

### Thoughts/Comments?

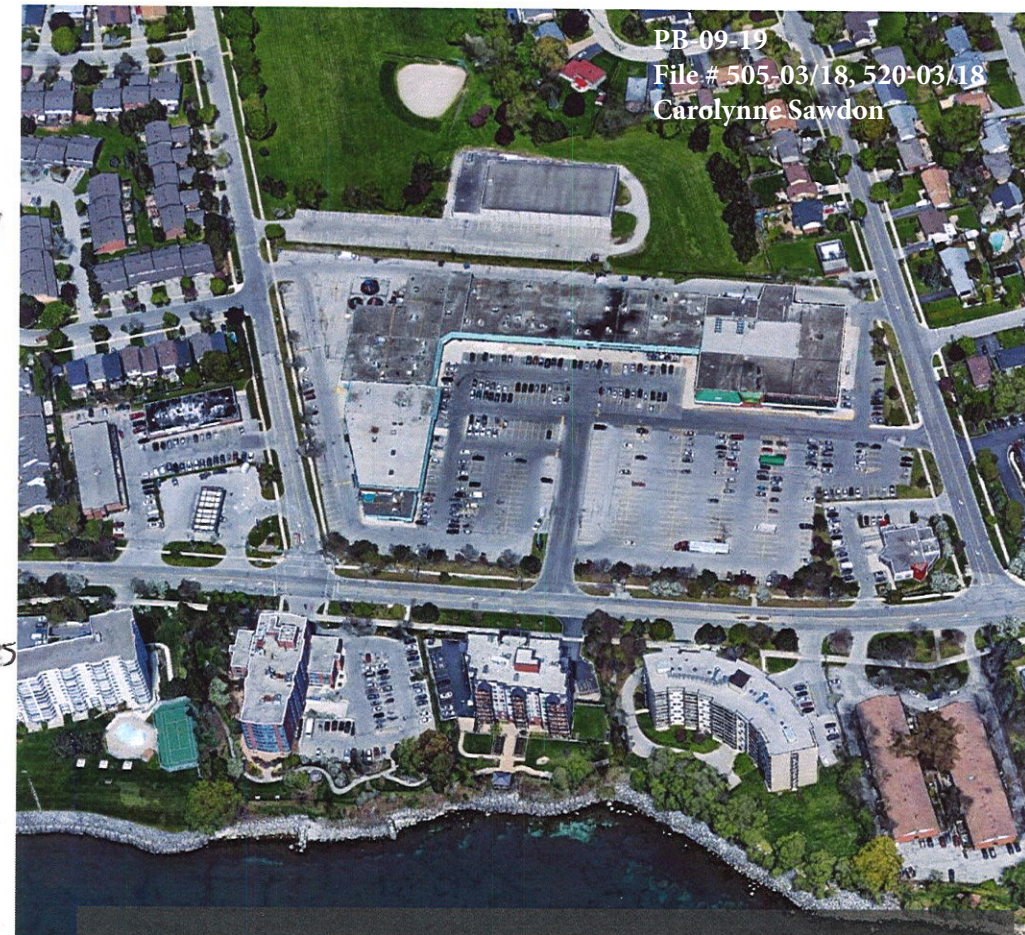
- Remove from the plan: *absolutely*  
Buildings E F G H *NO 18 storey*  
\* No Buildings higher than *10 storeys*  
\* Buildings on north side of property  
to be developed only  
Density too overwhelming & for  
neighbourhood - not in keeping with  
encompassing neighbourhoods  
- blocks view of businesses within  
# parking spaces not conducive to businesses  
- highly negative traffic flow on Lakeshore  
& surrounding streets -  
- Buildings on South too close to lakeshore  
- tunnel effect & eliminates sun to north

To submit written comments, or for more information, please  
contact:

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For plans and related studies visit: [www.burlington.ca/lakesideplaza](http://www.burlington.ca/lakesideplaza)



