BOUSFIELDS INC.
PLANNING | DESIGN | ENGAGEMENT

# Urban Design Brief



**2076 Old Lakeshore Road**
City of Burlington

**Prepared For**
1959025 Ontario Inc.

September 2025

BOUSFIELDS INC.

Job Number
23157

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# Table of Contents


**1 Introduction** 1

**2 Site & Surroundings** 3

2.1 Subject Site 4

2.2 Immediate Surroundings 6

2.3 Area & Urban Design Context 9

2.4 Transportation Network 14

**3 Urban Design Vision & Strategy** 17

3.1 Vision Statement 18

3.2 Urban Design Principles & Strategies 19

**4 Description of Proposal** 21

4.1 Response to Design Review Panel 28

**5 Response to Design Review Panel** 29

5.1 Burlington Official Plan 30

5.2 New City of Burlington Official Plan (Partially in Force) 34

5.3 Downtown Urban Design Guidelines (2006) 43

5.4 City of Burlington Old Lake Lakeshore Precinct Phase II: Urban Design Guidelines (2009) 45

5.5 City of Burlington Tall Building Guidelines (2017) 47

5.6 Downtown Streetscape Guidelines (2019) 49

**6 Urban Design Analysis** 50

6.1 Site Organization 51

6.2 Circulation & Access 53

6.3 Parking, Loading & Servicing 56

6.4 Built Form & Massing 56

6.5 Architectural Articulation & Building Facades 59

6.6 Shadow Impacts 65

6.7 Public Realm 66

**7 Conclusion** 71

**Appendix A: DRP Comments** A1

This Urban Design Brief has been prepared by Bousfields Inc. in support of an application by 1959025 Ontario Inc. that seeks to amend the 1997 City of Burlington Official Plan and Zoning By-law 2020, as amended,  to permit a 23-storey mixed-use development at the lands located at 2076 Old Lakeshore Road in the City of Burlington.

# 1

# Introduction

This Urban Design Brief (“Brief”) has been prepared by Bousfields Inc. in support of an application by 1959025 Ontario Inc. that seeks to amend the 1997 City of Burlington Official Plan (the “Official Plan”) and Zoning By-law 2020 (the “Zoning By-law”), as amended, to permit a 23-storey mixed-use development at the lands located at 2076 Old Lakeshore Road in the City of Burlington (the “subject site”).

The purpose of the Brief is to describe the urban design character of the building, to assess its fit within the Downtown context, and to review its conformity with the City’s urban policy framework. In addition to the other documents that form the submission package, the Brief is a companion document to and should be read in conjunction with the Planning Justification Report, also prepared by Bousfields Inc., which sets out the urban planning rationale for the subject site.

From an urban design perspective, this Brief reviews the architectural design concept prepared by NEUF Architects Inc. and the landscape design concept prepared by Adesso Design Inc. In addition to identifying the urban design vision and objectives for the subject site, this Brief addresses the urban design policies of the City of Burlington’s in-force Official Plans, and the City’s Tall Building Guidelines (2017).

The Brief concludes that the proposed development will contribute to the ongoing regeneration of Burlington’s Waterfront with an appropriately scaled development that enhances the shore of Lake Ontario and animates the public realm, including an extended Waterfront trail across the subject site’s frontage on Lake Ontario.

# 2

# Site & Surroundings

# 2.1 Subject Site

The subject site benefits from a Waterfront location along the shores of Lake Ontario with frontage on Old Lakeshore Road in the City's Downtown. The 2,185.9 square metre site has a trapezoidal configuration as it narrows at the rear towards Lake Ontario. There is a significant drop in grade across the site between Old Lakeshore Road and Lake Ontario.

The subject site is currently occupied by a 1-2 storey motel (the "Marquis Lakeside Inn") consisting of three low scale buildings and a surface parking lot. In terms of vehicular access, there is a single curb cut along Old Lakeshore Road.




**Figure 1 -** Aerial Photo - Broader Context



Key Map



The subject is currently occupied by a 1-2 storey motel looking south from Old Lakeshore Rd



Looking east along Old Lakeshore Rd towards the Estiminet Hotel



The Estiminet Hotel structure looking towards the subject site



The terminus of the waterfront trail at the subject site looking east



The waterfront trail access path immediately to the west of the subject site

# 2.2 Immediate Surroundings

The subject site is situated in the City of Burlington's Downtown and in particular in an area that is currently experiencing a significant amount of development activity including several recent approvals on the north side of Old Lakeshore Road. These approvals include 2083 Lakeshore Road, 2100 Lakeshore Road and 2107 Lakeshore Road, all at 27 storeys in height. A recent application at 2072 Old Lakeshore Road, a 23-storey development directly across the street from the subject site, is currently under review by the City of Burlington.

There are also a number of existing high-rises within the immediate context, including the 16-storey 360 Pearl Street development at the northwest corner of Pearl and Lakeshore as well as the 22-storey Bridgewater development on the west side of Pearl Street at 2060 Lakeshore Road. A 26-storey tower is largely completed to the northeast at 374 Martha Street by Adi Development Group.

As noted above, the immediate context is in the process of transforming into a high-rise environment. The new tall buildings will not only contribute to the City's skyline but will also enhance the existing public realm at grade by establishing a more continuous pedestrian friendly environment with grade related uses and improved streetscaping.

Much of the recent development activity in the area is occurring along Lakeshore Road which continues to function as one of the Downtown's principal urban corridors, a role that the street shares with Brant Street (which is the Downtown's principal north-south corridor). Lakeshore Road connects the Downtown with other municipalities and as it traverses the Downtown provides access to the City's Waterfront including some of its principal open space elements.

## North:

To the immediate north of the subject site is Old Lakeshore Road. Old Lakeshore Road is a 2-lane local street with curbside parking along the south side of the street, sidewalks on both sides, and a right-of-way width of 20 metres. The north side of Old Lakeshore Road is the location of a currently vacant 2-storey commercial building and surface parking lot at 2072 Lakeshore Road, currently the location of an recently approved planning application to construct a new 23-storey mixed use building. 2072 Lakeshore Road fronts onto Lakeshore Road to the north, an east-west arterial road with 2 lanes of vehicular traffic, a centre turn lane, and planned cycling facilities.

The north side of Lakeshore Road is currently occupied by two separate construction sites. The eastern construction site, 374 Martha Street, now largely completed, will consist of a 26-storey residential apartment building with retail uses at grade along Lakeshore Road. Immediately to the west is 2075 Lakeshore Road, a currently under construction 29-storey residential apartment building with retail uses at grade along Lakeshore Road.

## East:

Immediately to the east of the subject site is the heritage-designated Estaminet Hotel building, formerly the “Emma’s Back Porch” restaurant, at 2084 Old Lakeshore Road. The property includes a 2-storey building, constructed in a 3-bay Georgian style. The building is clad in aluminum siding, has replacement windows, and some original/early wooden millwork (eaves and porch scrollwork). There are several later additions to the south, east, and west elevations which are explicitly excluded from the building’s heritage attributes. The heritage resources of value identified for the structure include the massing of the original central and westerly building masses, Georgian period architectural elements, and the covered verandah. The portion of the structure immediately adjacent to the site includes a newer addition which serves as the building’s loading and back-of-house space.

## South:

Directly to the south of the subject site is Lake Ontario. The subject site extends southwards to Lake Ontario across a significant stone embankment and riprap.

## West:

The west side of the subject site is the location of a north-south pedestrian connection to the Waterfront Trail, which features a series of large, mature trees adjacent to the site.

Given its location, the subject site enjoys the many benefits of being in a mixed use Downtown Core and is surrounded by a variety of buildings both in use and form, including diverse residential, commercial, employment and recreational uses. The proposal would not only redevelop an underutilized site with a well-articulated tower but also extend the Waterfront Trail to the east, contributing to the overall public amenity of the area.




## Legend

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| # | Height in storeys | * | Under Construction | ** | Approved/Not yet built | *** | Proposed | | Subject Site | | Parks |
| | 1 - 4 storeys | | 5 - 8 storeys | | 9 - 12 storeys | | 13 - 30 storeys | | | | |

**Figure 2 -** Height Map

# 2.3 Area & Urban Design Context

Within the context of the Downtown, Old Lakeshore Road functions as a minor street that provides frontage for a number of Waterfront sites. The City envisions this area as a dynamic and pedestrian-focused urban node that will serve as a central area of growth for the City. Downtown Burlington is generally characterized by a broad range of residential, commercial, institutional and community uses located within low-rise, mid-rise, and high-rise buildings. Significant clusters of mid- and high-rise development are located along the Lakeshore Road, Brant Street and Maple Avenue corridors which together contribute to Burlington's skyline.

The subject site is also situated within the City's Waterfront which is an integral part of the Downtown. The Waterfront is intended to accommodate recreational, cultural and leisure activities. As such, the subject site plays an important role in facilitating access to Lake Ontario.

In its existing condition, the south side of Old Lakeshore Road is predominantly comprised of low scale commercial uses and vacant lots that are inconsistent in framing the street to create a vibrant streetscape. The north side of Old Lakeshore Road continues to evolve with recent approvals and active applications that will transform the area from a low scale, auto-oriented, commercial built form to a Downtown urban environment.

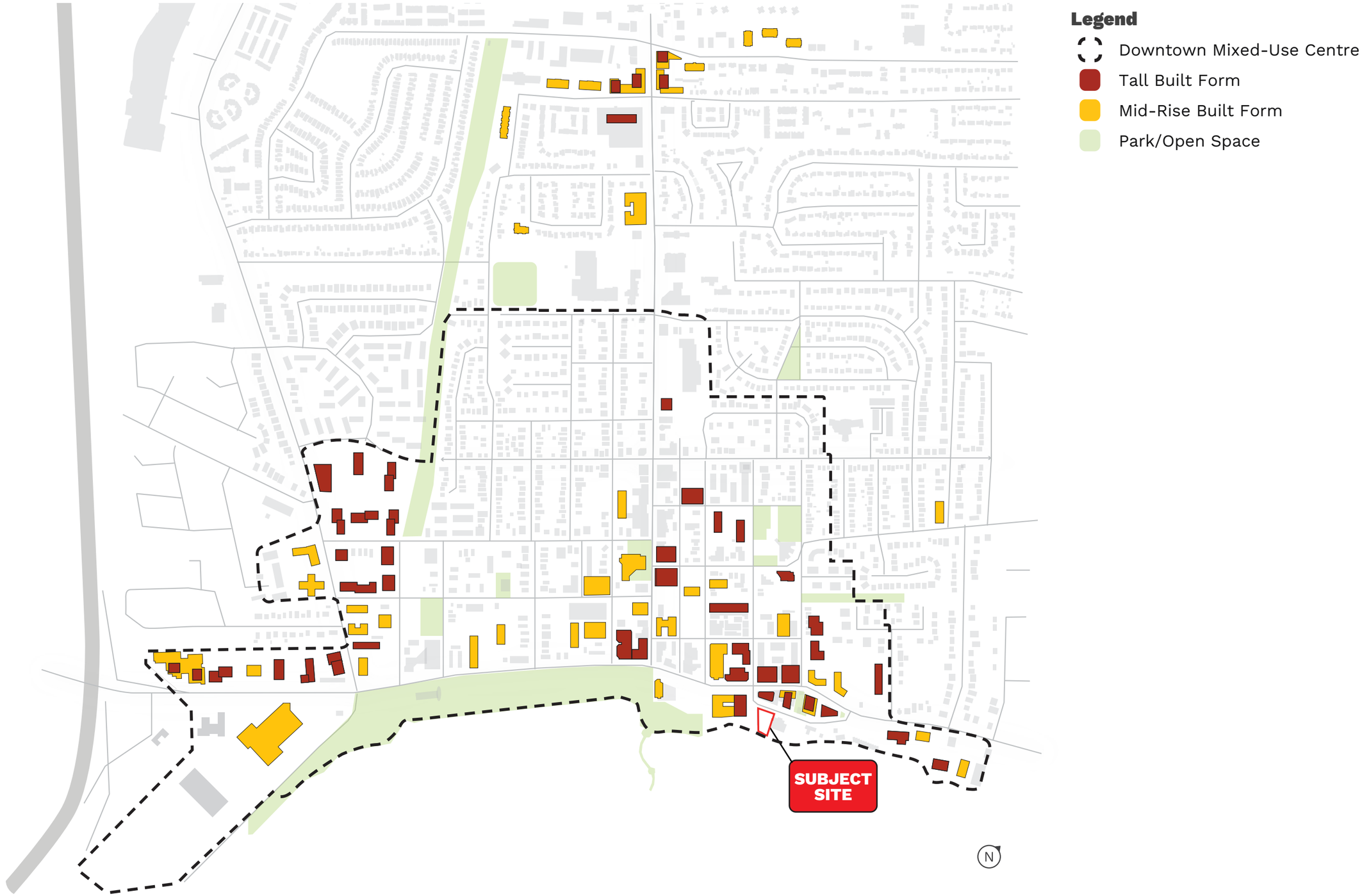



**Figure 4a -** Urban Design Context Diagram of Built Form

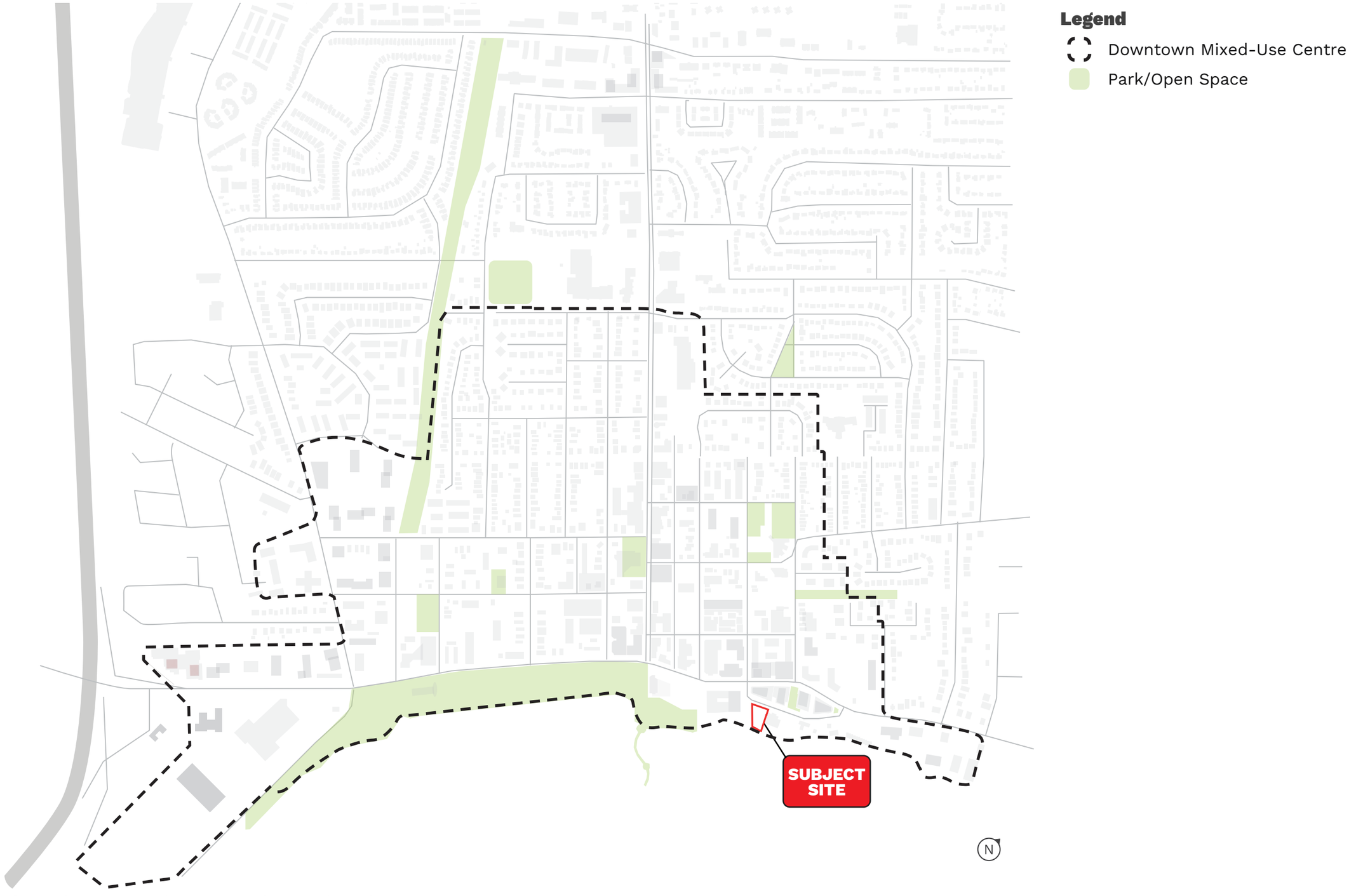
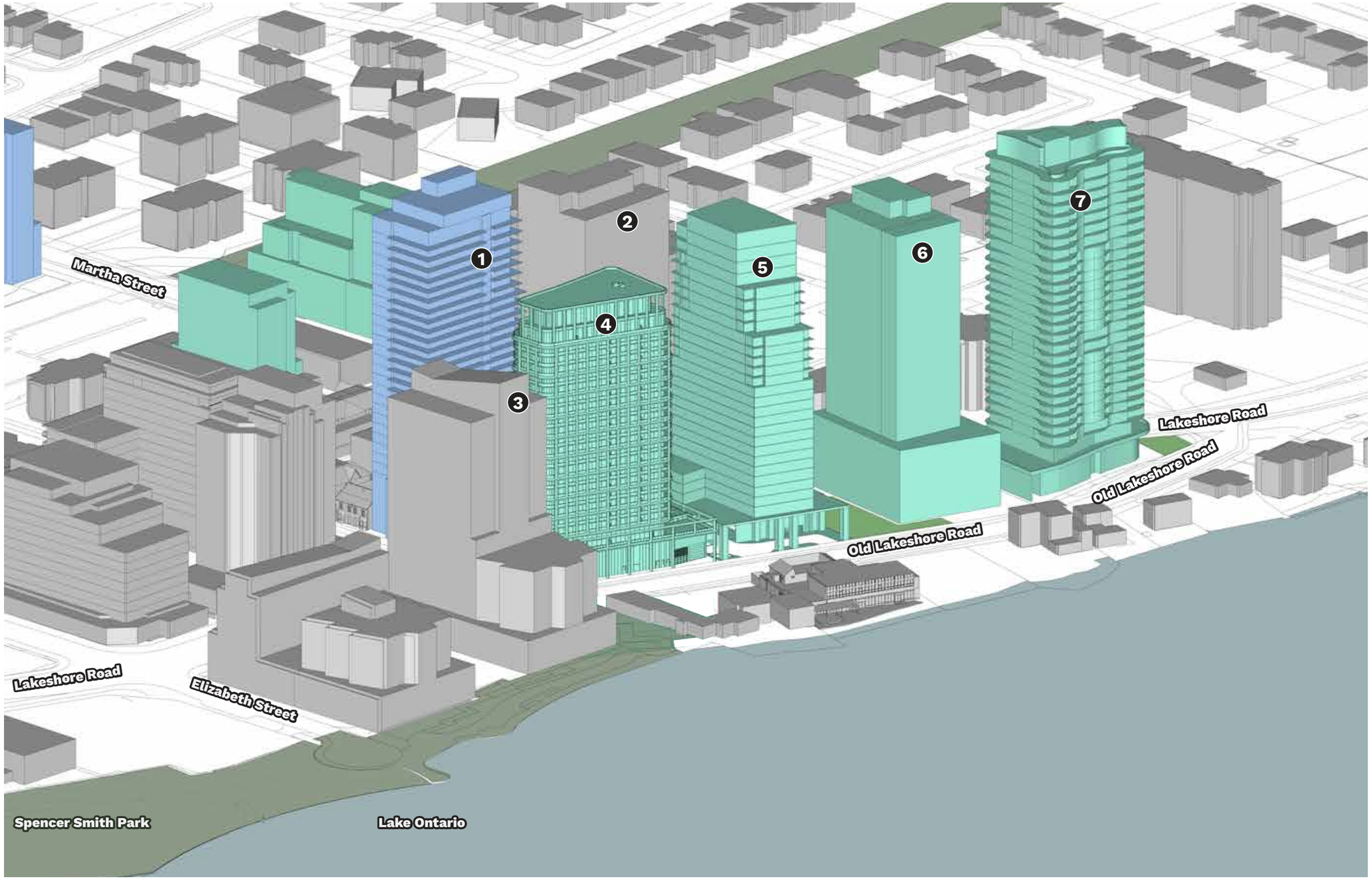



**Figure 4b -** Urban Design Context Diagram of Public Realm




**Figure 4c -** Urban Design Context Diagram of Circulation




**Legend**

- Subject Site
- Existing Buildings
- Under Construction Building
- Approved (Not Yet Built)
- Existing Park
- Approved Privately-Owned Publicly Accessible Spaces "POPS"

**Development Activity**

1. **2069 Lakeshore Road**
   Height: 29-st
   Status: Under Construction
2. **374 Martha Road**
   Height: 26-st
   Status: Built
3. **2060 Lakeshore Road**
   Height: Up to 22-st
   Status: Built
4. **2072 Lakeshore Road**
   Height: 23-st
   Status: Proposed
5. **2083 Lakeshore Road**
   Height: 27-st
   Status: Approved
6. **2096-2100 Lakeshore Road**
   Height: 27-st
   Status: Approved
7. **2107 Old Lakeshore Road**
   Height: 27-st
   Status: Approved

**Figure 5 -** Active Development Activity

# 2.4 Transportation Network

## Road Network

The subject site is located along Old Lakeshore Road, which is identified as a local street on *Schedule K - Classification of Transportation Facilities (Downtown Area)* in the City's in-force Official Plan. This portion of Old Lakeshore Road provides a general east-west vehicular connection to local properties along the street. Old Lakeshore Road connects to Lakeshore Road through a signalized intersection to the northwest, as well as with an unsignalized intersection to the east. Along this portion of Lakeshore Road, the right-of-way consists of one travel lane in both directions, curbside parking along the south side of the street, landscaped boulevards, and sidewalks on both sides of the street. *Table 2 - Road Allowance Widths* in Part VII (Schedules and Tables) of the City's Official Plan indicates the planned right-of-way ("ROW") width for the entire length of Old Lakeshore Road is 20 metres, which aligns with its existing width. As such, no road widening is required.

