City of Burlington

Old Lakeshore Road Precinct

Phase II: Urban Design Guidelines

July 2009



bmi | pace

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1.1 Study Background

In 2005, the City of Burlington retained Brook McIlroy Planning + Urban Design / Pace Architects (BMI/Pace) to prepare Downtown Urban Design Guidelines. The scope of that document provided guidelines for all of downtown Burlington, which was separated into three distinct districts - Central Area Precinct (Downtown Core), Wellington Square Precinct (at the west end of the downtown) and the Old Lakeshore Road Precinct (which is the focus of this document).

In 2006, Council directed staff to undertake a detailed land use study of the Old Lakeshore Road Precinct. The Planning Department retained BMI/Pace to provide analytical and urban design assistance, as well as to facilitate consultation with the public and area landowners. For the purposes of this report, this earlier work will be referred to as Phase 1.

1.1.1 Consultation Activities

On November 29, 2006 BMI/Pace, in coordination with the Planning Department, conducted a landowner's workshop to discuss the opportunities and constraints for the Old Lakeshore Road Precinct. A staff workshop was conducted on January 30, 2007 to discuss the feedback from the landowners and to develop a list of the key issues. A second meeting with the landowners was held in February, followed by a general public meeting.

In December 2007, Council adopted the Official Plan amendment that put in place land use policy changes for the precinct. In this policy, the City divided the site into three separate sectors: Area A: West Sector, Area B: East Sector and Area C: South Sector (page 2). To supplement the policy changes, this document provides detailed design guidelines for the precinct to assist City Staff in the evaluation of future development proposals for the area.

A public information meeting was held on March 25, 2009 to present the guidelines contained in this document.



Figure 1.1.1: aerial view of the Old Lakeshore Road Precinct from the northwest.

1.2 Phase 1 Outcomes

As a part of Phase I, BMI/Pace met with City staff to discuss opportunities and constraints for the Old Lakeshore Road Precinct. The key issues raised included:

- Area Character & Potential Land Uses
- Built Form: Building Height & Massing
- Building Base Design & Pedestrian Access
- Waterfront Access & Open Space Design
- Cultural Heritage Resources
- Transportation & Parking
- Environmental
- Servicing

From this direction, and with feedback from City staff and landowners, BMI/Pace prepared a series of options for the Old Lakeshore Road Precinct that considered:

- Potential for retention or removal of existing heritage buildings
- Closing off access to Old Lakeshore Road (from either the east or west intersection)
- Potential for new additional signalized intersection(s)
- Location of on-street parking
- Location of green spaces
- Retaining or creating physical/visual connections
- Retaining or creating public waterfront access
- The location and character of retail/public façades vs. residential/private edges

Following the preparation of options, the City and BMI/Pace conducted workshops with staff and landowners, and held a public session to discuss the options for the precinct.

Feedback from these sessions was used to develop preferred options, which will form the basis for this document, the Phase II Urban Design Guidelines.

