no issues with Lakeshore Rd and not one has a garage entrance on Lake shore Rd.</p> <p>The Bridgewater – entrance on Elizabeth South of Lakeshore Rd. – no issues.</p> <p>Most residents question that the size of this building is even necessary with the population target. Someone has researched the number and with everything being planned the target has been met.</p> <p>The ADI Building is farcical and I don’t recall any of the 5 step analysis being done there with public input.</p> <p>Bottom line is set backs are necessary, building limit is as per the 2008 OP. Entrance must be at back of the building. The old buildings on the north side should be</p>

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			<p>removed and be part of the full access to the building – inc trucks and the garage as well as outside parking the garage must be as per the OP. No reduced sizing.</p> <p>We all voted in the last election to stop the Developers running the planning department. The 210 day rule must only start when the proposal is within the OP and all environmental studies have been completed.</p> <p>Bay Street lawyers must be an overhead that is a necessity. The City of Burlington does not have a track record of ‘Wins’ – the Developers certainly do.</p>
24.	Linda Anderson	Feb. 4, 2019	<p>Having attended the public meeting on Jan 29 regarding this proposed development, I was yet again alarmed and distressed to learn that yet another massive tower is being proposed on a site ill suited to a development of this size.</p> <p>In my view there will be little that a building of these dimensions, in this location, will add to our downtown other than increased traffic congestion, an overpowering and uninspiring streetscape and an invitation to other developers to disregard the height requirements of either of our official plans.</p> <p>Height limits must be respected! Towers should have a more discreet profile, preferably in a stepped back form which will help mitigate the overwhelming dominance of the building. Above all, developers must not be allowed to remove large mature trees, without replacing them with trees of a similar girth and maturity, and be held responsible for their health and survival.</p> <p>We can embrace sensible growth in Burlington. We can do better than this.</p>
25.	Ron Porter 397 Blythewood Rd Burlington, Ontario L7L 2H1	Feb 5, 2019	<p><b>EXECUTIVE SUMMARY</b></p> <p>Carriage Gate Homes ( CGH ) has applied to build a 29 Storey Condominium on the north east corner of Lakeshore Rd and Pearl St. CGH has requested multiple &amp; significant exceptions to the City’s development requirements and guidelines for Height, Setbacks, Podium Floorplate, Car &amp; Loading access points and Parkings space requirements. CGH has not provided any compensating offsetting beneficial features or considerations in support of their multiple exception requests. The CGH Development application rational is focused on their interpretation of what CGH feels is the City’s obligations and requirements under the various Provincial, Golden Horseshoe &amp; Regional Growth &amp; Official Plans. The CGH application &amp; arguments for approval relies heavily on the City’s current designation of the downtown core as a Mobility Hub &amp; the underlying</p>

