MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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HERITAGE IMPACT **ASSESSMENT** REPORT

2107-2119 Old Lakeshore Road
City of Burlington, ON

Date:
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Prepared for:
Carriage Gate Homes

Prepared by:
MacNaughton Hermsen Britton Clarkson Planning Limited (MHBC)
200-540 Bingemans Centre Drive
Kitchener, ON N2B 3X9
T: 519 576 3650
F: 519 576 0121

Our File: '18140-C'

Table of Contents

Project Personnel 4
Glossary of Abbreviations 4
Acknowledgements 4
Executive Summary 5
1.0 Introduction 8
2.0 Policy Context 9
2.1 The Planning Act and PPS 2014 9
2.2 The Ontario Heritage Act 10
2.3 City of Burlington's Official Plan 10
3.0 Description of Subject Lands 16
3.1 Location of Subject Lands 16
3.2 Landscapes and Surrounding Context 17
3.2.1 Description of Subject Lands 17
3.3 Heritage Status of Subject Lands and Adjacent Property 19
3.3.1 Subject Lands- 2107-2119 Old Lakeshore Road 19
3.3.2 Adjacent Listed Property- 2100 Old Lakeshore Road 'Stewart-Williamson-Peck Home' 19
3.3.3 Adjacent Listed Property- 2101 Old Lakeshore Road, 'The Chrysler Carriage Shop' 20
4.0 Historical Overview 21
4.1 First Nations 21
4.2 European Settlement 22
4.3 The City of Burlington 24
4.4 Old Lakeshore Road Precinct 26
5.0 Evaluation of Cultural Heritage Resources and Landscapes 29
5.1 Evaluation Criteria 29
5.2 2100 Old Lakeshore Road-'Stewart-Williamson-Peck House' 30
5.2.1 Evaluation of Design/Physical Value 30

5.2.2 Evaluation of Historical or Associative Value 33
5.2.3 Evaluation of Contextual Value 33
5.2.4 Heritage Attributes 34
5.2.5 Summary of Evaluation 34
5.3 2101 Old Lakeshore Road- 'Chrysler's Carriage Shop' 35
5.3.1 Evaluation of Design/Physical Value 35
5.3.2 Evaluation of Historical or Associative Value 39
5.3.3 Evaluation of Contextual Value 41
5.3.4 Heritage Attributes 42
5.3.5 Summary of Evaluation 42
5.4 Summary of Cultural Heritage Evaluation for 2100 and 2101 Old Lakeshore Road 43
6.0 Description of Proposed Development 45
6.1 Description of Development 45
7.0 Impacts of Proposed Development 48
7.1 Classifications of Impacts 48
7.2 Impacts of the Proposed Development on Subject Lands 49
7.3 Impacts of the Proposed Development on Adjacent Cultural Heritage Resources 49
7.3.1 Impacts on 2100 Old Lakeshore Road 49
7.3.2 Impacts on 2101 Old Lakeshore Road 50
7.4 Proposed Development's Compatibility with the Official Plan- Old Lakeshore Road Precinct 53
8.0 Development Alternatives & Mitigation Measures 54
8.1 Alternative Development Approaches 54
8.2 Mitigation Measures 55
8.2.1 Mitigation for Potential Land Disturbances Impact- 2101 Old Lakeshore Road 55
9.0 Recommendations and Conclusions 57
10.0 Sources 60
Appendix A-Maps of the Subject Lands 62
Appendix B- Schedule 'E': Downtown Mixed-Use Centre- Land Use Plan 63
Appendix C- Terms of Reference 64

Appendix **D- Conceptual Design Package 2019** 65

Appendix **E- Shadow Study 2018** 66

Appendix **F- Heritage Listings** 67

Appendix **G- Curricula Vitae** 68

Project Personnel

Dan Currie, MA, MCIP, RPP, CAHP	*Managing Director of Cultural Heritage*	Senior Review
Rachel Redshaw, MA, H.E. Dipl.	*Heritage Planner*	Research, Author

Glossary of Abbreviations

HIA	*Heritage Impact Assessment*
CHL	*Cultural Heritage Landscape*
MHBC	*MacNaughton Hermsen Britton Clarkson Planning Limited*
MTCS	*Ministry of Tourism Culture and Sport*
OHA	*Ontario Heritage Act*
OHTK	*Ontario Heritage Toolkit*
O-REG 9/06	*Ontario Regulation 9/06 for determining cultural heritage significance*
PPS 2014	*Provincial Policy Statement (2014)*

Acknowledgements

This report acknowledges that assistance provided by the Central Library of the City of Burlington, Heritage Burlington and the Historical Society of Burlington.

Executive Summary

MHBC Planning, Urban Design and Landscape Architecture ("MHBC") MHBC Planning, Urban Design and Landscape Architecture ("MHBC") was retained by Carriage Gate Homes in July, 2018 to undertake a scoped Heritage Impact Assessment for the proposed development located at 2107, 2111, 2114, 2119 (2107-2119) Old Lakeshore Road. The adjacent heritage property located at 2101 Old Lakeshore Road (contiguous) and 2100 Old Lakeshore Road (non-contiguous) were assessed in this report to determine any potential impacts that the proposed development will have on their cultural heritage value.

Summary of Cultural Heritage Value of 2100 & 2101 Old Lakeshore Road, City of Burlington

Both cultural heritage resources in this report, including 2100 & 2101 Old Lakeshore were evaluation based on Ontario Regulation 9/06 in 2014 by *Archaeological Research Associates Ltd.* (ARA) for the City of Burlington (see Appendix F). This report completed an updated evaluation for both properties under the same regulation and resulted similar conclusions with the exception that this report does not conclude that either building constitute as landmarks, however, are historically linked to their surroundings. This report also outlines design/ physical heritage attributes. These evaluation were to determine and clarify the heritage attributes of each building that could be impacted by the proposed development. Cultural heritage value for each property has been determined as follows:

2100 Old Lakeshore Road "Stewart-Williamson-Peck House":

- Representative of a Georgian house;
    - *2 ½ storey framed (covered with brick) exterior form with low-pitched end gabled roof;*
    - *All exterior red brick walls;*
    - *Asymmetrical entry door with transom light;*
    - *Windows including: bay, multi-pane bow, single pane and stone window sills;*
    - *Curvilinear verge board/ gable gingerbread.*
- Historical associations for direct association with Emily Williamson (one of Canada's first female lawyers), and association with The Treasury of Canadian Handicrafts and the Alice Peak Gallery and site of Robert Bateman's (Canadian naturalist painter) first showroom;
- Contextual value for its contribution to the original historic neighbourhood of the Old Lakeshore Precinct and is historically linked to its surroundings.

2101 Old Lakeshore Road "Chrysler's Carriage House":

- Representative of a Georgian commercial building;
    - *2 ½ storey brick building exterior form (main building) with high pitched end gabled roof;*
    - *Rubble stone foundation and sloped brick sill;*
    - *Remaining original window openings and frames;*
    - *Lower front façade windows with iron grill.*
- Historical associations for direct association with Chrysler Carriage Shop and Oshawa Glove Company;
- Contextual value for its contribution to the Old Lakeshore Precinct and its historical connection to its surroundings.

Summary of Impacts

This report concluded that there is a beneficial impact for both buildings as the proposed development should provide an increase of foot traffic to both commercial businesses. This report also included that the proposed development has a potential adverse impact of land disturbances for the adjacent "Carriage House" at 2101 Old Lakeshore Road particularly as it relates to construction.

Mitigation Measures for Potential Land Disturbances for 2101 Old Lakeshore Road, "The Carriage House"

The following mitigation measures are recommended for the protection and conservation of the adjacent cultural heritage resource:

1. *The requirement to undertake an inspection of the building prior and post construction;*
2. *A certification by an engineer of the footings and foundation relative to the adjacent building;*
3. *The requirement to install construction fencing between development and heritage building to deter dust and debris;*
4. *A monitoring plan for vibration particularly as it relates to drive piling; testing for various charges, delays and impacts from drive-piling will provide a basis for a controlled program that limits potential construction-induce damage to the neighbouring building;*

5. *Delivery locations and times for the purpose of construction should be arranged to limit disruption and possible damage to building;*
6. *Storage of construction material should be avoided abutting the property line as it relates to the built form of the adjacent cultural heritage resource. Parking of construction equipment and for construction crew should also be avoided in close proximity of the adjacent heritage building to avoid any accidental damages.*

In conclusion, this report endorses the current proposed development upon the condition that the above mitigation measures are implemented. It is also recommended that this report supplement the historic record.

1.0 Introduction

MHBC Planning, Urban Design and Landscape Architecture ("MHBC") was retained by Carriage Gate Homes in July, 2018 to undertake a scoped Heritage Impact Assessment for the proposed development located at 2107, 2111, 2114, 2119 (2107-2119) Old Lakeshore Road hereafter referred to as the 'subject lands'. The adjacent heritage property located at 2101 Old Lakeshore Road (contiguous) and 2100 Old Lakeshore Road (non-contiguous) will be assessed in this Report to determine any potential impacts that the proposed development will have on their cultural heritage value. The subject lands are situated north of Old Lakeshore Road, east of Pearl Street, south of Lakeshore Road and west of Torrance Street; the subject lands and adjacent heritage properties assessed in this Report, are part of the Old Lakeshore Road Mixed-Use Precinct.

The purpose of this Heritage Impact Assessment is to evaluate the proposed development in terms of potential impacts to identified cultural heritage resources located on-site and adjacent. The proposed development is a 25 storey residential tower on the triangular section of land converging between Old Lakeshore Road (formerly the Lakeshore Road) and the current Lakeshore Road; the development is proposed upon properties: 2107, 2111, 2114 and 2119 (2107-2119) Old Lakeshore Road. The proposed development is adjacent to the properties located at 2101 Old Lakeshore Road and 2100 Old Lakeshore Road which are 'listed' (non-designated) on the City of Burlington's Municipal Register of Cultural Heritage Resources. The subject land is not located within a Heritage Conservation District under Part V of the Ontario Heritage Act.

In conclusion, this Cultural Heritage Impact Assessment has determined that the proposed development on the subject lands of 2107-2110 Old Lakeshore Road, will have no negative impacts on the heritage attributes of both adjacent properties as the original buildings of cultural heritage significance will be retained and unaltered. The potential adverse impacts are limited to land disturbances as a result of construction.

2.0 Policy Context

2.1 The Planning Act and PPS 2014

The *Planning Act* makes a number of provisions respecting cultural heritage either directly in Section 2 of the Act or Section 3 respecting policy statements and provincial plans. In Section 2 *the Planning Act* outlines 18 spheres of provincial interest that must be considered by appropriate authorities in the planning process. One of the intentions of *The Planning Act* is to "encourage the co-operation and co-ordination among the various interests." Regarding Cultural Heritage, Subsection 2(d) of the Act provides that:

> *The Minister, the council of a municipality, a local board, a planning board and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,*
>
> *(d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*

In support of the provincial interest identified in Subsection 2 (d) of the *Planning Act*, and as provided for in Section 3, the Province has refined policy guidance for land use planning and development matters in the *Provincial Policy Statement, 2014* (PPS). The PPS is "intended to be read in its entirety and the relevant policy areas are to be applied in each situation". This provides a weighting and balancing of issues within the planning process. When addressing cultural heritage planning, the PPS provides the following:

> *2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
>
> *2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been*

> *demonstrated that the heritage attributes of the protected heritage property will be conserved.*
>
> *Conserved: means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.*

The subject lands are adjacent to a protected heritage property, however, there are no significant built heritage resources located on the subject lands.

2.2 The Ontario Heritage Act

The *Ontario Heritage Act*, R.S.O, 1990, c.0.18 remains the guiding legislation for the conservation of significant cultural heritage resources in Ontario. This Heritage Impact Assessment has been guided by the criteria provided with *Regulation 9/06* of the *Ontario Heritage Act* which outlines the mechanism for determining cultural heritage value or interest. The regulation sets forth categories of criteria and several sub-criteria.

2.3 City of Burlington's Official Plan

The City of Burlington's Official Plan identifies and supports cultural heritage resources located within the City's perimeter. As both adjacent listed heritage properties have been acknowledged by the City, it is important for the City to protect their value to the Old Lakeshore Precinct and surrounding community.

> 8.0 Cultural Heritage Resources
>
> *Cultural heritage resources include buildings, structures, monuments, cultural heritage landscapes, natural features (including those that have been modified by humans, such as parks, gardens, rows of trees, etc.) or remains, either individually or in groups, which are considered by City Council to be of architectural and/or historical significance.*

> *Archaeological and historical sites may also be considered heritage resources. Within the City, cultural heritage resources provide physical and cultural links to the identity of the City. They assist in instilling civic pride, and contribute to quality of life and community liveability. Investments in the conservation of cultural heritage resources benefit the local economy by attracting visitors to the City, and favourably influence the decisions of those contemplating new investment or residence in the City. The conservation of cultural heritage resources also contributes to the overall sustainability of the City. Cultural heritage resources are irreplaceable and shall be conserved based on the following principles, objectives and policies:*

As part of the Official Plan in Section 8.4, it is identified that development/ re-development proposals must consider cultural heritage resources. In this report, the adjacent properties of 2100 & 2101 Old Lakeshore will be evaluated in the context of the proposed 25 storey apartment at 2107-2109 Old Lakeshore Road.

8.4 Development/Re-development Policies

8.4.1 Use and Treatment

Development plans

> *a) All development shall consider cultural heritage resources and wherever feasible, incorporate these resources into any development plans in a way that conserves the character-defining elements of the cultural heritage resource.*

Heritage Impact Statement

> *b) Completion of a heritage impact statement shall be required prior to any approvals for proposed development where the City foresees potential adverse impacts on the cultural heritage attributes (including important vistas and streetscape) of a property designated pursuant to The Ontario Heritage Act, or on a property worthy of designation. Completion of a heritage impact statement may be required prior to any approvals for proposed development where the City foresees potential adverse impacts on the cultural heritage attributes of any other property identified on the City's Inventory of Cultural Heritage Resources. The content of a heritage impact statement may include, but is not limited to, the following:*
>
> *(i) an assessment of the cultural heritage value of the resource;*

(ii) a description of the proposal, including a location map showing proposed buildings, existing land uses and buildings, and existing cultural heritage landscape features;

(iii) the physical condition of the resource (including that of any adjacent resource that may be directly or indirectly affected by the proposal);

(iv) a description of the impacts that may be reasonably caused to the cultural heritage resource

(v) identification of several conservation options taking into consideration the significance of the cultural heritage resource itself, the context of the resource and all applicable municipal, provincial or federal heritage conservation principles. The advantages and disadvantages of each option will be identified, as will a preferred option;

(vi) a description of the actions necessary to prevent, change, mitigate or remedy any expected impacts upon the cultural heritage resource.

Conditions of approval

c) Approval of development on lands with significant cultural heritage resources may be subject to conservation of the cultural heritage resources. Should Council, in consultation with its municipal heritage committee (Heritage Burlington), determine that the proposal to alter, demolish or erect a structure that would detract from, or indirectly impair the character, quality, heritage attributes or stability of a cultural heritage resource, the proposal shall be subject to the recommendations of a heritage impact statement.

The subject lands are located in the Old Lakeshore Road Mixed Use Precinct, as such, the following policies apply:

5.5.7 Old Lakeshore Road Mixed Use Precinct

5.5.7.1 Objectives

Objectives

a) *To provide an area in the Downtown for high intensity, mixed use development that is pedestrian-oriented and transit-supportive, which helps meet Provincial Growth objectives and provides for a transition from the highest density mixed-use area (Wellington Square Mixed Use Precinct) to the more residential areas to the east.*

b) *Specialty uses b) To provide an area that is intended for mixed use development consisting primarily of residential uses in conjunction with specialty retail and service*

commercial uses and entertainment uses to serve the Downtown residents, employees and visitors.

High standard of design

c) *To require a high standard of design that has a sense of pedestrian scale and comfort that is compatible with existing development and reflects the unique history and character of the precinct.*

East, West & South Sectors

d) To establish East, West & South Sectors that will be subject to specific land use policies. Schedule E identifies the general limits of the Sectors with Area 'A' being the West Sector, Area 'B' being the East Sector and Area 'C' being the South Sector.

5.5.7.2 Policies

In Section 5.5.7.2 d) of the Official Plan, it indicates that high-density apartment residential uses are one of the permitted uses in the precinct. Furthermore, provisions are made specifically for the East Sector of the Old Lakeshore Road Precinct[1] in regards to heights of buildings and how they relate to the preservation of significant cultural heritage resources. The subject lands are in the East Sector.

Permitted uses

a) The following uses may be permitted:

(i) high-density apartment residential uses, including the residential use of upper storeys of commercial buildings;
(ii) commercial activities including local service and retail uses, office and administration uses;
(iii) cultural uses of all types;
(iv) leisure, recreation and hospitality uses;
(v) entertainment uses;
(vi) community facilities.

East Sector special considerations:

[1] According to Schedule 'E' of the City of Burlington's Official Plan, 2107-2119 Old Lakeshore Road reside in the East Sector of the Old Lakeshore Road Precinct.

d) *Taller buildings may be permitted in the East Sector, up to a maximum of 8 storeys and 29m, where they provide compatibility with surrounding land uses and a sense of pedestrian scale by the use of building design incorporating ground level, street-oriented podium, and subject to the community benefits provisions of Part VI, Subsection 2.3 of this Plan and the following details to the satisfaction of City Council:*

i) Old Lakeshore Road is retained in the East Sector and realigned to form an intersection at Martha Street and Lakeshore Road;
ii) Preservation or relocation of significant cultural heritage resources within the precinct;
iii) Submission of an angular plane study, identifying visual, sun shadowing and wind impacts, and demonstrating how such impacts can be mitigated to acceptable levels.

Furthermore, Section 5.5.7.2 h) & k) of the Official Plan specifically identifies 2101 Old Lakeshore Road and provisions concerning its conservation as well as the subject lands 2107-2119 Old Lakeshore Road, which allows for taller buildings to be permitted up to 12 storeys in height.

Cultural Heritage Resources:

h) Significant cultural heritage resources should be preserved and integrated into new development. The relocation of cultural heritage buildings within the precinct will be considered, including within a conservation authority setback from Lake Ontario, as an alternative to removal of such buildings. The transfer of development rights to other lands within the Old Lakeshore Road Precinct is permitted for the following properties, subject to approval of such plans by City Council, as a means of preserving in perpetuity the buildings identified below:

2101 Old Lakeshore Road (The Chrysler Carriage House): A floor area of 320 sq. m. may be transferred to other lands in the East Sector once the building has been designated pursuant to Part IV of The Ontario Heritage Act and a conservation easement has been granted for the entire building, in favour of the City by the owner of the property;

2107-2119 Old Lakeshore Road, and 2114 Lakeshore Road

k) Notwithstanding Part III, Subsection 5.5.7.2 b) and d) of this Plan, for the lands described as 2107-2119 Old Lakeshore Road, and 2114 Lakeshore Road, the maximum height of buildings shall be 10 storeys and 31.5 metres. Taller buildings may be permitted, up to a

maximum height of 12 storeys and 37 metres, 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 the community benefits provisions of Part VI, Subsection 2.3 of this Plan and the following details to the satisfaction of City Council:

(i) Old Lakeshore Road is retained in the East Sector and realigned to form an intersection at Martha Street and Lakeshore Road;
(ii) Preservation or relocation of significant cultural heritage resources within the precinct;
(iii) Submission of an angular plane study, identifying visual, sun shadowing and wind impacts, and demonstrating how such impacts can be mitigated to acceptable levels.

3.0 Description of Subject Lands

3.1 Location of Subject Lands

The subject land includes the properties located at 2107-2119 Old Lakeshore Road, City of Burlington, Ontario. The subject lands are located on Pl 92, Blk Q. The subject lands are situated north of Old Lakeshore Road (formerly Lake Street), east of Pearl Street, south of Lakeshore Road (formerly Prince's Junction) and west of Torrance Street (See Appendix 'A' for enlarged map of subject lands). The subject lands consist of 0.2 hectares of land and are located in the East Sector of the Old Lakeshore Road Mixed Use Precinct in the downtown area as per Section 5.5.7 of the city's Official Plan. This area is to provide high intensity, mixed use development including residential, speciality, commercial and entertainment uses.



Figure 1: Map of the Subject Lands. Red line outlines subject lands, yellow indicates 'listed' properties on the City of Burlington's Municipal Heritage Register and the white line indicates that the property is on the City's Heritage Inventory (Source: MHBC, 2018)



Figure 2 : Zoning Map indicating zoning type and location of the subject lands, outlined in blue, and adjacent listed heritage property under evaluation (Source: City of Burlington, Interactive Map, 2018)

3.2 Landscapes and Surrounding Context

Aside from the adjacent, contiguous property located at 2101 Old Lakeshore Road, there are three (3) adjacent, non-contiguous properties located on the southern side of Old Lakeshore Road that are listed (non-designated) properties including: 2100, 2104 Old Lakeshore Road; there is also a property located at 2118 Old Lakeshore Road which is not listed or designated, however, is included on the City's Inventory of Potential Heritage Interest. Note that this report evaluates the contiguous, adjacent property located at 2101 Old Lakeshore Road and non-contiguous, adjacent property located at 2100 Old Lakeshore Road as outlined in the scope of this HIA.

3.2.1 Description of Subject Lands

A 1998 aerial view of the subject lands shows that there were three buildings located at 2107, 2111 and 2114 and one building at 2119 (see Figure 4). The 2013 aerial view of the subject lands show that the buildings located at 2107, 2111, 2114 were removed while the building at 2119 remained (See Figure 5).



Figure 3, 4 & 5 *(Above)* Aerial view of subject lands in 1998; *(Middle)* Aerial view of subject lands in 2013 (*Lower*) Aerial view of subject lands in 2017 (Source: Burlington Interactive Map, 2018)

The building that currently is on 2107-2114 was presumably built in after 2013 when the existing buildings on the properties were removed.



Figure 6 & 7 : (*Left*) View of 2107-2114 Old Lakeshore Road from north side of Old Lakeshore Road; (*Right*) View of 2119 Old Lakeshore Road (Source: MHBC, 2018)

3.3 Heritage Status of Subject Lands and Adjacent Property

3.3.1 Subject Lands- 2107-2119 Old Lakeshore Road

The subject lands do not have any listed or designated properties. Previously, there was a building listed on the City of Burlington Inventory of Heritage Resources at 2107 Old Lakeshore Road. The building was listed as being constructed in 1947; this building no longer exists as it was demolished (City of Burlington's Inventory of Heritage Resources, 1999). The buildings currently located on the property were constructed recently and are not deemed to have cultural heritage value as they are less than 40 years old. The building located at 2107-2114 Old Lakeshore Road can be described as a 21st century contemporary building with simplistic design with the use of transparent glass walls interjected by geometric walls of solid hues. The building located at 2119 Old Lakeshore Road was built in the late 20th century and is influenced by historic architecture with its mimicking quoins, paired 5 x 2 windows, dichromatic brick and mansard roof.

The subject lands are not located within a designated Cultural Heritage Landscape or Heritage Conservation District.

3.3.2 Adjacent Listed Property- 2100 Old Lakeshore Road 'Stewart-Williamson-Peck Home'

The property located at 2100 Old Lakeshore Road is a 'listed' (non-designated) property on the City of Burlington's Municipal Heritage Register. It is an adjacent, non-contiguous property located south west of the subject lands.

3.3.3 Adjacent Listed Property- 2101 Old Lakeshore Road, 'The Chrysler Carriage Shop'

The property located at 2101 Old Lakeshore Road is a 'listed' (non-designated) property on the City of Burlington's Municipal Heritage Register. It is an adjacent, contiguous property located west of the subject lands. The carriage house is located close to the subject lands' property line and may encroach upon the road right of way and/ or be located such that a future road widening is precluded.

4.0 Historical Overview

4.1 First Nations

The area which would become the City of Burlington was inhabited by First Nation groups as early as 7,000-6,000 B.C.E; by 225 B.C.E. the land was inhabited by early Woodland Natives. In the seventeenth century, the area was inhabited by Anishnaabe (Ojibway) known as the Mississaugas, which were a part of the Iroquois nation. During this era, the natives called the area "*Ganastoqueh*", or "*Des-aas-a-deh-o*" in other Iroquois dialects; this translates to mean, "Where the sand forms a bar"; Burlington Bay was known as "Macassa" (Canadian Encyclopedia, 2018).

