7 Block Plan Guidelines

7.0.1 Introduction

The following Block Plan Guidelines are intended to provide the City of Burlington with a more detailed means of responding to development applications in the Downtown Area. Each development block within the Downtown contains a variety of built form, open space and streetscape conditions, all of which are considered to be integrally related. The Block Plan Guidelines identify the existing revitalization and development opportunities, with the goal of creating a well integrated Downtown fabric. The Block Plan Guidelines address the public (streets and open space) and private (buildings, site design, parking and pedestrian connections) and through setbacks, building heights and massing, site plan and landscaping recommendations, provide a comprehensive Downtown Urban Design Vision.

These site specific design recommendations contained in the Block Plan Guidelines are not intended to represent requirements for a fixed building design, but rather to provide a framework for development potential. For example, the illustrated three dimensional building envelopes are intended to illustrate a scenario which applies many of the urban design tools to ensure appropriate built form such as building setbacks and ‘step backs’, mid block pedestrian connections and other open space/streetscape treatments.

Please note that in the event of inconsistencies between this document and the Official Plan or any Zoning By-laws, the Official Plan and Zoning Bylaws will prevail.

Also, the blocks analyzed may not exactly correspond to district boundaries provided in the Official Plan. Discrepancies stem from the simultaneous preparation of the Official Plan and Guidelines.
FIGURE 23: Block Numbering Key Plan

- Wellington Square Mixed Use Precinct
- Downtown Core Precinct
- Old Lakeshore Road Precinct (Special Study Area)
7.1 Block 1
FIGURE 24: Block 1: Existing

FIGURE 25: Block 1: Potential Building Envelope
7.1 Block 1

Boundaries
- Brant Street
- Eastern edge of NoFrills
- Victoria Avenue
- Caroline Street

Characteristics and Issues
1. The supermarket and its ancillary uses (banks, shops) form a focus of downtown living.
2. The Brant Street frontage offers the advantage of a relatively high frequency of entrances.
3. The northeast corner of Brant and Caroline Streets is occupied by a Bell Canada exchange. Due to the cabling infrastructure terminating at such buildings, they are rarely redeveloped. The building presents a blank façade on Caroline Street.
4. The other side of Brant Street is occupied by house forms used for commercial uses.
5. John Street has generally poor buildings and an undefined streetscape, including:
   a. Hydro poles
   b. Narrow sidewalk on east side
   c. No sidewalk on west side
   d. Blank façade from the Bell Canada building
   e. Parking and back ends of buildings north of Bell building
   f. Parking edge on the east side

Opportunities

General
1. A long term objective should be to implement a consistent tree line along Victoria Avenue and John and Brant Street.
2. The redevelopment of the block should maintain general land uses, but create a more attractive, street-oriented frontage on John and Brant Streets is proposed.

Victoria Avenue
1. The houses at 2012 and 2022 Victoria Avenue are listed on the City’s heritage inventory and should be retained.
2. Infill of similar mass and character would further enhance the Victoria frontage.
3. In the short term, improvements should be made to front yards. Front yard parking should not be permitted.
4. Improvements to the property to the north (Acura dealership) through landscape screening and more orderly storage of vehicles would improve the street appearance and entry to Downtown Burlington.
North end of John Street looking south.

Brant Street at Caroline Street looking north.

North end of John Street looking north.

Caroline Street at John Street looking west.
John Street
A key priority is the improvement of John Street, both aesthetically and functionally including:
1. Development of parking lot, at least fronting onto John Street.
2. Removal of hydro poles.
3. Widening of sidewalks (5 metres min.) and construction of sidewalks on both sides.
4. John Street between Caroline Street and the No Frills lot should become a narrow pedestrianized street where speeding is discouraged and pedestrians have the right of way.
5. The extension of John Street internally through the No Frills parking lot should occur as part of any redevelopment. Note that John Street north of Caroline Street is not a road allowance, though it is owned by the City.
6. Entrances from John Street to businesses fronting onto Brant Street should be encouraged.
7. Significant plantings on both sides of John Street, with improved definition of edges on the west side of John Street.
8. The long-term desirability of the auto-related use backing onto John Street should be evaluated.

Brant Street frontage
1. The Brant Street frontage should be improved with buildings that are close to the street, include increased landscaping and consistent streetscape treatments. In the longer term, the site could be entirely redeveloped with mid-rise buildings, retaining a supermarket use on the ground floor, with underground parking. A key site is at the corner of Brant Street and Victoria Avenue. A future redevelopment should include a well-designed, min. 3-storey building on this corner.
2. New trees can be planted immediately in front of the Bank of Montreal and the Bell exchange, as well as on front yards on the west side of the street. Low-level plantings on a green boulevard could be accommodated in front of the Scotia Bank plaza. The parking lot is currently partially screened. A more comprehensive planting program should be adopted to screen the parking lot with low-level plantings, additional trees and possibly a low fence.
3. Long-term redevelopment of properties to the north of the Bell building is desirable. The pedestrian connection from John Street to Emerald Crescent through the parking lot should be maintained.
4. New buildings should be aligned with the Bell Building, which is likely to remain in the long term. The resulting setback should be reserved for plantings and patios.
5. Landmark features should be incorporated in new buildings at the corner with Victoria Avenue and the south end of the parking lot. These would act as gateways into the downtown area.
6. House forms on the west side of Brant Street constitute an appropriate transition to the stable residential neighbourhoods to the west. The Official Plan does not foresee redevelopment of these properties but allows for changes in use.

Parking Lot
1. In the short term, the parking lot should be screened better. Planted aisles should be built, with clear north-south and east-west pedestrian walkways.
2. In the longer term, the parking lot should be redeveloped along with the two properties to the south into mixed use buildings or residential buildings. Heights must transition to residential neighbourhoods to the rear. 2-4 storeys at John and rear of property, 6-8 storeys midblock, set back from the creek.
3. A pedestrian connection should be maintained to Emerald Crescent.

Caroline Street
1. The Bell Canada exchange should be landscaped on Caroline Street. The opportunity exists for a mural to enliven the blank façade.
2. A planted median between John and Elizabeth Streets would act as a gateway into residential neighbourhoods to the east and discourage speeding.
FIGURE 26: Block 1 Plan

- Build To Line
- Site Access
- Low-rise Commercial or Mixed-Use Zone: 2-4 Storeys
- Mid-Block Pedestrian Connection
- Enhanced Streetscape / Landscape Treatment
- Mid-Rise Mixed-Use Zone
- Listed Building, Municipal Heritage Inventory
7.2 Block 2
FIGURE 27: Block 2: Existing
7.2 Block 2

Boundaries

- Locust Street
- Brant Street
- Caroline Street
- Ontario Street

Characteristics and Issues

1. Upper Canada Mall has a large blank façade on its south side and a poorly defined edge on Brant for the following reasons:
   a. Grade change
   b. Lack of street-facing windows
   c. Recessed main entrance
   d. Staircase to second-storey poorly maintained terrace area
   e. Poor accessibility

2. The high-rise apartment building dominates the block. Its height at 13 storeys is designed as a sheer wall façade and should not serve as a precedent for redevelopment in this area.

3. Parking Lot 8 occupies the southeast corner of Caroline and Locust Streets. It is a prime redevelopment site that should be developed with low-rise, residential and/or mixed use to provide an appropriate transition to adjacent neighbourhoods. The City wishes to retain or replace the parking provided on this site.

4. There is a row of low-rise commercial buildings on the southwest corner of Caroline and Brant with a high frequency of entrances, which contribute to the character of the street. The buildings at 484 and 490 Brant Street are listed.

5. The 2-storey retail building on the northwest corner of Brant and Ontario Streets does not have a strong street presence but the south-facing planters and benches on the widened sidewalk are a desirable feature.

6. There is a significant presence of surface parking on the south side of the block.

7. Two older houses front onto Ontario Street, one residential, one commercial. They constitute an appropriate transition from residential neighbourhoods to the west. 1457/1463 Ontario Street (The Fox-Ryckman House, 1880) on the northeast corner of Ontario and Locust is designated and should thus be retained.

