SUBJECT: Statutory Public Meeting and Recommendation Report for 1860-1900 Appleby Line

TO: Community Planning, Regulation & Mobility Cttee.

FROM: Community Planning Department

Report Number: PL-26-22

Wards Affected: 4

File Numbers: 505-11/21 and 520-12/21

Date to Committee: April 5, 2022

Date to Council: April 19, 2022

Recommendation:

Direct staff to continue to process the submitted Official Plan and Zoning By-law Amendments for 1860-1900 Appleby Line, including evaluating and incorporating any/all comments received by the Committee and Public at the Statutory Public Meeting, as well as the comments received through the ongoing technical review of this application by agency partners and internal departments.

PURPOSE:

The purpose of this report is to provide background information to Committee and the public related to an application for Official Plan and Zoning By-law amendments for lands known as 1860-1900 Appleby Line and to seek direction from Committee and Council to continue to process the application.

Pending receipt of all public and agency comments and the conclusion of a technical review of the application, staff will bring forward a subsequent recommendation report to Committee and Council for consideration.

Vision to Focus Alignment:

The subject application relates to the following focus areas of the 2018-2022 Burlington Plan: From Vision to Focus:

- Increase economic prosperity and community responsive city growth
- Improve integrated city mobility
- Support sustainable infrastructure and a resilient environment

- Building more citizen engagement, community health and culture

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Executive Summary:

RECOMMENDATION:	Proceed with processing application	***Ward:***	4

Application Details	***APPLICANT:***	*IBI Group c/o Mike Crough*
	OWNER:	*ICP Developers Inc.*
	FILE NUMBERS:	*505-11/21 and 520-12/21*
	TYPE OF APPLICATION:	*Official Plan Amendment and Zoning By-law Amendment*
	PROPOSED USE:	*Mixed-Use Buildings*
Property Details	***PROPERTY LOCATION:***	*Southwest corner of Appleby Line and Ironstone Drive*
	MUNICIPAL ADDRESSES:	*1860-1900 Appleby Line*
	PROPERTY AREA:	*2.2 hectares*
	EXISTING USE:	*Multi-unit commercial plaza*
Documents	***OFFICIAL PLAN Existing:***	*Uptown Mixed Use Centre – Uptown Employment*
	OFFICIAL PLAN Proposed:	*Uptown Mixed Use Centre – Uptown Employment with site specific policy*
	OFFICIAL PLAN New:	*Uptown Core*
	ZONING Existing:	*Uptown Employment with a site specific exception (UE-496)*
	ZONING Proposed:	*Uptown Commercial with a site specific exception (UCR1-XXX)*
Processing Details	***APPLICATION RECEIVED:***	*December 23, 2021*
	STATUTORY DEADLINE:	*April 22, 2022 (120 days)*
	NEIGHBOURHOOD MEETING:	*June 17, 2021*
	PUBLIC COMMENTS:	*Number of Notices Sent: 790* *39 pieces of written correspondence as of the time of writing of this report*

Background and Discussion:

Site Description:

The subject lands are located at the southwest corner of Appleby Line and Ironstone Drive and have a frontage of approximately 114 metres along Appleby Line and 166 metres along Ironstone Drive. A Location Sketch is attached as Appendix A to this report. The lands have an approximate area of 2.2 hectares.

The lands are surrounded by Ironstone Drive, a commercial plaza and high-density residential uses to the north including a 16 storey mixed-use building connected to stacked townhouses on the northeast corner of Appleby Line and Ironstone Drive; Appleby Line, an eight-storey mixed-use building and low-density residential development to the east; commercial uses to the south and a fire station to the west.

The lands are currently occupied by two multi-unit retail/commercial buildings with a height of one and two storeys. The existing uses consist of office (including medical office), retail and restaurant uses. The subject proposal applies to the northern portion of the site. The lands are serviced by bus routes 11 and 12 which run along Appleby Line and Upper Middle Road, and have stops on the corner of both streets.

Description of Applications

The subject applications request amendments to the City's Official Plan (1997, as amended) and Zoning By-law 2020, as amended, to permit a mixed-use development consisting of residential, retail and office space within three towers (18, 16 and 16 storeys) having a total of 560 residential units, retail and office space. The proposal applies to the northern portion of the subject lands, as illustrated on Appendix B. The northwestern portion of the subject lands is currently vacant and is proposed to be developed first as Phase I of the proposed development. The development proposes two levels of underground parking and surface parking spaces.

The development proposes a Privately Owned Public Space (POPS) in the middle of the site, between the northern half and southern half of the lands. This area would be approximately .15 hectares in size and would contain a walkway connecting to Appleby Line with further pedestrian connections to existing commercial uses on the lands.

The proposed building densities and Floor Area Ratios (FARs) are as follows:

Phase I (westerly building): Density – 515.1 units per hectare; FAR – 3.8
Phase II (middle building): Density – 485.5 units per hectare; FAR – 3.5
Phase III (easterly building): Density – 368.2 units per hectare; FAR – 2.7

Appendix 'B' includes a development concept with the location, heights and footprint of the proposed buildings. Appendix 'C' depicts the height/scale/massing of the proposed buildings and their location on the northerly portion of the lot. Building details, including materials and colour palette are conceptual and would be subject to further review at later stages in the planning approvals process (i.e. Site Plan Control Approval).

The application for the Official Plan redesignation and implementing zoning by-law amendments are required to facilitate the proposed development, which includes, but is not limited to density, height, Floor Area Ratio (FAR), amenity area and parking. The extent of the requested relief is outlined in Table 1, further in this report.

The following is a list of technical studies, plans and reports that were received with the applications for Official Plan Amendment and Zoning By-law Amendment. Digital copies of these submission materials are available on the City of Burlington Development Projects webpage for this proposed development at www.burlington.ca/1860Appleby.

- Planning Justification Report (Prepared by IBI Group, dated November 21, 2021);
- Architectural Set (Project No. 17024, prepared by Raw Design, dated September 27, 2021);
- Shadow Study Phase I (Project No. 17024, prepared by Raw Design, dated May 11, 2021);
- Shadow Study 3 Phases (Project No. 17024, prepared by Raw Design, dated May 11, 2021);
- Pedestrian Wind Assessment (Project 2104103, prepared by RWDI, dated May 26, 2021);
- Site Plan (Drawing No. 1, prepared by IBI Group);
- Land Use Compatibility Study (Prepared by GHD Limited, dated October 1, 2021);
- Urban Design Brief (Prepared by IBI Group, dated July 2021);
- Housing Impact Statement (Prepared by IBI Group, dated November 22, 2021);
- Transportation Study (Project 210271, prepared by Paradigm Transportation Solutions Limited, dated October 2021);
- Phase I Environmental Site Assessment (Prepared by Pinchin, dated June 28, 2018);
- Geotechnical Investigation (Project SPB737, prepared by ICP Developers Inc., dated February 10, 2009);
- Arborist Report (Prepared by Adesso Design Inc., dated June 28, 2021);

- Landscape Set (Prepared by Adesso Design Inc., dated October 5, 2021);
- Functional Servicing and Stormwater Management Report (File No. 49579-100, prepared by MTE, dated October 14, 2021);
- Civil Drawing Set (Prepared by MTE, dated October 4, 2021);
- Model Views (Prepared by Raw Design, dated April 2021);
- Waste Management Report (Prepared by Waste Connections of Canada Inc.);
- Topographic Survey (Job No. 17-2157, dated March 31, 2017);
- Draft Zoning By-law Amendment; and,
- Draft Official Plan Amendment

Policy Framework

The applications for Official Plan Amendment and Zoning By-law Amendments are subject to the Provincial Policy Statement (2020); A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Regional Official Plan, the City of Burlington Official Plan (1997, as amended), the New City of Burlington Official Plan (2020) and the City of Burlington Zoning By-law 2020, as summarized below. A policy analysis will be provided in a future recommendation report to Council to demonstrate whether the proposal is in keeping with the applicable framework.

Provincial Policy Statement (PPS, 2020)

The PPS requires that settlement areas shall be the focus of growth and development and the subject lands are located within the settlement area of the City of Burlington.

Within settlement areas, the PPS encourages densities and a mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, infrastructure and public service facilities; minimize negative impacts to air quality and climate change and promote energy efficiency; support active transportation; are transit-supportive, where transit is planned, exists or may be developed, and are freight-supportive (Subsection 1.1.3.2). Planning authorities are directed by the PPS to identify appropriate locations for intensification and redevelopment and to provide development standards which facilitate this intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (Subsections 1.1.3.3, 1.1.3.4).

The PPS requires that new development in designated growth areas should occur adjacent to the existing built-up area and shall have a compact built form, a mix of uses and densities that allow for an efficient use of land, infrastructure and public service facilities (Subsection 1.1.3.6).

The PPS provides housing policies which direct planning authorities to provide an appropriate range and mix of housing types and densities to meet projected demands of current and future residents of the regional market area (Subsection 1.4.3).