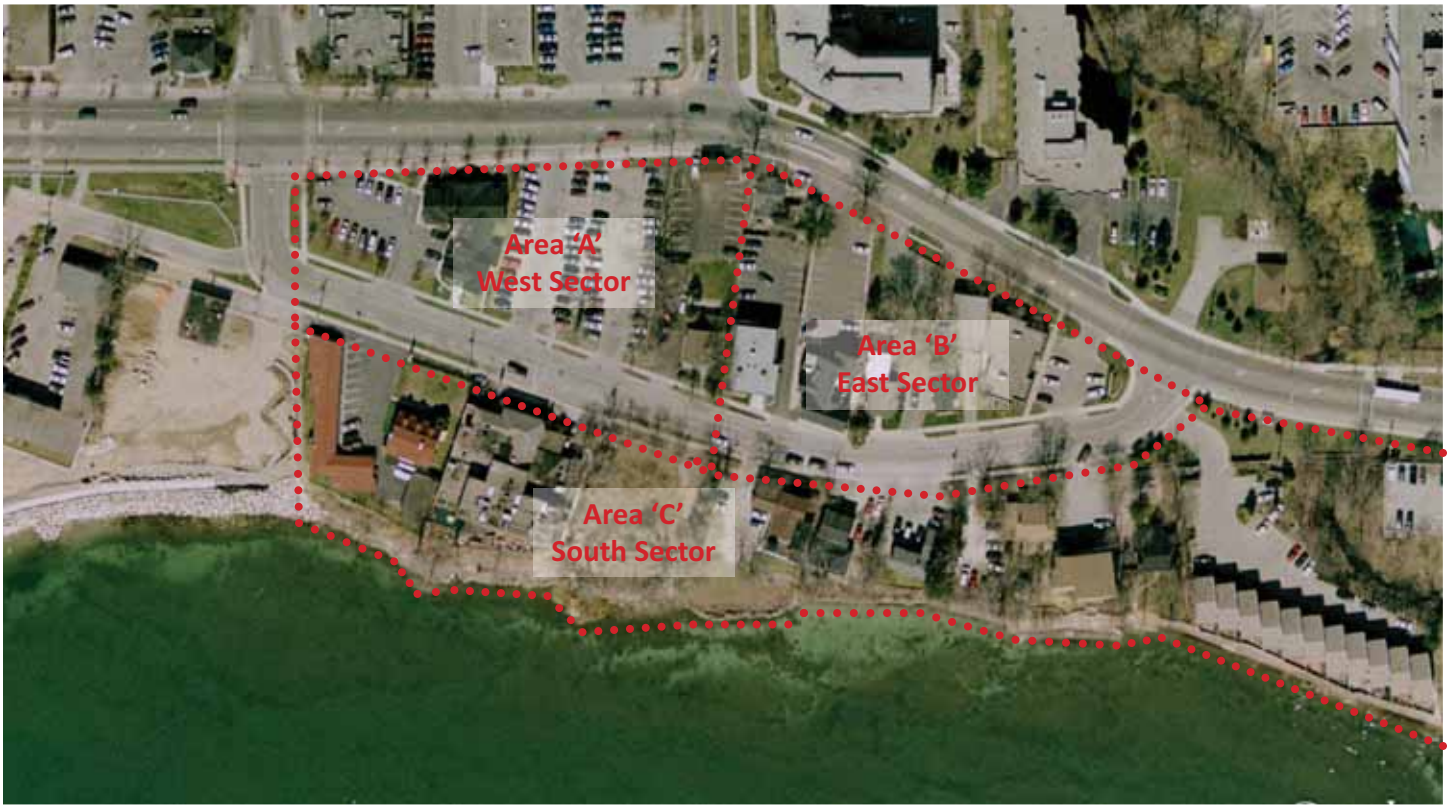


Figure 1.1.2: A, B, and C Sectors from the City's Staff Report

1.2.1 Relevant Studies

1.2.1a Shoreline Analysis

As part of a separate study commissioned by the City and prepared in 2006 by Shoreplan Engineering, with input from Conservation Halton, setbacks along the shoreline were established. The erosion hazard along this portion of the shoreline required a minimum 30m erosion allowance measured from the stable top of the bank or bluff. If shoreline stabilization were implemented, the setback could be reduced to 20m subject to Conservation Authority approval.

The combined effect of the stable top of bank and the 30m development setback substantially limits redevelopment potential on the south side of Old Lakeshore Road (page 3). The Shoreplan study has been reviewed and supported by Conservation Halton. The building setback restriction means the existing waterfront buildings in the South Sector are at their highest development potential. The only options include retaining the buildings and undertaking internal or façade improvements.

The setbacks documented in the Shoreplan study were used in the development options.

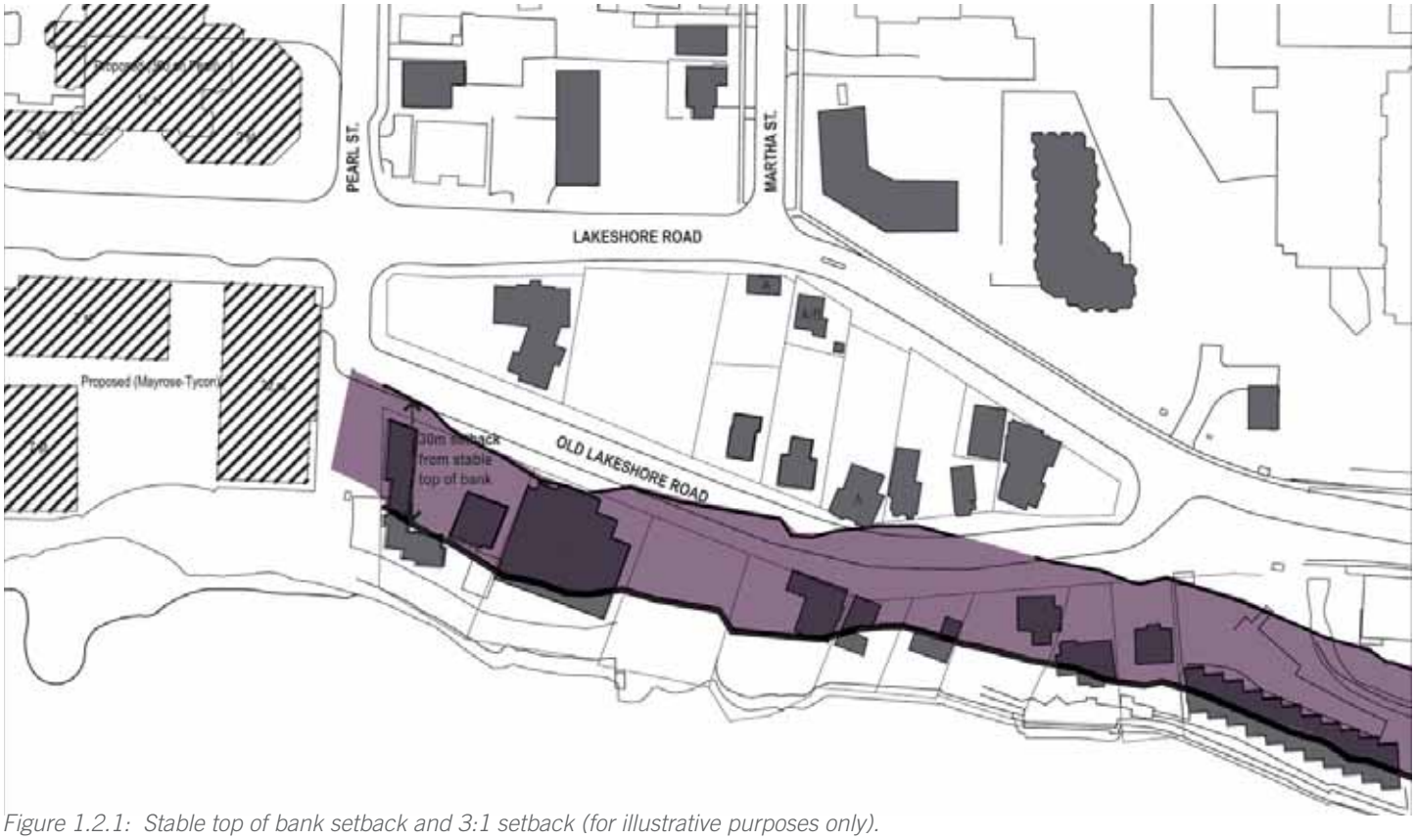


Figure 1.2.1: Stable top of bank setback and 3:1 setback (for illustrative purposes only).

1.2.1b Cultural Heritage Resources

Eleven properties on the City's Inventory of Heritage Resources are within the Old Lakeshore Road Precinct. Although none of the buildings are designated under the Ontario Heritage Act, the Phase I Urban Design Analysis considered the retention of some of these properties. There are eight properties within the area which are on the municipal register and have been identified for preservation as a preferred option (shown on map below):

1. 2072 Lakeshore Road (aka 2075 Lakeshore Road)
2. 2096 Lakeshore Road
3. 2084 Old Lakeshore Road
4. 2093 Old Lakeshore Road
5. 2097 Old Lakeshore Road
6. 2100 Old Lakeshore Road
7. 2101 Old Lakeshore Road (aka 2105 Old Lakeshore Road)
8. 2118 Old Lakeshore Road

Buildings on the south side of Old Lakeshore Road will likely be preserved, as there is limited development or redevelopment potential in the South Sector. The two properties at the terminus of Martha Street are located within the potential extension of Martha Street.

