



SUBJECT: Statutory Public Meeting – 2093, 2097 & 2101 Old Lakeshore Road, 2096 & 2100 Lakeshore Road official plan and rezoning amendments

TO: Planning and Development Committee

FROM: Department of City Building - Planning Building and Culture

Report Number: PB-72-19

Wards Affected: 2

File Numbers: 505-04/19 and 520-08/19

Date to Committee: November 5, 2019

Date to Council: November 18, 2019

Recommendation:

Receive and file department of city building report PB-72-19 regarding official plan and rezoning amendments for 2093, 2097, 2101 Old Lakeshore Road and 2096, 2100 Lakeshore Road.

Purpose:

The following objectives of the City's Strategic Plan apply:

A City that Grows

- Intensification
 - Burlington has a downtown that supports intensification and contains green space and amenities, has vibrant pedestrian-focused streets, is culturally active and is home to a mix of residents and businesses.

- Focused Population Growth
 - Burlington is an inclusive and diverse city that has a growing proportion of youth, newcomers and young families and offers a price range and mix of housing choices.

RECOMMENDATION:		None; information only	Ward:	2
Application Details	APPLICANT:	<i>Urban Strategies</i>		
	OWNER:	<i>Core FSC Lakeshore GP Inc.</i>		
	FILE NUMBERS:	<i>505-04/19 & 520-08/19</i>		
	TYPE OF APPLICATION:	<i>Official Plan and Zoning By-law Amendment</i>		
	PROPOSED USE:	<i>27-storey residential building with ground floor commercial</i>		
Property Details	PROPERTY LOCATION:	<i>Group of Properties on the south side of Lakeshore Road and the north side of Old Lakeshore Road</i>		
	MUNICIPAL ADDRESSES:	<i>2093, 2097 and 2101 Old Lakeshore Road, 2096 and 2100 Lakeshore Road</i>		
	PROPERTY AREA:	<i>0.33 hectares</i>		
	EXISTING USE:	<i>Two parking lots, four 1-2 storey buildings (one listed on Municipal Heritage Register)</i>		
Documents	OFFICIAL PLAN Existing:	<i>Downtown Mixed Use Centre – Old Lakeshore Road Mixed Use Precinct</i>		
	OFFICIAL PLAN Proposed:	<i>Downtown Mixed Use Centre – Old Lakeshore Road Mixed Use Precinct with site specific policy</i>		
	ZONING Existing:	<i>Downtown Old Lakeshore Road Zones (DL-A and DL-B)</i>		
	ZONING Proposed:	<i>Downtown Old Lakeshore Road Zones (DL-A and DL-B) with site specific exception</i>		
Processing Details	APPLICATION RECEIVED:	<i>September 13, 2019</i>		
	STATUTORY DEADLINE:	<i>January 11, 2020</i>		
	NEIGHBOURHOOD MEETING:	<i>March 26, 2019</i>		
	PUBLIC COMMENTS:	<i>Number of Notices Sent: 639 Number of Comments Received: 11 at the time of the writing of this report</i>		

Background and Discussion:

On September 13, 2019, the Department of City Building acknowledged that a complete application had been received for an Official Plan Amendment and Zoning By-law Amendment for the lands comprised of 2093, 2097 and 2101 Old Lakeshore Road and 2096 and 2100 Lakeshore Road. The purpose of these applications is to amend the Official Plan and Zoning By-law in order to facilitate a development consisting of one 27-storey residential building with commercial units on the ground floor, and an additional storey to include a mechanical penthouse. The location of the subject lands is illustrated in “Appendix A”. A Detail Sketch of the development proposal is provided in “Appendix B”, and a rendering is shown as “Appendix C”.

The purpose of this report is to provide an overview of the proposed application and provide an outline of the applicable policies and regulations as well as a summary of the technical and public comments received to date. This report is intended as background information for the Statutory Public Meeting.

Site Description:

The subject lands are bound by Lakeshore Road to the north and Old Lakeshore Road to the south and are comprised of the following municipal addresses: 2093, 2097 and 2101 Old Lakeshore Road, and 2096 and 2100 Lakeshore Road. The subject lands are 0.33 hectares in size and currently support four 1 and 2-storey buildings; three fronting onto Old Lakeshore Road and one fronting onto Lakeshore Road. 2101 Old Lakeshore Road currently has a single detached building which is listed on the Municipal Heritage Register, also known as the Chrysler Carriage House. The existing building is proposed to remain on the property and become integrated with the proposed development.

Discussion

Description of Application

The City of Burlington is in receipt of the following applications:

- 505-04/19 – Official Plan Amendment to re-designate the subject lands from “Downtown Mixed Use Centre – Old Lakeshore Road Mixed Use Precinct” to “Downtown Mixed Use Centre – Old Lakeshore Road Mixed Use Precinct” with a site specific policy to permit additional height and density; and,
- 520-08/19 – Zoning By-law Amendment application to rezone the subject lands from “Downtown Old Lakeshore Road Zones (DL-A and DL-B)” to “Downtown Old Lakeshore Road Zones (DL-A and DL-B) with a site specific exception”.