The Haudenosaunee (Iroquois Confederacy)[2] played a vital role in the seventeenth and eighteenth century during the struggle between the French and British; the Six Nations were an important part of the area that would develop into the City of Burlington (Canadian Encyclopedia, 2018)





Figure 8 & 9: *(Left)* Iroquois Confederacy including leaders from five Iroquois nations assembled in c.1570, French Engraving, Early 18th Century (Source: The Granger Collection, New York); *(right)* Painting of Joseph Brant, Thayendanegea, leader of the Six Nations (Source: George Romney, 1776).

[2] *In 1722, becoming the Six Nations with the acceptance of the Tuscarora people along with the Mohawk, Oneida, Onondaga, Cayuga, Seneca (Encyclopedia Britannica).*

During the American Revolution, there was a divide between the nations in the Confederacy; the Oneida and Tuscarora opposed supporting the British out of Niagara but the other nations followed Chief Joseph Brant's Mohawk loyalists to defend the British. As a reward for Joseph Brant's support of the British, he was awarded the Joseph Brant's block which was patented to him in February of 1798. The Block was enclosed by the Township of Flamborough to the west and Lake Ontario to the south. The extent of the northern portion of the Block was south of the northern boundary of the First Concession South of Dundas Street and extended east into Lot 18, which is where the subject lands currently are situated. The land, dubbed "Brant's Block", consisted of 3,450 acres of land; this land was sold for the purpose of settlement by Joseph Brant and the managers of his estate. Of the total acreage, 50 acres was allotted for his wife and their eight children (Heritage Burlington, 2018).



Figure 10: Joseph Brant's Block (Source: Heritage Burlington, 2018)

This block established two communities on the shore of Lake Ontario: Wellington Square and Port Nelson. Their proximity to Lake Ontario positioned them as key supporters for the lumber and wheat industries (City of Burlington, 2018).

4.2 European Settlement

One of the first European settlers to have visited the area was Rene Robert Cavalier, Sieur de La Salle (namesake of La Salle Park) and Louis Joliet, who were French explorers and fur traders. In 1669, they arrived in Burlington Bay on their return from Lake Superior taking the Grand River from Lake Erie. Proceeding the fall of Quebec City, British Major Robert-Rogers visited the are to take possession of the French military posts along with Captain Coote to which Coote's Paradise (currently Burlington Bay) was named after due to his fondness for wild game and waterfowl at the swamps off of Burlington Bay.

In 1784, Captain Joseph Brant was awarded a large tract of land by the British for his contribution to the British force in the War of Independence with the United States. The tract of land was subdivided into lots and sold; this was the beginning of what would become the City of Burlington (Canadian Encyclopedia, 2018).

After the end of the American Revolutionary War, loyalist emigrants from the British Isles and Europe began to come to the area. Clearing of their lots was required in order to patent the deeds for the Crown Grants of land which primarily were established in Nelson Township.



Figure 11: View of 1880 Canadian Historical Atlas Map of Nelson Township (Source: McGill University)

Communities began to develop including: the Village of Zimmerman near the Twelve Mile Creek established by Henry Zimmerman, Cumminsville established by Titus Cummins and Appleby which was established by Van Norman, the Hamlet of Dakota, Village of Kilbride, Nelson (Hannahsville), Tansley, Alton Village (Heritage Burlington, 2018).

Pine and oak were the area's main production between 1820 and 1850; this transition to the production of wheat during the Crimean War. In the early twentieth century, Burlington had become primarily a farming community (Burlington Historical Society, 2018).

4.3 The City of Burlington

The City of Burlington is located at the head of Lake Ontario approximately fifty kilometres west of Toronto. The land which would develop into the City of Burlington originated with the transfer of land to Joseph Brant from the British Crown in 1798. In 1801, Joseph Brant's home was constructed on the north shore of Hamilton Harbour (formerly Burlington Bay), three years after being allotted the track of land. This home would be the beginning of development in the downtown core of the City of Burlington. This home throughout the years has been altered as a result for development; the home was rebuilt to serve as a museum in 1942 and in 1994, the home was moved to accommodate Joseph Brant Hospital.

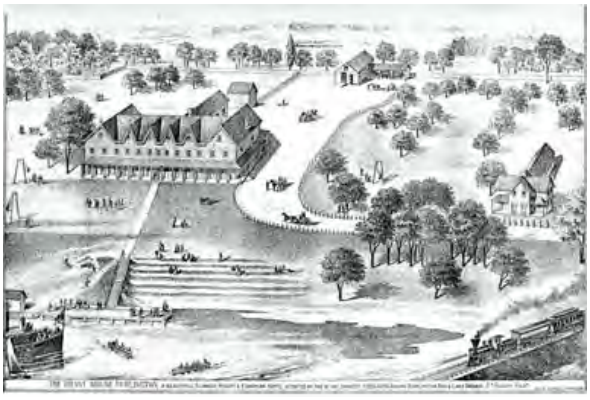




Figure 12 & 13: *(left)* View of Joseph Brant's House; (*right*) View of Joseph Brant's original house during the construction of Joseph Brant Hospital (Source: Heritage Burlington, 2018))





Figure 14 & 15: *(left)* View of Joseph Brant's House after being rebuilt in 1942 adjacent to Joseph Brant's Hospital; (*right)* View of Joseph Brant's rebuilt home after being reoriented to face west in 1994 (Source: Heritage Burlington, 2018).

The parcels of land divided in the Brant's Block were sold to various settlers. James Gage purchased 338.5 acres of land; in 1810, Gage completed a survey of his land which set out what would become Wellington Square. The early settlers occupied the land with agrarian practices

as well as commercial canneries, ice harvesting and basket factories (Burlington Historical Society, 2018). The nineteenth century economy was dependent on water transportation via Port Nelson, Wellington Square and Port Flamboro (Aldershot). Products included: wheat, lumber and quarried rock. This industry was augmented by the establishment of the railway in 1854; unfortunately, timber reserves began to be depleted as steamships bypassed these ports for larger stops such as the ports in Hamilton and Toronto. Nevertheless, the area continued to grow and in 1873, Burlington was incorporated as a village which including the settlements of Port Nelson and Wellington Square.



Figure 16: View of the Village of Burlington in the Township of Nelson Map of 1880 Canadian Historical Atlas; blue arrow indicates approximate location of subject lands (Source: McGill University)



Figure 17: Late 19th Century View of the Village of Burlington; blue arrow indicates approximate location of subject lands (Source: McGill University)

Between 1890 and 1915, the local agriculture industry transitioned into a market of gardening and fruit growing, labelling it the "Garden City" of south western Ontario. During this time period, Burlington was recognized as a town in 1914 (Canadian Encyclopedia, 2018). The town continued to grow and develop. And urban industrialism replaced agrarian practices and by the 1950s and 1960s, high-rise developments began to be constructed.

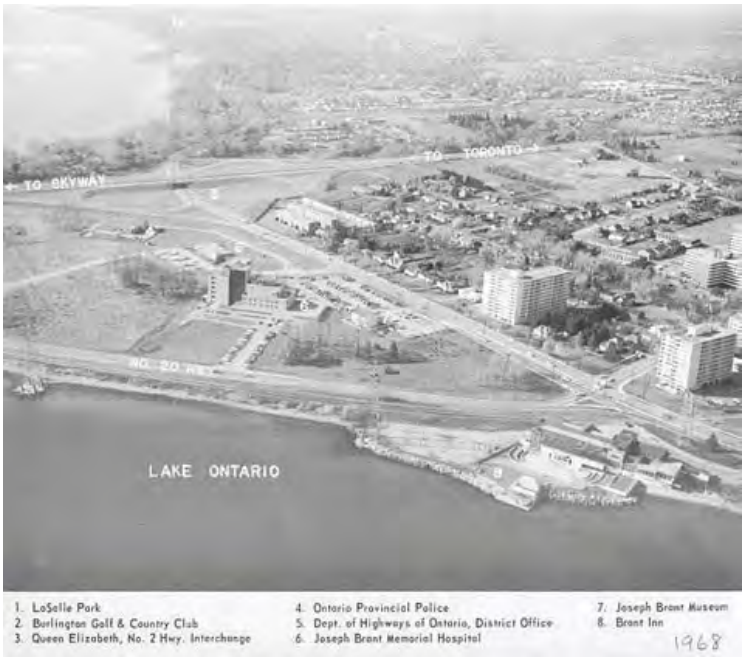
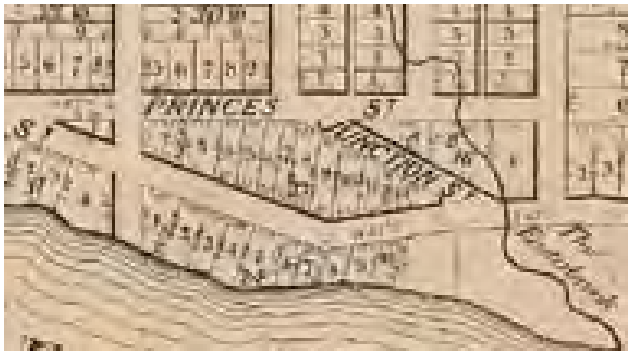


Figure 18: View of the Town of Burlington in 1968 (Source: Heritage Burlington, 2018).

In 1974, Burlington was incorporated as a city. Several streets in the former Brant's Block are named after the early people of the area (i.e. Brant, Ghent).

4.4 Old Lakeshore Road Precinct

The Old Lakeshore Road Precinct was divided into lots by the early to mid-nineteenth century with approximately 13 lots to the north on the strip between Lakeshore Road (formerly Prince's Junction) and Old Lakeshore Road (formerly Water Street) and ten lots to the south on the waterfront (see Figure 19).



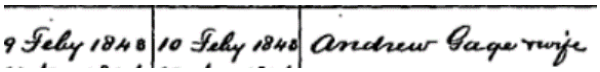


Figure 19 & 20: *(Above)* 19th Century Map of the Village of Burlington (Source: McGill University); *(Below*) Sample of City of Burlington Land Registry showing Andrew Gage's wife as the owner of lots within the Old Lakeshore Road Precinct (Source: Heritage Burlington, 2018).

By the 1850s, Andrew Gage[3] , the owner of the land in the Old Lakeshore Road Precinct, had sold most of the lots. During the 1840s to 1870s, lots were sold, houses built and mortgages established for the new residences and business establishments. This era included the purchase of Lots 8-10 of Plan 92, Block Q which included 2100 and 2101 Old Lakeshore Road which were purchased in the 1840s.

[3] Land Registry Records of Ontario indicate that it was Andrew Gage's wife who sold the lots in the mid-19th century.

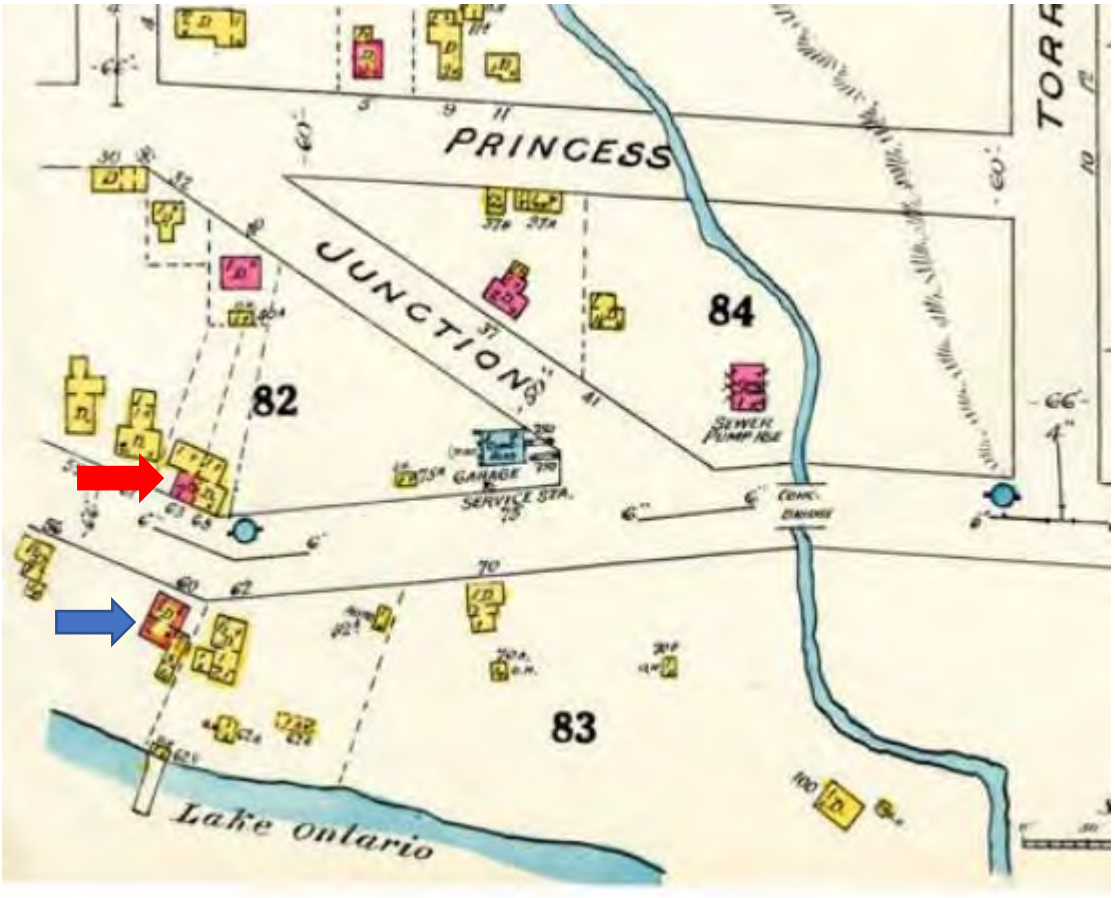


Figure 21: Fire Insurance Map of 1924 of the City of Burlington showing the East Sector Old Lakeshore Road Precinct; Red arrow indicates 2101 Old Lakeshore Road 'Chrysler's Carriage Shop' and the blue arrow indicates 2100 Old Lakeshore Road 'John Stewart's House' (Source: Burlington Public Library Local History Room: 912.713533 INS).

5.0 Evaluation of Cultural Heritage Resources and Landscapes

The following sub-sections of this report provide an evaluation of the property located at 2100 & 2101 Old Lakeshore Road as per O-REG 9/06. These criteria have been adopted as standard practice in determining significant cultural heritage value or interest. The purpose of this evaluation is to determine the heritage attributes of each property in order to assess any impacts as a result of the proposed development on the subject lands.

5.1 Evaluation Criteria

Ontario Regulation 9/06 prescribes that that:

A property may be designated under section 29 of the Act if it meets one or more or the following criteria for determining whether it is of cultural heritage value or interest:

1. *The property has design value or physical value because it,*
   i. *is a rare, unique, representative or early example of a style, type, expression, material or construction method,*
   ii. *displays a high degree of craftsmanship or artistic merit, or*
   iii. *demonstrates a high degree of technical or scientific achievement.*

2. *The property has historical value or associative value because it,*
   i. *has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,*
   ii. *yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or*
   iii. *demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.*

3. *The property has contextual value because it*
   i. *is important in defining, maintaining or supporting the character of an area,*
   ii. *is physically, functionally, visually or historically linked to its surroundings, or*
   iii. *is a landmark.*

5.2 2100 Old Lakeshore Road-'Stewart-Williamson-Peck House'

5.2.1 Evaluation of Design/Physical Value

This analysis will only pertain to the original heritage building identified by the dotted yellow line in Figure 21. As viewed in the Figure below, there have been several alterations to the building since its initial construction in 1847 (City of Burlington Municipal Heritage Register, 2014). The original building was a wood frame farmhouse which was bricked over in the late 19th century. Most of the historic integrity of the building has been removed; Gothic Revival curvilinear vergeboard has been masked by western, board and batten (originally brick) addition.

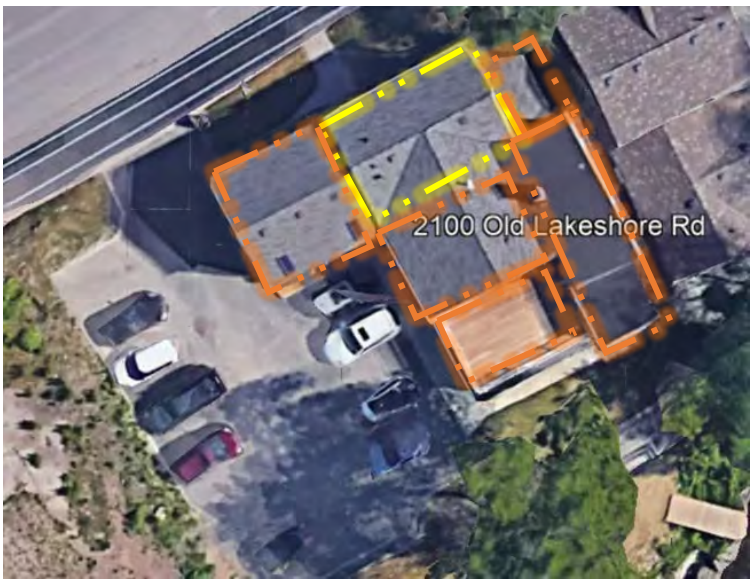


Figure 22: View of 2101 Old Lakeshore Road; yellow dotted line indicates the original building whereas the orange dotted line indicates additions (Source: Google Earth Pro, 2018)

The property located at 2100 Old Lakeshore Road was originally utilized as a residence for John Stewart who was a farmer in the nineteenth century (Burlington Heritage Inventory, 1999). The building, although vernacular in design, incorporates modest elements of the Gothic Revival style. Gothic Revival period was marked between 1830 and 1900. Aside from the low-rise gabled roof, which was common in early 19th century log and wood frame houses in the area, the house includes a vergeboard, a roof trim decorated with curvilinear patterns (Blumenson, 37) (see Figure 22).



Figure 23: View of curvilinear patterned vergeboard on roofline (Source: MHBC, 2018)





Figure 24: & 25: *(Above)* View of front façade of building circa 1976-1977; (Source: Lena Wardell. 35mm colour transparencies, LACAC, 1982); *(Below)* View of front façade in 2018 (Source: MHBC, 2018)

There have been several additions made to the building; one addition was a brick addition to the west which has since been covered by board and batten clapboard (see Figure 25) and another addition to the east which has a bow window (see Figure 26). There are three additions to the south, one of which is facilitates a patio (see Figure 25). The brick addition on the east elevation is shown in the 1924 Fire Insurance Maps including another wood addition added to this brick addition.

The alterations made to the building throughout the past century have significantly altered the original design of the building.



Figure 26, 27 & 28: (left) View of the main brick façade and bay window (middle) Addition to the left of the building; (right) Location of attachment of board and batten addition to brick structure showing gingerbread fascia (Source: MHBC, 2018)

The following lists the architectural features of the current building:

- 2 ½ storey height;
- Brick walls;
- Windows including: bay, multi-pane bow, single pane and stone window sills;
- Curvilinear vergeboard/ gable gingerbread;
- Asymmetrical doorway;
- Low-pitched end gabled roof.

5.2.2 Evaluation of Historical or Associative Value

The property upon which the subject heritage property is situated, was originally part of the lands allocated to Chief Joseph Brant from the British Crown. The land was divided and sold to early land owners in the Township of Nelson; one of these land owners that was James Gage who was responsible for laying out Wellington Square and being an industrial entrepreneur in the area. James' son, Andrew Gage, had inherited some of his father land. The earliest entry in the land registry for Plan 92, Block Q, Lot 9, is a mortgage and release of equity/ redemption from Andrew Gage's wife.

The building is linked to John Stewart who was a farmer of Scottish origin. Most of the Stewart family that had emigrated from Scotland resided in the sub-district of Esquesing, Halton. Censuses show that they were predominately farmers in that area. The property evaluation associated with the building's listing in the City of Burlington's Municipal Heritage Register (2014) states that the house was originally a vernacular frame farmhouse for John Stewart built in 1847.

In 1931, the building was purchased by Emily Williamson, one of Canada's first women lawyers.

In 1959, the building was purchased by Mabel Ethel Peck (Alice Peck Slaven) and the fornt two rooms of the home was used as the Treasury of Canadian Handicrafts in 1960. A year later, an a brick addition was made to the west to house an art gallery. It was in this gallery that one of Canada's notable naturalist painters, Robert Batemen, had his first showing in 1967. The gallery was extended to the upstairs in 1978. In 1987, the gallery was closed. The building is currently in used as a hair salon.

5.2.3 Evaluation of Contextual Value

The commercial property is situated north of Old Lakeshore Road (formerly Lake Street), east of Pearl Street, south of Lakeshore Road (formerly Prince's Junction) and west of Torrance Street. The property is located in the Old Lakeshore Road Mixed Use Precinct and is located in the downtown area originally part of the early community that derived from Chief Joseph Brant's allotment of Crown land.

The building backs onto Lake Ontario which provides a lakeside view. Heritage properties that are listed on the City of Burlington's Cultural Heritage Inventory are situated along the road. Old Lakeshore Road is rich in history with both residences and commercial establishments. The waterfront plays an important part of the landscape as it was not only aesthetically pleasing for

residents and merchants but was functional in its use of exportation and importation of products.



Figure 29: View of Old Lakeshore Road including 2100 and 2101 Old Lakeshore Road facing east (Source: MHBC, 2018)

5.2.4 Heritage Attributes

- Brick walls;
- Asymmetrical door with transom light;
- Remaining curvilinear vergeboard on original building's gable roof;
- Low-rise gabled roof.

5.2.5 Summary of Evaluation

A summary of the evaluation of cultural heritage value as per *Ontario Regulation 9/06* is provided in Section 6.4 of this Report. While the property does meet certain criteria for cultural heritage significance, there have been significant changes to the overall character of the building, particularly, the removal or masking of original heritage features. The cultural heritage value of the building is vested primarily in its historical associations with Emily Williamson, one of Canada's first women lawyers, and Robert Batemen, one of Canada's notable naturalist painters.

5.3 2101 Old Lakeshore Road- 'Chrysler's Carriage Shop'

The property located at 2101 Old Lakeshore Road is a rectangular-shaped building on the north side of the Old Lakeshore Road. The southeast corner of the building and all the front steps are located within the municipal right-of way.

5.3.1 Evaluation of Design/Physical Value

The following provides a description of the exterior elevations of the Carriage Shop located at 2101 Old Lakeshore Road and identifies original portions of the building as well as later additions (see Figure 30).



Figure 30: View of 2101 Old Lakeshore Road; yellow dotted line indicates the original building whereas the orange dotted line indicates 21st century additions (Source: Google Earth Pro, 2018)

The property located at 2101 Old Lakeshore Road was originally utilized as a carriage shop in the nineteenth century. The establishment was erected in 1859 by John Chrysler who operated the carriage shop for seven years. The brick façade, the brick sills masking the less orderly rubble stone foundation, the now removed brick window eyebrow lintels are all indications that the carriage house was not owned or operated by a person of low income or status. The brick façade alone indicates wealth; in 1859 brick was slowly entering into the construction market, replacing stone, clapboard also commonly replacing the early log homes. The Crimean War of 1853-1859 instigated the widespread use of brick in south western Ontario; the use of brick in this building would have been a result of this trend.

Between 1850 and 1875, the influence of Romanesque and Renaissance window eyebrow lintels was popular; the architecture of this building shows that this was utilized in the design of the windows on at least the northern, eastern and western elevations. The high-pitched gable roof shows a transition from the simple gable roofs of stone and log homes in the area and the influence of the Gothic Revival movement. Aside from the above-mentioned influences, the building can be categorized as Georgian/ Victorian Architecture particularly marked by the use of dichromatic brick.





Figure: 31 & 32 *(left)* View of Georgian/ Victorian General Store in Belfountain, Caledon, Ontario (Source: Ontario Architecture, 2018) *(right)* Subject heritage property (Source: MHBC, 2018)

As shown in Figure 31 the building was influenced by Georgian architecture in Southwestern Ontario. The former presence of a centred doorway and well-proportioned, symmetrical four bay building is indicative of the Georgian period. The broad entryway could also indicate that the entryway may have been adorned with transom light which was a common feature of this type of architecture.