Opportunities

1. Parking Lot 8 is a good development site for a 2 to 4-storey building with entrances on Caroline and Locust or at the corner, a narrow setback and underground parking. A planted boulevard should be introduced. This type of development would be most appropriate in creating a transition to the low-rise neighbourhoods to the west. A structured parking garage would have to be set back from the property line and substantially landscaped to mitigate its visual impact on neighbouring properties.

2. If buildings north of Upper Canada Mall are redeveloped:
   a. Maintain the rhythm of regularly spaced storefront entrances
   b. Building infill should have a height of 5-8 storeys with a low-rise height of 2-4 storeys facing Brant Street.

3. The building at corner of Brant and Ontario Streets is a prime redevelopment site. A taller ground floor height (min. 4.5 metres) should be maintained.

4. Existing designated, listed or character buildings should be retained and included in the redevelopment.

5. The Different Drummer book shop building is listed and should be retained as a single building with appropriate (2.5 metre) setbacks from surrounding buildings.

6. The edge of the Upper Canada Mall should be infilled to draw the commercial uses to the street edge.

7. If the portion of the Mall that faces Brant Street is redeveloped, special attention should be applied to the creation of an appropriate view terminus at the end of Maria Street.

8. The roof deck of Upper Canada Mall should be improved and better connected to interior building spaces or redevelopment with infill.

9. Ontario Street should be enhanced with street trees and street lamps as a gateway to the St. Luke’s Neighbourhood.

10. As redevelopment occurs, increased setbacks on Brant Street would provide for a wider sidewalk and enhanced streetscape elements including street trees, street lamps and bicycle parking (see General Provisions re. Streetscape Amenities).

11. A mid-block pedestrian connection should be considered between Brant Street and the Different Drummer book shop.

12. A double row of trees should be introduced on Ontario Street.

13. Additional trees should be introduced on Locust and Caroline Streets on existing boulevards and as development occurs.
Figure 28: Block 2 Plan

- **Build To Line**
- **Enhanced Streetscape Treatment**
- **Affected Property**
- **Heritage Designated Property**
- **Infill Zone**
- **Listed Building, Municipal Heritage Inventory**
- **Low Rise Zone: 2-4 Storeys**
- **Mid Rise Zone: 5-8 Storeys**
- **Amenity Area: Enhanced at Second Level**
- **Mid-Block Pedestrian Connection**

**SE corner of Caroline and Locust Streets.**

**North side of Ontario Street between Locust and Brant street.**

**Above-ground amenity area off Brant Street.**
7.3 Block 3
FIGURE 29: Block 3: Existing

FIGURE 30: Block 3: Potential Building Envelope
7.3 Block 3

Boundaries
- Brant Street
- John Street
- Caroline Street
- Maria Street

Characteristics and Issues
1. Low-rise retail at the corner of Brant and Caroline.
2. The Caroline and John Street edges are not well addressed due to building setbacks, rear building edges and surface parking.
3. No defined edge exists on John Street and includes multiple driveways, little landscaping and hydro poles.
4. The Smith Funeral Home at 485 Brant Street is listed on the City’s Inventory of Heritage Resources as the Henderson-Smith House (1905).
5. The Funeral home parking lot is prominent but well screened on Brant Street. Two ancillary buildings on the parking lot mitigate its visual impact from Maria and John.
6. An east-west pedestrian connection exists through the funeral home parking lot and should be maintained.

Opportunities
1. The entire block can be redeveloped with the opportunity to continue to provide a positive frontage onto Brant Street while also improving the John Street frontage.
2. The retail scale and rhythm found on Block 6 to the south should be extended.
3. Any redevelopment should improve John frontage with street-facing buildings, improved building façades, wide sidewalks, plantings, underground hydro and pedestrian-scaled lighting.
4. The Caroline and Maria Street frontages should include at-grade retail to encourage east-west movement.
5. Existing trees on Brant Street greatly contribute to the character of the street. They should be interplanted to ensure the long-term survival of the tree line and reinforce the character of the street. This treatment should be extended throughout the block.
6. On John Street, the tree line should be reinforced by a central planted median.

Southwest corner of Brant Street and Maria Street.
Shops on the east side of Brant Street.

Maria Street at Brant Street looking east.

John Street south of Caroline Street looking south.

**FIGURE 31: Block 3 Plan**

- Build To Line
- Low Rise Zone: 2-4 Storeys
- Mid Rise Zone: 5-8 Storeys
- Mid-Block Pedestrian Walkway
- Enhanced Streetscape Treatment
- Listed Building, Municipal Heritage Inventory

```plaintext
CAROLINE STREET

JOHN STREET

BRANT STREET

MARIAN STREET

ON-STREET PARKING, LAY-BY

CENTRAL PLANTED MEDIAN
```

Legend:

- Build To Line
- Low Rise Zone: 2-4 Storeys
- Mid Rise Zone: 5-8 Storeys
- Mid-Block Pedestrian Walkway
- Enhanced Streetscape Treatment
- Listed Building, Municipal Heritage Inventory
7.4 Block 4
FIGURE 32: Block 4: Existing
7.4 Block 4

Boundaries
- John Street
- Elizabeth Street
- Caroline Street
- Maria Street

Characteristics and Issues
1. The retail plaza at the north end presents a poor edge on all sides. Its wide setback on John is occupied by a parking lot.
2. The house at 511 John Street is listed.
3. Lot 9 occupies the majority of the middle of the block.
4. The south end of the block is occupied by a one-storey retail plaza and house-form occupied by commercial uses.

Pedestrian Connections
1. An east-west pedestrian connection is provided through Lot 9 between John and Elizabeth Streets.

Opportunities
1. The entire block should be redeveloped and present a positive face to all sides of the block:
   a. On John Street, street-oriented frontages would replace the existing fragmented rear-building appearance. Businesses should be supported by on-street parking.
   b. Elizabeth Street should be defined by a low-rise building (2-4 storeys) to transition well with residential building forms on Block 5 and to the north where single-family residences will be maintained.
   c. On Caroline Street, new buildings should include retail at grade with entrances at regular intervals. Building frontage should not read as the side of a building as is the case presently.
   d. On Maria Street, active retail frontages are desirable as well, with the opportunity for a wider setback that can accommodate a patio or landscaped plaza that takes advantage of the southern exposure.
   e. Buildings should accommodate the opportunity for either office and/or residential use above grade level.
2. Servicing access should be provided in the middle of the block.
3. Wider sidewalks should support a consistent tree line.
4. On John and Elizabeth Streets, corner bump-outs would delimit on-street parking spaces, act as traffic mitigation measures and shorten crosswalks.

Elizabeth Street just north of Maria Street looking south.
FIGURE 33: Block 4 Plan

- Build To Line
- Low Rise Zone: 2-4 Storeys
- Mid Rise Zone: 5-8 Storeys
- Mid-Block Pedestrian Walkway
- Enhanced Streetscape Treatment
- Listed Building, Municipal Heritage Inventory

Maria Street just west of Elizabeth Street looking east.

John Street South of Caroline Street looking south.

Caroline Street between John Street and Elizabeth Street looking east.
7.5 Block 5
FIGURE 34: Block 5: *Existing*
Block 5

Boundaries
- Elizabeth Street
- Pearl Street
- Midblock – see plan
- Maria Street

Characteristics and Issues
1. Block 5 is characterized by low-density residential uses. The building on the SW corner houses institutional uses. All but one structures within this block are listed. 497 and 507 Elizabeth Street date back to 1842 and 1845, respectively.
2. A creek traverses the block, resulting in a large open space area within the block.
3. Houses on Pearl Street are in poor physical condition, with some vacant and slated for demolition and replacement.
4. The block to the west features suburban low-density form: single detached house set back with a garage at the front.
5. The Caroline Street edge is well-maintained with single-family residences.