The current Official Plan designation on the subject lands is “Mixed Use Centre” in accordance with Schedule “B” of the Official Plan and they are further designated “Downtown Mixed Use Centre – Old Lakeshore Road Mixed Use Precinct” in accordance with Schedule “E” of the City’s Official Plan. This designation permits high-density apartment residential uses, including the residential use of upper storeys of commercial buildings; among other uses.

The property is currently zoned “Downtown Old Lakeshore Road Zones (DL-A and DL-B)” in the City of Burlington Zoning By-law 2020, as amended. The DL-A and DL-B zones permit various retail, service, commercial, office, community, hospitality, entertainment and recreation and residential uses.

The applicant is requesting to amend the Official Plan and Zoning By-law to permit a 27-storey mixed-use building with three commercial units on the ground floor (with a total area of 707.1 square metres of commercial floor space), and 310 residential units above. The proposed density is 940 units per hectare and a Floor Area Ratio (FAR) of 7.7:1.

A privately owned, publicly accessible open space (POPS) having a width of approximately 19 metres is proposed on the west side of the subject lands, from the south side of Martha Street. This space would provide a physical and visual connection to the lake, and proposes elements such as water features, seating and space for outdoor programming. The site will be accessed from Lakeshore Road and will include a service lane along the east side of the site. The service lane will include access to four levels of underground parking. The proposed development would incorporate the retained listed heritage building.

Technical Reports

The applicant submitted the following technical reports in support of the subject application to be reviewed by various departments and technical agencies.

- Planning Justification Report (prepared by Urban Strategies Inc., dated August 22, 2019);
- Arborist Report (prepared by Kuntz Forestry Consulting Inc., dated August 22, 2019);
- Architectural Plans Including the Following:
 - Conceptual Site Plan and Ground Floor Site Plan (Drawings A1.00 and A1.01, prepared by Studio JCI, dated August 22, 2019);
 - Floor Plans (Drawings A3.00 to A3.06, prepared by Studio JCI, dated August 22, 2019);
 - Elevations (Drawings A5.00 to A5.03, prepared by Studio JCI, dated August 22, 2019);
 - Cross Sections (Drawing A6.00, prepared by Studio JCI, dated August 22, 2019).

- Construction Management Plans (Prepared by CORE Development Group, dated September 10, 2019);
- Environmental Site Screening Questionnaire;
- Functional Servicing and Stormwater Management Report (Prepared by Lithos Group Inc., dated August 2019);
- Geotechnical Investigation (Prepared by Fisher Environmental Ltd., dated August 22, 2019);
- Preliminary Site Grading and Servicing Plan (Drawings SS-01 and SG-01, prepared by Lithos Group Inc., dated August 22, 2019);
- Heritage Impact Statement (Prepared by GBCA Architects, dated August 22, 2019);
- Landscape Concept Plan (Drawing LS-100, prepared by Studio TLA, dated August 22, 2019);
- Noise Impact Study (Prepared by RWDI, dated August 22, 2019);
- Pedestrian Wind Study (Prepared by RWDI, dated August 22, 2019);
- Phase I ESA (Prepared by Fisher Environmental Ltd., dated October 6, 2017);
- Phase II ESA (Prepared by Fisher Environmental Ltd., dated July 22, 2019);
- Reliance Letter (Prepared by Fisher Environmental Ltd., dated August 22, 2019);
- Remediation Plan (Prepared by Fisher Environmental Ltd., dated August 22, 2019);
- Sun Shadow Analysis (Prepared by Studio JCI, dated August 22, 2019);
- Transportation Impact Study (Prepared by LEA Consulting Ltd., dated August 22, 2019);
- Urban Design Brief (Prepared by Urban Strategies Inc., dated August 22, 2019);
- Waste Management Plan (Prepared by GHD, dated August 22, 2019).

Interim Control By-law

On March 5, 2019, Council enacted Interim Control By-law (ICBL) 10-2019 to temporarily limit development within the City's Urban Growth Centre and the Burlington GO Mobility Hub area in order to complete a land use study assessing the role and function of these Major Transit Station Areas. The ICBL is in place for a period of one year which can be extended for a second year.

The Planning Act preserves the priority of zoning passed during the timeframe created by the Interim Control By-law and, if passed in that period, the prior zoning does not come back into effect unless the new zoning is appealed and is defeated on appeal. The effect of the ICBL is to permit existing uses only. The application is therefore premature, and it would not be appropriate to process it further, including providing any analysis or recommendations at this time.

Following the Statutory Public Meeting, these applications will be held in abeyance until the ICBL is no longer in effect.

Technical Review

Comments Received

The Official Plan Amendment and Zoning By-law Amendment applications and supporting documents were circulated for review to internal departments and external agencies. At the time of the writing of this report, no comments have been received.

Policy Framework:

The application is subject to the following policy framework: the Provincial Policy Statement 2014, the 2019 Growth Plan for the Greater Golden Horseshoe, the Halton Region Official Plan, the City of Burlington Official Plan and the City of Burlington Zoning By-law 2020. Consideration of applicable policies from these documents will be addressed in the subsequent recommendation report. Listed below is an overview of the land use designations and policy directions at the provincial, regional and local level.

Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement (PPS) provides broad policy direction on land use planning and development matters of provincial interest. The PPS provides policies for appropriate development based on efficient use of land and infrastructure, protection of natural resources, and supports residential and employment development including a range and mix of land uses. Through the PPS, growth and development are to be focused within the established settlement areas. Decisions affecting planning matters made on or after April 30, 2014 “shall be consistent with” the PPS.

Growth Plan for the Greater Golden Horseshoe

The updated Growth Plan for the Greater Golden Horseshoe came into effect on May 16, 2019 and provides a growth management policy direction for the defined growth plan area. The subject lands are located within an Urban Growth Centre as identified within the Growth Plan. Through this plan, growth is focused in the existing urban areas through intensification. The guiding principles of the Growth Plan include building compact, vibrant and complete communities, and optimizing the use of existing and new infrastructure to support growth in an efficient and well-designed form.

Halton Region Official Plan

The subject lands are designated “Urban Area” in accordance with the Halton Region Official Plan (ROP), and are located within an Urban Growth Centre. The Urban Area objectives promote growth that is compact and transit-supportive. This designation also

encourages intensification and increased densities. The ROP states that permitted uses shall be in accordance with local Official Plans and Zoning By-laws and other policies of the Halton Region Official Plan.

City of Burlington Official Plan

The current Official Plan designation is “Downtown Mixed Use Centre – Old Lakeshore Road Mixed Use Precinct”. This designation permits high-density apartment residential uses, including the residential use of upper storeys of commercial buildings; among other uses. While the proposed use is permitted, the applicant is requesting an Official Plan Amendment to add a site specific policy to permit a mixed-use building with commercial on the ground floor and 310 residential units, resulting in a site density of 940 units per hectare.

In addition to the above and in keeping with Provincial requirements, Part III, Section 2.5.2 of the Official Plan contains policies pertaining to residential intensification. Intensification is defined in the Official Plan as *“Development or re-development of a property or site within an existing developed area which is proposed to be undertaken at a higher density or intensity than permitted under the existing zoning, and which may include re-development, (including the re-use of brownfield sites), development on vacant and/or underutilized lands, expansion or conversion of existing buildings, addition of dwelling units, or creation of new lots”*. The Official Plan’s evaluation criteria are used to evaluate land use compatibility for proposed intensification projects.

City of Burlington Adopted Official Plan, 2018

The proposed New Official Plan was adopted by Council on April 26, 2018 and has been developed to reflect the opportunities and challenges facing the City as it continues to evolve. Halton Region has identified areas of non-conformity, and as such, the adopted Official Plan will be subject to additional review and revision prior to its approval. Further, City Council has directed a new staff review and public engagement process to consider potential modifications, including a review of height and density provisions. As a result, no weight is placed on the policies of the adopted Official Plan in the review of this application at this time.

City of Burlington Zoning By-law 2020

The property is zoned “Downtown Old Lakeshore Road Zones (DL-A and DL-B)” in the City of Burlington’s Zoning By-law 2020, as amended. The DL-A and DL-B zones permit various retail, service commercial, office, community, hospitality, entertainment and recreation and residential uses. The applicant is requesting to amend these zones to add a site-specific exception to address regulations such as increased building height, increased floor area ratio, reduced amenity area and reduced parking.

The following table outlines which requirements of the DL-A and DL-B zones will need site specific zoning exceptions. It should be noted that this chart is a preliminary review by staff of the current proposal. A more detailed review of the proposal will be undertaken by Zoning staff at a later stage in the process.

Regulation	DL-A Requirement	DL-B Requirement	Proposed
* Yard Abutting a Street			
Floors 1-2	0.5-1 m minimum 1.5-2 m maximum	0.5-1 m minimum 1.5-2 m maximum	Abutting Lakeshore Road: 3 m
Floors 3-8	2.5-3 m minimum	2.5-3 m minimum	Abutting Old Lakeshore Road: Floors 1-5: 8 m Floors 6-27: 16 m
Floors 8+	N/A	N/A	
Rear and Side Yard	None required	None required	East side: 6 m West side: 19 m
Floor Area Ratio	4.5:1 maximum	3.25:1 maximum	7.64:1
Density	51 units per hectare minimum No maximum	51 units per hectare minimum No maximum	940 units per hectare
Parking	1.25/unit = 388 spaces	1.25/unit = 388 spaces	332 spaces
Amenity Area	20 m ² per unit = 6200 m ²	20 m ² per unit = 6200 m ²	7,002.3 m ² (includes common indoor and outdoor amenity, private balconies and privately-owned, publicly-accessible open space)
Height	Minimum: 2 storeys Maximum: 10 storeys and 31.5 metres	Minimum: 2 storeys Maximum: 6 storeys and 19.5 metres	27 storeys and 83.2 metres plus mechanical penthouse

* Range noted as setback requirement ranges throughout subject lands.

The development standards shown on the chart above do not comply with the Zoning By-law requirements, and as such a Zoning By-law Amendment is being requested. The applicant is requesting to add a site-specific exception to the existing "Downtown Old Lakeshore Road (DL-A and DL-B)" Zones.

Financial Matters:

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

Public Engagement Matters:

Public Circulation/Notification

The applicant posted a public notice sign on the property to reflect their submission on September 26, 2019. All technical studies and supporting materials for this development were posted on the City's website at www.burlington.ca/2096Lakeshore. 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 on September 24, 2019.

