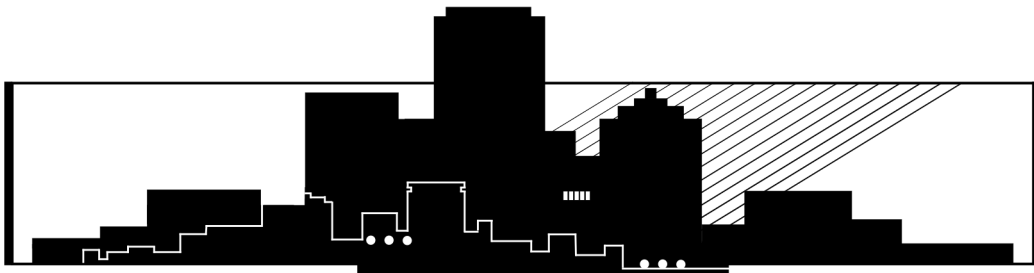


Virtual Committee of Adjustment
Meeting
October 23, 2024 at 1:00 pm



AGENDA

COMMITTEE OF ADJUSTMENT AGENDA

Meeting #19

Meeting Date: October 23, 2024

TIME OF MEETING:	1:00 P.M.
PLACE OF MEETING:	Virtual via Zoom Video Conferencing Technology

1. DECLARATION OF INTEREST:

2. ADDENDUMS:

3. REQUEST FOR DEFERRALS:

4. CONSENT ITEMS: None

5. REGULAR ITEMS:

HEARING NO.	TIME	FILE NO. 540-02-	APPLICATION ADDRESS
5.1)	1:00 P.M.	A-025/24	Re: 2093, 2097, 2101 Old Lakeshore Road & 2096, 2100 Lakeshore Rd, Burlington Ward 2 Pages 1 - 39

6. OTHER BUSINESS:

6.1 Correspondence

6.2 Items for Discussion

6.3 Date of Next Meeting

6.4 Motion to Approve Minutes of the previous Committee of Adjustment Meeting:

7. ADJOURNMENT:

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HEARING NO. 5.1 - 1:00 P.M.

File**540-02-A-025/24**

APPLICANT: Core FSC Lakeshore Limited Partnership and
Core FSC Lakeshore Gp Inc.

PROPERTY: 2093, 2097, 2101 Old Lakeshore Road &
2096, 2100 Lakeshore Rd,
City of Burlington - Regional Municipality of Halton.

PROPOSAL: The applicant is proposing the construction of a 28-storey mixed-use building including mechanical penthouse, with ground floor commercial fronting onto Old Lakeshore Road and indoor amenity area fronting onto Lakeshore Road. Five levels of below grade parking, at grade amenity area and patio and internal associated amenity areas are also proposed.

VARIANCES:

1. To permit a 60cm x 1.2m bicycle parking space size instead of the minimum required 60cm x 1.8m for vertical bicycle parking for the proposed 28-storey mixed-use building.
2. To permit 315 residential units instead of the maximum of 310 residential units for the proposed 28-storey mixed-use building.
3. To permit a 20.6 m south side yard (Old Lakeshore Road) instead of the minimum required 26.4m to the mechanical penthouse for the proposed 28-storey mixed-use building.
4. To permit a maximum height of 92m, including mechanical penthouse, instead of the maximum permitted height of 89m for the proposed 28-storey mixed-use building.

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VARIANCES:

5. To permit a floor area ratio of 7.95:1 instead of the maximum permitted 7.94:1 for the proposed 28-storey mixed-use building.
6. To permit 292 parking spaces instead of the minimum 316 spaces for the proposed 28-storey mixed-use building.
7. To permit 277 occupant parking spaces including 6 designated accessible spaces and 5 compact spaces instead of the minimum required 280 occupant spaces including 6 designated accessible spaces and 5 compact spaces for the proposed 28-storey mixed-use building.
8. To permit 9 visitor spaces including 2 designated accessible spaces instead of the minimum required 30 visitor spaces including 2 designated accessible spaces for the proposed 28-storey mixed-use building.
9. To permit a 3.6m first storey height instead of the minimum required 4.5m for the Historical Building portion of the proposed 28-storey mixed-use building.
10. To permit the first-floor elevation facing Lakeshore Road with 33% glazing instead of the minimum required 60% for the proposed 28-storey mixed use building.

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Owner(s): Core FSC Lakeshore Limited Partnership, Core FSC Lakeshore Gp Inc.
Address: 2093, 2097, 2101 Old Lakeshore Rd and 2096, 2100 Lakeshore Rd
File No. **A-025/24**
Ward: 2

**Staff Comments****Committee of Adjustment**

There are four previous minor variance applications on record for these properties.

File No. A047/1988 – Approved (2097 Lakeshore Rd)

- Permit the operation of a retail outlet for the merchandizing of men's wear, women's wear, children's wear, family wear apparel, lingerie, underclothing, hosiery, and high fashion dress-wear.

File No. A007/2001 – Approved (2097 Lakeshore Rd)

- To permit a front yard setback of 0.93 m instead of the required 1.0 m for a proposed addition located at the southwest corner.

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- To permit a side yard setback of 1.19 m instead of the required 1.5 m for a proposed addition located at the northwest corner.

File No. A2354(A41/78) - Approved (2100 Lakeshore Rd)

- To add a second story to north-west portion of the building in a manner which will enhance its historical character. After 18 yrs. This is to provide the space necessary to accommodate the natural growth that has taken place.
- To permit an existing front yard of 2' 7-3/4" and an existing side yd. of 1'9".

File No. A-122/2005 – Approved (2101 Old Lakeshore Rd)

- Increase capacity of inside the restaurant by 32 seats and add a 10-seat outdoor patio with 0 additional parking, whereas the by-law requires 11 additional parking stalls.

Date: April 25, 2024Prepared By: E. Shacklette**Zoning****1) Background information:**

The subject property is zoned DL-A-512, which is a Downtown Old Lakeshore Road Zone with a Site Exception #512, under Zoning By-Law 2020, as amended. The DL-A-512 zone requires, among other things, the following:

PART 1: GENERAL CONDITIONS AND PROVISIONS**2. GENERAL PROVISIONS****2.26 GENERAL PARKING PROVISIONS****(10) Bicycle Parking**

Bicycle Parking spaces shall be provided in conjunction with office, retail, and service commercial, industrial and institutional developments, in accordance with Table 1.2.8 and (10)(a):

Table 1.2.8

Use	Required Bicycle Parking
Retail, Retail Centre Service Commercial Office, Institutional	2 spaces plus 1 space/1000 m ² GFA

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(a) Each bicycle parking space shall be 60 cm x 1.8 m in size

PART 14: EXCEPTIONS TO ZONE DESIGNATIONS

Exception 512	Zone DL-A-512	Map 9A-E	Amendment 2020.437	Enacted May 4, 2022 OLT-21-001792
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1. Permitted Uses

a) Only the following uses shall be permitted:

- i) Apartment Building with Retail, Service Commercial and Office uses permitted on the Ground Floor and Retail, Service Commercial and Office uses permitted on the Ground Floor and Second Floor of the Heritage Building.

2. Regulations:**b) Maximum Number of Residential Units: 310****c) Yards:****ii) South Side (Old Lakeshore Rd):**

To Heritage Building:	0 m
Floors 1-6: balconies	4.6 m including terrace /
Floor 7: balconies	5.2 m including terrace /
Floors 8-27: balconies	11.5 m including terrace /
Mechanical Penthouse:	26.4 m

d) Maximum Height: 28 storeys (includes
Mechanical Penthouse) and 89 m

h) Maximum Floor Area Ratio: 7.94:1

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j) Parking Requirements:**316 total spaces****280 occupant spaces** including
6 designated accessible spaces
and 5 compact spaces**30 visitor spaces including 2
designated accessible spaces**

6 car share

PART 6: DOWNTOWN MIXED-USE CENTRE ZONES**4. DC, DW, DL-A & DL-B ZONE REGULATIONS****4.2 BUILDING HEIGHT**

Minimum: DC, DL-A, & DL-B zones: 2 storeys
DC, DW, DL-A, & DL-B zones:
First and second storeys: 4.5 m each

4.5 BUILT FORM

- (a) Parking areas and driveways shall be prohibited between any building and a street, other than a driveway access into an elevated or underground parking facility.
- (b) **The first-floor elevation of any building facing a street shall have a minimum of 60% glazing.**

History / Background:

The lands were subject to an Official Plan Amendment and Zoning By-law Amendment, both of which were appealed to the OLT (OLT-21-001792).

The lands were also subject to a subsequent Zoning By-law Amendment for Holding Removal that was approved at Council June 13, 2023, that lifted the Holding Provision for a Record of Site Condition on the lands.

The development is currently under review through Site Plan Control Application file #535-005/23 and received conditional approval on October 19, 2023.

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2) **Proposal:**

The applicant is proposing the construction of a 28-storey mixed-use building including mechanical penthouse, with ground floor commercial fronting onto Old Lakeshore Road and indoor amenity area fronting onto Lakeshore Road. Five levels of below grade parking, at grade amenity area and patio and internal associated amenity areas are also proposed.

3) **Variances required:**

1. To permit a 60cm x 1.2m bicycle parking space size instead of the minimum required 60cm x 1.8m for vertical bicycle parking for the proposed 28-storey mixed-use building.
2. To permit 315 residential units instead of the maximum of 310 residential units for the proposed 28-storey mixed-use building.
3. To permit a 20.6 m south side yard (Old Lakeshore Road) instead of the minimum required 26.4m to the mechanical penthouse for the proposed 28-storey mixed-use building.
4. To permit a maximum height of 92m, including mechanical penthouse, instead of the maximum permitted height of 89m for the proposed 28-storey mixed-use building.
5. To permit a floor area ratio of 7.95:1 instead of the maximum permitted 7.94:1 for the proposed 28-storey mixed-use building.
6. To permit 292 parking spaces instead of the minimum 316 spaces for the proposed 28-storey mixed-use building.
7. To permit 277 occupant parking spaces including 6 designated accessible spaces and 5 compact spaces instead of the minimum required 280 occupant spaces including 6 designated accessible spaces and 5 compact spaces for the proposed 28-storey mixed-use building.
8. To permit 9 visitor spaces including 2 designated accessible spaces instead of the minimum required 30 visitor spaces including 2 designated accessible spaces for the proposed 28-storey mixed-use building.
9. To permit a 3.6m first storey height instead of the minimum required 4.5m for the Historical Building portion of the proposed 28-storey mixed-use building.

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10. To permit the first-floor elevation facing Lakeshore Road with 33% glazing instead of the minimum required 60% for the proposed 28-storey mixed use building.

4) **Notes and conditions:****Notes:**

1. A Zoning Clearance Certificate is a condition of Site Plan Control Application file #535-005/23.
2. Total building height, including the mechanical penthouse, has not been verified by the applicant. Variance height has been calculated based on the elevation plans submitted.
3. Variance #10 does not apply to the Historical Building.
4. The variances are being reviewed under 45(1) of the *Planning Act*.

Date: August 23, 2024Prepared By: Danielle Beck, CPT**Cultural Heritage Comments****Archaeology**

Heritage Planning staff concur with Halton Region's previous comments, dated September 22, 2023, that indicate an Archaeological Assessment is not required, however, the proponent is cautioned that during development activities, should archaeological materials be found on the property, the Archaeology Program Unit of the Ministry of Tourism, Culture and Sport (MTCS) should be notified immediately (archaeology@ontario.ca). In the event that human remains are encountered during construction or development activities, the owner shall immediately notify the police or coroner, the Registrar, the Ontario Ministry of Public and Business Service Delivery (who administers provisions of the Funeral, Burial and Cremation Services Act), and the MTCS. All soil disturbance must stop to allow for the authorities to investigate.

Built Heritage Resources and Cultural Heritage Landscapes

The subject lands include 2101 Old Lakeshore Road (the circa 1859 Chrysler Carriage Shop), a property listed on the City of Burlington's Municipal Heritage Register as a non-designated property. Cultural Heritage Resources are defined in the City's Official Plan, 1997 as "a building, structure, monument, natural feature (including those that

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have been modified by humans, such as parks, gardens, rows of trees, etc.), an archaeological and historical site, or remains, either individually or in groups, which is considered to be of architectural and/or historical significance."

The building was constructed in 1859 by John Chrysler and was used as a carriage shop by John Chrysler and later Mark Cummins. In approximately 1975, the building was renovated and restored. Further renovations occurred in 2003 and in the past decade, including sympathetic additions to the side and rear. Most recently the building has operated as a restaurant.

Policy 8.4.1a) of the heritage section of the Official Plan states *All development shall consider cultural heritage resources and wherever feasible, incorporate these resources into any development plans in a way that conserves the character-defining elements of the cultural heritage resource.* The Chrysler Carriage Shop, a Cultural Heritage Resource, is proposed to be retained, restored and adaptive reused as part of the proposed development.

Heritage Planning staff previously reviewed the following cultural heritage studies submitted as part of related development applications:

- Heritage Impact Statement for 2093 and 2097 Old Lakeshore Rd., and 2096, 2100, and 2101 Lakeshore Road, prepared by Goldsmith Borgal & Company Ltd. Architects (dated 22 August 2019); and,
- Heritage Conservation Plan, City of Burlington, 2101 Old Lakeshore Road, prepared by McCallum Sather (dated August 4, 2023).

As part of the Site Plan Control application for the subject properties, the following heritage-related conditions of approval were identified in the previous Heritage comments (dated September 22, 2023):

- Prior to registering the Condominium Plan, the applicant shall apply to Burlington City Council to have the Chrysler Carriage House located at 2101 Old Lakeshore Road, Burlington, Ontario designated under Section 29 of the *Ontario Heritage Act* and shall not object to the proposed designation once the Notice of Intention to Designate is served on the owner of the property.
- The applicant shall submit a \$466,826 letter of credit to secure the conservation measures included in the Heritage Conservation Plan by McCallum Sather, dated August 4, 2023.

The applicant has not applied to Burlington City Council to have the Chrysler Carriage House located at 2101 Old Lakeshore Road designated under Part IV of the *Ontario Heritage Act* and has not submitted a \$466,826 letter of credit to secure the conservation measures included in the Heritage Conservation Plan by McCallum Sather, dated August 4, 2023. The Heritage Conservation Plan does identify the property's Heritage Value and Heritage Attributes at a high level in Section 2.4

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Identification of Heritage Attributes, which may be expanded on to create a fulsome Statement of Cultural Heritage Value or Interest upon which to base the designation of the property.

Heritage Planning staff have reviewed the subject Application for Minor Variance. As a condition of any decision to approve the minor variances, staff are requesting that the applicant prepare and submit a Statement of Cultural Heritage Value or Interest and a letter from the property owner applying to the City to designate the property under Part IV, Section 29 of the Ontario Heritage Act. The condition has been listed under the planning section.

(CR 2024-10-02)

Site Planning

A minor variance application has been submitted to the City of Burlington to facilitate the construction of a 28-storey mixed-use building (including mechanical penthouse), with ground floor commercial fronting onto Old Lakeshore Road and indoor amenity area fronting onto Lakeshore Road. Five levels of below grade parking, an at grade amenity area and patio, and internal associated amenity areas are also proposed.

The subject lands comprise an irregular-shaped land assembly with a total lot area of 0.33 hectares before a required road widening, which will slightly reduce the size of the lot down to 0.32 hectares. It has an approximate frontage of 60.5 metres along Old Lakeshore Road and 60.6 metres along Lakeshore Road. The lands are municipally known as 2093, 2097 and 2101 Old Lakeshore Road, and 2096 and 2100 Lakeshore Road and consist of five individual parcels, which are to be merged as a condition of site plan approval. It is in the “Old Lakeshore Road Precinct”, a rapidly densifying area of the City consisting of a range of buildings of different scales and a mix of uses. The lands abut Lakeshore Road to the north, beyond which is a retirement facility and residential building. Two other high-density mixed-use development projects are under construction to the north with heights of 26 storeys (364 Martha Street) and 29 storeys (2069-2079 Lakeshore Road). To the east is a low-rise commercial building at 2107 Old Lakeshore Road; however, there is currently a site plan approval application for a 28-storey residential building on these lands (File No. 535-01/23). To the south are low-rise commercial buildings (in a low-density built form); and to the west is a low-rise office use, beyond which are additional high-density mixed-use buildings.

Existing land uses on the property include four low-density buildings with the remainder of the site containing surface parking. A heritage building, known as the Chrysler

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Carriage House restaurant, is proposed to be retained as part of the proposal and according to the applicant is likely to continue its use as a restaurant. Driveway access is located along Lakeshore Road and Old Lakeshore Road. Existing on-site conditions and surrounding streetscape are summarized in site photos included as Attachment No. 1 (Site Photos).

The subject development consists of a 28-storey building with 315 residential units and 430 square metres of commercial space at grade; and five levels of underground parking. The building consists of a 6-storey podium above which is a tower portion that is stepped back from the edges of the podium. The development includes a linear open space running north-south between Lakeshore and Old Lakeshore Road, with a width of 18.5 metres. It would be privately owned and publicly accessible (also known as and hereinafter referred to as 'POPS'). This space would extend south from Martha Street, offering views and a corridor to Lake Ontario. The POPs fulfils an Official Plan urban design objective for the "Old Lakeshore Road Mixed Use Precinct", which is to provide a view corridor Martha Street to Lake Ontario.

Access to the residential lobby would be provided at the northeast corner of the site, and access to the ground floor commercial access would be provided from Old Lakeshore Road. The development includes a service lane on the east side, with the driveway access from Lakeshore Road, which would contain a loading area. The underground parking ramp is also accessed from this driveway.

The development proposal was subject to an Official Plan Amendment (505-04/19) and Zoning By-law Amendment (520-08/19). The applications were appealed by the applicant based on the failure of the City of Burlington to make decisions within the statutory timeframes. The Ontario Land Tribunal (OLT) approved the applications and planning instruments on May 4, 2022 and the amendments are now part of the City's Official Plan and Zoning Bylaw. There is currently an active Site Plan application (535-005/23) for the proposed development, which has received conditional approval. The applicant is now working through their conditions, including a condition to merge the lands that make up the development site. The minor variance application has been assessed as though the lands have been consolidated; however, staff are recommending that the consolidation be made a condition of any decision to approve the minor variances.

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Regional Official Plan

The Urban Area (Section 72) policies of the Regional Official Plan (ROP) identify that the goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity. Staff are of the opinion that the proposal is in keeping with the general intent and purpose of the Urban Area policies.

The proposal further meets the intent and purpose of the Regional Official Plan, as it proposes a modest increase in height and density of a mixed-use development located in an area of the City identified as a “*Strategic Growth Area*”, specifically a “*Secondary Regional Node*” pursuant to Map 1h, which are historic downtown areas or villages intended to be a focus for growth through mixed use intensification at a scale appropriate for their context (82.1(2)).

It should be noted that the increase in unit count has an impact on the associated Site Plan Application from a regional planning perspective. The Waste Management Coordinator at the Region of Halton has identified that the increase will result in the need for one additional organics cart and one additional front end recycling bin. The garbage bin count will stay the same. An updated Waste Management Plan is recommended as a condition of minor variance approval to confirm the waste room can still accommodate the increased number of bins required, and to reflect the additional needs. If this application is approved, the applicant will be required to pay a “major application revision fee” for the Site Plan Application and make a resubmission so that staff and agencies can issue a revised site plan approval with conditions document.

1) City of Burlington Official Plan 1997 & 2020:**Does the proposed minor variance(s) from the zoning by-law maintain the general intent and purpose of the Official Plan?**

On April 2, 2024 the Ontario Land Tribunal issued a decision granting the City’s motion for partial approval of the Burlington Official Plan, 2020 (BOP, 2020). This decision brought some of the policies of the BOP 2020 into force. These policies supercede the equivalent policies of the Burlington Official Plan, 1997 (BOP, 1997). Other chapters of BOP, 2020 relevant to the application, such as Chapter 7- Design Excellence, also remain under appeal so the application has been reviewed against a combination of in-force policies under both Official Plans as applicable.

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In this case, the lands are within the “Old Lakeshore Road Mixed Use Precinct” of BOP, 1997 and the “Old Lakeshore Road Precinct” in BOP, 2020. The site-specific OPA 126 approved for the subject lands amended OP, 2020, which means that a combination of the general precinct policies of OP, 1997 and the site-specific OP, 2020 policies are in effect for the site.

OPA 126 permits a mixed-use building having a maximum density of 940 units per hectare; with a 27-storey building height plus mechanical penthouse, and a minimum of 426 square metres of non-residential floor area. Note that OPA 126 characterizes the height as 27 storeys rather than 28 to reflect the number of habitable levels of the building there were when it was originally approved. Unlike the Zoning Bylaw, Official Plan, 1997 does not have a definition for the word “storey”, so the department has consistently written site specific OPAs to exclude mechanical features from the number of storeys in the building. In comparison, the Zoning Bylaw has a broad definition of “storey” from which only cellars, basements, or attics are excluded. Both the site specific OPA and ZBA reflected the same building proposal and the difference in description is due to the interpretive approach permitted under each document.

The current proposal includes usable floor space on the 28th storey of the building in the form of indoor amenity space, but part VI, section 3.0- Interpretation of BOP, 1997 permits “Minor variations from numerical requirements in the Plan...” “...provided the general intent of the Plan is maintained.” (policy 3.2e)

Staff consider the addition of indoor amenity area to the rooftop level to be a minor numerical variation to the OP, which meets the Plan’s general intent and purpose. The lands are located within the “Downtown Mixed-Use Centre”, in accordance with ‘Schedule B – Comprehensive Land Use Plan – Urban Planning Area’ of BOP 1997, as amended and is further designated as “Old Lakeshore Road Mixed Use Precinct” (OLRMUP), in accordance with ‘Schedule E – Downtown Mixed-Use Centre’ of BOP 1997, as amended. The OLRMUP is divided into three sectors: west, east and south. The subject lands straddle the east and west sectors and the proposal is subject to policies for each. Staff note that the approved and proposed height of the building significantly exceeds the heights envisioned in the OLRMUP (Up to 15 storeys), but is consistent with a series of OLT decisions for properties in the immediate area, which have confirmed that heights of between 28 storeys (2107-2119 Old Lakeshore Road) and 29 storeys (2069-2079 Lakeshore Rd.) are appropriate and conform to provincial policy. In reaching its decision for the subject lands, the OLT considered detailed analysis of elements of this proposal such as land use, design, privacy, sufficiency of amenity space, visual impacts, sun shadowing and wind impacts and other matters. The

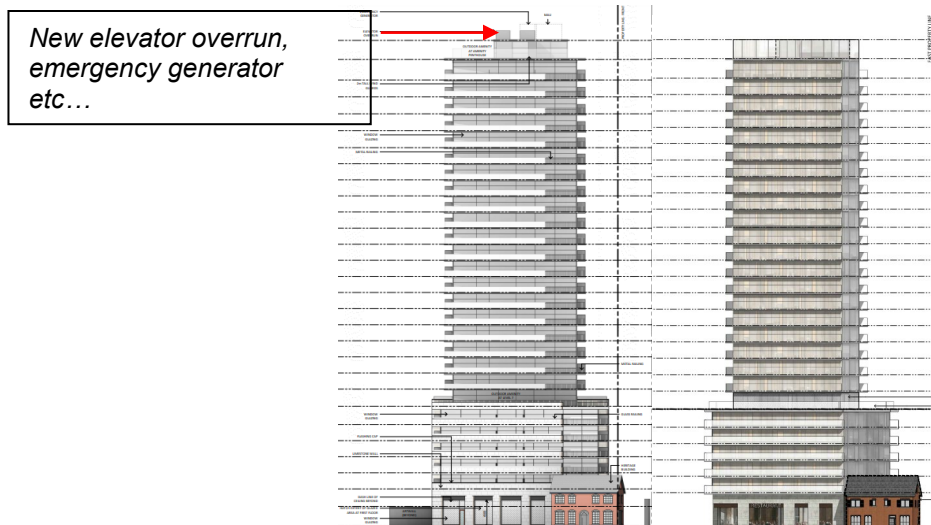
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OLT was of the opinion that these matters had been appropriately addressed and that a building of approximately the height proposed was appropriate for this area. A comparison of the current version of the building and the OLT-approved version is below to show the similarity between the proposed and approved built form.



Current Proposed Development (Left) and OLT Approved Development (Right)- South Elevation

Part II, Section 6.5 (Design Guideline Policies) of the BOP, 1997 lists aspects of new development that should be compatible and integrate well with the surrounding area including “the density, form, bulk, height, setbacks, spacing and materials...”

Compatible(ity) is defined in the BOP, 1997 as: “development or redevelopment that is capable of co-existing in harmony with, and that will not have an undue physical (including form) or functional adverse impact on, existing or proposed development in the area or pose an unacceptable risk to environmental and/or human health. Compatibility should be evaluated in accordance with measurable/objective standards where they exist, based on criteria such as aesthetics, noise, vibration, dust, odours, traffic, safety and sun-shadowing, and the potential for serious adverse health impacts on humans or animals.”

Yes – Variance 1 (Bicycle Parking)

Proposed are a total of 214 bicycle parking spaces, of which 50 are standard bicycle parking spaces and 164 are proposed to be vertical, wall-mounted bicycle parking spaces, in which the front wheel of the bicycle would be lifted and hung from a wall-mounted rack rather than secured to a rack on the ground. Vertical bicycle parking reduces a bicycle’s ground level footprint from approximately 1.8 metres to 1.2 metres,

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which is a reduction of 0.6 metres below the zoning standard. The applicant is requesting a reduced bicycle parking space size of 60cm x 1.2 metres to achieve space efficiency for the 164 of the 195 long term bike parking spaces proposed in the underground parking garage. In the City's emerging policy documents such as the Community Planning Permit By-law, vertical bike parking are explicitly permitted with dimensions of 0.6 metres in width, 1.1 metres in depth and a vertical clearance of at least 2.3 metres. Transportation staff have reviewed the proposed vertical bike parking spaces in light of these emerging permissions and have no objections. Planning staff are therefore satisfied that this request is appropriate and will increase maneuvering space in the bike rooms. The applicant is proposing many more bicycle parking spaces than the 174 technically required by the Zoning Bylaw and as a result, staff are satisfied that the general intent and purpose of the Official Plan, which is to facilitate and encourage active forms of transportation, is met.

Yes – Variances 2, 4, 5 (Residential Units, Building Height and FAR)

The applicant is seeking an increased density as a result of a request for additional units. The previous approval contemplated 310 units, for a density of 924 units per hectare, whereas the current request is for 315 units, for a total density of 939 units per hectare. This is below the maximum of 940 units per hectare allowed under OPA 126. The increase in unit count has been achieved by changing the unit mix from the original proposal rather than increasing the building GFA. Although most units will be one-bedroom or smaller, there are 24 three-bedroom units, and 83 two-bedroom units still included in the building.

Building height and FAR are related to massing, which contributes to overall compatibility. Staff consider the height and general scale and massing of the building substantially consistent with what OPA 126 envisioned and within the scope of a minor variance.

The reason for the requested height increase is due to the added indoor and outdoor amenity area to the roof level of the building, where there was previously no amenity space. As a result of the amenity area and the use of the top level for residents, the elevator requires some additional overrun. An emergency generator and "MAU" unit are proposed as well. The additional height relates to the elevator overrun and mechanical equipment only, which have a much smaller footprint and greater setbacks than floors 7-28. Staff are of the opinion that this change would facilitate increased amenity area and would not substantially impact the streetscape or overall massing of the building.

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In addition to having amenity area throughout the site, and complying with the by-law regulations for amenity area, it is important to note that the site is located within the Downtown Mixed-Use Centre of Burlington and is surrounded by amenities and conveniences including the commercial space at the ground level; the Burlington Waterfront and Spencer Smith Park; and a number of recreational, retail and restaurant uses along Brant Street and throughout the downtown. Staff are satisfied that the site location, and the development proposed within the site, can support the additional units and are an appropriate location to do so.

The proposed increase to the FAR is to facilitate some additional space (120 square metres) for indoor amenity space for residents on the top storey, which is substantially smaller than the floors below. The rooftop level has a GFA of 295 square metres compared to 723.9 square metres for the floors below. The additional FAR would not change the streetscape experience of the building. Besides the top storey (mechanical penthouse), the building continues to meet the requirements for the principal building setbacks. The increased FAR would facilitate additional amenity space for all residents of the building and help meet the leisure needs of residents in the additional units. Given that the slight increase in units would facilitate additional residences within a building footprint that is largely the same, staff are supportive of this increase. Staff are of the opinion that the proposed variances for height and FAR would continue to meet the general intent and purpose of the Official Plan.

The additional units would not require a significant change to the built form. Most changes related to the additional units would be internal, with additional gross floor area located on the top floor only. Staff are of the opinion that the proposed increase in units, increase in height and increase in FAR would be consistent with Provincial directives and therefore in keeping with the general intent and purpose of the City of Burlington Official Plan.

Yes – Variance 3 (Setback for Mechanical Penthouse)

Although the Official Plan does not speak specifically to mechanical penthouse location, it should be noted that the mechanical penthouse can contribute to overall massing and building design. The Zoning By-law Amendment, when it was approved, adopted a requirement specific to the proposal at the time. Through refinements to the building design, particularly through the Site Plan Application process, amenity space was added to the roof and the south setback was reduced. The revised setback facilitates adequate space for the mechanical equipment, elevators and stairwells, indoor and

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outdoor amenity space. From a streetscape perspective, the setback reduction would be facing commercial properties to the south, beyond which is Lake Ontario. The rooftop structure would continue to be well setback from the south edge of the roof, and the difference between the OLT approved rooftop massing and the proposed rooftop massing will be difficult to see from the street, based on renderings the applicant provided. By providing amenity space on the rooftop, both indoor and outdoor, without substantially changing the overall massing of the building, staff are of the opinion that the general intent and purpose of the Official Plan have been met.



View towards building from Old Lakeshore OLT Approved plans (left) and proposed (right)

No – Variances 6, 7 and 8 (Parking)

As part of any development, it is important to ensure that there is adequate parking in order to reduce on-street parking, and to ensure that there is a sufficient amount of both occupant and visitor parking. The applicant submitted a Parking Justification Study in support of their minor variance request. The report was reviewed by Planning staff, however Planning staff largely defer to Transportation Services staff for technical comments regarding parking.

Transportation staff have noted that the proposed parking rate is lower than what was approved by the OLT based on a 310 unit building and is further exacerbated by the fact that additional units are proposed, thereby increasing the parking requirement further.

Staff acknowledge that changes may be required after an OLT order, or approval of previous planning instruments such as an Official Plan Amendment or Zoning By-law Amendment as plans are refined and detailed; however, given the fact that additional

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units are proposed, and the proposed parking rate is lower than was previously approved for less units suggests that there is not enough parking to support the increased unit count, and that the parking reduction is not in keeping with the intent of the Official Plan.

Transportation staff have noted that based on studies that were conducted by the City, 1.07 spaces per residential unit is a more appropriate rate, which includes visitor parking, having a breakdown of 1.04 occupant spaces per unit and 0.03 visitor spaces per unit. The current proposal is for 0.93 spaces per unit. Staff are of the opinion that the proposed variances relating to parking are not in keeping with the general intent and purpose of the Official Plan.

Yes – Variance 9 (Historical Building Height)

The proposed minor variance for building height is technical in nature. The applicant is proposing to retain the existing heritage building (known as the Chrysler Carriage House restaurant). However to conserve the building while the underground parking garage is built, it will need to be removed from the site and subsequently re-installed on a new foundation. The building will therefore be recognized as a new dwelling for the purposes of zoning, and the existing first floor height of the building does not comply with the minimum 4.5 metre requirement. As such, when the building is replaced on the lands, the height, albeit existing, will need to be recognized. The variance facilitates the conservation of this building, which meets multiple BOP 1997 objectives including the incorporation of a cultural heritage resource into a development plan (Part II, policy 8.4.1(a)) and the preservation or relocation of significant cultural heritage resources within the Old Lakeshore Road Mixed Use precinct (Part III, policy 5.5.7.2(c)(Vii)).

Yes – Variance 10 (First Floor Glazing)

The intent of the Official Plan with respect to glazing is to enhance the pedestrian realm. Glazing contributes to an overall feeling of safety for pedestrians and enhances ground level commercial units by allowing pedestrians to gaze inside windows at eye level as they walk by. Glazing contributes to an overall sense of community and a relationship between the interior and exterior of a building.

In this case, it is important to note that although the ground floor does contain commercial space, it is oriented to Old Lakeshore Road, whereas the variance for glazing is associated with Lakeshore Road. Along Old Lakeshore Road, the ground

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floor is proposed to be entirely commercial, with the Chrysler Carriage House being included along this frontage. The ground floor facing Lakeshore Road contains an indoor amenity area.

Given that the indoor amenity area is meant for residents of the development only, there is a privacy rationale for reduced glazing along this frontage. Staff are satisfied that despite this private use along the Lakeshore frontage, engagement and involvement within the public realm is still provided in the form of the privately owned, publicly accessible space on the west side of the development.

Through the Site Plan process, the streetscape and public realm will be refined, in collaboration with staff. The streetscape will be finalized further in the process and is not directly related to the specific variance proposed, which is for glazing. Overall, staff are satisfied with how the development relates to the public and provides an overall feeling of safety, while also maintaining privacy for the residents within the building. Staff are of the opinion that in this manner the development is compatible for all users, and that the proposed development is in keeping with the general intent and purpose of the Official Plan.

2) City of Burlington Zoning By-law 2020:

Does the proposed minor variance from the Zoning By-law maintain the general intent and purpose of the Zoning By-law?

Yes

The subject lands are zoned 'Downtown Lakeshore with a site-specific exception (DL-A-512)' Zone to Map No. 9A-E of Zoning By-law 2020, as amended. The lands were also previously subject to a Holding (H) Provision; however, this was removed by way of by-law 2020.456 when the applicant cleared the condition related to submission of a Record of Site Condition.

Yes – Variance 1 (Bicycle Parking)

The intent of by-law requirements for bicycle parking is to encourage active forms of transportation and making this option accessible for residents. The applicant is requesting vertical bicycle parking spaces rather than traditional bicycle parking spaces. A reduced bicycle parking space size of 0.6 metres by 1.2 metres is requested, rather than the requirement of 0.6 metres by 1.8 metres. Given that the vertical bicycle parking

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would require less space, but would still provide a secure bike storage location staff are satisfied that this request is appropriate. It is also important to note in this case that the applicant is not seeking a reduction in bicycle parking spaces. The site has a sufficient number of spaces for the number of residents. Staff are satisfied that the intent and purpose of the Zoning By-law is maintained.

Yes – Variances 2, 4 and 5 (Residential Units, Building Height, FAR)

The applicant is seeking an increased number of units. 315 residential units are proposed, whereas a maximum of 310 units are permitted. The intent of a maximum permitted density is to ensure that the number of units can be supported with respect to the built form, massing, amenity area, parking, and site design.

Staff are satisfied that the proposed building will substantially maintain its approved design, except for a small increase to height and FAR, which will be discussed below. The development would comply with the amenity area requirement; offering both indoor and outdoor amenity area throughout. For example, a large space for rooftop amenity is proposed on top of the 27th storey; a privately owned, publicly accessible space will be provided, having a width of 18.5 metres; private balconies are included in the design as well as indoor amenity.

The intent of the provisions for FAR and building height are to ensure that development minimizes negative impacts on surrounding properties. It is important to note that the subject lands are surrounded by tall buildings and high-density residential developments, which is also partially captured in the site visit photos. The built form itself was reviewed and approved at the Official Plan and Zoning By-law Amendment stages, which concluded that the overall built form is appropriate for the area. The applicant is now seeking minor changes to the design to accommodate additional housing units. Changes are in the form of increased indoor common amenity space at the top level. Overall, staff are of the opinion that the built form remains appropriate.

The reason for the requested height and FAR increase is due to the added amenity area on the top floor of the building. The elevator will be used by residents to access the rooftop amenity at the top floor, which requires some additional overrun for mechanical equipment. This would not significantly impact the appearance or overall massing of the building. Similarly, the applicant is seeking to enlarge the indoor portion of the top floor to facilitate additional indoor amenity area, while maintaining adequate space for mechanical penthouse.

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The additional units would not require a significant change to the built form; however, the slight changes do need to be recognized by way of minor variances. The majority of changes related to the additional units would be internal. Staff are of the opinion that the proposed increase in units, increase in height and increase in FAR would be consistent with the Provincial initiative to build more housing, and is in keeping with the general intent and purpose of Zoning By-law 2020.

Yes – Variance 3 (Setback for Mechanical Penthouse)

The purpose of having a different setback requirement for a mechanical penthouse than a typical floor is to minimize visual and other impacts from what is typically a plain, utilitarian part of the building. The Zoning By-law Amendment, when it was approved, adopted a site-specific requirement for a 26.4m setback. Through detailed building design, particularly through the Site Plan application, the mechanical penthouse structure was increased in size to include an indoor amenity space with floor-to-ceiling glazing. The revised setback is measured to the edge of the indoor amenity area, which continues to be setback significantly from the south tower elevation. From a streetscape perspective, the setback reduction would be difficult to see from street level and staff are of the opinion that the impacts remain minor. Staff are of the opinion that the general intent and purpose of the Zoning Bylaw have been met.

No – Variances 6, 7 and 8 (Parking)

The intent of Zoning By-law requirements for parking is to ensure that there is adequate parking available for both occupants and visitors. If not enough parking is provided to support a development, there may be increased reliance on on-street or off-site parking. Each development should be self-sufficient with respect to the parking provided. In this case, the applicant is seeking three parking-related variances, which are as follows:

- To permit 292 parking spaces instead of the minimum required 306 spaces for the proposed 28-storey mixed-use building.
- To permit 277 occupant parking spaces including 6 designated accessible spaces and 5 compact spaces instead of the minimum 280 occupant spaces including 6 designated accessible spaces and 5 compact spaces for the proposed 28-storey mixed-use building.

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- To permit 9 visitor spaces including 2 designated accessible spaces instead of the minimum required 30 visitor spaces including 2 designated accessible spaces for the proposed 28-storey mixed-use building.

The applicant submitted a Parking Justification Study in support of their minor variance request. As noted in the previous section of this report, Planning staff rely largely on the technical expertise of Transportation Services regarding analysis of parking.

Transportation staff have noted that based on studies that were conducted by the City, 1.07 spaces per residential unit is considered to be the desirable rate for the proposed type of development in the subject location. This number includes visitor parking, having a breakdown of 1.04 occupant spaces per unit and 0.03 visitor spaces per unit. The current proposal, in total, is for 0.93 spaces per unit. In particular, visitor parking is significantly under the requirement, with 9 proposed visitor spaces (including two designated accessible spaces) rather than 30 visitor spaces (including two designated accessible spaces).

While staff are supportive, in principle, of the proposed increased number of units, it is important to ensure that the units can be supported by adequate amenity space and parking. Staff note that the increased number of units results in an increased parking requirement, whereas the total number of parking spaces remains deficient from the OLT order, when also considering the increased requirement. Staff are of the opinion that Minor Variances 6, 7 and 8 are not in keeping with the general intent and purpose of the Zoning By-law.

Yes – Variance 9 (Historical Building Height)

The applicant is seeking a technical variance to permit a first floor height of 3.6 metres rather than the maximum permitted 4.5 metres for the historical building on the site.

