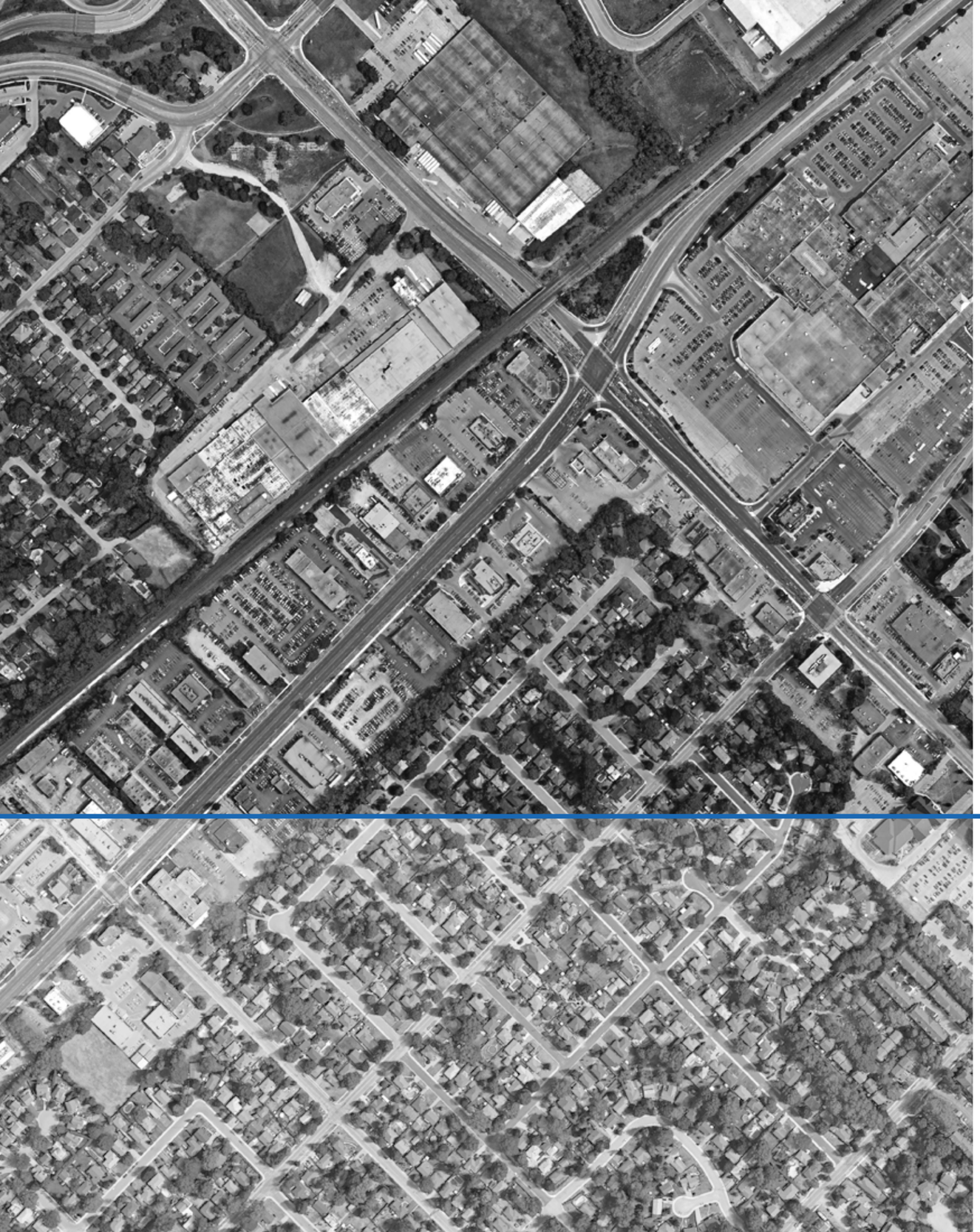


URBAN DESIGN BRIEF

2362 FAIRVIEW STREET
CITY OF BURLINGTON

MAY 2024
WESTON FILE #10844

WESTON CONSULTING

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

1.0 INTRODUCTION

Weston Consulting has prepared this Urban Design Brief ('UDB or Brief') on behalf of Jay Lockwood and Terry Martino (Architect) in support of an application for an Official Plan Amendment ('OPA') and Zoning By-Law Amendment ('ZBA'). The application seeks approval to permit an 11-storey mixed-use development on the lands municipally known as 2362 Fairview Street ('subject property').

This UDB elaborates on the improvements of the Urban Design Brief that has been presented to the Burlington Urban Design (BUD) Panel on December 14, 2023 and has been revised based on the comments received from the staff and neighbourhood through the BUD Panel and Public Engagement process which was held on January 17, 2024. This Brief includes discussions on how the proposed revised design responds to the comments and concerns raised by the BUD panel. The main design improvements are associated with the following considerations:

- Transition to the low-rise neighbourhood to the south;
- Connectivity of pedestrian movement through the site and public realm;
- Contribution to the public realm with providing increased setback to the Fairview Street line;
- Vehicular circulation, and
- Building details, massing, and materiality.

Additionally, this UDB includes illustrative demonstrations of how the proposed development minimizes overlooking and privacy to the neighbouring low-rise built forms and maintain adequate access to views and sunlight to reduce massing impacts on neighbouring properties

The UDB has been prepared in accordance with the City of Burlington's Terms of Reference and provides an analysis on how the new proposed development complies with relevant urban design policies contained in the Burlington Official Plan 2020. Applicable design guidelines have been addressed by showing how urban design considerations have been met. The applicable guidelines that are referenced in this Brief include:

- Design Guidelines for Mixed-Use & Residential Mid-Rise Buildings (2019); and,
- Sustainable Building & Development Guidelines (2021).

This UDB is intended to provide an overall summary of the current proposal and may be revised during detailed design stages.

2.0 SITE CONTEXT

2.1 Subject Property
2.2 Surrounding Context
2.3 Existing & Surrounding Site Photos

2.1 SUBJECT PROPERTY

The subject property is located on the south side of Fairview Street near the intersection of Fairview Street and Guelph Line. With a rectangular configuration, the subject property has a total area of 7,719.9 square metres (87.86 acres). The frontage along Fairview Street is approximately 92.77 metres and the lot depth is 83.25 metres.

Currently, the subject property is being used as a motor vehicle storage facility. There are two driveway accesses off Fairview Street. There are existing trees along property boundaries that have been recommended to be preserved in good health by the accompanying Arborist Report prepared by McFarlen Tree Care Inc. The current streetscape includes a concrete sidewalk with grassed boulevards on Fairview Street, and a few street trees. A 5-metre-wide easement for servicing purposes is located along the south property boundary.

Figure 1: Aerial Photo

2.2 SURROUNDING CONTEXT

The surrounding context can be described as having a mix of uses with predominantly retail and commercial uses along both sides of Fairview Street. The immediate vicinity of the subject property includes the following uses:

- **North:** Fairview Street is located immediately to the north of the subject property. A row of commercial properties are located to the north of Fairview Street, followed by the GO rail corridor. The Burlington GO Station is located approximately 875 metres northwest of the subject property. Beyond the rail corridor are a few industrial developments and residential neighbourhoods.

- **East:** A multi-tenant commercial building is located on the east side of the subject property, followed by a series of other commercial developments up to Guelph Line. The Burlington Centre shopping mall is located further east, occupying the southwest intersection of Guelph Line and Fairview Street.

- **South:** A low-rise residential neighbourhood occupies the south of the subject property. Semi-detached dwellings located on Barclay Road back onto the subject property.

- **West:** A commercial building (Value Village) is located to the west, followed by other commercial properties. The Halton Catholic District School Board is located further west at the intersection of Fairview Street and Drury Lane.

There are several amenities and facilities available throughout the community and on major roads as described below:

Parks and Community Amenities

- **Optimist Park** (<400m, Southwest): Located southwest of the subject property, this park offers a variety of recreational amenities that include tennis courts, a baseball field, a student's theatre, children's play equipment, and trails that connect to street sidewalks and the neighbouring Tom Thomson Public School.

- **Queensway Park** (<400m, North): This park is located between McDowell Road and Glenwood School Drive in the residential neighbourhood located north of the GO rail corridor, and includes a playground.

- **Central Park** (800-1200m, South): Located beyond 800 metres of the subject property, this park is noteworthy given its size and range of amenities. The park extends east-west from Guelph Line to Drury Lane and measures approximately 22 hectares. Accessed off of Guelph Line and Drury Lane, this park features a number of community facilities including: Central Library, Drury Lane Theatre, Burlington Lawn Bowling Club, Burlington Seniors' Centre, Burlington Tennis Club, Music and Drama Centre, Central Arena. Rotary Youth Centre, Central Park Bandshell. The park has a number of natural features including a community garden and forest.

- **Tecumseh Park** (<800m, East): A small neighbourhood park located on the east side of Guelph Line and adjacent to Tecumseh Public School.

Schools

- Tom Thomson Public School (<800m, West)
- Tecumseh Public School (<800m, East)

Transportation

- **Burlington Transit Bus Route 1**: This local bus route (Route 1-Plains) along Fairview Street offers an east-west connection within the City. This route connects Appleby GO Station at the east to the City of Hamilton GO Station at the west. Major destinations on route include Burlington GO Station, Mapleview Shopping Centre, and Burlington Centre shopping mall. The nearest bus stop to access this transit route is approximately 61 metres west of the subject property, in front of Value Village. It can be accessed through the street sidewalk.

- **Burlington GO Station:** This major transit station offers connections to Union Station in Toronto via the Lakeshore West GO Transit Line and is accessible from the subject property via the existing sidewalks on Fairview Street. It is also accessible through transit (Route 1) and vehicles. The Station also offers bus connections to Niagara Falls.

Active Transportation

- As per Schedule P- Long Term Cycling Master Plan of the Burlington Official Plan 2020, Fairview Street is identified to include a multi-use path and bike lane. There are marked shoulders on either side of Fairview Street for dedicated bike lanes. Fairview Street is furnished with sidewalks on both sides of the street. The south sidewalk is wider to accommodate a multi-use path. The bike lane and multi-use path on Fairview Street connect to the City's broader active transportation network facilitating future residents of the proposed development.

Retail / Commercial Areas

- **Fairview Street and Guelph Line:** There are a number of retail, commercial stores and medical offices on both sides of Fairview Street and Guelph Line, offering convenient access to daily needs.

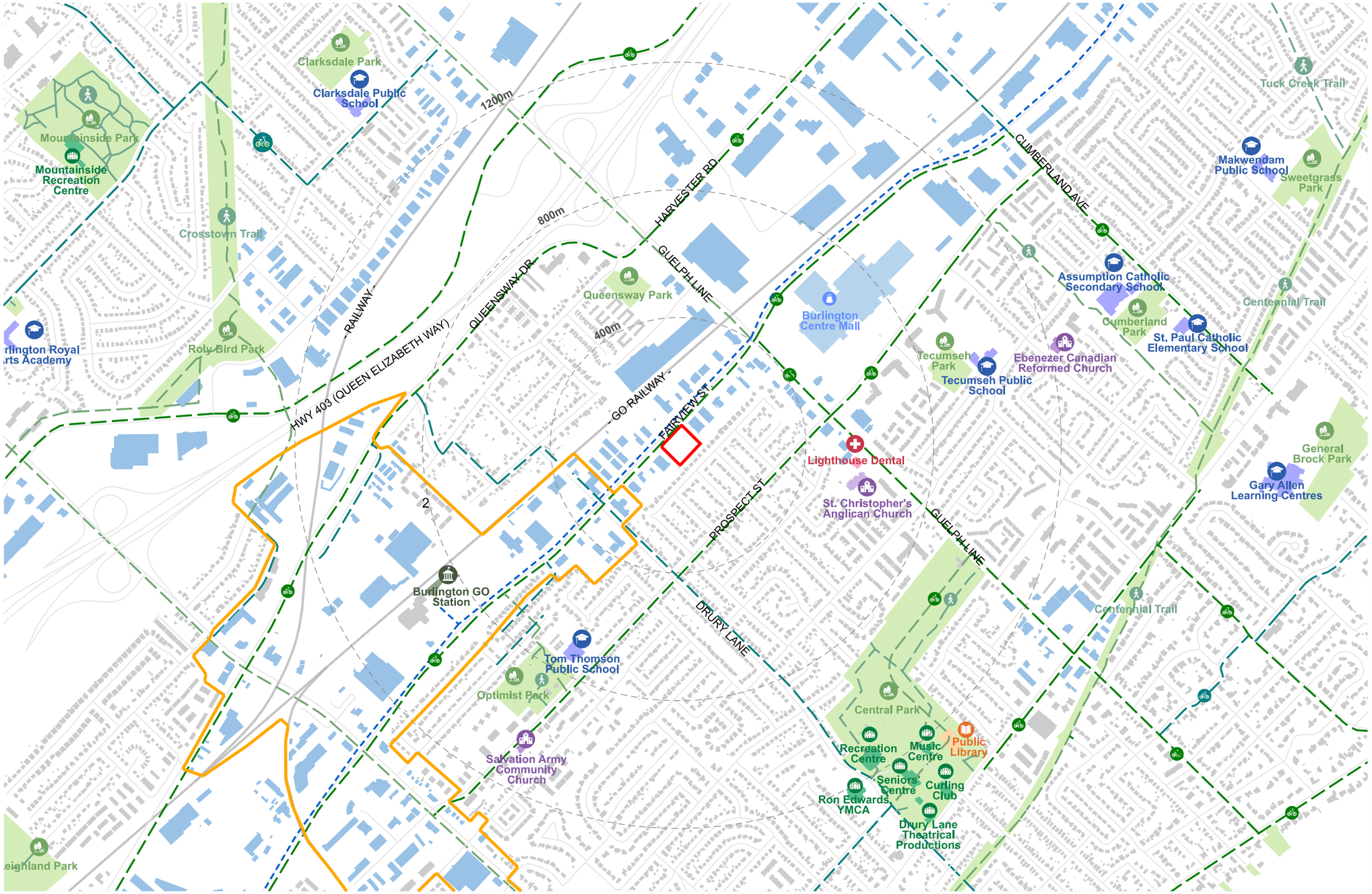
- **Burlington Centre:** A large-scale shopping mall is within the City of Burlington, offering a range of retail shores. The mall is located approximately 438 metres east and within a short walking distance of the subject property.

