



Special Council  
Agenda

**Date:** January 6, 2026  
**Time:** 9:30 am  
**Location:** Council Chambers, City Hall, second floor

Pages

**1. Call to Order**

**2. Land Acknowledgement**

Burlington as we know it today is rich in history and modern traditions of many First Nations and the Métis. From the Anishinaabeg to the Haudenosaunee, and the Métis – our lands spanning from Lake Ontario to the Niagara Escarpment are steeped in Indigenous history.

The territory is mutually covered by the Dish with One Spoon Wampum Belt Covenant, an agreement between the Iroquois Confederacy, the Ojibway and other allied Nations to peaceably share and care for the resources around the Great Lakes.

We acknowledge that the land on which we gather is part of the Treaty Lands and Territory of the Mississaugas of the Credit.

**3. National Anthem**

**4. Roll Call**

**5. Approval of the Agenda**

**6. Declarations of Interest**

**7. Presentations**

**8. Delegations**

In order to speak at a Council meeting, Individuals must register as a delegation no later than noon the business day before the meeting. To register, complete the online application at [www.burlington.ca/delegation](http://www.burlington.ca/delegation) or by submitting a written request by email to the Legislative Services at [clerks@burlington.ca](mailto:clerks@burlington.ca)

If you do not wish to delegate, but would like to submit feedback, please email your comments to [clerks@burlington.ca](mailto:clerks@burlington.ca) by noon the business day before the meeting. Your comments will be circulated to Council members in advance of the meeting and will be attached to the minutes, forming part of the public record.

## **9. Items to be considered at the Special Meeting of Council**

### **9.1 Statutory Public meeting for Official Plan and Zoning By-law Amendment for 2076 Old Lakeshore Road (DGM-06-26)**

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Approve the applications for Official Plan and Zoning By-law Amendments, submitted by Bousfields Inc. on behalf of Acamar Dwelling Corporation proposing a 23-storey (25 storey includes mezzanine and mechanical penthouse) mixed use building at 2076 Old Lakeshore Road; and

Approve Official Plan Amendment No. 159 to the City of Burlington Official Plan 1997, as provided in Appendix D of development and growth management report DGM-06-26, to amend the designation for the lands located at 2076 Old Lakeshore Road to a site specific Downtown Mixed-Use Centre – Old Lakeshore Road Mixed Use Precinct”; and

Deem that the Official Plan Amendment No. 159 is consistent with The Planning Act; and

Instruct the City Clerk to prepare the necessary by-law adopting Official Plan Amendment No. 159 as contained in Appendix D to development and growth management report DGM-06-26 to be presented for approval at the same time as the associated by-law to amend Zoning By-law 2020, as amended, for the development proposal; and

Approve Zoning By-law 2020.514, attached as Appendix E to development and growth management report DGM-06-26, to amend the Downtown Old Lakeshore Road “DL-C” zone for the lands at 2076 Old Lakeshore Road to “DL-A.567”; and

Deem that Zoning By-law 2020.514 will conform to the 1997 Official Plan of the City of Burlington and the 2020 Official Plan once Official Plan Amendment No. 159 is adopted; and

State that the amending zoning by-law will not come into effect until Official Plan Amendment No. 159 is adopted.

## **10. Confidential Items and Closed Meeting**

Confidential reports may require a closed meeting in accordance with the

Municipal Act, 2001. Meeting attendees may be required to leave during the discussion.

**11. Rise and Report**

**12. Motion to Receive and File Information Items**

Receive and file information items, having been considered by Council:

**13. Motion to Approve By-Laws**

Enact and pass the following by-laws which are now introduced, entitled and numbered as indicated below:

- |      |  |         |
|------|--|---------|
| 13.1 | 01-2026: A by-law to adopt Official Plan Amendment No. 159 to permit a 25-storey mixed-use building at 2076 Old Lakeshore. | 95 - 98 |
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|------|--|----------|
| 13.2 | 2020.514: A by-law to amend By-law 2020, as amended for 2076 Old Lakeshore Road to facilitate the development of a 25-storey mixed use building consisting of 154 hotel suites and 50 residential units. | 99 - 105 |
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<b>14.</b>	<b>Confirmatory By-Law</b>	<b>106 - 107</b>
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Enact and pass By-law Number 02-2026 being a by-law to confirm the proceedings of Special Council at its meeting held January 6, 2026 being read a first, second and third time.

**15. Motion to Adjourn**

Adjourn this Council now to meet again at the call of the Mayor.

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SUBJECT: Official Plan and Zoning By-law Amendment for 2076 Old Lakeshore Road

TO: Committee of the Whole

FROM: Development and Growth Management

Community Planning

Report Number: DGM-06-26

Wards Affected: 2

Date to Committee: January 6, 2026

Date to Council: January 6, 2026

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### Recommendation

Approve the applications for Official Plan and Zoning By-law Amendments, submitted by Bousfields Inc. on behalf of Acamar Dwelling Corporation proposing a 23-storey (25 storey includes mezzanine and mechanical penthouse) mixed use building at 2076 Old Lakeshore Road; and,

Approve Official Plan Amendment No. 159 to the City of Burlington Official Plan 1997, as provided in Appendix D of development and growth management report DGM-06-26, to amend the designation for the lands located at 2076 Old Lakeshore Road to a site specific Downtown Mixed-Use Centre – Old Lakeshore Road Mixed Use Precinct”; and,

Deem that the Official Plan Amendment No. 159 is consistent with The Planning Act; and,

Instruct the City Clerk to prepare the necessary by-law adopting Official Plan Amendment No. 159 as contained in Appendix D to development and growth management report DGM-06-26 to be presented for approval at the same time as the associated by-law to amend Zoning By-law 2020, as amended, for the development proposal; and,

Approve Zoning By-law 2020.514, attached as Appendix E to development and growth management report DGM-06-26, to amend the Downtown Old Lakeshore Road “DL-C” zone for the lands at 2076 Old Lakeshore Road to “DL-A.567”; and,



Deem that Zoning By-law 2020.514 will conform to the 1997 Official Plan of the City of Burlington and the 2020 Official Plan once Official Plan Amendment No. 159 is adopted; and,

State that the amending zoning by-law will not come into effect until Official Plan Amendment No. 159 is adopted.

### Executive Summary

Purpose of report:

- The purpose of this report is to provide Council with information on the proposed Official Plan and Zoning By-law amendment applications necessary for proceeding with the Statutory Public Meeting and present a recommendation on the proposed applications. Staff are recommending approval of the official plan and zoning by-law amendment applications for a 23-storey mixed use building consisting of 154 hotel suites and 50 residential units. Staff note that the proposed development is considered 25 storeys according to the City’s Zoning By-law, which includes the mezzanine and mechanical penthouse as additional storeys.

Key findings:

- The applicants have applied for an Official Plan Amendment and Zoning By-law Amendment to facilitate the development of a 23-storey (25 storey including mezzanine and mechanical penthouse) mixed use building. The proposal requires an amendment to the Official Plan to support the height and density that is contemplated, as well as an amendment to the Zoning By-law to provide relief of height, floor area ratio (FAR), parking and several setbacks. Staff are recommending approval of the proposed Official Plan Amendment and Zoning By-law Amendment based on the following:
  - The proposed amendments are consistent with the Provincial Planning Statement (2024);
  - The proposed amendments conform with the Regional Official Plan (2009, as amended), the Burlington Official Plan (1997) and the general intent of Burlington Official Plan (2020);
  - The proposed development maintains the general intent of Zoning By-law 2020.
- Staff is of the opinion that the proposed development represents good planning.

<b>RECOMMENDATION:</b>		Approval	<b>Ward:</b>	2
<i>Applicati on Details</i>	<b>APPLICANT:</b>	Bousfields Inc.		
	<b>OWNERS:</b>	1959025 Ontario Inc.		
	<b>FILE NUMBER:</b>	505-09/25 and 520-10/25		

	<b>TYPE OF APPLICATION:</b> <b>APPLICANT'S PROPOSAL:</b>	Official Plan Amendment and Zoning By-law Amendment 23-storey (25 storey includes mezzanine and mechanical penthouse)
<b>Property Details</b>	<b>PROPERTY LOCATION:</b> <b>MUNICIPAL ADDRESSES:</b> <b>PROPERTY AREA:</b> <b>EXISTING USE:</b>	South side of Old Lakeshore Road, 2076 Old Lakeshore Road  0.22 ha 1-2 storey motel
<b>Documents</b>	<b>1997 OFFICIAL PLAN Existing:</b> <b>2020 OFFICIAL PLAN Existing:</b> <b>ZONING Existing:</b> <b>ZONING Proposed:</b>	Downtown Mixed-Use Centre – Old Lakeshore Road Mixed Use Precinct Downtown Mixed-Use Centre – Old Lakeshore Road Mixed Use Precinct Downtown Old Lakeshore Road (DLC) DLA-567 (Downtown Old Lakeshore Road Zone) with site-specific exceptions
<b>Processing Details</b>	<b>APPLICATION SUBMITTED:</b>	September 12, 2025
	<b>APPLICATION DEEMED COMPLETE:</b>	September 18, 2025
	<b>STATUTORY DEADLINE:</b>	January 10, 2026
	<b>PRE-APPLICATION COMMUNITY MEETING:</b>	July 15, 2024
	<b>STATUTORY PUBLIC MEETING:</b>	January 6, 2026
	<b>PUBLIC COMMENTS:</b>	At the time of writing this report, 12 written public comments were received out of 561 notices.

## Recommendation Report

### Background

On September 18, 2025, the City acknowledged that a complete application had been received for an Official Plan and Zoning By-law Amendment for 2076 Old Lakeshore Road. The purpose of this application is to amend the Official Plan and Zoning By-law to facilitate the development of a 23-storey mixed use building (considered a 25-storey building according to the City's Zoning By-law, given the inclusion of a mezzanine and an enclosed rooftop mechanical penthouse).

### **Description of Subject Property and Surrounding Land Uses**

The subject lands are municipally known as 2076 Old Lakeshore Road and are located on the south side of Old Lakeshore Road, immediately north of Lake Ontario. The subject lands are irregular in shape and have an area of 0.22 hectares and a frontage of approximately 47 metres along Old Lakeshore Road. It is noted that further to the survey submitted with the application, and as reflected in Appendices A and B, the existing motel building encroaches on to City owned lands to the west.

The property currently contains an existing one-storey motel, ancillary buildings and surface parking.

Surrounding uses are as follows:

North – The Subject Site abuts Old Lakeshore Road and further north, mixed-use tall building developments have been approved with heights of 27 storeys and 22 storeys.

East – The Subject Site abuts a two storey restaurant formerly known as Emma's Back Porch which is a designated heritage property.

South – The Subject Site abuts directly onto Lake Ontario.

West – The Subject Site abuts the waterfront trail, further west there is an existing 22 storey mixed use building and the Pearl Hotel (9 storeys).

There are six Burlington Transit bus stops within 300 metres of the subject lands located on Lakeshore Road with access to Route 3 (Guelph). Route 3 connects the John Street Downtown Bus Terminal to the GO 407 Carpool Parking Lot with stops along Lakeshore Road, New Street, Fairview Street, Upper Middle Road, Cavendish Drive and Dundas Street.

The site has access to the Queen Elizabeth Way from the Lakeshore Road on-ramp and Highway No. 403 from the Brant Street on-ramp located approximately 3 kilometers north of the site. The subject lands are approximately 450 metres southeast of the John Street Downtown transfer stop, which provides connections to Routes 3 (Guelph), 4 (Central) and 10 (New-Maple).

### **Description of Applications**

Bousfields Inc. has submitted applications on behalf of 1959025 Ontario Inc. to amend the Official Plan and Zoning By-law for the property located at 2076 Old Lakeshore Road. The application is for a 23-storey (City's Zoning By-law considers it a 25-storey building, as it includes mezzanine and mechanical penthouse) mixed-use building on the subject property. The

proposed development is comprised of 50 residential units and 154 hotel suites, with a total gross floor area of 13,914 square metres.

The proposal includes four levels of underground parking, with 82 parking spaces accessed via two car elevators which would be serviced by a full-time valet. At grade, the parking will be accessed via a driveway on the east side of the site from Old Lakeshore Road, with a dedicated loading space immediately to the west of the parking access.

The encroachment of the existing motel building onto City owned lands would be remedied as the proposed development is fully contained within the limits of the property to be retained.

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## **Analysis**

### **Policy Framework**

The proposed Official Plan and Zoning By-law Amendment application is subject to review in accordance with the Provincial Planning Statement (2024); Region of Halton Official Plan (2009, as amended); City of Burlington Official Plan (1997, as amended); City of Burlington Official Plan (2020, as amended); and City of Burlington Zoning By-law 2020, as summarized below and in greater detail within Appendix D.

Planning Staff are of the opinion that the proposed application is consistent with the Provincial Planning Statement (2024), conforms with the Region of Halton Official Plan (2009, as amended), and the City of Burlington Official Plans (1997 as amended & 2020 as amended).

### **Intensification**

The Regional Official Plan sets out a hierarchy of Strategic Growth Areas, which are areas that are to be the focus for accommodating population and employment intensification. The hierarchy is as follows:

1. Urban Growth Centres / Major Transit Station Areas on a priority transit corridor;
2. Urban Growth Centres / Major Transit Station Areas on a commuter rail corridor;
3. Major Transit Station Areas on a priority transit corridor;
4. Major Transit Station Areas on a commuter rail corridor;
5. Primary Regional Nodes;
6. Secondary Regional Nodes; and
7. Regional Intensification Corridors

The subject lands are within a Secondary Regional Node through provincial and regional policy. Secondary Regional Nodes are lower order strategic growth areas. Development on lands within Strategic Growth Areas is subject to the applicable policies of the Regional Official Plan and is to occur in accordance with Local Official Plans and Zoning By-laws.

Secondary Regional Nodes are historic downtown areas or villages, and/or are intended to be a focus of growth through mixed use intensification at a scale appropriate for their context (Policy 82.1(2)). The identification of the downtown as a Secondary Regional Node acknowledges that the downtown has an existing development pattern supportive of active transportation and public transit and that the downtown is an area intended to be a focus for growth through mixed use intensification at a scale appropriate to its context. Growth and change will continue in the downtown. Through amendments to the Official Plan (2020, as amended), the scoped re-examination of the downtown set out a framework for accommodating new growth in the downtown in a manner that reflects the existing context and identifies potential for growth in accordance with Regional and Provincial policies.

The City of Burlington's 1997 Official Plan encourages new residential development and residential intensification within the Urban Planning Area in accordance with provincial growth management objectives while balancing with other planning considerations such as infrastructure capacity, compatibility and integration with the natural environment, active and public transportation use and housing opportunities in proximity to employment areas.

Planning Staff recognize that this area of Downtown Burlington has not developed in accordance with the policies, as originally adopted by Council in the 1997 of the Burlington Official Plan. This is because of previous site-specific Ontario Land Tribunal (OLT) decisions for properties in the East Sector (2093-2101 Old Lakeshore Road and 2069-2100 Lakeshore Road and 2107 Old Lakeshore Road). Due to these OLT decisions and the surrounding development context, some of the policies are no longer achievable for the West Sector properties including:

- Assembly of lands from the Martha Street alignment to Waterfront East consisting of lands within Area 'A,' including the Old Lakeshore Road allowance
- Martha Street alignment to meet Old Lakeshore Road;
- Construction of and dedication to a public authority, a public waterfront access that provides a connection between the Pearl Street extension and Lakeshore Road in the vicinity of a Martha Street extension;
- Closure of a portion of Old Lakeshore Road to achieve redevelopment and intensification.

Staff note that the view corridor from Martha Street to Lake Ontario, provision of enhanced public spaces and the preservation of significant cultural heritage resources, were achieved through the East Sector properties. The West Sector properties will provide enhanced public spaces through the implementation of the Downtown Streetscape for Lakeshore Road, Old Lakeshore Road and will enhance the waterfront trail.

### **Parking and Transportation**

The City's Official Plan directs that adequate off-street parking is accommodated for development proposals. In support of the application, a Traffic Impact Study (TIS) prepared by Paradigm, dated September 2025, was submitted for staff review. Transportation Planning staff

reviewed the analysis and concluded that the specific methodologies used were not consistent with City standards and outlined concerns with parking.

The site is located within the Parking Exemption Area for the Downtown area which exempts non-residential uses, including the proposed hotel use, from providing parking on site. As per Part 1, Subsection 2.25 “Off-Street Parking and Loading Requirements” of Zoning By-law 2020, the hotel component of the application is not required to provide onsite parking spaces. The City’s Zoning By-law would only require parking for the 50 proposed residential units, at a rate of 1.25 parking spaces per unit inclusive of visitor parking, for a total of 63 parking spaces. The application proposes 82 spaces and proposes to reduce the parking rate for the residential units down to 1 space per unit, for a total of 50 residential parking spaces. The proponents are requesting that the balance of the proposed parking spaces (an additional 32 onsite spaces) be used for hotel patrons and visitors, regardless of the fact that on-site parking for the hotel use is not required by the City’s Zoning By-law.

Transportation Planning staff have raised concerns that the hotel will generate more parking demand than would be satisfied onsite by the proposed 32 spaces. In order to ensure adequate off-street parking will be provided, staff have requested additional information which will confirm the parking demand for the hotel use and the plan for how the downtown area will accommodate the proposed hotel parking (including the impact of additional trips generated by offsite parking). The requested information would be required as part of a holding provision that staff is recommending be included as part of the zoning by-law amendment. The applicants would need to demonstrate that adequate parking is achievable prior to the removal of the recommended holding provision. Therefore, with the inclusion of the holding provision, planning staff are satisfied that the applicable policies have been satisfied.

## **Waterfront**

The City of Burlington recognizes that the shoreline of Lake Ontario is a unique natural feature, which adds significantly to the identity, character, setting and well-being of the City and its citizens. The City’s Official Plan sets out that significant features along the waterfront shall be preserved by preventing development into these areas or through the incorporation of these features into plans for waterfront parks or open space.

The proposal includes the extension of the waterfront trail that currently ends at the westerly property line where there is a public connection from Pearl Street. The proposal includes a 5 m wide maintenance access path as well as a 2 m pedestrian path. Both paths can be utilized by the public as well as occupants of development. The trail concept has been reviewed by City staff as well as Conservation Halton. The City will be dedicated these lands free and clear which would provide increased access to Burlington’s waterfront via an extension of the waterfront trail. The proposed trail design will be reviewed in more detail through the subsequent site plan process.

The Official Plan contains policy direction for development proposals along the waterfront to provide public open space and waterfront trail use, where feasible. This direction sets out that

where the distance between the water and the public roadway will accommodate both the development and Waterfront trail, the proponent will be required to dedicate lands below the stable top of bank and dedicate a 15-metre-wide strip of land above the stable top of bank to the City as part of parkland dedication.

While the applicants are proposing to dedicate the lands below the stable top of bank to the City, they are not proposing to dedicate the 15-metre strip above the stable top of bank. Staff is supportive of this approach, based on the following circumstances unique to this site:

- The intent of the Official Plan to provide for and ensure public access to the waterfront is achieved through the proposed land dedication and waterfront trail;
- The distance between the water and the public roadway is not sufficient to allow the proposed development and the Waterfront Trail as originally envisioned by the policies. If the proposed development is not able to proceed, there is a chance that the proposed waterfront trail extension would not be realized;
- The site has a challenging topography with a significant grade change between the front property line along Old Lakeshore Road and rear property line along the water's edge. This will require erosion control, appropriate slopes and transitions, all of which would limit the useable area of the space for parkland;
- Based on the site's lot area, a 15-metre strip of land would far exceed the 10% of lot area that the City is able to require as part of parkland dedication under the *Planning Act*. The City would need to compensate the proponent for the difference; and,
- The City is able to achieve an extension of the waterfront trail that will align with and match the existing trail configuration that currently exists to the west, at the rear of 2060 Lakeshore Road (i.e. Bridgewater Development).

Further, the proposed waterfront trail extension is located within the sloped area below stable top of bank and would not be accounted for as parkland. Parks staff has requested cash-in-lieu of the 15 metre parkland dedication required by the Official Plan, in addition to the dedication of the lands below the stable top of bank to the City and the construction of the waterfront trail extension.

Staff are in support of the application as it enhances the waterfront, extends the existing trails, and provides public access to Burlington's waterfront.

### **Urban Design**

The City of Burlington is committed to a high standard of urban design and architecture which is becoming increasingly important as re-development and intensification become more prominent forms of development. The review of proposed building and site design in the context of other development best practices (i.e. pedestrian and transit connections (and the continuity of grade-related activity); public realm considerations (i.e. safety and comfort), compatibility and

neighbourhood character, as well as built form are critical components in the review and evaluation of development applications.

Staff reviewed the policies of the City of Burlington Tall Building Guidelines which are applied to applications across the City wherever tall buildings are permitted, and for the purposes of the guidelines, include any buildings over 11-storeys in height. Additionally, the Downtown Streetscape Guidelines (2019) establish a new vision, framework, and a set of design principles and strategies, which will provide guidance for the consistent application and renewal of the various downtown streetscapes and were reviewed in detail within Appendix D of this report.

