

Jeremy Skinner Lakeside Plaza Delegation Script for Presentation

Slide 1: Lakeside Plaza

- Committee Chair, elected members of Council including Mayor Meed Ward, City Staff, representatives of Lakeside Village Plaza and members of the public.
- My name is Jeremy Skinner and I am a frequent visitor to Lakeside Plaza.
- Lakeside Plaza is the second largest plaza in Ward 5 located South of QEW after Appleby Village Plaza which is currently before LPAT.
- The site is 3.84 hectares in size and is being proposed as a Mixed-Use Community with 900 Residential Units comprised of 575 1-bedroom units, 320 2-bedroom units and 5 3-bedroom towns.
- It also contains 2,700 m² Office and 11,955 m² of Retail/Commercial.
- This is an aggressive application for a site which disparity requires redevelopment
- 1,350 Parking Spaces (200 Surface 1,150 Underground) are being proposed.
- A “Food Basics” Grocery Store is currently on the site and provisions have been made to host a Grocery Store of approximately the same size upon completion of development of the site.
- I am in favour of this application with thirteen conditions.

Slide 2: Walkability – Walk, Transit, & Bike Scores

- The site is considered somewhat walkable at 61,
- Some Transit at 36 a few nearby public transit options,
- Bikeable at 56

Travel Time Map

- The map indicates what can be reached within a 15-minute walk which includes:
 - the High-Rise residential condo and apartment buildings between White Pines Dr. and Burloak Drive which forms the east border of the City of Burlington
 - Mohawk Gardens Public School and St Patrick's Catholic Elementary School
 - St. Elizabeth's Anglican Church and St. Patrick's Catholic Church
 - Mohawk Park, Skyway Park, and Burloak Waterfront Park
 - Small Wunders Child Care Centre which is located on the site

Walkability – Walk Score

- The site shares Shopping & Errands component scores with Parkwood Plaza and associated Husky Gas Bar located on the South West corner of Kenwood Ave. and Lakeshore Rd.
- However, the Schools component score does not reflect the scheduled closure of Robert Bateman High School as of June 30, 2020.
- Based upon the former City Manager submission to the Halton District School Board Program Accommodation Review, the average number of High School students who reside in Burlington Royal Gardens high rise developments averages 14 students per 1,000 residential units.
- I therefore extrapolated that the average number of Elementary School students who reside in Burlington high rises averages 28 students per 1,000 residential units.
- Note: No information was provided which indicated the proportion of these high-rise students would be allocated to Public versus Catholic versus Private Schools.
- The Entertainment score may have been associated with the Stormwater Mgm't facility located on the South Side of Lakeshore Rd. You should visit it someday if it is open for public tours.

Slide 3: Burlington Transit - Proposed Sept. 2019 Changes

- Route 10 now integrates Route 20 which services Lakeside Plaza to Appleby GO or Downtown Burlington Bus Terminal to Burlington GO via Maple.
- Business Day 20-minute service until 9:00PM with 30-minute service thereafter
- Saturdays 20-minute service until 7:00PM with 30-minute service thereafter
- Sundays 30-minute service
- Route 40 discontinued traces Appleby GO to Fairview Rd to Appleby Line to Pinedale Avenue to Hampton Heath to Lakeshore Rd to Appleby Line to Fairview Rd to Appleby GO.
- Route 301 discontinued Lakeshore Place (Kenwood & Lakeshore Rd) to Seniors Centre (New & Seneca)
- Route 50 Late Night Service to/from Burlington GO via Appleby Line & Harvester

Slide 4: The Not So Good.