Burlington Urban Design Advisory Panel Meeting

The applicant met with the Burlington Urban Design Advisory Panel (BUD) on March 19, 2019. The panel provided several comments on the proposed development, summarized below.

The Panel encouraged the applicant to make Old Lakeshore Road the main pedestrian street as it is closer to the water and a more desirable location. The Panel provided suggestions on improving the massing of the tower. Improving the design of the elevation facing north was emphasized; as this is what would be seen the most. The Panel commented that while it is appreciated that the proposal intends on keeping the heritage building, it should include more of a backdrop to create the sense of more space around the building.

Pre-Application Consultation Meeting

The applicant conducted a pre-application neighbourhood open house for the proposal on March 26, 2019. Key concerns raised by the public were related to the height and size of the development; traffic that could result from the proposed development; parking concerns (either too much or too little) and questions related to factors such as sustainability and building design.

Public Comments

Comments were received from the Heritage Burlington Advisory Committee and ten comments were received from members of the public as of the time of the writing of this report and are attached as "Appendix D". Should future comments be received, they will be considered and included within a future recommendation report.

Conclusion:

This report provides a description of the development application, an update on the technical review of this application and provides the public comments that have been received as of the writing of this report. Following the lifting of the Interim Control By-law, a subsequent report will provide an analysis of the proposal in terms of the applicable planning policies and will provide a recommendation on the proposed application.

Respectfully submitted,

Melissa Morgan, MCIP RPP
Planner II – Development Review
905-335-7600 extension 7788

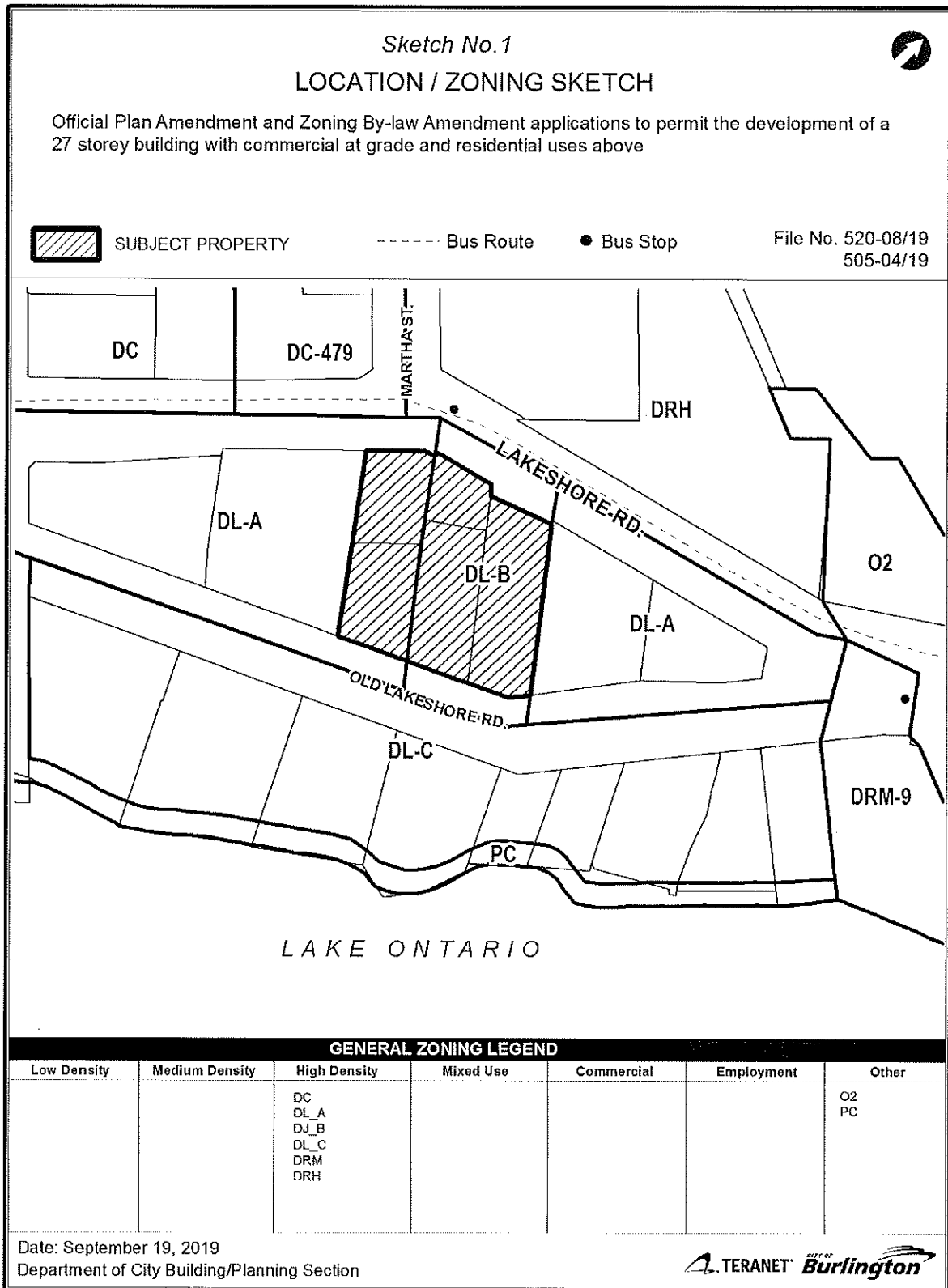
Appendices:

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

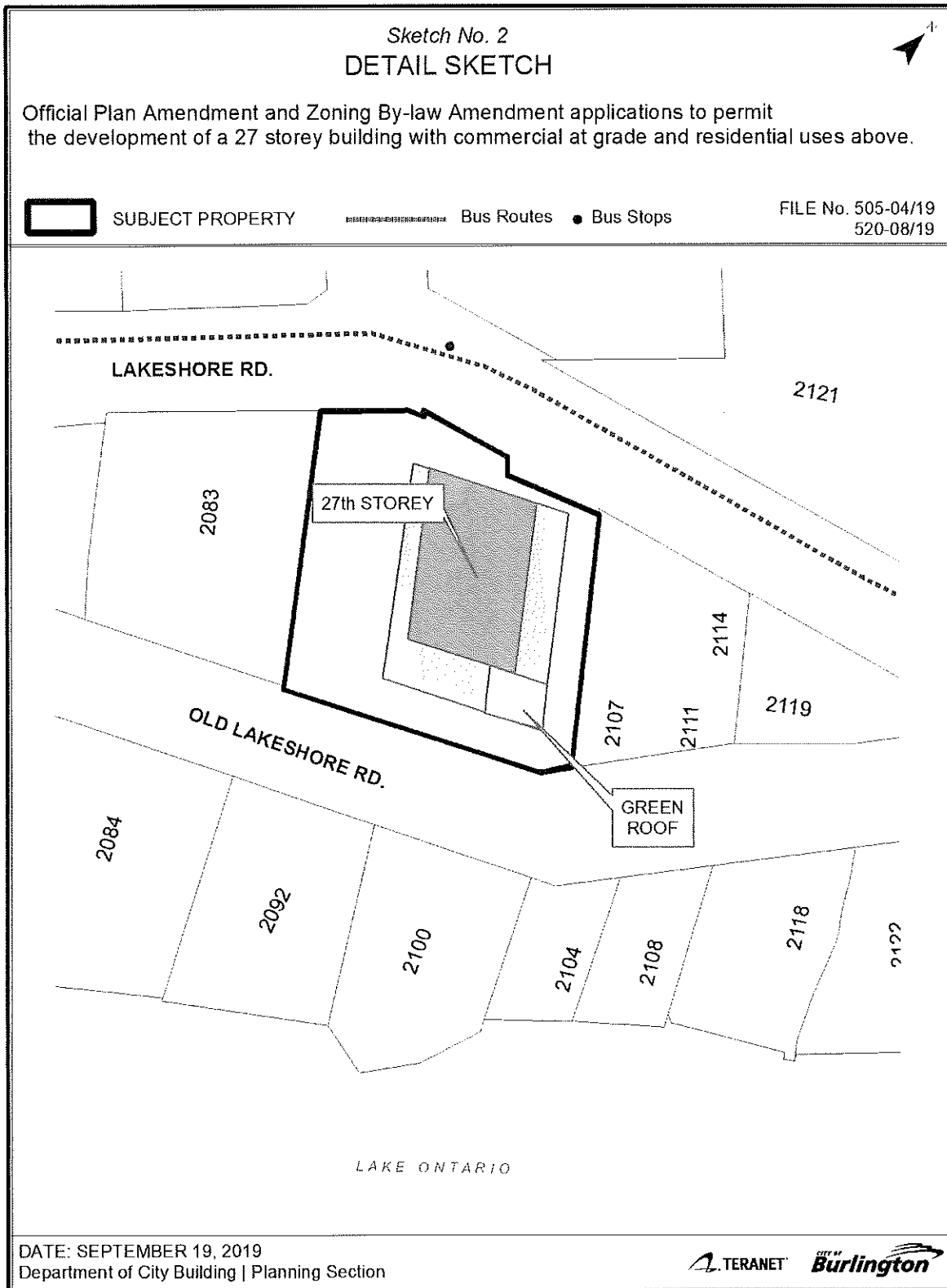
Report Approval:

All reports are reviewed and/or approved by Department Director, Director of Finance and Director of Legal. Final approval is by the City Manager.