Heritage properties would ideally be preserved in their existing location.



Figure 1.2.3: Chrysler Carriage House



Figure 1.2.4: 2100 Old Lakeshore Road



Figure 1.2.2: Old Lakeshore Road Precinct Cultural Heritage Resources



Figure 1.3.1: The precinct is characterized by a number of one and two-storey buildings.



Figure 1.3.2: Lakeshore Road & Old Lakeshore Road to the west.



Figure 1.3.3: View south to Lake Ontario at Lakeshore Road & Old Lakeshore Road.

1.3 Existing Conditions

1.3.1 Existing Massing and Built Form

The Old Lakeshore Road Precinct is characterized by low-rise house-form buildings with commercial, retail and residential uses. While the buildings are predominantly house-form, few are still occupied as residences. The south side of Old Lakeshore Road is also comprised of one and two-storey detached buildings, as well as a row of townhouses at the east edge of the precinct. The north side of Lakeshore Road has a much different character, with taller apartment and condominium buildings lining the street. The existing buildings on the north side of Lakeshore Road east of Pearl are typically one and two storey commercial buildings. Redevelopment of this area for taller mixed use buildings is anticipated over time.

1.3.2 Views

The alignment of Pearl Street provides an unobstructed view towards the Lake. The Martha Street alignment provides an obstructed view, where some small buildings are in the direct line of sight. However, the south side of Old Lakeshore Road is vacant in this location, creating potential for an exceptional vista. These views and vistas should be protected and framed through new development.



Figure 1.3.4: Old Lakeshore Road, looking west.

1.3.3 Pedestrian Connections

The Old Lakeshore Road Precinct is relatively permeable in its existing configuration. An abundance of surface parking lots and small building structures make the area quite transparent, both visually and physically. The network of sidewalks is not well connected though, with multiple curb cuts throughout, particularly on the south side of Lakeshore Road. Sidewalks are not continuous throughout the precinct, with no sidewalk at all on the south side of Lakeshore Road, east of Old Lakeshore Road.

1.3.4 Vehicular Traffic

The intersection of Pearl Street and Lakeshore Road is currently the only signalized intersection in the Old Lakeshore Road Precinct. The primary function of Old Lakeshore Road is to provide access to properties along the south side of Old Lakeshore Road, and the few buildings on the north side of the road.In this location, the speed of traffic is a barrier to create a safe and comfortable pedestrian connection between the north and south side of Lakeshore Road.

Lakeshore Road connects to major highways and other municipalities, including Hamilton, Oakville and beyond. Lakeshore Road carries much of the through traffic in the downtown. The current road alignment, configuration and design will be an important consideration for any development option, and should focus on improving sightlines, access points, opportunities for other modes of travel including cycling and public transportation, and general pedestrian safety along Lakeshore Road.



Figure 1.3.6: Surface parking areas within the precinct create greater pedestrian permeability, but decrease the character and quality of the area.



Figure 1.3.7: The eastern edge of the Precinct.



Figure 1.3.5: Lakeshore Road & Old Lakeshore Road to the west.



Figure 1.3.8: Lakeshore Road to the east.

1.4 Development Options

A detailed planning study of the Old Lakeshore Road Precinct was undertaken as part of the Official Plan Review. The Official Plan policies for the Old Lakeshore Road Precinct allow for two alternative development scenarios subject to specific conditions and standards.

Options 1 & 2 differ in a number of respects - height of buildings, retention of heritage structures, and road alignment. However, both options include a setback from the stable top of the bank that limits redevelopment on the south side of old Lakeshore Road.

1.4.1 Development Option 1 - Heritage Preservation & Mid-rise Buildings

Option 1 retains the existing alignment of Old Lakeshore Road and does not consider any new public roads in the Precinct. This option does not facilitate further shoreline improvements and therefore there is no reduction in the setback requirement set by Conservation Halton. Because of this setback and the retention of Old Lakeshore Road, there is limited opportunity for development in the South Sector, although this may create opportunities for future use of these properties as public green space.

This option does not require property consolidation in the West Sector. Two properties in the West Sector - 2072 Old Lakeshore Road and 2083 Lakeshore Road - could be developed as individual parcels or as one larger development. Some consolidation may be required for larger scale redevelopment to happen in the East Sector, specifically the properties at 2101, 2107, 2111, 2114 and 2119 Lakeshore Road. Additionally, Option 1 retains all four heritage properties in their existing locations, resulting in much of the existing surface parking remaining.

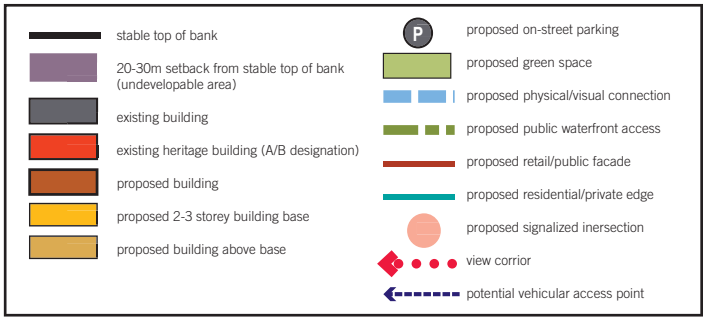




Figure 1.4.1: Conceptual layout of building footprints for the Old Lakeshore Precinct Development Option 1.

For those properties where redevelopment could occur, all new buildings have a building base of 2 storeys, and range in height from 6 storeys in the East Sector, to 10 storeys in the West Sector.

This option presents limited development opportunity and would not require any shoreline stabilization to occur. Without the consolidation of properties, the City would likely not be able to gain any public waterfront access.