- This is an aggressive application
- The developer seeks Official Plan Amendment for:
 - increase residential density (from 185 units) to max of 240 units per hectare,
 - increase the max building area of (from 12,500) to 15,000 m2 and
 - permit:
 - residential uses in standalone buildings (from 3) up to 6 storeys in height
 - mixed use buildings (from 11) up to 18 storeys in height.
- The developer seeks Zoning By-law Amendment for:
 - change the zoning from Neighbourhood Commercial CN1-63 to a Community Commercial (CC1) zone with a special exception for a number of provisions including:
 - Resident-use townhouse & apartment building up to 6 storeys in height,
 - Mixed-use building height (from 11 storeys) up to 18 storeys,
 - Landscaping (should be 17,800 m2) reduction to 13,500 m2 and
 - parking (should be 610 Com & 1,520 Res = 2,130) reduction to 1,350.
- Red numbers associated with Blocks relates to the number of stories
- 190 more Residential Units
 - Perhaps we could forgive based upon integration of a retirement home or inclusion of accessible housing (Condition 5)
- 5,055 m2 more Retail Commercial
 - Perhaps we could forgive because a Grocery Store and a (Family) Restaurant is included in the design

Slide 5: Condition 1: What is the benefit of added Intensification to the Community of Elizabeth Gardens or to the City of Burlington?

- The red resets the metrics to be consistent with the Official Plan.

Slide 6: Condition 2: Opportunity for City and/or Private Partnership for provisioning Affordable Housing and/or Elderly Care Facility

- The elderly, those with accessibility needs and those with children prefer to live on lower floors of residential buildings

Slide 7: Condition 3: Explore options to reduce the number of phases from 5 and explore options of providing the Grocery Store with temporary accommodations until host building has been rebuilt.

Slide 8: The Good: Good transition with bordering low & mid density 2-storey stable residential neighbourhoods!

- The green elements resonate with the bordering residential communities
- Poor building height transitions are typically a lightning rod for bordering stable low & mid-rise residential neighbourhoods activism all of the way to LPAT because of the impact to the marketability of their homes. This application appears to be appropriately sympathetic.
- I am unaware of any policies governing transitions between mid and tall towers other than separation distances between building faces. However, the separation distances between buildings do not appear to be compatible with mid-rise and tall buildings located on the south-side of Lakeshore Rd.

Slide 9: Condition 4: Tower-heights limited to 11-storeys, especially for those nearest Lakeshore Rd. Any Towers with heights over 11-storeys should be placed nearest to the Arena. (Blocks C & D).

Slide 10: Condition 4: Illustration of swapped Towers Heights

- Illustration of relocated building heights.

Slide 11: Condition 4: Illustration of Sun Shadow impact assuming tallest towers facing Lakeshore Rd.

- Impact to bordering south Lakeside Rd residential towers
 - Residents face a curtain of towers with the sky view within 45 degrees looking up.
- Impact to back row of residential towers and parking/outdoor amenity areas in-between
 - Residents face a curtain of towers with the sky view greater than 45 degrees looking up.

Slide 12: Condition 4: Illustration of Sun Shadow impact assuming tallest towers facing the Arena

- Impact to bordering south Lakeside Rd residential towers
 - Residents face a curtain of towers with the sky view greater than 45 degrees looking up.
- Impact to back row of residential towers and parking/outdoor amenity areas in-between
 - Residents are bathed in sunlight with the sky view less than 45 degrees looking up.

Slide 13: Condition 5: Consider animating North-Side of Lakeshore Rd. with Lakeshore Rd facing Retail Shop Windows, Doors & Patios. City Boulevards to retain grass & trees. Invite pedestrians!

- I would prefer to see the North side of Lakeshore Avenue be animated and inviting to pedestrians than presenting solid walls and emergency exits facing Lakeshore Rd.
- This may require negotiations with the City for using space between Property Line and the building side of the sidewalk.

Slide 14: Condition 6: Pedestrian Circulation must be Accessible for those requiring mobility assistance (scooters, walkers, etc.) or requiring access with children/goods transfer carts, wagons etc. Invite pedestrians to the plaza. Many can no longer drive!

- It is amazing as to the number of plazas which have not ensured good pedestrian accessibility to their site and instead assumed accessibility for vehicles will suffice.

Slide 15: Condition 7: Enclose some Privately-Owned Public Accessible Spaces (POPS) with Climate-Controlled Galleries. Benefits elderly pedestrians when weather is not pleasant!

- I would prefer to see some of the Private Open Space be inviting for the young and old regardless as to the outside weather conditions. It becomes a destination for people to meet and enhances the community spirit.
- Perhaps we can swap an all-weather space for some of the shortfall in outdoor landscape amenity areas.