Opportunities
1. The Pearl Street edge can be redeveloped with townhouses and/or live-work buildings close to the street, with entrances at grade and access through a rear lane.
2. Existing mature trees should be preserved as much as possible.
3. The closure of curb cuts will allow for additional planting opportunities including the creation of a consistent tree line.
4. On Elizabeth Street, corner bump-outs would delimit on-street parking spaces, act as traffic mitigation measures and shorten crosswalks.
5. The open space lands at the creek should be preserved and enhanced through planting that also acts as a buffer to adjacent residences and other uses.
Concrete embankment of the creek.
7.6 Block 6
FIGURE 36: Block 6: *Existing*

FIGURE 37: Block 6: *Potential Building Envelope*
7.6 Block 6

Boundaries
- Brant Street
- John Street
- Maria Street
- James Street

Characteristics and Issues
1. Block 6 is the most consistently developed block with a sequence of 1-3 storey main street buildings fronting on Brant Street and a consistent rhythm of front entrances.
2. The 2-storey building at James and Brant echoes the form on the south side of James, contributes to a small town atmosphere and frames a view to the Knox Presbyterian Church at James and Elizabeth.
3. Listed buildings on the block include 421, 431, 433 and 443 Brant Street, as well as 482 John Street.
4. There is a poorly developed edge on John (rear of buildings, streetscape, parking, loading, etc).

Pedestrian Connections
1. The vacant property aligned with Ontario Street provides an east-west connection aligned with another informal connection through the block to the east. It should be retained if possible as part of any redevelopment.

Opportunities
1. Short-term: John Street should be improved through a redevelopment of the street including a central planted median, street edge planting and a well-landscaped boulevard (i.e. street trees and/or planters, bicycle parking, pedestrian-scaled lighting). As properties redevelop, improvements to rear façades and screening of parking should be provided.
2. Long-term: redevelopment of the block is possible, but the same rhythm of entrances and scale at the property line must be maintained, as well as a mid-block pedestrian connection.
3. Taller elements can be introduced on Brant Street, transitioning to low rise at John Street.
4. The listed building facing on John Street (formerly Aveda Spa, now the Native Cultural Centre) should be retained and integrated with new development.
5. Progressive redevelopment should avoid the creation of leftover sites too small to support intensification, yet not transitioned to appropriately – e.g. large blank façades on the sides of buildings.
6. The block would benefit from streetscape improvements on John Street, including the removal of hydro poles and overhead wires.
7. Curb cuts on John Street should be grouped to allow for street trees and plantings.

Northeast corner of Brant Street and James Street looking east.
Brant Street just south of Maria Street looking south.

John Street just south of Maria Street looking north.

Midblock connection from Brant Street to Elizabeth Street.

FIGURE 38: Block 6 Plan

- Build To Line
- Low Rise Zone : 2-4 Storeys
- Mid Rise Zone : 5-8 Storeys
- Enhanced Streetscape Treatment
- Listed Building, Municipal Heritage Inventory
- Mid-Block Pedestrian Walkway

Mid-Block Pedestrian Walkway

Listed Building, Municipal Heritage Inventory

Enhanced Streetscape Treatment

Build To Line

Low Rise Zone : 2-4 Storeys

Mid Rise Zone : 5-8 Storeys

Mid-Block Pedestrian Walkway
7.7 Block 7
FIGURE 39: Block 7: *Existing*

FIGURE 40: Block 7: *Potential Building Envelope*
7.7 Block 7

Boundaries
- John Street
- Elizabeth Street
- Maria Street
- James Street

Characteristics and Issues
1. Buildings on this narrow block tend to be oriented towards Elizabeth and use their John Street frontage for parking and servicing.
2. All the buildings (except one) facing Elizabeth Street between Maria St. and James St. are listed:
   - 2031 James Street: The John Taylor House, 1876
   - 472 Elizabeth Street: The Henderson House, 1862
   - 478 Elizabeth Street: The former Wesleyan Methodist Manse, 1864
   - 482 Elizabeth Street: The Laing Speers House and Former Burlington Library, 1873
   - 490 Elizabeth Street: The Laing-Fisher House (Langston Hall), 1855
3. Several of these listed structures have been converted to commercial uses.
4. The Elizabeth Street edge is consistent, continuous and attractive. It should be retained as a coherent whole.
5. The John Street edge is poor, particularly south of the middle point of the block. The excessive frequency of driveways creates a poorly defined edge dominated by asphalt and hydro poles.

Pedestrian Connections
1. An informal east-west midblock connection exists through private property. It is aligned with a connection to the west.

Opportunities
1. Maintain existing buildings on the block as the basis for future development height and massing and to maintain views to the Knox Presbyterian Church as a visual landmark. Higher density forms are not recommended.
2. Provide infill throughout the block between existing buildings on surface parking areas.
3. Block 7 would benefit from streetscape improvements on John Street, including the removal of hydro poles and overhead wires.
4. Curb cuts should be grouped to allow for the provision of continuous street trees and plantings.
Southeast corner of Elizabeth Street and James Street looking north.

John Street at midblock looking north.

Elizabeth Street just south of Maria Street looking south.

**FIGURE 41: Block 7 Plan**

- Build To Line
- Low Rise Zone: 2-4 Storeys
- Mid-Block Pedestrian Walkway
- Enhanced Streetscape Treatment
- Potential Service Lane
- Listed Building, Municipal Heritage Inventory

Legend:
- LB: Listed Building, Municipal Heritage Inventory
- 7.5 m: Width
- 4 m: Width
- PRESERVE EXISTING TREES
- 50 m: Scale
FIGURE 42: Block 8: Existing
7.8  Block 8

Boundaries
• Elizabeth Street
• Pearl Street
• Maria Street
• James Street

Characteristics and Issues
1. Most of Block 8 is occupied by two 15-storey apartment buildings with deep setbacks from the street – “towers in the park”.
2. The Knox Presbyterian Church on the southwest corner of the block is a downtown landmark (built in 1845) and is a listed building. It is surrounded by surface parking and an adjacent ancillary building to the northeast.
3. The balance of the block is occupied by houses, most of which residential, with some used commercially.

Opportunities
1. The front yards of the two apartment buildings could be redeveloped with 2-3 storey townhouses.
2. The southeast corner of the block could be redeveloped with residential or live-work townhouses or walk-up apartment buildings.
3. The church parking lot could be considered as an infill site provided that some surface parking is maintained on the church site. Additional parking may be available through shared arrangements with the adjacent apartments. The opportunity to share parking among properties on the block should be explored.
4. An amenity space or forecourt could be created in front of the Church, replacing part of the parking.
5. Double entrance driveways on Maria Street at the apartment should be consolidated to a single entrance.
6. Continuous street tree planting should be provided throughout the block.
City of Burlington Downtown Urban Design Guidelines

**FIGURE 43: Block 8 Plan**

- **Build To Line**
- **Low Rise Zone: 2-4 Storeys**
- **Mid Rise Zone: 5-8 Storeys**
- **Enhanced Streetscape Edge Treatment**
- **Site Access**
- **Buildings of Significance**
- **Low Rise Infill Zone 4 Stories**
- **Enhanced Amenity/Forecourt**
- **Existing Character Area**
- **Landmark Structure / Building**
- **Listed Building, Municipal Heritage Inventory**

*North side of James Street between Elizabeth and Pearl Streets.*
7.9 Block 9
FIGURE 44: Block 9: *Existing*
7.9 Block 9

Boundaries
- Pearl Street
- Martha Street
- Maria Street
- James Street

Characteristics and Issues
1. The block is mostly occupied by the Lions Club Park and Hall and should be retained as a destination for public use and outdoor activities.
2. The Hall parking lot is well screened with trees and a tree-lined pathway and thus integrates well in its park setting. It should be a precedent for other parking lots.

Pedestrian Connections
1. The site is easily traversed on foot.

Opportunities
1. No development should occur in the park.
2. Redevelopment of the Hall could occur in the long term and should integrate underground parking.
3. Formal tree-lined pathways should be created to easily traverse the park in all directions.
Pathway intersecting the parking lot.

View of the Park on Pearl Street.

View of the Park.