		<p>intensification a Mobility Hub Designation implies or requires.</p> <p>The CGH development application does not meet the majority of the City’s Development requirements and guidelines. The Planning Department should provide their immediate recommendation to Council to decline the CGH application. In their recommendation Planning Department should provide Council with a recommendation on what would constitute an acceptable development application for this location. The recommendation to include compatible downtown height, minimum or possibly enhanced setbacks , minimum or possibly enhanced Podium floorplates , Minimum parking spaces &amp; recommended car &amp; loading access points.</p> <p>In addition the City should proceed to immediately rescind the Mobility Hub Designation for the Downtown Core.</p> <p><b>IDENTIFIED NEGATIVE PROJECT FEATURES &amp; COMMENTS</b></p> <ul style="list-style-type: none"> <li>- the building DOES NOT meet the majority of the City’s development guidelines. Specifically “ shall be compatible with the existing pattern of development and enhance the physical character of the surrounding area ... providing appropriate setbacks from adjacent properties, provide pedestrian comfort and human scale at street level ... Buildings oriented to pedestrians and consider pedestrian scale and comfort ... Designed to link the downtown to the waterfront &amp; preservation of lake views “</li> <li>- Notwithstanding Carriage Gate Home’s ( CGH ) repeated attempts in their development presentation to say this development is comparable to all other current downtown buildings and approvals, this building IS NOT COMPARABLE BY ANY MEASURE to comparable downtown buildings or current downtown development approvals. Using CGH’s own downtown building comparables from their presentation it is very clear the CGH proposal SIGNIFICANTLY EXCEEDS ALL other downtown buildings and approvals. Details as follows :             <ul style="list-style-type: none"> <li>360 Pearl - Adjacent Building - 17 Storeys - CGH 29 Storeys +41%</li> <li>390 Pearl - Adjacent Building - 14 Storeys - CGH 29 Storeys +52%</li> <li>399 Elizabeth - The Baxter - 12 Storeys - CGH 29 Storeys +59%</li> <li>Lakeshore Rd - Buntons Wharf - 15 Storeys - CGH 29 Storeys +48%</li> <li>The Bridgewater - directly South - 22 Storeys - CGH 29 Storeys +25%</li> <li>OMB Imposed ADI - Directly East - 26 Storeys - CGH 29</li> </ul> </li> </ul>
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		<p>Storeys +12%</p> <p>COMMENT - the 29 Storey height requested by CGH is clearly not comparable of compatible with existing and/ or approved projects in the downtown area &amp; the CGH request for 29 Storeys should be denied.</p> <p>- There are Multiple Requests in the CGH Presentation for exceptions to Minimum Setback Requirements as follows :</p> <p>i ) Lakeshore Rd req'd Setback 2 metre. CGH request 0 metre.</p> <p>ii) Podium setback req'd 3.0 metre. CGH request for Pearl St 2.1 m &amp; Lakeshore Rd 2.1 m. Additionally with balcony extrusions of greater than 2.1 m, which are not included in Podium setback measurements, there will visually be ZERO Podium setbacks for the CGH proposal effectively negating the whole intent of the Podium setback policy which is to create clear sightlines between buildings and eliminate the visual impression of a wall of unattractive concrete buildings.</p> <p>iii) Minimum req'd Podium setback distances between adjacent buildings is 25 m. CGH proposal is 22 m from the ADI building to the east.</p> <p>COMMENT : there is zero rational or compensating building features or compromises provided by CGH on why they should be allowed any exceptions to setback requirements. All CGH setback requests should be denied.</p> <p>- Maximum Podium Tower Floorplate not to exceed 750 sq m. CGH request is for a Podium floorplate of 815 sq. m. , + 9% to the maximum floorplate requirement.</p> <p>COMMENT: there is zero rational or compensating building features or compromises provided by CGH on why they should be allowed any exceptions to Podium floorplate requirements. All CGH Podium floorplate requests should be denied.</p> <p>- Minimum parking space requirements are 1.25 parking spaces per unit. CGH proposal is for 1.0 spaces per unit.</p> <p>COMMENT: there is zero rational or compensating building features or compromises provided by CGH on why they should be allowed any exceptions to parking space requirements. CGH request for less than 1.25 parking spaces per unit should be denied.</p> <p>- CGH is proposing the buildings car access should be from Lakeshore Rd. Combined with the CGH request for 0 m setback from Lakeshore Rd this is an unreasonable request. To the best of my knowledge there are NO current or approved APARTMENT OR CONDO buildings with car access off of Lakeshore Rd unless the building has significant huge metre setbacks from Lakeshore Rd , as do some of the older apartment &amp; Condo buildings. Lakeshore Rd &amp; Brant St area is already experiencing significant morning &amp; afternoon traffic backlogs &amp; gridlock &amp; it is an unreasonable request to ask for car access directly onto Lakeshore Rd.</p>
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		<p>COMMENT: CGH request should be denied and car access should be from adjacent streets as are ALL other current &amp; approved downtown core buildings.</p> <ul style="list-style-type: none"> <li>- CGH has requested Loading Access off of Pearl St. Pearl St is a narrow street with significant car access from 360 &amp; 390 Pearl St buildings. Loading access should be required to be provided at the back of the building beyond the car access point.</li> <li>- Target market purchaser / resident. The CGH proposal purports that the building is targeted to meet the City's goal of providing affordable accommodation options for young families and retirees. The building provides a mix of 1 BR to 3 BR units with the majority ( 64% ) of the Units 2BR or 2 BR + Den which range in size from approx 880 sq.ft to just under 1000 sq.ft. There will be 18 , 3 BR units at 1285 sq. ft. On the assumption the 2 BR with or without Den &amp; the 3 BR units would be the units most appropriate for the target market &amp; at a projected cost of \$750 per sq ft these units would range in price from \$660,00 for a 2 BR unit, \$775,000 for a 2BR + Den &amp; approx \$1 Million for a 3 BR unit. Condominium fees of \$440 per month for a 2 BR to \$650 per month for a 3 BR ( based on a conservative \$.50 per sq ft ) would be in addition to monthly mortgage carrying costs.</li> </ul> <p>COMMENT : It is unlikely based on the price points above that the units building would be affordable for young families &amp; a large majority of Burlington retirees. In addition the very small unit sizes are probably not attractive for the target market either. The building would be inconsistent with the City's stated vision to provide affordable alternatives for young families &amp; retirees and these segments would continue to look for more affordable alternatives in other communities. The buildings true target market is likely the more affluent previous Burlington homeowner retiree , young double income couples &amp; investors who would rent to young singles possibly with multiple unrelated renters sharing a unit. The CBH condominium proposal is a building designed to be similar to the downtown Toronto outside investor driven condominium market.</p> <p>COMMENT : The downtown waterfront core is a desirable upscale location. It is an unlikely area for the development of any building developments that would be targeted as affordable alternatives for young families or a majority of seniors.</p> <p><b>IDENTIFIED POSITIVE PROJECT FEATURES &amp; COMMENTS</b></p> <ul style="list-style-type: none"> <li>- CGH has provided for the retention of the facade of the 1880's Acland House on Pearl St to assist in retaining the heritage feel of the downtown.</li> </ul> <p>COMMENT: While it is a positive feature of the proposal it is considered a minor peripheral aspect &amp; not a</p>
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		<p>significant compensating factor for the significant number of exceptions to Burlington City Planning Requirements asked for by CGH. The Acland house is listed in Burlington's Municipal Register however it is not a building designated under the Ontario Heritage Act. While it would be nice to retain all Heritage buildings in the downtown core the Acland building is not considered a key heritage building and consideration should be given to allowing CGH to not retain the Acland building facade &amp; repurposing this area for the required changes to car access off of Pearl St rather than Lakeshore Rd.</p> <p>SUMMARY</p> <p>The CGH Development proposal for 2069 - 2079 Lakeshore Rd &amp; 383 - 385 Pearl St does not meet the majority of the City's Planning guidelines &amp; requirements for building heights, setbacks or Podium floorplates, whether assessed under previous in force guidelines or the April 2018 not in force amended guidelines. The CGH proposal additionally does not meet the majority of the City's Tall Building guidelines &amp; requirements.</p> <p>Overall CGH's Development Proposal appears to be designed to ignore the majority of the City's development guidelines and requirements. CGH development applications focus appears to be on the design of a building that minimizes setbacks while maximizing building floorplate and heights and ignoring any considerations for City development guidelines and requirements for downtown core building compatibility, setbacks or pedestrian orientation.</p> <p>Rather the focus of the CBH proposal is on the regulatory framework for developments in Ontario. A significant amount of the proposals content is focused on CBH's interpretation of how the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Halton Official Plan should be interpreted and be applied to for the City of Burlington. The CGH's proposal comments on the regulatory framework and their views are repetitive and lecturing in tone &amp; indicative of a Developer who has no intention of looking for ways to work positively with the City to achieve mutually agreeable development solutions. Rather the focus of CGH would appear to be to push the development envelope as far as they can and drive this application through to the LPAT review process to achieve their development objectives. CGH's would appear to be focused on achieving an " ADI Style Approval " The CGH proposal relies heavily on the argument that the 2 or 3 Bus Transit Stop in downtown Burlington is a Major Transit Station Area by virtue of the City's current classification of the downtown cores as a Mobility Hub.</p>
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		<p>The City’s current designation of the downtown core as a Mobility Hub is a major issue for the City and this designation should be immediately rescinded on a # 1 Priority basis.</p> <p>RECOMMENDATION</p> <p>The Planning Department should proceed immediately with their recommendation to decline the CGH Development proposal. Planning Department could provide in their recommendation to council what they would view as an acceptable development application with all required setbacks, floorplates and compatible Downtown heights. There is nothing to be gained by delaying the Planning Department recommendation to Council as CGH does not appear to be a developer focused on working cooperatively with the City to achieve an acceptable mutually beneficial development outcome. CGHs strategy would appear to be to stretch the application process out as long as possible to push the Planning Department and City Council up against the 210 day development application deadline window to force a rushed and less defensible decision. A similar strategy to what occurred with the ADI development application and to previous City &amp; Development Department management and council.</p> <p>The City should proceed immediately to rescind the Downtown Core Mobility Hub Designation. This designation underpins every developers arguments for excessive downtown core heights &amp; over intensification. There is no rational logic that a 2 or 3 bus , Bus Stop station with no possibility of expansion to a much larger multiple bus transportation hub can be classified as a “ Major Transit Station Area “. This mistake needs to be corrected immediately.</p>
26.		<p>My neighbour and I attended the meeting on Jan 29, 2019 regarding the development of condo's on lakeshore and pearl street. This email is regarding my further input on the over development of the downtown core. My wife and I do not like to see any more high rise condos going up in the downtown core.</p> <p>Traffic is already difficult to deal with, we avoid going to businesses in that area due to lack of parking and traffic issues. We no longer attend many of the events that are hosted at the park. We know of several businesses that have relocated due to lack of parking and to better serve their customers when they are outside of the core.</p> <p>Please remember that you were voted in to stop this development. The city staff at the meeting appeared to not have come well prepared. The representatives for the</p>