*Appendix A - Schedule 1 - Long Term Transit Service Network* of the City's Official Plan identifies Lakeshore Road, approximately 40 metres north of the subject site, as a Primary Bus Service Route. *Appendix A - Schedule 2 - Long Term Cycling Master Plan* in the City's Official Plan also identifies a bike lane along Lakeshore Road




**Figure 6 -** Schedule K - Classification of Transportation Facilities (Downtown Area)

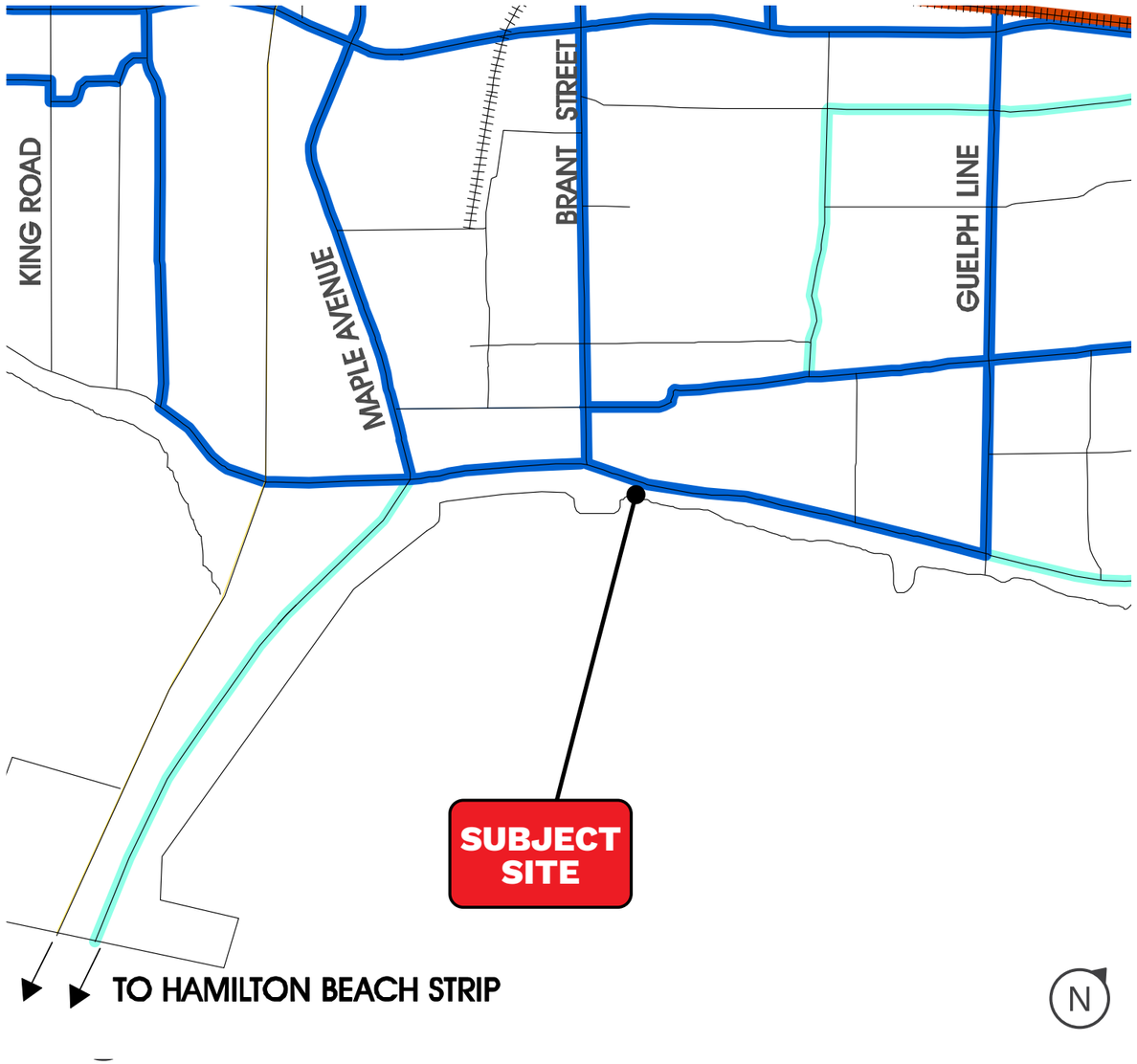



**Figure 7 -** Appendix A (Schedule 1 - Long Term Transit Service Network)




**Figure 8 -** Appendix A (Schedule 2 - Long Term Cycling Master Plan)

## Transit Network

The subject site is well serviced with public transit with bus stops along Lakeshore Road just to the north of the subject site at the corner of Martha Street and Lakeshore Road (Burlington Transit Bus Route 3), and on both sides of the street at the corner of Brant Street and Lakeshore Road (Burlington Transit Bus Routes 4, 10, and 50), approximately 250 metres to the west of the site. The City has preliminary plans to reconfigure the bus stop locations along this part of Lakeshore Road, locating a new bus stop at the intersection of Pearl Street and Lakeshore Road, approximately 40 metres north of the subject site. The subject site is also located approximately 400 metres (a 5-minute walk) from the Downtown Burlington Bus Depot on John Street. Burlington Transit bus routes 2, 3, 4, and 10, as well as Hamilton Street Railway Route 11 all have bus stops at the Downtown Burlington Bus Depot which provides services Monday through Friday as well as weekends and Holidays:

- **2 Brant**: Operates every 20 minutes in a north-south direction to the 407 GO Station.
- **3 Guelph-Downtown**: Operates every 20 minutes in northwest and southeast along Guelph Line from John Street (Downtown Terminal) along Lakeshore Road to Dundas Street and the Highway 407 GO Station.
- **4 Central**: Operates every 30 minutes generally east and west between the Aldershot GO Station on Waterdown Road and the Appleby GO Station off of Fairview Street, with the Downtown Terminal acting as the hub along the route.
- **10 Maple**: Operates every 15 minutes east and west along New Street from the Appleby GO Station off of Fairview Street to the Burlington GO Station also off of Fairview Street, with stops at the Downtown Terminal along the way.
- **Hamilton Street Railway 11 Parkdale**: Operates every 30 minutes and provides connections to the City of Hamilton along Beach Boulevard.




**Figure 9 -** Burlington Transit Map

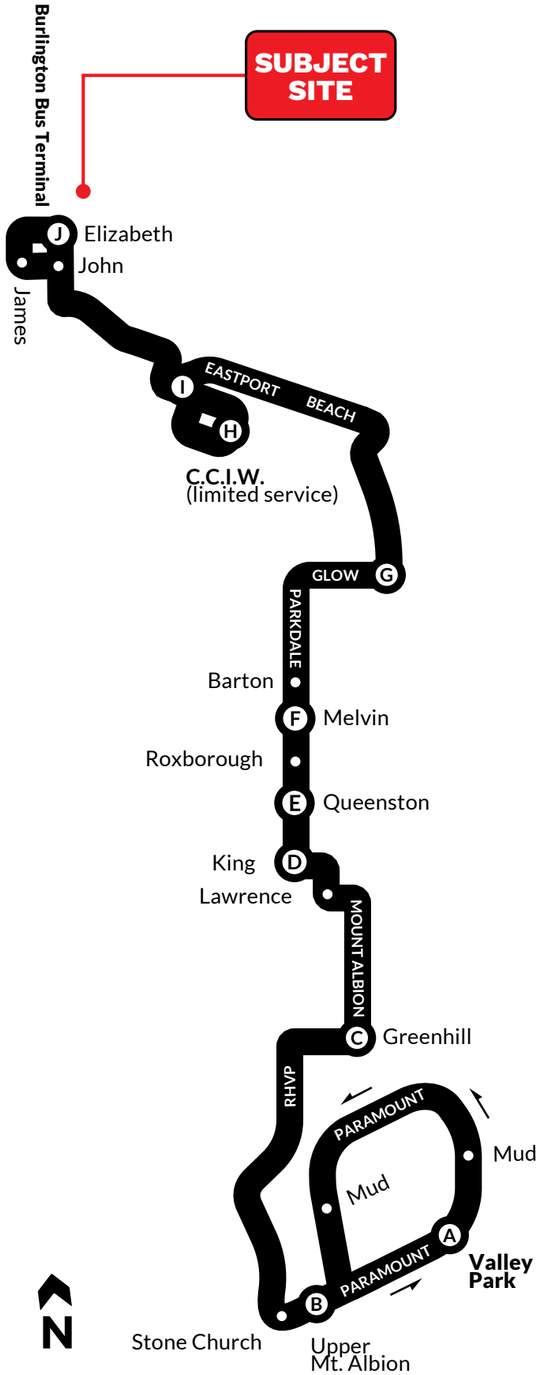



**Figure 10 -** HSR Bus Route 11 - Valley Park/ Parkdale Route Map

# 3

# Urban Design Vision & Strategy

# 3.1 Vision Statement

The proposal will contribute to the ongoing transformation and vibrancy of the Downtown and more specifically, the Waterfront that will replace a motel and surface parking lot with mixed use development and public realm improvements including the provision of a Waterfront trail in which will be dedicated to the City.

From an urban structure perspective, the Downtown provides an appropriate context for a high density, transit-oriented mixed-use development. This location in particular is well-situated for an architecturally distinct building that will positively contribute to the evolving skyline of Burlington's Downtown and Waterfront. Currently underutilized, the subject site presents an opportunity for a development that has a more positive relationship with and brings prominence to the streetscape and the Waterfront.

From an urban design perspective, the building provides visual interest given its location on the Waterfront and allows for the continued extension of views towards Lake Ontario The building will also be seen north from the water on the skyline and will be part of the taller visual face of the overall Downtown pattern as seen from Lake Ontario and along the skyline.

Understanding these opportunities, the following vision statement was developed to guide the urban design and built form concept for the development proposal:

The proposed development will introduce an iconic mixed-use building that is reflective of the site's location within the Downtown and Waterfront. The proposal will provide strong built form relationships with the adjacent street and proposed trail that respects the character of the surrounding area and provides for an appropriate relationship with other developments and the Waterfront. The proposal will animate the streetscape and trail through the introduction of active frontages along the street and trail to support the promotion of public transit use, cycling and walking.



**Figure 11 -** View of Proposal from Pearl Street and Old Lakeshore Road

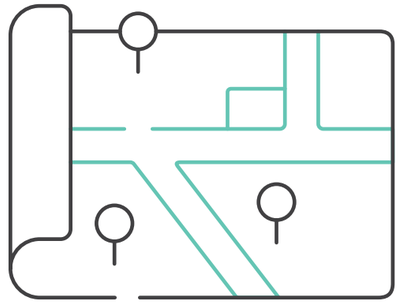
# 3.2 Urban Design Principles & Strategies

The proposed development has considered the following list of urban design principles. Under each principle, strategies were devised to ensure that the building makes a positive contribution to Downtown Burlington. These principles are broadly in keeping with the goals and objectives of the in-force Official Plan, Tall Building Guidelines (2017) and other policy objectives.



## Contextual Integration, Downtown to Waterfront:

- Ensure appropriate siting of the tower on the site and with respect to adjacent properties to allow for adequate separation distance by responding sensitively to the adjacent heritage property at 2084 Old Lakeshore Road through material alignment, patterns, proportion, and rhythm and existing towers within the immediate context;
- Reduce shadow and overlook impacts while maintaining and framing sky views; and
- Reflect the Waterfront's natural palette, limestone shoreline, aged metal bollards and the character of Burlington's downtown core in all material selections.



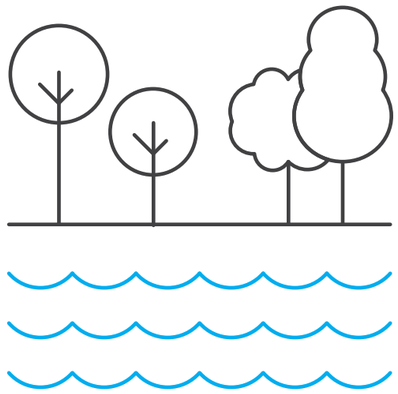
## Human-Scaled Streetscape:

- Create a welcoming pedestrian realm through generous setbacks, active ground-floor uses, and a carefully articulated three-storey podium with a walkable covered colonnade; and
- Use warm, tactile materials and heritage inspired detailed façades to establish an intimate, inviting scale at street level.



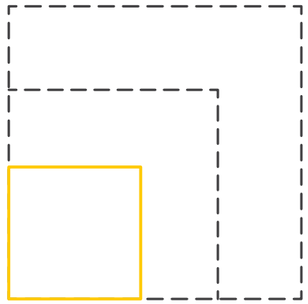
## Activation of the Public Realm:

- Introduce transparent and animated façades at grade, with uses such as a café, hotel lobby, and residential entry that invite public engagement;
- Incorporate landscaped planters, a colonnade, and open-air amenity spaces to blur the boundary between public and private realms; and
- Connecting to the public through dedicating the Waterfront trail extension and creating opportunities for residents and hotel guests to utilize the public spaces and connect with the community.



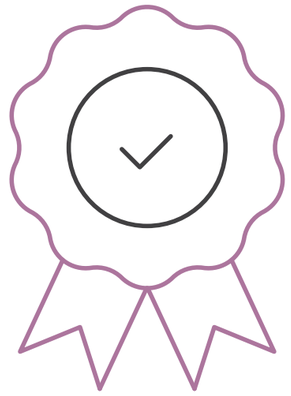
## Respect for the Waterfront Setting:

- Maintain setbacks from neighbouring developments to preserve lake views, existing vegetation, and public circulation;
- Orient building elements to strengthen the visual and physical connection to the shoreline; and
- Elegant facades facing the public park to ensure visual interest of park users and the community.



## Elegant & Slender Tower Form

- Design a slender, restrained tower profile to minimize shadow impacts and enhance sky views;
- Use a refined palette of stone, bronze accents, and glass to create a contemporary yet timeless expression; and
- Introduce texture, shadow, and rhythm through careful detailing and layered façades.



## High-Quality & Longevity

- Employ high-quality, durable materials that age gracefully and reinforce the building's permanence; and
- Prioritize design decisions that contribute to the building's long-term resilience and relevance.

# 4

# Description of Proposal

The proposed development, designed by NEUF Architects Inc., provides for a 23-storey (79.4m to the top of mechanical) plus mezzanine mixed-use building in a tower / podium configuration. The building will have a total gross floor area ("GFA") of 13,914 $m^2$, with a net floor area ratio of 8.95. 666 $m^2$ of indoor amenity area would be shared between both uses and contribute to a total of 1,701 $m^2$ of residential amenity space (37 $m^2$ per unit) overall, including 666 $m^2$ of indoor amenity and 1,035 $m^2$ of outdoor amenity. 82 vehicular parking stalls will be provided within four levels of below grade parking. The hotel uses are proposed on the lower fourteen levels of the development providing 154 hotel suites. Residential units start on Level 15 with a total of 50 units.

The development concept provides for a 3-storey street-related podium element that creates a comfortable pedestrian scale along the Old Lakeshore Road street frontage and the existing pedestrian connection to Lake Ontario on the west side of the subject site. The podium is designed to establish an appropriate relationship with the existing heritage building to the immediate east. In that regard, the proposed podium incorporates a well articulated facade that acts as a backdrop to the heritage structure, creating a streetscape that visually integrates the two structures at the pedestrian level and the horizontal elements of the heritage building are carried through to the design of the podium levels. Above the podium, the tower rises up to a total height of 23-storeys plus mezzanine with a tower step back of 3 metres from the edge of the podium along Old Lakeshore Road. The tower is designed in a point-tower configuration with a 635 square metre floor plate size up to and including Level 14. For Levels 15 to 22, the tower incorporates a number of smaller step backs resulting in a reduced tower floorplate size of 592 square metres. Level 23 has a further reduction of tower floorplate size of 359 square metres.

At grade, the concept introduces a mix of hotel and residential uses to help animate the public realm. The design incorporates a 2 metre setback in a covered colonnade at grade to establish a wider boulevard with a pedestrian clear path and a marketing zone, proposed to be activated with a café at the corner of the site with outdoor seating, as well as to accommodate lay-by parking in front of the hotel lobby. The design incorporates a through lobby that stretches between the Old Lakeshore Road frontage and an outdoor amenity space at the back overlooking Lake Ontario.

Loading and service functions of the building are situated within the building envelope with access closer to the easterly side of the subject site. A vehicular lift is proposed along the easterly edge of the building, along with layby parking along the Old Lakeshore Road frontage adjacent to the building lobby.

The landscape concept plan, prepared by Adesso Design Inc., demonstrates that along Lake Ontario, an extension of the City of Burlington's Waterfront trail is proposed, which will be dedicated to the City of Burlington for the construction of the trail by the City. The proposed outdoor amenity area at the rear of the building, which would serve both the hotel and residential uses, includes an infinity pool and various landscaping features and outdoor terraces which would front onto the trail. These uses, including a proposed pedestrian access directly to the trail, will create an attractive, active frontage along the trail.

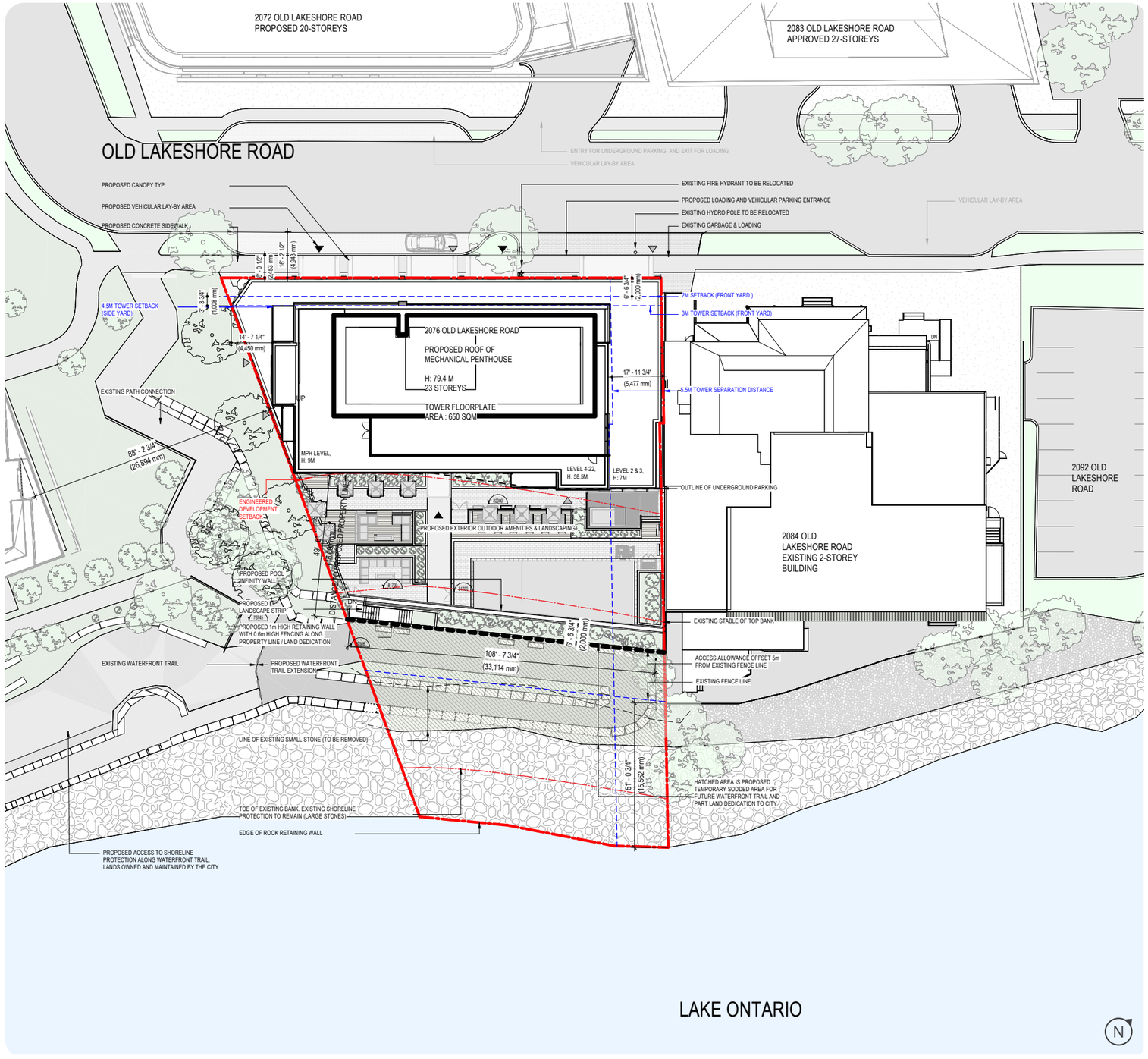
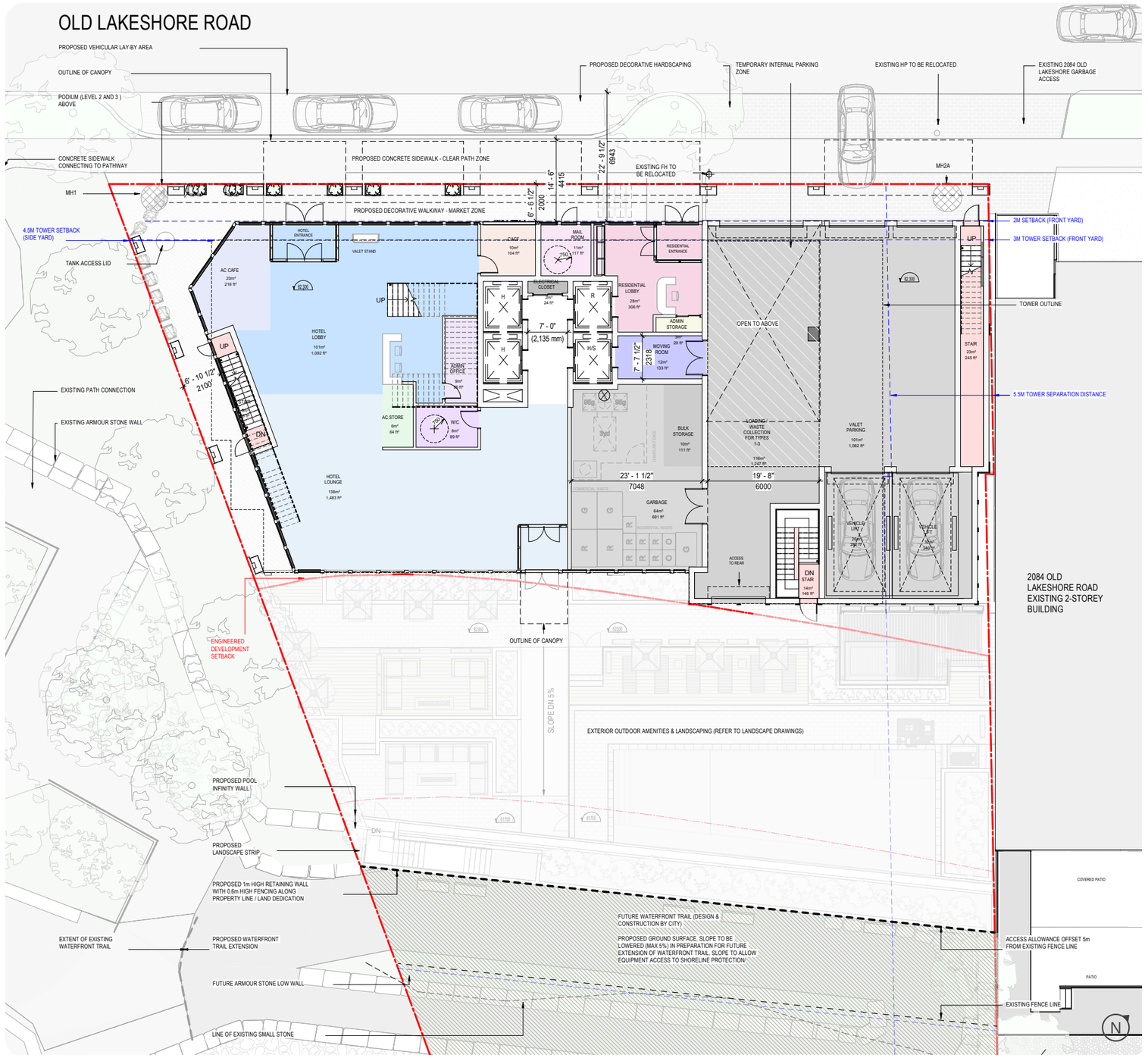



