SUBJECT: Information report for official plan and zoning by-law amendments for 2107 Old Lakeshore Road & 2119 Lakeshore Road

TO: Community Planning, Regulation & Mobility Cttee.

FROM: Community Planning Department

Report Number: PL-26-20

Wards Affected: 2

File Numbers: 505-02/20 & 520-03/20

Date to Committee: July 7, 2020

Date to Council: July 13, 2020

Recommendation:

Receive and file community planning department report PL-26-20 regarding official plan and zoning by-law amendments for 2107 Old Lakeshore Road & 2119 Lakeshore Road.

PURPOSE:

The purpose of this report is to provide information for a statutory public meeting concerning applications to amend the official plan and zoning by-law to allow the development of a 27-storey mixed use building at 2107 Old Lakeshore Road & 2119 Lakeshore Road.

Vision to Focus Alignment:

- Increase economic prosperity and community responsive city growth
- Improve integrated city mobility
- Building more citizen engagement, community health and culture

Executive Summary:

RECOMMENDATION:	None. Statutory Public Meeting.	***Ward:***	2

Application Details	***APPLICANT:***	Old Lakeshore Road Burlington Inc.
	OWNER:	Same as above
	FILE NUMBERS:	510-02/20 & 520-03/20
	TYPE OF APPLICATION:	Official Plan Amendment and Zoning By-law Amendment
	PROPOSED USE:	27 storey apartment building with retail/commercial at grade
Property Details	***PROPERTY LOCATION:***	Southwest corner of Lakeshore Road and Old Lakeshore Road
	MUNICIPAL ADDRESSES:	2107 Old Lakeshore Road & 2119 Lakeshore Road
	PROPERTY AREA:	0.2 ha
	EXISTING USE:	Condo sales centre and medical office
Documents	***OFFICIAL PLAN Existing:***	Old Lakeshore Road Mixed Use Precinct
	OFFICIAL PLAN Proposed:	Old Lakeshore Road Mixed Use Precinct with site specific policy change for increased height and density, and no road widening on Lakeshore Road
	ZONING Existing:	Downtown Old Lakeshore Road (DL-A)
	ZONING Proposed:	Downtown Old Lakeshore Road with site specific exception (DL-A-XXX)
Processing Details	***APPLICATION RECEIVED:***	February 27, 2020
	STATUTORY DEADLINE (120 days):	Paused as of March 17, 2020 for duration of Provincial State of Emergency. (20 days elapsed between complete application and start of emergency.)
	NEIGHBOURHOOD MEETING:	September 26, 2019
	PUBLIC COMMENTS:	Notices mailed to 603 property owners/ occupants; 23 comments received from 22 individuals

Background and Discussion:

General

On March 12, 2020 the Community Planning Department acknowledged that complete applications had been received as of February 27, 2020 for an Official Plan Amendment and Zoning By-law Amendment for 2107 Old Lakeshore Road and 2119 Lakeshore Road to support the development of the lands with a 27-storey building with retail/service commercial uses on the ground floor and residential uses above.

The purpose of this report is to provide an overview of the applications, an outline of applicable policies and regulations, and a summary of technical and public comments received to date. This report is intended as background information for the statutory public meeting.

Site Description

The subject site has an area of 0.2 ha, and approximately 74 m of frontage on Lakeshore Road, and 69 m of frontage on Old Lakeshore Road (see Figure 1, below). The subject site is triangular in shape, and is comprised of two parcels, municipally known as 2107 Old Lakeshore Road, and 2119 Lakeshore Road. The site is currently developed with a condominium sales centre (2107 Old Lakeshore) and medical office (2119 Lakeshore).

Surrounding Land Uses

Surrounding the subject site are the following uses:

- North: Across Lakeshore Road, immediately north of the subject site, is a seven-storey apartment building (2121 Lakeshore Road). Northwest of the subject site, at the northeast corner of Martha Street and Lakeshore Road, is a five-storey retirement home (2109 Lakeshore Road). Further to the northwest, on the northwest corner of Martha/Lakeshore, is a vacant parcel that was approved by the Ontario Municipal Board in 2018 for a 26-storey building (374 Martha Street; also known as “Nautique”). Further north on Martha Street are three-storey mixed-use buildings, and a 12-storey apartment building (395 Martha Street).
- South: Across Old Lakeshore Road, south of the subject site, are one and two-storey commercial buildings. Southwest of the site, at 2100 Old Lakeshore Road, is a property listed on the City’s Municipal Heritage Register (“Stewart-Williamson-Peck House”).
- East: Southeast of the site are two-storey townhouses (2136 Lakeshore). Further east along Lakeshore Road is a 15-storey apartment building (360 Torrance Street), and an 18-storey apartment building (2160 Lakeshore).
- West: West of the site are one and two-storey commercial buildings. Immediately west of the site, at 2101 Old Lakeshore Road, is a two-storey building listed on the City’s Municipal Heritage Register (“The Chrysler Carriage House”) and currently

used as a restaurant. 2101 Old Lakeshore Road, along with four other contiguous properties to the west, are currently the subject of an Official Plan Amendment and Zoning By-law Amendment application for a 27-storey apartment building (2101, 2097, 2093 Old Lakeshore Road & 2096 & 2100 Lakeshore Road; city file nos. 505-04/19 & 520-08/19). Further west, at the southwest corner of Pearl and Lakeshore Road is a 22-storey apartment building currently under construction.



Figure 1 – Air photo (2019) with the subject property outlined

Description of Application

As shown on Sketch No. 2 (Appendix A), the applicant proposes to develop the lands with a 27-storey mixed-use building containing 598 m^2 of retail space on the ground floor, outdoor common amenity areas on the second floor and rooftop, 150 residential units on Floors 3-27, and five levels of underground parking with 150 parking spaces.

The proposed building form consists of a one-storey podium with a 27-storey tower. The proposed linear height of the building is 105 m, including mechanical penthouse. The proposed Floor Area Ratio of the development is 10.5:1, and the proposed density is 750 units/ha.

The residential component of the building is proposed to be comprised of the following unit mix: 25 one-bedroom-plus-den units, 25 two-bedroom units, 50 three-bedroom units, and 50 three-bedroom-plus-den units.

Access to the underground parking garage is proposed via Old Lakeshore Road. A one-way service driveway from Lakeshore Road to Old Lakeshore Road is also proposed.

To facilitate this development, the applicant has applied to amend the Official Plan to increase the height permitted on this site, and requests that a road widening not be taken along Lakeshore Road for this development.

The applicant has also applied to amend the City's Zoning By-law 2020 to establish site-specific regulations for building height, floor area ratio (FAR), building and underground parking garage setbacks, parking rates, and bicycle space dimensions. An overview of the proposed zoning is provided on page 9 of this report.

Supporting Documents

The applicant has submitted the following materials in support of the applications:

- Cover Letters from the Applicant, dated December 19, 2019 and February 26, 2020
- Site Plan, Waste Management Plan, Floor Plans, Sections and Elevations, prepared by Graziani + Corazza Architects Inc., dated December 16, 2019
- Planning Justification Report, prepared by MHBC Planning, dated December 18, 2019
- Draft Official Plan Amendment and Draft Zoning By-law Amendment with Covering Letter, prepared by MHBC Planning, dated January 28, 2020
- Urban Design Brief, prepared by Bousfields Inc., dated December 2019
- Sun/Shadow Study, prepared by R. Bouwmeester & Associates, dated November 1, 2019
- Pedestrian Wind Study, prepared by NovusSLR, dated December 16, 2019
- Heritage Impact Assessment Report, prepared by MHBC Planning, dated November 15, 2019
- Traffic Impact Study, Parking Study and TDM Options, prepared by Paradigm Transportation Solutions Ltd., dated February 2020 and Letter from Consultant, dated January 20, 2020
- Boundary, Topographic and Adjacent Building Height Survey, prepared by A.T. McLaren Ltd., dated October 24, 2019
- Waste Management Plan, prepared by Graziani + Corazza Architects inc., dated November 20, 2019
- Arborist Report, prepared by Ferris + Associates Inc., dated June 18, 2019
- Conceptual Landscape Drawings, prepared by Ferris + Associates Inc., dated September 16, 2019
- Environmental Site Screening Questionnaire, completed by Owner on December 17, 2019

- Phase 1 Environmental Site Assessment Report, prepared by Terraprobe, dated January 12, 2017
- Phase 2 Environmental Site Assessment Report, prepared by Terraprobe, dated July 8, 2019
- Letters of Reliance to Halton Region and City of Burlington, from Terraprobe dated November 11, 2019
- Geotechnical Investigation and Engineering Design, prepared by Terraprobe, dated December 21, 2016
- Hydrogeological Report, prepared by Terraprobe, dated January 12, 2017
- Response to Geotechnical and Hydrogeological Comments, prepared by Grounded Engineering, dated January 20, 2020
- Confirmation email from Conservation Halton, sent by Conservation Halton on October 10, 2019
- Functional Servicing Report, prepared by S. Llewellyn & Associates Ltd., dated January 2020, and Memo to City of Burlington dated January 22, 2020
- Environmental Noise Study, prepared by NovusSLR, dated December 16, 2020
- PIN Reports (Three documents: 1, 2, and 3)
- Economic Analysis, prepared by Altus Group Economic Consulting, dated December 17, 2019
- Construction Management Plan, prepared by BA Group, dated December 16, 2019

All of the supporting documents have been published on the City's website for the subject applications, www.burlington.ca/2107OldLakeshore.

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 Downtown Urban Growth Centre and the lands in proximity to the Burlington GO Station for a period of one year in order to complete a land use study assessing the role and function of the Downtown bus terminal and Burlington GO Station as major transit station areas.

The recommendations from the findings of the study, including approval of Official Plan Amendment (OPA) 119 and Zoning By-law Amendment (ZBA) 2020.418, were approved by City Council on January 30, 2020. However, the City has received appeals for both OPA 119 and ZBA 2020.418. As a result, the ICBL will remain in effect until the Local Planning Appeal Tribunal (LPAT) has issued a final decision on each appeal of ZBA 2020.418.

While the City awaits the LPAT process to conclude, new applications, including the subject applications, are being circulated for comment to relevant departments and agencies and statutory public meetings are being held to receive public input. No planning analysis is being undertaken and recommendation reports are not being

prepared until the LPAT has issued decisions on the aforementioned ZBA 2020.418 appeals. Following the Statutory Public Meeting, the applications will be held in abeyance until the ICBL is no longer in effect.

Policy Framework

The proposed Official Plan Amendment and Zoning By-law Amendment are subject to the following policy framework: Provincial Policy Statement (2014), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), Region of Halton Official Plan, City of Burlington Official Plan, and the City of Burlington Zoning By-law 2020. A discussion of conformity with these documents will be addressed in a subsequent recommendation report. The following is an overview of the land use designations and policy directions provided in these documents.

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides broad policy direction on land use planning and development matters of provincial interest. All planning decisions must be consistent with the PPS. The PPS promotes appropriate development and land use patterns that make efficient use of land and infrastructure, protect public health and safety, facilitate economic growth, and conserve significant built heritage resources. The PPS directs that growth and development be focused in settlement areas. Land use patterns in settlement areas are to be based on densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities, prepare for the impacts of a changing climate, and support active transportation and transit.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan for the Greater Golden Horseshoe provides a policy framework for managing growth in the Greater Golden Horseshoe. The policies of the Growth Plan are intended to support the achievement of complete communities that feature a diverse mix of land uses and range of housing options, provide for a more compact built form and vibrant public realm, increase the use of transit and active transportation, and mitigate and adapt to climate change. The Growth Plan directs growth and development to settlement areas, with a focus on strategic growth areas, including urban growth centres. The subject site is within a provincially designated urban growth centre.