Seniors Housing

Within the surrounding community, there are a number of existing senior's housing and assisted care opportunities including:

- Home Well Senior Care facility is located across the subject property on 2349 Fairview Street.
- Bonnie Place on 500 Claridge Road is an aged care facility located close to Guelph Line and New Street.
- Chartwell Christopher Terrace Retirement Residence is a retirement community located at 3131 New Street.
- The Gardens by Maranatha another retirement community at 3290 New Street.
- Maranatha Homes at 3260 New Street is a retirement home.

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917
westonconsulting.com
1.800.363.3558 F. 905.738.9937



Legend

- Subject Property
- 400m/800m Buffer
- Road Centreline
- Railway
- Industrial/Commerical Buildings

Active Transportation Plan

- Bike Lanes
- Priority Bike Lanes
- Multi-use Trail
- Burlington Transit - Line 1

Communlty Ammenltles

- Notable Retail
- Schools
- Parks
- Places of Worship
- Transit Hub
- Healthcare
- Public Library
- Community Centre

City of Burlington Official Plan

- Major Transit Station Area (MTSA)

Figure 2: Context Map

2.3 SITE & SURROUNDING AREA PHOTOS

Figure 3: Site Photo Key Map

Existing Site Photos - Photos Taken October 2023

Along Fairview Street Looking North

View of Nearest Bus Stop in Front of Neighbouring 'Value Village'

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917
westonconsulting.com
1.800.363.3558 F. 905.738.9937

Surrounding Google Earth Street Views

Existing Multi-Use Pathway on Fairview Street

Existing Low-Rise Residential Dwellings on Barclay Road to the South

Dedicated Bike Lane on Fairview Street

View of Site

Commercial Building to the East

Entry to Burlington GO Station from Fairview Street

Figure 4: Existing Site Photos and Surrounding Street Views

3.0 DETAILED DESIGN

3.1 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development features an 11-storey C-shaped building with a central court. The total Gross Floor Area (GFA) is 28,599 square metres with a Floor Space Index (FSI) of 3.70. The ground floor includes a commercial unit and a community space. The 307-square-metre community space will be dedicated to community services. The program details will be determined at a later stage. A total of 338 units are proposed with various unit sizes and types ranging from bachelor units to three-bedroom. The ground floor includes two-storey, three-bedroom townhouses integrated into the podium. The building footprint measures 2,538 square metres with a 32.8% coverage.

The siting of the building maintains generous setbacks on all sides to situate the building mass appropriately, contribute to public realm streetscaping, and mitigate privacy and over-viewing issues with neighbouring developments. The front yard setback has been increased to 5.1 metres along Fairview Street allowing for landscaping opportunities that contribute to and enhance the greenery along the public realm and maintain a pedestrian-oriented environment. The setback at the west ranges from 7.5 to 8.85 metres, adequately separating the proposed building from the neighbouring property. A similar setback is maintained along the east boundary. A generous setback of 19.80 metres is maintained at the back to allow for adequate transitioning to the existing low-rise neighbourhood to the south. This area maintains a 5-metre wide landscape buffer for the protection of existing trees and the servicing easement.

Most parking is accommodated in three levels of underground parking with a few surface spaces for commercial and community uses.

An outdoor amenity area is located in the south part of the courtyard which is connected to the proposed walkway network throughout the site. Additional amenity spaces are on the rooftop and the 7th-floor terrace.

The proposed site plan prepared by Terry Martino Architects, is shown in Figure 5.

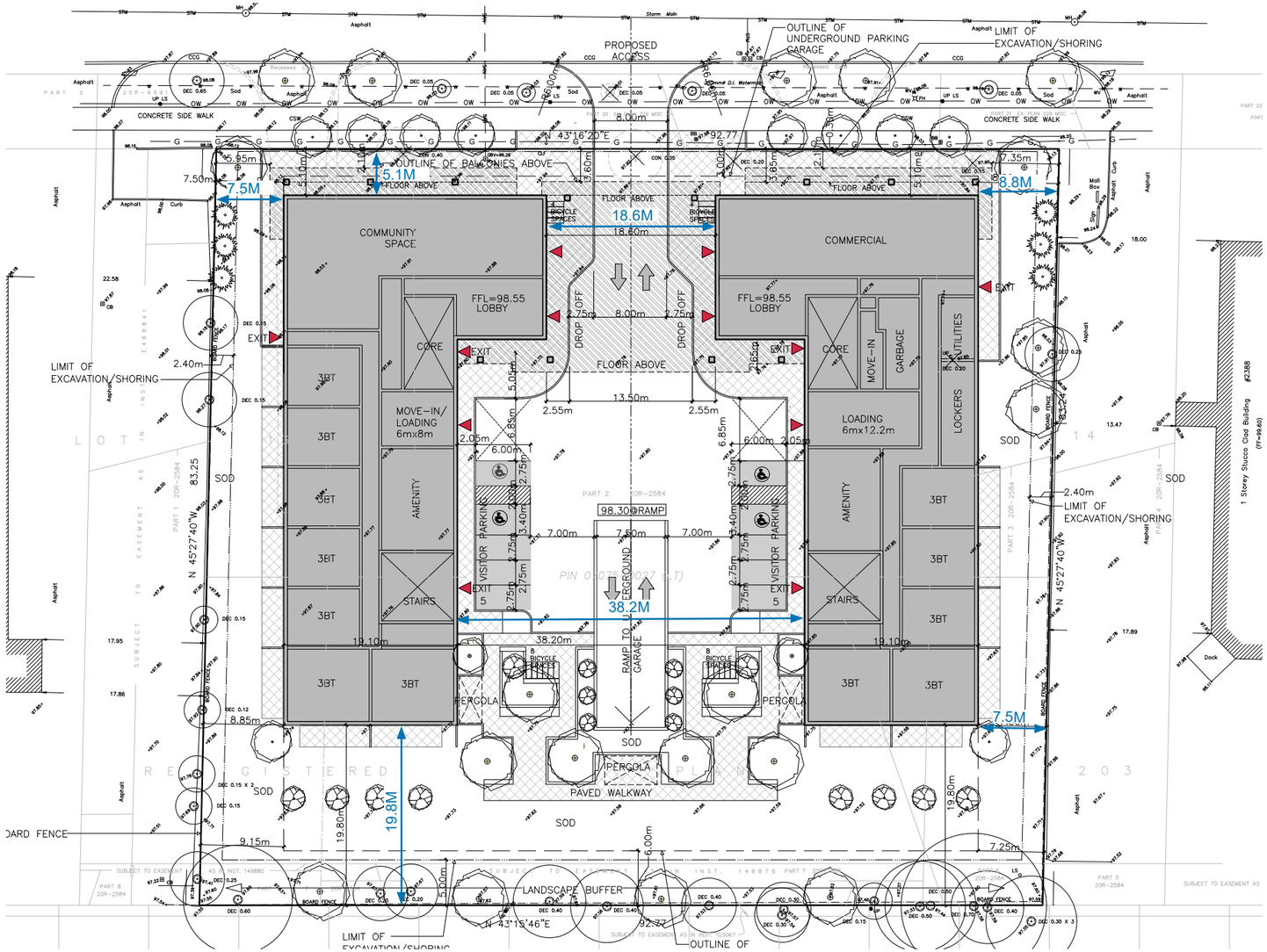


Figure 5: Site Plan - Prepared by Terry Martino Architects and Annotated by Weston Consulting

3.2 CONNECTIVITY

Vehicular Circulation & Access

The vehicular circulation on-site is centralized and designed to minimize conflict with pedestrians. The site design features a two-way driveway off Fairview Street that is beneath the 2nd floor and provides access to the central court, drop-off areas, and ramp to underground parking. The drop-off areas are conveniently located on both sides of the access driveway adjacent to the residential lobbies. The loading area in the east wing is directly connected to the waste collection area and is conveniently accessed through driveway. An additional loading area has been located in the west wing to ensure uninterrupted service to the residents. The north part of the courtyard provides adequate space for the turning and maneuvering of service vehicles.

Pedestrian Circulation & Access

Safe and accessible pedestrian circulation is achieved on-site through paved walkways that connect to street sidewalks. The concrete walkways will be designed based on applicable accessibility design standards, considering the grading conditions of the site and appropriate connections to the street sidewalk. Walkways near the entrance area allow for a wider pedestrian pathway to accommodate the pick-up and drop-off of residents and visitors. The pathway connects to the street sidewalk on Fairview Street. The outdoor amenity area at grade is also connected to the pathway providing a seamless pedestrian network across the site. On-site bicycle racks are located in both sides of the entrance area close to the sidewalk and in central outdoor amenity to facilitate the bicycle circulation between the proposed building and the cycling route along Fairview Street, encouraging sustainable transportation options.

By separating pedestrian and vehicular movement, the proposed development prioritizes the comfort and safety of pedestrians. This approach promotes a pedestrian-friendly environment and encourages residents and visitors to enjoy the amenities in the central courtyard and along Fairview Street.

Figure 7 illustrates the proposed circulation on-site.

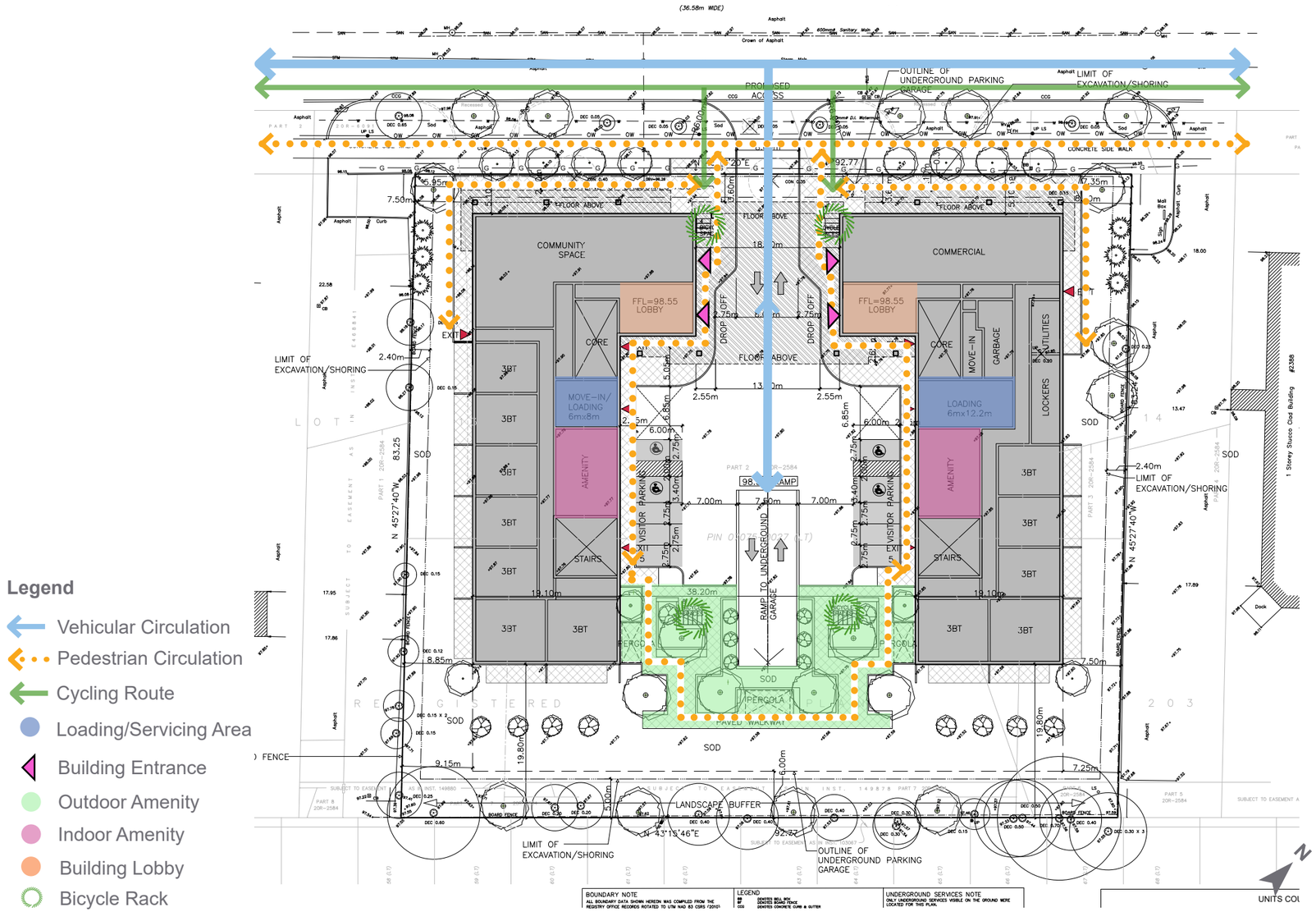


Figure 7: Circulation Plan - Site Plan Prepared by Terry Martino Architects and Annotated by Weston Consulting

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917

westonconsulting.com
1.800.363.3558 F. 905.738.9937

3.3 BUILT FORM & ARCHITECTURAL EXPRESSION

Built Form

The proposed building is 11-storeys high and has a C-shaped configuration. Massing breaks are introduced with a 4-storey podium (lower part) and a 7-storey upper part. Further articulation is provided through a distinct ground floor facade treatment, podium design, and characteristic design of the upper part with open and enclosed balconies. The upper part is set back three metres from the podium along Fairview Street for mass separation, reducing the massing impact from the street level, and ensuring a human-scaled street wall along Fairview Street.