**Figure 12 -** Site Plan (Prepared by Neuf Architect(e)s)




## Legend

- RESIDENTIAL PROGRAM
- OUTDOOR AMENITIES
- HOTEL PROGRAM
- SHARED AMENITIES
- MEZZANINE LEVEL
- LOBBY AT GRADE
- UNDERGROUND PARKING

**Figure 13 -** Ground Floor Plan (Prepared by Neuf Architect(e)s)




**Figure 14a -** Elevations - North (Prepared by Neuf Architect(e)s)




**Figure 14b -** Elevations - South (Prepared by Neuf Architect(e)s)

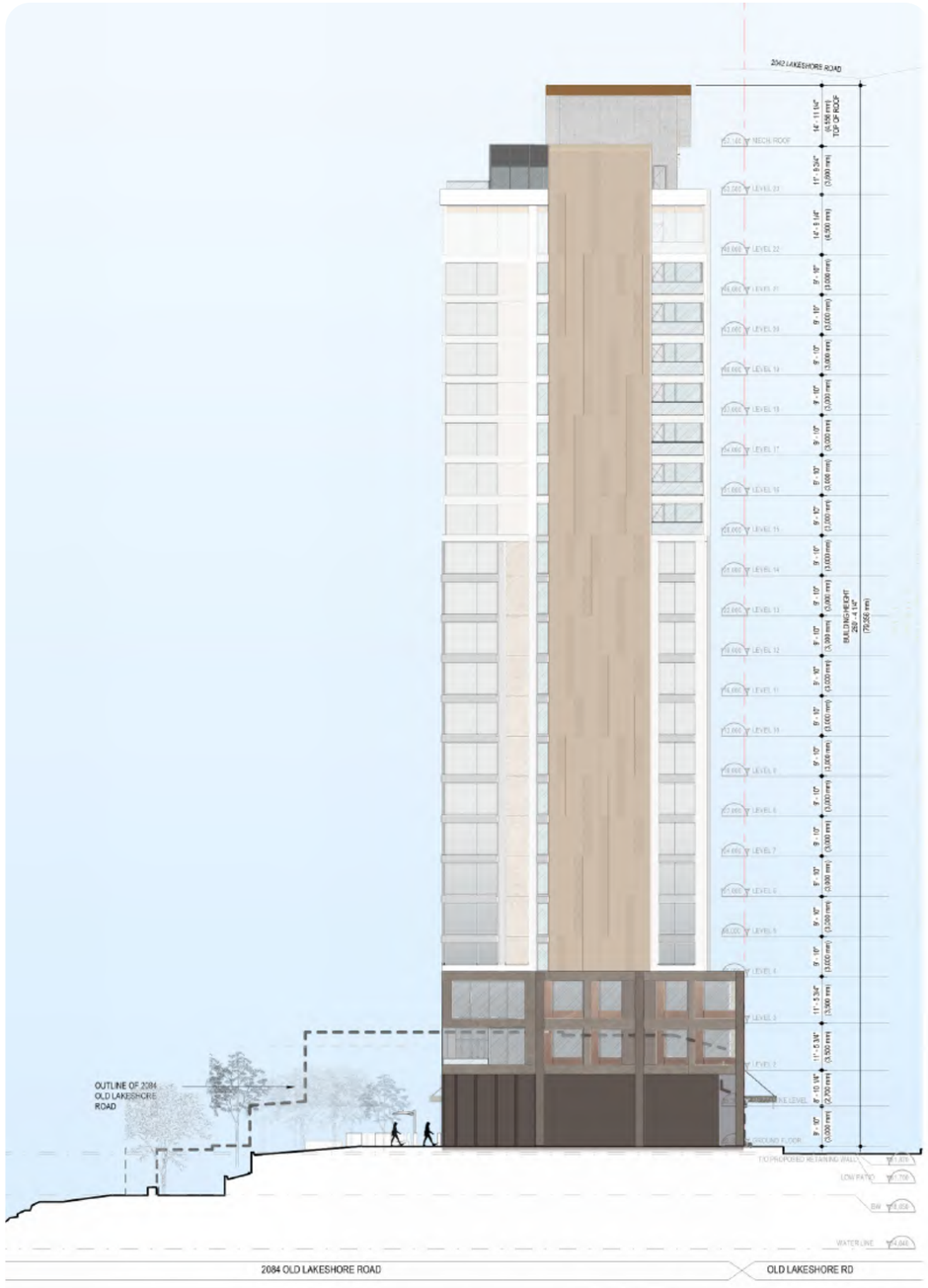



**Figure 14c -** Elevations - East (Prepared by Neuf Architect(e)s)

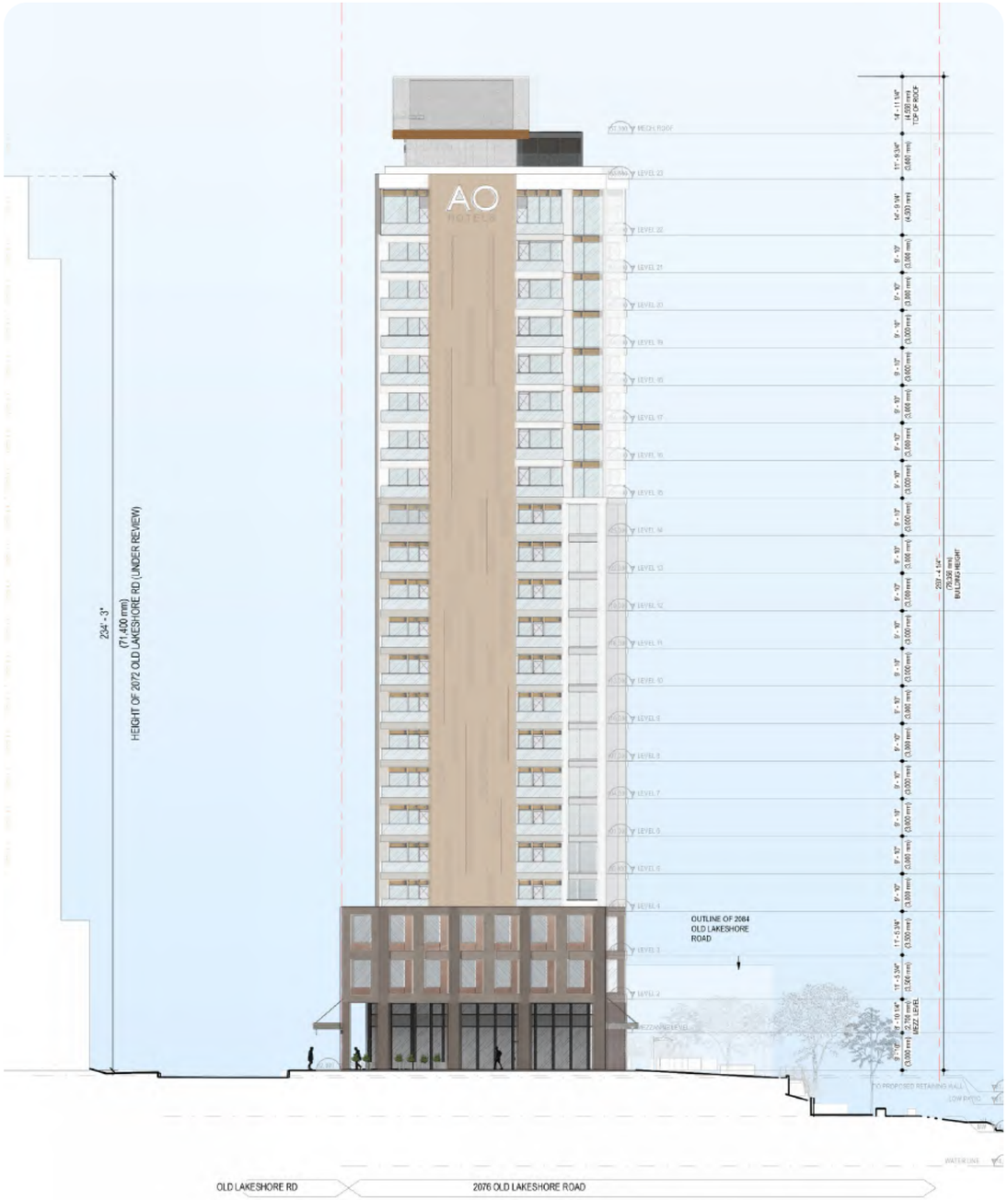



**Figure 14d -** Elevations - West (Prepared by Neuf Architect(e)s)

# 4.1 Response to Design Review Panel

The proposed development underwent review by the City of Burlington Design Panel (“BUD”) on July 24, 2025. Design concerns brought forward during the review have been addressed in the current iteration of the proposed design and are summarized below:

- The environmental and sustainability comments were acknowledged and will be addressed through the required site plan control application;
- A block plan analysis has been provided to demonstrate that the proposed setbacks on the subject site do not impact the potential development for 2084 Old Lakeshore Road;
- Details of architectural expression along with finding opportunities for the heritage attributes to percolate through the design has been addressed in Section 6.5 of this Brief; and
- Opportunites for public art or public engagement on the two less pronounced side elevations will be addressed through the required site plan control application.

Refer to **Appendix A** for Design Review Panel Comments.

# 5

# Urban Design Policy & Regulatory Context

# 5.1 Burlington Official Plan

The in-force Official Plan, office consolidation December 2019, was approved by the Ontario Municipal Board (now Ontario Land Tribunal) on October 24th, 2008. On *Schedules A – Settlement Area* and *B – Comprehensive Land Use Plan*, the subject site is identified as a *Mixed Use Activity Area* and *Mixed Use Centre* respectively. On *Schedule E – Downtown Mixed Use Centre Land Use Plan*, the majority of the subject site is designated *Old Lakeshore Road Mixed Use Precinct* whereas the portion along the edge of Lake Ontario is designated *Waterfront West / Public Lands Precinct*.

The Official Plan directs that Burlington's Downtown is to maintain its role as the city centre. Part II of the Official Plan includes functional policies, in which there is guidance on the design of development within the City. Specifically, Section 6.0 emphasizes the increasing importance of design as an element of the planning process.

Objectives set forth in Policy 6.2 and 6.5 provide guidance for urban design matters.

Response:

The proposed development is generally in keeping with the urban design directives of Policy Sections 6.2 and 6.5 by:

- Providing compact and transit-supportive built form;
- Providing a building that is compatible with the surrounding context in terms of height, scale and form. The subject site is located in an area that is increasingly characterized by tall buildings and the proposal takes the form of a point tower atop a pedestrian scaled podium and is generally consistent with contemporary tower design practices;
- Providing enhanced streetscaping along the street frontage. The building is set back at grade along the street frontage to create multifunctional boulevard zones;
- Responding to the existing built form character by incorporating a 3-storey street related podium that is appropriately scaled to fit within the context of the adjacent buildings including the heritage house to the immediate east;
- Activating the street frontages at grade by orienting lobby spaces and incorporating pedestrian-scaled articulation and glazing within the podium;
- Providing an architectural design that is complimentary to that of the existing context and the surrounding developments that have been recently approved;
- Locating all parking below grade and locating servicing and loading internally within the building away from public view to limit visual impacts; and
- Providing principal building entrances along the street frontage in locations that are clearly visible and accessible from the public sidewalk.

Policy 5.5.7 of Part III is specific to the *Old Lakeshore Road Mixed Use Precinct* and states that the objectives for the Precinct are to provide an area in the Downtown for high intensity, mixed use development that is pedestrian-oriented and transit-supportive, which helps meet Provincial growth objectives and provides for a transition from the highest density mixed use area (Wellington Square Mixed Use Precinct) to the more residential areas to the east. Policy 5.5.7.c requires a high standard of design that has a sense of pedestrian scale and comfort that is compatible with the existing development and reflects the unique history and character of the precinct. Policy 5.5.7.d establishes East, West and South Sectors, the subject site is situated in Area 'C' on Schedule E which is the South Sector. Policy 5.5.7.2.e sets out the policy direction for the South Sector. It notes that subject to completion of shoreline studies completed to the satisfaction of City Council and Conservation Halton demonstrating lands within the South Sector are developable, lands located west of Martha Street extension, including the subject site, shall be subject to the West Sector policies contained in Part III, Subsection 5.5.7.2.

Policy 5.5.7.2.c sets out the West Sector policy, which permits a building height of up to 15-storeys (or 47 metres) where development meets a set of specific criteria, including: providing an assembly of lands in the area, providing the construction and dedication to a public authority of a public waterfront access between Pearl Street and the waterfront trail, providing a partial closure of Old Lakeshore Road , providing enhanced public spaces, and submitting an angular plane study identifying visual, sun and shadow, and wind impacts and demonstrating how such impacts can be mitigated to acceptable levels.

## Response:

The proposal addresses Policy Section 5.5.7.2 by:

- Providing appropriate density and scale for the Downtown. The height permissions within the Official Plan are not reflective of the height and scale of development occurring within the Downtown and within the *Old Lakeshore Road Mixed Use Precinct,* or of more recent provincial and regional policy directions which have been implemented since the Official Plan was brought into force. The subject site is an appropriate location for a tall building given the existing and emerging built form pattern.
- Adequately mitigating angular plane, shadow and wind impacts as demonstrated by the consultant studies prepared for the concept.
- Improving the public realm surrounding the subject site, including the dedication of an extension to the waterfront trail.

Policy 5.5.7.2 j) identifies that as a condition of development along the waterfront of Lake Ontario, a waterfront trail shall be dedicated to the City free of charge below the stable top of bank, including a minimum 15 metre wide strip of land above the stable top of bank. Please note that the proposed waterfront trail extension presented in the redevelopment proposal was designed in consultation with City Staff and Conservation Halton. Through this process, the applicants project team was able to prepare a design proposal that would meet the technical planning policy requirements of both Conservation Halton and the City of Burlington. As a result, the limit of the proposed land dedication was established to achieve the following design objectives: 1) ensure no negative impact on the existing shoreline protection; 2) ensure a 5 metre access allowance was provided to the shoreline protection; 3) provide sufficient space for the City to design and construct the future waterfront trail extension; and 4) provide sufficient space for the private amenity area within the development.

Policy 5.5.6 sets out the direction for Waterfront West/Public Lands Precinct. One of the objectives for the Waterfront is to maintain and attempt to increase public accessibility to the Lake Ontario Waterfront as set out in 5.5.6.1.a. Policy 5.5.6.2.d notes that private and public open space shall be provided at street level in the design of new development recognizing the importance of creating gathering and passive leisure spots and encouraging pedestrian movement. In that regard, the proposed development provides for the continuation of the Waterfront Trail, contributing to the Waterfront's public realm as well as an upgraded public realm along Old Lakeshore Road.

Policy 5.5.12 provides the urban design policy framework for the Downtown.

### Response:

The proposal is in generally keeping with Policy 5.5.12 by:

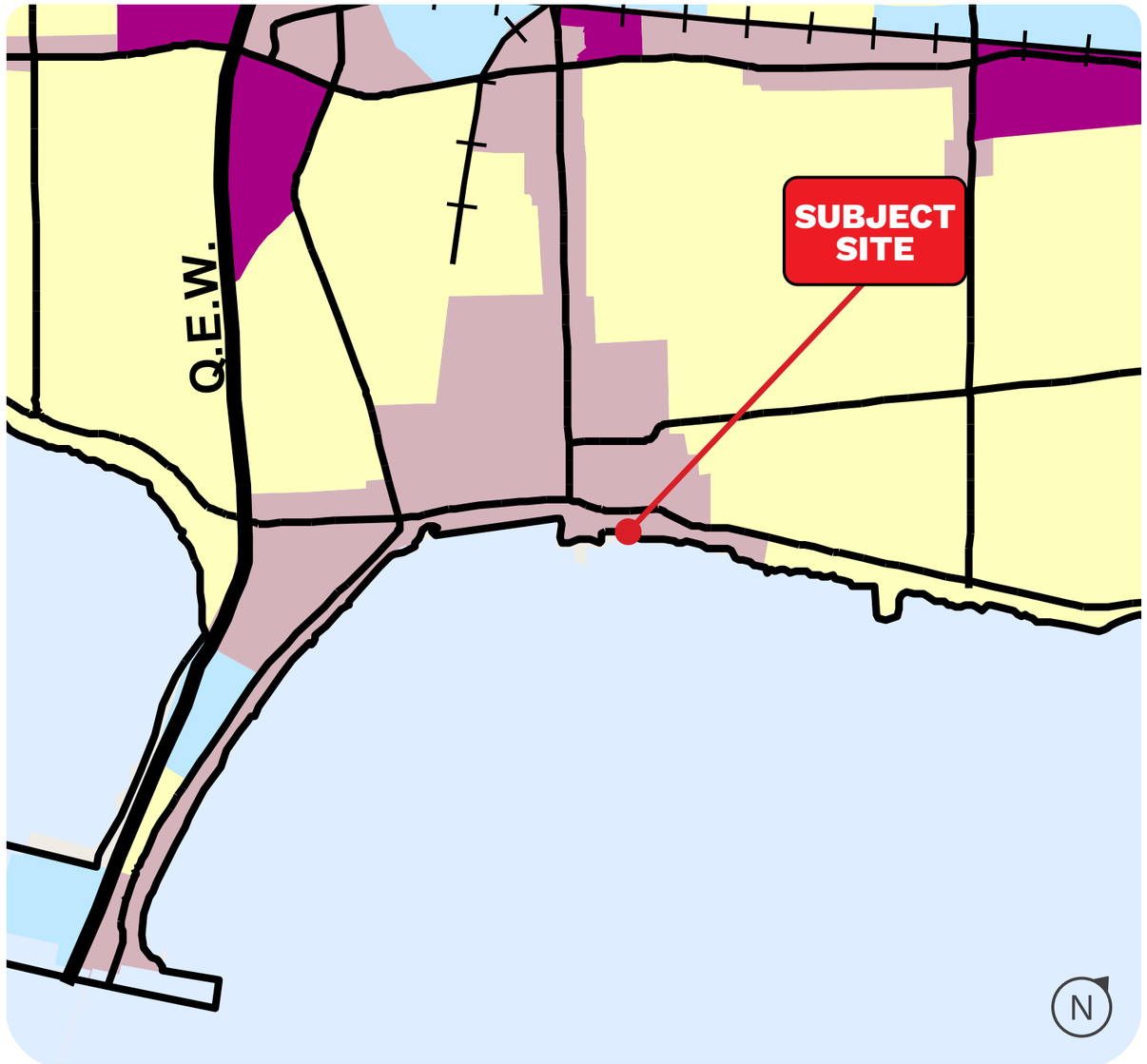
- Enhancing the existing pedestrian realm along Old Lakeshore Road by providing streetscaping improvements and providing an upgraded sidewalk along the street frontage to improve pedestrian connections.
- Providing active grade-related uses.
- Preserving views to the lake along the existing walkway at the terminus of Pearl Street.
- Providing a 3-storey pedestrian-scaled base building to frame the street and establish a more contiguous street wall with the adjacent development to the east and west.
- Screening all utility and servicing functions from public view to limit any potential visual impacts on the public realm. In that regard, the building façades facing the street and the existing pedestrian connection to the west are well articulated with architectural detailing, materiality and glazing.

Additional waterfront policies are contained in Section 9.4 of Part II of the Official Plan. With respect to urban design, policies 9.4.1 b) and 9.4.2 b) and f) state that new development: is to be compatible with the waterfront in terms of land use, intensity and scale; shall preserve or complement public views of Lake Ontario; and, include imagery of water.

### Response:

The proposal is in keeping with policies 9.4.1 b) and 9.4.2 b) and f), since:

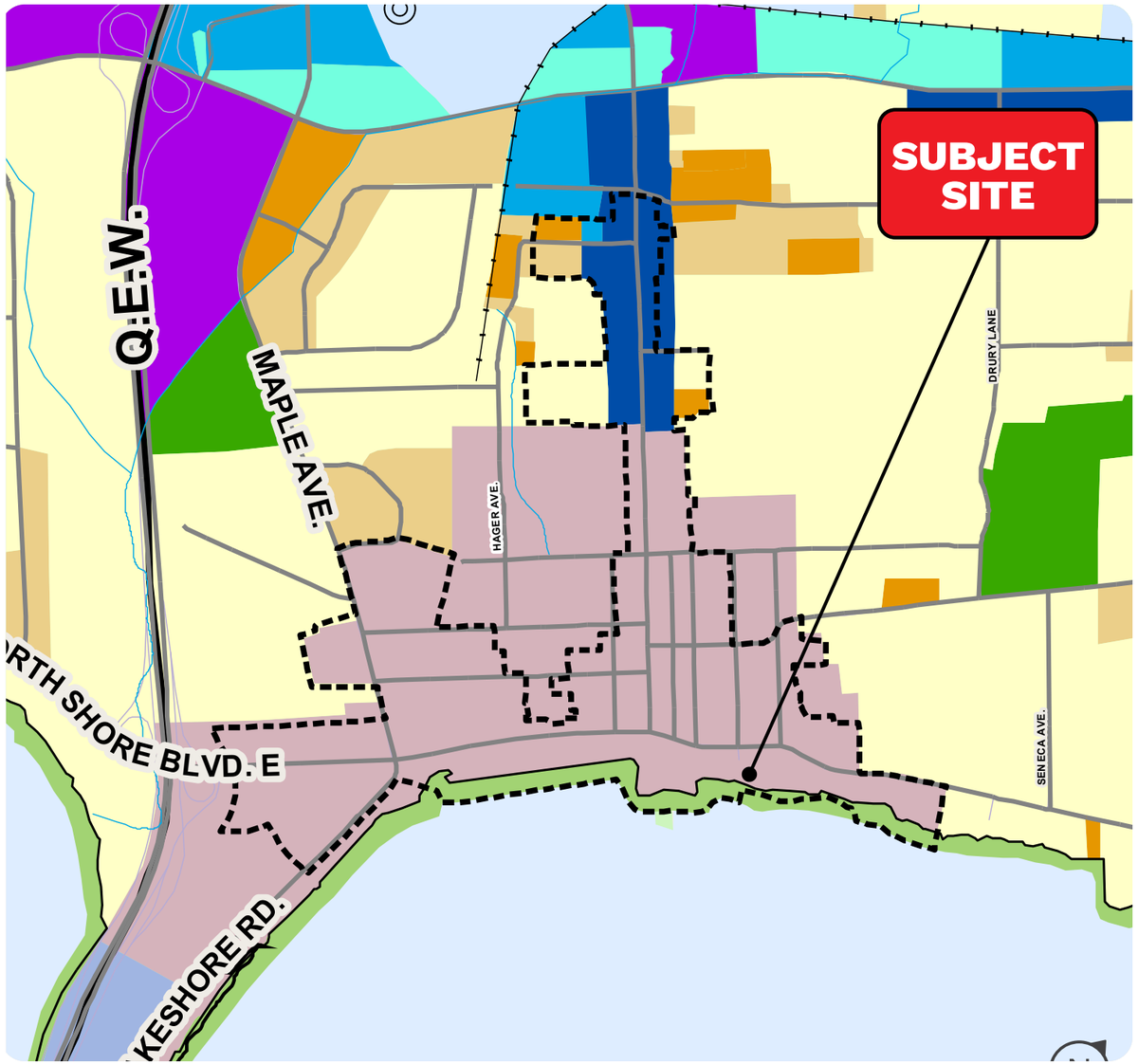
- The proposed development is compatible and does not create any unacceptable built form impacts, and is similar to and less than the intensity and scale of other recently approved and constructed developments in the immediate surrounding context.
- The subject proposal maintains the existing public view corridor down Pearl Street and enhances it with a new development that includes updated landscaping and a high quality tall architectural building.
- The proposed building includes imagery of water through the use of high quality stone materials that directly relate to the waterfront. Also, opportunities for additional water imagery on retaining walls and architectural and landscaping will be further explored through the required site plan application process.