There have been several alterations to the front façade including the removal of original windows. The second level of the front façade has two highly visible sections where window openings have been replaced with brick. Similarly, the windows on the first level of the front façade have been altered. One of the most vital alterations was to the centre of the front façade; the centred main door has been bricked-up. There was most likely large chimneys located at each end of the gabled roof which is indicative of the Georgian period, these are no longer in existence.

Since the 1970s, a door has been removed on the left side of the façade and replaced by a window (see Figure 33 & 34). The western elevation also has had several alterations; window openings have been altered and the second storey window to the left of the façade has been replaced with brick. The bricking in of windows on the front façade is highly visible.





Figure 33 & 34: *(Above)* View of front façade of building circa 1976-1977; (Source: Lena Wardell. 35mm colour transparencies, LACAC, 1982); *(Below)* View of front façade in 2018 (Source: MHBC, 2018)

The northern elevation has been masked by a sympathetic addition to better facilitate the business. Shutters sympathetic to the design of the building were added to the windows and window awnings (see Figure 34). Original window lintels have been altered as can be seen in Figures 35 & 37. The chimney shaft is all that remains of a former chimney. The rear addition mimics the original brick (see Figure 38, 39 and 40).

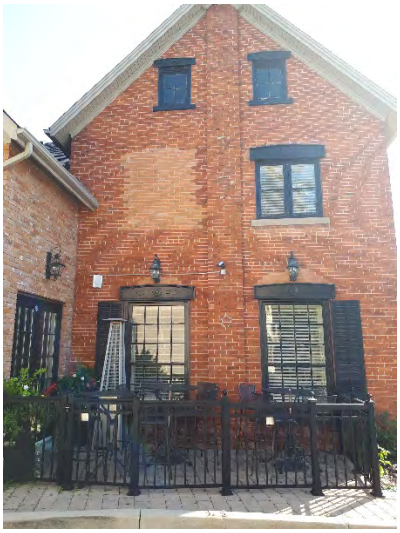
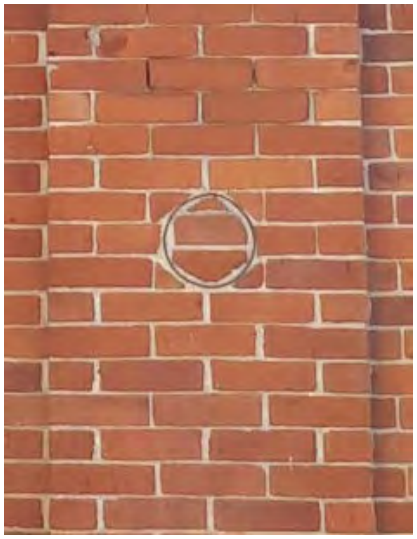




Figure 35, 36 & 37: *(left)* View western elevation; *(middle)* View of location of hole shaft for stove; *(right)* View of replaced window eyebrow lintels on far-right window on first level (Source: MHBC, 2018)



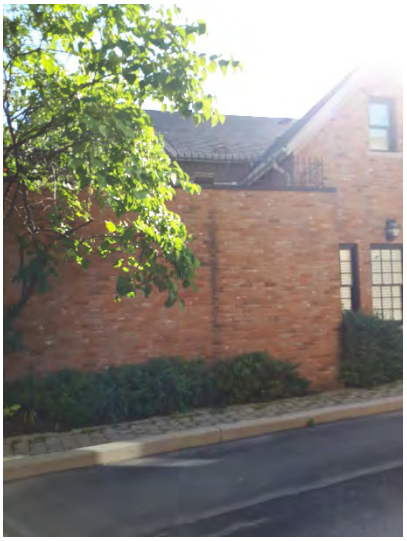


Figure 38, 39 & 40: *(left)* View of western addition closest to the original elevation;*(middle)* View of western elevation facing south-east; *(right)* View of addition furthest from the original building on western elevation (Source: MHBC, 2018)

The following lists the architectural features of the current building:

- 2 ½ storey height;
- Dichromatic brick walls;
- Rubble stone foundation and sloped brick sill;
- Windows, stone window sills;
- Window lintels with decorative motifs;
- Asymmetrical doorway;
- High-pitched end gabled roof;
- Chimney shaft.

5.3.2 Evaluation of Historical or Associative Value

The property upon which the subject heritage property is situated, was originally part of the lands allocated to Chief Joseph Brant from the British Crown. The land was divided and sold to early land owners in the Township of Nelson; one of these land owners that was James Gage who was responsible for laying out Wellington Square and being an industrial entrepreneur in the area. James' son, Andrew Gage, had inherited some of his father land. The earliest entry in the land registry for Plan 92, Block Q, Lot 9, is a mortgage and release of equity/ redemption from Andrew Gage's wife to Daniel Torrance. Daniel Torrance sold the lot to John Chrysler on September 20, 1855.[4]

The building is popularly linked to John Chrysler, however, Mr. Chrysler only owned the building between 1855-1863 and during this time both John and his wife had registered for mortgages with Mark C. Cummings in 1859 for $4,000 (coinciding with date of building construction) and 1862 for $700. In 1863, the property was sold to John Torrance by Daniel Torrance's wife. In 1866, John Chrysler's wife sells the property to Mark C. Cummings[5], the same man to whom John Chrysler had a mortgage with in 1859. Only a year later, Mr. Cummings wife sold the property to McGowau-Smyth in July of 1867, which only a year later was sold to James Crooker. In 1882, the property was in the hands of Jacob Fisher of the Oshawa Glove Company which passed to David Acland in 1885. In 1906, the property was sold to spinster Sarah Ann Rutherford who sold it to Annie Acland, Frederick and Olive Rinwalt. In 1942, the National Trust Company, Executor of Annie Acland's estate granted the land to Leonard Ridgewell and Emily Williamson.

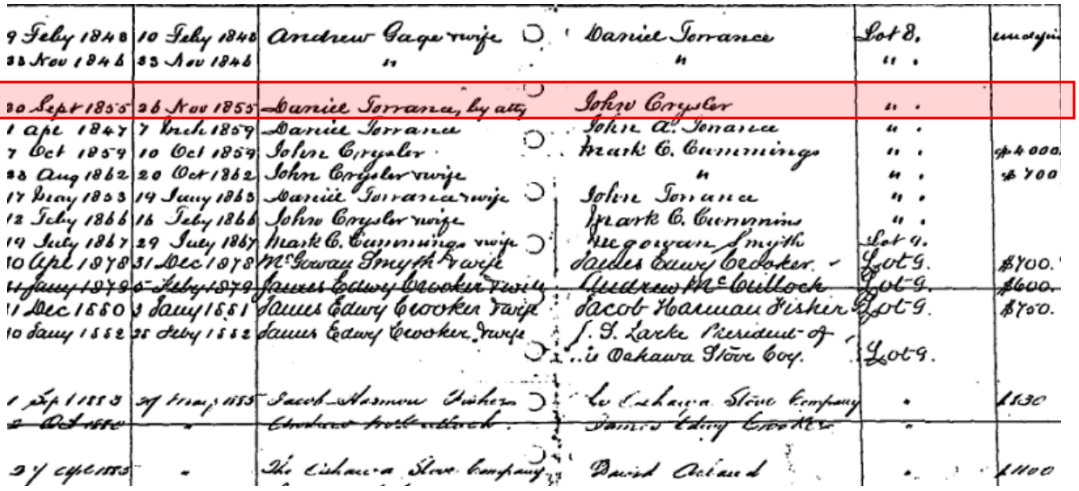


Figure 41: Land Registry Record for Plan 92, Block Q, Lot 9 (Source: City of Burlington Land Registry, 2018)

[4] *Instrument number 43B, City of Burlington Land Registry*
[5] *Referenced as "Cummins" In the City of Burlington Municipal Heritage Register*

After review of the land registry records, it is further confirmed that the building was built in 1859 when a mortgage of $4,000 was given to John Chrysler by Mark Cummings. Its original use as a commercial building is indicated by its architecture. Chrysler occupied the building for less than ten years, that being from 1859 (date of building construction) to 1866 when the property was sold by his wife.

John A. Chrysler was born in 1828. In 1851, he is listed in the Census as being 23 years old and a Blacksmith. His father GH Chrysler is also listed as a Blacksmith and was 53 at the time of the census. His mother Martha was 49. He had seven siblings: Caroling, George, Mary, Thomas, Sarah, Andrew and Harry.

The Georgian/ Victorian style and dichromatic brick indicate that the commercial building was not simply for a 'wagon-maker'; the production of carriages or 'buggies' as dubbed in North America in the 19th century was a skilled job and those of higher class in the Victorian era were demanding something more than a rudimentary wood wagon. Stage coach production was also popular during this time period. Stage coaches would run along Dundas Street from Hamilton to Toronto as early as 1835. The property at 2101 Lakeshore Road yields information as it relates to the early industries along the Lakeshore of the City of Burlington.



Figure 42 : 19th Century Watercolour Sketch of Victorian Carriage (Source: John Trod Gallery)

5.3.3 Evaluation of Contextual Value

The commercial property is situated on the north side of Old Lakeshore Road (formerly Water Street), east of Pearl Street, south of Lakeshore Road (formerly Prince's Junction) and west of Torrance Street. The property is located in the Old Lakeshore Road Mixed Use Precinct, originally part of the early community that derived from Chief Joseph Brant's allotment of Crown land. The building faces towards Lake Ontario which provides a lakeside view for the properties along the road. This building is situated to the far-east of Old Lakeshore Road just before it converges with Lakeshore Road (formerly Prince's Junction).

The building is historically and physically linked to Old Lakeshore Road. The contextual value of the property is the relationship to Old Lakeshore Road and to a lesser extent Lakeshore Road (formerly Prince's Junction).

Old Lakeshore Road is rich in history with both residences and commercial establishments. The waterfront plays an important part of the landscape as it was not only aesthetically pleasing for residents and merchants but was functional in its use of exportation and importation of products.

The subject lands, adjacent to the heritage property, no longer has a heritage value; there was a building located on the property constructed in 1947 that was listed on the City's Inventory of Heritage Resources (1999), however, this has since been removed from the property.



Figure 43: Images of Burlington in the 19th Century along Lakeshore Road (Source: Burlington: Images of a City, George Balbar)

5.3.4 Heritage Attributes

- Brick walls;
- Rubble stone foundation and sloped brick sill;
- Lower front façade windows with iron grill;
- High-pitched end gabled roof;
- Chimney shaft;
- Historical/ Associative Value of John Chrysler and Oshawa Glove Company;
- Contextual Value in its location on Old Lakeshore Road and on the Lakeshore waterfront with views of Lake Ontario.

5.3.5 Summary of Evaluation

The following information summarizes the significance of the building, extracted from the Statement of Significance created by the Burlington Historical Society in 2004:

> *A two-and-half storey brick structure with a high-pitched end gabled roof. The ends originally had chimneys. The Burlington Historical Society plaque is missing, There is a date stone that indicates this building was erected in 1859. It was used as a carriage shop*

by John Chrysler and later Mark Cummins. The pattern of doors and windows on the front facade is greatly altered from the original.

The summary of the evaluation of cultural heritage value as per *Ontario Regulation 9/06* in this HIA report is provided below in chart form. While the property does meet certain criteria for cultural heritage significance, there have been significant changes to the overall character of the building, particularly the critical changes of door and window openings. The cultural heritage value of the building is vested primarily in its historical associations.

5.4 Summary of Cultural Heritage Evaluation for 2100 and 2101 Old Lakeshore Road

The evaluation below demonstrates that the cultural heritage value is vested in the properties' ability or potential ability to yield information that contributes to an understanding of a community or culture and their value that they are physically, functionally, visually, or historically linked to its surroundings. Design/ physical value have been removed or obstructed by several modifications to both buildings over the years.

Ontario Regulation 9/06		**2101 Old Lakeshore Road**	**2100 Old Lakeshore Road**
1.	**Design/Physical Value**		
i.	**Rare, unique, representative or early example of a style, type, expression, material or construction method**	☒ Georgian commercial building	☒Georgian frame house
ii.	**Displays high degree of craftsmanship or artistic merit**	☐	☐
iii.	**Demonstrates high degree of technical or scientific achievement**	☐	☐
2.	**Historical/associative value**		
i.	**Direct associations with a theme, event, belief, person, activity, organization, institution that is significant**	☒ John Chrysler	☒ Emily Williamson and Robert Bateman
ii.	**Yields, or has potential to yield information that contributes to an understanding of a community or culture**	☒	☐
iii.	**Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to the community.**	☐	☐

3.	**Contextual value**		
i.	**Important in defining, maintaining or supporting the character of an area**	☒	☒
ii.	**Physically, functionally, visually, or historically linked to its surroundings**	☒	☒
iii.	**Is a landmark**	☐	☐

6.0 Description of Proposed Development

6.1 Description of Development

The proposed development of the subject lands includes a 27-storey residential tower and first storey podium element with resulting in a step back from the second storey to the 27th storey of the tower. The building has a gross building floor area of 20, 867m². The development includes double height townhouse type units at grade fronting on Lakeshore Road to act as a transition to the tower. There are five (5) levels of underground parking. Residential vehicular access is from both Lakeshore Road and Old Lakeshore Road; drop off and access to the underground is from Old Lakeshore Road.



Figure 44: Proposed Site Plan (Source: Carriage Gate Homes, Ferris+ Associates Inc. Landscape Architecture and Urban Design, Graziani + Corazza Architects, November 2019)



Figure 45: Rendering of north, east and south elevation of proposed development (Source: Carriage Gate Homes, Ferris+ Associates Inc. Landscape Architecture and Urban Design, Graziani + Corazza Architects, 2019)

Condo lobby and drop-off is at the intersection of Old Lakeshore Road and Lakeshore Road. Planting beds are proposed along Old Lakeshore Road. A decorative retaining wall of 1.1. metres is proposed along the property line abutting 2101 Old Lakeshore Road, "The Chrysler Carriage House".

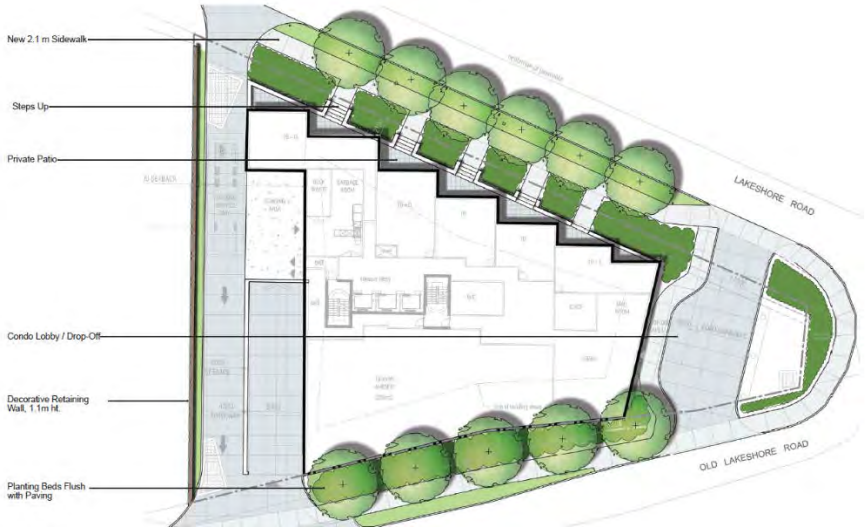


Figure 46: Ground level landscape concept (Source: Carriage Gate Homes, Ferris+ Associates Inc. Landscape Architecture and Urban Design, Graziani + Corazza Architects, 2018)

The following table lists the proposed setbacks for all elevations along Lakeshore Road and Old Lakeshore Road:

Elevation	Proposed Setback
North (Lakeshore Road)	2m below 2 storey 3m above 2 storey
East (Old Lakeshore Road)	6m below 2 storey 16m above 2 storey
South (Old Lakeshore Road)	0m below 2 storey 2.5m above 2 storey
West	6m below 2 storey 12.5m above 2 storey

7.0 Impacts of Proposed Development

The following sub-sections of this report will provide an analysis of impacts which are anticipated as a result of the proposed redevelopment of the subject lands as they relate to the identified cultural heritage resources located at 2100 and 2101 Old Lakeshore Road. This will include a description of the classification of the impact as beneficial, neutral, or adverse.

7.1 Classifications of Impacts

There are three classifications of impacts that the effects of a proposed development may have on an identified cultural heritage resource: beneficial, neutral or adverse. Beneficial impacts may include retaining a resource of cultural heritage value, protecting it from loss or removal, restoring/repairing heritage attributes, or making sympathetic additions or alterations that allow for the continued long-term use of a heritage resource. Neutral effects have neither a markedly positive or negative impact on a cultural heritage resource. Adverse effects may include the loss or removal of a cultural heritage resource, unsympathetic alterations or additions which remove or obstruct heritage attributes. The isolation of a cultural heritage resource from its setting or context, or addition of other elements which are unsympathetic to the character or heritage attributes of a cultural heritage resource are also considered adverse impacts. These adverse impacts may require strategies to mitigate their impact on cultural heritage resources.

The impacts of a proposed development or change to a cultural heritage resource may occur over a short or long-term duration, and may occur during a pre-construction phase, construction phase or post-construction phase. Impacts to a cultural heritage resource may also be site specific or widespread, and may have low, moderate or high levels of physical impact. According to the Ontario Heritage Tool Kit, the following constitutes negative impacts which may result from a proposed development:

- Destruction;
- Alteration;
- Shadows;
- Isolation;

- Direct or indirect obstruction;
- A change in land use; and
- Land disturbances.

The above noted adverse impacts will be considered as it relates to the scope of this Heritage Impact Assessment.

7.2 Impacts of the Proposed Development on Subject Lands

There are no cultural heritage resources located on the subject lands located at 2107-2119 Old Lakeshore Road, therefore, there are no impacts.

7.3 Impacts of the Proposed Development on Adjacent Cultural Heritage Resources

Beneficial impact could be increased business to the commercial businesses in the Old Lakeshore Precinct as there will be a significant increase in foot traffic. The increase of residents in the vicinity should have a positive economic impact on the overall economy of place.

7.3.1 Impacts on 2100 Old Lakeshore Road

There are no expected adverse impacts. There will be no destruction or alteration impact on the building as the proposed development will not physically destruct or alter the heritage building. There will also be no impacts as a result of shadows or impacts on significant views or change of land use as outlined in Table 1.0.

Table 1.0 Impacts to 2100 Old Lakeshore Road		
Impact	Level of Impact (Potential, No, Minor, Moderate or Major)	Analysis
Destruction	No	Proposed development will not destroy any heritage attributes.
Alteration	No.	Proposed development will not alter any heritage attributes.
Shadows	No.	A shadow study has indicated no impacts; see Appendix C for Shadow Study.
Isolation	No.	The proposed development will not change the relationship of the Carriage

		House to Lakeshore Road. The development's podium acts as a transition from the current low rise neighbourhood to the tower.
Direct or Indirect Obstruction if Significant Views	No	It is the view of the front façade of the building from Old Lakeshore Road that is the important view to maintain. The proposed development will not impact this view. The view of this building from Old Lakeshore Road will still be visible and unobstructed.
A Change in Land Use	No	Land use will change from commercial to residential use, however, the area is a mixed-use area, so this is not considered an adverse impact.
Land Disturbance	No	The land will not be disturbed from the construction.

7.3.2 Impacts on 2101 Old Lakeshore Road

There are no expected adverse impacts. There will be no impact of destruction on the building as the proposed development will not physically destruct heritage building. There is potential that the building may be impacted by alteration in relation to the southeast corner of the building and the front steps. There will be no impacts as a result of shadows or impacts on significant views or change of land use. The only potential adverse impact is the possibility of impact related to vibrations during construction as outlined in Table 2.0.

Table 2.0 Impacts to 2101 Old Lakeshore Road		
Impact	Level of Impact (Potential, No, Minor, Moderate or Major)	Analysis
Destruction	No	Proposed development will not destroy any heritage attribute.
Alteration	No.	Proposed development will not alter any heritage attributes.
Shadows	No.	A shadow study has indicated no impacts; see Appendix C for Shadow Study.

Isolation	No.	The proposed development will not change the relationship of the Carriage House to Lakeshore Road. The development's podium acts as a transition from the current low rise neighbourhood to the tower.
Direct or Indirect Obstruction	No	It is the view of the front façade of the former carriage house from Old Lakeshore Road that is the important view to maintain. The proposed development will not impact this view. The view of this building from Old Lakeshore Road will still be visible and unobstructed.
A Change in Land Use	No.	Land use will change from commercial to residential use, however, the area is a mixed-use area, so this is not considered an adverse impact.
Land Disturbance	Potential.	There is potential that vibrations emitted from construction may affect the building as the foundation of the building and the five (5) level underground parking garage are within relatively close proximity of each other. There will be an increase in traffic flow as drop off and access to the underground is made via Old Lakeshore Road. A retaining wall is proposed between the development and the adjacent heritage building to eliminate disturbances to the property. See sub-section 7.3.2.1.

7.3.2.1 Potential land Disturbances

There is a proposed setback of 12.5 metres from the proposed building to the property line of the adjacent heritage property. There is potential that the excavation of the site and vibrations emitted due to construction which may affect the foundation of the adjacent heritage building. Adverse impacts would be improper drainage and cracking of the foundation.





Figure 47 & 48: (Above) Rendering of proposed development in relation to adjacent heritage property; (Source: Carriage Gate Homes, Ferris+ Associates Inc. Landscape Architecture and Urban Design, Graziani + Corazza Architects, 2018); (Below) View of the elevation of the heritage building that has the most potential of being impacts as it relates to the proposed development (MHBC, 2018).

7.4 Proposed Development's Compatibility with the Official Plan- Old Lakeshore Road Precinct

The City of Burlington's Official Plan identifies the Old Lakeshore Road Precinct area as having cultural heritage value in Section 5.5.7; this Section includes an objective for a high standard of design that "has a sense of pedestrian scale and comfort that is compatible with existing development and reflects the unique history and character of the precinct."

It is important to note that although the above clause is stated in the Official Plan, it does not go further in identifying the specific character of the Precinct. Furthermore, the Old Lakeshore Road Precinct is not designated as a Cultural Heritage Landscape or a Heritage Conservation District and therefore, specific guidelines or regulations are not prescribed.

In Section 5.5.7.2 of the Official Plan, policies are outlined for the Old Lakeshore Road Precinct specifically for the East Sector, in which the subject lands reside (see Appendix B), and for adjacent heritage property 2101 Old Lakeshore Road and the subject lands for the proposed development located at 2107-2109 Old Lakeshore Road.

The policy outlined in Subsection 5.5.7.2 b) and d) for 2107-2119 Old Lakeshore Road states that the City's Official Plan will allow for taller buildings up to 12 storeys in height. This policy is further outlined in Subsection 5.5.7.2 k) which states the maximum height is 10 storeys (31.5m) and taller buildings may be permitted up to 12 storeys "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 the community benefits provisions of Part VI, Subsection 2.3 of this Plan and the following details to the satisfaction of City Council."

The proposed development will be 27 storeys in height. Although, the new development is more than the prescribed height in the Official Plan, as reviewed in this Report, it does not negatively affect the identified heritage attributes and significant views of either 2100 or 2101 Old Lakeshore Road.

8.0 Development Alternatives & Mitigation Measures

8.1 Alternative Development Approaches

Heritage Impact Assessments require that alternative development options be identified that will avoid or limit the adverse impact on a cultural heritage resource. The following alternatives have been identified that may be considered as part of the heritage planning process.

8.1.1 Do nothing alternative

This option would result in no development on the site. This would have considerable economic impact on the land owner and would have an impact on the achievement of broader planning goals of the City. This option is not recommended since the impact of the proposed development can be mitigated with mitigation measures mentioned in this report.

8.1.2 Develop the site as proposed

This option would result in the development of the site as designed in the attached site plan by Graziani + Corazza Architects in Appendix 'B'. The current design that is proposed is within close proximity of the eastern elevation of adjacent heritage building located at 2101 Old Lakeshore Road and subsequent to the potential adverse impact of land disturbances to this cultural heritage resource. In saying that, the adverse impacts to the cultural heritage resource is restricted to one potential impact which can be mitigated by mitigation measures mentioned in Sub-section 8.2 of this report.