Policy 4.7 of the PPS identifies that the official plans are the most important mechanism for the implementation of provincial policy and shall establish appropriate land use designations and policies that direct development to suitable areas. The City of Burlington's Official Plan contains development standards to facilitate housing intensification through specific evaluation criteria. The development standards from the City's Official Plan are integrated in the City's Zoning By-law 2020 in the form of regulations to inform appropriate development.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020):

The Growth Plan provides specific growth management policy direction for the Greater Toronto and Hamilton Area (GTHA) and focuses development in the existing urban areas through intensification. The guiding principles of the Growth Plan include building complete communities that are vibrant and compact, and utilizing existing and planned infrastructure in order to support growth in an efficient and well-designed form.

Section 2.2.1.4 a) of the Growth Plan states that the policies of this Plan will support the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities.

The Growth Plan specifies that municipalities, in planning to achieve their mandated minimum intensification targets, are to develop and implement urban design and site design policies within their Official Plan and supporting documents that will direct the development of a high-quality public realm and compact built form (Section, 5.2.5.6).

Halton Region Official Plan (ROP):

The subject lands are designated as "Urban Area" in accordance with the ROP. The Urban Area objectives support a compact form of growth that is supportive of transit and non-motorized forms of transportation as well as intensification and increased densities. According to the ROP, Appleby Line is identified as a Higher Order Transit Corridor which serves as an Intensification Corridor for higher density mixed-use development and accommodates higher order transit services. Intensification Corridors are to be mapped and supported by Local Official Plan Policies. The ROP states that permitted uses shall be in accordance with local Official Plans and Zoning By-laws, and that all development shall be subject to the policies of the ROP (Section 76).

Section 89 of the ROP requires that all new approvals for development within the Urban Area be on the basis of connection to Halton's municipal water and wastewater systems.

City of Burlington Official Plan (OP 1997, as amended):

The City of Burlington Official Plan provides specific guidance on land use planning and development within the City. The Official Plan includes principles, objectives and policies for the orderly growth and compatibility of different land uses.

The City's Official Plan identifies the property as being located within the Uptown Mixed-Use Centre, as show on Schedule B, "Comprehensive Land Use Plan – Urban Planning Area". The Official Plan seeks to establish the *Uptown Mixed Use Centre* as a mixed use community which also provides a focal point for northeast Burlington. Schedule F, "Uptown Mixed Use Centre – Land Use Plan" of the Official Plan identifies the subject property as being designated *Uptown Employment*. Residential uses are not identified as permitted uses within this designation, and a maximum building height of 28 metres is permitted.

City of Burlington New Official Plan (OP, 2020)

On November 30, 2020, the Region of Halton issued a Notice of Decision approving the new Burlington Official Plan. The new Official Plan has been developed to reflect the opportunities and challenges facing the City as it continues to evolve.

Section 17(27) of the Planning Act (R.S.O. 1990, as amended) sets out that all parts of an approved official plan that are not the subject of an appeal will come into effect on the day after the last date for filing a notice of appeal- that date being December 22, 2020 for the new Burlington Official Plan. At this time, no formal determination has been made as to the appeal status of relevant sections of OP, 2020.

Schedule B, "Urban Structure" of the new OP identifies the subject property as being located within the Uptown Urban Centre. Schedule B-1, "Growth Framework" of the new OP identifies the subject property as being located within a Primary Growth Area. As set out in section 2.4 of the new OP, Primary Growth Areas "shall be recognized as a distinct area within the City's Urban Area accommodating the majority of the City's forecasted growth over the planning horizon of this Plan and beyond, and consequently will experience the greatest degree of change;" and "shall be regarded as the most appropriate and predominant location for new tall buildings in accordance with the underlying land use designations, or the land use policies of an area-specific plan", and "shall support the frequent transit corridors and accommodate development that is compact, mixed use, and pedestrian-oriented in nature".

Schedule E, "Land Use – Uptown Urban Centre" of the new OP designates the north side subject property, the portions of land proposed to be developed, as "Uptown Core"; and the southwest corner (where no development is currently proposed) as "Uptown Corridor". The Uptown Core designation seeks to *accommodate the highest intensity mixed-use development and tallest buildings in a compact built form; to protect the planned*

commercial function; and to ensure that development of these lands contributes to more walkable communities by providing an accessible and attractive pedestrian environment, with appropriate internal links, such as sidewalks and greenways, and connections to adjacent residential neighbourhoods. Retail and office uses may be permitted, and residential uses (with the exception of single-detached and semi-detached dwellings) may be permitted above the ground level. The maximum building height in this designation shall not exceed twenty storeys, and a maximum Floor Area Ratio (FAR) of 3.5:1 is considered appropriate for this designation.

Zoning By-law 2020

The subject lands are zoned *Uptown Employment with a site specific exception (UE-496).* This zone permits various retail commercial, service commercial, community, office, hospitality, industrial and entertainment and recreational uses. Residential uses are not permitted in this zone. A Zoning By-law Amendment would be required in order to permit the proposed use and address deficiencies such as permitted uses and increased height. Zoning By-law requests include, but are not limited to, density, height, Floor Area Ratio, amenity area and parking.

The lands are proposed to be rezoned to *Uptown Commercial with a site specific exception (UCR1-XXX).* At this time, the proposal is conceptual and not all zoning details have been provided. This detailed information will be required prior to the approval of a Zoning By-law Amendment. A future recommendation report will describe all zoning conformity matters and the required Zoning By-law amendments. At a high level, the table below depicts the permitted and proposed zoning regulations for the subject lands.

Regulation	**UCR1 Zone**	**Proposed**
Front Yard and Street Side Yard	16 metres maximum	1.2 metres from Appleby Line 3.7 metres from Ironstone Drive
Rear Yard	None	1.6 metres
Side Yard	None	28.4 metres
Density	50-185 units per hectare	Phase I (westerly building): 515.2 units per hectare Phase II (middle building): 485.6 units per hectare

		Phase III (easterly building): 368.5 units per hectare
Height	2 storeys minimum, 35 metre maximum	Phase I: 59 metres (18 storeys) Phase II: 53 metres (16 storeys) Phase III: 53 metres (16 storeys)
Floor Area Ratio	0.5:1 minimum, 2.5:1 maximum	Phase I (westerly building): 3.8:1 Phase II (middle building): 3.5:1 Phase III (easterly building): 2.7:1
Amenity Area	20 square metres per unit	Phase I: 9.7 square metres per unit Phase II: 4 square metres per unit Phase III: 4 square metres per unit
Parking	**Residential:** 1.25 spaces per unit inclusive of visitor parking Phase I: 213 spaces Phase II: 253 spaces Phase III: 238 spaces **Retail:** 3.5 spaces per 100 m^2 of retail floor area Phase I: N/A Phase II: 23 spaces Phase III: 33 spaces **Office:** 3 spaces per 100 m^2 of office floor area	Phase I: 179 spaces Phase II: 293 spaces Phase III: 300 spaces

	Phase I: 55 spaces Phase II: N/A Phase III: N/A ***Note: visitor parking spaces can be shared with residential and commercial spaces*	

Technical Comments

The subject applications were circulated to internal staff and external agencies for review. It should be noted that at the time of writing of this report, comments have been received by Enbridge, Halton Catholic District School Board, Halton District School Board and Rogers. Each of these departments and agencies have provided standard comments on the applications.

All other comments are still forthcoming.

Financial Matters:

In accordance with the Development Application Fee Schedule, all fees determined have been received.

Climate Implications

In February 2020, City Council approved the City of Burlington Climate Action Plan to support the city's path towards a low-carbon future, focusing on mitigating greenhouse gases and reducing energy consumption. The plan identifies seven implementation programs, including programs to enhance energy performance for new and existing buildings; increase transit and active transportation mode shares; electrify city, personal and commercial vehicles and other currently gas-powered equipment; and support waste reduction and diversion. A discussion of the climate implications of the proposed development will be provided in the future recommendation report.

Engagement Matters:

Public Circulation/Notification:

The applicant posted a public notice sign on the property to reflect their submission on February 4, 2022. All of the technical studies and supporting materials for this development were posted on the City's website at www.burlington.ca/1860Appleby. The application was subject to the standard circulation requirements for Official Plan and Zoning By-law Amendment applications. A public notice with a request for comments was circulated to surrounding property owners in January 2022. To date, the City has received 39 letters of objection with respect to the proposed applications.

Burlington Urban Design (BUD) Advisory Panel Meeting:

The BUD Advisory Panel is an independent advisory body comprised of design professionals that provides urban design advice to the Community Planning Department on all tall and mid-rise buildings (5 storeys or greater) and all public development projects, studies, and policy initiatives.

A BUD Advisory Panel Meeting for this item was held on August 19, 2021. The following are some of the advice received from BUD; however the minutes of the BUD meeting in its entirety have been included as part of the submission of the application.

BUD noted that the building at the corner of Appleby Line and Ironstone Drive should be developed first. This would prevent a standalone tall building in the northwest corner of the subject lands should the other phases not develop or develop slowly. They also noted that the buildings should include the highest amount of density at the corner of Appleby Line and Ironstone Drive and transition to less as the development moves west. BUD also noted the importance of a detailed block plan which should identify phasing, transitions and pedestrian connections to the surrounding streets and across the three buildings. Thea applications, as submitted, have not incorporated these comments.

