URBAN DESIGN **BRIEF**

LAKESIDE PLAZA REDEVELOPMENT

5353 Lakeshore Road, Burlington

April 2018

Our Files: 15218C

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ARCHITECTURE

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1 INTRODUCTION

MHBC has been retained by Glanlem Property Management (hereinafter as the "Owner") to prepare an Urban Design Brief for the redevelopment of the property municipally known as 5353 Lakeshore Road in the City of Burlington (the "Subject Lands"). The purpose of the Urban Design Brief is to illustrate how the proposal has sought to facilitate the comprehensive redevelopment of the Subject Lands to include a mixture of retail, office and residential uses of varying heights and densities in accordance with the development goals of the City of Burlington.

The proposed redevelopment of the existing commercial plaza represents reinvestment and revitalization of an existing built-up area. High density apartment buildings exist to the south of the Subject Lands along Lakeshore Road. The density in the neighbourhood area to the north decreases to townhouses. The proposed development provides for a transition of density and step-down of heights to the north, where an existing community centre is located. The proposed development will promote the use of multi-modal transportation options such as walking, cycling and will support the use of local transit services that connect to Appleby GO Station.

THE POLICY FRAMEWORK

The Subject Lands are currently designated as "Neighbourhood Commercial" in the in-effect City of Burlington Official Plan. In April 2016, the City of Burlington approved a new Strategic Plan which establishes the 25-year blueprint for city-building. The City is now preparing a new Official Plan with the intent to adopt a set of new policies in 2018.

Within the new Official Plan, which is currently in its draft form, the Subject Lands will be designated as a "Mixed Use Node and Intensification Corridor" and a "Secondary Growth Centre" in the City's growth framework. Accordingly the urban design and tall building design policies within the new Official Plan includes goals of providing a healthy, safe, convenient, efficient and aesthetically pleasing urban environment.

OUR APPROACH

In response to the vision for the Subject Lands to accommodate intensification, MHBC on behalf of the Owner have prepared this Urban Design Brief to illustrate how the proposed development is in accordance with the new Official Plan. Specifically, relevant policies of the in-effect Official Plan, the draft Official Plan released in April 2018, and urban design guidelines from the Tall Building Guidelines will be evaluated.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Eldon C. Theodore
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Partner

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BA (Hons) arch., MScPl
Planner and Urban Designer

HOW TO READ THIS **BRIEF** 2

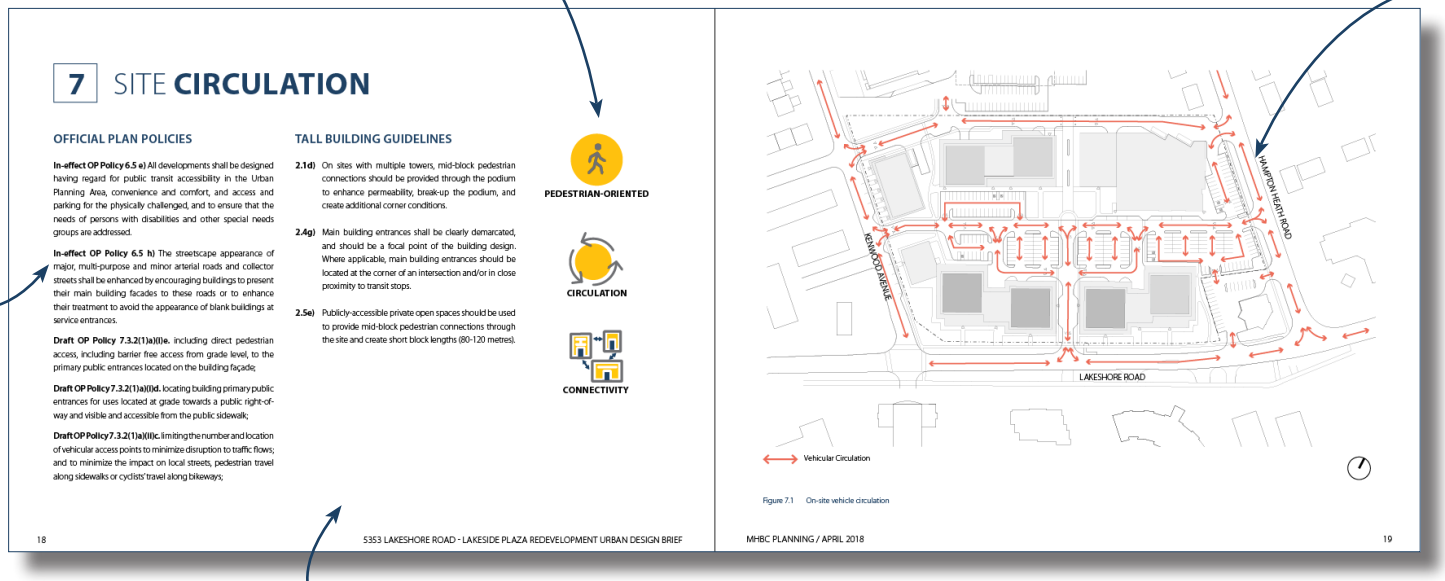
This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding area.

Reference to key design principle being acknowledged

Design policy and guidelines from the City of Burlington

Figure illustrating adherence where applicable



7 SITE **CIRCULATION**

OFFICIAL PLAN POLICIES

In-effect OP Policy 6.5 e) All developments shall be designed having regard for public transit accessibility in the Urban Planning Area, convenience and comfort, and access and parking for the physically challenged, and to ensure that the needs of persons with disabilities and other special needs groups are addressed.

In-effect OP Policy 6.5 h) The streetscape appearance of major, multi-purpose and minor arterial roads and collector streets shall be enhanced by encouraging buildings to present their main building facades to these roads or to enhance their treatment to avoid the appearance of blank buildings at service entrances.

Draft OP Policy 7.3.2(11a)(i)e. including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;

Draft OP Policy 7.3.2(11)a)(i)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;

Draft OP Policy 7.3.2(11)a)(i)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;

TALL BUILDING GUIDELINES

2.1d) On sites with multiple towers, mid-block pedestrian connections should be provided through the podium to enhance permeability, break-up the podium, and create additional corner conditions.

2.4g) Main building entrances shall be clearly demarcated, and should be a focal point of the building design. Where applicable, main building entrances should be located at the corner of an intersection and/or in close proximity to transit stops.

2.5e) Publicly-accessible private open spaces should be used to provide mid-block pedestrian connections through the site and create short block lengths (80-120 metres).

PEDESTRIAN-ORIENTED

CIRCULATION

CONNECTIVITY

Figure 7.1 On-site vehicle circulation

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Response to design policy and guidelines

3 THE **PROPOSAL**

DESIGN CONTEXT

On November 24, 2015, the City of Burlington held a visioning session for a number of development items within southeast Burlington, including the Burloak Waterfront Park Master Plan, Skyway Arena redesign project, St. Elizabeth Church redevelopment options, as well as the redevelopment of 5353 Lakeshore Road. The session was well attended by local residents. The current state of 5353 Lakeshore Road, its surrounding context and goals for its future redevelopment were discussed. Following the presentation, a visioning exercise was carried out with the local residents in attendance. Residents were asked to share their opinions on what they value about the current plaza and their desires and concerns regarding its future. Feedback received from the public through this exercise has been taken into consideration by the project team in preparing the conceptual redevelopment plans.

An internal design charrette was held with the project team on February 9, 2016 to develop the initial massing model and redevelopment concept. Matters taken into consideration to inform the initial plans included public feedback, development goals, policy objectives and technical requirements and permissions. Since February 2016, the concept plan has undergone incremental revisions based on discussions held with City staff and stakeholders in addition to the formal pre-consultation meetings held on June 16, 2015 and February 8, 2017.

PROPOSED DEVELOPMENT

The Subject Lands are approximately 3.84 hectares with a frontage of 193 metres along Lakeshore Road, 156 metres along Kenwood Avenue and 114 metres along Hampton Heath Road. Vehicular access to the site is gained by one driveway on Lakeshore Road, one driveway on Kenwood Avenue and two driveways on Hampton Heath Road.

The site currently exists as a 1-storey multi-tenant retail plaza with approximately 10,340 square metres of gross floor area (GFA) and 542 parking spaces. An existing structure at the southeast corner is under separate ownership and is not a part of this application.

The Owner is proposing a phased redevelopment of the existing commercial plaza with 900 residential dwelling units, 14,655 square metres of non-residential GFA, 1,150 underground parking spaces and 200 surface parking spaces. The following tables provides the projected residential unit count and non-residential gross floor area for each phase.

Phase	Block	Residential (dwelling units)	Retail (m^2 GFA)	Office (m^2 GFA)
1	**B**	56		
2	**A**		560	
	E	166	2,520	
	F	170		
3	**I**		4,075	2,700
4	**C**	112	2,320	
	D	112		
5	**G**	170	2,480	
	H	114		
Total		900	11,955	2,700

Figure 3.1 Rendered site plan

4 PHASING

The detailed development phasing include the following:

Phase 1:

- Partial Demolition of the North West corner of the existing plaza.
- Construction of Block B (6 Storey Residential) and 3 levels of underground parking.
- Construction of Access Lane A, providing access to the new Skyway Arena and Access lane B to allow for site servicing extension into Phase 2.
- Utilize existing parking lot to serve the remaining existing part of the plaza.