8.1.3 Develop the site with an alternate design

This option would result in an alternative design with a greater setback between the heritage building and the proposed development in particular as it relates to the adjacent heritage built form. If, the site plan is altered so as to establish a greater distance, then it would reduce the potential risk of land disturbances to the adjacent heritage building at 2101 Old Lakeshore Road.

Although, this option would provide a greater security for the protection of the building, seeing that the current status of the impact is potential, it is believed that proceeding with the current design with proposed mitigation measures are adequate enough as a precautionary step to protect and conserve the building.

8.2 Mitigation Measures

Of the adverse impacts mentioned, the only impact that is applicable to this development is the impact of land disturbances.

8.2.1 Mitigation for Potential Land Disturbances Impact- 2101 Old Lakeshore Road

Construction will be in close proximity to the adjacent buildings at 2101 Old Lakeshore Road, therefore, there is potential that the building will be impacted by the vibrations emitted from related activities. Construction should proceed under a note of caution as work is completed alongside the eastern elevation. If development changes in so much that it extends closer to the building, these plans and cautionary approaches should be re-evaluated and reviewed by the Site Project Manager and appropriate parties.

The following mitigation measures are recommended for the protection and conservation of the adjacent "Carriage House" at 2101 Old Lakeshore Road:

i. *The requirement to undertake an inspection of the building prior and post construction;*
ii. *A certification by an engineer of the footings and foundation relative to the adjacent building;*
iii. *The requirement to install construction fencing between development and heritage building to deter dust and debris;*
iv. *A monitoring plan for vibration particularly as it relates to drive piling; testing for various charges, delays and impacts from drive-piling will provide a basis for a controlled program that limits potential construction-induce damage to the neighbouring building;*
v. *Delivery locations and times for the purpose of construction should be arranged to limit disruption and possible damage to building;*
vi. *Storage of construction material should be avoided abutting the property line as it relates to the building form of the adjacent cultural heritage resource. Parking of construction equipment and for construction crew*

should also avoided in close proximity of the building to avoid any accidental damages to the adjacent building.

9.0 Recommendations and Conclusions

The report concludes that the subject lands do not have cultural heritage value, however, that adjacent properties located at 2100 and 2101 Old Lakeshore Road do have cultural heritage value with regards to the Ontario Regulation 9/06; Cultural heritage value for each property has been determined as follows:

2100 Old Lakeshore Road "Stewart-Williamson-Peck House":

- Representative/ vernacular example of early Georgian farmhouse;
    - *2 ½ storey framed (covered with brick) exterior form with low-pitched end gabled roof;*
    - *All exterior red brick walls;*
    - *Asymmetrical entry door with transom light;*
    - *Windows including: bay, multi-pane bow, single pane and stone window sills;*
    - *Curvilinear verge board/ gable gingerbread.*
- Historical associations for direct association with Emily Williamson (one of Canada's first female lawyers), and association with The Treasury of Canadian Handicrafts and the Alice Peak Gallery and site of Robert Bateman's (Canadian naturalist painter) first showroom;
- Contextual value for its contribution to the original historic neighbourhood of the Old Lakeshore Precinct and is historically linked to its surroundings.

2101 Old Lakeshore Road "Chrysler's Carriage House":

- Representative of an early Georgian commercial building;
    - *2 ½ storey brick building exterior form (main building) with high pitched end gabled roof;*
    - *Rubble stone foundation and sloped brick sill;*
    - *Remaining original window openings and frames;*
    - *Lower front façade windows with iron grill.*
- Historical associations for direct association with Chrysler Carriage Shop and Oshawa Glove Company;

- Contextual value for its contribution to the Old Lakeshore Precinct and its historical connection to its surroundings.

Summary of Impacts

This report concluded that there is a beneficial impact for both buildings as the proposed development should provide an increase of foot traffic to both commercial businesses. This report also included that the proposed development has a potential adverse impact of land disturbances for the adjacent "Carriage House" at 2101 Old Lakeshore Road particularly as it relates to construction.

Mitigation Measures for Potential Land Disturbances for 2101 Old Lakeshore Road, "The Chrysler Carriage House"

The following mitigation measures are recommended for the protection and conservation of the adjacent cultural heritage resource:

1. *The requirement to undertake an inspection of the building prior and post construction;*
2. *A certification by an engineer of the footings and foundation relative to the adjacent building;*
3. *The requirement to install construction fencing between development and heritage building to deter dust and debris;*
4. *A monitoring plan for vibration particularly as it relates to drive piling; testing for various charges, delays and impacts from drive-piling will provide a basis for a controlled program that limits potential construction-induce damage to the neighbouring building;*
5. *Delivery locations and times for the purpose of construction should be arranged to limit disruption and possible damage to building;*
6. *Storage of construction material should be avoided abutting the property line as it relates to the built form of the adjacent cultural heritage resource. Parking of construction equipment and for construction crew should also be avoided in close proximity of the adjacent heritage building to avoid any accidental damages.*

In conclusion, this report endorses the current proposed development upon the condition that the above mitigation measures are implemented. It is also recommended that this report supplement the historic record.

10.0 Sources

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Appendix A-Maps of the Subject Lands



Appendix "A"

Location Map

LEGEND

- Subject Lands
- Listed Property
- Property on City's Inventory of Heritage Interest

DATE: Sept 24, 2018

SCALE: 1: 1,000

FILE: 18140A

DRAWN: GC

north

K:\18140A- OLD LAKESHORE ROAD\RPT\LOCATION MAP.DWG

2118 Old Lakeshore Road
City of Burlington
Region of Halton

Base Map Source: City of Burlington Interactive Web Map (2017 Imagery)

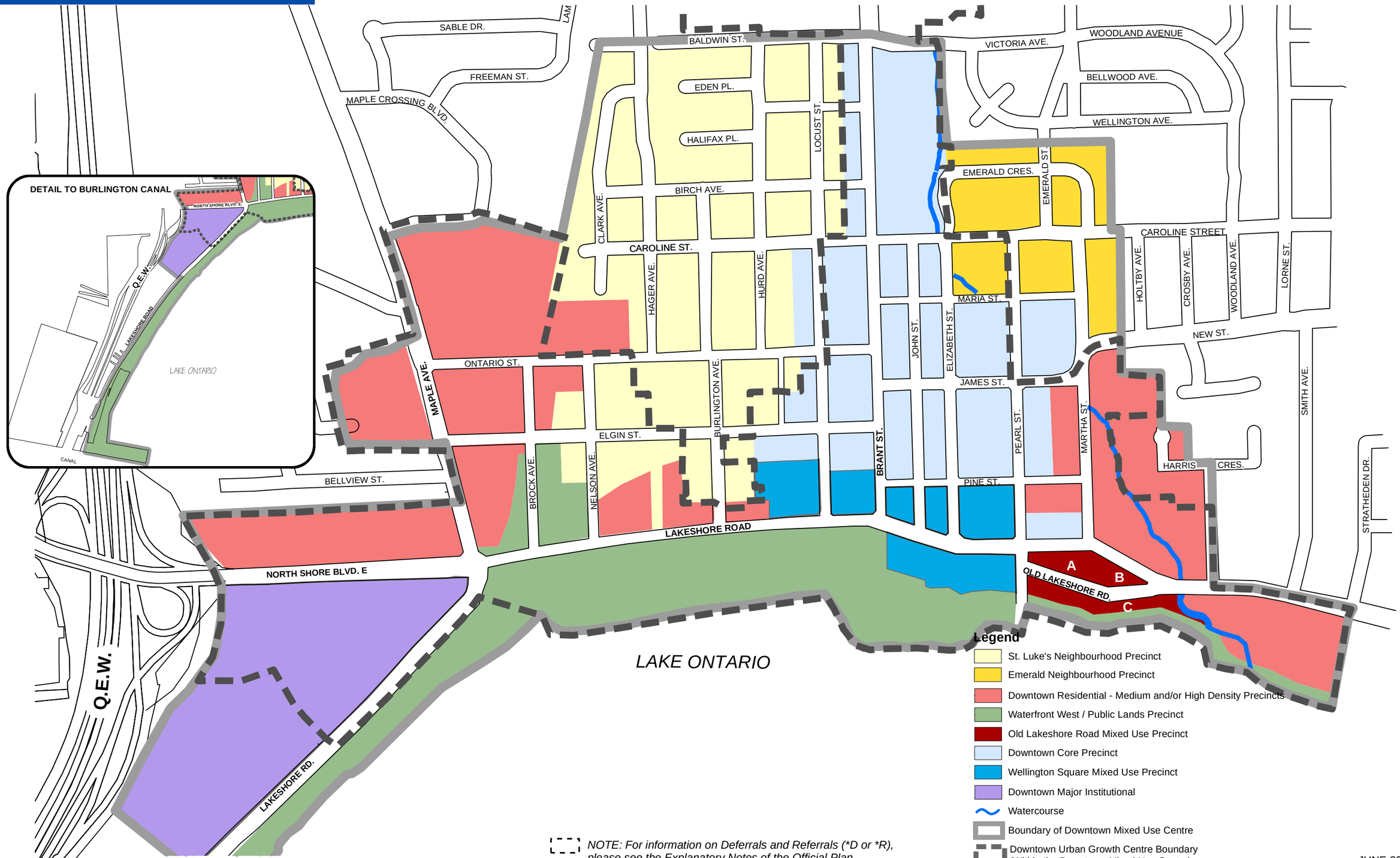
MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
200-540 BINGEMANS CENTRE DR, KITCHENER, ON, N2B 3X9
P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Appendix B- Schedule 'E': Downtown Mixed-Use Centre- Land Use Plan

SCHEDULE E

DOWNTOWN MIXED USE CENTRE
Land Use Plan

Note: For lands outside of the Downtown Mixed Use Centre, refer to Schedule B.



SEE INSET MAP FOR DETAILS TO BURLINGTON CANAL

*NOTE: For information on Deferrals and Referrals (*D or *R), please see the Explanatory Notes of the Official Plan.*

JUNE 2012

Appendix C- Terms of Reference

From: Douglas, Thomas
To: Rachel Redshaw
Cc: Douglas, Thomas
Subject: RE: 2101 Old Lakeshore Road_Cultural Heritage Impact Assessment- Require Confirmation
Date: September 27, 2018 4:13:13 PM
Attachments: image001.jpg
image002.jpg

Good morning Rachel,
Sorry for my late reply – I was out of office for a couple days.
The CHIA for the proposal at 2107-2119 Old Lakeshore Road should comprise the following:

i. Brief assessment of the cultural heritage value of 2101 Old Lakeshore Road and 2100 Old Lakeshore Road;

ii. A description of the proposal, including a location map showing existing cultural heritage resources, proposed buildings, existing and proposed land uses, and any cultural heritage landscape features;

iii. A description of the physical condition of the assessed resources;

iv. a description of the impacts that it is reasonable to expect may be caused to 2100 and 2101 Old Lakeshore Road by the proposed development;

v. identification of multiple conservation options, and of a preferred option. For each option, discuss advantages and disadvantages, with consideration for the significance of the assessed resources and the municipal, regional, provincial, and/or federal policy context. The selection of the preferred option must be justified.

vi. A description of the necessary actions to prevent, change, mitigate or remedy any expected impacts on the cultural heritage resources.

This is the scope I presented to the property owner at their preconsultation meeting. Please have consideration for our Official Plan policies in both our current Official Plan (1994, as amended), Parts II and III, and our new Official Plan (adopted by Council on April 26, 2018 but not yet enacted) 3.5 and 8.1. The CHIA may address the other properties I mentioned in my email to Vanessa (Jun 11, 2018) but the focus should be on the Register properties 2101 Old Lakeshore and 2100 Old Lakeshore.
Please let me know if you'd like me to provide any background information from the City's records.
Please also let me know if you have any further questions about clarifying the scope of the CHIA.
Thank you,
Thomas

Thomas Douglas

Planner - Development Review & Heritage
Department of City Building - Planning Division
City of Burlington
426 Brant Street, Burlington L7R 3Z6
Phone: 905-335-7600 Ext. 7811
Email: thomas.douglas@burlington.ca

Please consider the environment before printing this email.

From: Rachel Redshaw [mailto:rredshaw@mhbcplan.com]
Sent: Monday, September 24, 2018 10:00 AM
To: Douglas, Thomas
Subject: 2101 Old Lakeshore Road_Cultural Heritage Impact Assessment- Require Confirmation

Good morning Thomas,

My name is Rachel Redshaw and I am the Heritage Planner at MHBC, replacing Vanessa Hicks while she is on maternity leave.

We are currently working on a Cultural Heritage Impact Assessment for 2101 Old Lakeshore Road for the development on 2107-2119 Old Lakeshore Road. I see that there was some correspondence between you and Vanessa prior to her leaving. I do want to confirm one (1) point as the draft CHIA is in progress:

1. ***Please confirm that the scope of the CHIA only includes the adjacent (contiguous) property of 2101 Old Lakeshore Road.*** The official plan defines adjacent as 'contiguous' but it also states that the City may require a CHIA for "*any* approvals for proposed development where the City foresees potential adverse impacts on the cultural heritage attributes of *any other property identified on the City's Inventory of Cultural Heritage Resources*."

I look forward to your reply.

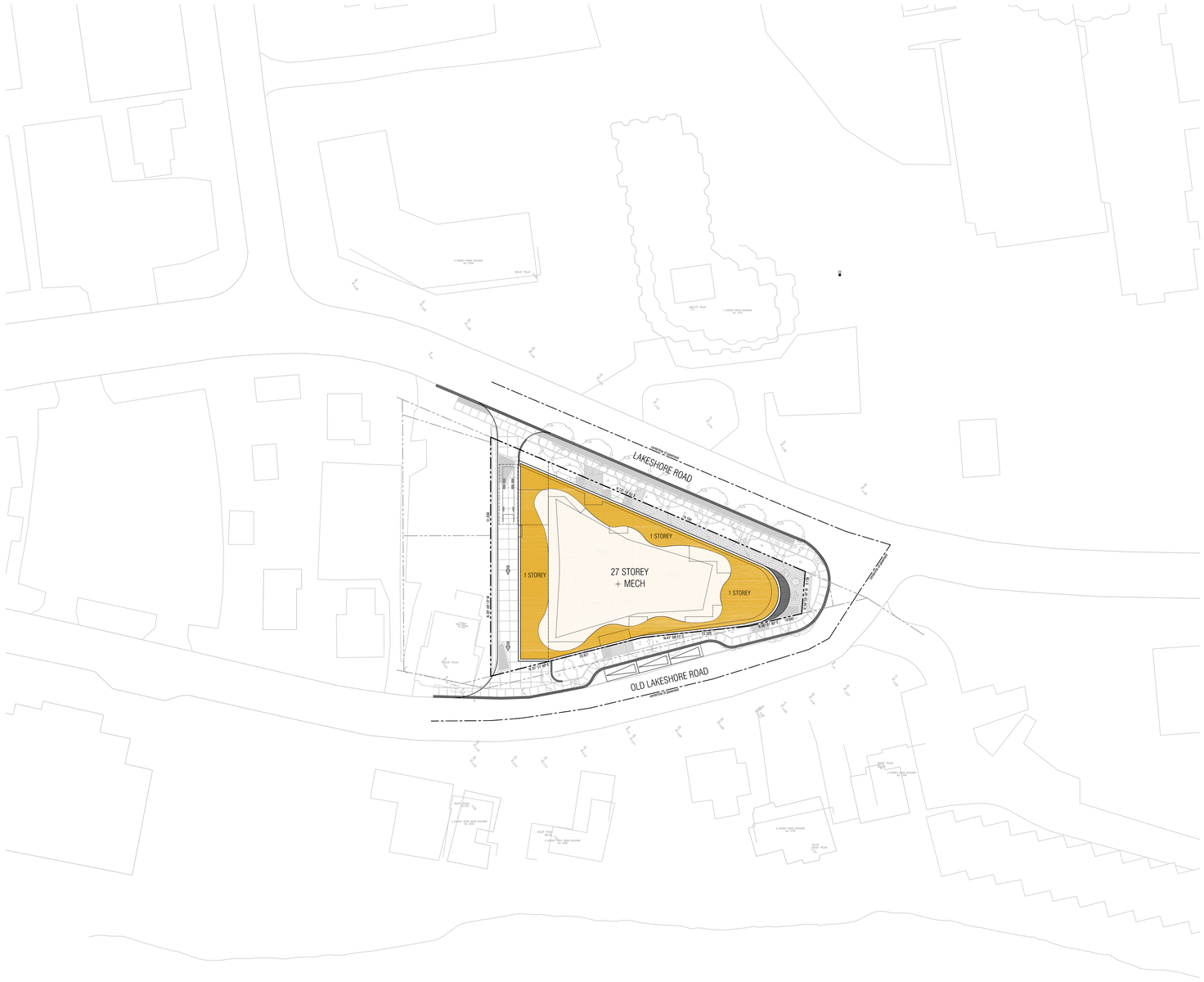
Warm regards,

RACHEL REDSHAW, M.A, H.E. Dipl. **|** Heritage Planner

MHBC **Planning, Urban Design & Landscape Architecture**
540 Bingemans Centre Drive, Suite 200 | Kitchener | ON | N2B 3X9 | T 519 576 3650 X 728 | F 519 576 0121 | rredshaw@mhbcplan.com

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Appendix D- Conceptual Design Package 2019



PROJECT STATISTICS

Nov.14.2019

	Permitted / Required (ZBL-2020)	Proposed	
01. Site Area			
		± 2,029 m2	**± 0.20 ha**
		± 21,838 ft2	**± 0.50 ac**
02. Gross Floor Area (G.F.A.)			
Residential			
Ground		± 300 m2	± 3,229 ft2
2nd		± 65 m2	± 701 ft2
3-5,8,11-12,16,18-19,22-23,26-27		± 9,051 m2	± 97,422 ft2
6-7,9-10,13-15,17,20-21,24-25		± 8,341 m2	± 89,786 ft2
Mech. Ph.		± 508 m2	± 5,467 ft2
Subtotal		**± 18,265 m2**	**± 196,605 ft2**
Retail			
Ground		± 584 m2	± 6,282 ft2
Subtotal		**± 584 m2**	**± 6,282 ft2**
Total		**± 18,849 m2**	**± 202,886 ft2**
03. Gross Building Floor Area (G.B.F.A.)			
Residential			
Ground		± 570 m2	± 6,134 ft2
2nd		± 579 m2	± 6,233 ft2
3-5,8,11-12,16,18-19,22-23,26-27		± 9,676 m2	± 104,151 ft2
6-7,9-10,13-15,17,20-21,24-25		± 8,888 m2	± 95,669 ft2
Mech. Ph.		± 556 m2	± 5,984 ft2
Subtotal		**± 20,269 m2**	**± 218,171 ft2**
Retail			
Ground		± 598 m2	± 6,440 ft2
Subtotal		**± 598 m2**	**± 6,440 ft2**
Total		**± 20,867 m2**	**± 224,611 ft2**
04. Floor Area Ratio (F.A.R)	**G.B.F.A./Site Area** Part 6 - 4.3		
Residential	maximum 4.5	**± 10.3**	
Total		**± 10.3**	
05. Setbacks (m)	**Part 6 - Digram 6A**		
North (Lakeshore Rd.)	minimum 0.5 m below 2 Storey minimum 2.5 m above 2 Storey	2 m below 2 Storey 3 m above 2 Storey	
East (Old Lakeshore Rd.)	minimum 1.0 m below 2 Storey minimum 3.0 m above 2 Storey	6 m below 2 Storey 16 m above 2 Storey	
South (Old Lakeshore Rd.)	minimum 1.0 m below 2 Storey minimum 3.0 m above 2 Storey	0 m below 2 Storey 2.5 m above 2 Storey	
West	minimum 0 m	6 m below 2 Storey 12.5 m above 2 Storey	
06. Building Height	**Part 6 - 4.2**		
	10 storey 31.5 m	27 storey 102.5 m (95.5 m + 7 m mech.) (from established grade to top of roof)	
07. Unit Count			
Ground		± 0	
2nd		± 0	
3rd - 27th		± 150	
Total		**± 150**	
08. Unit Breakdown			
1 Bedroom		± 0	
1 Bedroom + den		± 25	
2 Bedroom		± 25	
2 Bedroom + den		± 0	
3 Bedroom		± 50	
3 Bedroom + den		± 50	
Total		**± 150**	
09. Parking	**Part 6 - 4.7 (a)**		
Residential	1.25 Spaces/Unit = 150 x 1.25 = 188	P1 = ± 25	
		P2 - P4 = ± 108	
		P5 = ± 22	
Total	**± 188**	**± 155**	
10. Amenity Space (m2)	**Part 6 - 4.11**		
Indoor	20 m2/Unit = 3,000	± 449	
Outdoor		± 4,128	
Total	**3,000**	**± 4,578**	
11. Bicycle Parking	**Part 1 - 2.26 (10)**		
		Ground = ± 24	
Retail	2 + 1 Spaces/1000 m2 = 2 + (584 x 0.001) = 3	P1 = ± 11	
		P2 - P4 = ± 33	
		P5 = ± 11	
Total		**± 79**	

GENERAL NOTES

1. For Landscaping, refer to landscape drawings.
2. For proposed grading, refer to landscape drawings.
3. All perimeter existing information indicated taken from survey.
4. All work to be done in conformance with the 2012 Ontario Building Code (O.B.C., as amended).

NOTES

1. This drawing to be read in conjunction with all other drawings comprising the complete set of approved drawings for this development.
2. All roads have been designed to meet the Canadian Highway Bridge Code, CAN/CSA S6 and will be surfaced in order to be accessible under all climate conditions.

SURVEY INFORMATION

TOPOGRAPHIC SURVEY OF
PART OF LOTS 10 AND 12, BLOCK Q
AND ALL OF LOT 11, BLOCK Q
COMPILED PLAN 92
IN THE CITY OF BURLINGTON
REGIONAL MUNICIPALITY OF HALTON

A.T. McLaren Limited
69 John Street South, Suite 230
Hamilton, Ontario L8N 2B9
Tel.(905)527-8559 Fax.(905)527-0032

KEYPLAN



LIST OF DRAWINGS

A101 STATISTICS AND CONTEXT PLAN	1:500
A102 SITE PLAN	1:125
A201 P5 UNDERGROUND PLAN	1:125
A202 TYPICAL UNDERGROUND PLAN	1:125
A203 P2 UNDERGROUND PLAN	1:125
A204 P1 UNDERGROUND PLAN	1:125
A301 GROUND FLOOR PLAN	1:125
A302 2ND FLOOR PLAN	1:125
A303 TYPICAL FLOOR PLAN A	1:125
A304 TYPICAL FLOOR PLAN B	1:125
A305 MECHANICAL FLOOR PLAN	1:125
A401 SOUTH & WEST ELEVATIONS	1:200
A402 NORTH & EAST ELEVATIONS	1:200
A501 SECTIONS	1:200
A502 SECTIONS	1:200

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This drawing is not to be scaled. All architectural symbols indicated on this drawing are graphic representations only.

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2. Transmission of any virus or damage to the receiving electronic system when information is transferred.

01. NOV.15.2019 ISSUED FOR REZONING APPLICATION

issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.