Staff are satisfied that the overall intent of the design guidelines are met through detailed review of the architectural plans, sun shadow study and wind study.

### **Holding Provision**

Through the review of the Functional Servicing Report, Halton Region noted that there is no capacity for wastewater until the Junction Street Wastewater Pumping Station has been upgraded. Additionally, a revised Shadow study is required for the sun calculations to ensure that City guidelines are adhered to.

In addition, staff have included a provision that a revised Transportation Impact Study be revised to the satisfaction of the City, to ensure that adequate off-street parking can be accommodated.

Therefore, Planning Staff are recommending a Holding Provision be implemented on the zoning of the subject properties to ensure that adequate servicing is available, off-street parking can be accommodated and revisions are made to ensure compliance for the sun shadow study. This Holding Provision has been included as part of the Draft Zoning By-law found in Appendix E.

### **Zoning By-law**

The subject properties are currently zoned 'Downtown Old Lakeshore Road Zone (DL-C)' in accordance with Zoning By-law 2020. The existing Downtown Old Lakeshore Road Zone (DL-C) zone permits a mix of residential, retail and service commercial uses including hotel uses. The proposed development does not comply with some regulations including building height, floor area ratio, parking and yard setbacks. As such, the applicant has requested to change the zoning to a site specific 'Downtown Old Lakeshore Road (DL-A-567)' zone category. The site-specific modifications to implement the proposal are discussed in further detail in Appendix "D" to this report.

Planning Staff are of the opinion that the proposed development conforms to the City's Official Plans and maintains the general intent of Zoning By-law 2020. As such, staff are supportive of the proposed modifications.

### **Technical Review**

The application was circulated to internal departments and external agencies on September 22, 2025, for review. The following are the comments received that have been summarized below:



**Canada Post** – No concerns, advisories are provided.

**Conservation Halton** – concerns were raised regarding the location of the retaining wall within the Engineering Development setback. Retaining walls are considered structures and no structures are permitted within the setback. Since, there has been conversation with staff and the applicant where a gravity wall that included stepped back armor stone has been introduced. Conservation Halton has indicated no concerns with this approach.

**Development Engineering** – No concerns.

**Enbridge Gas** – No concerns

**Finance** – Taxes must be paid up to date for future applications.

**Halton District School Board** – No objection; standard conditions will apply at the Site Plan Stage.

**Halton Police** – No concerns provided as the proposed development doesn't interfere with Halton Police line-of-sight radio system.

**Halton Region** – Upgrades of the Junction Street Wastewater Facility are required. A Holding provision should be incorporated to ensure the services required are upgraded.

**Imperial Infrastructure** – No Imperial Infrastructure in the vicinity of this location.

**Metrolinx** – The subject property falls outside of the designated Metrolinx review zones.

**Parks** – Cash in lieu of parkland at the rate in effect at the time of building permit issuance is required.

**Rogers Communications** – No comments.

**Trans-Northern Pipeline** – No infrastructure in the area.

**Transportation Planning** – Staff required a revised study to understand how off-street parking is to be accommodated. A Holding provision has been included that reflects same.

**Urban Forestry and Landscaping** – no objections.

**Zoning** – Deficiencies in the Zoning By-law have been identified based on the current proposal. Zoning comments are subject to change if a revised proposal is received by Planning Staff.

## **Strategy/process/risk**

### **Option 1: Approval as submitted (recommended)**

Benefits: The approval of the subject application would allow for the development of 23-storey (25 storey includes mezzanine and mechanical penthouse) mixed use building with 50 residential units and 154 hotel suites.

Considerations: Planning Staff have considered the applicant's proposal and determined that this would comply with the objectives and policies of the Official Plan. Approving the applications would be in context of the neighbourhood and would allow for the extension of the waterfront trail as an asset to the City.

Additional Information: The applicants have the ability to appeal Council's decision to the Ontario Land Tribunal (OLT).

Community Engagement and Communications: No further communication would be required, unless the decision is appealed. At this time, the Official Plan Amendment and Zoning By-law Amendment have provided multiple opportunities for engagement to the public. A Pre-Application Community Open House was held July 15, 2024. Notice of complete applications was sent on October 7, 2025, a notice sign was placed on the property and a project website was set up at [www.burlington.ca/2076oldlakeshore](http://www.burlington.ca/2076oldlakeshore). Notices for the Committee of the Whole meeting were sent November 28, 2025.

### **Option 2: Direct Staff to Continue to Process the Application (not recommended)**

Benefits: Planning and Transportation Planning Staff would have additional opportunities to work with the applicant on a revised Transportation Impact Study. This would allow for Transportation Planning to understand the impact on parking within the downtown area as well as the full impact of traffic.

Additional Information: If a Council decision is not rendered by January 10, 2026, the applicant has the ability to appeal to the OLT on the basis of non-decision.

Community Engagement and Communications: New notices to the public would need to be sent for a future meeting.

### **Option 3: Refusal (not recommended)**

Benefits: Council would be able to render a decision prior to an appeal of non-decision since the application has not yet surpassed the Planning Act timelines of 120 days.

Considerations: Planning Staff do not recommend refusal of the application as outstanding issues and concerns regarding servicing capacity, parking and shadowing can be addressed with a holding provision. Further, Planning Staff recognize that the 1997 and 2020 Official Plans and Zoning By-law permit mixed-use development up to 10 storeys and in some cases 15 storeys, subject to site specific policies on the property. Based on the review of the application materials, staff would not be in a position to recommend refusal based on the proposed development.

Additional Information: The applicant could appeal that decision to the OLT.

Community Engagement and Communications: Notice of refusal would be sent to the public within 120 metres of the subject lands.

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### **Recommendation Details**

- The proposed amendments are consistent with the Provincial Planning Statement (2024);
  - The proposed amendments conform to the Halton Region Official Plan (2009, as amended) and the Burlington Official Plans (1997 as amended & 2020 as amended); and
  - The proposed development maintains the general intent of Zoning By-law 2020.
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### **Key Dates & Milestones**

- Pre-application community meeting: July 15, 2024
  - Application submitted: September 12, 2025
  - Application deemed complete: September 18, 2025
  - Statutory public meeting: January 6, 2026
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### **Implications**

All application fees have been received in accordance with the Development Application Fee Schedule.

### **Climate Implications**

In February 2020, City Council approved the City of Burlington Climate Action Plan to support the City's path towards a low-carbon future, focusing on mitigating greenhouse gases and reducing energy consumption. The Plan identifies seven implementation programs, including, programs to enhance energy performance for new and existing buildings; increase transit and active transportation mode shares; encourage the adoption of electric mobility and equipment through personal and commercial vehicles and other currently gas-powered equipment; and support waste reduction and diversion.

As part of the Official Plan Amendment and Zoning By-law Amendment application, the applicant was required to provide consideration to the Sustainable Building and Development Guidelines (2018) which provide an overview of the required and encouraged sustainable design measures for new development across the City. The applicant submitted a Sustainable Building and Development Guidelines Checklist which includes consideration to the guidelines.

Staff is of the opinion that the proposed development proposal complies with the required Sustainable Building and Development Guidelines and therefore the development considers the City of Burlington Climate Action Plan to support the City’s climate considerations.

**Engagement Matters**

The applicant held a virtual Pre-Application Community Consultation Meeting on July 15, 2025, prior to the submission of the application. The applicant, Mayor Meed Ward, Councillor Kearns, and Planning Staff also attended the meeting.

Notice signs were posted on the subject lands on September 29, 2025. A public notice of the Official Plan and Zoning By-law Amendment application was mailed to 561 addresses, which includes all property owners within 120 metres of the subject land.

A webpage was created on the City of Burlington website, accessible at <https://burlington.ca/2076oldlakeshore>. This webpage provides information about the subject application including dates of public meetings, links to supporting studies, and contact information for the applicant’s representative and Community Planning Department.

As of the writing of this report, 12 written public comments have been received by Planning Staff with respect to the subject application in objection to the proposal. The public comments received to date are included in Appendix C. Below is a summary of the comments received to date:

- Concerns with increased height and density;
- Concerns with increased traffic and the number of residents and visitor parking spaces;
- Concerns with shadows cast by the building on surrounding developments and greenspaces;
- Concerns regarding inadequate infrastructure including services and road network;
- Proposed development will impact views to the lake;
- Concerns with the increase construction noise;

Commenting chart:

Public Comments Themes	Planning Staff Response
Concerns on proposed building height of 23 storey building and its impact of shadows, winds onto adjacent properties, lack of lake views and privacy	The proposed development includes a 23-storey mixed use tall building, as originally submitted, however staff note that according to the City’s Zoning By-law, a mezzanine is considered a storey as is the mechanical penthouse for a total of 25 storeys.

	<p>The applicants submitted a shadow study prepared by Neuf Architects, dated Aug 29, 2025 and wind study prepared by RWDI, dated September 5, 2025 for the proposed development. Staff have reviewed both studies and concur that the wind impacts improve within the development and will require minimal wind mitigation measures on outdoor amenity spaces. This can be addressed at the site plan stage. The shadow study requires minor revision and a holding provision has been included to reflect this requirement.</p> <p>Staff acknowledge that there are concerns for disruption to current lake views from existing buildings and note, the proposed tower is sufficiently setback from adjacent existing and proposed towers by 25 metres as per the City of Burlington Tall Building Guidelines and are oriented north-south to maximize views to the lake and maintain adequate privacy.</p> <p>Therefore, it is Planning Staff's opinion that the proposed height increase will not generate an unacceptable impact in terms of winds, privacy on adjacent properties, or shadowing.</p>
Increased Density	<p>The proposal represents an increase in density on the site. The proposal includes 50 residential units and 154 hotel units. The 1997 Official Plan permits high-density apartment residential uses, including the residential use of upper storeys of commercial buildings. Further, the OP sets out a <i>minimum</i> density of residential buildings in the west sector is 51 units per net hectare, which this proposal would exceed. The proposal also contemplates additional waterfront trail infrastructure and will bring in an additional hotel component for the area. Planning Staff are of the opinion that the proposal meets the intent of the Official Plan and Zoning By-law which permits intensification within the Downtown Mixed-Use Centres based on criteria reviewed within the analysis.</p>

<p>Concerns regarding inadequate infrastructure</p>	<p>Development Engineering Staff have reviewed the submitted Functional Servicing Report and Stormwater Management Report and have no concerns with the proposed development.</p> <p>More technical review of the site will occur through the site plan control process.</p> <p>In addition, Halton Region has reviewed the proposal in the context of infrastructure and capacity. A holding provision is recommended to address the required upgrades to the Junction Street wastewater treatment facility. This will ensure that proper servicing is in place prior to the construction of the proposal.</p>
<p>Concerns with increased noise, traffic and reduced visitor parking</p>	<p>Transportation Planning Staff have reviewed the proposal and are recommending that a revised Transportation Impact Study (TIS) be submitted as part of a holding provision to ensure that the proposed parking rates are appropriate, along with a plan to accommodate off-site parking within the downtown. It should be noted that the proposed development will comply with the parking rates set out by the City's Zoning By-law, as the proposal includes 83 parking spaces, which exceeds the City's requirement for 63 parking spaces for the 50 proposed residential units (required residential parking rate of 1.25 spaces per unit inclusive of visitor parking). The proposed hotel use is exempt from requiring on-site parking, as non-residential uses are exempt from the parking requirements within the City's downtown area.</p> <p>In addition, Development Engineering Staff have reviewed the submitted Noise Study and determined that the proposed development will not have an adverse acoustic impact on the surrounding neighbourhood.</p>

## References

The applicant submitted the following materials in support of the subject applications:

1. [Planning Rationale](#), prepared by Bousfields dated September 2025
2. [Complete Application Form](#), prepared by Bousfields
3. [R-Plan Survey](#) prepared by A.J Clarke and Associates, July 2024
4. 3D Model
5. [Architectural Plans](#), prepared by Neuf Architects, dated Aug 29, 2025
6. [Shadow Study](#), prepared by Neuf Architects, dated Aug 29, 2025
7. [Pedestrian Wind Study](#), prepared by RWDI, dated September 5, 2025.
8. [Arborist Report](#), prepared by Clayton Gray, dated August 11, 2025.
9. [Tree Inventory](#), prepared by Adesso design inc., dated August 9, 2025.
10. [Landscape Plans](#), prepared by Adesso design inc., dated August 9, 2025.
11. [Functional Servicing and Stormwater Management Report](#), prepared by S. Llewellyn & Associates Limited. Dated Septe 2025.
12. [Traffic Impact Study](#), prepared by Paradigm dated September 2025.
13. [Phase 1 ESA](#), prepared by Soil-Mat Engineers and Consultants. Dated May 22, 2020
14. [Phase 2 ESA](#), prepared by Soil-Mat Engineers and Consultants. Dated November, 2023
15. [Noise and Vibration Study](#), prepared by Thornton Tomasetti, dated September 8, 2025.
16. [Waste Management Plan](#), prepared by GHD Limited, dated September 5, 2025.
17. [Hydrogeological Study](#), prepared by Terra-Dynamic Inc, dated September 2, 2025
18. [Sustainable Building and Development Guidelines](#), prepared by Bousfields, dated September 11, 2025
19. [Environmental Site Screening Checklist](#), prepared by Bousfields, dated September 11, 2025.
20. [Urban Design Brief](#), prepared by Bousfields dated September 2025.
21. [Housing Impact Statement](#), prepared by KPEC Planning and Economics, dated September 9, 2025.
22. [Shoreline Hazard Reviews](#)
23. [Heritage Impact Statement](#) prepared by Era Architects Inc. dated September 5, 2025.
24. [Height Survey](#), prepared by AJ Clarke and Associates dated June 27, 2025.
25. [BUD minutes](#)
26. TIS Synchro Files
27. [Pre-Consultation Form](#)
28. [Covering Letter](#)
29. [Record of Site condition](#)

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## Strategic Alignment

- ☒ Designing and delivering complete communities
- ☒ Providing the best services and experiences
- ☒ Protecting and improving the natural environment and taking action on climate change

☐ Driving organizational performance

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**Author:**

Alicia West, MCIP RPP  
Planner, Community Planning Department  
[alicia.west@burlington.ca](mailto:alicia.west@burlington.ca)

**Appendices:**

- A. Location Plan
- B. Concept Plan
- C. Public Comments
- D. Planning Analysis
- E. Official Plan Draft By-Law
- F. Draft Zoning By-law

**Draft By-laws for Approval at Council:**

January 6, 2026

**Notifications:**

Cale Vanderveen, B.U.R.Pl., MCIP, RPP  
Bousfiles Inc., Senior Planner  
[cvanderveen@bousfields.ca](mailto:cvanderveen@bousfields.ca)

**Report Approval:**

All reports are reviewed and approved by the Commissioner, Head of Corporate Affairs, Chief Financial Officer, and Commissioner of Legal and Legislative Services/City Solicitor.



## Sketch No. 2 LOCATION PLAN

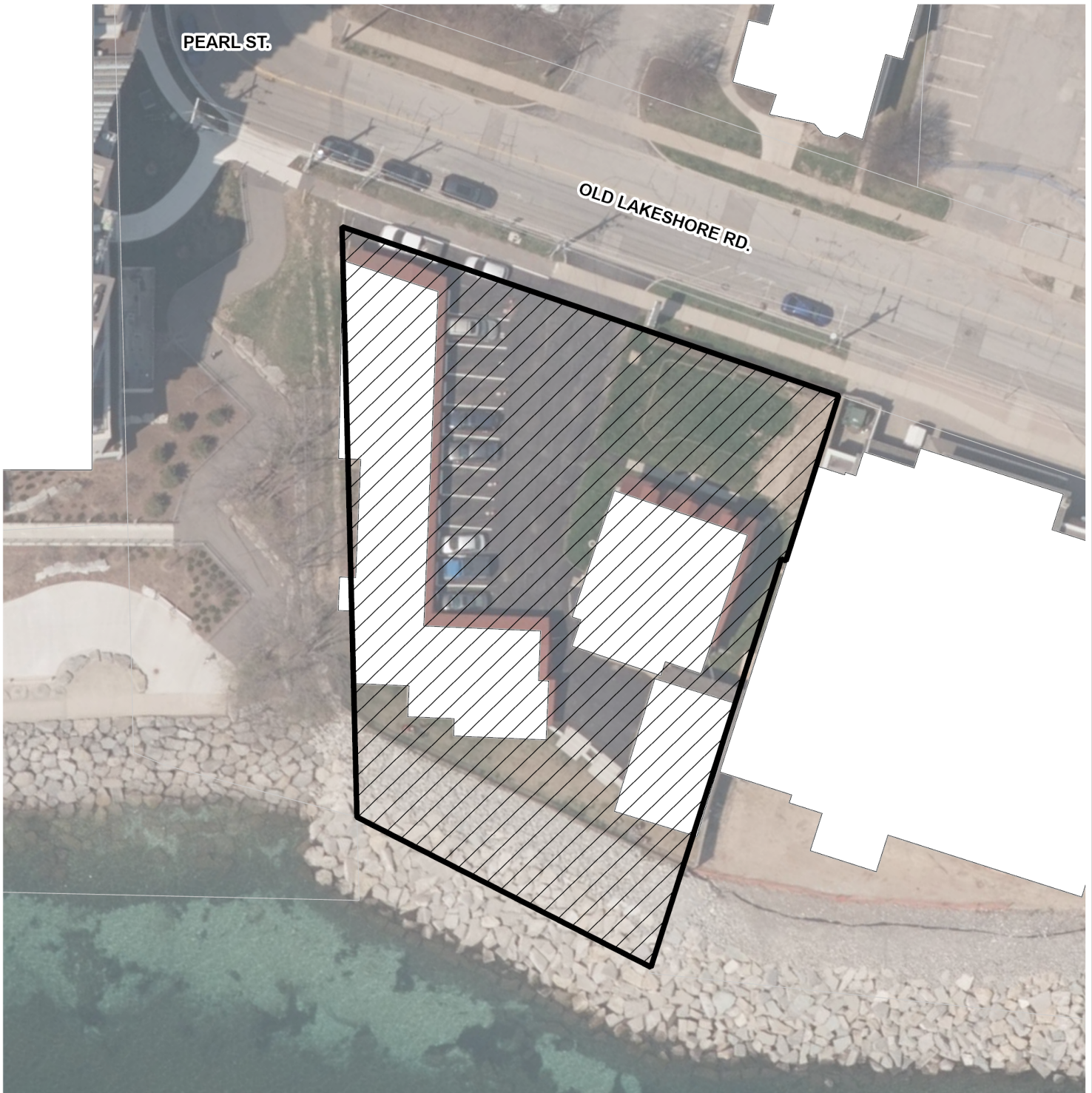


The applicants are proposing to amend the Official Plan and Zoning By-law to permit the development of a 22-storey mixed use building with 154 hotel suites, 46 residential units, and an extension of the waterfront trail.



SUBJECT PROPERTY

File No. PRCN-DRT-/24



Date: September 23, 2025  
Community Planning Department

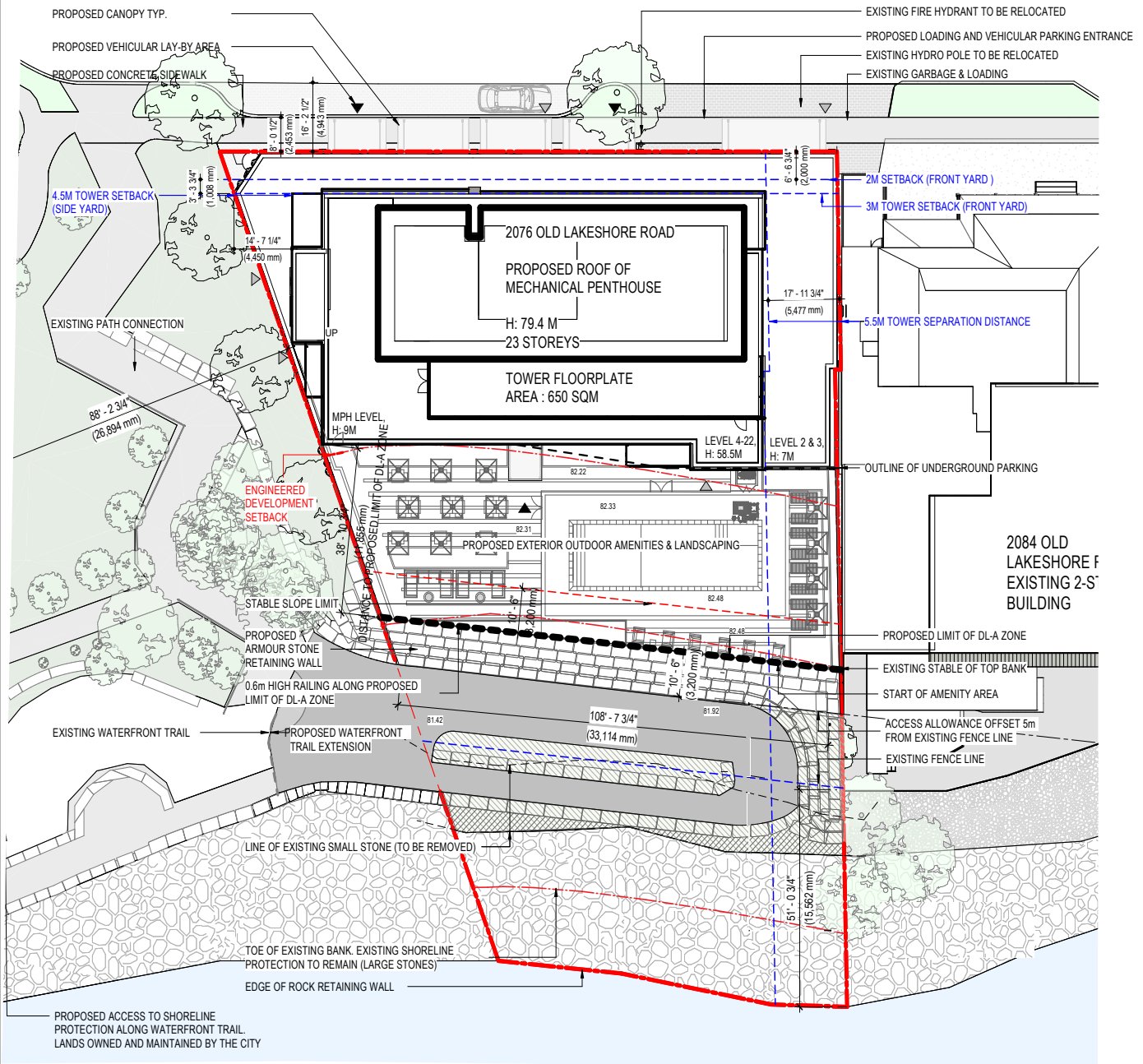
# Sketch No. 1 CONCEPT PLAN



The applicants are proposing to amend the Official Plan and Zoning By-law to permit the development of a 23-storey mixed use building with 154 hotel suites, 50 residential units, and an extension of the waterfront trail.