The building was originally proposed to be conserved in-situ, which meant the first floor height was considered legal non-conforming. However, during detailed design, risks to the building from construction of the underground parking were better understood, and development engineering staff advised that a corner of the building encroached on the public R.O.W. and the building should be moved fully onto the site. As a result of this move, the building was assessed as a new building once located back onto the new foundation and was subject to all zoning provisions. are of the opinion that this minor variance is in keeping with the general intent and purpose of the Zoning By-law.

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Yes – Variance 10 (First Floor Glazing)

The applicant is seeking a minor variance to permit 33% of the ground floor of the building to include glazing, rather than the minimum requirement of 60%, specifically along Lakeshore Road. The intent of the Zoning By-law as it relates to glazing is to enhance safety and a feeling of community for pedestrians and users of the commercial units. Ideally, the glazing would promote continuity along a streetscape, enhancing the experience for residents.

The ground floor of the proposed development contains commercial space abutting Old Lakeshore Road. Orienting these uses toward Old Lakeshore Road offers the ability for the commercial area to be connected to the restaurant, contained within a heritage building, which is proposed to remain. Pedestrian connections, including the privately owned, publicly accessible space, exist to direct pedestrians to this streetscape.

Along Lakeshore Road, indoor amenity space is proposed along Lakeshore Road. The purpose of indoor amenity space in this location is to provide continuity between the indoor and outdoor amenity areas, thereby utilizing this space in the most efficient way possible.

Given that the greenspace and the frontage along Old Lakeshore Road will serve as the primary points for the public, staff are of the opinion that the reduced glazing will not take away from the experience of pedestrians, but rather protect the privacy of residents and the private amenity space inside. Staff are therefore of the opinion that the proposed minor variance related to glazing meets the general intent and purpose of the Zoning By-law.

3) Desirability:

Is the proposed minor variance from the Zoning By-law desirable for the appropriate development or use of the land, building or structure?

Yes – Variances 1-5, 9 and 10

Staff recognize that the site-specific Zoning By-law Amendment was tailored to the exact dimensions of the proposed development at the time and did not allow for any minor adjustments. Since the time of approval by the OLT, the development has been further refined and contemplates a different unit mix with five additional residential units to better meet current market demand. Staff are satisfied that, with the exception of

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parking, the impacts of the additional units on the remainder of the site, such as the increased height and FAR, remain appropriate and do not significantly impact the massing or streetscape in the area; particularly given surrounding development, which is largely of a similar built form.

The development contains a strong public realm component with the addition of privately owned, publicly accessible open space to preserve access and view corridors to Lake Ontario; and commercial uses along Old Lakeshore Road, including a restaurant within a historical building and new at-grade commercial within the proposed building. Although the applicant is seeking a reduction in glazing at the ground level, staff are satisfied that the development will relate to the public.

Overall, staff are satisfied that the proposal will facilitate 315 residential units within a building that is appropriate for the surrounding area and compatible with other existing, approved, or under construction projects, and that proposed variances 1-5, 9 and 10 are desirable.

No – Variances 6, 7 and 8

As a result of the additional units, staff are satisfied that many elements, such as amenity area, character, and massing, on the site remain appropriate. However, reduction in parking remains a concern to staff. The additional units create a need for additional parking spaces, both occupant and visitor. Transportation staff have reviewed a Parking Justification Study for the lands and are of the opinion that the proposed parking rate, being 0.93 spaces per unit (combined occupant and visitor), is lower than what the City considers to be appropriate. In particular, the proposal is seeking 9 visitor spaces instead of the required 30 visitor parking spaces, which would result in visitors having to park on-street or on nearby properties. Staff are of the opinion that variances 6, 7 and 8, related to parking, are not desirable.

4) Minor in Nature:

Is the proposed minor variance from the Zoning By-law considered minor in nature?

Yes – Variances 1-5, 9 and 10

The applicant is proposing to develop the subject lands with a 28-storey building consisting of commercial at grade and residential units above. As noted throughout the

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report, the development was subject to a number of planning applications and the Official Plan and Zoning By-law Amendments were ultimately approved by the OLT. The development is substantially approved; however, it is reasonable to expect that as the design is refined at the Site Plan stage, minor changes may be required.

In this case, the applicant is requesting approval for five additional residential units. In order to facilitate the units, more amenity area has been added, the top floor has slightly increased in size, and the elevator design has been slightly modified for safety purposes. Staff recognize this, and have determined, through a detailed review of the Minor Variance application, that the changes would be appropriate with respect to their compatibility with the surrounding area, and with the design of the site itself. Staff are satisfied that Minor Variances 1-5, 9 and 10 are minor in nature, and seek to facilitate additional residential units.

No – Variances 6, 7 and 8

Although staff are generally supportive of additional units, it is important to ensure that enough parking is available for both occupants and visitors. In this case, the applicant is seeking a parking reduction that is lower than what was approved by the OLT. This requirement is further exacerbated by the addition of units. Transportation staff have reviewed the proposed parking rate and have expressed concerns with what is proposed. The proposed overall parking rate of 0.93 spaces per unit is significantly lower than the recommended parking rate of 1.07 spaces per unit, and lower than the OLT approval of 1.0 spaces per unit. Staff are of the opinion that variances 6, 7 and 8 are not minor in nature.

Recommendation:

Staff have reviewed the proposed variance in accordance with the Planning Act, the policies of the Official Plan and the requirements of the Zoning By-law and have no objection to Variances 1-5, 9 and 10; but object to Variances 6, 7 and 8 for reasons noted throughout this report.

Date: September 25, 2024Prepared By: Melissa Morgan, MCIP RPP**Conditions**

1. That the applicant submit an updated Waste Management Plan to confirm the waste room can still accommodate the increased number of bins required, and to

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reflect the additional needs to the satisfaction of the Director of Development Services at the Region of Halton.

2. That the lands be consolidated, and that a record of consolidation be provided to the satisfaction of the Director of Community Planning.
3. That the applicant prepare and submit a Statement of Cultural Heritage Value or Interest and a letter from the property owner applying to the City to designate the property under Part IV, Section 29 of the *Ontario Heritage Act* prior to registering the Condominium Plan and confirming that securities be submitted to the satisfaction of the Director of Community Planning.

Attachments:Attachment No. 1 – Site Photos from Site Visit of September 20, 2024

Historical Building – Chrysler Carriage House

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Back of Historical Building



West side of site, from Old Lakeshore Road, including high-density developments on north side of Lakeshore Road

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Old Lakeshore Road frontage of site



Facing east side of the site, property to the east visible

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Facing east side of site



From Lakeshore Road, facing south

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Nearby development of similar form to subject development

Development Engineering

Development Engineering (DE) has reviewed the proposed minor variances and offer the following comments:

1. DE has no comment on minor variance #1 as it is outside of their area of responsibility to review. *(To permit a 60cm x 1.2m bicycle parking space size instead of the minimum required 60cm x 1.8m for vertical bicycle parking for the proposed 28-storey mixed-use building.)*
2. DE has no comment on minor variance #2 as it is outside of their area of responsibility to review. *(To permit 315 residential units instead of the maximum of 310 residential units for the proposed 28-storey mixed-use building.)*
3. DE has no objection to minor variance #3 provided the Detailed Noise Study (associated with Site Plan 535-05/23) is updated to include the reduced dimension from Old Lakeshore Road to ensure the reduced south side yard to the mechanical penthouse does not have a negative effect (acoustically) on the development itself or neighbouring sensitive land uses. *(To permit a 20.6 m south side yard (Old Lakeshore Road) instead of the minimum required 26.4m to the mechanical penthouse for the proposed 28-storey mixed-use building.)*

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4. DE has no comment on minor variance #4 as it is outside of their area of responsibility to review. *(To permit a maximum height of 92m, including mechanical penthouse, instead of the maximum permitted height of 89m for the proposed 28-storey mixed-use building.)*
5. DE has no comment on minor variance #5 as it is outside of their area of responsibility to review. *(To permit a floor area ratio of 7.95:1 instead of the maximum permitted 7.94:1 for the proposed 28-storey mixed-use building.)*
6. DE has no comment on minor variance #6 as it is outside of their area of responsibility to review. *(To permit 292 parking spaces instead of the minimum 316 spaces for the proposed 28-storey mixed-use building.)*
7. DE has no comment on minor variance #7 as it is outside of their area of responsibility to review. *(To permit 277 occupant parking spaces including 6 designated accessible spaces and 5 compact spaces instead of the minimum required 280 occupant spaces including 6 designated accessible spaces and 5 compact spaces for the proposed 28-storey mixed-use building.)*
8. DE has no comment on minor variance #8 as it is outside of their area of responsibility to review. *(To permit 9 visitor spaces including 2 designated accessible spaces instead of the minimum required 30 visitor spaces including 2 designated accessible spaces for the proposed 28-storey mixed-use building.)*
9. DE has no comment on minor variance #9 as it is outside of their area of responsibility to review. *(To permit a 3.6m first storey height instead of the minimum required 4.5m for the Historical Building portion of the proposed 28-storey mixed-use building.)*
10. DE has no objection to minor variance #10 provided the Detailed Noise Study (associated with Site Plan 535-05/23) is updated to reflect the reduced glazing. Please note that DE reviewed this minor variance as it relates to noise only, and would defer to planning to provide comment on all other matters. *(To permit the first-floor elevation facing Lakeshore Road with 33% glazing instead of the minimum required 60% for the proposed 28-storey mixed use building.)*

Development Engineering recommends that the following condition be included in the Minor Variance decision should the Committee of Adjustment approve Minor variances #3 and #10:

- Submit for review and approval a revised Detailed Noise Study, updating the report to include the proposed reduced setback of the mechanical penthouse and reduced glazing on the first floor, including any recommendations the

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acoustical consultant may have, i.e. window glazing recommendations, mechanical penthouse façade, etc., to the satisfaction of the Director of Engineering Services or their delegate.

Development Engineering also recommends that the following advisory note be included in the decision:

- Please be advised that if Condition 2.23 (Submit an Updated Noise Study) of Conditions Applying to Site Plan Approval for Site Plan 535-05/23 is cleared, it would also clear this condition for the Minor Variance, it is not intended that two separate reports be provided, one updated report could satisfy both the Minor Variance condition and the Site Plan condition.

Date: September 19, 2024Prepared By: Annette Simpson**Forestry**

Forestry has no objection to the proposed minor variance(s) and provides the following advisory note(s) to the applicant:

1. Private tree matters will be dealt with through the site plan application by parks design and construction.
2. A tree permit will be required for any and all work around regulated trees in accordance with the City's Public Tree By-law.
3. Revisions to the report and/or plans may be required through the public tree permit process.

Date: September 12, 2024Prepared By: R. Shaw-Lukavsky**Building**

The Building Department has no objection to the proposed minor variance(s).

Date: September 17, 2024Prepared By: T. Le

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Transportation Planning

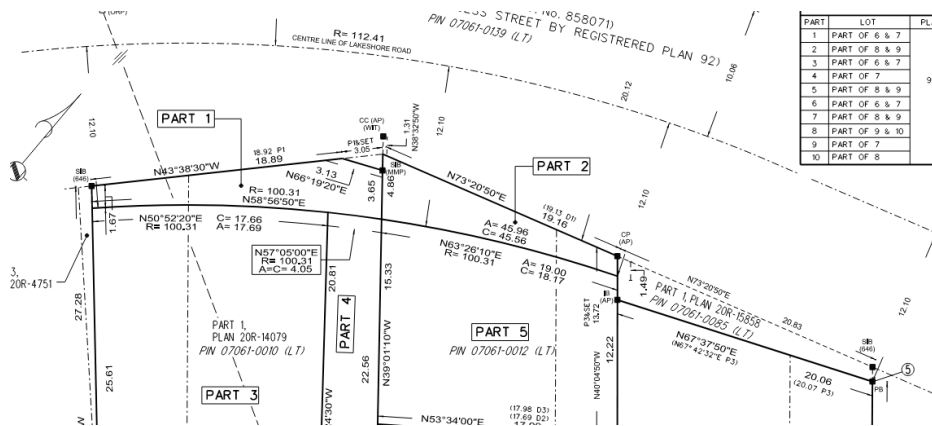
Deemed Road Width Analysis

Transportation Planning have reviewed the right-of-way (ROW) requirements for 2093,2097,2101 Old Lakeshore Rd and 2096,2100 Lakeshore Rd.

Lakeshore Road

The deemed ROW at Lakeshore Road is 30m, according to the Zoning By-Law section 2.27, Table 1.2.9. Transportation Planning find it supportable to reduce the ROW to 24m. The ROW conveyance dimension varies throughout the Lakeshore frontage. A $\pm 1.67\text{m}$ to the west end, $\pm 1.49\text{m}$ to the east, and $\pm 3.65\text{m}$ land to the middle of the property are required to convey to the City to measure the deemed width 12m from the center line of Lakeshore Road. The applicants' Ontario Land Surveyor (OLS) shall confirm the exact measurements.

The draft reference plan, dated September 18, 2020, is acceptable.



Old Lakeshore Road:

The deemed ROW at Old Lakeshore Road is 20m, according to the Zoning By-Law. The existing ROW adjacent to the subject site meets the requirement and no additional lands are required.

Date: May 1, 2024,Prepared By: S. Adiga

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Transportation Planning have reviewed the proposed minor variance application and offers the following comments:

Variance 1: No objection

- a. Transportation Planning have no objection to permit a 60 cm x 1.2 m bicycle parking space size instead of the minimum required 60 cm x 1.8 m for vertical bicycle.

Variance 2: Comment Only

- a. The number of units is not under Transportation Planning area of purview, of Minor Variance #2 to permit 315 residential units instead of the maximum of 310 residential units for the proposed 28-storey mixed-use building, however, note that an increase in unit number increases the required parking demand.

Variance 6: Do Not Support

- a. Transportation Planning do not support Minor Variance #6 to permit 292 parking spaces instead of the minimum 316 spaces for the proposed 28-storey mixed-use building.
- b. See Transportation Planning Discussion, Position and Opinion on Minor Variances # 6, 7 and 8 below.

Variance 7: Do Not Support

- a. Transportation Planning do not support Minor Variance # 7 to permit 277 occupant parking spaces including 6 designated accessible spaces and 5 compact spaces instead of the minimum 280 occupant spaces including 6 designated accessible spaces and 5 compact spaces for the proposed 28-storey mixed-use building.
- b. See Transportation Planning Discussion, Position and Opinion on Minor Variances # 6, 7 and 8 below.

Variance 8: Do Not Support

- a. Transportation Planning do not support Minor Variance # 8 to permit 9 visitor spaces including 2 designated accessible spaces instead of the minimum required 30 visitor spaces including 2 designated accessible spaces for the proposed 28-storey mixed-use building.
- b. See Transportation Planning Discussion, Position and Opinion on Minor Variances # 6, 7 and 8 below.

Transportation Planning Discussion, Position and Opinion of Non-Support on Minor Variances # 6, 7 and 8

The Applicant appealed to the Ontario Land Tribunal with their proposed development, one of the issues to be adjudicated was parking. City staff and the Appellant provided their sides and rationale for their parking supply

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recommendations to the Tribunal. Subsequently an OLT-21-001792 Decision, dated May 4, 2022 was issued, then an Order, dated December 6, 2022 was issued.

As per the OLT Order dated December 6, 2022 (Case No. OLT-21-001792) and Zoning By-Law Exception 512 2. b), and j) the maximum number of residential units is 310 and the required auto parking is 316 comprised of 280 occupant spaces including 6 designated accessible spaces, 30 visitor spaces including 2 designated accessible spaces, and 6 car share spaces. The OLT Order and ZBL Exception 512 2. includes k) where a maximum of 5 compact car parking spaces (min 2.75 m width and area of 15.125 m²). When an application for Site Plan Control was circulated, Transportation Planning had an opportunity to review, provide comment and conditions on approval. Those conditions included a revised site plan with increased parking supply by 46 spaces to meet the OLT Order. Please note the 46 additional spaces were in error and 57 parking spaces should have been added. Subsequently the Applicant has made applications for Minor Variances, including a proposed reduction in parking space supply.

Table 1: Comparison of OLT, SPA Staff and Proposed Parking Supply

OLT Order 310 residential units	Transportation Planning Comments SPA Sept 2023	Deficiency from OLT Order	Minor Variance 315 residential units ¹	Deficiency from OLT Order +5 residential units	Transportation Planning Response to Minor Variance
316 parking spaces	259 parking spaces	- 57 (incorrectly noted as 46 in Sept 2023 comments)	292 parking spaces	-24	Deficient of OLT Order therefore not supportable
Including:	Including:		Including:		
280 occupant spaces	219 occupant spaces		277 occupant spaces	-3	Deficient of OLT Order therefore not supportable
Including:	Including:		Including:		
6 accessible	6 accessible	0	6 accessible	0	Complies with

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spaces	spaces		spaces		OLT Order, therefore acceptable
Including:	Plus		Including:		
5 compact spaces	5 of 7 compact car spaces	0	5 compact car spaces	0	Complies with OLT Order, therefore acceptable
Plus:	Plus:		Plus:		
6 car-share spaces reallocated to residents	6 car-share spaces reallocated to residents	0	6 car-share spaces referenced in PJR but not MV	0	Complies with OLT Order. To be converted to occupant spaces
Plus	Plus		Plus		
30 visitor spaces, including 2 accessible spaces	29 visitor spaces, including 2 accessible spaces	-1	9 visitor spaces, including 2 accessible spaces	-21	Deficient of OLT Order therefore not supportable

¹ Minor Variance Application, Planning Justification Report, March 27, 2024, pages 6, 7

The Applicants' Parking Justification Study dated March 27, 2024, speaks to parking rates per residential unit, total supply numbers as well as the breakdown of occupant and visitor spaces. Proxy site parking surveys were conducted by the Transportation Consultant which informed the study recommendation of a blended parking rate of 0.91 per unit with 0.88 spaces/unit for occupant and 0.03 spaces/unit for visitors, which is lower than the Applicants' previously proposed. The report also recognizes that Burlington staff have done their own parking utilization studies and have identified for the Downtown, a minimum parking rate of 1.07 spaces per residential unit is desirable and supportable, with a breakdown for occupants and visitors of 1.04 and 0.03, respectively. The OLT Decision for 310 residential units with 316 parking spaces is a rate of 1.02 per unit. The proposed Minor Variance for 315 residential units with 292 parking spaces is a rate of 0.93 per unit.

Table 2: Parking Supply Base on Unit Count

Unit Count	Parking Supply	Rate/unit	Breakdown occupant/visitor	Breakdown of rate/unit
310 OLT approved units	316	1.0 (1.019)	286 occupant spaces	0.905 occupant
			30 visitor spaces	0.095 visitor

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315 MV application units	292	0.93	283 occupant spaces	0.9 occupant
			9 visitor spaces	0.03 visitor
310 OLT approved units	332	1.07 staff supportable rate in Downtown	322 occupant spaces	1.04 occupant
			10 visitor spaces	0.03 visitor
315 MV application units	337		328 occupant spaces	1.04 occupant
			9 visitor spaces	0.03 visitor

For information purposes Burlington does not currently have a car-share provider therefore the proposed car-share spaces can be converted to occupant spaces.

The OLT Order, supportable staff rate and proposed MV rate are similar at 1.0, 1.07 and 0.93, respectively, with different occupant to visitor ratios.

The OLT Decision includes, “[40] *It is located close to multiple bus stops and the John Street Terminal, and, as determined below, provides adequate parking. It supports active transportation with bicycle parking facilities, enhanced sidewalks, open space, and access to the waterfront,*”² and “[60] *in terms of whether the proposed development would have sufficient parking spaces if the six spaces that were proposed for car sharing are allocated to residents, the Tribunal finds that it does... The proposed development facilitates the use of active transportation through the provision of bicycle storage facilities and improved sidewalks and access to the waterfront and trails. Given these facts, the Tribunal finds that there is alternative transportation available. Taking into account the above-noted policies and facts, the Tribunal finds that the Appellant’s proposed parking arrangements, with the exclusion of the six car-sharing spaces, is appropriate.*”³.

In the opinion of Transportation Planning, the Applicant had the opportunity to pursue a lower parking rate with their appeal to the OLT. City staff and the Appellant provided their evidence, positions and rationale for their parking supply recommendations to the Tribunal. The OLT took those views under advisement when issuing a Decision and Order. Additionally, the MV request for an increase in the number of units increases the parking demand whereas the proposed number of spaces has decreased.

In consideration of the issues as noted above, Transportation Planning do not support Minor Variances 6, 7 or 8.

Date: September 18, 2024

Prepared By: S. Lucas

² OLT-21-001792 Decision, May 4, 2022; 1. Transition, Intensification and Related Planning Issues, Analysis and Findings [40], page 20

COMMITTEE OF ADJUSTMENT

Meeting #19

AGENDA

OCTOBER 23, 2024

³ OLT-21-001792 Decision, May 4, 2022; 3. Parking, Analysis and Findings [60], page 31

Finance**Notice regarding Development Charges:**

The owner, its successors and assigns, are hereby notified that City Development Charges may be payable in accordance with the applicable By-law 72-2004, as may be amended, upon issuance of a building permit, at the rate in effect on the date issued. For further information, the owner is advised to contact the City Building Department (905) 335-7731.

Tax

All property taxes including penalty and interest must be paid. This includes all outstanding balances plus current year taxes that have been billed but are not yet due. Local improvements must be commuted.

Date: August 26, 2024Prepared By: L. Bray**Halton Region**

Regional Staff have reviewed the Minor Variance application for **2093, 2097, 2101 Old Lakeshore Road and 2069 & 2100 Lakeshore Road**, where the applicant is proposing the construction of a 28 storey mixed use building including mechanical penthouse, with ground floor commercial fronting onto Old Lakeshore Road and indoor amenity area fronting onto Lakeshore Road. Five levels of below grade parking, at grade amenity area and patio and internal associated amenity areas are also proposed. Regional Staff offer the following comments:

- Due to recent Provincial legislation, as of July 1, 2024, the Region is no longer be responsible for the Regional Official Plan – as this has become the responsibility of Halton's four local municipalities. As a result of this change, a Memorandum of Understanding (MOU) between the Halton municipalities and Conservation Authorities is being prepared that identifies the local municipality as the primary authority on matters of land use planning and development. The MOU also defines the continued scope of interests for the Region and the Conservation Authorities in these matters. Going forward, comments offered through minor variance applications will be reflective of this changing role.
- Regional Staff have no objections to the Minor Variance application.

Date: September 18, 2024Prepared By: Amanda McNeish

COMMITTEE OF ADJUSTMENT

Meeting #19

AGENDA

OCTOBER 23, 2024

Conservation Halton

Based on available information, the subject properties are not in an area regulated by CH, pursuant under the *Conservation Authorities Act* (CA Act) and Ontario Regulation 41/24.

Consistent with our CH's comments on Site Plan application (535-05/23) for this property, CH has no comments.

Date: September 5, 2024Prepared By: Ashley Gallagher

PLANNING ACT, R.S.O. 1990, C.P. 13
APPLICATION FOR MINOR VARIANCE OR FOR PERMISSION

THE UNDERSIGNED HEREBY APPLIES TO THE COMMITTEE OF ADJUSTMENT FOR THE CITY OF BURLINGTON UNDER SECTION 45 OF THE PLANNING ACT, R.S.O. 1990, C.P.13, AS DESCRIBED IN THIS APPLICATION, FROM BY-LAW NO. 2020. (AS AMENDED)

Application made under:

☐ Section 45 (1) of the Planning Act

☐ Section 45 (2) of the Planning Act

Discussed the application with a City Zoning Examiner and Development Planner Y ☐ or N ☐

Name of Planner: _____ Name of Zoning Examiner: _____

PROPERTY INFORMATION

Municipal Address(es) of property:

Legal Description of property:

Official Plan Designation: _____ Current Zoning Designation _____

OWNER(S) INFORMATION:

Legal Name (as it appears on the title for the property):

Mailing Address: _____ City: _____

Postal Code: _____ Home Phone: _____ Mobile Phone: _____

Work Phone: _____ E-Mail: _____

AGENT INFORMATION (if applicable): (This person will be the primary point of contact if provided)

Name:

Business Address: _____ City: _____

Postal Code: _____ Home Phone: _____ Mobile Phone: _____

Work Phone: _____ E-Mail: _____

PROPOSED DEVELOPMENT Please outline in detail your proposed development and list each variance you are requesting, as well as the Zoning By-law Requirements. Attach a separate sheet if required.

Variance(s) Requested	Zoning Bylaw Requirement

In your own words, please explain why you are unable to comply with the provisions of the Zoning By-law and how the minor variance(s) meet the four (4) tests under the Planning Act:

1. Why is the variance(s) minor in nature? _____

2. Why are the variance(s) desirable for the appropriate use of the land? _____

3. Do the variance(s) meet the intent and purpose of the Official Plan? _____

4. Do the variance(s) meet the intent and purpose of the Zoning By-law? _____

Variances required:

1. To permit a 60 cm x 1.2 m bicycle parking space size instead of the minimum required 60 cm x 1.8 m for vertical bicycle parking for the proposed 28-storey mixed-use building.
2. To permit 315 residential units instead of the maximum of 310 residential units for the proposed 28-storey mixed-use building.
3. To permit a 20.6 m south side yard (Old Lakeshore Road) instead of the minimum required 26.4 m to the mechanical penthouse for the proposed 28-storey mixed-use building.
4. To permit a maximum height of 92 m, including mechanical penthouse, instead of the maximum permitted height of 89 m for the proposed 28-storey mixed-use building.
5. To permit a floor area ratio of 7.95:1 instead of the maximum permitted 7.94:1 for the proposed 28-storey mixed-use building.
6. To permit 292 parking spaces instead of the minimum 316 spaces for the proposed 28-storey mixed-use building.
7. To permit 277 occupant parking spaces including 6 designated accessible spaces and 5 compact spaces instead of the minimum 280 occupant spaces including 6 designated accessible spaces and 5 compact spaces for the proposed 28-storey mixed-use building.
8. To permit 9 visitor spaces including 2 designated accessible spaces instead of the minimum required 30 visitor spaces including 2 designated accessible spaces for the proposed 28-storey mixed-use building.
9. To permit a 3.6 m first storey height instead of the minimum required 4.5 m for the Historical Building portion of the proposed 28-storey mixed-use building.
10. To permit the first-floor elevation facing Lakeshore Road with 33% glazing instead of the minimum required 60% for the proposed 28-storey mixed use building.



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

September 3, 2024

Catherine Susidko-Petriczko
Secretary Treasurer
Committee of Adjustment
City of Burlington
426 Brant Street
Burlington, ON

Via email: committeeofadjustment@burlington.ca

Dear Ms. Susidko-Petriczko:

**RE: MINOR VARIANCE APPLICATION
2093, 2097 & 2101 OLD LAKESHORE ROAD AND 2096 & 2100 LAKESHORE ROAD
CITY OF BURLINGTON
OUR FILE: 21364M**

On behalf of our client, Core FSC Lakeshore GP Inc., we are pleased to submit this minor variance application for the properties municipally addressed as 2093, 2097 & 2101 Old Lakeshore Road and 2093 & 2100 Lakeshore Road (the "Subject Lands"). Enclosed with this letter, you will find:

- One (1) PDF copy of the Minor Variance Application Form;
- One (1) PDF copy of the Architectural Drawing Package;
- One (1) PDF copy of the Legal Survey; and
- One (1) PDF copy of the Parking Justification Report prepared by Nextrans Consulting Engineers dated March 27, 2024.

The applicable municipal planning application fee will be paid via wire transfer.

BACKGROUND

Application History

Applications for Official Plan Amendment (505-04/19) and Zoning By-law Amendment (520-08/19) were submitted to the City of Burlington in August 2019. On January 28, 2020 the application were appealed to the Ontario Land Tribunal ("OLT") due to a failure by the City of Burlington to make a decision on both applications. A hearing was held in January 2022 and a decision was made by OLT on May 4, 2022 approving the applications in principal with a condition stating that a final form of the Official Plan Amendment and Zoning By-law Amendment would be prepared to the satisfaction of all Parties. On December 6, 2022, the appeal was granted by the OLT and the final Official Plan and Zoning By-law Amendments were finalized with the OLT's Order.

Existing Site

The Subject Lands are located on the north side of Old Lakeshore Road and south side of Lakeshore Road. The Subject Lands are a large and irregularly shaped lot that includes five individual parcels and has a total area of 0.33 hectares, with a total frontage of approximately 60.5 metres on Old Lakeshore Road, and 60.6 metres along Lakeshore Road. The Subject Lands have an approximate depth of 59 metres. The Subject Lands are currently occupied by four low-density buildings with the remaining of the site containing surface parking. Vehicular access to the site is provided through existing driveways from Old Lakeshore Road and Lakeshore Road with a total of four private or shared driveway access points.

Surrounding Land Uses

The land uses surrounding the Subject Lands are described as follows:

- North:** Lakeshore Road is located adjacent to the Subject Lands directly to the north. A mid-rise retirement facility and residential building is located immediately north. There are four bus stops within close proximity to the Subject Lands located along Lakeshore Road, Route 3, which provides connections to the Downtown Terminal and GO 407 Carpool. There are pedestrian sidewalks located along both sides of Lakeshore Road. Further North of Lakeshore Road is a mid-rise residential apartment block, as well as a 26-storey residential building currently under construction by Adi Development Group and a 29-storey residential building currently under construction by Carriage Gate Homes on the west corner of the Martha Street and Lakeshore Road.
- East:** Immediately east is a low rise commercial building. Further east is a townhouse development and three high-rise residential buildings. A low-density residential area is located further east.
- South:** Old Lakeshore Road is located adjacent to the Subject Lands directly to the South. There are several low rise service commercial uses located across Old Lakeshore Road that front Lake Ontario including: Therapeutic Aesthetics, The Hair Suite, The Rosseau Group, and a cardiologist's office. Southwest of the Subject Lands fronting Lake Ontario is the Marquis Lakeside Inn. There are pedestrian sidewalks located on both sides of Old Lakeshore Road.
- West:** Directly west of the Subject Lands is a real estate agent's office. Further west are two high-rise and one mid-rise mixed-use buildings, and The Pearl Hotel & Spa. In addition, located further west is The Waterfront Hotel and the Bridgewater development, which is currently under construction and will have height of 22 storeys comprising a hotel, office, and residential uses. Further west is Spencer Smith Park, which includes the Waterfront Trail and provides connections to the Brant Street Pier.

THE PROPOSAL

The proposed mixed-use development on the Subject Lands will include a 28-storey tower with a 6-storey podium designed to frame the street. The proposed development will contain 315 residential units and 430 square metres of commercial space at grade. The building will have a total gross building floor area of 25,783.8 square metres. The tower portion of the building has been articulated through the use of setbacks from the podium element to provide sufficient distance to the retained heritage building (Chrysler Carriage House) as well as adequate distance to surrounding properties. The articulation creates high quality urban design and distinction while not overwhelming the lot. The configuration of the buildings on the site have been positioned to maintain the view corridor to Lake Ontario and the open space at the foot of Martha Street, both of which are integral to the overall site design.

The proposed development includes public realm improvements that will extend along the north, west, and south sides of the site with a privately owned and publicly accessible 18.5 metre wide-open space. The open space will contribute to outdoor amenity space for residents while enhancing the view corridor down to Lake Ontario from Lakeshore Road from the south side of Martha Street. The open space will provide a connection to Burlington's waterfront and serve as an active community space.

In regard to land use, the proposed development will include both residential and commercial uses. Commercial uses will be located at grade, with entrances fronting Old Lakeshore Road, and from the open space west of the Subject Lands. Patios associated with the commercial uses will be located in front of their respective entrances. The Chrysler Carriage House heritage building will remain as a commercial use and is expected to continue to operate as a restaurant.

Pedestrian access for residents will be from Lakeshore Road, on the northeast corner of the site with access to a residential lobby at ground floor. The residential apartment units will be located on floors 2 to 27 and include a total of 315 units of which 8% will be studio, 70% will be 1-bedroom and 1-bedroom plus den units, 20% will be 2-bedroom and 2-bedroom plus den units, and 2% will be 3-bedroom units. Each residential unit will have private amenity space in the form of a balcony, with several units containing enclosed balconies. Indoor amenity space will be provided at the ground floor, the 7th floor and on the rooftop. The indoor amenity space on the 7th floor and roof top will each connect to a large outdoor amenity space, overlooking Lake Ontario. In total, the development will include 630.3 square metres of indoor residential amenity space and 6,609.6 square meters of outdoor residential amenity space including private balconies.

Servicing for the commercial units will be accessible from Lakeshore Road at the northeast corner of the Subject Lands and provided through a service lane running from north-south on the far eastern side of the proposed building. Vehicular parking will be located on four levels below grade with access also from Lakeshore Road and down the service lane via a ramp in the centre of the building. A total of 292 parking spaces will be provided, comprising of 277 residential parking spaces, 6 car share parking spaces and 9 visitor spaces. Vehicle parking is provided at a rate of 0.93 overall, and a residential parking rate of 0.88. There will also be 214 bicycle parking spaces provided on the site.

Requested Variances

In order to implement the proposal as described, a number of variances are being requested as follows:

1. To permit a 60 cm x 1.2 m bicycle parking space size instead of the minimum required 60 cm x 1.8 m for vertical bicycle parking for the proposed 28-storey mixed-use building.
2. To permit 315 residential units instead of the maximum of 310 residential units for the proposed 28-storey mixed-use building.
3. To permit a 20.6 m south side yard (Old Lakeshore Road) instead of the minimum required 26.4 m to the mechanical penthouse for the proposed 28-storey mixed-use building.
4. To permit a maximum height of 92 m, including mechanical penthouse, instead of the maximum permitted height of 89 m for the proposed 28-storey mixed-use building.
5. To permit a floor area ratio of 7.95:1 instead of the maximum permitted 7.94:1 for the proposed 28-storey mixed-use building.
6. To permit 292 parking spaces instead of the minimum 316 spaces for the proposed 28-storey mixed-use building.
7. To permit 277 occupant parking spaces including 6 designated accessible spaces and 5 compact spaces instead of the minimum 280 occupant spaces including 6 designated accessible spaces and 5 compact spaces for the proposed 28-storey mixed-use building.
8. To permit 9 visitor spaces including 2 designated accessible spaces instead of the minimum required 30 visitor spaces including 2 designated accessible spaces for the proposed 28-storey mixed-use building.
9. To permit a 3.6 m first storey height instead of the minimum required 4.5 m for the Historical Building portion of the proposed 28-storey mixed-use building.
10. To permit the first-floor elevation facing Lakeshore Road with 33% glazing instead of the minimum required 60% for the proposed 28-storey mixed use building.

PLANNING ANALYSIS AND JUSTIFICATION

The relief requested above from City of Burlington Zoning By-law 2020 meets the four tests set out under Section 45(1) of the *Planning Act* as follows:

1. The variances maintain the general intent and purpose of the Official Plan

The Subject Lands are designated as "Mixed Use Activity Areas" in Schedule A – Settlement Pattern, "Mixed Use Centre" and "Downtown Urban Growth Centre Boundary" in Schedule B – Comprehensive Land Use Plan – Urban Planning Area and "Old Lakeshore Road Mixed Use Precinct" in Schedule E – Downtown Mixed Use Centre Land Use Plan in the City of Burlington Official Plan (2019 Office Consolidation). The "Old Lakeshore Road Mixed Use Precinct" permits the development of high-density residential uses, including the residential uses in the upper levels of commercial buildings, commercial, office, and administrative uses (Policy 5.5.7.2.a).

The Subject Lands are subject to Official Plan Amendment 126 to the Official Plan of the Burlington Area (2019 Office Consolidation). The amendment amends the existing Old Lakeshore Road Mixed Use Precinct designation to permit a mixed-use building with a maximum density of 940 units per hectare (310 units), a maximum

height of 27 storeys exclusive of rooftop mechanical equipment up to 88.4 metres, and a minimum non-residential gross floor area of 426.4 square metres on the Subject Lands.

The new Official Plan (2020), which is currently under appeal, designates the Subject Lands as "Old Lakeshore Road Mixed Use Precinct". The 'Old Lakeshore Road Mixed Use Precinct' is planned to be high intensity, mixed use development that is pedestrian friendly and transit-supportive.

The proposed increase to the maximum permitted units allows for a reorganized mix of unit types in response to current market conditions. The originally proposed unit mix was:

- 53% One-Bedroom
- 32% Two-Bedroom
- 15% Three-Bedroom

The proposed unit mix is now:

- 8% Studio
- 70% One-Bedroom and One-Bedroom Plus Den
- 20% Two-Bedroom and Two-Bedroom Plus Den
- 2% Three-Bedroom

The proposed unit mix incorporates still maintains variety in unit size and type in accordance with the Housing Affordability policies in the Official Plan (Part III, Policy 2.4.1.a and 2.4.2.d) which encourage a range of housing sizes and tenure types to meet the social and economic needs of City residents. The proposed increase in unit count still maintains the maximum permitted density of the Official Plan which allows 940 units per hectare.

The proposed reduction in parking will further support active and public transportation in accordance with Part II, Policy 3.4.1.c which promotes the use of transit, and to reduce traffic and parking demands, traffic congestion and air pollution, by providing increased levels of service, encouraging transit-supportive land use planning and introducing appropriate "transit priority" and Travel Demand Management (TDM) measures.

The proposed reduction in glazing is a technical requirement and the proposal still maintains a diverse social setting that is attractive and provides for a well-developed pedestrian environment in accordance with Part II, Policy 6.2.d.

The proposed reduction in the setback to the mechanical penthouse seeks to efficiently utilize available rooftop space to accommodate all of the required necessary equipment and indoor amenity area. This variance still allows for a significant setback to the southern façade therefore ensuring appropriate visual buffer to the mechanical penthouse and amenity area in order to maintain compatibility with the surrounding properties.

The proposed increase in permitted height is required in order to accommodate additional rooftop amenity space, the necessary rooftop mechanical equipment and the elevator overrun. To enhance the living experience for future residents, additional amenity spaces has been provided above and beyond the requirements of the zoning by-law. The new amenity spaces, including both indoor and outdoor amenity areas, are strategically positioned on the mechanical penthouse floor to maximize the utility and enjoyment of the building's rooftop, offering residents expansive and well-integrated recreational spaces. Accommodating these enhanced amenities on the rooftop level necessitates increased elevator access, which consequently results in the elevator overrun exceeding the height limit. The proposed variance will allow for the optimization of the functionality of the site by ensuring that all essential mechanical equipment and the expanded amenity spaces are properly integrated into the building design.

The proposed minor increase to the floor area ratio is the result of a slight increase to the gross building floor area because of detailed design changes including a minor increase to the residential gross floor area. This variance will further optimize the site and will allow for additional residential units to contribute to the City's housing supply.

The proposed reduction in the bicycle parking stall size aims to enhance internal bicycle storage efficiency and to maximize space utilization within the building in accordance with industry best practices. By optimizing the stall dimensions, the development can accommodate a greater number of bicycle parking in a more compact area, supporting efficient use of space and promoting active transportation.

The proposed variance for the heritage building is required as the building is now proposed to be relocated off site during construction and relocated onto the site on a new foundation above the underground parking and therefore is a technical variance. The building is still being preserved in accordance with the Heritage Conservation Plan and therefore is maintaining the general intent and purpose of the Official Plan in regards to heritage conservation (Policy 5.5.7.2.h).

The proposed variances individually and cumulatively maintain the general intent and purpose of the Official Plan.