Corner of Pearl and Maria Streets.
7.10 Block 10
FIGURE 45: Block 10: Existing
7.10 Block 10

Boundaries
- Locust Street
- Brant Street
- Ontario Street
- Elgin Street

Characteristics and Issues
1. Block 10 is primarily occupied by City Hall, which has been designed to project a positive image on all sides.
2. Remaining houses on the north and southwest corners soften the edges of the block and create a transition to low-density neighbourhoods to the west. The house at 447-449 Locust was built in 1867 and is designated, while the house on the northwest corner of the block was built in 1885 and is listed.
3. The ‘bowl-shaped’ plaza in front of city hall is underutilized and poorly furnished.
4. The rear of City Hall on Locust Street is primarily occupied by a lay-by providing vehicular access to the building. It is well-landscaped and provides an attractive – but not well animated – frontage onto Locust Street.
5. The Queen’s Head Tavern, a listed building from 1860, relates poorly to City Hall with a laneway separating the two properties.
6. The cenotaph parkette fronting onto Ontario Street is not well used.
   a. Blank façades and windows covered with blinds front onto the parkette.
   b. The park is divided into 2 parts: the western portion is mostly grass with no seating, while the eastern part includes the cenotaph and poorly organized and sparse seating.
7. The south end of the block includes a parking lot south accessible from Elgin Street. The parking lot is well-screened from the street, but can be confusing to navigate for pedestrians seeking a shortcut to Elgin Street from City Hall.

Pedestrian Connections
1. Pedestrians can walk through the block from Brant to Elgin Street over the City Hall plaza.
2. During office hours, City Hall can be traversed from Brant to Locust Street.

Opportunities
1. The Queens Head Tavern should maintain its three story building frontage at Brant and Elgin Street. The single storey portion of the building may be redeveloped to include a building addition (up to 3 storeys) which is compatible in architectural character, mass and scale to the existing 3 storey building.
2. The north side yard of the Queens Head Tavern should be redeveloped to create a more positive frontage onto City Hall’s Civic Plaza. Vehicular access should be removed from Brant Street and maintained from Elgin Street. The side yard should be developed as an outdoor patio to complement the public function of the Civic Square, while providing a private attractive seasonal dining area for pub patrons. A well defined edge should be maintained between the Civic Square and private patio (landscaping, fencing, etc.) which is attractive, well maintained in summer and winter such as the existing hedge and row of trees at the northern lot line.
3. The overall image/design of the Civic Square should be improved. Wooden picnic tables should be removed and opportunities to restore socializing in the Civic Square should be accommodated by the inclusion of permanent, multi-functional design.
4. Diagonal circulation from the north east to the south west areas of the block should be reinforced through paving and placement of pedestrian amenities.
5. The colonnaded frontages should be infilled/redeveloped to create an improved and more active street edge at Brant Street.
6. Views to City Hall as a major downtown landmark building should be maintained from all sides of the building and in particular from the terminus of James Street.
7. The Ontario Street frontage should be retained and enhanced as a gateway to the heritage residential district. Some improvements are recommended.
8. The walkway should be realigned to be straight and continuous on the south side of Ontario Street. A double rows of street trees should be planted.
9. The outdoor open space at the northeast corner of City Hall should be maintained. The visibility/safety of the area should be improved by removing low branching shrubs in favour of high branching trees.
10. Seating in the Cenotaph parkette should be increased and sited strategically both in clusters and individually, in the shade and exposed, to encourage use.
11. The City Hall façades should be more open onto the Cenotaph parkette to animate the space.
The Queen’s Head Tavern - NW corner of Brant and Elgin Street.

Locust Street at Elgin Street looking north.

City Hall Plaza.

Cenotaph and parkette north of City Hall.

**FIGURE 46: Block 10 Plan**

- Build To Line
- Outdoor Patio
- Pedestrian Walkway
- Enhanced Streetscape Edge Treatment
- List Building, Municipal Heritage Inventory

- Heritage Designated Property
- Low-rise Infill Zone (2-4 storeys)
- Enhanced Civic Square area
- Landmark Structure / Building

*NEW WALKWAY & PLANT DOUBLE ROW OF STREET TREES 8 M.O.C.*

*REPLACE EXISTING 1 STOREY BLDG. ADDITION WITH 2-3 STOREYS TO MATCH QUEEN’S HEAD PUB*
7.11 Block 11
FIGURE 47: Block 11: *Existing*

FIGURE 48: Block 11: *Potential Building Envelope*
7.11 Block 11

Boundaries

- Brant Street
- John Street
- James Street
- Pine Street

Characteristics and Issues

1. A recent non-profit seniors building occupies the southern end of the block with a one-storey commercial component to the north of the building.
2. Lot 5 occupies the middle of the block. It is the proposed site for a bus terminal.
3. The north end of the block is occupied by a series of listed low-rise commercial buildings, many of which have been assembled to form the Thomasville store. Active frontages are provided on Brant, James and John Streets:

401 Brant Street: The Cline/Dickenson/Johnstone/Watson Store, 1872
413 Brant Street: Chinese Laundry/Berry Residence/ Joe Fink Barbershop, 1910
444 John Street: The Dickenson Ice House, 1916
2012 James Street: 1924.

Pedestrian Connections

1. The east-west connection through Lot 5 is a very important connection in the downtown area. It aligns with Elgin Street to the west and two other parking lots and a trail through parkland to the east, in the alignment of a pipeline easement. It should be retained and include a walkway/recreational trail lined by trees, pedestrian-scaled lighting and other amenities.

Opportunities

1. The bus terminal should be reconsidered for the following reasons:
   a. Bus idling and traffic leads to a less desirable environment.
   b. John Street already suffers from being treated as an alleyway. Additional bus traffic will reinforce this a poor street and site condition.
   c. This is a prime development site that can support a midrise building.

2. The parking lot should be redeveloped as a prime downtown site while maintaining a continuous east-west pedestrian connection along the pipeline easement.
3. Building infill and redevelopment opportunities exist at the north end of the block where existing single and two-storey building fabric may be subject to transition over the mid to long term. The following criteria apply:
   a. The views to the east (Knox Presbyterian Church) and west (City Hall) should be protected through a stepback.
   b. The fine grain of loosely-spaced entrances should be maintained.
   c. Garage entrances should be located on James or John Street.
4. High rise is an exception in this area of the Downtown, buildings not exceeding 8 storeys in height are recommended.
5. Additional amenity areas in the form of public courtyards or private outdoor spaces should be provided as part of redevelopment.
6. The mid-block pedestrian walkway over the pipeline easement should be developed as an enhanced amenity area framed by strong landscape edge treatments in conjunction with surrounding development. If the site develops without the Bus Depot, the mid-block walkway should be framed by low-rise building edges which should include retail at grade and office and/or residential above.
South of James Street between John and Brant Street.

John Street looking north. Block 10 at left.

Brant Street at James Street looking south.

**FIGURE 49: Block 11 Plan**

- Build To Line
- Potential Build To Line
- Low Rise Zone: 2-4 Storeys
- Mid to High Rise Zone: 5-8 Storeys
- Amenity Area
- Mid-Block Pedestrian Connection
- Enhanced Streetscape Edge Treatment
- Potential Low Rise Zone
- Landscaped Walkway at Gas Easement
- LB Listed Building, Municipal Heritage Inventory

South of James Street between John and Brant Street.
7.12 Block 12
FIGURE 50: Block 12: *Existing*

FIGURE 51: Block 12: *Potential Building Envelope*
7.12 Block 12

Boundaries
- John Street
- Elizabeth Street
- James Street
- Pine Street

Characteristics and Issues
1. The block is mostly occupied by parking lots with the exception of a 6-storey office building just north of the pipeline easement. The office building has a blank façade to the north, presumably to accommodate a future addition.
2. The parking lot located to the north of the building is privately owned, but the southern lot (lot #4) is a municipal lot.
3. The City of Burlington has initiated an RFP process to build an office building with underground parking south of the existing office building.
4. The absence of development on Lot 4 allows views to Village Square from the west.

Pedestrian Connections
1. Due to the lack of development, the site is very permeable, particularly on an east-west axis. The pipeline easement, aligned with Elgin Street, is an important connection which should be retained and improved through redevelopment.

Opportunities
1. Redevelopment of both parking lots would have a positive effect on the continuity of all the adjacent streets.
2. Redevelopment on the north parking lot should maintain views to the Knox Presbyterian Church to the east. The new building can be built as an addition to the existing building on the site.
3. As part of this addition, the existing building should be reclad in a more transparent and contemporary material.
4. Redevelopment on the south site should maintain views to Village Square, for example through two narrow-floorplate buildings instead of one large building.
5. Servicing should be internal to each development block.
Southeast corner of Elizabeth and Pine Streets looking north.

Looking west through the block, south of the existing office building.

Elizabeth Street at midblock looking north.