APPENDIX A



APPENDIX B



APPENDIX C



APPENDIX D

<p>1</p>	<p>I would like to register my vote against this development proposal. The number of 20+ storey buildings planned or in progress in downtown Burlington is completely inappropriate.</p> <p>I own property at 360 Pearl and 2136 Old Lakeshore and can not imagine how vehicular traffic will move in and out of the downtown core. Additionally, parking will become impossible. This will drive merchants away and the downtown core will become a wind tunnel wasteland of high rise structures.</p> <p>Continuing to build high rises that will bring thousands of cars in and out of the city without enhancing infrastructure is simply poor planning.</p> <p>I would not oppose development under 10 storeys in height, it's the development of towering buildings and the resultant challenges that I oppose.</p> <p>The concerns of those of us who live in the downtown core are being completely ignored.</p> <p>I would prefer to see a moratorium on high rise development until the development already approved has been completed and an impact assessment can be performed.</p> <p>Anne Browne 7-2136 Old Lakeshore Rd.</p>
<p>2</p>	<p>Attn: Melissa Morgan</p> <p>I am writing to you to give feedback on a Planning Application submitted by Urban Strategies Inc. Site Address – Ward 2 2093,2097 &2101 Old Lakeshore Rd. 2096 &2100 Lakeshore Road.</p> <p>The proposed 27 storey mixed use building will considerably increase the density of population , traffic on the roads, and parking requirements in the downtown core.</p> <p>The proposal does not include a plan to address and manage the increase in traffic with resultant congestion and delays.</p> <p>The proposal addresses the parking issue partially. The 4 level underground parking will likely service the residents of the proposed building. However the clients of the businesses will not be provided for and will therefore encroach on the small numbers of parking spaces already existing on Old Lakeshore Rd.</p> <p>There are currently two multistory dwellings under construction in the vicinity which when completed and fully occupied will greatly increase population density, traffic and use of parking spaces. Their impact has not yet been appreciated.</p>

	<p>This tremendous increase in population density will have a negative impact on existing businesses and destroy the scenic and heritage characteristics of the downtown core.</p> <p>This Planning Application is an example of poor urban planning .</p> <p>For these reasons, I recommend that the application be denied,</p> <p>Respectfully submitted,</p> <p>Lucille Carling-Chambers, MD</p>
3	<p>Hello Melissa,</p> <p>When will we stop getting proposals for 27 stories in areas zoned for 12 or less? The proposal for 2043, 2097 and 2101 Old Lakeshore, 2096 and 2100 Lakeshore is far too much, We need affordable housing, and no more than eight stories, not more than ever more high rises. Traffic will soon be at a standstill along Lakeshore, even without a traffic problem on the bridge.</p> <p>Earlier this year I expressed concern about emergency vehicles getting through to the hospital - and was assured that such vehicles can always get through. Then a couple of months later there was a mess on the bridge, and there was very slow bumper to bumper traffic down Smith Avenue. No ambulance, fire truck or police car could have made it to an emergency on the street unless they had been helicoptered in. That was a first for Smith Avenue in my memory, but the problem will only be exacerbated with the high rises already approved along Lakeshore Road and downtown, bringing more and more people trying to get home, or get to work. My next door neighbour could not get out to work that day because of the traffic going south.</p> <p>I hope no further high rise developments will be approved in the downtown core. Can we not keep to the eight or 12 storey limits in place. Even more units at those heights will bring more traffic to the area of Burlington as it was pre 1958.</p> <p>E. Crouch</p>
4	<p>Dear Madam:</p> <p>I would appreciate knowing if the placement of the proposed structure will allow the installation of a sidewalk along Lakeshore Road in keeping with the usual/approved width standards of sidewalks in other public areas within the downtown City of Burlington area ?</p> <p>As you maybe aware there is no existing sidewalk on Lakeshore Road and all walking traffic has to utilize the sidewalk on the north side of the roadway.</p>

	<p>I would also appreciate knowing what set back there will be for the proposed structure between the road curb on Lakeshore Road to the foundation wall of the proposed structure?</p> <p>Will there be a separate turning lane on Lakeshore Road for cars to gain entry to the parking garage under the proposed structure?</p> <p>Will there be a change in signage to prohibit cars coming from the property and turning left onto Lakeshore Road ?</p> <p>Do the long range plans of the City of Burlington include a possible widening of Lakeshore Road in the area to the north side of the proposed structure ?</p> <p>Have environmental studies been conducted to assess the animal and bird populations which utilize the Rambo Creek area ?</p> <p>I would also recommend that the proposed height of the intended structure be more in line with existing structures within the immediate area both to the east and north directions surrounding the proposed structure ?</p> <p>Do the traffic /traffic congestion studies provided by the developer consider possible increased traffic volumes and possible impact of Lakeshore Road in both directions ? (Concerned about increased traffic volumes on local school zone located on Lakeshore Road)</p> <p>Thank you for allowing me to address some of my concerns.</p> <p>Michael V McRae 506-2121 Lakeshore Road Burlington Ontario L7R1C9</p>
5	<p>Hi Melissa-</p> <p>Oh, Please just say NO!!</p> <p>I am becoming more and more disheartened and heartbroken by all these high rise proposals downtown. Literally bringing me to tears.</p> <p>My vision for this area is to maintain the historic feeling. In keeping with the historic Estaminet on the same stretch. Read: "Old" Lakeshore Road. I see the supposed continuation of the waterfront boardwalk idea. With cafes, restaurants, beach shops and boutiques. With a more historic look/style. With options for street fests and street vendors.</p> <p>Something to think about.</p> <p>If this builder wishes to go ahead with a build on this site, it should be allowed for no more than 4 to 5 stories, period. Not 20 something!!</p>