2. *The variances maintain the general intent and purpose of the Zoning By-law*

The City of Burlington Zoning By-law 2022 zones the Subject Lands as Downtown Old Lakeshore Road with Site Specific Polices (H-DL-A-512) Zone. The Downtown Old Lakeshore Road zone permits the development of a range of retail commercial and service commercial uses, office uses, and dwelling units in commercial and office buildings. The site specific provisions permit an apartment building with retail, service commercial and office uses permitted on the ground floor and retail, service commercial, and office uses on both the ground floor and second floor of the heritage building (Chrysler Carriage House - 2101 Old Lakeshore Road). The site-specific provisions permit a maximum of 310 units, a maximum height of 28 Storeys (89 metres) and a maximum of 430 m² of combined non-residential floor area. The Zoning By-law Amendment also includes site-specific provisions for setbacks, amenity area and parking requirements.

The following chart summarizes the site-specific zoning for the Subject Lands, identifying where relief is being sought as part of the Minor Variance application:

Regulation	Required	Proposed
Site-Specific Zoning Regulations - 512		
Maximum Number of Residential Units	310	315
Yards		
North Side (Lakeshore Rd):		
Floor 1:	1.5 m	1.6 m
Floor 2-6:	0 m including terrace / balconies	1.6 m
Floor 7:	0.7 m including terrace / balconies	1.6 m
Floor 8-27:	1.9 m including terrace / balconies	1.9 m
Mechanical Penthouse:	5.7 m	6.0 m
South Side (Old Lakeshore Rd):		
To Heritage Building:	0 m	0 m
Floors 1-6:	4.6 m including terrace / balconies	7.0 m
Floor 7:	5.2 m including terrace / balconies	7.0 m

Floors 8-27: Mechanical Penthouse:	11.5 m including terrace / balconies 26.4 m	11.6 m 20.6 m
East Side: To Heritage Building: Floor 1: Floor 2-6: Floor 7: Floor 8-27: Mechanical Penthouse:	2.2 m 6 m 5.3 m including terrace / balconies 6.1 m including terrace / balconies 10.9 m including terrace / balconies 14.2 m	4.6 m 6.6 m 6.6 m 6.6 m 10.9 m 14.2 m
West Side: Floor 1: Floor 2-6: Floor 7: Floor 8-27: Mechanical Penthouse:	18.5 m 17 m including terrace / balconies 17.8 m including terrace / balconies 20 m including terrace / balconies 29.7 m	18.5 m 18.5 m 18.5 m 20.75 m 29.7 m
Maximum Height:	28 storeys (includes Mechanical Penthouse) and 89 m	28 storeys / 92 m
Minimum second storey height:	2.9 m	2.95 m
Maximum Rooftop Amenity Area on 7 th Floor:	512 sq. m.	413 m²
Maximum Total Combined Floor Area for all Non-Residential Uses:	430 m ²	430 m²
Maximum Floor Area Ratio:	7.94:1	7.95:1
Amenity Area:	16 m ² per unit Based on increased unit count 315 = 5,040 m ²	7,239.8 m² Indoor 1st floor – 260.2 m² 7th floor – 250.1 m² 28th floor – 120.0 m² Outdoor At-Grade – 381 m² 7th floor – 413 m² 28th floor – 355 m² Private Outdoor Balconies 5,460.6 m²
Parking Requirements:	316 total spaces 280 occupant spaces including 6 designated accessible spaces 5 compact spaces 30 visitor spaces including 2 designated accessible spaces 6 car share	292 total spaces 277 occupant spaces 6 designated accessible spaces 4 compact spaces 9 visitor spaces including 2 accessible spaces 6 car share

Compact Car Sizes	Maximum of five (5) compact car parking spaces shall have a minimum width of 2.75m and an area of 15.125m ² .	4 proposed 2.75 m with 15.125 m²
Access	Any vehicular access or vehicular entrance onto Old Lakeshore Road from the Lands be required, the access or entrance shall be set back at 15 metres from the eastern property line of the Lands.	Not proposed
Below-grade Parking Structure Setbacks:	0.8m	0.8 m
DL-A Zone Regulations		
4.1 Lot Width, Area, and Yards	Table 6.4.1 Lot Width 7.5 m Lot Area No minimum	58.841 m 3357.2 m²
4.2 Building Height	Min. 2 storeys DL-A zones: First storey: 4.5m	28 storeys 6.8 m (Proposed Building) 3.6 m (Heritage Building)
4.5 Built Form	(a) Parking areas and driveways shall be prohibited between any building and a street, other than a driveway access into an elevated or underground parking facility. (b) The first floor elevation of any building facing a street shall have a minimum of 60% glazing. (c) A decorative finish shall be applied to all exterior walls facing a street or residential zone. (d) Overhead doors are not permitted in a building elevation facing Brant Street and Lakeshore Road. Part 6, Section 4.5 Built Form, regulations b) and c) shall not apply to the Historical Building located at 2101 Old Lakeshore Road.	Complies 33% Complies Complies
4.7 Parking	(d) Parking of trucks and trailers is prohibited except: <ul style="list-style-type: none"> • when the truck or trailer is being loaded or unloaded • when the truck or trailer is for customer use • when the truck or trailer belongs 	Trucks are proposed to be parked for loading at grade at the rear of the building close to Old Lakeshore, this complies.

	<ul style="list-style-type: none"> to a property owner or tenant when the truck or trailer is being used for charitable purposes 	
4.10 Contiguous Lots	Where multiple contiguous lots are developed under a single comprehensive site plan all lots shall be deemed to be one lot for purposes of applying zoning regulations.	Site consist of 3 lots.
2.25 Off-Street Parking and Loading Requirements		
2.25.1	Whenever a new development occurs or whenever an existing development is enlarged, extended or increased in capacity, in accordance with this By-law, off-street vehicle parking spaces shall be provided and maintained on the property and within the zone designation for all uses, except, within the "Downtown Parking Exemption Area" shown on Diagram 1A, Subsection 2.25 shall only apply to residential uses.	Parking is proposed for the residential units. The subject lands are located within the downtown exemption area and therefore commercial parking is not required.
2.25.2	Off-Street parking shall be in accordance with Subsection 2.26, "General Parking Provisions"	Parking has been amended through Exception #512 as detailed above.
2.25.3	At least one off-street loading space shall be provided in conjunction with every principal building, including mixed-use buildings, but excluding residential buildings less than 4 storeys high.	1 loading is proposed internal to the building at-grade.
2.25.4	The number of parking spaces required for permitted uses in all zones shall be in accordance with Table 1.2.6, unless otherwise specified in the respective zones.	Parking has been amended through Exception #512 as detailed above.
2.26 General Parking Provisions		
(1) Parking Space Size & Accessibility	Each parking space shall have a minimum width of 2.75 m and a minimum area of 16.5 m ² and be readily accessible without obstructions at all times for parking and removal of a motor vehicle without the necessity of moving any other vehicle or obstruction. The minimum area of a parking space may include walkways for residential uses only.	4 compact parking spaces are proposed 2.75 m with 15.125 m²
(4) Access	Every such parking lot shall have adequate means of entrance and exit directly to an existing street or public lane, and every such entrance and/or exit shall be clearly marked	Access is provided directly from Lakeshore Rd., this complies.

	by directional signs.	
(5) Parking Structures	i) Any part of an enclosed parking structure that projects 1.6 m or more above grade shall be subject to the yard requirements of the zone designation. ii) Entrance and exit ramps to below-grade and above-grade parking structures or buildings shall be set back 7.5 m from a street line. iii) Below-grade parking structures shall not extend into a required landscape buffer and shall be set back 3 m from all other property lines and street lines.	i) No part of the parking structure projects above grade ii) The ramp to the below-grade parking structure is not dimensioned for setbacks, however it is in excess of 7.5m from Old Lakeshore and Lakeshore Rd. iii) There are no required landscape buffers for this property and the setback has been amended by Exception #512.
(9) Designated Accessible Parking Spaces	Per Site Specific By-law: <ul style="list-style-type: none"> • 6 Occupant Accessible Spaces • 2 Visitor Accessible Spaces Stall Dimension = 2.75 m with area of 16.5 m ² plus a 2m access aisle.	8 Accessible Parking Spaces provided (including 6 occupant and 2 visitor accessible spaces) Stall Dimension = 2.75 m with area of 16.5 m² plus a 2m access aisle.
(10) Bicycle Parking	Bicycle Parking spaces shall be provided in conjunction with office, retail, and service commercial, industrial and institutional developments, in accordance with Table 1.2.8 and (10)(a): 2 spaces plus 1 space/1000 sq. m. GFA for retail	430 m²/1000 + 2 = 2.43 = 3 required commercial/retail bike parking spaces 4 Commercial Bicycle Spaces Provided
	(a) Each bicycle parking space shall be 60 cm x 1.8 m in size	Short Term – 0.6m x 1.2 m

A maximum of 310 residential units are permitted by the Zoning By-law. The proposed increase to 315 residential units will allow for a reorganization of unit types in response to current market conditions as noted above. The increase in 5 units does not impact the gross floor area, massing or building form and does not impact the surrounding area.

The Zoning By-law requires a total of 316 parking spaces, including 280 occupant (including 6 designated accessible spaces and 5 compact spaces), 30 visitor spaces (including 2 designated accessible spaces), and 6 car share spaces. The minor variance proposes to reduce the required total parking to 292 spaces; including 277 occupant spaces (including 6 designated accessible spaces and 4 compact spaces), 9 visitor spaces (including 2 designated accessible spaces), and 6 car share spaces. The reduced parking requirement is considered appropriate for the proposed development as discussed in the Parking Justification Letter prepared by Nextrans Consulting Engineers, accompanying the application. The reduced parking rate is justified as the development is in close proximity to public transit routes, suggesting a higher transit mode split, reducing vehicle dependency. In addition, four parking studies (2 in Burlington and 2 in surrounding municipalities) for developments with similar characteristics were reviewed and support the number of proposed parking spaces for the development. Further, the Parking Justification notes that based on discussions with City of Burlington Transportation Staff, a reduced visitor parking rate of 0.03 can be supported in the Downtown Area. The

proposed development provides adequate parking as per the Parking Justification and therefore, the proposed parking variance maintains the general intent and purpose of the Zoning By-law.

The current Zoning By-law requires the first floor elevation of any building facing a street shall have a minimum of 60% glazing. Accompanying this application, Elevation Drawings A5.01 and A5.03 provide glazing calculations for the Lakeshore Road and Old Lakeshore Road frontages. As noted on Drawing A5.01, the Old Lakeshore Road frontage meets with glazing requirements. Drawing A5.03 illustrates the glazing calculations for Lakeshore Road. The Lakeshore Road frontage is designed with large open spaces between columns to provide a visual and pedestrian connection between the recessed drop-off area and the streetscape. As a result, the additional wall facing Lakeshore Road is required to be included in the glazing calculations despite being separated from the streetscape by the proposed columns. The proposed open air connection through the columns aids in creating a more active frontage and streetscape than glazing would were it between the proposed columns. Therefore, the proposed glazing variance maintains the general intent and purpose of the Zoning By-law.

The proposed reduction in setback to the mechanical penthouse seeks to utilize available rooftop space to accommodate the necessary equipment and rooftop amenity. The proposed variance still ensures adequate separation from the limits of the edge of the rooftop to ensure appropriate screening therefore meeting the intent of the Zoning By-law.

The proposed variance for the first storey height for the heritage building is a technical variance as previously mentioned. The heritage building will be removed from the site during construction, to allow for the construction of the underground parking garage, and will then be reconstructed on a new foundation. This maintains the general intent of the Zoning By-Law, specifically Section 1.6.1 (n), which states "*Nothing in this By-Law will prevent the reconstruction of a lawfully established and existing building or structure in whole or in part, provided the reconstruction will not increase the height, size, volume or location of the building or structure.*"

The proposed variance to minimally increase the building height is intended to accommodate the addition of rooftop amenity space at the mechanical penthouse level resulting in a revised rooftop mechanical equipment design as well as the addition of the elevator overrun. This variance represents a marginal height increase and maintains the general intent of the zoning by-law as per the original approval. It will allow for a more efficient use of the rooftop spaces and will ensure the necessary mechanical equipment is integrated without compromising the design or functionality of the building.

The proposed minor increase to the floor area ratio is required in order to accommodate a slight increase to the residential gross floor area to address the pressing need for additional housing. The variance will maintain the general intent of the zoning by-law as originally approved in terms of built form and will allow for the site to accommodate a greater number of residential units.

The proposed reduction in bicycle parking stall size is in accordance with industry best practices and aims to enhance internal bicycle storage efficiency and maximize space utilization within the building. This adjustment allows for more efficient use of the building's footprint, specifically in the underground parking level design, to allow for an increased amount of bicycle parking to be provided over and above the by-law requirements.

The proposed variances both individually and cumulatively meet the general intent and purpose of the Zoning By-law.

3. The requested variances are desirable for the appropriate development or use of the land.

The proposal offers an opportunity to improve an existing underutilized site by minimally increasing the number of residential units, reducing the total number of parking spaces the Subject Lands, reducing the required first floor glazing, reducing the required setback to the Mechanical Penthouse, minimally increasing the height and FAR, reducing the bicycle parking stall size as well as reducing the minimum required first storey height to permit the preservation of the existing heritage building. The proposal will assist in satisfying the demand for housing in the City of Burlington. The variances will allow for the Subject Lands to be optimized, while still maintaining the necessary functions of each zoning provision, and without adverse impacts.

Based on the above analysis, the proposed variances both individually and cumulatively are desirable for the appropriate development and use of the land.

4. *The requested variances are minor in nature*

The increase in proposed units from 310 units to 315 units will allow for a reorganization of unit types in response to current market conditions. The increase in 5 units does not impact the Gross Floor Area, massing or building form and does not impact the surrounding area.

The reduction of 3 occupant parking spaces and 21 visitor parking spaces is considered minor for a site of this scale and given the site's proximity to higher order transit, public and other off-site parking areas, as well as comparable developments as noted in the accompanying Parking Justification Letter prepared by Nextrans Consulting Engineers.

The proposed glazing variance will not have any unacceptable adverse impact of a planning nature and will continue to create a vibrant streetscape along Lakeshore Road.

The proposed setback to the mechanical penthouse variance will not have any adverse impacts on the surrounding area in terms of overshadowing, privacy or visual intrusion as it still maintains an appropriate setback from the edge of the roof.

The proposed variance for the first storey height of the heritage building is minor in nature as no change is proposed to the heritage building design, rather it is being relocated off site and reconstructed on a new foundation above the underground parking structure and no additional modifications are proposed to the built form as outlined in the Heritage Conservation Plan.

The proposed height and floor area ratio variances are minor in nature as they represent incremental increases from the existing zoning regulations. The proposed increases will not significantly alter the building's overall scale or visual impact in the context of the surrounding neighbourhood.

The proposed reduction in bicycle parking stall size is minor in nature as it involves only a modest adjustment to the stalls size required per the zoning by-law and will allow for an increased amount of bicycle parking to be provided within a more compact area with no impact to the building design.

All other provisions of the Zoning By-Law will be met.

The proposed variances both individually and cumulatively do not create any undue adverse impacts and are minor in nature.

CONCLUSION

Based on our planning analysis provided herein, the proposed minor variances meet the requirements of 45(1) of the Planning Act.

If you require further information, please do not hesitate to contact us.

Yours truly,

MHBC

A handwritten signature in black ink, appearing to read 'M MacRory', written in a cursive style.

Melinda MacRory, M.Pl., MCIP, RPP
Associate

cc: Andre Robichaud, Core Development Group Ltd.

PROPERTY DETAILS (please complete all fields):

Date property purchased: _____ mmm/dd/yyyy	Date property first built on: _____ mmm/dd/yyyy	Date of proposed construction: _____ mmm/dd/yyyy
---	--	---

Existing Use of the Subject Property (check one):

- Detached Dwelling ☐ Semi-Detached Dwelling ☐
 Townhouse Dwelling ☐ Street Townhouse Dwelling ☐
 Apartment ☐ Mixed Use ☐ Hi Rise ☐
 Commercial ☐ Industrial ☐ Vacant ☐
 Other ☐ _____

Length of time the existing uses of the subject property have continued: _____

Proposed Use of the Land:

Existing Uses of Abutting Properties (check all that apply)

- Residential ☐ Commercial ☐ Industrial ☐ Multi-Residential ☐ Vacant ☐ Hydro right of-way ☐
 Railway right-of-way ☐ Provincial Highway ☐ Park ☐ Other ☐ _____
 Conservation Halton Lands: Lake Ontario ☐ Creek ☐ Storm Water Management Pond/Channel ☐
 Ravine ☐

Additional Information

Is liquor sold on site? Y ☐ or N ☐

Is the property on the heritage inventory list for the Heritage Burlington? Y ☐ N ☐ Unknown ☐

Type of Access to the Subject Lands

Provincial Highway <input type="checkbox"/>	Municipal Road <input type="checkbox"/>	Private Road <input type="checkbox"/>	Water <input type="checkbox"/>	Other(specify) <input type="checkbox"/>
---	---	---------------------------------------	--------------------------------	---

Municipal Services Provided

- | | |
|--|---|
| Water <input type="checkbox"/> | If not available, by what means is it provided: _____ |
| Sanitary Sewers <input type="checkbox"/> | If not available, by what means is it provided: _____ |
| Storm Sewers <input type="checkbox"/> | If not available, by what means is it provided: _____ |

IS THE SUBJECT LAND(S) THE SUBJECT OF ANY OF THE FOLLOWING DEVELOPMENT APPLICATIONS:

- ☐ Official Plan Amendment ☐ Zoning By-law Amendment ☐ Building Permit
☐ Site Development Plan ☐ Plan of Subdivision ☐ Previous Minor Variance ☐ Consent

File Number and File Status: _____

FOR COMMERCIAL, MIXED USE, INDUSTRIAL AND OTHER

Dimensions of Property			Street Width (see first page of application for how to obtain)			Density	Have you applied for Site Plan Approval? Y <input type="checkbox"/> N <input type="checkbox"/> File #:
Frontage	Depth	Area	Actual	Deemed	Required		

Particulars of all buildings and structures on or proposed for the subject lands

(attach additional page if required)

EXISTING (Building)

Ground Floor Area:	M ²
Gross Floor Area:	M ²
Number of Storeys:	
Width:	M
Length:	M
Height:	M
Floor Area: Office Space	M ²
Floor Area:	M ²
Warehouse/Retail/Other:	
# of Existing Units:	
Floor Area Ratio:	
Required Parking Spaces:	
Existing Parking Spaces:	

PROPOSED (Building/Addition)

Ground Floor Area:	M ²
Gross Floor Area:	M ²
Number of Storeys:	
Width:	M
Length:	M
Height:	M
Floor Area: Office Space	M ²
Floor Area:	M ²
Warehouse/Retail/Other:	
# of Proposed Units:	
Floor Area Ratio:	
Proposed Parking Spaces:	

EXISTING (Other)

Ground Floor Area:	M ²
Gross Floor Area:	M ²
Number of Storeys:	
Width:	M
Length:	M
Height:	M

PROPOSED (Other)

Ground Floor Area:	M ²
Gross Floor Area:	M ²
Number of Storeys:	
Width:	M
Length:	M
Height:	M

LOCATION of all existing and proposed buildings and structures

EXISTING (Building)

Front:	M
Rear:	M
Side:	M
Side:	M

PROPOSED (Building)

Front:	M
Rear:	M
Side:	M
Side:	M

OTHER

Front:	M
Rear:	M
Side:	M
Side:	M

OTHER

Front:	M
Rear:	M
Side:	M
Side:	M

POSTING OF ADVISORY SIGN

This will confirm the requirement of the Committee of Adjustment for a sign to be posted by all applicants or agents on each property under application.

A sign will be made available to you after completion of the zoning review of your application(s) and you are directed to post each sign in a prominent location that will enable the public to observe the sign.

The location of each sign will depend on the lot and location of structures on it, however, the sign should be placed so as to be legible from the roadway in order that the public can see the sign and make note of the telephone number should they wish to make inquiries. In most cases, please post the sign on a stake as you would a real estate sign. For commercial or industrial buildings it may be appropriate to post the sign on the front wall of the building at its entrance. Please contact the undersigned if you have any queries on the sign location.

DO NOT POST THE SIGN INSIDE THE BUILDING BY A WINDOW. The sign must be outdoors by the roadway in order to be visible and readable.

Each sign must remain posted beginning 10 days prior to the hearing, until the day following the hearing. Please fill in the form below indicating your agreement to post the sign(s) as required. This form must be submitted with the application so that it may be placed on file as evidence that you have met the committee's requirements. Failure to post the sign as required will result in deferral of the application.

I UNDERSTAND THAT EACH SIGN MUST BE POSTED AT LEAST 10 DAYS BEFORE THE HEARING, AND WILL REMAIN POSTED AND BE REPLACED, IF NECESSARY, UNTIL THE DAY FOLLOWING THE HEARING.

Owner Name

Property Address



Signature of Owner/Applicant

09-03-2024

Date (mmm/dd/yyyy)

AFFIDAVIT

*Please fill out at time of submission of application

I have the authority to bind the Corporation (check if applicable) ☐ Signature of Applicant or Authorized

Agent: _____

I, _____ of the _____ of _____ in the _____
(print name) (Region/City/County) (City/Town/Township)

of _____ solemnly declare that all the statements contained in this application are true and I make this solemn declaration conscientiously believing it to be true and knowing it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act.

Declared before me at the _____ City _____ of _____ Vaughan _____ in the _____ Region of York _____
(Region/City/County) (City/Town/Township)

this _____ 3rd _____ day of _____ September _____ 2024 _____.



David Alexander McKay, a Commissioner, etc.,
Province of Ontario, for MHBC Planning Limited.
Expires February 14, 2026.

Signature of Commissioner, etc.



Signature of Applicant or Authorized Agent

PERMISSION TO ENTER

IMPORTANT This MUST be completed for all applications and signed by the OWNER.

Municipal Address of Subject Lands: _____

I hereby authorize the Committee of Adjustment members, City of Burlington and Region of Halton staff to enter onto the above-noted property for the limited purposes of evaluating the merits of this application.



Signature of Owner

09-03-2024

Print Name

OWNERS AUTHORIZATION

If using an agent, the owner must also complete the following form:

I, _____ being the registered owner of the subject lands, hereby
(print name)

Authorize _____ to prepare, submit and act on my behalf with respect to this
(print agent name)

application for a Minor Variance.



Signature of Owner

09-03-2024

Date (mmm/dd/yyyy)

Notice of collection of personal information

Personal information contained on this form is collected under the authority of the Planning Act, RSO 1990, c. P.13, to process applications and make decisions. Applications made under the Planning Act, are considered part of the public record and shall be made available to the public. Questions about this collection can be directed to the Manager of Development Planning, City of Burlington, 426 Brant Street, Burlington, Ontario, L7R 3Z6, 905-335-7600.

The applicant acknowledges that an application, all supporting information and materials, including studies and drawings, submitted under the Planning Act, pursuant to s. 1.0.1 of the Planning Act, RSO 1990, c.P.13, as amended, shall be made available to the public.

Minor Variance Application Checklist Please add a check mark beside the items you have provided with your application. Illegible drawings or those missing required details will be returned to applicant.	Select (✓)
LEGAL SURVEY (must be prepared and signed and dated by an Ontario Land Surveyor) * For new development, a Proposed Building Plan stamped by an Ontario Land Surveyor or Professional Engineer may be required.	
OR	
DETAILED SITE PLAN (must be prepared and stamped by Professional Engineer, Ontario Land Surveyor or Professional Architect). A legal survey may still be required at the discretion of staff.	
AND	
PLAN and ELEVATION DRAWINGS which include the following as applicable: (Missing details or illegible drawings will be sent back to the applicant for correction)	
SITE PLAN <ul style="list-style-type: none"> <input type="checkbox"/> Metric Scale <input type="checkbox"/> North Arrow <input type="checkbox"/> Frontage <input type="checkbox"/> Depth <input type="checkbox"/> Lot Area <input type="checkbox"/> Lot Coverage <input type="checkbox"/> Deemed Street Line <input type="checkbox"/> Existing Front Yard Setbacks <input type="checkbox"/> Existing Rear Yard Setbacks <input type="checkbox"/> Existing Side Yard Setbacks <input type="checkbox"/> Existing Street Side Yard Setbacks <input type="checkbox"/> Existing Porch, Stairs and Overhang Setbacks <input type="checkbox"/> Proposed Front Yard Setbacks <input type="checkbox"/> Proposed Rear Yard Setbacks <input type="checkbox"/> Proposed Side Yard Setbacks <input type="checkbox"/> Proposed Street Side Yard Setbacks <input type="checkbox"/> Proposed Porch, Stairs and Overhang Setbacks <input type="checkbox"/> Streets (Public and Private) <input type="checkbox"/> Street Names <input type="checkbox"/> Parking (Dimensioned spaces, Driveway Width, Arrangement) <input type="checkbox"/> Railways (Location of them and setbacks to structures) <input type="checkbox"/> All Watercourses and/or Conservation Halton Areas(creeks, lakes, etc) 	

Minor Variance Application Checklist

Please add a check mark beside the items you have provided with your application.

Illegible drawings or those missing required details will be returned to applicant.

LOCATION AND MEASUREMENTS OF SHED, DECK OR OTHER STRUCTURES

- ☐ Setbacks
- ☐ Height
- ☐ Area
- ☐ Length
- ☐ Width

ELEVATIONS

- ☐ Metric
- ☐ Front
- ☐ Rear
- ☐ Side 1
- ☐ Side 2

FLOOR PLANS

- ☐ Metric
- ☐ North Arrow
- ☐ Gross Floor Area Calculation
- ☐ Ground Floor Area Calculation
- ☐ Floor Area Ratio (where applicable)

I have reviewed the minor variance checklist and ensure all the applicable information is shown on the drawings submitted as part of this application.

A handwritten signature in black ink, appearing to read "W. MacRoy".

Signature of Owner/Agent

09-03-2024

Date (mmm/dd/yyyy)

NOTICE OF PUBLIC HEARING

Core FSC Lakeshore Limited Partnership and Core FSC Lakeshore Gp Inc., the owners located at 100 Adelaide St. W, Suite 2805, Toronto, have applied to the Committee of Adjustment for a Minor Variance to the requirements of Zoning By-law 2020, as amended. The property in question is **2093, 2097, 2101 Old Lakeshore Rd. and 2096, 2101 Lakeshore Rd., Burlington** (see map).

The applicant is proposing the construction of a 28-storey mixed-use building including mechanical penthouse, with ground floor commercial fronting onto Old Lakeshore Road and indoor amenity area fronting onto Lakeshore Road. Five levels of below grade parking, at grade amenity area and patio and internal associated amenity areas are also proposed. This proposal results in the following variances:

1. To permit a 60cm x 1.2m bicycle parking space size instead of the minimum required 60cm x 1.8m for vertical bicycle parking for the proposed 28-storey mixed-use building.
2. To permit 315 residential units instead of the maximum of 310 residential units for the proposed 28-storey mixed-use building.
3. To permit a 20.6 m south side yard (Old Lakeshore Road) instead of the minimum required 26.4m to the mechanical penthouse for the proposed 28-storey mixed-use building.
4. To permit a maximum height of 92m, including mechanical penthouse, instead of the maximum permitted height of 89m for the proposed 28-storey mixed-use building.
5. To permit a floor area ratio of 7.95:1 instead of the maximum permitted 7.94:1 for the proposed 28-storey mixed-use building.
6. To permit 292 parking spaces instead of the minimum 316 spaces for the proposed 28-storey mixed-use building.
7. To permit 277 occupant parking spaces including 6 designated accessible spaces and 5 compact spaces instead of the minimum required 280 occupant spaces including 6 designated accessible spaces and 5 compact spaces for the proposed 28-storey mixed-use building.
8. To permit 9 visitor spaces including 2 designated accessible spaces instead of the minimum required 30 visitor spaces including 2 designated accessible spaces for the proposed 28-storey mixed-use building.

9. To permit a 3.6m first storey height instead of the minimum required 4.5m for the Historical Building portion of the proposed 28-storey mixed-use building.
10. To permit the first-floor elevation facing Lakeshore Road with 33% glazing instead of the minimum required 60% for the proposed 28-storey mixed use building.

You have received this notice as stipulated by the *Planning Act* because your property is within 60 metres of the property noted above. The application materials are available on request by contacting Committee of Adjustment staff by one of the methods listed above. A copy of the Agenda, containing staff reports and drawings, can be viewed online under the Meeting Agenda tab at **Burlington.ca/coa** on or after Monday, October 7th, 2024.

City Council approved Committee of Adjustment Hearings to be held electronically, with all Committee members, staff, applicants, and delegations participating in the meetings remotely. The Committee of Adjustment will meet virtually to consider the above application under Section 45 of the *Planning Act*, 1990, as amended on:

WEDNESDAY OCTOBER 23, 2024,

This application is scheduled to be heard at or after 1:00 pm.

How to participate if I have comments or concerns?

Submit written correspondence

You can send your written comments (photos, plans, etc) regarding the application by e-mail (**preferred**) to **committeeofadjustment@burlington.ca** with the subject line to read "Comments_Your Name_File No._Address of the Property" OR by regular mail addressed to the Secretary-Treasurer noted below. Include your name, address, application number and address of the property for which you are providing comments. **To allow all Committee of Adjustment members the opportunity to review and consider your comments, please provide your written submissions to be received no later than noon the day before the hearing date.**

City of Burlington Committee of Adjustment - Community Planning
Attn: Erin Shacklette, Secretary-Treasurer
426 Brant Street P.O. Box 5013 Burlington, Ontario, L7R 3Z6
committeeofadjustment@burlington.ca

Participate in the electronic hearing by webinar or telephone:

Pre-register as a delegate by contacting the Secretary-Treasurer noted below by email or telephone no later than 12:00 p.m. (noon) the day before the hearing date. You are encouraged to pre-register as a delegate as soon as possible to facilitate an orderly registration process.

All requests to delegate must contain a copy of your intended remarks which will be circulated to all members of Committee in advance as a backup should any technology issues occur. Pre-registered delegates will be provided with all applicable access codes and instructions to enter the electronic hearing and will also be asked to test their audio/video capabilities prior to the hearing.

Watch or listen to the Committee of Adjustment Hearing:

If you do not wish to participate, but would like to follow along, the hearing will be held live through a Zoom Webinar. Instructions, links and phone numbers for joining the meeting will be posted on the Committee of Adjustment webpage the day prior to the scheduled meeting. The link will be active at **12:00 p.m.**

If you wish to be notified of the decision of the Committee of Adjustment in respect to this application, you must submit a written request to the Secretary-Treasurer. This will also entitle you to be advised of a possible Ontario Land Tribunal Hearing. In accordance with the Planning Act, the Committee of Adjustment decision may be appealed to the Ontario Land Tribunal by the owner, the Minister of Municipal Affairs and Housing, a specified person or public body that has an interest in the matter.

The applicant is advised that it is **mandatory** that either the applicant or an authorized agent of the applicant must be present at the hearing.

For more information about this matter, contact Erin Shacklette at committeeofadjustment@burlington.ca

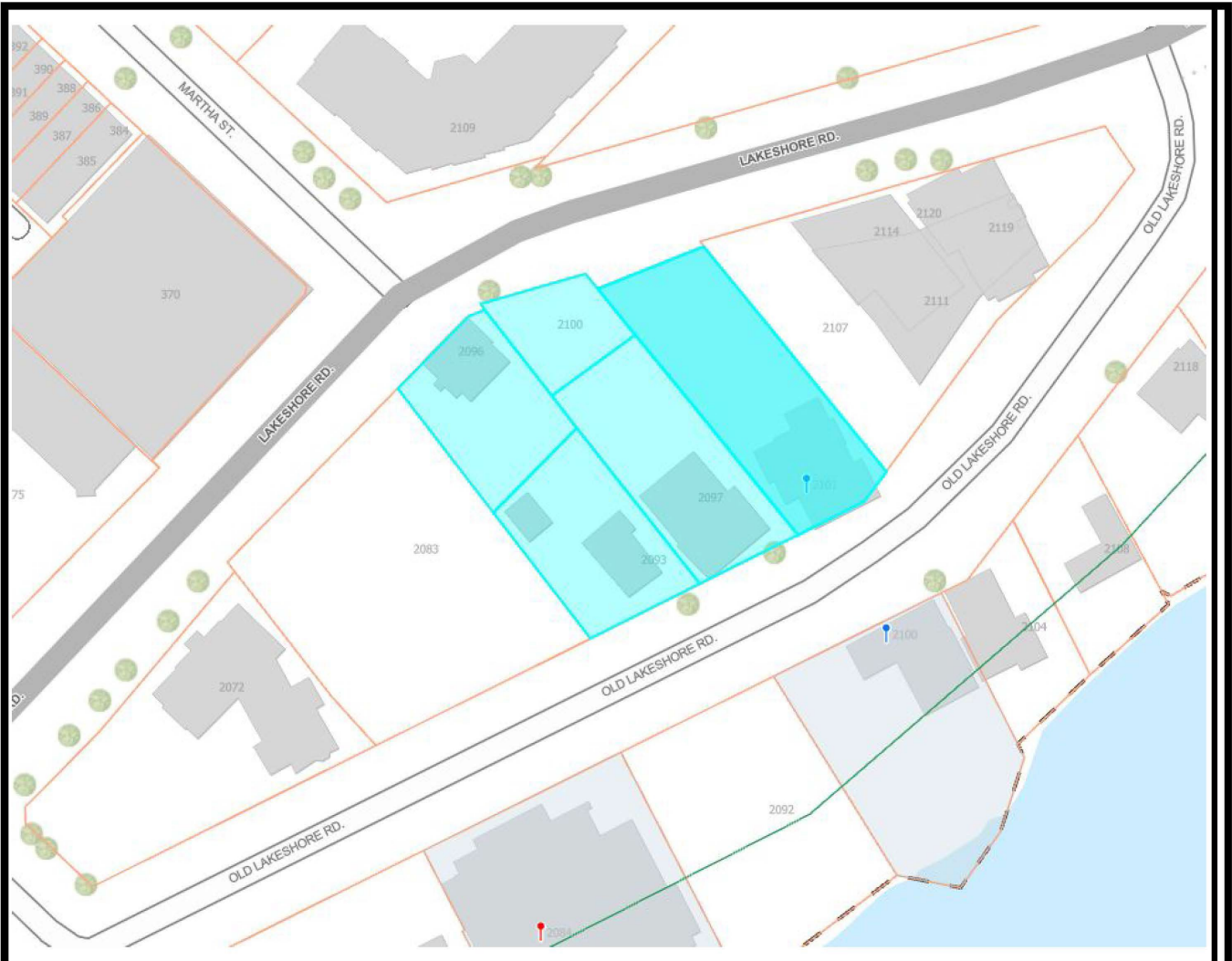
Yours truly,



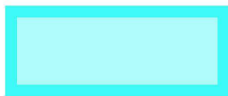
Erin Shacklette
Secretary-Treasurer
Committee of Adjustment

Personal information including comments and public feedback, is collected under the legal authority of the Planning Act, R.S.O. 1990, Chapter c. P.13, as amended, and the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, as amended, which will be used to process the application and in the decision making process and becomes the property of the City of Burlington, and is considered to be a public record and will be disclosed to any individual (including being posted on the internet) upon request. Questions about this collection should be directed to the Secretary-Treasurer, Burlington Committee of Adjustment, Community Planning Department, 426 Brant Street, P.O. Box 5013, Burlington, Ontario; L7R 3Z6 (905) 335-7629.

Key Map



Key Map



2093, 2097, 2101

Old Lakeshore Rd. &

2096, 2100 Lakeshore Rd.



Committee of Adjustment Community
Planning Department - Planning
Implementation

PLAN OF SURVEY OF
LOT 7, 8 & 9, AND PART
OF LOTS 6 & 10, BLOCK Q
COMPILED PLAN 92
CITY OF BURLINGTON
REGIONAL MUNICIPALITY OF HALTON
SCALE 1 : 200
AKSAN PILLER CORPORATION LTD.

METRIC: DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

I REQUIRE THIS PLAN TO BE
DEPOSITED UNDER THE LAND
TITLES ACT.

PLAN 20R-

RECEIVED AND DEPOSITED:

DRAFT

DATE: _____

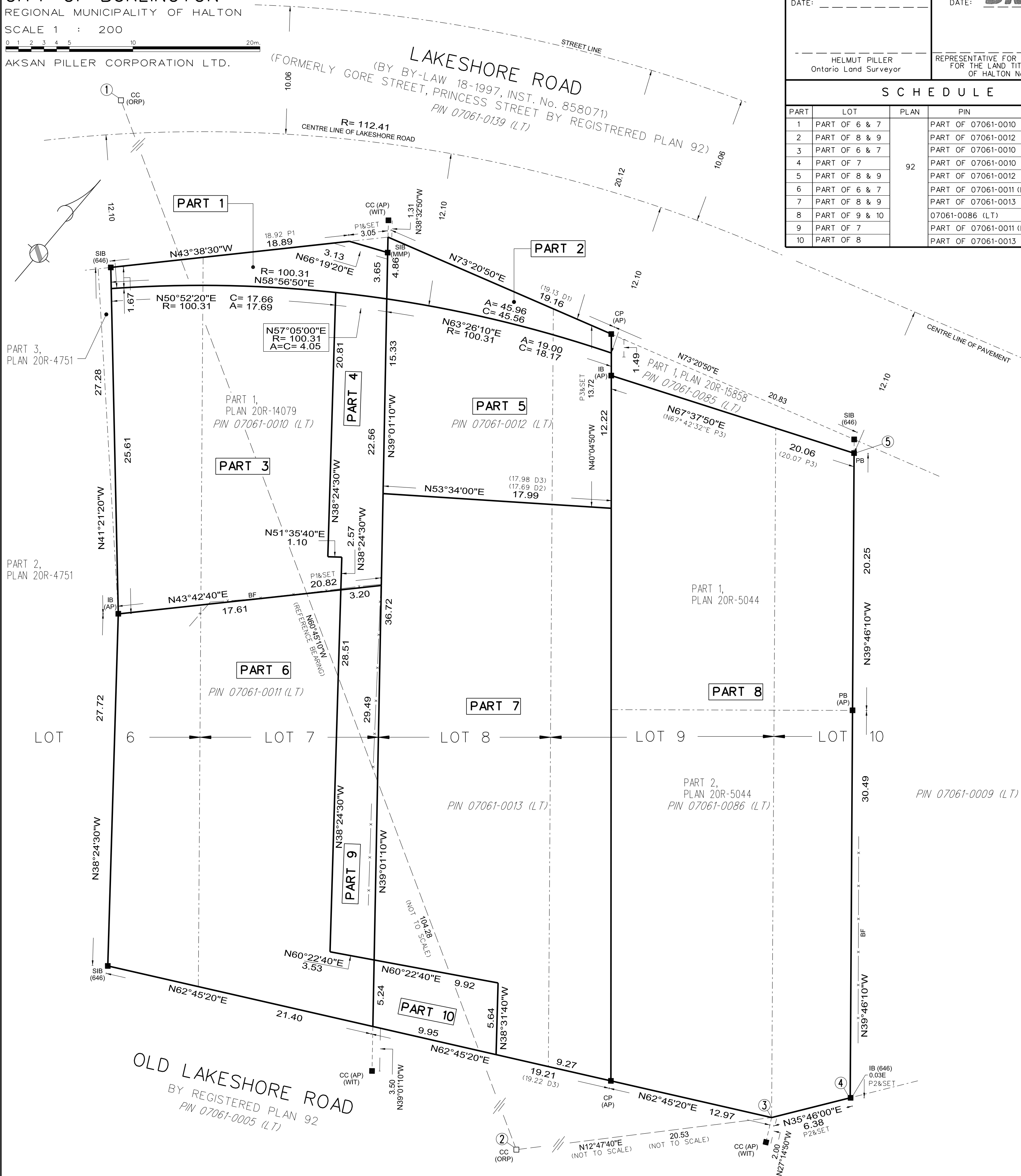
DATE: _____

HELMUT PILLER
Ontario Land Surveyor

REPRESENTATIVE FOR LAND REGISTRAR
FOR THE LAND TITLES DIVISION
OF HALTON No. 20

SCHEDULE

PART	LOT	PLAN	PIN	AREA (m ²)
1	PART OF 6 & 7	92	PART OF 07061-0010 (LT)	60.6
2	PART OF 8 & 9		PART OF 07061-0012 (LT)	51.3
3	PART OF 6 & 7		PART OF 07061-0010 (LT)	426.0
4	PART OF 7		PART OF 07061-0010 (LT)	92.9
5	PART OF 8 & 9		PART OF 07061-0012 (LT)	250.7
6	PART OF 6 & 7		PART OF 07061-0011 (LT)	552.9
7	PART OF 8 & 9		PART OF 07061-0013 (LT)	746.0
8	PART OF 9 & 10		07061-0086 (LT)	1027.0
9	PART OF 7		PART OF 07061-0011 (LT)	96.6
10	PART OF 8		PART OF 07061-0013 (LT)	53.1



LEGEND:			
■	DENOTES	SURVEY MONUMENT FOUND	PLAN
□	DENOTES	SURVEY MONUMENT PLANTED	P1
IB	DENOTES	IRON BAR	P2
SIB	DENOTES	STANDARD IRON BAR	P3
SSIB	DENOTES	SHORT STANDARD IRON BAR	646
CC	DENOTES	CUT CROSS	AP
CP	DENOTES	CONCRETE PIN	ORP
WIT	DENOTES	WITNESS MONUMENT	
O/U	DENOTES	ORIGIN UNKNOWN	
N	DENOTES	NORTH	
S	DENOTES	SOUTH	
E	DENOTES	EAST	
W	DENOTES	WEST	
F.c.	DENOTES	FENCE	
CLF	DENOTES	CHAIN LINK FENCE	
BF	DENOTES	BOARD FENCE	

BEARING NOTE:
BEARINGS ARE UTM GRID, DERIVED FROM GNSS OBSERVATIONS,
USING A REAL TIME KINEMATIC SERVICE, ON MONUMENTS 1 & 2,
SHOWN HEREON, HAVING A BEARING OF N60°45'10"W,
AND ARE REFERRED TO THE CENTRAL MERIDIAN OF UTM ZONE 17
(81° 00' WEST LONGITUDE) NAD83 (CSRS) (2010).