1320 Shawson Drive, Suite 100 Mississauga Ontario L4W 1C3
Phone. 905.795.2601 Fax.905.795.2844 www.gc-architects.com

PROPOSED MIXED USE DEVELOPMENT

2107-2119 OLD LAKESHORE ROAD

CARRIAGEGATE
Home to new living

BURLINGTON ONTARIO

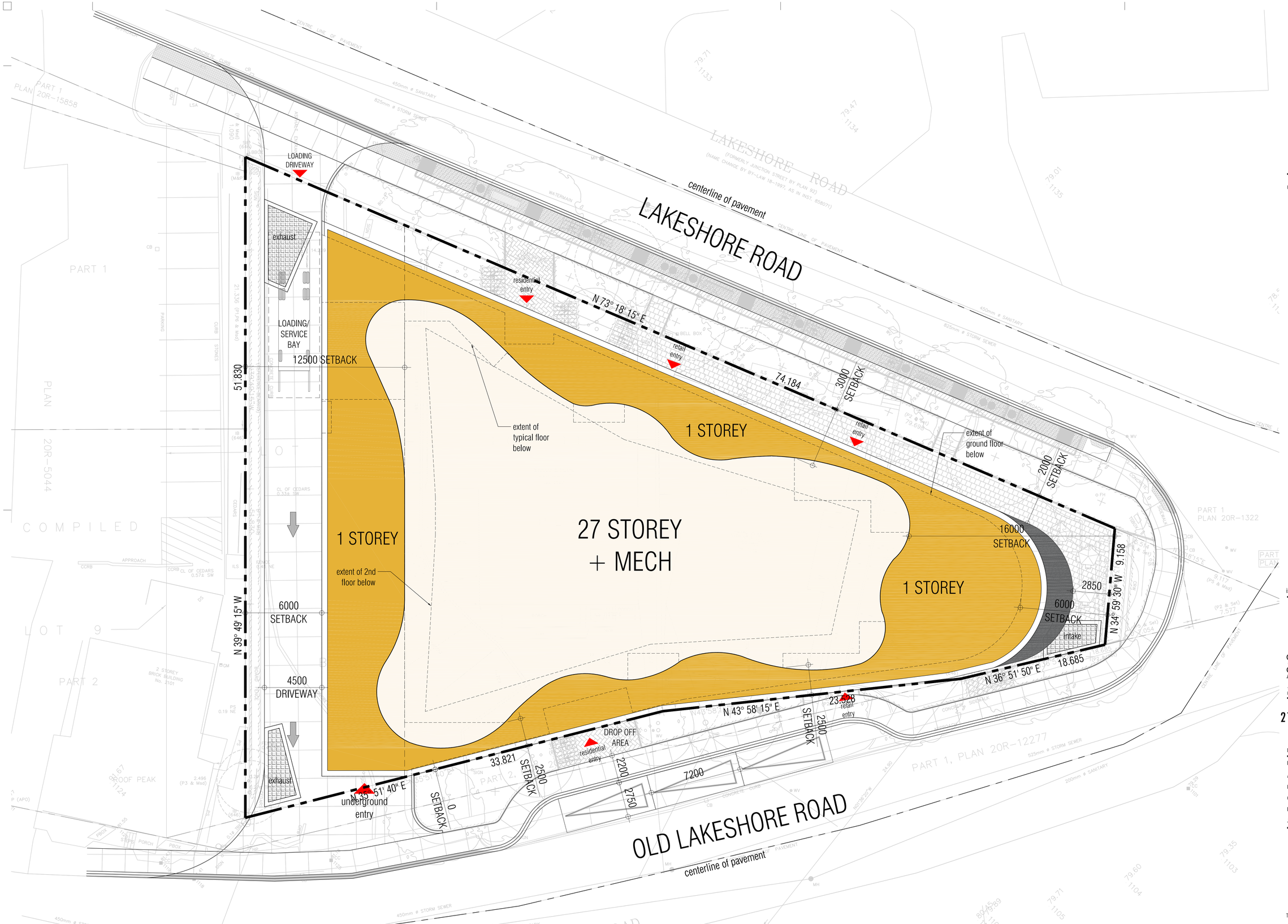
Project Architect:	E. CORAZZA
Assistant Designer:	M.FAUSTINO
Drawn By:	M.FAUSTINO/W. CHIU
Checked By:	D. BIASE
Plot Date:	Nov. 14, 2019
Job #	1537.17

CONTEXT PLAN & STATISTICS

1:500

A101

TITLEBLOCK SIZE: 610 x 950



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issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.
1320 Shawson Drive, Suite 100 Mississauga Ontario L4W 1C3
Phone. 905.795.2601 Fax.905.795.2844 www.gc-architects.com

PROPOSED MIXED USE DEVELOPMENT

2107-2119 OLD LAKESHORE ROAD

CARRIAGEGATE home to new living

BURLINGTON ONTARIO

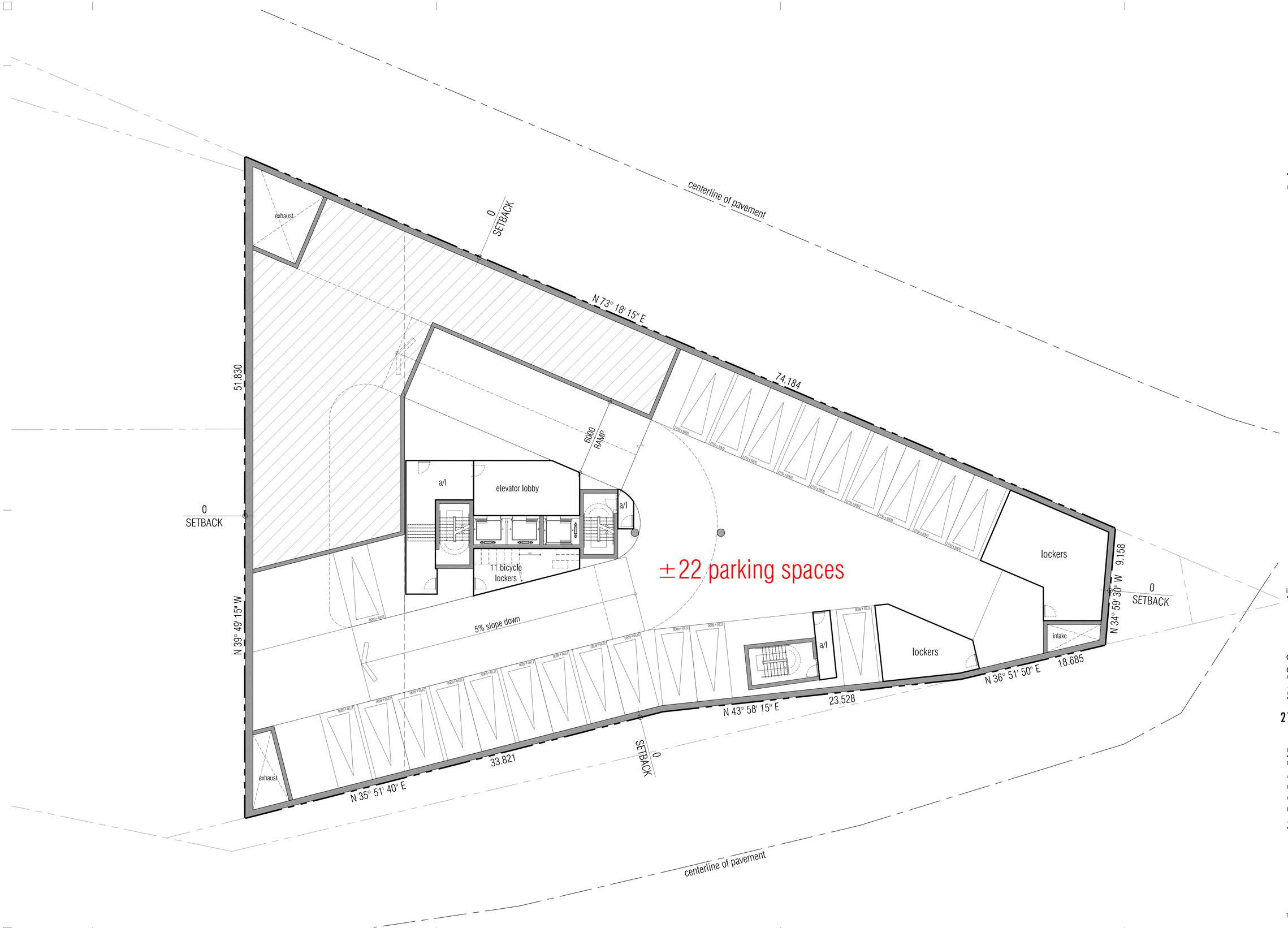
Project Architect:	E. CORAZZA
Assistant Designer:	M.FAUSTINO
Drawn By:	M.FAUSTINO/W. CHIU
Checked By:	D. BIASE
Plot Date:	Nov. 14, 2019
Job #	1537.17

SITE PLAN

1:125

A103

TITLEBLOCK SIZE: 610 x 950



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Phone. 905.795.2601 Fax.905.795.2644 www.gc-architects.com

PROPOSED MIXED USE DEVELOPMENT

2107-2119 OLD LAKESHORE ROAD

CARRIAGEGATE home to new living

BURLINGTON ONTARIO

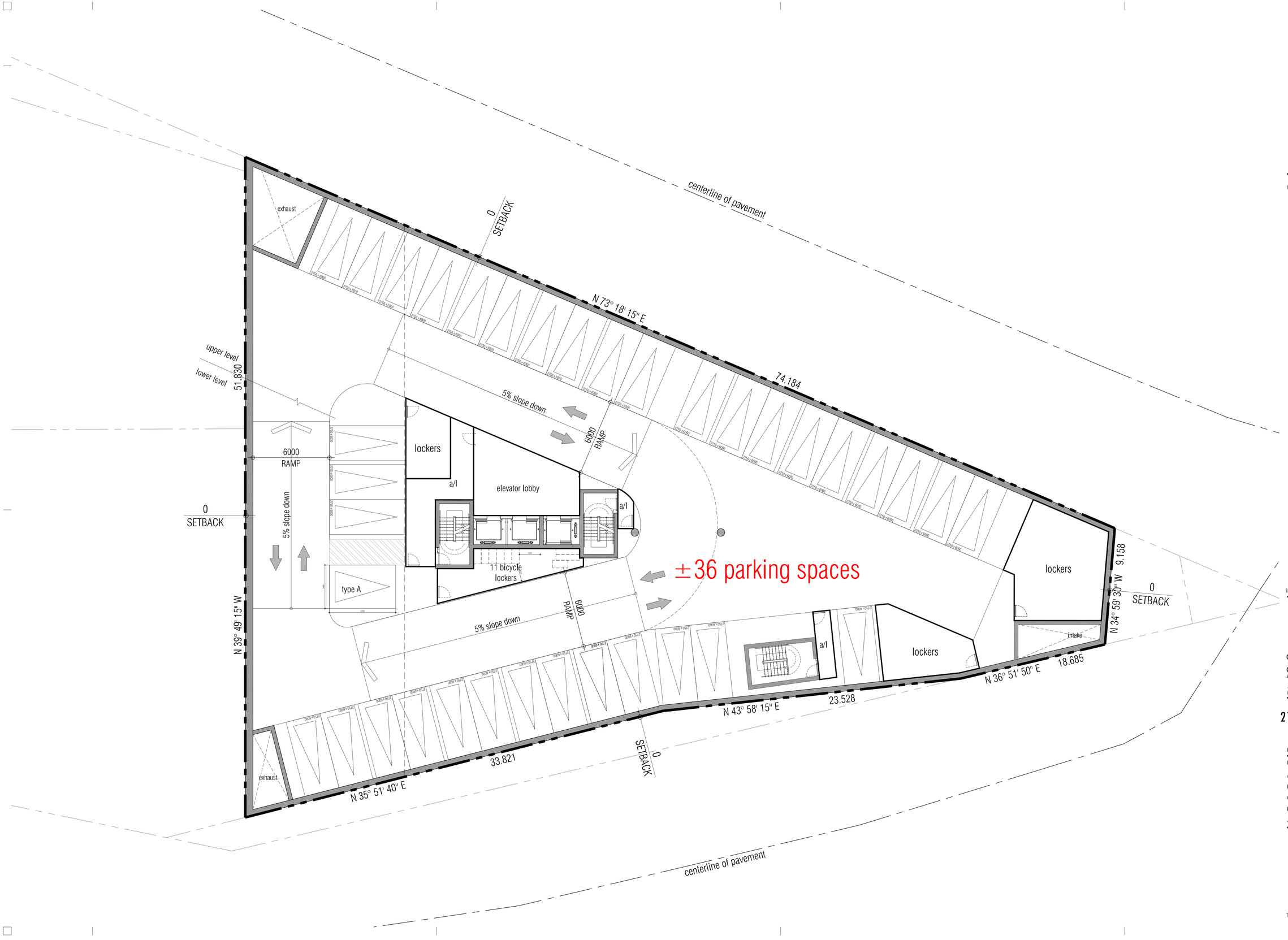
Project Architect:	E. CORAZZA
Assistant Designer:	M.FAUSTINO
Drawn By:	M.FAUSTINO/W. CHIU
Checked By:	D. BIASE
Plot Date:	Nov. 14, 2019
Job #	1537.17

P5 UNDERGROUND PLAN

1:125

A201

TITLEBLOCK SIZE: 610 x 950



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PROPOSED MIXED USE DEVELOPMENT

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CARRIAGEGATE
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BURLINGTON ONTARIO

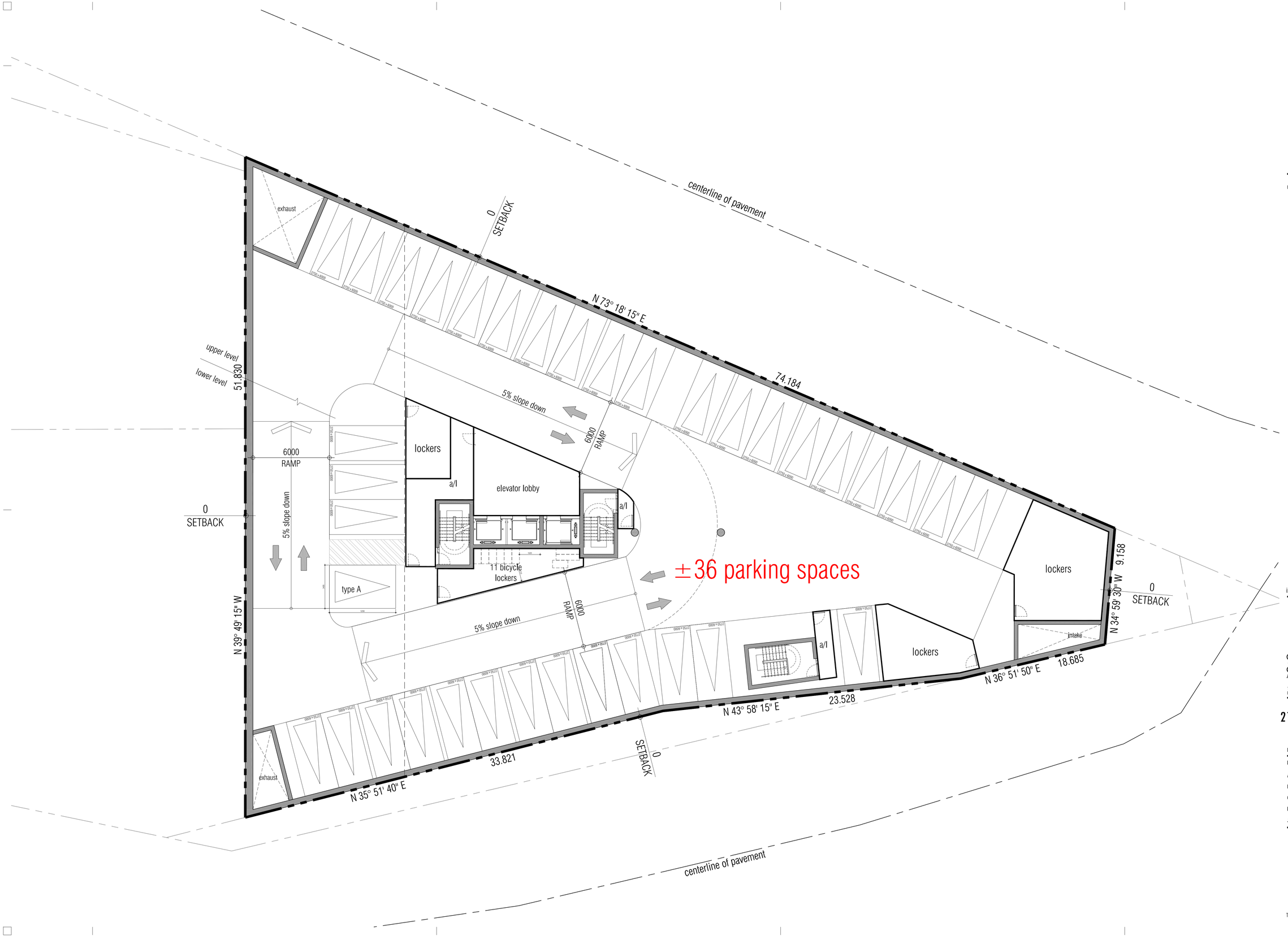
Project Architect:	E. CORAZZA
Assistant Designer:	M.FAUSTINO
Drawn By:	M.FAUSTINO/W. CHIU
Checked By:	D. BIASE
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TYPICAL UNDERGROUND PLAN

1:125

A202

TITLEBLOCK SIZE: 610 x 950



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PROPOSED MIXED USE DEVELOPMENT

2107-2119 OLD LAKESHORE ROAD

CARRIAGEGATE
home to new living

BURLINGTON ONTARIO

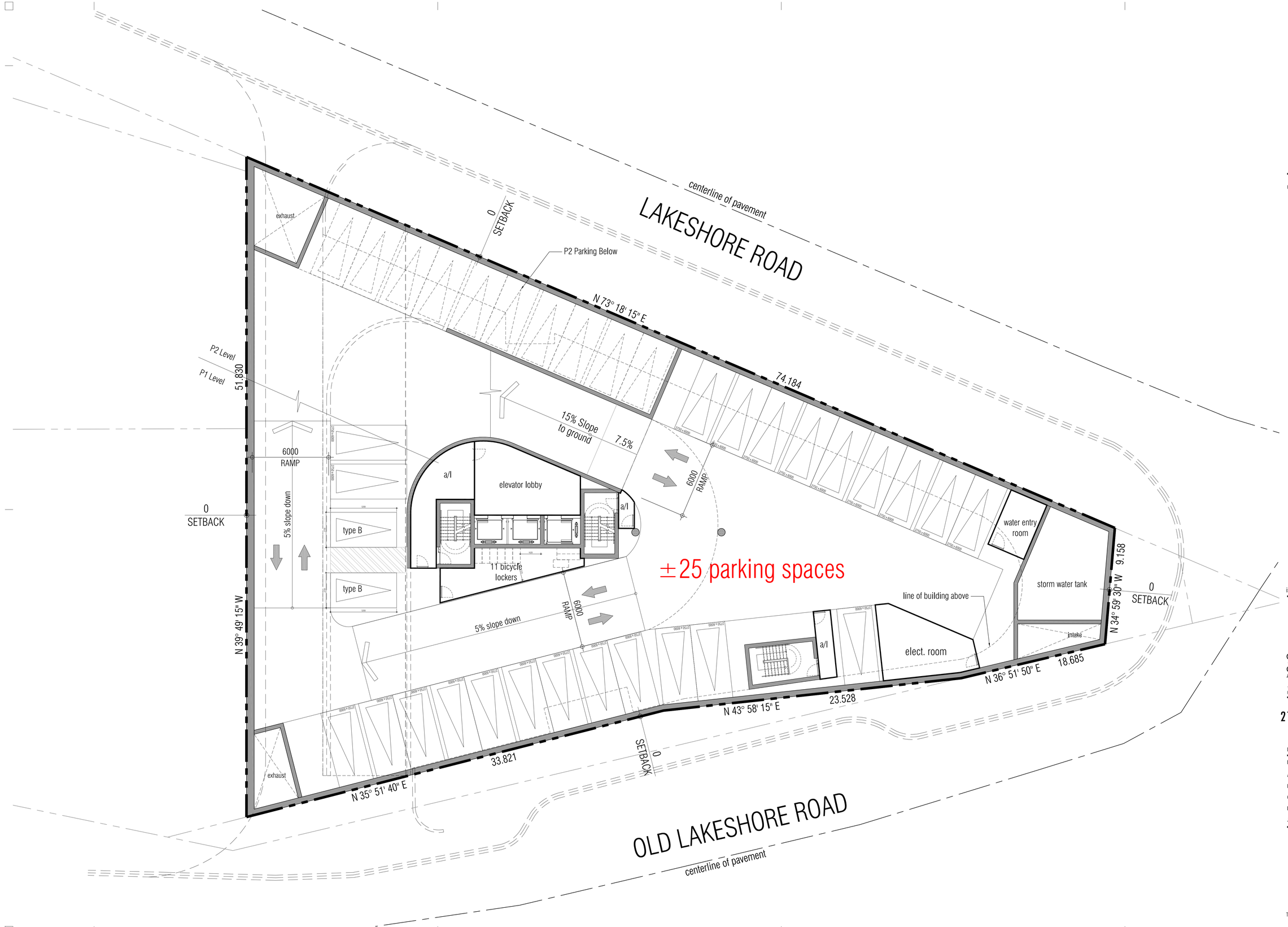
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Drawn By:	M.FAUSTINO/W. CHIU
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P2 UNDERGROUND PLAN

1:125

A203

TITLEBLOCK SIZE: 610 x 950



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PROPOSED MIXED USE DEVELOPMENT

2107-2119 OLD LAKESHORE ROAD

CARRIAGEGATE home to new living

BURLINGTON ONTARIO

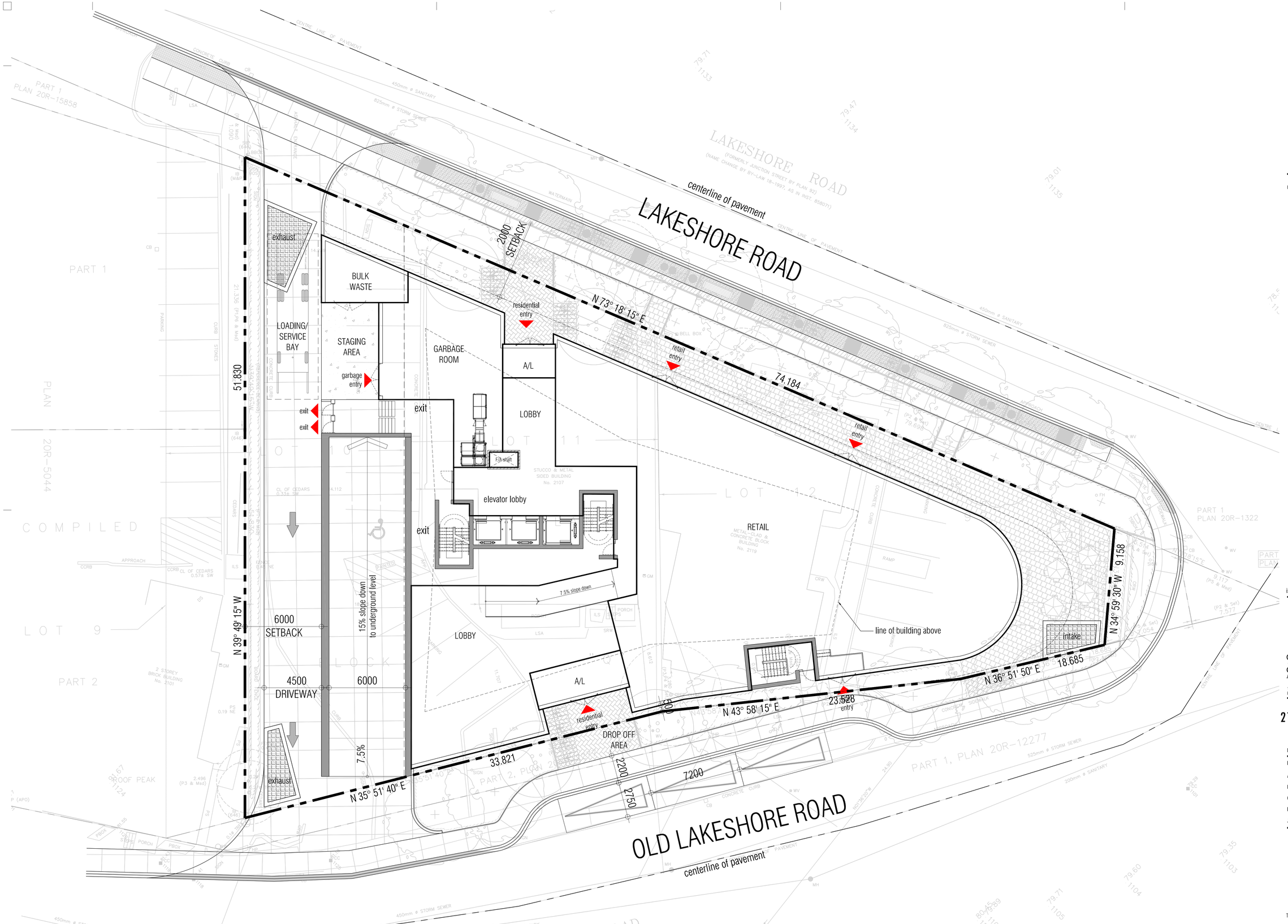
Project Architect:	E. CORAZZA
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Drawn By:	M.FAUSTINO/W. CHIU
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P1 UNDERGROUND PLAN