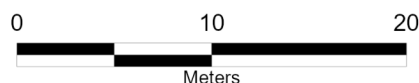
SUBJECT PROPERTY

File Nos. 505-09/25  
& 520-10/25



Date: 12/15/2025

Community Planning Department



**Burlington, ON**

October 9, 2025

From:

Subject: Concerns Regarding 2076 Old Lakeshore Development - Resident Submission

To: alicia.west@burlington.ca

Dear Alicia West,

I am a resident of 2060 Lakeshore Road (Bridgewater Condos) , writing to express my strong concern regarding the proposed development at 2076 Old Lakeshore Road, where a 22-storey tower with 82 underground parking spaces is being considered.

This proposal directly affects us as neighbouring residents — and reflects a much larger concern about the scale, use, and pace of development along the Old Lakeshore Precinct.

**1. Overdevelopment and Cumulative Impact**

The 2076 proposal is now one of seven towers either completed, approved, proposed, or pending within a few blocks. These include:

- Two completed or nearly completed towers
- Three already approved on Old Lakeshore
- One more currently under review
- And now this 22-storey proposal

This level of intensification far exceeds what was envisioned for this unique waterfront area and raises serious issues around:

- Infrastructure capacity
- Loss of public access and character on Burlington's lakefront

These are not hypothetical concerns. Just this past week:

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- A two-car accident occurred directly in front of the motel at 2076 Old Lakeshore, closing both lanes of traffic. One car had to be towed.

- A separate incident at Pearl and Lakeshore involved a rear-end collision with a city bus, again requiring the vehicle to be towed.

These incidents highlight how constrained and vulnerable this area already is. More towers, more cars, and more underground access points will only increase risk and reduce accessibility for all.

## **2. Hotel Use vs Residential Need**

While Burlington is actively working to expand housing opportunities, this project is clearly not contributing to that goal in any meaningful way. The proposal includes:

- 154 hotel suites
- Just 46 residential units

This is primarily a commercial hotel project, not a solution to the housing crisis. A more appropriate use of the site would be a mid-rise building with 8–10 floors of residential units — in line with current zoning — that supports housing goals without overwhelming the area’s infrastructure or character.

Additionally, this would be the third hotel within just a few blocks of each other. What evidence supports the need for this level of hotel density along Burlington’s waterfront?

## **3. Excavation and Structural Risk**

The proposed tower requires multiple levels of underground excavation, immediately adjacent to our building. This raises significant concerns about:

- Foundation integrity and soil disruption
- Vibration damage during construction
- Potential impacts on underground utilities and infrastructure

We urge the City to require:

- A full geotechnical and vibration impact study
- Pre-construction condition surveys of adjacent buildings
- Transparent monitoring and mitigation plans during all phases of excavation

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#### **4. Loss of Public Trust**

Many residents were told by the original developer or sales representatives that the land at 2076 would remain low-rise, or possibly heritage-protected. While those assurances may not have been legally binding, they influenced real estate decisions, financial investments, and long-term expectations.

The proposal for a 22-storey hotel-dominant tower directly contradicts those expectations and undermines trust in the development and planning process.

#### **In Closing:**

I am not opposed to thoughtful growth — but it must be balanced, appropriate, and community-informed. I respectfully request that the Applicant and the City:

- Consider this proposal in the full context of what has already been approved or built in the area
- Prioritize housing, livability, and safety over additional hotel development
- Ensure structural protections are in place for neighbouring properties
- Provide transparent and ongoing public engagement throughout the review process

Thank you for your attention and consideration.

Sincerely,

Concerned Residents of 2060 Lakeshore Road  
Sheila and Keith Minkhorst



Dear Cale Vanderveen,

I am a resident of 2060 Lakeshore Road (Bridgewater), writing to express my strong concerns regarding the proposed development of 2076 Old Lakeshore Road, where a 22-storey tower with 82 underground parking spaces is being considered.

The proposal directly affects us as neighbouring residents - and reflects a much larger concern about the scale, use, and pace of development along the Old Lakeshore Precinct.

### 1. Overdevelopment and Cumulative Impact

The 2076 proposal is now one of seven towers either completed, approved, proposed, or pending within a few blocks.

These include:

- Two completed or nearly completed towers on Lakeshore Road
- Three already approved on Old Lakeshore Road
- One currently under review
- This 22-storey proposal

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These are not hypothetical concerns. Just this past week:

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- A separate incident at Pearl and Lakeshore involved a rear-end collision with a city bus.

These incidents highlight how constrained and vulnerable this area already is. More towers, more cars, and more underground access points will only increase risk and reduce accessibility for all.

### 2. Hotel Use vs Residential Need

While Burlington is actively working to expand housing opportunities, this project is clearly not contributing to that goal in any meaningful way. The proposal includes:

- 154 hotel suites
- Just 46 residential units

This is primarily a commercial hotel project, not a solution to the housing crisis. A more appropriate use of the site would be a mid-rise building with 8-10 floors of residential units - in line with current zoning - that supports housing goals without overwhelming the area's infrastructure or character, and grows a vested community population.

Additionally, this would be the third hotel within just a few blocks of each other. What evidence supports the need for this level of hotel density along Burlington's waterfront?

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The proposed tower requires multiple levels of underground excavation, immediately adjacent to our building. This raises significant concerns about:

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- Vibration damage during construction
- Potential impacts on underground utilities and infrastructure

We urge the City to require:

- A full geotechnical and vibration impact study
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- Transparent monitoring and mitigation plans during all phases of excavation

#### 4. Loss of Public Trust

Many residents were told by the original developer or sales representatives that the land at 2076 would remain low-rise, or possibly heritage-protected. While those assurances may not have been legally binding, they influenced real state decisions, financial investments, and long-term expectations.

The proposal for a 22-storey hotel-dominant tower directly contradicts those expectations and undermines trust in the development and planning process.

In closing...

I am not opposed to thoughtful growth - but it must be balanced, appropriate, and community-informed. I respectfully request that the Applicant and the City:

- Consider this proposal in the full context of what has already been built or approved in the area
- Prioritize housing, livability, and safety over additional hotel development
- Ensure structural protections are in place for neighbouring properties
- Provide transparent and ongoing public engagement throughout the review process

Thank you for your attention and consideration.

Sincerely,  
Concerned Resident of 2060 Lakeshore Road

Julie McBride

Dear Cale Vanderveen,

I am a resident of 2060 Lakeshore Road (Bridgewater), writing to express my strong concerns regarding the proposed development of 2076 Old Lakeshore Road, where a 22-storey tower with 82 underground parking spaces is being considered.

The proposal directly affects us as neighbouring residents - and reflects a much larger concern about the scale, use, and pace of development along the Old Lakeshore Precinct.

#### 1. Overdevelopment and Cumulative Impact

The 2076 proposal is now one of seven towers either completed, approved, proposed, or pending within a few blocks.

These include:

- Two completed or nearly completed towers on Lakeshore Road
- Three already approved on Old Lakeshore Road
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- A two-car accident occurred directly in front of the motel at 2076 Old Lakeshore Road, closing both lanes of traffic.
- A separate incident at Pearl and Lakeshore involved a rear-end collision with a city bus.

These incidents highlight how constrained and vulnerable this area already is. More towers, more cars, and more underground access points will only increase risk and reduce accessibility for all.

#### 2. Hotel Use vs Residential Need

While Burlington is actively working to expand housing opportunities, this project is clearly not contributing to that goal in any meaningful way. The proposal includes:

- 154 hotel suites
- Just 46 residential units

This is primarily a commercial hotel project, not a solution to the housing crisis. A more appropriate use of the site would be a mid-rise building with 8-10 floors of residential units - in line with current zoning - that supports housing goals without overwhelming the area's infrastructure or character, and grows a vested community population.

Additionally, this would be the third hotel within just a few blocks of each other. What evidence supports the need for this level of hotel density along Burlington's waterfront?

#### 3. Excavation and Structural Risk

The proposed tower requires multiple levels of underground excavation, immediately adjacent to our building. This raises significant concerns about:

- Foundation integrity and soil disruption
- Vibration damage during construction
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We urge the City to require:

- A full geotechnical and vibration impact study
- Pre-construction condition surveys of adjacent buildings
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#### 4. Loss of Public Trust



Many residents were told by the original developer or sales representatives that the land at 2076 would remain low-rise, or possibly heritage-protected. While those assurances may not have been legally binding, they influenced real state decisions, financial investments, and long-term expectations.

The proposal for a 22-storey hotel-dominant tower directly contradicts those expectations and undermines trust in the development and planning process.

In closing...

I am not opposed to thoughtful growth - but it must be balanced, appropriate, and community-informed. I respectfully request that the Applicant and the City:

- Consider this proposal in the full context of what has already been built or approved in the area
- Prioritize housing, livability, and safety over additional hotel development
- Ensure structural protections are in place for neighbouring properties
- Provide transparent and ongoing public engagement throughout the review process

Thank you for your attention and consideration.

Sincerely,  
Concerned Resident of 2060 Lakeshore Road

Lyne Desforges

**From:** Marie Limanni  
**Sent:** Thursday, October 9, 2025 11:09 AM  
**To:** West, Alicia  
**Cc:** Harry Pickett  
**Subject:** Fwd: Opposition to Proposed Development at 2076 Old Lakeshore Road

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

Dear Ms. West,

I'm writing to formally reiterate my strong opposition to the proposed 22-storey development at 2076 Old Lakeshore Road. I previously shared these concerns with Cale Vanderveen, and I am now forwarding that message to you as the City Planner overseeing this file.

This proposal poses a serious threat to Burlington's waterfront character, infrastructure, and community well-being. The cumulative impact of high-rise saturation in the Old Lakeshore Precinct is already being felt—through daily traffic congestion, unsafe road conditions, and mounting pressure on public services. Adding another tower without first resolving these issues would be irresponsible and detrimental to the city's livability.

Moreover, the proposed hotel-heavy design does not align with Burlington's housing needs. With 154 hotel suites and only 46 residential units, this is clearly a commercial venture—not a meaningful contribution to long-term housing goals. A mid-rise residential building, consistent with current zoning, would better serve the community and preserve the integrity of the waterfront.

I also want to highlight the impracticality of the City's request to submit feedback by mail during an active postal strike. This approach risks excluding timely public input and undermines the transparency of the planning process. Email is a reliable and accessible alternative, and I trust this message will be accepted as part of the public record.

Please find my original letter attached below, which outlines in detail the concerns around traffic, infrastructure, excavation risks, loss of waterfront identity, and broken public trust.

I urge the City to prioritize responsible, community-centered planning and to reject this proposal in its current form.

Sincerely,  
Marie Limanni

Begin forwarded message:

**From:** Marie Limanni [REDACTED]  
[REDACTED] 9, 2025 at 12:51:41 PM EDT  
**To:** [REDACTED]  
**Cc:** Harry Pickett [REDACTED]  
**Subject:** **Opposition to Proposed Development at 2076 Old Lakeshore Road**

Dear Cale Vanderveen,

I'm writing as a resident of 2060 Lakeshore Road to express my deep concern regarding the proposed 22-storey development at 2076 Old Lakeshore Road. My husband and I moved into our condo three years ago, drawn by the promise of a peaceful waterfront lifestyle and a community that balanced growth with livability. Although our unit was purchased a decade ago, it was part of a new development that reflected thoughtful planning and respect for Burlington's unique shoreline.

This latest proposal feels like a step in the wrong direction, one that threatens not only the character of the waterfront but also the safety, accessibility, and trust of those who live here.

Here are our major concerns:

### **Overdevelopment and Infrastructure Breakdown**

The Old Lakeshore Precinct is already saturated with high-rise projects. With seven towers either built, approved, or proposed within a few blocks, the cumulative impact is undeniable:

- Traffic congestion has become a daily frustration. Just recently, two separate collisions, one involving a city bus, brought traffic to a standstill.
- Narrow roads, limited access points, and frequent bottlenecks make the area increasingly unsafe for drivers, pedestrians, and emergency vehicles.
- The strain on infrastructure is not hypothetical, it's happening now.

Before any new development is considered, the City must take decisive action to resolve the existing traffic and road capacity issues. This includes a comprehensive traffic impact study, improvements to road flow and safety,

and transparent consultation with residents. Approving another high-density tower without addressing these problems will only deepen the crisis.

### **Loss of Views and Waterfront Identity**

One of the defining features of Burlington's waterfront is its openness, the expansive lake views, natural light, and sense of space that make this area so special. The proposed 22-storey tower would further obstruct sightlines, cast long shadows, and contribute to a wall of glass and concrete along the shoreline.

This isn't just about aesthetics. It's about preserving the emotional and environmental value of the waterfront, a shared public treasure that's rapidly being privatized and overshadowed by vertical sprawl. Burlington's lakefront should remain a place of beauty, not a corridor of high-rise density.

### **A Hotel Project Misaligned with Community Needs**

While I support responsible development and the need for housing, this proposal does little to address that. With 154 hotel suites and only 46 residential units, it's clear this is a commercial hotel venture, not a meaningful contribution to Burlington's housing goals.

This would be the third hotel within a short stretch of the waterfront. What evidence supports this level of hotel saturation? Where is the long-term vision for livability, affordability, and community?

A mid-rise residential building, consistent with current zoning, would be far more appropriate and beneficial to the city's housing strategy.

### **Excavation Risks and Structural Concerns**

The proposed multi-level underground excavation directly beside our building raises serious concerns:

- Potential damage to foundations and underground infrastructure
- Vibration impacts during construction
- Long-term structural risks to neighbouring properties

I urge the City to require full geotechnical and vibration impact studies, pre-construction condition surveys, and transparent mitigation plans to protect existing buildings and residents.

### **Broken Promises and Public Trust**

When we moved in, we were told, both by the developer and sales representatives that the adjacent site would remain low-rise or possibly heritage-protected. While those assurances may not have been legally binding, they shaped our decision to invest in this home and this community.

This proposal feels like a betrayal of that understanding and undermines trust in the planning process. Residents deserve transparency, consistency, and respect, not shifting narratives and surprise developments.

### **A Call for Responsible, Community-Centered Planning**

I'm not opposed to growth. But it must be thoughtful, balanced, and rooted in the lived experience of those who call this neighborhood home. I respectfully ask that the City and the Applicant:

- Reconsider the scale and use of this proposal in light of existing developments
- Prioritize housing and livability over hotel expansion
- Protect the visual and environmental integrity of the waterfront
- Address current traffic and infrastructure challenges before approving new projects
- Ensure structural protections for neighboring buildings
- Engage the public transparently throughout the review process

Thank you for your time and consideration. I hope you'll listen to the voices of those who live here and protect the integrity of Burlington's waterfront for generations to come.

Warm regards,  
Marie Limanni

**From:** Fred Koornneef  
**Sent:** Friday, October 10, 2025 7:58 AM  
**To:** West, Alicia  
**Subject:** 2076 Old Lakeshore Road Opposition

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

Hi Alicia

I am a resident of the Bridgewater building at 2060 Lakeshore Road,  
I am writing with great concern about the proposed development of 2076 Old Lakeshore Road.  
I can't believe that someone would propose this project or that city of Burlington would even consider this as a possible project.  
It's like putting 10lb of sand in a 5lb bag.  
To start off, 82 parking spaces for 154 hotel rooms and 50 residential units!!!!!!!!!!!!!!  
This isn't downtown Toronto, Montreal or Vancouver where some people don't have automobiles.  
Are people supposed to walk to the hotel?  
This isn't enough parking in the area with 4 more condos proposed in the area to the East of our building between Old Lakeshore Rd. and Lakeshore Rd.  
Traffic is another concern, it's grid lock in this area so many times and with the 4 proposed towers it will even get worst, then add another one????  
It's also, too close to the lake to be putting up something this tall, 23 floors and the mechanical penthouse.  
Our community doesn't need another building development like this because of developer's greed.

Fred

---

Fred Koornneef

**From:** Blake Acheson  
**Sent:** Sunday, October 26, 2025 2:13 PM  
**To:** West, Alicia  
**Subject:** Planning Application - File 505-09/25 and 520-10/25

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

Hi Alicia. I just received notice via email after the written comment period had already expired.

This proposed development will significantly damage the value of my property. The land itself is far too small to support such a large project.

I absolutely object to this development and will use all legal measures at my disposal to fight against its completion.

Thank You,  
Blake Acheson

**From:** efraim halfon  
**Sent:** Sunday, October 19, 2025 7:21 PM  
**To:** West, Alicia  
**Subject:** 2076 Old Lakeshore - file 505-09/25 and 520-10/25  
**Attachments:** [silvia halfon - 2076 Lakeshore Road.pdf](#)

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

Date: October 20, 2025

To: [alicia.west@burlington.ca](mailto:alicia.west@burlington.ca)

Subject: Concerns Regarding 2076 Old Lakeshore Development - Resident Submission

Dear Ms. West,

I am a resident of 2060 Lakeshore Road (Bridgewater Condos) and I have strong concerns regarding the proposed development at 2076 Old Lakeshore Road, where a 23-storey tower with 82 underground parking spaces is being considered.

This proposal directly affects us as neighbouring residents — and reflects a much larger concern about the scale, use, and pace of development along the Old Lakeshore Precinct.

**The application is even worse than the one presented in August 2025. Now they want to build a 23 story building, before it was 22, and with 50 residential units, before it was 46.**

## **1. Over-development and Cumulative Impact**

The 2076 proposal is now one of seven towers either completed, approved, proposed, or pending within a few blocks. These include:

- Two completed or nearly completed towers
- Three already approved on Old Lakeshore
- One more currently under review
  - And now this 23-storey proposal



This level of intensification far exceeds what was envisioned for this unique waterfront area and raises serious issues around:

- Infrastructure capacity
- Loss of public access and character on Burlington’s lakefront

These are not hypothetical concerns. In August:

- A two-car accident occurred directly in front of the motel at 2076 Old Lakeshore, closing both lanes of traffic. One car had to be towed.
- A separate incident at Pearl and Lakeshore involved a rear-end collision with a city bus, again requiring the vehicle to be towed.

These incidents highlight how constrained and vulnerable this area already is. More towers, more cars, and more underground access points will only increase risk and reduce accessibility for all.

## **2. Hotel Use vs Residential Need**

While Burlington is actively working to expand housing opportunities, this project is clearly not contributing to that goal in any meaningful way. The proposal includes:

- 154 hotel suites
- Just 50 residential units

This is primarily a commercial hotel project, not a solution to the housing crisis. A more appropriate use of the site would be a mid-rise building with 8–10 floors of residential units — in line with current zoning — that supports housing goals without overwhelming the area’s infrastructure or character.

Additionally, this would be the third hotel within just a few blocks of each other. What evidence supports the need for this level of hotel density along Burlington’s waterfront?

With 82 parking spaces, out which 50 will be given to the residents plus more parking for their visitors, where will the hotel clients park their cars ?