Slide 16: Condition 7: Illustration of the area proposed for an enclosed climate-controlled gallery.

Slide 17: Condition 8: Trees grown in pot or trench containers in locations above underground parking locations must be appropriately sized and maintained (water & nutrients) to enable the trees to grow to maturity.

Slide 18: Condition 9: Supplement Trees to Shield Bordering Residences

Slide 19: Condition 10: Install Sound Abatement Wall to insulate Hampton Heath residents from Grocery Store mechanicals (Chillers, Trash Compactors etc.) & from Trucks servicing the Grocery Store.

Slide 20: Condition 11: No Trucks are to be permitted on Kenwood Ave (existing) or Hampton Heath Rd. (new) North beyond the North Border of the Site.

Slide 21: Condition 12: Macro Traffic Study to study & to remediate Traffic on Lakeshore Rd. between White Pine Dr. to Hampton Heath Rd.

- Objective: Not to disadvantage South-Side Lakeshore Rd Tower residents and North-Side Lakeshore Rd low rise residents regarding Lakeshore Rd egress.
- Pedestrian & vehicle activated Traffic light is required at the centre of Lakeshore plaza egress
- Traffic lights should be synchronized.

Slide 22: Condition 13: Validate Parking Allotment for Residential/Retail/Commercial

- Residential allocation appears to be in dispute which gives rise for clarification from City Planning as to what should be the parking allocation for Residential or Mixed-Use buildings with a significant residential component located within:
 - Urban Growth Centres
 - Urban Corridors such as that associated with Plains Rd and Fairview
 - Nodes including the 50+ Plaza locations which have been identified for intensification
 - Infill locations
- I am particularly disturbed to find the following statements which were found in the Parking Justification Report with no associated context statements which may have been made,

“However, parking rates of 1.00 and 1.25 for one and two bedroom units were agreed upon in meetings between Cynthia Zahoruk Architects and the City of Burlington.

Additionally, 0.25 parking spaces per unit was considered acceptable for the visitor parking.”
- Retail/Commercial appears to be in dispute which gives rise for clarification from City Planning as to what should be the parking allocation for Retail and Commercial within purpose built or Mixed-Use buildings located within:
 - Urban Growth Centres
 - Urban Corridors such as that associated with Plains Rd and Fairview
 - Nodes including the 50+ Plaza locations which have been identified for intensification
 - Infill locations
- What happens if the parking allocation is found to be inadequate after the development has completed?

Slide 23: Condition 13: All parking except for short term 15 min pickup/drop-off should be underground. The proposed surface parking at ground level would be better used for Private Owned Public Accessible Space (POPS) landscaped amenity space.

- Using Burlington Sustainable Development Committee cited methodology there appears to be an overall shortfall in excess of 859 parking spaces.
- Even the developer has admitted a shortfall of 409 parking spaces in his Parking Study.
- Surface parking should be reserved for handicap and short term (15 min) parking, as there is a significant shortfall of privately owned publicly accessible (POPS) space on the property.
- No On-City Street Parking should be permitted (a City jurisdiction) because it would interfere with bypass traffic on Hampton Heath or Kenwood Ave.
- Some of the building-side parking should be repurposed for Passenger Pickup/Dropoff Zones, especially those related to the Grocery Store.
- Visitors seeking goods and services would prefer above-ground parking over below-ground parking. However, there is little available space to provide for a parkade. Security and lighting will be essential for underground parking.
- Residents and their visitors will accept underground parking provided it is well lit and secure.
- Snow storage must be considered and must not interfere with pedestrian accessibility of the plaza.
- Consideration must be made to ensure that adequate means of egress are afforded for 1st responder vehicular access to any proposed building main entrances.
- Such a wall must be able to withstand high wind weather events.

Slide 24: Condition 13: 1st Responder Vehicular Access? Snow Storage?

Slide 25: My dog Cody and I in front of Lakeside Plaza Tim Hortons on a typical Saturday and Sunday mornings. He likes the bacon from my Bagel BELT. Please say hello if you see us.

Slide 26: Appendix

Slide 27: Lakeside Plaza

- Location of Lakeside Village Plaza is in the South-East Corner of the City of Burlington in Ward-5.

