



**Planning and Development Committee - Public Meeting
Agenda**

Date: April 9, 2019
Time: 6:30 p.m.
Location: Council Chambers Level 2, City Hall

Pages

1. Declarations of Interest:

2. Statutory Public Meetings:

Statutory public meetings are held to present planning applications in a public forum as required by the Planning Act.

2.1 Information report for proposed official plan and zoning by-law amendments for 5353 Lakeshore Road (PB-09-19)

1 - 75

3. Delegation(s):

In order to speak at a Planning and Development Committee - Public meeting, individuals must register no later than noon on the day before the meeting. To register, complete the online application at www.burlington.ca/delegations, email cityclerks@burlington.ca or phone 905-335-7600, ext. 7481.

4. Consent Items:

Reports of a routine nature, which are not expected to require discussion and/or debate. Staff may not be in attendance to respond to queries on items contained in the Consent Agenda.

5. Regular Items:

6. Confidential Items:

Confidential reports may require a closed meeting in accordance with the Municipal Act, 2001. Meeting attendees may be required to leave during the discussion.

7. Procedural Motions:

8. Information Items:

9. **Staff Remarks:**

10. **Committee Remarks:**

11. **Adjournment:**



SUBJECT: Information report regarding proposed official plan and zoning by-law amendments for 5353 Lakeshore Road

TO: Planning and Development Committee - Public

FROM: Department of City Building - Planning Building and Culture

Report Number: PB-09-19

Wards Affected: 5

File Numbers: 505-03/18, 520-03/18

Date to Committee: April 9, 2019

Date to Council: April 23, 2019

Recommendation:

Receive and file department of city building report PB-09-19 regarding proposed official plan and zoning by-law amendments for 5353 Lakeshore Road.

Purpose:

The purpose of this report is to provide background information for the statutory public meeting required under the Planning Act for Official Plan and Zoning By-law amendment applications.

The report provides an overview of the proposed applications, an outline of the applicable policies and regulations and a summary of technical and public comments received to date.

The report relates to the following objectives of the City of Burlington Strategic Plan:

A City that Grows

- Intensification
- Focused Population Growth

A City that Moves

- Increased Transportation Flows and Connectivity

A Healthy and Greener City

- Healthy Lifestyles

An Engaging City

- Good Governance
-

REPORT FACT SHEET

RECOMMENDATIONS:		<i>None. For information only</i>	Ward No.:	5
Application Details	APPLICANT: OWNER: FILE NUMBERS: TYPE OF APPLICATION: PROPOSED USE:	<i>United Burlington Retail Portfolio Inc.</i> <i>United Burlington Retail Portfolio Inc.</i> 505-03/18, 520-03/18 <i>Official Plan and Zoning Bylaw Amendment</i> <i>Mixed Use Community comprised of 900 residential, 2700 m² of office space and 11,955 m² of service commercial and retail uses</i>		
Property Details	PROPERTY LOCATION: MUNICIPAL ADDRESSES: PROPERTY AREA: EXISTING USE:	<i>North side of Lakeshore Road between Hampton Heath Road and Kenwood Avenue</i> <i>5353 Lakeshore Road</i> <i>3.84 hectares</i> <i>Commercial Retail Plaza</i>		
Documents	OFFICIAL PLAN Existing: OFFICIAL PLAN Adopted: OFFICIAL PLAN Proposed: ZONING Existing: ZONING Proposed:	<i>Neighbourhood Commercial</i> <i>Neighbourhood Centre</i> <i>Neighbourhood Commercial with exception to permit the development</i> <i>'CN1-63' Neighbourhood Commercial</i> <i>Site Specific 'CC1-xx' Community Commercial with exceptions to permit stand alone residential buildings, mixed use buildings up to 18 storeys and reduced standards</i>		
Processing Details	APPLICATION SUBMISSION STATUTORY DEADLINE NEIGHBOURHOOD MEETING: PUBLIC COMMENTS:	<i>June 6, 2018</i> <i>December 3, 2018</i> <i>Public Open Houses were held on:</i> <i>July 18th, 2018 and August 8th, 2018</i> <i>Staff has received multiple emails and letters.</i> <i>Note: Some constituents sent multiple letters</i>		

Background and Discussion:

The purpose of this report is to provide an overview of the proposed applications, an outline of the applicable policies and regulations, and a summary of the technical and public comments received to date. This report is intended as background information for the statutory public meeting. As such, no recommendations on the applications are being made at this time.

Site Description

The lands subject to the applications are located along the north side of Lakeshore Road between Hampton Heath Road and Kenwood Avenue, known municipally as 5353 Lakeshore Road. The subject lands comprise a total area of approximately 3.84 hectares (9.5 acres) with 193 metres of frontage along Lakeshore Road, 152 metres of frontage along Kenwood Avenue and 114 metres of frontage along Hampton Heath Road. Currently, the property contains a one storey commercial retail plaza and surface parking, known as Lakeside Plaza.

The property is surrounded by the following land uses:

- Skyway Arena and Park and low density residential uses are located to the north;
- High density residential uses to the south with apartment buildings ranging between 2-10 storeys with a 19 storey building located further west and Burloak Park further east;
- Neighbourhood commercial uses to the west comprised of a retail plaza and gas station at the corner of Lakeshore Road and Kenwood Avenue and medium-density residential uses (ie. townhouse

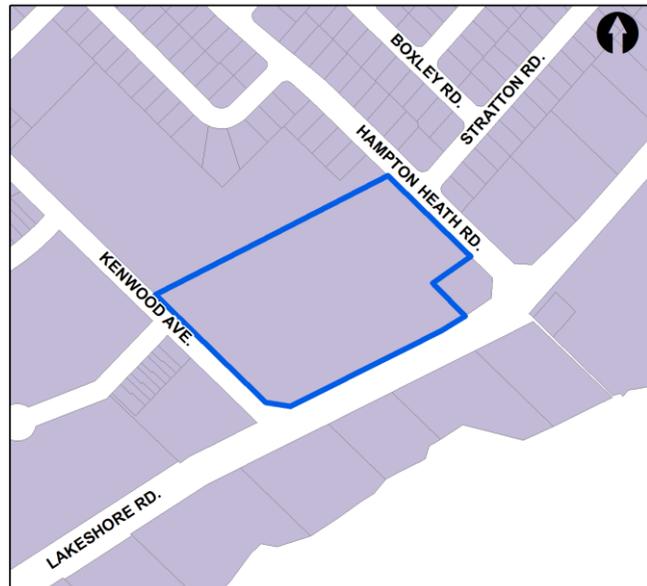


Figure 1: Location Map



Figure 2: Air Photo (2017) showing Subject Lands

units) north of the neighbourhood commercial;

- Neighbourhood commercial and medium and low density residential uses to the east comprised of Scotiabank in the northwest corner of the intersection of Lakeshore Road and Hampton Heath Road, a retirement home and single detached units.

The site is accessed via one driveway on Kenwood Avenue, one driveway from Lakeshore Road and two driveways from Hampton Heath Road.

Description of Applications

On June 6, 2018, the Planning department acknowledged that complete applications had been received for an Official Plan and Zoning By-law amendment for 5353 Lakeside Plaza in order to allow for the proposed development.

The original applications proposed a mixed use development including 900 residential units and 14,655 m² of office and commercial space within a mix of mid-rise and high-rise buildings ranging from 4 storeys to 18 storeys in height. Vehicular access was proposed from Lakeshore Road, Hampton Heath Road and Kenwood Avenue as illustrated in Appendix II – Detail Sketch.

A total of 1350 parking spaces are being proposed for the overall development with 1150 provided within underground parking structures and 200 surface parking spaces.

On July 18, 2018 and August 8, 2018, public open houses were held at Lakeside Plaza to provide an initial opportunity for the public to review the proposed applications, ask questions of consultants and City staff and provide feedback on the applications as proposed.

Technical Reports

The following technical reports and materials were submitted in support of the applications:

- [Conceptual Site Plan](#), prepared by Cynthia Zahoruk Architects, dated April 8, 2017;
- [Arborist Report](#), prepared by MHBC, dated January 3, 2018;
- Site Data, prepared by Cynthia Zahoruk Architects, dated April 19, 2018;
- [Landscape and Waste Management Plan](#), prepared by Cynthia Zahoruk Architects, dated April 10, 2018;
- [Tree Inventory](#), prepared by MHBC, dated January 3, 2018;
- [Planning Justification Report](#), prepared by prepared by MHBC, dated April, 2018;
- [Urban Design Brief](#), prepared by MHBC, dated April, 2018;
- [Building Height Survey](#), prepared by Cynthia Zahoruk Architects, dated April 10, 2018;
- [Shadow Study](#), prepared by Cynthia Zahoruk Architects, dated April 18, 2018;

- [Noise Study](#), prepared by HGC Engineering, dated April 18, 2018;
- [Environmental Site Screening Questionnaire](#);
- [Phase I Environmental Site Assessment](#), prepared by Terraprobe, dated February 28, 2017;
- [Parking Justification Study](#), prepared by Crozier & Associates, dated April, 2018;
- [Functional Servicing and Stormwater Management Report](#), prepared by Crozier & Associates, dated April 2018;
- [Pedestrian Wind Assessment](#), prepared by Novus Environmental, dated April 13, 2018;
- [Grading Plan](#), prepared by Crozier & Associates, dated April 20, 2018;
- [Phasing Plan](#), prepared by Cynthia Zahoruk Architects, dated April 8, 2017;
- [Pre-Development Drainage Plan](#), prepared by Crozier & Associates, dated April 20, 2018;
- [Post-Development Drainage Plan](#), prepared by Crozier & Associates, dated April 20, 2018;
- [Traffic Impact Study](#), prepared by Crozier & Associates, dated April, 2018;
- [Geotechnical Investigation Report](#), prepared by Terraprobe, dated March 23, 2015
- [Servicing Plan](#), prepared by Crozier & Associates, dated April 20, 2018.

The applications along with these materials have been circulated to various departments and agencies for technical review. The applications remain under technical review with revisions requested by various agencies (comments included below in the Technical Review section). The technical reports can also be accessed and reviewed on the City's website at www.burlington.ca/lakesideplaza.

Discussion:

POLICY FRAMEWORK

The proposed Official Plan and Zoning By-law amendment applications are subject to the following policy framework: the Planning Act, Provincial Policy Statement (PPS), 2014; Places to Grow, Growth Plan for the Greater Golden Horseshoe, 2017; Halton Region Official Plan; City of Burlington Official Plan, and the City of Burlington Zoning By-law 2020. The proposed applications are also reviewed for alignment with the Grow Bold: Burlington Official Plan which was adopted in April 2018.

A discussion of conformity with provincial, regional and city documents will be addressed in the subsequent recommendation report.

Planning Act

When dealing with their responsibilities under the *Planning Act*, Municipalities shall have regard to a wide range of matters of provincial interest with respect to matters such as protection of the environmental features and agriculture, efficient use of infrastructure and services, adequate provision of housing, employment and facilities, sustainable and transit supportive development and accessibility for all persons.

Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement provides broad policy direction on matters of provincial interest related to land use planning and development that support the building of viable, healthy and strong communities. The PPS focuses growth and development within established settlement areas and promotes efficient development and land use patterns which sustain financial well-being of municipalities over the long term. The PPS policies provide for an appropriate mix and range of housing and employment to meet the needs of current and future residents through opportunities for intensification and redevelopment.

The PPS supports improved land use planning and management based on policies that contribute to the efficient use of land and infrastructure, protection of natural and built resources, creation of healthy, active and transit supportive communities, protection of public health and safety and increased accessibility for all members of the community. It is noted that all decisions affecting planning matters “shall be consistent with” the PPS.

Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe provides a growth management policy direction and framework for implementing the Province’s vision for building stronger, prosperous complete communities by better managing growth within existing urban areas.

The Growth Plan encourages transit supportive densities and a healthy mix of housing, employment growth and access to services in order to achieve compact, vibrant and complete communities. This type of development optimizes investments in infrastructure and public service facilities and accommodates people at all stages of life and includes a mix and range of housing and jobs as well as easy access to stores and services to meet the daily needs of residents.

The Growth Plan contains population and employment forecasts to plan for and manage growth to the horizon of the Growth Plan and requires Municipalities to develop and implement through their official plan policies and strategies for achieving allocated intensification.

Halton Region Official Plan

The Region's Official Plan (ROP) provides goals, objectives and policies to direct physical development and change in Halton Region. The ROP provides population and intensification targets for all of the local municipalities including the City of Burlington.

The subject property is designated "Urban Area" in the Halton Region Official Plan (ROP). Within the Urban Area, the ROP policies support the achievement of densities higher than surrounding areas and mixed uses that support active transportation and ensure the viability of existing and planned transit for everyday activities promoting the development of vibrant and healthy communities. The Urban Area is also where urban services (municipal water and/or wastewater systems) are or will be provided to accommodate existing and future development. The ROP states that permitted uses shall be in accordance with local Official Plans and Zoning By-laws and subject to other relevant policies of the Regional Official Plan.

City of Burlington Official Plan

The subject lands are located within the urban boundary and are designated as Neighbourhood Commercial on Schedule B of the City's Official Plan. The plan directs population growth towards mixed use centres, mixed use corridors and underutilized or vacant parcels in existing communities. The OP promotes a broader mix of compact housing to meet the needs of the changing population with respect to type, size, cost and ownership. Development is to be served by various modes of transportation and located in closer proximity to jobs, shopping and leisure areas.

The neighbourhood commercial policies provide for small and large scale neighbourhood commercial areas that are intended to provide a limited range of retail and service commercial uses and community facilities that serve the daily and weekly needs of the immediate neighbourhood and surrounding residential community. Large scale neighbourhood commercial areas are up to 5 ha in site area with a maximum building area of 12,500 m². Residential uses are permitted on the second and/or third storey of retail/commercial buildings.

The following criteria shall be considered in evaluating applications for expanded neighbourhood commercial sites;

- Demonstrated need for the development in terms of existing and future market conditions;
- Impacts of the proposal on adjacent residential *development* are acceptable with respect to noise, dust, vibration, lighting, odours, security, sun-shadowing, removal of vegetation and privacy, or the proposed

development has the capability to mitigate any impacts to acceptable levels;

- the proposal is *compatible* to the surrounding neighbourhood in terms of height, *massing*, setbacks, and landscape and buffer areas;
- large-scale neighbourhood commercial uses are located at the intersection of minor arterial, multi-purpose arterial or major arterial roads;
- the effects of the proposal on the capacity of the transportation system and existing traffic levels are acceptable;
- on-site parking is adequate to accommodate the level of development proposed and parking areas, loading areas and services areas shall be located to avoid conflict between pedestrian and vehicular traffic, away from adjacent uses and adequately screened and landscaped;
- the site plan promotes safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses, to and from transit stops;
- major entrances to the commercial centre building *shall* be located adjacent to the principal public transit stops or a covered walkway *shall* be provided between the major entrances to the shopping centre building and the principal transit stops;
- the number and location of vehicular access points *shall* be limited to minimize disruption to traffic flows and to minimize the impact on local streets; and
- the site plan promotes public safety.

Adopted City of Burlington Official Plan, April 2018

The proposed New Official Plan was adopted by Council on April 27, 2018 and has been developed to reflect the opportunities and challenges facing the City as it continues to evolve. Halton Region has identified areas of non-conformity, and as such, the adopted Official Plan will be subject to additional review and revision prior to its approval. Further, City Council has directed a new staff review and public engagement process to consider potential modifications, including a review of height and density provisions.

City of Burlington Zoning By-law 2020

The subject lands are zoned Neighbourhood Commercial “CN1-63” as shown in Appendix 1 to this report.

The applicant is proposing to change the Neighbourhood Commercial zoning to Community Commercial “CC1-xxx” to allow street townhouse dwelling units (as part of a

residential apartment building, an increase in building height, reduced on-site parking and site specific modifications described below in Table 1.

Table 1 summarizes the zoning regulations for the development.