### **3. Excavation and Structural Risk**

The proposed tower requires multiple levels of underground excavation, immediately adjacent to our building. This raises significant concerns about:

- Foundation integrity and soil disruption
- Vibration damage during construction
- Potential impacts on underground utilities and infrastructure

I urge the City to require:

- A full geotechnical and vibration impact study
- Pre-construction condition surveys of adjacent buildings
  - Transparent monitoring and mitigation plans during all phases of excavation

### **4. Loss of Public Trust**

Many residents were told by the original developer or sales representatives that the land at 2076 would remain low-rise, or possibly heritage-protected. While those assurances may not have been legally binding, they influenced real estate decisions, financial investments, and long-term expectations.

The proposal for a 23-storey hotel-dominant tower directly contradicts those expectations and undermines trust in the development and planning process.

I am not opposed to thoughtful growth — but it must be balanced, appropriate, and community-informed. I respectfully request that the Applicant and the City:

- Consider this proposal in the full context of what has already been approved or built in the area
- Prioritize housing, livability, and safety over additional hotel development
- Ensure structural protections are in place for neighbouring properties
- Provide transparent and ongoing public engagement throughout the review process

Thank you for your attention and consideration.

Sincerely,

Silvia Halfon

**From:** Donna Lavery  
**Sent:** Sunday, October 19, 2025 1:56 PM  
**To:** West, Alicia  
**Cc:** Kearns, Lisa; meadwardm@burlington.ca; Stolte, Shawna  
**Subject:** 2076 Old Lakeshore Rd

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

**Subject: Concerns Regarding 2076 Old Lakeshore Development - Resident Submission**

**Date:** July 21, 2025 at 4:02:29 PM EDT

**To:** [alicia.west@burlington.ca](mailto:alicia.west@burlington.ca), [lisa.kearns@burlington.ca](mailto:lisa.kearns@burlington.ca)

Dear Ms West & Ms Kearns,

I am a resident of 2060 Lakeshore Road (Bridgewater Condos) , writing to express my strong concern regarding the proposed development at 2076 Old Lakeshore Road, where a 22-storey tower with 82 underground parking spaces is being considered.

This proposal directly affects us as neighbouring residents — and reflects a much larger concern about the scale, use, and pace of development along the Old Lakeshore Precinct.



**1. Overdevelopment and Cumulative Impact**

The 2076 proposal is now one of seven towers either completed, approved, proposed, or pending within a few blocks. These include:

- Two completed or nearly completed towers
- Three already approved on Old Lakeshore
- One more currently under review
- And now this 22-storey proposal

This level of intensification far exceeds what was envisioned for this unique waterfront area and raises serious issues around:

- Infrastructure capacity
- Loss of public access and character on Burlington's lakefront

These are not hypothetical concerns.

We are all aware that too frequently now Burlington is affected by Transient Traffic passing thru our City making our roads and sidewalks unsafe.

One fender bender on the Skyway Bridge and downtown Burlington is in gridlock.

These incidents highlight how constrained and vulnerable this area already is. More towers, more cars, and more underground access points will only increase risk and reduce accessibility for all.



## 2. Hotel Use vs Residential Need

While Burlington is actively working to expand housing opportunities, this project is clearly not contributing to that goal in any meaningful way. The proposal includes:

- 154 hotel suites
- Just 50 residential units

This is primarily a commercial hotel project, not a solution to the housing crisis. A more appropriate use of the site would be a mid-rise building with 8–10 floors of residential units — in line with current zoning — that supports housing goals without overwhelming the area's infrastructure or character.

Additionally, this would be the third hotel within just a few blocks of each other. What evidence supports the need for this level of hotel density along Burlington's waterfront?



## 3. Excavation and Structural Risk

The proposed tower requires multiple levels of underground excavation, immediately adjacent to our building. This raises significant concerns about:

- Foundation integrity and soil disruption
- Vibration damage during construction
- Potential impacts on underground utilities and infrastructure

We urge the City to require:

- A full geotechnical and vibration impact study
- Pre-construction condition surveys of adjacent buildings
- Transparent monitoring and mitigation plans during all phases of excavation



## 4. Loss of Public Trust

Many residents were told by the original developer or sales representatives that the land at 2076 would remain low-rise, or possibly heritage-protected. While those assurances may not have been legally binding, they influenced real estate decisions, financial investments, and long-term expectations.

The proposal for a 22-storey hotel-dominant tower directly contradicts those expectations and undermines trust in the development and planning process.

Our Councillor Lisa Kearns turned her back on her Constituents and voted in favour of the 2083 Old Lakeshore development. Many people are very upset with her Vote especially when our Mayor voted against the development. Definite Loss of Public Trust.



## In Closing

I am not opposed to thoughtful growth — but it must be balanced, appropriate, and community-informed. I respectfully request that the City:

- Consider this proposal in the full context of what has already been approved or built in the area
- Prioritize housing, livability, and safety over additional hotel development
- Ensure structural protections are in place for neighbouring properties
- Provide transparent and ongoing public engagement throughout the review process

Thank you for your attention and consideration.

Sincerely,  
Concerned Resident of 2060 Lakeshore Road

Donna Lavery

Marie Limanni/Harold Pickett

[REDACTED]  
Burlington, ON L7R 0G2  
[REDACTED]

RECEIVED

OCT 17 2025

City of Burlington  
Community Planning

October 15, 2025

City of Burlington – Building Department  
PO Box 5013  
426 Brant Street  
Burlington, ON L7R 3Z6

Re: Forwarding of Public Feedback – 2076 Old Lakeshore Road Development Proposal

Dear City Building Department,

I am writing to formally forward my correspondence regarding the proposed 22-storey development at 2076 Old Lakeshore Road, as outlined in the City of Burlington Application Notice.

Given the recent postal strike and the partial resumption of mail services, I am submitting this letter to ensure my concerns are received and included in the public record. My original message, addressed to Ms. West, the City Planner overseeing this file, is enclosed

**From:** Adam Albanese  
**Sent:** Friday, October 10, 2025 4:21 PM  
**To:** West, Alicia  
**Subject:** File: 505-09/25 and 520-10/25 (2076 Old Lakeshore)

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

Hi Alicia,

I am a property owner at The Bridgewater building at 2060 Lakeshore Rd. West.

I would like to write and formally indicate that I am 100% against the proposed development in the subject line. Not only is the area already incredibly congested in the warmer months, but tax-paying residents were also sold on our investment based on no other lakefront zoning in the area.

To lose this parking lot would prevent visitors and essential caregivers from reaching our building, and the downtown area cannot handle the density being proposed.

As I see it this potential development serves **only** the developer, and is a hindrance to both the quaintness of downtown Burlington and a major inconvenience/life disruptor to existing tax-paying residents.

Best,  
Adam Albanese



**From:** Angela Papworth <  
**Sent:** Friday, October 17, 2025 9:36 PM  
**To:** West, Alicia  
**Subject:** File 505-09/25 and 520-10/25, 2076 Old Lakeshore Rd

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

The proposal shows building right to the boundaries of the property and down the reinforced banks of the lake. Do we no longer have concern or considerations for building right on top of the lake?

This appears over-development of the site without consideration for 'breathing or green space'.

The Bridgewater development built right on the waterfront and was awarded height because it allowed for public access right across the lake perimeter. What public consideration is being included for 2076 Lakeshore and if none then the height should be reduced.

There are significant, mature trees that are just off the west side of the property. It would be against the region/city focus to have them removed. But if the development goes right to the western edge of the property, digging the foundation may destabilize the trees and result in a dangerous situation.

With all the development along Lakeshore Rd, there were numerous times that Lakeshore Rd was closed to traffic and re-routed along Old Lakeshore Rd. What is the plan to address traffic detours for this development which will potentially only be one of 4 developments along the Lakeshore and Old Lakeshore Rd footprint?

General comment ... it is very disappointing to see how the downtown has been sold off to developers and is going to be in a constant state of construction, noise, dust/dirt, reduced lanes for the foreseeable future.

*... Angela Papworth*

Sent from Angela's iPhone

**From:** [REDACTED] Hersh  
**Sent:** Wednesday, October 22, 2025 12:50 PM  
**To:** West, Alicia  
**Cc:** Kearns, Lisa; LIST - Office of Ward 2  
**Subject:** Re: Planning Application for 2076 Old Lakeshore Road

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

Alicia,

Thank you for the answers to my questions.

Personally, I think this development applications should not go forward as it. It is basically a hotel that has decided to put some condos on top of it. The size of the residential units are very small. How they can indicate that there are 3 bedroom units with approximately 1,334 square feet is ludicrous.

Making people leave their car then go out of the area to enter the building may work for a hotel but not for residents.

Penny Hersh

It is my intent to forward all our emails to Lisa Kearns who is the Ward 2 Councillor.

On Oct 22, 2025, at 11:44 AM, West, Alicia <[Alicia.West@burlington.ca](mailto:Alicia.West@burlington.ca)> wrote:

Hi Penny,

Thank you for your questions, I have provided a response in red below.

Kind regards,

**Alicia West, MCIP RPP**  
Planner, Development Review  
Community Planning  
(905) 335-7600 ext.7504  
[alicia.west@burlington.ca](mailto:alicia.west@burlington.ca)



Please consider the environment before printing this email.

I understand our working hours may be different and want you to know, not only are you not obligated to reply outside of your typical working hours, I am asking you not to reply outside your typical working hours.

---

**From:** Penny Hersh [REDACTED]  
**Sent:** Wednesday, October 22, 2025 10:12 AM  
**To:** West, Alicia <[Alicia.West@burlington.ca](mailto:Alicia.West@burlington.ca)>  
**Subject:** Re: Planning Application for 2076 Old Lakeshore Road

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

Alicia,

Thank you for your email.

For clarification - all cars ( hotel, and residents) will have to be taken to a parking space through the valet service? The residents will NOT be able to park on their own. **Yes this is correct.** If this is correct this can be extremely problematic and very inconvenient. No valet is available 24/7 ( lunch, breaks etc.). It also means that residents have to leave their keys with the valet. Does it also mean that the Valet could use one of the parking spaces dedicated for the residents if there is no availability in the spaces allocated for the hotel? **I believe that the parking spots reserved for residents will remain as such. I appreciate the issues raised and staff are reviewing TIS to determine if this is suitable for the site in terms of functionality as well.**

Does it mean that the residents would have to leave their cars and then walk around to the ground floor entrance or is there an entrance from the parking levels that they can take to get to their units?

**The intent is to use the drop off area in the front and walk in the front entrance, if the staging area is needed then the residents will have to walk to the front doors.**

You mention that the motel will be demolished and redeveloped. Would this be green space as it is very close to the water?

**There will be outdoor amenity space for the development and then next to the water front would be the extension of the trail.**

**I copied a portion of the landscape plan to help show the proposal in terms of the trails and amenity space.**



With regard to the area that will be turned over to the City for the extension of the waterfront trail ( which goes nowhere) - who will be responsible for the upkeep and insurance.

The City would maintain the trail as it does with the existing trail.

Do you know what the size of the residential units will be? It is not easy to find the answers to these questions navigating the City's website.

Below is the breakdown in residential unit sizing

RESIDENTIAL UNIT MIX						
LEVEL	1 BD	1BD+D	2BD	3BD	PENTHOUSE	TOTAL
4						
5						
6						
7						
8						
9						
10						
11						
12						
13						
14						
15	3	1	1	1		
16	3	1	1	1		
17	3	1	1	1		
18	3	1	1	1		
19	3	1	1	1		
20	3	1	1	1		
21	3	1	1	1		
22	3		2	1		
23			2			
TOTAL PER TYPE	24	7	11	8	0	50
AVERAGE AREA (m²)	53	61	105	124	397	
AVERAGE AREA (ft²)	570	657	1,132	1,339	4,273	
PROPORTION (%)	48	14.00	22.00	16.00	0.00	100
TOWER FLOOR PLATE AREA (INCLUDING BALCONIES)					650 m², 7,005 ft²	

I appreciate you taking the time to answer my questions.

Penny Hersh

On Oct 22, 2025, at 9:11 AM, West, Alicia  
<[Alicia.West@burlington.ca](mailto:Alicia.West@burlington.ca)> wrote:

Good Morning Penny,

You are absolutely correct, I apologize for the oversight.

Please see my responses in red to your questions below.

Kind regards,

**Alicia West, MCIP RPP**  
Planner, Development Review  
Community Planning  
(905) 335-7600 ext.7504  
[alicia.west@burlington.ca](mailto:alicia.west@burlington.ca)

<image001.jpg>

Please consider the environment before printing this email.

I understand our working hours may be different and want you to know, not only are you not obligated to reply outside of your typical working hours, I am asking you not to reply outside your typical working hours.

---

**From:** Penny Hersh

**Sent:** Tuesday, October 21, 2025 9:41 PM

**To:** West, Alicia <[Alicia.West@burlington.ca](mailto:Alicia.West@burlington.ca)>

**Subject:** Re: Planning Application for 2076 Old Lakeshore Road

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

Alicia,

I was hoping that as the planner on the file that you could answer the questions I asked, not simply thanking me for my comments.

Can you please answer the questions that I posed in my initial email?

Thank you

Penny Hersh

> On Oct 21, 2025, at 11:38 AM, West, Alicia

<[Alicia.West@burlington.ca](mailto:Alicia.West@burlington.ca)> wrote:

>

> Thank you for providing your comments on the proposed development applications for 2076 Old Lakeshore Road. Please find attached the letter to acknowledge receipt of your comments. The comments will be considered in preparation of the future recommendation report to Council and a copy of your comments will be included in the report. The applications are still under review by City staff and external agencies, so no decision has been made on the applications.

>

> There will be a future public meeting where you can address the members of Council and provide your comments on the applications. A public meeting notice will be sent to properties within 120 metres of the subject property prior to the meeting. The recommendation report will also be published online on the City's Council and Committees calendar here: <https://events.burlington.ca/meetings>.

>

> To stay up-to-date on this application, I would recommend that you subscribe to the project webpage at [www.burlington.ca/2076oldlakeshore](http://www.burlington.ca/2076oldlakeshore)

>

> Kind regards,

>

> Alicia West, MCIP RPP

> Planner, Development Review

> Community Planning

> (905) 335-7600 ext.7504

> [alicia.west@burlington.ca](mailto:alicia.west@burlington.ca)

>

>

> Please consider the environment before printing this email.

>

> I understand our working hours may be different and want you to know, not only are you not obligated to reply outside of your typical working hours, I am asking you not to reply outside your typical working hours.

>

> -----Original Message-----



> From: Penny Hersh  
> Sent: Sunday, October 19, 2025 3:59 PM  
> To: West, Alicia <[Alicia.West@burlington.ca](mailto:Alicia.West@burlington.ca)>  
> Subject: Planning Application for 2076 Old Lakeshore Road  
>  
> CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.  
>  
> Alicia  
>  
> Good morning.  
>  
> I received notification of the application for 2076 Old Lakeshore Road. I live across the road at 360 Pearl Street/Lakeshore Road.  
>  
> I have a few questions.  
>  
> This development is more of a hotel rather than a condominium building. Where will the residential units be located? **The residential units will be located on levels 15-22 layouts and general floor plans can be found in more detail through the [Architectural Plans 08-29-2025.pdf](#).**

Of the 82 parking spaces how many are dedicated to the condominium portion of this development? Could you also explain “82 parking spaces accessed via two car elevators which would be serviced by a full-time valet” Are these 2 elevators dedicated to the hotel portion only?

**The TIS outlines how the elevators are intended to work, “Residents and hotel guests arriving by vehicle will pull into the short term loading and drop-off zone along Old Lakeshore Road, situated in front of the proposed building and serving as its layby area. A valet station will be situated here, where attendants will receive vehicles and drive them to the on-site garage and into the vehicle elevator. As this loading and drop-off zone cannot be reserved exclusively for valet operations, it will remain available for use by the general public. If the zone is occupied at the time of arrival, valet attendants will direct vehicles immediately to the designated staging area adjacent to the car elevator, which can accommodate up to four vehicles. When the vehicle elevator is in use, vehicles will be**

temporarily parked in this staging area until the elevator becomes available.”

The screen shot below shows that they are proposing 50 spaces for residential uses and 32 spaces for the hotel/visitor parking.

<image004.jpg>

How with the condominium residents access their units?

There will be a separate entrance for the residences on the ground floor.

Are the parking spaces for the condominium portion separate from the hotel parking?

At this time, the number of parking spaces and parking ratios are separate. At the site plan stage, more details regarding identifying or separating the spaces will be examined.

Would the condominium residents have their own board or are they incorporated in with the hotel portion?

I will reach out to the applicants to provide more details on ownership of the residential units.

Are there any POPS associated with this development?

There is no POPS being proposed, but rather an extension of the waterfront trail that will be dedicated to the City for public use.

> How does the Ascot Motel fit into this scenario? Will it be demolished and left as green space?

The existing motel on the subject lands will be demolished and redeveloped.

>

> I look forward to hearing back from you.

>

> Penny Hersh

>

>

>

>

> This message, including any attachments, is privileged and intended only for the addressee(s) named above. If you are not the intended recipient, you must not read, use or disseminate the information contained in this email/fax. If you have received this email/fax transmission in error, please notify the

sender immediately by telephone, fax or email and permanently delete this email from your computer/shred this fax, including any attachments, without making a copy. Access to this email/fax by anyone else is unauthorized. Thank you.

> <Acknowledge Letter - 2076 Old Lakeshore Road .pdf>

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

**From:** Paul Evans  
**Sent:** Friday, December 12, 2025 2:53 PM  
**To:** cvanderveen@bousfields.ca; West, Alicia  
**Subject:** Proposed Development 2076 Old Lakeshore Road

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

Dear Cale Vanderveen and Alicia West

I am a resident of 2060 Lakeshore Road (Bridgewater Condos) , writing to express my strong concern regarding the proposed development at 2076 Old Lakeshore Road, where a 22-storey tower with 82 underground parking spaces is being considered.

This proposal directly affects us as neighbouring residents — and reflects a much larger concern about the scale, use, and pace of development along the Old Lakeshore Precinct.

#### 1. Overdevelopment and Cumulative Impact

The 2076 proposal is now one of seven towers either completed, approved, proposed, or pending within a few blocks. These include:

- Two completed or nearly completed towers
- Three already approved on Old Lakeshore
- One more currently under review
- And now this 22-storey proposal

This level of intensification far exceeds what was envisioned for this unique waterfront area and raises serious issues around:

- Infrastructure capacity
- Loss of public access and character on Burlington's lakefront

One only has to look at the congestion during “rush hours” on any given day to realize that the area is currently at saturation point with respect to traffic flow and congestion.

More towers, more cars, and more underground access points will only increase risk and reduce accessibility for all.

## 2. Hotel Use vs Residential Need

While Burlington is actively working to expand housing opportunities, this project is clearly not contributing to that goal in any meaningful way. The proposal includes:

- 154 hotel suites
- Just 46 residential units

This is primarily a commercial hotel project, not a solution to the housing crisis. A more appropriate use of the site would be a mid-rise building with 8–10 floors of residential units — in line with current zoning — that supports housing goals without overwhelming the area’s infrastructure or character.

Additionally, this would be the third hotel within just a few blocks of each other. What evidence supports the need for this level of hotel density along Burlington’s waterfront?

## 3. Excavation and Structural Risk

The proposed tower requires multiple levels of underground excavation, immediately adjacent to our building. This raises significant concerns about:

- Foundation integrity and soil disruption
- Vibration damage during construction
- Potential impacts on underground utilities and infrastructure

We urge the City to require:

- A full geotechnical and vibration impact study
- Pre-construction condition surveys of adjacent buildings
- Transparent monitoring and mitigation plans during all phases of excavation

#### 4. Loss of Public Trust

Many residents were told by the original developer or sales representatives that the land at 2076 would remain low-rise, or possibly heritage-protected. While those assurances may not have been legally binding, they influenced real estate decisions, financial investments, and long-term expectations.

The proposal for a 22-storey hotel-dominant tower directly contradicts those expectations and undermines trust in the development and planning process.

In Closing, we are not opposed to thoughtful growth — but it must be balanced, appropriate, and community-informed. I respectfully request that the Applicant and the City:

- Consider this proposal in the full context of what has already been approved or built in the area
- Prioritize housing, livability, and safety over additional hotel development
- Ensure structural protections are in place for neighbouring properties
- Provide transparent and ongoing public engagement throughout the review process

Thank you for your attention and consideration.

Sincerely

Paul & Valerie Evans,

## **Appendix D – Detailed Planning Analysis**

### **1.0 Provincial Planning Statement, 2024**

The PPS came into force and effect on October 20, 2024, and applies to decisions concerning planning matters occurring after this date. This replaces the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (The Growth Plan) (2019). The PPS provides broad policy direction on matters of provincial interest related to land use planning and development and supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

In accordance with Section 2.1.6., Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

The PPS directs that growth and development be focused in 'Settlement Areas' which include built-up urban areas where development is concentrated, and which have a mix of land uses and lands which have been designated in an Official Plan for development over the long term. The subject lands are therefore considered to be located within a Settlement Area.

In accordance with policy 2.3.1.2 settlement areas shall be the focus of growth and development and shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;
- f) are transit-supportive, as appropriate; and
- g) are freight-supportive.

The proposed development is located within a settlement area and provides a mix of land uses including residential and commercial. The development proposal includes the removal of a motel and will introduce 154 hotel suites, and 50 new residential units.