## Legend

- Residential Areas
- Employment Lands
- Major Retail Areas
- Mixed Use Activity Areas

**Figure 15 -** Burlington Official Plan (1997) Schedule A - Settlement Pattern




## Legend

- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Mixed Use Centre
- Urban Planning Area Boundary
- Business Corridor
- Regional Commerci
- Mixed Use Corridor - General
- Mixed Use Corridor - Commercial Corridor
- Mixed Use Corridor - Employment
- Greenlands
- Major Parks and Open Space

**Figure 16 -** Burlington Official Plan (1997) Schedule B - Comprehensive Land Use Plan - Urban Planning Area

# 5.2 New City of Burlington Official Plan (Partially in Force)

Consistent with the Planning Act's requirement to review the Official Plan every five years, the City of Burlington began their review of the OP in 2011. Concurrently with this Official Plan Review, the City of Burlington prepared a Strategic Plan in 2016, which was adopted by Council and brought forward new priorities and significant changes to Burlington's rural and urban areas.

Through this process the City determined that the Official Plan did not align with its new policy directions and have therefore prepared a new Official Plan which will reflect and guide its civic priorities to 2031 as it transitions from a suburban to an urban community.

On April 26, 2018, Burlington City Council adopted a new Official Plan (the "New OP"), which was subject to review and approval by Halton Region. On December 4, 2018, the City of Burlington received notice from Halton Region regarding the New OP advising that it does not conform with the Regional Official Plan in a number of respects related to policies and mapping.

On November 30, 2020, Halton Region approved the new Burlington Official Plan, and a twenty-day appeal period ran from November 30 to December 21, 2020. In total, 48 appeals to the New OP were received by the Region, of which, one was from the applicant. Following the Appeal of the New OP, the Ontario Land Tribunal approved some sections of the New OP on January 4, 2023, bringing them into full force and effect. As a result, some sections of the New OP are now in full force and effect and considered determinative for the subject application.

The Policies which were brought into force are primarily related to high level directions and population projections, with more specific policies such as land use designations remaining under appeal. The Official Plan continues to apply as the only local municipal planning policy document that applies to the redevelopment of the subject site.

A small number of policies within the New OP are currently in full force and effect. Specifically, with relation to the subject site, Section 1 of the New OP is in force, as well as the population and employment distribution projections contained in Policy 2.2.4. As most of the in-force policies are related to planning matters, please review the accompanying Planning Justification Report prepared by Bousfields for further details.

The New OP identifies and designates the subject site within a new mapping framework, as follows:

## Schedule C - Urban Area Land Use Plan

The subject site is designated as ‘Downtown Urban Centre’ within the Downtown Urban Growth Centre boundary.



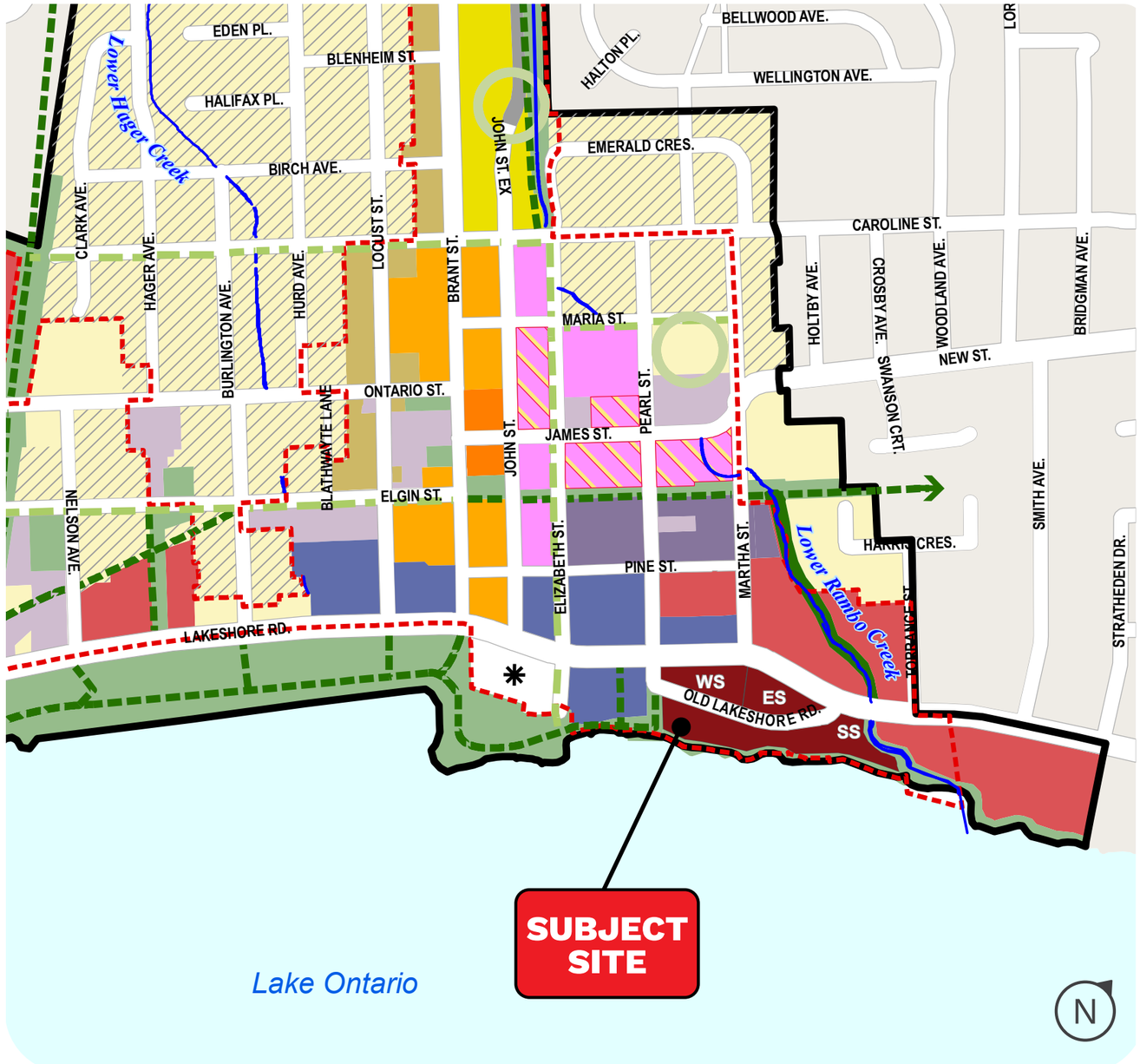




**Figure 17 -** New Burlington Official Plan (Partially in Force) Schedule C - Urban Area Land Use Plan

## Schedule D - Downtown Urban Centre Land Use Plan

The subject site is designated ‘Old Lakeshore Road Precinct’, ‘South Sector’ and ’Parks and Promenades designation’.




## Legend

- Brant Main Street Precinct
- James Street Node
- Lakeshore Precinct
- Old Lakeshore Road Precinct
- Mid Brant Precinct
- Upper Brant Precinct
- Downtown East Precinct
- Village Square Precinct
- Neighbourhood Mixed Use Precinct
- Apartment Neighbourhoods Precinct
- Low-Rise Neighbourhood Precincts
- St. Luke's and Emerald Neighbourhoods
- Parks and Promenades designation
- Downtown Public Service designation
- Downtown Watercourse and NHS designation
- Downtown East Cultural Heritage Study Area
- Downtown Watercourse
- New Public Park
- Green Connector Streets
- Off-Street Trails/Promenades
- Future Transportation Connection
- ✱ Downtown Waterfront Hotel Planning Study **(See Chapter 12, Subsection 12.1.4 (3))**
- Urban Growth Centre Boundary
- Downtown Urban Centre Boundary

**Figure 18 -** New Burlington Official Plan (Partially in Force) Schedule D - Downtown Urban Centre Land Use Plan

## Schedule D-1 - Downtown Urban Centre Retail Streets

The subject site is identified within the Downtown Urban Growth Centre along a 'Mixed Use Street' (Old Lakeshore Road).

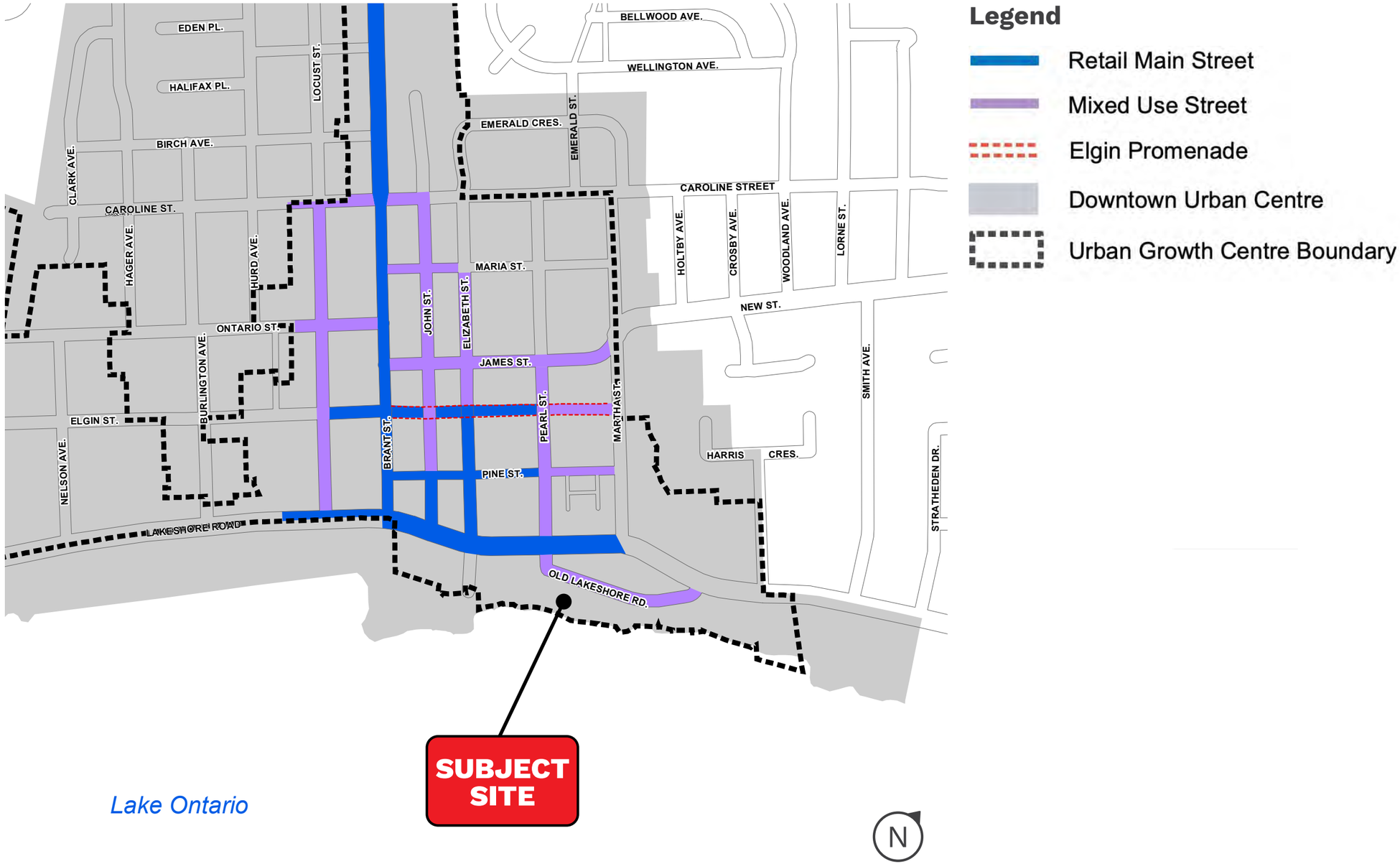



**Figure 19 -** New Burlington Official Plan (Partially in Force) Schedule D – Downtown Urban Centre Land Use Plan

## Schedule D-2 - Maximum Building Heights

A portion of the subject site is identified as being subject to the Built Form Policies in 8.1.1 (3.6.1). To the north of the subject site are two site-specific height permissions which permit 26- and 29- storeys, and 22-storeys is permitted to the west.




**Figure 20 -** New Burlington Official Plan (Partially In Force) Schedule D-2 – Maximum Building Heights

We note that the height map seems arbitrary, with no clear pattern or height hierarchy. The schedule provides a maximum height on many parcels which simply implement the existing or approved condition on the lands (some of which were approved via decision by the Ontario Land Tribunal), and the remaining distribution and height allocations are mixed from 3-storeys up to 22 -storeys with no pattern of continuation or clearly identifiable transition areas.

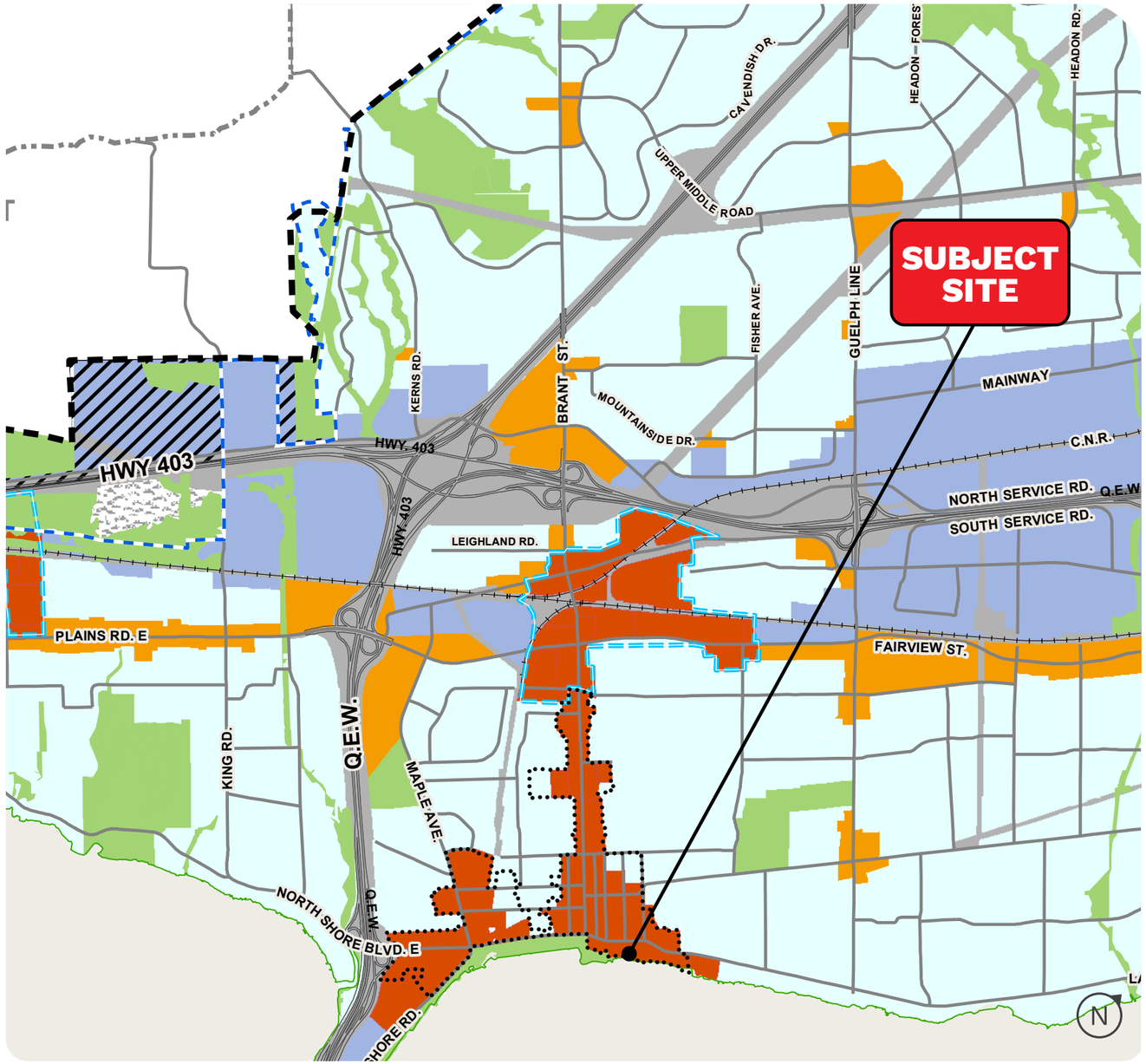
## Primary Growth Area Policies

Schedule B-1: Growth Framework of the New OP identifies the subject site as a Primary Growth Area. Policy 2.4.2(1)(ii) states that Primary Growth Areas shall be recognized as a distinct area within the City's Urban Area accommodating the majority of the City's forecasted growth over the planning horizon of this Plan and beyond, and consequently will experience the greatest degree of change. Policy 2.4.2(1)(iii) further provides that Primary Growth Areas shall be regarded as the most appropriate and predominant location for tall buildings in accordance with the underlying land use policies while Policy 2.4.2(1)(v) states that they shall support the frequent transit corridors, such as Brant Street and New Street into the Downtown, and accommodate development that is compact, mixed-use, and pedestrian oriented in nature.

Contained in Chapter 7 of the new Plan, the urban design policies promote the role of design excellence in new development, particularly as it relates to the public realm, a high-quality built environment and compatibility between new developments and existing and adjacent uses.

### Response:

- The proposed development is compact, mixed-use, and is pedestrian oriented;
- The design is of high-quality in terms of built form, architectural articulation and public realm; and
- The disposition of massing on the subject site ensures that the proposal is compatible with new and existing developments. The proposed tower provides for adequate setbacks whereas the podium allows for a more continuous streetwall condition along the street frontages.




## Legend

**Growth Areas**

- Primary Growth Area
- Secondary Growth Area
- Employment Growth Area
- Established Neighbourhood Area

**MTSA Special Planning Areas**

**Designated Greenfield Area**

- Developed Area Outside Delineated Built Boundary
- Undeveloped Area Outside Delineated Built Boundary (not subject to Growth Framework)

**Contextual References**

- Natural Heritage System and Major Parks and Open Space
- Infrastructure and Transportation Corridors
- Municipal Boundary
- Urban Boundary
- Delineated Built Boundary
- Urban Growth Centre Boundary

**Figure 21 -** New Burlington Official Plan (Partially In Force) Schedule B-1 - Growth Framework

## Design Excellence Policies

Section 7.1 sets out the City's general objectives with respect to the design of the built environment as follows:

- To ensure that the design of the built environment protects, integrates with and conserves natural and cultural heritage resources;
- To ensure that the design of the built environment contributes to a sense of belonging by enhancing the physical character of established neighbourhoods;
- To create safe, vibrant, socially active, pedestrian- and transit-oriented places to which people are drawn;
- To achieve a high-quality public realm and a high-quality and diverse design expression with respect to the built environment;
- To ensure compatibility and quality in the built environment while allowing for diverse design expression;
- To ensure that buildings and open spaces are accessible to people of all ages and abilities and to include the diverse opinions of the community in achieving design excellence; and
- To promote sustainable site and building design in order to promote active transportation and transit use, contribute to an enhanced natural and built environment, among other things.

### Response:

- The proposed development will create a safe, vibrant and pedestrian friendly environment along the street frontages with active at-grade uses and a wider boulevard zone; and
- While the overall massing configuration is that of a tower/podium, similar to recent approvals in the immediate area, the architectural expression of the building provides for a more diverse response adding to the visual appeal of the skyline.

## Public Realm Policies

Section 7.2 of the Official Plan outlines the policies relating to the public realm and its importance to create a unique experience for all community members. Policy 7.2(a) outlines several considerations that will contribute to a strong public realm, including improving the quality of public spaces; providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping; improving convenience to active transportation; improving opportunities for public art; and recognizing and promoting pedestrian scale, public safety and the perception of public safety for all users, through incorporating Crime Prevention through Environmental Design ("CPTED") principles.

## Urban Design & Built Form Policies

Section 7.3 outlines the policy considerations for urban design and built form. In this regard, Policy 7.3.2(a)(i) provides that in existing community areas, development shall address considerations such as, (i) ensuring site and building design are compatible with and contribute to the physical character of the surrounding area; (ii) providing an appropriate built form transition in scale between buildings, the public realm and abutting development through a variety of design methods such as angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass; (iii) providing appropriate screening and landscape buffering to minimize impacts; (iv) providing pedestrian comfort and human scale at the street level through a variety of design methods including the use of a podium in mid-rise and tall buildings; (v) providing safe and convenient linkages within development sites and to adjacent uses, facilities and streets; (vi) providing façade articulation which achieves a scale of development that is attractive to pedestrians and avoiding the use of blank walls facing a public space; and (viii) implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape or to neighbouring properties.

Policy 7.3.2(1) applies criteria similar to that in Policy 7.3.2, however, specific to Primary Growth Areas. In this regard, Policy 7.3.2(1)(a)(i)(a) through (i) provides direction on locating new buildings adjacent and parallel to the street, locating visible primary entrances and active grade-related uses along the streetscape, designing a built form that frames the street with good proportion, providing appropriate built form transitions, screening from view mechanical equipment, creating a continuous streetscape and providing an appropriate amount of outdoor amenity space, among others.

Section 7.4 deals with sustainable design, emphasizing the importance of balancing environmental, economic and social considerations in the design, construction and operation of buildings and sites. As per Policy 7.4.1(a), the following sustainable design measures, among others, should be addressed in the design of high and medium density residential, mixed use, commercial, industrial, office, institutional and public service facilities:

- Prioritizing of pedestrian movement and connections to public transit;
- On-site bicycle facilities;
- Minimizing light pollution;
- Reduction of urban heat island effect;
- Tree protection; and
- Bird-friendly design for glass buildings.

To that end, through the site plan application process, Policy 7.4.1(b) emphasize the use of the considerations such as energy efficient, passive design measures; innovative storm water management techniques; additional measures to mitigate the urban heat island effect; infrastructure for electronic vehicle, and sustainable building materials and resources.

Response:

- In terms of the public realm, the proposed development provides for a wider boulevard zone along the street frontage and the proposed extension of the Waterfront trail and will include at-grade uses that animate the pedestrian environment. The streetscape and trail will include a furnishing zone with street trees, benches, and raised planters and bicycle parking;
- From a built form perspective, the proposed building design is compatible with and contributes to the physical character of the surrounding area which is characterized by tall building development;
- The proposal provides an appropriate built form transition in scale between buildings, the public realm and abutting development through setbacks, stepbacks, and siting of the building mass. In that regard, the proposed tower responds sensitively to the adjacent heritage property through material alignment, patterns, proportion, and rhythm. Tower stepbacks from the edge of the podium help establish a pedestrian scale environment at the scale at grade; and
- With respect to sustainable design, the proposal will address these matters in more detail at site plan approval.