Pre-application Consultation:

A Pre-consultation Meeting for the proposal was held on March 17, 2021. The applicant also conducted a virtual pre-application neighbourhood meeting for the proposal on June 17, 2021. The pre-application neighbourhood meeting was not attended by members of the public. At the time of the pre-application neighbourhood meeting, the development that was presented included one 18 storey mixed-use building and it was noted that the long-term vision of the site was to transition the property to a mixed-use redevelopment over time with two additional phases. The proposal is now seeking approval of all three phases as part of the subject applications.

Comments received to date have expressed concerns with various elements of the subject applications. Included below is a summary of concerns expressed by residents. The full text (with private information redacted) of written comments received up to February 18, 2022 are appended to this report in Appendix D. Themes of comments included the following:

Traffic:

- Congestion already exists within the area and would be exacerbated by the proposed development.
- Concerns with emergency vehicles and their ability for quick emergency access.

Character

- The proposed development would significantly change the character of the neighbourhood.
- The proposed development would eliminate restaurants that are currently an asset to the area.
- The existing infrastructure in the area is strained; the proposed development would exacerbate this issue.
- The proposal would diminish privacy, views and sunlight.
- It is unattractive to locate the taller buildings the furthest from Appleby Line.
- There is already too much high-rise development in the area surrounding the subject lands.

Other

- The proposed construction would result in a significant loss of trees.
- A loss of jobs would result from the reduction of commercial area.
- Environmental concerns resulting from the added construction for the proposed development.

Conclusion:

This report provides a description of the development application, an update on the technical review that is underway and a summary of public comments that have been received to date. Planning staff recommend that the processing of the application continues and that comments received through the ongoing technical review, including, comments/concerns raised at the statutory public meeting, be evaluated as part of a detailed planning analysis, and be incorporated into a future recommendation report for consideration by Committee and Council.

Respectfully submitted,

Melissa Morgan, MCIP RPP

Planner II – Development Planning

Melissa.morgan@burlington.ca

Appendices:

A. Location/Detail Sketch
B. Zoning Sketch
C. Building Elevations
D. Public Comments

Notifications:

Mike Crough, IBI Group
mike.crough@ibigroup.com

Report Approval:

All reports are reviewed and/or approved by Department Director, the Chief Financial Officer and the Executive Director of Legal Services & Corporation Counsel.

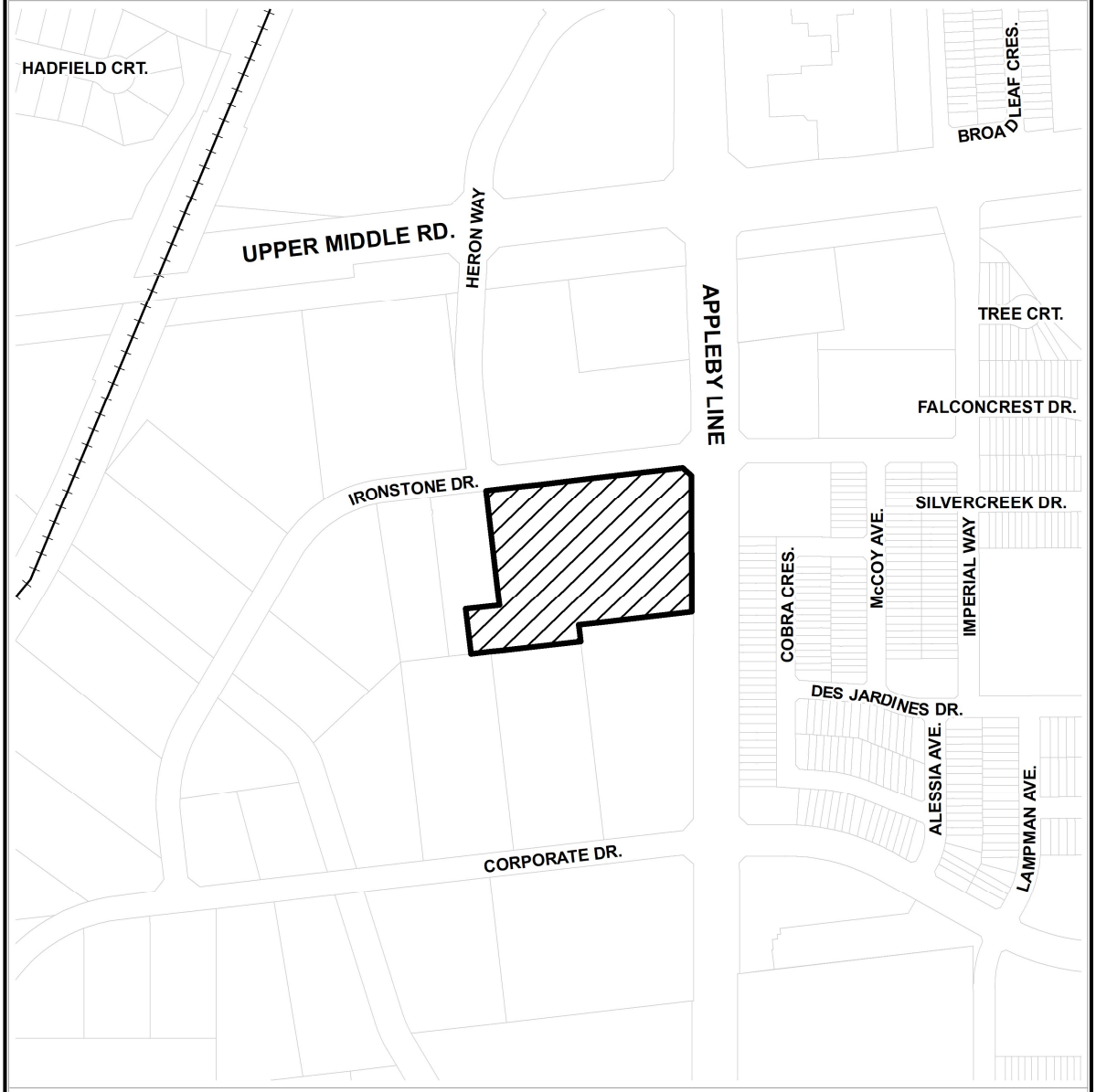
APPENDIX A

LOCATION PLAN

An application to amend the Official Plan and Zoning By-law to facilitate the redevelopment of the northern portion of the subject lands. The applications propose one eighteen storey building and two sixteen storey buildings. The proposal would have a total of 560 residential units, 1,920 square metres of office space and 1,581 square metres of retail space. Underground parking is proposed.