The proposed development contemplates using existing municipal infrastructure and will have access to public service facilities. However, Halton Region has identified the need to increase the wastewater capacity at the Junction Street Wastewater pumping station and request a hold be included to address the inadequate capacity until such time as the upgrade or replacement of the infrastructure is complete. Therefore, staff are recommending that a holding provision be placed on the zoning of the property to ensure sufficient servicing exists and financing for the future expansion of the wastewater treatment infrastructure is secured.

Furthermore, the proposed development is within a secondary regional node, which will provide access and connections to existing transit infrastructure and support active transportation uses by providing bicycle parking, pedestrian connections and access to public transit systems Burlington Transit.

Under Section 2.4.1.3, the subject lands have been identified for intensification, but consideration must be given to the surrounding and planned context for the area to ensure that an appropriate level of intensification is achieved. The approval has taken this into consideration and recommends what staff feel is an appropriate scale of intensification that will meet the City's goals and objectives.

In accordance with the energy conservation, air quality and climate change policies, Section 2.9 describes that planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
- c) support energy conservation and efficiency;
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

In accordance with the public spaces, recreation, parks, trails and open space policies under Section 3.9.1, the plan describes healthy and active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for



recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

- c) providing opportunities for public access to shorelines; and
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

In accordance with hazardous lands policies within Section 5.2, the intent of the plan is to direct development outside of hazard sites and hazard lands. However, some development and site alteration may be permitted in hazardous lands and hazardous sites where the effects and risk to public safety are minor, could be mitigated in accordance with provincial standards, and where the following can be achieved:

- a) development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;
- b) vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies;
- c) new hazards are not created and existing hazards are not aggravated; and
- d) no adverse environmental impacts will result.

Conservation Halton and City staff have reviewed the concept plan which looks to extend the waterfront trail and dedicate the hazard lands to the care of the City and have no concerns. The proposal will require Conservation Halton permits in order to construct the pathway and therefore works will be carried out in accordance with applicable standards. Public pedestrians have safe way of entering and exiting the pathway and there is no negative impact on the environment or hazard lands. Therefore, staff are of the opinion that the policies have been met.

The PPS recognizes that Official Plans are the most important vehicle for implementation of the PPS; however, all Council decisions affecting planning matters are required to be consistent with the PPS.

The proposal will achieve consistency with the PPS and ensure compliance with the City's vision for the area. Therefore, it is staff's opinion that the development proposal is consistent with the policies of the PPS, with the inclusion of the recommended holding provision.

### **Halton Region Official Plan (ROP)**

Section 44 of the Regional Official Plan (ROP) provides "broad policy directions on strategic matters such as management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste

management, transportation, and health and social services". The Planning Act requires that Burlington's Official Plan and Zoning By-law be amended to conform with the ROP.

In accordance with Map 1H – Regional Urban Structure of the ROP, as amended, the subject lands are designated 'Urban Area'. In accordance with Section 72, the Urban Area policies of the ROP identify that the goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability, and economic prosperity.

The subject lands are in the area that is generally identified as a Secondary Regional Node on Map 1H of the ROP. The purpose of such identification is to promote growth in these areas through mixed-use intensification at a scale determined by the Area Specific Plans for the Regional Nodes.

Secondary Regional Nodes are historic downtown areas or villages and are intended to be a focus for growth through mixed use intensification at a scale appropriate for their context. The identification of the downtown as a Secondary Regional Node acknowledges that the downtown has an existing development pattern supportive of active transportation and public transit and that the downtown is an area intended to be a focus for growth through mixed use intensification at a scale appropriate to its context. Growth and change will continue in the downtown.

Section 89(3), of the ROP requires all new development within the Urban Area is to be connected to the Region of Halton's municipal water and wastewater system. The applicant submitted a Functional Servicing Report which was reviewed by Region of Halton and Development Engineering Staff. The Region has concluded that the existing water system in the area can accommodate the proposed development but advised that there is no remaining capacity at the Junction Street Wastewater Pumping Station. Further, this wastewater pumping station will need to be replaced and/or upgraded before services can be allocated to the proposed building. Therefore, should the applications be approved, the Region is recommending a holding provision be placed on the property until such time as sufficient wastewater services are available and downstream sewer constraints that include the sanitary sewer pumping station be addressed and any upgrades and/or replacement for the station be constructed and in operation, or arrangements, satisfactory to Halton Region.

Section 147(17) of the ROP requires the applicant of a development proposal to determine whether there is any potential contamination on the site they wish to develop, and if there is, to undertake the steps necessary to bring the site to a condition suitable for its intended use. The applicant was required to submit an Environmental Site Screening Questionnaire (ESSQ), a Phase One Environmental Assessment (ESA) and Phase Two Environmental Assessment (ESA). The Phase Two ESA concluded that no further remedial work is required and that all contaminants have been dealt with.

Planning Staff are of the opinion that the development applications generally conform with the Regional Official Plan policies with the inclusion of a holding provision. Staff recommend that this application be approved by Council with a holding provision to ensure adequate wastewater services with the upgrades/replacement of the Junction Street Wastewater Pumping Station to the satisfaction of the Halton Region.

### **City of Burlington Official Plan (OP), 1997, as amended**

The City's Official Plan (1997, as amended) (the OP) outlines a long-term vision of the community and quality of life for Burlington residents and provides policy direction to the public and private sectors on land use, development and resource management matters to guide the future planning and development of the City towards the desired community vision.

The subject lands are designated as "Mixed Use Activity Areas" on Schedule A, Settlement Pattern, of the City's Official Plan (1997, as amended). "Mixed Use Activity Areas" provide locations where employment, shopping and residential land uses will be integrated in a compact urban form, at higher development intensities and be pedestrian oriented and highly accessible by public transit as identified under Section 5.2.1.

The subject lands are further designated 'Mixed Use Centre' on Schedule B, Comprehensive Land Use – Urban Planning Area and 'Downtown Mixed Use Centre – Old Lakeshore Road Mixed Use Precinct – South Sector' on Schedule E, Downtown Mixed Use Centre – Land Use Plan.

Section 5.4 outlines the intent of the 'Mixed Use Centre' designation to permit mixed use developments on individual sites where residential, retail, office and other uses are located, or on different sites where residential, retail, office and other uses are located next to one another. It is encouraged through Section 5.4.1 to promote higher density, transit-supportive and pedestrian oriented development while maintaining compatibility with surrounding land uses.

The subject lands are further designated under the Downtown Mixed-Use Centre as Downtown Mixed Use Centre – Old Lakeshore Road Mixed Use Precinct. Section 5.5.7.2 permits hotels and high-density apartment residential uses; among other uses. Should the South Sector properties be developable, the properties east of Martha Street are to follow East Sector policies and properties west of Martha Street shall consider West Sector policies. Therefore, as part of policy review, the site is to be reviewed as a west sector property. The West Sector Precinct permits a maximum building height of 10 storeys and 31.5 metres and a maximum density of 51 units per net hectare. Tall buildings may be permitted up to a maximum of 15 storeys and 47 metres where they provide compatibility with surrounding land uses and a sense of pedestrian scale by the use of building design incorporating a ground level, street-oriented podium, and subject to the

community benefits provisions of Part VI, Section 2.3 of this Plan and the following details to the satisfaction of City Council:

- assembly of lands from the Martha Street alignment to Waterfront East consisting of lands within Area 'A', including the Old Lakeshore Road road allowance, and the westerly portion of Area 'C';
- continuation of the Martha Street alignment to meet Old Lakeshore Road;
- construction of and dedication to a public authority, a public waterfront access that provides a connection between the Pearl Street extension and Lakeshore Road in the vicinity of a Martha Street extension, in accordance with Part III, Subsection 5.5.7.2 (i);
- closure of a portion of Old Lakeshore Road to achieve redevelopment and intensification;
- provision of a view corridor from Martha Street to Lake Ontario;
- provision of enhanced public spaces;
- preservation or relocation of significant cultural heritage resources within the precinct;
- submission of an angular plane study, identifying visual, sun shadowing and wind impacts, and demonstrating how such impacts can be mitigated to acceptable levels.

The applicant is proposing a 23-storey (25 storey includes mezzanine and mechanical penthouse) mixed use building with 154 hotel units and 50 residential units. The proponents have submitted applications to amend the Official Plan and Zoning By-law to permit the proposed development.

Planning Staff recognize that this area of Downtown Burlington has not developed in accordance with the policies of the Burlington Official Plan because of previous Ontario Land Tribunal Decisions for properties in the East Sector (2093-2101 Old Lakeshore Road and 2069-2100 Lakeshore Road and 2107 Old Lakeshore Road) as well as 2060 Old Lakeshore Road. Due to these decisions and the surrounding development context, some of the policies noted above are no longer achievable for the South Sector properties including:

- Assembly of lands from the Martha Street alignment to Waterfront East consisting of lands within Area 'A', including the Old Lakeshore Road allowance
- Martha Street alignment to meet Old Lakeshore Road;
- Construction of and dedication to a public authority, a public waterfront access that provides a connection between the Pearl Street extension and Lakeshore Road in the vicinity of a Martha Street extension;
- Closure of a portion of Old Lakeshore Road to achieve redevelopment and intensification.

Although these policies are no longer achievable for this site, Staff note that a view corridor from Martha Street to Lake Ontario, provision of enhanced public spaces and the preservation of significant cultural heritage resources were achieved through the East Sector properties and the site within the South Sector will provide enhanced public spaces through the implementation the extension of the waterfront trail.

It is staff opinion that based on the surrounding context the applications are in keeping with the policies of the Official Plan.

### **Residential Intensification**

The City of Burlington Official Plan encourages new residential development and residential intensification within the Urban Planning Area in accordance with provincial growth management objectives while balancing with other planning considerations such as infrastructure capacity, compatibility and integration with the natural environment, active and public transportation use and housing opportunities in proximity to employment areas.

The City's Official Plan provides a balanced approach by targeting specific locations and areas for intensification. Applications to amend the Official Plan to more closely meet the general intent of the intensification policies of the Official Plan may be considered appropriate, subject to the nature of the site-specific development application.

The Housing Intensification policies of the Official Plan encourage residential intensification as a means of increasing the amount of available housing stock (including, rooming, boarding and lodging houses, accessory dwelling units, infill, re-development and conversions within existing neighbourhoods), provided that development is compatible with the scale, urban design and community features of the neighbourhood.

### ***Intensification Evaluation Criteria***

Part III, section 2.5.2 (a) of the Official Plan provides criteria that shall be considered when evaluating proposals for housing intensification in established neighbourhoods. The following is an evaluation of the proposed development using these criteria.

- i) adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater, and storm sewers, school accommodation, and parkland;*

The applicant submitted a Functional Servicing Report (FSR) and Stormwater Management (SWM) Report prepared by S. Llewellyn & Associates Limited. dated September 2025 in support of the proposed development. This report outlines the proposed means of managing stormwater and servicing the site with water and wastewater services. Development Engineering staff have reviewed the submitted materials and do not have any concerns. Staff concluded that the proposed development can be supported by existing municipal services.

The FSR and SWM Report were also reviewed by Halton Region staff. Regional staff have identified that the Junction Street Wastewater Pumping Station is in need of a replacement/upgrade as a result of the Class EA that was completed for the Junction Street Wastewater Pumping Station (WWPS) in June 2018. This study recommended that the existing station be replaced with a new station and two new forcemains. The Region is currently undertaking an Integrated Master Plan (IMP) and the timing of the new pumping station will be refined through this study. Currently the timing of the replacement of this station is for 2031, however, this could change through the IMP or advanced separately if required.

Therefore, Regional staff are recommending that the development should not proceed until the Junction Street WWPS has been upgraded and operational. Staff are recommending a Holding Provision be placed on the property to ensure that the property can be sufficiently serviced.

Halton District School Board students from the area are currently within the Lakeshore Public School, Tom Thomson Public School and Burlington Central High School catchment areas. According to the school board's projections, the elementary schools are projected to be under capacity, while Central is projected to reach capacity by 2030. As a result, options for student accommodation will be reviewed for this school and attendance at local schools is not guaranteed for existing and future students.

Parks and Open Space staff have reviewed the submission materials and have no objections to the proposed development. They note that cash in lieu of parkland will be required at the time of building permit issuance.

The proposed development partially satisfies criterion (i) which requires the provision of adequate municipal services including water, wastewater, stormwater management, school accommodation, and parks. With the inclusion of a holding zone, this criterion is met.

*ii) Off-street parking is adequate;*

Transportation Planning staff have reviewed the parking demands anticipated by the proposed development in the context of the proposed parking supply. Staff retained a peer reviewer to provide comment on the Traffic Impact Study, prepared by Paradigm, dated September 2025. Based on the review, staff identified issues with the analysis and methodology of the study and required revisions.

Transportation staff have identified concerns regarding parking. The downtown parking exemption excludes commercial uses from providing parking onsite, this includes hotels. The proposed development includes one parking space per residential unit and no parking spaces for the hotel component. The applicants have revised the TIS to include the expected number of spaces that the hotel would require and have indicated that these spaces can be obtained within the downtown area public

parking supply. Transportation staff are not satisfied with the downtown parking area absorbing the overflow parking that the hotel will produce.

An amended TIS is required to provide details on the impact of parking demand for the hotel use. Staff believe that the intention of the valet service will be to utilize the downtown parking area for their guests and will park and retrieve guests' cars. However, the revised TIS is currently under review by staff and a holding provision has been included to reflect this.

- iii) the capacity of the municipal transportation system can accommodate any increased traffic flows, and the orientation of ingress and egress and potential increased traffic volumes to multi-purpose, minor and major arterial roads and collector streets rather than local residential streets;*

Transportation Planning staff have identified issues with the study and that significant updates to appropriately reflect baseline conditions and accurately report on active transportation and transit conditions are required. The applicants submitted a revised study to address comments from staff and further detail parking demand associated with the hotel as well as the associated added trips generated. The revised TIS is currently under review by staff and a holding provision is being recommended to reflect this.

- iv) the proposal is in proximity to existing or future transit facilities;*

There are six Burlington Transit bus stops within 300 metres of the subject lands located on Lakeshore Road with access to Route 3 (Guelph) as well as routes 4, 10 and 50 which are approximately west of the site.

The site has access to the Queen Elizabeth Way from the Lakeshore Road onramp and Highway No. 403 from the Brant Street onramp located approximately 3 kilometers north of the site. The subject lands are approximately 450 metres southeast of the John Street Downtown Bus transfer location, which provides connections to Routes 3 (Guelph), 4 (Central) and 10 (New-Maple).

- v) compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking, and amenity area so that a transition between existing and proposed buildings is provided;*

The Official Plan defines compatibility as “development or redevelopment that is capable of co-existing in harmony with and will not have undue physical (including form) or functional adverse impact on existing or proposed development in the area or pose an unacceptable risk to environmental and/or human health.

Compatibility should be evaluated in accordance with measurable/objective standards where they exist, based on criteria such as aesthetics, noise, vibration, dust, odours,

traffic, safety and sun-shadowing, and the potential for serious adverse health impacts on humans or animals.”

The following is a discussion of the compatibility of the proposed development in terms of the criteria cited in the above definition:

#### Scale and Massing

The proposed development contemplates a total gross floor area (GFA) of approximately 13,914 m<sup>2</sup> and a floor area ratio (FAR) of 6.32:1 (prior to land dedication) and 8.95:1 (after land dedication) which exceeds the maximum 4.5:1 FAR permitted by the Official Plan and Zoning By-law.

The building has a total height of 79.35 inclusive of mechanical penthouse and is setback 0 metres from Old Lakeshore Road. The Tall Building Guidelines recommend a maximum podium height of 80% of the right-of-way width up to a maximum of 20 metres to maintain a human/pedestrian scale and reduce the massing of the building. The development begins with a 3 storey podium with a height of 12.7 metres.

Staff are of the opinion that the reduced yard setback abutting Old Lakeshore Road will create a positive relationship with the street and reinforce a human/pedestrian scale while achieving the desired streetscape along Old Lakeshore Road. Both the height of the podium and the decreased yard setback will still allow for a wider streetscape and public realm, allowing additional space between the building and street and reducing the overall scale of the building. The setback of 3 metres above the third storey helps to alleviate some massing concerns from the street level.

The height of the tower and its location on the building base should provide a gradual and appropriate transition in height to help mitigate potential impacts on the adjacent established or planned context. Limiting the tower floorplate ensures the tower would be slender and maximize sky views and access to sunlight. The proposed floorplate size of 650 m<sup>2</sup>, which is within the recommended maximum floor plate area of 750 m<sup>2</sup> as set out in the guidelines.

Therefore, this criteria is met.

#### Height and Transition

The proposed development consists of a tall building with a maximum building height of 23-storeys not inclusive of mezzanine and mechanical penhouse fronting Old Lakeshore Road. The proposed lower building elements consist of a 3-storey podium fronting Old Lakeshore Road, residential entrance and hotel lobby. The proposed building height exceeds the maximum permitted by the Official Plans, Zoning By-law and planned building heights contemplated for the Downtown Lakeshore Precinct.

Properties immediately west to the subject lands contain a 22-storey mixed use building. To the north the properties are undeveloped sites with 2083 Lakeshore Road



approved for a 27-storey mixed use building and 2072 Lakeshore Road approved for a 22 storey mixed use building. Northeast of the site, 2093-2101 Lakeshore Road has been approved by the OLT for a 27-storey mixed use building and 2107 Lakeshore Road (further east rear of the site) has been approved by the OLT for a 29-storey mixed use building.

The previously approved development applications within the area have established a built form context that can be applied when reviewing development applications. Given the surrounding existing and planned context of the area, staff are of the opinion that the building height of 23-storeys (not inclusive of mechanical penthouse) is appropriate as it is compatible with the emerging built form context for the area.

Staff note that this height exceeds the recommended maximum height in the Downtown Mixed-Use Centre - Old Lakeshore Road Mixed Use Precinct. The additional height is consistent with the built context of the area.

### Setbacks

The applicant is proposing a 0-metre setback from the property line for the three-storey podium as well as 0.9 metre setback to the below grade parking structure. Staff believe that the proposed setbacks will still allow for a positive pedestrian realm as the streetscape will be maintained. Staff are satisfied that the yard setbacks accommodate landscaping, active uses, pedestrian connections and amenities such as commercial patios.

Where there are windows proposed in the podium and no adjacent buildings are present, a minimum setback of 5.5 metres is required between the podium base and adjacent property line. This is to ensure that any future development of a tall building will not be impeded by the current proposal. The proposal includes zero metre setbacks to the podium to all property lines save and except the southerly property line that maintains a 15 metre setback. The setback for floors 4-23 abutting Lakeshore Road are to be setback 3 metres and 0 metres from the westerly lot line and 5.5 metres from the easterly lot lines. The proposal will maintain a 25 metre separation distance from the existing 2060 Lakeshore Road tower, however will not maintain 12.5 metres on the easterly lot lines which could hinder future development should the lot be determined developable.

The proposed changes noted above are included in the draft Zoning By-law (Appendix F) and are further discussed in the report under the Urban Design and Zoning section.

### Parking

The parking requirements are discussed under criteria (ii). Staff are satisfied that the proposal will provide adequate parking.

### Amenity Area

Amenity areas are proposed in the form of indoor amenity space, private space outdoor amenity areas in the form of private balconies and common amenity areas on the ground floor.

The applicant is proposing a minimum of 34 m<sup>2</sup> of amenity space per unit for a total of approximately area of 1,701 m<sup>2</sup>. Staff note that there is a separation in calculating amenity space for shared versus private. The applicants are providing 9.7 m<sup>2</sup> of private amenity space which does not meet the intent of the Official Plan policies and zoning by-law. The private space is only accessible by the residents, and the shared amenity space will be accessible by both the residents and hotel guests. These shared amenity spaces include the gym, outdoor space and pool area.

Staff note that the draft zoning by-law reflects a private space rate as well as the shared space rate which will ensure that adequate amenity space is provided.

Staff are satisfied with the proposed amenity space as it meets the minimum requirement set out in the Zoning By-law DL-A zone. This criterion has been met.

#### Noise, Vibration, Dust, Odours, Safety and Potential for adverse health impacts

A discussion of the noise, dust, vibration, and odour impacts and mitigation measures is provided above under Housing Intensification criterion (ix). Staff are satisfied that the proposal can provide measures to minimize noise impacts from Old Lakeshore Road.

- vi) effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character;*

An Arborist Report, and Tree Preservation, were prepared by Clayton Gray, dated August 11, 2025. and Landscape Plans prepared by Adesso design inc., dated August 9, 2025 submitted in support of the applications.

Urban Forestry and Landscape staff have reviewed the submission materials and advise while understanding that the trail design is conceptual at this time, staff are not supportive of the extensive tree removals and lack of compensation planting/greening at the proposed connection with the existing trail as shown on the tree protection and landscape drawings. Alternative designs shall be explored at the detailed design stage through site plan control.

This criterion has been met.