Halton Region Official Plan (ROP)

The subject lands are designated “Urban Area” and located within the Intensification Areas (Urban Growth Centre and Major Transit Station Area) overlay in the Halton Region Official Plan (ROP). The ROP states that the range of permitted uses within the Urban Area shall be in accordance with local official plans and zoning by-laws. However, all development is subject to the policies of the ROP, including the specific objectives and policies for Intensification Areas and Urban Growth Centres. Objectives of Intensification Areas include: to provide an urban form that is complementary to

existing developed areas; to provide diverse, vibrant pedestrian-oriented urban environments; to support active transportation and transit for everyday activities; and to generally achieve higher densities than the surrounding areas.

City of Burlington Official Plan

The subject lands are designated "Old Lakeshore Road – Area B (East Sector)" and are also subject to a site-specific policy (Part III, 5.5.7.2 k)) in the City's Official Plan.

Uses permitted in the Old Lakeshore Road designation include high-density apartment residential uses, as well as commercial, cultural, and recreation uses. High-density residential uses are defined in the Official Plan as housing uses with a density ranging between 51 and 185 units per net hectare.

Objectives of the Old Lakeshore Road designation include to provide an area in the Downtown for high-intensity mixed use development that is pedestrian-oriented, transit supportive, compatible with existing development, and of a high standard of design, and to provide for a transition from the highest density mixed-use area in the Downtown (Wellington Square Mixed Use Precinct) to the more residential areas to the east. Retail or service commercial uses are required continuously at grade along public streets in residential buildings, and buildings are to be constructed close to the street line with no surface parking permitted, except for loading and emergency vehicles.

In the East Sector, a minimum density of 51 units per net hectare is required for residential buildings. On the subject site, a maximum building height of 10 storeys and 31.5 m is permitted. Taller buildings up to 12 storeys and 37 m may be permitted on the subject site, "*where they provide compatibility with surrounding land uses and a sense of pedestrian scale by use of building design incorporating a ground level, street-oriented podium*", and subject to community benefit provisions and considerations regarding: the realignment of Old Lakeshore Road to form an intersection at Martha Street and Lakeshore Road; preservation or relocation of significant cultural heritage resources within the precinct; and submission of studies demonstrating how visual, shadow and wind impacts can be mitigated to acceptable levels (Part III, 5.5.7.2 k)).

The applicant proposes to amend the Official Plan to allow a maximum building height of 27 storeys and 105 m including mechanical penthouse on the subject lands.

Lakeshore Road Deemed Width

The City's Official Plan identifies the deemed width of Lakeshore Road to be 30 m (Part VII, Table 2). The Official Plan requires that the identified road allowance widths be protected and secured through the development process of the approval for rezonings, and states that road widenings may not be required for the full widths identified. The applicant proposes to amend the Official Plan to clarify that a road widening along Lakeshore Road shall not be required on the subject lands.

City of Burlington Adopted Official Plan, 2018

The proposed new Official Plan was adopted by Council on April 27, 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 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 these applications at this time.

City of Burlington Zoning By-law 2020

The lands are zoned "Downtown Old Lakeshore Road (DL-A)" in the City's Zoning By-law 2020. Permitted uses include retail commercial, service commercial, office, community institution, hospitality, entertainment, recreation, apartment buildings and retirement homes. The ground floor of apartment or retirement home buildings are required to be used only for retail or service commercial uses.

The proposed development is for an apartment building use with retail and service commercial uses on the ground floor. The applicant proposes to amend the Zoning By-law with a site-specific exception to allow alternative building height, Floor Area Ratio, setbacks, parking and bicycle stall size regulations.

Table 1 compares the requirements of the DL-A zone with the subject proposal, based on a preliminary review by staff of the submitted materials. It should be noted that the regulations of the Zoning By-law 2020 are required to be applied from the deemed street width, whereas the proposed site-specific regulations are based on the existing street width.

Table 1 – Comparison of Existing Regulations and Proposal

(Bold Text = site specific provision required)

Regulation	**Required** (min. unless otherwise specified)	**Proposed**
Deemed Street Width	"For the purposes of establishing building setbacks or for the application of any other provisions of this By-law, the streets listed in Table 1.2.9 "Deemed Street Widths" shall be deemed to be the width shown." (Part 1, 2.27.1)	**Building setbacks and other zoning provisions are established/applied based on the actual street width.**
Lot width	7.5 m	>7.5 m
Lot area	No minimum	0.2 ha

Regulation	**Required** (min. unless otherwise specified)	**Proposed**
Yard Abutting Street	Floors 1-2: Lakeshore: • Minimum: 0.5 m • Maximum: 1.5 m Old Lakeshore: • Minimum: 1 m • Maximum: 2 m Floors 3-8 (minimum): Lakeshore: 2.5 m Old Lakeshore: 3 m	**Floors 1-2:** **Lakeshore:** • Minimum: No change proposed • **Maximum: 2.5 m** **Old Lakeshore:** • **Minimum: 0 m** • **Maximum: 7 m (east corner)** **Floors 3+:** Lakeshore: No change proposed **Old Lakeshore: 2 m** (Note: Proposed setbacks are taken from measurements shown on submitted drawings, measured from edge of 2nd floor terrace, and edge of building walls (excluding balconies) on Floors 3+.)
Rear & Side Yards	None required for lots abutting Lakeshore Road and Old Lakeshore Road.	No change proposed.
Balcony Encroachment into Yards	A balcony may project 1.6 m maximum into a required yard, provided that: (i) sum of projection lengths is less than one third of the permitted length of a building wall; (ii) the length of any one projection does not exceed 3 m.	**"Balcony projections may extend beyond 3.0 m"**
Enclosed Parking Structures	• An enclosed parking structure that extends more than 1.6 m above finished grade shall be subject to the same yard requirements as a principal building (i.e. Abutting Old Lakeshore Road: 1-2 m setback); • An enclosed parking structure below grade and up to 1.6 m above grade shall be set back 3 m from a street line.	• **0 m above and below grade**
Building Height	• Minimum: 2 storeys, 4.5 m per storey on 1st and 2nd storeys	• **28 storeys and 105 m, including mechanical penthouse**

Regulation	**Required** (min. unless otherwise specified)	**Proposed**
Note: Part 16 - Definitions of Zoning By-law 2020 defines "Height, Building" as being inclusive of structures for mechanical equipment if the area of the structure exceeds 9 m^2.	• Maximum: 10 storeys, 31.5 m • The floor area of the second, third and fourth storeys of a building containing more than one storey must be at least 50% of the floor area of the first storey.	• Floor area of second, third and fourth storeys of a building containing more than one storey must be at **least 40% of the floor area of the first storey.**
Floor Area Ratio (FAR)	Maximum 4.5:1	**Maximum 10.5:1** (Excludes underground garage areas that are typically required to be included in FAR calculation.)
Density	51 units/ha	750 units/ha
Amenity Area	20 m^2 / unit = 3,000 m^2	4,780 m^2
Parking **(In effect)**	Residential: 1.25 spaces/unit = 188 spaces Non-Residential: Off-street parking is not required for sites within the 'Downtown Parking Exemption Area' (Part 1, 2.25.1)	**Residential:** **0.99 spaces/unit = 155 spaces** Non-Residential: None proposed. Site is within 'Downtown Parking Exemption Area'.
Accessible Parking	3% of required parking = 6 spaces of required 188 spaces	6 spaces
Bicycle Parking	• 2 spaces + 1 space/1000 m^2 GFA of retail = 3 bicycle spaces • Bicycle parking space size: 0.6 m x 1.8 m	• 77 bicycle spaces on site • **Vertical bicycle parking space: 0.6 m x 1.2 m** • **Stacked bicycle parking space: 0.45 m x 1.5 m**

City-Wide Parking Standards Review

In 2017, City Council received and approved the *City of Burlington City-Wide Parking Standards Review* prepared by IBI Group. The review included a systematic and comprehensive study of the City's existing parking standards, over 400 surveys of parking usage in the city, and a comparison of parking rates in comparable municipalities. Among IBI's recommendations were new visitor parking and maintenance vehicle parking rates and a lower minimum occupant parking rate for apartment buildings in intensification areas in comparison to the City's current parking

rates. Table 2 below outlines the parking requirements of the Zoning By-law 2020, the relevant recommended rates of the IBI study, and the applicant's proposal.

Table 2 – Comparison of Parking Requirements and Proposal

In-Effect Zoning	City-Wide Parking Study	Proposed
• 1.25 spaces/unit	• Occupant: 1 space/unit = 150 spaces • Visitor: 0.25 space/unit = 38 spaces • Maintenance: 1 space/75 units = 2 spaces	• 0.99 spaces/unit
188 spaces	190 spaces	155 spaces

In 2019, City Council approved amendments to the Zoning By-law 2020 to update non-residential and residential parking rates, in accordance with City-Wide Parking Study. However, the approved rates do not include IBI's recommended rates for intensification areas because further work on the official plan review and mobility hubs is required before those rates are finalized. Also, the Council approved rates are under appeal at the LPAT. Nevertheless, staff are of the opinion that the intensification area parking rates warrant consideration in evaluating the subject development applications.

Technical Comments

The subject applications were circulated to internal staff and external agencies for review. At the time of writing this report, not all comments had been received for these applications. The following is a summary of the comments that have been received to date. Staff will address technical concerns submitted by all staff and agencies in the recommendation report.

Transportation Services

The submitted traffic impact study was reviewed by Transportation Planning staff. The study concludes that the additional traffic generated will be accommodated by the surrounding road network. The proposed development, under the worst-case scenario, is anticipated to generate 61 two-way vehicle trips during the AM Peak Hour and 85 two-way vehicle trips during the PM Peak Hour. Staff concurs with this assessment and does not have any concerns with the trip generation from the proposed development.

Additional comments from Transportation staff include:

- Lakeshore Road Widening: A 2 m widening is required on Lakeshore Road, which is consistent with other recent developments in this area of Lakeshore Road.
- Vehicular Parking: 190 parking spaces (150 parking spaces for occupants, 38 parking spaces for visitors, and 2 parking spaces for maintenance vehicles) are required for this development, in accordance with the Council-approved City-Wide Parking Study.

- Transportation Demand Management (TDM): At least 75 long term bicycle parking spaces and 8 short term bicycle parking spaces should be provided. A TDM Plan will be required to be submitted at the site plan stage, with measures to reduce vehicular demand and encourage the use of public transit, cycling, and walking, including providing pre-loaded PRESTO cards, transit schedule and maps, and cycling maps to residents, and secure bicycle parking and bike maintenance tools on site.
- Additional Information Required: Additional information is required regarding the proposed lay-by parking spaces, gateway signage, alternate bicycle stall sizes, top of the underground parking ramp, width of loading bay and entrance radius dimensions to ensure that they are safe, appropriate and contribute to a pedestrian-friendly environment. Staff note that the proposed width of the loading bay only allows for one vehicle to be parked, and that it blocks the driving aisle. Staff will not support vehicles reversing onto Lakeshore Road.
- Construction Management Plan: City Traffic Operations staff have sight line concerns with the proposed hoarding and covered walkway on the east corner of the site, and with traffic control activity on Lakeshore Road due to the curvature of the road. Downtown Parking staff comment that there are also concerns with trades parking in public parking spaces in the area, as there is limited parking provided on site and limited availability in municipal lots surrounding the site. Staff note that there is room in lots on the other side of downtown, and that there is opportunity for the companies involved to arrange private shuttle service.

Site Engineering – City Site Engineering staff comment that all plans and the Functional Servicing Report must be revised to reflect the required 2 m road widening along Lakeshore Road. No development or private infrastructure is permitted within the road widening and all setbacks must be established from the new property line. The submitted plans and reports are also required to be revised to confirm that the proposed development will meet City and Provincial standards in terms of stormwater quality control, functional servicing, grading, boulevard restoration, shoring and excavation design, construction and mobility management, and noise impacts of neighbouring properties on the proposed development.

