

P L A N N I N G A D D E N D U M

2069 & 2079 Lakeshore Road
and 383 & 385 Pearl Street
BURLINGTON

PREPARED FOR:
LAKESHORE (BURLINGTON) INC.

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2019



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[1 . 0]

I N T R O D U C T I O N

This planning addendum report is intended to update the original Planning and Urban Design Rationale, dated August 2018, which was prepared in support of the Official Plan amendment and rezoning applications (the “applications”) for the property municipally known as 2069 and 2079 Lakeshore Road and 383 and 385 Pearl Street (the “subject site”). Following the submission of the applications, a neighbourhood meeting was held on January 29, 2019 and formal comments have now been received from various City departments and agencies. In addition, on May 16, 2019, A Place to Grow, Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) was brought into effect.

As a result of the comments and feedback received to date, the development proposal for the subject site has been revised. The purpose of this addendum is to provide an overview and analysis of the revised proposal in support of the applications and in light of the policies changes resulting from the new Growth Plan. This addendum is intended to be read in conjunction with our August 2018 Planning and Urban Design Rationale.

In summary, this addendum provides the following information:

- A brief overview of the site;
- A history of the application;
- A summary of the original proposal;
- A description of the revised proposal; and
- A planning analysis.

[2 . 0]

S I T E & S U R R O U N D I N G S

Our original Planning and Urban Design Rationale, dated August 2018, provides a detailed description of the subject site and its surroundings. The boundaries of the subject site, which is located at the northeast corner of the Lakeshore Road and Pearl Street intersection in Burlington's Downtown, have not changed. As a result, the subject site remains approximately 2,499 square metres (0.25 hectares) in area.

The subject site is a consolidation of four properties known municipally as 2069 and 2079 Lakeshore Road and 383 and 385 Pearl Street. Together, these four properties create a single large rectangular parcel, which occupies nearly 60 percent of the Lakeshore Road frontage between Pearl Street and Martha Street.

The subject site has frontages of approximately 61 metres along Lakeshore Road and 38 metres along Pearl Street and currently contains three primary buildings with a total gross floor area of approximately 1,622 square metres as follows:

- 383-385 Pearl Street: 441 square metres;
- 2069 Lakeshore Road: 764 square metres; and
- 2079 Lakeshore Road: 417 square metres.

The subject site benefits from views towards Lake Ontario and easy access to the waterfront via numerous waterfront trails and Spencer Smith

Park, which is located in close proximity to the subject site. As noted, the subject site is located within Downtown Burlington's Urban Growth Centre, is within the Downtown mobility hub and Major Transit Station Area, and is well served by public transit. Individually and collectively, these conditions result in the subject site being a candidate for intensification.

The subject site is located in Ward 2 in Burlington's Downtown Core. The surrounding area includes a mix of low-rise and high-rise residential and commercial/employment uses, including existing and proposed residential and mixed-use buildings with a range of taller building heights.

The immediate surroundings include a 3-storey, 30 dwelling unit stacked townhouse and live-work development which includes at-grade retail and commercial uses fronting on public and private roads to the north. To the immediate east of the site is a vacant parking lot, which was recently approved for a 26-storey mixed-use building with 192 dwelling units and at-grade retail uses. To the immediate south of the subject site is a single-storey office building. To the immediate west of the subject site is a 17-storey mixed-use condominium building with a financial institution on the ground floor and residential units above.

[3 . 0]

A P P L I C A T I O N H I S T O R Y

The following is a chronology of the events related to the applications:

January 11, 2017: a pre-consultation meeting was held to receive preliminary comments from the City and identify supporting studies required as part of a complete application.

June 19, 2018: The proposal was reviewed by the Burlington Urban Design Advisory Panel.

October 23, 2018: The formal Official Plan amendment and rezoning applications were submitted.

December 21, 2018: The formal Official Plan amendment and rezoning applications were deemed complete.

January 29, 2019: A community meeting was held to gain input from the public on the proposed Official Plan amendment and rezoning applications.

[4 . 0]

O R I G I N A L P R O P O S A L

The purpose of the initial applications was to facilitate the redevelopment of the subject site, including the demolition of three obsolete low-scale commercial buildings with surface parking and the retention and adaptive re-use of the listed heritage buildings fronting onto Pearl Street. The development proposal also contemplated the construction of a new 29-storey mixed-use building with 675 square metres of ground floor commercial space fronting Lakeshore Road and Pearl Street, 280 residential dwelling units on the upper storeys, and five levels of underground parking.

The following is a summary of the key development statistics of the original proposal:

SITE AREA	2,482 sq. m.
RESIDENTIAL GFA	23,663 sq. m.
NON-RESIDENTIAL GFA	675 sq. m.
TOTAL GFA	25,177 sq. m.
FLOOR AREA RATIO	10.14
HEIGHT	94.32 m (29 storeys) 99.32 m (including mechanical penthouse)
RESIDENTIAL UNITS	Live-work: 2 1 Bedroom: 39 1 Bedroom + Den: 43 2 Bedroom: 93 2 Bedroom + Den: 85 3 Bedroom: 18 Total: 280
RESIDENTIAL AMENITY SPACE	Interior: 559 sq. m. Exterior: 5,300 Sq. m. Total: 5,859 sq. m.
VEHICLE PARKING SPACES	Residential: 280 spaces (below-grade) Retail/Visitor: 11 spaces (at-grade) Total: 291 (incl. 9 accessible spaces)
BICYCLE PARKING SPACES (LEVEL 1)	97 residential spaces 3 retail spaces Total: 100 bicycle parking spaces

In support of the original proposal, the following information and studies were prepared and submitted for review:

- Planning and Urban Design Rationale;
- Angular Plane Study;
- Response to BUD Comments;
- Economic Analysis;
- Boundary and Topographic Survey with Adjacent Building Heights;
- Conceptual Landscape Plans;
- Tree Preservation/Removal Plan;
- Arborist Report;
- Noise Study;
- Noise Study Addendum;
- Noise Study Addendum #2;
- Transportation Impact Study, Parking Study and Transportation Demand Management;
- Additional Traffic Data and Response;
- Hydrogeology Report;
- Hydrogeological Study - April 2019;
- Pedestrian Wind Comfort Opinion;
- Pedestrian Wind Study;
- Phase Two ESA – March 2019;
- Shadow Study;
- Functional Servicing Report;
- Heritage Value Assessment;
- Phase One Environmental Site Assessment;
- Ground Water Sampling Results;
- Terraprobe ESA Phase 2 QP Preliminary Statement; and
- Environmental Site Screening Questionnaire.