# WELCOME!

## OPEN HOUSE FOR LAKESIDE VILLAGE PLAZA DEVELOPMENT PROPOSAL (5353 LAKESHORE RD)

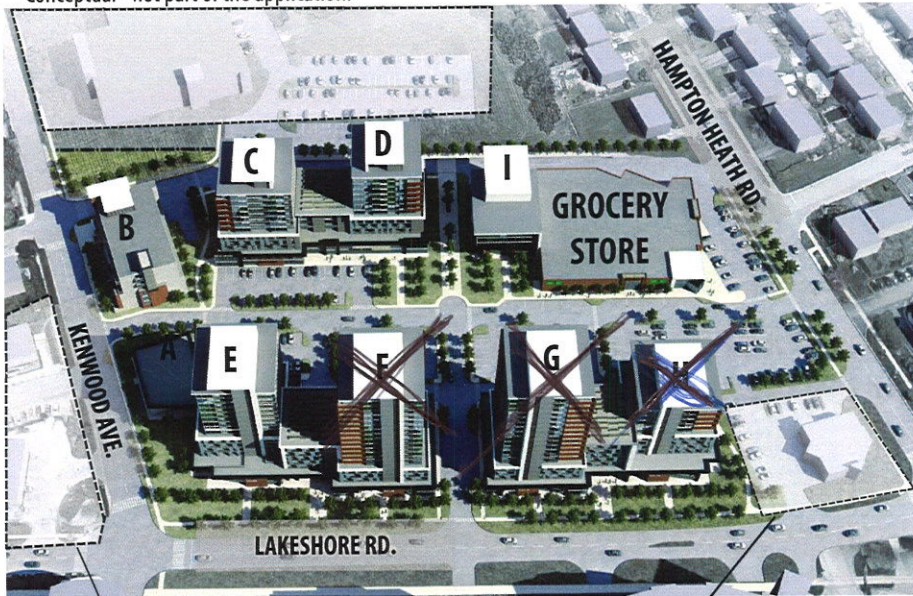
Please take a moment to sign in.

If you have any comments about the proposal please feel free to leave a note  
on the comment board or fill out a comment form and submit it to a project  
team member at the open house or via email by August 31, 2018.



## PROPOSED SITE DEVELOPMENT

\*Conceptual - not part of the application.



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United Burlington Retail Portfolio Inc. has submitted planning applications to amend the Zoning and Official Plan designation for the lands located at 5353 Lakeshore Road.

The proposed changes will permit a mix of residential, retail, office, service commercial and retail uses in a variety of built forms. The applications propose a phased redevelopment with a mix of building heights including single storey buildings (commercial uses), mid-rise buildings (5 to 11 storey) and three high-rise buildings (14 to 18 storey) that include 900 new residential units, 2,700 square metres of office space and 11, 955 square metres of service commercial and retail uses, including the relocation of many existing uses.

## RETAIL WHAT'S STAYING



**SHOPPERS DRUGMART  
TIM HORTONS  
FOOD BASICS  
MEDICAL OFFICES &  
SERVICES**

**WHAT'S NEW** AN ADDITIONAL 4,315M<sup>2</sup> OF OFFICE & RETAIL SPACE WITH UNITS OF VARYING SIZES



## HOUSING

**WHAT'S NEW**

**STACKED  
3 BEDROOM  
TOWNHOUSE UNITS**



**APARTMENT UNITS  
OF VARYING SIZES  
(1 TO 3 BEDROOM)  
RENTAL AND  
OWNERSHIP**



height of eleven (11) storeys may be permitted for a proposed development through a site-specific Zoning By-law amendment, subject to the fulfillment of the following criteria:

- i. a significant reduction of parking at grade; and
  - ii. the proponent submits and implements, to the satisfaction of the City, an urban design brief that demonstrates how the proposal's design achieves high quality of design and helps to mitigate the adverse impacts of the increase in height on public sidewalks, public open spaces and adjacent uses.
- g) Development applications on lands designated Neighbourhood Centre that introduce one or more tall buildings as part of a comprehensive site development may be considered through an Official Plan Amendment, in accordance with the policies of this Plan, and may not be subject to the policies of Subsection 2.4.2(2) a) (iv) of this Plan, where the development proposal contributes to achieving vibrant, active and walkable built environments, and is consistent with the objectives of the Neighbourhood Centre designation."

The proposal includes the establishment of seven residential buildings with maximum heights of 6 storeys, 10 storeys, 11 storeys (two buildings), 14 storeys and 18 storeys (two buildings). The building heights proposed along Lakeshore Road, while greater than that envisioned in the current draft of the new Official Plan, are appropriate for the site, as the additional density contributes to the desirable intensification of the site, while specifically directing height to areas of the site that are compatible with the taller buildings across Lakeshore Road and away from the lower density development located to the north (beyond Skyway Arena). This allows for a progressive transition in height and density through the site and mitigates sun-shadow impacts as demonstrated in the accompanying shadow analysis. The addition of higher density built form on the site allows for the creation an active and walkable built environment through the implementation of an interconnected pedestrian walkway and open space network within the site.

Although not the subject of this application, a draft OPA has been included as Appendix 4 which permits building heights of up to 18 storeys.