Table 1 – Existing and Proposed Zoning

Regulation	CN1	Proposed CC1	Exception Needed
Lot Width	45m	113.7 m	No
Lot Area	1 ha	3.84 ha	No
Front Yard	6 m	11.7 m	No
Rear Yard	6 m	6 m	No
Side Yard	No minimum	10.5m	No
Street Side	6 m	6 m	No
Regulation	CN1	Proposed CC1	Exception Needed
Yard abutting a residential zone	12 m	12 m	No
Yard abutting a PC or P zone	6 m	10.5 m	No
Yard abutting a Pipeline Easement	7 m	25-30 m +-	No
Maximum Floor Area for non-residential uses	3600 m ² /use excluding supermarket/grocery store	TBD	No
Amenity Area	20m ² / unit	14m ² /unit	Yes
Maximum height	3 storeys up to 12 m	18 storeys	Yes
Landscape Area abutting a Street	3 m	1 m	Yes along Hampton Heath
Landscape Area abutting a Residential Zone	6 m	1 m	Yes along rear of Supermarket

Parking, Residential	1.25 space/ one-bedroom unit 1.50 space/ two-bedroom unit 1.75 space/ three- or more bedroom unit Plus 0.35 visitor spaces per unit	1350 includes commercial spaces	Yes
Parking – Retail Centre	5.25 spaces per 100m ² GFA	Included in the above noted 1350	Yes

Technical Review

On June 19, 2018, staff circulated a request for comments to internal and external agencies, including Halton Region and Conservation Halton. Formal comments on the applications have now been received. Agency comments will be addressed in the subsequent recommendation report.

Burlington Economic Development Corporation (BEDC):

BEDC supports the employment generating activities proposed in the application.

Halton District School Board (HDSB)

HDSB has no objection to the proposed applications, as submitted, and identifies that students from the proposed development are currently within the Mohawk Gardens Public School, Frontenac Public School and Pineland Public School and Nelson High School catchments. According to the Board’s projections, students generated from this development are expected to be accommodated within the respective elementary schools. Nelson High School is projected to be above building capacity and students are expected to be accommodated with the addition of portables.

Halton Catholic District School Board (HCDSB)

HCDSB has no objection to the proposed applications, as submitted, and identifies that if the development was to proceed today students from the proposed development would be accommodated at St. Patrick Catholic Elementary School located at 200 Kenwood Avenue and Assumption Catholic Secondary School located at 3230 Woodward Avenue.

Parks and Open Space – Capital Works Department

Capital Works will require the land north of Access lane “A” be conveyed to the City as a component of Parkland Dedication considering the vehicular circulation to and from Skyway Arena.

Capital Works will also require park dedication of approximately 0.5 ha or greater to establish a parkette to provide meaningful public space for passive recreational uses which ideally would be located adjacent a public street. Parks and Open Space staff requires an updated plan addressing comments, prior to providing a recommendation to planning staff.

The balance of the park dedication requirement would be taken as cash-in-lieu of park dedication that will be based on final unit counts.

Site Engineering – Capital Works Department

Site Engineering staff reviewed the submitted documents and require additional information and revisions to the submitted documents addressing their comments, including submission of a Phase 2 Environmental Site Assessment, updates to the Noise Feasibility Study, updates to the stormwater management report, civil and architectural plans. This information is required in order to provide a recommendation to planning staff.

Urban Forestry – Capital Works Department

Urban forestry staff has no objection to the proposed applications at this time, subject to submission of revised plans for review and approval. The required submissions include an updated Tree Inventory, Protection and Removals Plan and Arborist Report and a more fully developed Landscape Concept Plan that addresses the intended uses of the amenity areas, pedestrian connections and crossings to ensure that the safety and function of the pedestrian realm and amenity spaces are considered in the overall site design.

Transportation Department

Transportation Planning reviewed the Transportation Impact Study and Parking Justification Study and require the provision of additional parking spaces in accordance with the rates identified in the Burlington-City Wide Parking Standards Review, improved Transportation Demand Management measures, provision of a required full traffic signal at Lakeshore Road and Hampton Heath Road, submission of additional analysis and updates to the TIS to include additional left turn signal warrants and assessment of access performance on-site and off-site, additional turning moves counts and updates to plans to reflect additional comments provided. Transportation Planning will need to review the additional information prior to being satisfied with the analysis, conclusions and recommendations of the report.

Mobility Hub Team

The subject site is outside of the Mobility Hub boundaries, and as such, the Mobility Hub team do not have any comments.

Burlington Transit

Staff note that the site is located adjacent to two existing bus stops. However, the existing transit stop located on Hampton Heath Road is not identified on the current plans. Transit staff would like the plans updated to reflect the existing Hampton Heath bus stop and the relocation of the Lakeshore Road bus stop to a location that provides safe pedestrian access. Additionally, transit staff would like consideration of transit vehicles being able to cross the site, bidirectional between Hampton Heath Road and Kenwood Avenue.

Conservation Halton

There is no regulated land within the subject property and therefore Conservation Halton will not be providing comments.

Halton Region

Regional staff note that the subject lands form part of the Urban Area designation and are within the Built Boundary. The policies of Urban Area designation support a form of growth that is compact and supportive of transit, the development of vibrant and healthy mixed use communities which afford maximum choices for residence, work and leisure.

The subject lands are not located within a regionally mapped Intensification Area (i.e. *Urban Growth Centre* or *Major Transit Station Area*), where such a density is generally supported. The proposed development would result in a departure from the in force vision for growth that was not planned for in an integrated, coordinated, and comprehensive manner. Additional information and updates have also been identified that will require review and approval. As such, Regional Staff do not support the application at this time.

Financial Matters:

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

Public Engagement Matters:

Public Circulation

The application was subject to the standard circulation requirements. A public notice and request for comments were circulated in June 2018 to surrounding property owners

/ tenants. Notice signs were also posted on the property, which depicted the proposed development. All technical studies and supporting materials were posted on the City's website at www.burlington.ca/lakesideplaza .

Sustainable Development Committee (SDC)

Overall the SDC agrees that the site is currently underutilized and supports the proposed mixed use development based on the principles and objectives of Sustainable Development.

The SDC included a number of comments for consideration that would further enhance the proposed development. These included issues such as consideration of the inclusion of design elements that encourage the conservation of energy and reduction of GHG emissions; enhancing Transit Demand Management measures to encourage residents to use forms of transportation other than automobiles; provision of additional tree planting to achieve at least 30% tree canopy in 20 years; provision of additional ground oriented outdoor amenity space; enhancing stormwater management through such things as consideration of reuse of stormwater for landscape irrigation and use of green roofs, where appropriate; and incorporation of sustainable building practices and LEED level components. Additionally, consideration should be given for the provision of affordable and accessible housing.

The SDC comments are attached as Appendix E.

Burlington Urban Design Advisory Panel (BUD)

The applicant presented their proposal to BUD. BUD discussed the overall site design and in particular the pedestrian circulation routes, the interaction of the development with the streetscape, overall parking configuration, the inclusion of additional ground oriented amenity areas and the relationship to Skyway Park.

BUD commented that the development needs to prioritize pedestrian routes that are comfortable to walk along and provide connectivity and scale, such as the provision of sidewalks down both sides of internal streets. Overall, BUD felt the streetscape treatment along Lakeshore Road was appropriate; however, the site should incorporate design features to address the large number of cyclists along Lakeshore Road. A series of smaller parking areas was suggested instead of one large parking area and noted that the smaller parking areas should contemplate and incorporate pedestrian routes. BUD discussed need for the development to provide additional ground oriented amenity areas that will offer usable recreation space for those that live and visit the site. The development of these amenity areas should consider and accommodate all users, such as small children, seniors and pets. These amenity areas should also seamlessly connect to the site's overall pedestrian routes. BUD also provided a number of comments with respect to built form such as increasing separation distances, consideration of building placement and orientation noting that the site acts as a

gateway from the east and that design excellence will be paramount as architectural details of the buildings is further developed.

BUD stated that City staff should continue to work with the applicant to maximize the pedestrian amenity and views and the relationship between the park, the development and the proposed arena.

Once all agency and department comments are received, the applicant will provide an additional presentation to BUD outlining more detail and any changes made to the plans to address comments received.

Public Open House

Public Open Houses were held on July 18, 2018 and August 8, 2018 at Lakeside Plaza and was attended by approximately 74 members of the public on July 18, 2018 and approximately 70 members of the public on August 8, 2018, Ward Councillors, City staff, the applicant and various consultants that contributed to the applicant's submission were in attendance to discuss the proposed application, the planning process and listen to comments and concerns.

Comments included the following:

- Support the redevelopment of the plaza
 - Redevelopment is overdue
 - Makes better use of the property
 - Great job with massing and compatibility with surrounding uses
- Traffic & safety;
 - Concern with congestion and increase in traffic volumes on Lakeshore Road, Hampton Heath Road and Kenwood Avenue
 - Concern that neighbourhood streets could be used to avoid congestion on Lakeshore Road;
 - Concern for safety of children playing/crossing the street nearby and the safety of seniors crossing Lakeshore Road
 - Congestion during highway closures is terrible;
 - Already difficult to make left turn from buildings across street
- Inadequate parking spaces;
 - Parking provided is insufficient;
 - More parking needed
- Concern with the height, number of units / density;
 - Proposed development constitutes over-intensification;
 - Buildings heights are excessive;
 - Too dense; too many buildings
 - Concern about impact on schools; closure of Bateman; potential students from this development
 - Need for larger units to accommodate families
 - Proposed buildings too close to road; will create wind tunneling

- Concern with lack of park space;
 - Question as to where children will play?
 - Public square with fountains and public amenities
 - Need more meaningful pedestrian connections
- Concern with flooding and servicing
 - Area experienced major flood
 - Is it capable of handling increase in residents; how will they be addressed
- Concern with shadows from buildings
- Concern with increase pollution
- Need better transit to this area
- Construction/Phasing is too long
- Mix of rental versus ownership
 - Need affordable housing

Public Comments

As a result of the public consultation, several written comments were received from members of the public. Public comments can be found in Appendix D of this report. The comments received highlighted the following themes and areas of concern about the development and are summarized below:

- Support the redevelopment of the plaza
- Traffic & safety;
 - Traffic will be horrible
 - Congestion and increase in traffic volumes on Lakeshore Road, Hampton Heath Road and Kenwood Avenue and that neighbourhood streets could be used to avoid congestion on Lakeshore Road;
 - Safety of children playing/crossing the street nearby;
 - Safety of seniors crossing Lakeshore Road
 - Congestion during highway closures;
- Inadequate parking spaces;
 - Parking provided is insufficient;
- Height and Density;
 - Proposed development constitutes over-intensification;
 - Buildings heights are excessive;
 - Too dense; too many buildings
 - Impact on schools; closure of Bateman; potential students from this development
 - Need for larger units to accommodate families

- Proposed buildings too close to road; will create wind tunneling
- Lack of park space;
 - Question as to where children will play?
- Flooding and servicing
 - Area experienced major flood
 - How will servicing and flooding be addressed
- Shadows from buildings
- Construction/Phasing is too long

All questions and concerns raised by the public will inform staff's review of the application and will be addressed in a future report.

Next Steps:

Planning staff have met with the consulting team to discuss and review the comments received. Given the importance of this development to the community, Planning staff will continue to work with the applicant and their consulting team as they undertake the necessary work required to address technical comments received from agencies and comments received from the public. Planning staff anticipate that the results from this additional work will result in significant changes to the overall development; however, at this time it is not known what these changes may entail.

Conclusion:

This report provides a description of the development applications, an update on the technical review of this application and advises that public comments have been received. A subsequent report will provide an analysis of the proposal in terms of applicable planning policies and will provide a recommendation on the proposed applications.

Respectfully submitted,

Lola Emberson, MCIP, RPP
Senior Planner, Development Review
905-335-7600 ext. 7427

Appendices: (if none delete section)

- A. Location/Zoning Sketch
- B. Detail Sketch
- C. Conceptual Renderings
- D. Public Comments
- E. Sustainable Development Committee Comments

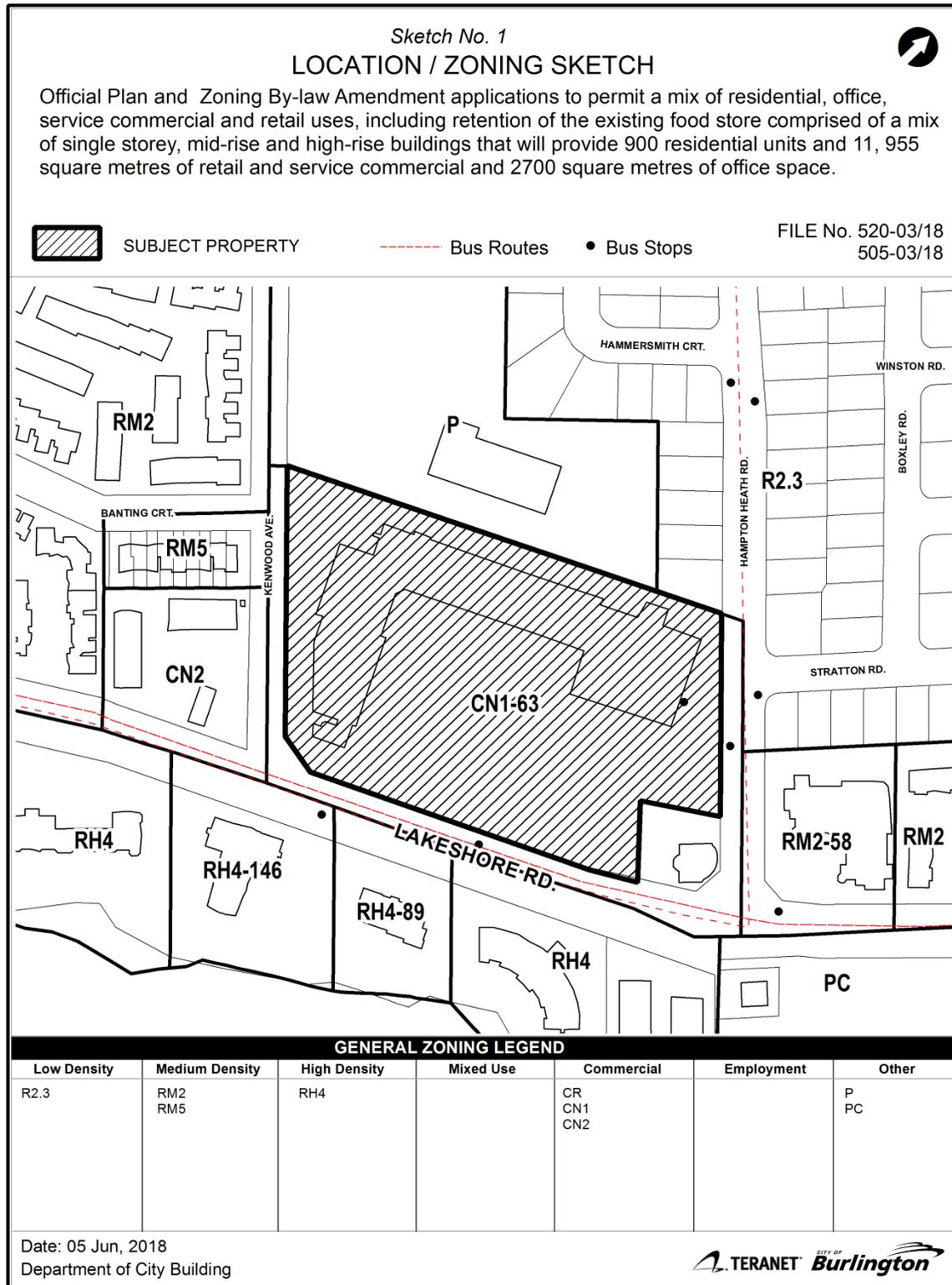
Notifications: (if none delete section)

United Burlington Retail Portfolio Inc. joeimaieh@gmail.com
Dana Anderson danderson@mhbcplan.com