Phase 2:

- Demolition of the west wing of the existing plaza.
- Construction of Blocks A, E and F (Retail at Grade and 14 and 18 storeys residential with connected podium) with 3 levels of underground parking in addition to surface parking.
- Extension of Access lane B and Construction of Access Lane D.
- Utilize existing remaining parking lot to serve the remaining part of the plaza.

Phase 3:

- Demolition of the North east corner of the Plaza.
- Construction of Block I (Retail at grade and 3 storeys of Office space above) and the new Anchor Grocery store with 3 levels of underground parking.
- Completion of Access lane B and surface parking to serve the grocery store.
- Utilize existing remaining parking lot to serve the remaining part of the plaza as well as the new grocery store.

Phase 4:

- Demolish the last remaining part of the existing plaza.
- Construction of Blocks C and D (Retail and community services at grade and 11 storeys residential with a connected podium) with 3 levels of underground parking.
- Construction of the Mews that leads to Skyway Arena and lots of open amenity space.
- Utilize the remaining part of the existing parking lot at the south part of the plaza as well as the new surface parking for the overall site area.

Phase 5:

- Demolish the last remaining part of the parking lot to allow for the new buildings.
- Construction of Blocks G and H (Retail at grade and 10 and 18 storeys residential with connected podium) and 3 levels of underground parking.
- Connection of all pedestrian paths to provide a continuous path throughout the site and into the park at the north of the property.

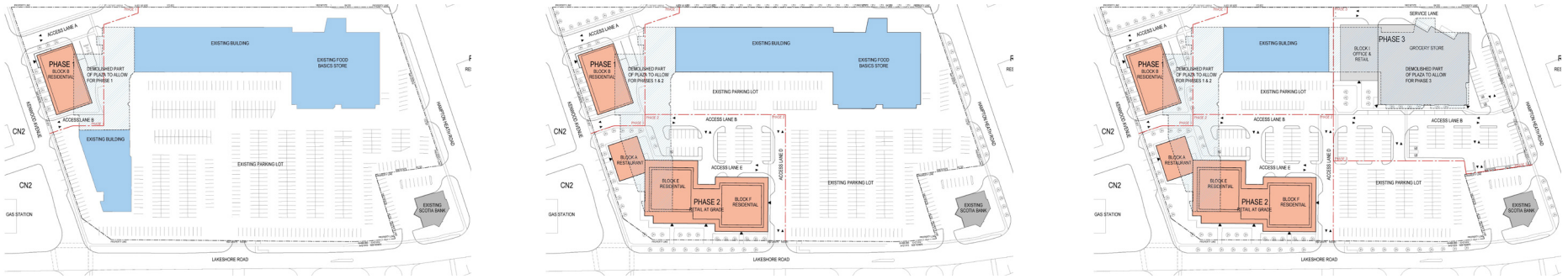


Figure 4.1 Phasing of the proposal (left: phase 1, middle: phase 2, and right: phase 3)

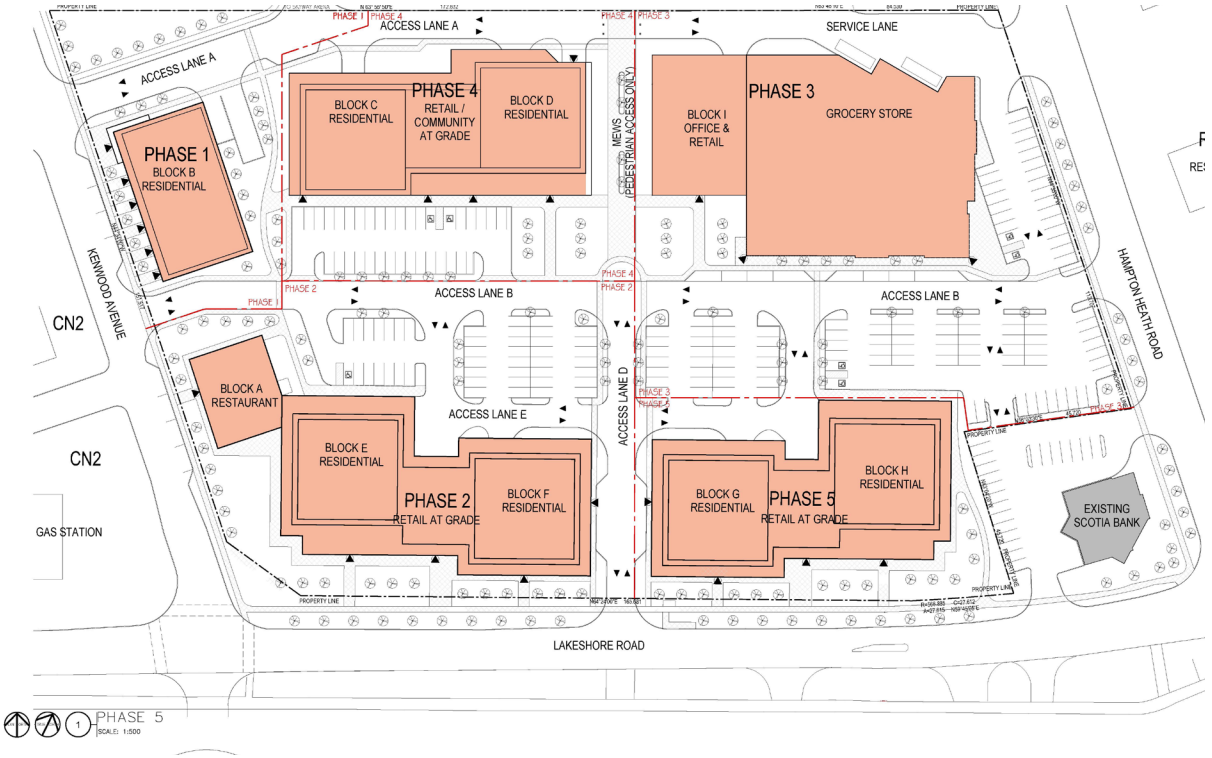
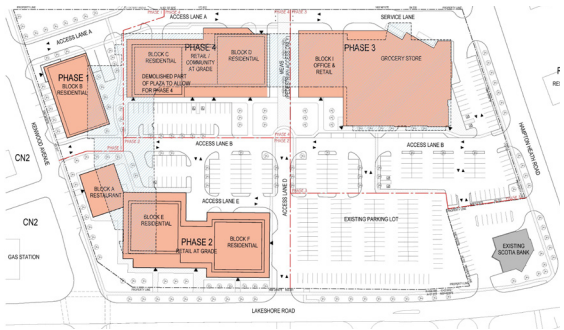


Figure 4.2 Phasing of the proposal
(left: phase 4, and right: phase 5)



LEGEND:

- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE DEMOLISHED
- NEW BUILDING

5 SITE DESIGN & **ORIENTATION**

OFFICIAL PLAN POLICIES

In-effect OP Policy 6.5 a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.

In-effect OP Policy 6.5 b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.

In-effect OP Policy 6.5 c) The design of all buildings must recognize pedestrian scale, safety and the perception of safety and access and the preservation of public vistas and views.

In-effect OP Policy 6.5 i) Reverse frontage lotting patterns and the use of acoustical walls next to major, multi-purpose and minor arterial and collector roads should be avoided. In addition, side and end elevations of buildings facing major, multi-purpose and minor arterial and collector roads should be designed with an upgraded level of architectural treatment for the purpose of avoiding the use of blank walls facing these roads. Building setbacks from the street are to be minimized along pedestrian and transit-oriented streets.

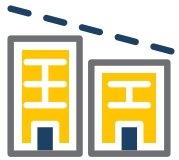
Draft OP Policy 7.3.2(1)a)(i)a. locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;

Draft OP Policy 7.3.2(1)a)(i)b. providing appropriate transitions to adjacent land uses, particularly residential uses;

Draft OP Policy 7.3.2(1)a)(i)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;