On a conceptual basis, if each proposed building on the current site plan were to be developed with an 11 storey building (similar to the building currently proposed for Phase 4, only with an 11 storey connector between Blocks C and D instead of the proposed 4 storey connector), the total unit count would be 948 units. This demonstrates that the site can be developed at slightly higher density than currently proposed without an OPA for increased height. However, this would preclude the use of height transitions through the site, making it difficult to create a context appropriate built form. As such, the proposed OPA allows for height transfers from portions of the site which are less appropriate for taller buildings to those areas where such massing is able to better integrate itself with the surrounding context, achieving both urban design and intensification objectives.

The proposal directs most of the on-site parking underground with 1150 underground parking spaces while maintaining 200 surface parking spaces to serve the commercial

will be located in 3 levels of underground parking while the remaining 200 spaces will be located on the surface. The surface parking will be screened from view along Lakeshore Road and Kenwood Avenue by Blocks A, B and E to H. Parking will be located up to the Hampton Heath Road street line and will be screened by landscaping. Existing street access will be maintained with an additional access provided on Kenwood Avenue from Access Lane B. However, Access Lane A will be shared with Skyway Arena allowing for the removal of the existing access to the arena. Loading areas are located at the rear of the proposed development blocks and screened from view of the existing residential area to the north of the grocery store. The surface parking area will incorporate landscaped islands and sidewalks throughout to increase pedestrian safety and enhance the internal public realm.

Section 8 of the new draft Plan sets out the land use policies for the City's Urban Area. Section 8.1 defines objectives and policies for Mixed Use Intensification Areas which includes the identified Mixed Use Nodes and Intensification Corridors designation that applies to the Subject Lands.

Section 8.1.3 of the new draft Plan sets out policies for Mixed Use Nodes and Intensification Areas. The general objectives are found in Section 8.1.3(1):

*"8.1.3(1) GENERAL OBJECTIVES*

- a) To provide locations in the city that will serve as areas for more intensive integration of uses such as retail, service commercial, offices, institutional and entertainment uses with residential uses, public service facilities, cultural facilities, institutional uses and open space.*
- b) To establish for each element of the Mixed Use Nodes and Intensification Corridors the appropriate range of uses, scales of development and levels of intensity.*
- c) To provide amenities and services closer to where people live, with the objective of creating complete communities.*
- d) To ensure Mixed Use Nodes and Intensification Corridors are developed in a compact built form, are pedestrian-oriented and highly accessible by public transit.*
- e) To ensure the proper integration of Mixed Use Nodes and Intensification Corridors with surrounding Established Neighbourhoods Areas, protecting the physical character of these neighbourhoods.*
- f) To ensure that development in Mixed Use Nodes and Intensification Corridors is compatible with the surrounding area.*
- g) To promote an innovative and sustainable built environment that uses infrastructure and public service facilities efficiently and encourages a high quality of life.*
- h) To encourage the accommodation of a diverse range of household sizes and incomes in Mixed Use Nodes and Intensification Corridors. To ensure that development of Mixed Use Nodes and Intensification Corridors is offset by a range of open space areas in a manner that is appropriate to the local context.*



- vii. *designing and orienting development in locations such as corner lots, view terminus lots, and lots facing public open spaces to contribute to the public realm and pedestrian environment and provide definition at these locations;*
- viii. *implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape, neighbouring properties, parks and open spaces and natural areas;*
- ix. *promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles;*
- x. *implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;*
- xi. *considering the needs of persons of all ages and abilities, including new and renovated buildings, parking lots and open spaces through the application of the principles of Universal Design "*

**As discussed above, the proposal has been carefully designed to respond to the surrounding context. Taller buildings have been located along predominately Lakeshore Road, opposite the existing taller buildings in the neighbourhood, with heights decreasing near the rear of the property which is closer in proximity to low rise buildings. Blocks A, B and E to H are close to the street line to help achieve a comfortable pedestrian environment. Blocks C to H consist of a podium-tower design which assists in breaking up the massing of the building. Landscaped strips are provided around the perimeter of the development while an interconnected network of landscaped sidewalks and public open space areas provided internal to the site, allowing the development to contribute to the surrounding streetscape as well as creating a vibrant urban environment internally to the site. The proposed residential and mixed use buildings are designed with multiple building stepbacks to provide a visually interesting design. Further detailed design, including detailed façade articulation, will be determined through the site plan process. The accompanying shadow analysis shows there are limited shadow impacts on the surrounding public streets and open spaces. The taller nature of the proposed buildings allows for natural surveillance of the surrounding streets and open spaces. The proposal will be designed in accordance with the *Accessibility for Ontarians with Disabilities Act*.**

#### **"7.3.2(1) PRIMARY AND SECONDARY GROWTH AREAS**

- a) *In Primary and Secondary Growth Areas, as shown on Schedule B-1: Growth Framework, of this Plan, development shall promote a transit- supportive and pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly Established Neighbourhood Areas.*
- i. *The design of development in Primary and Secondary Growth Areas shall address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:*
  - a. *locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;*
  - b. *providing appropriate transitions to adjacent land uses, particularly residential uses;*

General urban design policies are set out in Section 6 of Part II of the OP.