**FIGURE 52: Block 12 Plan**

- **Build To Line**
- **Low Rise Zone: 2-4 Storeys**
- **Mid Rise Zone: 5-8 Storeys**
- **Mid-Block Pedestrian Connection**
- **Enhanced Streetscape Edge Treatment**
7.13 Block 13
FIGURE 53: Block 13: Existing
7.13 Block 13

Boundaries

• Elizabeth Street
• Pearl Street
• James Street
• Pine Street

Characteristics and Issues

1. This block is composed of two distinct sub-areas separated by the pipeline easement:
   a. To the north: low density fabric with a vacant site on Elizabeth Street, long yards resulting in an unbuilt centre of block, and anchored by the Navy League of Canada housed in a former church on the corner of Elizabeth and James Streets. The two former homes south of the Navy League include retail and restaurant uses. Several buildings in the northern portion of the block are listed:

   437 Elizabeth Street: The Mortimer House, 1855
   441 Elizabeth Street: 1927
   451 Elizabeth Street: The Former Methodist Episcopal Church, 1868
   2046 James Street: 1915
   2050 James Street: before 1910
   436 Pearl Street: 1910

   b. To the south: a condominium building built along the southern edge of the pipeline easement. A colonnade wraps around the building but due to its depth, the ground floor retail units have poor visibility and are mostly vacant. The Village Square complex is a unique mix of old and new buildings on a network of narrow mews walkways. The complex is now largely vacant and suffers from poor permeability and legibility from its edges.

   c. The easement itself is occupied by a city-owned parking lot.

Pedestrian Connections

1. The pipeline easement accommodates a narrow east-west pedestrian connection.
2. A connection exists between the Village Square and the condominium to the north.
3. Village Square itself is permeable, but connections are maze-like and suffer from poor legibility and curb edges that create narrow walkways.

Opportunities

1. The north end of the block can be redeveloped, but the former church should be retained as a local landmark. In the interim, the value of listed houses on the block would greatly improve with the removal of later additions and a return to original cladding materials and elements.
2. New development should provide a positive edge onto the easement. Elizabeth Street and Pearl Street buildings should have retail units and/or restaurants at grade.
3. The pipeline easement should be developed into a linear urban park with planters, benches and textured paving. Access should be provided to the centre of the block for service vehicles.
4. A clear through connection should be provided between the easement and Village Square through the existing condominium building.
View through the pipeline easement and municipal parking lot to the west.

Northwest corner of Pearl and Pine Streets.

Vacant site and Navy League building on Elizabeth Street looking north.

Pearl Street just south of James Street looking north.
Village Square

Issues

The complex is difficult to decipher for pedestrians, particularly visitors. Its amenities are not visible from the street as entrances are narrow and sightlines short. This is compounded by the high vacancy rate. Once inside, outdoor spaces are small. Streets are narrow and made even narrower with stone curbs.

Opportunities

The complex would lend itself well to artists’ studios with exhibition space since they rely less on pass-through traffic and can create their own ‘buzz’ that would attract visitors to the Square. Art shows and events can also be planned. Over time, the area can be expected to create its own vibe and attract other complementary uses to the neighbourhood.

Proposed Modifications

The following modifications are aimed at drawing visitors into the complex, establishing stronger sightlines, increasing pedestrian comfort and providing opportunities for additional outdoor programming within the Square.

1. Widen Entrances

Where possible, additions to buildings should be removed to widen entrances. An opportunity to do so exists in the short term on the Elizabeth Street edge of the Square. On the south side, the staircase should be moved so as not to obstruct the entranceway into the Square. On the east side, the gate should be widened or removed altogether.

2. Enlarge the central courtyard

Through the removal of the central building - or a portion thereof - the internal courtyard can be widened to accommodate a large patio and significant landscaping, thus facilitating movement between buildings and seasonal patios. The existing fencing and gazebo should be replaced with moveable furnishings to adapt to the season and a variety of events.

3. Remove the stone ledges

The stone ledges should be removed to facilitate clear pedestrian walkways.

4. Standardize the paving

Over time, a variety of paving styles have been introduced in the Square. A single ‘Village Square’ paving material should be selected.

5. Replace Light Posts with Fixtures

Light posts located in the centre of walkways contribute to visual clutter and should be replaced in most places with fixtures affixed to façades.

6. Introduce Contemporary Elements

Historic districts, particularly in Europe, have successfully introduced contemporary architectural elements and street furnishings to enliven and lighten the overall character of an area. This strategy could be pursued here – particularly in the light of the Square’s mixed heritage pedigree.

6. Adopt a Landscaping Strategy

A variety of plantings including planters and flower boxes should be introduced to create a consistent planting image for the Square.

Other Recommendations

1. Protocols should be established for maintenance and storage to ensure a positive appearance year-round.

2. As windows are replaced, real Mullions should be used for a sense of authenticity.
FIGURE 54: Block 13 Plan

- **Build To Line**
- **Low Rise Infill: 2-3 Storeys**
- **Mid-Block Pedestrian Connection**
- **Landmark Structure / Building**
- **Enhanced Streetscape Edge Treatment**
- **Potential Access**
- **Listed Building, Municipal Heritage Inventory**

**Legend:**
- **LB:** Listed Building

**Notes:**
- **JAMES STREET**
- **PINE STREET**
- **ELIZABETH STREET**
- **PEARL STREET**

**Annotations:**
- **Consider the complete or partial removal of this building to create a courtyard.**
- **Keep parking at building edge and remove one bay of parking to north.**
- **Extend opening to 4.0 m.**
- **Remove parking and replace with landscaped building forecourt.**

**Dimensions:**
- 6 m MIN SETBACK
- 5 m MIN SETBACK
- 4 m MIN SETBACK
- 7.5 m MIN
Introduce landscaping at edge of buildings.

Preserve tree.

Remove addition to enhance sightlines and widen entrance.

Select one paving type.

Remove bump-outs.

Introduce additional landscaping, e.g. planters to furnish the space.

All doors should be transparent.

Add planter boxes.

Remove sidewalks and introduce benches.
FIGURE 55: Block 13: Existing with Circulation

Consider removing buildings or parts of buildings to create a large gathering space and continuous sightlines through the site.

Introduce additional landscaping, e.g. planters to furnish the space.

Target buildings for removal to create a larger central courtyard.

Replace with moveable furnishings.

Select one paving type.
7.14 Block 14
FIGURE 56: Block 14: *Existing*
7.14 Block 14

Boundaries
- Pearl Street
- James Street
- Pine Street
- Straight line down middle of block from James to Pine

Characteristics and Issues
1. This block includes an apartment building on the southeast corner of James and Pearl Street with parking at the rear. Grade differences allow some parking to be located within the building but hidden from the street.
2. South of the apartment building are two small Victorian houses used as retail stores which are listed. 431 Pearl St. was built in 1860, and 435 Pearl St. in 1866.
3. Further south is a large private parking facility that spans the block from west to east in the gas easement alignment.
4. The south end of the block is occupied by the Holy Protection of the Blessed Virgin Mary Ukrainian Catholic Church, a church hall and a parking lot.

Pedestrian Connections
1. The parking lot extends the east-west pedestrian connection that intersects the entire downtown and abuts Martha Street in the alignment of the trail system.

Opportunities
1. The apartment building can be redeveloped with a full level of underground parking that takes advantage of the grade difference.
2. Access to the creek should be preserved and its edges naturalized.
3. The Victorian houses contribute to the character of the street and could be maintained in a larger-scale development or added to.
4. Pearl Street is emerging as a specialty retail street. This character should be extended with built form that maintains and further fosters small retail units with clear frontage onto Pearl Street.
5. The parking lot could be developed on either side of the pipeline easement.
6. The creek should be daylighted where it is channelized and buried.
7. The church hall could be redeveloped to occupy the corner and provide underground parking. The space thus liberated can be transformed into amenity space for the Church.

Stores in houses on Pearl Street.
Rear of apartment building and edge of the creek on the corner of Pearl and James Streets.

Mid-block parking lot looking west.

Ukrainian Catholic Church on the corner of Pine and Pearl Streets.