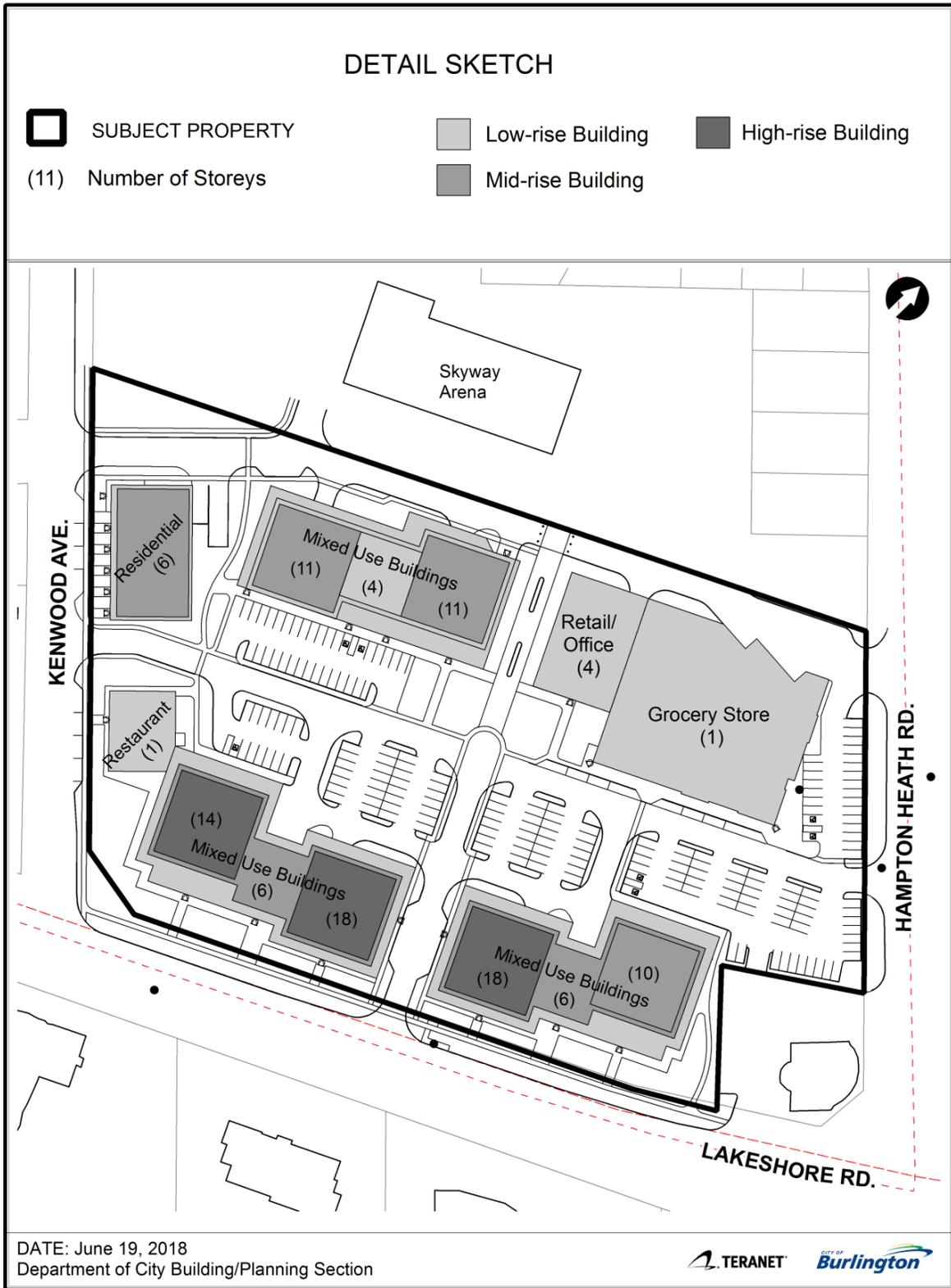
Report Approval:

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

APPENDIX A – Location Sketch



APPENDIX B – Detail Sketch



APPENDIX C – Conceptual Renderings



#	Name & Address	Date Received (by email unless otherwise stated)	Comments
1	Kelly Kealey Elizabeth Garden 	June 4/18	<p>I am a resident of Elizabeth Garden and was just informed of the new development proposal for 5353 Lakeshore Road.</p> <p>As much as I like the idea of a new Plaza I have some concerns regarding the high rises and additional 900 units - I hope you can answer my questions/concerns.</p> <p>How do you plan on dealing with the strain/influx to our current roads? Lakeshore and New St are already very busy and this will just make them worse. (It took me 25 mins to get from the Lakeshore plaza to the Bronte Go station this morning). I'm worried this will result in the same situation in Port Credit. Port Credit has absolutely clogged the arteries of their roadways to the point where transportation is a nightmare. They have added mid-rises, low rises and townhomes without addressing the need to upgrade their roadways in order to accommodate all the additional cars on the road while spiking the population. With 900 new residential units - has anyone considered what the impact of 2000 additional cars will be? How will you increase the roads for that many extra cars? And how will you prevent people from cutting through the smaller side streets?</p> <p>Also with the current state of the local schools how is the city planning to absorb the additional volume of kids that will eventually move in.</p> <p>Also, what will happen with the current tenants as I have a child that goes to Small Wunders Daycare and we are very happy with them and the location.</p> <p>Please let me know if there will be an opportunity to voice our concerns to the city before this proposal is approved.</p>
2	Michael McCleary Kenwood Avenue 	June 5/18	<p>My name is Michael McCleary, I am a resident of Kenwood Avenue. I grew up in Burlington in the 80's, left for Toronto and just returned last April to raise a family. We chose Burlington as a community because of it's neighbourhoods and communities and to escape the constant construction of high rises and</p>

Appendix D – Public Comments

			<p>over population of Toronto.</p> <p>I can't tell you how upsetting it was this morning to see a development proposal for highrises on Kenwood / Lakeshore. My family invested in Burlington, we paid well over a million dollars for a home in a residential community that we expected to be apart of for years to come. I can't see that happening if this development goes through.</p> <p>I also have to wonder if the impact of adding 900 residential units to an area that already suffers much traffic congestion from the two elementary schools has even been assessed. 900 units could mean upwards of 2000 people, there is no way the area could withstand that traffic influx in the mornings / afternoons.</p> <p>Lola, i o understand that this is just the proposal stage and I appreciate you going to the community for input. Please keep me posted on this development and included me on any mailings that go out to the community. I plan on being very active in this matter.</p>
3	<p>Josette Giacalone Elizabeth Gardends</p> <p>[REDACTED]</p>	June 5/18	<p>A Facebook community has been posting photos of the proposal for the Lakeside shopping village. Your email is indicated to pass along thoughts.</p> <p>Here are my thoughts!</p> <p>I noticed that some of the buildings will be 16 storeys. I was under the impression at the meeting last year that most in the community found low rise buildings (4 or 5 storeys) acceptable.</p> <p>While I am for a redevelopment in this area, I would not like to see high rises in this quite community. Can you advise the best way for me to communicate my opinions? I STRONGLY oppose the high rises and would like very much to see this changed.</p>
4	<p>Tammy Maxwell 5300 Banting Court, Burlington, L7L5E4</p> <p>[REDACTED]</p>	June 5/18	<p>I am emailing regarding the proposal for 5353 Lakeshore Road. File number 520-03/18 and 505-03/18. I have a few concerns regarding the proposal and was wondering if these plans are finalized or if the communities concerns would be heard?</p> <p>To begin, I am worried about the size of this project and the impact that will have on the residents in this community. I live on Banting court and am quiet</p>

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			<p>alarmed about the height of some of these buildings and the impact that will have on my privacy. As well, I am very concerned about the increase in traffic in the area. This neighbourhood has a lot of children and a elementary school nearby, I am concerned about the added traffic to the neighbourhood and what that means for the children who play outside. Also, I am concerned about the “visitor parking” spaces shown along Kenwood. Are those spaces being placed on the road??</p> <p>Also, when will a meeting be held for this proposal?</p>
5	<p>Irene Mellon </p>	June 5/18	<p>The revitalization of the Lakeside Plaza has been dangled in front of us for so many years it is hard to believe that any proposal will go forward. I would like to say that the plan looks fantastic and would greatly benefit the community. My question is what are we waiting for? Is council holding up the permit? If the current council doesn't give the go ahead will the process have to start all over again if a new council is voted in in the October elections? In essence I am asking is there a serious chance that this will go forward or just another proposal put before the city?</p> <p>I apologize if my tone sounds frustrated but I live and work in the neighbourhood and have been fending off questions from neighbours and customers for years and would like to have some positive news on our deteriorating plaza.</p>
6	<p>Frank Attardo 501-5340 Lakeshore Road Burlington, ON L7L 7A8 </p>	June 6/18	<p>I was present and participated in the discussions that were held at the public meeting that the city hosted several years ago in regard to the redevelopment of this property. Present at that meeting was a representative of the owner of this property. There was an open discussion as to what would be included in their proposed redevelopment. I am sorry to say that none of the points that were made that evening have been heard nor acted upon by the developer/owner.</p> <p>What we are seeing in this proposal is a total monstrosity. It is a true example of how to over develop a property. This would have been an opportunity for the developer to have created a true jewel along the Lakeshore in Burlington. I often wonder why such development take place in Oakville but not in Burlington.</p>

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			<p>I say shame not only on the developer/owner, but also to the local political representatives that were present at that meeting and have obviously not heard what was said by the residents. We have been misled.</p> <p>As such, I will oppose this proposed redevelopment at Lakeside Plaza.</p>
7	<p>Corrine Moore</p> 	June 6/18	<p>While we are excited about positive re-development, residents of Elizabeth Gardens have concerns and questions about this proposal:</p> <ol style="list-style-type: none"> 1. What is the City of Burlington doing to ensure developers don't continue to decrease needed parking space? There seems to be about 60 parking spots for the grocery store and no ground-level visitor parking spots for the new apartment buildings. 2. What are the plans for the increased road traffic of this and several other high density proposals on the table? There does not seem to be a plan for the needed widening of the QEW, New street, Appleby, Lakeshore, and Burloak to accommodate the thousands of extra vehicles in this and other local developments coming in. One of the reasons we have no desire to live in Mississauga and came to Burlington is because it does not take us 45 mins to get from the highway to our home 7km away. 3. Why is the Board of Education and the City of Burlington getting rid of the only high school/community centre/ gathering building (Bateman) our community has while injecting more and more population into our area? You are responsible for setting up a serious problem for the future of our youth and community between Appleby and Burloak. 4. What is the city doing to ensure our local already over-taxed and often flooding sewage problems will be addressed? We have residents who have had 3 plus sewage backups in the past few years alone.
8	<p>Peter Da Silva</p> 	June 8/18	<p>I am a resident of 5475 Lakeshore Road and would just like to state my disapproval of the proposed development for the above-captioned development.</p>

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			<p>As it is right now, the traffic along Lakeshore Road has gotten worse through the years and the addition of 900 residential units will just make living here untenable.</p> <p>We only have a few areas where there are no buildings or edifices and to take that great space away is just a pity.</p> <p>I am sure that “development” is where the city is heading, for purely economic reasons, but this development further erodes the beauty of what was once a great Burlington.</p> <p>I hope this does not push through.</p>
9	<p>Lianne Natale</p> 	June 9/18	<p>Glad to see that the much needed face-lift of Skyway Plaza is finally underway.</p> <p>However the amount of residential units is not what this area needs. The congestion of Lakeshore road at rush hour or busy parts of the day is a snail crawl. With 900 units with estimated 2 people in each that's 1800 more people trying to get out on the roads, transit etc. Kenwood, Burloak, Spruce will become through ways and contest residential areas. Another proposed site is Fortino's Plaza which is supposed to have a high condo built. Again same problems.</p> <p>The school board is closing Bateman High School and have they not considered the overflow of potential students with all these developments? I have heard Building Dept and School Boards don't always talk.</p> <p>I am cheering on the much needed face-lift but very concerned about the traffic and problems associated with over populating a older area of Burlington.</p> <p>It basically is a huge square that is taking on at least 6500 more people with the proposed buildings...Fortino's and Skyway. Burloak to Appleby and up to just above New Street. Sewage, Hydro grid, etc.</p>
10	<p>Antoinette Gatt-Hudgin</p> 	June 9/18	<p>My husband and I are the owners of 216 Thomas Crt. We recently saw the proposed sign and have a problem with the size of the buildings and the proposed capacity of the area. The amount of traffic that this will bring will bring an element of danger to the residents of the area especially the seniors</p>

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			<p>already in the buildings. The number of floors do NOT fit in with the current size of the present buildings. We are seniors and have difficulty crossing at present because of poor street lights. We bought into the area because there was zero new growth. We do not want our peace disturbed with the added traffic and noise.</p>
11	<p>Roger Lenney </p>	June 7/18	<p>The plaza on Lakeshore road, across from the park, now has signs indicating the developers want to build massively. My understanding is that sewage line limitation has not been dealt with. Lakeshore road is already overcrowded. The area is one of modest homes. If there has to be more high rise building the Appleby GO station would at least get people out of town without further traffic problems and occur in an area already condo dominated. Do we have to follow the city with every spare corner building 30 story condos, adding to an already overbuilt area, with inadequate public transportation.</p>
12	<p>Tammy Maxwell </p>	June 19/18	<p>I am emailing again regarding the Lakeside Plaza development, I am hoping to inquire about when a meeting will be held and if the communities input will be taken into consideration before renovations begin, mainly with regards to the size/height of this development?</p> <p>I am all for renewing that space but I'm not for 900 residential units in that one spot. I can't even begin to imagine how that will impact us with increased traffic not to mention the retail that will also draw in people. I live at 5300 Banting Court and will be greatly impacted by a development that size. I am worried about the increase traffic, the lack of privacy my backyard will have with massive condo's towering over it and know that my neighbours and community members feel the same way.</p>
13	<p>Kevin Bessette 122 Boxley Road Burlington, ON L7L 4S1 </p>	June 19/18	<p>My name is Kevin Bessette and I live in the Elizabeth Gardens neighbourhood at 122 Boxley Road.</p> <p>I was one of the many hundreds of people at the public meeting at Robert Bateman High school a couple of years ago and I have some concerns for the proposed development on 5353 Lakeshore Road.</p> <p>The popular consensus at the time was for the redevelopment of the strip plaza and paved parking</p>

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			<p>lot into a series of low level 3 storey mixed retail and residential with green space, pathways and areas that would link the residential homes in the area to the Burloak waterfront park and foot traffic access to the shops and amenities of the area especially for the current residents to shop without having to drive.</p> <p>In my opinion, the proposal as signage represents on Hampton Heath would have a very significant negative affect on the neighbourhood. Namely, high density housing.</p> <p>The proposal for 900 residential units with even only 1 or 2 cars per unit would increase the traffic using Lakeshore, Burloak, Appleby Line, and Hampton Heath by 1500 cars. I am not sure if anyone from city planning has attempted to make a right turn onto Lakeshore (Westbound) from Hampton Heath at the 5 PM evening rush hour let alone the attempt to make a left! There is quite a wait to make this turn currently and it usually only happens when someone lets you in as traffic is stopped because it is backed up from the lights at Kenwood.</p> <p>The shadows that 18 storey buildings cast are quite evident by looking no further than Admirals Walk at 5250 Lakeshore. In the height of summer it is not so bad as the sun passes over head but the winter spring and summer months would render much of the area in darkness.</p> <p>Please know that I am not against change or progress for the good of this Wonderful City of Burlington that I am proud to call my home. I do understand that a developer wants to maximize their return on investment by putting as many units as possible on the smallest foot print. The city would also surely be happy to collect more property taxes as well.</p> <p>I hope you will keep me informed of the process and progress of this application and please do let me know of any public meetings that I will gladly attend.</p> <p>If there is any opportunity for me to be involved in this process as a community committee member I would welcome the invitation.</p>
14	<p>Paul Nelson</p> 	June 21/18	<p>Just want to show my support for the residential, commercial, retail plan at 5353 Lakeshore.</p> <p>As a nearby 76 year old resident, I'm tired of seeing</p>

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			<p>the tacky decline of the shopping centre and am very hopeful that the mix of residences, office space and shops will attract a younger crowd to the area. If not, current condos are likely to become "God's Waiting Room" where Burlington's elder population are warehoused and the area continues to deteriorate.</p> <p>As a former resident of Bronte, I would also like to point out a shortcoming of Oakville's planning. Overzealous pursuit of live/work structures resulted in a severe shortage of useful retail space. As a result, the area has struggled to be more than an elder village with not much success.</p>
15	VY 	July 4/18	<p>I am very surprised that the City of Burlington would allow such a high density development along the Lakeshore Rd when the street seems barely able to accommodate the present traffic along this two driving lane road . The saving grace at this time seems to be the center turning lane which facilitates flow somewhat , but this lane could effectively turn into a “parking lane” if traffic flow increases.</p> <p>Perhaps the City is also unaware of the heavy traffic load on this road when there is heavy traffic on the 403/QEW corridor. Lakeshore Road functions as one of a few alternate traffic routes through this area. It can be difficult to get out of the driveway onto the road normally and this is worse when there is an accident on the highway or another cause of major delay on the highway diverting traffic to Lakeshore Road.</p> <p>In my opinion this is not a sound decision to allow such a huge development. I sincerely hope the city will look at this closer from the point of view of traffic management and the mammoth challenge of Lakeshore Road in this area to accommodate any extra traffic load that would accompany such a development. Heavy traffic does not make a livable city.</p>
16	Roger Lenney 	July 5/18	<p>That the e mail address on the sign by the “Food Basics’ plaza does not let you get to Lola Embertson is unsurprising. Planners don’t want criticism of developers projects. Lakeshore road is already busy and jammed at rush hours. Spruce is also busy. The modest homes of the area don’t need a few hundred more people to crowd the sidewalks and roads. The schools are already overloaded. The</p>