SUBJECT PROPERTY

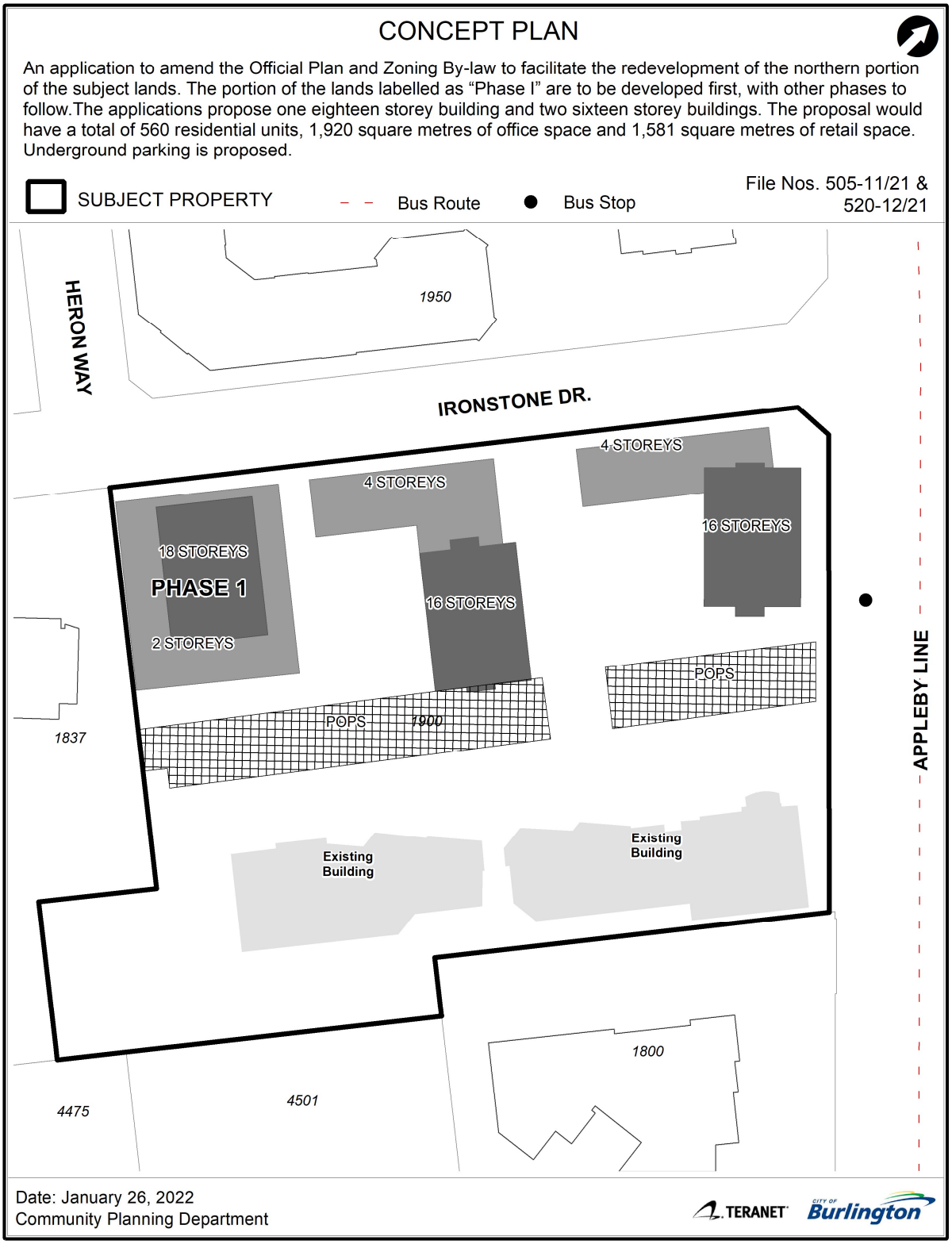
File Nos. 505-11/21
& 520-12/21



Date: January 25, 2022
Community Planning Department

TERANET Burlington

APPENDIX B


CONCEPT PLAN
An application to amend the Official Plan and Zoning By-law to facilitate the redevelopment of the northern portion of the subject lands. The portion of the lands labelled as "Phase I" are to be developed first, with other phases to follow.The applications propose one eighteen storey building and two sixteen storey buildings. The proposal would have a total of 560 residential units, 1,920 square metres of office space and 1,581 square metres of retail space. Underground parking is proposed.
SUBJECT PROPERTY
Bus Route
Bus Stop
File Nos. 505-11/21 & 520-12/21
HERON WAY
1950
IRONSTONE DR.
4 STOREYS
4 STOREYS
16 STOREYS
18 STOREYS
PHASE 1
16 STOREYS
2 STOREYS
POPS
POPS
1900
1837
APPLEBY LINE
Existing Building
Existing Building
1800
4475
4501
Date: January 26, 2022
Community Planning Department
TERANET
Burlington

APPENDIX C



APPENDIX D

#	Name & Address	Date Received (by email unless otherwise stated)	Comments
1	Ryan Gravis	February 3, 2022	HI Melissa, I would like to submit my comments regarding the Planned Redevelopment of 1860-1900 Appleby Line As Follows: Traffic congestion with existing developments as already poor at the best of times with general bumper-bumper traffic from Mainway North to the CPR Tracks. The traffic studies completed in October of 2021 are not completely reflective of regular traffic due to the ongoing pandemic and likely need to be re-evaluated. I am not opposed to development but I feel the density of units is going to introduce and exacerbate the existing traffic issues. As well as impacts to existing traffic patterns if approved due to long term lane restrictions. I also see that many trees will need to be removed as part of the construction, many of these tress are mature trees and this would be a great loss especially given the extensive loss of trees over the past few years due to disease. I do not see any allotment for Affordable housing which is something that I feel is important including with any development in the city as we are all aware the average cost of a small condo is now over $500,000-750,000 being priced out of reach for many. I see with the additional phases that demolition of existing structures will be required which I see as causing job loss for the existing small businesses many of which are still struggling in the recovery from the Pandemic. Thanks for your attention to this matter.

2	Marion Speziale	February 3, 2022	<u>Concerns regarding Application by ICP Developers for 1860-1900 Appleby Line</u> • The density proposed by this development significantly changes the current feel of the community around Ironstone/Appleby Line and will appear to impact the availability of current restaurants • There are 4 high rise buildings that currently exit on to the east side of Appleby: 1998 Ironstone, 1980 Imperial Way, 1940 Ironstone and The Williamsburg Retirement residence • Current problems already exist with traffic at this intersection as Ironstone Dr on both the east and west of Appleby is a single lane road with a left turn lane that does not have a traffic signal for turns. There is no room to enlarge the road here as the road abuts the sidewalk near three buildings on the east • If an ambulance or fire truck is parked in front of the retirement home and/or a delivery truck is parked in front of 1940 Ironstone (both of which occur regularly), the roadway is completely blocked or seriously impedes the ability to exit safely onto Appleby either way when heading westbound on Ironstone • Cars heading eastbound on Ironstone through the intersection at Appleby often are unable to wait to turn left so come straight through and then do an immediate U-turn by the driveway for Williamsburg, 1940 and 1998 Ironstone often causing a potential for an accident for anyone following them or exiting the driveways • Adding an additional 560 residential units and commercial space means traffic will be even worse as it appears the exits for the buildings are on to Ironstone across from the entrance to the plaza on the north side of Ironstone • Appleby is a significantly busy road and at rush hour even busier as cars that are blocked by west bound traffic on the QEW often take this route north to other east/west roads such as Mainway or Upper Middle • Appleby continues to be a heavy truck route as well

			• Lastly, more information needs to be provided about the POPS (Privately Owned Publicly Accessible Space) which in reality are often used as leverage to increase the height of a building even more than that already allowed. If the three buildings are ultimate condominiums there doesn't appear to be anything stopping them eventually doing away with the Public Space.
3	Pamela Madruga	February 3, 2022	We do not need more high rise condos in this area. The plan would eliminate restaurants that are an asset to the area. I strongly oppose this planned change.
4	David Sharman	February 5, 2022	my wife and I are residents of Appleby Woods Condo at 1980 Imperial Way, Burlington, have just rec d mail from you re new bldgs at Ironstone and appleby line We feel this idea is not good partly because of the great increase in traffic 560 res. units plus several commerial properties would create in our environment. Even as it is now traffic flow is very challenging with three existing condos in the area around Ironstone and Appleby Line. We hope that people who make the decisions about this proposal are really listening.
5	Pamela Madruga	February 4, 2022	The corner area is already congested and in terms of traffic and safety this construction would greatly aggravate the situation. We already have many vehicles ignoring the no stopping signs and creating traffic problems. This construction and subsequent use would create more severe problems. Please do not permit this change. I remain strongly opposed to this plan.
6	Bob Bernais	February 4, 2022	When is an Official Plan and Zoning By-law not one that can be changed by someone that throws around a lot of money and influence. Happens a great deal in Burlington! I live in the area and I am against this change. 1 Basic objection is the electrical infrastructure in place is already strained. 2 This is a major variance from the Official Plan and would cost the city and it's residents much more that what the three structures bring to the city. 3 Appleby and Uppermiddle roads are already strained. 4 It can be assumed that the applicant thinks the variance is desirable from a public planning perspective. Truth is, it is desirable <u>only</u> from the applicants. 5 The change does not maintain the purpose and intent of

			the Official Plan. 6 This change does nothing to enhance the character of the neighborhood, but instead diminishes sunlight, privacy and views. 7 When we and our neighbors moved here we saw the Official Plan and have come to appreciate it as it now stands. 8 This change would put a great deal of money in the coffers of ICP Developements and strain those of the city of Burlington.
7	Jim McIlquham		I am write to express my concerns about the proposed development of the above-described property. I have serious concerns with the proposed design, ancillary uses of the property and the impacts on the surrounding area. I'll attempt to outline these concerns in point form. 1. High density development on this relatively small parcel of land will cause unacceptable traffic congestion in the area. The inability of Ironstone Dr, between Appleby Line and Heron Way to meet the traffic demands associated with the new development is real. Already traffic on this stretch of road is congested with entrances to commercial businesses on either side of Ironstone Dr. and service vehicles making curb-side deliveries on both the south and north sides of Ironstone Dr. Emergency Services are already challenged at times to navigate their way to and from the existing firehall. 2. Location of the three towers along the north side of the property would create a "canyon effect" on Ironstone Dr. between Appleby Line and Heron Way and be aesthetically unattractive. 3. The adequacy of the area electrical grid to service the development along with the demands currently placed on the service by commercial and industrial facilities in the area have not been addressed. I understand that the strain placed on this grid has been a cause for concern for some time. Apart from the changing of the Zoning and the Official Plan, I have the following observations about the proposed development: 1. There seems to be a lack of consideration for pedestrian and recreational amenities. Parkland and pathways for both children and adults as well as pets are lacking. "POPS" and its

			described uses doesn't satisfy this requirement. Potentially 1,000 or more residents would reside in the proposed development, and no green space is currently accessible in the immediate area. The need for more accessible pedestrian walkways to amenities on the north side of Ironstone Dr. known as Upper Appleby Centre require consideration to enhance a community environment. 2. Surface parking for visitors, adequate access for emergency and maintenance services and deliveries are not well defined and are a major concern for residential buildings of this size. I suggest, in parallel with any proposal for future commercial, industrial, and particularly residential development of lands west of Appleby Line, north of Corporate Dr. and south of Upper Middle Road, that the Community Planning Department conduct a study of the impacts of such development on lifestyle needs in terms of green space, walkways, bikeways, nature trails, as well as vehicular and emergency accesses. We need to continue to strive for a better Burlington to live and work.
8	Mark Marot	February 8, 2022	Hello Melissa, I live in the condos at 1980 Imperial way. I received yesterday the notice of adobe mentioned planning application and want to provide my feedback. We moved into the area from Mississauga 2 years ago, and chose this area as we thought it was fully developed and was a well planned and laid out area to serve our retired years. I would be completely opposed to this new plan for the following reasons. - There are a lot of retired people living in the condos in this intersection, including a full retirement facility on the opposite corner.