The east and west wings of the building are gradually stepped back to be contained within an angular plane projected from the rear property line adjoining the existing low-rise residential neighbourhood. The setback to the rear property line progressively increases from the fourth to 11th storey, ranging from 19.8 to 41.8 metres. This strategic setback design ensures ample distance from the property line, allowing for a visually appealing building massing and minimizing potential overshadowing or visual impacts on the low-rise neighbourhood. Additionally, most residential units are oriented toward the north, east, and west directions to further enhance privacy to the south.

The building is centrally located on-site to accommodate landscape buffers along the site's perimeter. The landscaping will provide buffering from neighbouring properties, allow for the preservation of existing trees on and around the site, and maintain tree coverage for urban 'greening'.

Architectural Expression & Materiality

The proposed building integrates contemporary building elements and neutral colours and materiality. The facade design of the upper part breaks up the massing horizontally and vertically with characteristic balconies that add visual interest to the modular glass walls. The podium or lower building has a more robust look with the use of solid materials such as brick to differentiate from the upper building and minimize visual impact with a glazing facade.

The brick boxes have been divided into three separate elements with glass walls to seamlessly connect to the glazed street wall for better articulation and to lighten the overall massing.

Additionally, the projected balcony design has been changed to concrete slab with glass railing to create a lighter look throughout the building.

Figure 8: View Looking Northwest - Rendering Prepared by Terry Martino Architects

Elevations & Massing

The proposed building elevations illustrate the use of horizontal and vertical elements to create a sense of rhythm in the building facade. The main frontage of the building facing Fairview Street will integrate a balanced proportion of glazed and solid surfaces to promote transparency and an attractive street wall.

Materiality is proposed to create distinct building components:

- Ground Floor: Features a taller ceiling height with continuous glazing for visual transparency between the interior and exterior of the community space and commercial use.
- Floors 2 – 4: Floors 2 to 4 will feature glazed walls and recessed glass balconies alternating with vertical wall elements.
- Floors 6 - 11: The upper floors will feature extensive glazing with open and enclosed glass balconies, creating a unique architectural expression.

The proposed massing corresponds to a height increase from six storeys (as-of-right) to 11 storeys (proposed) to achieve higher density and support the City's intensification goals, as discussed in Section 4 of this report. The proposed design incorporates architectural elements and applies the angular plane from the rear property line to provide appropriate transitions to the surrounding properties and minimize shadow and privacy impact.

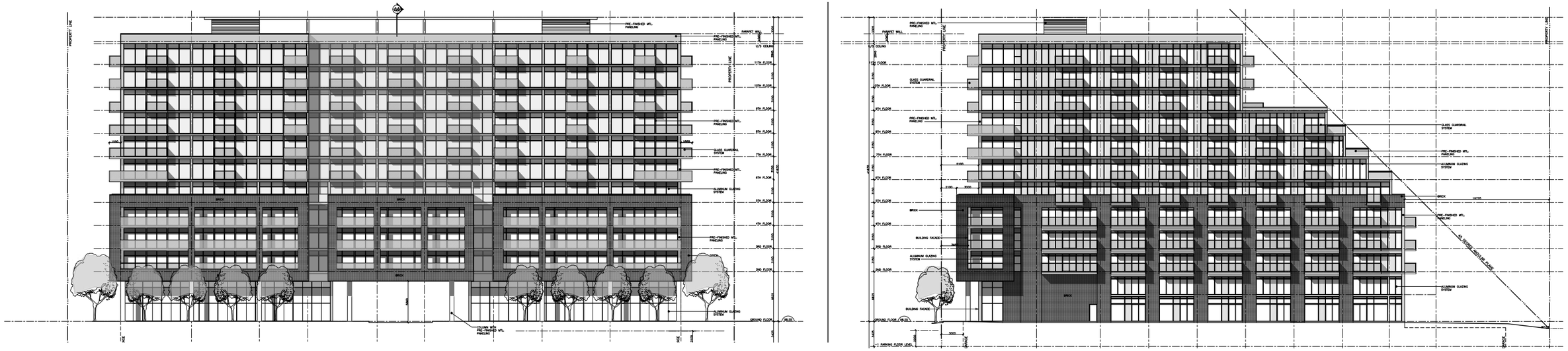


Figure 9: North Elevation (Left) and West Elevation (Right) - Prepared by Terry Martino Architects

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917
westonconsulting.com
1.800.363.3558 F. 905.738.9937

3.4 ANGULAR PLANE ANALYSIS STUDY

The proposed 11-storey development, with an overall height of 41.6 metres, has been designed to meet the angular plane requirements. The southern lot line of the subject property is shared with single detached dwellings.

To achieve compatibility and transition smoothly between different built forms, the proposed development's exterior design, colour palette, building materials ensure to harmonize with the existing low-rise buildings. The brick used in the facade articulation is influenced by the neighbouring townhouses and the glass enlightens the overall mass of the building and alleviates the visual impact.

In adherence to the angular plane requirements, figure 10 includes a section drawing that demonstrates conformity with the 45-degree angular plane. The plane is taken from the rear property line that is shared with the existing low-rise residential neighbourhood. Additionally, the angular plane is measured from the lowest grade elevation of 97.57 metres along the shared property line to ensure that the lower-scaled residential dwellings are not subject to additional shadow impacts resulting from grade changes.

The development has been terraced at every level, starting from the fourth storey, ensuring compliance with the angular plane and maintaining a harmonious relationship with the adjacent Neighbourhood designated lands.

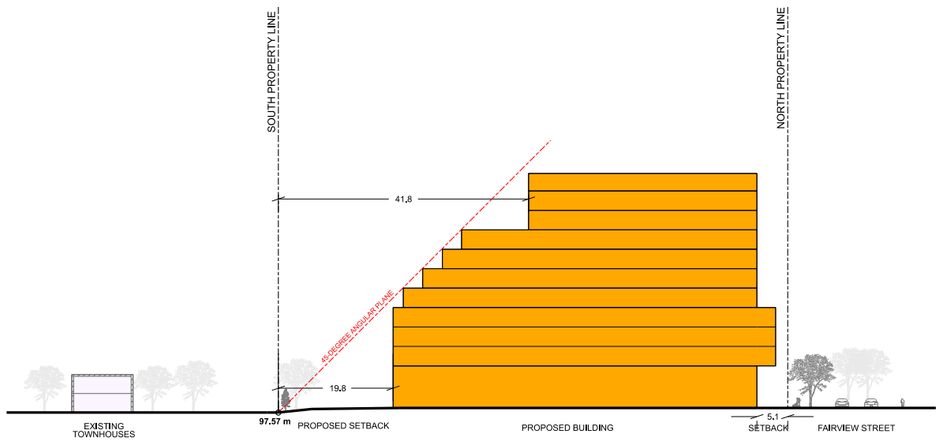


Figure 10: Cross Section Illustrating the 45° Angular Plane From Shared Lot Line

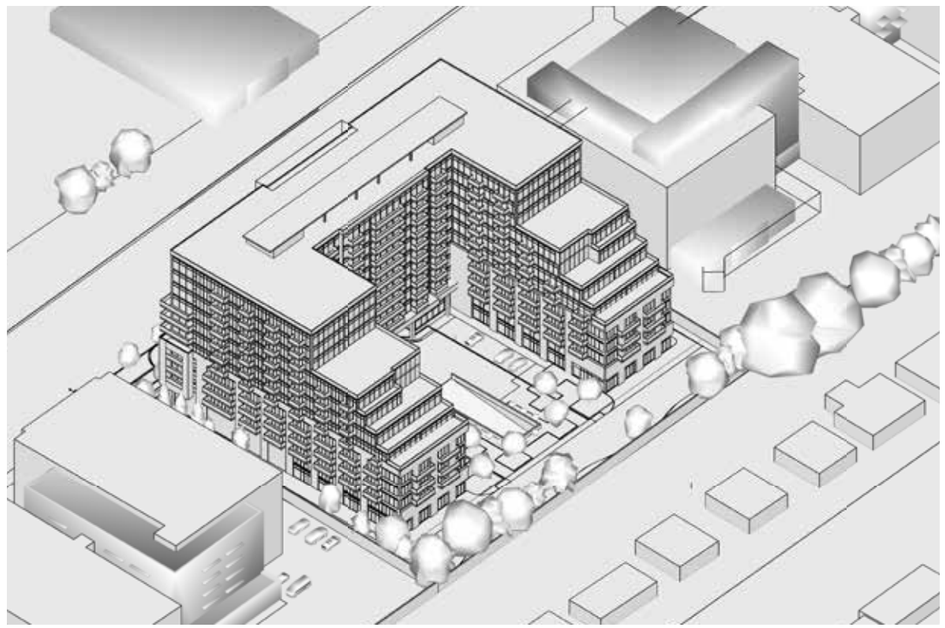


Figure 11: Axonometric View Looking Northeast Showing Terracing Strategy - Generated from the 3D Model Prepared by Terry Martino Architects

3.5 LIGHT AND VIEW PRIVACY

Maintaining adequate privacy and skyview are key considerations for transitioning and compatibility with the existing townhouses to the south. Accordingly, the diagrammatic cross-sections illustrated in Figures 13 and 14 show how the proposed building design with generous setbacks and massing step backs provide a compatible transition to the existing townhouse property.

Figure 12 shows the view shed from the rooftop amenity area towards the existing townhouse. The generous setback of 19.8 metres of the base building, additional step backs of the upper part provide enough separation and privacy. Raised planter beds and planting buffers on the rooftop amenity aid in the screening and buffering of views. Additionally, the majority of the existing townhouse building and its rear yard is outside of the view shed.

The 5-metre landscape buffer including the existing trees at grade along the south property line also provide screening and privacy.

Figure 13 shows a comprehensive analysis of available skyviews based on the proposed condition. The proposed building setback and stepbacks ensure the existing townhouse receives adequate daylight conditions. Additionally, The terracing of east and west wings helps to mitigate the shadow impacts on the neighbouring buildings to the south.