1:125

A204

TITLEBLOCK SIZE: 610 x 950



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PROPOSED MIXED USE DEVELOPMENT

2107-2119 OLD LAKESHORE ROAD

CARRIAGEGATE home to new living

BURLINGTON ONTARIO

Project Architect:	E. CORAZZA
Assistant Designer:	M.FAUSTINO
Drawn By:	M.FAUSTINO/W. CHIU
Checked By:	D. BIASE
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GROUND FLOOR PLAN

1:125

A301

TITLEBLOCK SIZE: 610 x 950

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centerline of pavement

2000 SETBACK

N 73° 18' 15" E

74.184

2000 SETBACK

12500 SETBACK

51.830

N 39° 49' 15" W

F/A shaft

mech. riser

elect. closet

elevator lobby

exit

OUTDOOR AMENITY

865 m2

INDOOR AMENITY

449 m2

line of building above

2850

9.158

N 34° 59' 30" W

line of canopy

N 36° 51' 50" E

18.685

N 43° 58' 15" E

23.528

33.821

SETBACK 0

N 35° 51' 40" E

centerline of pavement

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PROPOSED MIXED USE DEVELOPMENT

2107-2119 OLD LAKESHORE ROAD

CARRIAGEGATE
home to new living

BURLINGTON ONTARIO

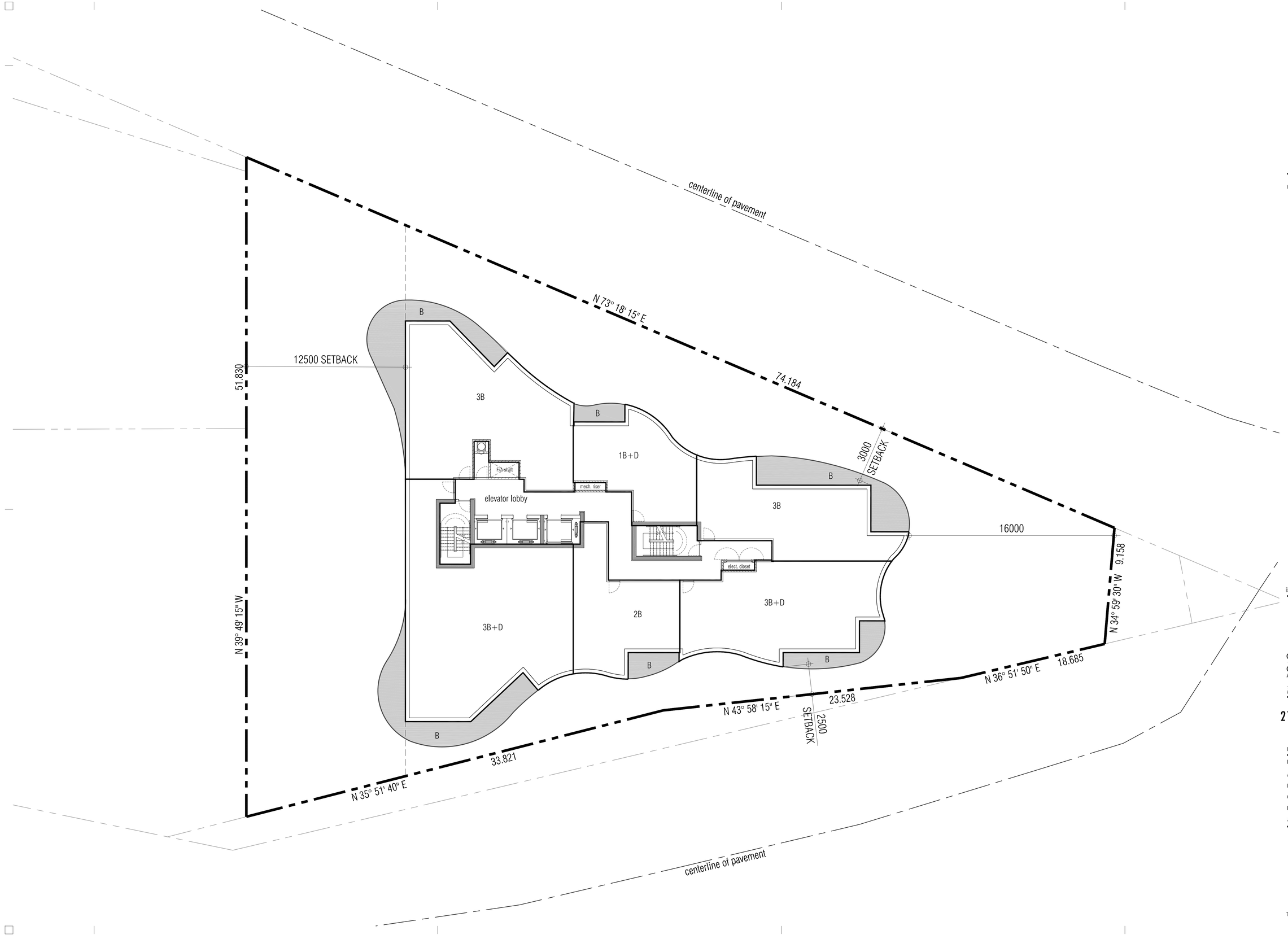
Project Architect:	E. CORAZZA
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2ND FLOOR PLAN

1:125

A302

TITLEBLOCK SIZE: 610 x 950



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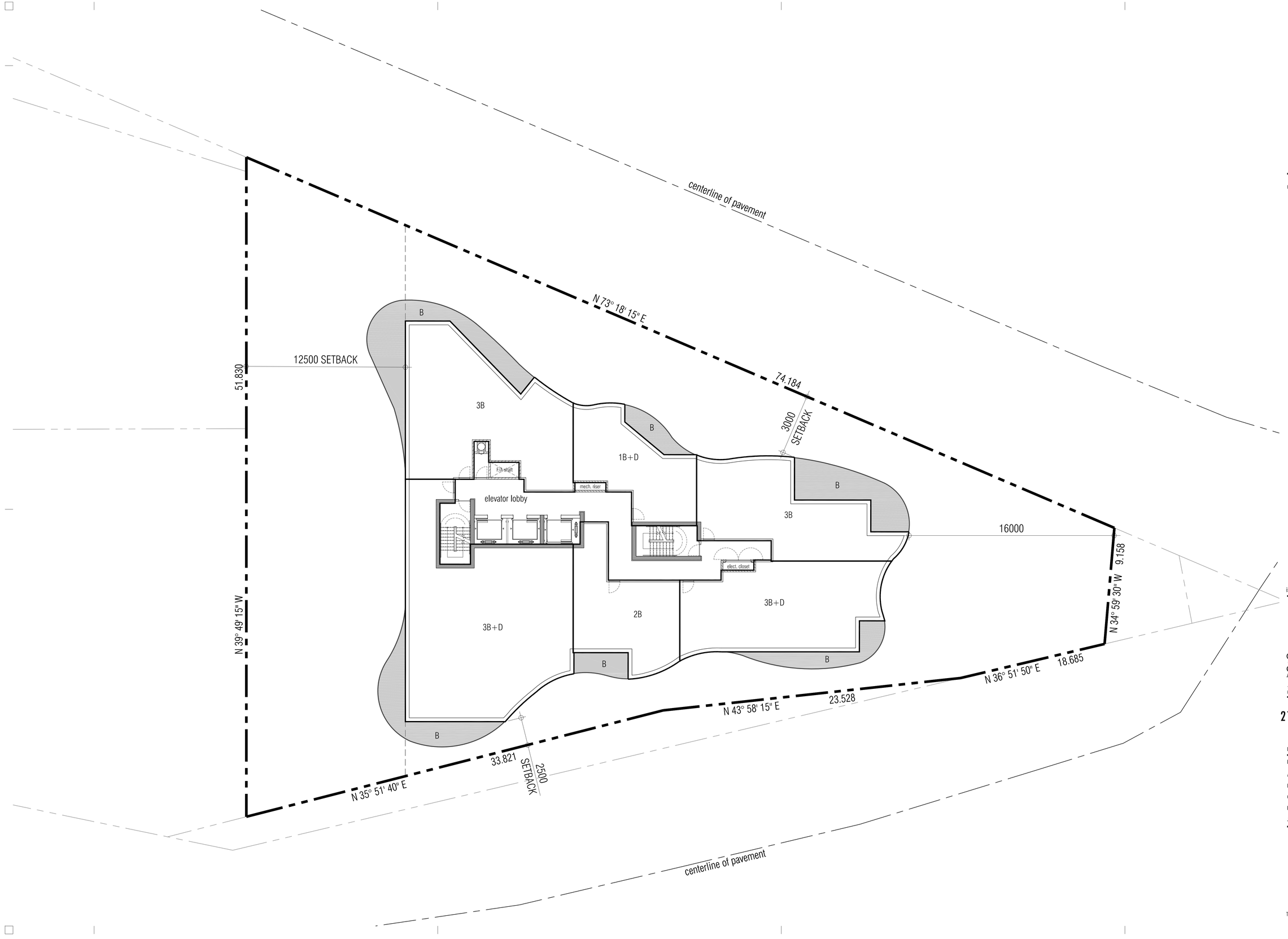
Project Architect:	E. CORAZZA
Assistant Designer:	M.FAUSTINO
Drawn By:	M.FAUSTINO/W. CHIU
Checked By:	D. BIASE
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TYPICAL FLOOR PLAN A

1:125

A303

TITLEBLOCK SIZE: 610 x 950



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PROPOSED MIXED USE DEVELOPMENT

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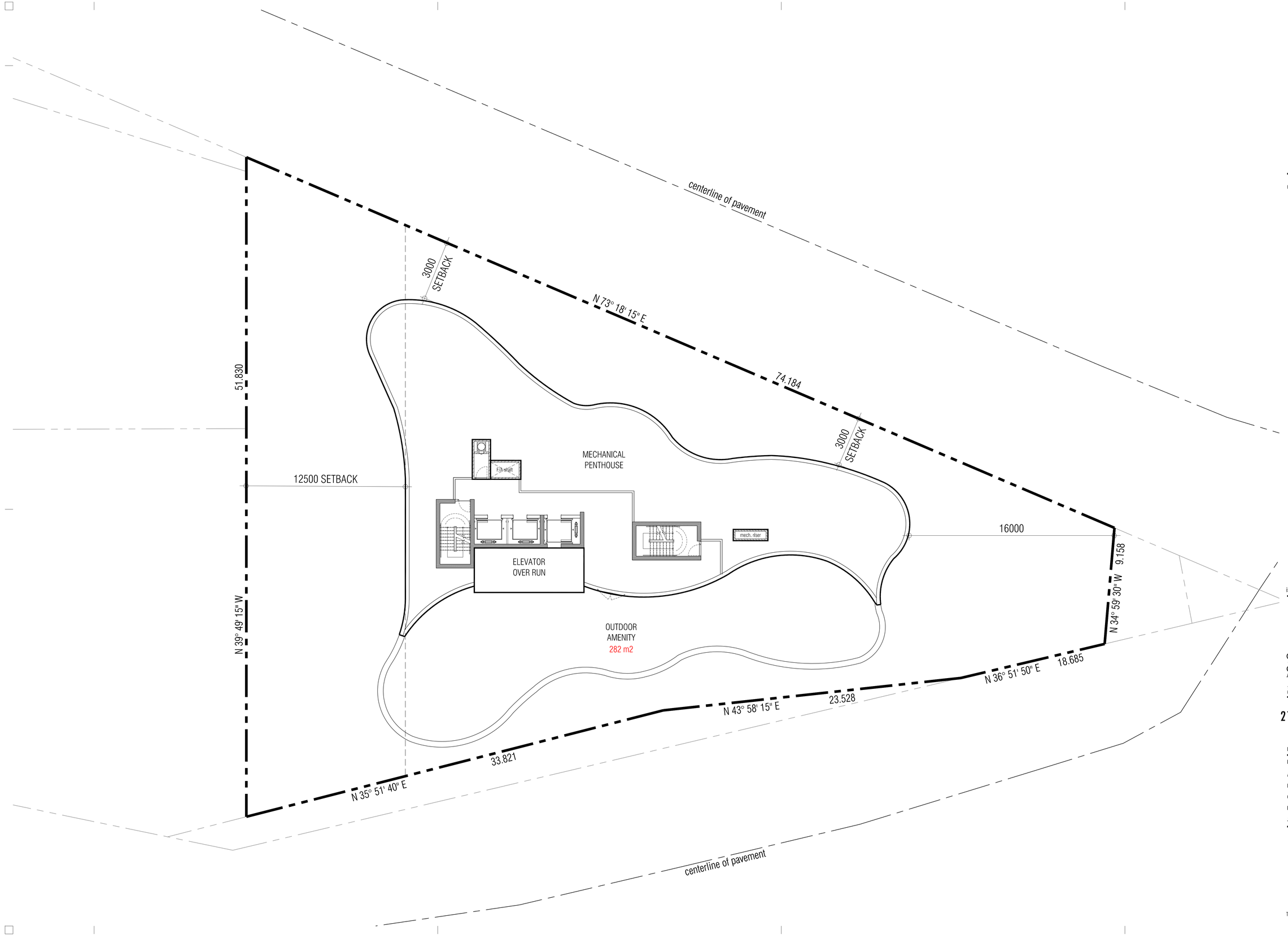
Project Architect:	E. CORAZZA
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TYPICAL FLOOR PLAN B

1:125

A304

TITLEBLOCK SIZE: 610 x 950



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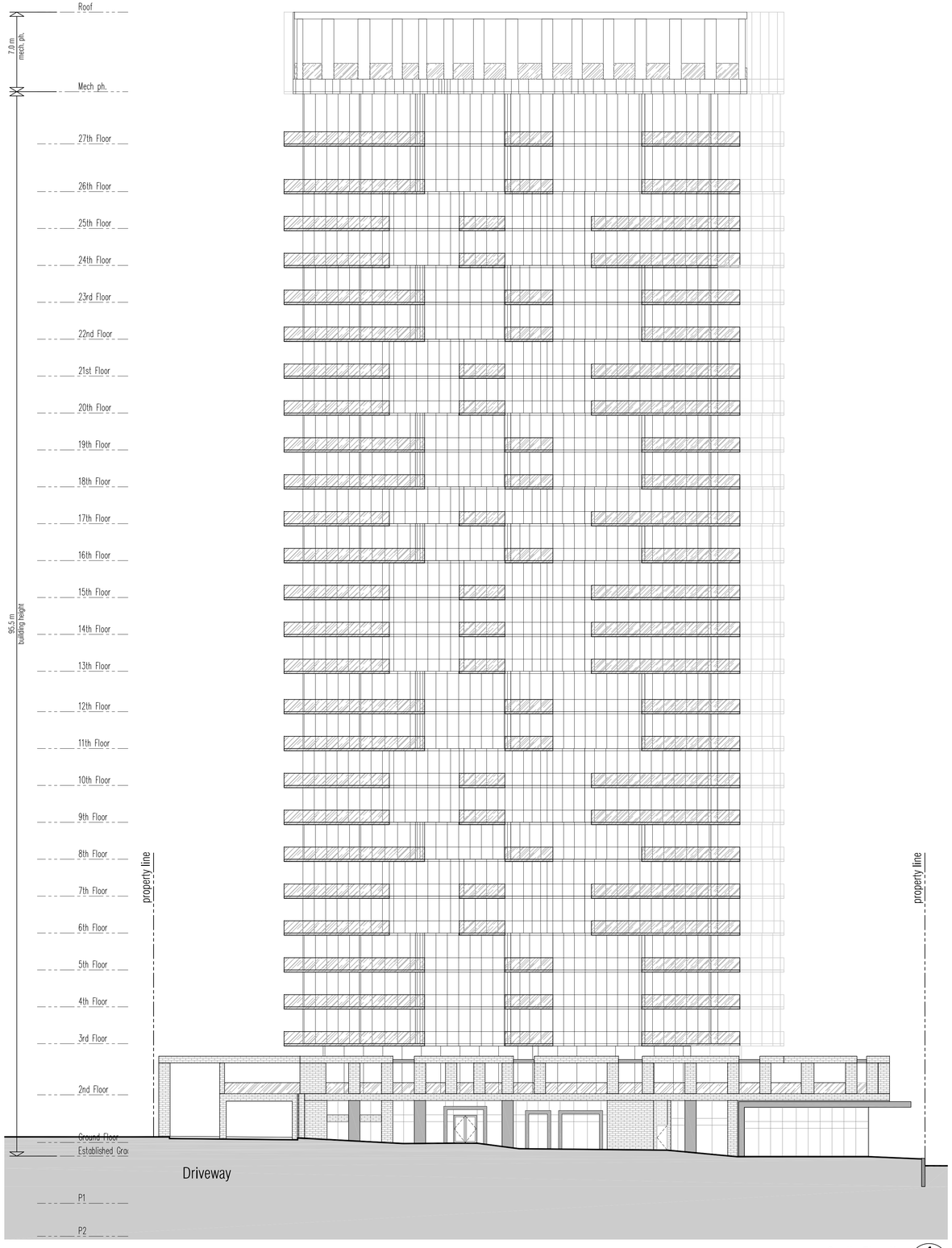
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MECHANICAL FLOOR PLAN