			- The intersection of Appleby and Upper Middle as well as Ironstone and Appleby are already busy and fairly congested. - In my opinion any further addition of condos especially these 560 proposed units would further congest this area, actually beyond what it could handle. - Traffic leaving to go to work in the morning would become far too congested with these additional buildings. - This is currently an attractive area for people to retire to due to the proximity to all services, but adding to the congestion would both drive people away and prevent any new retirees from coming to the area. I certainly hope that my fellow residents of this community feel the same and take the time to write to you. There has to be a point where the area cannot handle any further residents, and I believe this intersection is already there. Thanks and kind regard Mark Marot
9	John Kerr	February 8, 2022	The purpose of this email is to strongly oppose the planning application submitted by ICP Developers Inc. We live at 1980 Imperial Way, Burlington ON L7L 0E7. The proposal is clearly not compatible with the Official Plan. The mixed use development of one 18 story building and two 16 storey buildings are out of character with the nearby buildings and neighbourhood. These buildings are too high. This will result in increased traffic, noise and pollution. Also, local shopping, medical services and restaurants will be eliminated. This means that our community will be less walkable and less livable. The availability of local services and shopping was one of the reasons that we purchased this condo two years ago. This increase in density and adverse impact on local businesses is totally unacceptable to us. John & Joan Kerr
10	Sam Hayashi	February 9, 2022	I am against this development. It will create over population, too much density in such a small area of Ironstone Dr. &Appleby line.

			There already is an 8 storey retirement home Williamsburg,a 16 storey condo at the corner of Ironstone &Appleby And behind it another 11 storey and a 9 storey condo building in this area. It will cause traffic gridlock at this corner of Ironstone & Appleby and disrupt passage of the Fire Station trucks.
11	Natasa Lekic Ph.D Josko Ivica Ph.D.	February 10, 2022	Dear Ms.Morgan, I am writing to you in regards to the proposal for zoning change at 1860-1900 Appleby line. File -505-11/21 & 520-12/21. My family & I are strongly opposed to this proposal as we feel that this area of Burlington already has enough residential buildings. It would add even more traffic congestion in already overwhelmed Appleby line if you plan to allow for extra 2000-3000 residents to live there. We have both a fire station & an ambulance in close proximity who rely on quick access to the roads to get to those in need as quickly as possible. There is simply not enough infrastructure in this area to allow for the zoning to switch from industrial to residential. Plus you will be moving out businesses that rely on industrial zoning out of this area when there is a great need for local jobs. This need for jobs greatly outweighs that of housing. Thank you for taking the time to read this email. Kind regards, Natasa Lekic Ph.D Josko Ivica Ph.D.

12	Liz Nettlefold	February 15, 2022	Hello: I recently received a letter informing me of a proposed development of 3 buildings (1 x 18 floor and 2 x 16 floors) at the address noted above. While I understand and accept the need for more housing in Burlington, I am particularly disturbed, as a close-by resident, by this proposed development. My concern is primarily with regard to traffic flow. The junction at Appleby and Ironstone is a bottleneck, and Appleby Line itself is already extremely busy at rush hour(s). I would like to know what plans are in place to both improve and facilitate traffic flow in an already overly congested area. An extra 500+ units will place an unbearable burden on this area. Ironstone Drive cannot possibly deal with the increased traffic in its current format. I also have concerns about the height of the proposed buildings: since they face (to our) west, they will significantly impact the light quality in my area. I would strongly suggest that the buildings be reduced to at most 10 floors to be more in keeping with other buildings in the vicinity.
13	Katerina Kokhtenko	February 15, 2022	Hello, I would like to provide my feedback regarding the planning application submitted by ICP Developers Inc for Site Address - Ward 4. Files: 505-11/21 and 520-12/21. I am extremely opposed to this construction. I am a resident of 1940 Ironstone Drive. This new construction would block out all the light coming into my apartment. There are already a lot of buildings around this area and we need more stores and plazas. This plaza has a lot of amenities and restaurants. It is really loved by the locals. In addition, there is already a lot of traffic between Applyby Line and on Ironstone. I have witnessed several car accidents at this intersection. This construction would not be safe and the addition of new buildings would create mayhem. I am really against this construction and hope it does not happen. I hope you take my comments into consideration. Thank you, Katerina

14	Anne Weishar	February 16, 2022	I have received and read over the planning application submitted by ICP Developers Inc 1860-1900:Appleby Line File 505-11/21 and 520-12/21 I am NOT in favour of building 1 -18 storey and 2-16 storey buildings in this area. The congestion with traffic and noise now in this area cannot take that many units and occupants with vehicles. Our city continues to jam the same areas without taking seriously the impact it has on the infrastructure but rather would focus and lean towards the developers. The city will still get income if it is spread throughout our city. Think smart and do the right thing. Turn this application down.

15			Good Morning Ms. Morgan, Thank you very much for your letter and information regarding change the Zoning and Official Plan designation for the property located at 1860-1900 Appleby Line. After our review of submitted information for these changes our comments are: * We are strongly opposed to this proposal to change industrial zoning to residential. * Mixing residential with industrial zoning is not good for people's health (noise, pollution, more possibilities for accidents) * Appleby Line is already overcrowded and additional 3000 residents will worse existing traffic congestion. * Ambulance cars and fire trucks will need more time to go through overcrowded Appleby Line. As a result residents will wait longer for life saving services. * In Paris, Canada committed to limit global warming to well below 2 degrees Celsius compered to pre-industrial level. Buildings are the biggest sources of GHG emissions. Adding three huge buildings will worse GHG emission. * We could save our planet only if each of us do our diligence to prevent creation of more GHG emissions and it is exactly what we doing being opposed to this development. We hope our voice will be considered at the Council's meeting regarding this unnecessary development. Our future generations deserve to live in the better environment.
16	Pat Bacchus	February 16, 2022	Good afternoon Melissa I am opposed to the development on Ironstone Drive as proposed. While I accept that more housing is needed, I am opposed to the height of the buildings. 18 and 16 storeys is too high for the site. The reason many of us live in this neighbourhood is precisely because of the low population density and adding those large buildings will increase traffic, noise and pollution. Also the convenience of having so many

			businesses on that property is a big plus which won't be there if this proposal goes ahead. My vote is NO to the development. I see no need to change anything.
17	Fizul Bacchus	February 16, 2022	Hi Melissa, I am opposed to this development for the main reason that it would result in a significant increase in traffic, and noise in our community. We downsized and moved from Mississauga to our new location at 1998 Ironstone Dr because of lack of high rise(less than 15 stories) buildings, and the general appearance of the area. We also like the current population density. One 18 storey, and two 16 storey buildings would significantly and negatively change the overall look and feel of our area. K The new development would look UGLY! Thanks for allowing me to voice my opinion.
18	Terry Gibb	February 17, 2022	As representatives of owners and residents of 1998 Ironstone Drive, the Board of Directors is submitting our thoughts and concerns about this proposed development. 1. There are 4 high-rise buildings immediately east of Appleby Line on Ironstone Drive. All 4 buildings have entry/exit driveways within 20 feet of each other and less than 200 feet from the intersection of these two streets. Ironstone is a two-lane street that regularly sees delivery and emergency vehicles blocking a complete lane causing traffic backups and hazardous driving for residents trying to leave or enter the area. Adding more traffic to the area is going to exacerbate the problem. 2. There are 454 residential units in the area now excluding those living in the Rivera building. This plan basically doubles residential density within a few hundred meters of the Appleby/Ironstone intersection. I can't even imagine the chaos that will cause and that's not even considering the electrical power grid issues we already experience here. 3. Appleby Line is already a very busy thoroughfare. Access to the 407/403 Corridors as well as HWY 5 make this street a favourite for commuters as well as delivery trucks

			and tractor-trailer units. Assuming your plan includes widening of Appleby Line that will impact on the traffic flow for a considerable time sending much of the traffic to other through streets. Then once the condos are complete the trucks will return and compete with residents from over 1000 units for use of the road. We also have an issue with the POPS area shown in the documentation. It's not clear what this area really is and who benefits from it. If it's supposed to ease everyone's concern about the density increase it's not working. We'd also like an explanation of how the city can allow this amount of growth with very little public green space in the area. With this letter we request official notification of the approval hearing schedule so concerned residents can attend. Regards, BOD HSCC494
19			I am writing to you regarding the application submitted by ICP Developers. In their proposal the applicant does not provide any information pertaining the impact to the current infrastructures and cost to upgrade them due to the increase in density. The proposal suggests that the present infrastructures such as the water, sewer system, roads, are adequate and will not have to be upgraded. This complex will have to exit onto either Heron Street, which is short, and currently acts as the main exit for the Burlington Fire Department. As well, there will be increase in traffic going onto Appleby Line, (north and south). This increase in traffic will create congestion and gridlock going onto the QEW/403 highway and the intersection of Upper Middle Road through to Dundas Street /Highway five. The present traffic congestion, noise, pollution, EMS and police sirens are currently unbearable, particularly during the spring to fall when one wants to sit on their balconies or have their windows open. The increase in density will make it more unbearable. The City of Burlington has not presented any future plans for improved public transportation that might get people out of their cars. I am concerned that the current electrical grid will not be able to handle the increase in usage due to the greater density. Currently this area experiences hydro surges. The increase

			in electrical vehicles over the next few years will also put more pressure on the system. Of coarse it goes with out saying that this density will increase costs to maintain the road system all year round. Lastly, this increase in density has a direct impact on the quality of life. There is no indication that the City of Burlington or ICP Developers have any concrete plans to handle this increase in density. I am afraid I do not have any confidence that the current city officials will look out for the uptown community. Regardless how much we bring our concerns, the current provincial government will ignore them and bow down to the developers. The City of Burlington has a real problem because of limited land available to grow, but more and more density is not the answer, particularly with no plan on how to handle it. So many questions without answers, but we are expected to change the bylaw that will allow the developer to move to the next stage..