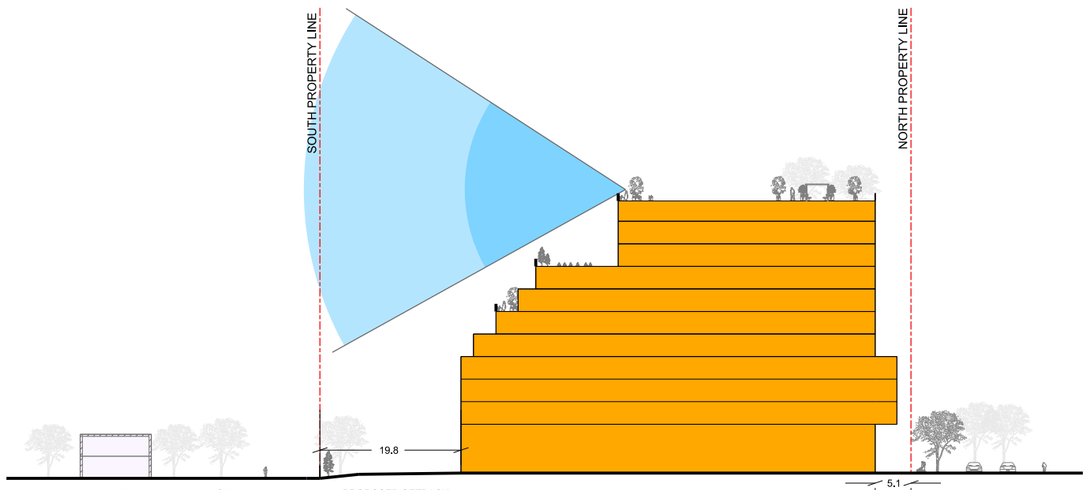


Figure 12: Cross-Section illustrating the Building Setback From the Existing Townhouse Property to the South and Privacy View Shed

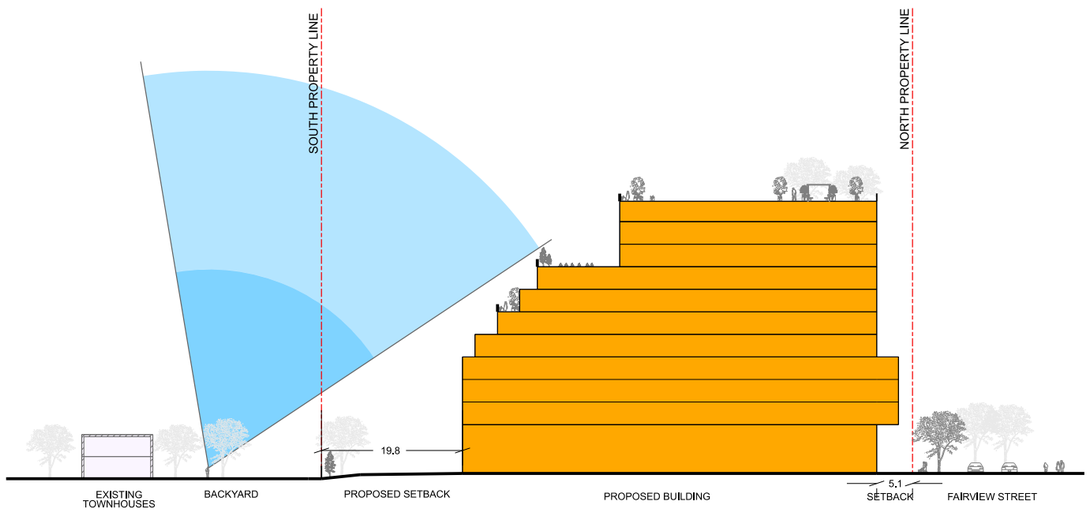


Figure 13: Cross-Section illustrating the Building Setback From the Existing Townhouse Property to the South and Extent of Skyview

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917
westonconsulting.com
1.800.363.3558 F. 905.738.9937

3.6 LANDSCAPING & BUILDING RELATIONSHIP TO STREETSCAPE

A Landscape Plan prepared by MSLA (Figure 14) illustrates the proposed landscaping treatments on-site. The proposed development will include hard and soft landscape on the ground floor to compliment the building and provide outdoor amenity areas for residents. The landscape design plays an important role in enhancing the streetscape, and maintaining the City's urban tree canopy.

The increased setback to the north property line to 5.1 metres allows for wider streetscape design. The street edge along Fairview Street frontage has been populated with furnitures, lightings, and planters to ensure a vibrant public realm and create a welcoming environment at the building's entrance. At rear, the 5-metre landscape buffer covered with the proposed trees and planters, is located to allow for existing trees preservation and to screen the internalized activities from the neighbourhood properties.

In addition to the at-grade outdoor amenity, the proposed building features open amenities on the 7th and 12th floor, surrounded by soft and hard landscape treatments, creating a visually appealing and enjoyable space for residents.

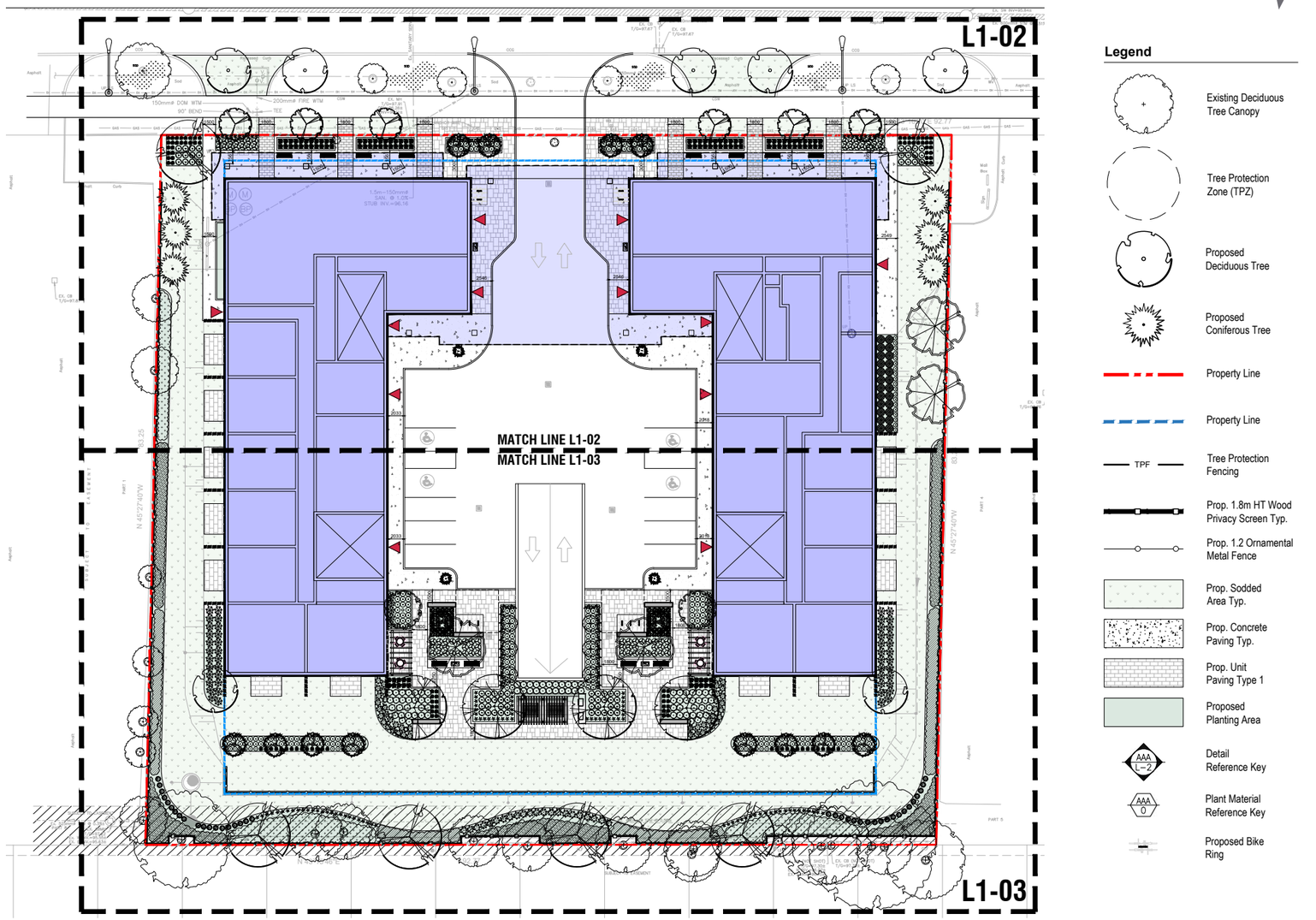


Figure 14: Landscape Plan - Prepared by MSLA

Streetscaping

Streetscaping involves the creation of an urban edge with a human-scaled street wall and green transitioning between the public and private realms. The existing multi-use pathway on Fairview Street will be enhanced with street trees and grassed boulevards. Hard and soft materials will surface the front setback area, and walkway connections will be established between the ground floor and the multi-use pathway. Additional greenery will be provided through planters with integrated seating.

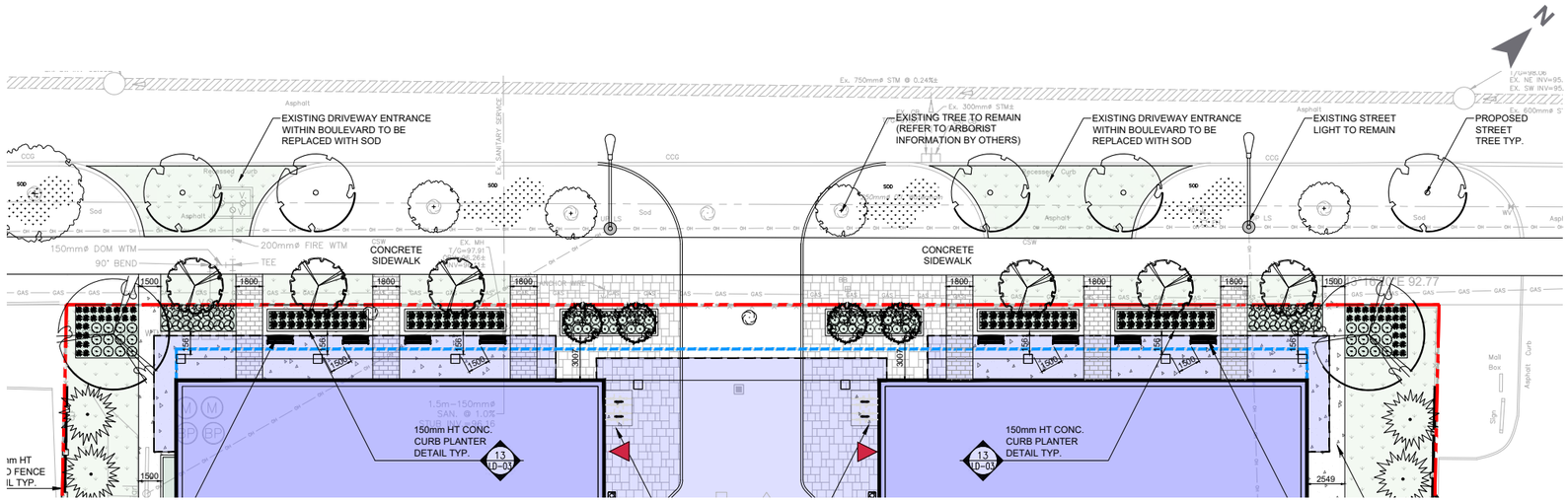


Figure 15: Plan View of Streetscape Design - Prepared by MSLA

Figure 16: View of Streetscape - Rendering Prepared by Terry Martino Architects

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917

westonconsulting.com
1.800.363.3558 F. 905.738.9937

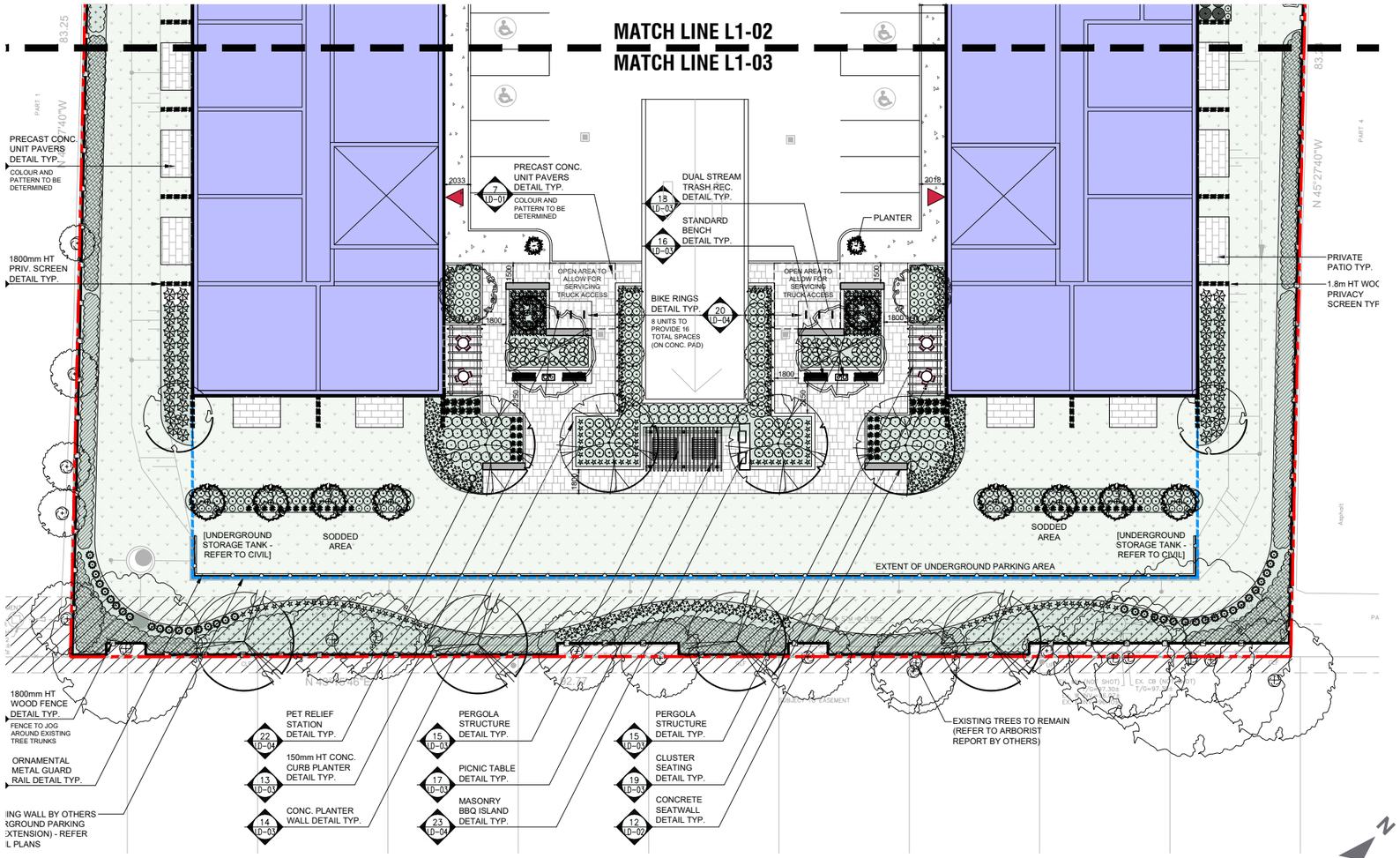
Figure 17: View of Internal Courtyard - Rendering Prepared by Terry Martino Architects

Courtyard & Amenity Areas

The central courtyard utilizes a combination of hard and soft landscaping to delineate pedestrian pathways, accommodate vehicle movement, and provide for the planting of trees and vegetation. A 5-metre landscape buffer will be maintained along the rear property boundary for the servicing easement and preservation of existing trees. This buffer will also provide visual screening between the proposed building and the existing residential buildings on Barclay Road to the south.