	<p>Overall, this is messing with my heritage. My cozy downtown boutique feeling, which I so enjoyed. My waterfront, My sanctuary. Please leave it natural.</p> <p>Sincerely, Jennifer Kemp</p>
<p>6</p>	<p>We are writing with regard to the above address as we have several concerns with yet another high rise in a two block section along Lakeshore Road. Is the purpose of all these downtown highrises to block the view of the lake we are so fortunate to live on?</p> <p>Our main concern is the additional traffic another 27-story will create. The current high volume, particularly at rush hour, creates very unfavourable conditions especially for pedestrians.</p> <p>Does the placement of this proposed structure accommodate the installation of a sidewalk on the south side of Lakeshore? At present, there is only a sidewalk on the north side. It is almost impossible to cross Lakeshore between Pearl and the pedestrian light just east of Old Lakeshore intersection with Lakeshore. Again, not very pedestrian friendly. It is becoming more & more unpleasant to walk downtown as streets are so congested, shaded and windy because of all the high rises in such close proximity.</p> <p>We would be interested to know what set backs there will be between the curb on Lakeshore and the actual structure. Building these high rises to the fullest extent of the property is not terribly visually appealing.</p> <p>How will traffic in and out of this building be accommodated? We would hate to see Lakeshore widened to accommodate more traffic as this would only increase traffic even further.</p> <p>The other main issue is what parking will be provided? Parking in downtown is more & more an issue thus taking away from any enjoyment people might get from the downtown and the waterfront.</p> <p>The importance of affordable housing seems to be lost when looking at the size of units in these high-rises. How are families supposed to live in 600-800 square feet? We think it's important to provide affordable housing for families to make downtown a vibrant, accessible community.</p> <p>With Rambo Creek in such close proximity, what environmental studies have been done to help maintain the bird & animal populations? Part of the attraction of our</p>

	<p>downtown is the 'small town' atmosphere and the green spaces. It's important to maintain and make these areas a priority.</p> <p>The proposed height of this building is out of place with the existing buildings on Old Lakeshore and the north side of Lakeshore. The height proposed would cause buildings on the north side to be constantly in shade not to mention the winds they also cause when all built so close together.</p> <p>We understand that Burlington is mandated to grow but why is it necessary to have so many highrises rather than mid or low rise buildings situated downtown - in spite of the cost of the land. Burlington is for the residents not the developers!</p> <p>We thank you for your time and attention to this matter. We hope we are not fighting a losing battle to maintain the desirability of living in Burlington.</p> <p>Sincerely,</p> <p>Elayne & Doug Fraser</p>
7	<p>The proposed development for a 27 storey tower at 2096 and 2100 Lakeshore Rd and 2093, 2097 and 2101 Old Lakeshore Rd here in Burlington is undesirable because it continues the process of shoehorning too many people and too many high rise buildings into a limited space.</p> <p>The limited space is downtown Burlington on Lakeshore East of Brant. We already have the Bridgewater under construction on the Lake, cutting off the public from the Lake. There is also another tall building on the NW corner of Pearl and Lakeshore. The Nautique just got the go ahead on the NW corner of Lakeshore and Martha. Another 26 storey development has been proposed for 2107 Old Lakeshore Rd and 2119 Lakeshore Rd which will butt up directly to the development I am writing about. Lakeshore in this area isn't that wide a road. How many high rise buildings do we want to jam into this space?</p> <p>Have you seen the traffic in this area during rush hour? It's stop and go. And that's on a good day. If there's a problem on the QEW the traffic on Lakeshore becomes stop and more stop. Do you think plunking in one (two) more high rises in this area is going to help?</p> <p>The proposed development will bring lots of new residents and no accompanying green space or Lake access. If it and the one next to it go ahead, the results will be ugly to see. The area, the entrance to Downtown Burlington, will be a monument to how the Developers screwed Burlington and laughed all the way to the bank.</p> <p>Don't let it happen. No more high rise buildings in this area!</p>

	<p>Yours truly,</p> <p>Stephen Chen</p>
<p>8</p>	<p>Thank you for the opportunity to provide input on the above-noted proposal for a 27-storey 310 unit building in downtown Burlington. My husband and I are opposed to the applications to amend the Official Plan and Zoning By-law.</p> <p>While we are supportive of responsible development in downtown Burlington, the multitude of current applications represents significant overdevelopment of the community. Both the height and density proposed are detrimental to the community and its residents.</p> <p>Traffic congestion continues to worsen and Lakeshore Rd is not able to handle the current traffic volumes during rush hour as it is. Access from Lakeshore Rd should not be permitted, regardless of the size of the building ultimately approved. We are surprised that developers even request access from this main thoroughfare...is it simply a bargaining chip?</p> <p>Last November we voted in a new mayor and Ward 2 councillor. The single most relevant issue that determined our vote was the candidates' stance on development in the downtown core. This area should not be designated a mobility hub, and we are hopeful that our recently elected council will get a handle on this issue. The LPAT/OMB approval of the Adi development across the street from this proposal was a travesty.</p> <p>We understand that this site will be developed, and we are supportive of reasoned and measured development. Let's ensure we move forward with the best interests of all stakeholders involved.</p> <p>Suellen and Laurie Wiles PH1-2121 Lakeshore Rd Burlington, ON, L7R 1 C9</p>
<p>9</p>	<p>Dear Ms. Morgan,</p> <p>As a resident of 360 Torrance Street I am writing to you to express my concerns with the Planning Application for 2093, 2097, 2101 Old Lakeshore Road and 2096 and 2100 Lakeshore Road. My concerns are based on the following:</p> <ul style="list-style-type: none"> • Height: I have been a resident of Ward 2 for a relatively short period of time (15 years). One of the main attractions to the downtown is Lake Ontario. Access to this valuable resource is not only through Spencer Smith Park but through the views that can be observed from many of the surrounding buildings. While I recognize that development in the City as a whole is limited to infill and that density will enhance the vibrancy of the City, I am concerned that the height of the proposed development would represent a considerable