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			plan creates a vastly too dense population. That we have to follow Toronto in putting a high rise on every available lot, and emulate its jammed streets, is bad, BAD, planning.
17	Ms. Rankin 	July 10/18	<p>Will the proposed apartment buildings be rentals? (I'm unsure if absolutely all apartment buildings are rentals by definition or not)</p> <p>Will the proposed apartment buildings be NON SMOKING buildings inside the individual units or suites? Smoke that is generated inside tenants' suites can (and does) float into other tenants' units through plumbing, vents, by passing under doors in hallways, etc. I am aware of the law regarding non smoking in public and common areas such as hallways. But second hand smoke and the smell of smoke is, at the very least, very upsetting to non smoking tenants, if not an OUTRIGHT HEALTH HAZARD. For non smoking to be enforced, the lease that a tenant signs needs to have that restriction explicitly stated within it.</p> <p>Will the proposed apartment buildings have average rental rates, commensurate with rates of nearby rental housing? Do we know yet the approximate range within which the rental rates will fall?</p> <p>Finally, do we know yet approximately when rental applications are projected to start (for example, while the building is in the progress of being completed therefore through a model suite approach, or 2 years from now, etc.)?</p> <p>Thankyou very much, in advance of your reply.</p>
18	VY (second submission)	July 13/18	<p>By the way it appears to me that the only tenable alternate travel routes through South Burlington, if there is a delay on the QEW/403 corridor, is Fairview Road and Lakeshore Rd.</p> <p>Harvester Road, South Service Road and Speers Road all dead-end, and do not provide a throughway for access between Oakville and Burlington. Wycroft Road is only accessed at the border between Burlington and Oakville. Even the North Service Road does not provide uninterrupted access between Trafalgar Road and Burlington.</p> <p>Over the past number of years, I have normally seen long traffic delays on the QEW/403 Westbound across Burlington to Hamilton starting as early as 1530 hours in the afternoon and continuing on usually</p>

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			<p>into the early evening hours. In the morning Eastbound traffic across Burlington is extremely heavy for many hours as I am sure you are aware. Hamilton traffic will also impact diversionary flow along Lakeshore Road. From personal experience, Hamilton appears to be becoming significantly more challenged for traffic flow in both directions on the freeway over the last 5 years particularly at rush hour (which seems to be getting progressively longer) , with , as far as I can tell, only the two reasonable alternates routes between South Burlington and Hamilton, as mentioned above. Dundas Road Hwy 5 in North Burlington cannot, as far as I can see, handle a great deal of diversionary traffic. Again this traffic flow is a part of the greater traffic pattern between Toronto and Niagara which may impact local traffic flow, and potentially affect diversionary traffic along Lakeshore Road.</p>
19	<p>Joseph Bardaro</p> 	July 13/18	<p>Unfortunately my wife and I were not available to attend the town meeting regarding the planned development.</p> <p>We are residents of Burlington, not to mention tax payers. We live at 5081 Lakeshore Rd, just west of the planned development and are animately opposed to such a development. Lakeshore Rd (from Burloak to Brant) is already highly congested with traffic, so adding these proposed 900 residential units will make it even worse. Already what should be a 5 minute drive from Burloak to my driveway, some days takes up to 15 even 20 minutes. There are no such 18 story building on the north side of Lakeshore and I believe adding such towers will ruin the landscape. This said, I along with the neighbors I've been in contact with, are greatly opposed to such a development and would ask the city to reconsider their position in allowing for such.</p> <p>Please let me know if there will be other city meetings regarding this site and both my wife and I will attend.</p>
20	<p>Rob Nelson 5417 Randolph Cres. Burlington, ON L7L 3C4</p> 	July 16/18	<p>Just a note to pass my concern regarding the proposed development of the Lakeside Plaza.</p> <p>First off am suspicious and concerned just why the open houses are planned for the summer months, when many people are away on vacation and unable to attend. I do understand that a neighbourhood</p>

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			<p>meeting will be scheduled. I would suggest more meetings than one will be required.</p> <p>I'm disappointed that the proposal is for rental until only, and am not happy with the scale of the buildings. I support the need for rental units, but I would suggest half should be in the form of condominiums to promote pride of ownership.</p> <p>I am very concerned for the future of the neighbourhood if the plaza is owned and operated by the current ownership. It does sound harsh, but I have been a resident living near the plaza for the last several years and see the appearance of the plaza on a daily basis. Always paper and garbage throughout the parking lot and is generally a poorly maintained property. I would expect little change if current ownership or management is involved in managing 900 rental units. I feel this proposal will adversely affect the feeling and possible safety that our neighbourhood has enjoyed for many years.</p>
21	<p>Laura Lawrence 5280 Lakeshore Road, Apt 307 Burlington, ON</p> 	July 24/18	<p>Lola further to our telephone conversation this morning, kindly consider the following suggestions when developing 5353 Lakeshore Road, also referred to as Lakeside Plaza.</p> <p>The website below illustrates one such concept to incorporate a Grocery Store/Retail Space on the main floor of a mid-rise (only) multi-housing complex.</p> <p>Such a concept would allow residents to not have to leave the building when shopping.</p> <p>It could also incorporate an Accessible Resource Community Service Centre; Indoor Pool / Fitness Centre; Community Hall; Public Health Facility etc. - with costs that could be captured under the monthly fees of residential units above.</p> <p>Housing For Special Needs Adults:</p> <p>Lola our city needs more Affordable Housing - Group Residents; Assisted Living Facilities etc. and not just for Senior Residents but for the Mentally Challenged.</p> <p>Right know many in other cities house them in the outer areas away from city centre service areas.</p> <p>Could we not in Burlington incorporate both ownership, rental of all income levels that would not</p>

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			<p>affect the value of surrounding High to Mid Income Level Residential Real Estate. It can be done and we in Burlington could show other cities in North America that this City of Burlington can actually take a humanitarian role in this regard!</p> <p>Traffic:</p> <p>Have only two N/S corridors off of Lakeshore Road serve the traffic in and out of this complex via Kenwood Ave and Hampton Heath Rd. - both with existing Pedestrian Street Lights that can manage the traffic flow.</p> <p>Note: Due to the constant flow of traffic on Lakeshore Rd., the control of heavy traffic into such a complex is critical.</p> <p>Parking:</p> <p>By incorporating underground parking to include both residential and retail will reduce the need for exterior parking with space at a premium - space that could be better used to house mid-rise towers and green space.</p> <p>Green Space:</p> <p>Wide attractive Tree-lined Boulevard/ side walks along Lakeshore Road will not only be an attractive “street appeal Real Estate feature - but if done correctly! - will serve as the Flag Ship into the City of Burlington - it should be strongly noted that whatever one does under Ward Five - which is the gateway into this magnificent City - will either leave a strong impressive statement - or could cause great disappointment....Lola I expressed my love for this city over many that I have visited, please let’s make this city stand out as one that truly did manage to get it right!</p> <p>https://www.retail-insider.com/retail-insider/2017/9/save-on-foods-calgary</p>
22	<p>Lucy Belvedere 5280 Lakeshore Road, Unit 603 Burlington, ON L7L 5R1</p> <p>████████████████████</p>	July 24/18	<p>Regarding the Lakeside Village Plaza Redevelopment:</p> <p>The residents surrounding Lakeside Village Plaza have long awaited its redevelopment. However, the present proposal will be a monstrous overdevelopment that clearly represents undesirable intensification that large segments of Burlington</p>

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		<p>citizens have been opposing in many areas of the city. Instead of beautifying the area, the result will be an ugly concrete jungle look that will also endanger the safety and health of those living in the surrounding neighbourhoods that include high numbers of seniors and children—our most vulnerable. On page ii of the proposal it states “The proposal can be adequately serviced and does not create any impacts to the existing site and surrounding area.” Seriously? The proposal’s hyperbolic language paints a picture of an idyllic, tranquil addition to our neighbourhood and ignores the damaging impact that will result. I too can use such language about the impact: this project will destroy our neighbourhood, but it will satisfy the greed of the developer who will build and leave, not live in our neighbourhood.</p> <p>1. Regarding the height survey (page 14): note that all the tallest high rises (10, 11, 18 & 19 storey) in the vicinity were built long ago, as far back as 1978 and are set back a fair distance from the road and a good distance apart; the most recent additions built after the year 2000 have been 5 and 8 storeys following a guideline that is more reasonable for a Residential Medium Density area.</p> <p>This proposal squeezes in two 6 storey, one 14 storey, two 18 storey, and a 10 storey at the site, all built close to the road on a mere 193 metre frontage. Also included on site the 6 storey townhouse and restaurant on Kenwood. Then lining the back of the property are two 11 storey, and two 4 storey buildings, along with the Grocery Store. No doubt such a proposed density guarantees a claustrophobic, obscene effect. No impact? Seriously? Say no to the rezoning to Residential High Density. Residential Medium Density is a better fit on this land</p> <p>2. People move to this area to get away from the concrete jungles and traffic congestion that plagues municipalities such as Mississauga. This proposal will create a traffic nightmare. Lakeshore is already a high traffic area. It is also used as a detour when the QEW is blocked within the Burlington boundaries. The traffic/noise/air quality impact has conveniently been UNDERESTIMATED by the proposal. Our air quality and mobility safety will be far worse if this proposal moves forward as is. Considering the</p>
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additional development proposals for the nearby Appleby Line-New Street and the Appleby Go area, it too will certainly only magnify the negative effect for this part of the city. INCREASED AIR POLLUTION, NOISE POLLUTION, and TRAFFIC CONGESTION: is this what we have been waiting for all these years? No impact? Seriously?

3. The parking allotment for the businesses and offices planned are so limited and inadequate that it will be impossible to conveniently find a spot when trying to access the services and shop at the site, a most unfavourable outcome.

4. In this stretch of Lakeshore Road, there has been flooding on numerous occasions when heavy rains have occurred. Will this overdevelopment not make such a situation likely worse?

YES, WE WANT LAKESIDE VILLAGE PLAZA TO BE REDEVELOPED. HOWEVER, WE WANT IT TO ENHANCE OUR AREA AND MAKE IT AN INVITING PLACE TO LIVE, NOT MAKE US WANT TO MOVE AWAY!

PART 2 EXAMINING THE REDEVELOPMENT OF LAKESIDE VILLAGE PLAZA MORE CLOSELY:

The goal of the nearby Lakeside Village Plaza community should be to stop any amendments or rezoning requests for this project. **We must insist it remain a Residential Medium Density – Neighbourhood Centre designation** if we are to preserve the health and safety of nearby residents and avoid over-intensification (even higher levels of traffic, noise, air pollution) which will harm the nature of our area/neighbourhood as it now exists and decrease our quality of life.

According to the Burlington Official Plan adopted in April, 2018:

The descriptions that pertain to the Lakeside Village Plaza land are as follows:

1. **Urban Area**
2. **Secondary Growth Area**
3. **Residential Medium Density**
4. **Neighbourhood Centre**

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5. Mixed Use Node

Residential Medium Density Height Restriction = 5 to 11 storeys

The developer is NOW requesting amendments and redesignation of the area that completely ignore the designations outlined in the new official plan. Of what use/value is an Official Plan (just recently adopted) if a developer such as the one for Lakeside Village Plaza shamelessly requests **such dramatic/significant changes** to what was initially intended for this area so soon after the plan is supposedly put in place?

FEARS EXPRESSED IN AN INTIAL COMMUNITY MEETING NOV. 24TH 2015 APPEAR TO BE COMPLETELY IGNORED BY THE DEVELOPER!

Such behaviour by the developer makes a sham of any community input meetings and devalues the importance of the neighbourhood citizens who will be impacted most dramatically by this project!

LAKESIDE VILLAGE PLAZA HAS AN URBAN AREA-NEIGHBOURHOOD CENTRE DESIGNATION. The developer is proposing to make it a Residential HIGH Density area! The proposed redevelopment appears to also surpass the recommended density for a high density designation (which is allowed for each particular designation in the Burlington Official Plan with amendments).

THERE IS A SHARP CONTRAST IN DENSITY BETWEEN RESIDENTIAL MEDIUM AND RESIDENTIAL HIGH DENSITY AREAS. The Developer takes the residential medium density designation (a minimum density of fifty-one (51) units per net hectare) and wants it changed to a high density designation, as well as, **EXCEEDING THE HIGH RANGE OF 185 UNITS PER NET HECTARE WITH THIS PLAN.** Developer has 235 units per hectare in the proposal.

I was told by the planner at the first open house on July 18th that if this proposal is approved, a rough estimate for completion of the project from start to finish could take about 15 years. That absolutely shocked me. The thought of having the plaza in 'construction mode' for that length of time would

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mean the constant disruption of the lives of the nearby residents for an equivalent period of time. Who in their right mind would think that this is acceptable? I have lived in Burlington for 27 years, with the last 21 being at the Royal Vista. I will be 69 in October, 2018. Fifteen years could easily be the rest of my condo life. Maybe, I should add “if I am lucky enough to maintain my health”. (My mother died at age 84...my father at age 91.) I hate the thought of being in a construction zone for the rest of my life. Please do not accept the Residential High Density rezoning.

Part 3 The Provincial Policy Statement, The Burlington Official Plan and the Requested Rezoning and Amendments

Here is my understanding of the Developer’s Proposal Section 5 as it relates to the Provincial Policy Statement (PPS), the Growth Plan for the Golden Horseshoe and the Burlington Official Plan (OP) Chapter 8 Land Use and Chapter 14 Schedules and Tables:

This portion of the Developer’s proposal attempts to justify their request for rezoning with further amendments by claiming to align with the PPS and Growth Plan for the Golden Horseshoe. Let’s not be fooled by what they quote from these documents. The city has already included within the OP (adopted April, 2018) development objectives that meet the PPS requirements and the Growth Plan for the Golden Horseshoe **WITHOUT THE NEED TO REZONE** as well as make even further amendments that alter the OP in order to allow the Developer’s aggressive proposal that is totally incompatible with our neighbourhood and jeopardizes our present quality of life.

The OP has come about after three decades of intense planning, discussions and revisions. The Developer is now saying that the newly adopted OP is not really good enough as it pertains to this parcel of land. The OP sets out that Lakeside Village Plaza is a **Residential Medium Density** and Neighbourhood Centre. The Developer wants to change it to a Residential High Density and Neighbourhood Commercial designation. There is a big difference between the two designations.

Consider that in Section 5, they are attempting to

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			<p>justify their plan as a Residential High Density designation, and even have the audacity to need amendments to that designation in order to build their monstrosity.</p> <p>THE APRIL 2018 OP HAS GOT IT RIGHT FOR THIS PARCEL OF LAND. However on P. 99 of the developer proposal it states: “(b) The proposed Amendment better implements the direction of the PPS and Growth Plan than the existing OP policies.” No it doesn’t! The developer is pushing for over-intensification and states that their proposal aligns with the surrounding neighbourhood. It does not! The land is underutilized now, but the OP allows the appropriate level of intensification without the need to rezone with even further amendments. IT IS THE DEVELOPER WHO IS WRONG TO TRY TO CONVINC US THAT THEIR PROPOSAL WILL BENEFIT OUR AREA MORE SO THAN WHAT HAS BEEN SET OUT BY THE OP. I repeat: let’s not be fooled when they throw at us statements from those other two documents. The city has already implemented measures to satisfy those document parameters within the Official Plan. We can accept the OP designation for this parcel of land which suits our neighbourhood just fine! Keep it at: Residential Medium Density! The developer blurs the request to rezone by insisting it ‘optimizes’ (lovely word, eh?) a site instead of admitting it is intensification on steroids...over-building, over-intensification and completely unnecessary.</p>
23	<p>Dr. Asim Tuzun Royal Vista 1012-5280 Lakeshore Road Burlington, On L7L 5R1</p> 	July 30/18	<p>On July 18th I attended the open house where I had the opportunity to view the conceptual plans submitted for the Lakeside Plaza redevelopment application.</p> <p>Unfortunately, the present proposal clearly demonstrates extreme over development of the area.</p> <p>Although, I welcome Lakeside Village Plaza being redeveloped, the current proposal would have the following severe negative effects.</p> <p>It would create:-</p> <ul style="list-style-type: none"> • An excessively high density residential area • High rise buildings where low and medium rise would be far more suitable and not spoil this beautiful area.