[5 . 0]

THE REVISED PROPOSAL

The revised proposal, which is provided in Appendix A, continues to retain the existing heritage listed building, while facilitating the redevelopment of the subject site with a 29-storey residential mixed-use building in a tower-podium form. The revised proposal continues to incorporate retail space at grade with residential dwelling units on the upper storeys. The key revisions to the proposal are as follows:

- The two storeys proposed above the existing heritage listed building have been removed;
- The podium setback to Pearl Street has been increased from 0.57 metres to 2.43 metres;
- The gross floor area of the tower floor plate has been reduced from 773.8 square metres to 755.4 square metres;
- The number of the larger 3-bedroom units has been increased from 18 to 24, while the overall number of dwelling units has decreased from 280 to 278;
- The provision of vehicular parking has been increased;
- The indoor amenity area has been increased from 559.2 square metres to 672.9 square metres, and the outdoor amenity area has been reduced from 5,299.5 square metres to 5,001.2 square metres; and
- An indoor amenity area has been added to the penthouse level.

The following is a comparison of key development statistics between the original proposal and the current revised proposal:

	ORIGINAL PROPOSAL (AUG. 2018)	CURRENT PROPOSAL (JUNE 2019)
Site Area	2,482 sq. m.	2,482 sq. m.
Residential GFA	23,663 sq. m.	22,870.6 sq. m.
Non-Residential GFA	674.6 sq. m.	665.8 sq. m.
Total GFA	25,176.7 sq. m.	24,393.0 sq. m.
Floor Area Ratio	10.14	9.89
Height	94.32 m (29 storeys) 99.32 m (including mechanical penthouse)	94.85 m (29 storeys) 98.70 m (including penthouse)
Residential Units	Live-work: 2 1 Bedroom: 39 1 Bedroom + Den: 43 2 Bedroom: 93 2 Bedroom + Den: 85 3 Bedroom: 18 Total: 280	Live-work: 2 1 Bedroom: 44 1 Bedroom + Den: 34 2 Bedroom: 120 2 Bedroom + Den: 52 3 Bedroom: 24 Total: 276
Residential Amenity Space	Interior: 559 sq. m. Exterior: 5,300 Sq. m. Total: 5,859 sq. m.	Interior: 672.9 sq. m. Exterior: 5,001.2 Sq. m. Total: 5,674 sq. m.
Vehicle Parking Spaces	Res.: 280 spaces (below-grade) Retail/Visitor: 11 spaces (at-grade) Total: 291 (incl. 9 accessible spaces)	Res.: 289 spaces (below-grade) Retail/Visitor: 11 spaces (at-grade) Total: 291 (incl. 9 accessible spaces)
Bicycle Parking Spaces (Level 1)	97 residential spaces 3 retail spaces Total: 100 bicycle parking spaces	28 residential spaces 3 retail spaces Total: 31 bicycle parking spaces

In support of the revised proposal, the following information and plans have been prepared:

- This Planning Addendum Report;
- Architectural Plans;
- Updated Economic Analysis;
- Transportation Memorandum;
- Updated Pedestrian Wind Study; and
- Heritage Value Assessment Addendum.

[6 . 0]

R E Q U I R E D A P P R O V A L S

In our opinion, the revised proposal is consistent with the Provincial Policy Statement (the "PPS"), conforms to the Growth Plan and conforms to the policies of the Region of Halton Official Plan (the "Regional Official Plan"). In our opinion, the current City of Burlington Official Plan (the "Official Plan") is inconsistent with and fails to conform to the Provincial and regional policy framework as noted above, in particular as it relates to the permitted height and density of development. As such, the proposed development requires an amendment to the in-force City of Burlington Official Plan, as amended, in order to increase the permitted

height and density on the subject site, in order to accommodate the revised proposal. Similarly, it is our opinion that the current zoning that applies to the subject site is inconsistent with and fails to conform to the Provincial and regional policy framework. In this regard, the revised proposal requires an amendment to the in-force City of Burlington Zoning By-law 2020, as amended, in order to increase the permitted height (above 4 storeys and 15 metres) and density (above 4.0:1 FAR) as well as other development standards, as necessary, to accommodate the proposal.

[7 . 0]

P O L I C Y A N D R E G U L A T O R Y C O N T E X T

A full review and assessment of the land use policy framework applicable to the subject site was completed as part of our original Planning and Urban Design Rationale. The following provides an updated analysis of the policy framework with consideration for the revised proposal and changes to the policy framework that have occurred since the submission of the applications. This section is intended to supplement and be read in conjunction with the Policy Analysis and Overview section of our original Planning and Urban Design Rationale.

Provincial Policy Statement (2014)

The analysis provided in Section 4.2 of our original Planning and Urban Design Rationale continues to apply to the subject site. As it relates to the revised proposal, it continues to be our opinion that the in-force Official Plan is inconsistent with the Provincial Policy Statement, in particular Policies 5.5.8.2(b) and (i) which restrict the maximum building height on the subject site to 8-storeys and a maximum density of 4.0:1 Floor Area Ratio. In our opinion, an 8-storey building on the subject site is inconsistent with the PPS, as it does not optimize and allow for the efficient use of land and infrastructure, which is a primary consideration in the PPS. In our opinion, the proposal is consistent with the PPS and in particular the policies relating to intensification and the efficient use of land, infrastructure and public service facilities.

A Place to Grow, Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow, Growth Plan for the Greater Golden Horseshoe took effect on May 16, 2019, replacing the previous 2017 Growth Plan for the Greater Golden Horseshoe. It is our opinion that the revised proposal conforms to the Growth Plan.

The Growth Plan sets out the vision for the Greater Golden Horseshoe (the "GGH") and states that it will be a great place to live, work and play and its economy will be supported by a strong economy and will support the achievement of complete communities. In this regard, complete communities are defined by the Growth Plan as:

"Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts."

Policy 1.2.1 of the Growth Plan outlines the guiding principles, which includes:

- Supporting the achievement of complete communities that are designed to support healthy and active living and meet the people's needs for daily living throughout an entire lifetime;
- Prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- Supporting a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households; and
- Conserving and promoting cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Metis communities.

Policy 2.2.2.1.1 of the Growth Plan states that population and employment forecasts will be used for planning and managing growth. In this regard, Schedule 3 of the Growth Plan forecasts a population of 820,000 and 390,000 jobs for the Region of Halton by 2031, increasing to 1,000,000 and 470,000 respectively by 2041, which calculates to a growth of 180,000 people and 80,000 jobs in a ten year period.

Policy 2.2.2.1.2 of the Growth Plan states that the vast majority of the forecasted growth will be directed to the delineated built boundary, areas with existing municipal services, and areas that can support the achievement of complete communities, all within settlement areas. Policy 2.2.2.1.2 continues to state that within settlement areas, growth will be focused in delineated built up areas, strategic growth areas, locations with existing or planned transit, with a priority on higher order transit where it exists or is planned, and areas with existing or planned public service facilities.

Policy 2.2.2.1.3 c) states that upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of the Growth Plan, which will provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Policy 2.2.2.1.4 states that the policies of the Growth Plan will support the achievement of complete communities through, among other

things, featuring a mix of land uses; providing a diverse range of housing options; and, providing for a more compact built form and vibrant public realm.