18	Terry Gibb	February 17, 2022	As representatives of owners and residents of 1998 Ironstone Drive, the Board of Directors is submitting our thoughts and concerns about this proposed development. 4. There are 4 high-rise buildings immediately east of Appleby Line on Ironstone Drive. All 4 buildings have entry/exit driveways within 20 feet of each other and less than 200 feet from the intersection of these two streets. Ironstone is a two-lane street that regularly sees delivery and emergency vehicles blocking a complete lane causing traffic backups and hazardous driving for residents trying to leave or enter the area. Adding more traffic to the area is going to exacerbate the problem. 5. There are 454 residential units in the area now excluding those living in the Rivera building. This plan basically doubles residential density within a few hundred meters of the Appleby/Ironstone intersection. I can't even imagine the chaos that will cause and that's not even considering the electrical power grid issues we already experience here. 6. Appleby Line is already a very busy thoroughfare. Access to the 407/403 Corridors as well as HWY 5 make this street a favourite for commuters as well as delivery trucks and tractor-trailer units. Assuming your plan includes

			widening of Appleby Line that will impact on the traffic flow for a considerable time sending much of the traffic to other through streets. Then once the condos are complete the trucks will return and compete with residents from over 1000 units for use of the road. We also have an issue with the POPS area shown in the documentation. It's not clear what this area really is and who benefits from it. If it's supposed to ease everyone's concern about the density increase it's not working. We'd also like an explanation of how the city can allow this amount of growth with very little public green space in the area. With this letter we request official notification of the approval hearing schedule so concerned residents can attend. Regards, BOD HSCC494
20	Rosetta Commisso	February 18, 2022	Hi I am enclosing my vote regarding 1860-1900 appleby Line, Burlington, On In regards to changing the zoning and official plan for my property. I am against this matter and wish it not to happen. It will destroy our quiet community here. I have a family and we enjoy the location just as it is. Thank you Rosetta Commisso
21	Roberta Commisso	February 18, 2022	I live at 2045 APPLEBY Line, unit 102 Burlington Ontario L7L7G9 I DO NOT WANT this application to go through I am a home owner and am not happy about this!
22	David Collins	February 18, 2022	Hi Melissa I think the idea is not good for new development we need less people around hear come over here on a summer night it is like Wasaga beach on a Saturday night there is not enough parking no cross walk on Appleby line you have to be brave to cross at the lights. You need to put a lot of these in place before you start constructing more buildings at Appleby and Ironstone Drive,. Dave Collins please email me back I would like to hear what you have to say.
23	Jack and Barb	February 18, 2022	Hi Melissa, Thanks for the opportunity to comment on the new 3-Building proposal.

	Beaucha mp		My wife and I have lived at 1998 Ironstone Drive for the past 16 years. In 2014 we, along with several other couples protested the size and height of 1940 Ironstone Bldg. We hoped to have the height reduced to 12 stories to blend in with the uptown area but it ended up 18 stories high and with easements much closer to Appley Line and Ironstone Drive, leaving no area to speak of for their pets to do their business, especially in winter. We choose to live in UPTOWN Burlington, but with this proposal it will certainly look like DOWNTOWN. I'm against this proposal for the following reason's : 1-The traffic on appleby line is like a highway with the transports, dump trucks and cars from 407 etr and Dundas, not counting the local cars and trucks, and the additional 1000 + cars and trucks with this proposal. 2-The electrical power problems in the area are being challenged as it is now, with blackouts lasting sometimes all day. 3-Ironstone drive has exits for 4-buildings and 2-neighborhoods from imperial way to appleby line, and can get blocked with traffic. 4-The developer doesn't seem to be concerned about the issues that his buildings are going to cause as he is long gone when they occur. 5-Over the years these new buildings get built and the trees seem to die and never get replaced and side walks only get patched. 6-These new buildings will probably be pet friendly and will be all crammed in together without a sensible area for these poor dogs. 7- The pollution from all vehicles in this area has severely increased in the past few years, adding a thousand plus cars would make it worse.
24	Deren Hoffman	February 21, 2022	Dear Melissa, I am writing in reference to the planning application submitted by ICP Developers for the site at 1860-1900 Appleby Line. I came across the information about this application during a discussion in one of our neighbourhood groups on Facebook and all of us were quite surprised and mostly upset to hear about this application. First of all after careful review, I'm having a hard time understanding where exactly they plan on putting this considering there is currently no vacant space which leads me to believe that they are somehow planning on

			completely reconstructing the current shopping plazas and road entirely which would be a complete nightmare. I can't fathom why they would select this location. This area is already bursting at the seams. Adding over 500 additional residences will create a bottleneck and make the current traffic situation much worse. Having lived here for over 17 years now I've seen the area grow to the point that traffic along Appleby is crazy. I can't think of anything positive about this proposal. Ironstone road is a 2 lane road and can get busy at times now as is. There is also the fire department there. What's supposed to happen to that and what impact will the construction and final outcome have on their ability to urgently respond to situations? Also, what a disgusting look the area will have with such an abundance of high rise buildings condensed into one small space. It will completely change the look and feel of the area and not in a good way. Additionally, what will happen to all the businesses currently located in the proposed area? With so much vacant land available in the city, I can't understand why they would select this spot for the proposed project. With the exception of one person I've heard nothing but negative feedback and complains about this from numerous people in this neighbourhood. Some will likely send their own letter but many may not but rest assured 95% of the people in my Facebook group that have commented on this have not had good things to say. With all of this said, I implore you and the decision makers involved to **deny** the application for this proposed project. I was so upset and disappointed when I heard about this and in the event that it were to proceed, I'm not entirely sure I'd want to remain living in the area as it will make an already bad situation worse. I hope my voice matters and makes a difference.
25	Theresa Reynolds	February 21, 2022	Hello Melissa,

			My name is Theresa Reynolds and I live at 1940 Ironstone Drive, Burlington, Ontario. I am writing in response to the letter I received from the City of Burlington with respect to the Planning Application submitted by ICP Developers Inc at 1860-1900 Appleby Line. I have to say this news saddened me as this is a lovely neighborhood. I moved to Burlington from Toronto over 3 years ago to get away from the over development and high-density issues that plague Toronto neighbourhoods. I really enjoy the walk factor of this neighbourhood and the businesses currently at 1860-1900 Appleby Line. ICP Developers project will increase the density of this neighbourhood quite a bit and I am concerned about how this will impact quality of life through: · Increased noise pollution that will go on for years once this project gets underway o There is a retirement home directly across the street from 1860-1900 Appleby Line · Impact to the local neighbourhood once all construction workers come in and park their vehicles along side streets and/or in parking spots of the remaining businesses in the neighbourhood o This will be an inconvenience that will go on for the duration of the project · Loss of current businesses to the local neighbourhood o I do understand that communities need to grow but I do wonder what happens to the people who are employed at the businesses at 1860-1900 Appleby Line · How will the addition of these new towers impact current city drain and sewage? · Appleby Line can become quite congested at rush hour times and I would imagine this will increase quite a bit both during the construction phase and once the new towers are full of new residents When I read the paper- work provided by the City of Burlington, it really felt like this was already a done deal. Breaks my heart but I am going to include my two cents for what it is worth. Regards,

			Theresa Reynolds
26	Don and Layne Pepper	February 22, 2022	Ms. Morgan We refer to the above planning application notice. We are residents at 1988 Ironstone Drive Millcroft Place and have been here approximately 10 years, moving from Mississauga and Toronto. We are extremely perturbed about this planned development. For the following reasons: Traffic Since our arrival here we have seen a massive increase in Traffic flow, North and south on Appleby Line, reflecting no doubt the residential building that has gone on (and continuing).. Appleby Line seems to be a main commuter road linking highways 407, 401 and Queen Elizabeth Way. It's at a point where it is close to intolerable, affecting our quality of life , just try and cross Appleby to go to stores, Medical services etc. Why on earth would the City give consideration to an increase of 560 residents with no alternative exits to Appleby Line. We can see the New Condo buildings under construction north of Upper Middle so here comes yet more traffic!!. Living environment Our residents and Condo Board spend considerable time and money maintaining our 11 story property in top shape, making it a pleasant and livable space in which to live . Our building is next to three other residential high rises, all exiting onto Ironstone Drive and then Appleby. Most of the other surrounding residential areas are well maintained single story units. The chaos of a couple of years of heavy construction all entering and exiting off Appleby and Ironstone is a shuddering thought.