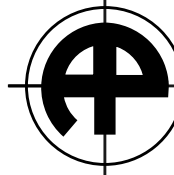
NOTES:
DISTANCES ARE GROUND AND CAN BE
CONVERTED TO GRID BY MULTIPLYING
BY THE COMBINED SCALE FACTOR OF 0.9996.

POINT ID	NORTHING	EASTING
1	4 797 788.37	597 886.60
2	4 797 737.43	597 977.59
3	4 797 757.45	597 982.14
4	4 797 762.62	597 985.86
5	4 797 801.62	597 953.40

COORDINATES ARE TO URBAN ACCURACY AS IN SEC.14(2). OF
O.REG. 216/10, AND CANNOT, IN THEMSELVES, BE USED TO
RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

SEPTEMBER 18, 2020
DATE

HELMUT PILLER
Ontario Land Surveyor



AKSAN PILLER CORPORATION LTD

ONTARIO LAND SURVEYORS
943 MT PLEASANT ROAD, TORONTO, ONTARIO, M4P 2L7
(T) 416-488-1174 (F) 416-488-7843 (E) op@opsurveys.ca www.opsurveys.ca

CALC.: MU DRAWN: DS CHECKED: HP

REFERENCE No. : 17-24-12787-RPLAN

BURLINGTON MIXED-USE BUILDING

2096 - 2100 Lakeshore Rd, Burlington



3D IMAGE



3D IMAGE

ARCHITECTURAL DRAWING LIST

ZBA / SPA DRAWING LIST					
Sheet #	Sheet Name	ZBA	ZBA2	SPA	MV
A0					
A 0.01	PROJECT STATISTICS	•	•	•	•
A1					
A 1.00	ROOF SITE PLAN	•	•	•	•
A 1.02	GROUND FLOOR SITE PLAN	•	•	•	•
A 1.10	3D VIEWS 1			•	•
A 1.11	3D VIEWS 2			•	•
A3					
A 3.0V	FLOOR PLAN - P5	•	•	•	•
A 3.0W	FLOOR PLAN - P4	•	•	•	•
A 3.0X	FLOOR PLAN - P3	•	•	•	•
A 3.0Y	FLOOR PLAN - P2	•	•	•	•
A 3.0Z	FLOOR PLAN - P1	•	•	•	•
A 3.01	GROUND FLOOR PLAN	•	•	•	•
A 3.02	FLOOR PLAN - LEVEL 2-5	•	•	•	•
A 3.03	FLOOR PLAN - LEVEL 6	•	•	•	•
A 3.04	FLOOR PLAN - LEVEL 7	•	•	•	•
A 3.05	FLOOR PLAN - LEVEL 8-24	•	•	•	•
A 3.06	FLOOR PLAN - LEVEL 25-27			•	•
A 3.07	FLOOR PLAN - MPH			•	•
A 3.08	FLOOR PLAN - ROOF PLAN			•	•
A5					
A 5.00	EAST ELEVATION	•	•	•	•
A 5.01	SOUTH ELEVATION	•	•	•	•
A 5.02	WEST ELEVATION	•	•	•	•
A 5.03	NORTH ELEVATION	•	•	•	•
A6					
A 6.00	SECTION A	•	•	•	•
A 6.01	SECTION B	•	•	•	•

CLIENT:

Core Development Group Ltd.
EY Tower
100 Adelaide Street West, Suite 2805
Toronto, ON M5H 1S3
t. 416.966.2673
www.coredevelopment.ca

PLANNER:

MHBC
7050 Weston Road, Suite 230
Woodbridge, ON L4L 8G7
t. 905-761-5588
www.mhbcplan.com

LANDSCAPE ARCHITECT:

MHBC
7050 Weston Road, Suite 230
Woodbridge, ON L4L 8G7
t. 905-761-5588
www.mhbcplan.com

WASTE:

GHD
100 Milverton Drive, Suite 404
Mississauga, ON L5R 4H1
t. 905-712-4479
www.ghd.com

CIVIL:

Lithos Group Inc.
150 Bermondsey Rd Unit #200
Toronto, ON M4A 1Y1
t. 647-366-9610
www.lithosgroup.ca

NOISE:

RWDI
600 Southgate Drive
Guelph, ON N1G 4P6
t. 519-823-1311
www.rwdi.com

GEOTHERMAL:

SubTerra Engineering
Suite 400, 402 11th Ave SE
Calgary, AB, T2G 0Y4
t. 416-966-9540
www.subterraengineering.ca/

SHORING:

Turnkey Site Solutions
57 Ingram Drive
North York, ON M6M 2L7
t. 905-928-2280
www.turnkeyss.ca

MECHANICAL:

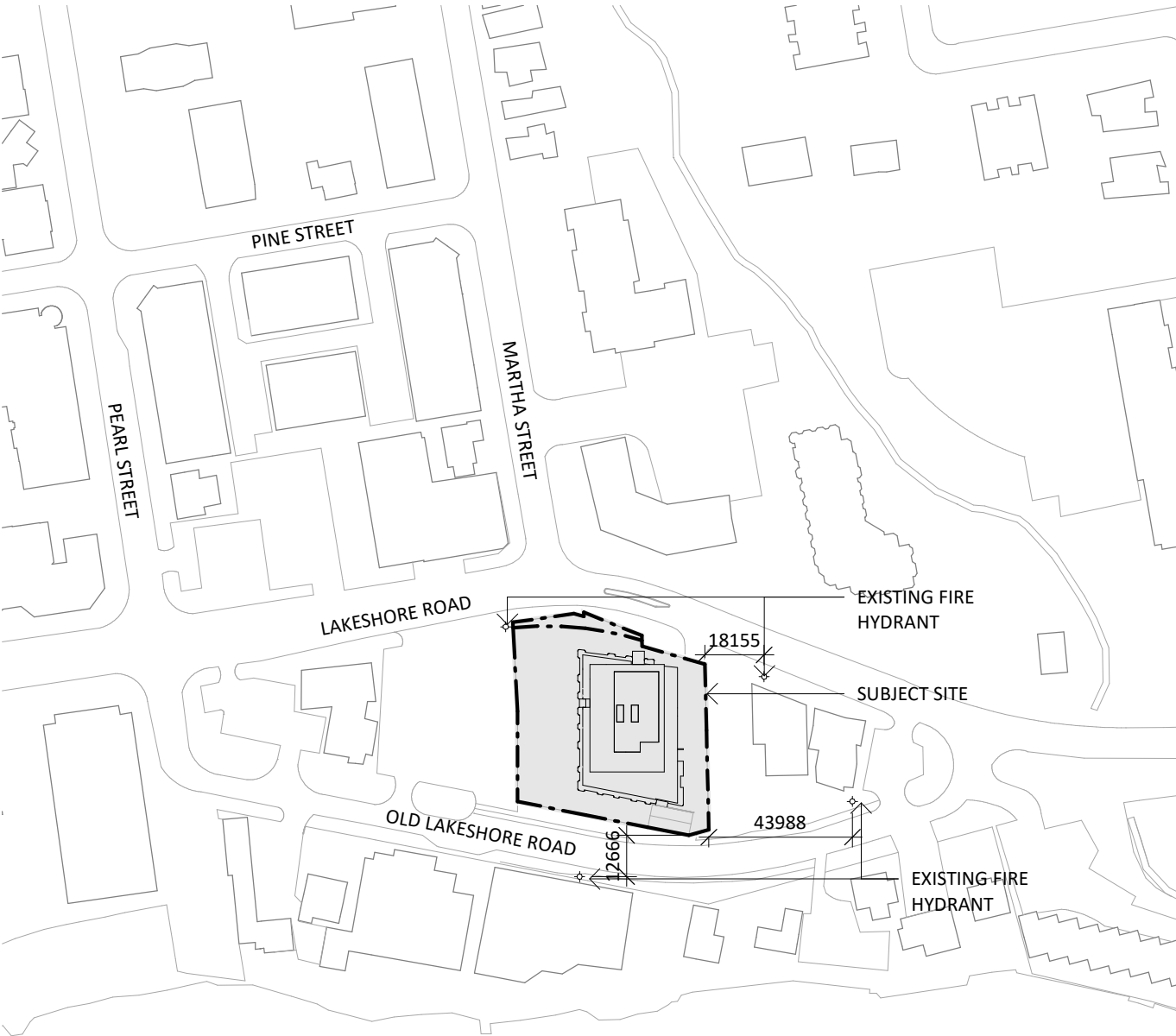
M.V. SHORE
304-250 Ferrand Drive
Toronto, ON, M3C 3G8
t. 416.443.1995

ELECTRICAL:

M.V. SHORE
304-250 Ferrand Drive
Toronto, ON, M3C 3G8
t. 416.443.1995

HERITAGE:

McCallumSather
286 Sanford Ave. N. 2nd Floor
Hamilton, ON L8L 6A1
t. 905-526-6700
www.mccallumsather.com



CONTEXT PLAN

Scale:
1-2000

ISSUED FOR MINOR VARIANCE

March 19, 2024

Issued:

4	MV	Mar 19, 2024
3	SPA	Aug 03, 2023
2	OPA2/ZBA2	Sep 30, 2020
1	OPA/ZBA	Aug 22, 2019

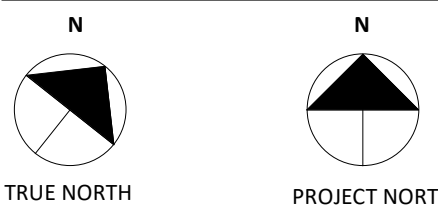
Rev. Issuance Date

General Notes:
1. These Contract Documents are the property of the Architect. The Architect bears no responsibility for the interpretations of these documents by the Contractor. Upon written application the Architect will provide written/graphic clarification or supplementary information regarding the intent of the Contract Documents. The Architect will review Shop Drawings submitted by the Contractor for design conformance only.

2. Drawings are not to be scaled for construction. Contractor to verify all existing conditions and dimensions required to perform the Work and report any discrepancies with the Contract Documents to the Architect before commencing work.

3. Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on the Architectural drawings. The locations shown on the Architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the Architect

Architect:
STUDIO JCI
20 De Boers Drive, Suite 525
Toronto, ON M3J 0H1
t. 416.901.6528
www.studiojci.com



BURLINGTON MIXED-USE BUILDING

ADDRESS:
2096 - 2100 Lakeshore Rd, Burlington

COVER

Project No.: 1816
Scale: 1 : 2000
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 000

PROPOSED MIXED USE DEVELOPMENT
ADDRESS

AREA SUMMARY

ZONING: H-DLA - 512⁶

Lot Area (existing):	3357.2 m ²	36,136.5 ft ²	Residential GFA:	22887.6 m ²	246,360.4 ft ²
Lot Area (after road widening)	3246.0 m ²	34,939.2 ft ²	Non-Residential GFA:	430.0 m ²	4,628.1 ft ²
Landscaped Open Space:	1,615 m ²	17,383.7 ft ²	Total GFA:	23317.6 m ²	250,988.5 ft ²
Paved Surface Area:	584 m ²	5,790.8 ft ²	Gross Building Floor Area:	25783.8 m ²	277,534.8 ft ²
Ground Floor Area:	1249.7 m ²	13,451.9 ft ²	Floor Area Ratio ⁵ :	7.94	

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2. According to By-law 2020 PART 16:

Gross Floor Area:

The sum of the areas of each floor of a building shall include a basement or cellar when used for commercial purpose. Measurement shall be from the exterior face of outside walls, or from the centre line of partition and common walls. Gross Floor Area shall not include floor space devoted to:

- Vehicle Parking
- Storage
- Air Handling Equipment
- Enclosed mall and hallways, excluding kiosk, stairways
- Elevators and associated equipment
- Washrooms
- Foyers, lobbies, but not waiting areas/rooms

3. According to By-law 2020 PART 16:

Gross Building Floor Area:

The total area of the floor measured to the outside of all outside walls, including a basement or cellar but excluding areas used for parking of motor vehicles or areas above an atrium.

4. According to By-law 2020 PART 16:

Building Height:

For residential buildings designed to be accessible by direct access from the ground or by means of stairways, height means the vertical distance measured in linear metres, between fixed grade and the highest point of a flat or peaked roof, exclusive of any ornamental dome, chimney, tower, cupola, steeple, spire, water storage tank, electric apparatus, sign, television antenna, structure for mechanical equipment required for the operation of the building.

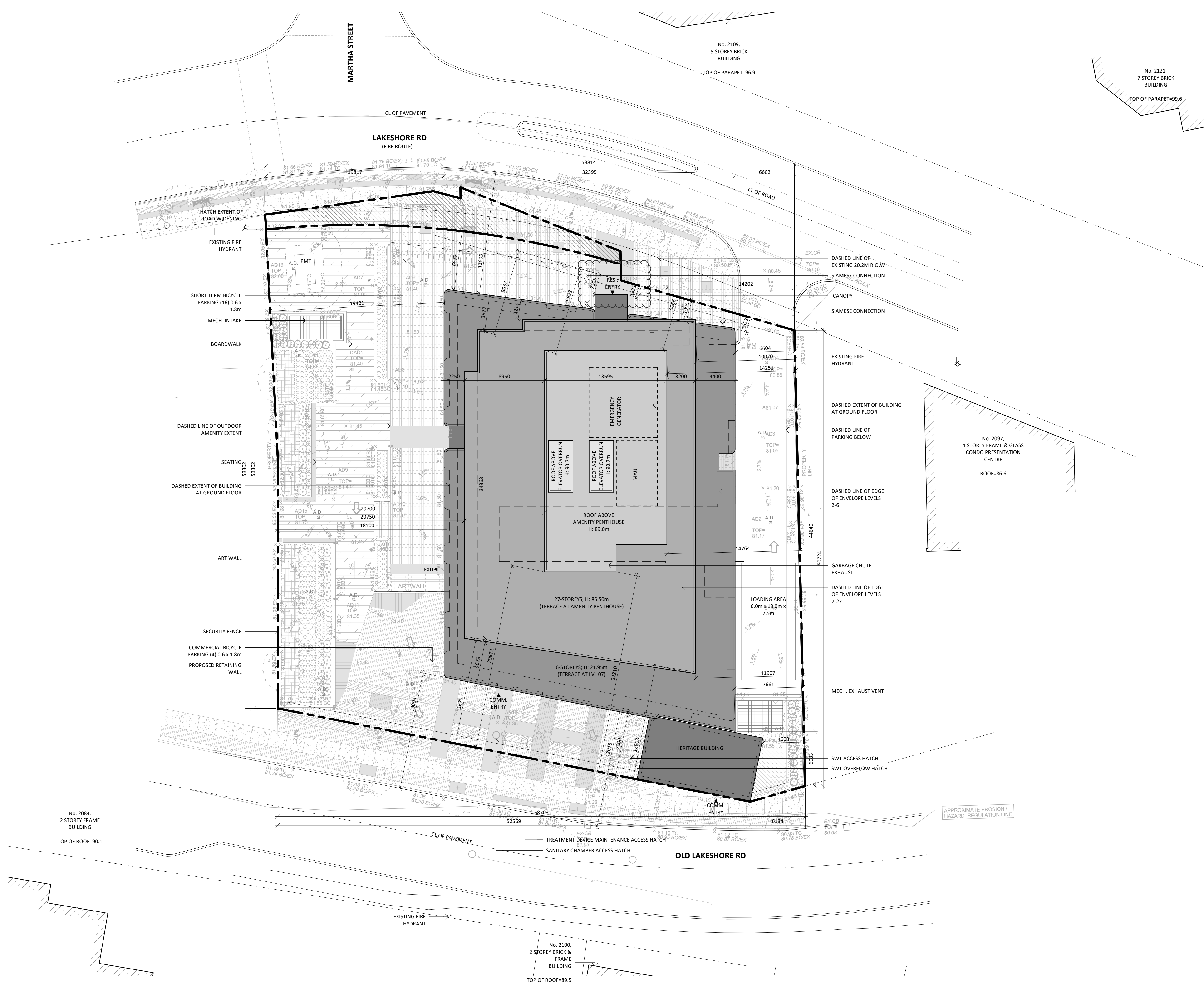
5. According to By-law 2020 PART 16:

Floor Area Ratio:

The mathematical relationship between building floor area and lot area, determined by dividing the gross building floor area of all buildings on a lot by the net area of that lot.

6. As per OLT decision No. OLT-21-001792, Dated May 4, 2022.

	GROSS BUILDING AREA (GCA)		RESIDENTIAL (UNIT AREA) ¹		RESIDENTIAL STORAGE		COMMERCIAL/RETAIL		COMMON AREA / CIRCULATION		VEHICLE PARKING		INDOOR AMENITY		GFA EXEMPTIONS ²		TOTAL GFA ²		GROSS BUILDING FLOOR AREA EXEMPTIONS ³		TOTAL GROSS BUILDING FLOOR AREA ³		RESIDENTIAL UNITS
Level	m2	SF	m2	SF	m2	SF	m2	sf	m2	sf	m2	sf	m2	sf	sf		m2	sf	m2	sf	m2	sf	
P5 FLOOR	2900.0 m²	31,215.3 ft²	0.0 m²	0.0 ft²	167.8 m²	1,806.6 ft²	0.0 m²	0.0 ft²	322.7 m²	3,473.9 ft²	2409.4 m²	25,934.9 ft²	0.0 m²	0.0 ft²	2706.6 m²	29,134.0 ft²	193.4 m²	2,081.3 ft²	2409.4 m²	25,934.9 ft²	490.6 m²	5,280.5 ft²	
P4 FLOOR	2900.0 m²	31,215.3 ft²	0.0 m²	0.0 ft²	284.4 m²	3,061.6 ft²	0.0 m²	0.0 ft²	205.6 m²	2,213.0 ft²	2410.0 m²	25,940.8 ft²	0.0 m²	0.0 ft²	2823.2 m²	30,388.7 ft²	76.8 m²	826.6 ft²	2410.0 m²	25,940.8 ft²	490.0 m²	5,274.5 ft²	
P3 FLOOR	2900.0 m²	31,215.5 ft²	0.0 m²	0.0 ft²	246.7 m²	2,655.7 ft²	0.0 m²	0.0 ft²	249.7 m²	2,687.8 ft²	2403.6 m²	25,872.0 ft²	0.0 m²	0.0 ft²	2823.2 m²	30,388.9 ft²	76.8 m²	826.6 ft²	2403.6 m²	25,872.0 ft²	496.4 m²	5,343.5 ft²	
P2 FLOOR	2900.0 m²	31,215.5 ft²	0.0 m²	0.0 ft²	250.4 m²	2,694.9 ft²	0.0 m²	0.0 ft²	255.4 m²	2,748.9 ft²	2394.3 m²	25,771.6 ft²	0.0 m²	0.0 ft²	2686.7 m²	28,919.1 ft²	213.3 m²	2,296.4 ft²	2394.3 m²	25,771.6 ft²	505.8 m²	5,443.9 ft²	
P1 FLOOR	2900.0 m²	31,215.5 ft²	0.0 m²	0.0 ft²	38.8 m²	417.5 ft²	0.0 m²	0.0 ft²	526.5 m²	5,667.5 ft²	2334.7 m²	25,130.5 ft²	0.0 m²	0.0 ft²	2428.7 m²	26,142.0 ft²	471.3 m²	5,073.5 ft²	2334.7 m²	25,130.5 ft²	565.3 m²	6,085.0 ft²	
FIXED GRADE / GROUND FLOOR	1249.7 m²	13,451.9 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	398.2 m²	4,286.3 ft²	443.2 m²	4,771.0 ft²	148.1 m²	1,594.2 ft²	260.2 m²	2,800.5 ft²	262.9 m²	2,830.0 ft²	986.8 m²	10,621.9 ft²	0.0 m²	0.0 ft²	1249.7 m²	13,451.9 ft²	
MEZZANINE (HERITAGE)	37.8 m²	406.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	31.8 m²	341.8 ft²	6.0 m²	65.0 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	37.8 m²	406.8 ft²	0.0 m²	0.0 ft²	37.8 m²	406.8 ft²	
2ND FLOOR	1181.0 m²	12,711.7 ft²	1054.2 m²	11,347.5 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	126.7 m²	1,364.2 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	1155.4 m²	12,436.5 ft²	0.0 m²	0.0 ft²	1181.0 m²	12,711.7 ft²	16
3RD FLOOR	1181.0 m²	12,711.7 ft²	1054.2 m²	11,347.5 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	126.7 m²	1,364.2 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	1155.4 m²	12,436.5 ft²	0.0 m²	0.0 ft²	1181.0 m²	12,711.7 ft²	16
4TH FLOOR	1181.0 m²	12,711.7 ft²	1054.2 m²	11,347.5 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	126.7 m²	1,364.2 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	1155.4 m²	12,436.5 ft²	0.0 m²	0.0 ft²	1181.0 m²	12,711.7 ft²	16
5TH FLOOR	1181.0 m²	12,711.7 ft²	1054.2 m²	11,347.5 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	126.7 m²	1,364.2 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	1155.4 m²	12,436.5 ft²	0.0 m²	0.0 ft²	1181.0 m²	12,711.7 ft²	16
6TH FLOOR	1181.0 m²	12,711.7 ft²	1050.4 m²	11,306.0 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	130.6 m²	1,405.6 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	1155.4 m²	12,436.5 ft²	0.0 m²	0.0 ft²	1181.0 m²	12,711.7 ft²	16
7TH FLOOR	736.6 m²	7,928.2 ft²	374.5 m²	4,031.6 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	111.9 m²	1,204.6 ft²	0.0 m²	0.0 ft²	250.1 m²	2,692.1 ft²	25.6 m²	275.2 ft²	711.0 m²	7,653.0 ft²	0.0 m²	0.0 ft²	736.6 m²	7,928.2 ft²	7
8TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
9TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
10TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
11TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
12TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
13TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
14TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
15TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
16TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
17TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
18TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
19TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
20TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
21TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
22TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
23TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
24TH FLOOR	749.4 m²	8,067.0 ft²	643.4 m²	6,925.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	106.1 m²	1,141.8 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.4 m²	8,067.0 ft²	12
25TH FLOOR	749.5 m²	8,067.0 ft²	647.1 m²	6,965.4 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	102.3 m²	1,101.6 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.5 m²	8,067.0 ft²	8
26TH FLOOR	749.5 m²	8,067.0 ft²	647.1 m²	6,965.4 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	102.3 m²	1,101.6 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.5 m²	8,067.0 ft²	8
27TH FLOOR	749.5 m²	8,067.0 ft²	647.1 m²	6,965.4 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	102.3 m²	1,101.6 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	25.6 m²	275.2 ft²	723.9 m²	7,791.8 ft²	0.0 m²	0.0 ft²	749.5 m²	8,067.0 ft²	8
AMENITY PENTHOUSE	317.9 m²	3,422.1 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	0.0 m²	0.0 ft²	197.9 m²	2,130.2 ft²	0.0 m²	0.0 ft²	120.0 m²	1,291.9 ft²	22.1 m²	237.9 ft²	295.8 m²	3,184.2 ft²	0.0 m²	0.0 ft²	317.9 m²	3,422.1 ft²	
TOTAL	37735.8 m²	406,184.7 ft²	18520.3 m²	199,351.1 ft²	988.1 m²	10,636.2 ft²	430.0 m²	4,628.1 ft²	5067.0 m²	54,540.8 ft²	12100.1 m²	130,244.1 ft²	630.3 m²	6,784.4 ft²	14418.2 m²	155,196.2 ft²	23317.6 m²	250,988.5 ft²	11952.0 m²	128,649.8 ft²	25783.8 m²	277,534.8 ft²	315



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ALL EXTERIOR LIGHTING FIXTURE TO BE DARK SKY COMPLIANT.

ROOFTOP AND EXTERIOR FACADE ARCHITECTURAL ILLUMINATION TO BE DIRECTED DOWNWARD AND TURNED OFF BETWEEN THE HOURS OF 10PM AND 6AM

GRADE FIXED: THE ELEVATION OF THE GROUND AT THE STREET LINE MEASURED AT THE MIDPOINT OF A LOT, OR IN THE CASE OF MULTIPLE UNIT DEVELOPMENTS, MEANS THE ELEVATION OF THE GROUND AT THE STREET OR COMMON DRIVEWAY LINE MEASURED AT THE MIDPOINT OF THE DWELLING UNIT.

FIXED GRADE CALCULATED AS AVERAGE ELEVATION OF THE GROUND ALONG ALL LOT LINES THAT ABUT A STREET (LAKESHORE ROAD AND OLD LAKESHORE ROAD) AT PROPERTY LINE. (81.4m, 81.6m), FIXED GRADE = 81.5m

PROPOSED HEIGHTS SHOWN DEMONSTRATE THE VERTICAL DISTANCE MEASURED BETWEEN FIXED GRADE AND THE HIGHEST POINT OF A FLAT OR PEEKED ROOF AS DEFINED BY THE ZONING BY-LAW 2020 PART 16

Issued:

4	MV	Mar 19, 2024
3	SPA	Aug 03, 2023
2	OPA2/ZBA2	Sep 30, 2020
1	OPA/ZBA	Aug 22, 2019
Rev. Issuance		Date

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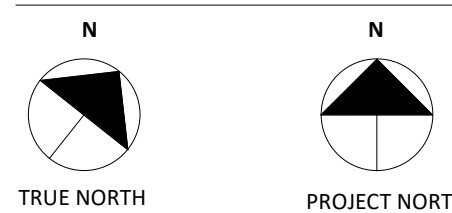
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t. 416.901.6528
www.studiojci.com



BURLINGTON MIXED-USE BUILDING

ADDRESS:
2096 - 2100 Lakeshore Rd, Burlington

ROOF SITE PLAN

Project No.: 1816
Scale: 1:200
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 1.00



FIXED GRADE CALCULATED AS AVERAGE ELEVATION OF THE GROUND ALONG ALL LOT LINES THAT ABUT A STREET (LAKESHORE ROAD AND OLD LAKESHORE ROAD) AT PROPERTY LINE. (81.4m, 81.6m); FIXED GRADE = 81.5m

A 1.02

[illegible]

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TRUE NORTH

PROJECT NORTH

3D VIEWS 1

Drawing No.:

A 1.10



SOUTH EAST VIEW FROM OLD LAKESHORE ROAD



NORTH WEST VIEW FROM LAKESHORE ROAD



SOUTH WEST VIEW FROM OLD LAKESHORE ROAD



NORTH EAST VIEW FROM LAKESHORE ROAD

MV	Mar 19, 2024
SPA	Aug 03, 2023
v. Issuance	Date

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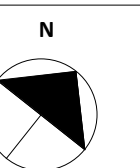
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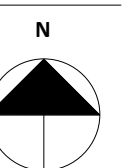
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UE NORTH



PROJECT NORTH

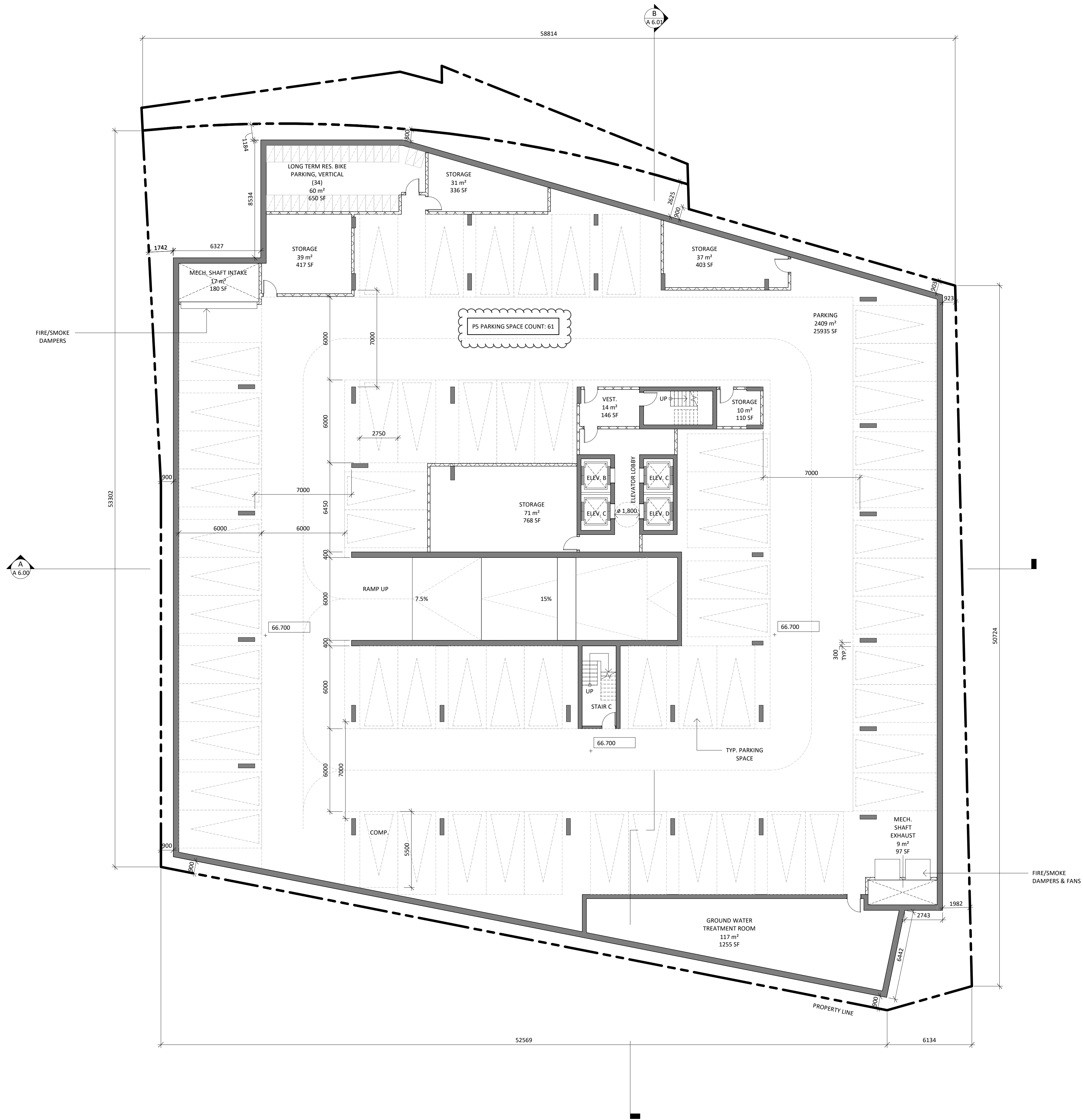
BURLINGTON MIXED-USE BUILDING

ADDRESS:
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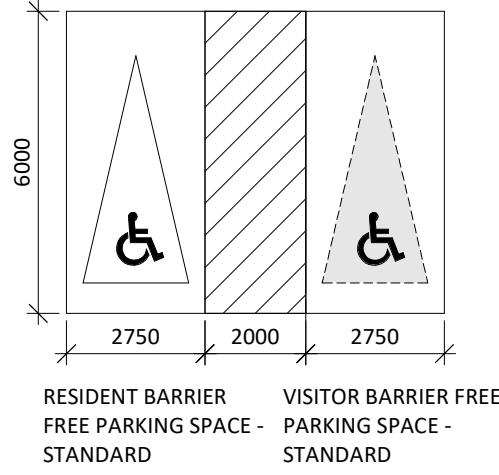
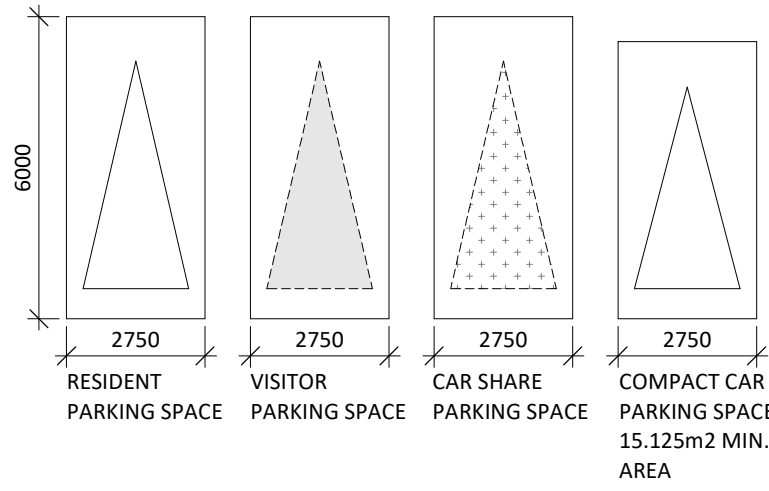
D VIEWS 2

Project No.: 1816
 Date: March 19, 2024
 Drawn by: STUDIO JCI

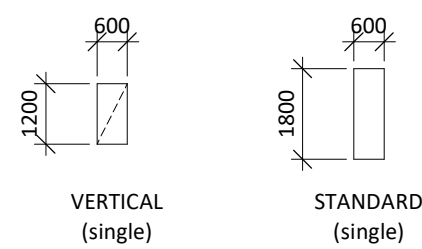
Drawing No.:



PARKING LEGEND:



BIKE PARKING LEGEND:



Issued:

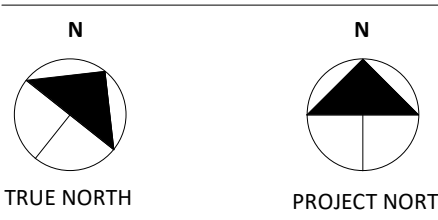
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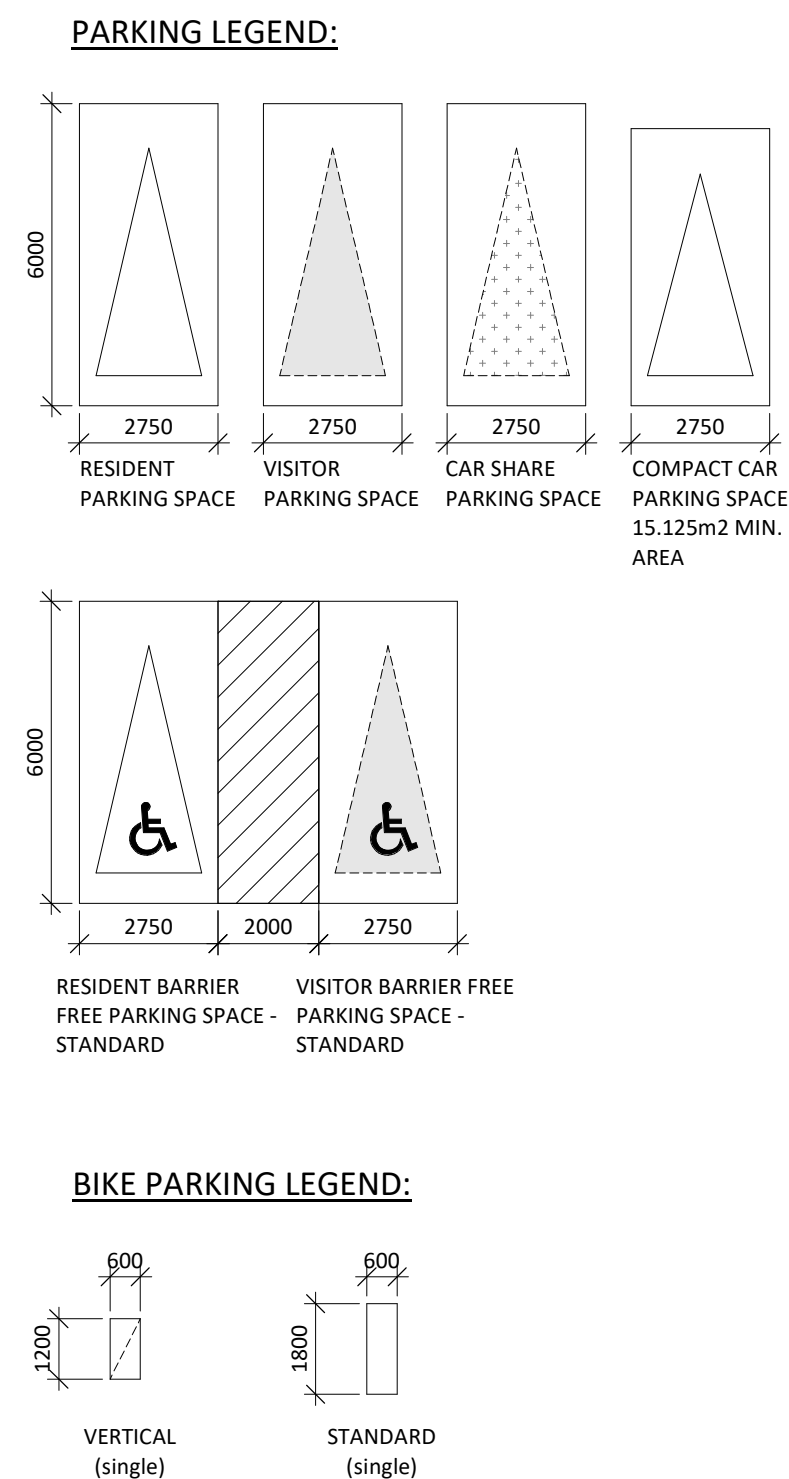
ADDRESS:
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FLOOR PLAN - P5