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			<ul style="list-style-type: none"> • Buildings far too close to Lakeshore Road. • Inadequate parking area. • Traffic congestion. • Increased air pollution. • Noise pollution. <p>The Lakeside Village Plaza area MUST remain a Residential MEDIUM Density Area which SHOULD have LOW & MID RISE buildings only.</p> <p>I hope that you will listen to the voices of the residents who live in the neighbourhood and not to the developer who will build and leave!</p>
24	<p>Noella Gour 1211-5280 Lakeshore Road Burlington, ON</p> <p>[REDACTED]</p>	July 31/18	<p>This is to submit comments regarding the proposed upgrading of the Lakeside Village Plaza. The proposed plan is extravagant; it may be ergonomically appropriate for a village considered the gateway south to Burlington. However, considering the demography of the residents of the existing condos, this represents a density which is not in keeping with the needs of the existing residents. Traffic already is challenging so I can imagine the results of integrating close to 1500 residents in the area.</p> <p>The proposed location of the grocery store would represent a major challenge to access; parking is another consideration. On Sunday, from m livingroom window, I counted 42 vehicles parked by Food Basics. Therefore, parking and relocation of Food Basics to the Kenwood north corner of the planned space for the store should be considered. Density is the major word for this project and must be considered.</p> <p>Thanks for considering these comments.</p>
25	<p>Victor Polak and Jennifer Hill 302-5280 Lakeshore Road Burlington, ON L7L 5R1</p> <p>[REDACTED]</p>	Aug. 8/18	<p>We attended an Open House meeting on July 18th, 2018 and met some of your colleagues. One of them recommended that we write to you and express our feelings about the project.</p> <p>While we believe it is a great idea to upgrade the existing, old plaza but we feel that the scope and magnitude of the development which is being proposed is too large and overwhelming. As we understand, it is being proposed that the development, once completed, will bring 900 families to our neighbourhood, a total of about 3,000 to 4,000 people. Given the total size of the lot, population density will be very high and</p>

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			<p>disproportionate with the surrounding area. The number of cars using Lakeshore and the side roads (Kenwood etc.) will also increase significantly - we understand that there will be approx. 1,500 parking spots for the residents of the new development and we are trying to envisage the impact of an additional 1,500 + cars on the daily life of our quiet community.</p> <p>The neighbourhood is home to a great number of seniors, like us. We live in Royal Vista, across the plaza on Lakeshore Road and we are worried about the resulting traffic congestion, not only on Lakeshore Road but all the surrounding roads and streets and the impact this will have on seniors walking and trying to cross the streets.</p> <p>It is proposed to build several very tall condo buildings, including 11, 14 and 18 storey. The only 18 storey building in this community is Admiral's Walk, which is an anomaly and, frankly, should really stay that way. We do not want our neighbourhood to become a "condo city"! Again, we support the re-development of the Lakeshore Plaza but we strongly believe that smaller buildings, of say, 6 - 7 storey, would be a much better fit in our neighbourhood, without creating an overwhelming environment for the residents of our quiet community. If the new development is permitted along the lines of what is being presently proposed, the atmosphere, ambience and characteristics of this neighbourhood will be permanently altered and, frankly, not for the better.</p> <p>We appreciate the opportunity of voicing our concerns to you and hope that these concerns are part of the decision making process.</p>
26	<p>Peter Bradstreet 270 Foxbar Road, Burlington, ON</p> 	Aug. 8/18	<p>Just attended the open house for this proposed development project at Lakeside Plaza in Burlington. Thanks for giving us the chance to see the plans up close and give feedback.</p> <p>My feedback echoes what pretty well everyone else in the room was saying, but I will list thoughts here:</p> <p>We definitely support a redevelopment of the site. Mixing commercial, retail, and housing is the right</p>

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		<p>idea.</p> <p>Would like to see the project scaled back in terms of height and possibly number of buildings.</p> <p>Buildings are very close to Lakeshore, Kenwood, and Hampton Heath – would there be consideration for moving them back a bit from the road for a bigger safety barrier?</p> <p>There does not seem to be any plan for a mix of rental rates – we assume some units would be geared to lower income but not sure of the mix.</p> <p>200 parking spaces seems inadequate for that much commercial and office space. And in times of major snow, often parking spaces cannot be used as snow is piled there from clearing the rest of the lot.</p> <p>Not sure of the number of underground parking spots for tenants, but pretty well every family has two vehicles. If there is inadequate underground parking, do tenants simply park in the retail lot? What about visitor parking for tenants?</p> <p>Access for eastbound cars turning from Lakeshore into the complex is already dangerous, and with added traffic will be a bottleneck (and safety hazard) on Lakeshore. Perhaps the Lakeshore Road access driveway should be ONLY for westbound traffic, forcing the eastbound cars to turn onto Kenwood or Hampton Heath at a traffic light to access the buildings.</p> <p>We assume the traffic light at Hampton Heath must become a regular light not just a pedestrian signal.</p> <p>Is there any thought of greenspace/playgrounds for the families living there? The new Burloak Waterfront Park is too far away for parents to allow their children to play there unsupervised, and the current park at Lakeshore Arena needs redeveloping also.</p> <p>Further to that, a pedestrian overpass connecting this development to Burloak Waterfront Park would be a great – and safe – idea. 100's of children crossing Lakeshore there to get to the new splash pad is dangerous.</p> <p>Where is the bus/transit dropoff or loop? Buses</p>
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			<p>cannot safely stop along Lakeshore with that additional population.</p> <p>Is there a lane or safe route for bicycle access? Bike racks?</p>
27	<p>Denise Davy 5116 Bayfield Crescent Burlington, ON L7L 3J6</p> <p>████████████████████</p> <p>████████████████</p>	Aug. 13/18	<p>Thank you for listening to the community’s concerns about the Lakeside Plaza development proposal.</p> <p>I have lived in this area for more than 40 years and 14 years ago, I bought my parent’s house so I’ve seen the plaza go from a vibrant place that included a library and several very popular stores into the rundown plaza it is today.</p> <p>For that reason, I’m pleased to see something finally being proposed that promises to bring life back into this property.</p> <p>However my main concern is that we desperately need more housing for families in this end of the city, especially affordable housing, but these units are too small and will likely only draw seniors.</p> <p>Every new build in the south east has been a seniors residence, including the 3 seniors homes beside and across from the plaza, Pinedale Estates and the new proposal for the Fortinos plaza. Where is the equity in that? A healthy community is one that includes all ages and lots of diversity.</p> <p>Within walking distance of Lakeside Plaza there are 3 elementary schools (Mohawk Gardens, St. Pats and Pineland) plus Bateman High School which residents are still fighting to save. There is also the beautiful new Burloak Waterfront Park, Skyway rinks, Appleby GO, and 3 grocery stores (Food Basics, Fortinos and Longos), all of which make this development a perfect location for families.</p> <p>Families will flock to this location.</p> <p>The old school belief was that families would not buy condos because they want single family dwellings with their own yards. However, the cost of housing has altered that trend and more and more families are moving into condos. Combined with the location which provides all of the amenities, including a park, within walking</p>

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			<p>distance, this is an attractive spot for families.</p> <p>I also have a general concern about the hi-density of this proposal and it does not seem they have allowed enough space for parking. The developer needs to increase the size of the units and decrease the number of units. I realize this would mean less profit for them but this is not their neighbourhood, it's ours and residents deserve a say.</p> <p>I want to add that all of my points have been expressed by the vast majority of residents, both at the information sessions and on social media.</p> <p>There is also a concern expressed that we won't be listened to so I hope the points I've made will find their way into the next set of plans for Lakeside.</p> <p>Thank you.</p>
28	<p>Pauline Laing 505-5340 Lakeshore Burlington, ON</p> <p></p>	Aug.13/18	<p>OVER DEVELOPMENT The proposed addition of approximately 900 residents in this area is unacceptable.</p> <p>We do need to accept some intensification in urban areas, but 400 would be a much more reasonable number and 8-9 stories would be an appropriate maximum height. With the proposed numbers, the traffic congestion would be intolerable given that a significant number of residents will permanently prefer private transportation over local buses. Lakeshore is already crowded at peak hours.</p> <p>COLLISION HAZARD The plan shows an exit from the Plaza area directly opposite the driveway of 5340. This is an invitation to a collision.</p> <p>Anyone who has tried to exit from 5340 knows the difficulty of predicting when cars exiting the Plaza will even notice waiting cars at 5340. Having one exit directly opposite the other will only increase the hazard. Traffic lights may not be practical given the proximity of Kenwood and Hampton Heath, both of which have lights.</p>

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		<p>MIX OF HOUSING Developers need to provide much more early information on the types of housing proposed.</p> <p>A mix of types is reasonable, but without knowing such things as the definition of “affordable housing” or “seniors accommodation” it is impossible to judge whether the planning is suitable. How many units in various categories are planned? This information needs to be public at stages early enough to allow comment. Having this information only at the final stages excludes the public from meaningful comment.</p> <p>WATER MANAGEMENT Water Management plans need to be thoroughly vetted in view of the increasing hazards of climate change and the inadequacy of engineering standards based on years past.</p> <p>The 100-year storm of previous years is not the 100-year storm of 2025. Are we taking new realities into account? Careful review of the studies and plans by appropriate experts is essential. There have been serious problems in Burlington including inadequacy of existing storm sewers when lake levels are high.</p> <p>INADEQUATE PARKING The amount of parking proposed is insufficient.</p> <p>The very limited surface parking is not sufficient for businesses, customers, and visitors to residents. As a past member of two different condo boards, I have seen that condo residents have a habit of using surface/visitors parking when it suits them for short term parking (several hours) and unless there is a more rigid system of parking enforcement than I can imagine being practical, there will be constant problems.</p> <p>OLD-STYLE PLANNING The grocery store is a single story where added accommodation above could reduce the height of other portions of the development.</p> <p>Urban grocery stores are now frequently located beneath accommodation designed for residences</p>
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			<p>or business. Why are we adopting a very old style one-storey plan for the grocery store here?</p> <p>CONTINUING LEASES New lessees should be considered for business space.</p> <p>Food Basics, the present business, is a limited outlet. We need consideration for a more full-service outlet such as Longo’s or Fortinos. Similarly with other business space.</p> <p>DATA GATHERING A variety of methods need to be used to gather public input.</p> <p>There should be a survey developed to provide opportunities for people, often younger residents, to communicate electronically in this format. Such an outreach could be based on key issues identified in early input while giving opportunities for adding categories.</p> <p>COMMON ELEMENTS FOR CONDO BUILDINGS It is unclear whether condo buildings that are part of the development would have any surrounding (owned) common elements.</p> <p>This is a point that needs to be clarified, particularly with reference to surface parking and</p>
29	<p>Melanie Flynn 5149 Banting Court Burlington, ON L7L 2Z4</p> 	Aug. 14/18	<p>Thank you for holding the information open house last week regarding Lakeside Plaza. I understand it was not an easy meeting there were some upset people and I was one of them. I live in the townhouse complex across the street on Banting Court. Here are some of my concerns with the redevelopment of Lakeside Plaza and as well with the new arena being built.</p> <p>With the construction of the development possibly lasting up to 15 years what measures will be in place for the residence living near this ongoing construction. Are there studies that are done for noise and air quality for residence of the surrounding area? Is this something the city can ask the developer to do as part of the approval process?</p> <p>Skyway arena - the new entrance for the proposed</p>

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			<p>double rink (maybe its official) is going to be directly across the Banting Court. My understanding is it will be a shared entrance for the new townhouse units and the rink. Will the city be putting anything in place for residence who are turning onto Banting Court and encountering traffic from development and rink? Perhaps a dedicated turning lane?</p> <p>Current ward 5 Councillor Paul Sharman was explaining that the city needs affordable housing and that is one reason he thinks this is a good redevelopment. That does make sense but why is the city building a double rink arena right beside affordable housing?</p> <p>Is an arena the right avenue for affordable recreation? Is that something that is realistically an option for everyone. Why not tear down the arena and leave the park for land that everyone can use? Wouldn't more green space be more beneficial with the new high density redevelopment?</p> <p>The city has a responsibility to make sure the developer makes this redevelopment a vibrant addition to Burlington not just a place where people come to sleep and then leave for work.</p> <p>For me and others present we saw no ambiance in the proposals, you need cafes, shops people will want to gravitate to and even courtyards within the development. There is such an opportunity here to turn this around.</p> <p>These are a few concerns I have. I know there are huge concerns about infrastructure but I will leave that to people who are knowledgeable about appropriate questions to ask.</p> <p>I have sent this letter to my husband and sister who were also present at the open house.</p>
30	<p>Stephen F. White 274 White Pines Drive Burlington, ON L7L 4E7</p> 	Aug. 18/18	<p>As a long-time resident of southeast Burlington I am writing to formally express my strong opposition to the development proposal for Lakeside Village Shopping Mall presented by Glanelm Property Management.</p> <p>Background:</p> <p>I have lived in Burlington for forty-three years, and</p>

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			<p>am a frequent patron of Lakeside Village Shopping Centre. At one time in the 1960's and 1970's this was a thriving mall. Over the past twenty years it has fallen into serious decline.</p> <p>Like many residents, I am anxious to see this mall redeveloped so that it can again emerge as a vibrant hub of the local neighbourhood. Like three hundred other residents I attended a public meeting in November 2015 when participants were asked to provide their feedback, suggestions and ideas. Over the past three years I have waited anxiously to see the development proposals that would emerge.</p> <p>When the proposals were announced in May of this year, and subsequently presented at public meetings in July and August, I was, like many residents, aghast. The proposals bear no resemblance to the residents' feedback presented previously. Moreover, the proposal as referenced in the Planning Justification Report, is seriously deficient in several areas.</p> <p>The following is a summary of specific deficiencies and concerns I have:</p> <ol style="list-style-type: none">1. Building Height: The proposed re-development will, according to the Planning Justification Report, occur in five phases, resulting in the creation of 900 residential units. The proposal envisages six buildings situated along the north side of Lakeshore Road. This level of density, coupled with the proximity to Lakeshore Road and the existence of high-rise developments across the street, will create a significant wind tunneling effect. Moreover, the sheer magnitude of the development will obscure public visibility of the mall from Lakeshore Road, and visibility and access is vital to commercial businesses operating in the mall. Moreover, Lakeshore Road is a two lane street. Placing high-rises so close to the road is not only restrictive, but in the event of an accident or emergency could create serious congestion problems.2. Density: The developer's proposal calls for the creation of nearly 1,000 residential units. This additional density will greatly augment traffic congestion that has steadily increased in recent
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years.

3. Parking: According to the Parking study, the proposed redevelopment will see 1,350 parking spots: 1,150 underground spots, mostly reserved for residents, and 200 surface parking spots. The 200 surface parking spots represents a significant reduction in parking spaces from the current state, and fails to recognize that except for seniors and residents living across the street from the mall most people who travel to this plaza do so by car. A reduction in parking spaces will create problems for many patrons, and could compel many to shop elsewhere.

4. Traffic Congestion: There has been a significant increase in the volume of traffic on Lakeshore Road that the traffic studies referenced in the Planning Justification Report do not fully depict.

A recurring problem for area residents involves the use of Lakeshore Road by motorists wishing to avoid traffic jams on the Queen Elizabeth Highway or the Burlington Skyway. When there are accidents on the motorists seek an alternate path through the City. Because Lakeshore Road winds through both Burlington and Oakville this street can see greatly increased volumes at certain times. This problem is especially acute during the summer months, a fact not referenced in the traffic study.

5. Shadowing: The Shadow Study for this development prepared by Cynthia Zahoruk Architects indicates there will be significant shadows during the summer in the morning, and worsening in the winter months between December through March. This excessive shadowing is clearly visible in the site plan diagrams prepared in the Shadow Study.

6. Commercial Viability: Retail businesses struggle in today's economy, and maintaining a strong local presence and visibility is crucial to their long-term survival. Businesses that cannot be seen from Lakeshore Road because their storefronts are obscured by buildings creates conditions that are not conducive to the

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long-term growth and prosperity of commercial enterprises in the mall.