Site Engineering staff also comment that the Phase II Environmental Site Assessment is acceptable. The assessment report notes that there are locations on the subject site where the soil and groundwater contain contaminants that exceed provincial standards. Staff agree that following the removal of contaminated soil from the site, the groundwater is to be sampled to determine if ground water impacts remain. if groundwater is confirmed to be impacted, a remedial action plan will be required to the satisfaction of the Director of Capital Works. If site remediation is required prior to the development of the subject property, a Holding Provision or a Residential Development Agreement will be required to be registered on title as a condition of approval of the subject Official Plan and Zoning By-law Amendment applications.

Accessibility – The City's Accessibility Coordinator comments that the proposed plan includes 5 barrier free parking spaces in reasonable locations to the elevator lobby (one Type A on each underground parking Levels 2-4, and two Type B spaces on underground parking Level 1). Based on a parking requirement of 190 spaces, 7 barrier free spaces (3 Type A; 4 Type B) are required under the *Accessibility for Ontarians with Disabilities Act*. Staff note that the barrier free access aisles are not dimensioned on the plans. Also, the three proposed pick-up and drop-off spaces on Old Lakeshore Road should be dropped curb with bollards to ensure that each lay-by parking space can be used by someone using a personal mobility device to access the sidewalk.

Parks & Open Space – City Parks & Open Space staff comment that cash in lieu of parkland will be required, based on legislation in effect at time of approval. Moreover, the proposed 0 m setbacks and lay-by parking along Old Lakeshore Road do not provide adequate space to create a pedestrian scaled, comfortable public realm. The lay-by parking should be provided on the subject site and not on the public road allowance.

Finance – Property taxes must be paid, including all installments levied.

Burlington Transit – Given the high density proposed, Burlington Transit (BT) seeks funds to upgrade the three nearby stops (stop #800, #2, #3) to BT's current Bus Stop Design Standards, which includes new landing pads and shelters. The applicant should also consider, as a TDM measure, providing transit information and pre-loaded PRESTO passes to new residents to promote the use of public transit.

School Boards - Halton District School Board students generated from the proposed development are expected to be accommodated at Lakeshore Road Public School (PS), Tom Thompson PS, Burlington Central PS and Burlington Central High School with minimum impact to the facilities. Halton Catholic District School Board students will be accommodated at St. John (Burlington) Catholic Elementary School and Assumption Catholic Secondary School. Neither school boards have objections to the subject application.

Halton Regional Police – No concerns as the proposed building does not interfere with Halton's line of sight communications system.

Bell Canada – No conditions and/or objections to the subject applications at this time.

Financial Matters:

The applications are being processed in accordance with the required development application fees. Any additional financial matters will be addressed in the future recommendation report.

Climate Implications

In Canada, buildings generated approximately 13% of the country's greenhouse gas emissions in 2018 in their heating and cooling. Passenger transportation and municipal landfills accounted for approximately 14% and 2%, respectively[1]. 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:

The applicant held a Neighbourhood Meeting on September 26, 2019 at Burlington Central Arena, prior to submission of the applications. Approximately 50 residents, Ward 2 Councillor Kearns, and City Planning and Transportation staff attended the meeting.

The applications were subject to the standard circulation requirements for a property in the urban area. A public notice and request for comments were mailed on March 20, 2020 to all property owners and tenants within 120 m of the subject site. 603 property owners/occupants were circulated. Notice signs were posted on the property on May 6, 2020.

A webpage was created on the City of Burlington website, accessible at www.burlington.ca/2107OldLakeshore. This webpage provides information about the subject applications, including dates of public meetings, links to supporting studies and contact information for the applicant's representative and the Community Planning Department.

Public Comments

In response to public circulation staff received 23 comments from 22 individuals on the subject applications. A copy of the public comments received is attached as Appendix B to this report. The general themes of the written comments are summarized below:

- Concern that the proposed development, its construction, and future building maintenance will worsen existing traffic congestion on Lakeshore Road;

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[1] Government of Canada. 2020. *National Inventory Report 1990-2018: Greenhouse Gas Sources and Sinks in Canada.* Retrieved online from: https://unfccc.int/documents/224829

- Concern that amount of parking is insufficient and will cause overflow parking on public streets and neighbouring properties;
- Concern that proposed building is much taller than existing buildings and what is currently permitted by the Official Plan and Zoning By-law;
- Suggestions that proposed building height be lowered so that building acts as a transition to taller buildings to the west;
- Concern about noise and privacy impact of the proposed second storey outdoor terrace and balconies, and concern about noise impact of garbage/recycling trucks on the existing apartment building to the north at 2121 Lakeshore Road;
- Suggestion that the second floor terrace be oriented to the south or designed with barriers to mitigate noise and visual impact on existing buildings to the north;
- Concerns that proposed building and other tall buildings in the vicinity will create uncomfortable and hazardous wind conditions and shadowing at the street-level for pedestrians and cyclists;
- Concern about loss of sunlight and views to the lake for residents to the north of subject site.

Conclusion:

This report provides a description of the subject applications and an update on the technical and public review that are underway. A subsequent report will provide an analysis of the proposal in terms of applicable planning policies and will provide a staff recommendation on the proposed applications.

Respectfully submitted,

Rebecca Lau, MCIP RPP

Planner II

905-335-7600 Ext. 7860

Appendices:

A. Sketches

B. Public Comments Received to Date

Notifications:

Mark Bales, Old Lakeshore Road Burlington Inc.

mark@carriagegatehomes.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 Council. Final approval is by the City Manager.

Appendix A – Sketches

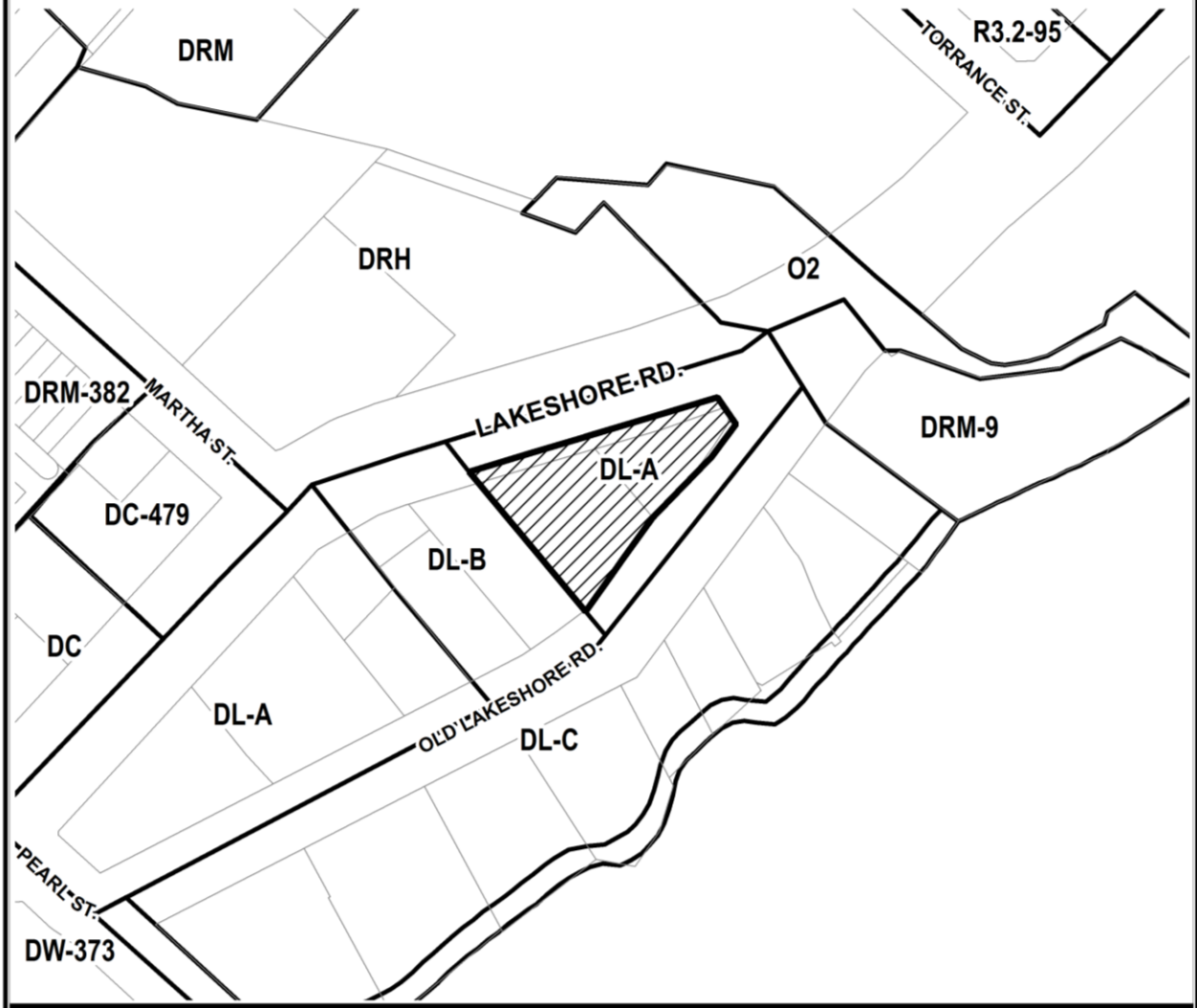
Sketch No. 1

ZONING SKETCH

Applications to amend the Official Plan and Zoning By-law to allow a 27-storey building with retail commercial uses on the ground floor, 150 residential units above, five levels of underground parking and outdoor amenity areas on the second floor and rooftop.

SUBJECT PROPERTY

File Nos. 505-02/20 & 520-03/20



GENERAL ZONING LEGEND

Low Density	Medium Density	High Density	Mixed Use	Commercial	Employment	Other
R3.2	DRM	DRH		DC		DL-A DL-B DL-C DW O2 PC