Policy 2.2.2.1 a) states that by the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, a minimum of 50 percent of all residential development occurring annually in Halton will be within the delineated built up area. Policy 2.2.2.3 states that municipalities will develop a strategy to achieve the minimum intensification target throughout the delineated built up areas which will identify strategic growth areas, identify the type and scale of development in strategic growth areas, encourage intensification throughout the delineated built up area, ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities, prioritize planning and investment in infrastructure and public service facilities that will support intensification, and be implemented through official plan policies and designation, updated zoning and other supporting documents.

Policy 2.2.3.1 d) states that urban growth centres will be planned to accommodate significant population and employment growth and 2.2.3.1.2 states that urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of 200 residents and jobs combined per hectare for Downtown Burlington.

Section 2.2.6 of the Growth Plan contains the Housing policies, which state that municipalities will support housing choice through the achievement of the minimum intensification density targets (Policy 2.2.6.1); municipalities will support the achievement of complete communities by planning to accommodate forecasted growth, planning to achieve minimum intensification and density targets, considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock (Policy 2.2.6.2).

Policy 3.2.3.2 b) states that all decisions on transit planning and investment will be made according to, among other criteria, prioritizing areas with existing or planned higher residential or employment densities to optimize return on

investment and the efficiency and viability of existing and planned transit service levels.

Policy 4.2.7.1 of the Growth Plan states that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

Policy 4.2.10.1 states that municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals including policies that support the achievement of complete communities as well as minimum intensification density targets, reduce automobile dependency and support existing and planned transit and active transportation.

Policy 5.2.5.1 states that the minimum intensification and density targets of the Growth Plan are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate. Policy 5.2.5.6 states that in planning to achieve the minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and supporting documents that direct the development of high quality public realm and compact built form.

In our opinion, the in-force City of Burlington Official Plan and new City-adopted Official Plan fail to conform with the Growth Plan. In particular, Policy 5.5.8.2(b) and Policy 5.5.8.2(i) of the in-force Official Plan, as it relates to lands designated 'Downtown Core Precinct', allow for a maximum height of 4 storeys plus a bonus provision for up to 8 storeys and a maximum density of 4.0:1 Floor Area Ratio. In our opinion, an 8-storey building fails to conform with the Growth Plan, as it relates to optimizing infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form. Further, an 8-storey building fails to conform to the Growth Plan as it relates to focusing growth in "strategic growth areas" such as Urban Growth Centres and Major Transit Station Areas where minimum growth targets have been established for upper- and single-tier municipalities, by the Province. Failing to recognize appropriate locations for established minimum density

targets and opportunities for intensification in recognized "strategic growth areas" could result in the municipality's inability to meet Provincial policy objectives.

For the reasons set out above, it is our opinion that the proposal conforms to the Growth Plan and in particular, the policies which direct significant growth to Urban Growth Centres and Major Transit Station Areas, support the achievement of complete communities, optimize the use of land and access to a range of transportation options, and ensure that development is of a high quality compact built form.

7.1 Halton Regional Official Plan

The analysis provided in Section 4.4 of our original Planning and Urban Design Rationale continues to apply to the subject site. As it relates to the revised proposal, it continues to be our opinion that the proposal conforms to the Halton Region Official Plan and in particular, the policies which promote higher densities for intensification areas than surrounding areas, that direct development with higher densities and mixed uses to intensification areas, including Urban Growth Centres, and that provide that Urban Growth Centres will accommodate a significant share of population and employment growth.

Per the letter received from Regional Municipality of Halton dated April 15, 2019, Regional Staff are of the opinion that the original proposal is consistent and conforms to the relevant planning documents. This letter recognizes that the owner has submitted, to the satisfaction of the Region of Halton, a Ministry of Environment acknowledged Record of Site Conditions for the subject lands, which demonstrates that the lands are free and clear for proposed uses. Regional Staff have considered the proposed amendments in accordance with Regional By-law 17-99 and have determined that the proposed amendment may be exempt for Regional Approval.

7.2 City of Burlington Official Plan

The analysis provided in Section 4.6 of our original Planning and Urban Design Rationale continues to apply to the subject site. As it relates to the revised proposal, it continues to be our opinion that the in-force Official Plan introduces arbitrary heights and densities that do not align with the current provincial and regional policy directions that support intensification areas (i.e. Urban Growth Centres, Major Transit Station Areas and mobility hubs) where the optimization of land use, infrastructure and public service facilities, including public transit, has been identified as a focus for investment.

In our opinion, the revised proposal more closely reflects the intent of the provincial and regional policy documents by introducing appropriate heights and densities in a compact built form, within 500 metres of a major transit station area and within a regionally and municipally recognized mobility hub, and within an Urban Growth Centre which establishes a minimum intensification target of 200 residents and jobs combined per hectare.

7.3 City of Burlington New Official Plan (Council Adopted, April 2018)

The analysis provided in Section 4.7 of our original Planning and Urban Design Rationale continues to apply to the subject site. The new City of Burlington Council adopted Official Plan is not currently in force and on February 7, 2019, Burlington City Council decided, through Council resolution, to re-examine the policies in the New Official Plan.

In reviewing the revised proposal against the Council adopted new Official Plan, it continues to be our position that the intent of the new City of Burlington Council adopted Official Plan, in particular, the policies relating to height and density in the Downtown Core Precinct (i.e. a maximum building height of 12 storeys, or 17 storeys subject to a site-specific Zoning By-law Amendment), is inconsistent with the Provincial Policy Statement, fails to conform to the Growth

Plan and does not have regard for the Region of Halton Official Plan. The new Official Plan is prescriptive and applies a level of rigidity, with respect to height and density, without a proper level of analysis or justification for these maximum targets. In addition, the maximum height and density should not be prescribed in the Official Plan in a manner that unduly limits development, without a proper assessment of impacts.

In our opinion, the revised proposal more closely reflects the intent of the provincial and regional policy documents by introducing heights and densities that appropriately optimize both existing and planned infrastructure, including public transit, and public service facilities in a locally, regionally, and provincially recognized primary growth area.

7.4 City of Burlington Zoning By-law 2020

The analysis provided in Section 4.9 of our original Planning and Urban Design Rationale continues to apply to the subject site. Given the current zoning regulations that apply to the subject site, a Zoning By-law Amendment is being submitted to allow for the proposed height and density, as well as other site-specific zoning regulations in support of the redevelopment proposal.

7.5 Interim Control By-law

On March 5, 2019, Council for the City of Burlington passed By-law 10-2019 creating an interim control by-law (the "ICBL") that restricts the development within a study area, of generally the City's Downtown Urban Growth Centre boundary and lands in proximity to the Burlington GO station, for a period of one year with a maximum extension of a second year.