STREETWALL

GATEWAY



HEIGHT TRANSITION

BUILT FORM

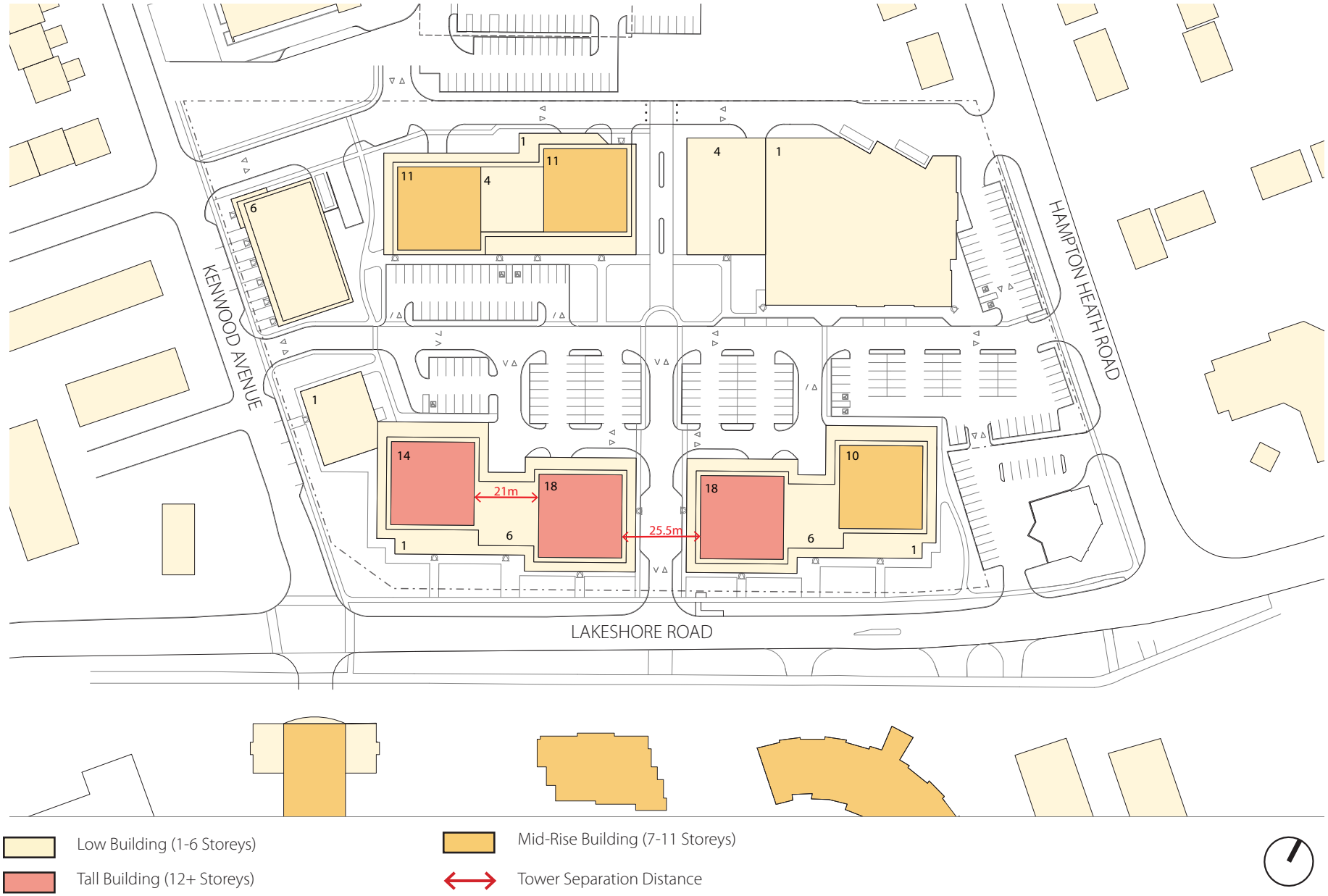


Figure 5.1 Building height and tower separation distances

TALL BUILDING GUIDELINES

2.1a) The podium shall be located to frame the street. On corner lots, the podium shall be located to frame both streets.

2.4j) On corner lots, articulation of the podium should acknowledge its important location through corner entrances, chamfering (and associated public space), and/or other architectural features.

3.1b) Where multiple towers exist on a site, they shall be arranged to provide a gradual and appropriate transition in height to adjacent uses.

4.1d) Where located at a gateway intersection or terminating view, the tower top is encouraged to act as a recognizable landmark with signature features defining its importance.

RESPONSE

The proposed development consists of multiple buildings which promote the transitioning of heights from the south to the north. The proposed distribution of density and height is appropriate given that Lakeshore Road is intended to be an intensification corridor. At the same time, the transition to mid-rise buildings on the north side of the Subject Lands assists in limiting shadow and height impact on the adjacent community centre and surrounding low-rise community.

The proposed buildings, including their podiums, have been designed to frame public streets. A balance has been achieved in the podium design to establish a consistent street wall while also providing a series of spacious public realm pockets along Lakeshore Road. The proposed density, form, height, setback and spacing is compatible with the surrounding area. Some buffering is provided along the northern portion of the Subject Lands to provide transition to the adjacent community centre.

The major intersection in the immediate area is at Lakeshore Road and Hampton Heath Road. As the Subject Lands have no frontage at this corner, the urban design impact at this gateway intersection is limited. A gateway/open space area is located at the intersection of Lakeshore Road and Kenwood Avenue. This space will be framed by well proportioned building podiums, providing a sense of arrival from the west along Lakeshore Road.

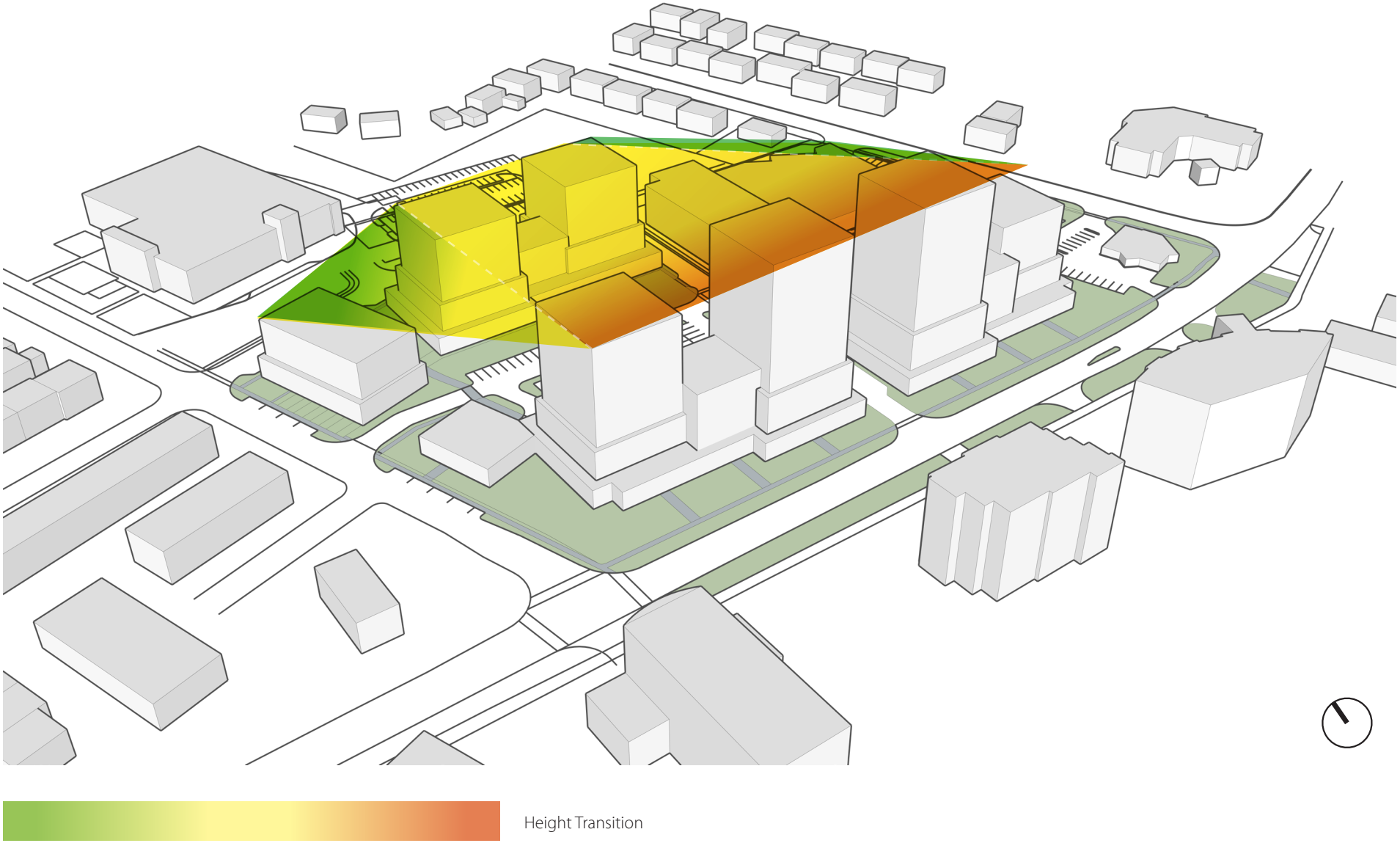


Figure 5.2 Westsouth axo perspective of proposed massing

6 BUILT FORM & **MASSING**

TALL BUILDING GUIDELINES PODIUM MASSING

2.1c) 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.

2.2a) The height of the podium, and the tower stepbacks above, should generally reflect the established streetwall subject to the guidelines below. Small variations are encouraged to create a varied streetscape.

2.2b) Where no established streetwall exists, the minimum height of the podium should be 10.5 metres.

2.2 c) The maximum height of the podium should be 80% of the adjacent right-of-way width, up to a max of 20 metres.

2.4f) Large podiums shall be broken into smaller components both visually and functionally. Mixed-use podiums shall reflect multiple retail units, while residential buildings shall provide individual entrances for ground floor units.

2.4k) 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.

RESPONSE

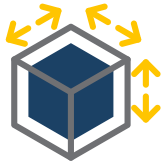
As the existing buildings on the Subject Lands and the surrounding area have a more suburban built-form, a gradual change to establish streetwalls has been provided by the proposal and its phasing plan. All podiums are setback a minimum of 6 metres at-grade from the adjacent public streets.

The proposed podiums are generally 6 storeys along Lakeshore Road, which is approximately 60% of the width of the right-of-way of Lakeshore Road meeting the podium height objectives. Further, the podiums along Lakeshore Road are also articulated with additional setbacks to break up the visual impact along the street.

The detailed architectural design of the podium will be provided at the site plan approval stage of the redevelopment. This will include consideration of at-grade entrance locations, building articulation, material organization, and other fenestration details such as vestibules, overhangs and canopies.

Multiple retail and residential entrances will be provided along Lakeshore Road and Kenwood Avenue and will be accessible from the public sidewalks. Opportunities to engage with the Lakeshore Road and Hampton Heath Road intersection is not impeded by the proposed development of the Subject Lands.