Date: March 17, 2020
Planning and Building Department

TERANET City of Burlington

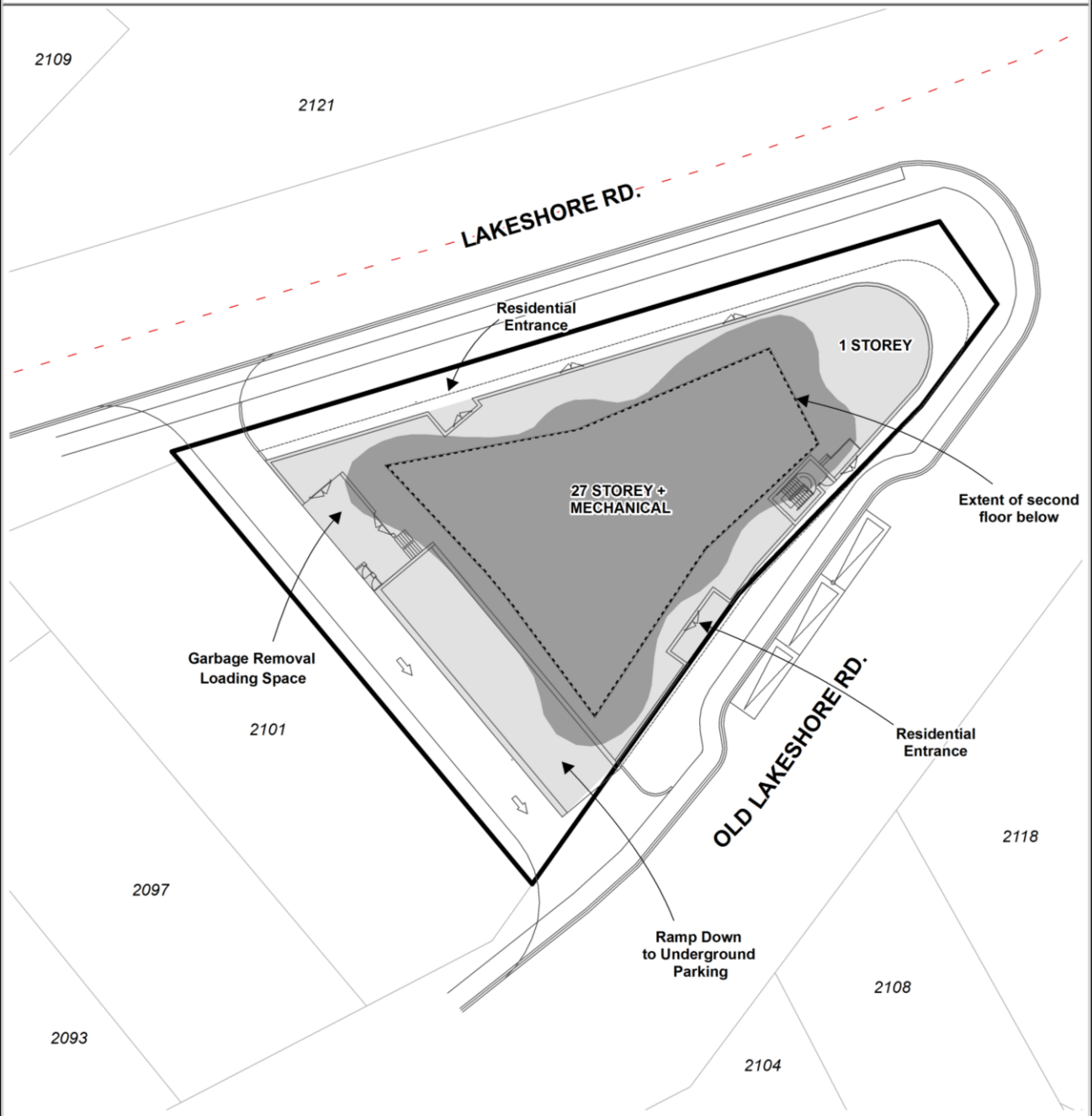
Sketch No. 2

DETAIL SKETCH

Applications to amend the Official Plan and Zoning By-law to allow a 27-storey building with retail commercial uses on the ground floor, 150 residential units above, five levels of underground parking and outdoor amenity areas on the second floor and rooftop.

SUBJECT PROPERTY Bus Stop Bus Route

File Nos. 505-02/20 & 520-03/20



Date: March 17, 2020
Planning and Building Department

TERANET City of Burlington

PL-26-20 Appendix B – Public Comments

#	Name & Address	Date Received (by email unless otherwise stated)	Comments
1	Kathryn MacFarlane	March 24, 2020	Hi: My answer is a big NO to this project. Has anyone looked into the amount of traffic in this area as the lakeshore rd. is already a park lot. There is no need for another hugh building to go up. What ever happen to enjoying the lake and green space. Spencer park is longer a great place to walk to or spend time at because of the congestion and noise. Hopefully you will make the right decision and STOP all this construction and hugh building projects. Kathryn Macfarlane Long time Burlington resident
2	Margaret & Paul Brooks PH3-2121 Lakeshore Road	March 25, 2020	Dear Ms. Lau, **Re: Application to change Zoning and Official Plan for 2107 Old Lakeshore Road and 2119 Lakeshore Road** My husband and I have resided at 2121 Lakeshore Road for almost 30 years. We have seen the City of Burlington grow, expand and prosper. Numerous developments have been approved and built during these three decades. To the best of my knowledge, the City of Burlington has exceeded the provincial guidelines for growth. We do not need or want anther high-rise building in the middle of the city. Burlington residents have already raised objections to this development at the preliminary meeting to discuss this proposal. The reasons are well known and obvious but let me reiterate my main concerns: over intensification, not enough parking, additional noise pollution (garbage removal, deliveries, commercial activity), huge impact on traffic as well as safety and security of people living in close proximity to this site. Our heath and safety will be jeopardized, especially during rush hours, if an ambulance, a fire truck or another emergency vehicle can't reach its destination due to bumper-to bumper traffic. When there is an accident on the QEW, drivers often use Lakeshore Road as an alternate route creating traffic congestion. Additional 150 residential units and commercial activity will only intensify this harmful situation. We strongly oppose this application and trust that the City

			Officials will make the right decision by rejecting this proposal. Sincerely, Margaret and Paul Brooks
3	Bianca 2160 Lakeshore Road	March 26, 2020	Hi Rebecca, I received a notice regarding the potential plan to build a 27 storey building at 2107 and 2119 Lakeshore Rd and would like to provide my opinion. I disagree with the decisions of the city to build multiple apartment buildings/condos in downtown Burlington. The downtown core simply does not have the infrastructure to support all these new people who would be moving in. Lakeshore Rd is a single lane mainway and it would not be able to support additional 100s to 1000s cars on the road. Lakeshore connects to two major highways, and it is a popular route alternate to get through the city. This would disable the entire downtown. I drive this route every day and know first hand the failure of the city to account for this. Solving the timing of the lights would not fix any of the damage that has been done by these terrible decisions. Before the city continues building, it should focus on road repairs and expansions to actually prepare for the influx of commuters. I live at 2160 Lakeshore Rd and have lived here for almost 7 years. Recently, our building underwent extensive construction to the underground parking garage which required displacement of hundreds of cars for a period of two full years. As the current and future buildings in the area age over time, this is something that will need to be critically considered. There isn't enough municipal parking to handle displacement of a multitude of vehicles. Our building also implemented a shuttle service which blocks the road every half hour of the day. Again, something to consider when these new buildings need repairs and there is nowhere to park resident vehicles. This also will apply to other foundational and outer repairs, such as balcony replacement, window replacement, etc. Lengthy projects will impact the roadways and add to the current congestion. Lastly, the recent buildings erected in the downtown, and this application, will continue to destablize the downtown commute and will continue to ruin the downtown landscape. Burlington should focus on building up commuter hubs and outer-city areas, not areas that are unable to support the extra people and cars on the road. It's truly astonishing what has happened to the city in recent years, and not in a good way. The city of Burlington continues to disappoint me day after day to the point that I will be happy to pack and leave this city that I once loved. Please stop ruining the downtown core - this is the downfall of the city for the residents

			who live here. -Bianca
4	Dan Mackie Unit 1109, 2160 Lakeshore Road	March 28, 2020	Rebecca, I live at 2160 Lakeshore Rd. Suite 1109. I wonder what the proposed property will do to traffic, considering that there are a number of buildings proposed in the immediate vicinity. What studies have been done? Sincerely, Dan Mackie, P.Eng
5	Beverley Balch Unit 906, 2160 Lakeshore Road	March 30, 2020	I am very much opposed to this proposal. I live at 2160 Lakeshore Road and have the following concerns: **Traffic:** - Lakeshore Road is already at or over its capacity. At rush hour and lunch time, I call it the moving parking lot. And when the QEW closes all traffic is funnelled onto Lakeshore leaving it a snarling mess. - Ambulances and fire trucks use Lakeshore as their main route to the hospital. What do you do when you have no space to pull over and let them through? - pollution (dirt, noise, and fumes from existing traffic) would increase, impacting my health and my ability to sit on my balcony and enjoy my apartment. It is a very unpleasant experience eating outside on the patios downtown. Yuck! - already pedestrians use very narrow sidewalks. No separation from the street. Young families, joggers, dog walkers squeeze by each other. - the crossing at traffic lights is dangerous. Impatient or distracted drivers frequently run the lights or crowd right up to the crossing. - it seems that Burlington favours drivers over pedestrians. To cross at Brant Street is 34 seconds. At my crossing 20 seconds. Disabled and elderly are challenged to make the crossing in time. Winter creates particular safety concerns. - Not all crossings are synced with the lights and walkers find that even though the light has changed the crossing signal does not signal that you may cross.

			- yet another disruption with the construction. Lanes closed. Walk ways barricaded. Dump trucks and other heavy vehicles in a steady parade down the street. The Waterfront construction has been going on for 3 years now. The next construction site is just beginning and looks to be even more disruptive and for how long? **Parking:** Our apartment building just completed the repairs needed to remediate the damage any building faces over time and to meet safety standards. A huge issue was parking and although the owners of our building organized parking at the Burlington Mall and provided shuttle buses, there were times when parking closer to the building was required and some tenants simply did not wish to park at the mall. The residents on Smith Avenue will tell you of their frustration with the steady use of the street for parking. It became very clear that Burlington does not have the parking capacity in the downtown core. Parking spots for restaurants and customers are taken by non patrons. Rather than come downtown to eat and shop my friends suggest we go elsewhere. This proposal with 5 levels of parking and commercial venues continues the providing of too few parking spots and will not result in a vibrant downtown. **Lack of amenities:** Lots of hairdressers. Lots of small restaurants. But we need a downtown that can support a grocery store like MaryLou's, a downtown market, a hardware store etc. Preferably at a distance that is walkable. A hub. Where is Jane Jacobs when we need her? These new buildings do not provide for families. We are seeing more families in our building because we have 3 bedroom apartments in the mix of accommodations. What is being built does not represent the future of what our young people or retirees need in the future. Environmental and human costs: and last but not least we need more trees and green space. The latest structures denude our landscape, deprive wildlife from habitat, diminish shade, take away quiet spaces, do not provide play areas and recreational spaces where young and old can intermingle and form a community. We need to decide, do we want to enrich the developers or do we want to plan for something where people can actually live. A healthy greener city. Sincerely Beverley Balch

			906-2160 Lakeshore Road Burlington, ON L7R 1A7
6	Michael Ashley 395 Martha Street	March 30, 2020	It appears that a semblance of the old OMB has been developed by the Ontario govt. If this is true than we should not be wasting our tax dollars fighting this proposal as we already have 27 story buildings approved i.e the development on the corner of martha st and lakeshore road. The city's obligations to the federal/provincial intensification guide lines will always be the deciding outcome of any of the 27 story developments. I can only hope that the city will develop sensible traffic flow models that will reduce the expected traffic in this soon to be congested area. Thanks for reading...michael ashley 395 Martha st.
7	Bruce & Carol Dingwall 395 Martha Street	March 30, 2020	To Department of Community Planning, Burlington ON Comments re new building – 2107 Old Lakeshore Road & 2119 Lakeshore Road Items that concern us about this Planning Application – not in order of priority **A. Building Height** Plain and simple, the lakeshore of Burlington does not need tall buildings. Two are being built; that was the doing of the former mayor. The landscape of Burlington as viewed from Lake Ontario; I have always felt that the buildings close to the lake should be low rise, commercial and residential, as they were when I was growing up in Hamilton. The higher buildings (four to six stories) should start at Ghent. The areas north of the QEW, and particularly as the escarpment rises, are where the high rise buildings should be. We are already faced with a possible overly-tall building at the corner of Martha and Lakeshore, which is presently in limbo. This is similar proposal. This is a heritage part of Burlington - why another apartment building? Any development on these properties should be limited to four or six stories, like the buildings on the north side of Lakeshore, which they would face (and shadow). Buildings like those on Martha and Pearl (three or four stories) are what should be built in the area close to the lake. Commercial and residential in the community – perfect! **B. Traffic in Burlington** There are two other buildings being completed on Lakeshore at Elizabeth, and the completed building at Maria St & John. How many people will this bring to Burlington? How much will daily

			traffic increase in the area between Lakeshore and Fairview? A very great deal, if the recent few years are any evidence. In my opinion, people are not inclined to use public transit – the coronavirus legacy will manifest this. Burlington streets, in the older part of town, are narrow and are very crowded at rush hour. Substantial traffic at other times. How many more cars will all these buildings bring to the area? What about the access for Emergency vehicles? We really do not like the idea of the traffic from a tall building entering and exiting Lakeshore where it's two lanes. **C. Building Height Present Status** The buildings on Lakeshore at Elizabeth are taking years to complete. And when they are open for rental, will they fill up quickly? Nope. One of the vestages of the coronavirous era is that employment will be way down; net income will be way down; families will rent in communities where buildings are smaller (like Brantford and Grimsby) and rents are affordable. **D. Effects of Current Virus** An article in the New York Post 15 January 2019 makes reference to “Progressives” who “for the most part love density and disdain suburbs ... their dream centers on a vision of dense, egalitarian urban core.” Those attitudes are going to vanish, as physical distancing becomes the norm. **E. Density by OMB** Comment from Governor Cuomo of New York, speaking March 30 re Coronavirus. He pointed out that communities need air, they need space. To quote him “We don't need density”. That has been my stand against the OMB guidelines for years. Let community sprawl, and let business come to the community. We don't need density. **F. Heritage Areas** We came to Martha Terrace because it is an older, very quiet building. It is in a older, developed part of Burlington. Construction means we will have to deal with noise and dust. Why not just leave the area alone for the reasons above? If the development does proceed, restrict the development to three-storey commercial buildings and storefronts. Bruce & Carole Dingwall Martha Terrace