During the one-year "freeze" on development in the study area, the City will complete a land-use study to:

- Assess the role and function of the downtown bus terminal and the Burlington GO station on Fairview Street as Major Transit Station Areas
- Examine the planning structure, land use mix and intensity for the lands identified in the study area
- Update the Official Plan and Zoning bylaw regulations as needed for the lands identified in

the study area.

April 25, 2019, Council for the City of Burlington passed By-law 21-2019, which amends the ICBL in order to exempt certain sites which are in the site plan process, from the restrictions of the ICBL.

The subject site falls within the ICBL boundaries and is not one of the identified exempted properties. As such the subject site is included in the ICBL.

7.6 Studies and Guidelines

The review and analysis of the Mobility Hub, Streetscape Design study, and Sustainable Building and Development Guidelines, found in Sections 4.10, 4.11, and 4.14 of our original report continue to apply to the revised proposal. Our review of the Downtown Urban Design Guidelines and Tall Building Design Guidelines in our original report continue to apply. A review and analysis of the revised proposal against these guidelines and the applicable urban design policies is provided in the updated Urban Design Brief attached as Appendix B.

The planning and urban design analysis provided in our original report continues to apply to the revised proposal.

[8 . 0]

P L A N N I N G A N D U R B A N D E S I G N A N A L Y S I S

8.1 Intensification

Intensification on the subject site in the form of a mixed-use residential and commercial high-rise building is appropriate and desirable, and is in keeping with the policy framework set out in the PPS, Growth Plan and the Regional Official Plan. The original Economic Analysis, prepared by Altus Group Economic Consulting, concludes that the proposed development supports key provincial and municipal planning policies.

In our opinion, the new Growth Plan reinforces and strengthens the themes of intensification and optimization found in the earlier plans. Accordingly, our original analysis regarding intensification continues to apply and we continue to be of the position that the in-force planning permissions for the site are outdated and are not consistent with the 2014 PPS, and do not conform to the 2017 and 2019 Growth Plans, nor do they conform to the 2015 Halton Regional Official Plan.

It is our professional opinion that the revised proposal is consistent with the policy directions set out in the PPS and conforms to the Growth Plan and Halton Official Plan, all of which promote intensification and a range of housing choices on underutilized sites within built-up urban areas, particularly in locations that are well served by municipal infrastructure, including public transit. The subject site is located within Downtown Burlington, which is identified as an Urban Growth Centre by the Growth Plan. In this regard, the proposal is in keeping with the Provincial and

Regional policies, which provide strong support for intensification in urban growth centres. Furthermore, the subject site is located within walking distance of significant employment uses in the Financial District and the Downtown area and is located within convenient walking distance of a major transit station area.

8.2 Land Use

In terms of land use, as is described in detail in section 5.2 of our original Planning and Urban Design Rationale, the revised proposal meets the intent of the provincial, regional and local land use policies, particularly as they relate to the Downtown Mixed Use Centre and Core precinct land use designations, as it proposes an appropriate range and balance of higher-intensity employment and residential uses.

8.3 Height and Massing

Section 4.7 of our original Planning and Urban Design Rationale provides an analysis regarding built form and height which remains relevant, as the revised proposal generally maintains a similar built form to the original proposal, albeit slightly smaller and more slender. In our opinion, the proposed height is appropriate, given the policy framework that applies to the site and the built form context. From a density perspective, it is our opinion that the proposed density of 9.89 FAR is appropriate and desirable in consideration of the provincial policy framework which seeks to optimize land use and infrastructure within the

Downtown Burlington Urban Growth Centre and major transit station area. We feel it is appropriate to establish density permissions for the subject site based on specific built form design, as well as context and urban structure considerations, rather than on density numbers and specific height measurements alone.

8.4 Built Form Impacts

As discussed, the overall massing of the proposed development has been reduced in the revised proposal. Accordingly, our analysis and opinions regarding the built form impacts, provided in section 5.4 of our original Planning and Urban Design Rationale continues to apply.

The tower floor plate size has been reduced to 755.4 square metres, which slightly greater than the City's Tall Building Guideline of 750 square metres. In our opinion, the tower floor plate size increase is minor and the revised proposal maintains the general intent and purpose of the guidelines as the proposed tower floor plate is slender and will adequately limit shadow impacts, improve access to sky view, permitting better views between buildings, and contribute to a more attractive skyline.

8.5 Views

In terms of views, the in-force Official Plan identifies the need to preserve views to the lake and orientation of buildings to the lake while also creating, maintaining and enhancing public views to the waterfront and towards the existing skyline. As noted in the Tall Building Design Guidelines, maximizing sky views and mitigating the cumulative effects of shadowing form part of the evaluation of whether proposed heights are acceptable. In our opinion, the revised proposal does not create any unacceptable impacts to views of the waterfront or any other "key views". It respects the recommended tower separation distance of 25 metres, contributes to an interesting skyline, and will not impact the silhouette or views of existing landmarks.

The increased podium setback along Pearl street provides enhances view to the lake and respects the prominence of the existing heritage features

on the site.

8.6 Shadow Impacts

With regard to shadow impact, an updated shadow study for the revised proposal is in the process of being prepared, but was unavailable for the preparation of this addendum. Notwithstanding, as the revised proposal incorporates a reduced overall massing and tower floor plate size, within a similar built form, we anticipate that shadow impacts from the revised proposal will be improved from the original proposal. We expect the incremental shadow impact created by the revised proposal on adjacent residential properties and on neighbouring streets, properties and open spaces will satisfy the applicable in-force Official Plan policies, with regard for the location of the subject site.

8.7 Wind Impacts

An updated Pedestrian Wind Comfort – Drawing Review and Addendum letter was prepared by Novus Environmental Inc., for the revised proposal. This review concludes that the minor adjustments to height, location and massing of the development incorporated in the revised proposal will have negligible influence on the overall wind conditions around the development. As such the conclusions and recommendations in Novus' December 13, 2018 report remain appropriate.

[9 . 0]

C U L T U R A L H E R I T A G E

MHBC Planning Limited prepared a Heritage Value Assessment Addendum, dated June 5, 2019, in response to the revised proposal. The addendum concludes that the proposed changes to the building design are positive and will have the effect of providing further prominence to the heritage listed buildings located at 383-385 Pearl Street. Furthermore, their analysis states that, from a cultural heritage perspective, there are no concerns with the revisions and MHBC is supportive of the revised proposal.

[10.0]

T R A N S P O R T A T I O N

Through the review of the original proposal City Staff and the public identified concerns related to the proposed vehicular access to the subject site from Pearl Street and reduced visibility triangles at the northeast corner of Lakeshore Road and Pearl Street. In response to these issues, Paradigm Transportation Solutions Limited prepared a technical memorandum that analyzes these issues.