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		<p>developer were only there as spin doctors. The studies that they quoted were prepared by the developer. I don't trust those studies. Mark was extremely arrogant. I kept watching his facial reactions during the Q and A and comments and he didn't seem to care about the citizens or showed an attitude that he was above all of us. Some of the city staff and the developers do not live in Burlington.</p> <p>It is very obvious that the citizens do not want anymore condos. We need to do everything possible to stop this. If you want condos, build them near the highway and the rail tracks. It has become a regular occurrence to take almost 1 hour or more to get from Guelph to Aldershot during rush hour if I take the downtown roads. This needs to stop. We are a bedroom community, these condos are not for families. If the young people want these and they work in Toronto then build them near the highway and the GO station.</p>
27.		<p>Having attended the public meeting on Jan 29 regarding this proposed development, I was yet again alarmed and distressed to learn that yet another massive tower is being proposed on a site ill suited to a development of this size.</p> <p>In my view there will be little that a building of these dimensions, in this location, will add to our downtown other than increased traffic congestion, an overpowering and uninspiring streetscape and an invitation to other developers to disregard the height requirements of either of our official plans.</p> <p>Height limits must be respected! Towers should have a more discreet profile, preferably in a stepped back form which will help mitigate the overwhelming dominance of the building. Above all, developers must not be allowed to remove large mature trees, without replacing them with trees of a similar girth and maturity, and be held responsible for their health and survival.</p> <p>We can embrace sensible growth in Burlington. We can do better than this.</p>
28.		<p>Having attended the Neighbourhood Public Meeting at the AGB on Tues. Jan. 29, I am finally taking the time to write to you to ask that you please vote against this development and do what ever you can to stop it from happening - and others like it.</p> <p>Given my time restraints (&amp; wondering whether I've left this too late entirely...), I'll be brief. My concerns are:          - seemingly all in attendance showed (by raising their hands) they are not in support of this development,</p>

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			<p>speaking for itself. As in who wants this?</p> <ul style="list-style-type: none"> <li>- the developer is ignoring the city's Official Plan (old and/or existing)</li> <li>- there is no need for more over-intensification of our downtown (if not city in general), having surpassed our provincial requirements</li> <li>- the downtown, in particular, should be a place to relax and enjoy views of the lake, enjoy Spencer Smith Park, etc. and not be crowded out by towers of expensive condos. If we need anything, it is more open space, parkland, trees, etc.</li> <li>- if more housing is necessary, it should be affordable housing, allowing people who cannot afford cars, to take advantage of their location allowing them to walk to all the places they need.</li> <li>- by affordable housing, affordable rental buildings is what we really need, along with wheelchair accessibility units (again taking advantage of the location)</li> </ul> <p>I fear Burlington's downtown is turning into a haven/ghetto for the rich, instead of taking care of those less fortunate. How sad to see modest, single dwelling homes in the area being torn down to be replaced by megahomes. Leveling of perfectly sound, existing homes should come at such a cost as to discourage their demolition - the money paid for their demolition should be put into affordable housing, non? I encourage you all to stand firm against the money and power of these developers, please.</p>
29.	Agnieszka Czarnogorski	Feb 12, 2019	<p>I Would like to submit my comments regarding new development of 2069-2069 Lakeshore road and 383-385 Pearl street in Burlington.</p> <p>I believe that this is a great proposal. It is right downtown Burlington, which should be a high rise area providing lots of available housing and density for a great city center. I live next door in a high rise as well, and I would like to see more developments like that in Burlington center.</p> <p>It is a great city with lots of potential. I really like their proposal- Burlington downtown should be high rise and high dense area with lots of commercial space on ground levels of buildings. I wish that more developments like taht will come downtown, as there is still lots of land not used to its full potential.</p>