	<p>change to the character of the neighbourhood. In the Planning Justification Report prepared by Urban Strategies (August 2019) it has been noted that the tower has been positioned to ensure that the view corridor to Lake Ontario and the open space at the foot of Martha Street. I am concerned that this report does not consider that the 27 storey building would continue to cumulatively impact the views to the Lake for the larger community eventually making this resource only available to a small section of the public.</p> <ul style="list-style-type: none"> • Range of Housing/Affordability: Within the Halton Region Official Plan, the Region believes in building healthy communities where residents' state of physical, mental, social and economic well being are considered and a full range of housing is provided. Through the materials provided for this development, it has been identified that an increase in housing will be provided but it does not provide for affordable housing. • Traffic: Lakeshore Road is a main artery through the downtown core. It is used not only by the residents of the downtown but by many who need to detour from the QEW. Just this past summer I was stuck in traffic on Lakeshore Road for 4 hours as a result of an accident on the Skyway. Adding more units to those that have already been approved will cause further congestion during these events. There is concern that the Transportation Impact Study prepared by Lea (August 2019) does not adequately capture these events. In addition, there is concern that the Transportation Study does not take into consideration the pedestrian crosswalk on Lakeshore Road east of Old Lakeshore Road. This feature causing considerable queuing on Lakeshore Road. <p>Thank you for your time,</p> <p>Melissa Kiddie</p>
10	<p>Hi Melissa,</p> <p>Thank you for all the material to read and absorb, only to see that strict guidelines that the City has told us that they have the power to control and enforce, need to be put in place sooner than later. When the City's current policies provide for certain "UP TO" height allowance numbers, then I believe that should be guidelines strictly enforced! The City did say they are "the Boss", not the Developers! Why, is it that, if an "up to" 12 story provision is policy, that the developer coming in with an outrageous number of 26 story's will probably win out with an approval of 22-24 story's which is still double what the "current policy provided for"? The Developers, psychologically are way ahead of the City on their planning of what they really want and what they will be happy to receive. They are going to reach for the maximum ++, knowing that you will give in by eliminating 4-6 story's, or less, and they are still laughing all the way to the bank with a surplus more than they really ever expected.</p>

	<p>We, speaking for all the citizens of Burlington concerned about the downtown and the waterfront properties, feel we voted in the Council to keep the downtown low profile, and the waterfront spared of these greedy developer hi-rises that already have destroyed the expensive real estate. Many have large windows facing the lake, and were sold high prices for that view of the lake, which will soon be a view into someone else's window. Everyone knows the towering/tunnelling look of concrete is no beauty at its best, anywhere, nor does it provide a breath of fresh air to anyone. The City has to take a firm hold on all this in the new changes to the OP. Have read little about moving the designation of the bus stop/station from a GO classification to an anchor hub?? Major development intensification was to be rerouted closer to the GO Station properties, and it looks like that hasn't been implemented in any way, with 17 active and proposed 17 to 27 story buildings on the circuit, all within a few km area. When the OP was officially presented to the public and Bridgewater was supposedly grandfathered in from years ago, that the extreme waterfront height and massive construction was nothing to be concerned about, that the height would not set a precedent for all other developments to be able to follow. What happened to that remark that we were all lead to believe???????</p> <p>Trusting this reaches the hands of those concerned, as we sure are concerned at this end. The influx of applications by the Developers Nov./17 +/- , had me very suspicious that once submitted by a certain date that they now have a upper hand on certain stipulations accepted then, but not now, and in saying that it will be interesting to see where these Nov./17 applications, now proposals are going to win out for them. Transparency in all this was never given, but I believe the picture will show its true colours soon on whether my speculation was right or wrong. Hopefully very wrong!</p> <p>Good Evening!</p> <p>S. Hutchinson</p>
11	<p>Melissa Morgan, Planner Department of City Building</p> <p>Dear Melissa,</p> <p>Heritage Burlington has reviewed the development proposal affecting listed properties at 2093, 2097 and 2101 Old Lakeshore Road as well as 2096 Lakeshore Road. The Committee commends the developer for preserving the Carriage House but is disappointed that the other listed properties will not be preserved. We are particularly concerned with the loss of 2093 Old Lakeshore Road (the Cole-Mortimer House) and we encourage City staff to work with the developer to see if there is a way of preserving the house, even if it must be moved, possibly adjacent to the Carriage House.</p>

We recognize that the two other properties do not retain many of their heritage characteristics; however, they along with the Carriage House and the Cole-Mortimer House are all that remain of one of Burlington's earliest neighbourhoods. Given the intense development being proposed for this immediate area, preserving and possibly grouping these four remaining properties together could serve to connect the new development to what came before.

We would be happy to participate in any further deliberations on this development.

Sincerely,



Howard Bohan
Chair, Heritage Burlington