8	Gary & Dorene Stewart Unit 504, 2121 Lakeshore Road	April 3, 2020	Hi Rebecca, Please accept this submission for consideration. Thank you Gary and Dorene Stewart #504- 2121 Lakeshore Rd Burlington --- Dear Ms. Lau, Re: Application to change Zoning and Official Plan for 2107 Old Lakeshore Road and 2119 Lakeshore Road. Thank you for this opportunity to make our views known on this very controversial topic. My wife and I live at 2121 Lakeshore Road, directly across Lakeshore Road from this application. I am the president of our Board of Directors and am making this submission in both capacities. Some of our owners are also making individual submissions. Obviously this is not the first application of this type the City has had to deal with where the developer totally ignores the Official Plan and building regulations. They lean on the Provincial Intensification Guidelines to show how beneficial their development will be, in their view. The previous OMB has agreed with them by granting the developers whatever they request while disregarding the city's planning department and council. I find it ironic that one of the statements this builder makes in their documents is that the city has allowed similar buildings in the downtown area, specifically along Lakeshore Road. In fact the City was totally opposed to these applications and the OMB **allowed** these developments to proceed, again against almost total opposition of our population in the area. It is about time the City maintains control of its own growth especially since Burlington is over its Provincial intensification targets by a large margin. Of course the developers argue this is a minimum target and proceed to dump more people and vehicles into an already crowded area and heavily traveled road. Despite the developer stating this structure enhances this eastern entrance to the city it clearly does not. The projections and renderings shown in the presentations do not give an actual road level view of this neighborhood. Approaching from the east you will encounter a 103 meter high wall that directs you to the right and this blockage is even worse if the adjacent building is allowed. The existing buildings to the south of this are completely isolated. Our building, 2121, 7 stories, and Martha's Landing, 5 stories, just west of us will be surrounded by 25-27 floor buildings once Adi's building is also completed. I always thought an architect's challenge was to design a building that blended with the community/neighborhood. This clearly does not. I believe a

			lower level design that gives a gradual rise toward the south and/or west would have a much better visual and positive effect on the neighborhood. We have other concerns that mirror those raised by other taxpayers in previous meeting such as traffic along Lakeshore Road in this area. This building proposal does not have adequate parking for the owners that will live in it let alone retail and visitor parking. There is **no** local parking available in this area now let alone when this and the adjacent proposal and Adi's buildings are built. None of them have enough parking for their own residents and visitors because the OMB authorized their approval, **not the City**. If this building is approved it needs to be on a much smaller scale as defined by the City. We thank you for listening and taking into account our strong opinions and concerns for our neighborhood.
9	Janice Brewer 2121 Lakeshore Road	April 7, 2020	Dear Ms. Lau: Attached please find comments proposed by Janice Brewer for the Planning and Development Committee with respect to an application by a 3rd party landowner to change the Zoning and Official Plan for 2107 Old Lakeshore Road and 2119 lakeshore Road. Please include the above feedback/comments at the next City hearing with respect to the above. Thank you. Deborah Gutman --- [Attached letter on next page]

JANICE LYNN BREWER
2121 LAKESHORE ROAD PH 2
BURLINGTON, ONTARIO
L7R 1C9

VIA EMAIL (Rebecca.Lau@burlington.ca)

April 7, 2020

DEPARTMENT OF COMMUNITY PLANNING
P.O. Box 5013, 426 Brant Street
Burlington, Ontario
L7R 3Z6

Attention: Rebecca Lau/ Planner

Re: Planning Application Submitted by: Old Lakeshore Burlington, Inc.
2107 Old Lakeshore Road and 2119 Lakeshore Road
File Nos: 505-02/20, and 505-03/20

Dear Ms. Lau:

As you shall note from above, I am a resident of the Village Gate condominium located at 2121 Lakeshore Road, in Burlington. Having grown up in the Burlington area, I purchased the condo recently due to its waterfront view, green spaces, heritage buildings and old world charm.

I recently received a Notice from the City of Burlington, Planning Application, with respect to a proposed 27 story building with retail and commercial space immediately across the street from my condo. As feedback and comments were suggested, below are my comments for discussion at your next meeting.

Notwithstanding that the developer is, among other things, proposing greater public transport in the area, Lakeshore Drive is currently a 2-lane road with extremely high traffic congestion during peak hours of the day, especially back up from the bridge. This situation will be adversely impacted once greater density and more vehicles utilize Lakeshore Drive. A traffic study should be prepared with a report provided to area residents for discussion purposes. It would be likely that upgraded road infrastructure would be necessary and a responsibility of the developer.

I am not adverse to growth, but as this area is mainly made up of low rise residential homes, including many heritage style structures, I feel that the quaintness and current building height should be maintained. The current building code restricts structures greater that 7 stories. The proposed building will be 27 stories, exclusive of the mechanical level, which not only restricts

many current area residents' waterfront views, but greatly impacts the "shade" areas adjacent to the proposed building. More importantly, the area will lose the "character" that has made the town so special for so long and a desirable location for so many.

Construction of a new structure of this magnitude will also be a major problem for the area – closed roads, dust, dirt, parking issues, and vibrations during construction which will no doubt impact all area units. More importantly, the length of time from groundbreaking to opening will be a number of years, impacting the lifestyle of so many over too long a period.

The above are the most pertinent issues and over time, I will provide you with additional comments. I trust that you shall present the foregoing at your next meeting and provide constructive comments to me.

Should you have anything further to discuss, feel free to contact me at the address above.

Thank you.

Janice Brewer

cc. President / Village Gate Condo
Jeffrey Sandelman
Deborah Gutman Esq.

PL-26-20 Appendix B – Public Comments

#	Name & Address	Date Received (by email unless otherwise stated)	Comments
10	Doug & Elayne Fraser Unit 302, 2121 Lakeshore Road	April 9, 2020	Dear Ms. Lau: We are writing to provide certain comments with respect to the application by Old Lakeshore Burlington Inc. ("the Developer") to change the Zoning and Official Plan for the property located at 2107 Old Lakeshore Road and 2119 Lakeshore Road. We live in a condominium at 2121 Lakeshore Road, directly across Lakeshore Road from the subject property. We appreciate the opportunity to share our views on what is a very controversial application. **General** We're not professional city planners and must leave the various technical assessments of this proposal to Burlington's city staff. However, we have great difficulty trying to rationalize the significant differences between this proposed project and Burlington's zoning requirements, particularly height restriction (27 storeys vs 10 to 12 storeys) and land coverage (Floor Area Ratio of 10.5:1 vs 4.5:1). Surely the planned project, if approved and built, will place very significant pressure on existing physical infrastructure including hydro, water and sewer lines and road transportation discussed significantly below. This proposal is just another in a growing list of redevelopment projects along Lakeshore Road between Brant Street and just east of Martha. The Bridgewater project is nearing completion. The Adi project at Lakeshore and Martha (27 storeys) is apparently about to begin construction. All of the developers of these projects make a strong case that Burlington has a significant growth target through to 2030 and the intensification inherent in their projects supports realizing this target. We understand that Burlington will easily meet this target, if we have not done so already, and we don't need all these 20 to 27 storey buildings along Lakeshore to ensure this target is met. **Traffic Congestion** The project proposes 150 new condominium units and related underground parking spaces with ground floor retail/ commercial uses. Admittedly, the current plan proposes that occupants of the residential units will enter and exit their parking garage onto Old Lakeshore before proceeding to Lakeshore Road to the east or west. To accomplish this plan, a new one-way roadway heading south is proposed between Lakeshore and Old Lakeshore on the

			west side of the property. As commented on further below, traffic on Lakeshore Road is already congested and adding this roadway, particularly for left turns off Lakeshore travelling west will just add to this chaos. Making that left turn needs to be looked into very carefully as traffic moving east on Lakeshore is coming at speed and there is a jog in the road just west of this new intersection which will limit visibility. Present traffic in front of our building, especially during rush hour, is terrible, disruptive and most of all dangerous. Access in and out of our condominium requires great care, time and patience, and many times depends on the good graces of drivers on Lakeshore Road stopping to let us enter or exit. With bumper-to-bumper traffic at busy times, we are concerned as to how emergency vehicles could get into our building. With the population increase in Burlington, more vehicles, the addition of bike lanes, the use of Lakeshore as a by-pass route to the QEW and the frequent activities in Spencer Smith park, traffic has become increasingly congested on Lakeshore Road and its intersections with Martha and Pearl Streets. Already, at times, bikers and pedestrians are at a complete disadvantage. The congestion will only intensify with the imminent completion and occupancy of the Bridgewater project and construction of the Adi project. **Parking** This project proposes 155 underground spaces for 150 residential units, a ratio of just over 1:1. We understand current Zoning would require 1.25 parking places for each unit. There does not appear to be any plan for visitor parking for both the residential units and ground level retail/commercial businesses. We are concerned with the pressure the lack of parking for guests, new residents with more than 1 vehicle and customers of the retail stores and commercial businesses will place on available public parking in the immediate vicinity to the proposed building. We are further concerned that visitors to and residents of this new building will be tempted to use the 11 visitors parking spaces in front of our building since we are very close to this proposed development. **Streetscape** If the proposed development is allowed to proceed, in combination with completion of the Adi building and a second proposal (from Core Development) for the property immediately to the west of the proposed development, the introduction to our downtown when approaching from the east will be dominated by three 25-27 storey buildings, rather than a more subdued adjustment from residential Lakeshore Road to the east, to the downtown proper. Figure 6-B Proposed Site Plan of the Planning Justification Report shows the building when approaching from the east along Lakeshore. It appears as a large unsightly wall as

			you head to Burlington's downtown. The existing buildings on Old Lakeshore Road to the south of the proposed development will be completely isolated from our neighbourhood. Our building, 2121 Lakeshore Road, 7 stories ((low density) and Martha's Landing, 5 stories (low density), just west of us will be effectively surrounded by these three 25-27 storey buildings. This proposal refers to 2121 Lakeshore as 'high density' which at 7 stories it is not. The 25-27 storey buildings being proposed will have significant negative impacts on mid and later day sunshine we now enjoy. We understand there will be proposals for other developments on the north side of Lakeshore Road between Martha and Pearl Streets which will combine with these buildings to create a virtual wind tunnel from Elizabeth Street to our building along Lakeshore. **Noise** The proposed size of this development will create a substantial increase in the noise level around our home. Already the traffic noise often does not allow for open windows. Section 4.2.5 of the Planning Justification Report assesses many variations of potential noise but doesn't deal with possible noise from the 'sun deck' on the one story sun deck. This 'sun deck' has the potential to create considerable noise for 2121 Lakeshore. There is also a report that deals with above-grade windows in the proposed building to eliminate noise from outside the building. However, it doesn't deal with noise created for neighbouring buildings, ie 2121 Lakeshore Road. We appreciate this opportunity to provide our comments for the consideration of Burlington city staff as you finalize your recommendations to the Planning and Development Committee of Council to either approve or refuse this application and hope our concerns will be considered. Should you have any questions, please do not hesitate to contact us. Sincerely, Doug & Elayne Fraser #302-2121 Lakeshore Road Burlington, Ontario L7R 1C9
11	Diana Hewson Torrance Street	April 9, 2020	Hello, I am a lifetime resident of Burlington Ontario and I currently live on Torrance Street. Over the last 60 years I have watched the traffic steadily increase, especially in the downtown core. Right now the traffic is so dense it often takes 5 minutes to turn onto the Lakeshore from Torrance Street. We can not accommodate any more cars. One hundred and fifty five more cars in this densely

			populated area would be a foolish idea. Thank you for allowing me to express my opinion about this proposed development. Respectfully, Diana Hewson
12	Bernie McGarva Unit 201, 2121 Lakeshore Road	April 16, 2020	Good day Rebecca. I hope you and and your colleagues in Burlington are all well. We live at 2121 Lakeshore Unit 201 I write about 505-02/20 and 520-03/20. This project is clearly misconceived in its size. It will create yet another outlandishly sized waterfront blockade. While it is on the periphery of downtown, it is in a residential district. And looking at the neighbors whose ranks it seeks to join, it makes a mockery of the concept of consistency or proportionality. I object to - the height of the building. Proportionality would dictate no more than 15 floors. I object to the commercial component. This is not a commercial district. Nor is there any shortage of reasonably accessible commercial options. I object to the second floor outdoor space which will cause noise issues for neighbours. I look forward to hearing from you in due course. Best regards,
13	Elyse Matthews 542 Lorne Street	April 17, 2020	Hi There Just a quick comment to ask that these buildings please be restricted in height. We don't need added density in height downtown, let's keep it near the highway or even better, near the go station. Given the current situation I think added density is a terrible idea. Please take the residents opinions into account. Sincerely Elyse Matthews
14	Bruce Smith & Paulette Moser Unit 405, 2121 Lakeshore Road	April 20, 2020	Attn: Rebecca Lau Reference: Planning Application: 505-02/20 & 520-03/20