7. Phased Development: The developers' proposal calls for the construction of the mall in five phases is concerning. I have heard that the timeframe for the development of all phases could last ten to fifteen years. This is excessive, and the amount of noise, pollution and dislocation this would create is unacceptable.

The first phase would see the destruction of the northwest corner of the mall that presently houses a very popular daycare. This daycare provides a valuable service to parents with small children, and any disruption or even temporary relocation of this business, regardless of the duration, creates a problem for parents.

8. Environmental Concerns: The amount of attention paid in this report to the creation of green space and landscaping is disappointing. Suffice to say that there is much more that could be done to make this development visually appealing and environmentally sustainable.

9. Residents' Feedback: Pages 92 – 98 of the Planning Justification Report contains a summary of feedback that was provided by participants at the November 2015 Open House. The words "limited height", "low rise" and "medium height" appear multiple times, as do the words "No high rise". This section of the Report contains several other suggestions that the developers appear to have ignored.

10. Flooding: Southeast Burlington experienced a major flood on August 4, 2014. 3,300 homes were affected, and the damage was in the millions of dollars. Major contributing factors to this situation were increased density, the lack of upgraded infrastructure (i.e. sewers, watermains, etc.) and a lack of trees and vegetation that could absorb the water and runoff. My fear is that the scale and magnitude of this development will exacerbate an already serious problem and one that, according to climatologists, will only get worse with global

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warming.

A Better Plan:

As mentioned at the outset, the developer's proposal has failed to address both the needs of residents and retailers on several levels. Having spoken with many attendees at the July 18th and August 8th Open Houses there appears almost universal consensus that this proposal is seriously deficient on several levels, many of which I have highlighted before.

Speaking as one resident this is what I would like to see as part of a redevelopment plan:

A development situated to the north end of the existing mall property with physical integration of both residential units and commercial enterprises;

Low to medium-sized residential developments with commercial space on the ground floor, and residential units above;

A maximum height of six stories;

An "L" shaped design configuration similar to what currently exists;

A construction period for the entire development that does not exceed two years in duration;

Consideration given to making part of the residential complex a cooperative housing development to address the need for affordable housing;

Temporary accommodation and specific provisions made for existing businesses so that they can continue during the period of construction while minimizing the negative impact upon their clientele;

Keeping developments away from Lakeshore Road so as to preserve sightlines into the mall;

An increased focus upon landscaping immediately in front of residences and businesses, as well as around the perimeter of the mall property and that portion that fronts onto Lakeshore Road;

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			<p>A doubling of the number of above ground parking spaces to 400.</p> <p>In summary, it is my hope that the developer and the City Planning Department will seriously reconsider many of the components of this project with a view to altering the plans to make them more congruent with residents' and tenants' needs while preserving the character of the adjoining neighbourhood.</p>
31	<p>Wendy and Atipol Supapol 5280 Lakeshore Rd Unit 411 Burlington, ON</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Sept. 4/18	<p>We are writing to you with comments about the proposed redevelopment of lakeside plaza (formerly skyway plaza). We are long time residents of Burlington, and care deeply about the city and its development. We recently sold our home and have purchased a condo very near the proposed development (Royal Vista) so are particularly interested in this area.</p> <p>One thing that initially put us off purchasing in east Burlington was the lack of amenities such as restaurants, coffee shops, patios and other venues. With more intensive development and crowding in the downtown area, pedestrian friendly retail development in other areas is needed; therefore the new lakeside development could be a great opportunity for East Burlington.</p> <p>We do have concerns about the proposed development. The proposal for high-rise buildings right along lakeshore rd. blocks the development off from the street and the existing community and is not inviting.</p> <p>Higher level buildings if any (midrise seem nicer for a mixed development), should be towards the back of the development. Perhaps the mix should be less residential and more retail and service. We welcome keeping a grocery store, drug store, bank, etc. As many elderly in the area do not drive, it is good that basic amenities are within walkable distance. In addition, we would love to see a specialty grocery as well as no frills, a patio/restaurant, starbucks or other coffee shop, another reasonably priced restaurant/coffee shop, some other interesting retail stores, and possibly services such as doctors dentists etc. The park area to the east of burloak is being developed, and it would be nice if park goers could walk to icecream and coffee shops, or have lunch in the</p>

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			<p>area as opposed to having to get in the car and drive either downtown or to Bronte.</p> <p>These are our thoughts for now. Looking forward to the next community meeting and to learning more about the development as it progresses; could you kindly let us know when it will be? Thanks very much,</p>
32	<p>Bonnie Lennard 1444 Alfred Crescent Burlington, ON L7S 1K7</p> <p>[REDACTED]</p>	Sept. 6/18	<p>I wish to express my dismay at the high-density development proposed for Lakeside Plaza. I do not feel we need to jam high-rise buildings into so many sites in Burlington. We have already reached the provincial guidelines for population growth. It seems the developers are too focused on large buildings and large profits! Downtown Burlington is also being forever changed by this credo of tall high-rises at many corners. Traffic & congestion are already an issue for car travel in Burlington. Let's keep heights to 4 or 5 stories! I would be pleased to hear from you.</p>
33	<p>Michael Lennard</p> <p>[REDACTED]</p>	Sept 6/18	<p>I am writing to tell you that as a local resident, I do not support the development of the Lakeside Plaza as outlined on the notice at that location.</p> <p>7 residential towers, some of them up to 18 floors providing 900 units in total, will detrimentally impact the local community, and cause traffic congestion in the Lakeshore / Kenwood / Hampton Heath neighbourhoods. There should be a maximum height limit of 6 to 8 stories.</p> <p>The city of Burlington seems to have lost the ability to manage development at a sustainable rate allowing far too many high rises along Lakeshore Rd and elsewhere in the city.</p> <p>Please advise what local residents can do to express their concern over the scope of this development.</p>
34	<p>Brenda and Ron Kelly 227 Thomas Crt Burlington, ON L7L 4N1</p> <p>[REDACTED]</p>	Sept 14/18	<p>Please include our names in protesting the proposed plan to replace Lakeside Plaza. Although we want a change we are not happy that our zone which only includes midrise condos are now proposed to be replaced with 18 floor multi buildings. We do not want Mississauga in pretty Burlington with cold concrete structures.</p>

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			Our suggestion is to replace with single/townhouses. Also some storefronts with 4-6 level condos.
35	<p>Svetlana Blumenkranca 5195 Banting Court Burlington, ON L7L 2Z4</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	Oct.14/18	<p>Hello</p> <p>I'm the owner of the townhouse at Banting CT complex, and would like to express my strong disapproval of the Lakeside Plaza project as it is currently presented.</p> <p>First of all, 18 story buildings along the Lakeshore will create a tunnel like roads and seem absolutely inappropriate for the residential neighborhood. The owners of the Banting complex will be viewing the sky scrapers as close as about 500 m away from their homes and the trip to the lake will become dreadful journey through the labyrinth of multiple skyscrapers. The sunset will hardly be visible from the park blocked by the 18th story buildings.</p> <p>Second, I'm very disappointed to see this proposed planning even to get this far. Obviously, the developers are eager to squeeze as much as possible on the small piece of land, but I sincerely hope that the city of Burlington's common sense will request on getting this plan revised and lowered down to 6 story buildings at MAX.</p> <p>I'm pretty sure that all of the home owners in this neighborhood are as disappointed as I am, and reaching out to the city officials in hopes that this plan does not get approved as is. Having said that, the shopping plaza does require revamping, but not at the cost of having a downtown Toronto built in it's place blocking all sky views.</p>

Additional Comments Received prior to Statutory Public Meeting			
1	<p>Louis Venter 9-5427 Lakeshore Road Burlington, ON L7L 1E1</p>	<p>January 24/19</p>	<p>I would like to formally table my concerns and objections and want to formally request a plan as well as a fromal assurance as well as the communities recourse if these concerns come to fruition:</p> <ol style="list-style-type: none"> 1. If this development negatively impact on property values due to these developments what will our recourse be in this instance? If property values do not keep up with the average trend of property values in the GTA will we be compensated? Do we have legal recourses for this? 2. What will the impact be of schools in this area. Mohawk Gardens will not have capacity to serve this increase? What is our recourse? 3. How will additional impact on Lakeshore Road as well as all the surrounding areas be handled? 4. With all the extra people waterfront park will be very busy, with a lot of traffic and now with the legalization of cannabis this will pose an ideal situation for cannabis use in a public area. This pose a risk to our lifestyle and children. We moved here to for the quite, safe, clean, atmosphere and living style how will this be maintained? 5. The mayor prommised less high rise developments as part of her election campaign How will you make good on your promise? 6. The high rises are going to impact on the amount of natural light and amount of sunlight we have. This is not acceptable it is going to impact on a lot of views from a lot of homes. No more trees but high rises. No more light but shadows. We are going to loose out on our quality of life and property investment values. 7. How will the follow general services be impacted? <p>Road / Traffic</p> <p>Padestrian traffic</p> <p>Transit traffic and delays due to increased</p>

Additional Public Comments, Updated March 12, 2019

			<p>traffic?</p> <p>Water?</p> <p>Sanitaion?</p> <p>Stormwater run-off?</p> <p>Gas supply?</p> <p>Electrical supply?</p> <p>There are various other points that should be tabled as concerns. Who will be responsible if any of these come to light? Who will ensure that any problems are addressed and resolved?</p> <p>I hope you understand our concerns. And are willing to help and adress these. As well. As to provide us the assurances as to what recourse we will have if these concerns are realised.</p>
2	<p>Pamela Reed 5255 Lakeshore Road Burlington, ON</p>		<p>I just received, in the mail, the planning applications for 5353 Lakeshore Rd. Unfortunately I will not be available to attend the meeting on February 12th.</p> <p>I am definitely opposed to 6 high rise building being built on such a small piece of land, and definitely opposed to any reaching heights of 14 or 18 stories.</p> <p>I do agree the plaza needs to be spruced up with more stores and restaurants, however that many high rise buildings would overwhelm that area.</p> <p>I just moved to Burlington in September 2017 & like being able to walk to the grocery store & lakefront park. A couple of lowrise buildings would be an attractive addition to the plaza.</p> <p>Please vote against this monster development that will spoil this end of the city.</p>
3	<p>Victor Raso Manager, Real Estate Development 1 President's Choice Circle</p>	<p>Feb 12, 2019</p>	<p>We currently operate an existing Shoppers Drug Mart on the property and continue to have concerns in regards to the development and its phasing.</p>

	<p>Brampton, ON L6Y 5S5</p>		<p>Unfortunately we are having a difficult time having someone attend the meeting this evening but we would like to be notified of any future meetings relating to this file to ensure we maintain our rights as this file moves through the planning process. Please let me know if you require anything additional at this time.</p>
<p>4</p>	<p>Lawrence and Sue Stasiuk 242 Linwood Crescent Burlington, ON. L7L 4A1</p>	<p>Feb 10, 2019</p>	<p>We hereby advise the City of Burlington that we are opposed to the planning applications for the redevelopment of Lakeside Plaza, referenced above, and request the Mayor and Members of City Council to deny the applications and to send a message to the applicant to revise their application with lower building height limits and more on-site parking.</p> <p>On February 12, 2019, a statutory public meeting will be held to consider the application referenced above. We are not able to attend, however, would like our views considered before a decision is made. We have attended 3 neighbourhood meetings and public open houses concerning the proposed redevelopment of Lakeside Plaza and are not satisfied the proposed development is in the best interest of the City of Burlington.</p> <p>The proponent has proposed a development scheme that greatly exceeds what is appropriate for the site. The current zoning by-law under the 2008 Official Plan (OP) allows for a 3 storey limit on buildings. The 2018 draft OP would allow up to 11 stories if a suitable community benefit was provided to justify the higher limit. The proposed development concept has buildings ranging in size up to 14 and 18 stories. There was no compelling reason provided to support such an increase to what is permitted. Across the street, there are buildings in the 8 to 10 storey range. We feel the development should be scaled back to a maximum of 8 stories to fit in with the character of the neighbourhood. The developer should provide a suitable community benefit as compensation for any permission to build higher than 3 stories as permitted in the current zoning by-law.</p> <p>The parking requirement under the zoning by-</p>

			<p>law is 1.25 / 1 bedroom unit, 1.50 / 2 bedroom unit and 0.35 / unit for visitors. It appears that the City and proponent have agreed to a reduction to 1.00 /1 bedroom unit, 1.25 /2 bedroom unit and 0.25 /unit for visitors. We did not see a justification for this reduction. This site is in a sub-urban location and only serviced by 1 public bus line. We believe future residents and users to this site will be more likely to use a car than the bus service and feel reducing the requirements may impact the adjacent neighbourhood.</p> <p>In the Parking Justification Study by C.F. Crozier & Associates, the consultant, using the reduced standards, identified a requirement of 1666 spaces. The development proposal is only providing 1350 spaces on-site and relying on surrogate sites and a re-definition under the Transportation Tomorrow Survey (TTS) data calculations to justify this shortfall. This is not right. The site has space under the grocery store and certainly could accommodate the required parking spaces. Of course, a scaled down development could better accommodate the parking required on-site.</p> <p>We agree with the applicant in that the Lakeside Plaza site is an under-utilized commercial plaza and worthy of redevelopment. However, we feel the concept plan as presented misses a great opportunity to create a community hub for the neighbourhood. The open space amenity is quite small and not resolved as to how it will serve the community. There is an opportunity to provide 1 or 2 stories above a newly built grocery store allowing for additional greenspace at grade level. This additional space could allow for a better on-site children’s play area and community gathering space. The design of the walkway network should consider the elderly population in the neighbourhood who will come to shop in this place. These walkways need to consider their mobility needs and provide frequent rest areas. We are disappointed that the proposal displaces the bus stop terminal that currently exists beside the grocery store to the street. We suggest the proponent should consider providing a well-designed transit terminal on-site with benches and a shelter as</p>
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			<p>community benefits. This terminal could also be designed as a hub for a social bicycle program and car share program.</p> <p>This development proposal is not in compliance with the official plan, the excessive number of residential units will create considerably more congestion on the roadways, the proposal provides less than the required on-site parking, and it does not provide for any on-site accommodation of the bus service or any other public transportation options. We feel if this application is approved, it would have a negative impact on this end of the City and miss a great opportunity to create a community hub that would benefit all residents and the neighbourhood.</p> <p>Thank you for your consideration.</p>
5	<p>John and Shaaron McDonald 8-5255 Lakeshore Road Burlington, ON L7L 5X5</p>	Feb 17, 2019	<p>My wife and I are writing to you to express our opinion on the proposed plan for 5353 Lakeshore Road.</p> <p>My wife visited the presentation that was made in the summer and came away from the meeting with a firm opinion which I share.</p> <p>We both do not think that this proposal has merit as the residential density seems far too high for this small size area. There is no consideration of a green space being set aside for the residents of the development. It also seems that little space is devoted for parking to accommodate the retail space customers.</p> <p>We do support the need to revitalize the area and to bring some life back to the retail sector but 900 residences would be overkill for this small space. Lakeshore Road is especially busy during rush hour and a development of this magnitude would add further congestion to the roadway.</p> <p>We are unable to attend the upcoming meeting but we both felt it was vital to express our opinion to you, our councillor.</p>
6	<p>Dr Michael Cohen DDS 5353 Lakeshore Rd., Suite #21 Burlington, Ontario</p>		<p>My name is Dr. Michael Cohen and I am the second generation owner of LakesidefamilyDental (formerly Lakeside Dental</p>