Project No.: 1816
Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 3.0V



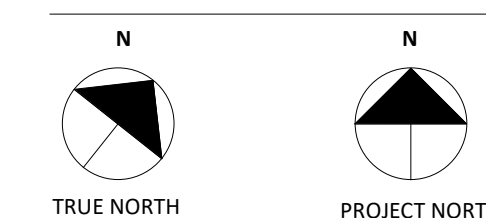
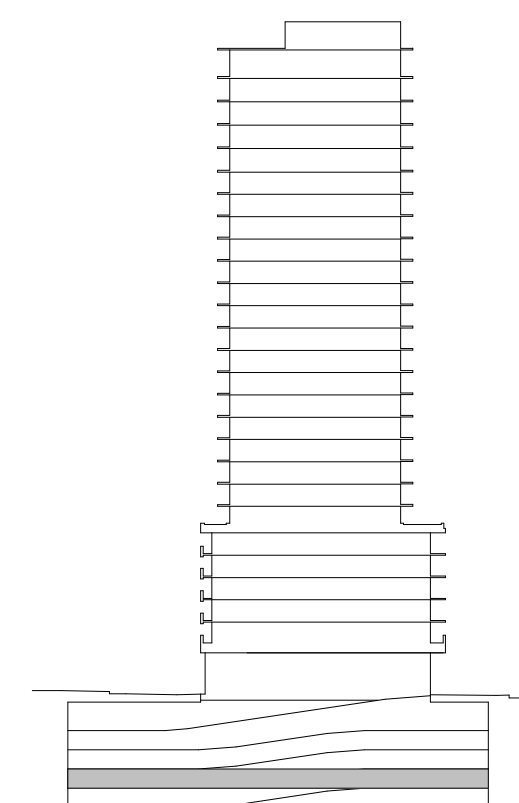
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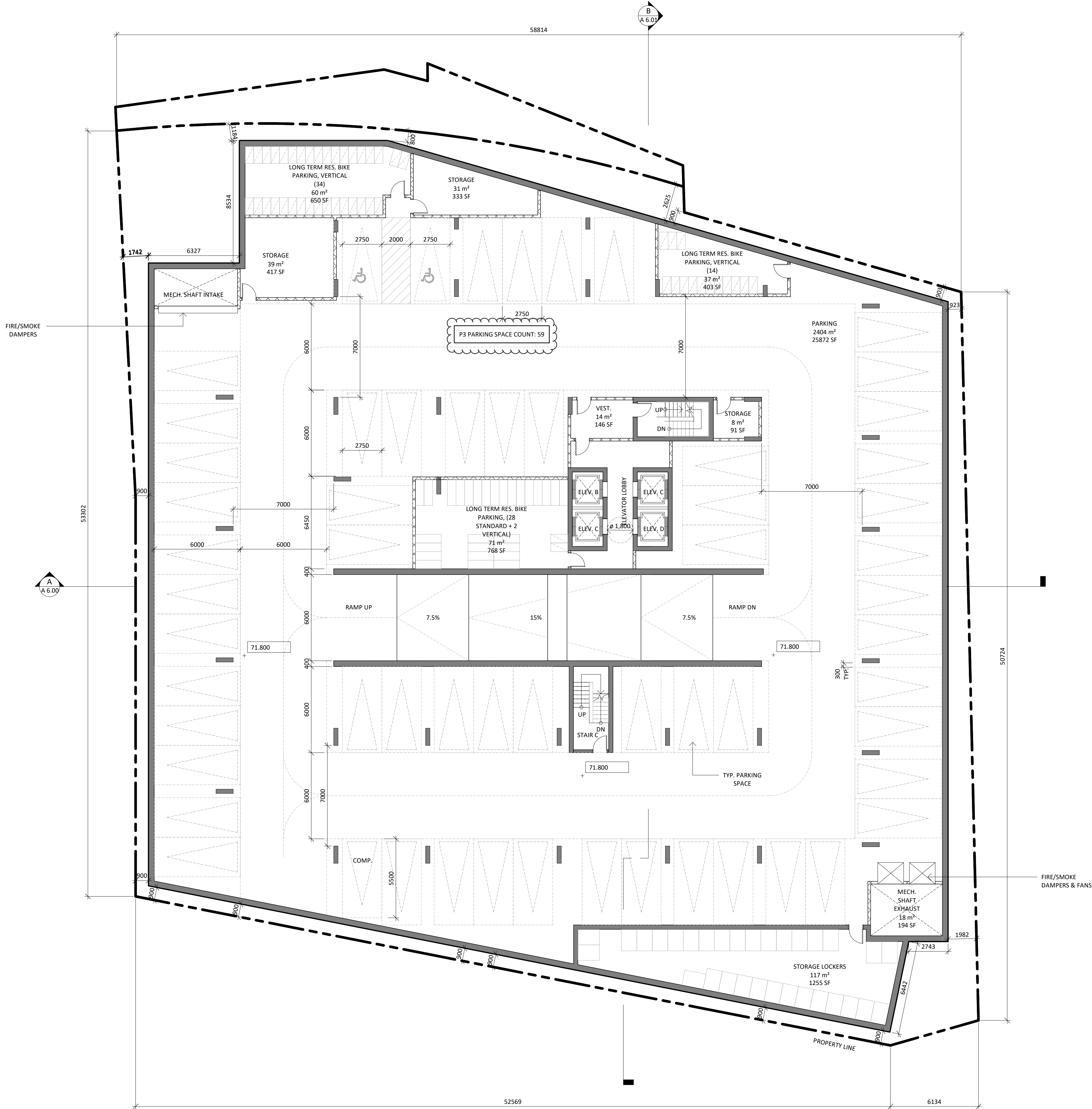
FLOOR PLAN - P4

Project No.: 1816
Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

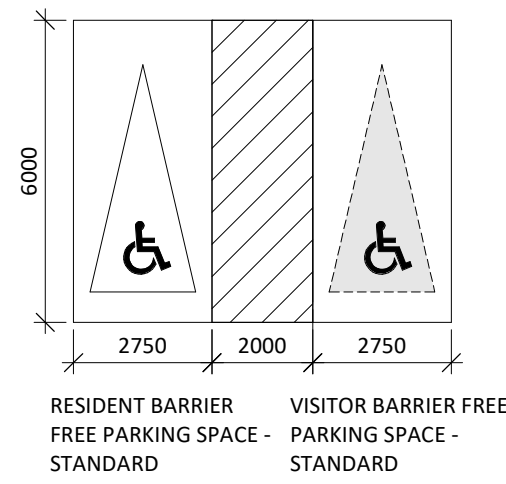
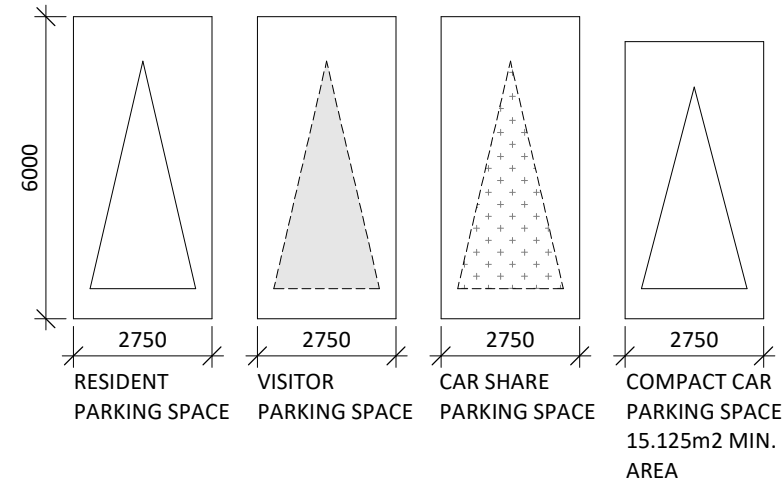
Drawing No.:

ALL DOORS LEADING TO THE BICYCLE STORAGE AREA ARE AUTOMATIC DOORS.

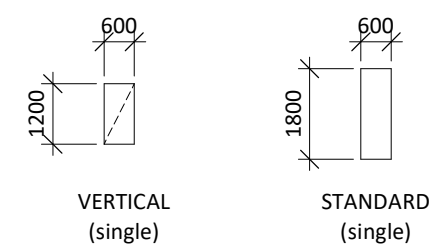
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PARKING LEGEND:



BIKE PARKING LEGEND:



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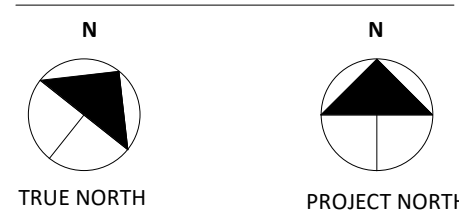
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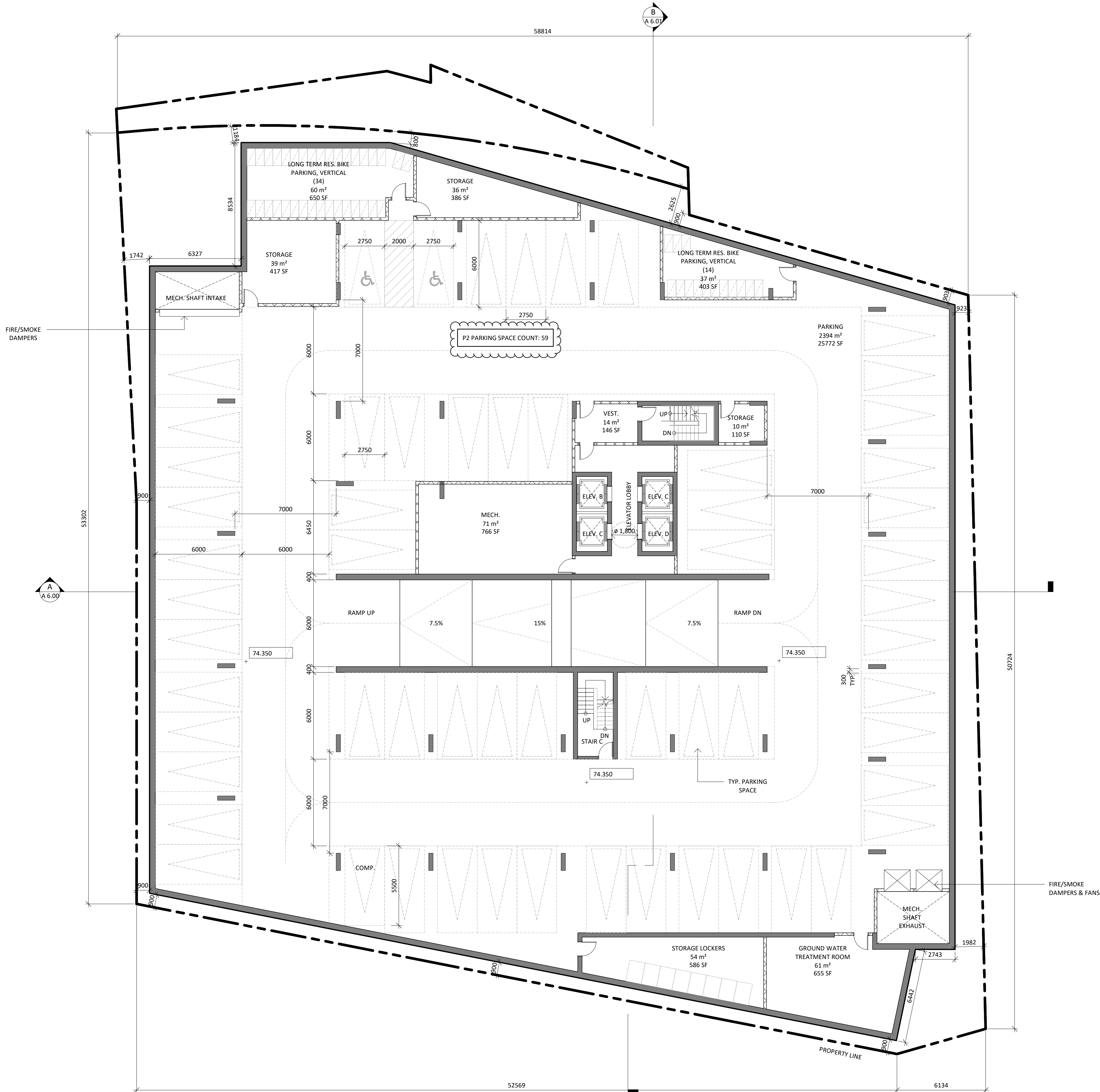
ADDRESS:
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FLOOR PLAN - P3

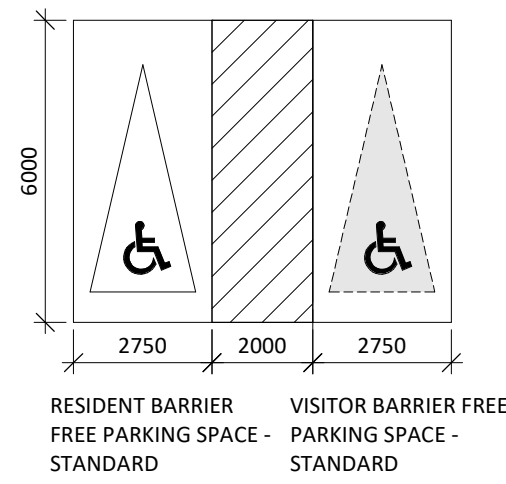
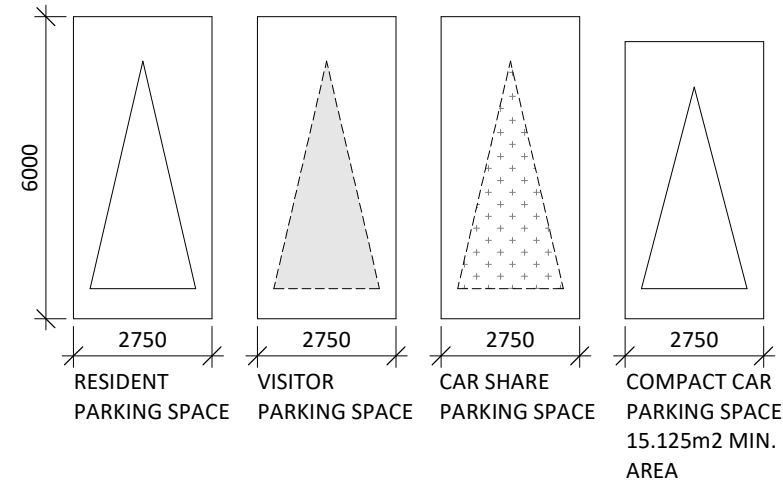
Project No.: 1816
Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

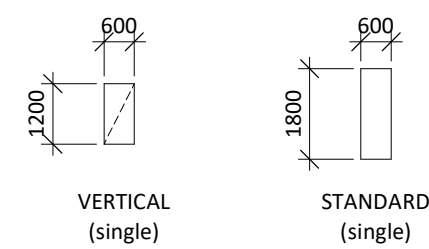
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PARKING LEGEND:



BIKE PARKING LEGEND:



Issued:

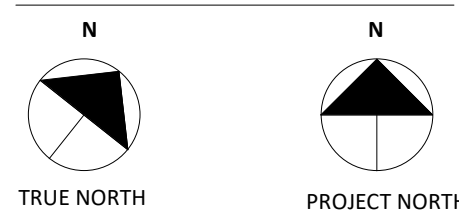
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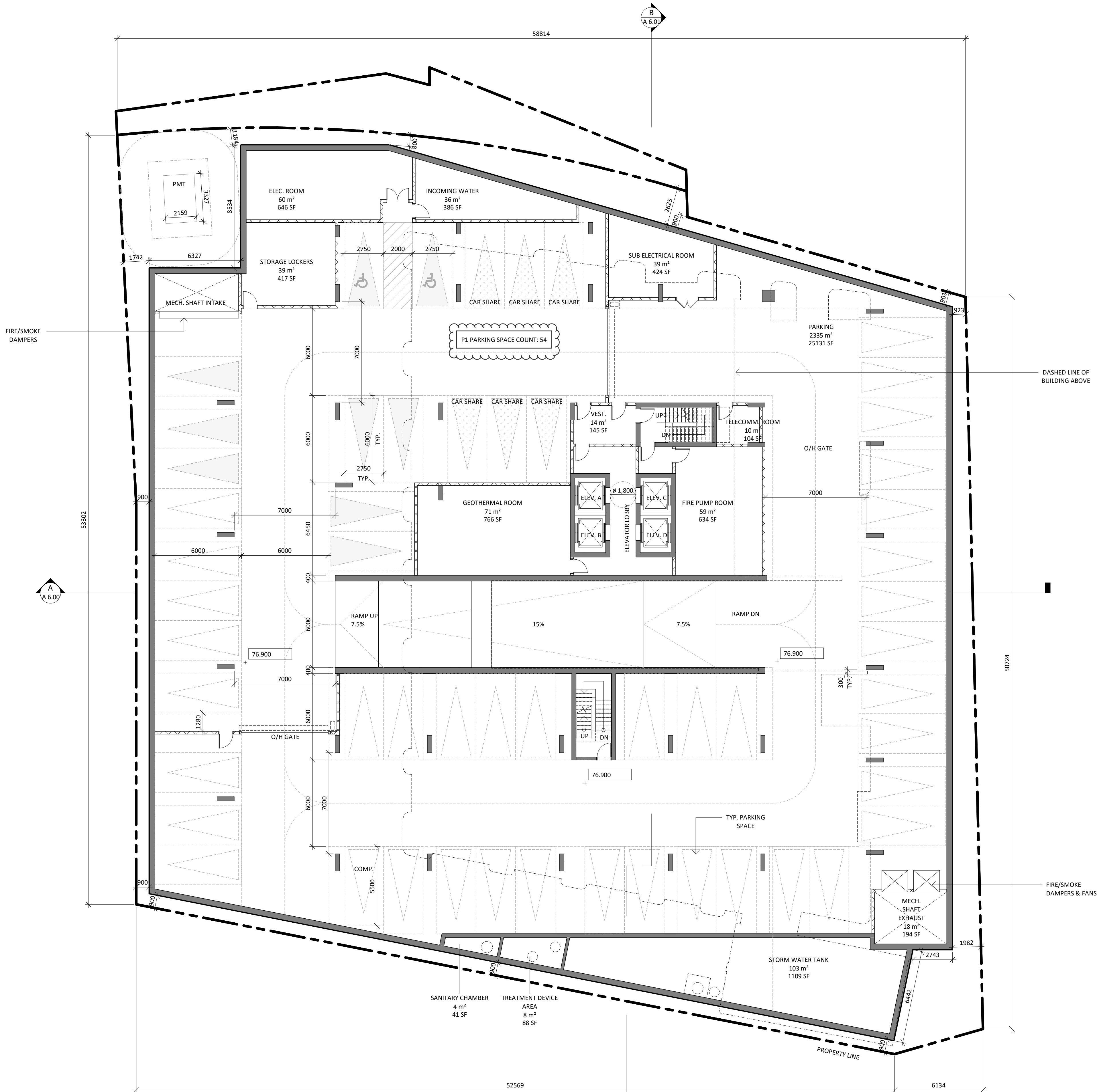
ADDRESS:
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FLOOR PLAN - P2

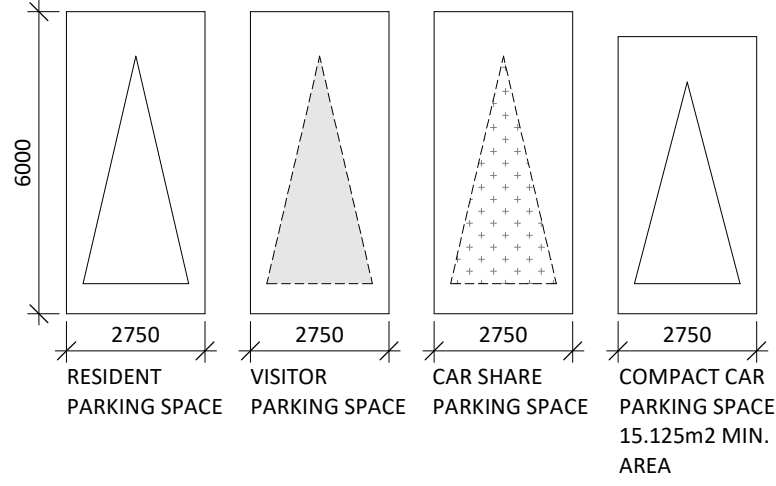
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Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

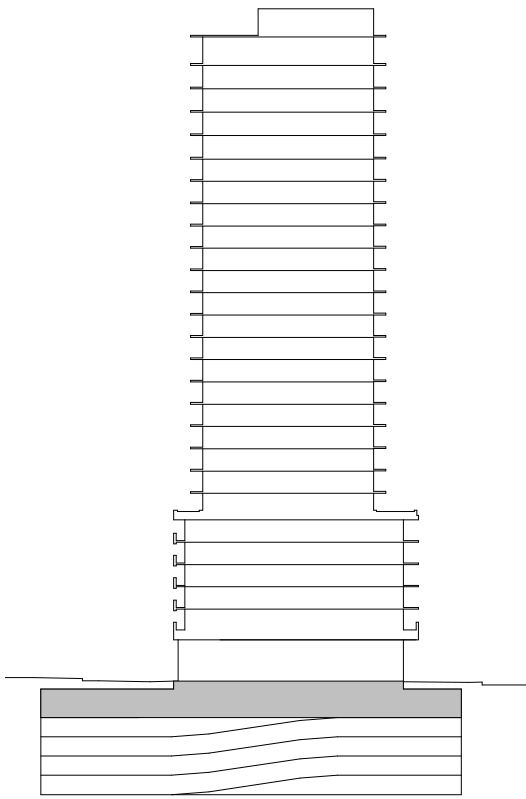
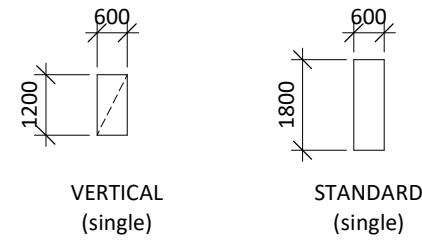
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PARKING LEGEND:



BIKE PARKING LEGEND:



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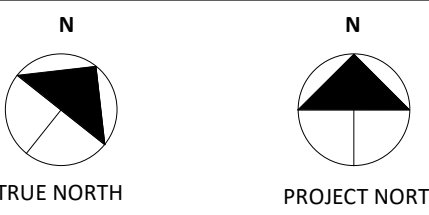
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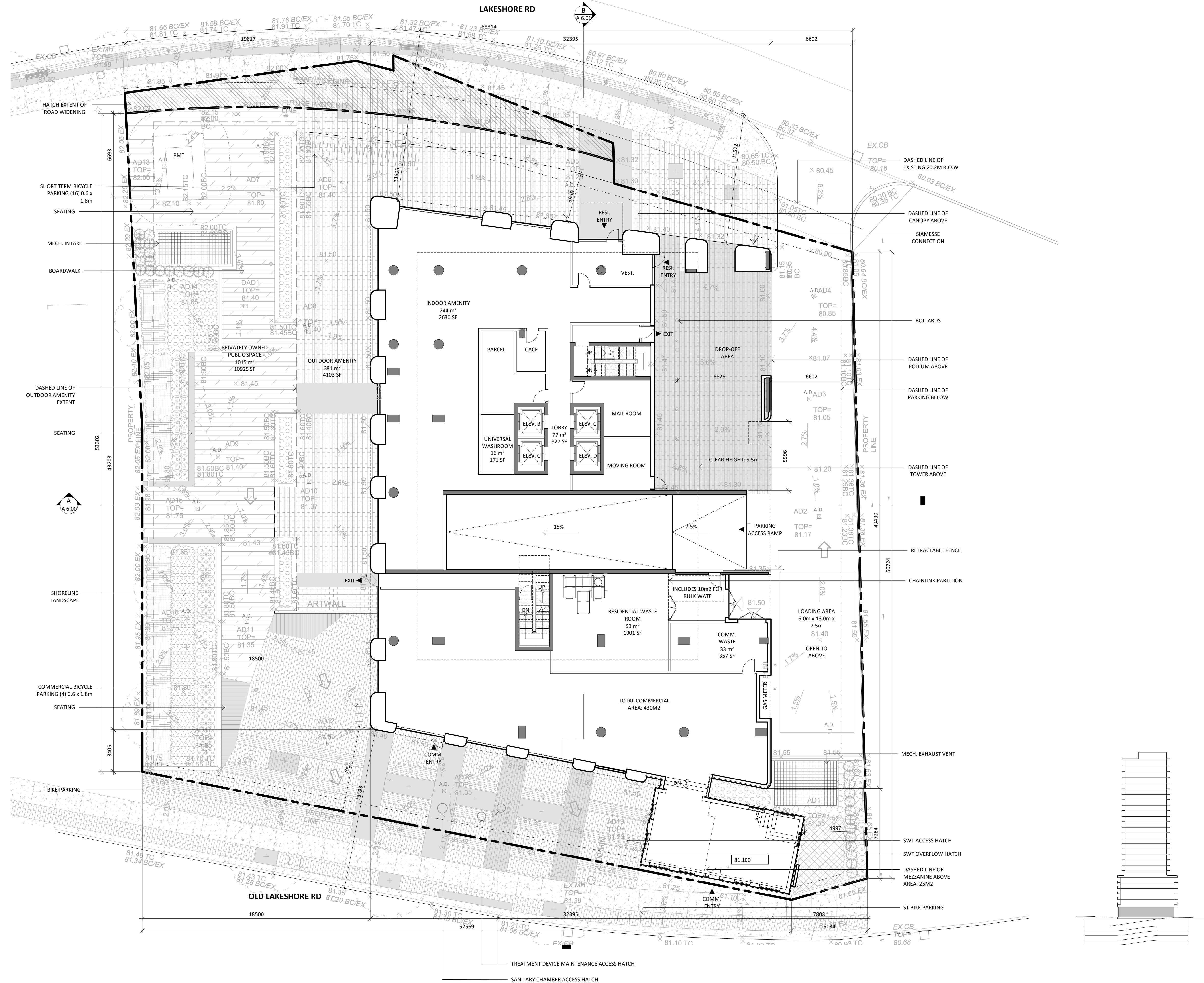
ADDRESS:
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FLOOR PLAN - P1

Project No.: 1816
Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

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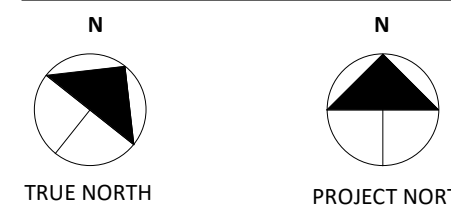
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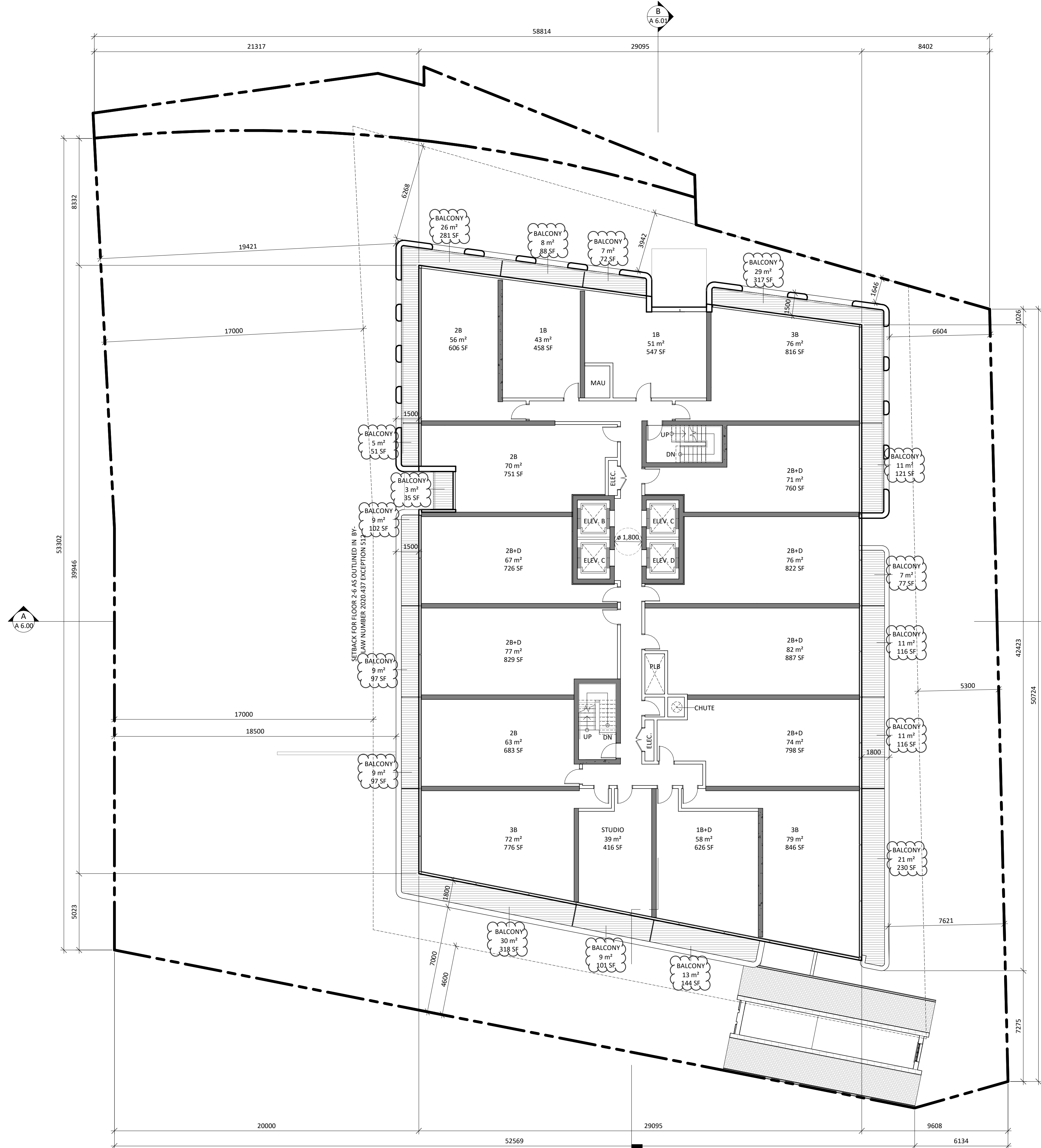
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ADDRESS:
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GROUND FLOOR
PLAN

Project No.: 1816
Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:
A 3.01



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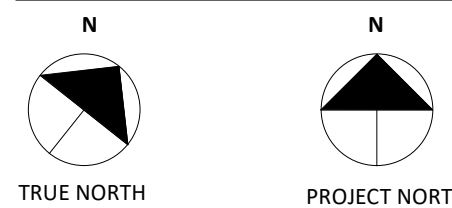
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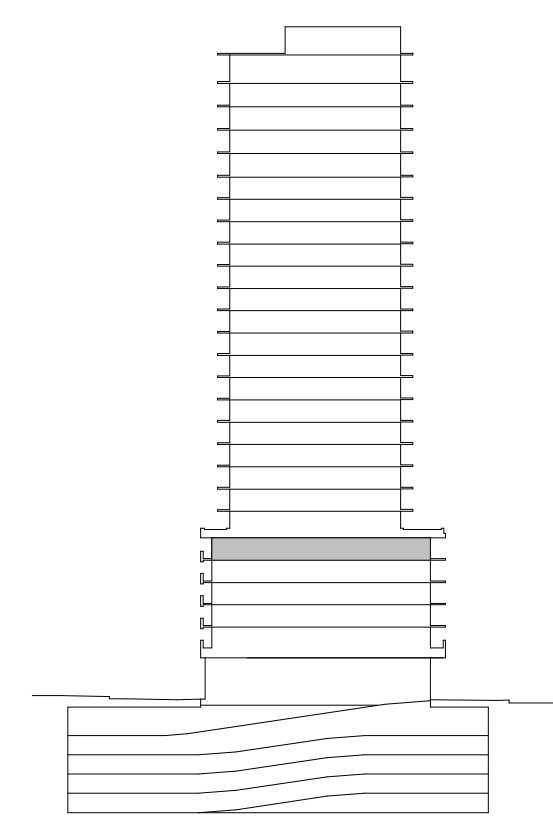
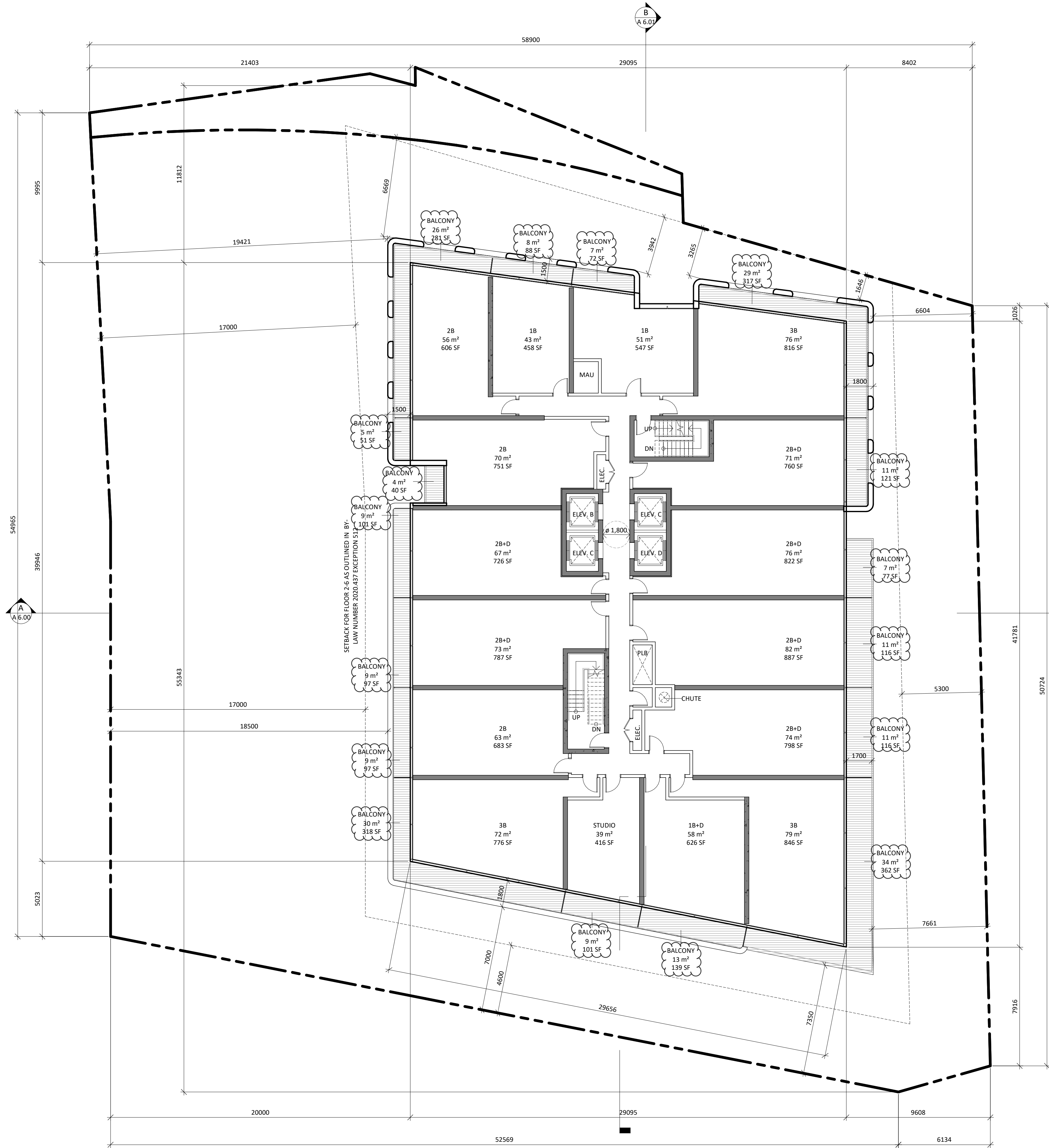
ADDRESS:
2096 - 2100 Lakeshore Rd, Burlington

FLOOR PLAN - LEVEL
2-5

Project No.: 1816
Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 3.02



TOTAL PRIVATE BALCONY AREA IN THIS LEVEL: 231.2 m²

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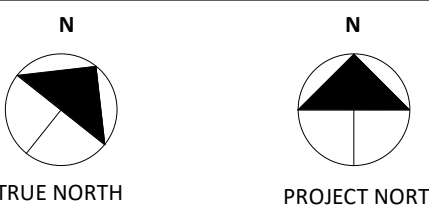
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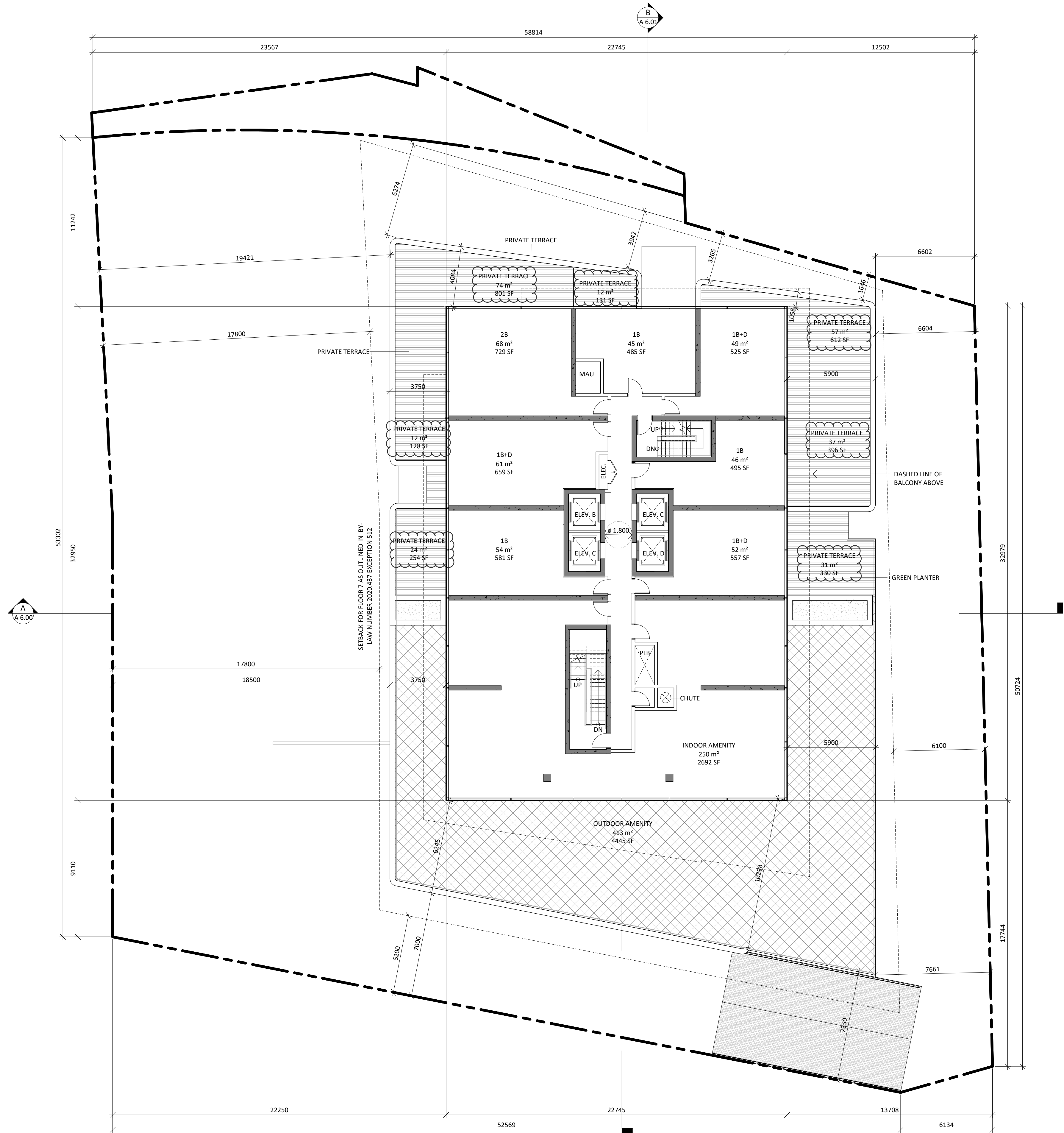
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FLOOR PLAN - LEVEL
6