The technical memorandum concludes that the loading bay is best suited to Pearl Street and, given the proposal's layout along Pearl Street, the proposed access is planned as efficiently as possible. As it relates to the visibility triangles, the technical memorandum concludes that the City's requested seven metre by seven metre visibility triangle at the intersection of Lakeshore Road and Pearl Street is not justified and the proposed visibility triangle is appropriate, since it is a reasonable distance from the street line and will not negatively affect sight lines at the intersection.

[1 1 . 0]

C O N C L U S I O N

For the reasons outlined in this addendum, it is our opinion that the revised proposal and proposed Official plan amendment and rezoning applications continue to represent an appropriate form of development for the subject site. Furthermore, it is our opinion that the revised proposal:

- Is consistent with the PPS;
- Conforms with the Growth Plan;
- Conforms with the Halton Regional Official Plan;
- Is appropriate and desirable from a policy perspective to optimize density on the subject site given its location within the Downtown Burlington Urban Growth Centre and existing and planned transit infrastructure;
- Will enhance the character of the existing environment by complementing and animating the existing surroundings;
- Will respect the existing heritage listed buildings;
- Will provide a built form that is in harmony with and compatible with the existing and surrounding context; and
- Will not result in any unacceptable built form impacts.

APPENDIX A:



A

**June
2019**

CONSULTANT LIST

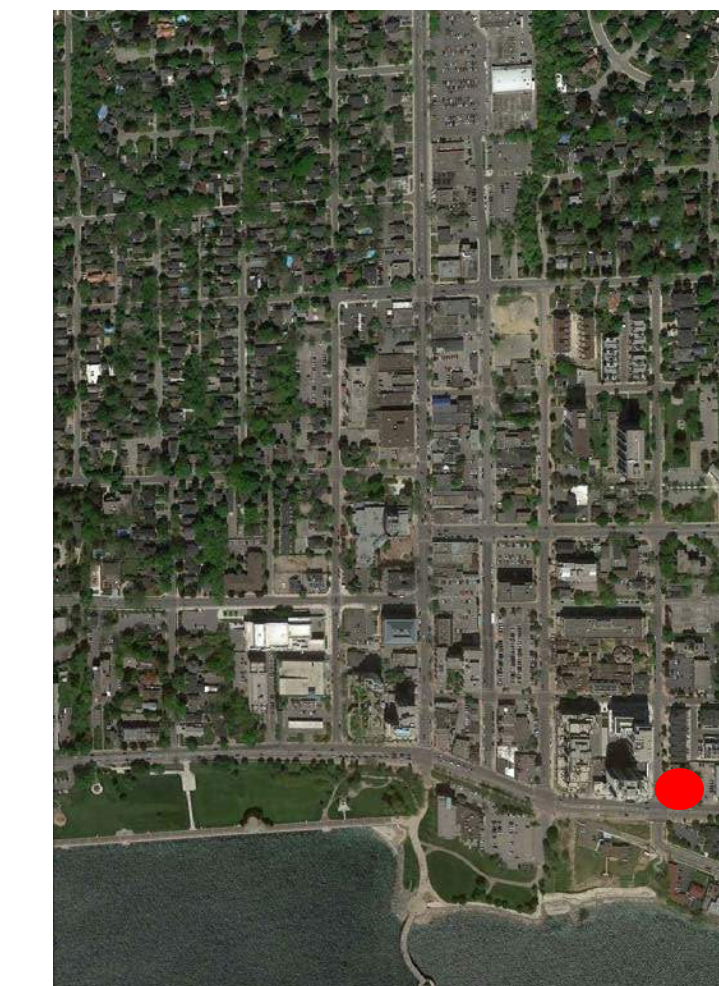
CLIENT	Lakeshore Burlington Inc. Suite 201 Burlington On, L7R 2G3 Tel: 905 637 8888 Contact: Nick Carnicelli, Mark Bales
ARCHITECT	Turner Fleischer Architects Inc. 67 Lesmill Road Toronto On, M3B 2T8 Tel: 416 425 2222 Contact: Peter Turner, Miranda George
SITE SERVICING	S. Llewellyn & Associates Ltd. 3228 South Service Road Suite 105 Burlington On, L7N 3H8 Tel: 905 631 6978 x108 Contact: Scott Llewellyn
PLANNING CONSULTANT	Bousfields Inc. 3 Church Street Suite 200 Toronto On, M5E 1M2 Tel: 416 947 9744 E-mail: bousfields@bousfields.ca Contact: Rober Glover
TRAFFIC CONSULTANT	Paradigm Transportation Solutions Ltd. 5000 Yonge Street Suite 1901 Toronto On, M2N 7E9 Tel: 416 479 9684 Contact: Stew Elkins
LANDSCAPE ARCHITECT	Ferris + Associates Inc. 11 Church Street Suite 302 Toronto On, M5E 1W1 Tel: 416 366 6800 Contact: Paul Ferris
ENVIRONMENTAL SERVICES	Novus Environmental Inc. Research Park Centre 150 Research Lane Suite 105 Guelph On, N1G 4T2 Tel: 226 706 8080 Contact: Scott Penton
GEOTECHNICAL & ENVIRONMENTAL ENGINEERING	Terraprobe Inc. 11 Indell Lane Brampton On, L6T 3Y3 Tel: 905 796 2650 Contact: Matthew Bielaski
SURVEYOR	A.T. McLaren Ltd. 59 John Street South Suite 230 Hamilton On, L8N 2B9 Tel: 905 527 8559 Contact: Dan McLaren



2069 LAKESHORE ROAD BURLINGTON, ONTARIO

PROPOSED REDEVELOPMENT SUMMARY

TOTAL SITE AREA	0.25 HECTARES (0.61 ACRES)	RETAIL FLOOR AREA	665.8 sq. m. (7,167 sq.ft.)
TOTAL FLOOR AREA (TFA)	38,100.4 sq. m. (410,112 sq. ft.)	RESIDENTIAL FLOOR AREA (SALEABLE)	20,789.0 sq. m. (223,772 sq.ft.)
TOTAL GROSS FLOOR AREA (GFA)	24,538.5 sq. m. (264,132 sq. ft.)	RESIDENTIAL FLOOR AREA (NON-SALEABLE)	2,148.8 sq. m. (22,407 sq.ft.)
FLOOR SPACE INDEX (FSI)	9.89 X SITE AREA	INDOOR AMENITY AREA	672.9 sq. m. (5,677 sq.ft.)
PODIUM HEIGHT	4 STOREYS (17.75m)	NO. OF LIVE/WORK UNITS	2 UNITS AVG. 164.6 sq.m. (1771.5 sq.ft.)
NO. OF UNDERGROUND LEVELS	5 LEVELS	NO. OF 1 BEDROOM UNITS	78 UNITS AVG. 60.93 sq.m. (656 sq.ft.)
TOTAL NO. OF STOREYS	29 STOREYS + AMENITY ON MPH (99.30m).	NO. OF 2 BEDROOM UNITS	172 UNITS AVG. 77.32 sq.m. (832 sq.ft.)
TOWER FLOOR PLATE SIZE	796.3 sq. m. (8,571 sq. ft.)	NO. OF 3 BEDROOM UNITS	24 UNITS AVG. 112.09 sq.m. (1,207 sq.ft.)
		TOTAL NO. RESIDENTIAL UNITS	276 UNITS AVG. 75.69 sq.m. (833 sq.ft.)
FRONT YARD (LAKESHORE ROAD)	0.00m		
EXTERIOR SIDE YARD (PEARL STREET)	0.43m		
INTERIOR SIDE YARD	0.65m / 22.0m FOR TOWER	PARKING PROVIDED (RESIDENTIAL)	1.0 SPACES / UNIT
REAR YARD	0.55m	ACCESSIBLE PARKING PROVIDED	9 SPACES (3% OF TOTAL PARKING = 9 SPACES)