# 5.3 Downtown Urban Design Guidelines (2006)

The Downtown Urban Design Guidelines ("DUDG") were created for the City by Brook McIlroy and approved by City Council on October 10, 2006. The DUDG document is intended to supplement the Official Plan and Zoning By-law by providing property owners, developers and City staff with additional detail on what constitutes desirable built form in the Downtown. The DUDG document is divided into two parts and several key parts. Sections 1 through 3 provide the background and context. Section 4 sets out comprehensive guidelines for public realm matters such as streetscape considerations, signage, parking lot design, pedestrian circulation and public spaces. Section 5 of the Guidelines deals with built form guidelines and addresses design considerations for low-, mid- and high-rise forms of development. Section 6 reviews urban design sustainability guidelines, more specifically dealing with water efficiency, materials and resources and green roofs and gardens.

## Public Realm Guidelines

Public realm guidelines located in Section 4 of the DUDG emphasize the need for a strong building-street relationship that distinguishes the Downtown core from residential neighbourhoods where landscaping plays a more prominent role in defining the appearance of the street. To that end, Section 4.2 outlines streetscape design objectives including limiting the addition of utility above grade utilities and encouraging incorporating building utilities into the built form, incorporating standard street furnishings that are consistent with those located throughout the Downtown, utilizing a unified palette of streetscape paving materials, planting low-maintenance and climate resilient plants in strategic buffering and screening locations, and encouraging public art at prominent and highly visible locations. Further, Section 4.4 outlines that walkways in the public realm should have a minimum 3.0 metre right-of-way incorporating a concrete surface that is suitable for pedestrian and bicycle use and requires minimum maintenance. Where possible, sidewalks should be widened to a minimum of 4.0 to 5.0 metres in width to create a safer pedestrian zone and accommodate street furniture and landscaping and spill-out from street-related uses. Additionally, parking should be located at the side or behind buildings, where the total amount of parking should be minimized through shared parking between adjacent properties as set out in Section 4.5.

## Built Form Guidelines

The identity of Downtown Burlington is closely linked to its human scale and historic buildings. Built form elements such as height, mass, setbacks, parking, servicing, access, sun penetration and visual condition at the street level are crucial to fostering and maintaining a positive pedestrian experience. To maintain and enhance the vitality of the pedestrian environment, built form guidelines are provided in Section 5 of the DUDG.

Section 5.3 sets out provisions for vehicular access. Section 5.3.1 states that surface parking should not be permitted between the public right of way and the front of the adjacent primary building. Structured parking should be screened from view at sidewalk level, and the street-level wall should be enhanced by architectural detailing, artwork, landscaping or similar treatment that will add visual interest. Access to structured parking should be provided at the interior of the lot on a secondary street, not at a corner or at a view terminus. Vehicular ramps to internal parking should be minimized and located away from public areas where feasible. Additionally, Section 5.3.2 provides that loading and service areas should not be visible from major pedestrian or residential areas and should therefore be screened from view on all sides. It is preferable to locate service areas off of side streets or service driveways. Service areas should be an integral part of the building and not separate standalone structures. Storage of goods or garbage should be internal to the main building, wherever possible.

As per Section 5.4, building setbacks generally should be sensitive to the location of existing built form, sun angles and the intended use of the sidewalk (patio, gathering place, etc). Stepbacks of upper storeys should be provided so that building bulk is minimally perceived from the vantage of a pedestrian on the street. Stepbacks should be considered for buildings above three storeys. Façades facing a public street or public area should incorporate 60% glazing at-grade to encourage pedestrian interaction and safety. The floor to ceiling height of the ground floor should be of a minimum of 4.5 metres.

Section 5.6 provides guidelines for building height and massing. Specifically, Section 5.6.2 states that 'Visual Angular Plane Analysis' should be used for determining the appropriate building envelope for a specific site. In terms of shadow impacts, Section 5.6.4 outlines that buildings should be sensitive to casting shadows on low rise residential neighbourhoods, open spaces and pedestrian areas or streets where a high degree of sun penetration exists. Section 5.6.5 continues that stepbacks should be considered for buildings above three storeys to minimize the perception of upper storeys from the vantage of a pedestrian. Where possible and appropriate, towers should be placed away from the corner of two intersecting streets and staggered from adjacent towers. The minimum separation between towers should be 10 meters.

Section 5.7 of the UDGs specifically addresses high-rise building design principles. These principles emphasize the importance of appropriately scaling buildings, minimizing the impact of high-rise buildings on open spaces, providing strong street-related built form relationships, encouraging retail uses at grade, and encouraging underground parking that is screened from view at the pedestrian level. The City's Tall Building Guidelines provide current direction with respect to design of tall buildings and should be assessed instead.

Response:

- The proposed development is designed in accordance with the more recent direction contained in the City of Building Tall Building Guidelines (2017) and the Downtown Streetscape Guidelines (2019) which include standards that in many cases exceed the recommendations of the Downtown Guidelines;
- From a public realm perspective, the proposal provides for a boulevard zone that meets the recommended 4 to 5 metre width at 4.4metre;
- From a built from perspective the proposed building is oriented along the street frontage to establish a strong built form relationship and a comfortable pedestrian zone; and
- All of the service, loading and parking functions of the building will be situated within the building envelope to minimize visual impact on the public realm.

# 5.4 City of Burlington Old Lake Lakeshore Precinct Phase II: Urban Design Guidelines (2009)

In 2006, after the adoption of the Downtown Urban Design Guidelines, Council directed staff to undertake a detailed land use study of the Old Lakeshore Road Precinct recognizing its unique context and distinction from other areas in the Downtown. The document details the existing condition of the precinct, provides recommended development options to guide height and massing and sets out guidelines related to the treatment of the public and private realm.

Section 1.4 of the Guidelines considers development options for the precinct. Both Options 1 and 2 (as illustrated in **Figures 22** and **23**) in this section annotate a 20m setback from the stable top of bank.

Collectively, Section 1.4 recognizes the need for and anticipates the development of the lands on the football shaped block, however, the Guidelines provide a limited rationale for the height and built form recommended in the development options. Furthermore, the recent development approvals on the block are an indication of a taller building approach in this area.

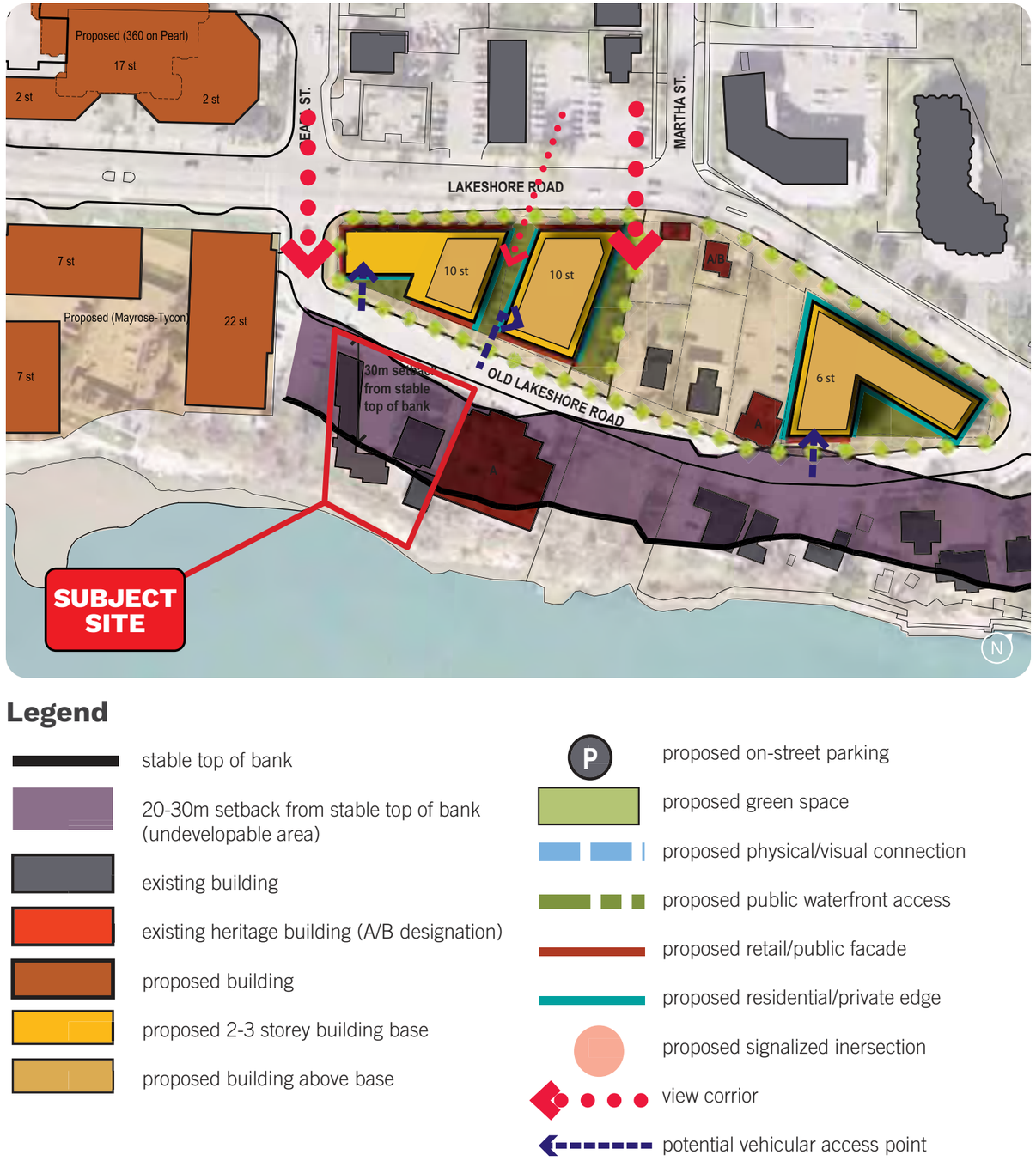
Section 2.0 sets out the urban design guidelines for the precinct, primarily concerning the public and private realm. This section states that the objective of the Guidelines is to:

- Encourage appropriate and compatible built form;
- Expand and improve the public realm, including access to waterfront, streetscape treatments and an open and green space network;
- Encourage the development or revitalization of underutilized sites and recognize their value in enhancing the public realm; and
- Ensure compatibility with the existing established residential neighbourhoods.

Section 2.3 sets out a number of built form objectives noting that a transition in heights from the west sector down towards the east sector is recommended. Among other things the Guidelines recommend building stepbacks above the 2nd storey and ensuring a parallel relationship of building to the street as well as ensuring building entrances face the street.

### Response:

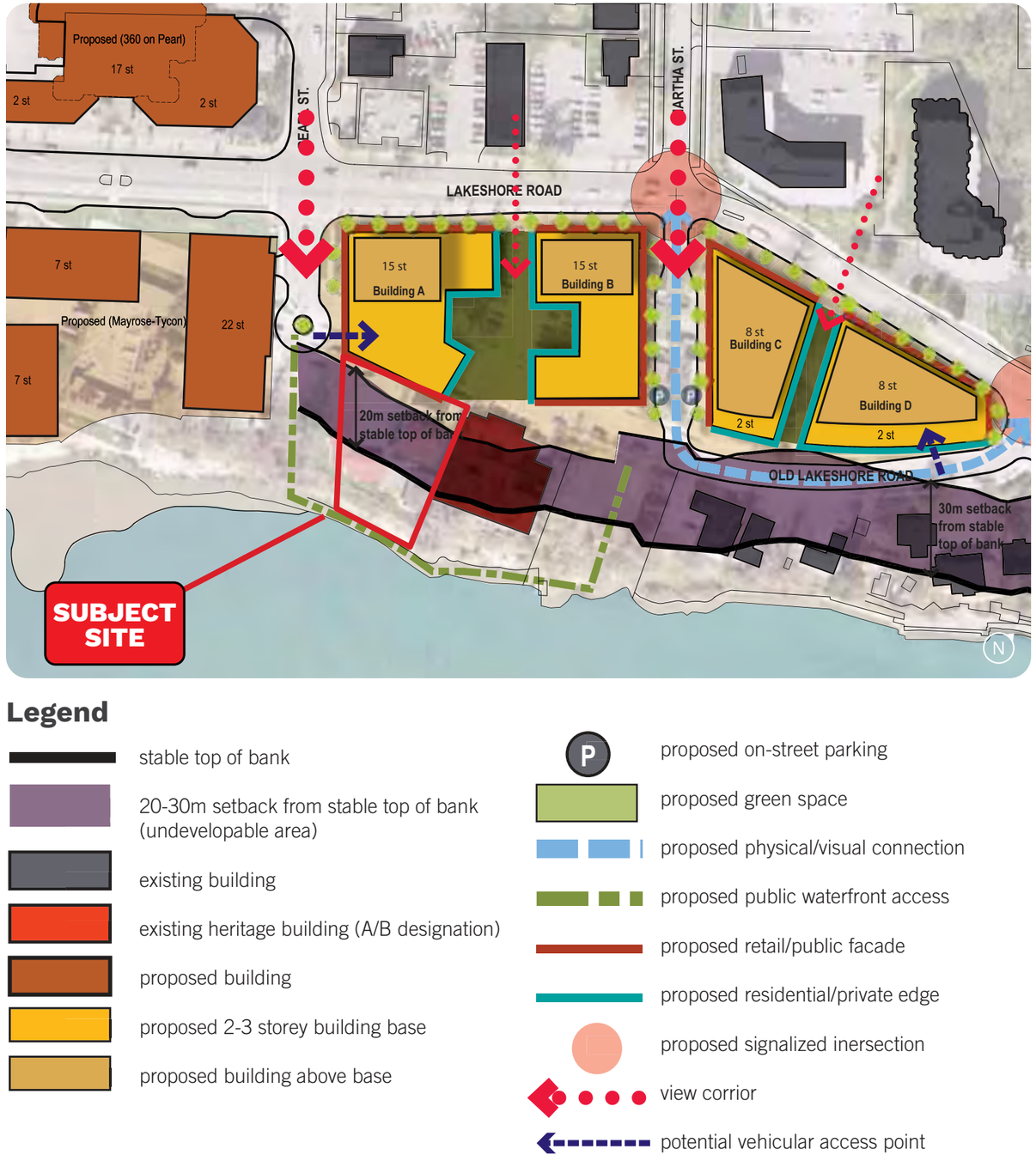
- A shoreline stability study has been conducted to review the setbacks requirements and is a part of this application submission;
- Many of the recommendations contained in these Precinct Guidelines are outdated and do not meet the expectations of the Provincial Policy Statement and the Growth Plan. They are also outdated with respect to recent development activity in the area and within the block;
- The proposed development will nevertheless meet the intent of many of the recommendations with respect to the building's relationship with the public realm, stepping back of building mass above a pedestrian scaled podium element, enhancing streetscape and allowing for an appropriate and orderly development of adjacent lands;
- The development will not have any negative impact with respect to view corridors towards Lake Ontario which are situated on either side of the subject site; and
- Vehicular access for residents of the development is provided along Old Lakeshore Road.




## Legend

- stable top of bank
- 20-30m setback from stable top of bank (undevelopable area)
- existing building
- existing heritage building (A/B designation)
- proposed building
- proposed 2-3 storey building base
- proposed building above base
- proposed on-street parking
- proposed green space
- proposed physical/visual connection
- proposed public waterfront access
- proposed retail/public facade
- proposed residential/private edge
- proposed signalized inersection
- view corrior
- potential vehicular access point

**Figure 22 -** Old Lakeshore Road Precinct Phase II: UDG Conceptual layout of Building footprints for the Old Lakeshore Precinct Dev Option 01




## Legend

- stable top of bank
- 20-30m setback from stable top of bank (undevelopable area)
- existing building
- existing heritage building (A/B designation)
- proposed building
- proposed 2-3 storey building base
- proposed building above base
- proposed on-street parking
- proposed green space
- proposed physical/visual connection
- proposed public waterfront access
- proposed retail/public facade
- proposed residential/private edge
- proposed signalized inersection
- view corrior
- potential vehicular access point

**Figure 23 -** Old Lakeshore Road Precinct Phase II: UDG Conceptual layout of Building footprints for the Old Lakeshore Precinct Dev Option 02

# 5.5 City of Burlington Tall Building Guidelines (2017)

The City of Burlington prepared the Tall Building Guidelines ("Guidelines") following several iterations and refinement through public consultation and stakeholder engagement with the public. In spring 2017, Burlington City Council approved the Tall Building Guidelines document which provides guidance for developers and architects designing tall buildings in the City of Burlington.

The Guidelines are applicable city-wide and provide design direction for the components of tall buildings: building base (podium); building middle (tower); building top. Through its performance standards, the guideline document also promotes urban design excellence and supports vibrant streets. The Tall Building Guidelines apply to buildings with heights greater than 11 storeys, and as such are applicable to the subject site. The relevant design guidelines are outlined below.

## Section 2.0 - Base Building (Podium)

As per the Guidelines, the podium of a tall building anchors the tower and defines the pedestrian experience at the street. Its location and height should frame and create a positive relationship to the street. It should be carefully designed, including a mix of horizontal and vertical elements, to reinforce a human scale. Clear glazing and the arrangement of internal uses should create a visual connection between the public and private realm, while promoting vibrancy and activity throughout the day.

Guideline 2.1 provides that where no streetwall has been established, podiums should be set back at grade to create wide boulevards that accommodate pedestrians, street trees and landscaping, and active at-grade uses. Where windows are proposed within the podium, an 11 metre separation distance shall be provided between adjacent buildings, however, where a continuous streetwall is desirable, no side-yard setbacks are necessary. Additionally, the provision of a 6.0 metre boulevard measured from curb is preferred.

With respect to height and massing, Guideline 2.2 states that the podium should generally reflect the established and planned streetwall subject. Where no established streetwall exists, the minimum height of the podium shall be 10.5 metres (3-storeys) to frame the streetscape and reinforce a human-scale and the maximum height of the podium shall be 80% of the adjacent right-of-way width. Small variations are encouraged to create a varied streetscape. Further, Guideline 2.3 specifies the podium should be massed such that shadow a minimum of five consecutive hours of sunlight is provided on the opposite side of the street at the equinoxes except where existing conditions preclude.

Guideline 2.4 provides that large podiums shall be visually broken into smaller components to avoid overly long facades and public elements of the podium shall be predominantly clear-glazed to provide visual connections between public and private realm. Additionally, main building entrances shall be clearly demarcated and should be a focal point of the building design.

In terms of site design, Guideline 3.5 provides that parking, servicing and loading shall be accommodated internally within the building podium and screened from the street. To that end, access to parking, servicing and loading shall be provided from the rear of the building, or a laneway where possible. Guideline 3.5 also sets forth provisions for streetscaping, stating that public art and publicly-accessible privately-owned open spaces are encouraged within tall building sites, where appropriate, and should be designed and located to encourage public use and highlight important site characteristics.

## Section 3.0 – Building Middle (Tower)

As per the Guidelines, the tower is the most substantial and impactful component of a tall building as it enhances the skyline and provides a defining landmark throughout the City. A tower's design and massing should be carefully considered to minimize adverse impacts on adjacent neighbourhoods, parks and open spaces and to maximize views and access to sunlight through slender floorplates and setbacks between towers.

With respect to tower location, Guideline 3.1 states that proposed towers should be set back 12.5 metres from adjacent property lines to protect for a future 25 metre separation distance in order to maximize privacy and sky views, and to minimize shadow impacts. A 3 metre setback from the podium should also be provided to discern the tower from the building podium and tower, and to allow for the provision of usable outdoor amenity space.

Guideline 3.2 specifies that the height of the tower, and its location on the building base, shall provide a gradual and appropriate transition in height to help mitigate potential impacts on the adjacent established or planned context. The tower portion of a tall building should be slender and should not exceed 750 square metres, excluding balconies and the massing of the tower, and its relationship to the building base, shall not result in adverse wind effects at the street level.

In terms of tower design, Guideline 3.3 provides that the design and placement of the tower shall be carefully considered to minimize the size of shadows on the opposite streetscape where the widest edge of the tower should generally be oriented to minimize the impacts of shadows. Further, the design, height, and placement of the tower shall be compatible with adjacent established residential neighbourhoods, parks, open spaces, or natural areas. To that end, Guideline 3.4 also outlines that a unique tower designs are encouraged, and variety of techniques shall be used to articulate the tower, both vertically and horizontally, to create visual interest.

## Section 4.0 Building Top

The top of the building helps to further define a tower while distinguishing a unique and interesting skyline. To reinforce a strong presence at the top of the building, a variety of elements are recommended, including stepbacks, material variations, lighting, and other architectural elements. To create activity at the upper levels of the building, rooftop amenity space is recommended wherever possible as per Guideline 4.1. Guideline 4.2 provides that structural and functional elements, such as the mechanical penthouse and elevator shafts, should be screened from view to protect or enhance views from other buildings or the public realm.

### Response:

The current proposal appropriately addresses the applicable guidelines as follows:

- Podium Location: The podium has been massed and located to frame adjacent street and pedestrian connection and help establish a street wall. At grade, the building is set back with a colonnade to allow for a wider boulevard zone.
- Podium Height and Massing: The proposed height of the podium of 3-storeys (12.7 metres) along Old Lakeshore Road is designed to provide for a more continuous street wall condition with the adjacent heritage building to the immediate east. The tower above steps back 3 metres to ensure that the two building elements read as more distinct. The ground floor will animate the street frontage with a hotel lobby, café with outdoor seating at the corner with the waterfront trail, integrate architectural lighting, and planters to create a vibrant and engaging pedestrian experience.
- Podium Shadows/Sky View: a preliminary shadow study prepared for the proposal demonstrates that the height and massing of the podium allow for sufficient sunlight on the opposite side of Old Lakeshore Road.
- Podium Design and Articulation: The 3-storey podium incorporates a mix of light transparent and heavy opaque materials at-grade to activate the frontage and respond to the articulation and material treatment of the surrounding buildings.

- The mechanical penthouse will be incorporated into the design of the top of the building.
- Vehicular parking will be accessed from a single driveway entrance off Old Lakeshore Road. Parking will be situated below grade. Service vehicles will utilize a single access point that can be entered via Old Lakeshore Road and will be situated entirely within the building envelope. This minimizes any potential impacts on the public realm and conflicts with pedestrian circulation.
- The building will be compatible and sympathetic to the surrounding context, responding to the existing and evolving context of tall buildings that collectively contribute to the changing skyline of the City's Downtown.

## 5.6 Downtown Streetscape Guidelines (2019)

On September 23, 2019, Burlington City Council approved the new streetscape guidelines for downtown Burlington, replacing the previous 1981 streetscape guidelines. The new guidelines established a new vision, framework, and a set of design principles and strategies that will provide guidance for a consistent redevelopment and renewal of downtown Burlington's streetscape. These guidelines are intended to promote pedestrian activity, enhance and strengthen the public realm and contribute to the Downtown as an accessible, cohesive, identifiable, and vibrant destination within the city.