SETBACK



MASSING

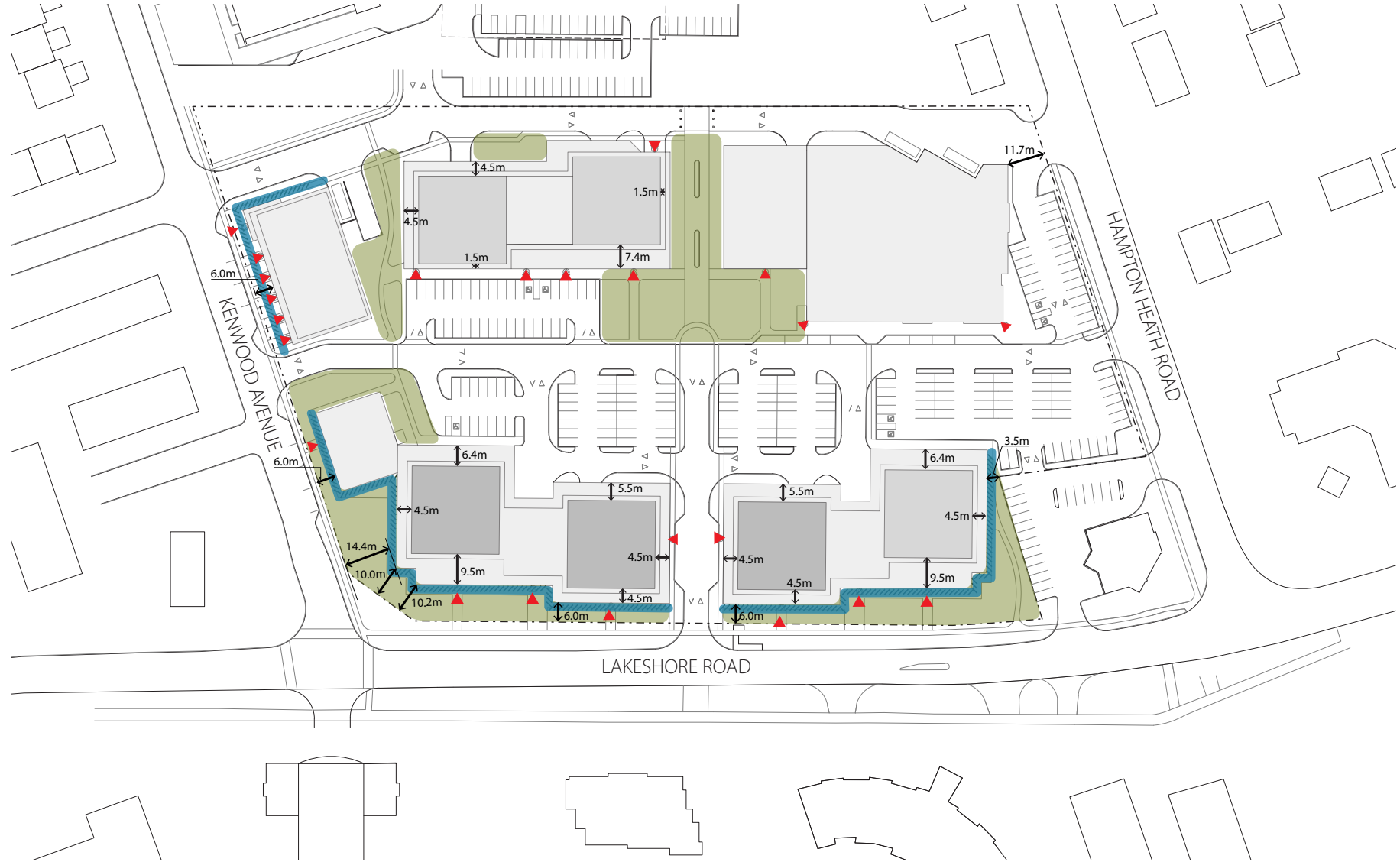


Figure 6.1 Public realm condition

TALL BUILDING GUIDELINES TOWER MASSING

2.2e) Above the podium, stepbacks should be provided on all sides to clearly differentiate between the building podium and tower.

3.1a) The placement of the tower shall have no adverse impacts on adjacent Residential Neighbourhood Areas, parks, open spaces, or natural areas.

3.1c) A minimum separation distance of 25 metres shall be provided between towers to maximize privacy and sky views, and to minimize the cumulative shadow impacts of multiple tall buildings. Balconies shall not be provided within this separation distance.

3.2b) The height of the tower, and its location on the building base, shall provide a gradual and appropriate transition in height to adjacent uses. Where multiple towers exist on a site, this transition shall be reflected across the entire site.

3.2c) The tower portion of a tall building should be slender and shall not exceed 750 square metres, excluding balconies.

5.2c) Mixed-use, commercial and apartment buildings shall provide flexibility in the building floor plate, envelope and façade design to accommodate a variety of uses over their lifespan.

RESPONSE

The proposed towers and mid-rise buildings gradually transition in height and density to mitigate impact on the adjacent community and its open spaces. The transition in height is provided across the entire site from south to north.

HIGH-RISE BUILDINGS

Three towers are proposed for the Lakeside Plaza redevelopment. Towers are the upper portion of buildings greater than 12 storeys in height. Minimum separation distances of 25 and 21 metres have been provided between the three towers on-site. The 21 metre separation between the westerly tower is acceptable given the towers are off-set to help mitigate privacy and shadow concerns, and is not a significant departure from the guidelines.

The proposed towers are designed to be slender. The exact dimensions of the tower will not be determined until the site plan stage of the redevelopment and will be in keeping with the 750 square metre floor plate. All towers portions of the buildings will be setback from the podium portion of the building to clearly differentiate the tower from the podium. The podium bases will offer flexible floor plates to accommodate the changing nature of commercial units.

MID-RISE BUILDINGS

Mid-rise buildings ranging between 6 to 11 storeys are proposed at Blocks B, C, D, and H. These buildings are positioned to direct shadow away from sensitive uses. As residential buildings, these buildings take on a tower and podium style to provide a consistent built form and massing character on the site. Block B provide a mid-rise form that frames Kenwood Avenue and will have at-grade entrances to activate the streetscape.

LOW-RISE BUILDINGS

The proposed grocery store, Block A, and Block I buildings are the only low-rise buildings proposed. As retail and office buildings, the larger floor plates proposed are appropriate. While two buildings are located on the northern portion of the site, they will pose limited height and shadow impact, especially to the low-rise residential buildings to the northeast. The Block A building at the southwest corner of the site offers an appropriate transition of non-residential use along Kenwood Avenue that frames the public street.

Figure 6.2 Southeast axo perspective of the proposed development

7 SITE **CIRCULATION**

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TALL BUILDING GUIDELINES

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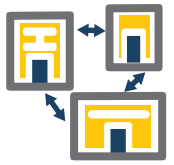
PEDESTRIAN-ORIENTED