	L7L1C8		<p>Centre) at Lakeside Plaza.</p> <p>I normally do not write these kinds of emails but as neither my business manager, Mr. John Stolte, or myself can attend the City hall meeting on February 12th, I felt the need to connect with you in regards to the proposal put forth to redevelop the Lakeside plaza site.</p> <p>As a point of reference, a bit of history is in order. My Father, Dr. Mel Cohen, opened the practice back in October 1964 in what was then Skyway plaza. He was one of the first Dentists in Burlington when the population was 14000, and there was an orchard across the street. I joined him in 1989 and together we have served this amazing community for what is now 55 great years. We are the longest serving tenants at lakeside plaza. We've been through many many changes over the years, not to mention owners. Our area is uniquely special and deserves a beautiful neighbourhood that reflects that. And I think that gives us a unique perspective in this case.</p> <p>I have been aware of the redevelopment ideas/plans/possibilities for quite some time and have discussed them previously with Mr. Sharman back in 2015 when I moved my office into another part of the plaza. The renovation of the Arena and work being done on the lakeside will no doubt spruce things up to the benefit of the entire community. And the idea of creating a community "hub" is great too. And seeing as we have grown with this community over these 55 years, and know it well , I would like to offer my opinion here on behalf of myself and my team and future owners.</p> <p>Lakeside plaza is vital to this community. The commitment to maintain the services that are needed in this redevelopment is so important and will be appreciated by my many patients who frequent the plaza regularly and live close by. We all recognize the need for the plaza to be revitalized and any proposal that will provide this result will be good for the people and the neighbourhood as a whole. I have had the pleasure of dealing with Joe Elmaleh and his team for many years. They have always been</p>
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			<p>honest and fair, and quite frankly great to deal with, and in our view the City has a good partner to work with in the prospective redevelopment of the plaza. Of course, people will have opinions in regards to the scope and the scale of this redevelopment that may differ from mine, and lord knows my speciality is in dentistry not developments, but I fervently believe that a proposal that looks to provide a better place for the people of the neighbourhood while maintaining the services for its population in a multiphase approach that allows for less disruption- is one I support fully.</p> <p>As I said at the outset, we won't be able to attend the February 12th meeting due to prior commitments, but felt it was important to be part of the conversation and wanted to put forth our support for the redevelopment proposal. We would and will make ourselves available to discuss this further should you wish to at any time- and at your convenience. Once again, thank you for your efforts on behalf of the city of Burlington and thank you for taking the time to read this submission.</p>
7	<p>Chris and Marion Skirrow 2067 Country Club Drive Burlington, ON L7M 3V4</p>	Feb 17, 2019	<p>Unfortunately due to the weather conditions we were unable to come to the public hearing relating to the development of Lakeshore Plaza on the 12th. My wife and I own a condo at 5340 Lake Shore which is directly opposite the proposed development. Whilst we are not averse to the redevelopment of this plaza we find the size and scope to be unacceptable. The height of the proposed towers and the number of units involved are excessive and unnecessary. It will completely change the nature of the area and place considerable additional stress on the traffic and roads in the area. The roads are already suffering from potholes and uneven surfaces, this will exacerbate the situation. In addition it will completely overshadow our condominium building.</p> <p>Accordingly we object to the height of the proposed redevelopment and request that a more reasonable height restriction be instituted. The Mayor campaigned on the idea of responsible development so we hope that this will be an opportunity to show she means what she said.</p>

8	Joan Webb		<p>I wont be able to go to the meeting tomorrow, but I wanted you to know that, although you think there is too much parking space, I don't think there is nearly enough. Also, 900 units is far too many.</p> <p>With regard to parking, think about the number of cars needed for the office space and retail uses. People residing there will quite often have two cars. We also have a very nice waterfront park very close and there will be activities there in the future but very little parking space. Therefore, people will use 5353 Lakeshore to park and walk across. We have to think about the future and make allowances, not be short sighted and just think about the present. The park will be popular, I am sure. The supermarket will gain more business as well and it is to be hoped that people don't keep walking off with their shopping in carts because they cannot park there. It would be better to have more parking than not enough.</p> <p>My main concerns are the parking (lack of), the height of the units and the number of residential units planned. Can the sewage treatment plant cope? Let's look at this realistically.</p>
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DATE: August 8, 2018

TO: Lola Emberson, Senior Planner, Department of City Building

RE:	Lakeside Plaza, 5353 Lakeshore Road, City of Burlington Ward 5
File Number(s):	505-03/18 and 520-03/18
Description:	Official Plan and Zoning By-law Amendment

Overall Recommendation: SDC supports the application with recommendations as noted.

The SDC reviews development applications in order to provide comments to encourage sustainable development. This mandate was approved by council in 1990. In order to implement sustainable building and design measures effectively, they should be considered at the earliest possible stage in the development process to ensure integrated design occurs and to reduce project costs. In addition, the committee is empowered to review applications based on Part II Section 2.3 policy b) of the 2008 Official Plan which states:

"The City will maintain a citizen's advisory committee to advise and assist Council and staff on the implementation of Principles and Objectives of Sustainable Development (see Appendix E), through the review of development applications and other matters of interest in accordance with the terms of reference adopted and periodically reviewed by Council."

In general, the committee also relies on the following sections of the official plan in its review of applications:

Part II Section 2.2 objective d) *To use Sustainable Development criteria for review of applications for development, and to ensure that new development is compatible with existing end uses,*

Part II Section 2.7.1 Principles a) *To the greatest extent possible, proposed development shall be consistent with the goals and objectives of Sustainable Development, and other policies in Part II Section 2.7 of the Official Plan.*

Figure 1: View of the proposed buildings on the site



Figure 2: Location of the site

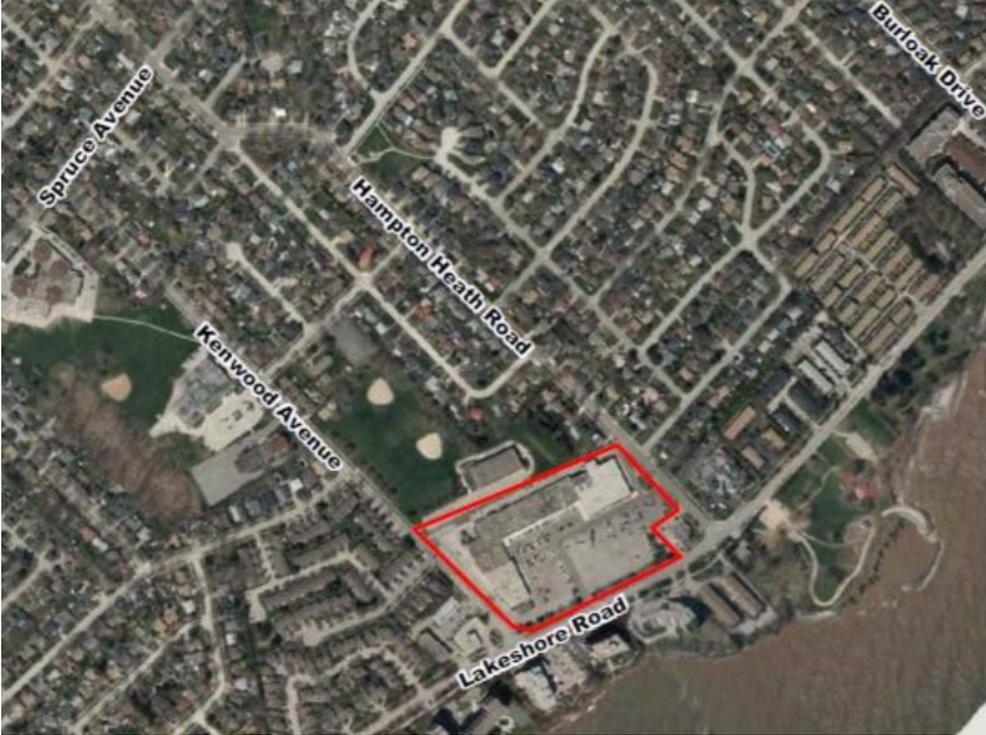


Figure 3: Site plan

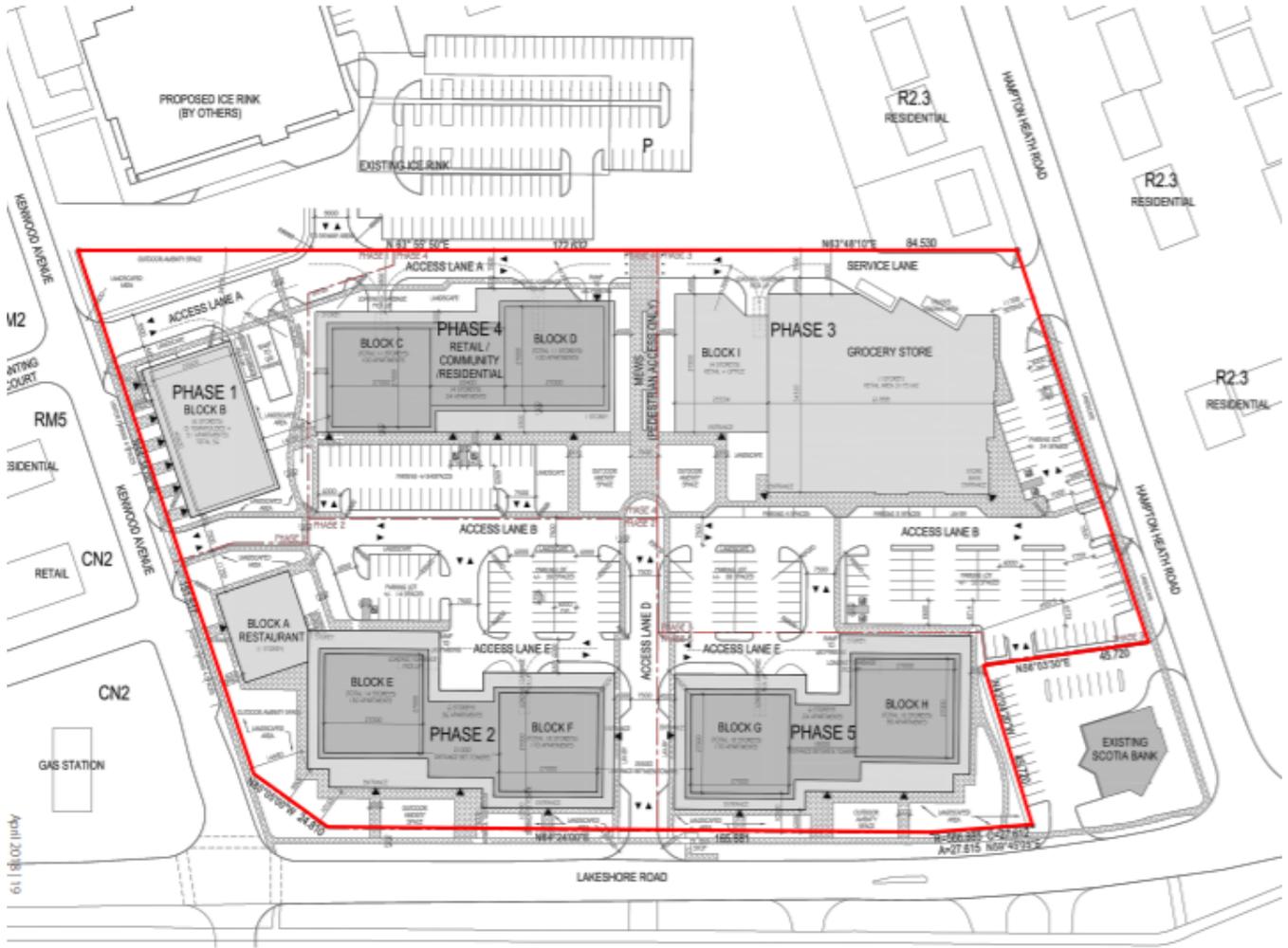


Table 1: Site details

Phase	Block	Residential (dwelling units)	Building Height (storeys)	Retail Floor Area (m ²)	Office Floor Area (m ²)
1	B	56	6	0	0
2	A	0	1	560	0
	E	166	14	2,520	0
	F	170	18		0
3	I	0	4	4,075	2,700
4	C	112	11	2,320	0
	D	112	11		0
5	G	170	18	2,480	0
	H	114	10		0
Total		900		11,955	2,700

Preamble:

The applicant is requesting amendments to the City's Official Plan and Zoning By-law 2020 to permit the redevelopment of the commercial property. The phased redevelopment is proposing 900 residential units within a mix of townhouses, mid-rise (4-11 storeys) and high-rise (14-18 storeys) along with 2,700 square metres of office space and 11,955 square metres of retail and service commercial uses that includes retention of a grocery store.

The property currently contains a one storey commercial retail plaza known as Lakeside Plaza (5353 Lakeshore Road). The land is bound by Skyway Arena and Park to the north, Hampton Heath Road to the east, Lakeshore Road to the south, and Kenwood Avenue to the west. This proposal affects 3.84 hectares of land on the north side of Lakeshore Road. The site is accessed via one driveway on Kenwood Avenue, one driveway from Lakeshore Road and two driveways from Hampton Heath Road.

Currently to the south of the subject properties there is a mix of residential uses (i.e. apartment buildings) with variety of building heights ranging from 2 to 19 storeys. To the east is a retirement home and low density residential uses (i.e. single detached units) and a Scotiabank located on the corner of Lakeshore Road and Hampton Heath Road. To the west, there is a small commercial plaza and gas station at the corner of Lakeshore Road and Kenwood Avenue and medium-density uses (i.e. townhouse units). To the north is Skyway Arena and Park.

The City of Burlington Official Plan designates the subject lands as Neighbourhood Commercial (CN1-63) which is to provide opportunities for limited commercial uses to meet the immediate neighbourhood residents' day-to-day and weekly goods and service needs. The CN1 zone permits a variety of uses including retail, service commercial, office, community, automotive, entertainment and recreation. Large-scale neighbourhood commercial areas will have a site area of up to 5 ha and a maximum building area of approximately 12,500 square metres. The maximum building height is 3 storeys up to 12 m maximum. Residential uses may be permitted in the second and/or third storey of retail/commercial buildings.

The Official Plan amendment is proposing an increase in the residential density to a maximum of 240 units per hectare, increase the maximum building area of 15,000 square metres and will permit residential uses in standalone buildings of up to 6 storeys in height and in mixed use buildings up to 18 storeys in height.

The zoning by-law amendment is proposing to change the zoning to a Community Commercial (CC1) zone with a special exception for a number of provisions including permitting townhouse and apartment building, building height, landscaping and parking.

General:

The SDC supports higher density development close to transit, retail and community services that will likely attract transit-oriented, environmentally-focused residents and businesses.

The SDC agrees that the current site is underutilized and that it is a good candidate for mixed use development. The proposal has many positive features including:

- Proximity to parks and transit (bus connections to downtown and Appleby GO)
- An increase in the landscaped component vs. the current plaza
- A walkable connection through the development from Skyway Park to Burloak Park
- Grading of building height down from the south property line towards existing low-density residential areas
- The inclusion of 3 bedrooms units that can accommodate families
- Proposal to include a mix of rental units and condos
- Reduced parking allotment
- Retention of a grocery store on site (the existing store would be removed in Phase 3 and rebuilt in Phase 4)
- A planned increase in commercial space, that would help to meet the daily needs of residents and the surrounding community, and create employment
- A number of design elements to manage stormwater

Site Specific Considerations

The City's 2008 Official Plan allows for up to 185 units/ha in Residential – High Density area. The applicant has proposed 235 units/ha. The City's Draft Official Plan identifies the area as a Secondary Growth Area which allows a maximum of mid-rise buildings (5-11 storeys). The maximum of 11 storeys is subject to the reduction of parking at grade, a high quality of design and mitigation of the adverse impacts of increased height. The applicant has proposed to construct three buildings on the south perimeter that exceed this limit (one 14 storey and two 18 storey buildings). As context, the buildings south of the site across Lakeshore Road are 8-10 storeys.

In community consultation, some local residents welcomed the proposed redevelopment as it would represent an improvement from the current state. Other local residents expressed concern about the tall buildings, increased density, traffic and more condos and expressed the desire for a "village feel".

The proposed development should address design elements to reduce the use of energy and minimize GHG emissions. It should help the City move towards its goal of being net carbon neutral.