Project No.: 1816
Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 3.03

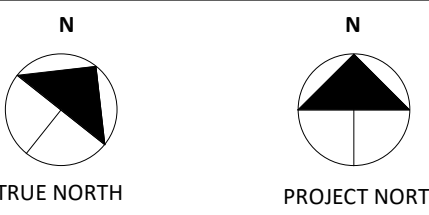


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BURLINGTON MIXED-USE BUILDING

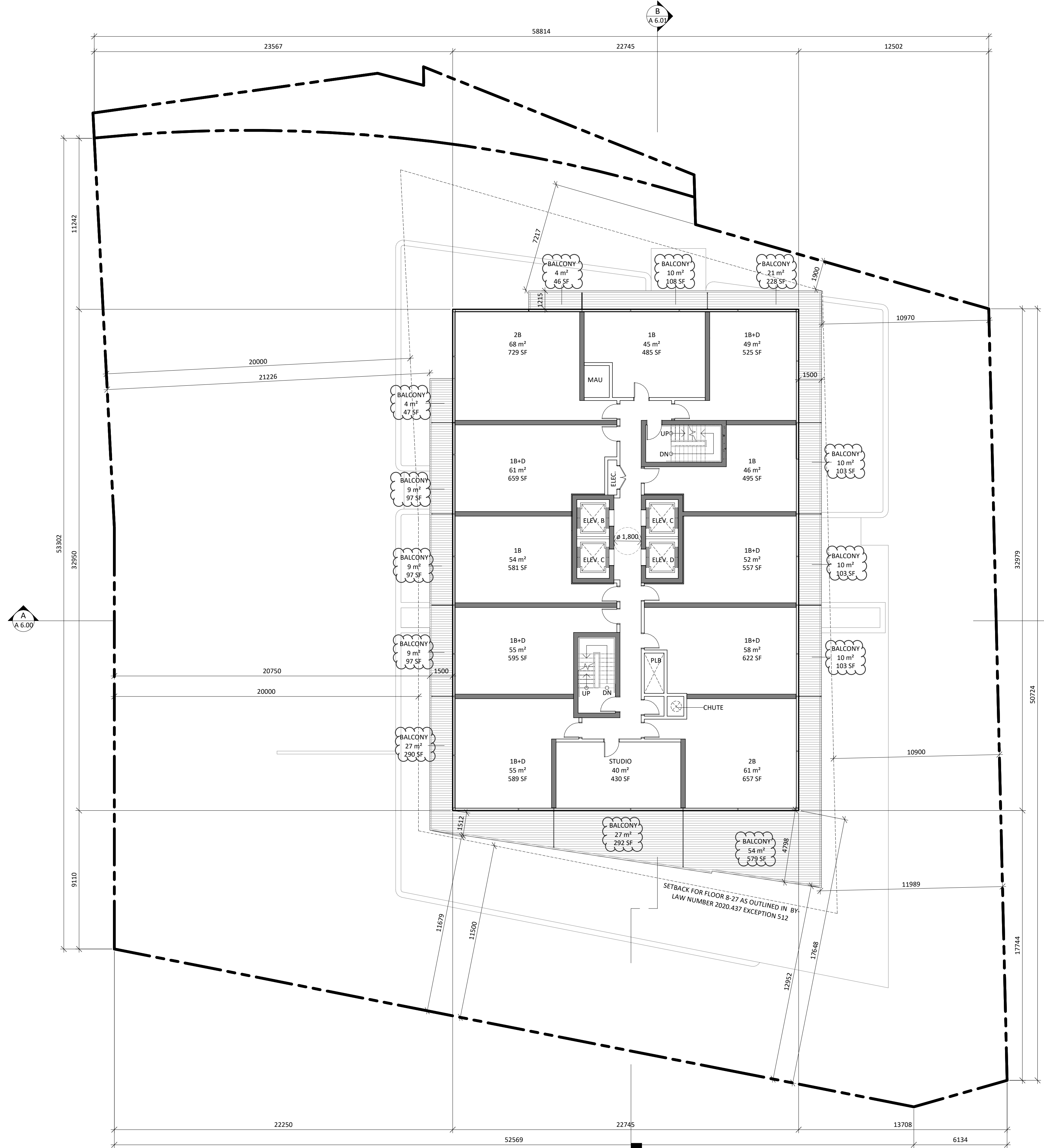
ADDRESS:
2096 - 2100 Lakeshore Rd, Burlington

FLOOR PLAN - LEVEL
7

Project No.: 1816
Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 3.04



Issued:

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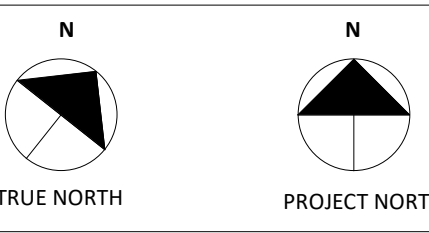
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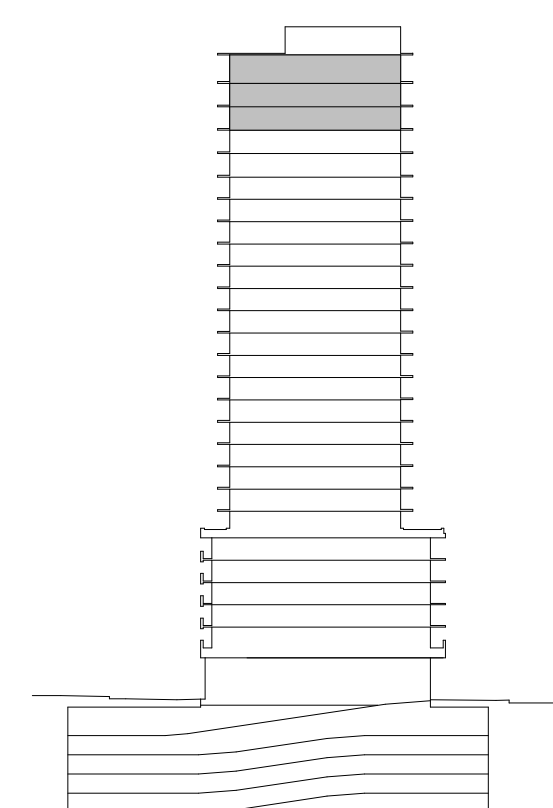
FLOOR PLAN - LEVEL
8-24

Project No.: 1816
Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

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Rev. Issuance	Date

General Notes:

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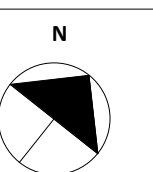
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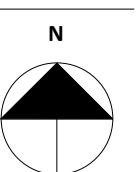
Architect:

STUDIO JCI

20 De Boers Drive, Suite 525
Toronto, ON M3J 0H1
t. 416.901.6528
www.studiojci.com



RUE NORTH



PROJECT NORTH

BURLINGTON MIXED-USE BUILDING

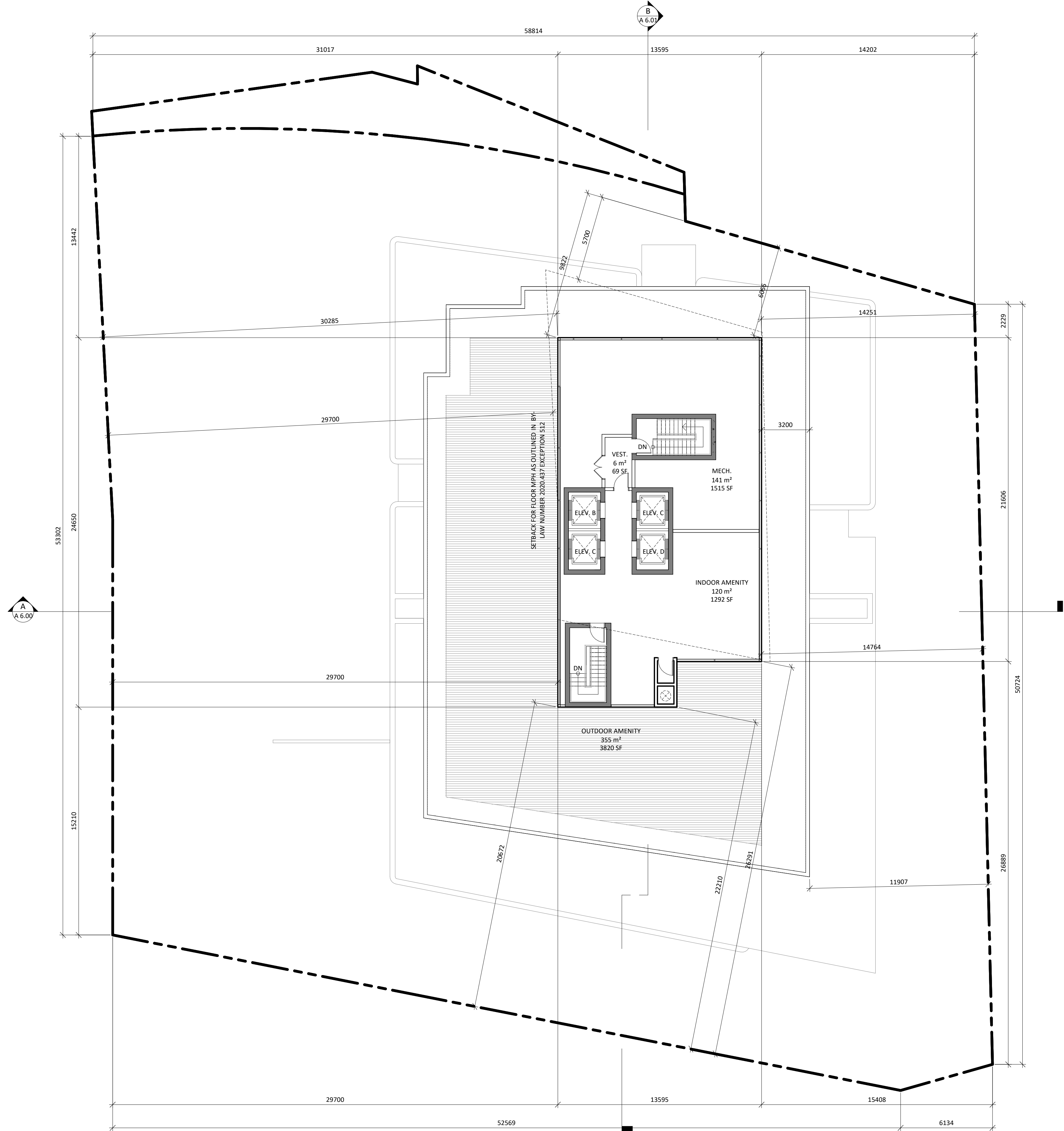
ADDRESS:
096 - 2100 Lakeshore Rd, Burlington

FLOOR PLAN - LEVEL
25-27

Project No.: 1816
Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 3.06



Issued:

4	MV	Mar 19, 2024
3	SPA	Aug 03, 2023
Rev.	Issuance	Date

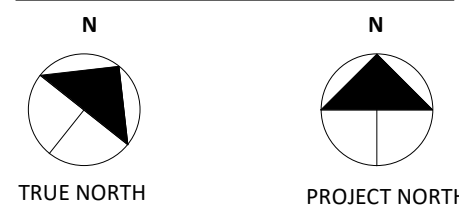
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BURLINGTON MIXED-USE BUILDING

ADDRESS:
2096 - 2100 Lakeshore Rd, Burlington

FLOOR PLAN - MPH

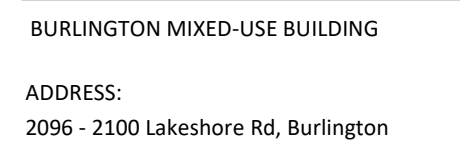
Project No.: 1816
Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.: A 3.07



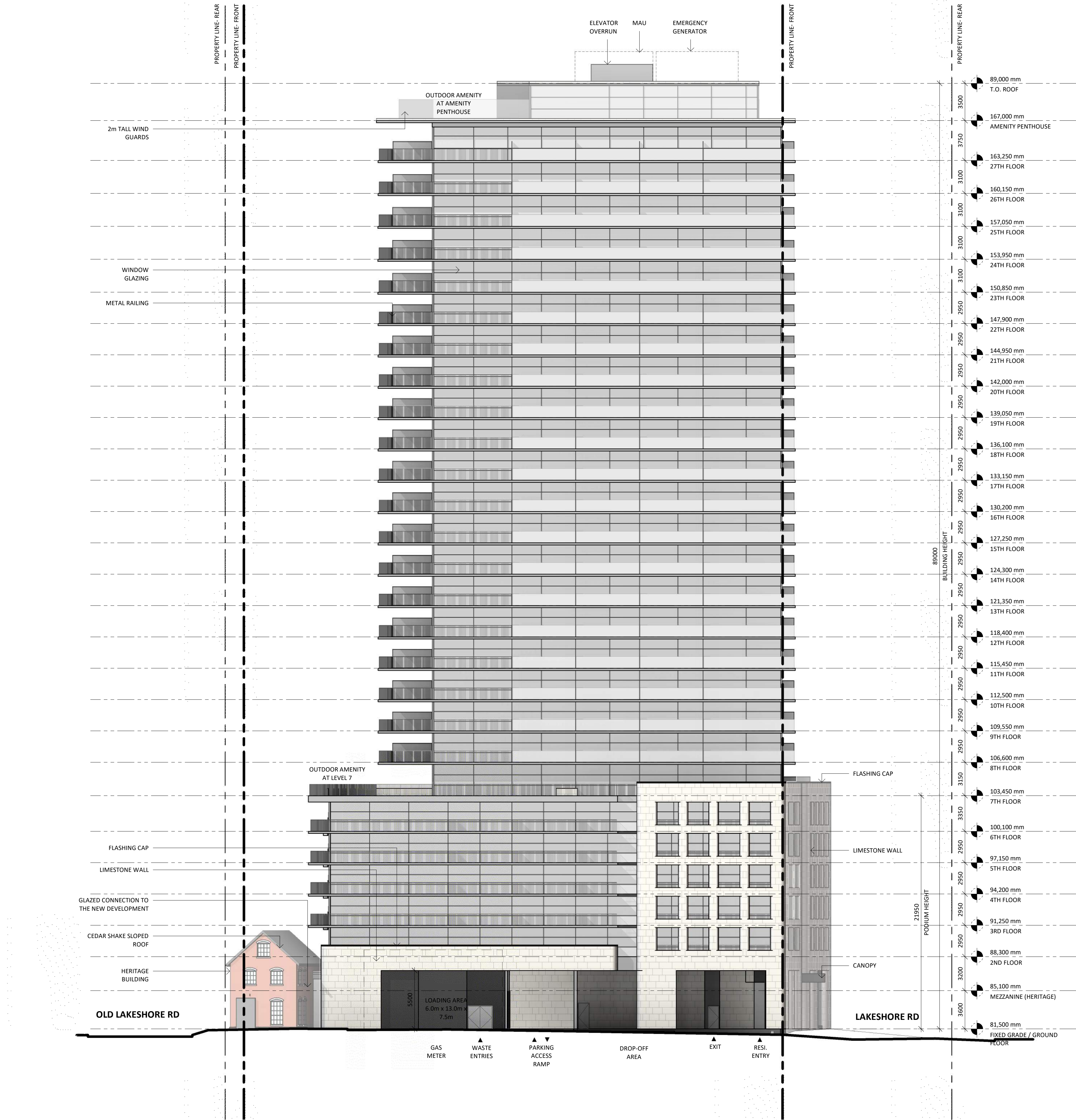
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Project No.: 1816
Scale: 1 : 150
Date: March 19, 2024
Drawn by: STUDIO JCI

A 3.08



Issued:

4	MV	Mar 19, 2024
3	SPA	Aug 03, 2023
2	OPA2/ZBA2	Sep 30, 2020
1	OPA/ZBA	Aug 22, 2019
Rev. Issuance		Date

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BURLINGTON MIXED-USE BUILDING

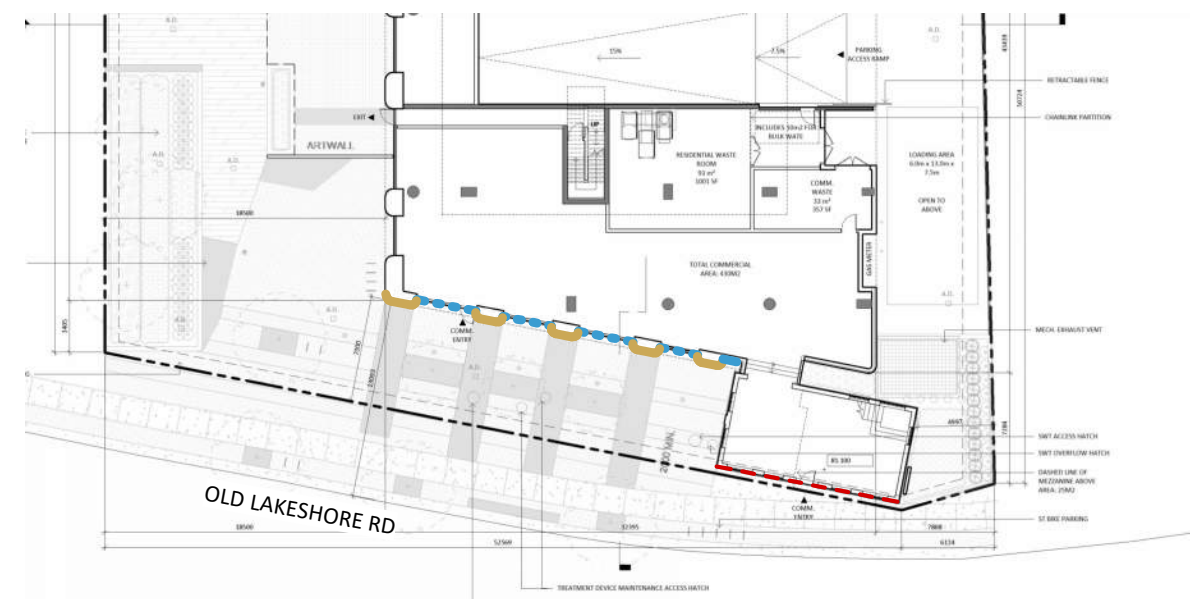
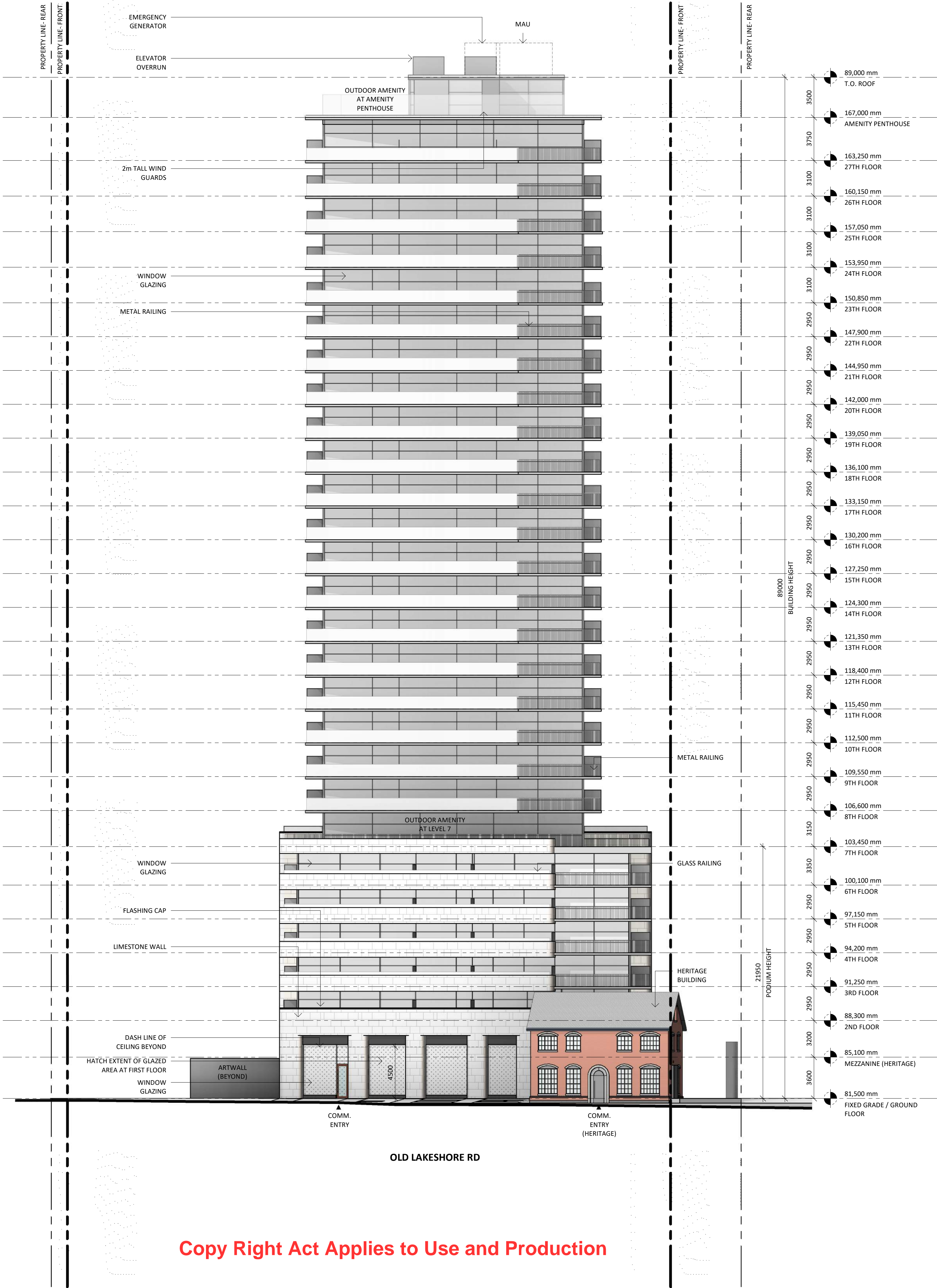
ADDRESS:
2096 - 2100 Lakeshore Rd, Burlington

EAST ELEVATION

Project No.: 1816
Scale: 1 : 200
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 5.00



TOTAL FIRST FLOOR ELEVATION AREA: 98.38m²
TOTAL FIRST FLOOR GLAZED AREA: 59.12m² (60%)
TOTAL FIRST FLOOR NON-GLAZED AREA: 39.26m² (40%)
-HERITAGE ELEVATION IS EXEMPTED FROM THESE CALCULATIONS
NOTE: ZONING BY-LAW REQUIRES AT LEAST 60% GLAZING PROVIDED AT FIRST FLOOR, WHERE, THE FIRST FLOOR HEIGHT IS TAKEN FROM THE GROUND TO CEILING.

Issued:

4	MV	Mar 19, 2024
3	SPA	Aug 03, 2023
2	OPA2/ZBA2	Sep 30, 2020
1	OPA/ZBA	Aug 22, 2019
Rev. Issuance		Date

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BURLINGTON MIXED-USE BUILDING

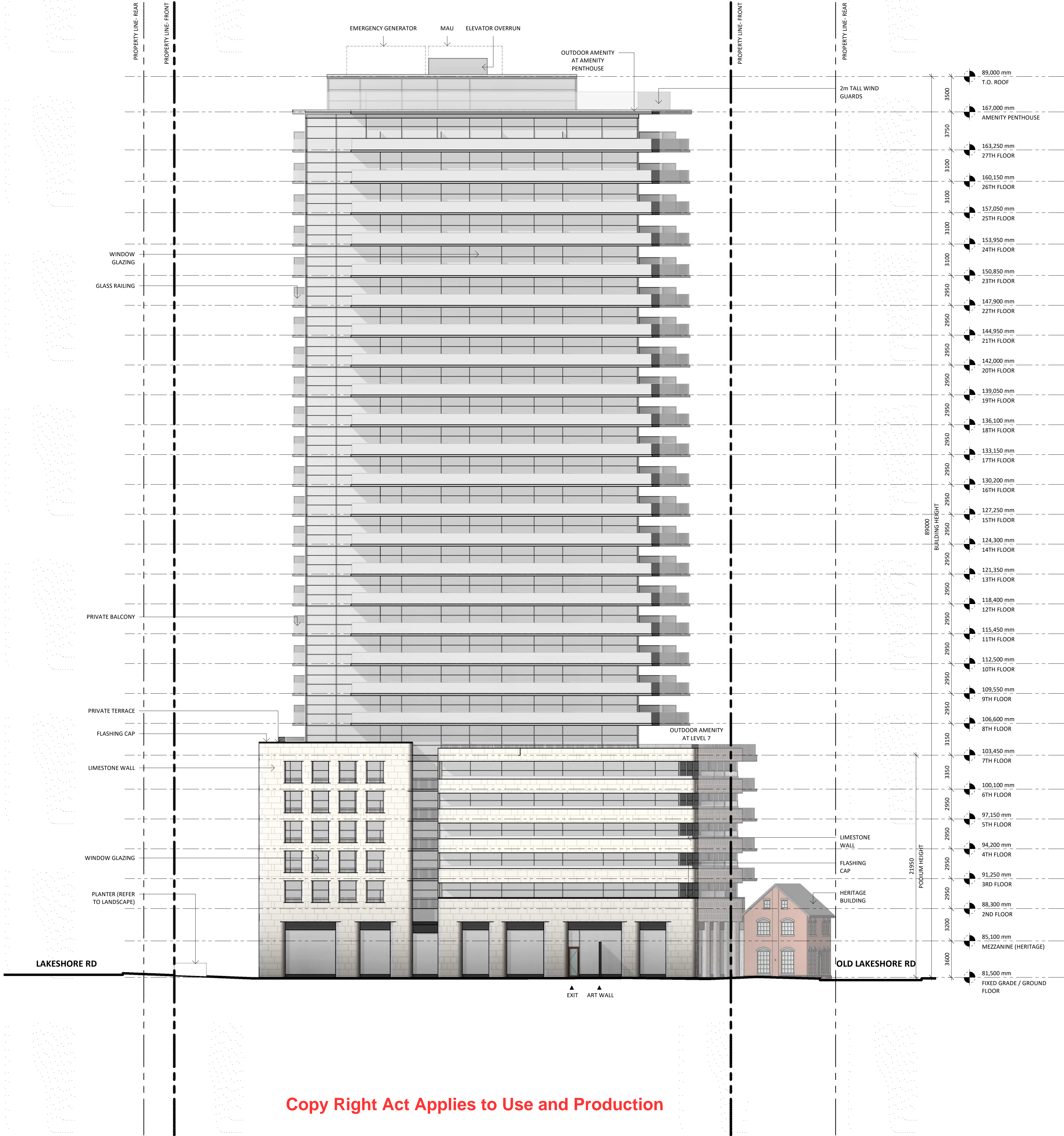
ADDRESS:
2096 - 2100 Lakeshore Rd, Burlington

SOUTH ELEVATION

Project No.: 1816
Scale: 1 : 200
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 5.01



Issued:

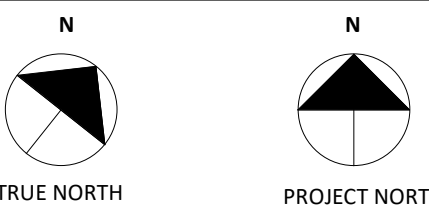
4	MV	Mar 19, 2024
3	SPA	Aug 03, 2023
2	OPA2/ZBA2	Sep 30, 2020
1	OPA/ZBA	Aug 22, 2019
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BURLINGTON MIXED-USE BUILDING

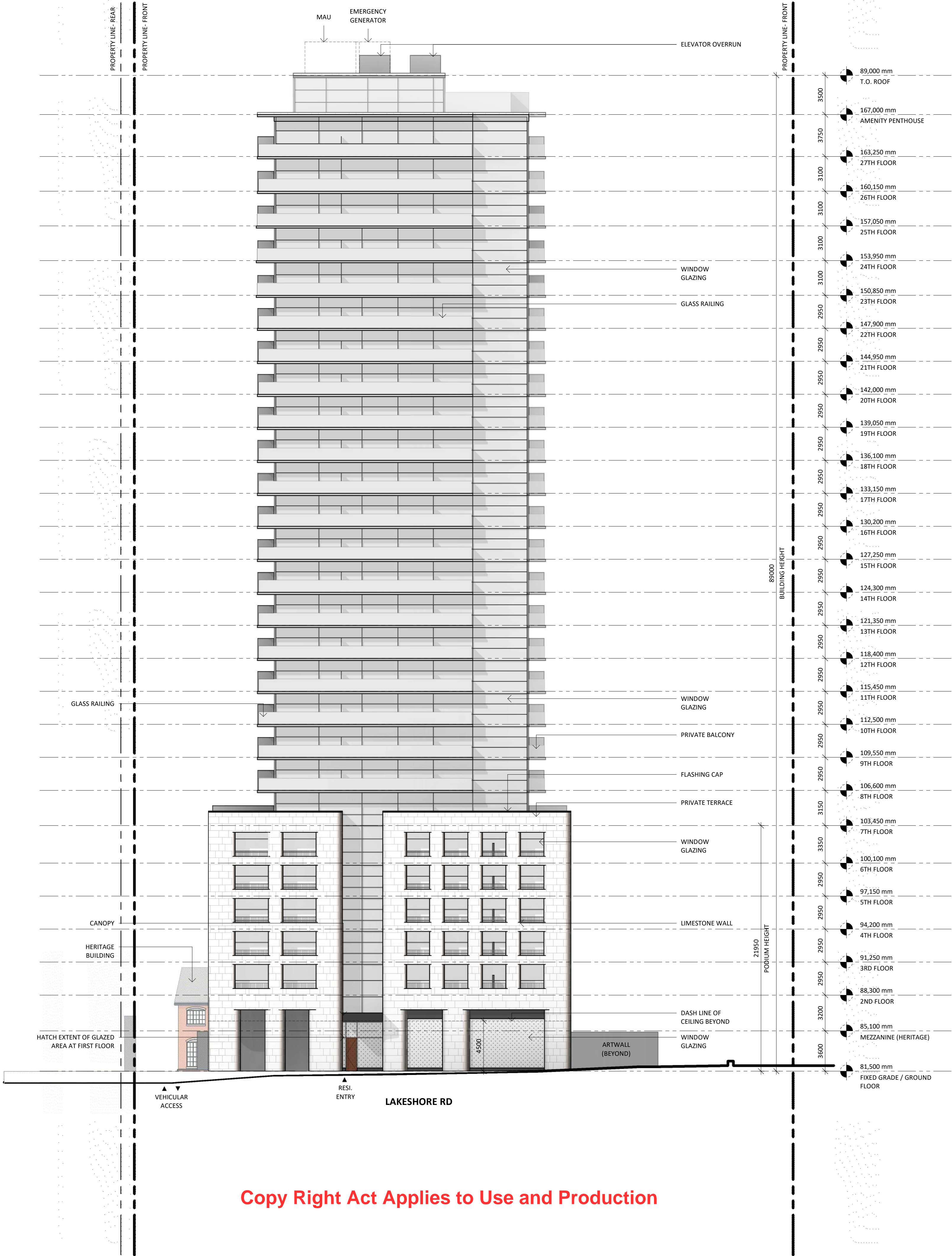
ADDRESS:
2096 - 2100 Lakeshore Rd, Burlington

WEST ELEVATION

Project No.: 1816
Scale: 1:200
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 5.02



TOTAL FIRST FLOOR ELEVATION AREA: 181.88m²
TOTAL FIRST FLOOR GLAZED AREA: 59.98m² (33.0%)
TOTAL FIRST FLOOR NON-GLAZED AREA: 101.24m² (55.7%)
TOTAL FIRST FLOOR VOID AREA: 20.66m² (11.3%)
-HERITAGE ELEVATION IS EXEMPTED FROM THESE CALCULATIONS

NOTE: ZONING BY-LAW REQUIRES AT LEAST 60% GLAZING PROVIDED AT FIRST FLOOR, WHERE, THE FIRST FLOOR HEIGHT IS TAKEN FROM THE GROUND TO CEILING.

Issued:

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BURLINGTON MIXED-USE BUILDING

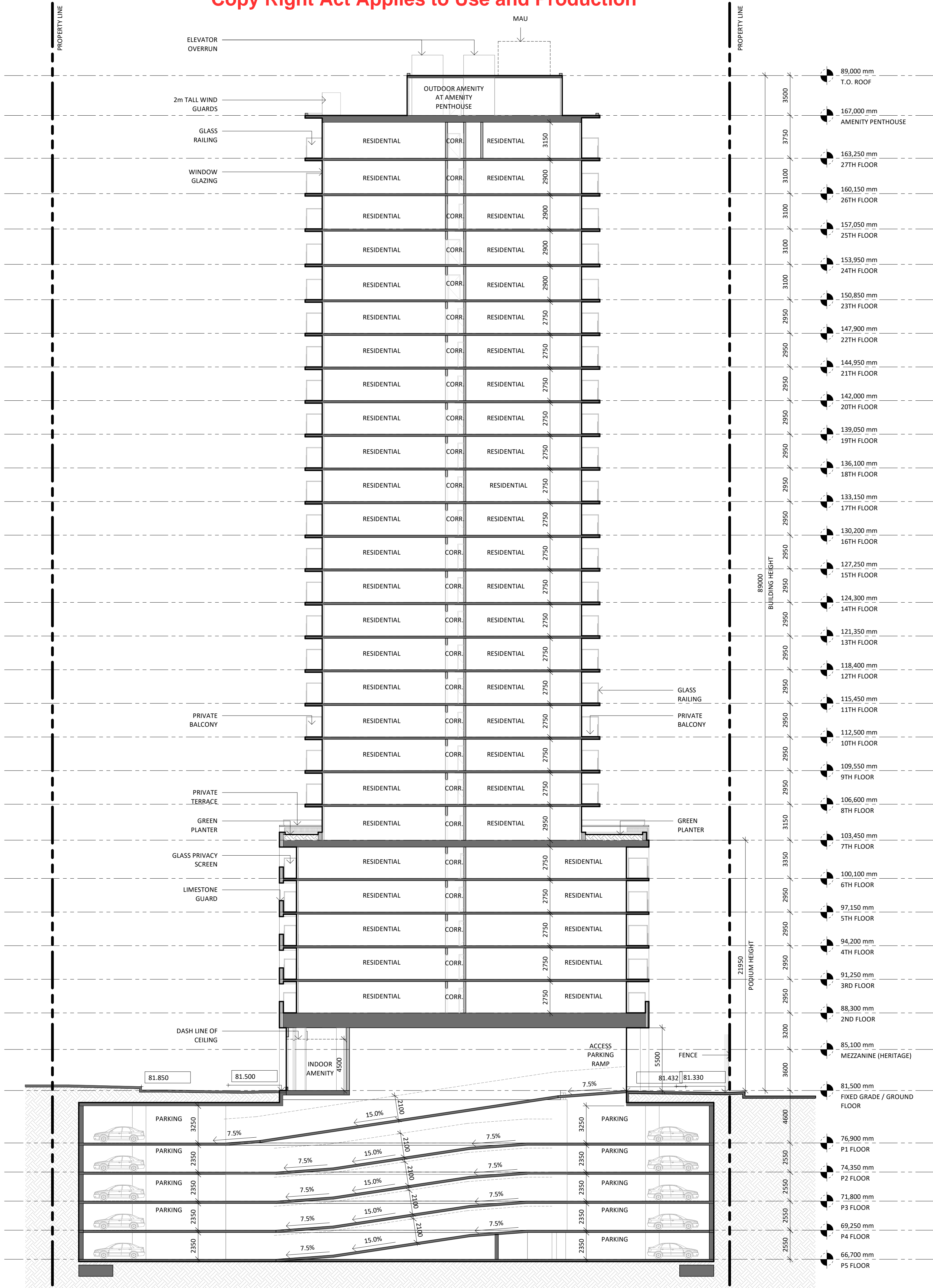
ADDRESS:
2096 - 2100 Lakeshore Rd, Burlington

NORTH ELEVATION

Project No.: 1816
Scale: 1 : 200
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 5.03



BUILDING HEIGHT SHOWN DEMONSTRATE THE VERTICAL DISTANCE MEASURED BETWEEN FIXED GRADE AND THE HIGHEST POINT OF A FLAT OR PECKED ROOF, EXCLUSIVE OF ANY ORNAMENTAL DOME, CHIMNEY, TOWER, CUPOLA, STEEPLE, SPIRE, WATER STORAGE TANK, ELECTRIC APPARATUS, SIGN, TELEVISION ANTENNA, STRUCTURE FOR MECHANICAL EQUIPMENT REQUIRED FOR THE OPERATION OF THE BUILDING, AS DEFINED BY THE ZONING BY-LAW 2020 PART 16

Issued:

4	MV	Mar 19, 2024
3	SPA	Aug 03, 2023
2	OPA2/ZBA2	Sep 30, 2020
1	OPA/ZBA	Aug 22, 2019
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BURLINGTON MIXED-USE BUILDING
ADDRESS:
2096 - 2100 Lakeshore Rd, Burlington

SECTION A

Project No.: 1816
Scale: 1 : 200
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 6.00

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JURLINGTON MIXED-USE BUILDING

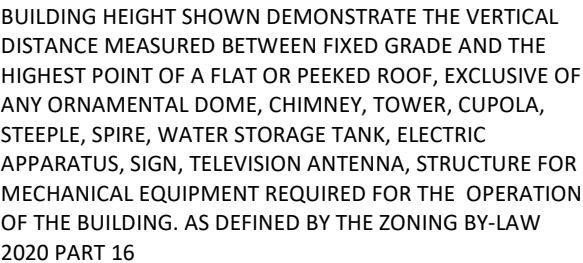
ADDRESS:
96 - 2100 Lakeshore Rd, Burlington

SECTION B

Project No.: 1816
Scale: 1 : 200
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 6.01



Parking Justification Study

PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT

2093, 2097 & 2101 Old Lakeshore Road,
2096 & 2100 Lakeshore Road
City of Burlington, ON

March 27, 2024
Project No: NT-23-182

520 Industrial Parkway South, Suite 201
Aurora ON L4G 6W8
Phone: 905-503-2563
www.nextrans.ca

nextrans
CONSULTING ENGINEERS
NextEng Consulting Group Inc.