			2020.04.20 My wife and I live at 2121 Lakeshore Rd. This is a 7storey building with 39 Suites. <u>Our comments on this proposal follow</u> We feel that it is important for us to provide our general perspective on this particular project, as well as those that are approved or proposed in our immediate area. If all of these projects proceed as proposed within a 2 to 3 year period we will have 4 buildings either completed or under construction within 600 feet of our residence. They will represent an additional 800 + residences, with a corresponding number of automobiles and related commercial traffic. We moved to Burlington after researching it rather diligently last year. We found that the City Council, and the Mayor were not in favour of a dramatic increase in the type of development such has been occurring in Toronto. The building codes we reviewed last year were not conducive to the unfettered development of buildings over 10 stories in height in the Zones we were looking at living in. <u>It is impossible for us to consider this particular proposal on a completely unbiased basis when so many new buildings in this small area will be developed in what might be termed the immediate future. If one were to do a scale (for size only) models of these buildings and the surrounding ones the dramatic effect would be very, very clear!</u> <u>Specific Points:</u> **Physical Size and Presence (Bulk and Massing effect)** The specific building in question, and the one proposed to go in beside it will create a wall of steel and glass 27 + stories high and running almost continuously over a space 400 to 500 ft. facing directly at our building and the Senior home beside us. It will be in excess of 4 times the height of our building and the Seniors home. It will dramatically block a considerable amount of sunlight, and any modest view of the lake that we have will be lost forever to us. This building will rise up approximately 120 feet in front of our building. It exceeds the zoning bylaw for height by approximately 3 times. Floor area ratio is 2.5 x the current by law specification. This is a massive project on it's own without even adding the other proposed or approved buildings mentioned as a group of 4!

			They are all in Zones DL-A, DL-B, DC-479, and DC. There is another lot labelled DL9, which at this point does not seem to have a proposals. This of course does not take into account any possible development along the South side of Old Lakeshore Rd. **Loss of privacy and noise factor:** In the case of this specific proposal it will have an outdoor recreation area on the 4th or fifth floor. This recreation area will be immediately opposite our building with a portion of it facing the 4th to 5th floors of our building. It is hard to believe that noise from this will not be a considerable inconvenience to the residents of our building. It will provide a lovely spot to have a glass of wine and look immediately at our residences as well as the senior's home beside us. **Noise:** The waste pick up is going to be right across from our building. A building this size will require two and possible three pick ups of garbage and recycling a week. The truck noise along with the 'beep, beep, beep' of trucks in reverse will be directed immediately at our building. The increased waste and recycling is an additional factor affecting the city and Halton County. **Wind affect:** If you walk on Lakeshore Rd., West from 2121 when you get to Pearl St., any modest breeze from the West or East is immediately increased dramatically. So much for encouraging people to go for a walk in an urban setting. **Traffic:** Lakeshore Rd is a two-lane road with a turning lane in the middle. It is a very busy street with continuous 24-hour traffic. The traffic is both residential and commercial. In the summer it is dramatically busier for many hours in the week. Under regular conditions it is often very difficult to get from our driveway into traffic. When the traffic increases in the summer it is considerably worse. This increase in traffic will have a direct and adverse affect on the exit and entrance to our building. **Parking:** Why does this building require 155 parking spaces? They will take up approximately 4 stories when the goal is to discourage

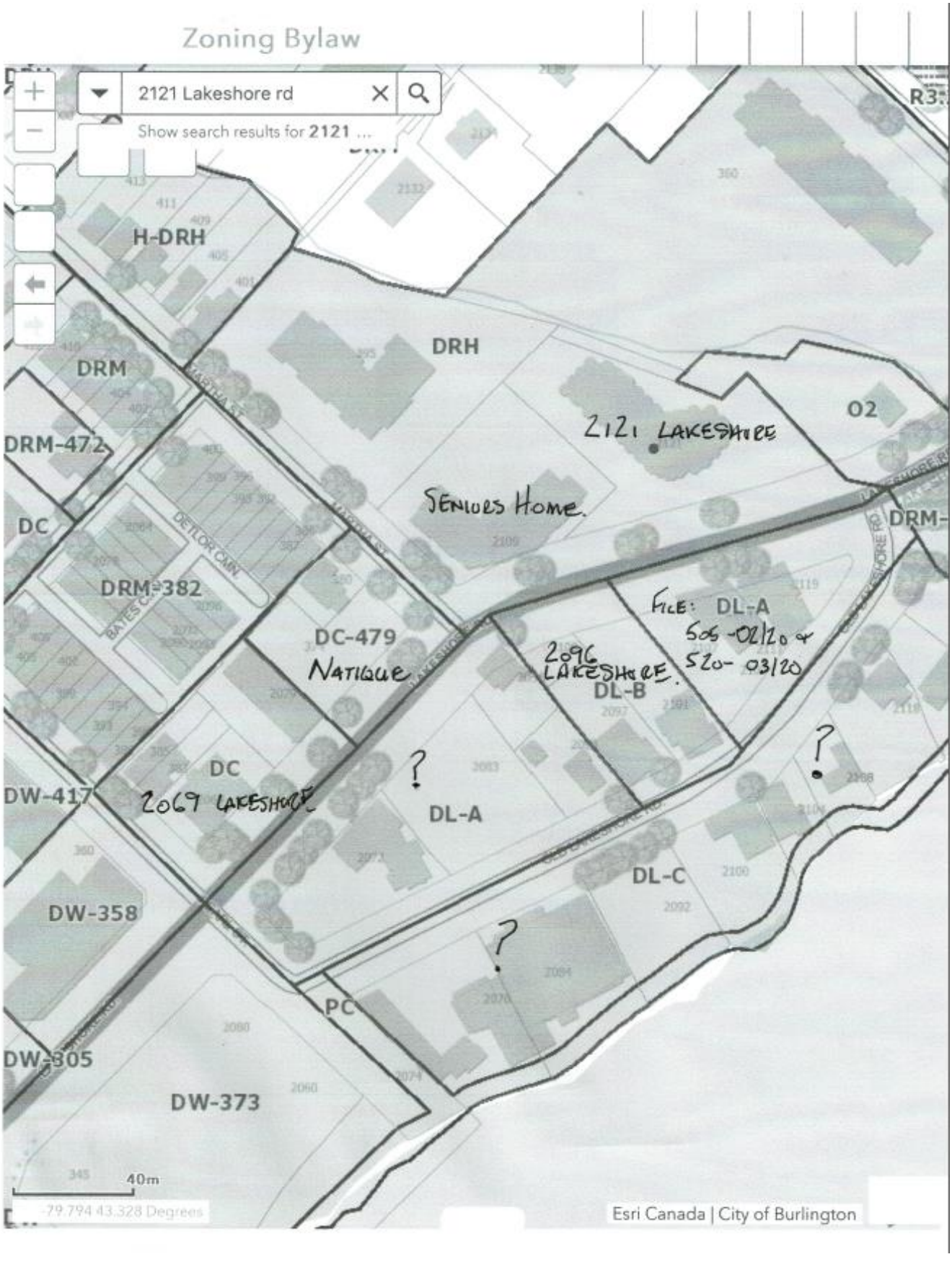
			the use of the automobile and increase the use of public transit? So now the immediate traffic will have an additional 700 automobiles competing in this area as well as adding considerably to the local pollution levels. So much for efforts to discourage the use of cars and thus help decrease CO2 levels. **Population Density:** If the average occupancy per suite is 2 this development combined with the other 3 will add 1600 people to this immediate area, and all within 600 feet of our building. This is going to have a significant influence on not just traffic and other pedestrian related activities, but on virtual all activity in the area. **Health Issues:** During this particular period of coping with a Pandemic the pros and cons of High Density residential living are being actively considered. Dramatic increases in Population density should be carefully considered. It would appear that the developers are not even planning to increase the width of sidewalks in the area. Has anyone considered the number of elevators in these buildings? Two would be too few when any form of distancing is necessary or the occurrence of any emergency. It is quite probable that in the future more elevators will be required both for safety and health reasons. **Design and Materials:** This proposed building is in general exactly the same appearance in its fabrication materials as almost every other residential tower currently being built or proposed. The two units proposed for across the road from our building and the Seniors home will barely have enough space between them to see the lake from almost any perspective other than the units in the buildings themselves. If you want to build a massive building you should provide some incentive not just to the proposed owners but to the community as well. Not even something as simple as a water feature has been proposed to help reduce the noise from these Projects. As part of any rational development proposal many community considerations should be committed to. Briefly, as we were not at the January meeting: - Funding towards parks and open spaces - Low income residences - Recreational areas and Paths

			- Art work and fountains - Gardens In conclusion we can only say that this project is not practical or beneficial to the local community or the City of Burlington. When combined with the other three buildings going into this small area the overall negative affect on our community is overwhelmingly negative. Bruce Smith and Paulette Moser. <u>Attachments:</u> Photos of promotional signage for the three buildings also proposed or approved in our immediate area. Copies of the Zone layout map showing each specific area for each development along with the scope and scale of the two existing building on Lakeshore across form the specific Planning application, 505-02/20 & 520-03/20 405-2121 Lakeshore Rd., Burlington, On. L7R 1C9 Bruce F. Smith Paulette Moser 

PL-26-20 Appendix B – Public Comments

			  [Attached Zoning Map on next page]

(Comment 14, continued):



PL-26-20 Appendix B – Public Comments

#	Name & Address	Date Received (by email unless otherwise stated)	Comments
15	Don & Liz Wilson 410 Martha Street	April 24, 2020	**To:** The Corporation of the City of Burlington Lisa Kearns Ward Councilor Ward 2 Rebecca Lau, Planner **From:** 410 Martha Street **Introduction** We are the residents at the townhouse on Martha Street located north of the proposed development application at the Old Lakeshore Area and Lakeshore Road Precinct The Proposed Official Plan and Zoning By-Law amendment for these properties will create negative consequences for the residences in the adjacent area's and City residents. Thus, establishing further legal precedents for future for the Old Lakeshore Area which is already being targeted for extreme intensification beyond both the citizens and the City's desire. Therefore, it is of vital importance to ensure that this development ensures the City of Burlington has control over this Development area and the Characteristics of this area within Current Downtown Urban Center. In addition, that it protects the current residence (taxpayers) from undue burden from over intensification and excessive development and not a piece meal arrangement that suits only the developer's agenda on a site specific basis. **Issues** **Current Official Plan and Zoning By-Law and (Adopted New Official Plan)** The proposed development of 27 storeys and multiple units (150) is an over intensification of this site and location (far above minimum 200/hectare). The Official Plans of the City of Burlington of 2008 and the Adopted 2018 will both be exceeded in height by more than double. This land parcel is currently Zoned DL-A Zone and will require multiple exceptions to accommodate the proposed development regarding setbacks, height etc. under the Zoning Bylaw. The proposal will have a significant impact on the properties South of the Old Lakeshore Road and the waterfront area in general. A development will limit the ability to enjoy the valuable area that residents cherish.