**FIGURE 57: Block 14 Plan**

- Build To Line
- Low Rise Zone: 2-4 Storeys LB
- Mid-Block Pedestrian Connection
- Enhanced Streetscape Edge Treatment
- Listed Building, Municipal Heritage Inventory

Legend:
- LB: Listed Building
- MHI: Municipal Heritage Inventory

Map details:
- JAMES STREET
- PEARL STREET
- MARTH STREET
- TRANSFORMER STATION
- PRESERVE CREEK AREA
- 7.5 m MIN
- 5 m MIN
- 4 m MIN
- 3 m MIN
- 2.5 m MIN
- 2 m MIN
- 1.5 m MIN
- 1 m MIN
- 0.5 m MIN
- 0 m MIN

Scale: 0 - 50 m

Geographic north orientation.
7.15 Block 15
7.15 Block 15

Boundaries
- Pearl Street
- Martha Street
- Pine Street
- Midblock

Characteristics and Issues
1. The north half of this block has been cleared to prepare for the construction of the “Pine & Pearl” live-work townhouse project.
2. As a result of this approved development, no new opportunities exist on this block in the short term.
3. The south half of this block will be subject to further study prior to any development occurring.
7.16  Block 16
FIGURE 59: Block 16: *Existing*

FIGURE 60: Block 16: *Potential Building Envelope*
7.16 Block 16

Boundaries
• Burlington Avenue
• Locust Street
• Southern boundary of the Police Station site and the parking lot to the west

Characteristics and Issues
1. Block 16 includes the police station and a large parking lot.
2. The blank façade of the police station and the unscreened parking lot create an unattractive edge on this important east-west connection between residential neighbourhoods and the Downtown Core.
3. This site has been proposed to house the new Performing Arts Centre and a separate consultation and design process has begun.
4. The southern boundary of the block includes an east-west walkway which dead-ends.

Pedestrian Connections
1. The site does not offer pedestrian connections outside of the ability to walk in the parking lot in a parallel line to Elgin Street.

Opportunities
1. The mass of the potential Performing Arts Centre should be focused on the eastern part of the site and transition down towards low-density neighbourhoods to the west.
2. The building should be horizontally and vertically articulated to mitigate its height and bulk.
3. A transparent façade at grade with retail or public spaces should face Elgin Street.
4. A taller landmark feature is desirable on the southwest corner of Elgin and Locust Streets to frame the view to the Lake.
5. A pedestrian connection should be established to the high-rise building to the south and on to Lakeshore Road.
6. The northern edge of the development on Elgin Street should be highly animated and lined with trees. This is an important east-west connection through the entire downtown.
7. Two civic spaces can be created facing Elgin Street and the corner of Elgin Street and Locust Street.
8. On-street parking should be provided on Elgin Street as a traffic management and buffering measure, and to support potential street-oriented retail in this area.
9. Towards the west, ground oriented residential development not exceeding 2.5 storeys would create an appropriate transition to properties to the south and west.
10. The new development should allow for a landscape buffer to the south.

Northeast corner of Locust Street and Elgin Street looking south.

Elgin Street at midblock looking east.
FIGURE 61: Block 16 Plan

Northwest corner of Elgin Street and Burlington Avenue looking east.

Elgin Street at Burlington Avenue looking east.
7.17 Block 17
FIGURE 62: Block 17: Existing
7.17 Block 17

Boundaries

- Locust Street
- Elgin Street
- Brant Street
- East-west midblock laneway

Characteristics and Issues

1. This block is primarily occupied by an office building completed in the 1990s and a vacant site expected to be developed with a second phase of the adjacent building.

2. South of these uses on Locust are two house-form buildings occupied by stores and restaurants. The recent condominium building on the northeast corner of Lakeshore Road and Locust Street was designed to step down to match the height of the house. On Brant Street, the 2-storey commercial building south of the recent office building is listed (1864) and completes a continuous series of storefronts from the corner of Brant Street and Lakeshore Road.

Pedestrian Connections

1. An informal east-west connection exists south of the office building. It should be retained and formalized.

2. Pedestrians also cut the corner through the parking lot from Locust Street to Elgin Street.

Opportunities

1. The parking lot is an excellent development site that would complement the potential Performing Arts Centre on the other side of Locust Street.

2. New development should either include the redevelopment of the house to the south of the vacant site or step down as the condominium building to the south.

3. A pedestrian connection should be formalized between Locust Street and Brant Street.

4. The opportunity exists for an amenity courtyard between the existing office building and a new phase, connected to an east-west pedestrian connection leading to the proposed Performing Arts Centre.

5. The 2-storey listed building to the south of the office building on Brant Street should be preserved in conjunction with adjacent buildings to the south forming a continuous retail façade.
Office building on the southwest corner of Brant and Elgin Streets.

The block seen from the west.

Parking lot at rear of houses facing onto Locust Street.

**FIGURE 63: Block 17 Plan**

- Build To Line
- Low Rise Zone: 2-4 Storeys
- Mid Rise Zone: 5-8 Storeys
- Mid-Block Pedestrian Connection
- Enhanced Landscape Treatment
- Listed Building, Municipal Heritage Inventory

Locust Street

Brant Street

Elgin Street
FIGURE 64: Block 18: *Existing*

FIGURE 65: Block 18: *potential building envelope*
7.18 Block 18

Boundaries
- Western property line of apartment tower
- Northern property line of apartment tower and Locust Street parking garage
- Locust Street
- Lakeshore Road

Characteristics and Issues
1. Primarily occupied by stable properties: an apartment building sited perpendicularly to Lakeshore Road and surrounded by surface parking, and the municipal Locust Street parking garage.
2. The west side of the parking garage presents a blank façade to the residents of the adjacent apartment tower.
3. The only potential development site in this block is an Esso gas station and car wash on the northwest corner of Brant Street and Lakeshore Road.

Pedestrian Connections
1. Redevelopment should incorporate a north-south pedestrian walkway connection to align with those proposed/existing in Block 16.

Opportunities
1. The Esso station occupies a prime site at the corner of two of Burlington’s most important and well-known streets. It could be redeveloped into a mixed-use building composed of one or even two tower elements on a street-related podium.
2. Building heights should transition between the highest at the north end of the site, stepping down to the south to create tiered buildings on top of a low-rise building podium.
3. The corner of a new building should be designed with great care as it forms a view terminus coming from the east on Lakeshore Road.
4. Vines or a mural should be considered to present a more positive side of the parking garage to the west side.
5. The removal of a driveway to the Esso station on Lakeshore Road should be considered to reduce traffic impacts and allow a continuous green frontage.

Lakeshore Road just west of Locust Street looking east.
Looking west through the block.

Looking south through the block.

Looking west through the block.

**Figure 66: Block 18 Plan**

- **Build To Line**
- **Enhanced Streetscape Edge Treatment**
- **Low Rise Zone: 2-4 Storeys**
- **Amenity Area / Courtyard**
- **High and Mid Rise Zone: 5-14 Storeys**
- **Mid-Block Pedestrian Connection**

---

_Lakeshore Road at midblock looking east._

_Locust Street_
FIGURE 67: Block 19: Existing
7.19 Block 19

Boundaries
- Locust Street
- Brant Street
- East-west laneway
- Lakeshore Road

Characteristics and Issues
1. Primarily occupied by two recent condominium buildings.
2. To the north of the “Bunton’s Wharf” building, a series of one and two-storey century-old “Main Street” buildings remain with a narrow setback preventing tree planting. These buildings form a consistent and continuous commercial edge typical of the earlier character of Downtown Burlington:
   - 368 Brant Street: The Bell - Wiggins Boot and Shoe Store, 1867
   - 370 Brant Street: The Office of the Burlington Gazette, 1900
   - 372 Brant Street: The Williamson Furniture and Undertaker Business, 1877
   - 380 Brant Street: The Hotel Raymond, 1864
3. From Brant Street the blank rear façade of the large condominium building facing Locust Street is highly visible.

Opportunities
1. The 2-storey “Main Street” buildings between the office building on the corner of Brant Street and Elgin Street and the “Bunton’s Wharf” condominium building should be retained because of their significant contribution to the character of Downtown Burlington.
2. Buildings other than 380 Brant St can be replaced but their scale, massing and façade organization including fenestration should complement adjacent buildings, particularly 380 Brant, and the rhythm of entrances and transparency of the ground floor maintained.
The block seen from Lakeshore Road looking east.