CIRCULATION



CONNECTIVITY

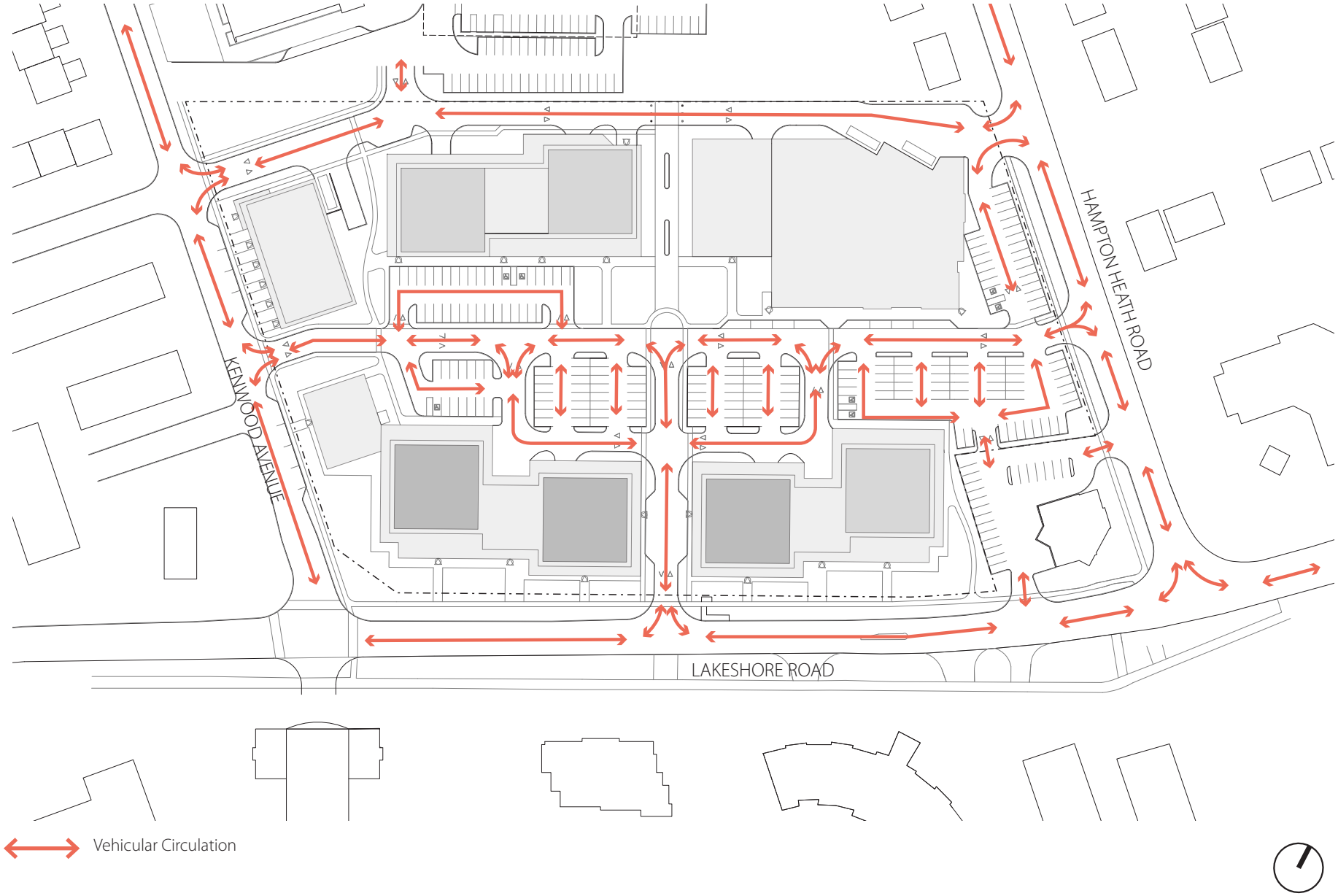


Figure 7.1 On-site vehicle circulation

RESPONSE

The Subject Lands are proposed to be redeveloped in phases, which over time will result in a more walkable street frontage and achieving a network of circulation and fine-urban grain. Mid-block pedestrian connections are provided by the proposal, which enhances the pedestrian experience and slows vehicular traffic. The longest street blocks are located along Lakeshore Road, which are a maximum of 81 metres, thereby meeting the intent of providing porous pedestrian connections on-site.

Curb cuts have been consolidated at mid-block locations to limit conflict with pedestrian movement. Only one new curb cut is proposed along Kenwood Avenue. The northern portion of the site is intended for loading and a larger volume of vehicle traffic. Vehicular movement internal to the site has been designed to be slowed by surface parking, landscape buffers and barrier -free pedestrian crossings. As such, the internal area of the site will have functional mix of vehicular and pedestrian movement.

A range of commercial and residential uses will be supported by this increased pedestrian connectivity and will be accessible at-grade. The proposed building podiums have been designed to frame all public streets and internal drive aisles. The proposed built form will promote greater animation along Lakeshore Road and Kenwood Avenue, enhancing the experience of pedestrians and cyclists that use the public street.

The proposed development has been designed to support multi-modal movement, being a high-density development that will be supportive of existing local transit services. Bicycle parking will be provided at convenient locations wherever possible.

North-south and east-west mid-block pedestrian connections have been provided across the Subject Lands to enhance site porosity. Additional interior access walkways within podiums may be considered to further refine mid-block pedestrian movement options. These mid-block connections allow residents and visitors enhanced access to public transit services along Lakeshore Road and Hampton Heath Road.

Specific design consideration was made to ensure pedestrian connections are provided northward to the community centre. Two major pedestrian connections are provided at the northern portion of the site. These connections are separated from vehicular traffic to provide a comfortable pedestrian environment. While some pedestrian movement is possible along the north property line, the area of pedestrian movement will be limited and controlled to avoid conflict with loading vehicles.

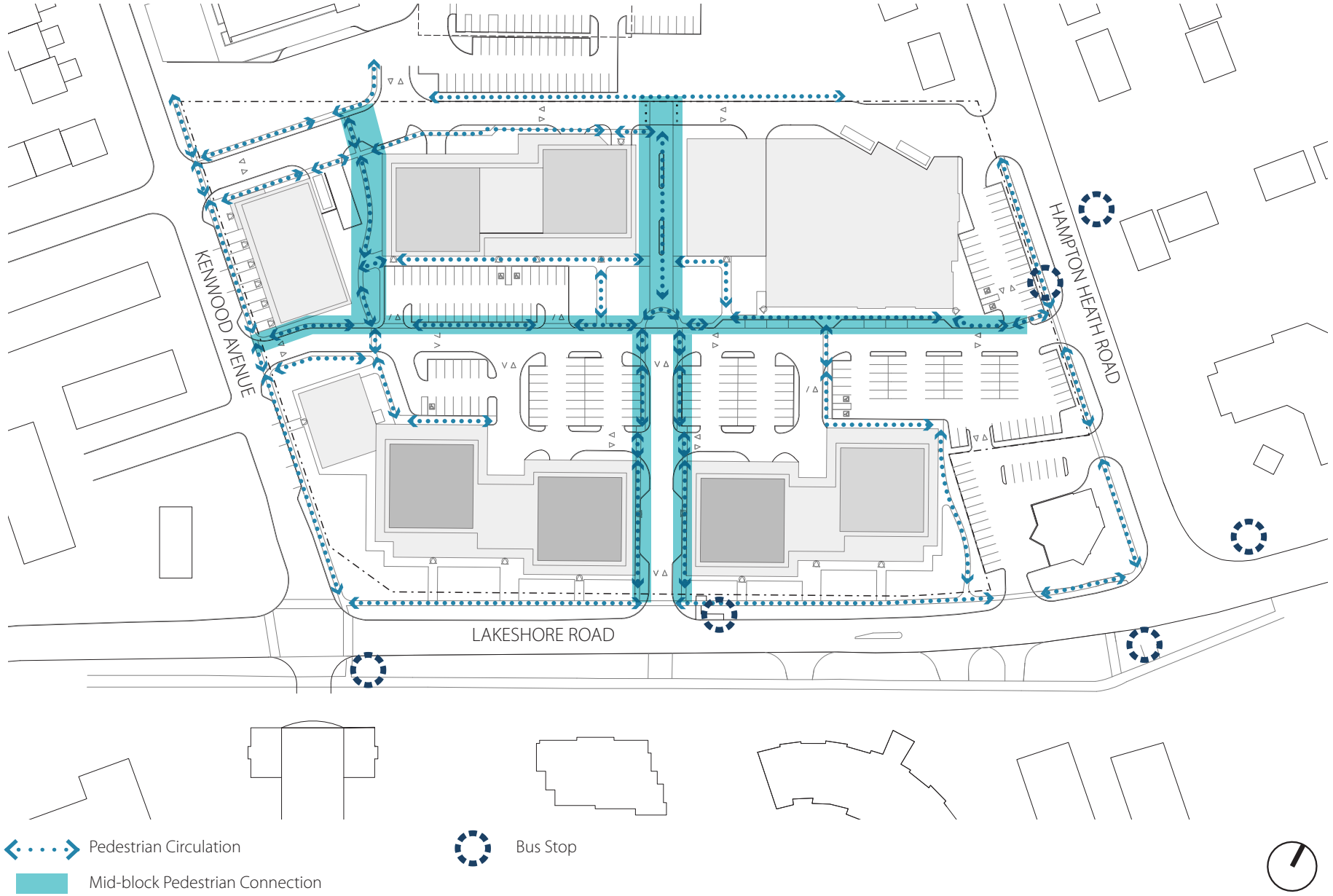


Figure 7.2 On-site pedestrian circulation

8 ARCHITECTURAL **DETAILS**

TALL BUILDING GUIDELINES PODIUM DESIGN

2.4a) All sides of the podium should be constructed with the highest quality of architectural design and materials.

2.4c) Materials shall reflect their intended use, and should not mimic other materials. They should complement the established character of the street where appropriate.

2.4d) The design of the podium should be primarily constructed of 'heavy' materials such as brick, stone, or metal, to anchor the building.

2.4h) Architectural elements and expressions, including entrances, windows, canopies, steps, and recesses and projections, should highlight individual units and reinforce a variety of scales and textures within the podium.

2.4m) Balconies should not be provided below the first three storeys to protect privacy, and minimize conflicts with adjacent mature tree growth. Above the third storey, inset and/or Juliette balconies are appropriate within the podium.

RESPONSE

The proposed architectural finishes and articulation of the building are conceptual at this stage. The proposal will be subject to a site plan approval process and details of the architectural design will be refined at the Site Plan stage.

A high-quality facade design has been contemplated that provides an architectural vernacular that will be complementary to the surrounding high-rise buildings.

The proposed podiums will provide a setback and will animate the public realm. The proposed building facades will be articulated by balconies, overhangs, and roof protrusion where appropriate. The key pedestrian entrances of the proposed development will be articulated with canopies and overhangs to provide weather protection where needed.

Building materials for the proposed development will be selected for high-quality, durable and sustainable qualities. Materials such as bricks and stone will be used at-grade to provide anchorage and support for the levels above. Glazing will also be used at-grade to provide a welcoming approach for pedestrians.

RHYTHM AND PATTERN

ARTICULATION

FACADE

Figure 8.1 Conceptual rendering of the proposal

TALL BUILDING GUIDELINES
TOWER DESIGN

3.1e) 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).

3.1f) For design flexibility, a portion of the tower (i.e. up to 20%) may extend to the edge of the podium without a stepback provided it can be demonstrated that there are no adverse wind impacts.

3.4a) A variety of techniques shall be used to articulate the tower, both vertically and horizontally, to create visual interest and encourage unique designs.

3.4b) All sides of the tower shall be constructed with the highest quality of architectural design and materials.

3.4c) The design of the tower should be primarily constructed of 'lighter' materials such as glazing to minimize the perceived mass.

3.4d) Heavier accent materials, such as metal, brick, or stone may be used to define unique components within the tower and/or to create vertical and horizontal articulation.

3.4e) 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.