PB-22-19 Appendix D – Public Comments

<p>30.</p>			<p><b>We hereby advise the City of Burlington that we are strongly opposed to the amendment applications referenced above and request the Mayor and Members of City Council to deny the application and to send a clear message to the applicant to comply with the approved official plan and zoning bylaw.</b></p> <p>We attended the Neighbourhood Meeting on January 29, 2019 and learned the applicant was applying to amend the official plan and zoning bylaw to enable an over development of the site with a building having 29 stories and substantially reduced setbacks. This proposal, if approved, would adversely affect the roadway capacity of adjacent streets, create a greater risk to health &amp; safety by creating congestion on Lakeshore Road that can impede the movement of ambulances travelling to the hospital, contribute to a greater wind tunnel effect on Lakeshore Road and Pearl Street, and create a building mass that greatly exceeds the scale of other nearby high-rise buildings.</p> <p>The 2008 Official Plan allows a 4 storey building or provision for up to 8 stories if some adequate public amenity is provided for the benefit of the community. The 2018 Official Plan (approval pending) proposes a 12 storey limit or up to 17 stories in exchange for adequate community benefit. The proposed development greatly exceeds the height and density limits established by both official plans.</p> <p>The applicant's representatives did not provide a valid rationale for proposing a 29 storey project, nor did they offer any kind of community benefit in exchange for the considerable benefit the applicant would gain if the application was approved.</p> <p>This development proposal is not in compliance with the official plan and, if approved, would have a negative impact on the City.</p>
<p>31.</p>	<p>Deedee Davies 701 Courtland Pl Burlington, Ontario L7R 2M7</p>	<p>Feb 11, 2019</p>	<p>I'm sorry I was unable to attend the public meeting on January 29, 2019 for the mixed use building proposed by Lakeshore (Burlington) Ltd. for the properties at 2060-2079 Lakeshore Rd and 383-385 Pearl St.</p> <p>Official Plan Amendment: 505-06/18 Zoning Bylaw Amendment: 520-08/18</p> <p>I would like to contribute my thoughts on this proposed development. I was a Participant at the OMB Hearing for the Adi development next door. I spoke against that development as being too large for the location and uncomplimentary to the charm of downtown Burlington and our waterfront.</p>

PB-22-19 Appendix D – Public Comments

			<p>The owners of this corporation also supported the Adi development on the condition it was approved so they could build higher. It was clear they were encouraging an approval just so they would have a better chance of having their building approved based on precedents.</p> <p>One of the cases I made was that height should increase as we move away from the waterfront as the city climbs the escarpment. This would be helpful to the builders of towers and to our city as it increases the number of residents that could have views of the waterfront and therefore be living in more desirable accommodation, thus a potential for higher prices and higher taxes. What seems to be proposed and approved is a wall of tall towers along the waterfront thereby blocking off our waterfront and diminishing residents ability to enjoy it.</p> <p>The voters of Burlington made it clear during the municipal election that they were not in favour of more high rises in their downtown and that the Official Plan sent to the Region did not represent what they wanted in their Burlington and that the Grow Bold organization was not listening to them.</p> <p>Therefore, I am asking that the out-of-step thinking that was in place during the last council reign of terror on our downtown be disregarded and that the will of the majority of residents be used as a guide when considering the appropriateness of this development.</p> <p>Another issue is that this proposed development does nothing to animate our downtown. I saw no evidence of any creative thinking in its design or purpose. There was only retail space shown on the drawings. There were no suggestions of trying to attract other uses that those in the downtown would like to have such as a games facility where residents could walk to play foosball, air hockey, shuffleboard, billiards, arcade games, board games, etc with a cafe service included. This would keep people downtown and attract more people downtown to accompany their friends (particularly younger adults) as the apartment sizes are so small they are not conducive to entertaining at home.</p> <p>It is important to be stringent in what is acceptable to build as it will remain for 50 or more years and be used as a precedent for future developments. Therefore we have to ask for the stars, and if we only get to the moon, then we will still have succeeded. Burlington is desirable and should not be undersold.</p>
32.	Karen Campbell 477 Elizabeth St. #1409 Burlington, ON	Feb 11/2019	This proposal shows blatant disrespect and disregard for the zoning bylaws of our city. The requested amendments are ludicrous beyond reason, which should