KEY MAP
SCALE = NTS

DRAWING LIST

RZ 0.00	COVER PAGE
RZ 0.01	STATISTICS
RZ 1.00	CONTEXT PLAN
RZ 1.01	SITE PLAN (ROOF)
RZ 1.02	SITE PLAN (GROUND)
RZ 2.01	U/G LEVEL 5
RZ 2.02	U/G LEVEL 4 TO U/G LEVEL 2
RZ 2.03	U/G LEVEL 1
RZ 2.04	FLOOR 1
RZ 2.05	FLOOR 2
RZ 2.06	FLOOR 3
RZ 2.07	FLOOR 4
RZ 2.08	FLOOR 5
RZ 2.10	FLOOR 6-23
RZ 2.11	FLOOR 24-29
RZ 2.12	MECH. P/H
RZ 2.13	ROOF PLAN
RZ 4.00	SECTIONS
RZ 5.00	WASTE MANAGEMENT PLAN

No.	Date	Issued/Revision	By
1	2017-08-08	ISSUED FOR REZONING COORDINATION	MG
2	2019-06-05	ISSUED FOR REZONING	YPS

MUNICIPAL ADDRESSES
2069 LAKESHORE ROAD
CITY OF BURLINGTON

TURNER FLEISCHER
TURNER FLEISCHER ARCHITECTS INC.
67 Lesmill Road Toronto ON Canada M3B 2T8
Telephone (416) 425-2222 Facsimile (416) 425-5777
turnerfleischer.com

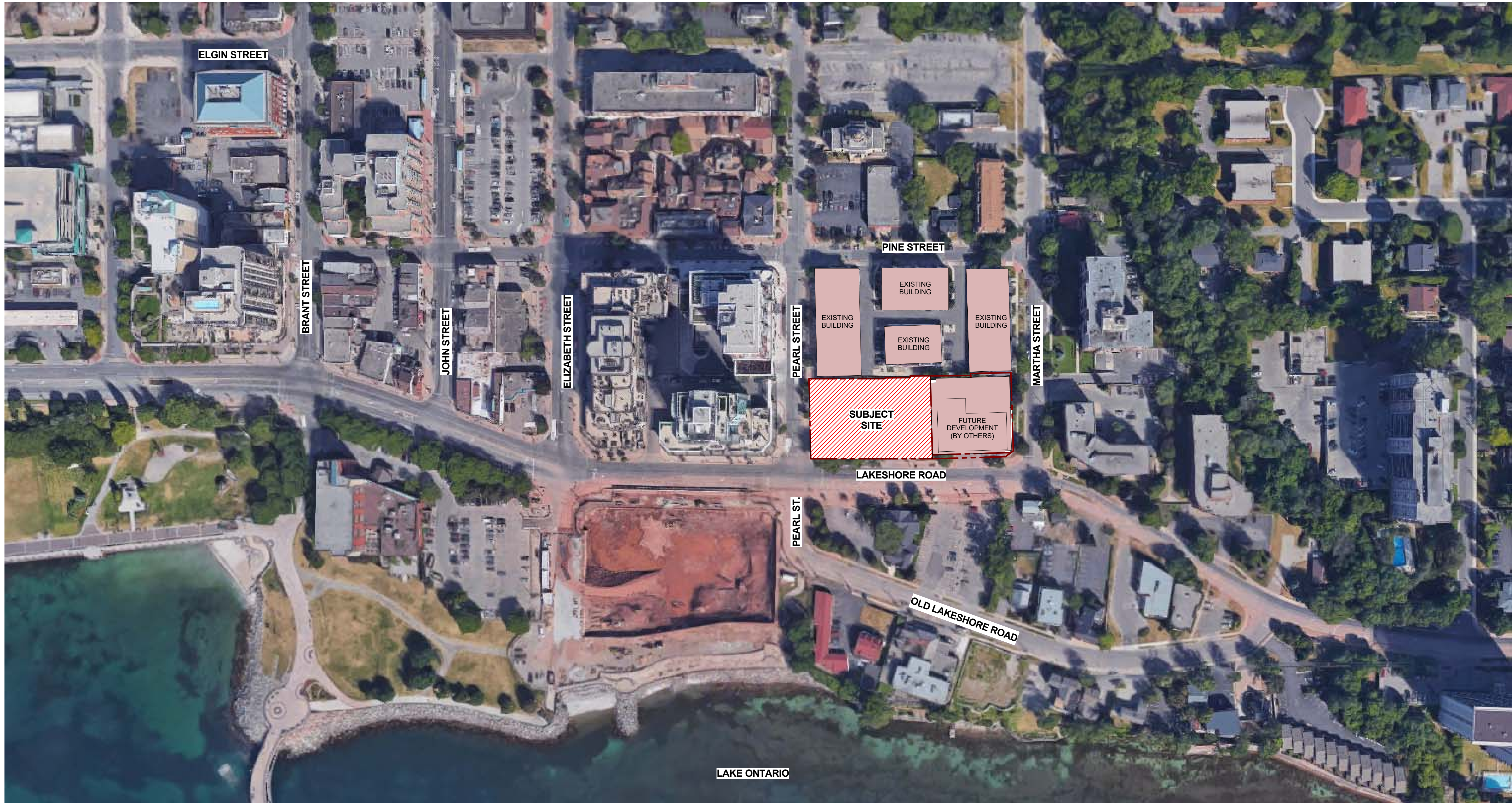
Project :
2069 LAKESHORE ROAD
BURLINGTON, ONTARIO

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Checked by :	YPS		

Drawing No :

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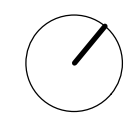
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2	2019-06-05	ISSUED FOR REZONING	YPS