Figure 1.4.2: Conceptual massing of the Old Lakeshore Precinct Development Option 1.



Figure 1.4.3: Conceptual massing of the Old Lakeshore Precinct Development Option 1.

1.4.2 Development Option 2 - High & Mid-Rise Buildings

Option 2 allows for property consolidation and closure of Old Lakeshore Road between Pearl Street and the Martha Street alignment subject to specific conditions set out in the Official Plan. This new reconfiguration allows for the extension of Martha Street mid-block, providing access to a new signalized intersection at Lakeshore Road and Martha Street. This would create an opportunity for increased development potential in the West Sector, and an opportunity for shoreline stabilization work which may allow for a reduction in the setback requirement set by Conservation Halton. Because there are Regional services below Old Lakeshore Road, a pedestrian mews or other easement would be required along this alignment to allow access to below-grade infrastructure.

This option presents a scenario in which only one of the heritage buildings would be retained - the former Estaminet - as it is within the South Sector subject to Conservation Halton setback requirements.

Through the first Phase of the Old Lakeshore Road Precinct study, and in discussions with City Staff, the introduction of a signalized intersection at Lakeshore Road and Martha Street was recommended. This would be dependent on the extension of Martha Street towards the Lake.

If Old Lakeshore Road remains in its current alignment, opportunities to close off the street to create a pedestrian mews should be explored. Temporary closures could be accommodated with bollard placement and/or leaving one access point open.

All buildings have a building base of 2 storeys, and range in height from 8 storeys in the East Sector to 15 storeys in the West Sector.



Figure 1.4.4: Conceptual layout of building footprints for the Old Lakeshore Precinct Development Option 2.



Figure 1.4.5: Conceptual massing of the Old Lakeshore Precinct Development Option 2.



Figure 1.4.6: Conceptual massing of the Old Lakeshore Precinct Development Option 2.

2.0 Urban Design Guidelines

The options developed through the Official Plan Review land use study dealt primarily with building height, massing and location, while the Urban Design Guidelines consider the public and private realm in a greater level of detail. The objectives of the guidelines are to:

- Encourage appropriate and compatible built form.
- Expand and improve the public realm, including access to the waterfront, streetscape treatments and an open and green space network (see Figures 2.1.2 and 2.2.3).
- Encourage the redevelopment or revitalization of under utilized sites and recognize their value in enhancing the public realm.
- Ensure compatibility with the existing established residential neighbourhoods.

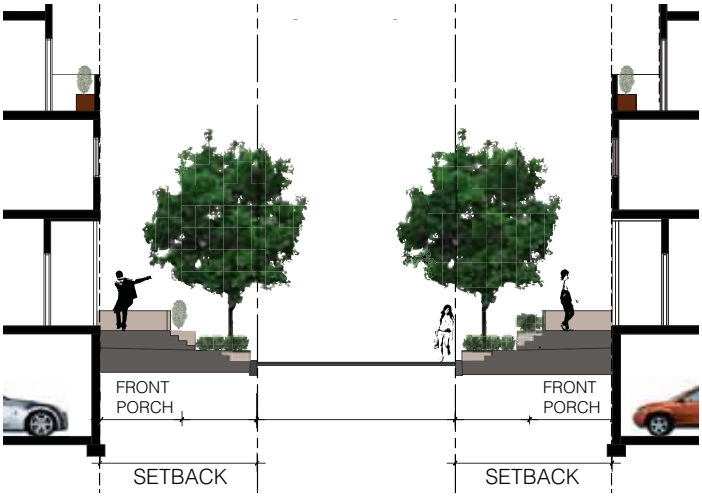


Figure 2.1.1: Connections between buildings should be designed as publicly accessible private space with public/private transitions.



Figure 2.1.2: High quality and consistent streetscape treatments, including street tree planting, should be applied throughout the precinct.

2.1 Open Space & Streetscapes

Both development options indicate a strong public edge along the south side of Lakeshore Road. A mixed-use or commercial edge is less feasible further east, and farther from the Downtown core. This is the same for the Old Lakeshore Road frontage. The vision for Old Lakeshore Road is a smaller scale mixed-use district which would be more likely to occur in the western portion of the block or along proposed pedestrian mews. The following guidelines deal with the proposed public edges in the precinct and their transition and adjacency to private residential areas.

There are two distinct streetscape themes within downtown Burlington – the traditional heritage theme in accordance with the 1986 Streetscape Guidelines, and the contemporary theme that has been developed in conjunction with the recent revitalization of the waterfront. The Old Lakeshore Road Precinct is most directly connected with the waterfront areas and through redevelopment should integrate the contemporary theme.

2.1.1 Pedestrian Connections

The Burlington Waterfront is fully accessible from the beachfront to Pearl Street, and the potential for public waterfront access should be an important component of all development options. An essential step in creating a pedestrian friendly precinct is to create streets with a pedestrian-focused design. This means that all travel routes must be continuous and must connect to destinations such as the waterfront and Lakeshore Road. Considerations should include extending the public promenade.

Easy and accessible pedestrian connections and circulation routes throughout the entire precinct are a key goal of these urban design guidelines and should be considered as a primary consideration in all new development. Within both options there are multiple “pedestrian-priority” areas. These include the sidewalks along Lakeshore Road, Old Lakeshore Road and on the streets internal to the study area. The design and treatment of these sidewalks should be consistent with the adjacent uses.

Outlined below are guidelines for ensuring a connected community.

- Sidewalks should be buffered from the residential units at-grade through setbacks or landscaping (see Figure 2.1.4).
- Wider sidewalks of 4.0 to 5.0 meters in width should be constructed. This encourages retail and restaurant spill-out spaces and provides space for additional pedestrian amenities such as benches, tables and/or plantings.