The study provides design principles that will guide and support the creation of an accessible, walkable, and attractive public realm that integrates with the existing urban fabric. These principles are based on key strategic directions of a city that moves, a healthy and greener city, and an engaging city, which were established by the City of Burlington through its Strategic Plan.

The design principles outlined are:

- Pedestrian-First Focus: Design streetscapes to be safe and comfortable for all users
- Green and Sustainable: Improve environmental quality through living assets and responsible design.
- Easy to Use and Equitable: Design streetscapes for all ages, abilities, and modes of travel.
- Long Lasting: Provide a high quality of design using durable materials and construction practices.
- Connect and Integrate: Design streetscapes to be context-sensitive and reflect the character of the street.

Section 2.3 of the guidelines organizes the downtown into four Character Areas, each designed to reflect the unique qualities of each. In this case, the subject site falls within the Mixed-Use Commercial district whereas Lakeshore Road is identified as a Character Street. Section 3.4 further explains that the Mixed-Use Commercial district offers a mix of uses including cultural, entertainment, residential, and commercial retail and includes key transit access to the Downtown and features the Village Square. Section 3.1 identifies a number of streetscape zones within the boulevard, they include: a 2m wide marketing zone (along the edge of the building for potential café seating, etc.), a 1.8 metre clear path zone, a 1.2 metre furnishing zone (where typical streetscape elements would be found such as street trees and bicycle racks), and a typical size of 0.5 metres for the edge zone.

### Response:

- The proposal provides for the recommended boulevard zones along the street frontage; and
- Along Old Lakeshore Road the proposal incorporates a min. 2.0m marketing zone, a 1.95m clear pathway, and a 0.5m edge zone.

# 6

# Urban Design Analysis

# 6.1 Site Organization

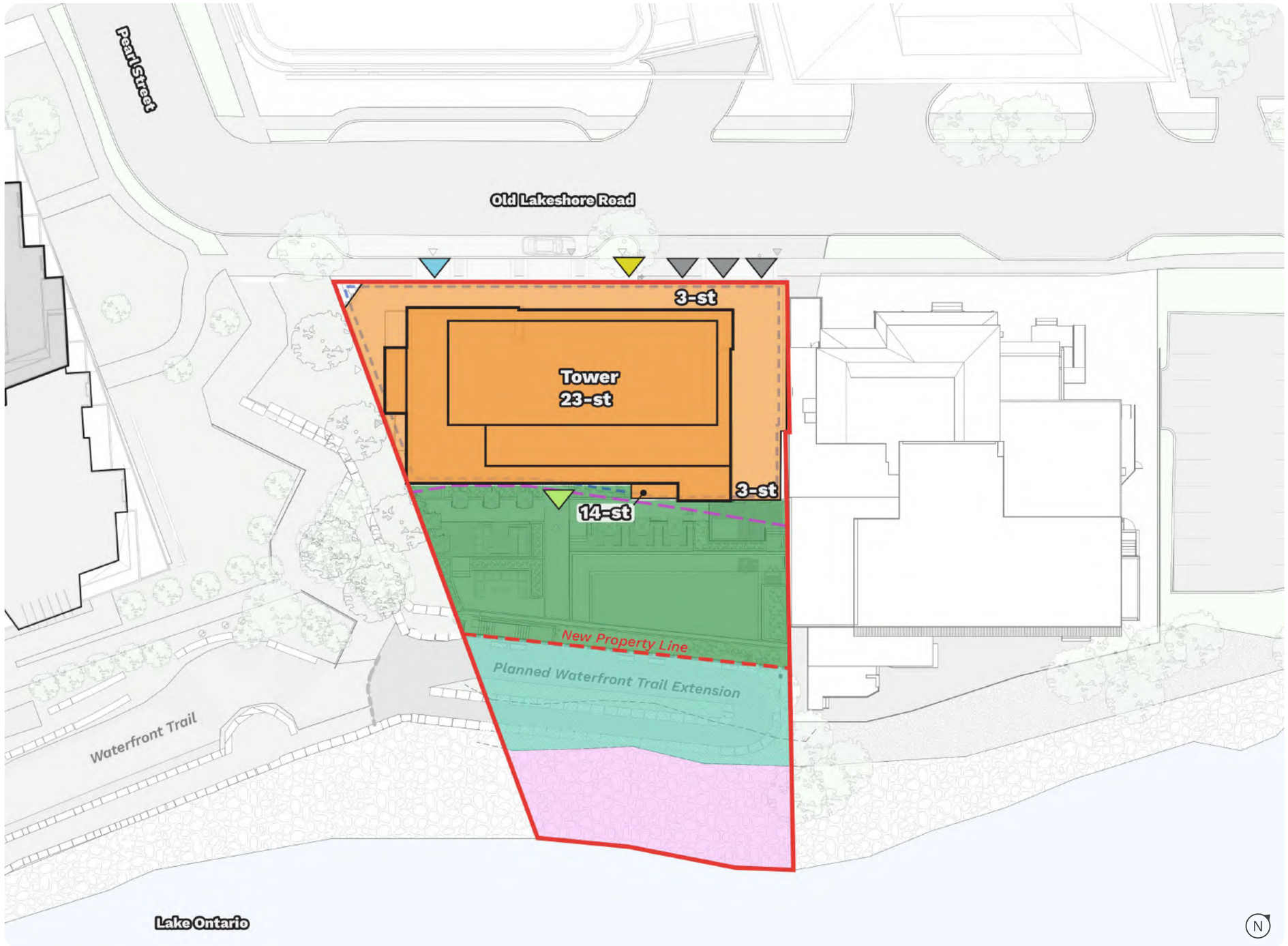
The site is organized to ensure an appropriate siting of the tower on the site and with respect to adjacent properties and to allow for adequate tower setback from the adjacent property to the east. In this regard, the City's Tall Building Guidelines identify a minimum tower separation distance of 25 metres from one tall building to another (Guideline 3.1c) and an 11 metre separation distance to lower buildings and building elements (Guideline 2.1e).The tower is oriented in an east-west direction with a 5.5m setback from the east property line and a 0 metre setback to the west property line.

With respect to the east tower setback, the site next door is a designated heritage structure without adequate property size to accommodate a viable tower on its own, and the applicant owns the next site further to the east at 2092 Old Lakeshore Road, preventing any potential land assembly in the future (See **Figure 27**). In this regard, the lands to the east have a lot width of approximately 38.9 metres at the street line and located mid-block. The developable area of these lands is constrained by the abutting lands and their existing and future development as well as the lake and its development setback. In our opinion, a when all of these constraints are considered, it would be difficult to develop these lands for a tall building since a tower setback of 12.5 metres would need to be applied to the east and west lot lines. This would leave a tower floorplate width of 14.9 metres. When the development setback from the lake is considered it would not provide for a sufficient tower floor plate to be feasible. Even if the east side yard were reduced to 5.5 metres, it would still result in a 20.4 metre-wide tower floor plate, which would be insufficient to accommodate a feasible tower floor plate. These scenarios are illustrated in **Figure 27**.

To the west, the subject site abuts a public right of way that is 20 metres wide that accommodates pedestrian access to the Waterfront trail along Lake Ontario. The proposed tower will have a setback of 0 metres at the southwest corner of the tower and 4.45 metres at the northwest corner, towards the public street, resulting in an approximate separation distance of 27 metres from the existing Bridgewater Tower on the west side of the Waterfront trail access. Further, the tower features a clear visual break from the 3-storey podium to the tower component through the use of the proposed step backs and material changes on the building façade.

At grade, the proposed development incorporates a 2 metre setback to establish a wider boulevard with a pedestrian clear path and marketing zone that will be activated with a café at the corner of the site with outdoor seating, as well as accommodating lay-by parking in front of the hotel lobby. A through lobby is proposed that extends from Old Lakeshore Road frontage to the proposed outdoor amenity space at the rear overlooking Lake Ontario. The service, loading, and parking are located within the building envelope with access to the eastern portion of the subject site. A vehicular lift is proposed within, along with layby parking along the Old Lakeshore Road frontage adjacent to the building lobby entrance.

In terms of the public realm moves, the boulevard zone along Old Lakeshore Road is over 4 metres wide to ensure sufficient room for café spill over space and landscaping features.




**Legend**

- Subject Site
- Proposed Development
- Residential Access
- Hotel Access
- Hotel Outdoor Amenity Access
- Vehicular/Loading Access
- Outline of Underground Parking
- Hotel / Apartments Outdoor Amenity Space
- Future Waterfront Trail Extension
- Stone Revetment
- Engineered Development Setback

**Figure 24 -** Site Organization

# 6.2 Circulation & Access

## Pedestrian Circulation

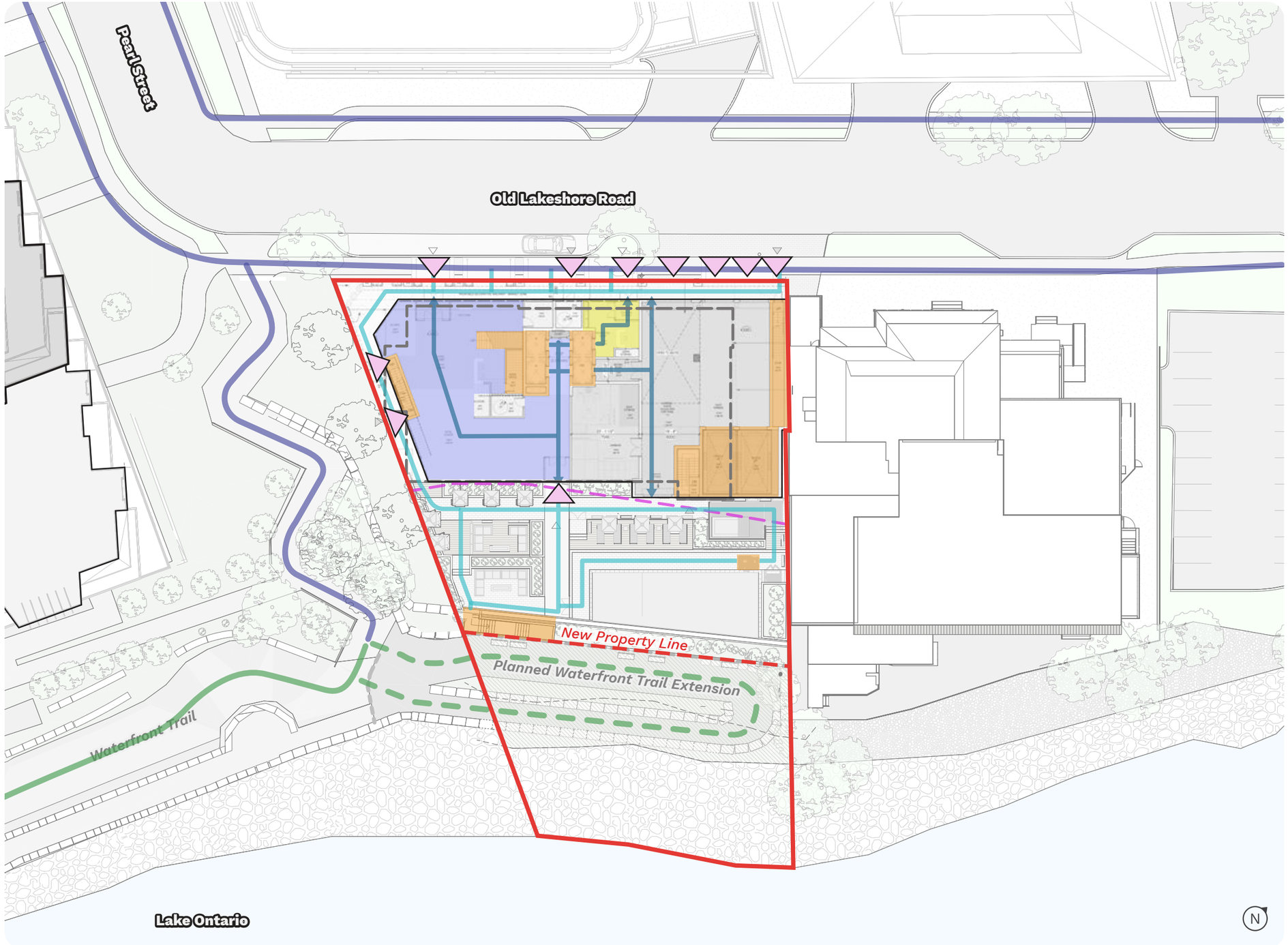
One of the objectives for the proposed development is to improve the pedestrian environment by making it easier, safer and more comfortable to walk between the buildings, public sidewalks, transit stop, parking areas and adjacent properties.

The proposed development will improve pedestrian circulation by the provision of a 2 metre widening at grade along Old Lakeshore Road, a through lobby from Old Lakeshore Road, and a Waterfront Trail that will connect to the existing Waterfront Trail located to the west of the subject site.

The design of the podium with a setback at grade provides for an improved pedestrian environment by providing weather protection. The chamfer of the building at the west edge of the site helps improve views between Old Lakeshore Road and Lake Ontario and facilitate circulation around the site along a continuous, wrap around sidewalk/existing path connection.

## Vehicular Circulation

Vehicular access is provided from Old Lakeshore Road via a consolidated driveway that also provides access to loading. Additionally, the valet parking operations will also use the consolidated driveway This approach reinforces site organization which is focused on directing pedestrian movement and reinforcing the west edge of the site as a primarily hotel/residential zone and a more active zone with retail.



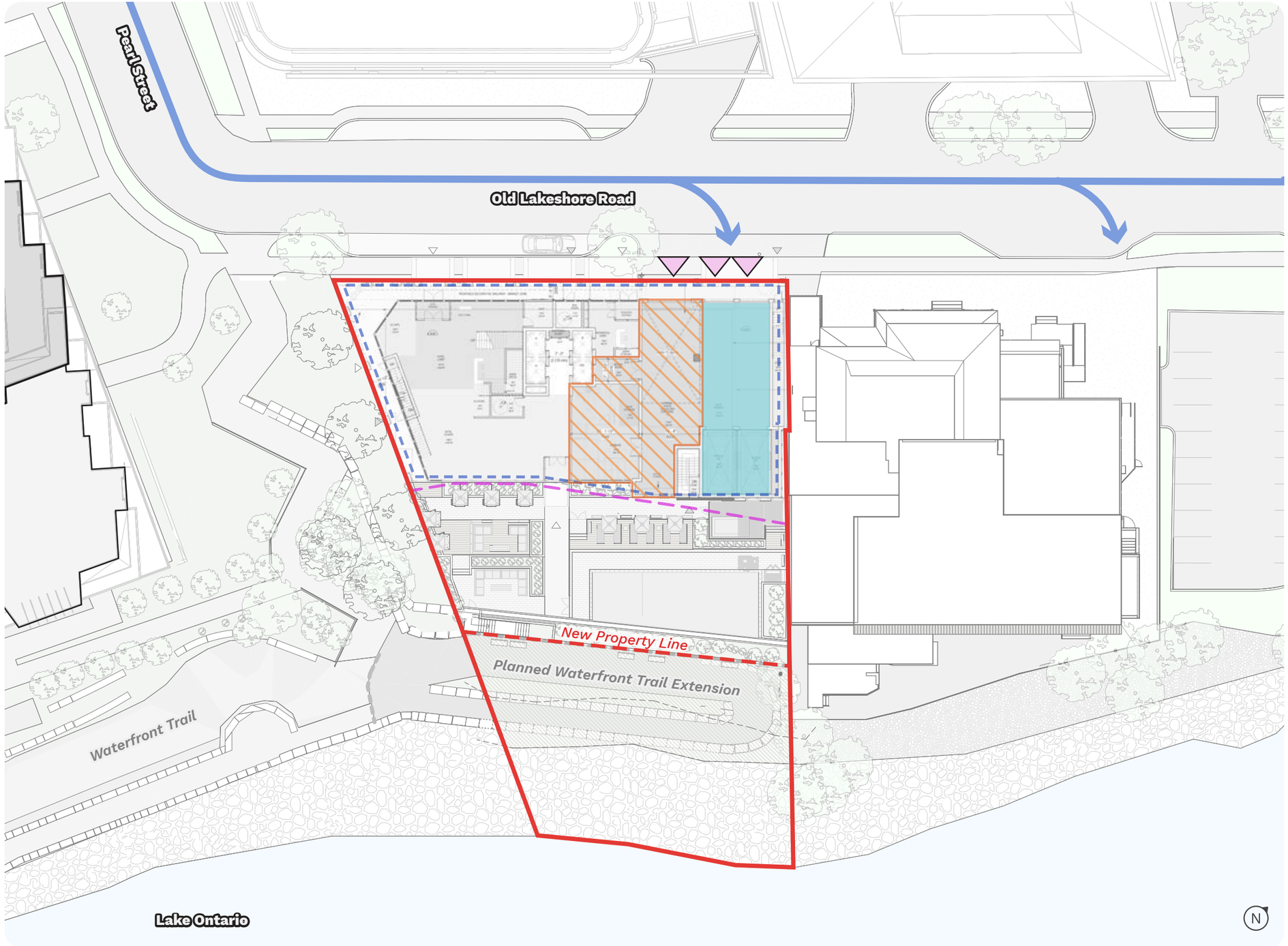

**Legend**

- Subject Site

**Pedestrian Circulation**

- Hotel - Hallways and Lobby Areas
- Residential - Hallways and Lobby Areas
- Vertical Circulation
- Interior Circulation
- Outdoor Circulation
- Pedestrian Route
- Waterfront Trail
- Planned Waterfront Trail
- Building Entrances
- Engineered Development Setback

**Figure 25 -** Pedestrian Circulation




**Legend**

- Subject Site
- Proposed Development

**Vehicular Circulation**

- Driveway/ Parking/Servicing Access/Egress
- Servicing Area
- Outline of Underground Parking
- Vehicular Circulation
- Parking Entrance
- Engineered Development Setback

**Figure 26 -** Vehicle Circulation

# 6.3 Parking, Loading & Servicing

## Parking

The proposed development includes 82 parking spaces accessed via two car elevators, all of which are located below grade within four levels of underground parking and thus screened from public view. Locating parking below grade provides an opportunity to better utilize the site area and promote the use of transit and active transportation.

Access to the underground parking garage is provided from Old Lakeshore Road via a driveway to two car elevators that is incorporated into the building façade to mitigate its visual impacts. This driveway is consolidated with the loading driveway along the eastern edge of the site.

## Loading & Servicing

Loading is provided via a driveway from Old Lakeshore Road. Servicing will be accessed from the loading driveway from Lakeshore Road. Providing a single driveway to access these uses assists in minimizing pedestrian-vehicular conflicts while clearly defining the right-of-way of each space. Servicing facilities, such as a staging area and garbage room, are located within the building to screen them from public view.

# 6.4 Built Form & Massing

The proposed building has been designed in a tower podium configuration which is reflective of the City's current direction for tall buildings. The podium is designed to ensure a pedestrian scaled environment at grade and animate the public realm. The tower is designed with a slender point form and steps back from the edge of the podium. The podium has been situated such that a setback is provided along the street frontage to allow for wider sidewalk zones to accommodate additional pedestrian amenities.

Within the immediate context, tall buildings incorporate a variety of podium elements, but most are of lower scale up to 4 storeys. The proposal contributes to this emerging character with a 3-storey streetwall expression. Above the podium, the tower steps back from the east 5.5 metre, 0 metres at the southwest corner and 4.45 metres at the northwest corner resulting in adequate separation distances to the east and west as discussed in *Section 6.1 Site Organization* of this Brief.

In terms of providing for transition of height and scale, the subject site is situated well within the City's Downtown area, away from low rise residential neighbourhoods. A 45-degree angular plane taken from the established low-rise neighbourhood to the east extends well above the subject site and has no bearing on the proposed development. The height of the proposed building has also been informed by the emerging high-rise built form context of downtown. As mentioned above, there are three 27-storey towers approved on the north side of Old Lakeshore Road, a 16-storey 360 Pearl Street development at the northwest corner of Pearl and Lakeshore as well as the 22-storey Bridgewater development on the west side of Pearl Street. A 26-storey tower is also largely completed to the northeast at 374 Martha Street by Adi Development Group and a 29-storey building is under construction directly adjacent at 2069 Lakeshore Road.