- vii) significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level;*

A Sun Shadow Study, prepared by Neuf Architects, dated Aug 29, 2025, was prepared for the proposed development, and reviewed by staff. The Sun Shadow Study was

prepared in close accordance with the City's Sun Shadow Guidelines. The study requires some revisions to separate each of amenity space areas.

Staff note that revisions are required to comply with the City's Sun Shadow Guidelines. Staff note the following:

- More detailed mitigation measures should be outlined for areas where the sun factor does not meet the guidelines;
- The colour codes for the mapping, especially beige (tan) should identify changes in new net shadows from previous proposals to current proposal, this should be confirmed;
- Ensuring that 23 storeys have been reviewed as the study at times references 22 storeys

The revision stated above would provide for a more accurate sun factor number in terms of impact. Given the above, it does not appear that the proposed development is meeting this criterion. Staff will be requiring a revised Shadow Study, Sun Access Calculations through a Holding Provision to ensure that the future development on site is meeting the City's Sun Shadow Guidelines. This criterion is met with the inclusion of the recommended holding provision.

*viii) accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres, and health care;*

The proposed development is located in proximity to various community services and other neighbourhood conveniences (including community centres, retail and service uses, offices and institutional land uses, parks and open space networks and public service facilities) which are accessible by multi modal means (including private vehicle, public transit, cycling and pedestrian connections). This criterion is met.

*ix) capability exists to provide adequate buffering and other measures to minimize any identified impacts;*

The applicant submitted a Noise and Vibration Impact Study, prepared by Thornton Tomasetti, dated September 8, 2025, in support of the applications.

The study reviewed the acoustic requirements for the proposed development with respect to noise from vehicular traffic along Lakeshore Road, stationary noise sources from surrounding residential and commercial buildings. Based on the results of the study, the following mitigation measures are required to achieve a sound limit of 55 dBA:

- Upgraded building components for exterior walls, windows and doors;
- Provisioning for central A/C; and
- Warning Clauses.

Site Engineering staff have reviewed the noise study and are supportive of the conclusions and mitigation measures proposed by the study.

As Development Engineering staff have no concerns with the submitted Noise Impact Statement, planning staff are of the opinion that the proposed development will be able to adequately mitigate any noise impacts.

The applicant also submitted a Pedestrian Wind Study, prepared by RWDI Inc., dated September 5, 2025, as part of the application. The Wind Study assessed the effect of the proposed development on local conditions in pedestrian areas for the subject lands and surrounding area.

The Pedestrian Level Wind Study Guidelines (2020) contain evaluation criteria to assess potential wind impacts from the proposed development on surrounding pedestrian areas. The Pedestrian Wind Comfort Criteria has five comfort categories and associated Gust Equivalent Mean (GEM), which is a comparison between the existing wind condition and the wind condition resulting from the proposed development. The table below provides an overview of the Pedestrian Wind Comfort Criteria for each category.

Wind Comfort Category	GEM Speed (km/hr)	Description
Sitting	$\leq 10$	Calm or light breezes.  Appropriate for dedicated seating areas such as cafes, patios, and outdoor amenity areas
Standing	$\leq 14$	Gentle breezes  Appropriate for main building entrances, bus stops, and other places where pedestrians may linger
Leisurely Walking	$\leq 17$	Moderate winds  Appropriate for shopping and strolling along retail streets and parks
Fast Walking	$\leq 20$	Relative higher speed winds  Appropriate for areas where pedestrians are walking, running, or cycling without lingering

Uncomfortable	> 20	Strong winds  Inappropriate due to nuisance for all pedestrian activities  Wind mitigation measures required
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The Wind Study evaluated the existing conditions, proposed development, and future configuration of the site if 2072 and 2083 Lakeshore Road are developed in accordance with their proposed plans. Below are the findings of the Wind Study:

#### Existing Condition

The existing wind conditions on and around the site are comfortable for the intended pedestrian use throughout the year, except one location near the southwest side of the proposed building on site where conditions are uncomfortable during the winter.

#### Proposed Development

- Pedestrians should experience comfortable wind conditions throughout the year save and except along the western corner of the building that experiences uncomfortable conditions within the winter months.
- The development of future approved sites to the north is anticipated to mitigate some of the wind, further wind mitigation measures such as windscreens and landscaping can bring the levels down.

#### Future Configuration

- No areas are causes for concern.

Mitigation measure suggestions to address the uncomfortable conditions at the western corner of the building may include:

- Adding wind screens. wind screens should be tall (2m+) and ideally have a small fraction of open area (up to 30%).
- Planting large landscaping. Please note that plants used for wind control should be large, have dense foliage, and be able to retain their leaves in the colder months of the year (coniferous or marcescent species)

Staff are satisfied that the mitigation measures can improve the wind conditions noted above and that refinements of exact mitigation measures will be done at the Site Plan Stage. This criterion has been met.

- x) *where intensification potential exists on more than one adjacent property, any re-development proposals on an individual property shall demonstrate that future redevelopment on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate;*

Staff are satisfied that this development proposal would not impact any future development potential for the sites to the east of the property as sufficient setbacks are proposed for future as of right uses.

- xi) *natural and cultural heritage features and areas of natural hazard are protected;*

Adjacent to the subject property, to its east on the south side of Old Lakeshore Rd., is a property designated under Part IV of the Ontario Heritage Act, the circa 1843 Estaminet (2084 Old Lakeshore Rd.). The Estaminet is a two-storey building, constructed prior to 1870, in a three-bay Georgian style with several later additions to the south and east elevations. Previous uses of the property include its original residential use and its use as the “Estaminet Standard Hotel.”

Cultural Heritage staff has reviewed the Heritage Impact Statement prepared by Era Architects Inc. dated September 5, 2025 in support of the application. Staff have no concerns with the report and highlight minimal recommendations that can be considered in the future site plan control review. Since the construction management plans are required at the time of site plan, construction vibration have not been considered on the heritage buildings. Detailed architectural designs/features and the construction management plan can be evaluated and reviewed at the Site Plan Control stage.

Staff are satisfied that these design elements can be addressed at site plan to mitigate any impacts on neighbouring heritage buildings.

- xii) *proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct access to, major arterial, minor arterial, or multi-purpose arterial roads and only provided that the built form, scale, and profile of development is well integrated with the existing neighbourhood so that a transition between existing and proposed residential buildings is provided.*

The subject lands are identified as being within a Mixed-Use Activity Area, in accordance with Schedule A – Settlement Pattern of the Official Plan. As such, the lands are not within a designated Residential Area. This criterion is therefore not applicable.

### **Urban Design**

The City of Burlington is committed to a high standard of urban design and architecture which is becoming increasingly important as re-development and intensification become

more prominent forms of development. The review of proposed building and site design in the context of other development best practices (i.e. pedestrian and transit connections (and the continuity of grade-related activity)); public realm considerations (i.e. safety and comfort), compatibility and neighbourhood character, as well as built form are critical components in the review and evaluation of development applications.

The design of the built environment should strengthen and enhance the character of the surrounding neighbourhoods. Intensification within existing neighbourhoods is to be designed to be compatible and sympathetic to the neighbourhood character. The Official Plan also sets out that preference will be given to community design containing more compact forms of development that support higher densities, are pedestrian-oriented and encourage increased use of public transit.

The implementation policies of the City of Burlington Official Plan state that the preparation of design guidelines shall be required as part of the consideration of major site or area-specific development proposals which are to review and recommend solutions to issues such as compatibility with surrounding uses, transit use, micro-climate effects, pedestrian safety, noise abatement and issues of human scale and views.

Any City Council approved design guidelines are considered City policy and shall be implemented for all public and private development proposals.

#### City of Burlington Tall Building Guidelines (2017)

The City of Burlington Tall Building Guidelines are applicable across the City wherever tall buildings are permitted, and for the purposes of the guidelines, include any buildings over 11-storeys in height.

The Guidelines are broken down by the main components of a tall building, being the Building Base (Podium), Building Middle (Tower) and Building Top. Staff have completed a review of the proposed mixed use building in this context.

### **2.1 Podium Location**

- c) *Where no streetwall has been established setbacks should create a 6.0 metre boulevard width to accommodate pedestrians, street trees and landscaping, and active at-grade uses*

A streetwall has not been established on Old Lakeshore Road City. Staff have prepared a conceptual streetscape design for Lakeshore Road and Old Lakeshore Road. Along Old Lakeshore Road the proposal incorporates a minimum 2.0m marketing zone, a 1.95m clear pathway, and a 0.5m edge zone. This will allow for sufficient street trees, landscaping and a positive pedestrian realm.

- e) *Where windows are proposed within the podium, an 11 metre separation distance shall be provided between adjacent properties. Where no adjacent buildings exist, a 5.5 metre setback is appropriate.*

Currently there is one tall building adjacent to the subject lands, to the west municipally known at 2060 Old Lakeshore. The proposed podium has no windows to the east of the property where access to parking is proposed, a minimum setback of 5.5 metres will be maintained. There is a sufficient setback from the adjacent tower to the west greater than 25 metres and therefore, a reduced side yard setback of 0 metres will still provide adequate privacy as no windows are proposed on the first 3 storeys of the podium.

This criterion is met.

## **2.2 Podium Height and Massing**

- b) Where no established streetwall exists, the minimum height of the podium should be 10.5 metres.*
- c) The maximum height of the podium should be 80% of the adjacent right-of-way width, up to a max of 20 metres.*

The podium is proposed with a 3-storey building framing the street. The metric height of the podium is as follows: 12.7 m to the top of the 3-storey element providing for a relationship that is equivalent to just under 80% of the ROW width. The ground floor is 3m in height which does not meet the intended 4.5 metres but will maintain the desired pedestrian streetscape.

This criterion is met.

- f) Stepbacks should be a minimum of 3 metres to ensure usable outdoor amenity space (i.e. patios).*

The proposed development is providing a 2.5 metres stepback above the podium abutting Old Lakeshore and 5.5 metres abutting the easterly property line, which accommodates some outdoor amenity space. The north south direction of the tower plate allows for a narrow building which helps eliminate the impact of massing and still provides stepbacks on the side yards as well as Old Lakeshore Road. This criterion has been met.

The proposal maintains sufficient amenity space per unit.

## **2.4 Podium Design and Articulation**

- d) The design of the podium should be primarily constructed of 'heavy' materials such as brick, stone, or metal, to anchor the building.*

The podium consists of predominately clear glazing with dark metal mullions and precast concrete and brick pillars throughout the podium. Staff feel that this criterion is met as the upper portion of the tower is mainly light and dark spandrel



glass. However, staff are of the opinion that the proposal meets the intent of anchoring the building and allows for unique architectural design.

- e) *Portions of the podium that are not occupied by a tower should be used as outdoor amenity space to provide casual surveillance and interesting views from the street.*

All areas unoccupied by the tower on the 4<sup>th</sup> level podium are used for outdoor amenity space. This criterion has been met.

- i) *Within a retail podium, the ground floor shall be predominantly clear-glazed to provide visual connections and enhance safety. Similarly, public elements of a residential podium (i.e. lobby, amenity space) shall be predominantly clear-glazed.*
- k) *Mixed-use buildings with retail at grade should incorporate vestibules, frequent building entrances, canopies and structural overhangs to provide weather protection for the length of the street.*

The proposed building contains commercial/retail, hotel and a residential entrance in the podium, both of which are predominantly clear glazed. There are two main entrances with canopies overhead and vestibule for the residential portion and hotel portion of the building. These criterion are met.

## **2.5 Site Design, Open Space and Streetscaping**

- a) *Parking, servicing and loading shall be accommodated internally within the building podium and screened from the street.*

Parking, servicing and loading are located at the northwest side of the building (rear), internal to the building and screened from the public view. This criterion is met.

## **Middle Tower**

### **3.1 Tower Location**

- a) *The placement of the tower shall have no adverse impacts on adjacent Residential Neighbourhood Areas, parks, open spaces, or natural areas.*

Staff were not able to determine if the proposed tower placement has any adverse impacts on adjacent Residential Neighbourhoods, parks, open spaces, as the submitted Sun Shadow study was not completed in accordance with the City's Guidelines and Terms of Reference. Staff are confident that the required revisions will demonstrate that shadow guidelines can be met, as such a holding provision is being recommended to reflect this.

This criterion is met.

- d) *Where no towers currently exist, proposed towers shall be set back 12.5 metres from adjacent property lines to protect for a future 25 metre separation distance (split between each property).*

There is currently an existing tower west of the property located at 2060 Lakeshore Road. The existing tower is setback is approximately 26 metres from the property line and therefore maintains the required 25 metre separation distance. There is no proposed or approved tower east of the site. The proposal includes a 5.5 metre tower setback which does not allow for the 12.5 metre separation. However staff are of the opinion that the proposal will not hinder the development of the site to the east.

This criterion is met.

- e) *The tower should be stepped back at least 3 metres from the podium to differentiate between the building podium and tower, and to ensure usable outdoor amenity space (i.e. patios).*

The proposed tower is stepped back 2.5 meters above the podium and accommodates an outdoor amenity area. While the criterion has not been met, staff are of the opinion that based on the orientation of the tower and stepbacks from the side yards of 2 metres or greater, the impact of massing is mitigated and outdoor amenity space is provided.

### **3.2 Tower Height and Massing**

- c) *The tower portion of a tall building should be slender and shall not exceed 750 square metres, excluding balconies.*

The proposed tower portion of the building has a floorplate of 650m<sup>2</sup>. This criterion has been met.

- d) *The massing of the tower, and its relationship to the building base, shall not result in adverse wind effects at the street level.*

The submitted Pedestrian Wind Study concluded that the proposed development is expected to maintain similar wind conditions to what currently exists during the summer season, while in the winter season, higher wind speeds are generally predicted at several areas around the site. However, based on future developments along Lakeshore Road, winds are mitigated throughout the site save and except an area on the westerly portion of the lot. Winds mitigation measures will be implemented through the site plan stage.

This criterion has been met.

### **3.3 Shadow/Sky Views**

- b) *The design and placement of the tower shall have minimal impacts on adjacent residential neighbourhoods, parks, open spaces, or natural areas. Adverse shadow impacts shall not hinder the viability or enjoyment of these areas.*

As noted throughout the report, the submitted Sun Shadow Study was evaluated by staff, but it was not completed in accordance with the City's Sun Shadow Guidelines and Terms of Reference. The proposed building does not appear to conform with the Sun Shadow Guidelines and does not correctly calculate the outdoors areas. Therefore, staff will require a revised Sun Shadow Study as part of the Holding Provision. This criterion is not met.

- c) *The widest edge of the tower should generally be oriented in an east-west direction to minimize the impacts of shadows.*

The widest portion of the tower is oriented in an east-west direction. This criterion is met.

- d) *It is recommended that a shadow study be provided with tall building applications to demonstrate the impacts at the equinoxes (March 21 and September 21).*

The submitted Sun Shadow Study evaluated the shadow impacts for March 21<sup>st</sup> and September 21<sup>st</sup>, although the Sun Access Factor calculations were close to City Standards, calculations were completed in accordance with the City's guidelines. This criterion is met.

### **3.4 Tower Design and Articulation**

- e) *Balconies are encouraged within the tower to provide amenity space and additional articulation. They may be inset or extruding but should be a minimum of 1.5 metres to provide usable outdoor amenity space.*

The proposed building has both inset and extruding balconies in the tower portion. The balconies appear to be 1.5 metres in depth, but the dimensions were not provided. This criterion is met.

### **4.2 Mechanical Penthouse**

- a) *Rooftop mechanical equipment shall be sized and located and screened from view, in order to protect or enhance views from other buildings and the public realm.*
- c) *Rooftop mechanical equipment should be limited to no more than 50% of the area of the uppermost floor, and setbacks on all sides should be no less than 3 metres from the edge of the floor below to ensure they are screened from view.*

Based on the architectural plans prepared by Neuf Architects, it appears that the mechanical penthouse is setback from the last storey along Old Lakeshore Road and along the side yards. This criterion has been met.

Downtown Streetscape Guidelines (September 2019)

The Downtown Streetscape Guidelines (2019) establish a new vision, framework, and a set of design principles and strategies, which will provide guidance for the consistent application and renewal of the various downtown streetscapes. This may include the reconstruction of surface works such as sidewalks, curbs, crosswalks, and roadways together with the replacement or refurbishment of streetscape elements such as street trees, streetlighting, and furnishings (e.g. benches, waste receptacles, bike racks, bus shelters, and bollards). The guidelines are intended to help enhance and strengthen the public realm and contribute to the Downtown as an accessible, cohesive, identifiable, and vibrant destination within the city.

There are four zones that play a role in contributing to a high-quality streetscape which are the marketing zone, clear path zone, furnishing zone, and edge zone. A description of the zones is as follows:

- The marketing zone functions as an extension or spill-out of the adjacent building and its uses, whether it is for signage, the display of goods or a café or restaurant patio. This zone is typically located on private property and encourages businesses to use this portion of the boulevard as part of the downtown experience. A minimum 2m wide marketing zone is encouraged along streets that require at-grade retail and service commercial uses.
- The clear path zone provides an unobstructed and accessible public path of travel dedicated for pedestrians. This zone ensures a safe and comfortable walking experience and should be a minimum of 1.8m wide [complying with the minimum Accessibility for Ontarians with Disabilities Act (AODA) standards for two-way travel for people using mobility devices]. This width should increase – where space permits – along streets with heavy pedestrian volumes.
- The furnishing zone defined as the section of the boulevard between the back of curb and the Clear Path Zone. This zone is where street furnishings, trees, and utilities are provided. Typical streetscape furnishings include, but are not limited to, benches, bike racks, bollards, bus shelters and transit stops, pedestrian and traffic signal poles and street lighting, newspaper kiosks, mailboxes, street trees, utilities, and waste receptacles. This zone may also include green infrastructure elements such as bioretention facilities. This zone should be a minimum of 1.2m wide.
- The edge zone defined as the area immediately next to the Furnishing Zone and edge of roadway. This zone may include a variety of different elements including curb and gutters, corner and mid-block bump-outs, curb extensions, parklets, pop-up installations, green infrastructure, flexible pedestrian spaces, parking, and/or cycling infrastructure. It varies in width depending on which of the above strategies are employed. For example, this zone will generally be a minimum of 0.5m to accommodate a standard or modified curb and wider when accommodating parking as part of a flexible street design.

The applicant submitted a Landscape Plan prepared by adesso designs Inc dated September 2025. The plans show a 2.06 Marketing Zone, 1.95 m sidewalk, 1.8 m bump out as well as two 0.5 m edge zones. Adequate streetscape and public realm will be provided.

### **Waterfront**

Section 5.5.7.2 (j) sets out that along the waterfront where the distance between the water and the public roadway will accommodate both the development and the Waterfront Trail, the proponent will be required to undertake the following as a condition of approval of a development application to the satisfaction of City Council: :

- i) dedicate free of charge to the City, lands below the stable top of bank;
- ii) dedicate to the City as part of parkland dedication, a minimum 15 metre wide strip of land above the stable top of bank. Should the value of this dedication exceed normal parkland dedication, the proponent would receive compensation for the difference (i.e. either payment or provision of community benefits) as a condition of approval of an Official Plan or Zoning Amendment or plan of subdivision;
- iii) carry out a survey, shoreline protection, and complete construction of the Waterfront Trail above the stable top of bank;
- iv) dedicate free of charge to the City, the completed Waterfront Trail and associated land;
- v) dedicate free of charge to the City, any required links to adjacent public open space, roadways and other properties.

The proposal includes the extension of the existing waterfront trail. This includes a 5 metre maintenance access as well as 2 metre wide pathway. The area along the shoreline will be dedicated to the City for public use and maintenance. Conservation Halton and the City's Landscape, Parks and Forestry team have reviewed the landscape plans and determined while not opposed to assuming the lands as part of the waterfront trail extension, further detailed design review will be required at the Site plan stage.

With regard to the 15 metre parkland, Parks staff is requesting cash-in-lieu of parkland based on the understanding that any slopes and/or transitions that CH requires to the development site must be designed and implemented entirely off public (park) lands. Given that the connection shown in the concept plan is in line with the existing waterfront trail to the west, the proposed design reflects the intended waterfront trail design noted in the Official Plan without the provision of the full 15m from the stable top of bank.

Staff is of the opinion that amending these policies for the proposed development on a site-specific basis to reflect the proposed conditions is appropriate.

### **City of Burlington Official Plan (2020)**

On November 30, 2020, the Region of Halton issued a Notice of Decision approving OP 2020. The new Official Plan has been developed to reflect the opportunities and challenges facing the City as it continues to evolve. The new OP is subject to appeals. Appeals are currently before the Ontario Land Tribunal (OLT).

Section 17(27) of the Planning Act (R.S.O. 1990, as amended) sets out that all parts of an approved official plan that are not the subject of an appeal will come into effect on the day after the last date for filing a notice of appeal - that date being December 22, 2020, for the new Burlington Official Plan. At this time, no determination has been made as to the appeal status of the relevant sections of OP 2020.

The subject lands are designated 'Downtown Urban Centre – Old Lakeshore Road Mixed Use Precinct' to Schedule 'C' (Land Use – Urban Area) of OP 2020.