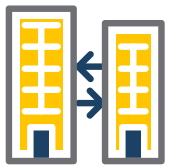
4.1a) Design the upper floors of tall building to clearly distinguish the top of the building from the tower, to further reduce the building profile, and to achieve a distinct skyline. This may include stepbacks, material variations, and/or unique articulation.

4.1b) Where the design of the tower itself is unique, and creates an interesting and varied skyline, a clearly distinguishable top may not be required.

4.1c) Towers should have a lighter appearance in general, which may be achieved with material selection as well as tower top design.

4.1f) Decorative lighting could be included within the tower design but over lighting or up lighting should be avoided.

STEP BACK



COMPATIBILITY

RESPONSE

The proposed towers will be stepped back from the podium to clearly differentiate between the building components. The tower design will provide visual interest through the balcony design. Visual interest of the towers can be further enhanced through articulation, material use and stepback design. The design of individual towers will be finalized at the site plan stage.

Building material for the proposed development will be selected for high-quality, durable and sustainable qualities. Material will also be selected to ensure the architectural character of the proposed podiums and towers will be compatible with the surrounding context and appropriate for an intensification site. Glazing and metal panels will used for the tower portion to provide a lighter massing and be compatible with the site context.

In addition to tower separation and placement, the tower facades will be designed to protect privacy, ensure sky views are maintained and provide a light appearance for the towers. The details of the architectural finishes will be refined at the Site Plan stage.

Figure 8.2 Architectural rendering of mid-rise and high-rise buildings on the site

9 LANDSCAPE DESIGN, **PUBLIC REALM & OPEN SPACE**

OFFICIAL PLAN POLICIES

In-effect OP Policy 6.5 d) The creation of a continuous and harmonious streetscape environment shall be encouraged with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings.

Draft OP Policy 7.3.2(1)a)(i)g. creating an attractive and connected interface between the private and the public realms;

Draft OP Policy 7.3.2(1)a)(i)h. creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings;

Draft OP Policy 7.3.2(1)a)(i)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.

Draft OP Policy 7.3.2(1)a)(ii)f. incorporating landscaped islands and pedestrian walkways;

TALL BUILDING GUIDELINES

2.2f) Stepbacks should be a minimum of 3 metres to ensure usable outdoor amenity space (i.e. patios).

2.4e) 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.

2.5c) Publicly-accessible private open space, including courtyards and plazas, parkettes, or Neighbourhood Parks (where site size permits) should be encouraged within tall building sites through applicable planning tools (i.e. Section 37).

2.5d) Publicly-accessible private open spaces shall be designed and located to encourage public use, provide connections to the broader open space network, and/or highlight important site characteristics (i.e. plazas at corner sites).

2.5f) Public art should be encouraged within tall building sites where appropriate (i.e. on corner sites, sites with publicly-accessible private open spaces, etc.) through applicable planning tools (i.e. Section 37). The selection and location of public art should reinforce the objectives of the City's Public Art Master Plan.

4.1e) Where possible, outdoor amenity space should be included within the top of the building, including balconies and patios, terraces, rooftop gardens, pools, etc.

5.1b) On larger sites, vegetative or grassy swales should be provided between buildings, and within courtyards and open spaces. These drainage basins should be planted with native plant materials that thrive in wet conditions.

5.1d) Existing significant trees and vegetation should be protected and incorporated into site design.

5.1e) Recommended landscape materials should include species that are native to the City of Burlington and non-invasive, as well as species that are generally drought resistant and require minimal maintenance.

5.2d) Vegetated or "green" roofs are recommended, especially in areas with minimal landscaping, to minimize water runoff, improve building insulation, and provide additional outdoor amenity areas.

Figure 9.1 Rendering of at-grade conditions at the southwest corner showing an extensive public realm

RESPONSE

As the proposed development is at a location suitable for intensification, the proposed development is designed and oriented to support the existing public realm, including public parks, open spaces, transit stops and public streets. Publicly accessible private open spaces (POPS) within the proposal will extend the public realm. A robust landscaping program will be proposed to enhance the visual appearance of the site edge and interior.

The design of POPS and walkways will be at a high standard. These spaces will be animated through ground-related uses, their entrances, and on-site passive recreation opportunities. Furthermore where possible, landscape and street furniture will be provided to encourage pedestrian movement and enjoyment.

A central outdoor amenity area has been provided at the south end of the mid-block mews between Blocks D and I. This landscaped pedestrian area will be highly visible and will be a focal point in the proposed development. Additional key outdoor amenity areas are also provided at the east of Block B, west of Block E, and private amenity space will be provided on the podium roof of the tall and mid-rise buildings.

Throughout the site, landscape islands and planting feature opportunities have been provided. These areas will assist in enhancing the function and aesthetics of the site. Street furniture, plantings, and hardscaping will be selected to contribute to the animation of the public realm and meet sustainability objectives at the Site Plan stage.

PUBLIC REALM

FOCAL POINT

STREET FURNITURE

10 PARKING, SERVICING, & **UTILITIES**

OFFICIAL PLAN POLICIES

In-effect OP Policy 6.5 f) City Council shall require that design plans promote public safety and security, with adequate visibility and lighting and the avoidance of secluded areas.

In-effect OP Policy 6.5 g) The location, amount, position and design of parking areas shall be reviewed to minimize their potential to erode the qualities of the public streetscape, and to lessen their visual impact. City Council shall require landscaped islands and screening in the design of large parking lots.

In-effect OP Policy 6.5 j) The functional and visual impact of site servicing, loading, air conditioning and ventilation equipment and waste handling facilities shall be minimized, by integrating them into the building's main structure, by screening or by site design.

Draft OP Policy 7.3.2(1)a)(i)f. screening or integrating roof top mechanical equipment within the overall composition of the building;

Draft OP Policy 7.3.2(1)a)(ii)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;

Draft OP Policy 7.3.2(1)a)(ii)b. integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;

Draft OP Policy 7.3.2(1)a)(ii)d. screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;

Draft OP Policy 7.3.2(1)a)(ii)e. locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;

Draft OP Policy 7.3.2(1)a)(ii)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.

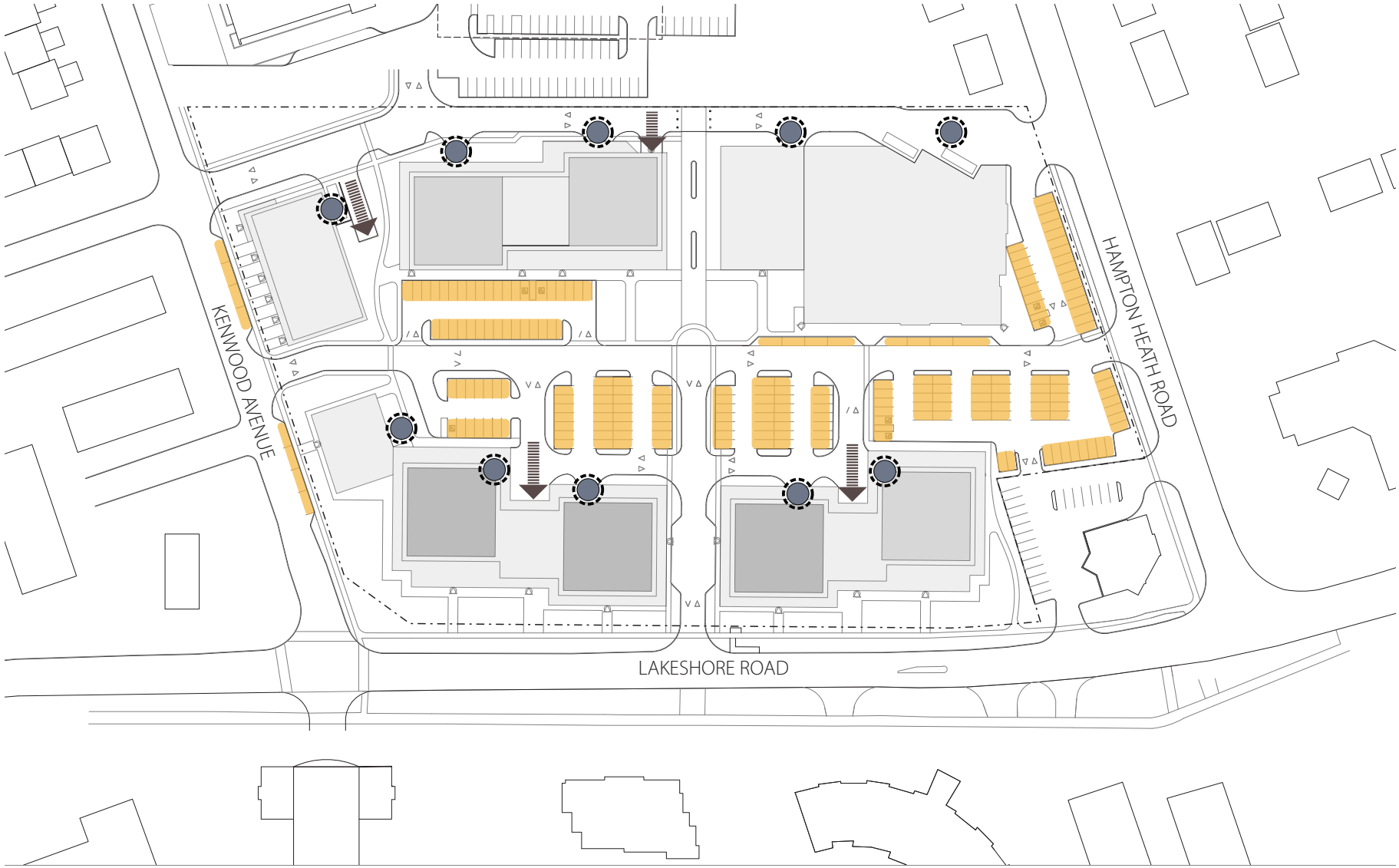


Figure 10.1 Parking and loading areas

TALL BUILDING GUIDELINES

2.2d) The floor-to-ceiling height of the ground floor shall be a minimum of 4.5 metres to accommodate internal servicing and loading, and active commercial uses (where permitted).