The central outdoor amenity area features planters, seating arrangements and shade structures. It also connects to the pathway to ensure and uninterrupted pedestrian movement. A range of gathering spaces has been designed within the amenity area to provide active communal spaces for the residents (Refer to Figure 18).

The rooftop amenity area is designed with clearly distinguishable functions for the residents that include a sports court, exercise area, multiple covered seating areas, shading structures, BBQ islands, billiard and ping pong table. The amenity area is screened by raised planters and proposed trees (Refer to Figure 19).



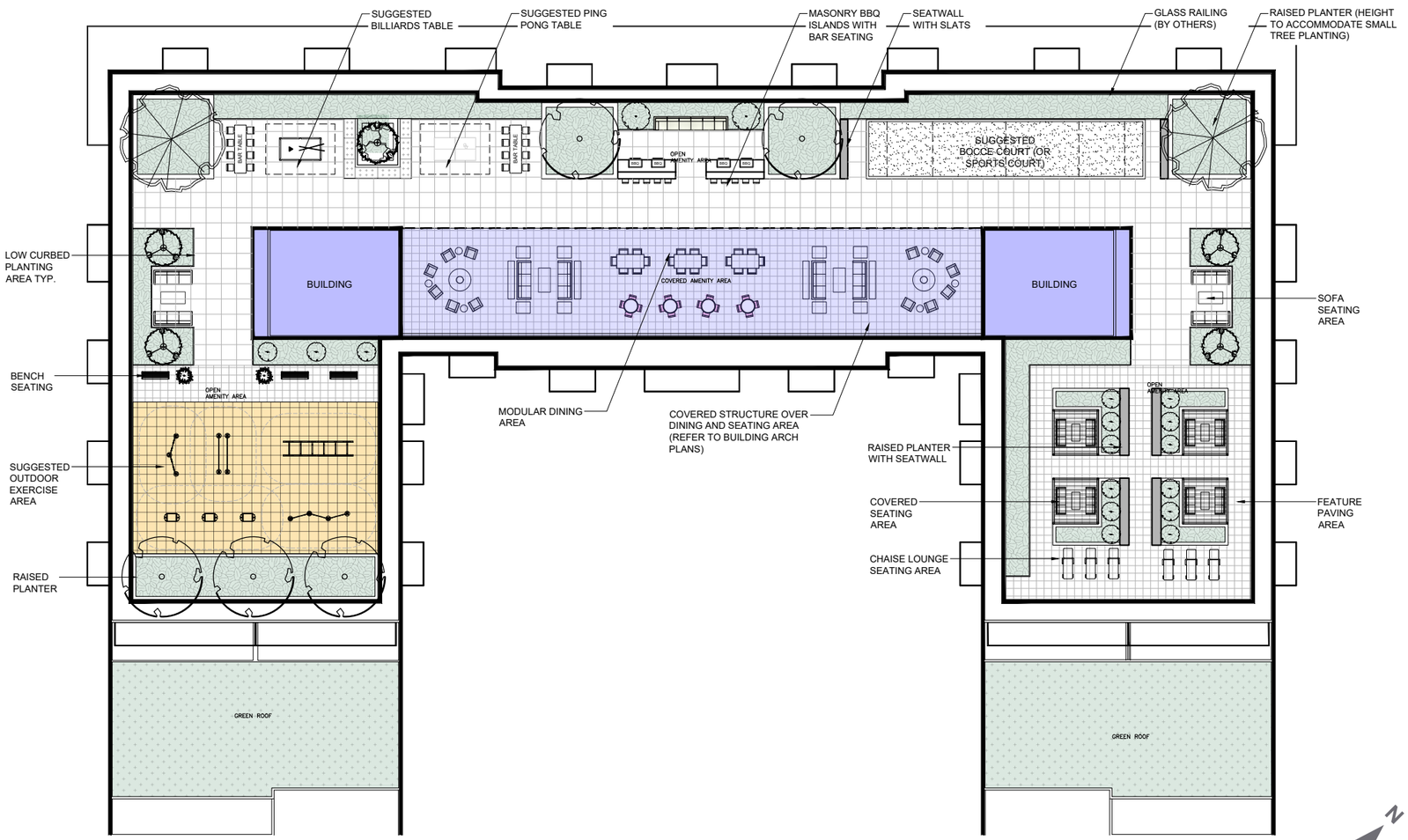
Legend

- Existing Deciduous Tree Canopy
- Proposed Deciduous Tree
- Proposed Coniferous Tree
- Plant Material Reference Key
- Proposed Bike Ring
- Property Line
- Property Line
- Prop. 1.8m HT Wood Privacy Screen Typ.
- Prop. 1.2 Ornamental Metal Fence
- Prop. Sodded Area Typ.
- Prop. Concrete Paving Typ.
- Prop. Unit Paving Type 1
- Proposed Planting Area

Figure 18: Landscape Plan Showing Courtyard and Perimeter Landscaping - Prepared by MSLA

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917

westonconsulting.com
1.800.363.3558 F. 905.738.9937



Legend

- Existing Deciduous Tree Canopy
- Proposed Deciduous Tree
- Proposed Coniferous Tree
- Detail Reference Key (AAA / L–2)
- Plant Material Reference Key (AAA / 0)
- Prop. 1.8m HT Wood Privacy Screen Typ.
- Prop. 1.2 Ornamental Metal Fence
- Prop. Sodded Area Typ.
- Prop. Concrete Paving Typ.
- Prop. Unit Paving Type 1
- Proposed Planting Area

Figure 19: Rooftop Outdoor Amenity Landscape Plan - Prepared by MSLA

3.7 SHADOW STUDY

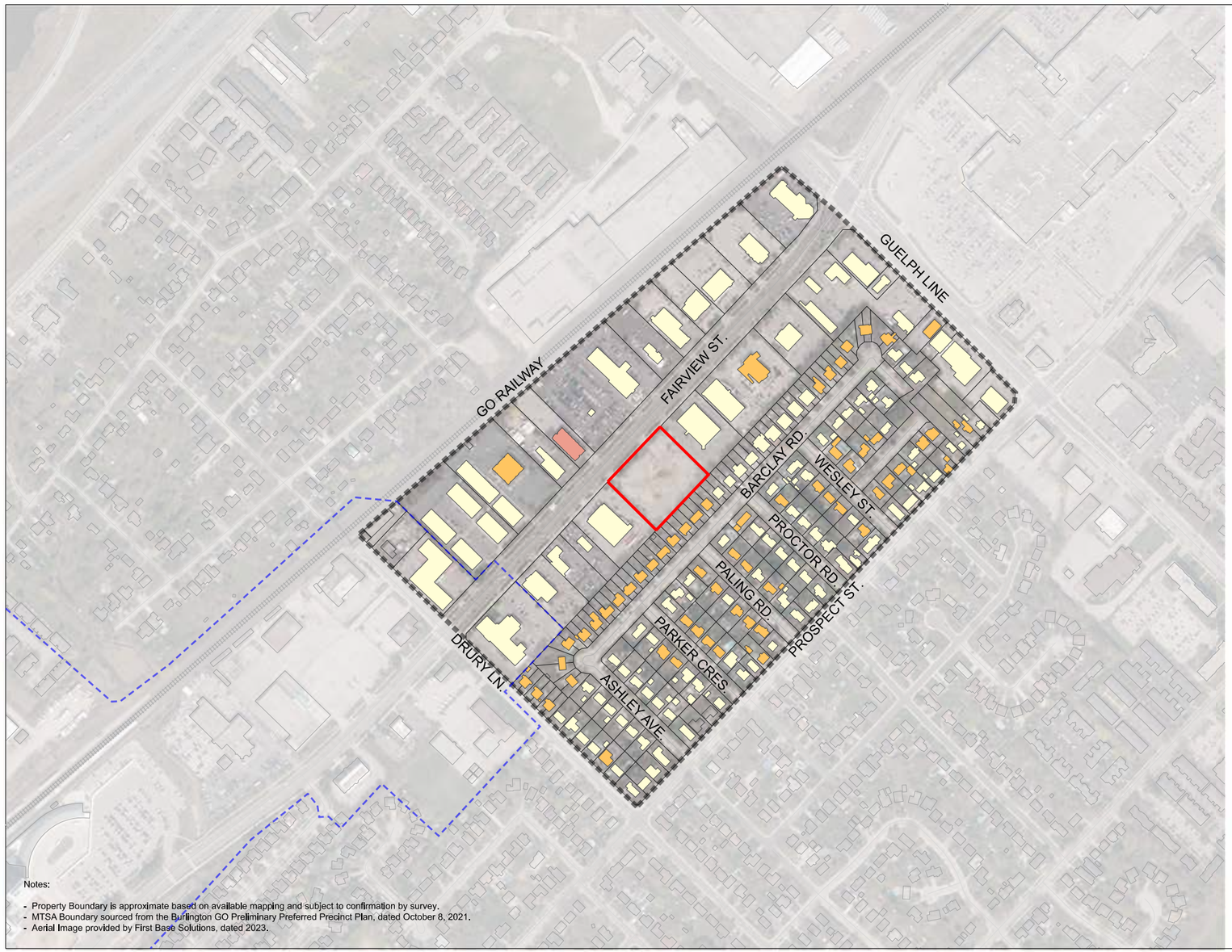
A separate Shadow Study has been prepared by Weston Consulting to assess the impacts of the proposed development onto the surrounding community based on the Terms of Reference outlined by the City of Burlington.

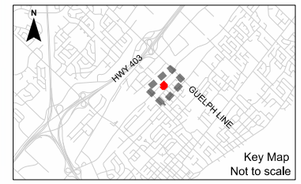
The analysis interprets the impacts of net new shadows of the development onto surrounding buildings, the public realm, and public and private amenity spaces. Each area of impact was evaluated for each key applicable time and date and the Sun Access Factor ('SAF') was calculated where necessary.

Please refer to the Shadow Study submitted with this application for a full overview of the shadow impacts.

Figure 20: Shadow Study Diagram - March 21st 2:00 PM prepared by Weston Consulting

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917
westonconsulting.com
1.800.363.3558 F. 905.738.9937





LEGEND

- Subject Property
- Study Area
- MTSA Boundary
- 1-Storey Building
- 2-Storey Building
- 3-Storey Building

DRAWN / REVISED	
24 APR 2024	First Draft

HEIGHT MAP

2362 FAIRVIEW STREET
CITY OF BURLINGTON
REGIONAL MUNICIPALITY
OF HALTON

N

SCALE
0 5 10 15 20m

WESTON CONSULTING

File Number: 10844
Date: 2024-04-24
Drawn By: ADB
Planner: MQ
CAD: 10844_Height Map_2024-04-24.dgn

Drawing
HM

Figure 21: Context Height Map - Prepared by Weston Consulting

4.0 URBAN DESIGN OBJECTIVES & POLICIES

4.1 City of Burlington Official Plan (Approved 2020)
4.2 Design Guidelines For Mixed-Use & Residential Mid-Rise Buildings (2019)
4.3 Sustainable Building & Development Guidelines (2021)
4.4 Discussion: Staff, BUD Comments & Design Response

4.1 CITY OF BURLINGTON OFFICIAL PLAN (APPROVED 2020)

The City of Burlington's new Official Plan ('BOP') was approved with modifications on November 30, 2020 and came into effect on December 22, 2020. The BOP sets out long-term policies and guidelines for directing future growth and development with the City. It sets out a clear vision for a broad range of areas including sustainable growth, complete communities, environment and sustainability, economic activity, infrastructure, design excellence, land uses and public participation.