- All sidewalks and pedestrian walkways should be well lit and continuous and should always be designed to accommodate public access, with proper separation from private uses. These separations can be height transitions, low fencing or plantings, or a combination of all three (see Figure 2.1.4).
- There should be a seamless and connected transition from public pedestrian to private pedestrian connections; this transition can be denoted with changes in paving material or planting.
- Pedestrian walkways should be accessible and visible from the public street or other public areas.
- Shrub or other landscaping and fencing heights should not obscure views through to private or public development to preserve sight lines and safety.
- Sidewalks should be buffered from vehicular traffic by the use of on-street parking and street trees, and by including street furniture and amenities (see Figure 2.1.2).

2.1.2 Pedestrian Crossings

Crosswalks ensure continuity of the sidewalk network, which is a high priority in this precinct. The locations for crosswalks may include the intersections of Lakeshore Road and Pearl Street, and Martha Street and Old Lakeshore Road. Should a new north-south road be created at the alignment of Martha Street, multiple pedestrian crossings would be recommended to promote a pedestrian-focused road.

- Crosswalks should be continuous and connected to adjacent sidewalks. Crosswalks should be clearly designed for safety, with appropriate surface markings or variation in construction material, and signage (see Figure 2.1.5).
- Surface markings for crosswalks are recommended to be simple and legible. Concrete banding is sufficient and may be combined with textured edges to increase legibility and assist individuals with visual impairments (see Figure 2.1.5).



Figure 2.1.3: Above is an example of a wide boulevard that provides public access to a waterfont setting.



Figure 2.1.4: Wide setbacks, particularly along the south edge of the precinct, should provide pedestrian & cycling networks.



Figure 2.1.5: Crosswalks along Burlington's waterfont.



Figure 2.1.6: Open space between buildings can provide spaces for residents to gather and socialize.



Figure 2.1.7: Small, open spaces at the base of buildings provide areas for socializing.

2.1.3 Landscape & Streetscape Treatments

A vibrant and active pedestrian-friendly streetscape is a primary requirement of the Old Lakeshore Road Precinct. Pedestrian-friendly means a pedestrian route that is clearly defined and separate from vehicular traffic areas. This includes easy navigation, barrier-free sidewalks, open spaces, walkways and well-marked crosswalks. These objectives can be achieved through the consistent use of materials and other cues for safe, predictable and comfortable pedestrian movement.

- In all pedestrian areas, a consistent application of accent paving and pedestrian lighting shall be used to clearly define sidewalks and walkways. Similar treatment will clearly identify areas where pedestrians may encounter vehicles along their route (at drive aisles, crosswalks and intersections) (see Figure 2.1.6).
- Street trees shall be planted within each sidewalk boulevard and adjacent to walkways facing a street and open space. Tree planting locations, separation distances and installation techniques shall be determined on a case-by-case basis (see Figure 2.1.7).

2.1.4 Open Spaces

Open spaces within the precinct should provide opportunities for walking and cycling in the form of mid-block connections, expanded public sidewalks, pedestrian crossings and dedicated trails. There are a number of opportunities to create new public and private open spaces within the precinct. Special consideration should be given to the South Sector and the future of these lands for public waterfront access.



Figure 2.1.8: Conceptual locations for new open spaces & connections. Location of internal open spaces will have to be coordinated with redevelopment.

Publicly-accessible open spaces can be incorporated in a variety of approaches, including paved plazas, green spaces, courtyards, and play areas for children. Within these open spaces there should be a priority for pedestrian and cyclist connections to the waterfront. Outlined below are the guidelines specific to the design of all new public and private open spaces.

- Create and/or enhance visual and physical connections to existing and/or new open spaces. This will encourage use of mid-block private and public open spaces.
- Provide small open space areas at building bases and in the courtyards of new developments. The provision of these spaces will allow for formal and informal gathering and will be especially effective at high profile sites, such as the edges of the precinct (see Figures 2.1.6, 2.1.10 and 2.1.11).
- Adjacent buildings should frame the plaza and clear pedestrian connections should be made to adjoining open spaces or parks (see Figure 2.1.8).

2.1.5 Courtyards and Mid-block Connections

There are several opportunities for shared courtyards and mid-block connections between buildings in Development Option 1 and Development Option 2. Although shared courtyards would likely be private development areas, their treatment and design should be undertaken in a manner that enhances the public realm and is complementary and coordinated between adjacent developments.

- Private open space, including courtyards and mid-block connections, should be designed in a manner that facilitates access through the site and should provide adequate public-private transition areas.
- Shared courtyards should have a coordinated design that is seamless between developments. Courtyards can be a combination of hardscaped and landscaped areas with entrances off of the courtyard area.



Figure 2.1.9: Buildings should be strategically located to maintain views to Lake Ontario from Lakeshore Road, a concept illustrated in the above photo of Port Credit, Mississauga.



Figure 2.1.10: Courtyard spaces between developments should be designed as one space with consistent landscape and hardscape designs.



Figure 2.1.11: Residential developments should integrate internal private spaces that provide opportunities for a range of housing types and cater to families.



Figure 2.1.12: Mid-block connections and spaces between structures not occupied by parking, streets, sidewalks or walkways should be landscaped as usable open space accessible to pedestrians.



Figure 2.2.1: On-street parking allows users convenient access to commercial and residential areas.



Figure 2.2.2: On-street parking can help to buffer the sidewalk from vehicular traffic.



Figure 2.2.3: On-street parking should be an integrated component of streetscape design. In this example, unit pavers are used to delineate on-street parking.

2.2 Parking, Servicing & Utilities

2.2.1 On-street Parking

On-street parking supports retail and commercial enterprises, helps to animate the street, reduces vehicle speeds and serves as a protective buffer between pedestrians and moving vehicles.

On-street parking should be located on both sides of Old Lakeshore Road and along any new north-south streets. On-street parking should also be considered along both sides of Lakeshore Road. This may help to calm fast-moving traffic along Lakeshore Road and provide short-term parking for retail at-grade in the Old Lakeshore Road Precinct.

- On-street parking bays should be parallel to the curb and not perpendicular or angled (see Figures 2.2.1 and 2.2.2).
- On-street parking may be situated within bump-outs, where appropriate (see Figure 2.2.2).
- Bump-outs should be landscaped with street trees or low level ground cover and be designed to accommodate snow loading (see Figure 2.2.2).
- Where appropriate, permeable paving or other pervious surfaces should be considered.