2.5a) Parking, servicing and loading shall be accommodated internally within the building podium and screened from the street.

2.5b) Access to parking, servicing and loading shall be provided from the rear of the building, or a laneway where possible. On corner sites, access may be provided from secondary streets provided the entrance facilities are well integrated into the rest of the frontage.

4.2a) 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.

4.2b) Where possible, rooftop mechanical equipment should be wrapped by residential units, or other occupiable space (i.e. amenity areas).

4.2c) Rooftop mechanical equipment should be limited to no more than 50% of the area of the uppermost floor, and stepbacks on all sides should be no less than 3 metres from the edge of the floor below to ensure they are screened from view.

5.2g) All buildings should have conveniently located waste management facilities to support the separation of waste into different streams according to reuse and recycling regulation (i.e. compost, paper, plastics, etc.).

5.1a) Site design shall minimize impervious hard surfaces. Parking should be located underground, and driveways should be as small as possible within allowable standards.

RESPONSE

The proposed development will be serviced by a combination of surface and underground parking. Due to loading and retail requirements, all podium buildings will have a minimum of 4.5 metres floor height on the ground floor.

Access to the interior of the Subject Lands are provided along Lakeshore Road, Kenwood Avenue and Hampton Health Road. Some on-street surface parking is proposed along Kenwood Avenue to foster an urban atmosphere. Save and except the surface parking for the anchor supermarket, all surface parking areas will be internal to the Subject Lands and screened from Lakeshore Road and Kenwood Avenue.

The proposed loading areas and ramps to underground parking will be located away from the public realm. The detailed design of underground parking, loading areas and utility areas will be finalized at the Site Plan stage.

Rooftop mechanical units for high-rise, mid-rise and lower commercial units will be setback from sight lines or screened architecturally to be compatible with the quality of the proposed materials.

Figure 10.2 An example of a rear lane where the visual impact of the access to parking ramp and loading area are minimized.

Figure 10.3 Example of landscape buffers providing separation between the walkway and parking lots.

Figure 10.4 Example of utilities being screened and enhanced by plantings.

11 SUSTAINABILITY AND **MICROCLIMATE**

TALL BUILDING GUIDELINES WEATHER PROTECTION

3.2a) The total height of the tower (including the top) shall ensure no adverse impacts on adjacent Residential Neighbourhood Areas, parks, open spaces, or natural areas.

3.2d) The massing of the tower, and its relationship to the building base, shall not result in adverse wind effects at the street level.

3.3a) The design and placement of the tower shall be carefully considered to minimize the size of shadows on the opposite streetscape, and the time it takes for them to pass.

3.3c) The widest edge of the tower should generally be oriented in an east-west direction to minimize the impacts of shadows.

3.3d) 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).

RESPONSE

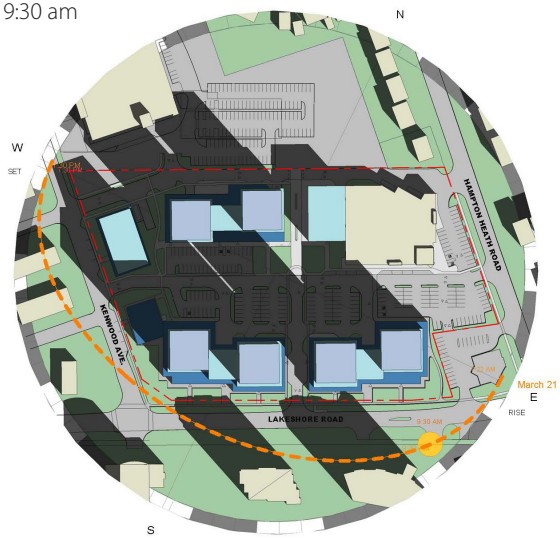
A shadow impact analysis has been prepared by Cynthia Zahoruk Architect Inc. The proposed offset design and slenderness of the towers will ensure minimal shadow impact being experienced on the adjacent community centre lands. Overall, solar access is protected on abutting properties through the design of these towers and stepbacks from building podiums.

Due to the central location of some proposed on-site open spaces, some shadow impact will be experienced at these POPS, including the central outdoor amenity area at the south end of the mid-block mews between Blocks D and I. However, the shadow impact is reasonable while balancing the preferred location of towers on the site. The shadow impact is lesser during the summer solstice. Overall, as the towers are placed in a east-west direction, the impact of shadows will be limited to small durations of passing shadows.

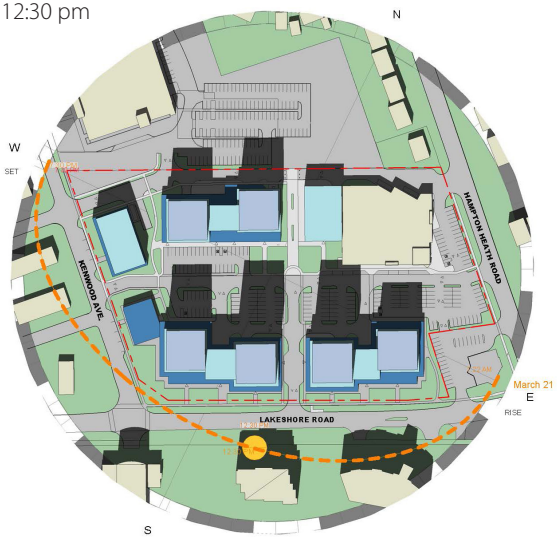
The proposed development will provide integrated weather protection elements in the building façade wherever possible. Down drafts and wind effects will be mitigated by the façade treatment and building articulation. The balcony design can enhance visual interest and also assist in minimizing wind impact. All weather protection design elements will be finalized at the Site Plan Approval Stage.

SUSTAINABILITY

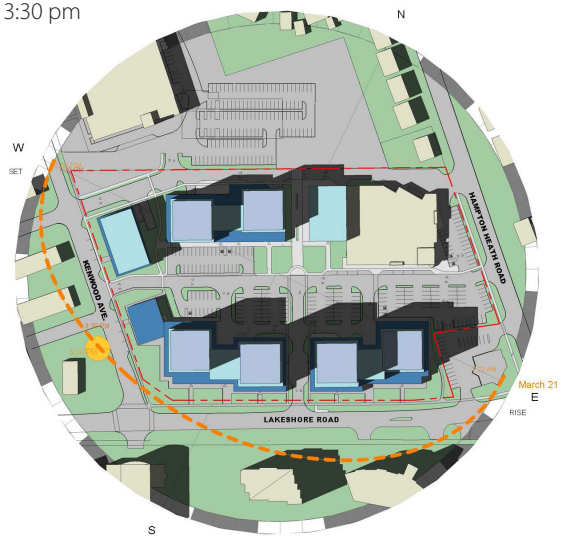
March 21
9:30 am



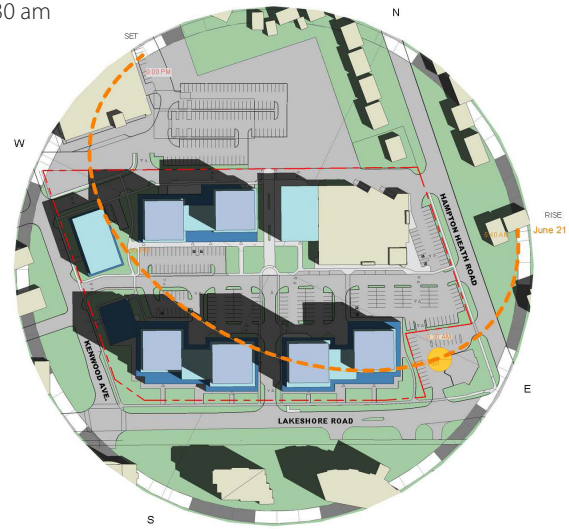
March 21
12:30 pm



March 21
3:30 pm



June 21
9:30 am



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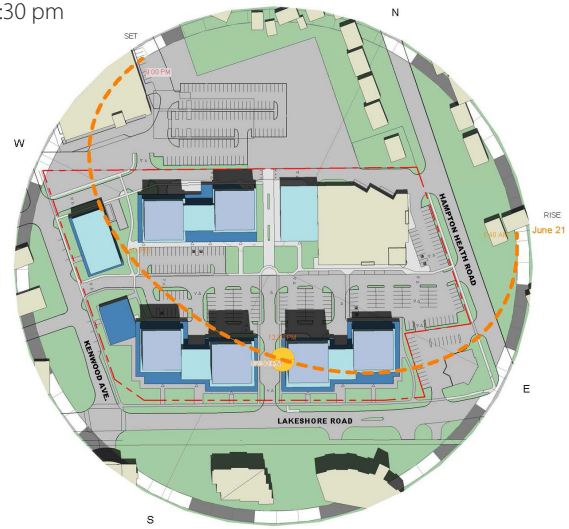

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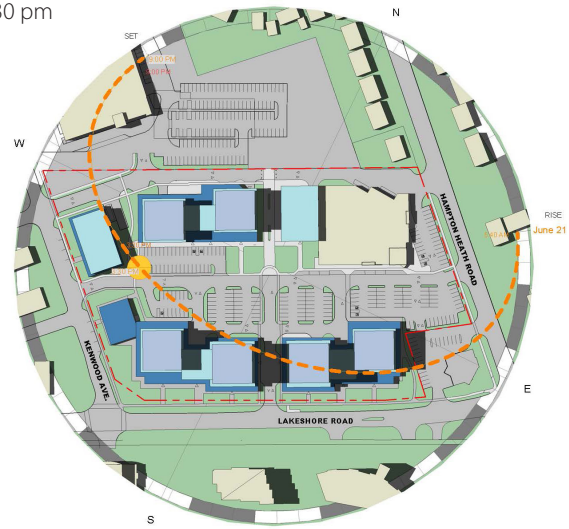


Figure 11.1 Shadow impact study for the proposal for March 21 and June 21

OFFICIAL PLAN POLICIES

In-effect OP Policy 6.5 m) All development shall be designed having regard for Sustainable Development considerations as set out in Part II, Subsection 2.7.3 of this Plan.