Uses permitted within the 'Downtown Mixed-Use Centre – Old Lakeshore Road Precinct' designation may include:

- residential uses with the exception of single detached dwellings,
- semi-detached dwellings and other forms of stand-alone ground oriented dwellings;
- office uses;
- retail and service commercial uses;
- hotel uses;
- entertainment uses; and
- recreation uses.

The minimum building height shall be two (2) storeys, and the maximum building height shall not exceed ten (10) storeys or 15 storeys if the criteria listed under 8.1.1(3.6.1).

### **City of Burlington Zoning By-law 2020**

The subject property is currently zoned "Downtown Old Lakeshore Road (DL-C)" in accordance with Zoning By-law 2020. This DL-C zone permits a mix of residential, retail and service commercial uses.

The applications propose to change the zoning to a site specific 'Downtown Old Lakeshore Road (DL-A-567)'. The proposed development does not comply with some regulations including building height, floor area ratio, parking, and yard setbacks.

The following table outlines the requirements of the 'Downtown Old Lakeshore Road' (DLA) Zone, what is being proposed.

<b>Zoning Regulation</b>	<b>DL-A</b>	<b>Proposed</b>	<b>Modified</b>
Building Height	Min 2 Storeys Max 10 Storeys	Maximum 25 storeys (including mezzanine and mechanical penthouse)	None

Staff Comment:

Staff have reviewed the proposed development application in the context of the emerging built form in the Old Lakeshore Precinct. The emerging built form generally aligns with the approved context of the area with adjacent properties OLT approved for 23 and 27 storeys.

The proposed podium is 3 (4 including mezzanine) storeys and has a height of 12.7 metres. The Tall Building Guidelines recommend a maximum podium height of 80% of the right-of-way width up to a maximum of 20 metres to maintain a human/pedestrian scale and reduce the massing of the building. Based on the guidelines, the building podium should be a maximum height of 20 metres.

Staff reviewed the shadow impacts, wind impacts and the tower will not negatively affect adjacent lands or impede future growth.

Therefore, staff have no concerns with the increase in maximum height.

<b>Zoning Regulation</b>	<b>DL-A</b>	<b>Proposed</b>	<b>Modified</b>
Floor Area Ratio	4.5:1	11.0:1 metres	none

Staff Comment:

A Floor Area Ratio of 11:1 is being proposed for the site. The proposed FAR will allow for intensification at an appropriate scale. The intent is to provide the applicant with some design flexibility for the building, while upholding the City's objectives for the area. Therefore, staff are of the opinion that the proposed FAR, combined with the proposed setbacks, is appropriate for the site.

<b>Zoning Regulation</b>	<b>DL-A</b>	<b>Proposed</b>	<b>Modified</b>
Yard abutting Street: <ul style="list-style-type: none"> <li>• Old Lakeshore Road</li> </ul> Floors 1-2 <ul style="list-style-type: none"> <li>• Pearl Street</li> </ul>	1 m	0 m	None
Staff comment:  The applicant is proposing a front yard setback of 0.0 m along Old Lakeshore Road to the first and second storey columns. Staff are satisfied that an appropriate boulevard will be provided given that a setback of 0 m is to the support columns and a 2 m setback is proposed to the building. The columns will allow for a more enhanced public realm by creating a vibrant, pedestrian friendly streetscape.			
<b>Zoning Regulation</b>	<b>DL-A</b>	<b>Proposed</b>	<b>Modified</b>
Westerly Side Yard Setback to: Floors 1 and 2 (mezzanine) Floors 3 and 4 Floors 5 to 15 Floors 16 to 23 Floor 24 Floor 25 (Mechanical Penthouse)	n/a	Floors 1 and 2 (support columns) 0 m (building) 2.1 m Floors 3-4 0 m Floors 5-15 0.2 m Floor 16-23 0 m Floor 24 0.1 m (terrace) 7.5 m (building) Floor 25 7.5 m	none



Easterly Lot Line: Floors 1 to 3 Floors 4 to 22 Floor 23 Mechanical Penthouse		Floors 1 to 3      0m Floors 4 to 22      5.5m Floor 23      5.5m Mechanical Penthouse      5.5m	
<p>Staff Comment:</p> <p>As stated above, staff are including yard setbacks from the property lines to the podium and tower portion of the building. The setbacks are included in recognizing the irregular shaped lot line on the westerly portion of the site which requires a setback of 0 metres to the podium and 0 metres at a point of the tower. The adjacent building located at 2060 Lakeshore Road is setback more than 26 metres from the 2076 Lakeshore Road westerly property line and maintains the tower separation of 25 metres.</p> <p>The Tall Building Guidelines recommend a 5.5 metre separation distance between podiums containing windows to ensure that neighbouring properties are not hindered by another development and an appropriate separation between tall buildings is achieved. Since the podium does not contain windows or balconies and is adjacent to access to the waterfront trail, staff have no concerns with privacy impacts.</p> <p>The easterly side yard setbacks provide a 5.5 metre setback which does not meet the intentions of the Tall Building Guidelines of 12.5 metres. Staff are of the opinion that appropriate mitigation measures such as window placement and balconies will be taken to minimize any future privacy issues should the lands to the east develop.</p> <p>Staff are including a rear yard setback that protects and recognizes the Engineered Development setback of 15 metres.</p> <p>Staff are satisfied that the appropriate yard setbacks are achieved.</p> <p>The by-law does not provide regulations for anything above 8 storeys and therefore staff believe it is beneficial to address all storeys to ensure the tall building guidelines continue to be met. Therefore, staff feel that this is an appropriate setback to include in the by-law as it will provide design flexibility for the site while still maintaining the minimum separation distance requirements of the Tall Building Guidelines.</p>			
<b>Zoning Regulation</b>	<b>DLA</b>	<b>Proposed</b>	<b>Modified</b>
Ground floor uses	Retail and Service Commercial uses	Community and ancillary residential uses such as	None

	shall be used within 15 metres of a public street	residential lobby, hotel lobby, garage rooms, mails rooms etc.	
<p>Staff comment:</p> <p>The intent of requiring retail uses along a public street for access and to add to a pedestrian oriented street corridor. The intent of the ground floor is to provide a vestibule for the residential portion and a separate Hotel lobby with a 20 m2 retail area.</p>			
<b>Zoning Regulation</b>	<b>Part 1, Section 2.13.1 (f)</b>	<b>Proposed</b>	<b>Modified</b>
Below Grade Parking Structure	A Parking structure below grade and less than 1.6 m above grade may encroach into a required yard but shall not encroach into a required landscape buffer, provided that a minimum 3.0 m setback shall be maintained from a street line or property line.	Front Yard: 0.9 m North side yard: 0.9 m South side yard: 0.9 m Rear side yard: 0.9 m	No modifications proposed
<p>Staff Comment:</p> <p>The applicant is proposing a reduction to the below grade parking structure for all property lines. Development Engineering staff have reviewed the proposal and do not have any concerns with the reduced setbacks to the below grade parking structure. Urban Forestry and Landscape staff advise that a minimum 30m<sup>3</sup> of soil per tree in a single tree pit and 20m<sup>3</sup> per tree in a shared planting environment is required to ensure trees have enough space and soil volume to survive. Urban Forestry and Landscape staff believe that the proposed below grade parking setbacks will provide enough space</p>			

and soil volumes for the proposed landscaping on site. Therefore, staff are supportive of the proposed reductions.

## APPENDIX – E

### **BY-LAW NUMBER 2020.514, SCHEDULE ‘A’ AND EXPLANATORY NOTE**

#### **THE CORPORATION OF THE CITY OF BURLINGTON**

#### **BY-LAW NUMBER 2020.514**

A By-law to amend By-law 2020, as amended for 2076 Old Lakeshore Road to facilitate the development of a 25-storey mixed use building consisting of 154 hotel suites and 50 residential units.

File Nos.: 505-09/25 & 520-10/25

WHEREAS Section 34(1) of the Planning Act, R.S.O. 1990, c. P. 13, as amended, states that Zoning By-laws may be passed by the councils of local municipalities; and

WHEREAS the Council of the Corporation of the City of Burlington approved Recommendation DGM-06-26 on January 6, 2026, to amend the City’s existing Zoning By-law 2020, as amended, to permit a 25-storey mixed use building consisting of 154 hotel suites and 50 residential units;

#### **THE COUNCIL OF THE CORPORATION OF THE CITY OF BURLINGTON HEREBY ENACTS AS FOLLOWS:**

1. Zoning Map Number 9A of PART 15 to By-law 2020, as amended, is hereby amended as shown on Schedule “A” attached to this By-law.
2. The lands designated as “A” on Schedule “A” attached hereto are hereby rezoned from DL-C (Downtown Old Lakeshore Road) zone to the H-DL-A-567 (Downtown Old Lakeshore Road) zone with a holding and site-specific regulations.
3. The lands designated as “B” on Schedule “A” attached hereto are hereby rezoned from DL-C (Downtown Old Lakeshore Road) to PC (Community Park) zone.
4. Part 11 of By-law 2020, as amended, Holding Zone Provisions, is hereby amended by the addition of the following section to Appendix A:

**#106**

**H-DL-A-567**

**Map 9A**

**Resolution:**

The Holding symbol shall be removed from the zoning designation by way of an amending by-law when:

- a) A revised Sun Shadow Study has been submitted and reviewed to the satisfaction of the Director of Community Planning;

- b) That sufficient wastewater services are available to the satisfaction of the Regional Municipality of Halton and the City of Burlington. In this regard, downstream sewer constraints that include the sanitary sewer pumping station shall be addressed and any upgrades and/or replacement for the station be constructed and in operation, or other arrangements, satisfactory to Halton Region, have been made for the provision of wastewater services; and,
- c) That a revised Transportation Impact Study has been submitted and reviewed to the satisfaction of the Director of Planning in consultation with the Director of Transportation.

5. PART 14 of By-law 2020, as amended, Exceptions to Zone Designations, is amended by adding a new Exception 567 with the following:

Exception 567	Zone H-DL-A	Map 9A	Amendment 2020.514	Enacted January 6, 2026
<b>1. <u>Permitted Uses:</u></b>				
a) In addition to the uses permitted in the DL-A zone, the following uses shall also be permitted; <ul style="list-style-type: none"> <li>i) An apartment building with hotel.</li> <li>ii) Notwithstanding Part 6, Section 2A, Table 6.2.1, footnote (g), permitted uses on the ground floor of an apartment or hotel building shall include retail, service commercial, all office uses, an apartment building lobby and hotel lobby.</li> </ul>				
<b>2. <u>Regulations for an apartment building with hotel:</u></b>				
a) Yards:				
i) Abutting Old Lakeshore Road:				
i. Floors 1 and 2 (mezzanine)			0 m to column; 2 m to building	
ii. Floors 3 and 4			0 m	
iii. Floors 5 to 24			2.5 m	
iv. Floor 25 (Mechanical Penthouse)			5 m	
ii) West Side Yard:				
i. Floors 1 and 2 (mezzanine)			0 m to column; 2 m to building	
ii. Floors 3 to 23			0 m	
iii. Floor 24			0 m to terrace; 6.5 m to building	
iv. Floor 25 (Mechanical Penthouse)			6.5 m	
iii) East Side Yard:				
i. Floors 1 to 3			0 m	

ii. Floors 4 to 25 (Mechanical Penthouse)	5.5 m
iv) Rear Yard abutting the PC zone: a) Floors 1 to 3 b) Floors 4 to 24 c) Floor 25 (Mechanical Penthouse)	11.8 m 13.3 m 16.5 m
b) Notwithstanding Part 6, Section 4.1, Table 6.4.1, the maximum yards abutting a street shall not apply.	
c) Setback for below-grade parking structures from easterly and westerly property lines and street lines: Rear Yard abutting the PC zone:	0 m 11.8 m
d) Setback from the top of the long-term stable slope of Lake Ontario:	9 m
e) Maximum Building Height:	25 storeys (inclusive of mezzanine and mechanical penthouse) and up to 80 metres measured from grade including mechanical penthouse.
f) Height of first storey:	3 m
g) Height of second storey:	2.5 m
h) Second storey floor area:	150 m <sup>2</sup>
i) Maximum number apartment dwelling units:	50
j) Maximum number hotel units:	154
k) Dwelling Units	Not permitted on the 2 <sup>nd</sup> storey (mezzanine) or 25 <sup>th</sup> storey (mechanical penthouse).
l) Maximum Floor Area Ratio:	11.9:1
m) Amenity Area:  i) For the purposes of this By-law, all areas intended for recreational purposes on the property, including shared hotel and residential facilities, will be included in the calculations for amenity area	
n) Landscape Area abutting a PC zone:	None required
o) In-ground Swimming Pool setbacks: i) West Side Yard: ii) East Side Yard:	14 m 3 m 3 m

iii) Rear Yard as measured from the PC zone:	
<p>p) Parking:</p> <p>i) Apartment Dwelling Units:</p> <p>ii) Designated accessible apartment dwelling units:</p> <p>iii) A required occupant parking space, excluding designated accessible parking, can be provided in an automated parking system.</p>	<p>1 space per unit</p> <p>None required</p>
<p>q) Notwithstanding Part 1, Section 2.26(1)(a), an automated parking system, including vertical lifts and pallet systems, shall be permitted to provide required parking vehicle stackers where parking spaces shall not be readily accessible without obstructions at all times without the necessity of moving any other vehicle or obstruction.</p> <p>r) Vertical lifts and parking pallet systems within an automated parking system shall have the following dimensions:</p> <p>i) width of 2.5 m;</p> <p>ii) length of 5.5 m;</p> <p>iii) area of 13.75 m<sup>2</sup></p> <p>iv) vertical clearance of 2 m</p>	
<p>s) For the purposes of this by-law an automated parking system shall be defined as follows:</p> <p>i) An automated system for the purpose of parking and retrieving motor vehicles and without the use of ramping or driveway aisles, and which may include but is not limited to, a vertical lift and the storage of cars on parking pallets.</p>	
<p>t) Bicycle Parking:</p> <p>i) Short-term:</p> <p>ii) Long-term:</p>	<p>0.05 spaces per unit</p> <p>0.5 spaces per unit</p>
<p>u) Bicycle Parking space size:</p> <p>i) Vertical space:</p> <p>ii) Stackable space:</p>	<p>0.6m x 1.2 m</p> <p>0.6 m x 1.8 m</p>
<p>v) For the purpose of Bicycle parking regulations:</p> <p>i) Long-term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a</p>	

building. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit, on a balcony or in a storage locker.

- ii) Short-term bicycle parking spaces are bicycle parking spaces for use by visitors to a building. Short-term bicycle parking spaces are to be located close to a building entrance and sheltered from the elements.
- iii) Bicycle parking shall be permitted between the building and Old Lakeshore Road.

6 a) When no notice of appeal is filed pursuant to the provisions of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, this By-law shall be deemed to have come into force on the day it was passed.

6 b) If one or more appeals are filed pursuant to the provisions of the *Planning Act*, as amended, this by-law does not come into force until all appeals have been finally disposed of, and except for such parts as are repealed or amended in accordance with an order of the Ontario Land Tribunal this By-law shall be deemed to have come into force on the day it was passed.

Enacted and passed this 6 day of January, 2026.

Mayor Marianne Meed Ward \_\_\_\_\_

Deputy Clerk Lisa Palermo \_\_\_\_\_

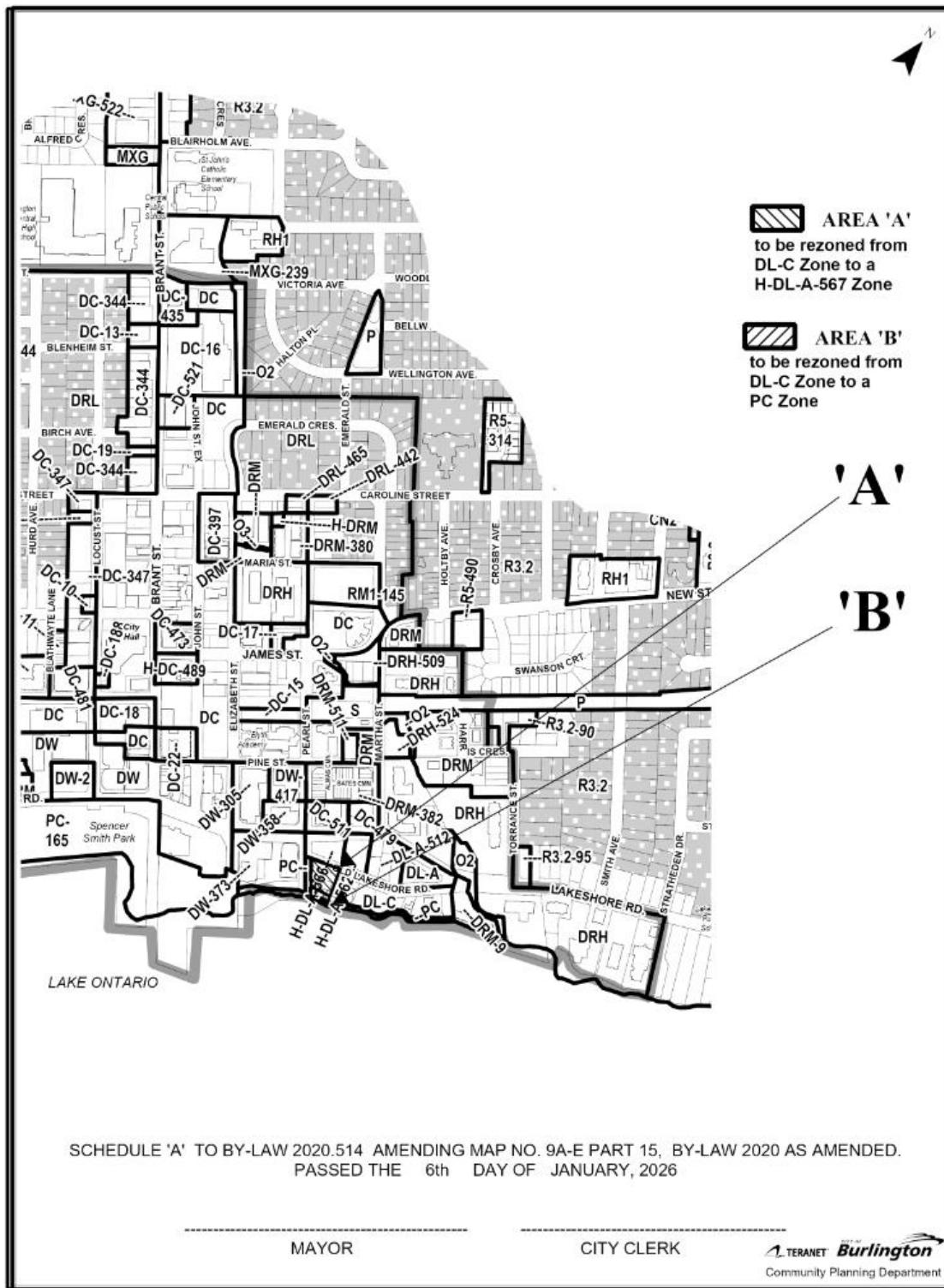


## Explanation of Purpose and Effect of By-Law 2020.514

By-law 2020.514 rezones 2076 Old Lakeshore Road to permit a 25-storey mixed use building.

For further information regarding By-law 2020.514, please contact Alicia West of the Burlington Community Planning Department at (905) 335-7600, extension 7504.

# Schedule "A"



## **AMENDMENT NO. 159 TO THE OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA**

Whereas the Council of the Corporation of the City of Burlington in accordance with the provisions of Section 17 and 21 of the Planning Act, 1990, as amended, approved the recommendation in community planning department report DGM-06-26 at its meeting held on January 6, 2026.

### **PART A – PREAMBLE**

#### **1. PURPOSE OF THE AMENDMENT**

The purpose of this Amendment is to amend the existing “Old Lakeshore Road Mixed Use Precinct” designation of 2076 Old Lakeshore Road to permit a 25-storey mixed-use building (inclusive of mezzanine and mechanical penthouse) consisting of 154 hotel suites and 50 residential units on the subject lands with a Floor Area Ratio of 11.9:1.

#### **2. SITE AND LOCATION**

The subject lands are municipally known as 2076 Old Lakeshore Road and are located on the south side of Old Lakeshore Road, between Pearl Street and Martha Street. The subject lands are irregular in shape and have an area of 0.22 hectares and back onto Lake Ontario.

#### **3. BASIS FOR THE AMENDMENT**

- a) The subject applications propose intensification that is consistent with the Provincial Planning Statement (PPS), 2024. The PPS promotes a range and mix of uses which efficiently use land, resources, infrastructure, and public service facilities and are supportive of public transit.
- b) Intensification of land within built-up, serviced areas of the City makes more efficient use of existing developed lands and meets the intent of the Region of Halton Official Plan.
- c) The proposed mixed-use building consists of a height of 25 storeys (inclusive of mezzanine and mechanical penthouse), and a Floor Area Ratio of 11.9:1. The Downtown Mixed use Centre – Old Lakeshore Road Precinct permits mixed use buildings with a height of 10 storeys and a FAR of 4.5.
- d) The subject lands are within close proximity of commercial land uses, various community services and facilities, and is directly serviced by Burlington Transit.