PB-22-19 Appendix D – Public Comments

	L7R 2M3		be raising red flags as to the integrity, on all levels, of Lakeshore (Burlington) Inc. Shame!
	Claudette and Gary Robinson 360 Pearl Street Burlington, ON L7R 1E1	Feb 11/2019	Comment Sheet, attached
	Joel Potts 1102-395 Martha Street Burlington, On L7R 4A9	Feb 11, 2019	Letter, attached
33.	John Mateer	Feb 19, 2019	<p>Once more a developer comes to the city wanting permission to build the tallest building (29 stories) in all of Burlington on property he knows is zoned for 4 stories. He also wants numerous amendments from the city plan to suit his plan. He will offer the city a small amount of money for it to use somewhere else so he can get his way. Do not fall for this deal anymore, it has been used too many times in the past and the city has been taken in previously. It is a deal for him but not the city!</p> <p>Downtown is already over intensified and this would just make it worse. Traffic and parking will obviously be increased and it is already a problem in the area.</p> <p>It is time the city grew a back bone and stood up to developers and their desires, consider the desires of the down town we now have. Council is sucking the soul out of once was a nice down town area but giving in to developers</p>
	Jack and Judy Bolzan 2090 and 2091 Bates Common Burlington, ON	Feb 22, 2019	Letter attached
34.	Georgina Craig 395 Martha Street Burlington, ON L7R 4A9	Mar25, 2019	<p>I am writing to express my opinion against the above-planned construction as well as to amendments to the by-laws.</p> <p>I live in an apartment on Martha St. and therefore I am keenly aware of the traffic flow and services available around this area. First, let me convey, I am not anti-growth or anti-development to support the viability of the City. I was a homeowner in Burlington for 15 years.</p> <p>Construction of high-rise buildings in this area has already placed far too much pressure on reasonable density. Another high rise is underway at the corner of Lakeshore &amp; Martha.</p>

		<p>Traffic is heavy on Lakeshore already, particularly at these intersections. How anyone can conclude that building of these high rises, in addition to those already built on or near Lakeshore, is reasonable, is beyond my comprehension.</p> <p>I offer a list of real concerns surrounding the new proposal at Lakeshore &amp; Pearl as well as Lakeshore &amp; Martha:</p> <ol style="list-style-type: none"><li>1. Traffic lanes, highway access points, parking, and significant increases in vehicles, will render driving in Burlington a nightmare in which to move around. How often do members of council drive in city and area highway traffic between 7 &amp; 9 am and between 4 &amp; 6 pm? They should experience this daily stress.</li><li>2. The Lake has always been the draw to Burlington. Further construction in the downtown area will obliterate this key feature of our city. Crowds will be excessive and jammed into Spencer Smith Park. Has anyone at City Hall spent a Saturday or Sunday on a nice day in the downtown area? It is already packed, never mind when events or concerts are at the park.</li><li>3. Services for the downtown residents are already limited causing most to drive to ~20 min to purchase groceries, go for a swim, or to live in a decent apartment with affordable rents. There is no grocery store in the downtown other than NoFrills on Brant and the average high-income earner will not be happy with this option. There are few small pleasant parks in the Core-it is either concrete or Spencer Smith Park.</li><li>4. The purchase price of these new condos attracts high-income buyers that I expect will drive to the GTA for employment as there a few large corporations in the area that will pay salaries needed to afford this housing. In addition, these buyers will include investment buyers, which are not contributing members of our city.</li><li>5. I feel any further high rise construction should be well North of Lakeshore and core areas</li><li>6. Pleasant walks along the Lakeshore will be gone</li><li>7. The lack of well cared for rental buildings in Burlington is very limited. The population mix in Core Burlington has already changed to be for the wealthy</li></ol>
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PB-22-19 Appendix D – Public Comments

			<p>only.</p> <p>8. I suggest the City review its by-laws and requirements for landlords, to force landlords to better care for their buildings and their residents. Time should be spent on improving the streetscape of streets other than just Lakeshore. Up the inspections! Stop catering to the high rise developer at the expense of middle to low earners. Encouraging small businesses, shops, restaurants, etc to Burlington is fabulous, but if the city is inhospitable to workers for these establishments, all will suffer.</p> <p>Thank you for this opportunity to express my thoughts and opinions.</p>
35.	<p>Michel Dorais 2160 Lakeshore Road Penthouse 9 "Burlington-on-the - Lake" L7R 1A7</p>	<p>Mar 27, 2019</p>	<p>This note is to voice my deep concern regarding another Toronto / New York style of monstrous hi-rise in our "once" beautiful Burlington. I believe that what is already under construction is an aberration in our context, not even talking about what is about to be built across City Hall. The "wind tunnel" effects are already tremendous and it is hazardous to walk on the sidewalk on a freezing / windy day.</p> <p>With the above mentioned proposal - an others similar planned - my wife and I really believe our beautiful "small" city is about to lose its soul. I can't imagine what the traffic impact will be on the two-lane Lakeshore Road, nor can I imagine losing the lakefront, once someone grabs the few remaining properties on the south side of Old Lakeshore ? Specially when all properties north and south of Lakeshore road, to Martha Street being invaded with soil test equipment machinery lately.</p> <p>Thanks for the Burlington population to finally have replaced the former administration with someone with sense...!!! We hope it is not too late to stop this nonsense.</p>
36.	<p>Rohin Malhotra</p>	<p>Apr 1, 2019</p>	<p>I would just like to send a short email regarding this project.</p> <p>I object to this project and any further condominium and high density housing in downtown burlington for the time being.</p>



PB-22-19 Appendix D – Public Comments

			<p>Traffic and density have increased noticeably in the last few years. Downtown Burlington seems overbuilt to me. It would be nice to conserve some of the quaintness of downtown, keep buildings smaller (if they are built) and try to expand some businesses.</p>
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## NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: 2069-2079 Lakeshore Road  
Address: 383-385 Pearl  
Files:

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

- no compliance with any setbacks  
and height outlined in the Official Plan  
or Zoning By-Law
- proximity to townhouses 3 storeys  
at Pearl & Pine and Martha & Pine  
is not in character, quality of life  
viability destruction
- large shadow effects on the  
lower profile townhouses extend <sup>beyond</sup> Pine St.  
in the area plus overall area (limited sunlight)
- entrance on Lakeshore ???
- future expansion of Lakeshore  
restricted ie impossible
- enough intensification in downtown  
already need to look in totality,  
(see over)