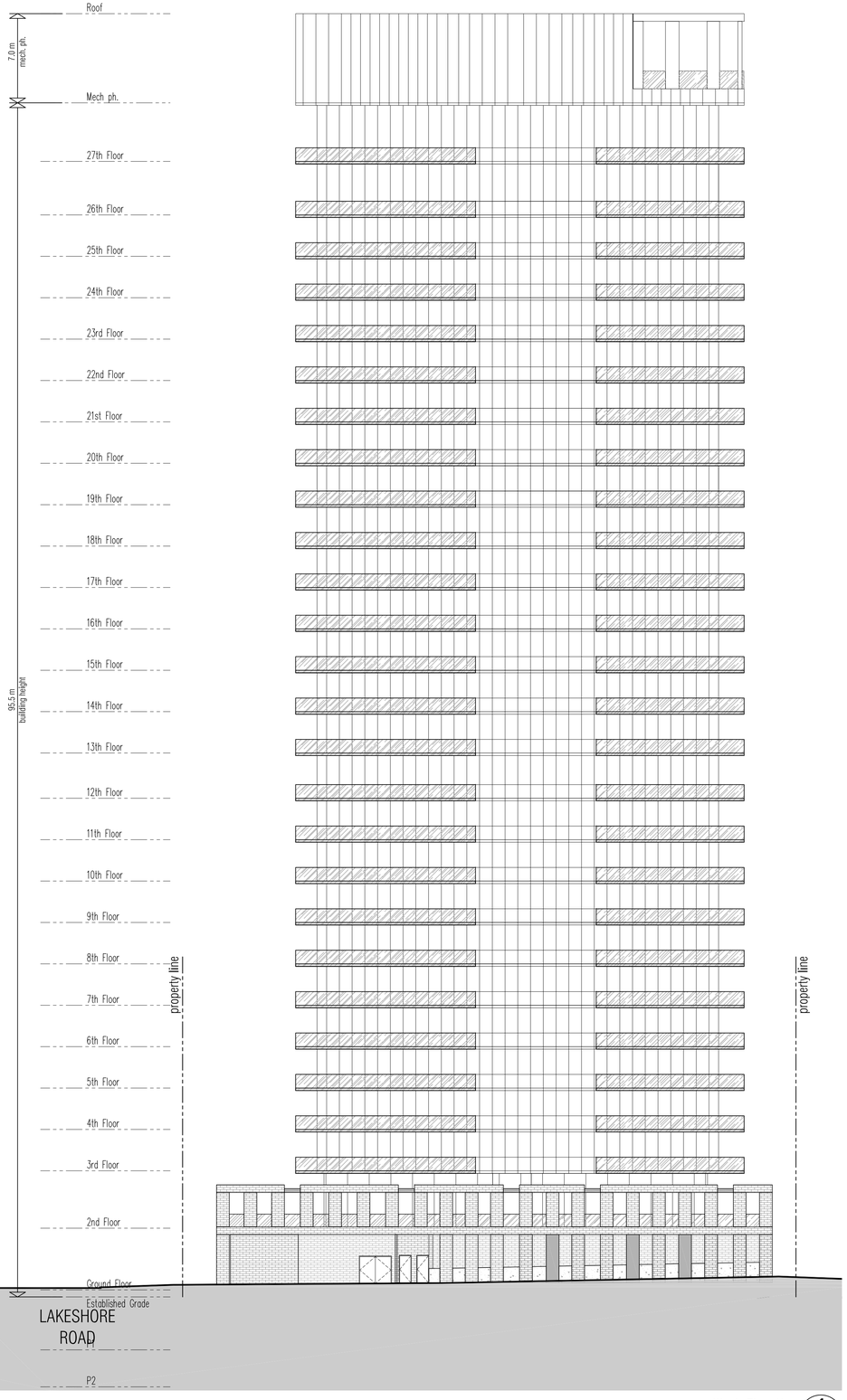
1:125

A305

TITLEBLOCK SIZE: 610 x 950



South Elevation 1 / A401
SCALE - 1:200



West Elevation 1 / A401
SCALE - 1:200

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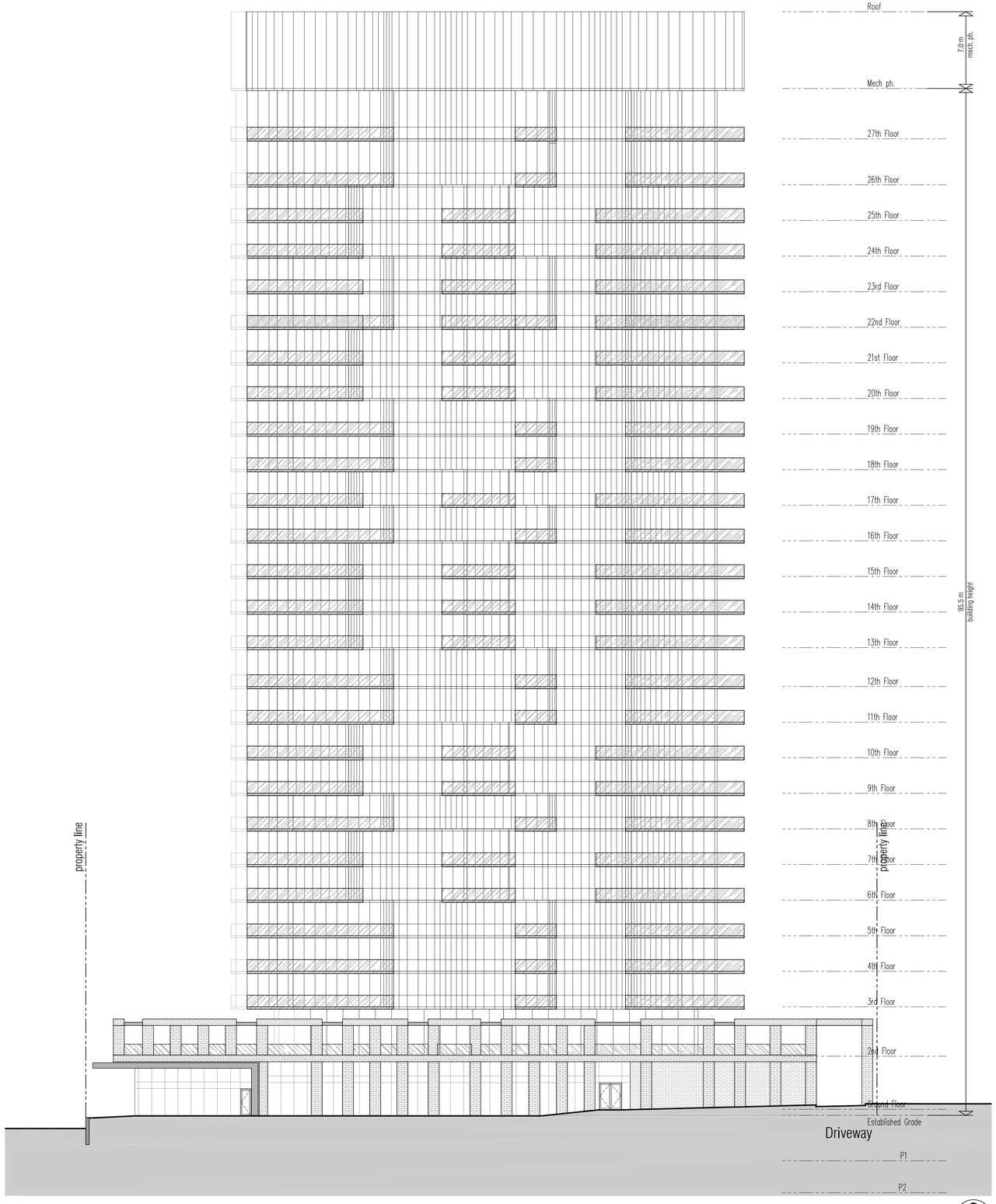
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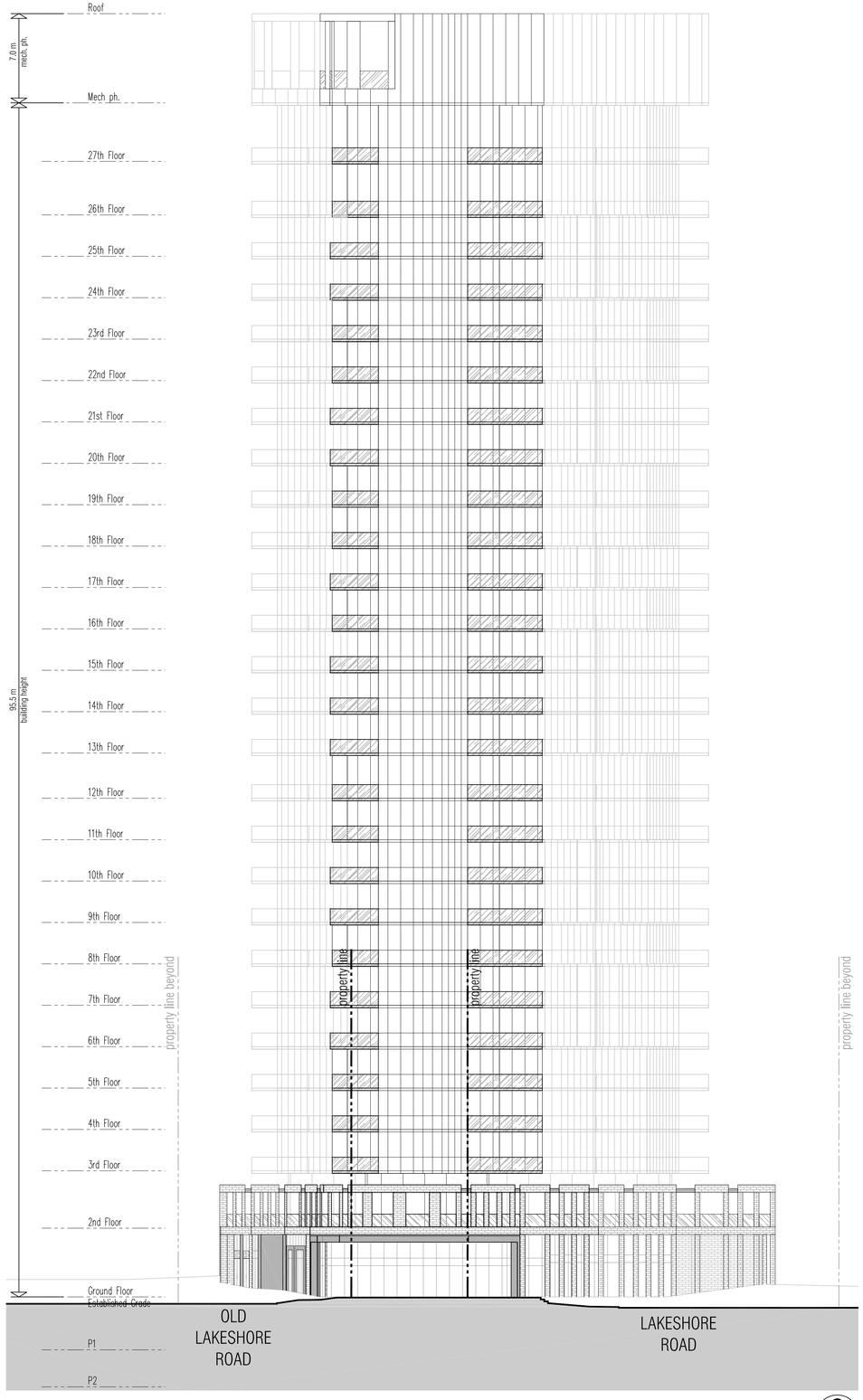
SOUTH AND WEST ELEVATIONS

1:200 A401

TITLEBLOCK SIZE: 610 x 950



North Elevation 2
SCALE - 1:200 A402



East Elevation 2
SCALE - 1:200 A402

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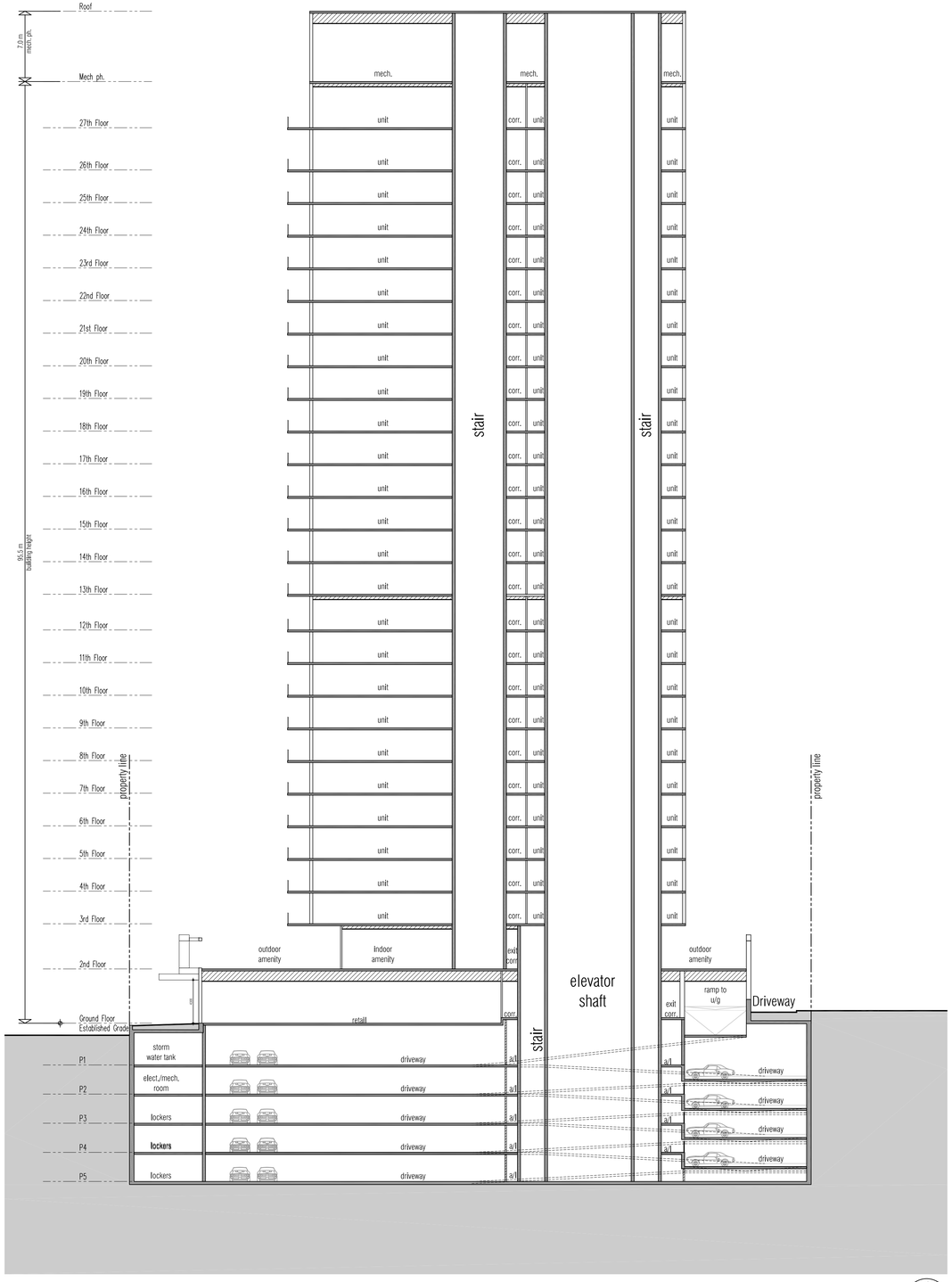
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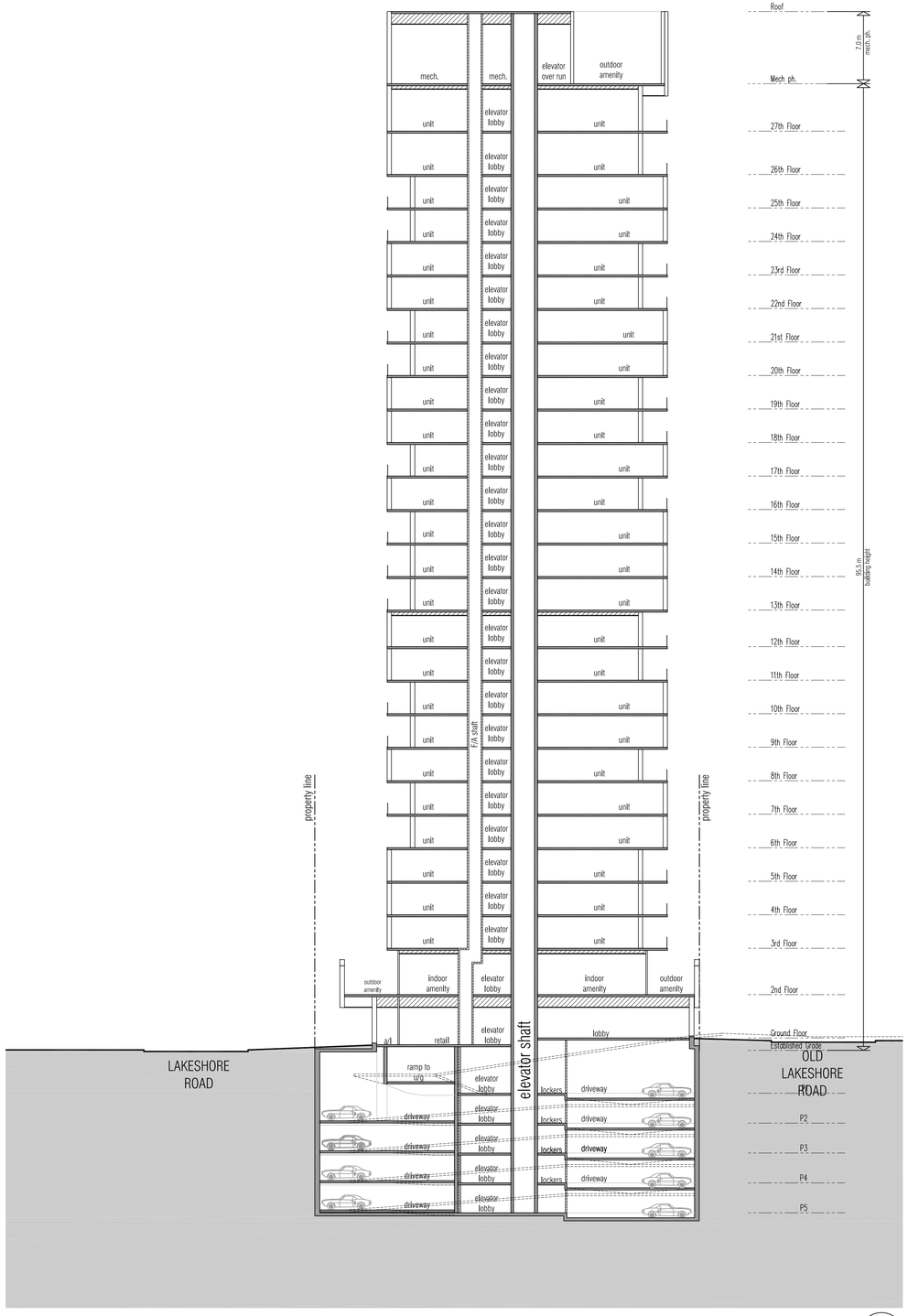
NORTH AND EAST ELEVATIONS

1:200 A402

TITLEBLOCK SIZE: 610 x 950



North – South Section **1**
SCALE – 1:250 A501



East – West Section **2**
SCALE – 1:250 A501

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This drawing is not to be scaled. All architectural symbols indicated on this drawing are graphic representations only.

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Electronic information is supplied to the other associated firms to assist them in the execution of their work/review. The recipient firms must determine the completeness/appropriateness/relevance of the information in respect to their particular responsibility.

Graziani + Corazza Architects Inc. shall not be responsible for:

1. Errors, omissions, incompleteness due to loss of information in whole or part when information is transferred.
2. Transmission of any virus or damage to the receiving electronic system when information is transferred.

01. NOV.15.2019 ISSUED FOR REZONING APPLICATION

issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.

1320 Sheveon Drive, Suite 100 Mississauga Ontario L4W 1C3
Phone. 905.795.2601 Fax.905.795.2844 www.gc-architects.com

PROPOSED MIXED USE DEVELOPMENT

2107-2119 OLD LAKESHORE ROAD

CARRIAGEGATE home to new living

BURLINGTON ONTARIO

Project Architect:	E. CORAZZA
Assistant Designer:	M.FAUSTINO
Drawn By:	M.FAUSTINO/W. CHIU
Checked By:	D. BIASE
Plot Date:	Nov. 14, 2019
Job #	1537.17

SECTIONS

1:250 **A501**

TITLEBLOCK SIZE: 610 x 950



Conceptual rendering of the north, south and east elevation of the proposed development

GRAZIANI + CORAZZA ARCHITECTS

Appendix E- Shadow Study 2018

SUN / SHADOW STUDY

OLD LAKESHORE

Proposed Mixed-Use Development

2107-2119 Old Lakeshore Road

City of Burlington

Prepared for:

Old Lakeshore (Burlington) Inc.

Prepared by:

Ralph Bouwmeester, P. Eng.

RBA File: S19023

November 1, 2019

R. BOUWMEESTER & ASSOCIATES
Sun & Shadow Position Specialists
165 Browning Trail, Barrie ON Tel/Fax (705) 726-3392
Web: www.sunposition.com Email: rba@sunposition.com

The following describes the potential shadow impact of the proposed development. Reference should be made to our shadow study drawings dated November 1, 2019, following. Drawings SS-1 to SS-6 show the proposed shadow extents at 9:30 AM, 12:30 PM and 3:30 PM on the 21st of March, June and December as required by the City of Burlington. Key roof heights are provided on Drawing RH-1 along with relevant notes, etc.

The key spring/fall, summer and winter dates of Mar 21, Jun 21 and Dec 21 represent the annual range of shadowing, with the longest shadows occurring in December and the shortest in June. March and September typically represent average annual conditions.

Shadowing from existing buildings is not reflected in this shadow study; therefore, actual net new shadowing will be less than shown. As a result, the term "incremental shadows" as used in the following sections refers to potential new shadowing, not necessarily actual new shadowing. Because many areas are already shaded, it is important to note that the shadows shown herein represent their maximum potential reach and coverage, not the actually proposed reach and coverage by new shadows.

The following describes the incremental ground level shadows due to the proposal.

March 21

9:30 AM – incremental shadows fall northwest across Lakeshore Road and the south face of a 5-storey seniors' building at the northeast corner of Lakeshore Road and Martha Street. The shadows extend up Martha Street and reach part of the south face of a 12-storey apartment building north of the seniors' building. Both buildings partially intercept shadows beyond to the northwest.

The shadows reach the fronts of several of the 3-storey mixed-use units on the west side of Martha Street south of Pine Street and the fronts of the five 3-storey townhomes north of Pine Street. There is no outdoor living space in front of the ground floor shops south of Pine Street, and the front yards of the townhomes north of Pine are predominantly driveways.

Due to the low sun angle (22.2° - i.e. shadow length = 2.45 x building height), the rear yards of the towns are self-shadowed.

12:30 PM – incremental shadows fall north across Lakeshore Road and the south and partial west face of the 7-storey apartment building at 2121 Lakeshore Road. Although the front yard is partially landscaped, there is no outdoor living space, and much of the front yard is driveway and parking. The apartment building will partially intercept shadows to the north toward and across the creek valley.

3:30 PM – incremental shadows fall northeast across Lakeshore Road and reach a sewage pumping station and wooded creek valley on the north side of Lakeshore. Shadows fall short of Torrance Street and just knick the southwest corner of a swimming pool at a 15-storey apartment building at the northwest corner of Lakeshore Road and Torrance Street (360 Torrance Street). Shadowing that might occur just prior to 3:30 will likely be intercepted by shadows from the heavily treed area around the pool; minimal incremental shadowing is expected.

June 21

9:30 AM – incremental shadows cross the parking lot directly west of the site and a one-storey commercial building beyond that at 2096 Lakeshore. They also reach a parking lot at the northwest corner of Lakeshore and Martha as well as part of the south face of the seniors' building across the street. Much of the shadowing falls on Lakeshore Road and Martha Street.

12:30 PM – incremental shadows fall north across Lakeshore Road; they do not reach the 7-storey apartment building at 2121 Lakeshore Road. Although the front yard is partially landscaped, there is no outdoor living space, and much of the front yard is driveway and parking.

3:30 PM – incremental shadows fall primarily on Old Lakeshore Road, on part of a commercial parking lot on the south side of the road, on a driveway leading to a residential development (Pier 21) at 2136 Old Lakeshore Road, and on a treed area along the south side of Lakeshore Road.

December 21

9:30 AM – incremental shadows fall northwest across Lakeshore Road and the west and partial south face of the 7-storey apartment building at 2121 Lakeshore Road. They have the potential to reach New Street about one block east of Lions Park. The apartment building will partially intercept shadows to the northwest toward and across the creek valley. Shadows also have the potential to reach the south face of four apartment buildings, 3 to 4 storeys in height each, further to the northwest. Due to the low sun angle (13° - i.e. shadow length = 4.33 x building height) at this time, some of these buildings are expected to partially shadow one another.

12:30 PM – incremental shadows fall north across Lakeshore Road and part of the south face of the 7-storey apartment building at 2121 Lakeshore Road. The 7-storey building will partially intercept shadows to the north toward and across the creek valley. Incremental shadows will reach part of the west face of the 15-storey apartment building at 360 Torrance Street. The 15-storey building will intercept most of the shadows to the north of it.

3:30 PM – incremental shadows run northeasterly across several city blocks. They cross the wooded area along the north side of Lakeshore Road easterly to Torrance Street, the row of homes on the north side of Lakeshore Road between Torrance Street and Smith Avenue, some of the homes between Smith Avenue and Stratheden Drive, the driveway into Lakeshore Public School and the south edge of the playground and north end (mostly windowless) of the school building. Due to the low sun angle (9.9° - i.e. shadow length = 5.71 x building height), minimal incremental shadowing is expected.

Due to the low sun angles and inherently long shadows in December, many of the areas within the potential reach of the project's shadows are already in shade. We do not expect the incremental differences to be significant. We also note that December shadows are rarely given much weight in the review of development applications.

Existing shadow conditions

Two high-rises have been recently built southwest of the subject site at the southwest corner of Lakeshore Road and Pearl Street. These may reduce net new shadowing northeast of the proposal particularly at the 3:30 PM test time in December.

The existing parking lot (at 374 Martha Street) west of the subject site was approved by LPAT in 2018 for a 26-storey mixed-use development. This approved building may reduce net new shadowing to the west at or before the 9:30 AM test times.

5-hour sunlight availability on the opposite side of the street

We have considered the City's requirement (as per Section 2.3 of the City of Burlington Tall Building Guidelines, Brook McIlroy, August 2016) for 5 hours of sunlight on the opposite side of the street. The section states, *"As a rule-of-thumb, height and massing of the podium (not including the tower) shall ensure a minimum of five hours of sunlight on the opposite side of the street at the equinoxes (March 21 and September 21)."* We interpret "*opposite side of the street"* to mean "opposite sidewalk" and we assume this applies to the area between the opposite curb and property line. Note: sun/shadow durations are similar on March 21 and September 21.

Given the orientation of the site and the direction of Lakeshore Road, we have determined that shadows from the proposed podium will not reach the north sidewalk of Lakeshore Road at any of the test times. This exceeds the requirement quoted above.

Sunrise and sunset times in this location on March 21st are 7:21 am and 7:33 pm, respectively.

Summary
In summary, based on our review of the March, June, and December 21st shadows, and having due regard for shadow duration, seasonal variations, time of day, and the context of urban built form in downtown neighbourhoods, it is my opinion that incremental ground level shadowing resulting from the proposed development over and above existing is limited and reasonable.

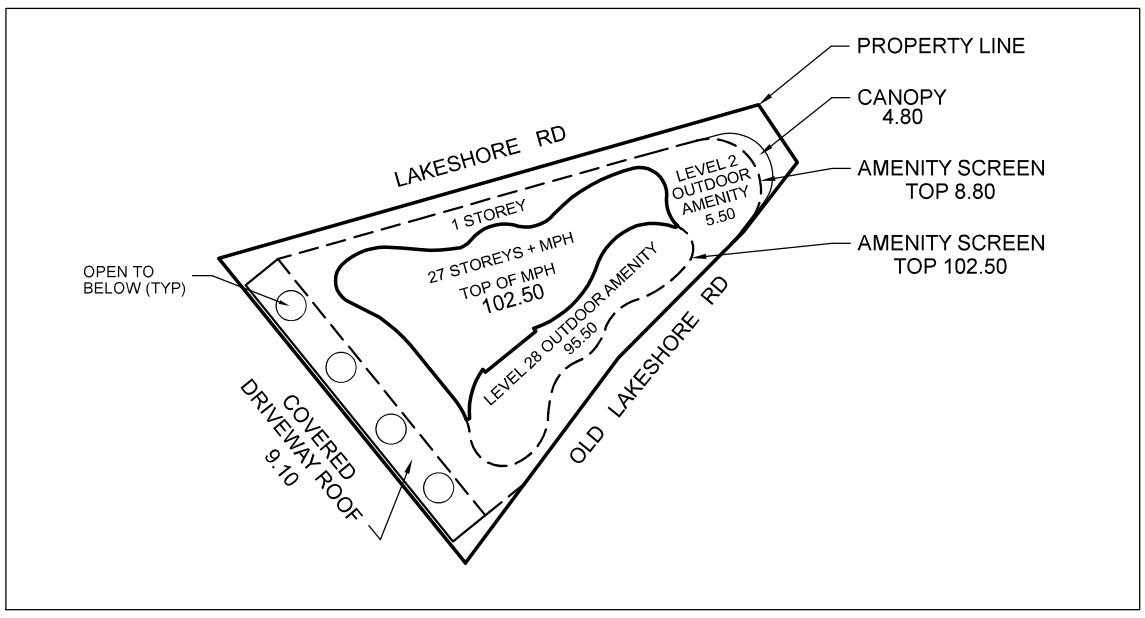
In terms of the *Tall Building Guidelines* goal for five hours of sunlight on the opposite sidewalk, we have determined that shadows from the proposed podium will not reach the north sidewalk of Lakeshore Road at any of the test times.