## **PART B – THE AMENDMENT**

### **1. DETAILS OF THE AMENDMENT**

#### **Map Change:**

Schedule B indicates the lands to be maintained within the designation of Downtown Mixed Use Centre- Old Lakeshore Precinct with site specific provisions.

#### **Text Change:**

The text of the Official Plan of the City of Burlington, as amended, is hereby amended as follows:

By adding the following site-specific policy q) at the end of Part III, Land Use Policies – Urban Planning Area, Section 5.5 Downtown Mixed Use Centre designation, Subsection 5.5.7.2 Site Specific Policies as follows:

2076 Old Lakeshore Road	<p>n) Notwithstanding the policies of Part III, Subsection 5.5.7.2 of this plan on the lands identified as 2076 Old Lakeshore Road and designated “Old Lakeshore Road Mixed Use Precinct”, the following policies <i>shall</i> apply:</p> <p>i) The maximum floor <i>area ratio shall</i> be 11.9:1;</p> <p>ii) The maximum height shall be 25 storeys (inclusive of mechanical penthouse and mezzanine).</p> <p>Notwithstanding the policies of Part III, Subsection 5.5.7.2 j), and Notwithstanding Part II, Subsection 9.4.2 m), the following policies shall apply for a waterfront trail in the Old Lakeshore Road Precinct in the West Sector:</p> <p>i. dedicate free of charge to the City, lands below the stable top of bank;</p> <p>ii. dedicate free of charge to the City, the completed Waterfront Trail and associated land;</p> <p>iii. dedicate free of charge to the City, any required links to adjacent public open space, roadways and other properties.</p>

### **2. INTERPRETATION**

This Official Plan Amendment shall<sup>93</sup> be interpreted in accordance with the “Interpretation” policies of Part VI, Implementation, Section 3.0, Interpretation, of the

Official Plan of the Burlington Planning Area.

### **3. IMPLEMENTATION**

This Official Plan Amendment will be implemented in accordance with the appropriate “Implementation” policies of Part VI of the Official Plan of the City of Burlington.

The Corporation of the City of Burlington

City of Burlington By-law 01-2026

A by-law to adopt Official Plan Amendment No. 159  
to permit a 25-storey mixed-use building

at 2076 Old Lakeshore

File: 520-10/25 and 505-09-25 (DGM-06-26)

Whereas the Council of the Corporation of the City of Burlington in accordance with the provisions of Section 17 and 21 of the Planning Act, 1990, as amended, approved recommendation DGM-06-26 at its special meeting held on January 6, 2026.

Now therefore the Council of the Corporation of the City of Burlington hereby enacts as follows:

1. That Amendment No.159 to the Official Plan (1994) of the Burlington Planning Area, as amended, consisting of the attached amendment and supporting documentation is hereby adopted.
2. That this by-law shall come into full force and take effect on the final day of passing thereof.

Enacted and passed this 6<sup>th</sup> day of January, 2026

Mayor Marianne Meed Ward \_\_\_\_\_

Deputy Clerk Lisa Palermo \_\_\_\_\_

## **AMENDMENT NO. 159 TO THE OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA**

Whereas the Council of the Corporation of the City of Burlington in accordance with the provisions of Section 17 and 21 of the Planning Act, 1990, as amended, approved the recommendation in community planning department report DGM-06-26 at its meeting held on January 6, 2026.

### **PART A – PREAMBLE**

#### **1. PURPOSE OF THE AMENDMENT**

The purpose of this Amendment is to amend the existing “Old Lakeshore Road Mixed Use Precinct” designation of 2076 Old Lakeshore Road to permit a 25-storey mixed-use building (inclusive of mezzanine and mechanical penthouse) consisting of 154 hotel suites and 50 residential units on the subject lands with a Floor Area Ratio of 11.9:1.

#### **2. SITE AND LOCATION**

The subject lands are municipally known as 2076 Old Lakeshore Road and are located on the south side of Old Lakeshore Road, between Pearl Street and Martha Street. The subject lands are irregular in shape and have an area of 0.22 hectares and back onto Lake Ontario.

#### **3. BASIS FOR THE AMENDMENT**

- a) The subject applications propose intensification that is consistent with the Provincial Planning Statement (PPS), 2024. The PPS promotes a range and mix of uses which efficiently use land, resources, infrastructure, and public service facilities and are supportive of public transit.
- b) Intensification of land within built-up, serviced areas of the City makes more efficient use of existing developed lands and meets the intent of the Region of Halton Official Plan.
- c) The proposed mixed-use building consists of a height of 25 storeys (inclusive of mezzanine and mechanical penthouse), and a Floor Area Ratio of 11.9:1. The Downtown Mixed use Centre – Old Lakeshore Road Precinct permits mixed use buildings with a height of 10 storeys and a FAR of 4.5.
- d) The subject lands are within close proximity of commercial land uses, various community services and facilities, and is directly serviced by Burlington Transit.

## PART B - THE AMENDMENT

### 1. DETAILS OF THE AMENDMENT

#### Map Change:

Schedule B indicates the lands to be maintained within the designation of Downtown Mixed Use Centre- Old Lakeshore Precinct with site specific provisions.

#### Text Change:

The text of the Official Plan of the City of Burlington, as amended, is hereby amended as follows:

By adding the following site-specific policy q) at the end of Part III, Land Use Policies – Urban Planning Area, Section 5.5 Downtown Mixed Use Centre designation, Subsection 5.5.7.2 Site Specific Policies as follows:

2076 Old Lakeshore Road	<p>n) Notwithstanding the policies of Part III, Subsection 5.5.7.2 of this plan on the lands identified as 2076 Old Lakeshore Road and designated “Old Lakeshore Road Mixed Use Precinct”, the following policies <i>shall</i> apply:</p> <ul style="list-style-type: none"><li>i) The maximum floor <i>area ratio shall</i> be 11.9:1;</li><li>ii) The maximum height shall be 25 storeys (inclusive of mechanical penthouse and mezzanine).</li></ul> <p>Notwithstanding the policies of Part III, Subsection 5.5.7.2 j), and Notwithstanding Part II, Subsection 9.4.2 m), the following policies shall apply for a waterfront trail in the Old Lakeshore Road Precinct in the West Sector:</p> <ul style="list-style-type: none"><li>i. dedicate free of charge to the City, lands below the stable top of bank;</li><li>ii. dedicate free of charge to the City, the completed Waterfront Trail and associated land;</li><li>iii. dedicate free of charge to the City, any required links to adjacent public open space, roadways and other properties.</li></ul>
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## **2. INTERPRETATION**

This Official Plan Amendment shall be interpreted in accordance with the “Interpretation” policies of Part VI, Implementation, Section 3.0, Interpretation, of the Official Plan of the Burlington Planning Area.

## **3. IMPLEMENTATION**

This Official Plan Amendment will be implemented in accordance with the appropriate “Implementation” policies of Part VI of the Official Plan of the City of Burlington.

The Corporation of The City Of Burlington

City of Burlington By-Law Number 2020.514

A By-law to amend By-law 2020, as amended for 2076 Old Lakeshore Road to facilitate the development of a 25-storey mixed use building consisting of 154 hotel suites and 50 residential units.

File Nos.: 505-09-25 and 520-10/25

DGM-06-25

Whereas Section 34(1) of the Planning Act, R.S.O. 1990, c. P. 13, as amended, states that Zoning By-laws may be passed by the councils of local municipalities; and

Whereas the Council of the Corporation of the City of Burlington approved Recommendation DGM-06-26 on January 6, 2026, to amend the City's existing Zoning By-law 2020, as amended, to permit a 25-storey mixed use building consisting of 154 hotel suites and 50 residential units;

The Council of The Corporation of the City of Burlington hereby enacts as follows:

1. Zoning Map Number 9A of PART 15 to By-law 2020, as amended, is hereby amended as shown on Schedule "A" attached to this By-law.
2. The lands designated as "A" on Schedule "A" attached hereto are hereby rezoned from DL-C (Downtown Old Lakeshore Road) zone to the H-DL-A-567 (Downtown Old Lakeshore Road) zone with a holding and site-specific regulations.
3. The lands designated as "B" on Schedule "A" attached hereto are hereby rezoned from DL-C (Downtown Old Lakeshore Road) to PC (Community Park) zone.
4. Part 11 of By-law 2020, as amended, Holding Zone Provisions, is hereby amended by the addition of the following section to Appendix A:

**#106      H-DL-A-567**

**Map 9A**

**Resolution:**

The Holding symbol shall be removed from the zoning designation by way of an amending by-law when:

- a) A revised Sun Shadow Study has been submitted and reviewed to the satisfaction of the Director of Community Planning;
- b) That sufficient wastewater services are available to the satisfaction of the Regional Municipality of Halton and the City of Burlington. In this regard, downstream sewer constraints that include the sanitary sewer pumping station shall be addressed and any upgrades and/or replacement for the station be constructed and in operation, or

other arrangements, satisfactory to Halton Region, have been made for the provision of wastewater services; and,

- c) That a revised Transportation Impact Study has been submitted and reviewed to the satisfaction of the Director of Planning in consultation with the Director of Transportation.

5. PART 14 of By-law 2020, as amended, Exceptions to Zone Designations, is amended by adding a new Exception 567 with the following:

Exception 567	Zone H-DL-A	Map 9A	Amendment 2020.514	Enacted January 6, 2026
<b>1. <u>Permitted Uses:</u></b>				
a) In addition to the uses permitted in the DL-A zone, the following uses shall also be permitted;				
i) An apartment building with hotel.				
ii) Notwithstanding Part 6, Section 2A, Table 6.2.1, footnote (g), permitted uses on the ground floor of an apartment or hotel building shall include retail, service commercial, all office uses, an apartment building lobby and hotel lobby.				
<b>2. <u>Regulations for an apartment building with hotel:</u></b>				
a) Yards:				
i) Abutting Old Lakeshore Road:				
i. Floors 1 and 2 (mezzanine)			0 m to column; 2 m to building	
ii. Floors 3 and 4			0 m	
iii. Floors 5 to 24			2.5 m	
iv. Floor 25 (Mechanical Penthouse)			5 m	
ii) West Side Yard:				
i. Floors 1 and 2 (mezzanine)			0 m to column; 2 m to building	
ii. Floors 3 to 23			0 m	
iii. Floor 24			0 m to terrace; 6.5 m to building	
iv. Floor 25 (Mechanical Penthouse)			6.5 m	
iii) East Side Yard:				
i. Floors 1 to 3			0 m	
ii. Floors 4 to 25 (Mechanical Penthouse)			5.5 m	
iv) Rear Yard abutting the PC zone:				
a) Floors 1 to 3			11.8 m	

b) Floors 4 to 24 c) Floor 25 (Mechanical Penthouse)	13.3 m 16.5 m
b) Notwithstanding Part 6, Section 4.1, Table 6.4.1, the maximum yards abutting a street shall not apply.	
c) Setback for below-grade parking structures from easterly and westerly property lines and street lines: Rear Yard abutting the PC zone:	0 m 11.8 m
d) Setback from the top of the long-term stable slope of Lake Ontario:	9 m
e) Maximum Building Height:	25 storeys (inclusive of mezzanine and mechanical penthouse) and up to 80 metres measured from grade including mechanical penthouse.
f) Height of first storey:	3 m
g) Height of second storey:	2.5 m
h) Second storey floor area:	150 m <sup>2</sup>
i) Maximum number apartment dwelling units:	50
j) Maximum number hotel units:	154
k) Dwelling Units	Not permitted on the 2 <sup>nd</sup> storey (mezzanine) or 25 <sup>th</sup> storey (mechanical penthouse).
l) Maximum Floor Area Ratio:	11.9:1
m) Amenity Area:  i) For the purposes of this By-law, all areas intended for recreational purposes on the property, including shared hotel and residential facilities, will be included in the calculations for amenity area	
n) Landscape Area abutting a PC zone:	None required
o) In-ground Swimming Pool setbacks:  i) West Side Yard:  ii) East Side Yard:  iii) Rear Yard as measured from the PC zone:	14 m 3 m 3 m
p) Parking:	

<ul style="list-style-type: none"> <li>i) Apartment Dwelling Units:</li> <li>ii) Designated accessible apartment dwelling units:</li> <li>iii) A required occupant parking space, excluding designated accessible parking, can be provided in an automated parking system.</li> </ul>	<p>1 space per unit</p> <p>None required</p>
<ul style="list-style-type: none"> <li>q) Notwithstanding Part 1, Section 2.26(1)(a), an automated parking system, including vertical lifts and pallet systems, shall be permitted to provide required parking vehicle stackers where parking spaces shall not be readily accessible without obstructions at all times without the necessity of moving any other vehicle or obstruction.</li> <li>r) Vertical lifts and parking pallet systems within an automated parking system shall have the following dimensions: <ul style="list-style-type: none"> <li>i) width of 2.5 m;</li> <li>ii) length of 5.5 m;</li> <li>iii) area of 13.75 m<sup>2</sup></li> <li>iv) vertical clearance of 2 m</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>s) For the purposes of this by-law an automated parking system shall be defined as follows: <ul style="list-style-type: none"> <li>i) An automated system for the purpose of parking and retrieving motor vehicles and without the use of ramping or driveway aisles, and which may include but is not limited to, a vertical lift and the storage of cars on parking pallets.</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>t) Bicycle Parking: <ul style="list-style-type: none"> <li>i) Short-term:</li> <li>ii) Long-term:</li> </ul> </li> </ul>	<p>0.05 spaces per unit</p> <p>0.5 spaces per unit</p>
<ul style="list-style-type: none"> <li>u) Bicycle Parking space size: <ul style="list-style-type: none"> <li>i) Vertical space:</li> <li>ii) Stackable space:</li> </ul> </li> </ul>	<p>0.6m x 1.2 m</p> <p>0.6 m x 1.8 m</p>
<ul style="list-style-type: none"> <li>v) For the purpose of Bicycle parking regulations: <ul style="list-style-type: none"> <li>i) Long-term bicycle parking spaces are bicycle parking spaces for use by the occupants, employees or tenants of a building, and must be located in a building. Required long term bicycle parking spaces in apartment buildings may not be in a dwelling unit, on a balcony or in a storage locker.</li> <li>ii) Short-term bicycle parking spaces are bicycle parking spaces for use by visitors to a building. Short-term bicycle parking spaces are to be located close to a building entrance and sheltered from the elements.</li> </ul> </li> </ul>	

iii) Bicycle parking shall be permitted between the building and Old Lakeshore Road.
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6. a) When no notice of appeal is filed pursuant to the provisions of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, this By-law shall be deemed to have come into force on the day it was passed.
6. b) If one or more appeals are filed pursuant to the provisions of the *Planning Act*, as amended, this by-law does not come into force until all appeals have been finally disposed of, and except for such parts as are repealed or amended in accordance with an order of the Ontario Land Tribunal this By-law shall be deemed to have come into force on the day it was passed.

Enacted and passed this 6th day of January, 2026.

Mayor Marianne Meed Ward \_\_\_\_\_

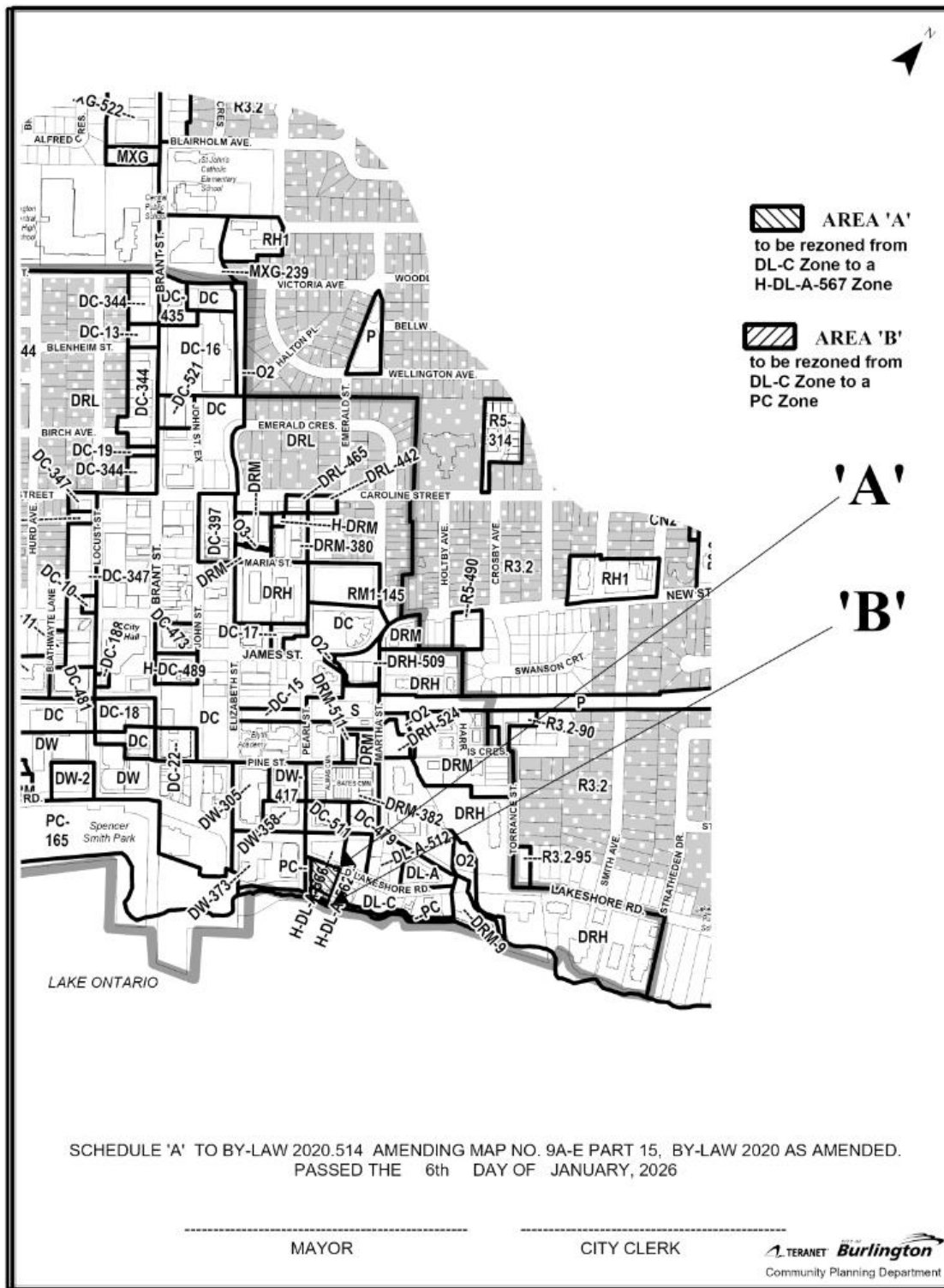
Deputy Clerk Lisa Palermo \_\_\_\_\_

### Explanation of Purpose and Effect of By-Law 2020.514

By-law 2020.514 rezones 2076 Old Lakeshore Road to permit a 25-storey mixed use building.

For further information regarding By-law 2020.514, please contact Alicia West of the Burlington Community Planning Department at (905) 335-7600, extension 7504.

# Schedule "A"





The Corporation of the City of Burlington

City of Burlington By-law 02-2026

A by-law to confirm the proceedings of the  
meeting of Special Council of the Corporation of the  
City of Burlington held on Tuesday, January 6, 2026

Whereas according to Section 5 of the *Municipal Act*, 2001, c. 25 as it may be amended from time to time, the powers of The Corporation of the City of Burlington are to be exercised by the Council of The Corporation of the City of Burlington and municipal powers are to be exercised by by-law; and

Whereas it is deemed expedient that the actions of the Council of The Corporation of the City of Burlington be confirmed and adopted by by-law;

Now therefore the Special Council of the Corporation of the City of Burlington hereby enacts as follows:

1. The actions of the Council of The Corporation of the City of Burlington in respect of:
  - (a) each recommendation in the report of the Committees;
  - (b) Each motion, resolution and other action passed and taken by the Council of The Corporation of the City of Burlington at this meeting are hereby adopted and confirmed as if same were expressly included in this by-law.
2. The Mayor and the proper officials of The Corporation of the City of Burlington are hereby authorized and directed to do all things necessary to give effect to the action of the Council of The Corporation of the City of Burlington referred to in Section 1.

3. The Mayor, or in the absence of the Mayor, the Deputy Mayor, and the Clerk, or in the absence of the Clerk, the Deputy Clerk,
  - a) are authorized and directed to execute all documents necessary to the action taken by Council as described in Section 1, and
  - b) Are authorized and directed to affix the seal of The Corporation of the City of Burlington to all such documents referred to in Section 1.
4. This by-law comes into force on the day upon which is enacted by the Council of the Corporation of the City of Burlington.

Enacted and passed this 6<sup>th</sup> day of January, 2026.

Mayor Marianne Meed Ward \_\_\_\_\_

Deputy Clerk Lisa Palermo \_\_\_\_\_