- overall quality of life issue in downtown
  - no comprehensive transportation plan in place
  - arterial roads not constructed to address increased traffic
  - ~~need~~
  - appear to be a race to the top proposal with 29 stories ie expensive units above surrounding buildings
  - not sufficient setback of tower above pedestal should be setback more in accordance with zoning bylaw ie 6 meters??
- Burlington** improves street scape and site lines

Please deposit in the comment box when you leave or mail to:  
 City of Burlington Planning and Building Department  
 426 Brant Street  
 P.O. Box 5013  
 Burlington, Ontario L7R 3Z6

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

Name: Dou Wilson  
 Address: 410 Martha Street  
 City: Burlington, ON  
 Postal Code: L7R 7P8

P.S. Remove downtown from mobility hub to allow control in mixed use area

(Optional)  
 E-mail: 

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# NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Pearl and Lakeshore Development - 2069 Lakeshore Ave  
Address:  
Files: Jeremy Skinner 5023 Cenabeu Court

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

I would like to know what is the average bedroom sizes for 1B and 2B units

Do <sup>white</sup> ~~the~~ the sculptural elements cantilever beyond the podium face?

Do ~~the~~ the balconies cantilever beyond the podium face?



# NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Carriage Gate homes proposal  
Address:  
Files:

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

- very concerned about wind effects - very dangerous now
- way above height limit - ~~29~~<sup>33</sup> ridiculous
- haven't we reached density targets by now?
- we walk a lot on Lakeshore amidst traffic fumes - this will be far worse!
- my condo bldg (Baxter) does not have visitor parking = this bldg does not have any - desperately needed in downtown
- cars, traffic jams with all these new bldgs
- flooding concerns with this bldg and paving over ground
- very concerned that 210 day response time has started (did A/di bldg proceed because too late??)

- respect the current limits!
- this does not "fit" with current downtown Burlington
- do not see "public amenities" in this plan to justify increase in height
- we need a 3-D model to visualize this



Please deposit in the comment box when you leave or mail to:  
 City of Burlington Planning and Building Department  
 426 Brant Street  
 P.O. Box 5013  
 Burlington, Ontario L7R 3Z6

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

Name: Ruth & Steve Leukoe  
 Address: 399 Elizabeth St Unit 311  
 City: Burlington ON  
 Postal Code: L7R 0A4

(Optional) E-mail: 

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Lakeshore Burlington Inc.  
Carrage Gate  
Homes.

## NEIGHBOURHOOD MEETING COMMENT SHEET

Subject: Development Application.  
Address: 2069-2079 Lakeshore Rd / 323-385 Pearl St.  
Files:

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

~~MAA/MAN~~ Goes against the OP.

Should only be 8 storeys!

Height too high.

Metre setback from Lakeshore is insane

Using the neighboring building as rationale.

is wrong - ~~some~~ city council rejected

the 26 storeys - one approved - Not popular

with residents. Just because there are

already tall buildings, doesn't mean we

need more!

We don't want to be an Urban Growth Centre

We are already on-target to reach growth

targets. Downtown ~~doesn't~~ isn't a real

mobility hub - it's a small bus terminal -

Doesn't look like a pleasant place to walk by.

~~Very modern - doesn't ~~fit in~~~~

Ugly - too big -

"View" corridors is just a fancy term -

Bring down the height - and we will be happy.

will likely only house wealthy people  
~~not~~ appropriate for families or low-income people.



Please deposit in the comment box when you leave or mail to:  
City of Burlington Planning and Building  
Department  
426 Brant Street  
P.O. Box 5013  
Burlington, Ontario L7R 3Z6

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

Name: Allison Webster  
Address: 2077 Prospect St. 603  
City: Burlington, ON.  
Postal Code: L7R 1Z4

(Optional)  
E-mail: 

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# NEIGHBOURHOOD MEETING COMMENT SHEET

**Subject:**  
**Address:**  
**Files:**

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

No Thank you.



# NEIGHBOURHOOD MEETING COMMENT SHEET

Subject:  
Address:  
Files:

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

- GREENSPACE - NOT ~~ENOUGH~~ ENOUGH.
- PARKING - NOT ENOUGH
- TRAFFIC - TOO MUCH
- PLAN DURING CONSTRUCTION - closing of streets
  - closing of sidewalks
  - closing of Retail
- TRAFFIC STUDIES TO INCLUDE TRAFFIC IMPACT OF ADDITIONAL PEDESTRIANS.
- PRECEDENT SET FOR OTHER APPLICATIONS
- Percentage of Retail available
- Retail area? ~~ones~~ How is garbage, and deliveries being dealt with
- SHADOW STUDIES -
- WHERE IS THE DOWNTOWN TRAFFIC IMPACT STUDY THAT INCLUDES ALL DEVELOPMENTS, AND ADDITIONAL PEDESTRIANS?



# NEIGHBOURHOOD MEETING COMMENT SHEET

Subject:  
Address:  
Files:

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

1 ~~the~~ The Developers should not be able to use ~~an~~ an Official Plan  
~~that~~ that does not exist.

2 ~~the~~ Suggestions for Developers, Stop ~~saying~~ saying the same things as all the other  
ones, And Why So many Audi 51's? does Audi know?

~~And~~ And Just Because some other Developers get ~~high~~ HIGH Buildings  
does ~~not~~ NOT mean you can Build one too.

~~Please~~ Please get ~~back~~ back to me, Remi.