The northwest corner of Brant Street and Lakeshore Road.

The south face of the block on Lakeshore Road.

Brant Street frontage.
7.20 Block 20
FIGURE 68: Block 20: *Existing*

FIGURE 69: Block 20-A: *Potential Building Envelope*

FIGURE 70: Block 20-B: *Undesirable Condition*
## 7.20 Block 20

### Boundaries
- Brant Street
- John Street
- Pine Street
- Lakeshore Road

### Characteristics and Issues
1. Block 20 is small, but important in the Downtown with full redevelopment opportunity. The potential to retain the Royal Bank façade with redevelopment should be considered.
2. An important view terminus from Lakeshore Road coming from the west.
3. Most buildings on this block are listed, for example the 1947 Royal Bank building on the southwest corner of the block and the 1881 “Shaver Building” on the southeast corner.
4. Only Brant Street and Lakeshore Road present a positive frontage. The Pine Street and John Street façades are fragmented and not representative of their potential.

### Pedestrian Connections
1. An informal north-south connection exists through the block. Because of the small size of the block, it could be integrated through interior building circulation.

### Opportunities
1. The block can be redeveloped to take advantage of its prominent location at a key intersection in the downtown.
2. New development of the block should ‘replicate’ the low rise scale and fine grain of retail entrances, rather than attempting to integrate existing façades that are part of early woodframe construction.
3. Façades on Lakeshore Road should recognize their view terminus from the west through projecting building bays and windows, and elements that emphasize corners and permit strong views along Lakeshore Road as well as southerly to the Waterfront Park and Lake.
4. An active frontage should be created on John Street and Pine Street with a consistent setback sufficient to plant a line of trees.
5. If the RBC branch site redevelops, a small parkette with plantings and benches should be incorporated near the corner of Brant Street and Lakeshore Road.
6. Servicing to the block should be internal to the block and access provided off of Pine Street.
7. An amenity space can be created on Pine Street as a result of redevelopment to match the similar space created by the condominium building to the north.
8. Any redevelopment of this block should include consideration of the heritage elements of the two buildings at either corner of Lakeshore Road.

*East side of Brant Street Just south of Pine Street looking south.*
Southwest corner of Brant Street and Lakeshore Road looking east.

Lakeshore Road just west of John Street looking north.

John Street just north of Lakeshore Road looking west.

FIGURE 71: Block 20 Plan

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Build To Line</td>
<td>Mid-Block Pedestrian Connection</td>
</tr>
<tr>
<td>Low Rise Zone: 2-4 Storeys</td>
<td>Potential Building Facade Reservation</td>
</tr>
<tr>
<td>High Rise Zone: 9-14 Storeys</td>
<td>Potential Landmark Building Element</td>
</tr>
<tr>
<td>Amenity Area / Courtyard</td>
<td>Listed Building, Municipal Heritage Inventory</td>
</tr>
</tbody>
</table>

Legend:
- LB: Listed Building, Municipal Heritage Inventory
- N: North
7.21 Block 21
FIGURE 72: Block 21: *Existing*

FIGURE 73: Block 21-A: *Option A, Potential Building Envelope*

FIGURE 74: Block 21-B: *Option B, Potential Building Envelope*
7.21 Block 21

Boundaries
- John Street
- Elizabeth Street
- Pine Street
- Lakeshore Road

Characteristics and Issues
1. Primarily low-rise with:
   a. 1980s stacked apartments on the northwest corner of the block with poor legibility at the street due to the absence of at grade entrances, blank façades and integrated parking and servicing at the street level.
   b. A Beer Store with front yard parking on the northeast corner of the block.
   c. Main Street type retail buildings on the southwest corner of the block: the original John Waldie General Store, built in 1865 and now listed.
   d. A retail plaza with front and back yard parking on the southeast corner of the block facing Lakeshore Road.

Pedestrian Connections
1. An interior east-west connection could apply to Block 21.

Opportunities
1. The entire block could be redeveloped with the opportunity to integrate servicing within the block and present a more positive frontage onto all surrounding streets.
2. Due to the size of the block, two tower elements could be constructed on top of a single 2 or 3-storey podium with opportunities for a planted roof.
3. The John Street frontage could include a bus lay-by to accommodate a bus stop.
4. A landscaped plaza is proposed on the corner of Pine Street and Elizabeth Street to extend and strengthen the tree line along Pine Street.
5. Façades facing Lakeshore Road should be designed as a view terminus as seen from the west on Lakeshore Road. Buildings should include corner building projections and windows to promote views to the west along Lakeshore Road and south to the Waterfront Park and the Lake.
Elizabeth Street just south of Pine Street looking south.

Southeast corner of Elizabeth Street and Lakeshore Road looking north.

Northeast corner of Elizabeth and Pine Streets looking west.

**FIGURE 75: Block 21 Plan**

- **Build To Line**
- **Low Rise Zone: 2-4 Storeys**
- **Mid Rise Zone: 5-8 Storeys**
- **Max. 8 Storeys**
- **Min. 2-4 Storeys**
- **Amenity Area / Courtyard**
- **High Rise Zone: 9-14 Storeys**
- **Listed Building, Municipal Heritage Inventory**
City of Burlington Downtown Urban Design Guidelines

7.22 Block 22
FIGURE 76: Block 22: *Existing*

FIGURE 77: Block 22-A: *Potential Building Envelope*

FIGURE 78: Block 22-B: *Potential Building Envelope*
7.22 Block 22

Boundaries

- Elizabeth Street
- Pearl Street
- Pine Street
- Lakeshore Road

Characteristics and Issues

1. The “Baxter” condominium building occupies almost the full western half of the block.
2. The northeast quarter of the block is occupied by the Christopher Court seniors home with a large and underutilized parking lot fronting onto Pine Street and a single house with commercial uses on the corner of Pine and Pearl Streets.
3. An application has been received for a new condominium building that would replace the retail plaza and two corner houses.

Opportunities

1. A new building on the southeast corner should extend the retail frontages in the “Baxter” and extend an animated treatment on Pearl Street, which is establishing itself as a retail destination.
2. A new high-rise building with a maximum of 14 storeys and a low-rise building base is proposed to the south of the existing seniors residence.
3. The seniors home parking lot and the house on the corner could be redeveloped into townhouses or mixed-use without redeveloping the seniors residence. Retail at grade would match the north side of Pine Street at Village Square.
4. The redevelopment of the residence, corner house and parking lot together would allow for a form that is more consistent with the remainder of the block.
5. New buildings should have podiums of at least 2 storeys, and preferably three.
6. The site should be graded to allow as much linear frontage of the ground floor to match the elevation of the sidewalk.
7. Existing tree stands in the centre of the block should be preserved.
8. Redevelopment should allow for the creation of east-west and north-south midblock connections.
9. The tree stand in the centre of the block should be preserved.
10. The Pearl Street edge should include retail uses at grade to complement existing retail uses on the street.

South side of Pine Street between Elizabeth and Pearl Streets looking west.
Pearl Street at midblock looking north.

Lakeshore Road between Elizabeth and Pearl Streets looking north.

Southwest corner of Elizabeth Street and Lakeshore Road looking north.

**FIGURE 79: Block 22 Plan**

- Build To Line
- Low Rise Zone: 2-4 Storeys
- Mid to High Rise Zone: 5-14 Storeys
- Amenity Area
- Preserve Existing Trees
- Enhanced Streetscape Edge Treatment
- Buildings of Significance
- Listed Building, Municipal Heritage Inventory

- **OPTION 1**
  - Max. 14 Storeys
  - Min. 2 Storeys
  - Building Base
  - Min. 12m Setback
  - Min. 4m Setback From Curb

- **OPTION 2**
  - Max. 4 Storeys
  - Max. 8 Storeys
  - Min. 2 Storeys
  - Building Base
  - Min. 12m Setback
  - Min. 4m Setback From Curb

Listed Building, Municipal Heritage Inventory (LB)
7.23 Block 23
FIGURE 80: Block 23: Existing

FIGURE 81: Block 23-A: Potential Building Envelope

FIGURE 82: Block 23-B: Potential Building Envelope

FIGURE 83: Block 23-C: Potential Building Envelope
7.23 Block 23

Boundaries
- Two parcels east and west of Elizabeth Street
- South of Lakeshore Road – please refer to the map.