			That coupled with the new condos north of us coming on line is a daunting prospect of the additional load on an already traffic loaded Appleby Line.. Services Our current local medical services (notwithstanding the Covid effect) are stretched already. It took many months before we finally found a medical office where we can consult with our Doctor without a protracted wait as is the case across the road at the nearby medical building. What is the plan for the Fire and Ambulance service? We understand growth is part of a City's life, but please put in some infrastructure to handle the load, we saw what happened in Mississauga and Toronto! Why build more residential buildings so far away from the Highways and Go train lines? There seems to be plenty of vacant land around them. Eliminating further loading of Appleby Line where it is already crammed. Yours Truly
27	Diana Exner	February 22, 2022	Melissa I have a great concern with the proposed plan located at 1860-1900 Appleby Line, Site Address – Ward 4. I have lived at 1998 Ironstone Drive since 2007. The number of condo buildings that have gone up since then has made traffic/noise congestion crazy. To add another 3 buildings accommodating 560 more residential units would be unbearable and would cause me to sell and move. I am not in favor of the rezoning request. Please let me know if you require any further information. Thank you. **Diana Exner**
28	Brian Goodfellow	February 22, 2022	Dear Melissa: The purpose of this letter is to object to the proposed changes that would allow 560 Residential Units, 1,920 square meters of office space and 1,581 square meters of retail space to be built at the above noted location. My objections are based on the following:

			1. Currently the existing commercial endeavors parking requirements exceed the allotment provided. Our Condominium HSCC 494, and our surrounding neighbours have had many current retail customers from the above noted site, parking in our Designated Visitors parking areas. 2. The planning approvals that allowed four, medium to high rise, structures to be built on the East side of Appleby Line, on Ironstone Drive, created a very congested traffic situation for residents, visitors, service vehicles and delivery vehicles. The last thing we need is to have a similar traffic blockade on the West side of Appleby Line. 3. The layout of the proposed facilities does not allow for reasonable traffic flow on such a congested site nor sufficient parking spaces. We moved here to not be in a overpopulated downtown Toronto location. 4. Burlington does not have an extensive public transport system that could allow minimal parking requirements per unit of occupation, be it residential or commercial. The Toronto subway system is very overloaded and for some time been unable to accommodate all the person traffic, from high density occupation structures. 5. Additionally, most residential households require at least two parking spaces per unit as, house pricing being what it is, even with just two person occupation, requires both members of the household to have vehicles to get to their place of work (most cannot work from home with laptops). 6. The challenges faced by having commercial mixed with residential in condominiums is causing numerous conflicts as business goals and financial commitments are quite different from residential facility requirements. 7. The Fire Station on Ironstone Drive has enough difficulty getting on to Appleby Line now without the proposed added high density traffic congestion proposed. Sincerely, Brian Goodfellow
29	Carole and	February 22, 2022	Dear Melissa,

	Gerry Tien		We are residents of a condo at 1980 Imperial Way and wish to express our concerns regarding this proposed application. We realize the there is a need for increased housing in the community, but find the size of the complex troubling. There are already 2 high rises on two corners of Appleby and Ironstone. With several low and mid rise complexes within the 2 block area, we find the density with these added buildings troubling. The main concern we have is the traffic that will come with 560 units plus the commercial space. Ironstone Drive is only a 2 lane road and the traffic congestion on Appleby is considerable now. Since moving here 3 years ago the traffic at the intersection of Uppermiddle Rd and Appleby has increased. I would think the fire station and ambulance near by would be a concern with the traffic flow as well. I would assume a traffic and density study would be done before any approval process would proceed. Yours truly, Carole and Gerry Tien
30	Erica Trombetta	February 22, 2022	Dear Ms. Morgan, I hope you are well. I am writing to you to express my concerns regarding the planning application submitted by ICP Developers Inc. for 1860-1900 Appleby Line. As a lifelong community member of Burlington, and recent resident of the Ironstone and Appleby area, it was very disappointing to see and read the changes outlined in the letter sent out by the City. I have been a resident of Ironstone Communities for the past six years, and what attracted me to the area was the openness of the community, the scenic view, and the convenience. If the proposal is approved, the proposed development will have a negative impact on physical environment and emotional well being of residents. Firstly, the impact of the construction while building the development, and the addition of many more residents would create even greater congestion along Appleby Line, an already busy area (especially at rush hour mornings and evenings). This would not only increase traffic congestion, but dust and noise pollution for those who live and work in the nearby and surrounding area. Not to mention, it would congest the route for our local firefighters at Station 8 who use both Ironstone Drive and Heron Way as exits, and delay their arrival to emergencies.

			Secondly, with all the other condo buildings being built in the city (i.e. Martha Street (Nautica), Dundas Street (Valera), Walkers Line (Park City), etc.), Burlington needs more businesses to stay and grow (even new ones), rather than create more densely populated areas. The current plaza, which is home to many restaurants and services for those in the local area and those who are traveling through Burlington, is a popular location to gather and socialize. You would be removing a place people rely on for services, to conduct business and to gather with others to enjoy all the community has to offer.- Thirdly, building three tall buildings ranging from 16 to 18 stories would block the beautiful view of our downtown and skyline, as well sunshine for residents on the east side of Appleby Line (i.e. residents of 1940 Ironstone Drive and residents living at Revera The Williamsburg across the street). For those who moved into these buildings because of the appealing view, the openness of space, and the direct sunlight, erecting these tall buildings would deprive the community of positive characteristics of the area. The buildings would block the natural sunlight and views, creating a dark, cold, uninviting space. For those who are working from home, who are homebound due to health reasons, or those who pride themselves in the home that they live in because of the amazing view, building these towers would create a dark and isolating feeling. If the pandemic has taught us anything, it is that mental health matters. People need a place to gather, people need space and sunlight, and people need a sense of calm. Approving this proposal would be taking so much away from local residents and businesses. Please do not approve this application for 1860-1900 Appleby Line. I look forward to an outcome that will benefit the greater community. Thank you,
31	Brian Staffen	February 22, 2022	Hi Melissa: I have been reviewing the documents for the development above. I have a several concerns. I have lived at 1998 Ironstone Drive for almost 10 years now. I already have an issue with the buildings at 1893 Appleby Line and 1940 Ironstone Drive. Vehicles are constantly stopping and parked outside these buildings, for deliveries and drop off and pick ups. They stop and park in a clearly marked No Stopping Zone and impede traffic on Ironstone Drive. When vehicles are parked outside of both buildings, the street is limited to one lane of traffic. It was

			probably an oversight that when these buildings were approved, there was no allowance for parking outside the buildings on Ironstone or Appleby Line. Now imagine the same situation with the proposed development above. The plans have no indication of an allowance for parking outside any of the buildings along Ironstone. I can foresee the same problems that we now experience on the east side of Appleby Line on Ironstone Drive, given the large number of retail space on the ground floor of the buildings in the proposed development. Worse, now imagine if a fire truck from the fire station next door needs to get to Appleby Line and there are vehicles parked outside of the buildings on the west side of Appleby Line on Ironstone Drive and the street is narrowed to one lane or even blocked by illegally parked vehicles. Consideration needs to be made to parking outside of the development above. The other problem I have is that there is lack of sufficient consideration of green spaces for residents of the above development. The only current green space in the area is DesJardines Park and it is already heavily used by residents on the east side of Appleby Line. DesJardines Park is not an option for residents of the above development. Additionally, the proposed Privately Owned Public Spaces seem particularly small for up to a 1,000 residents. The proposed Privately Owned Public Spaces will also infringe on the parking for the existing plaza businesses. I have experienced difficultly finding parking in the existing parking when visiting Industria Restaurant and Starbucks Coffee. If the area for the proposed Privately Owned Public Spaces is left for parking, I don't see even that would be sufficient for parking at peak times for the existing plaza to the south of the development. Finally, I am concerned that there is little to no above ground access to parking for the proposed retail on the ground floors of the proposed development. Without easy parking access to the proposed retail stores in the development, parking could spill out onto Ironstone Drive and even Appleby Line. We are experiencing this problem already with the retail stores on the ground floors at 1893 Appleby Line and 1940 Ironstone Drive. Lack of easy parking will only exacerbate the problem of parking on Ironstone Drive described above. In summary, more consideration is required for; 1) an allowance for parking outside the buildings on Ironstone to ensure unimpeded traffic flow,

			2) sufficient green space for residents of the development, 3) sufficient parking for the existing plaza to the south of the development. and 4) sufficient parking for proposed new retail. Regards Brian
32	Marlene Stevenson	February 22, 2022	As a current resident in the area. The proposed changes to1860-1900 Appleby will make a huge increase in traffic on on Appleby Line as well as Ironstone. Appleby is already a very heavily travelled road all day and jammed during rush hour. Ironstone from Appleby Line to Imperial Way is residential and cannot be burdened with more traffic. There are a lot of people walking and children playing in this area. Marlene
33			Hello Melissa, I am writing about the proposed re-zoning made by a private developer regarding 1860-1900 Appleby Line in Burlington. I am a brand new owner in the condo complex at 1940 Ironstone Drive, and my apartment faces west. I'm in apartment . I would like to submit my concerns on the proposed re-zoning as a resident that would be directly affected by this proposed re-zoning. Here are my concerns: 1. The draw to purchasing this property was the view. This new complex would completely change that dynamic and my view towards Hamilton and the lake would disappear in that direction. Not only would this be disappointing personally, but I feel as though it would diminish the value of my property. 2. The noise would be a factor for me as well. I work from home, my balcony faces west. I also teach yoga online. I'm trying to grow my business. I relocated from Toronto to be in a more peaceful environment. A new construction project right across the street from me would be incredibly disruptive. 3. Construction hours are from 7am-7pm 6 days a week, this would be a factor as well. The previous point I made would essentially take place during these hours. That's a bit part of life to have to take on that kind of disruption, especially for a remote worker, and brand new home owner.