# NEIGHBOURHOOD MEETING COMMENT SHEET

Subject:  
Address:  
Files:

LAKESHORE ROAD PROPOSAL

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

SEEKING RESPONSE VIA EMAIL:

WHAT IS THE DIFFERENCE  
BETWEEN THE SQUARE FOOTAGE  
OF THE EXISTING COMMERCIAL  
SPACE ON SUBJECT SITE VERSUS  
WHAT IS PROPOSED?

THANK YOU.



# NEIGHBOURHOOD MEETING COMMENT SHEET

Subject:  
Address:  
Files:

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

This development is an egregious and  
contumacious attempt to ignore the  
municipality + citizen's democratic  
preferences.



# NEIGHBOURHOOD MEETING COMMENT SHEET

Subject:  
Address:  
Files:

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

Traffic, Traffic - Traffic!

THIS WILL COMPLETE THE DARKNESS OF THIS  
AREA. DARK, WINDY ~~AND~~ AND UNPLEASANT.

THIS BUILDING IS NOT WANTED

TIME TO STOP THESE MONSTROSITIES



To: Marianne Mead-Ward ✓  
Lisa Kears

February 4, 2019

RECEIVED

NEIGHBOURHOOD MEETING  
COMMENT SHEET

FEB 11 2019

City of Burlington  
Planning Department

Subject: 2069-2079 Lakeshore Road  
Address: and 383-385 Pearl St.  
Files:

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

At the Neighbourhood Meeting on Jan. 29, I mentioned the significance of the wind at 360 Pearl St. on Lakeshore Rd. Walking east and north down Pearl St. on a windy day, it can become significantly difficult to walk. The gap between the new building on Lakeshore funnels the wind into the building at 360 Pearl and forces the wind on the corners at both sides. Pine & Pearl Retirement Home - seniors must find it difficult to walk to Lakeshore and west on Lakeshore toward Brant Street. The addition of this condo will increase the problem.

We live on the 9<sup>th</sup> floor at 360 Pearl.  
In wind storms it is critical that everything must be secured on the balcony - tied down. After after

a storm the roadway beneath us  
is littered with cushions, etc from the  
balconies.



Please deposit in the comment box when you  
leave or mail to:  
City of Burlington Planning and Building  
Department  
426 Brant Street  
P.O. Box 5013  
Burlington, Ontario L7R 3Z6

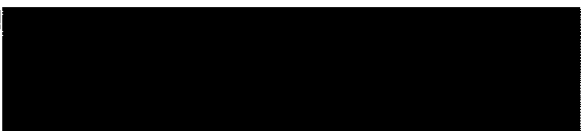
(Please **FULLY** complete this section, if you  
wish your comments acknowledged.)

Name Claudette & Gary Robinson

Address: 560 Pearl St., #904

City: Burlington

Postal Code: L7R 1E1

(Optional  
E-mail: 

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February 18, 2019

Re: Files 505-06/18 and 520-08/18

Ms. Lola Emberson  
Planning – Community Design and Development Review  
426 Brant St. PO Box 5013  
Burlington, ON L7R 3Z6

Dear Ms. Emberson:

We are writing to express our displeasure pertaining to the application to change the Zoning and Official Plan Designation for the property located at 2069-2079 Lakeshore Road and 383-385 Pearl Street.

Over the past few years much has occurred in the development of Burlington especially in the downtown area. As a result of Ontario identifying Burlington as an area of Intensification, the developers have entered the area with no abatement. The developers have proposed massive high rise buildings exceeding the City's Official Plan. One such development is the Martha Street complex. The City opposed this, as well as the majority of the citizens of Burlington. Unfortunately the unelected OMB allowed it! The citizens of Burlington were so upset that in the last election, they voted out almost all of the members of council even the mayor. The only surviving council member was the one in the east, where no significant development were proposed, at that time. There are now numerous high rise proposals and more expected. Even those projects that were approved for 5 or 6 stories are now requesting a change to much higher limits. Since the election it appears that the developers are colluding to overdevelop Burlington in all Wards but especially the Downtown area. The elected Council must stand firm on this matter – no adjustments to the existing Official Plan. We have heard that the revised Official Plan has been scrapped and we are back to the original plan that allowed 4 or 5 stories developments in our area.

We do not understand the replacement for the OMB but it sounds like it is the same appointed people overstepping the wishes of citizens and their elected council members. We strongly recommend Burlington with other affected Cities lobby the Ontario Government to stop this madness. We elect appropriate council members that marry up with the majority's wishes, not the wishes of developers who don't live in Burlington! Are not the citizens of Burlington more important than the profit oriented developers?

## Transportation

As we understand it, the Transportation Impact Studies have not taken into consideration all the proposed developments including the Martha Street development and the 150 residential and 130 hotel units Waterfront Hotel project.

Burlington residents travelling westbound along Lakeshore Road during the afternoon rush hour are currently experiencing stop and go traffic for over a mile, from east of Guelph Line to Brant St. The proposed development is at an intersection on Lakeshore that bends, causing vehicles to naturally slow down resulting in traffic congestion. The proposed building will be next to the 26 story Martha development as well as various other high rise buildings. Furthermore, the development will be near numerous senior citizen homes. We estimate that there will be seven major entrances in a two block distance causing chaotic and dangerous situations.

Let us be reasonable, the existing roads will NOT accommodate all the proposed developments. Just imagine how the traffic will be each morning as the residents of the various buildings leave for work. Let us assure you that most of the buyers of these buildings will be young, all taking their vehicles to the Go Station or commuting to work.