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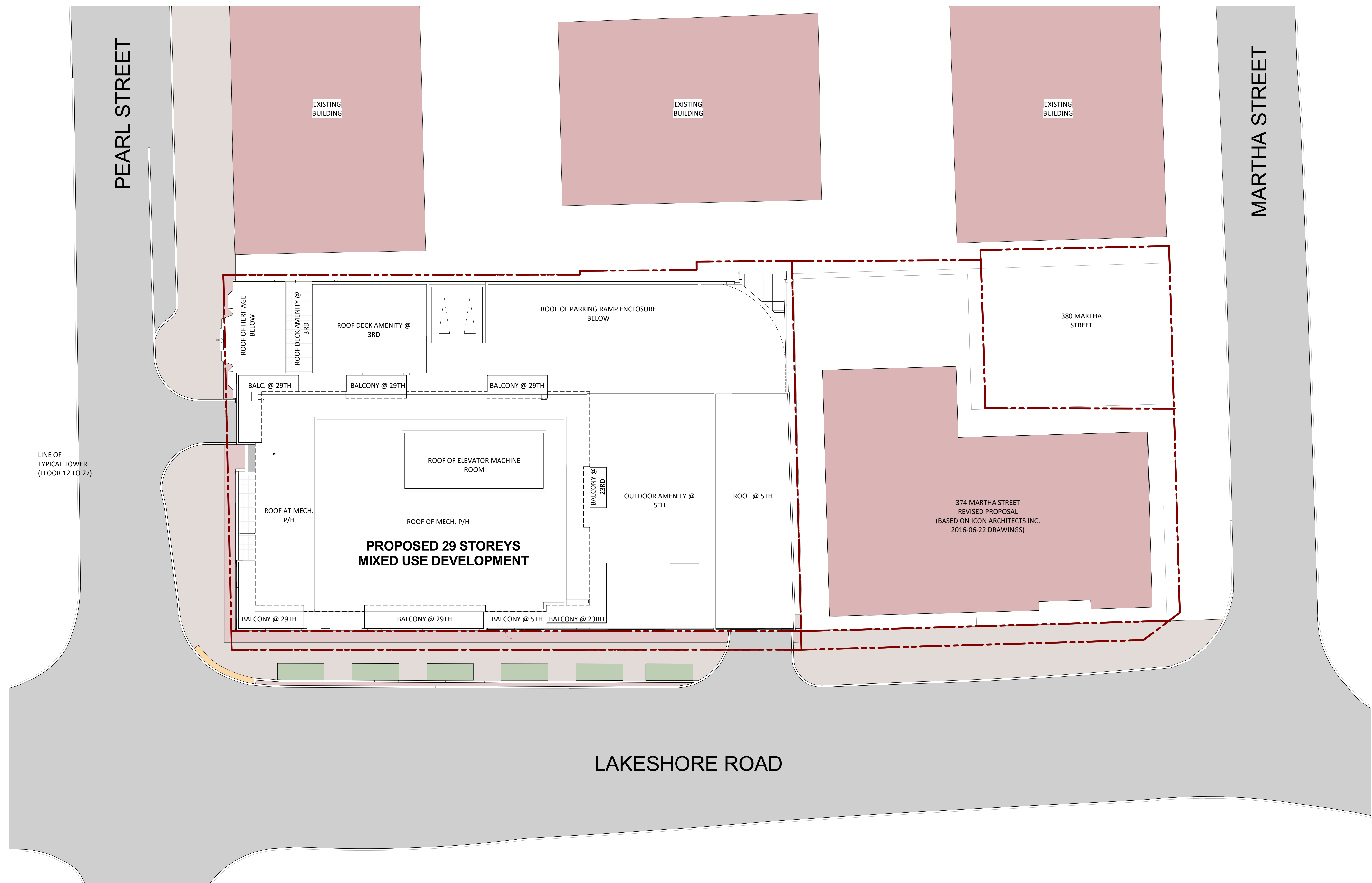
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2069 LAKESHORE ROAD
 BURLINGTON, ONTARIO

Drawing Name :
CONTEXT PLAN

Proj no. :	16.074	Date :	2018-08-08
Drawn by :	AS/YS	Scale :	1 : 2000 (11X17) 1 : 1000 (22X34)
Checked by :	MG		

Drawing No :

RZ
1.00

LEGAL DESCRIPTION
 SURVEY INFORMATION OBTAINED FROM:
 TOPOGRAPHIC SURVEY OF PART OF LOT 5, BLOCK "E" COMPILED PLAN 92 IN THE CITY OF BURLINGTON REGIONAL MUNICIPALITY OF HALTON
 SURVEY PREPARED BY:
 A.T. MCLAREN LIMITED
 69 JOHN STREET SOUTH, SUITE 230
 HAMILTON, ONTARIO L8N 2B9
 P: (905) 527-8559
 F: (905) 527-0832
 BEARING NOTE:
 BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B, BY REAL TIME NETWORK OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0)



No.	Date	Issued/Revision	By
1	2017-08-08	ISSUED FOR REZONING COORDINATION	MG
2	2019-06-05	ISSUED FOR REZONING	YPS