			2.5 Intensification **2.5.2 General Policies** **v. Compatibility is achieved with the existing neighborhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided.** ***Building*** The height and mass is excessive in relation to the overall development site and surrounding area. In addition it hi-lights curb to curb development with limited buffers reducing the on street experience for residents. Visually it is over imposing and hangs over the proposed site and area. The 27 storey's is attempting a height advantage (race to the top) and as such a financial benefit to the developer. Thus, this proposal is not based on strict planning principals of the Planning Act. The present proposal is completely out of place in this regard when considering sound community-based planning versus exceeding OP and Zoning regulations and ignoring other important planning regulations. ***Traffic Flow*** This development will create further traffic pressures on Lakeshore Road which is already experiencing traffic pressures for large part of the day and evening *Plus, a large number of cars from the proposal will travel north on Martha Street and other arterial during their daily driving needing to avoid excessive Lakeshore traffic.* *It is unacceptable that small arterial roads will receive increased traffic flows to alleviate traffic pressures from over intensification.* ***Effects on Downtown Area*** The proposed site in the gateway to Burlington's Downtown area from the East which is enjoyed by many residents and visitors. Any redevelopment should enhance the transition to Downtown for automobiles, motorcycles, cyclists and walkers travelling East along Lakeshore If prudent (limited) development with a variety of built form is established then it is possible to maintain and enhance the Downtown experience and Old Lakeshore Precinct. The current construct is creating a cavernous environment which will create

			increased wind effects along Lake Ontario and shadowing that will further reduce the Downtown area experience. ***Summary*** The land parcel at Old Lakeshore Road should be reconsidered for a lower density than currently proposed and design reconsidered. The focus for us is the effect as residence on Martha Street from excessive intensification that will affect our current living standard through increased traffic flows and the height/mass of buildings being considered for development in this overall quadrant of the Downtown area. Thus, effecting the quality of life for residents of Burlington and those living in the downtown area. We are hopeful or insistent that the Proposed Official Plan and Zoning By-law amendments will have the necessary mechanisms and legal standing to protect the City of Burlington and the residence from unnecessary development that does not reflect the character of neighborhoods regardless if they are within the current Downtown Urban Center. I think this is a timely issue for the City to seriously consider the publics input that shows a commonsense development view and a livable area in the Old Lakeshore Area Best Regard _____ Don & Liz Wilson 410 Martha Street
16	Patricia Torsney 402-2121 Lakeshore Road	April 24, 2020	Dear Ms. Lau, Please find attached a letter objecting to the proposed development at 2107 Lakeshore Road. Thank you for your work on behalf of our city. I would be pleased to answer any questions and am available on email. Wishing you a good weekend, Paddy Ms. Patricia Torsney [See attached letter]

Department of Community Planning
PO Box 5013
426 Brant Street
Burlington, ON L7R 3Z6

Attention: Ms. Rebecca Lau
Rebecca.lau@burlington.ca

24 April 2020

Dear Ms. Lau,

RE: Objection to Proposed Development at 2107 Old Lakeshore Road and 2119 Lakeshore Road, Burlington
City Files 505-02/20 and 520-03/20

I live in apartment 402 at 2121 Lakeshore Road and am writing to comment on and oppose the proposal submitted for the properties at 2107 Old Lakeshore Road and 2119 Lakeshore Road.

I've lived in this condominium since 1999 and am aware of the planning framework contained in the Official Plan and Zoning By-law for this property and the adjacent properties westward.

My comments in this letter refer primarily to the proposal at 2107 Old Lakeshore Road and 2119 Lakeshore Road and are based on my experience of the existing neighbourhood. They also take into account the existing approvals of other projects in the area, including the almost finished New Horizon condo and hotel project and the Adi Nautique building at 374 Martha. However, I am aware that there is significant development pressure on the downtown Burlington waterfront area, including two towers immediately adjacent to this proposal that have been advanced by the same developer.

While I have always understood that some new construction would occur on the parcel of lands opposite my home and toward Pearl Street on the south side of Lakeshore, the current proposal is unacceptable. It is far too dense and fails to make any positive contribution to our community. Its approval would create dangers for pedestrians and greatly affect traffic along this stretch of Lakeshore. The noise and privacy impact on the residents living at 2121 Lakeshore will be untenable.

I have reviewed the Planning Justification Report, and other materials on the City of Burlington's website and have the following concerns.

Traffic

The proposed addition of 150 units, with 155 additional parking spaces proposed, will had a severe impact on this area and the already significant existing traffic volume on Lakeshore Road. The situation is exacerbated by the "deficiencies" of the Lakeshore Road and Martha Street intersection that are described in the applicant's Transportation Impact Study.

Lakeshore Road in front of the proposed development is a very narrow, two lane road, with a planter/meridian in the middle of the lane that becomes a turning lane east of the median. Drivers must reduce speed dramatically as they veer right driving eastward past the intersection at Martha. In normal times, there are regular hard breaking incidents as cars exit the restaurant parking lot at 2101 Lakeshore, where another large tower is proposed.

This traffic congestion on Lakeshore Road specifically affects our building at 2121 Lakeshore, as we need access to the turning lane to get in and out of our building, especially during the morning and evening rush hours.

The single lane going westward in front of 2121 Lakeshore is so jammed at the evening rush hour that those of us exiting our building must beg drivers to enter Lakeshore Road. It can also be challenging to be allowed to turn INTO our building, particularly during the evening rush hour. If you add a community walk/run or a festival in the downtown core, at any time of day, or on a weekend, we are similarly jammed up. Traffic challenges entering the building from the east are tough too, as one is often stuck in gridlock from at least Smith Avenue, but more frequently from Lakeshore Public School or beyond, as the traffic backs up heading west during evening rush hour.

There is also a community safety issue relating to the traffic situation on this area of Lakeshore Road. It is already often challenging for an emergency vehicle to pass westward along this route during rush hour. This is especially a problem since Lakeshore Road is the most direct route to Joseph Brant Hospital on the other side of the downtown (which is highlighted as a nearby amenity in the developer's materials).

Traffic is snarled as it is, in both directions, and our current conditions do not include the additional traffic that will be generated when Adi's Nautique building at 374 Martha is constructed.

The developer's Traffic Impact Study estimates that there will be 50 new vehicles during weekday AM peak and 59 new vehicles during PM peak hour is extremely disconcerting and hard to fathom as anything other than complete gridlock. We can barely exit our building now! Should this building be approved, its residents would face serious challenges to enter the flow of traffic on Lakeshore as well.

Wind

The report suggests that the "wind conditions on the surrounding sidewalks, including the transit stops are generally similar … including the *uncomfortable wind conditions* at the northwest corner of the adjacent development."

Burlington wants to be a livable city, where people can walk and ride bikes and avoid using their cars. The proposed development does nothing to advance these objectives and instead exacerbates already challenging conditions.

First, describing the existing wind conditions as "uncomfortable" is an understatement. The current headwind that frequently challenges pedestrians as they walk westward along Lakeshore approaching Martha causes residents to resort to cars for fear of being blown backwards.

When the Adi Development at 374 Martha is complete, I shudder to imagine how any elderly or infirm people will be able to walk from 2121 or any of the area residences to get to the bus stop at Lakeshore and Martha, or advance to the downtown area on mildly windy days. Adding in a major building on the south side, as is currently proposed will create a terrible wind corridor, which coupled with storms off Lake Ontario, will render Lakeshore Road even more hazardous for drivers and pedestrians.

Allowing this massive density on a narrow road, which will worsen the existing wind tunnel and render a previously walk-able route only viable in a car, seems completely counter-productive to the province and City's goals. It is incompatible with the vision and reality of downtown Burlington, and the waterfront area. It ignores local land use policy and will be detrimental to the quality of the environment currently in this area.

Privacy

The massing and orientation of the proposed development fails to take into account the surrounding existing homes, including and especially at 2121 Lakeshore. The building proposed is far too close to our building and it is far too close to Lakeshore. As a result, it completely removes any privacy from the occupants of 2121 Lakeshore.

Given the height of the building's podium, the 2nd floor outdoor patio with its wrap around balcony will provide a direct line of sight into my apartment. I've attached a photograph taken from just one foot in on the lawn of the proposed development, looking directly back to 2121 Lakeshore, a perspective missing from the developer's submission.

In addition to the outdoor patio, the balconies for individual units above will provide residents with a clear view into our living rooms and bedrooms.

Any privacy I might expect is completely violated by the current design. If there is a second floor patio, it must be oriented toward the waterfront, away from Lakeshore Road, and furthermore, a noise and privacy barrier needs to be added on Lakeshore to protect the residents of 2121 Lakeshore.

Noise

The noise impact of the building is cause for much concern. Already the Lakeshore is loud with traffic and from people, young and old, returning from pubs and festivals in a highly excited state late into the evening.

After reviewing the proposed design, I am concerned about the noise impact of the proposed patio on the second floor and its orientation towards 2121 Lakeshore, the number of additional cars that will be turning in and out of the development, as well as the garbage trucks and delivery vehicles, and the added noise of heating and cooling units across 27 floors.

As noted, the proposed outdoor patio on the 2nd floor is oriented directly toward the living rooms and bedrooms of 2121 Lakeshore on the 3rd-5th floors. Sound from this patio, amplified by the effects of Lake Ontario, will overwhelm our residents, even with our windows closed.

Several years ago, I intervened with the Carriage House restaurant (2101 Lakeshore) to stop the glass-recycling pick up at 4am on weeknights, which, with windows firmly shut, was so loud it woke even the deepest sleeper at 2121 Lakeshore Road. This new project will be significantly greater in impact, to say nothing of the trucks impeding the traffic flow on the very narrow road, and that accompanying noise.

The developer has proposed nothing to mitigate either of the obvious and unacceptable noise or privacy impacts that the development would have on our home.

Misleading Submission Materials

I am concerned about the misleading nature of the materials filed by the applicant, which misrepresent the neighbouring context and in particular the proximity and scale of other tall buildings in downtown Burlington, as well as the availability of nearby public parking and open space.

Page 11 of the Planning Justification Report incorrectly describes the surrounding buildings. Our building, 2121 Lakeshore, a small 7 storey building with only 6 floors of condos and 39 units in total is described as HIGH DENSITY residential. This is factually incorrect. The small seniors residence, 2109 Lakeshore is low density, as is our building. At most, we are medium density. But to compare us to 27 storey or 20 storey buildings in the area is a gross overstatement.

The photographs contained in the report, on pages 14 and 15 misrepresent the neighbourhood. While photo 6 is taken from the proposed development, just opposite our building, the view gives the impression the apartment building at 2160 Lakeshore (18 storeys) east of the development is farther away. Photo 7 is also taken from 2107 Old Lakeshore. Photo 8, of our building is taken at the farthest point away from our building, or perhaps from the land in front of low-rise condos at 2136 Lakeshore. If the photographer had remained in the same position as photo 6, you could have could described details from the interior of my apartment.