Slide 28: Lakeside Plaza

- I welcome the changes made to the Current Development Application template to assist the user to quickly find important information.
- However, I do inquire as to where I would find the date of completed application submission?

Slide 29: The Burlington Planning Process in 9 Steps

- The Development Application submission was considered complete on June 6th, 2018. This information was not revealed until the Information Report submitted by City Staff at this meeting.
- If I have but 210 days to obtain a City Council decision on the application, by what date should the Information Report Statutory Public Meeting take place?
- This Statutory Public Meeting was originally scheduled for Feb 12, 2019, but had to be postponed due to a serious winter storm event. Had the meeting been held, it would have occurred 245 days after the June 6th, 2018 completed submission date.
- Tonight's Statutory Meeting is occurring 307 days after the June 6th, 2018 completed submission date.
- We have yet to complete the application development process culminating with a City Council decision.
- In the meantime, we need to seek a compromise between the community, the developer, City staff, City Council and the developer.

No one wants to incur the time and cost commitments associated with an unnecessary appeal to LPAT

Slide 30: 5353 Lakeshore Rd. Walk Score Summary

Slide 31: 5353 Lakeshore Rd. Time Travel Map 15-minute walk from Plaza

- Note: Appleby Village is 2.4 KM from Lakeshore Rd.

Slide 32: 5353 Lakeshore Rd. Walk Score

- Parkwood Plaza complements Lakeside Plaza for "Shopping" & "Errands" categories
- June 30, 2020 Robert Bateman HS closure is not reflected in "Schools" category score which will lower score
- Cultural & Entertainment sad

Slide 33: Comparison between Lakeside Village Plaza and with Burlington City Hall

- The transit score of Burlington City Hall can not be improved unless an additional mode of transit is added such as Light Rail Transit. Union Station in Toronto represents a perfect transit score.

Slide 34: Comparison between Lakeside Plaza and with Appleby Village

- I do not think most residents would agree that Shopping associated with Appleby Village should have a lower score than that associated with Lakeside Plaza.

Slide 35: The Good as assessed by the Burlington Sustainable Development Committee

However, I do question the assessment for some of the items and disagree with the parking assessment.

- ✓ Proximity to parks (Skyway Park, Mohawk Park, Burloak Waterfront Park)
- × While the proximity for transit may be good, the scheduling of transit is debatable (bus connections to downtown and Appleby GO)
 - Appleby GO 20 min schedule during business day 5:42AM to 7:42PM.
 - Downtown implies a bus route transfer from Route 20 to Route 10
- ✓ An increase in the landscaped component vs. the current plaza. Only the lands facing Lakeshore Rd. can be considered as landscaped.
- ? Walkable connection through the development from Skyway Park - Burloak Park. Of questionable value as you are spilled onto the site ground level parking lot for the connection.
- ? 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 (I lack experience with which to validate)

Slide 36: Burlington Development Sustainability Committee recommendations which resonate with bordering low and mid height neighbourhoods.

Slide 37: March 21st 9:30AM EDT Shadow Study (Worst Case)

Slide 38: March 21st 9:30 AM EDT Shadow Study (Worst Case)

- Taking a set of geometry points one may estimate the impact of moving tower heights
 - Fine-Dotted Line was source measurement
 - Coarse-Dotted Line was transferred measurement
- Yellow Lines represents 18 storey shadow lengths.
- Orange Lines represents 11 storey shadow lengths.
- reduce 18-storey towers facing Lakeshore Rd down to 11-storey towers and raise the 11-storey towers facing Skyway Arena up to 18 storeys
- reduce 14-storey tower facing Lakeshore Rd. down to 11-storey.

Slide 39: March 21 12:30PM EDT Shadow Study (Worst Case)

- Yellow Lines represents 18 storey shadow lengths.
- Orange Lines represents 11 storey shadow lengths.

Slide 40: March 21st 3:30PM EDT (Worst Case)

- Yellow Lines represents 18 storey shadow lengths
- Orange Lines represent 11 storey shadow lengths

Slide 41: Transit Routes serving Lakeside Plaza prior to proposed September 2019 Transit Changes.