Characteristics and Issues
1. The area to the east of Elizabeth Avenue is the object of an approved proposal for a condominium building.
2. The area to the west is occupied by the Travelodge hotel and its parking lot. This site is surrounded by parkland to the south and west.
3. A sweeping view of the Lake can be seen from Lakeshore Road through the Travelodge parking lot.
4. The Brant and Elizabeth Street rights of way extend south of Lakeshore Road, thus providing physical and visual access to the Lake, John Street currently terminates at Lakeshore Road.

Pedestrian Connections
1. Pedestrians can currently access the Waterfront anywhere from Lakeshore Road except through the Travelodge Hotel, but access is primarily by walking down Elizabeth or Brant Street.

Opportunities
Expanded site-specific opportunities and guidelines were developed for this site:

1. Permeability and Preservation of Views
   a. Clear, unobstructed physical access and clear views to the Lake should be maintained and enhanced from Brant, John and Elizabeth Streets. In general, taller and narrower buildings (but consistent with the Official Plan) are preferred.

2. Northern Interface – Lakeshore Road
   a. A key principle for this site is the creation of animated, active, attractive and permeable building edges that create a consistent street wall along Lakeshore Road.
   b. Buildings should be brought closer to Lakeshore Road while preserving the existing double row of trees, which should be extended east towards the Old Lakeshore Road Precinct.
   c. The sidewalk width from building façade to curb (7.6 metres) on the Mayrose Tycon site to the east should be extended to the Travelodge site.
   d. No direct vehicular access or loading facilities (except for right-in, right-out following thorough consideration by relevant departments) should be located on Lakeshore Road.

3. Western Interface – Brant Street
   a. Brant Street should be developed as the prime pedestrian link between the Downtown with the Waterfront and particularly the future Pier. Uses on the Travelodge site should support and reinforce this important function.
   b. The interface with Brant Street should be improved to include animated, active, attractive and permeable building edges (e.g. cafés and seasonal retail) appropriate to the public path leading to the Pier.
   c. If the Travelodge Hotel tower is replaced, building elements should step down as a podium to lower building edges facing Lakeshore Road, Brant Street and the Waterfront Park.
   d. No residential uses should be located at grade.

4. Southern Interface – Waterfront Park
   a. The Waterfront Park interface should include animated, active, attractive and permeable building edges including restaurant uses and outdoor terraces at grade.
   b. No residential uses should be located at grade.
   c. Bermed landscaping treatment may be acceptable to soften the edge of non-active building walls (e.g. wall of potential underground parking facility).
5. Eastern Interface – Elizabeth Street
   a. Elizabeth Street is an important pedestrian access point between the Downtown and the Waterfront. Uses on the Travelodge site should support and enhance this function and not create visual or physical obstacles to the Lake.
   b. The consolidation of parking entrances and underground garage facilities on the Travelodge site and the Mayrose Tycon site to the east should be pursued.
   c. Human-scaled low-rise street walls of 2-4 storeys in height should be provided, with taller elements set back significantly from the street wall. Set backs should accommodate useable terraces and where large flat expanses of roof occur green roofs are recommended.
   d. Horizontal and vertical articulation should be introduced in the façade to add visual interest.
   e. Access for park maintenance and emergency vehicles should be provided from Elizabeth Street.
6. Massing and Tower Design
   a. Tall buildings are recommended on this site with appropriate stepping back towards public streets and strategic orientation of the building as described below. A number of schemes for building height and massing are depicted. Option A illustrates a maximum height of about 14 storeys on the existing hotel site with a lower 10 storey building on the parking lot. Option 2 illustrates maintaining the existing Travelodge and redevelopment of the parking lot with a 10 storey building. Option 3 illustrates the highest density and 14 storey building on the parking lot and a lower 10-12 storey building on the Travel Lodge site.
   b. The floorplate of tower elements should be minimized and not exceed 650-700 square metres. Please note that the Build-to Line is an outer boundary for building edges. A smaller floorplate is to be located within these boundaries.
   c. Tower elements should be oriented to maximize sky views with a slender profile as seen from Lakeshore Road and the Park. In the case of a rectangular floorplate, the longer side should be located parallel to north-south streets.
   d. Rooftop mechanical elements should be integral to the architecture of the building and use the same high-grade materials as the occupied areas of the building.
   e. Above the base of the building, hotel or residential units should face all four sides (i.e. a blank façade or reduced glazing on the north side of the building would not be acceptable).
   f. Rooftop gardens or green roofs are encouraged.

7. Wind Impact
   a. All proposals should be subject to a wind study to ensure that impacts on the pedestrian realm is minimized.

8. Materials
   a. Materials and colours should convey a sense of permanence and quality, particularly at the base of the building.
   b. All materials should be used in their natural and unadorned state. Replication or mimicry of past architectural styles should be avoided.
   c. At upper levels, materials should be differentiated from the base to articulate the mass of the building and reinforce the slenderness of tower elements.
   d. Vinyl window systems should be avoided. Clear glazing with low-E coating should be utilized. Tinted or coloured glass should be avoided and not permitted at the grade level of the building to promote transparency and public safety.
   e. In general, “Green” materials that are accepted under LEED standards should be chosen. Materials that engage toxic chemicals during fabrication and/or disposal, such as vinyl, should be avoided.
   f. In addition, locally sourced materials that limit environmental impact at fabrication, installation and disposal stages should be preferred.
   g. The reuse of materials from building on site or other buildings should be encouraged, in addition to the use of:
   h. Recycled building materials
   i. Renewable materials
   j. Low-emitting materials
   k. Certified wood
   l. Materials to be avoided include stucco, vinyl siding, metal siding and metal panel curtain wall.

9. Parking Solutions
   a. Parking should be located underground, taking advantage of the 5-8 metre grade difference between the north and south ends of the site.

10. Active Retail
   a. Retail uses should be located fronting on public streets with entrances from the street.
11. Public Accessibility
   a. Due to the size of the site, the complex should be publicly accessible during daytime hours and facilitate east-west and north-south pedestrian movement through the site.

12. Lighting
   a. Lighting on the site should be designed with the following criteria in mind:
   b. Congruent with contemporary lighting adopted further west on Lakeshore Road
   c. Pedestrian-scaled
   d. Energy efficient
   e. Downcast to minimize light pollution

---

**FIGURE 84: Block 23 Plan**

- **Build To Line**
- **Low Rise Zone: 2-4 Storeys**
- **Tower element - up to 14 storeys**
- **Mid-Block Pedestrian Connection and View**
- **Enhanced Streetscape Edge Treatment**
7.27 Block 27
FIGURE 92: Block 27: Existing
7.27 Block 27

Boundaries
- Ontario Street
- Elgin Street
- Blathwayte Lane
- Locust Street

Characteristics and Issues
1. A variety of low-rise buildings with house-forms occupied by both residential and commercial uses.
2. Townhouse development along Blathwayte Lane is a stable, desirable use.
3. Three heritage designated buildings located in northern portion of block and numerous heritage listed buildings throughout block contribute to character.
4. The eastern boundary of the block faces City Hall across Locust Street.
5. The southern boundary of the block faces the proposed new Performing Arts Centre across Elgin Street.

Pedestrian Connections
1. The site does not offer pedestrian connections as it is primarily composed of a residential typology.

Opportunities
1. Potential new development in the two parking lots located at the south-west corner of the block.
2. Potential redevelopment of 1437 Elgin Street and 452/454 Locust Street.
3. Developments should provide positive frontages to Elgin Street, Blathwayte Lane and Locust Street.
4. Building heights should be low rise (2-3 storeys) and fit in scale and form with existing buildings.
5. Priority should be given to residential uses along Blathwayte Lane, however commercial and hospitality uses at the corner of Elgin Street and Blathwayte Lane would compliment the proposed new Performing Arts Centre. Commercial and hospitality uses for developments fronting Elgin Street and Locust Street would be appropriate, however they should respect the heritage character of the block.

One of several heritage designated buildings located on Block 27.

Townhouse development on Blathwayte Lane.
Residential building-form on Elgin Street.

Corner of Elgin Street and Locust Street.