The description of 2107, the current medical office “with ample surface parking” on page 29 of the report misrepresents the current pressure on parking in this downtown area. It’s simply inaccurate. The owners at 2121 Lakeshore regularly deal with challenges to our small guest parking as there is overflow from the medical office. The proposed retail space in the new development would only increase the pressure on our small visitor lot. The parking lot at 2121 Lakeshore is often overrun by unwelcome visitors frequenting area restaurants and during festivals in Spencer Smith Park. The parking lot at 2101 Old Lakeshore Road (Carriage House restaurant) is regularly over capacity with double parking. This 27-storey proposal, with 150 units, and retail and/or restaurants would swamp us.

The schematic design shown on page 31 seems to be enhanced fancifully. The Apartments at 2106 Lakeshore seem much closer to Lakeshore, their large driveway in front of the building completely absent and the side parking lot missing. In contrast, 2121 Lakeshore appears farther away from the proposed building. The sharp curve of the road, and the appearance of a generous middle lane are also misleading. (This stretch of Lakeshore is very narrow.)

The suggestion in paragraph 4 on page 19 of the report that the proposed development was “designed to integrate appropriately with the existing” developments in the precinct is absurd. It might be designed to integrate toward another set of buildings farther west on Lakeshore but it completely overwhelms 2121, 2136 and 2109 Lakeshore. The overwhelming height approved at the Adi Nautique building at 374 Martha should not be justification for further approvals in the area!

Conclusion

The proposed development at 2107 Old Lakeshore Road and 2119 Lakeshore Road is an overdevelopment of the site and is incompatible with the neighbourhood.

The developer’s application and in particular the representations in its Planning Justification Report are misleading in respect of the existing density in the area and proximity of other higher density developments. The application does not reflect the true context of the building and the surrounding environment, and fails to adequately consider existing traffic and wind conditions in the area that will be greatly exacerbated by the proposal.

What is being proposed on these two sites is too dense and fails to make any positive contribution to our community. Its approval would create a danger for people and traffic, and an unattractive, unwelcoming dark wind tunnel along Lakeshore. Pedestrians, cyclists and other existing residents will be negatively affected by this proposal. The noise and privacy impact on the existing citizens at 2121 Lakeshore will be untenable.

Recommendation

There are several developments approved and under construction along Lakeshore Road, toward Brant Street. No further development should be allowed until the impact of these additional massive towers is understood better. The total area must be evaluated as one unit – from the triangle of Lakeshore and Old Lakeshore Roads (this development) to the next two lots, and then on the north side, the Adi building at 374 Martha and the next application at Pearl and Lakeshore.

This dark tunnel of massive buildings, with expensive condos, is incompatible with a vibrant downtown Burlington. This specific project is weakly drawing upon the provincial recommendation for intensification. Burlington needs mixed units at affordable rates, not high-density luxury towers that cut off all Burlington residents’ access and enjoyment of the waterfront.

One way to mitigate impacts of the numerous development proposals in this area could be to create a park on the triangle of land that is the site of the present application. Further development could then gradually increase in height and density moving westward to the New Horizon condos and hotel on the west side of Pearl, south side of Lakeshore, currently under construction. The result would be better wind conditions, less density overall (and therefore less traffic impact) and a space that is more compatible with the local community. Another way to mitigate the challenges along this route would be increase the setbacks for these buildings, creating more green space and a more livable community. A park would provide a more welcome entrance to downtown Burlington.

Yours sincerely,

Ms. Patricia Torsney



Medical Office Parking Lot at 2107 Lakeshore Rd



Photo showing entrance to 2121 Lakeshore (photo taken from 2107 Old Lakeshore)



Photo showing exit from 2121 Lakeshore Rd. and proximity of 2121 Lakeshore Rd. taken from south side of Lakeshore Road at the middle of the location of the proposed development



Location of proposed service and garbage entrance, off of Lakeshore Road

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17	Bruce Dingwall 395 Martha Street	April 26, 2020	Something for your files re OMB declared density protocol and Lakeshore Road developments: NY Post, 25 May 2020. Article title, "It's Time to Get Local" Writer is Gerald Russello. "Get ready for the Great DeDensification". Yep. "Tax breaks for ... building houses with enhanced features like gardens, front porches (great for social distancing!) ... " "Local governments should be thinking about what will bring life back to ... rural areas devastated by decades of ... urbanization." That's what our council is doing, and I support them!! Ah, yes - densification - all part of the Goldring sellout to OMB. Pass on to Mayor Meed Ward and Lisa Kearns, if you would. Thanks ... Bruce D
18	Bill & Brenda Lawson 1801-2160 Lakeshore Road	June 5, 2020	Hi Rebecca, We know that we are late with comments to the information sent to us (Away on Vacation) but we think that this is a very inconsiderate proposal. The present traffic flow on Lakeshore Road is quite high, and sometimes at a standstill if there is an accident on the Skyway Bridge. When the present construction of the Condominiums in the Downtown areas are completed & occupied, it will be even worse. The land for the proposal should be subject to a Compulsory Purchase order to improve traffic flow along Lakeshore Road. Regarding the comment about accidents on the Skyway Bridge, On a Friday afternoon in the Summer 2019, we were on a Burlington Transit Bus #3 route returning to our building. Because of a Bridge accident, it took the Bus 65 minutes to travel on Lakeshore Road from Guelph Line to Torrance. Traffic on Lakeshore Road must be improved & not hindered by Developers with no considerations. Regards Bill & Brenda Lawson.

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#	Name & Address	Date Received (by email unless otherwise stated)	Comments
19	Joan & Jerry Fedak 2121 Lakeshore Rd., Burlington	June 18, 2020	Dear Rebecca, We are posting our Dismay for this application We are AGAINST rezoning High rises over 8=10 stories which were recommended and now developers have pushed their design on us against our wishes. We are very distraught with the high rises which have been accepted. The height is objectionable to the downtown character and is a great burden to traffic, noise, congestion, reducing light, creating wind tunnels adding to road chaos, and services as a whole. This does not comply to the wishes of downtown citizens nor to Burlington people as a whole who visit downtown Please NOTE our Veto for this application as is. Consider condo units such the Saxony on Locust St. Charming and Elegant. Why are you destroying our city with these downtown monstrosities? Sincerely Joan and Jaroslaw Fedak
20	Tamara Fedak 464 Mayzel Rd., Burlington	June 19, 2020	Rebecca Please add my name Tamara Fedak to the objection list re changing the zoning law to allow the increased height and density on Old Lakeshore Rd. Adding more condos and high rise buildings not only changes the character of Burlington but increases traffic, wind tunnels, reduces light as well as places a great demand on roads and services. We already have 4 accepted projects within a few blocks that in my opinion will already have a negative impact on the above mentioned. Seriously stop the construction and density. You have one condo going up on Martha and New street, another on Martha, another one the corner of Martha and Lakeshore and the new hotel and condo that is almost completed on Lakeshore and not to mention the one going up on Brant. All supported by the same street capacity/infrastructure we have today. It's already challenging during peak traffic times. And when there are challenges and accidents closing the highway over the skyway we see thousands of cars trying to make there way to the small bridge on East Port sometimes grid locked for over 6 hours You need to wait until the already approved buildings are developed and monitor all mentioned above before approving any further applications. Sincerely Tamara Fedak

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#	Name & Address	Date Received (by email unless otherwise stated)	Comments
21	Michael V. McRae 506-2121 Lakeshore Rd., Burlington	May 8, 2020	Dear Councillor Kearns: • RE: 2096 Lakeshore Road – Ward 2 (includes 2093,2097,2101 Old Lakeshore Road & 2096,2100 Lakeshore Road) Core Development • 2107 Old Lakeshore Road & 2119 Lakeshore Road Private Development Both developments are located directly across the street from the condominium building which is our home. Our building is seven stories in height and both in design and location is 100% compatible with other single homes and multi-unit dwellings located in the immediate vicinity. It is also important to acknowledge that there are presently no buildings on the south side of Lakeshore Road, between Elizabeth Street & Old Lakeshore Road, which by anyone's measure can be compared to the proposed structures that are to exceed 25 plus levels in height. Both development proposals lack the foresight and sensitivity needed to be compatible with existing dwellings in the area. It is also disturbing that both development proposals include requests that the City of Burlington be asked to consider variances, which include density, setback from Lakeshore Road, intended height of buildings, visitor parking spaces, green space and parking for the commercial level, all intended to make the proposals more attractive to prospective buyers, although contrary to existing by-laws and public interests. It is perhaps most disturbing that neither of the development proposals make any reference to address the ecological impact these buildings may have on both the people who are now living in the immediate area as well as the wildlife that is known to inhabit Rambo Creek. Both developments must abide with the City of Burlington official plan and satisfy all conditions and by-laws affecting their design and construction. In addition, the use of variances to gain concessions is to be denied. I remain hopeful that the members of the City of Burlington Council will be able to support the public's efforts to not have either of these developments realized. Yours sincerely Michael V. McRae

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#	Name & Address	Date Received (by email unless otherwise stated)	Comments
22	Anie Beliveau Village Gate	May 8, 2020	Dear Ms. Kearns My name is Anie Beliveau. I own units 202 and 204 condos at Village Gate and I am writing to you to voice my opposition to the development project of the high rise tower proposed to be build between our building and the lakefront. It's not that I am opposed to development all together, far from it. The issue at hand simply lies with the type of building that is suggested. A high rise building would put undue stress on a very peaceful community and rob many elderly and fellow community members from sunshine and clement breezeways. Our building as well as our next door neighbours at Chartwell Martha's Landing Retirement Residence is home to many retirees. Our community is highly coveted for those who seek to live in a calm and elegant neighbourhood. Planting a massive building for the sake of cramming as many people as possible in prime location feels like Burlington is simply selling out to deep pocket interests instead of recognizing and preserving the integrity of what makes Burlington such a delectable place where to live in the first place. Burlington ranked #1 in the 2019 Maclean's list of best cities to live in. If we are not mindful of how we capitalize on our secret sauce we might lose the recipe all together. Instead of putting undue stress on the Burlington core with all this suggested concrete that will i) eclipse the sun for so many who would like to continue living in peace under the sun, ii) create wind tunnels that will push our most vulnerable off their daily strolls and iii) fill our streets with an unmanageable amount of commuters that will not only aggravate the current residents but also make our new very numerous neighbours regret ever moving to the Burlington core; before we jump at developing all this air above a "small lot" we might want to pause and think very mindfully about what this truly means for everyone at ground level. There is a win win play here. Development is good and definitely has a place in elevating our beautiful city. We must develop our downtown area with taste and measure so that the influx of people is not only manageable but also insured the experience of the essence of the Burlington core rather than the mayhem that will incur if we just pack the core/waterfront with sheer numbers. We can do better than that. Why couldn't we develop a project similar to the Saxony Condos by Landform Development G. on Elgin st.? We could have a beautiful 6 storeys high building offering exquisite space in it's rightful location. If we want others to respect us we must respect ourselves, this applies people as it applies to communities. Promoting spaces conducive to

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			community building will help in preserving the essence of Burlington without forsaking the growth of our community base. High rises might be inevitable but they should be condensed in the centre of the city, not peppered along our most valuable shoreline for cheap gains. The core's waterfront is absolute prime local, anyone in Burlington understands that. Trying to generate bulk amounts of our prime space and views just because we discovered that there is more money to be made with volume than square footage is not a good enough reason to pull a blackout concrete curtains over our community's eyes and tax its residents and infrastructure, it serves absolutely no-one well. Just take the time to walk by the Bridgewater project, the shadow it casts on Lakeshore!! It's barely over half the size of the building suggested!! Let Burlington remain Burlington, protect what makes us the #1 place to live in Canada by stacking slabs responsibly! Thank you for your time. Best regards, Anie Beliveau
23	Olive & Andrew Kenny 301-2121 Lakeshore Rd., Burlington	May 10, 2020	Hi Lisa, we are against greedy developers turning downtown Burlington into a canyon jammed with traffic. Best regards: Olive & Andrew Kenny #301 2121 Lakeshore Road L7R1C