2.2.2 Structured Below-Grade Parking

The provision of long-term parking for the residential and mixed-use buildings within the precinct will be necessary. Alternatives to parking structures within each building should be explored, such as shared parking structures, and the use of City-owned parking structures in the downtown.

Free-standing parking structures are not permitted under the approved zoning bylaw for this area. Structured parking should be located below-grade.

- Wherever possible, access to structured parking should be from secondary streets or the interior of blocks. Ramps at street corners or view termini should be avoided.
- Structured parking entrances should be designed and located to minimize their visibility (see Figure 2.2.4).
- Entrances to parking, servicing or loading areas should not be more than 20% of a secondary building façade.
- The height of entrances to below grade parking, servicing or loading areas should be less than the height of the second storey.

2.2.3 Surface Parking, Servicing & Loading

No surface parking, except for parallel on-street parking or temporary drop-off or delivery spaces, should be permitted in the Old Lakeshore Road Precinct. Small areas of surface parking that are partially enclosed behind or under building may be permitted as long as it is screened from public streets or open spaces.

Servicing and loading areas may be permitted in the area, provided that they adhere to the following guidelines:

- In all new developments, the required servicing and loading areas should be located and designed as an integral part of the building and site design, and not located as separate, stand-alone areas or structures. Servicing and loading should be contained within the building envelope.
- Access to servicing and loading areas will not be permitted off of Lakeshore Road, but can be provided off of Old Lakeshore Road or a new north-south road.
- Service areas in new developments should not face onto, or be visible from primary streets, public spaces, landscaped open spaces and/or amenity areas. Where this is not possible, service areas should be screened from view.
- Drive aisles that function as the primary access for parking, servicing and loading should not be adjacent to, or visible from open spaces, courtyards or pedestrian walkways. Where this is not possible, drive aisles should be screened from view.
- Parking, servicing and loading areas should be shared between developments.



Figure 2.2.4: The side yard parking garage entrance minimizes its visibility from the street.

2.2.4 Utilities

Above-grade utilities generally contribute to a negative image of the streetscape, particularly when placed in highly visible areas of the public right-of-way.

- Utilities, including utility cabinets, transformer vaults, hydro metres and gas metres should be internal to buildings.
- Where utilities cannot be place within a building, they should be located at less visible locations (such as side or rear yards) and should not be located at corners or highly visible such as sidewalks or open spaces.



Figure 2.3.1: Buildings façades should be highly transparent along street-fronting façades.



Figure 2.3.2: Buildings should be aligned to frame sidewalks.



Figure 2.2.3: Street boulevards and sidewalks should be designed to provide adequate room for walking, areas for sitting and a variety of pedestrian amenities.

2.3 Built Form

The relationship of buildings to one another and to open spaces influences the comfort of pedestrians at street level, and the quality of interior spaces.

The Options developed in the land use study reflect a recommended layout of streets, pedestrian connections and buildings, but may be reconfigured, subject to the guidelines in Section 2.3.

2.3.1 Orientation & Location of Buildings

Over the last several years, a number of high-rise mixed-use buildings have been proposed and constructed to the north and west of the precinct. The orientation and location of buildings should encourage a visual transparency and allow for the public realm to filter through the block. View termini resulting from new street patterns should be considered in the placement and design of built form.

- Buildings should be organized to define the public realm and frame abutting streets, sidewalks and amenity spaces (see Figures 2.3.1, 2.3.2 and 2.3.3).
- Main building entrances should face public streets and be directly accessible from public sidewalks (see Figures 2.3.1, 2.3.2 and 2.3.3).
- Corner buildings and buildings that terminate primary view corridors should reinforce their prominent location through building massing, setbacks and building base design.
- Mixed-use buildings, and buildings with commercial uses at-grade, should be located close to the public sidewalk to create a relatively continuous street wall. This consistency will give a sense of enclosure to pedestrians on the street and aid in the regular placement of shops and public uses. Variations in the street wall are recommended where building forecourts, courtyards and other forms of public or semi-private open space are desired (see Figure 2.3.1, 2.3.2, and 2.3.3).
- Sustainable practices and methods of construction should be incorporated at the early design stages of development. Please refer to Section 2.3.9. Sustainable Design for suggestions.

2.3.2 Building Heights

As outlined in Options 1 and 2 in Phase I, the City has already put in place Official Plan policy and zoning regulations for building height in the precinct. As described in Section 1.4, the two options have different recommendations for maximum heights. Both options recommend a transition in heights from the West Sector down towards the East Sector, which is closer to the low-rise residential neighbourhoods.

From Part III Official Plan 5.5.7.2., the overall minimum height of buildings shall be two storeys and the maximum height of buildings in the West Sector is 10 storeys (31.5m) in the East Sector is 6 storeys (19.5m).

Also contained in the Official Plan is the provision for taller buildings in the West Sector, up to a maximum height of 15 storeys (47m), where they provide compatibility with surrounding land uses and a sense of pedestrian scale by the use of building design incorporating a ground level, street-oriented podium, and subject to the community benefits provisions outlined in Part VI, Subsection 2.2.2 of the Official Plan.

The preferred options do not include any low-rise buildings, but the base of mid and high-rise buildings will be of a low-rise character to create a transition to residential areas to the east.

In addition to the Official Plan's prescribed building heights, the following general guidelines should apply:

- Buildings above four-storeys should have a building base, or step-back above the second storey.
- Taller buildings may be appropriate in the West Sector, while still incorporating appropriate massing, building projections, at-grade recesses, lower storey design and open space treatments (see Figure 2.3.5).



Figure 2.3.4: Example of a mid-rise building fronting onto a main street.



Figure 2.3.5: Example of a taller building, with pedestrian-scaled podium.



Figure 2.3.6: This building steps back towards the lower, residential built form adjacent to it.



Figure 2.3.7: A low to mid-rise podium creates a transition towards the adjacent low-rise residential neighbourhoods.



Figure 2.3.8: Buildings designed with step-backs can utilize these transitions to create usable outdoor spaces at upper levels, such as patios and terraces with landscaping.