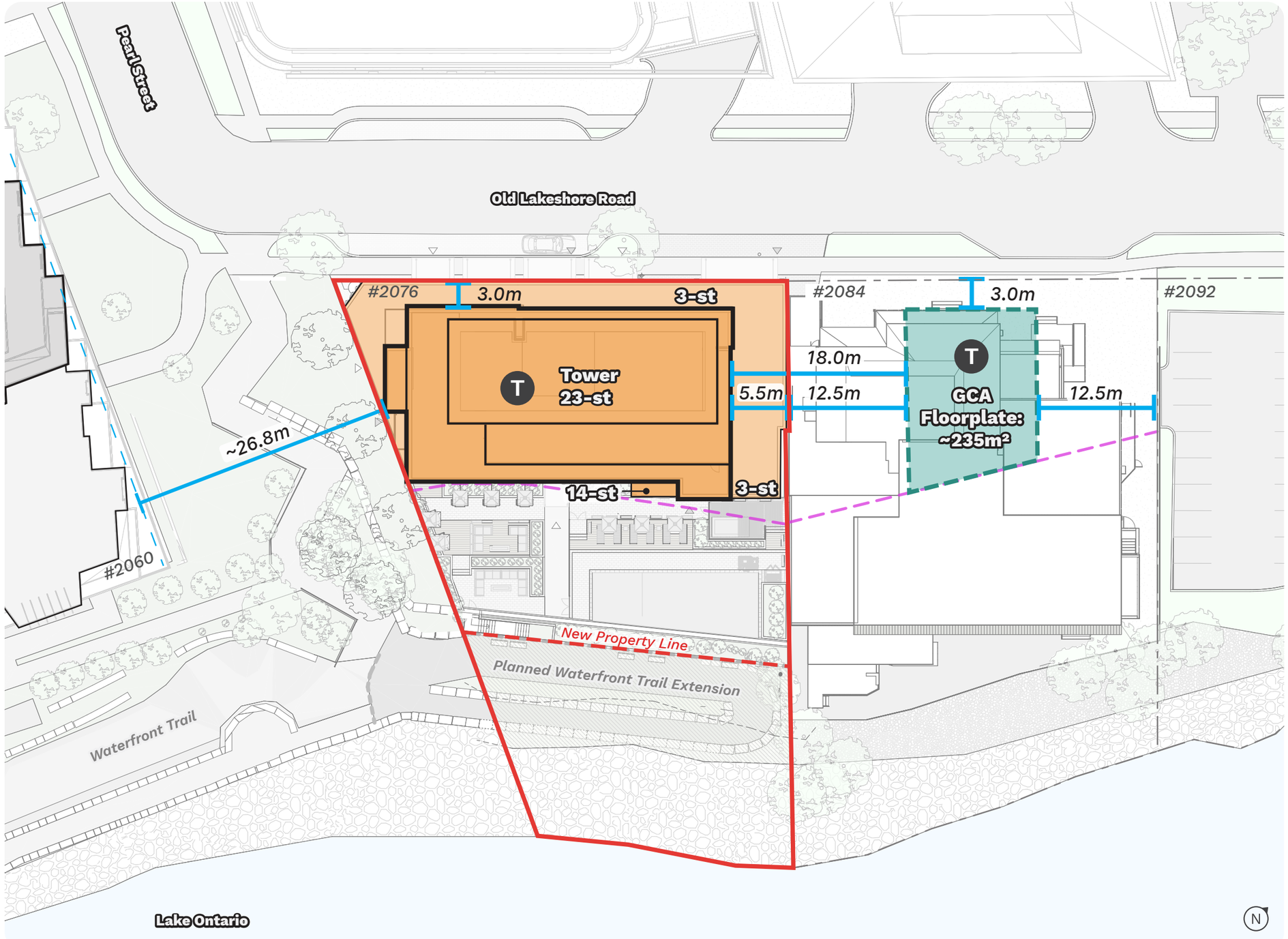
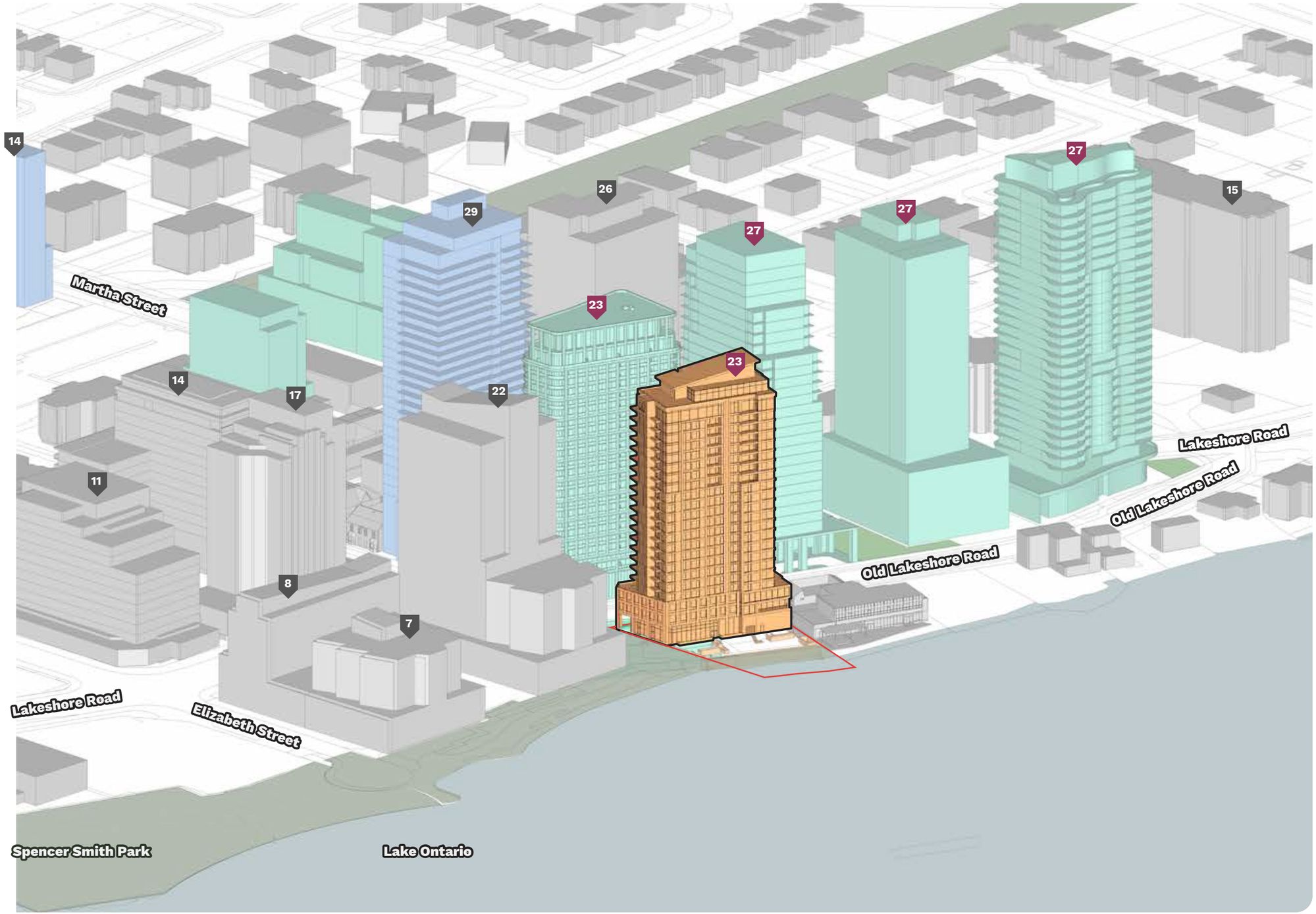



**Figure 27 -** Tower Separation Distance and Setback Diagram




**Legend**

- Subject Site
- Proposed Development
- Existing Buildings
- Under Construction Building
- Approved (Not Yet Built)
- Existing Park
- Approved Privately-Owned Publicly Accessible Spaces “POPS”
- # Number of Storeys
- # Number of Storeys (Existing and Under Construction)

**Figure 28 -** View looking Northeast - Proposed Context

# 6.5 Architectural Articulation & Building Facades

## Base Building

The base building has been designed to create a design grounded in human scale, thoughtfully responding to the evolving character of Old Lakeshore Road and the material palette of the downtown core of Burlington. The design seeks to activate the streetscape, fostering a dynamic and inviting pedestrian realm through a generous, well-lit and articulated streetscape that is created by establishing building setbacks.

Approaching from either end of Old Lakeshore Road, users are greeted by a low, three-storey podium anchored by a glowing illuminated colonnade that animates the ground floor with a variety of vibrant programs. The podium features a bold rectilinear patterned clad in a sophisticated palette of dark grey, light grey, and white speckled stone, complemented by bronze panels and detailed window mullions. The proposed street facing elevation provides a visual connection to the adjacent Heritage Property, 2084 Old Lakeshore Road by aligning cantilevers, lighting fixtures and other architectural features with those on 2084 Old Lakeshore Road. This carefully considered material selection gives the base a sense of elegance and permanence, while creating a visual connection to the surrounding waterfront context and the neighboring development at 2060 Lakeshore Road (Bridgewater). The varied textures and colors create a rhythmic play of light and shadow, adding depth to the façade. This layering with the addition of building setbacks distinguishes the podium from the tower, enhancing the building's composition and scale.

The architectural experience begins at the illuminated metal clad cantilevers along the street, guiding users toward the 5.7-metre-tall colonnade. Users enter a transitional threshold bordered by planters that wrap the building's base, drawing users into a circulation zone that forms a vibrant "third space" that blurs the boundary between public realm and private use. On the north west side, a café is housed on a chamfered corner and elevated with a patterned metal lattice inspired by the concept of historic details over entrances, these architectural features invite passersby from Pearl Street, softening the intersection and anchoring the corner with a welcoming and activated use. The ground floor program includes two distinct lobbies, residential and hotel each tailored to the specific needs of their users. On the west the hotel lobby is expansive and transparent, offering clear views through to the lake, while the residential entry on the east provides a quieter, more intimate transition into their private spaces. As users move south of the podium, they are met with a large outdoor amenity space, housing an infinity pool and terraced lounge platforms designed not only as luxurious amenities, but as extensions of the lakefront journey, reinforcing the site's unique relationship to the shoreline.

## Tower

Above the podium and setback, the tower adopts a slender and elegant profile, deliberately restrained in massing to optimize sunlight penetration. Its form follows a simple rectilinear logic, allowing materials and detailing to define the architectural expression. The tower cladding alternates between light and warm toned stone panels, paired with bronze metal window frames and mullions as an accent material. This layered façade provides material richness and contrast, reinforcing the tower's identity as both contemporary and contextually grounded.

The east and west elevations are further articulated with walls composed of multi-textured stone, illuminated panels and metallic elements, which serve as a sculptural break from the predominantly glazed façades. These treatments introduce tactility and rhythm to the tower's slender vertical expression, creating visual interest for users in the adjacent Spencer Smith's Park. A key driver of the design is the enhancement of the public's connection to the waterfront. The building is set back 27 metres from the Bridgewater at 2060 Old Lakeshore Road, allowing the existing sloped path and natural vegetation to remain intact and accessible. This respectful distance preserves both views and circulation, ensuring that the tower does not feel imposing to the public realm. The massing strategy also incorporates setbacks at multiple levels not only at grade but at the podium roof to establish a low, contextual roofline consistent with new and current neighboring developments.

Overall, the architectural expression of the proposed development is guided by a commitment to user experience, material integrity, and contextual sensitivity. From ground-level activation to vertical refinement, every design move is intended to support a cohesive, inclusive, and enduring addition to the city of Burlington's evolving waterfront.



**Figure 29a -** Aerial View  looking southeast towards the proposal (Prepared by Neuf Architect(e)s)




**Figure 29b -** Rendering Podium Elevation along Old Lakeshore (Prepared by Neuf Architect(e)s)



**Figure 29c -** View from the Waterfront trail looking east towards the proposal (Prepared by Neuf Architect(e)s)





Tower Material Concepts












Podium Material Concepts



Bronze Metal Detailing



Bronze Metal Detailing



Bronze Metal Detailing



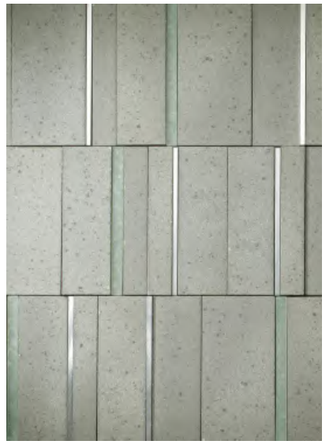
Two Tone Grey Stone Textured



Dark Grey Brick Swatch



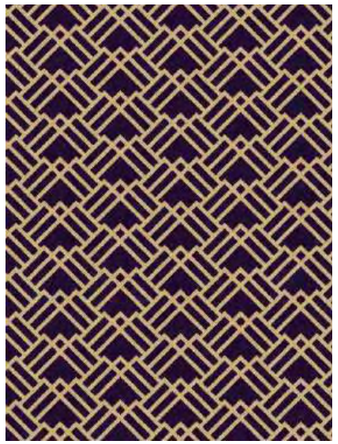
Dark Grey Swatch



Two Tone Grey Stone & Metal Strip



Cream Stone Swatch

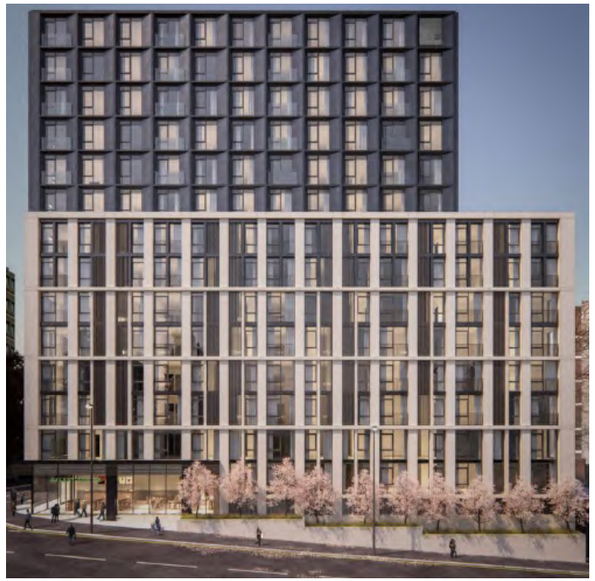


Metal Pattern

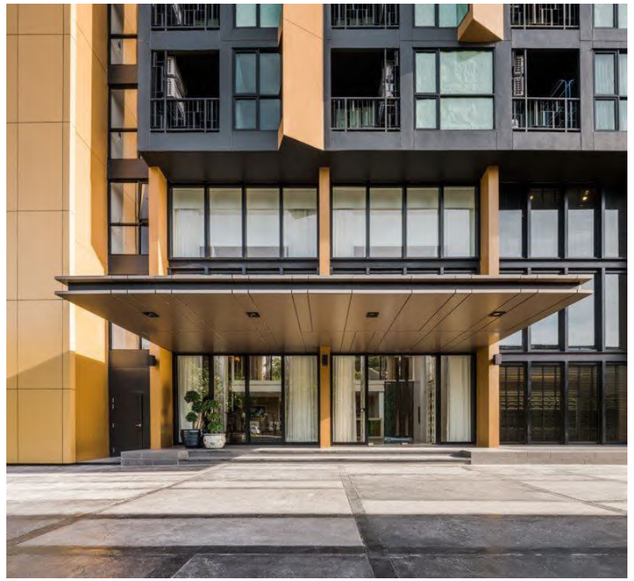
**Figure 30 -** Material Pallette




Precedent



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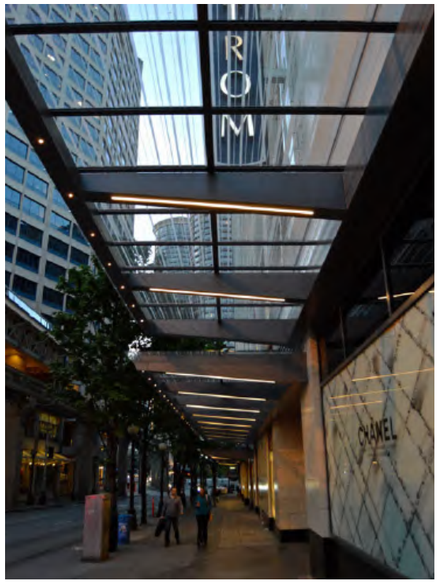
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Precedent



Precedent



Precedent

**Figure 31 -** Architectural Expression Precedents

# 6.6 Shadow Impacts

A shadow analysis report prepared by NEUF Architects Inc., dated August 29th, 2025, to visualize the shadow impacts of the proposed development on the adjacent properties and public areas. In accordance with the Shadow Study Guidelines (“SSG”) and Terms of Reference, shadow tests were done for the spring, summer, and winter equinoxes.

Based on the findings of the Study, it is our opinion that the shadow impacts and resulting Sun Access Factors of the proposed development are relatively limited and acceptable based on the applicable Official Plan policies.

The shadow analysis demonstrates that the proposal does not cast any shadows on any key civic and cultural spaces in accordance with Section 4.2 of the Study.

With regards to parks and open spaces, the study identifies that the waterfront trail enjoys sun access factors (“SAF”s) well above the standards set out in the Guidelines between 0.81 and 0.91, depending on the time of year. However, the shadows experienced by the approved POPs space to the northeast of the subject site, to be constructed as a part of the development at 2093-2101 Old Lakeshore Road and 2096-2100 Lakeshore Road will have SAFs between 0.34 and 0.45, falling slightly below the standard of 0.50 set out in the Guidelines. We note that the guideline SAF is not met regardless of the impacts of the proposed development, and that the proposed development has a minimal impact on the park for primarily only the 3-4 pm period on March 21st. The impact from the proposed development would thus be incremental on the shadow character of the POPs space, and in our opinion, is not significant.

As a result, it is our opinion that the shadow impact is appropriate given the site’s location within Downtown Burlington and its evolving high-density context. From a built form and urban design perspective, the proposed development’s base building appropriately frames the Subject Site’s Old Lakeshore Road frontage while simultaneously incorporating mitigative measures to ensure any adverse shadow impacts are minimized on the adjacent public realm. Such measures include a slender tower with below-guideline tower floorplates, tower step backs, a narrow tower floorplate of 18 metres to minimize shadows. The proposal conforms with the built form and massing policies of the Official Plan and is generally in keeping with the relevant urban design guidelines. The proposed development has ensured that continued provision of adequate sunlight, when possible, in the key areas specified in the SSG.

Based on our analysis, it is our opinion that there is no significant sun-shadowing for extended periods, and the net shadow impact of the proposed development is at an acceptable level. A detailed analysis of the proposed development’s shadow impact is provided in the submitted shadow study

# 6.7 Public Realm

The proposed development will introduce uses and built form conditions that support a lively public realm. Along the Old Lakeshore Road frontage, a cafe at grade and spill out space provide an active frontage that will assist in drawing pedestrians toward the downtown. Streetscape improvements including enhanced landscaping and the introduction of street trees will allow for a seamless transition between public and private realm. In terms of hardscaping, consistent material will be used throughout the site with accent materials to indicate a change in pedestrian- and vehicle-oriented zones. Furthermore, an extension of the Waterfront trail will improve connectivity and activation along the trail.

Please see *Section 6.1 Site Organization* for further details with respect to the streetscape zones.

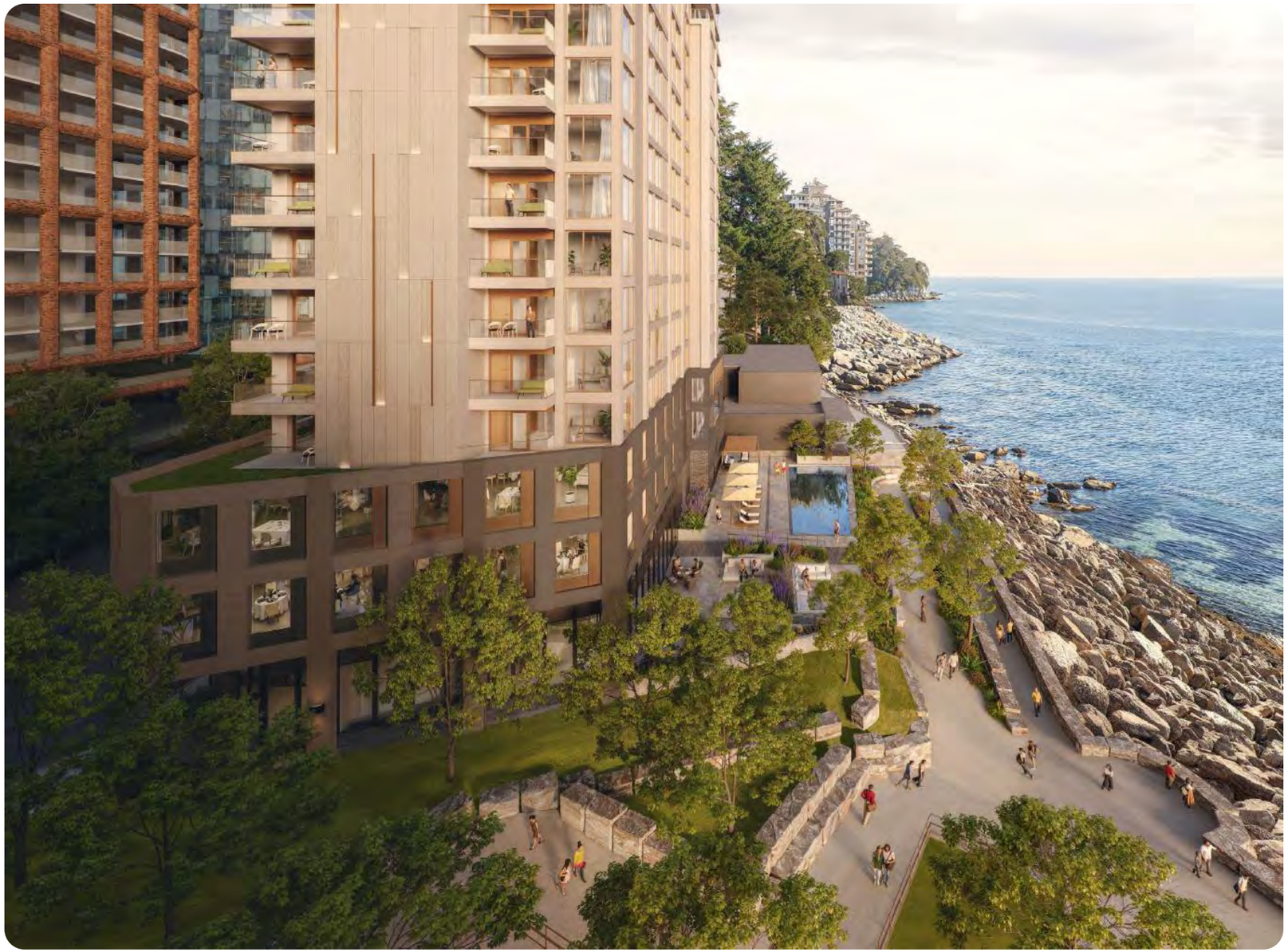


**Figure 32 -** Rendering Aerial view looking east towards the outdoor amenity space (Prepared by Neuf Architect(e)s)

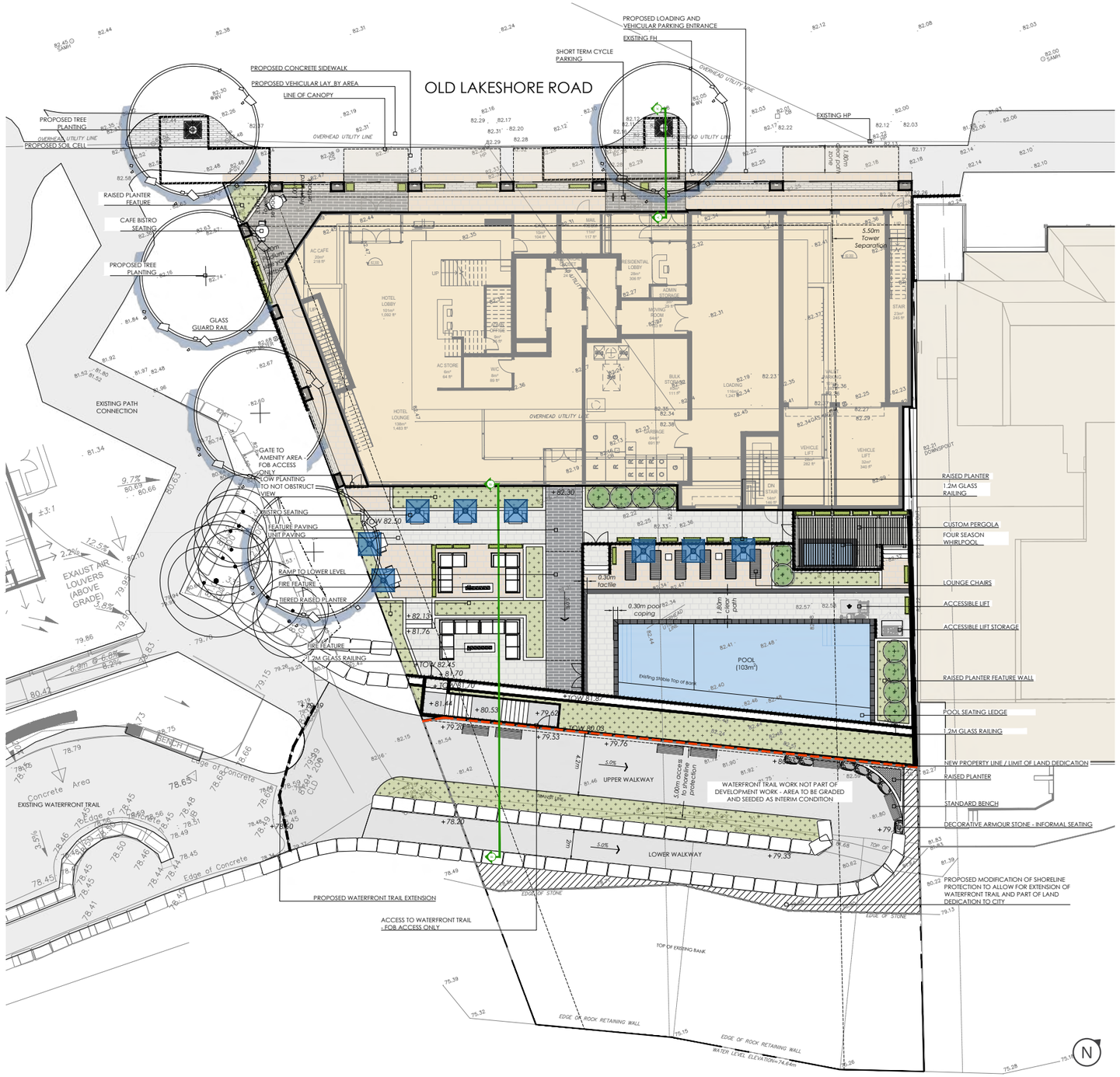
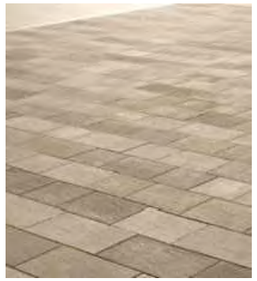
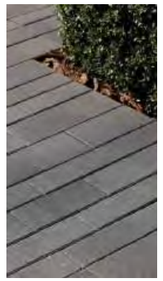