TALL BUILDING GUIDELINES ENVIRONMENTAL IMPACT MANAGEMENT

2.4n) Notwithstanding the above, the design and materiality of the podium should reflect bird-friendly best practices.

5.1c) Porous pavement, and landscaped areas with adequate size and soil conditions, should be maximized to increase the total amount of water run-off absorbed through infiltration.

5.1f) Landscape design should incorporate strategies to minimize water consumption (i.e. use of mulches and compost, alternatives to grass and rainwater collection systems).

5.1g) Well-drained snow storage areas should be provided on site in locations that enable melting snow to enter a filtration feature prior to being released into the storm water drainage system.

5.2a) New buildings should be encouraged to seek Leadership in Energy and Environmental Design (LEED) certification, or an equivalent design standard.

5.2b) New buildings are encouraged to reduce the energy consumption of building and site systems (HVAC, hot water, lighting) through the use of appropriate mechanical and construction technology (natural cooling, light recovery, passive solar design, etc.).

5.2e) Water use reduction technologies are encouraged, including water-efficient appliances, such as aerators, low-flow shower heads, dual-flush toilets, front-loading washers, waterless urinals and high-efficiency dishwashers.

5.2f) Waste water technologies, such as rain barrels or cisterns, are encouraged in new buildings to collect and filter rain water to be recycled for non-potable domestic uses.

5.2h) Where possible, construction materials should be recycled to reduce the environmental impacts of extracting and manufacturing new materials. If there are no salvageable materials available, efforts should be made to purchase materials from demolition sales, salvage contractors and used materials dealers.

5.2i) New construction materials should be locally sourced to reduce the impacts of transportation. Canadian products are generally designed to withstand our climate.

5.2j) Construction materials should be durable and consider life cycle costing to avoid premature replacement.

RESPONSE

In general, light colour building materials and landscaping of the development will assist the reduction of urban heat island effects. Green and cool roofs will be considered to assist with infiltration.

Bird-friendly best practices will be considered to inform the design of podiums. Native and drought tolerant species will be preferred for the proposed development. Local tree species will also be selected to thrive on-site.

Sustainability measures have been considered but not finalized at this stage of the proposal. Further information will be provided at the Site Plan Approval Stage to ensure the sustainability objectives of the City of Burlington are met.

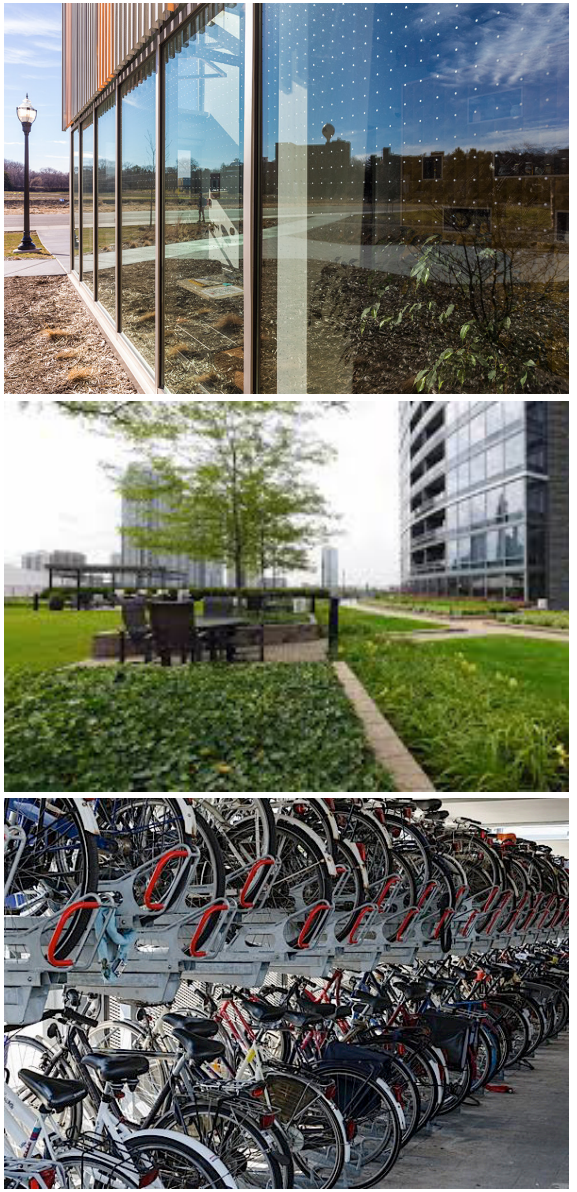


Figure 11.2 Example Bird Friendly Design, Active Green Roof and Secure Bicycle Storage

12 DESIGN **TERMS**

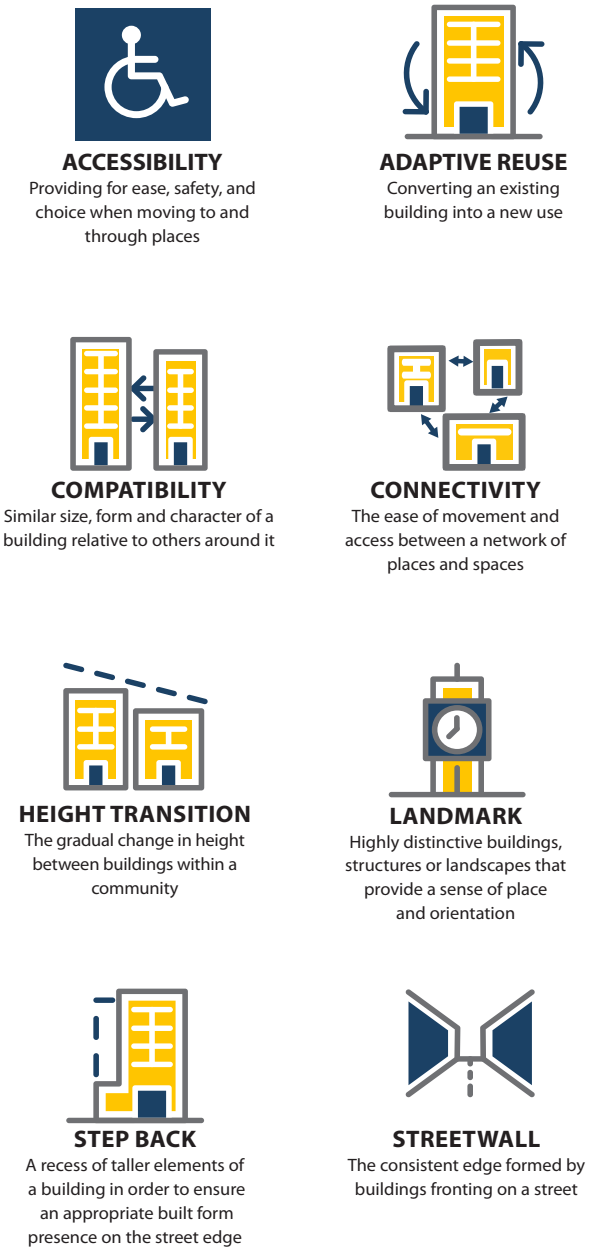


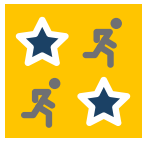
Figure 11.1 The Urban Design Dictionary by MHBC Planning.

ANGULAR PLANE
A geometric measurement that maintains solar access and height transition

ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities

ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade

BUILT FORM
The physical shape of developments including buildings and structures



CHARACTER
The look and feel of an area, including activities that occur there

CIRCULATION
The movement patterns of people and vehicles through a site or community

DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic

FACADE
The exterior wall of a building exposed to public view

FIGURE GROUND
The visual relationship between built and unbuilt space

FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment

FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker

GATEWAY
A signature building or landscape to mark an entrance or arrival to an area

MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings

NODE
A place where activity and circulation are concentrated

PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities

PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs

RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest

SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape

STREET FURNITURE
Municipal equipment placed along streets, including light fixtures, fire hydrants, elephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks

SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems

URBAN FABRIC
The pattern of lots and blocks in a place

VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks

VISTA
Direct and continuous views along straight streets or open spaces

WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

MHBC

PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

KITCHENER
WOODBRIDGE
LONDON
KINGSTON
BARRIE
BURLINGTON