2.3.3 Building Setbacks and Step-backs

Building setbacks refers to the grade level building location that provides space at the sidewalk for forecourts, gardens and walkways. A building step-back is generally applied above the building base (i.e. above 2-4 storeys) to allow for greater separation of tall building elements and to allow for increased sun penetration, privacy and upper level terraces. Building setbacks and step-backs can be used to create transitions to lower buildings or pedestrian areas.

- Front yard setbacks are contained in the zoning.
- Buildings should generally be located parallel to the street, park or open space, and apply a consistent front yard setback, except where publicly accessible building forecourts, plazas, courtyards or gardens apply (see Figure 2.3.6).
- On corner sites, building setbacks should generally align with their respective street frontages and make necessary transitions to both edges (see Figure 2.3.7).
- Where building step-backs are appropriate, they should provide a clear distinction between the building base, middle and top. Alternatively, they may be used to create a slender tower, emphasizing verticality and mitigating the mass of the building.
- Setbacks along the building base of new developments shall clearly identify and locate areas intended for the sale of merchandise, and ensure that such areas will not hinder pedestrian movement.

2.3.4 Building Base Design

A well designed building adds visual interest to a street and responds to the existing streetscape conditions through its building design. It is recommended that a variety of building base conditions be created with clearly defined transition zones between public and private realms. This area must mediate between public and private realms. Transition zones could include an expanded front yard area and a change in grade (see Figure 2.3.10). Where retail at-grade is recommended, a flexible building façade setback area is recommended to allow for patios and outdoor spill out locations. Outlined below are guidelines for a well designed building base that contributes towards a vibrant public realm:

- All buildings along Lakeshore Road and Old Lakeshore Road should have entrances fronting onto the public street that are easily identifiable. At the east and west end of the block, corner entrances are also appropriate (see Figure 2.3.11).
- New buildings and developments should maximize opportunities to create new public pedestrian routes throughout the site that connect with the public sidewalk network on Lakeshore Road and Old Lakeshore Road. These connections will help to achieve greater connectivity and encourage pedestrian activity throughout the area.
- Grade-level façades facing a public street should have a minimum of 60% glazing (see Figure 2.3.9).
- All new buildings and developments that occupy a corner site should reinforce the corner condition. This can be accomplished through building design, and should feature fully developed façades along both frontages, including display windows or public entrances located at the corner of the building (see Figure 2.3.14).
- All new buildings and developments shall be designed with continuous street façades that incorporate well-designed 'breaks' featuring public open space, mid-block pedestrian walkways, and/or central entrance ways.
- Buildings should not have blank façades. Where buildings are prohibited from using windows, e.g. where future adjacent development is anticipated, the side façades should still incorporate a minimum level of articulation. This may include detailed brick work, ornamentation, or murals.
- Frequent vertical articulation, regardless of internal division of spaces, should be in accordance with a typical main street fabric, as exhibited elsewhere in the downtown core (see Figure 2.3.12).



Figure 2.3.9: A residential building base should setback to create a transition between the private and public realms, as well as ensuring privacy for residents.



Figure 2.3.10: Developments should ensure a transitional space is created between the public (e.g. sidewalks) and private (e.g. terraces) realm.



Figure 2.3.11: The base of buildings with ground floor commercial should be setback to provide opportunities for amenities such as patios, retail displays, etc.



Figure 2.3.12: Vertical articulation helps to break-up long building façades.



Figure 2.3.13: Tall floor-to-ceiling heights at-grade create a strong street presence, flexible commercial space and a pedestrian orientated streetscape.

- All new buildings and developments should integrate mechanical elements, such as vents or rainwater leaders, within the wall plane or other façade features during the architectural design process.
- All new buildings and developments should incorporate building features and design elements that achieve a 'sense of arrival' to the building. These design elements provide the necessary amenities for pedestrians, including entry awnings, covered setbacks, landmark elements, and transparent glazing that allows a view from the street into interior spaces and helps to provide adequate protection from the elements (see Figure 2.3.14).
- The ground floor should have a minimum floor to ceiling height of 4.5m to provide flexibility for commercial use. Sixty percent of glazing should also be utilized for retail display areas and a visual connection to public areas (see Figure 2.3.12).
- Balconies should be a minimum of two-storey's above grade level adjacent to a street and where grade level is occupied by commercial or retail uses.
- Mid-block open space between buildings should be integrated and designed as private or semi-private courtyards and/or gardens.

2.3.5 Mid-Rise Building Articulation

The guidelines for mid-rise buildings will promote appropriate scale and design. It is important for mid-rise buildings to create appropriate transitions with adjacent buildings and open spaces, and good sunlight access and sky views, while allowing for a diversity of building design.

- Mid-rise buildings should be designed to provide a height transition to surrounding higher or lower scale developments and public spaces to minimize impacts of shadowing (see Figure 2.3.13).
- Where buildings exceed 4 storeys it is important to develop built form and massing that fits with adjacent sites and the public realm (i.e. streets, parks and open spaces).
- Mid-rise buildings should clearly express a 2-storey podium at the street level. The main body of the building must be clearly expressed through setbacks and architectural detail (see Figure 2.3.14).
- Step-backs should be created for buildings above three storeys to minimize the perception of upper storeys from the vantage of a pedestrian. The step back distance should be a minimum of 2.0m to promote usable outdoor terraces (see Figures 2.3.12, 2.3.13, and 2.3.14).



Figure 2.3.14: Mid-rise built form helps to create a transition towards lower-rise residential.



Figure 2.3.15: There are many ways to design mid and high-rise buildings, which do not exclude slender towers that touch the ground.



Figure 2.3.16: "Green" roof technologies are encouraged on flat roofs and roof terraces.

2.3.6 High-Rise Building Articulation

The design of high-rise buildings should consider three parts of the building massing: the base which relates primarily to the public street and open space, the middle (shaft) and the top including the roof, and mechanical penthouse.