			4. I would rather see re-zoning occur on the other side of the plaza and leave these lots for restaurants that sit at a low level height wise. These are my biggest concerns at the moment. Thanks for receiving my feedback.
34	Minal Soneji	February 22, 2022	Hi Melissa, Good morning!! This is in regards to the application received by the Department of Community Planning to change the Zoning and Official Plan designations for the property located at 1860-1900 Appleby LIne. The application is for the proposed development of 3 condo buildings. I am absolutely **not** in favour of this future development for the following reasons. - Appleby Line and Ironstone Drive already have lots of heavy traffic at the intersection. In the last few years many accidents have also occurred. - There is a Retirement home right at the intersection and it is not fair for the seniors to have so much noise pollution and traffic for their safety. - I am sure they are paying lots of money to reside in the retirement home to have some comfort and peace. Lots of seniors move around in this area with their walker equipment and wheelchairs crossing the road. - With the new development there will be more congestion having more people and more vehicles around. - On top of having a retirement home there are a few buildings in the surrounding area where there are more senior residents. - This is really a big project for the amount of land available in that property. It would be rather convenient to have more commercial businesses. I am sure requests and comments will be honoured from all residents currently living in this area. Thank you very much Have a great day!!

			Regards, Minal Soneji
35	Vanessa Zablocki	February 22, 2022	Dear Ms. Morgan, I am writing to you regarding the proposed development at the above address. I am a current resident of 1940 Ironstone Dr, which is across from the proposed development. I have several concerns regarding these development plans. When I purchased my current condo unit, I was very pleased with the conveniences provided by the various existing shops and restaurants currently across the street from my residence. As I don't drive, it is a very convenient area to reside in. A new development would remove that and further reduce the pedestrian-friendly nature of the area. An additional concern I have is the increase in traffic flow that this new proposed development would cause. As you know, Appleby Line is a main artery connecting many homes and several already established condo buildings. Any new developments, especially the proposed high-rise condos, would further increase traffic and congest existing infrastructure in the area. As a pedestrian myself, I am also concerned about the safety risk that this increase in traffic would present. Lastly, the construction of a new development would create a lot of noise, disruption and bring a lot of mess/disorder to an already established neighbourhood for a prolonged period of time. That is not something that I along with many others would be pleased to experience. Thank you very much for your time and consideration. Kind regards, Vanessa Zablocki
36	Diane Parnham	February 22, 2022	I would like to register my objections to this proposed development in the strongest of terms. It would have a deleterious effect on the neighbourhood. Having already destroyed the character of the downtown core in Burlington with overdevelopment of high rise buildings, the blight is now spreading. The downtown has become a wasteland, its walkability index gone, and its merchants suffering from the reluctance of people to go to what was once a charming and inviting shopping and walking area.

			The area at Appleby Line and Ironstone Drive already has four high rise buildings, which have brought a number of concerns that will only be exacerbated with more development. These buildings have one of the highest percentages of seniors in Burlington. The traffic at this intersection is already bad, with the population at risk of serious injury by the drivers already ignoring the traffic laws (and with no enforcement that I can see). Both sides of the street on Ironstone are no stopping areas, but vehicles are often parked on both sides at the same time (apparently four way flashers cancel no-stopping signs) and accidents have already occurred here. Adding hundreds of new cars will make the situation even worse., and even more dangerous There is already a parking problem in this area. Some years ago it was necessary to allow overnight parking because of the number of vehicles per household. Given the amount developers are charging for parking spaces, and the tendency to reduce available parking in new builds, this can only worsen. These cars will flood into the areas of single family homes, and local business will have to deal with illegal parking. The available public transit will do nothing to ease the problem. A look at any relator website will show that this area is already considered to be noisy. Adding giant buildings with hundreds, if not more than a thousand residents will add the the noise, and diminish the appeal of the area. The city services that would be required for a development of this size are already stressed. The cost of upgrading power, water, sewer, etc., would be borne by the taxpayer and not by the developer. In short, my feedback is that this project would be a disaster for the neighbourhood. While I understand that infill and densification are necessary, destroying a neighbourhood for greed and unrestricted development is not. New construction in developed neighbourhoods should not destroy the character. New build in this area should be restricted to five stories, in keeping with the single family nature of this ward.
37	Murray and Sharon Smith	March 1, 2022	Thank you for your response to my call Melissa and I appreciate your determination to respond to my call. As mentioned, my wife and I reside in a condo complex called Appleby Woods where we come in off Ironstone Drive. When we come home from the Millcroft Mall i.e. Metro, Shoppers etc. It is better for us to take Heron Way instead of trying to strain our necks to get on to Appleby Line south from Upper Middle where the heavy traffic flies by and knowing that we have to get over to the lane on the left in

			order to turn left onto Ironstone within a very short distance. Many residents do the same thing and there are 3 major players here: Ironstone, Millcroft Place and Appleby Woods. Now, the intersection at Appleby Line and Ironstone poses a real problem. If I am first in line and waiting for a green light (and it is forever) to cross Appleby line to go home, there can be many cars idling behind me because they do not have a lane that enables them to turn right and go south on Appleby Line. Also at this time there is likely a car on my left hand side waiting to turn left and go north on Appleby Line. This brings up the next and biggest problem. If a fire truck leaves the fire hall and has to go east on Ironstone to turn right to go south on Appleby line it could be deterred and waist valuable time especially if there is also a vehicle stopped at the light waiting to turn left. I think this is a major issue if the residents from the new buildings are exiting onto Ironstone. The traffic on Appleby Line is highly intense as it is. For example, my wife and I recently went to renew her driver's license so we entered Appleby Line from Ironstone to go south at 11:20 in the morning to get to Fairview Street and with no mishaps or car breakdowns ahead of us we crawled from Mainway to the North Service Road. It is very revealing to see the amount of traffic that is heading east or west on the QEW. If another 1,000 or more residents/drivers are added here, it may be more than a problem than it is. Now, we need to think more about the future and it may be closer than we think. If the city decides to build more residences on the vacant land between Corporate Drive and Mainway then I truly believe that will be a major catastrophe. I am 76 years old and we have lived in this area for 34 years. We really appreciate what this area has to offer and although we are seniors we still have our wits about us and are opened minded about change and progress but we sincerely hope that our city leaders (whom we have always admired and trusted) give this proposal very serious thought Having said all that we realize that you may already have the solutions to the issues we have raised. If you have and they are guaranteed not to fail then so be it. We appreciate your valuable time and considering our input.
38	Francis Dean Bondy	March 1, 2022	Melissa My wife and I are condominium owners at 1998 Ironstone Dr. We have resided here since 2014 so are quite familiar with the subject area. Our building was the first to be constructed. Since then three other high-rises have been erected either on Ironstone or nearby. We were here before

			the construction of the other buildings and are familiar with the worsening wind conditions along Ironstone Dr. as the structures were built There is a significant wind tunnel effect along Ironstone increasing as you progress from the east end of the street to Appleby Line. There is also a crosswind at the driveway leading into #1998. I have had personal unpleasant experiences while walking and cycling on this street. I should mention I am an experienced cyclist that cycles the city and surrounding areas for several months each year. I am also a senior but, in good health and physically fit. In the summer of 2020 was thrown from my bicycle as I slowed to turn into the driveway to #1998. This was caused by a wind gust in weather conditions that were normal for a summer afternoon. No thunderstorm activity just warm and sunny. My second experience occurred on Ironstone this past summer while walking toward Appleby Line. Again the weather was not stormy but, there were fairly strong winds and as I approached the corner a gust almost knocked me to the ground. Had it been a person that weighed less than 165 lbs, that person would likely have fallen to the sidewalk. After I crossed to the other side of Appleby the wind was significantly less. I believe the height of the proposed buildings should be significantly reduced. Adding three new high-rise towers on the opposite corner, it's likely the wind tunnel effect will increase even further at the Ironstone/Appleby intersection making it more dangerous for pedestrian and cyclist traffic.
39	Kay Goodwin	March 1, 2022	As an owner at Millcroft Place Condo, I am writing to express my objection to the proposed development on the SW corner of Appleby and Ironstone. This is already a dense traffic area and adding 500+ more homes in such a small area will be untenable. The saturation will create a traffic nightmare. I am concerned the strain on the power grid will lead to brown outs for everyone in this area. I am sending this message to ask that development plans be tabled.