March 27, 2024

Core FSC Lakeshore GP Inc.

Attention: Tracey Hui

**Re: Parking Justification Study
Proposed Mixed-Use Residential Development
2093, 2097 & 2101 Old Lakeshore Road, 2096 & 2100 Lakeshore Road, City of Burlington
Our Project No. NT-23-182**

1.0 INTRODUCTION

Nextrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) was retained by Core FSC Lakeshore Inc. (the 'Client') to undertake a Parking Justification Study in support of a Site Plan Approval application for a proposed mixed-use residential development. The subject lands are located south of the intersection of Lakeshore Road and Martha Street, north of Old Lakeshore Road, municipally addressed as 2093, 2097 & 2101 Old Lakeshore Road and 2096 & 2100 Lakeshore Road, in the City of Burlington, Ontario. The location of the subject site is illustrated in **Figure 1-1**

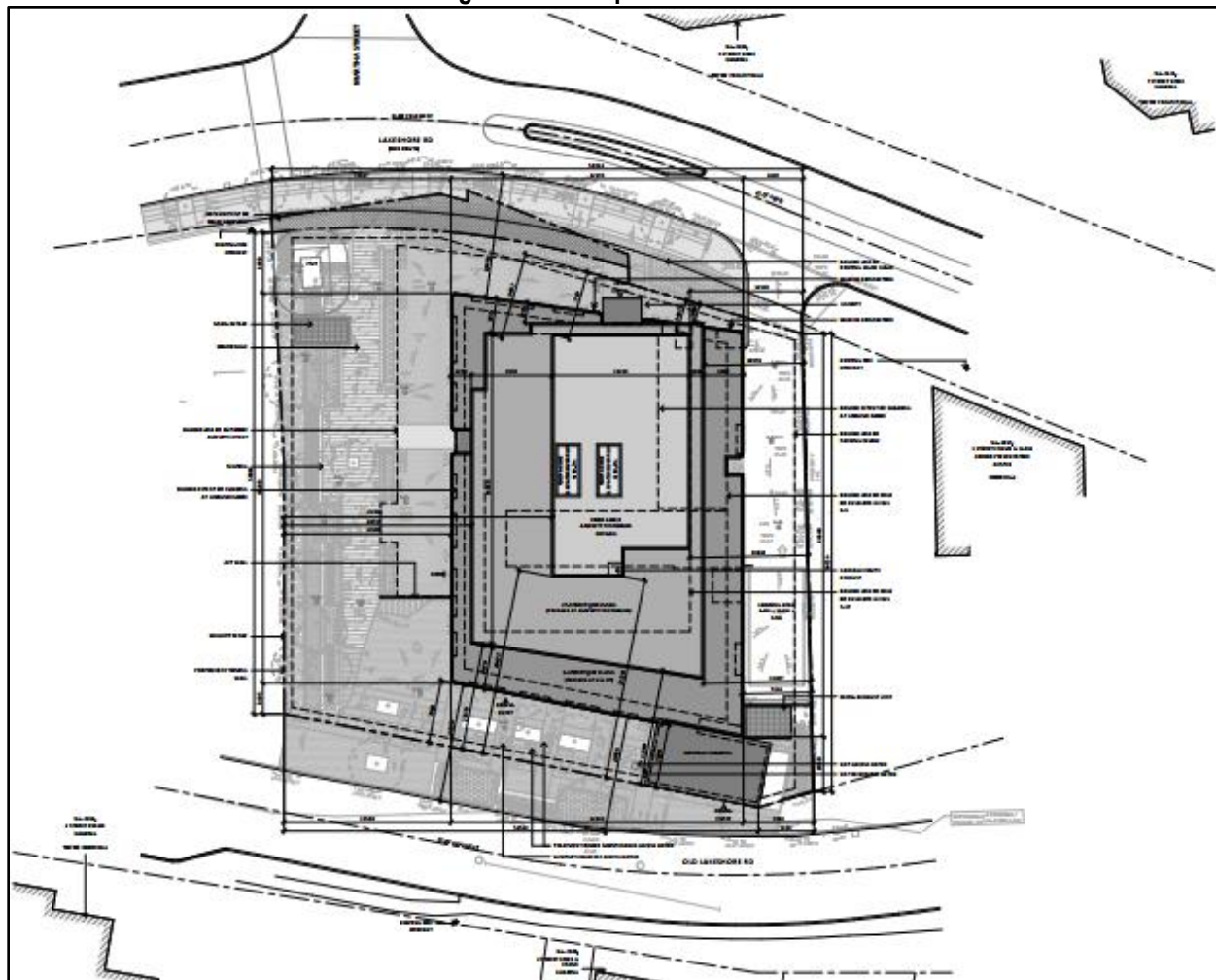
Figure 1-1 – Subject Site Location



Based on the site plan prepared by Studio JCI, the development proposal seeks to redevelop the subject lands to construct a 27-storey mixed-use high-rise residential building with a total of 315 dwelling units and 430 m² GFA at-grade dedicated to commercial uses. A total of 292 vehicle parking spaces are proposed on-site as well as 176 bicycle parking spaces. Vehicular access to the site is envisioned via a full movement access onto Lakeshore Road.

The proposed site plan is illustrated in **Figure 1-2** and enclosed in full detail in **Appendix A**.

Figure 1-2 – Proposed Site Plan



It is to be noted that there was previously an Ontario Land Tribunal (OLT) decision for the subject site to permit a total of 316 vehicle parking spaces, composed of 280 resident spaces, 30 visitor spaces and six (6) car-share parking spaces. The motion to approve this parking supply is in accordance with a previous iteration of the site plan that illustrated a total of 310 dwelling units. The OLT Case number is OLT-21-001792.

A comparison of the parking supply that was permitted via the OLT decision and the parking supply that is currently proposed is detailed in **Table 1.1**.

Table 1.1 – Site Statistics Comparison

Site Statistic	OLT Decision	Current Site Plan	Difference
Unit Count	310 units	315	+5 units
Resident Parking	280 spaces	277 spaces	-3 spaces
Visitor Parking / Non-Residential Parking	30 spaces	9 spaces	-21 spaces

In comparing the changes made to the site plan since the OLT decision, there is an increase in unit count by five (5) units, a decrease in resident parking by three (3) spaces and a decrease in visitor parking by 21 spaces.

The purpose of this parking justification study is to provide rationale for further reductions in the vehicle parking supply that was previously proposed.

2.0 PARKING ASSESSMENT

2.1. Parking Requirements

2.1.1. Vehicle Parking Requirements

The subject lands are zoned DL-A-512 in the City of Burlington Zoning By-law 2020 and are located within the Downtown Parking Exemption Area. Section 2.25.1 of the City's Zoning By-law states that within the Downtown Parking Exemption Area, only residential parking requirements are applied to lands within the exemption area. On this basis, vehicle parking for the site is only required for the proposed residential land use.

Aside from the approved OLT Decision, the current Zoning By-law 2020 typically requires a minimum vehicle parking requirement of 1.25 spaces/unit is required for apartment dwelling units, inclusive of visitor parking spaces. On this basis, the minimum vehicle parking requirement for the subject site is 394 spaces, which results in a shortfall of 108 vehicle parking spaces in comparison with the proposed supply of 286 spaces. However, based on correspondence with City of Burlington Transportation Staff, a combined parking rate of 1.07 spaces/unit (1.04 spaces/unit for residents and 0.03 spaces/unit for visitors) is required in the Downtown area. As such, the minimum vehicle parking requirement was also calculated on this basis. The vehicle parking requirement is detailed in **Table 2.1** and correspondence with City of Burlington Transportation Staff is enclosed in **Appendix B**.

Table 2.1 – Vehicle Parking Requirements

Land Use	No. of Units	Parking Rate	Min. Parking Requirement	Parking Supply	(+) Surplus/ (-) Shortfall
Apartment Dwelling Units	315	1.04 spaces/unit	328	277	-51
		0.03 spaces/unit	9	9	-
Total			337	286*	-51

*6 car-share spaces are proposed on-site, resulting in a capacity of 292 spaces

Based on the rates prescribed for apartment dwellings in the Downtown area, the proposed development requires a minimum of 328 vehicle parking spaces for residents and nine (9) spaces for visitors, resulting in a total minimum vehicle parking requirement of 337 vehicle parking spaces. In comparing the minimum vehicle parking requirement for the site with the total proposed supply of 286 vehicle parking spaces, there is a technical shortfall of 51 vehicle parking spaces (15% reduction).

Zoning By-law 2020 also prescribes minimum requirements for accessible parking spaces. Based on Table 1.2.7 in Part 1 of the by-law, if the required number of parking is over 90 spaces, a minimum of 3% of required parking shall be designated as accessible parking. On this basis, a minimum of 10 accessible parking spaces are required.

Notwithstanding this, it is to be noted that the OLT decision approved a total of eight (8) accessible spaces (six (6) resident and two (2) visitor), which is still provided on the site plan and is compliant with the motion for approval.

2.1.2. Bicycle Parking Requirements

Zoning By-law 2020 prescribes minimum bicycle parking requirements for several land uses, including retail / commercial land uses, but does not prescribe minimum bicycle parking requirements for residential land uses.

However, based on our review of IBI Group's Burlington City-Wide Parking Standards Review, bicycle parking standards have been recommended for residential apartments.

The bicycle parking requirements for the site are calculated in **Table 2.2** below.

Table 2.2 – Bicycle Parking Requirements

Land Use	No. of Units or GFA	Parking Rate	Min. Parking Requirement
Zoning By-law 2020			
Retail, Commercial	430 m ²	2 spaces + 1 space/1000m ²	2 spaces
IBI Group's Burlington City-Wide Parking Standards Review			
Residential – Apartment	315 units	Long-term: 0.5 spaces/unit	158 spaces
		Short-term: 0.05 spaces/unit	16 spaces
Total			176 spaces

Based on the rates prescribed for commercial and retail land uses in Zoning By-law 2020 and the rates prescribed in IBI Group's Burlington City-Wide Parking Standards Review, the site requires a total of 176 vehicle parking spaces. It is to be noted that Zoning By-law 2020 does not specify whether the required bicycle parking spaces should be designated as short-term or long-term spaces and as such, it was assumed that the bicycle parking spaces required for the retail and commercial uses will be designated as long-term spaces. On this basis, a total of 160 long-term bicycle parking spaces and 16 short-term spaces are required for all uses. In comparison to the bicycle parking supply of 160 long-term spaces and 16 short-term spaces, the bicycle parking supply is compliant with the minimum requirements of the governing Zoning By-law and the Burlington City-Wide Parking Standards Review.

Given the technical reduction in vehicle parking spaces required for the proposed development by 15%, several justifications are provided in the following section.

2.2. Parking Justification

The following justifications are provided to support the reduction in vehicle parking supply for the proposed development.

1. Proxy site parking utilization surveys
2. Proxy site survey data from other municipalities
3. Comparison with other municipality's zoning by-law requirements
4. Vehicle ownership
5. Modal Split
6. Existing transit service
7. Existing Active Transportation Facilities
8. Neighbourhood context
9. Transportation demand management

Given that the visitor parking supply of the proposed development is compliant with the minimum vehicle parking requirements in the Downtown area, the rationales provided will focus on the justification of a reduced resident parking rate.

2.2.1. Proxy Site Parking Utilization Surveys

To quantify peak parking demand characteristics for the subject site, NexTrans conducted parking utilization surveys of nearby proxy sites that shared similar characteristics as the subject site (i.e., a mid to high-rise residential apartment building located within the Downtown area of Burlington). Prior to conducting parking utilization surveys, NexTrans established a Terms of Reference with Transportation Staff to confirm the scope of our surveys. The Terms of Reference established with staff, as well as the following correspondence, is enclosed in **Appendix C**.

It is to be noted that the original scope of our surveys included four (4) sites; however, NexTrans staff were only able to conduct surveys at two (2) of the proxy sites originally scoped, addressed as 2025 Maria Street and 442 Maple Avenue. The proxy sites are described as follows:

2025 Maria Street is a 17-storey apartment building with 154 dwelling units and commercial uses at-grade. A total of 163 vehicle parking spaces are provided on-site via the underground parking garage and there are street parking spaces available on John Street, Elizabeth Street and a neighbouring paid municipal parking lot north of the site. It is to be noted that based on our observations, there were no visitor spaces designated on-site and as such, the observed demand was assumed to be all resident.

442 Maple Avenue is a 14-storey condominium apartment building with 125 dwelling units. A total of 175 vehicle parking spaces are provided on-site.

Parking utilization surveys were conducted on Tuesday, January 16, Thursday, January 18 and Saturday, January 20, from 8:00 PM to 11:00 PM. The results of the parking utilization surveys at the 2025 Maria Street proxy site are detailed below in **Table 2.3**.

Table 2.3 – 2025 Maria Street Parking Utilization Survey Results

Time Period	16-Jan-24		18-Jan-24		20-Jan-24	
	Demand (Spaces)	Utilization (spaces/unit)	Demand (Spaces)	Utilization (spaces/unit)	Demand (Spaces)	Utilization (spaces/unit)
8:00 PM	113	0.73	100	0.65	108	0.70
8:30 PM	113	0.73	100	0.65	109	0.71
9:00 PM	113	0.73	102	0.66	109	0.71
9:30 PM	115	0.75	104	0.68	110	0.71
10:00 PM	115	0.75	106	0.69	111	0.72
10:30 PM	116	0.75	108	0.70	111	0.72
11:00 PM	116	0.75	109	0.71	112	0.73
Peak	116	0.75	109	0.71	112	0.73

The results of the parking utilization surveys at the 2025 Maria Street proxy site indicate that a **peak demand of 116 spaces utilized or 0.75 spaces/unit was observed**.

The results of the parking utilization surveys at 442 Maple Avenue are detailed below in **Table 2.4**.

Table 2.4 – 442 Maple Avenue Parking Utilization Survey Results

Time Period	16-Jan-24		18-Jan-24		20-Jan-24	
	Demand (Spaces)	Utilization (spaces/unit)	Demand (Spaces)	Utilization (spaces/unit)	Demand (Spaces)	Utilization (spaces/unit)
8:00 PM	124	0.99	126	1.01	124	0.99
8:30 PM	125	1.00	128	1.02	123	0.98
9:00 PM	125	1.00	129	1.03	123	0.98
9:30 PM	125	1.00	130	1.04	125	1.00
10:00 PM	126	1.01	130	1.04	125	1.00
10:30 PM	126	1.01	132	1.06	126	1.01
11:00 PM	127	1.02	132	1.06	126	1.01
Peak	127	1.02	132	1.06	126	1.01

The results of the parking utilization surveys at the 442 Maple Avenue proxy site indicate that a **peak demand of 132 spaces utilized or 1.06 spaces/unit was observed.**

The average max resident utilization rate for both sites is 0.91 spaces/unit.

To determine the future projected parking demand of the proposed development on this basis, the following sample calculation is provided:

$$\begin{aligned}
 \text{future parking demand} &= \text{unit count} \times \text{average peak rate} \\
 &= 315 \text{ units} \times 0.91 \text{ spaces/unit} \\
 &= 287 \text{ spaces}
 \end{aligned}$$

Based on the calculation above, the projected peak resident demand of the subject site is 287 spaces occupied. Although this projected demand exceeds the proposed resident supply, mitigative measures such as unbundled parking, transportation demand management measures and carshare parking will be provided on-site to reduce this projected peak demand. **On this basis, Nextrans supports a resident parking supply of 0.88 spaces/unit for the proposed development.**

2.2.2. Proxy Site Survey Data from Other Municipalities

In addition to the proxy site survey data collected in Burlington for the purposes of this study, Nextrans has also previously conducted parking utilization surveys at mid-rise residential buildings within the Port Credit Area of Mississauga, which is comparable to the Downtown area of Burlington that the subject site is located in. Although the other proxy sites that we've surveyed are not within the Downtown Burlington area, the sites other sites surveyed in the past share similar characteristics as the subject site (i.e., multi-storey, high density residential apartment buildings). Additionally, the transit availability at the other proxy sites is comparable to the subject site (i.e., 1 transit route with a 15-minute headway and located approximately 2 km away from the nearest GO Station). Furthermore, the surrounding land uses are also comparable as well (i.e., residential, commercial and restaurant establishments). TTS data for the TAZs that the proxy sites are in was also extracted and reviewed to confirm that the non-auto modal split is comparable to the subject site. A comparison of TTS data extractions is enclosed in **Appendix D**, as well as the full proxy site survey data results.

The peak proxy sites are summarized in **Table 2.5**.

Table 2.5 – Mississauga Proxy Site Parking Utilization Survey Results

Survey Location	1015 Roosevelt & 1020 Shaw			1051-1061 Seneca Avenue		
Survey Date	2023-02-24	2023-02-25	2023-02-26	2023-02-24	2023-02-25	2023-02-26
Unit Count, Height	152 units, 8 stories			180, 7 stories		
Parking Supply	86 tenant spaces, 14 visitor spaces			197 tenant spaces, 15 visitor spaces		
Maximum Resident Demand	55 spaces	51 spaces	52 spaces	105 spaces	105 spaces	105 spaces
Maximum Visitor Demand	4 spaces	5 spaces	6 spaces	3 spaces	3 spaces	8 spaces
Maximum Combined Utilization Rate	0.39 spaces/unit			0.62 spaces/unit		

Based on the survey results conducted at the Mississauga proxy sites, a maximum combined utilization rate of 0.39 spaces/unit was observed at the 1015 Roosevelt & 1020 Shaw site, whereas a maximum combined utilization rate of 0.62 spaces/unit was observed at the 1051-1061 Seneca Avenue site. The average max utilization rate between both of these sites is 0.51 spaces/unit, which is lower than the minimum requirements for the Downtown area in Burlington and is also lower than the proposed parking rate for the subject site. **On this basis, the results of the Mississauga proxy site parking utilization surveys justify the reduced parking supply proposed at the subject site.**

2.2.3. Zoning By-law Parking Requirement Comparison

Based on our review of zoning by-laws within other municipalities within the GTA, it is common for different rates to apply for different unit types as the number of bedrooms typically correlates to the number of parking spaces required. It is to be noted that while the applicable rate for the subject lands is 1.25 spaces/unit, inclusive of visitor parking, Part 1 of the City of Burlington's Zoning By-law 2020 also prescribes varying vehicle parking rates for different unit types for all areas outside of Primary and Secondary Growth Areas. Based on the rates prescribed in Table 1.2.6 of Zoning By-law 2020, one-bedroom units require 1 space, two-bedroom units require 1.25 spaces, three-bedroom units require 1.5 spaces and 0.25 spaces per unit are required for visitors.

Within the neighbouring City of Hamilton, Zoning By-law 05-200 states that for a dwelling unit within a multiple dwelling unit building in all downtown zones, a minimum of 0.3 spaces/unit is required for dwelling units with a GFA less than 50m², whereas dwelling units with a GFA greater than 50m² require a minimum of 0.5 spaces/unit and 0.7 spaces/unit depending on the number of units.

Although the City of Toronto has removed minimum parking requirements, there are now varying maximum rates within Zoning By-law 569-2013. Based on the requirements for apartment buildings within non-parking area zones within the City, a maximum of 0.8 spaces/unit are permitted for bachelor units with a GFA of up to 45m², a permitted of 0.9 spaces/unit are permitted for bachelor units with a GFA greater than 45m², 0.9 spaces/unit are permitted for 1 bedroom units, 1.0 spaces/unit are required for 2 bedroom units and a maximum of 1.2 spaces/unit are permitted for 3 bedroom units.

This review and comparison with the minimum parking requirements for apartment buildings in other municipalities indicates that unit sizes should be a factor considered in the determination of the minimum parking requirement, especially as 78% of the proposed development is comprised of 1 bedroom + den units or smaller (i.e., 1 bedroom and studio).

2.2.4. Vehicle Ownership

2016 Transportation Tomorrow Survey (TTS) data was reviewed for the TAZ that the subject site is located in (i.e., TAZ 4060) to determine the vehicle ownership in the area. The results of the TTS data extraction are detailed in **Table 2.6**.

Table 2.6 – Vehicle Ownership of Apartment Buildings in TAZ 4060

Household Type	Number of Available Vehicles				
	0	1	2	3	4+
Apartment	17%	62%	17%	2%	1%

Based on the results of the TTS data extraction for vehicle ownership in the area for apartment buildings, 17% of apartment households do not own a personal vehicle and 62% of apartment household only own one personal vehicle. Unbundled parking, which is a Transportation Demand Management (TDM) measure detailed further in the TDM section of this study, will be implemented for this development and will assist in the reduction of not only vehicle parking demand but also reduce single-occupancy vehicle trips generated by the proposed development.

2.2.5. Modal Split

2016 TTS data was also reviewed to determine the modal split in the TAZ that the subject site is located in. the results of the TTS data extraction are detailed in **Table 2.7**.

Table 2.7 – Modal Split in TAZ 4060

Travel Mode	Auto		Non-Auto		
	Driver	Passenger	Transit	Cycling	Walking
Modal Split	72%	13%	3%	3%	9%
Total	85%		15%		

Based on the results of the TTS data extraction for modal split within the area, it is noted that 15% of trips are made via non-auto modes of transportation. These results indicate that transit, cycling and walking are viable alternative modes of transportation.

2.2.6. Existing Transit Service

Based on the study prepared by the Ministry of Transportation of Ontario (MTO) entitled: 'Transit Supportive Guidelines', dated January 2012, transit users are generally willing to walk 400 meters to a local stop or 800 meters to a transit station. The subject site is situated in a transit supportive area with seven (7) bus stops located within a five (5) minute walk from the subject site. Route services in the immediate area are summarized below.

Route 3 travels between the Downtown Terminal located on John Street and the GO 407 Carpool parking lot, and travels along Brant Street and along Lakeshore Road within the proximity of the subject site. Route 3 operates weekdays between 5:34 AM and 10:34 PM with varying frequencies between 15 and 30 minutes, on Saturdays between 7:04 AM and 10:04 PM with a 30-minute frequency and on Sundays between 8:04 AM and 8:04 PM with a 30-minute frequency.

Route 4 travels between the Aldershot GO Station and the Appleby GO Station, and travels along Elizabeth Street and Caroline Street within the proximity of the subject site. Route 4 operates weekdays between 5:30 AM and 7:30 PM with varying frequencies between 30 and 60 minutes, on Saturdays between 9:38 AM and 8:03 PM with varying frequencies between 60-minute and 72-minute frequencies and on Sundays between 11:03 AM and 4:38 PM with varying 35 minute and 60-minute frequencies.

Route 10 travels between the Burlington GO Station and the Appleby GO Station, and travels along Lakeshore Road within the proximity of the subject site. Route 10 operates weekdays between 4:56 AM and 10:30 PM, on Saturdays between 7:00 AM and 10:30 PM and on Sundays between 8:00 AM and 9:30 PM. Route 10 operates with 15- and 30-minute frequencies 7 days of the week.

Route 11 travels between the Appleby GO Station and the GO 407 Carpool parking lot, and travels along Elizabeth Street and Lakeshore Road within the proximity of the subject site. Route 11 operates weekdays between 5:09 AM and 9:43 PM, on Saturdays between 7:08 AM and 9:40 PM and on Sundays between 8:08 AM and 7:10 PM. Route 11 operates with a 30-minute frequency, 7 days of the week.

It is to be noted that the area surrounding the subject site has a transit score of 48. Existing transit routes in the area are illustrated in **Figure 2-1**.

Figure 2-1 – Existing Transit Facilities



2.2.7. Existing Active Transportation Facilities

Sidewalks

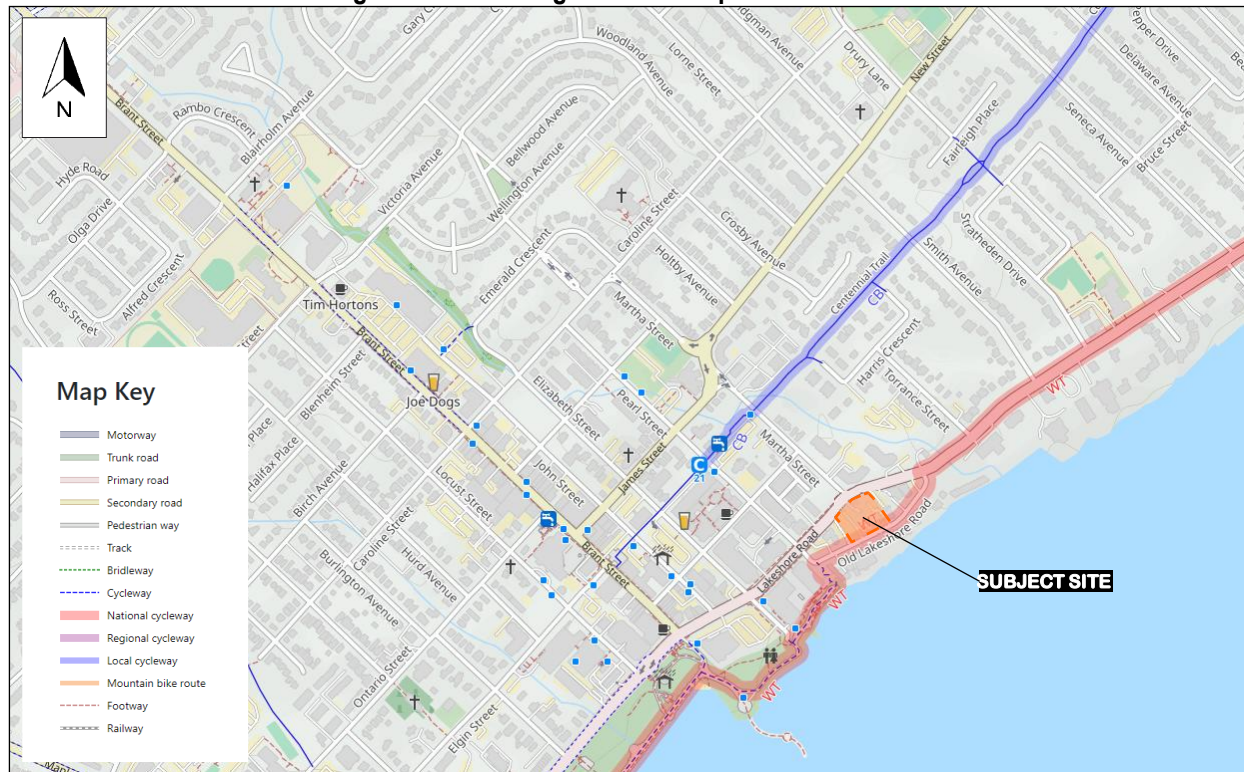
Currently, concrete sidewalks are available along both sides of Lakeshore Road, both sides of Old Lakeshore Road, both sides of Martha Street and both sides of Pearl Street. Additionally, there is a waterfront multi-use trail nearby. The area surrounding the subject site has a bike score of 93.

Cycling

The area surrounding the subject site is accommodating of bicycle travel. A local cycleway is provided along Centennial Trail, north of the subject site. A national cycleway is available along the waterfront and along Old Lakeshore Road. Cycleways also currently exist along Lakeshore Road, west of Brant Street. The area surrounding the subject site has a bike score of 69.

The existing active transportation facilities are illustrated below in **Figure 2-2**.

Figure 2-2 – Existing Active Transportation Facilities



2.2.8. Neighbourhood Context

As previously noted, the subject site is located in an area with a variety of land uses nearby and is provided with exceptional pedestrian and cycling connectivity. Based on our review, the following land uses are available nearby:

- Hotel;
- Hospital;
- Eating establishments;
- Retail;
- Entertainment establishments;
- Grocery store and;
- Educational institution.

Given the variety of land uses nearby, future tenants of the proposed development can travel to points of interest without the need for a personal vehicle.

2.2.9. Transportation Demand Management

The main objective of Transportation Demand Management (TDM) is to encourage residents to take alternative modes of transportation, such as public transit, walking, cycling and carpooling. Based on Nextrans' experience in conducting justification studies in various jurisdictions in the Greater Toronto and Hamilton Area (GTHA), parking management is the best TDM measure that helps ensure the reduction of single-occupant vehicle (SOV) trips to and from proposed developments. Nextrans provides additional recommendations for TDM measures in Section 3 of this study to support the proposed parking reduction for this development.

2.3. Recommended Parking Rates

Based on the justifications provided in this study, Nextrans recommends the vehicle parking rates identified in **Table 2.8** for residents in combination with the 0.03 spaces/unit rate applicable to the Downtown area.

Table 2.8 – Recommended Parking Rates

Unit Type	Proposed Rate	Unit Count	Number of Spaces
Studio	0.4 spaces/unit	22	9 spaces
1B and 1B+D	0.8 spaces/unit	186	149 spaces
2B and 2B+D	1 space/unit	83	83 spaces
3B	1.5 spaces/unit	24	36 spaces
Visitor	0.03 spaces/unit*	315	9 spaces
Total			286 spaces

*As required in the Downtown Area

The resulting blended rate that Nextrans supports for the site is 0.88 spaces/unit for residents and 0.03 spaces/unit for visitors. On this basis, the proposed vehicle parking supply of 277 spaces for residents and nine (9) spaces for visitors.

3.0 TRANSPORTATION DEMAND MANAGEMENT

The primary objectives of this TDM plan are as follows:

- Provision of facilities / operations to promote behavioural change for reduced automobile uses and encourage the use of alternative sustainable transportation modes aside from single-occupancy vehicle (SOV).
- Maximize average auto occupancies, with the intent of a net minimization of site-related auto trips.
- Create and support opportunities for an inclusive transportation system to accommodate and facilitate all potential road users in a safe and efficient manner.

TDM refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicle trips, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. In short, TDM works to change how, when, where, and why people travel.

TDM strategies have multiple benefits including the following:

- Reduced auto-related emissions to improve air quality.
- Decreased traffic congestion to reduce travel time.
- Increased travel options.
- Reduced personal transportation costs and energy consumption.
- Support Provincial smart growth objectives.

Based on our review, the following TDM measures are recommended for the proposed development:

3.1. Carshare

Carshare services and membership play an important role in car ownership reduction. Carshare helps in minimizing the car ownership costs and parking costs, as well as reduce the numbers of auto trips to and from the proposed development. This is an attractive option for tenants who only require a personal vehicle for non-work-related trips (i.e., grocery shopping).

It is to be noted that while there are no carshare reductions outlined in the City of Burlington's Zoning By-law, the City of Toronto and Town of Newmarket's zoning by-law's indicate that a reduction in vehicle parking requirement by four (4) is permitted for every car share space provided, and the maximum allowable reduction is calculated using the following formula:

$$\text{carshare spaces} = 4 \times \left(\frac{\text{no. of units}}{60} \right), \text{rounded down to the nearest whole number}$$

By using this formula, the maximum permitted reduction for this development would be 21 spaces, which would be achieved by providing six (6) carshare spaces. To achieve this reduction, one (1) carshare space is required. By applying this reduction to the minimum vehicle parking requirement of 337 spaces for the site, the reduced minimum vehicle parking requirement would be 316 spaces required for the 315 units proposed. In comparing this reduced minimum vehicle parking requirement with the proposed supply of 286 vehicle parking spaces, it is noted that the reduction would be 9.5%.

We acknowledge that the City of Burlington does not use these same methodologies as Toronto or Newmarket to reduce vehicle parking and also acknowledge that there are no existing carsharing services provided; however, it is evident that carshare is an effective TDM measure that reduces the vehicle parking demand of a site and also reduces the number of single occupancy vehicle trips generated by a site. On this basis, it is our opinion that the proposed carshare parking supply of six (6) spaces will be an effective means to reduce the vehicle parking demand on-site. It is our recommendation that the Owner retain a carsharing service such as Zipcar to provide carshare on-site.

3.2. Unbundled Parking

Unbundling parking from the sale or lease of a unit is an effective parking management measure which offers several benefits for residents. Unbundled parking allows for the ownership of a parking space to be optional for residents, which is an attractive option for residents who do not own a vehicle. Since parking is sold separate from the sale of a unit, there are resulting financial savings for residents who do not require a parking space. As parking management is the most effective TDM strategy to incentivize residents to utilize alternative modes of transportation.

It is our recommendation that the proposed development unbundle parking from the sale/lease of dwelling units to assist in the reduction of vehicle parking demand on-site.

3.3. Transit

Public transit includes various services using shared vehicles to provide mobility to the public, these generally include:

- Heavy rail – relatively large, higher-speed trains, operating entirely on separate rights-of-way, with infrequent stops, providing service between communities;
- Light Rail Transit – moderate size, medium-speed trains, operating mainly on separate rights-of-way, with variable distances between stations, providing service between urban neighborhoods and commercial centers;
- Streetcars – relatively small, lower-speed trains, operating primarily on urban streets, with frequent stops which provide service along major urban corridors;
- Conventional bus transit - full-size buses on fixed routes and schedules;
- Bus Rapid Transit – premium quality bus service with features that typically include grade separation, frequent service, attractive stations, quick loading, and attractive vehicles; and,

- Express commuter bus – direct bus service from residential to employment areas.

As identified in Section 2.3.6 of this study, the subject site is located within a transit supportive area, with multiple route services available within a 400-meter walk (i.e., a five (5)-minute walk).

To encourage transit usage, it is recommended that a welcome package be provided for residents, which includes transit service information (i.e., transit system maps and service / schedule times) to assist residents in planning their trips (i.e., to / from work / school). In addition, it is recommended that a one-time pre-loaded Presto card be provided on a demand basis for new residents with a starting value (inclusive of registration fee) equivalent to one (1) month's travel costs.

3.4. Active Transportation

Walking

Walkability reflects overall walking conditions in an area. It considers the quality of pedestrian facilities, roadway conditions, land use patterns, community support, security and comfort for walking.

Generally, walkability can be evaluated at various scales:

- Site scale – affected by the quality of pathways, building accessways and related facilities;
- Street or neighborhood level – affected by the existence of sidewalks and crosswalks, and roadway conditions (road widths, traffic volumes and speeds); and,
- Community level – affected by land use accessibility, such as the relative location of common destinations and the quality of connections between them.

Pedestrian pathways are incorporated into the site design, providing a safe and convenient connections to the adjacent public sidewalk system.

Cycling

There are many specific ways to improve bicycle transportation, including the following:

- Improving paths and bike lanes;
- Correcting specific roadway hazards (potholes, cracks, narrow lanes, etc.);
- Improving road, road shoulder and path management and maintenance;
- Improving bicycling parking facilities;
- Develop a more connected street network and clustered development;
- Establish public bike systems that provide convenient rental bicycles for short utilitarian trips;
- Safety education, law enforcement and encouragement programs; and,
- Integration with transit.

While the City's Zoning By-law 2020 does not prescribe any minimum requirements for bicycle parking for residential uses, the site plan illustrates a total of 176 bicycle parking spaces (i.e., two (2) spaces for the commercial use and 174 spaces for the residential use). Section 2.2.8 of this study identifies that there is an extensive cycling network available within the area, and as such, the provision of bicycle parking provide residents with a safe place to store their bicycle and will encourage residents to utilize alternative modes of transportation, such as cycling.

4.0 CONCLUSION

4.1. Study Findings

The findings of our analysis are as follows:

- The development proposal seeks to redevelop the subject lands to construct a 27-storey mixed-use high-rise residential building with a total of 315 dwelling units and 430 m² GFA at-grade dedicated to commercial uses. A total of 292 vehicle parking spaces are proposed on-site, inclusive of six (6) car share spaces, as well as 176 bicycle parking spaces. Vehicular access to the site is envisioned via a full movement access onto Lakeshore Road.
- An Ontario Land Tribunal (OLT) decision for the subject site permitted a total of 316 vehicle parking spaces, composed of 280 resident spaces, 30 visitor spaces and six (6) car-share parking spaces. The motion to approve this parking supply is in accordance with a previous iteration of the site plan that illustrated a total of 310 dwelling units. The OLT Case number is OLT-21-001792.
- Aside from the OLT Decision, the vehicle parking requirements were calculated based on the rates prescribed for apartment dwellings in the Downtown area. Based on the rates required for the Downtown area, the proposed development requires a minimum of 328 vehicle parking spaces for residents and nine (9) spaces for visitors, resulting in a total minimum vehicle parking requirement of 337 vehicle parking spaces. In comparing the minimum vehicle parking requirement for the site with the total supply of 286 vehicle parking spaces proposed, there is a technical shortfall of 51 vehicle parking spaces (15% reduction).
- Based on Table 1.2.7 in Part 1 of the by-law, if the required number of parking is over 90 spaces, a minimum of 3% of required parking shall be designated as accessible parking. On this basis, a minimum of 10 accessible parking spaces are required.
- Based on the rates prescribed for commercial and retail land uses in Zoning By-law 2020 and the rates prescribed in IBI Group's Burlington City-Wide Parking Standards Review, the site requires a total of 176 bicycle parking spaces. In comparison to the bicycle parking supply of 160 long-term spaces and 16 short-term spaces, the bicycle parking supply is compliant with the minimum requirements of the governing Zoning By-law and the Burlington City-Wide Parking Standards Review.
- The results of the parking utilization surveys at the 2025 Maria Street proxy site indicate that a peak demand of 116 spaces utilized or 0.75 spaces/unit was observed. The results of the parking utilization surveys at the 442 Maple Avenue proxy site indicate that a peak demand of 132 spaces utilized or 1.06 spaces/unit was observed. The resulting average max resident utilization rate for both sites is 0.91 spaces/unit.
- Based on the survey results conducted at the Mississauga proxy sites, a maximum combined utilization rate of 0.39 spaces/unit was observed at the 1015 Roosevelt & 1020 Shaw site, whereas a maximum combined utilization rate of 0.62 spaces/unit was observed at the 1051-1061 Seneca Avenue site. The average max utilization rate between both of these sites is 0.51 spaces/unit, which is lower than the minimum requirements for the Downtown area in Burlington and is also lower than the proposed parking rate for the subject site.
- Our review and comparison with the minimum parking requirements for apartment buildings in other municipalities indicates that unit sizes should be a factor considered in the determination of the minimum parking requirement, especially as 78% of the proposed development is comprised of 1 bedroom + den units or smaller (i.e., 1 bedroom and studio).
- Based on the results of the TTS data extraction for vehicle ownership in the area for apartment buildings, 17% of apartment households do not own a personal vehicle and 62% of apartment households only own one personal vehicle.

- Based on the results of the TTS data extraction for modal split within the area, it is noted that 15% of trips are made via non-auto modes of transportation. These results indicate that transit, cycling and walking are viable alternative modes of transportation.
- Based on our review of the existing transportation facilities within the area, the site is well connected to existing transit facilities, pedestrian walking facilities and cycling facilities.
- The site is located within an area that has a variety of land uses nearby and future tenants of the proposed development can travel to points of interest without the need for a personal vehicle.

4.2. Study Conclusions and Recommendations

Based on the findings of our analysis, our conclusions and recommendations are as follows:

- Based on our review of carshare parking reductions in other municipalities, we conclude that the proposed carshare parking supply of six (6) spaces will be an effective means to reduce the vehicle parking demand on-site. It is our recommendation that the Owner retain a carsharing service such as Zipcar to provide carshare on-site.
- It is our recommendation that the proposed development unbundle parking from the sale/lease of dwelling units to assist in the reduction of vehicle parking demand on-site.
- To encourage transit usage, it is recommended that a welcome package be provided for residents, which includes transit service information (i.e., transit system maps and service / schedule times) to assist residents in planning their trips (i.e., to / from work / school). In addition, it is recommended that a one-time pre-loaded Presto card be provided on a demand basis for new residents with a starting value (inclusive of registration fee) equivalent to one (1) month's travel costs.
- Based on the justifications provided in this study, Nextrans supports a blended parking rate of 0.88 spaces/unit for residents and 0.03 spaces/unit for visitors, broken down as follows:
 - Studio 0.4 spaces/unit
 - 1B and 1B+D 0.8 spaces/unit
 - 2B and 2B+D 1 space/unit
 - 3B 1.5 spaces/unit

Based on the findings of our analysis, we conclude that the proposed parking supply of 277 resident spaces and nine (9) visitor spaces on-site is adequate to accommodate the projected vehicle parking demands.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

NEXTRANS CONSULTING ENGINEERS

A Division of NextEng Consulting Group Inc.