- Smaller tower floor plates, approximately 750 sm are recommended (i.e. point tower form) to improve views, reduce shadow and wind impacts and contribute to a dynamic urban skyline (see Figure 2.3.15).
- Articulate large floor plates to reduce the perception of overall building mass, achieve a distinct skyline building profile, and to minimize shadow impacts on adjacent properties.
- Elongated towers should be sited to minimize shadow impacts to adjacent sites, streets and open space.
- Spatial separation between towers should equal the width of adjacent towers and generally be no less than 25.0 metres.

2.3.7 Roof Design

A well designed roof will enhance the skyline, which is particularly important in the Old Lakeshore Road Precinct, because of its visibility from the water and from Downtown. Outlined below are key principles for well designed roofs:

- To create greater interest in the skyline, taller buildings should introduce articulation in the upper floors. This can be achieved through the use of step-backs, terraces and/or architectural elements including projecting roof lines, trellises or vertical elements.
- A variety of roof shapes should occur on each block to create individuality.
- Roof materials and colours should complement the building's cladding materials.
- Rooftop mechanical equipment should be integrated with the building design, and rooftop mechanical units and vents should be screened using materials complementary to the building. Parapets or other architectural screening devices should be used to screen rooftop mechanical units.
- Flat roofs and roof terraces are encouraged to be used as private and communal outdoor patios, decks and gardens. "Green" roof technologies are encouraged (see Figure 2.3.16).

2.3.8 Building Materials

Under current Ontario legislation, municipalities can control the external appearance of buildings through Site Plans, including materials. Key principles should include the following:

- All façades visible from a public street should provide a high standard of design, detail, and a variety of materials (see Figure 2.3.17).
- Cladding materials may include clear or lightly tinted glass curtain wall, solid-coloured brick, natural or synthetic stone, steel, in-situ concrete, and pre-cast concrete. Wood may be appropriate as an accent material or for screening. Stucco should not be used as a principal wall material. Vinyl siding, plastic, plywood, concrete block, metal spandrel panels, mirrored glass and metal siding utilizing exposed fasteners are strongly discouraged. Synthetic siding and mirrored glass should never be used on façades visible from public areas. A combination of multiple building materials is discouraged in favour of achieving a unified building and district image.
- In general, the appearance of building materials should not mimic other materials.
- Building materials should be chosen for their functional and aesthetic quality as well as for energy and maintenance efficiency. Exterior finishes should exhibit quality of workmanship, sustainability and ease of maintenance. If materials that require regular refinishing are used, such as wood, maintenance programs should be provided.

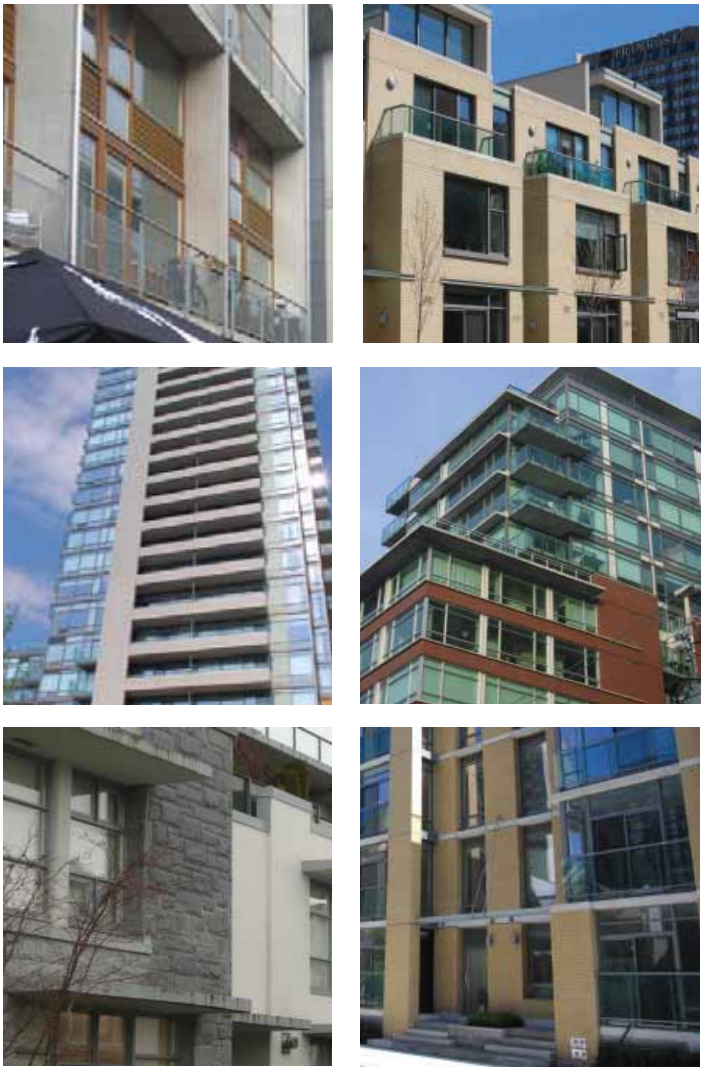


Figure 2.3.17: Examples of preferred building materials shown above.



Figure 2.3.18: Naturalized green roofs are easy to maintain, reduce heat island effect and minimize water runoff.

2.3.9 Sustainable Design

Key considerations for the design of new buildings include water quality, consumption and runoff, the preservation of natural and built features, the reduction of hard surfaces, and reductions in the building footprint to create public open spaces and extensive landscaped areas.

Other key considerations for achieving sustainable building designs include:

- Building orientation
- Sustainable landscape design
- Urban heat island mitigation (see Figure 2.3.18)
- Storm water management
- Alternate transportation options
- Renewable energy
- Green roofs (see Figures 2.3.18 and 2.3.20)
- Building envelope design
- Natural ventilation
- Day light design (see Figure 2.3.19)
- Dark sky design
- Waste management
- Water use reduction and waste water technologies



Figure 2.3.19: Access to the outdoors and daylight allows buildings to be naturally ventilated and creates positive residential environments.



Figure 2.3.20: Programmed green roofs can provide essential community spaces while mitigating the environmental effects of new development.