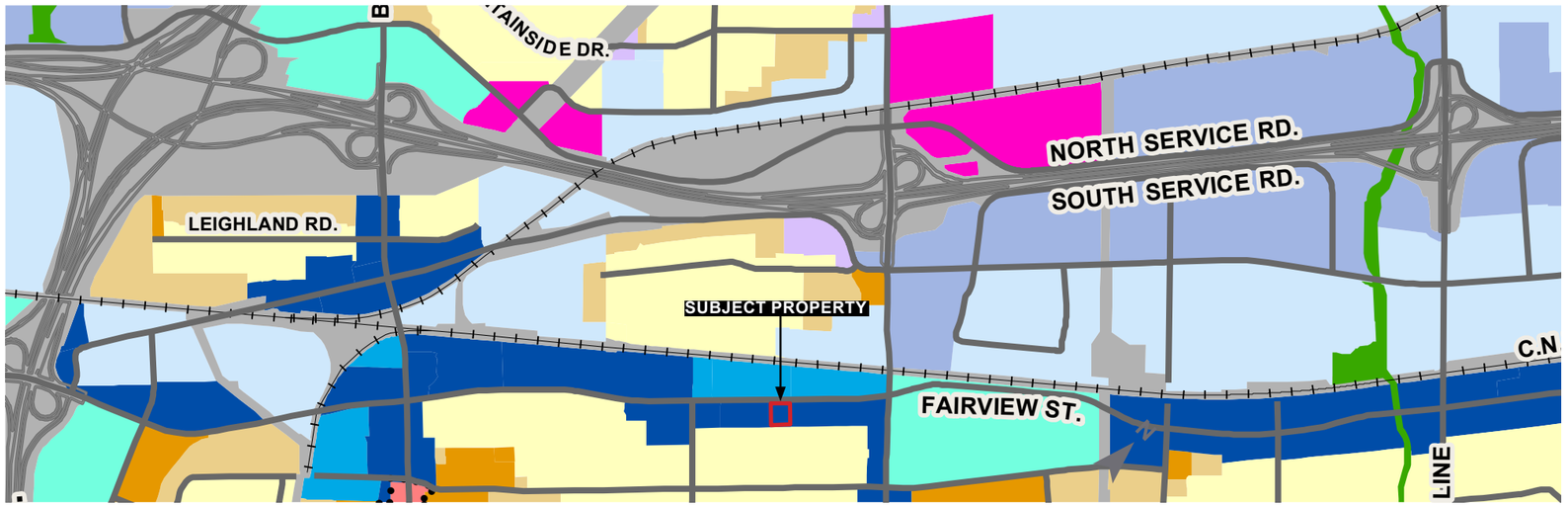
Overall, the intention of the BOP is to support the transition of Burlington from a suburban to an urban community by **accommodating more density** though **intensification** and developing **complete** and **sustainable** communities.

Section 7.2: The Public Realm

Section 7.2 includes urban design policies pertaining to the quality of the public realm. Key urban design objectives outlined in this section include the following:

a) The design of the public realm shall address considerations such as, but not limited to, the following:

(i) improving the quality of public spaces as community destinations and public gathering places through the design of public realm facilities, such as public squares, parkettes or promenades;
(ii) providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping;
(iii) improving the quality and convenience of active transportation;
(iv) creating an attractive and comfortable environment for pedestrian movement while preserving and complementing existing natural features;
(v) implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial Legislation
(vi) designing public realm facilities to perform their diverse roles, balancing the spatial needs of people of all ages and abilities, through the application of the principles of Universal Design;
(vii) improving multi-modal transportation and public space needs in the design of streets and roads;
(viii) improving the quality of streets, sidewalks and walkways, and cycling facilities to provide more direct active transportation access to transit facilities;
(ix) enhancing the aesthetic and functional quality of intersections, as marking major entrances into areas and neighbourhoods, where appropriate;
(x) creating, maintaining and enhancing public views and vistas of significant natural and built features;



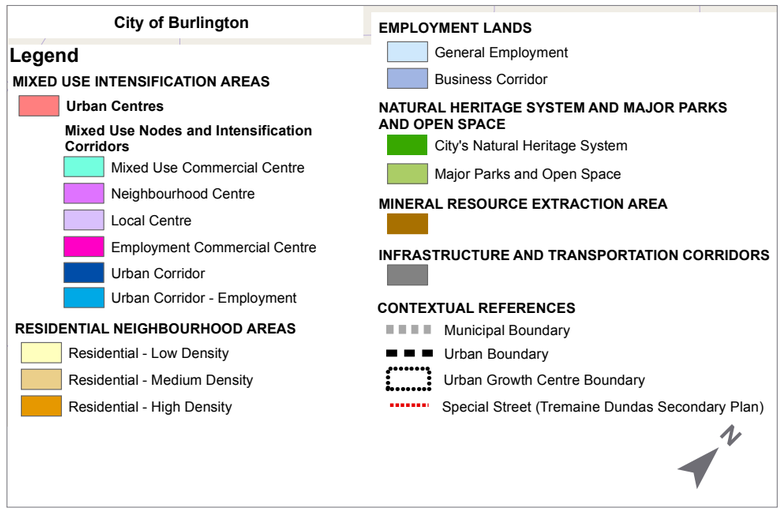


Figure 22: BOP Schedule C Land Use

(xiv) recognizing and promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles; and
(xv) designing safe, reliable and cost-effective infrastructure and minimizing their visual impact.

D**iscussion**

- The proposed development contributes to the public realm through improved streetscaping, defining the street edge and providing active uses at grade. The design enhances streetscaping by including street tree planting, maintaining the multi-use pathway and grassed boulevards. Walkways connecting between the public realm and the site, and proposed bike parking facilities will encourage active transportation.

- The proposed design is based on CPTED principles, providing 'eyes on the street' and the internal court.

Section 7.3 Urban Design and Built Form

The subject property is located in the *Secondary Growth Area* as per Schedule B1 of the BOP. The relevant policies pertaining to urban design within *Secondary Growth Areas* are provided below:

7.3.2(1) Primary and Secondary Growth Areas

a. In Primary and Secondary Growth Areas, as shown on Schedule B-1: Growth Framework, of this Plan, pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly Established Neighbourhood Areas.

The design of development in Primary and Secondary Growth Areas shall address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:

a. Locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;

b. Providing appropriate transitions to adjacent land uses, particularly residential uses;
c. Massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;
d. Locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;
e. Including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;
f. Or integrating roof top mechanical equipment within the overall composition of the building;
g. Creating an attractive and connected interface between the private and the public realms;
h. Creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and
i. Providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.

Development in Primary and Secondary Growth Areas should locate and organize parking, access and service areas to minimize their impact on surrounding properties and the public realm. The design of vehicle parking, access and service areas shall address considerations such as, but not limited to, the following:

a. Locating off-street parking in the side and/or rear yards, in underground or structured parking where appropriate, away from the street edge and adjacent residential uses;
b. Integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;
c. Limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;
d. Screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;
e. Locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;
f. Incorporating landscaped islands and pedestrian walkways; and
g. Incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the development.

D**iscussion**

- The main face of the proposed building is located parallel to Fairview Street to define the street edge and facilitate connections to nearby existing bus stops.

- The massing of the building is designed to transition to the rear low-rise neighbourhood through generous rear yard setbacks and angular plane considerations. A pedestrian-scaled environment is created through stepping back the upper part of the building from the lower part, facade design and materiality.

- Entrances for the community space and commercial uses are located on both sides of the access driveway and will be barrier-free and connected to the street sidewalk. The widened walkways on both sides of the access driveway will naturally draw pedestrians towards the residential lobby entrances. Additionally, appropriate signage will be used for easy identification and way finding.

- The proposed streetscaping, design of the building edge and its relation to the street, grade-related active uses and facade design will create a connected and attractive interface between the private and public realms. The design intent is to create a continuous street edge along Fairview Street with active uses.

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917
westonconsulting.com
1.800.363.3558 F. 905.738.9937

- The proposed design supports the City's parking strategies by providing the majority of parking underground, and locating off-street parking away from the street edge in the central court.
- The design proposes a single-vehicle access to minimize disruption to traffic flow and pedestrian and cyclists along the multi-use path on Fairview Street.
- The loading areas are contained inside the building and in locations that will have minimal impact on the public realm.
- The surface parking area is designed with landscaped islands and pedestrian walkways to reduce its visual impact within the courtyard and connect parking spaces to building entrances and amenity areas.
- All rooftop mechanical equipment will be screened within the overall composition of the building.
- The design proposes outdoor amenity areas at-grade and on rooftops and terraces as well as adequate landscaping areas for trees and vegetation.

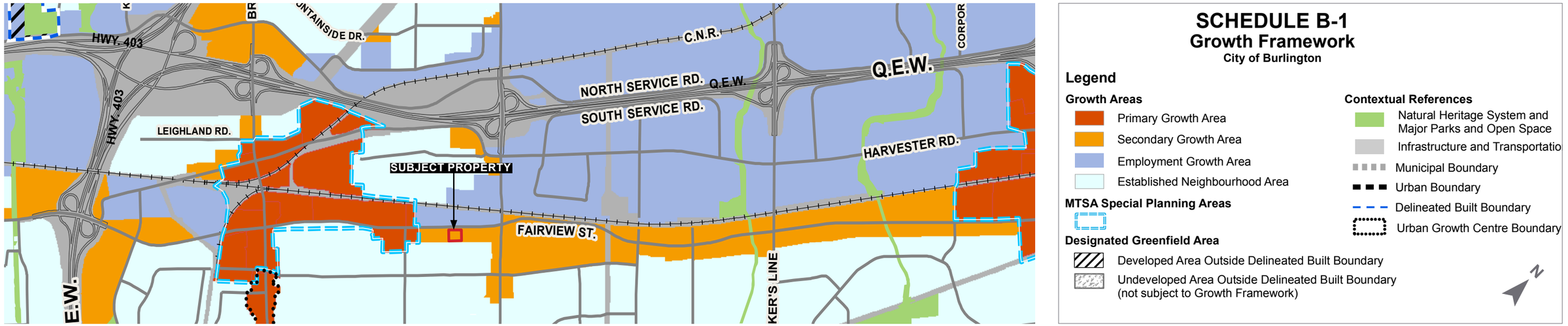


Figure 23: BOP Schedule B-1 Growth Framework

4.2 DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS

The Design Guidelines for Mixed-Use & Residential Mid-Rise Buildings ('Guidelines') was prepared by the City of Burlington in March 2019 to provide guidance for developers and architects designing mid-rise buildings in the City. The objectives of the guidelines are to 'provide best practices related to building height, massing, transitions, and building articulation to promote and encourage high quality mid-rise [built form]'. According to the Guidelines, mid-rise buildings are defined as 'five (5) to eleven (11) storeys in height' that serve to transition to lower scale residential neighbourhoods.

The Guidelines identify two major components of mid-rise developments: the lower building and the upper building. The following outlines the major design objectives, as discussed in the Guidelines, for each building section.

Lower Building:

Building Placement

The proposed building is placed parallel and close to Fairview Street to frame the street. The distance between the ground floor building edge and the road curb is 12.0 metres that exceeds the minimum required 6.0-metres boulevard. This boulevard accommodates the multi-use path, street trees, landscaping and active uses, and establishes a pedestrian-oriented relationship between the building's edge and the street sidewalk. Moreover, the recessed ground floor helps to transition better between the private-public domains.

Building Separation and Spacing

Both east and west wings of the buildings are separated 38.20 metres apart by the central courtyard, ensuring adequate separation for privacy, sunlight and views. The private courtyard serves as a space for visual and physical connections and accommodates common landscaped amenities. At the entrance area, the ground floor building blocks are separated 18.6 m to accommodate the access driveway, drop-off areas and pedestrian pathways.

Built Form Height and Massing

The lower building is 4 storeys with a tall ground floor to accommodate higher ceilings for community uses, commercial uses, residential lobbies, and podium townhouses. The lower building is 16.275 metres high and is well within the recommended 80% of the street ROW (40 metres is 80% of the 50 metres ROW) and the recommended maximum 6 storeys height limit. The building height increases from an as-of-right 6-storey to the proposed 11-storey to accommodate higher density while enhancing the streetscape along Fairview Street without compromising sunlight access and privacy in the adjacent properties.

The building length along the street frontage is approximately 76 metres. The façade design and materiality articulate the face of the lower building into three bays. The balconies and wall extensions provide a finer grain of vertical articulation. Inset balconies are utilized in the lower building to avoid negative impacts on the public realm.