Ralph Bouwmeester, P. Eng.
R. Bouwmeester & Associates
November 1, 2019

NOTES:

1. ROOF HEIGHTS INCLUDE PARAPETS, RAILINGS, AND ROOF-TOP FEATURES, WHERE APPLICABLE AND UNLESS SHOWN OTHERWISE.
2. ROOF HEIGHTS ARE SHOWN IN METRES ABOVE FINISHED GRADE AT SUBJECT SITE.
3. SHADOWS ARE SHOWN ON ASSUMED FLAT GROUND PLANE.
4. ROOF HEIGHTS DERIVED FROM ARCHITECTURAL PLANS AND MODELS BY GRAZIANI + CORAZZA ARCHITECTS INC.

N



PROPOSED

GEOGRAPHIC SITE LOCATION:
LATITUDE: 43° 19' 36" N
LONGITUDE: 79° 47' 29" W

TIME ZONE:
EASTERN
- STANDARD TIME (EST) (UT - 5 hrs)
- DAYLIGHT TIME (EDT) (UT - 4 hrs)

0 5 25 50
SCALE 1 : 1000

ROOF HEIGHTS
SUN / SHADOW STUDY

Proposed Mixed-Use Development

2107-2119 Old Lakeshore Road

Old Lakeshore (Burlington) Inc.

City of Burlington

R. BOUWMEESTER & ASSOCIATES
Sun & Shadow Position Specialists
165 Browning Trail, Barrie ON Tel/Fax (705) 726-3392
Web: www.sunposition.com Email: rba@sunposition.com

Calculated by:	RB	Project:	S19023	Drawing No.: RH-1
Drawn by:	RB	Scale:	1 : 1000	
Checked by:	RB	Date:	NOV 1/19	



MAR 21

9:30 AM

ALL TIMES IN EDT

PROPOSED SHADOW

0 20 100 200

SCALE 1 : 2000



MAR 21

12:30 PM

SUN / SHADOW STUDY

Proposed Mixed-Use Development

2107-2119 Old Lakeshore Road

Old Lakeshore (Burlington) Inc.

City of Burlington

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Web: www.sunposition.com Email: rba@sunposition.com

Calculated by:	RB	Project:	S19023	Drawing No.: SS-1
Drawn by:	RB	Scale:	1 : 2000	
Checked by:	RB	Date:	NOV 1/19	



MAR 21

3:30 PM

ALL TIMES IN EDT

PROPOSED SHADOW

0 20 100 200

SCALE 1 : 2000

SUN / SHADOW STUDY

Proposed Mixed-Use Development

2107-2119 Old Lakeshore Road

Old Lakeshore (Burlington) Inc.

City of Burlington

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Calculated by:	RB	Project:	S19023	Drawing No.: SS-2
Drawn by:	RB	Scale:	1 : 2000	
Checked by:	RB	Date:	NOV 1/19	



JUN 21

9:30 AM

ALL TIMES IN EDT

PROPOSED SHADOW

0 20 100 200

SCALE 1 : 2000



JUN 21

12:30 PM

SUN / SHADOW STUDY

Proposed Mixed-Use Development

2107-2119 Old Lakeshore Road

Old Lakeshore (Burlington) Inc.

City of Burlington

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Sun & Shadow Position Specialists
165 Browning Trail, Barrie ON Tel/Fax (705) 726-3392
Web: www.sunposition.com Email: rba@sunposition.com

Calculated by:	RB	Project:	S19023	Drawing No.: SS-3
Drawn by:	RB	Scale:	1 : 2000	
Checked by:	RB	Date:	NOV 1/19	



JUN 21

3:30 PM

ALL TIMES IN EDT

PROPOSED SHADOW

0 20 100 200

SCALE 1 : 2000

SUN / SHADOW STUDY

Proposed Mixed-Use Development

2107-2119 Old Lakeshore Road

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City of Burlington

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Sun & Shadow Position Specialists
165 Browning Trail, Barrie ON Tel/Fax (705) 726-3392
Web: www.sunposition.com Email: rba@sunposition.com

Calculated by:	RB	Project:	S19023	Drawing No.: SS-4
Drawn by:	RB	Scale:	1 : 2000	
Checked by:	RB	Date:	NOV 1/19	



DEC 21

PROPOSED SHADOW

9:30 AM

ALL TIMES IN EST

SCALE 1 : 4000

0 40 200 400



DEC 21

12:30 PM

SUN / SHADOW STUDY

Proposed Mixed-Use Development

2107-2119 Old Lakeshore Road

Old Lakeshore (Burlington) Inc.

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Sun & Shadow Position Specialists
165 Browning Trail, Barrie ON Tel/Fax (705) 726-3392
Web: www.sunposition.com Email: rba@sunposition.com

Calculated by:	RB	Project:	S19023	Drawing No.:
Drawn by:	RB	Scale:	1 : 4000	SS-5
Checked by:	RB	Date:	NOV 1/19	



DEC 21

PROPOSED SHADOW

3:30 PM

ALL TIMES IN EST

SCALE 1 : 4000

0 40 200 400

SUN / SHADOW STUDY

Proposed Mixed-Use Development

2107-2119 Old Lakeshore Road

Old Lakeshore (Burlington) Inc.

City of Burlington

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Calculated by:	RB	Project:	S19023	Drawing No.: SS-6
Drawn by:	RB	Scale:	1 : 4000	
Checked by:	RB	Date:	NOV 1/19	

Appendix F- Heritage Listings

Description of Property	
Street Address	2100 Old Lakeshore Road
Lot/Concession	Plan 92, Block U, Part Lots 6, 7
Common Name	The Stewart-Williamson-Peck House
Photo(s)	  
Date of Site Visit	November 27, 2014
Associated Photos (Provided by the City or Historic Photos)	 Caption: Alice Peck Gallery, 2100 Lakeshore Road, 1973 Source: Burlington Historical Society Digital Collections Accessed at: http://vitacollections.ca/burlingtonhistoricalsociety/51765/data?n=10

	Provided by the City:    

Evaluator(s)	
Category	Heritage Consultant
Name(s)	Kayla Jonas Galvin, B.E.S – Heritage Operations Manager, Archaeological Research Associates Ltd.
Reviewed City/LACAC Documents?	Yes

Ontario Regulation 9/06 Criteria

Evaluation of Property			
Criteria	**Description**	✓	**Value Statement(s)**
A. Design or Physical Value	1. Is a rare, unique, representative or early example of a style, type, expression, material or construction method.	✓	Good example of a two storey vernacular frame farmhouse.
	2. Displays a high degree of craftsmanship or artistic value.		
	3. Displays a high degree of technical or scientific achievement.		
B. Historical or Associative Value	1. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	✓	Associated with Emily Williamson, one of Canada's first women lawyers. Associated with The Treasury of Canadian Handicrafts and the Alice Peak Gallery which was the location of Robert Bateman's (one of Canada's notable naturalist painters) first one-man show.
	2. Yields or has the potential to yield information that contributes to the understanding of a community or culture.		
	3. Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community.		
C. Contextual Value	1. Is important in defining, maintaining or supporting the character of an area.	✓	Contributes to the historic character of Old Lakeshore Road.
	2. Is physically, functionally, visually or historically linked to its surroundings.		
	3. Is a landmark.	✓	The building's early architecture makes it a landmark on Old Lakeshore Road.

Heritage Burlington Criteria

Design or Physical Value

Style and Design	
Comments/Description	• Originally a two storey vernacular frame farmhouse • House was bricked over in late 19th century • Low-pitched end-gable roof has decorative bargeboard • Rear portion of the building features segmental arches and

	• Front door has a rectangular transom and sidelights
Rating Category	• Good – 6
Rating Number	6/10

Age	
Comments/Description	• 1847
Rating Category	• 1850s or earlier – 10
Rating Number	10/10

Integrity	
Comments/Description	• Gallery addition on the west side ▪ Slightly lower than the original structure, clad with board and batten • One-storey addition at the east side has multi-paned bow window • Replacement windows
Rating Category	• Significant changes to heritage attributes but character retained – 6
Rating Number	6/10

Historical or Associate Value

Person, Organization or Event	
Comments/Description	• Built in 1847 for John Stewart, Farmer ▪ Stewart bought the land in 1847 from Andrew Gage, took out a mortgage to build the house • Purchased in 1931 by Emily Williamson, one of Canada's first women lawyers • Purchased in 1959 by Mabel Ethel Peck (Alice Peck Slaven) ▪ According to Turcotte, *The Growing Years* pp. 163-167: Alice Peck Slavin and the Alice Peck Gallery. The Treasury of Canadian Handicrafts opened the front two rooms in 1960 ▪ The art gallery addition was built in 1961 ▪ This was the location of Robert Bateman's (one of Canada's notable naturalist painters) first one-man show in 1967 ▪ The upstairs gallery was added in 1978 ▪ Gallery closed in 1987 • The building now houses a hair salon
Rating Category	• Person, event or organization of primary importance intimately connected with the property – 10
Rating Number	10/10

Architect/Builder	
Comments/Description	• Unknown
Rating Category	• Architect or builder is unknown – 0
Rating Number	0/10

Theme	
Comments/Description	• Associated with the history of law in Canada • Associated with the artistic career of Robert Bateman, of Canada's most notable naturalist painters
Rating Category	• Patterns of primary importance intimately connected with the property – 10
Rating Number	10/10

Contextual Value

Location	
Comments/Description	• Has not been moved
Rating Category	• Has not been moved (or maintains original extent) – 10
Rating Number	10/10

Setting	
Comments/Description	• View onto the lake • Located close to the road
Rating Category	• Of particular importance in establishing the dominant character of the area – 10
Rating Number	10/10

Landmark	
Comments/Description	• Contributes to the historic character of Old Lakeshore Road • Its early architecture makes it a landmark on Old Lakeshore Road
Rating Category	• A conspicuous and familiar building, structure or landscape in the context of the neighbourhood – 6
Rating Number	6/10

Future Considerations

Compatibility	

Comments/Description	• Zone Code: DL-C
	• Permitted uses:
	  ▪ Convenience/Specialty food store
	  ▪ Other Retail Store
	  ▪ Standard Restaurant
	  ▪ Fast Food Restaurant
	  ▪ Convenience Restaurant
	  ▪ Terrace Patio
	  ▪ Veterinary Services
	  ▪ Other Service Commercial Uses
	  ▪ Community Institution
	  ▪ All Offices Use
	  ▪ Hotel
	  ▪ Convention/Conference Centre
	  ▪ Banquet Centre

	▪ Caterer ▪ Recreation Establishment ▪ Entertainment Establishment ▪ Night Club ▪ Dwelling units in a commercial/office building ▪ Apartment Building ▪ Retirement Home
Rating Category	• Present use is compatible with current land use and zoning – 5
Rating Number	5/5

Usability/Future Potential	
Comments/Description	• Has been adapted for office and commercial uses • Could be adapted for residential use, or other office and commercial uses
Rating Category	• Building, structure or landscape can be adapted to future uses with little changes to its heritage attributes – 5
Rating Number	5/5

Next Steps

Conclusions	
Total Ranking Number	68/100
Recommendation	• Property should remain on the Municipal Heritage Register
Discrepancies Identified	
Further Research Required for Register	
Sources Consulted	LACAC. “2100 Old Lakeshore Road”

Property Information

Description of Property	
Street Address	2101 Old Lakeshore Road
Lot/Concession	Plan 92, Block Q, Part Lots 9, 10
Common Name	The Chrysler Carriage Shop
Photo(s)	  
Date of Site Visit	November 21, 2014
Associated Photos (Provided by the City or Historic Photos)	Provided by the City:  

Evaluator(s)	
Category	Heritage Consultant
Name(s)	Kayla Jonas Galvin, B.E.S – Heritage Operations Manager, Archaeological Research Associates Ltd.
Reviewed City/LACAC Documents?	Yes

Ontario Regulation 9/06 Criteria

Evaluation of Property			
Criteria	**Description**	✓	**Value Statement(s)**
A. Design or Physical Value	1. Is a rare, unique, representative or early example of a style, type, expression, material or construction method.	✓	Good example of an early vernacular commercial building.
	2. Displays a high degree of craftsmanship or artistic value.		
	3. Displays a high degree of technical or scientific achievement.		
B. Historical or Associative Value	1. Has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	✓	Associated with the Chrysler Carriage Shop.
	2. Yields or has the potential to yield information that contributes to the understanding of a community or culture.		
	3. Demonstrates or reflects the work or ideas of an architect, builder, artist, designer or theorist who is significant to a community.		
C. Contextual Value	1. Is important in defining, maintaining or supporting the character of an area.	✓	Contributes to the historic character of Old Lakeshore Road.
	2. Is physically, functionally, visually or historically linked to its surroundings.		
	3. Is a landmark.	✓	The building's early architecture makes it a landmark on Old Lakeshore Road.

Heritage Burlington Criteria

Design or Physical Value

Style and Design	
Comments/Description	• Good example of an early vernacular commercial building • Two-and-a-half storey brick structure with a high pitched end gabled roof, originally had chimneys

Rating Category	• Good – 6
Rating Number	6/10

Age	
Comments/Description	• 1859
Rating Category	• 1850s or earlier – 10
Rating Number	10/10

Integrity	
Comments/Description	• Replacement shutters, headboards over the windows and new awnings • Pattern of doors and windows on the front façade is greatly altered from the original • The bricking in of the windows is highly visible • One storey rear addition clad in board and batten with cedar roofing shingles • Two storey rear addition
Rating Category	• Extensive changes to heritage attributes but character retained – 4
Rating Number	4/10

Historical or Associate Value

Person, Organization or Event	
Comments/Description	• Built in 1859 as a carriage shop owned by John Chrysler and later Mark Cummins
Rating Category	• Person, event or organization of primary importance intimately connected with the property – 10
Rating Number	10/10

Architect/Builder	
Comments/Description	• Unknown
Rating Category	• Architect or builder is unknown – 0
Rating Number	0/10

Theme	
Comments/Description	• Associated with early commercial business in Burlington
Rating Category	• Patterns of primary importance intimately connected with the property – 10
Rating Number	10/10

Contextual Value

Location	
Comments/Description	• Has not been moved
Rating Category	• Has not been moved (or maintains original extent) – 10
Rating Number	10/10

Setting	
Comments/Description	• Located close to the road
Rating Category	• Of particular importance in establishing the dominant character of the area – 10
Rating Number	10/10

Landmark	
Comments/Description	• Contributes to the historic character of Old Lakeshore Road • Its early architecture makes it a landmark on Old Lakeshore Road
Rating Category	• A conspicuous and familiar building, structure or landscape in the context of the neighbourhood – 6
Rating Number	6/10

Future Considerations

Compatibility	
Comments/Description	• Zone Code: DL-B • Permitted uses: ▪ Convenience/Specialty food store ▪ Other Retail Store ▪ Standard Restaurant ▪ Fast Food Restaurant ▪ Convenience Restaurant ▪ Terrace Patio ▪ Veterinary Services ▪ Other Service Commercial Uses ▪ Community Institution ▪ All Offices Use ▪ Hotel ▪ Convention/Conference Centre ▪ Banquet Centre ▪ Caterer ▪ Recreation Establishment ▪ Entertainment Establishment ▪ Night Club ▪ Dwelling units in a commercial/office building ▪ Apartment Building ▪ Retirement Home
Rating Category	• Present use is compatible with current land use and zoning – 5
Rating Number	5/5

Usability/Future Potential	
Comments/Description	• Has been adapted for use as a restaurant • Could be adapted for residential use, or other commercial uses
Rating Category	• Building, structure or landscape can be adapted to future

	uses with little changes to its heritage attributes – 5
Rating Number	5/5

Next Steps

Conclusions	
Total Ranking Number	76/100
Recommendation	• Property should remain on the Municipal Heritage Register
Discrepancies Identified	
Further Research Required for Register	
Sources Consulted	LACAC. “2101 Lakeshore Road”

Appendix G- Curricula Vitae

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

CURRICULUM**VITAE**

Dan Currie, BA, BES, MA, MCIP, RPP, CAHP

Dan Currie, a Partner with MHBC, joined MHBC Planning in 2009, after having worked in various positions in the public sector since 1997 including the Director of Policy Planning for the City of Cambridge and Senior Policy Planner for the City of Waterloo.

Dan provides a variety of planning services for public and private sector clients including a wide range of policy and development work. Dan has experience in a number of areas including strategic planning, growth plan policy, secondary plans, watershed plans, housing studies and downtown revitalization plans. Dan specializes in long range planning and has experience in growth plans, settlement area expansions and urban growth studies.

Dan holds a Masters degree in Planning from the University of Waterloo, a Bachelors degree (Honours) in Planning from the University of Waterloo and a Bachelor of Arts degree from the University of Saskatchewan. He is a registered Professional Planner and a Member of the Canadian Institute of Planners and a Professional Member of the Canadian Association of Heritage Professionals.

EDUCATION

2006
Masters of Arts (Planning)
University of Waterloo

1998
Bachelor of Environmental Studies
University of Waterloo

1998
Bachelor of Arts (Art History)
University of Saskatchewan

PROFESSIONAL ASSOCIATIONS

Full Member, Canadian Institute of Planners
Full Member, Ontario Professional Planners Institute
Professional Member, Canadian Association of Heritage Professionals
Past Board Member, Town and Gown Association of Ontario

PROFESSIONAL HISTORY

2013 – Present	Partner, MacNaughton Hermsen Britton Clarkson Planning Limited
2009 – 2013	Associate MacNaughton Hermsen Britton Clarkson Planning Limited
2007 - 2009	Director, Policy Planning, City of Cambridge
2000 - 2007	Senior Planner, City of Waterloo

CONTACT

540 Bingemans Centre Drive,
Suite 200
Kitchener, ON N2B 3X9
T 519 576 3650 x 744
F 519 576 0121
dcurrie@mhbcplan.com
www.mhbcplan.com

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

CURRICULUM**VITAE**

Dan Currie, BA, BES, MA, MCIP, RPP, CAHP

1999 - 2000 Planner, City of Waterloo

1997 - 1998 Research Planner, City of Kitchener

SELECTED PROJECT EXPERIENCE

MASTER PLANS, GROWTH MANAGEMENT STRATEGIES AND POLICY STUDIES

Township of West Lincoln, Smithville Northwest Quadrant Secondary Plan
Township of Tiny Growth Management Strategy and Urban Expansion Analysis
Niagara-on-the-Lake Mary Street Streetscape Study
Richmond Hill, Bond Crescent Intensification Strategy
City of Cambridge Climate Change Adaptation Policy
Ministry of Infrastructure Pilot Test of Growth Plan Indicators Study
Cambridge West Master Environmental Servicing Plan
Township of Tiny Residential Land Use Study
Township of West Lincoln Settlement Area Expansion Analysis
Port Severn Settlement Area Boundary Review
City of Cambridge Green Building Policy
Township of West Lincoln Intensification Study & Employment Land Strategy
Ministry of the Environment Review of the D-Series Land Use Guidelines
Meadowlands Conservation Area Management Plan
City of Cambridge Trails Master Plan
City of Kawartha Lakes Growth Management Strategy
City of Cambridge Growth Management Strategy
Cambridge GO Train Feasibility Study
City of Waterloo Height and Density Policy
City of Waterloo Student Accommodation Study
Uptown Waterloo Residential Market Study
City of Waterloo Land Supply Study
City of Kitchener Inner City Housing Study

CONTACT

540 Bingemans Centre Drive,
Suite 200
Kitchener, ON N2B 3X9
T 519 576 3650 x 744
F 519 576 0121
dcurrie@mhbcplan.com
www.mhbcplan.com

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

CURRICULUM**VITAE**

Dan Currie, BA, BES, MA, MCIP, RPP, CAHP

HERITAGE PLANNING

Town of Cobourg Heritage Master Plan
Municipality of Chatham-Kent Rondeau Heritage Conservation District Plan
City of Markham Victoria Square Heritage Conservation District Study
City of Kingston Barriefield Heritage Conservation District Plan
Burlington Heights Heritage Lands Management Plan
Township of Muskoka Lakes, Bala Heritage Conservation District Study and Plan
Municipality of Meaford, Downtown Meaford Heritage Conservation District Plan
City of Guelph Brooklyn and College Hill Heritage Conservation District Plan
Niagara Peninsula Conservation Authority St John's Master Plan
City of Toronto Garden District Heritage Conservation District Study and Plan
City of London Western Counties Cultural Heritage Plan
City of Cambridge Heritage Master Plan
City of Waterloo Mary-Allen Neighbourhood Heritage District Study
City of Waterloo Rummelhardt School Heritage Designation
Other heritage consulting services including:

- Heritage Impact Assessments
- Requests for Designations
- Alterations or new developments within Heritage Conservation Districts

DEVELOPMENT PLANNING

Provide consulting services and prepare planning applications for private sector clients for:

- Draft plans of subdivision
- Consent
- Official Plan Amendment
- Zoning By-law Amendment
- Minor Variance
- Site Plan

CONTACT

540 Bingemans Centre Drive,
Suite 200
Kitchener, ON N2B 3X9
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F 519 576 0121
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www.mhbcplan.com

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CURRICULUM**VITAE**

Rachel Redshaw, MA, H.E. Dipl.

Rachel Redshaw, a Heritage Planer with MHBC, joined the firm in 2018. Ms. Redshaw has a Bachelor of Arts in Anthropology and Celtic Studies and a Master of Arts in World Heritage and Cultural Projects for Development. Ms. Redshaw completed her Master's in Turin, Italy; the Master's program was established by UNESCO in conjunction with the University of Turin and the International Training Centre of the ILO.

Ms. Redshaw provides a variety of heritage planning services for public and private sector clients. Ms. Redshaw has worked for years completing cultural heritage planning in a municipal setting. She has worked in municipal building and planning departments and also completed contract work for the private sector to gain a diverse knowledge of building and planning in respect to how they apply to cultural heritage.

EDUCATION

2011
Higher Education Diploma
Cultural Development/ Gaelic Studies
University of the Highlands and Islands

2012
Bachelor of Arts
Joint Advanced Major in Celtic Studies and Anthropology
Saint Francis Xavier University

2014
Master of Arts
World Heritage and Cultural Projects for Development
UNESCO, University of Turin, The International Training Centre of the ILO

PROFESSIONAL ASSOCIATIONS

Candidate, Canadian Association of Heritage Professionals (CAHP)

PROFESSIONAL HISTORY

2018 - Present	Heritage Planner, MacNaughton Hermsen Britton Clarkson Planning Limited
2018	Building Permit Coordinator, (Contract) Township of Wellesley
2018	Building Permit Coordinator (Contract) RSM Building Consultants
2017	Deputy Clerk, Township of North Dumfries
2015-2016	Building/ Planning Clerk Township of North Dumfries
2009-2014	Historical Researcher Township of North Dumfries

CONTACT

540 Bingemans Centre Drive,
Suite 200
Kitchener, ON N2B 3X9
T 519 576 3650 x728
F 519 576 0121
rredshaw@mhbcplan.com
www.mhbcplan.com

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CURRICULUM**VITAE**

Rachel Redshaw, MA, H.E. Dipl.

PROFESSIONAL/COMMUNITY ASSOCIATIONS

2018 - Present	Member, Architectural Conservancy of Ontario- Cambridge
2018-Present	Member of Publications Committee, Waterloo Historical Society
2016 - Present	Secretary, Toronto Gaelic Society
2012 - Present	Member (Former Co-Chair & Co-Founder), North Dumfries Historical Preservation Society
2011 - 2014	Member, North Dumfries Municipal Heritage Committee

AWARDS / PUBLICATIONS / RECOGNITION

2008-2012	Historical Columnist for the Ayr News
2012	Waterloo Historical Society, "Harvesting Bees in Waterloo Region"
2014	The Rise of the City: Social Business Incubation in the City of Hamilton, (MA Dissertation)
2012	Nach eil ann tuilleadh: An Nòs Ùr aig nan Gàidheal (BA Thesis) Thesis written in Scottish Gaelic evaluating disappearing Gaelic rites of passage in Nova Scotia.

PROFESSIONAL DEVELOPMENT COURSES

2018	Building Officials and the Law (OBOA Course)
2010	Irish Archaeological Field School Certificate

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200-540 BINGEMANS CENTRE DRIVE KITCHENER / ONTARIO /N2B3X9 / T:519.576.3650 / F: 519-576-0121 / WWW.MHBCPLAN.COM