Prepared by:



Kristian Aviles, B.Eng
Transportation Analyst

Approved By:



Richard Pernicky, MITE
Principal

Appendix A – Site Plan

BURLINGTON MIXED-USE BUILDING

2096 - 2100 Lakeshore Rd, Burlington



3D IMAGE



3D IMAGE

ARCHITECTURAL DRAWING LIST

ZBA / SPA DRAWING LIST					
Sheet #	Sheet Name	ZBA	ZBA2	SPA	MV
A0					
A 0.01	PROJECT STATISTICS	•	•	•	•
A1					
A 1.00	ROOF SITE PLAN	•	•	•	•
A 1.02	GROUND FLOOR SITE PLAN	•	•	•	•
A 1.10	3D VIEWS 1			•	•
A 1.11	3D VIEWS 2			•	•
A3					
A 3.0V	FLOOR PLAN - P5	•	•	•	•
A 3.0W	FLOOR PLAN - P4	•	•	•	•
A 3.0X	FLOOR PLAN - P3	•	•	•	•
A 3.0Y	FLOOR PLAN - P2	•	•	•	•
A 3.0Z	FLOOR PLAN - P1	•	•	•	•
A 3.01	GROUND FLOOR PLAN	•	•	•	•
A 3.02	FLOOR PLAN - LEVEL 2-5	•	•	•	•
A 3.03	FLOOR PLAN - LEVEL 6	•	•	•	•
A 3.04	FLOOR PLAN - LEVEL 7	•	•	•	•
A 3.05	FLOOR PLAN - LEVEL 8-24	•	•	•	•
A 3.06	FLOOR PLAN - LEVEL 25-27			•	•
A 3.07	FLOOR PLAN - MPH			•	•
A 3.08	FLOOR PLAN - ROOF PLAN			•	•
A5					
A 5.00	EAST ELEVATION	•	•	•	•
A 5.01	SOUTH ELEVATION	•	•	•	•
A 5.02	WEST ELEVATION	•	•	•	•
A 5.03	NORTH ELEVATION	•	•	•	•
A6					
A 6.00	SECTION A	•	•	•	•
A 6.01	SECTION B	•	•	•	•

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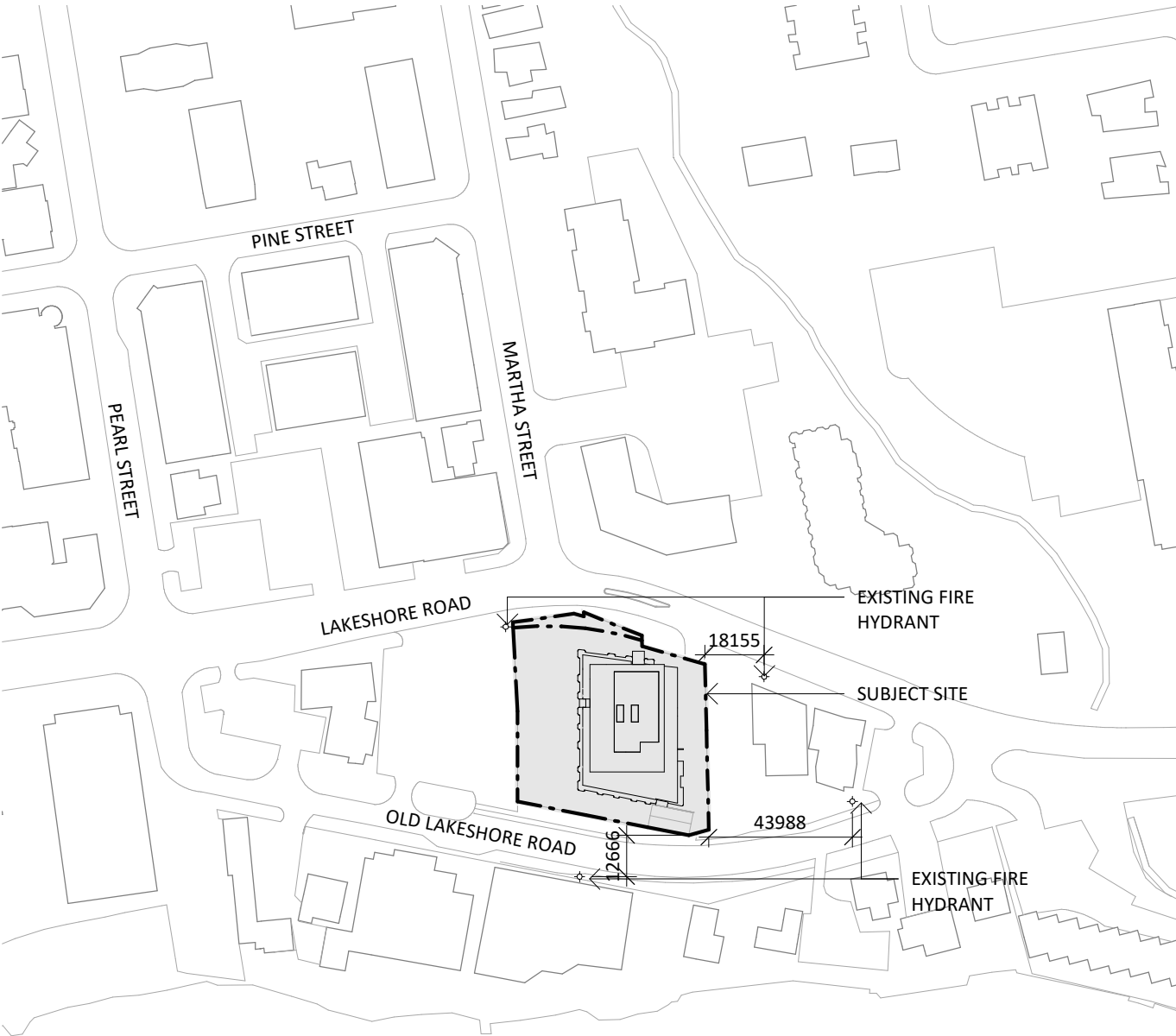
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CONTEXT PLAN

Scale:
1-2000

ISSUED FOR MINOR VARIANCE

March 19, 2024

Issued:

4	MV	Mar 19, 2024
3	SPA	Aug 03, 2023
2	OPA2/ZBA2	Sep 30, 2020
1	OPA/ZBA	Aug 22, 2019

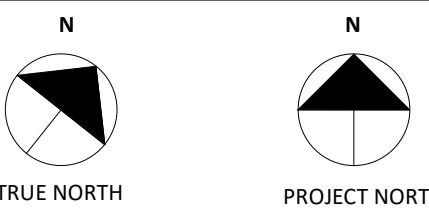
Rev. Issuance Date

General Notes:
1. These Contract Documents are the property of the Architect. The Architect bears no responsibility for the interpretations of these documents by the Contractor. Upon written application the Architect will provide written/graphic clarification or supplementary information regarding the intent of the Contract Documents. The Architect will review Shop Drawings submitted by the Contractor for design conformance only.

2. Drawings are not to be scaled for construction. Contractor to verify all existing conditions and dimensions required to perform the Work and report any discrepancies with the Contract Documents to the Architect before commencing work.

3. Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on the Architectural drawings. The locations shown on the Architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the Architect

Architect:
STUDIO JCI
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BURLINGTON MIXED-USE BUILDING

ADDRESS:
2096 - 2100 Lakeshore Rd, Burlington

COVER

Project No.: 1816
Scale: 1 : 2000
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 000

PROPOSED MIXED USE DEVELOPMENT
ADDRESS

AREA SUMMARY

ZONING: H-DLA - 512⁶

Lot Area (existing):	3357.2 m ²	36,136.5 ft ²	Residential GFA:	22897.3 m ²	246,464.0 ft ²
Lot Area (after road widening)	3246.0 m ²	34,939.2 ft ²	Non-Residential GFA:	430.0 m ²	4,628.1 ft ²
Landscaped Open Space:	1,615 m ²	17,383.7 ft ²	Total GFA:	23327.2 m ²	251,092.1 ft ²
Paved Surface Area:	584 m ²	5,790.8 ft ²	Gross Building Floor Area:	25793.4 m ²	277,638.4 ft ²
Ground Floor Area:	1249.7 m ²	13,451.9 ft ²	Floor Area Ratio ⁵ :	7.95	

Number of Stories: 28
Building Height⁴: 89.0 m Includes Mech. PH

2. According to By-law 2020 PART 16:

Gross Floor Area:

The sum of the areas of each floor of a building but shall include a basement or cellar when used for commercial purpose. Measurement shall be from the exterior face of outside walls, or from the centre line of partition and common walls. Gross Floor Area shall not include floor space devoted to:

- Vehicle Parking
- Storage
- Air Handling Equipment
- Enclosed mall and hallways, excluding kiosk, stairways
- Elevators and associated equipment
- Washrooms
- Foyers, lobbies, but not waiting areas/rooms

3. According to By-law 2020 PART 16:

Gross Building Floor Area:

The total area of the floor measured to the outside of all outside walls, including a basement or cellar but excluding areas used for parking of motor vehicles or areas above an atrium.

4. According to By-law 2020 PART 16:

Building Height:

For residential buildings designed to be accessible by direct access from the ground or by means of stairways, height means the vertical distance measured in linear metres, between fixed grade and the highest point of a flat or peaked roof, exclusive of any ornamental dome, chimney, tower, cupola, steeple, spire, water storage tank, electric apparatus, sign, television antenna, structure for mechanical equipment required for the operation of the building.

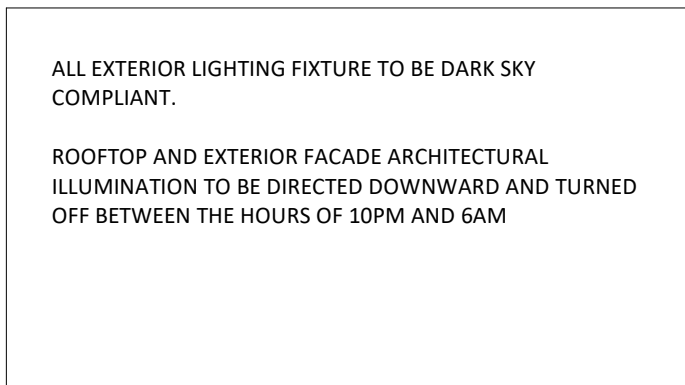
5. According to By-law 2020 PART 16:

Floor Area Ratio:

The mathematical relationship between building floor area and lot area, determined by dividing the gross building floor area of all buildings on a lot by the net area of that lot.

6. As per OLT decision No. OLT-21-001792, Dated May 4, 2022.

GROSS BUILDING AREA (GCA)		RESIDENTIAL (UNIT AREA) ¹		RESIDENTIAL STORAGE		COMMERCIAL/RETAIL		COMMON AREA / CIRCULATION		VEHICLE PARKING		INDOOR AMENITY		GFA EXEMPTIONS ²		TOTAL GFA ²		GROSS BUILDING FLOOR AREA EXEMPTIONS ³		TOTAL GROSS BUILDING FLOOR AREA ³		RESIDENTIAL UNITS	
Level	m2	SF	m2	SF	m2	SF	m2	sf	m2	sf	m2	sf	m2	sf	m2	sf	m2	sf	m2	sf			
P5 FLOOR	2900.0 m ²	31,215.3 ft ²	0.0 m ²	0.0 ft ²	167.8 m ²	1,806.6 ft ²	0.0 m ²	0.0 ft ²	322.7 m ²	3,473.9 ft ²	2409.4 m ²	25,934.9 ft ²	0.0 m ²	0.0 ft ²	2706.6 m ²	29,134.0 ft ²	193.4 m ²	2,081.3 ft ²	2409.4 m ²	25,934.9 ft ²	490.6 m ²	5,280.5 ft ²	
P4 FLOOR	2900.0 m ²	31,215.3 ft ²	0.0 m ²	0.0 ft ²	284.4 m ²	3,061.6 ft ²	0.0 m ²	0.0 ft ²	205.6 m ²	2,213.0 ft ²	2410.0 m ²	25,940.8 ft ²	0.0 m ²	0.0 ft ²	2823.2 m ²	30,388.7 ft ²	76.8 m ²	826.6 ft ²	2410.0 m ²	25,940.8 ft ²	490.0 m ²	5,274.5 ft ²	
P3 FLOOR	2900.0 m ²	31,215.5 ft ²	0.0 m ²	0.0 ft ²	246.7 m ²	2,655.7 ft ²	0.0 m ²	0.0 ft ²	249.7 m ²	2,687.8 ft ²	2403.6 m ²	25,872.0 ft ²	0.0 m ²	0.0 ft ²	2823.2 m ²	30,388.9 ft ²	76.8 m ²	826.6 ft ²	2403.6 m ²	25,872.0 ft ²	496.4 m ²	5,343.5 ft ²	
P2 FLOOR	2900.0 m ²	31,215.5 ft ²	0.0 m ²	0.0 ft ²	250.4 m ²	2,694.9 ft ²	0.0 m ²	0.0 ft ²	255.4 m ²	2,748.9 ft ²	2394.3 m ²	25,771.6 ft ²	0.0 m ²	0.0 ft ²	2686.7 m ²	28,919.1 ft ²	213.3 m ²	2,296.4 ft ²	2394.3 m ²	25,771.6 ft ²	505.8 m ²	5,443.9 ft ²	
P1 FLOOR	2900.0 m ²	31,215.5 ft ²	0.0 m ²	0.0 ft ²	38.8 m ²	417.5 ft ²	0.0 m ²	0.0 ft ²	536.1 m ²	5,771.1 ft ²	2325.1 m ²	25,027.0 ft ²	0.0 m ²	0.0 ft ²	2419.0 m ²	26,038.4 ft ²	481.0 m ²	5,177.1 ft ²	2325.1 m ²	25,027.0 ft ²	574.9 m ²	6,188.5 ft ²	
FIXED GRADE / GROUND FLOOR	1249.7 m ²	13,451.9 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	398.2 m ²	4,286.3 ft ²	443.2 m ²	4,771.0 ft ²	148.1 m ²	1,594.2 ft ²	260.2 m ²	2,800.5 ft ²	262.9 m ²	2,830.0 ft ²	986.8 m ²	10,621.9 ft ²	0.0 m ²	0.0 ft ²	1249.7 m ²	13,451.9 ft ²	
MEZZANINE (HERITAGE)	37.8 m ²	406.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	31.8 m ²	341.8 ft ²	6.0 m ²	65.0 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	37.8 m ²	406.8 ft ²	0.0 m ²	0.0 ft ²	37.8 m ²	406.8 ft ²	
2ND FLOOR	1181.0 m ²	12,711.7 ft ²	1054.2 m ²	11,347.5 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	126.7 m ²	1,364.2 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	1155.4 m ²	12,436.5 ft ²	0.0 m ²	0.0 ft ²	1181.0 m ²	12,711.7 ft ²	16
3RD FLOOR	1181.0 m ²	12,711.7 ft ²	1054.2 m ²	11,347.5 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	126.7 m ²	1,364.2 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	1155.4 m ²	12,436.5 ft ²	0.0 m ²	0.0 ft ²	1181.0 m ²	12,711.7 ft ²	16
4TH FLOOR	1181.0 m ²	12,711.7 ft ²	1054.2 m ²	11,347.5 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	126.7 m ²	1,364.2 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	1155.4 m ²	12,436.5 ft ²	0.0 m ²	0.0 ft ²	1181.0 m ²	12,711.7 ft ²	16
5TH FLOOR	1181.0 m ²	12,711.7 ft ²	1054.2 m ²	11,347.5 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	126.7 m ²	1,364.2 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	1155.4 m ²	12,436.5 ft ²	0.0 m ²	0.0 ft ²	1181.0 m ²	12,711.7 ft ²	16
6TH FLOOR	1181.0 m ²	12,711.7 ft ²	1050.4 m ²	11,306.0 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	130.6 m ²	1,405.6 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	1155.4 m ²	12,436.5 ft ²	0.0 m ²	0.0 ft ²	1181.0 m ²	12,711.7 ft ²	16
7TH FLOOR	736.6 m ²	7,928.2 ft ²	374.5 m ²	4,031.6 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	111.9 m ²	1,204.6 ft ²	0.0 m ²	0.0 ft ²	250.1 m ²	2,692.1 ft ²	25.6 m ²	275.2 ft ²	711.0 m ²	7,653.0 ft ²	0.0 m ²	0.0 ft ²	736.6 m ²	7,928.2 ft ²	7
8TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
9TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
10TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
11TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
12TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
13TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
14TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
15TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
16TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
17TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
18TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
19TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
20TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	25.6 m ²	275.2 ft ²	723.9 m ²	7,791.8 ft ²	0.0 m ²	0.0 ft ²	749.4 m ²	8,067.0 ft ²	12
21TH FLOOR	749.4 m ²	8,067.0 ft ²	643.4 m ²	6,925.1 ft ²	0.0 m ²	0.0 ft ²	0.0 m ²	0.0 ft ²	106.1 m ²	1,141.8 ft ²	0.0 m ² </												

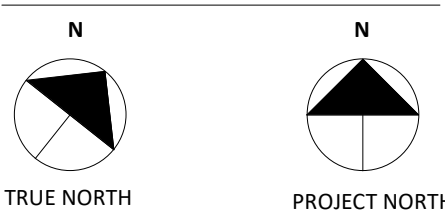


Issued:		
Rev.	Issuance	Date
4	MV	Mar 19, 2024
3	SPA	Aug 03, 2023
2	OPA2/ZBA2	Sep 30, 2020
1	OPA/ZBA	Aug 22, 2019

General Notes:

1. These Contract Documents are the property of the Architect. The Architect bears no responsibility for the interpretations of these documents by the Contractor. Upon written application the Contractor will provide written/graphic information and supplemental information regarding the intent of the Contract Documents. The Architect will review Shop Drawings submitted by the Contractor for design conformance only.
2. Drawings are not to be scaled for construction. Contractor to verify all existing conditions and dimensions required to be shown on drawings. The Contractor acknowledges and agrees that any discrepancies with the Contract Documents to the Architect before commencing work.
3. Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on the Architectural Drawings. The locations shown on the Architectural Drawings govern over the locations shown on the Electrical Drawings. Those items not clearly located will be installed as directed by the Architect.

Architect:
STUDIO JCI
20 De Boers Drive, Suite 525
Toronto, ON M3J 0H1
t. 416.901.6528
www.studiojci.com



BURLINGTON MIXED-USE BUILDING

ADDRESS:
2096 - 2100 Lakeshore Rd, Burlington

ROOF SITE PLAN

Project No.: 1816
Scale: 1 : 200
Date: March 19, 2024
Drawn by: STUDIO JCI

Drawing No.:

A 1.00

[illegible]

General Notes:
These Contract Documents are the property of the Architect. The Architect bears no responsibility for the interpretations of these documents by the Contractor. Upon written application the Architect will provide written/graphic clarification or supplementary information regarding the intent of the Contract Documents. The Architect will review Shop Drawings submitted by the Contractor for design conformance only.

Positions of exposed or finished mechanical or electrical devices, fittings, and fixtures are indicated on the Architectural Drawings. The locations shown on the Architectural drawings govern over the Mechanical and Electrical drawings. Those items not clearly located will be located as directed by the Architect

GROUND FLOOR SITE PLAN

Drawing No.:

BINS THAT WILL BE USED FOR NON-RESIDENTIAL WASTE WILL BE LABELED SEPARATELY FROM BINS FOR RESIDENTIAL WASTE (I.E. "RETAIL WASTE ONLY")

THE NON-RESIDENTIAL COMPONENT WILL ONLY SCHEDULE USE OF THE LOADING SPACE ON OPPOSITE DAYS FROM THE COLLECTION DAYS OF THE RESIDENTIAL COMPONENT TO ENSURE THAT THE LOADING SPACE WILL BE VACANT FOR CITY WASTE COLLECTION

FIXED GRADE CALCULATED AS AVERAGE ELEVATION OF THE GROUND ALONG ALL LOT LINES THAT ABUT A STREET (LAKESHORE ROAD AND OLD LAKESHORE ROAD) AT PROPERTY LINE. (81.4m, 81.6m); FIXED GRADE = 81.5m

Appendix B – Correspondence with City of Burlington Staff

Kristian Aviles

From: Ozimkovic , Danijel <Danijel.Ozimkovic@burlington.ca>
Sent: January 9, 2024 9:34 AM
To: Kristian Aviles
Subject: RE: 2093 Old Lakeshore Road Proxy Site Parking Utilization Surveys

Hi Kristian,

Hope you are doing well. I believe Kaylan already replied to your email. For the Downtown, we will be looking for a minimum parking rate of 1.07 parking spaces per unit. The breakdown is 1.04 for occupants and 0.03 for visitors. Let me know if you have any questions?

Thanks,

Dan Ozimkovic, C.E.T., A.Sc.T.

Transportation Planning Technologist

Transportation Services Department

City of Burlington

Our working hours may be different. You are not obligated to reply outside of your typical working hours.

From: Lucas, Sandra
Sent: January 8, 2024 3:25 PM
To: Kristian Aviles <kristian@nextrans.ca>
Cc: Morgan, Melissa <Melissa.Morgan@burlington.ca>
Subject: RE: 2093 Old Lakeshore Road Proxy Site Parking Utilization Surveys

Good afternoon Kristian, I will ask one of the team if they have time to look at the proxy sites while I am out of the office.

Regards

Sandra Lucas (she/her)

Supervisor of Transportation Planning

Transportation Services Department

MAIN: 905-335-7600 ext 7401

sandra.lucas@burlington.ca

426 Brant Street P.O. Box 5013, Burlington, Ontario, L7R 3Z6



Our working hours may be different. You are not obligated to reply outside of your typical working hours.

From: Kristian Aviles <kristian@nextrans.ca>
Sent: January 8, 2024 2:15 PM

To: Lucas, Sandra <Sandra.Lucas@burlington.ca>
Cc: Morgan, Melissa <Melissa.Morgan@burlington.ca>
Subject: 2093 Old Lakeshore Road Proxy Site Parking Utilization Surveys

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Nextrans has been retained as the transportation consultant for the proposed development addressed in the subject line of this email. We will be preparing a parking justification study to justify the proposed reduced parking rate on-site. Attached is our Terms of Reference, outlining two (2) proxy sites that we are considering for parking utilization surveys.

Please advise if the proxy sites and survey parameters are acceptable. Given that our resubmission timeline is short, we are eager to complete the surveys ASAP. **Your prompt reply is appreciated.**

Thank you in advance,

Kristian Aviles, B.Eng.
Transportation Analyst

o: 905-503-2563 ext. 206
e: kristian@nextrans.ca
w: www.nextrans.ca

NexTrans Consulting Engineers
A Division of NextEng Consulting Group Inc.
520 Industrial Parkway South, Suite 201
Aurora ON L4G 6W8

This message, including any attachments, is privileged and intended only for the addressee(s) named above. If you are not the intended recipient, you must not read, use or disseminate the information contained in this email/fax. If you have received this email/fax transmission in error, please notify the sender immediately by telephone, fax or email and permanently delete this email from your computer/shred this fax, including any attachments, without making a copy. Access to this email/fax by anyone else is unauthorized. Thank you.

Appendix C – Terms of Reference

520 Industrial Parkway South, Suite 201
Aurora, Ontario L4G 6W8

Phone: 905-503-2563
www.nexttrans.ca



NextEng Consulting Group Inc.

To: Sandra Lucas, City of Burlington

From: Kristian Aviles, Nexttrans Consulting Engineers

Date: January 8, 2024

**Re: Terms of Reference – Parking Utilization Surveys
Proposed Residential Development
2093 Old Lakeshore Road, City of Burlington
Our Project No. NT-23-183**

We wish to confirm the following work plan for proxy site parking utilization surveys in support of a reduced parking ratio for a proposed high-rise residential development, municipally addressed as 2093 Old Lakeshore Road (herein referred to as the "subject site"), in the City of Burlington.

It is to be noted that an OLT approval has been issued for the subject site; however, our Client is seeking to reduce the parking supply further. To support the parking reduction, We propose to conduct proxy site parking utilization surveys of similar sites (i.e., high-rise residential buildings) within the City of Burlington to obtain a supportive parking rate that would be prorated to support the proposed reduction of the subject site.

We propose to conduct parking utilization surveys to capture both resident and visitor demands on a typical Friday and Saturday from 4:00 PM to 12:00 AM, which, based on our previous experience, has historically been the time when peak parking demands are captured for residential land uses. The survey dates we are considering are Friday, January 19 and Saturday, January 20 or Friday, January 26 and Saturday, January 27.

We propose to conduct parking utilization surveys at the following locations:

1. 2025 Maria Street, City of Burlington
 - 17-storey condominium apartment building with 154 dwelling units
2. 442 Maple Avenue, City of Burlington
 - 14-storey condominium apartment building with 125 dwelling units

It is noted that the density of the proposed proxy sites are not directly comparable to the proposed development; however, given that the proposed proxy sites are located within a similar area as the proposed development, a similarity in transportation patterns should be reflected.

Additionally, given that the proposed commercial use on-site is ancillary, the parking justification will focus on justifying the reduction of the residential component of the development.

We trust the above is sufficient to establish our scope of work for proxy site parking utilization surveys. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

NEXTRANS CONSULTING ENGINEERS

A handwritten signature in black ink that reads "Kristian Aviles". The signature is written in a cursive, flowing style.

Kristian Aviles, B.Eng
Transportation Analyst

Kristian Aviles

From: Ozimkovic , Danijel <Danijel.Ozimkovic@burlington.ca>
Sent: January 10, 2024 2:59 PM
To: Kristian Aviles
Cc: Morgan, Melissa; Lucas, Sandra
Subject: RE: 2093 Old Lakeshore Road Proxy Site Parking Utilization Surveys

The two properties are acceptable.

Thanks,

Dan Ozimkovic, C.E.T., A.Sc.T.

Transportation Planning Technologist

Transportation Services Department

City of Burlington

Our working hours may be different. You are not obligated to reply outside of your typical working hours.

From: Kristian Aviles <kristian@nextrans.ca>
Sent: Wednesday, January 10, 2024 2:57 PM
To: Ozimkovic , Danijel <Danijel.Ozimkovic@burlington.ca>
Cc: Morgan, Melissa <Melissa.Morgan@burlington.ca>; Lucas, Sandra <Sandra.Lucas@burlington.ca>
Subject: RE: 2093 Old Lakeshore Road Proxy Site Parking Utilization Surveys

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Thanks for advising Danijel.

Our Client is still undecided whether the proposed development will be a condo or rental apartment and so I believe it would be in our best interest to also conduct surveys of rental properties within the downtown area.

Please advise if the following two properties are also acceptable for surveys under the same parameters that you've noted:

1. 360 Torrance Street (175 units / 15 stories)
2. 472 Brock Avenue (117 units / 14 stories)

Thanks,

Kristian Aviles, B.Eng.

Transportation Analyst

o: 905-503-2563 ext. 206

e: kristian@nextrans.ca

w: www.nextrans.ca

NexTrans Consulting Engineers

A Division of NextEng Consulting Group Inc.

520 Industrial Parkway South, Suite 201

Aurora ON L4G 6W8

From: Ozimkovic , Danijel <Danijel.Ozimkovic@burlington.ca>
Sent: Wednesday, January 10, 2024 12:34 PM

To: Kristian Aviles <kristian@nextrans.ca>

Cc: Morgan, Melissa <Melissa.Morgan@burlington.ca>; Lucas, Sandra <Sandra.Lucas@burlington.ca>

Subject: RE: 2093 Old Lakeshore Road Proxy Site Parking Utilization Surveys

Please collect data on Tuesday, Thursdays and Saturdays from 8pm to 11pm.

It will be consistent with the counts that City staff completed.

Thanks,

Dan Ozimkovic, C.E.T., A.Sc.T.

Transportation Planning Technologist

Transportation Services Department

City of Burlington

Our working hours may be different. You are not obligated to reply outside of your typical working hours.

From: Kristian Aviles <kristian@nextrans.ca>

Sent: Tuesday, January 9, 2024 5:02 PM

To: Ozimkovic, Danijel <Danijel.Ozimkovic@burlington.ca>

Cc: Morgan, Melissa <Melissa.Morgan@burlington.ca>; Lucas, Sandra <Sandra.Lucas@burlington.ca>

Subject: RE: 2093 Old Lakeshore Road Proxy Site Parking Utilization Surveys

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We were proposing Fridays and Saturdays from 4PM to midnight as this is typically in line with the peak demand of residential sites we've surveyed in the past; however, if you can advise staff's preferred dates and times then we will conduct our surveys by those parameters instead.

Kristian Aviles, B.Eng.

Transportation Analyst

o: 905-503-2563 ext. 206

e: kristian@nextrans.ca

w: www.nextrans.ca

NexTrans Consulting Engineers

A Division of NextEng Consulting Group Inc.

520 Industrial Parkway South, Suite 201

Aurora ON L4G 6W8

From: Ozimkovic, Danijel <Danijel.Ozimkovic@burlington.ca>

Sent: Tuesday, January 9, 2024 2:51 PM

To: Kristian Aviles <kristian@nextrans.ca>

Cc: Morgan, Melissa <Melissa.Morgan@burlington.ca>; Lucas, Sandra <Sandra.Lucas@burlington.ca>

Subject: RE: 2093 Old Lakeshore Road Proxy Site Parking Utilization Surveys

Hi Kristian,

I don't have any concerns with the proxy sites.

When it comes to surveys, City staff completed them Tuesday, Thursday and Saturday evenings. Just wondering why you are proposing to do the surveys Fridays and Saturdays from 4:00 PM to 12:00 AM?

Thanks,

Dan Ozimkovic, C.E.T., A.Sc.T.

Transportation Planning Technologist

Transportation Services Department

City of Burlington

Our working hours may be different. You are not obligated to reply outside of your typical working hours.

From: Kristian Aviles <kristian@nextrans.ca>

Sent: Tuesday, January 9, 2024 11:01 AM

To: Ozimkovic , Danijel <Danijel.Ozimkovic@burlington.ca>

Cc: Morgan, Melissa <Melissa.Morgan@burlington.ca>; Lucas, Sandra <Sandra.Lucas@burlington.ca>

Subject: RE: 2093 Old Lakeshore Road Proxy Site Parking Utilization Surveys

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Danijel,

Our client is proposing a development that will have rates lower than what you stated in your reply. Our side met with Sandra and Melissa in December to discuss options to justify the parking reduction and Sandra had advised that we would need to provide rates obtained from parking utilization surveys of proxy sites to support the reduction.

We kindly ask that you review the proxy sites ASAP so that we can deploy surveys next week if acceptable.

Thank you,

Kristian Aviles, B.Eng.

Transportation Analyst

o: 905-503-2563 ext. 206

e: kristian@nextrans.ca

w: www.nextrans.ca

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520 Industrial Parkway South, Suite 201

Aurora ON L4G 6W8

From: Ozimkovic , Danijel <Danijel.Ozimkovic@burlington.ca>

Sent: Tuesday, January 9, 2024 9:34 AM

To: Kristian Aviles <kristian@nextrans.ca>

Subject: RE: 2093 Old Lakeshore Road Proxy Site Parking Utilization Surveys

Hi Kristian,

Hope you are doing well. I believe Kaylan already replied to your email. For the Downtown, we will be looking for a minimum parking rate of 1.07 parking spaces per unit. The breakdown is 1.04 for occupants and 0.03 for visitors.

Let me know if you have any questions?

Thanks,

Dan Ozimkovic, C.E.T., A.Sc.T.

Transportation Planning Technologist

Transportation Services Department

City of Burlington

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Appendix D – Proxy Site Survey Data from Other Municipalities

1015 Roosevelt & 1020 Shaw

Friday, February 24th, 2023

total : 152 units, 8 stories (each building has 76 units)

total : 86 spaces for tenant. 14 spaces for visitor

Time	Resident	Visitor	Resident R	Visitor Rate
6:00:00 PM	36	4	0.24	0.03
6:30:00 PM	38	4	0.25	0.03
7:00:00 PM	39	4	0.26	0.03
7:30:00 PM	41	4	0.27	0.03
8:00:00 PM	43	4	0.28	0.03
8:30:00 PM	46	3	0.30	0.02
9:00:00 PM	46	3	0.30	0.02
9:30:00 PM	45	3	0.30	0.02
10:00:00 PM	47	4	0.31	0.03
10:30:00 PM	50	3	0.33	0.02
11:00:00 PM	52	2	0.34	0.01
11:30:00 PM	55	1	0.36	0.01
12:00:00 AM	55	1	0.36	0.01
Max	55	4	0.36	0.03

Saturday, February 25th, 2023

Time	Resident	Visitor	Resident R	Visitor Rate
6:00:00 PM	30	5	0.20	0.03
6:30:00 PM	32	5	0.21	0.03
7:00:00 PM	35	4	0.23	0.03
7:30:00 PM	35	5	0.23	0.03
8:00:00 PM	36	4	0.24	0.03
8:30:00 PM	40	4	0.26	0.03
9:00:00 PM	42	4	0.28	0.03
9:30:00 PM	46	4	0.30	0.03
10:00:00 PM	45	3	0.30	0.02
10:30:00 PM	49	2	0.32	0.01
11:00:00 PM	50	2	0.33	0.01
11:30:00 PM	50	2	0.33	0.01
12:00:00 AM	51	2	0.34	0.01
Max	51	5	0.34	0.03

Sunday, February 26th, 2023

Time	Resident	Visitor	Resident R	Visitor Rate
3:00:00 PM	52	3	0.34	0.02
3:30:00 AM	52	4	0.34	0.03
4:00:00 PM	51	4	0.34	0.03
4:30:00 AM	48	4	0.32	0.03
5:00:00 PM	43	4	0.28	0.03
5:30:00 AM	40	5	0.26	0.03
6:00:00 PM	38	5	0.25	0.03
6:30:00 AM	38	6	0.25	0.04
7:00:00 PM	35	5	0.23	0.03
7:30:00 AM	32	6	0.21	0.04
8:00:00 PM	32	6	0.21	0.04
8:30:00 AM	31	6	0.20	0.04
9:00:00 PM	28	6	0.18	0.04
Max	52	6	0.34	0.04

1051-1061 Seneca Avenue

Friday, February 24th, 2023

Time	Resident	Visitor	197		15	
			Resident R	Visitor R	Visitor Rate	
6:00:00 PM	102	3	0.57	0.02		
6:30:00 PM	101	2	0.56	0.01		
7:00:00 PM	105	3	0.58	0.02		
7:30:00 PM	104	3	0.58	0.02		
8:00:00 PM	99	3	0.55	0.02		
8:30:00 PM	94	3	0.52	0.02		
9:00:00 PM	103	2	0.57	0.01		
9:30:00 PM	100	3	0.56	0.02		
10:00:00 PM	101	2	0.56	0.01		
10:30:00 PM	100	2	0.56	0.01		
11:00:00 PM	105	2	0.58	0.01		
11:30:00 PM	105	0	0.58	0.00		
12:00:00 AM	105	0	0.58	0.00		
Max	105	3	0.58	0.02		

total : 180 unit, 7 stories

total : 197 spaces for tenant. 15 spaces for visitor

Saturday, February 25th, 2023

Time	Resident	Visitor	197		15	
			Resident R	Visitor R	Visitor Rate	
6:00:00 PM	98	2	0.54	0.01		
6:30:00 PM	98	1	0.54	0.01		
7:00:00 PM	101	1	0.56	0.01		
7:30:00 PM	105	1	0.58	0.01		
8:00:00 PM	104	1	0.58	0.01		
8:30:00 PM	100	2	0.56	0.01		
9:00:00 PM	99	3	0.55	0.02		
9:30:00 PM	102	3	0.57	0.02		
10:00:00 PM	101	3	0.56	0.02		
10:30:00 PM	97	3	0.54	0.02		
11:00:00 PM	103	2	0.57	0.01		
11:30:00 PM	105	1	0.58	0.01		
12:00:00 AM	104	1	0.58	0.01		
Max	105	3	0.58	0.02		

Sunday, February 26th, 2023

Time	Resident	Visitor	197		15	
			Resident R	Visitor R	Visitor Rate	
3:00:00 PM	80	5	0.44	0.03		
3:30:00 AM	85	6	0.47	0.03		
4:00:00 PM	87	6	0.48	0.03		
4:30:00 AM	95	6	0.53	0.03		
5:00:00 PM	97	8	0.54	0.04		
5:30:00 AM	100	6	0.56	0.03		
6:00:00 PM	100	7	0.56	0.04		
6:30:00 AM	103	8	0.57	0.04		
7:00:00 PM	104	8	0.58	0.04		
7:30:00 AM	105	8	0.58	0.04		
8:00:00 PM	102	8	0.57	0.04		
8:30:00 AM	101	8	0.56	0.04		
9:00:00 PM	98	7	0.54	0.04		
Max	105	8	0.58	0.04		

2093 Old Lakeshore Road					
Thu Dec 21 2023 16:52:38 GMT-0500 (Eastern Standard Time) - Run Time: 2445ms					
Cross Tabulation Query Form - Trip - 2016 v1.1					
Row: Primary travel mode of trip - mode_prime					
Column: 2006 GTA zone of origin - gta06_orig					
RowG:					
ColG:(4060)					
TblG:					
Filters:					
Primary trav c d g j W p					
and					
2006 GTA zone of origin - gta06_orig In 4060					
and					
Start time of trip - start_time In 700-1000					
Trip 2016					
Table:					
1 %					
Transit excl	24	1%			
Cycle	85	3%			
Auto driver	2142	72%			
GO rail only	36	1%			
Joint GO rai	20	1%			
Auto passen	391	13%			
Walk	266	9%			
	2964	100%			
Travel Mode	Auto		Non-Auto		
	Driver	Passenger	Transit	Cycling	Walking
Modal Split	72%	13%	3%	3%	9%
Total	85%		15%		

1015 Roosevelt & 1020 Shaw, 1051-1061 Seneca Avenue					
Wed Jan 31 2024 10:39:57 GMT-0500 (Eastern Standard Time) - Run Time: 2517ms					
Cross Tabulation Query Form - Trip - 2016 v1.1					
Row: Primary travel mode of trip - mode_prime					
Column: 2006 GTA zone of origin - gta06_orig					
RowG:					
ColG:(3642)					
TblG:					
Filters:					
Start time of trip - start_time In 700-1000					
and					
2006 GTA zone of origin - gta06_orig In 3642					
and					
Primary trav c d g j m p w					
Trip 2016					
Table:					
1					
Transit excl	199	8%			
Cycle	38	1%			
Auto driver	1835	72%			
GO rail only	36	1%			
Joint GO rail	78	3%			
Auto passen	316	12%			
Walk	41	2%			
	2543	100%			
Travel Mode	Auto		Non-Auto		
	Driver	Passenger	Transit	Cycling	Walking
Modal Split	72%	12%	12%	1%	2%
Total	85%		15%		