Figure 24: Building Structure with Upper and Lower Building Components

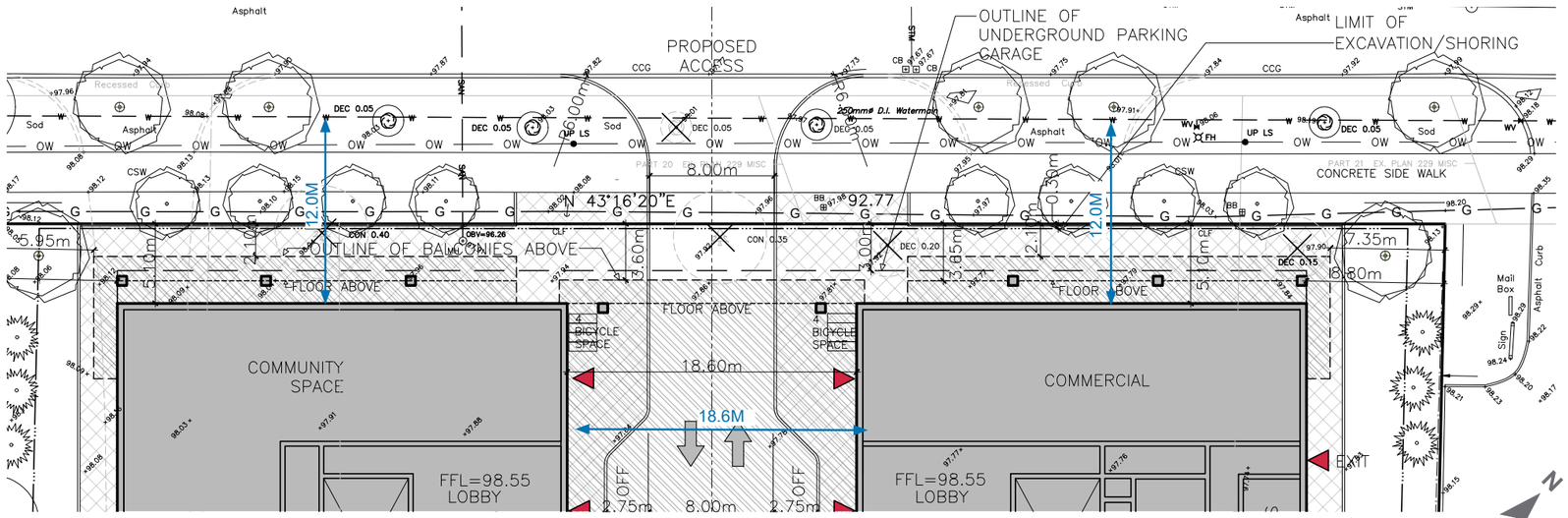


Figure 25: Pedestrian-Oriented Relationship Between Building and Sidewalk

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917

westonconsulting.com
1.800.363.3558 F. 905.738.9937

Street Level Design, Facade Articulation and Materials

A street-level approach is incorporated into the building design with floor-to-floor clear glazing for visual connections between indoor and outdoor, private and public realms, enhancing the sense of safety and promoting a more pedestrian-friendly environment. The ground floor height is 6.825 metres and exceeds the minimum recommended height of 4.5 metres to accommodate internal servicing, loading areas, active uses, and podium townhouses.

The glazed walls have been strechted down to connect the upper part to the base building, while the brick frames make the base of the building distinct from the top, with more robust-looking materials anchoring the building to the ground. The Architectural elements and materiality provide vertical and horizontal articulations. Building entrances are internal to the podium. However, the entry driveway and the taller floor height of the ground floor provide sufficient entry recognition.

Site Access, Servicing, and Parking

The site access and circulation are designed to avoid conflict between vehicles and pedestrians and ensure the safety of pedestrians. Servicing and loading are accommodated inside the building.

Most parking is provided in three underground parking levels with a few parking spaces at grade for commercial and community uses. The underground parking garage is setback from all property lines as illustrated in the Site Plan and contained within the limit of the excavation/shoring area. This will ensure adequate soil volume for the mature growth of trees around the subject property. The surface parking spaces are located in the courtyard and well hidden from the public realm.

Outdoor Amenity Area

The outdoor amenity area is located in the central court in a visible location. The amenity area has access to sunlight, views, and shade in summer. It can be programmed to have multiple activities and create a more family-friendly development. High-quality landscaping will be utilized. Indoor amenity areas are located close to the outdoor area and are physically linked through pedestrian pathways. Additional amenity areas are located on the 7th floor terraces and rooftop area. The design of the amenity area will adhere to applicable accessible design standards. Details will be provided in the site plan stage.

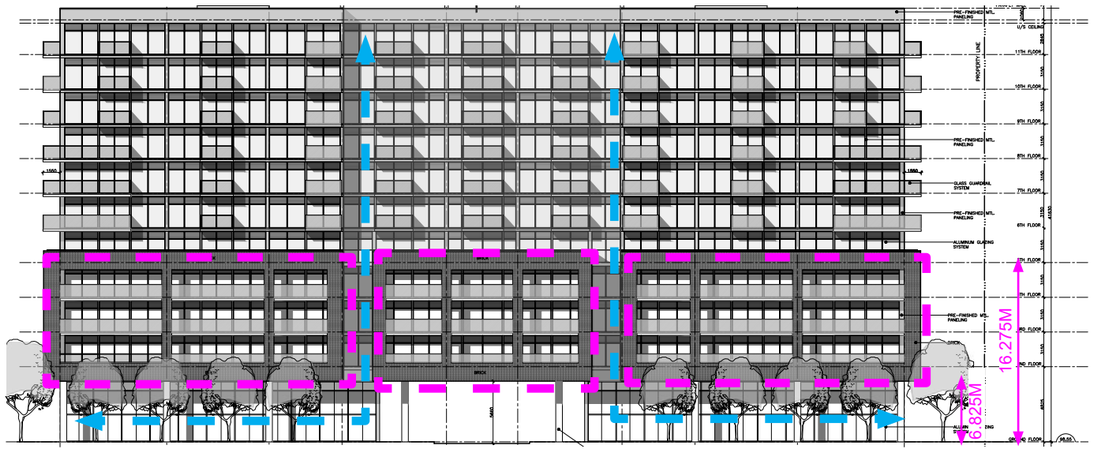
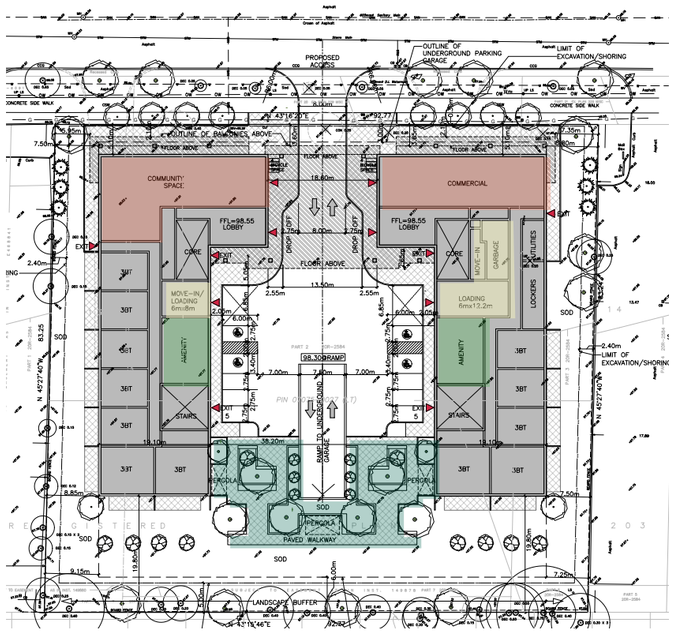


Figure 26: North Elevation Illustration Showing Three Vertical Bays and Continuity of Glass to the Street Wall



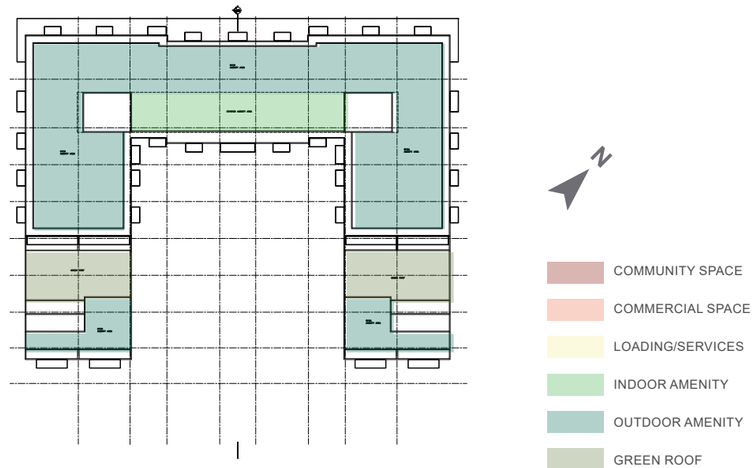


Figure 27: Site plan (left) and Roof Plan (right) with Illustration of Servicing, Loading and Amenity Areas

Upper Building

Built Form Transition and Compatibility

Various massing strategies have been employed for the upper building to transition to its context. The upper building is setback 3 metres from the lower building along the street to protect access to sunlight and skyview and limit shadow impacts on the street. The rear extensions of the east and west wings are contained in an angular plane projected from the rear property line that is shared with the existing low-rise residential neighbourhood.

Upper Façade/Roof Design, Articulation and Materials

The conceptual building elevations and renderings illustrate the extensive use of glass in the upper building to minimize perceived mass. Horizontal and vertical articulation are added through projected glass balconies and enclosed balconies. Balconies are provided all around the building as integral elements of the upper building façade design. The rear balconies are within the angular plane, and the front balconies are set back from the street. The building elevations illustrate that the balconies are 1.55 metres wide to provide functional private amenity space.

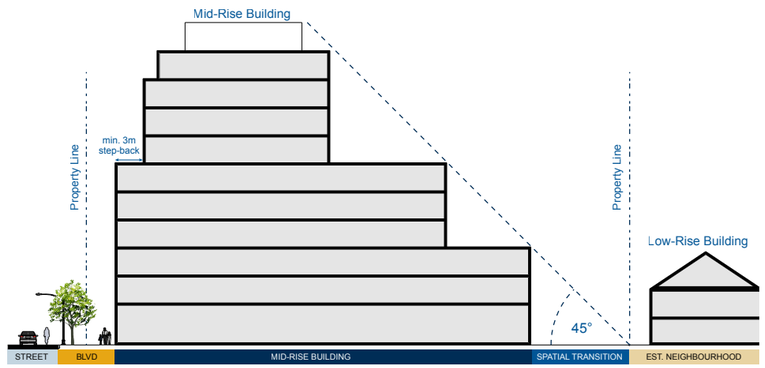


Figure 28: Built Form Transition per Mid-rise Building Guidelines 2019, Section 3.1

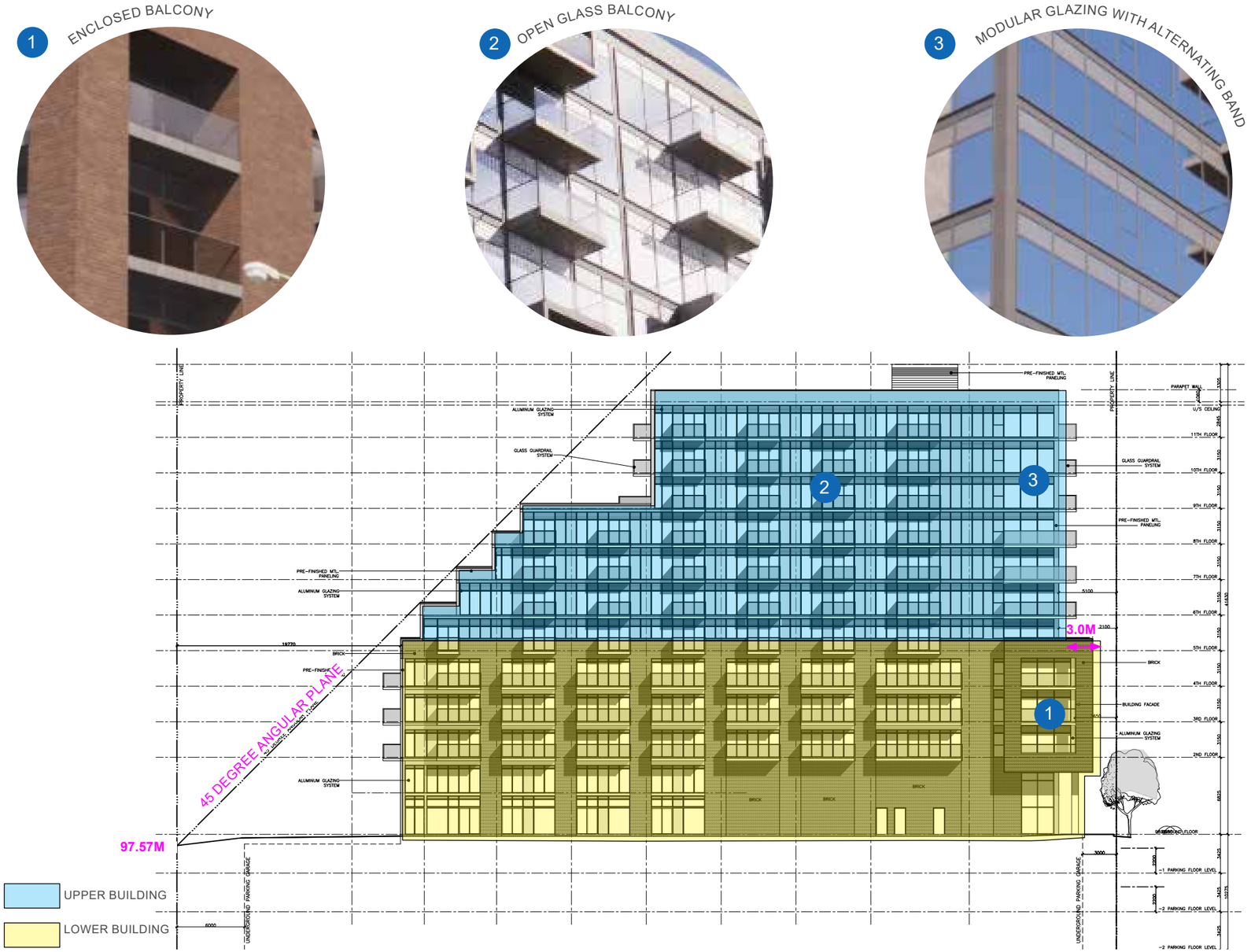


Figure 29: East Elevation Illustration with Angular Plane, Upper Building Setback, and Materiality

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917

westonconsulting.com
1.800.363.3558 F. 905.738.9937

4.3 SUSTAINABLE BUILDING & DEVELOPMENT GUIDELINES (2021)

The Sustainable Building and Development Guidelines ('SBDG') were released by City Staff in December 2021 to encourage sustainable design approaches for future developments in Burlington. The purpose of the SBDG is to provide developers and architects with key design considerations that will contribute to 'building excellence' within the City. While the guidelines are administered primarily through major Site Plan applications, a review of the guidelines is also required as part of Official Plan and Zoning By-law amendment applications to ensure items can be implemented at Site Plan. Upon development application submission, City Staff will utilize these Guidelines as a comprehensive checklist and tool to review various elements of sustainable building practices for new developments to ensure they align with Burlington's Strategic Plan 2015-2040.