*"6.3 Existing and New Communities Policies*

- e) Preference will be given to community design containing more compact forms of development that support higher densities, are pedestrian oriented and encourage increased use of public transit.*

*6.5 Design Guidelines Policies Compatibility*

- a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.*
- b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing."*

**The Official Plan seeks to achieve a number of goals for new development with respect to urban design including compatibility with existing neighbourhoods while promoting higher densities and compact built form. The buildings are proposed to be located on the site in such a way as to provide a gradation in height and density. The highest buildings (at 18 storeys) are located along Lakeshore Road, a Minor Arterial road, opposite apartment buildings ranging in height from 5 to 19 storeys. The building heights in the proposed development decrease moving away from Lakeshore Road. A 14 storey building is proposed along Kenwood Avenue opposite the existing Husky Gas station and commercial plaza. A 6 storey building is proposed further north along Kenwood Avenue, opposite which are two storey townhouses. Two 11 storey buildings are proposed abutting the northerly lot line which abuts the park. These buildings will face the existing Skyway Arena and Park. The existing one storey grocery store will remain at its current location with a 4 storey addition along its westerly façade to provide for additional retail and office units. The distribution of heights and densities allows the proposed development to fit into the existing urban fabric and provides appropriate transition to minimize impacts on the surrounding residential land uses.**

**The urban design features of the proposal are discussed in greater detail in the accompanying Urban Design Brief (UDB) which provides a detailed assessment of the proposal's design. The UDB also addresses the City's approved tall building guidelines which the development has addressed.**

Part III of the OP provides land use policies for the City's urban areas. Section 2.0, Residential Areas identifies objectives and policies for lands within the Residential Areas of the City's urban structure.

*"2.1 Principles*

- a) Housing in Burlington shall be safe and secure for all residents.*



As part of the Region of Halton's Urban Area the site supports growth that is compact and transit supportive, and facilitates appropriate density for the area and addresses the Region's healthy community guidelines for development.

The redevelopment has carefully considered the policies of both the City's current and new Official Plan. The current Official Plan recognizes the transition of suburban areas through intensification and the opportunities within older neighbourhood centres. The proposal has addressed the criteria for redevelopment under the current Plan by ensuring that compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area and provides for a transition between existing and proposed buildings. The design also addresses and minimizes impacts such as shadow, wind and noise. The mix of uses has ensured the centre's planned function is retained.

The redevelopment is reflective of the City's new draft Official Plan policy direction by providing for the implementation of the plaza's Secondary Growth Area designation within a Mixed Use Intensification Area.

The proposal will introduce residential uses and increase commercial floor area on site solidifying the Subject Lands' role as a growth area and focal point of the community. The proposal will increase the range of available shopping and service opportunities available to the surrounding neighbourhood while the additional residential density will help support increased levels of day and night activity on site and in the surrounding area. The proposed intensification will also support existing and proposed public transportation and make efficient use of existing municipal servicing infrastructure.

Based on the existing physical context and surrounding neighbourhood, the technical assessment of the proposal and our analysis of the proposal within the current and proposed policy and regulatory context, the proposal is consistent with the Provincial Policy Statement, 2014, conforms to the Growth Plan, 2017, conforms to the Halton Region Official Plan, 2015 and the in-force City of Burlington Official Plan, except those sections proposed to be amended. The proposal is in conformity with the general direction of the proposed intensification framework set out in the draft City of Burlington Official Plan dated April 2018.

The proposal can be adequately serviced and does not create any impacts to the existing site and surrounding area. The proposal is in keeping with the character of the neighbourhood, provides an opportunity for intensification within the Built-up Area, preserves and upholds the overall urban structure as set out in the in-force Official Plan and would implement the proposed urban structure set out in the new Draft Official Plan.

The redevelopment of Lakeside Village Plaza will result in an outstanding new neighbourhood centre that advances the City's objective to Grow Bold.