## Parking

The proposed parking for this development is against The City of Burlington's Official Plan. As we understand it, each one bedroom unit should have one and one quarter parking spaces; two bedrooms – one and one half parking spaces; three bedrooms – one and three quarters parking spaces. The developers plan 280 parking spaces for 280 units. There does not appear to be any visitor parking for the building. We the owners of businesses in the downtown area, know full well how difficult it is for our customers to obtain parking during all times of the day. A new parking garage is not planned until 2020! The City has allowed too many new condo exceptions for parking. Bunton's Wharf and 360 Pearl have no parking for visitors. As well, the approved Waterfront Development on Lakeshore does not have adequate parking as it received an exceptionally gracious determination on parking. The new senior home on Pearl has no visitor parking spaces! With this proposed new development and the Martha development, plus the new Waterfront development on Lakeshore and the senior citizen apartments, parking will be very frustrating. At a minimum, the City must commence building, NOW, a new parking garage in the East end of the Downtown Area!

### Sewers and Drains

Given the recent flooding throughout Burlington we have serious concerns that continued residential growth will place undue strain on the current infrastructure. No evidence has been provided to suggest otherwise. From a sewer and drain perspective we support the Plan and oppose the Proposal.

The development proposes a 5 level underground parking, which is way below the water table. What research has been done to make sure the building will not experience major water damage in the future?

### Summarization

As residents of the Downtown area, we purchased our unit based on the Original Official Plan prepared by the City and approved by the Province. Now it is proposed that the Official Plan be completely ignored – for an area currently zoned for 4 storeys, a 29 story building is requested. This is so outrageous and it appears to be only a money grab by the developer. Unfortunately, as citizens of Downtown Burlington, we will suffer through the building process (estimated at 5 years) and the ramifications of the development after the build. The Proposal request significantly deviates from the Official Plan, including amendments with respect to height, floor area ratio, parking and traffic. No explanations are provided for these departures. Unfortunately, the Proposal provides for residential and not commercial growth, the latter of which is in short supply.

Our property will be directly behind the development. We estimate that the building will be only 10 to 15 feet away from OUR ENTRANCE. There must be a greater set off than what is proposed. Furthermore, we will never have any sun shine with the 23 story Martha Development and this Development.


The Proposal does nothing to increase employment or support retail growth and only increases residential density in an already established area. Ontario's Places to Grow Act sets out a framework to balance population and economic growth – this Proposal does nothing to contribute to this balance.

When developers talk about the need to intensify around the mobility hubs in Burlington, they ignore the point that the downtown John Street bus station is used by such a small percentage of the Burlington population. We estimate that most people living downtown have never even taken Burlington Transit. In our particular complex located in the heart of downtown Burlington, every household has at least one car. People use their cars, not bike paths, not Burlington Transit to shop, get to their jobs and enjoy downtown restaurants as is evident by the overuse and miss use of the 12 guest parking spots in our complex.

Intensification needs to be taking place by the mobility hubs in Burlington that are used, which are the three Go Stations! Land in these areas is more affordable and available to create the residential and commercial sites to support the idea of intensification. We understand that the downtown area as well as all of Burlington have already met the requirements for intensification as determined by Ontario, so why the need for hyper growth?

When we read about intensification there is always talk about promoting a mix of housing including affordable housing, but it has become apparent that the only type of housing that developers are interested in are high rise condo developments. Where in any of the recent proposals is the issue of affordable housing addressed? The average Burlington resident cannot afford to live in a high rise condo in Downtown Burlington (including condo fees), let alone a family that is struggling financially. Townhouse complexes should also be viewed as the intensifying land use and would give the downtown a more inviting and realistic approach going forward in Burlington.

Sincerely,

Jack and Judy Bolzan  
2090 and 2091 Bates Common  


Joel Potts  
1102-395 Martha St  
Burlington ON L7R 4A9



Wednesday, Feb. 6, 2019

Lola Emberson,  
Dept. of City Building,  
City Hall,  
Burlington.

RECEIVED

FEB 11 2019

City of Burlington  
Planning Department

Regarding:- 2079 Lakeshore Rd., 383 Pearl St.

Dear Lola:

(I refuse to use "Mizzzz".)

We, at Martha Terrace, are still smarting and hurting over the ADI structure!

(We know that even the city was against this and that it was the OMB that gave it "thumbs up"!)

We wrote many intelligent letters against it; ADI didn't and doesn't give "a hoot" about its neighbours! I cite, for example, not only my own letter, but that from the manager & her husband from Remedies RX Drugstore and Don & Jane Woods of Martha Terrace. (The Woods are gone from here - now!)

The main reason for our opposition is Traffic, traffic, traffic! If there was a disaster, it would be horrible & chaotic! At evening rush hours, the traffic on the lakeshore is already backed-up!

Page 2.

To Lola Emberson, City Planner

As far as the address on Pearl Street, I noted that part of "the duplex" had a white cooler on the main floor. At the time, within the last two years, I thought that the area was "ripe" for another convenience store - but sadly, it didn't happen! (There was once a supermarket in this downtown area.)

Finally, summing up, with the two nearby superstructures, we feel that this area is already oversaturated and that there will be more than enough traffic! People will be killed and injured! This area will be spoiled!

Is anyone listening?!

Yours very truly,

Joel Foltz

P.S. I had a dramatics' teacher who said on a regular basis:-

"You may write in pen, pencil or blood!"

January 15, 2015.

Dept. City Bld.

Burlington, ont.

RECEIVED

JAN 22 2019

City of Burlington  
Planning Department

att. Lola Emberson,

I have received a letter outlining  
the plan of a private land owner  
for a 29 story Bld. at Lakeshore &  
Martha Sts.

I can tell you of many items  
that are unreasonable. The  
height allowance here is 15 stories.

Lakeshore & Martha can't be

widened to accommodate traffic,  
and they are already congested. They  
couldn't deliver from Martha St. etc.

Please forgive my writing I am 88 yrs.

Faye L. Reed

395 Martha St #1202

Tel. [REDACTED]