Recommendations:

Our comments are based on the following Principles and Objectives of Sustainable Development, as developed by the committee, endorsed by Council and found in Appendix E of the City’s Official Plan:

SUSTAINABLE DEVELOPMENT PRINCIPLES	COMMENTS
<p>1. Recognize the interdependence of humans and the rest of nature in a common ecosystem; seek to prevent and reverse degradation of the earth, air, water, plants and animals by human activity.</p>	<p>Use a Low Impact Design approach to stormwater management</p> <p>Use of sustainable practices to manage construction waste</p>
<p>2. Recognize the urgency of climate change and take measures to reduce greenhouse gas emissions and to adapt.</p>	<p>The applicant has not provided information on design elements to encourage the conservation of energy. The buildings should be designed and built to help Burlington to achieve its goal of being net carbon neutral. SDC recommends:</p> <ul style="list-style-type: none"> • Construction of very efficient building shells. • Renewable energy generation • Incorporation of active and passive solar design elements • Reduction in the use of energy through efficient fixtures and appliances, and • Individual energy metering of each unit <p>This site, perhaps in conjunction with the redeveloped Skyway Arena, could be a candidate for a district energy system.</p> <p>A major goal of this development should be to encourage residents to use forms of transportation other than their automobiles, especially given the proximity to the Appleby GO Station and City of Burlington transit. SDC supports:</p> <ul style="list-style-type: none"> • Reduced parking spaces • Providing ample bike storage • Providing ample electric vehicle charging capacity • Providing an on-site vehicle sharing program • Incorporating a “lay-by” area in the site plan for transit, taxis, ride sharing
<p>3. Promote conservation, stewardship and responsible use of resources. Discourage processes and practices that result in natural resources being consumed at a rate faster than they can be replenished.</p>	<p>The SDC would like to see reference to:</p> <ul style="list-style-type: none"> • Commitment to installation of energy efficient appliances (if provided) • Efficient use of water <p>It may be possible to use some of the stormwater collected on site for irrigation of landscaped features.</p>

SUSTAINABLE DEVELOPMENT PRINCIPLES	COMMENTS
4. Discourage the production and use of persistent and harmful substances. Reinforce proper disposal practices for such substances	
5. Affirm and promote practices that provide a safe and healthy environment and build resilience, and engage our community in not only meeting the economic and social needs of all citizens but enhancing quality of life.	

SUSTAINABLE DEVELOPMENT OBJECTIVES	COMMENTS
a. Leadership: Take a leadership position on sustainability issue both within and outside the City of Burlington. Recognize that our local actions can have global implications.	The SDC requests information on the corporate philosophy of the applicant in terms of sustainable development. Progressive companies set an example for others.
b. Protection and Enhancement of Natural Features: Protect and enhance Burlington’s natural features to ensure that shorelines, natural water courses, wetlands, flood plains, woodlands and forestry tracts, as well as notable landmarks such as the Niagara Escarpment, are preserved for future generations. Improve the connectivity of natural features to enhance the natural heritage system. Preserve habitat to maintain and increase biodiversity and protect species at risk.	
c. Protection of Natural Resources: Sustainably manage and protect natural resources such as water, minerals and fertile lands. Reverse degradation of natural resources when feasible.	
d. Responsible Use of Natural Resources: Reduce the consumption of natural resources and ensure users are responsible for the full local costs of services such as water, electricity and sanitary sewers. Provide educational programs to encourage conservation of natural resources and increase awareness of the full costs of services.	Provide fixtures and appliances that conserve water. Collected rainwater can be used to fill water features, irrigate gardens and maintain landscapes. Innovation in onsite water management technologies is encouraged. Green roofs act as a natural way of filtering runoff.

SUSTAINABLE DEVELOPMENT OBJECTIVES	COMMENTS
<p>e. Waste Reduction: Reduce waste generation and increase resource recovery. Minimize waste in designing, building, operating, renovating, demolishing and re-purposing buildings.</p>	<p>The applicant should ensure that proper recycling methods and facilities are available for residential tenants. This should include organic waste through the green bin program.</p>
<p>f. Greening of the City: Promote the preservation, management and planting of trees and other vegetation on private and public property within the City. Encourage the use of native, non-invasive and diverse species.</p>	<p>The site allows for planting a significant number of trees. Urban forests provide habitat and food sources for wildlife, cooler watercourses, mitigate noise and dust levels, improve air and water quality, absorb pollutants, sequester carbon and help conserve energy.</p> <p>The applicant states that 58 of the existing 71 trees will be retained and also states that the amount of tree canopy on site will be increased through a comprehensive landscape plan. The applicant is requested to clarify the proposed number of trees for this project. The SDC requests a minimum tree canopy of 30% to be achieved by 2038. Calculations should show the tree caliper and the projected canopy area in 20 years.</p> <p>The current studies show a relatively small amount of landscaped space. There is a single mention of the possibility of bioswales. Additional landscaping would improve the site.</p>
<p>g. Natural Features and Green Space: Ensure natural features and greenspace are fundamental components of the City including new developments and redevelopments.</p>	<p>Green roofs, rooftop gardens and/or terrace gardens should be considered.</p> <p>Illustrations show more landscaping in the proposed development than is currently in place, but there are few details available. The potential exists for a significant amount of landscaping within the site and the developers need to integrate the landscaping as a critical component of the development and not as an afterthought. Stormwater should be used to irrigate plantings within the proposed development area.</p> <p>The development will have very good access to Skyway Park and Burloak Park.</p>
<p>h. Superior Neighbourhood Design: Make land-use decisions considering the natural features, site characteristics and location relative to employment, transportation and amenities. Apply an ecosystem approach to assess the impacts of development and</p>	<p>The proposed development supports healthy and walkable neighbourhood design. Four transit routes currently serve this area. There is bus connection to Appleby GO.</p>

SUSTAINABLE DEVELOPMENT OBJECTIVES	COMMENTS
<p>ensure environmental integrity, diversity and resiliency. Create vibrant, equitable communities that are healthy, walkable and transit supportive.</p>	<p>The proposed 14,655 m² of commercial space (2,700 m² of it office space) exceeds the current commercial space of 10,340 m². Currently some of the commercial space is empty. Additional density will help ensure the success of the new space.</p> <p>The applicant notes that there will be greater variety of unit sizes, although no detail is provided.</p>
<p>i. Sense of community: Create sustainable and appropriate forms of development that reflect the human scale, promote a sense of community, and connect and integrate urban development natural surroundings.</p>	<p>The proposal includes some outdoor amenity space and landscaping to the south of blocks D and I.</p> <p>The applicant has proposed amenity space of 13,500 m², well below the required 17,800 m². The justification for this reduction is not clear. The SDC asks that the minimum amount of 17,800 m² be included in the final proposal.</p>
<p>j. Neighbourhood Connectivity: Promote community development where residents can easily access necessities and amenities, such as housing, employment, locally produced food, retail, green spaces, education, recreation, and arts and culture through active transportation or transit.</p>	<p>The proposed development includes commercial space including a grocery store, housing, some employment and is in close proximity to an arena, parks and schools. The development has good access to transit.</p> <p>There is a proposed pedestrian access through the development from Skyway Park through to Burloak Park. It appears that there will be sidewalks providing safe pedestrian routes within the development (in the landscaped strips). This is important. It would be helpful to improve pedestrian access across Lakeshore Road.</p> <p>The phasing of the demolition/rebuild of the grocery store leaves the community without a local store for 12-24 months or longer. It would be preferable if the new store on site was opened prior to the demolition of the existing one.</p>
<p>k. Sustainable Transportation System: Prioritize walking, cycling and transit and make the best use of the existing road system for the safe movement of goods and people. Support multi-modal connectivity within the City and with neighbouring municipalities.</p>	<p>The area is very walkable and there is easy access to the bus stops. Four existing transit routes serve the area (2 of these routes service to Appleby GO). The proposal supports active and public transportation and encourages modal shift through a reduction in parking in conjunction with TDM. 1350 parking spots are proposed based on a parking study. It is estimated that ~950 spots will be required for residents. There will be 1,150 underground spots</p>

SUSTAINABLE DEVELOPMENT OBJECTIVES	COMMENTS
	<p>and 200 surface spots (therefore ~400 spots for customers and visitors). Current zoning requires ~610 commercial spots and 1520 residential spots (reference: Planning Justification Report). Given the amount of retail space proposed, particularly with a large grocery store, the 200 surface spots may not be sufficient.</p> <p>The applicant refers to providing cycling/walking route maps in lobbies and the distribution of TDM info packages to new residents. The applicant's provision of bike storage promotes cycling and multi-modal transportation. A bike pump station within the development would further encourage personal bike use. The SDC strongly encourages the applicant to provide an on-site car sharing program.</p>
<p>l. Efficient Urban Design: Increase the efficiency of land use in the urban community with the goal of reducing greenhouse gas and other air emissions and provide efficient, well-connected route for active transportation and transit. Promote urban intensification and development policies, rather than suburban policies that generate sprawl.</p>	<p>This proposal supports this objective except for the provision of the two low-rise structures. Given the density of the site, it seems possible to combine the proposed restaurant and grocery store into some of the tower structures. This would negate the need to exceed the 11 storey maximum and provide much more space for amenities/landscaping.</p>
<p>m. Natural Storm Water Management: Protect water courses in their natural state and encourage the restoration of water courses that have been degraded. Encourage low impact development design and use of best practices to improve storm water quality and reduce the quantity storm water sent to traditional storm water infrastructure.</p>	<p>The applicant states that stormwater will be collected in underground cisterns and that rooftop controls are also proposed for Block A. The stormwater quality control target for the site will be 80% TSS removal for 90% of the runoff. There will also be 4 oil-grit separators (OGS) in the parking lot. Bioswales are mentioned as a possibility in the parking lot.</p> <p>The applicant is asked to identify methods to use some of the collected stormwater for landscape irrigation. Another possible option to reduce stormwater to city sewer is through the use of permeable pavement.</p>
<p>n. Energy Conservation, Efficiency and Generation: Promote net zero carbon energy generation and usage. Increase energy conservation through efficient land use planning and building design. Encourage sustainable local thermal and electrical energy generation and the supporting distribution network. Adopt low emission forms of</p>	<p>The applicant has not provided information on design elements to encourage the conservation of energy. The buildings should be designed and built to help Burlington to achieve its goal of being net carbon neutral.</p> <p>This large site, in proximity to the Skyway Arena, may</p>

SUSTAINABLE DEVELOPMENT OBJECTIVES	COMMENTS
<p>transportation. Take all opportunities to switch from fossil fuel to renewable and electricity-based technologies.</p>	<p>be a candidate for a district energy system.</p> <p>The developer noted that “Sustainable and energy efficient building methods and materials will be considered during the detailed design stage...”.</p> <p>SDC recommends:</p> <ul style="list-style-type: none"> • Construction of a very efficient building shells. (Note that the use of a lot of glass can reduce efficiency – R-value reduces over times with seals failing and provides a large solar heat gain.) • Incorporation of active solar panels and passive solar design elements; the grocery store is an ideal candidate for this and could use a nighttime ice-making system that provides space cooling during the day as is done at the Mountain Equipment Coop in Burlington. • Reduction in the use of energy through efficient fixtures and appliances, and • Individual energy metering of each unit <p>The applicant should provide electric vehicle charging stations for residents and visitors.</p>
<p>o. Agriculture and Food: Promote policies that improve long-term food security with sustainable local agriculture in urban and rural communities. Increase the supply of local, accessible, affordable, culturally diverse and nutritious food. Protect agricultural land from loss and fragmentation.</p>	<p>The applicant should provide rooftop and/or terrace garden facilities for residents.</p> <p>The inclusion of a public space at ground level may allow for a farmer’s market.</p>
<p>p. Healthy Lifestyles: Promote and support healthy and active lifestyles through the development of complete neighbourhoods, active transportation infrastructure, recreational facilities and parks.</p>	<p>The proposal contains an interconnected network of landscaped pedestrian paths and open spaces. The proposal includes a pedestrian connection between Skyway Arena and Park and the Burloak Waterfront Park. It would be helpful to improve pedestrian access across Lakeshore Road.</p>
<p>q. Community Engagement: Seek and encourage public participation and education, and, consider public input in city decision-making. The economic, environmental and social aspects of proposed developments should be considered. Decisions should address all aspects and build consensus</p>	<p>A Lakeside Community Visioning Session (led by the City) was conducted in November 2015 and community feedback collected. A total of four public open houses will be conducted in July/August 2018.</p> <p>The Developer is encouraged to ensure that the project is supportive of Halton Region’s</p>

SUSTAINABLE DEVELOPMENT OBJECTIVES	COMMENTS
among stakeholders.	<p>Comprehensive Housing Strategy and is in the alignment with the housing objective 86(26) of the Halton Region OP: “Seek development opportunities for Assisted and Affordable Housing in Intensification Areas where public transit, retail and other facilities are readily accessible.” The SDC asks that this be addressed in the recommendation report and not left to the subsequent Section 37 Benefits discussion after the OP and Zoning Bylaw amendments are approved. The Region requires 30% of new housing to be affordable. The latest report by the Region gives a 2017 purchase price of \$362,950 for private townhomes and apartments. It is not clear how condominium fees are dealt with. The equivalent rent mid-point is \$1,932 per month and again, utilities and fees are not specifically dealt with. Currently, only about half of Burlington households can afford these amounts (Statistics Canada 2016 Census). The SDC has conducted research on ways to build housing at lower cost than conventional means. By doing so, the selling price and rental amount can result in profitability for the developer/builder. The SDC would welcome the opportunity to explore these options.</p> <p>The applicant stated that residential units include a mix of 1, 2 and 3 bedroom apartments and 3 bedroom townhouses. The applicant stated that some of the units will be rental and some will be condos. Only a very small number of the units are townhouses (~5 out of 900 units).</p>
r. Evaluation of Development: Continuously monitor and evaluate community development to assess its sustainability in relation to social, environmental or economic impacts.	
s. Sustainability Assessment: To assess progress towards sustainability, the City of Burlington should prepare a performance review of the entire municipality at regular intervals and develop and implement an action plan based on the findings.	

Summary of Above Discussion and Recommendations/Action Items:

The SDC agrees that the current site is underutilized and that it is a good candidate for mixed use development. The proposal has many positive features. The proposed development should be further enhanced by addressing issues such as:

- Incorporating affordable and accessible housing units by following Region of Halton criteria and examining alternatives for both construction and financing such as a partnership with Habitat for Humanity.
- Including design elements to reduce the use of energy and reduce GHG emissions including incorporation of passive design, very energy efficient building shells and evaluation of a district energy system
- Enhancing TDM measures such as:
 - Providing for car share
 - Improving transit linkages with Appleby GO
 - Providing discounted transit passes for new tenants
- Enhancing stormwater management e.g.:
 - Using some of the collected stormwater on site
 - Incorporating permeable paving
 - Including bioswales in the parking areas
- Providing for more outdoor amenity space (e.g. at grade, rooftop or terrace garden areas) for residents. The applicant has proposed amenity space of 13,500 m², below the City requirement of 17,800 m².
- Providing at least 30% tree canopy that can be achieved in 20 years.
- Incorporating sustainable practices and LEED level components e.g.:
 - Use of recycled building materials
 - Use of heat pumps
 - The use of effective recycling and waste facilities on-site
- Incorporating the two single storey structures into the taller towers. On such a dense site, all the land should be put to the best possible use. Putting additional housing on top of the grocery store or placing the restaurant at the base of one of the towers would open up more space for common areas or greenscaping.

The applicant is requested to clarify (on a per phase basis) what percentage of the residential units are proposed to be each of 1, 2 and 3 bedroom units.

Some of the comments from community consultation indicated concern about tall buildings, high density development and more condos. Local residents expressed the desire for a “village feel”. It should be noted that three of the six proposed residential towers (at 14, 18 and 18 storeys respectively) would exceed the 11 storey maximum in the Draft Official Plan and are significantly higher than the mid-rise buildings that are immediately to the south of the site. The addition of some affordable housing and inclusion of sustainability measures may help to offset the proposed density.

Future Site Plan & Building Permit Considerations:

The City of Burlington has approved the Sustainable Building and Development Guidelines. The committee recommends that the applicant consider the guidelines in this application. Many of the items identified in the guidelines are implemented through site plan and/or building permit approval, after a development proposal has received an Official Plan amendment and/or zoning by-law amendment, however, to ensure the design of sustainability features can be incorporated, we recommend these items are given consideration at this stage in the process. A full copy of the guidelines can be downloaded at:

https://www.burlington.ca/en/services-for-you/resources/Planning_and_Development/Official_Plan/sm_UPDATE-for-web---18-044-PB-Sustainable-Building-and-Development-Guidelines.pdf

The Sustainable Development Committee requests a response from the applicant related to the recommendations in this document. The committee would be pleased to meet with the applicant to discuss these comments in further detail. We would welcome discussions with the applicant to consider how the sustainability of the building could be enhanced, including at the Site Plan stage.

The SDC thanks the applicant for the assessment of the proposed development as compared to the Sustainable Development Principles and Objectives (included in an Appendix of the Planning Justification Report).

Note: This report was reviewed and approved by the Sustainable Development Committee on August 8, 2018.

Respectfully Submitted,

Jillian Gorbald and Glenn Portch (P&D Sub-committee Co-Chairs)
Burlington Sustainable Development Committee (SDC)

Cc: Tim Park, Lynn Robichaud, Leah Smith