As part of the OPA and ZBA process, the proposed development is subject to the following 'Required Guidelines' as per the SBDG:

- **2.1 Site Connections:** *Provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites in accordance with Official Plan policies.*
- **2.3 Bicycle Parking:** *Provide bicycle parking spaces in accordance with the Zoning By-law and Official Plan Policies.*
- **4.1 Stormwater Quality:** *Achievement of a level one/enhanced stormwater treatment for all stormwater runoff.*
- **5.1 Urban Heat Island:** *Provide vegetated landscape areas in hard surface areas as per the Zoning By-law.*
- **6.1 Waste Management Plan:** *Provide and implement a waste management plan in accordance with Regional requirements.*

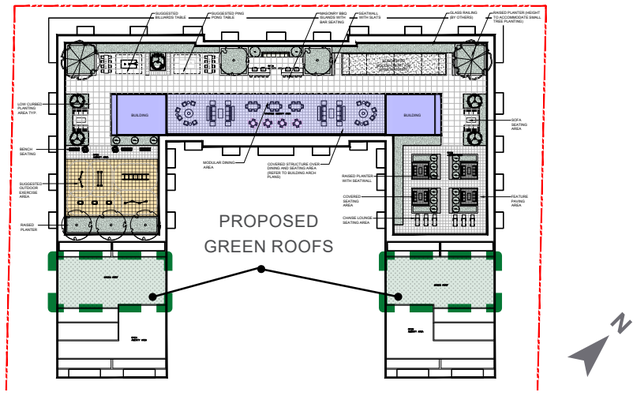
Additionally, 'Voluntary Guidelines' that are recommended to be reviewed during the OPA and ZBA process and are relevant for the proposed development are listed below:

- **3.8 Enhanced Tree Preservation:** *Maintain existing on-site trees that are 30 cm or more DBH (diameter at breast height) OR Maintain 75% of healthy mature trees greater than 20 cm DBH.*

Discussion

- The proposed development provides pedestrian pathways that connect the access drop-off area to street sidewalks, the existing bus stops on Fairview Street, and the outdoor amenity area in the central courtyard. All on-site pathways will be designed in accordance with AODA regulation guidelines.
- In terms of bicycle parking, the development proposes a total of 104 spaces with 8 spaces at grade.
- Stormwater treatment practices will be established via a Stormwater Quality and Management Strategy in future development stage applications. The proposed green roof on the rooftop, generously landscaped perimeters, and storm sewers will contribute to stormwater quality control.
- Vegetated landscaped areas are proposed along the periphery of the site to mitigate heat island effects and improve the overall tree coverage. Additionally, a tree preservation strategy is recommended to protect existing trees both on-site and along site boundaries.
- Private waste collection service area is proposed at grade where the collection can be conducted through the internalized loading area. There are a total of 12 waste collection bins to accommodate the expected number of residents' needs.

Table 1 summarizes the relevant sustainability measures proposed within the development based on the Sustainability Checklist.



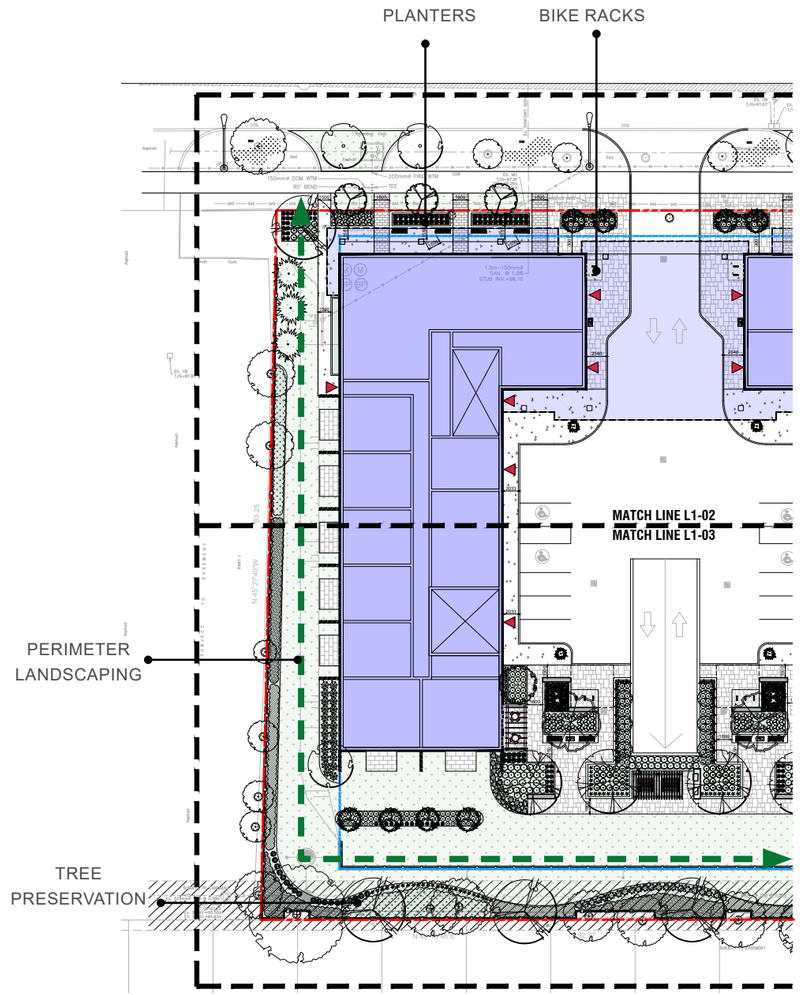


Figure 30: Landscape Plan - Prepared by MSLA

Table 1. Sustainable Building and Development Guidelines Checklist

Item No.	Required or Voluntary	Guideline	Implementation	Development Response
Section 2: Transportation				
2.1	Required	**Site Connections:** Provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites in accordance with Official Plan policies.	OPA/ZBLA and Site Plan	The proposed development provides pedestrian connections to the municipal sidewalk along Fairview Street as well as an expanded streetscape at-grade for commercial and community space access. The design provides connections to the existing bus stops on Fairview Street and the outdoor amenity area in the central courtyard.
2.3	Required	**Bicycle Storage:** Provide bicycle parking spaces in accordance with the Zoning By-law and Official Plan Policies.	OPA/ZBLA and Site Plan	The proposed design includes a total of 104 bicycle parking spaces. Bicycle parking is provided at-grade and within the underground parking levels.
Section 3: Natural Environment				
3.8	Voluntary	**Enhanced Tree Preservation:** Maintain existing on-site trees that are 30 cm or more DBH (diameter at breast height) OR Maintain 75% of healthy mature trees greater than 20 cm DBH. Note: Tree preservation requirements will be determined by Official Plan urban forestry policies.	OPA/ZBLA and Site Plan	A tree preservation plan is recommended to protect existing trees within the subject property and adjacent the property boundaries.
Section 4: Water Conservation & Quality				
4.1	Required	**Stormwater Quality:** Achievement of a level one/enhanced stormwater treatment for all stormwater runoff.	OPA/ZBLA and Site Plan	Stormwater treatment practices will be established via a Stormwater Quality and Management Strategy in future development stage applications. The proposed green roof on the rooftop, generously landscaped perimeters, and storm sewers will contribute to stormwater quality control.
Section 5: Energy & Emissions				
5.1	Required	**Urban Heat Island:** Provide vegetated landscape areas in hard surface areas as per the Zoning By-law.	OPA/ZBLA and Site Plan	Vegetated landscaped areas are proposed along the periphery of the site to mitigate heat island effects and improve the overall tree coverage. They will enhance the greenery and ecological sustainability of the surrounding environment.
Section 6: Waste & Building Materials				
6.1	Required	**Waste Management Plan:** Provide and implement a waste management plan in accordance with Regional requirements.	OPA/ZBLA and Site Plan	Private waste collection service area is proposed at grade where the collection can be conducted through the internalized loading area. There are a total of 12 waste collection bins to accommodate the expected number of residents' needs.

VAUGHAN OFFICE | 201 Millway Avenue, Suite 19, Vaughan, Ontario, L4K 5K8 | T. 905.738.8080
TORONTO OFFICE | 268 Berkeley Street, Toronto, Ontario, M5A 2X5 | T. 416.640.9917
westonconsulting.com
1.800.363.3558 F. 905.738.9937

4.4 DISCUSSION: STAFF, BUD COMMENTS & DESIGN RESPONSE

In addition to the requirement to attend BUD meetings, the applicant held a public consultation meeting with the community. The feedback from both pre-application meetings has been incorporated into the design as outlined below.

Public Realm

The streetscape enhancement along the Fairview Street frontage promotes the pedestrian environment quality by including the benches, street plantings, new trees, lighting fixtures, and pavements materiality. The increased setback to the north limit, allows for wider pedestrian activity along the street edge. Additionally the facade design and materiality of the street wall helps to create a pedestrian-friendly and human-scaled public interface.

The streetscape design extends further towards the main entrance area with the continuity of the pavement tiles, more benches along the entrance walls, bike racks, and planters. This strategy creates more visual and spatial interest and integrates the proposed building with the immediate surrounding context.

Circulation Network

The double-sided pathway extends along the proposed driveway connecting the public pedestrian zone to the private realm. The central outdoor amenity is also linked to the proposed pathway ensuring an uninterrupted pedestrian movement across the central courtyard. The internalized loading, servicing areas, and underground parking ramp are appropriately screened with trees, perimetry planting and fencing.

Overall, the revised design intends to improve the pedestrian connectivity across the site without compromising the functionality of vehicular circulation. Continuous pathway on both sides of the central courtyard and bump-out design in the entrance area promote a safe and functional separation of pedestrian and vehicular movements. Further design strategies such as pedestrian crossing pavement, and curb cut detailed design, will be considered to advance the pedestrian safety in the next stages of design.

Built Form and Transition

The lower part setback from north property line has been increased to 5.1 metres providing wider streetscape along Fairview Street. The building takes a C shape that allows for the middle portion generously sets back 41.8 metres from the south limit. The east and west wings is repeatedly stepped back to contain within the angular plane emerging from the adjacent neighbourhood property line which is in keeping with the City's Mid-rise Building Guidelines (*Section 3.1, Built Form Transitions*).

The terracing of the wings helps to break down the building mass and provide more separation distance to the south properties. A privacy and skyview analysis is illustrated in Figures 12 and 13 (*page 18*) showing that the stepping strategy minimizes the overlooking on and optimizes the skyview of the adjacent properties.

Outdoor Amenity Space and Landscaping

The revised landscape design promotes the pedestrian connectivity across the site. The central outdoor amenity is linked to the pedestrian pathway creating a seamless movement between public and private realm. Additionally, pergolas, trees, benches and planters help to screen the central ramp and vehicular circulation from the surrounding environment. Also, the perimetry planting and the 5-metre landscape buffer along south limit, provides further screening effect with preserved trees and proposed lush greenery.

5.0 CONCLUSION

The proposed development utilizes the site efficiently and is well-integrated with its planned context along Fairview Street within the Mixed-Use Corridor. The design reflects the optimal use of the lands with the development of a vehicle rental space into a compact mixed-use development. The building is designed to create an urban edge along Fairview Street with active uses and a human-scaled street wall. The proposed community space is a generous contribution that will benefit the neighbourhood. The massing of the building provides a compatible transition towards the existing low-rise residential neighbourhood in the south. The variety of units proposed will cater to a diverse range of households and demographics. The design also provides amenity areas on multiple levels for the recreation of future residents. The project's tree protection strategy will ensure healthy and mature trees on and around the site, and new trees will add to the City's urban tree canopy.

The proposal conforms to the relevant design policies and guidelines in the City of Burlington Official Plan and Mixed-Use and Mid-Rise Residential Building Guidelines.

Our opinion is that the proposed development combines strategies such as generous setbacks, high-quality architectural and landscape features, massing stepbacks, terracing, and moderate density to address contemporary urban issues and accommodate the aging population's needs. By achieving good design with the incorporation of comments received from the BUD panelists and public engagement meeting, the proposed development represents planning and urban design best practices and will support the City's goals.

Figure 31: Front View along Fairview Street - Rendering Prepared by Terry Martino Architects

6. APPENDIX A

City of Burlington Urban Design Advisory Panel (BUD) Meeting Minutes

Replace with BUD Meeting Minutes.

WESTON
CONSULTING