**Figure 33 -** Landscape Ground Floor Plan (Prepared by adesso design inc.)









Precedent



Precedent





Precedent



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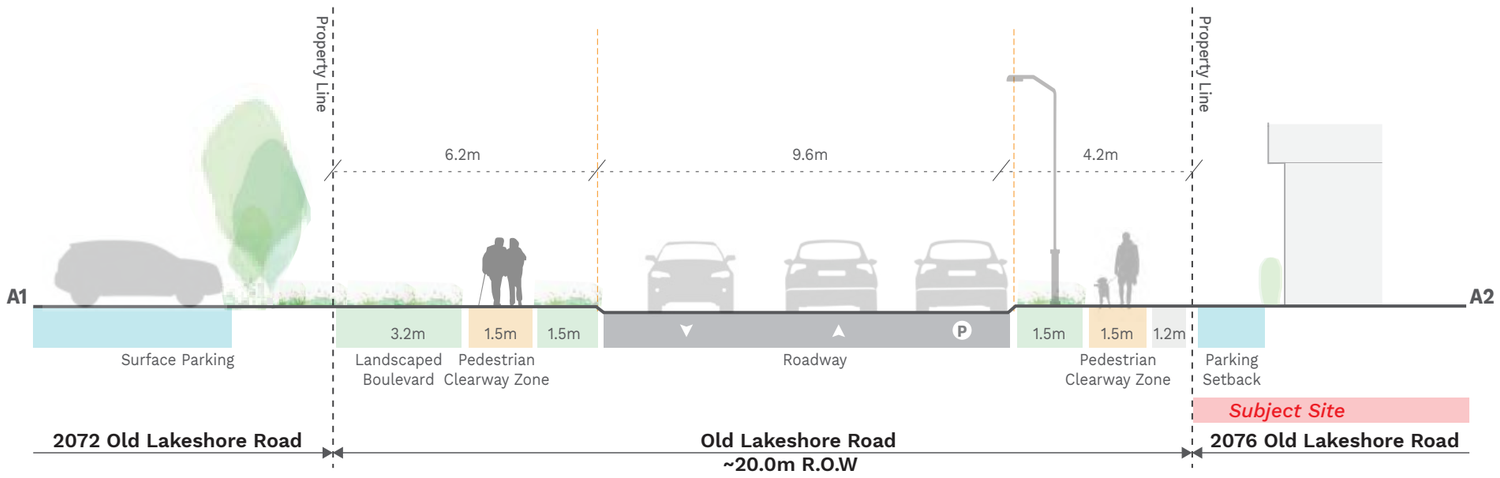
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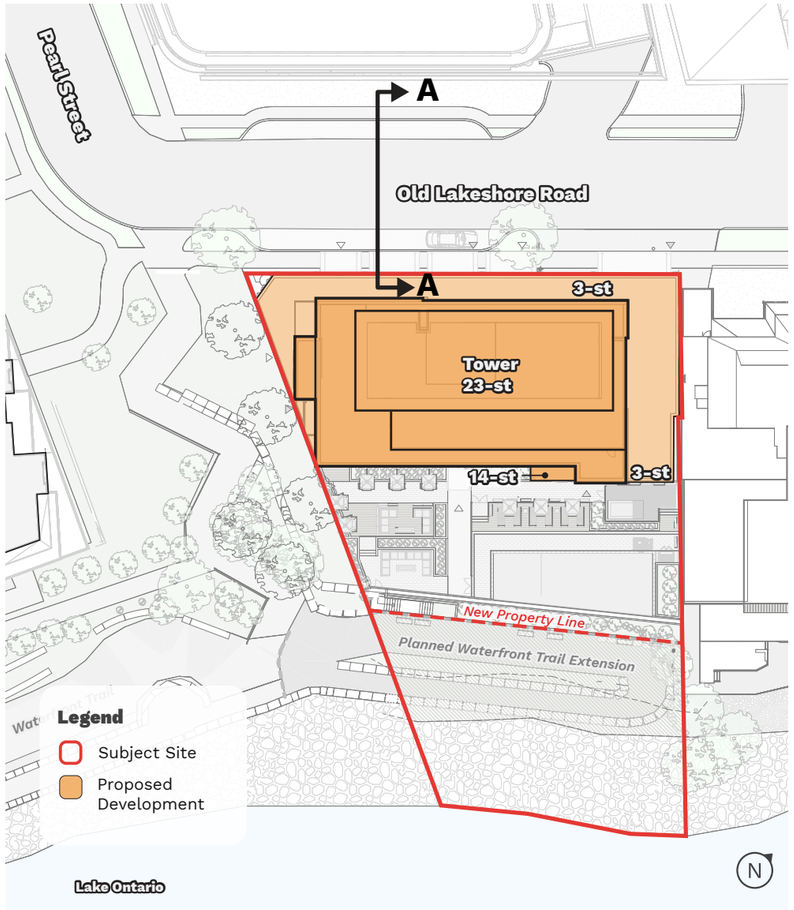


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**Figure 34 -** Public Realm Precedents

## Existing




## Proposed

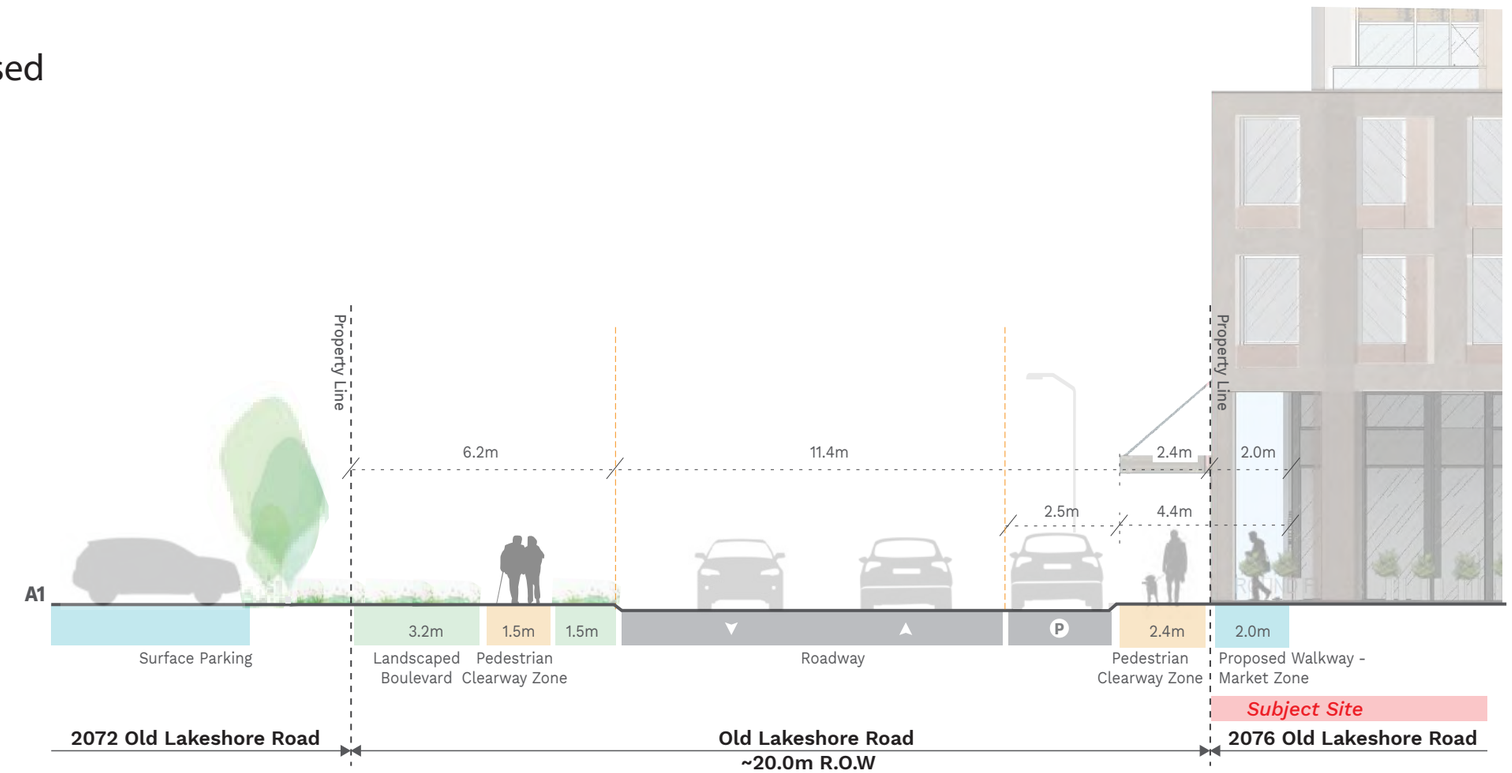



**Figure 35 -** Street Section of Old Lakeshore Road

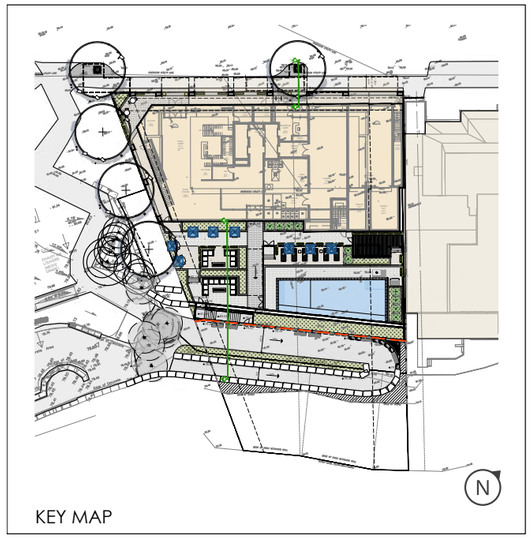






**Figure 36 -** Planned Waterfront Trail Section

# 7

# Conclusion

This Brief concludes that the urban design form and pattern of the proposed development addresses the relevant municipal policy objectives and guideline recommendations with respect to the intensification within built-up areas, with a particular focus on sites located within the Downtown and Waterfront. Specifically, the development is supportive of and appropriately addresses the urban design-related policies in the City of Burlington in-force and new Official Plans, in addition to the recommendations and standards contained in the Burlington Tall Buildings Guidelines.

With respect to the urban design character of transit-supportive, pedestrian-oriented development and the City's planned urban structure, the proposed development is appropriate and desirable at a prominent location, and more broadly within the City and Region. The redevelopment proposal provides for an appropriately scaled development on an underutilized site by replacing three 1-2 storey buildings and surface parking with a mixed-use tower in a built form typology that appropriately addresses its surroundings.

The proposal represents appropriate development in terms of fit within the urban design structure of Burlington, building heights and scale within Downtown Burlington, and the proposed architectural treatment with respect to the emerging tall building context and adjacent heritage context. Together, the proposed tower and base building components, result in an appropriately-scaled pedestrian-oriented development that addresses and frames Old Lakeshore Road with good proportion while providing appropriate transition in height and scale at grade.

The proposed development constitutes a positive contribution to the public realm and built form character of the City's downtown and Waterfront through the introduction of active frontages and street related built form. The activated public realm in conjunction with the iconic architecture, together, will establish a sense of place that will transform the site.

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# Appendix A

## DRP Comments

# Community Planning Department
# Burlington Urban Design Advisory Panel

**Meeting Minutes:**
July 24, 2025 (3:30pm - 4:30pm)
Virtual Meeting – Microsoft Teams

**Item #2:**
2076 Old Lakeshore Rd.

**Design Review:**
First Review at Burlington Urban Design Advisory Panel (BUD)

**Application Type:**
Pre-consultation for Official Plan Amendment & Zoning Bylaw Amendment

| | | present | absent |
|---|---|---|---|
| **Members of the Burlington Urban Design Advisory Panel** | | | |
| Matt Reid | BUD Member | | ✓ |
| Jackie VanderVelde | Acting BUD Chair | ✓ | |
| David deGroot | BUD Member | ✓ | |
| Jessica Hawes | BUD Member | ✓ | |
| Mike Flint | BUD Member | | ✓ |
| Nigel Tai | BUD Member | ✓ | |
| Alexandru Taranu | BUD Member | | ✓ |
| Christopher Moise | BUD Member | ✓ | |
| Timmithea Chan | BUD Member | ✓ | |
| **City Staff** | | | |
| Alicia West | Planner, Development | ✓ | |
| Chloe Richer | Senior Planner, Heritage | ✓ | |
| Kyle Poole | Planner, Urban Design | ✓ | |
| **Applicant & Design Team** | | | |
| Cale Vanderveen | Bousfields Inc. | ✓ | |
| David Falletta | Bousfields Inc. | ✓ | |
| Tom Kasprzak | Bousfields Inc. | ✓ | |
| Lilia Koleva | NEUF Architects | ✓ | |
| Gabriel Garofalo | NEUF Architects | ✓ | |
| Kyle Nichols | NEUF Architects | ✓ | |
| Peter Horn | Ownership Group | ✓ | |
| Darko Vranich | Ownership Group | ✓ | |

**Disclosure of Conflict-of-Interest:**
None.

**City Staff Presentation Overview:**

City Staff presented an overview of the development proposal, which was submitted through a pre-consultation for proposed amendments to the City's Official Plan and Zoning Bylaw. City Staff's presentation provided a brief overview of the proposed development along with the existing and upcoming context of the surrounding neighbourhood.

City Staff asked the BUD Panel members for design advice in the following three areas:

1. Context & Public Realm
   How does the proposal respond to the surrounding context and public realm, including adjacent waterfront and the broader neighbourhood? What improvements could assist in integrating the proposal into the surrounding urban fabric?

2. Built Form & Site Design
   Is the proposed site layout, circulation strategy, and massing appropriate given the site's context? How could the site design better assist in ensuring an activated and engaging public realm?

3. Open Space & Sustainability
   How effectively does the proposal integrate meaningful public open space into the site and surrounding neighbourhood context? How could the proposal better contribute to long-term sustainability objectives (e.g., climate resilience, floodplain considerations, tree canopy, access to green infrastructure, etc.)?

**Applicant Presentation Overview:**
The Applicant & Design Team presented the site and area context, including key planning framework considerations with a focus on the proposed development and its design. Key ideas expressed in the presentation included:

- the evolving context of the site and surrounding area, specifically noting the evolving high-density context of adjacent properties.
- the official plan designation of the site being Old Lakeshore Road Mixed Use Precinct – Area C, permitting buildings of up to ten stories in height or fifteen stories in height subject to several conditions.
- the current zoning of the site is Downtown Old Lakeshore Road – Area C (DL-C) as well as Community Park (PC).
- the irregular shape of the site and the need to provide a substantial setback on the lake side which results in the built form being pushed to the northern most portion of the site.
- that the Conservation Halton setback for access along the lakefront influenced the continuation of the Waterfront Trail along the south portion of the site. The trail continuation is proposed to be accomplished through a two-tiered approach and connect to the existing pedestrian connection along the west edge of the property.
- highlighting the proposed colonnade along the Old Lakeshore Road frontage and wrapping around the south-west corner of the building to create a sense of rhythm along the western facade.
- noting both the residential entrance and the hotel entrance are positioned off Old Lakeshore Road, with the residential lobby located central to the building and the hotel lobby located at the north-west corner.
- that the northern façade of the building is heavily influenced by the elevation of the building to the east, to which a heritage designation applies to a portion of the eastern property/building. The architectural lines extending from the eastern heritage building have been carried through to the podium of the new building.

- the architectural detailing intended for the proposed café at the north-west corner of the building, a modern take on the heritage aspect of the neighboring property and drawn from the Heritage Based Urban Design Guidelines for Downtown Burlington.
- the building finish was anticipated to be a tiered stone with bronze insets and lighting, reflecting the natural stone motif of the lake.
- that sustainability was a consideration for the development given that the development was both a hotel and private residential units. The ground floor is proposed to be transparent glass while the upper façade is a combination of punched windows and precast.

## BUD Panel Contextual Questions:

BUD Panel members asked the Applicant's Design Team the following clarifying questions. Answers below were provided by the Applicant's Design Team.

**Q1: How did the Design Team determine the appropriate building height for the development, and what factors determined this?**

- The Design Team noted:
  - this initially began by examining the hotel component of the development, where one hundred and thirty hotel suites were necessary for project viability. This number was later increased to one hundred and fifty-four hotel suites. Underground parking was also a deciding design factor, whereby the depth of underground parking influenced how much density could be added to the site,
  - the building height, architectural expression and site layout was also influenced by the pattern of development in the surrounding area, noting the proposed building has a similar height to adjacent buildings in the immediate area,
  - the building is proposed with a very narrow and tight tower floorplate, and
  - that the enhanced public real and extension of the Waterfront Trail is a result of early discussions with Staff at the City of Burlington and Conservation Halton. Early iterations of the site design did not include these enhancements and public realm features.

**Q2: Can you please confirm what the floorplate size is including balconies?**

- The proposed floorplate size is six hundred and fifty square metres. This is approximately thirty-six metres by eighteen metres. This floorplate is inclusive of balconies.

**Q3: Can you give a brief summary of the tower analysis and how the team concluded there could not be a tower on the adjacent property to the east?**

- When considering the lands to the east (2084 Old Lakeshore Rd.), if a twelve-and-a-half-metre setback is applied to both sides of the property the resulting tower floor plate is too small to have a viable project.
- This is further compounded when you factor in the engineering development setback from the lake, which restricts the southward limits of the building footprint.
- The lands further east at 2092 Old Lakeshore Rd. are currently owned by the same applicant, limiting the ability of the 2084 Old Lakeshore Rd. property owner to merge lands to acquire a larger tower floorplate. The lands at 2076 and 2092 Old Lakeshore Rd. are currently owned by the same ownership group, eliminating the option of 2084 Old Lakeshore Rd. acquiring either of the adjacent neighbouring properties.
- Due to the shoreline and engineering development setback narrowing from west to east, the developable area for a building footprint at 2084 Old Lakeshore Rd. is limited.
- The heritage designation of a portion of 2084 Old Lakeshore Rd. is also a contributing factor, complicating the opportunity for a tall building or tower development at 2084 Old Lakeshore Rd.

**Q4: Has the Applicant engaged in discussions with the current owner of 2084 Old Lakeshore Road?**

- There have been multiple discussions with the owner of 2084 Old Lakeshore Rd. and an attempt to do an area master planning exercise for the area.
- There is a belief that the owner of 2084 Old Lakeshore Rd. is also the owner of one or more properties across the street, to the north of Old Lakeshore Road.

**Q5: From the proposed outdoor spaces to the lake, how does accessibility function?**

- The central path within the private amenities provides accessibility to the pool and all outdoor amenity spaces. The accessible lift on the eastern edge provides accessibility access to the pool.
- For an individual with accessibility needs to access the Waterfront Trail from the private amenity area, they would be required to go around back through the building. There is not sufficient space within the current design layout to make the minimum ramp slope and avoid going around.

## Summary of BUD Panel Advice:

BUD Panel members provided the following design comments for consideration with respect to the three guiding questions posed by City Staff. Answers below were provided by the BUD Panel members.

1. **CONTEXT & PUBLIC REALM**
   **How does the proposal respond to the surrounding context and public realm, including adjacent waterfront and the broader neighbourhood? What improvements could assist in integrating the proposal into the surrounding urban fabric?**

- The design choices of 2076 Old Lakeshore Rd. affect or impede the development potential for 2084 Old Lakeshore Rd. to redevelop. A Limiting Distance Agreement similar to the City of Ottawa may need to be negotiated as the sufficient side yard setback to provide for minimum tower separation should not be levied by the 2076 Old Lakeshore Rd. property.
- The south, north and west side of the development successfully address the context and public realm, however further analysis regarding the larger servicing and traffic capacity for Lakeshore Road and Old Lakeshore Road is recommended.
- The architectural expression of the project is recommended to be pushed further as the built form was though to be basic. Opportunities to make the architecture more memorable were suggested.
- Opportunities for the heritage attributes to percolate through the tower and focus on the verticality of the tower were suggested as being worthy of consideration. This was thought to potentially be beneficial as opposed to solely capturing the heritage expression at the corner, ground floor café.

2. **BUILT FORM & SITE DESIGN**
   **Is the proposed site layout, circulation strategy, and massing appropriate given the site's context? How could the site design better assist in ensuring an activated and engaging public realm?**

- BUD members recognize the limited opportunities to relocate or redesign elements given the tight nature of the site within its context.
- A form of secondary planning or tertiary planning was suggested as being necessary to justify the proposed tower setback and demonstrate how the three neighbouring properties south of Old Lakeshore Road redevelop cohesively.
- BUD members complimented the detailing of the podium and the warmth of character derived from the materiality.
- The thoughtful layout and placement of spaces within the ground floor of the building were thought to be positive attributes, specifically noting the strategic placement of the public hotel lobby and private residential lobby.
- Further delineation of the built form of the tower was suggested as it was unclear if the hotel portion of the building was to be expressed differently from the residential portion.

- Opportunities for public art or public engagement on the two less pronounced side elevations were suggested.
- To maximize the design of the interface with the adjacent property along the west property line, a high degree of detail was suggested as to provide the best integrated side yard relationship as possible.
- The introduction of a parking lift as opposed to a traditional parking ramp to access underground parking was appreciated. BUD members questioned what they viewed as a hybrid option encompassing both a valet with drive isles in addition to the parking lift technology, as a fully automated system was though to be more appropriate.

**3. OPEN SPACE & SUSTAINABILITY**

**How effectively does the proposal integrate meaningful public open space into the site and surrounding neighbourhood context? How could the proposal better contribute to long-term sustainability objectives (e.g., climate resilience, floodplain considerations, tree canopy, access to green infrastructure, etc.)?**

- Opportunities for native species planting were suggested, especially considering the proximity to the lake and the Waterfront Trail. Interpretative signage was suggested as an educational aspect to further promote awareness around landscape ecology and biodiversity.
- Provided the location adjacent the Waterfront Trail, opportunities to encourage bicycling and other forms of active transportation should be included.

**End of Item #2.**