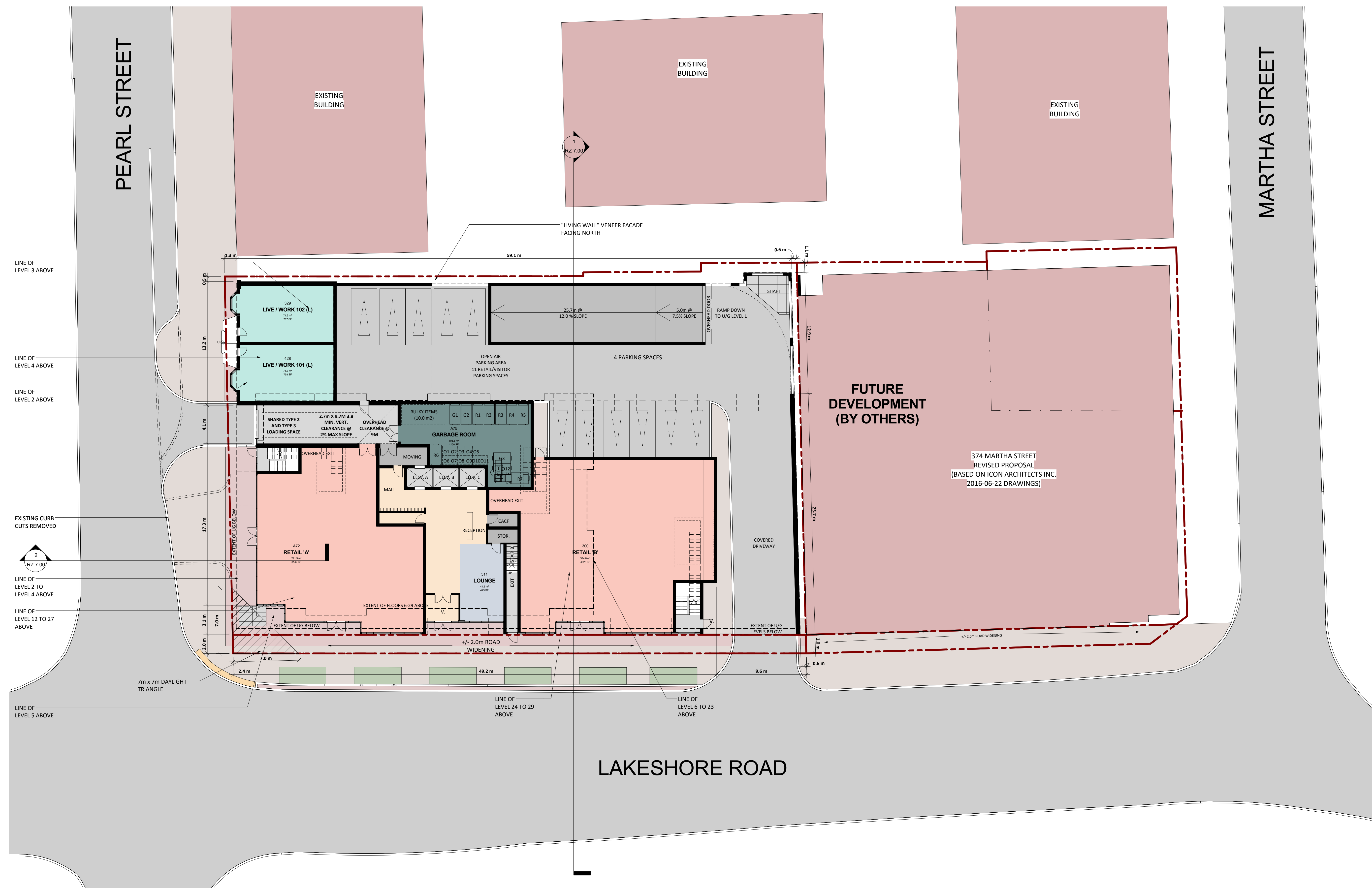
TURNER FLEISCHER
 TURNER FLEISCHER ARCHITECTS INC.
 67 Lesmill Road Toronto ON Canada M3B 2T8
 Telephone (416) 425-2222 Facsimile (416) 425-6777
 turnerfleischer.com

Project:
2069 LAKESHORE ROAD
 BURLINGTON, ONTARIO

Drawing Name:
SITE PLAN (ROOF)

Proj no.:	16.074	Date:	2018-08-08
Drawn by:	SKL	Scale:	1:400 (11X17) 1:200 (22X34)
Checked by:	YPS		

Drawing No.:
RZ 1.01



LEGAL DESCRIPTION
 SURVEY INFORMATION OBTAINED FROM:
 TOPOGRAPHIC SURVEY OF PART OF LOT 5, BLOCK "E" COMPILED PLAN 92 IN THE CITY OF BURLINGTON REGIONAL MUNICIPALITY OF HALTON
 SURVEY PREPARED BY:
 A.T. MCCLAREN LIMITED
 69 JOHN STREET SOUTH, SUITE 230
 HAMILTON, ONTARIO L8N 2B9
 P: (905) 527-8559
 F: (905) 527-0832
 BEARING NOTE:
 BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B, BY REAL TIME NETWORK OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS) (2010.0)

No.	Date	Issued/Revision	By
1	2017-08-08	ISSUED FOR RETONING COORDINATION	MG
2	2019-06-05	ISSUED FOR RETONING	YPS

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 TURNER FLEISCHER ARCHITECTS INC.
 67 Lesmill Road Toronto Ontario Canada M3H 2T8
 Telephone (416) 435-2322 Facsimile (416) 425-6777
 turnerfleischer.com

Project:
2069 LAKESHORE ROAD
 BURLINGTON, ONTARIO

Drawing Name:
SITE PLAN (GROUND)

Proj no.:	16.074	Date:	2018-08-08
Drawn by:	SKL	Scale:	1:400 (1:1KT) 1:200 (2:2KT)
Checked by:	YPS		

Drawing No.:

RZ 1.02

RZ 4.00

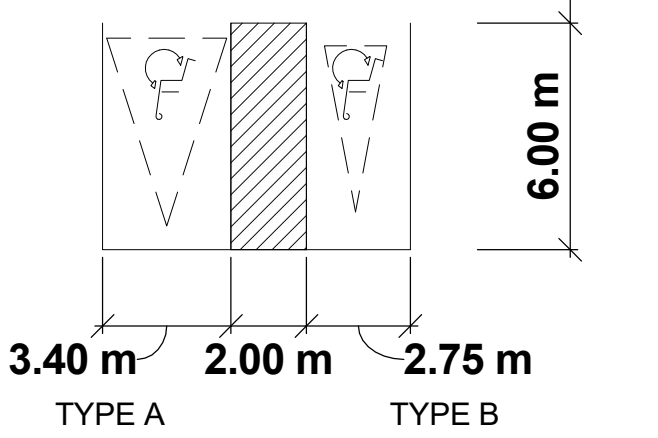
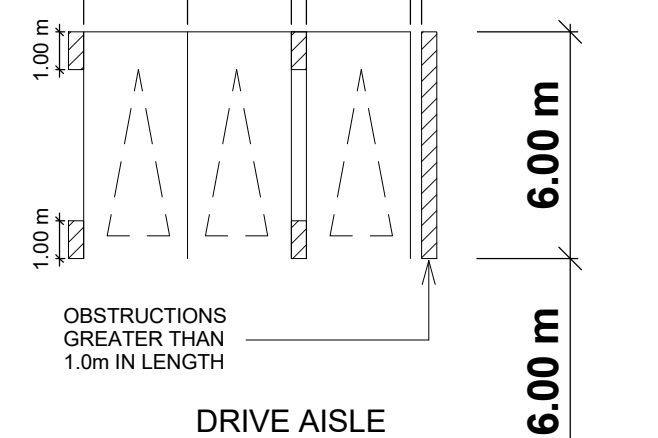
**MINIMUM PERMITTED DIMENSIONS
AS PER BY-LAW 2020**

aisle width:
MIN 6m

TYPICAL PARKING SPACE:
MIN 2.75 x 6.0m

TYPICAL BARRIER FREE SPACES:
TYPE A: MIN 3.4 x 5.2m
TYPE B: MIN 2.75 x 5.2m
ACCESS AISLE WIDTH: MIN 2.0m

STANDARD PARKING SIZE **INCREASED PARKING SIZE**
2.75 m x 2.75 m **2.75 m x 0.30 m**



NOTE: ALL PARKING SPACES ARE TYPICAL (2.75 x 6.0m) UNLESS OTHERWISE NOTED

No.	Date	Issued/Revision	By
1	2017-08-08	ISSUED FOR REZONING COORDINATION	MG
2	2019-06-05	ISSUED FOR REZONING	YPS

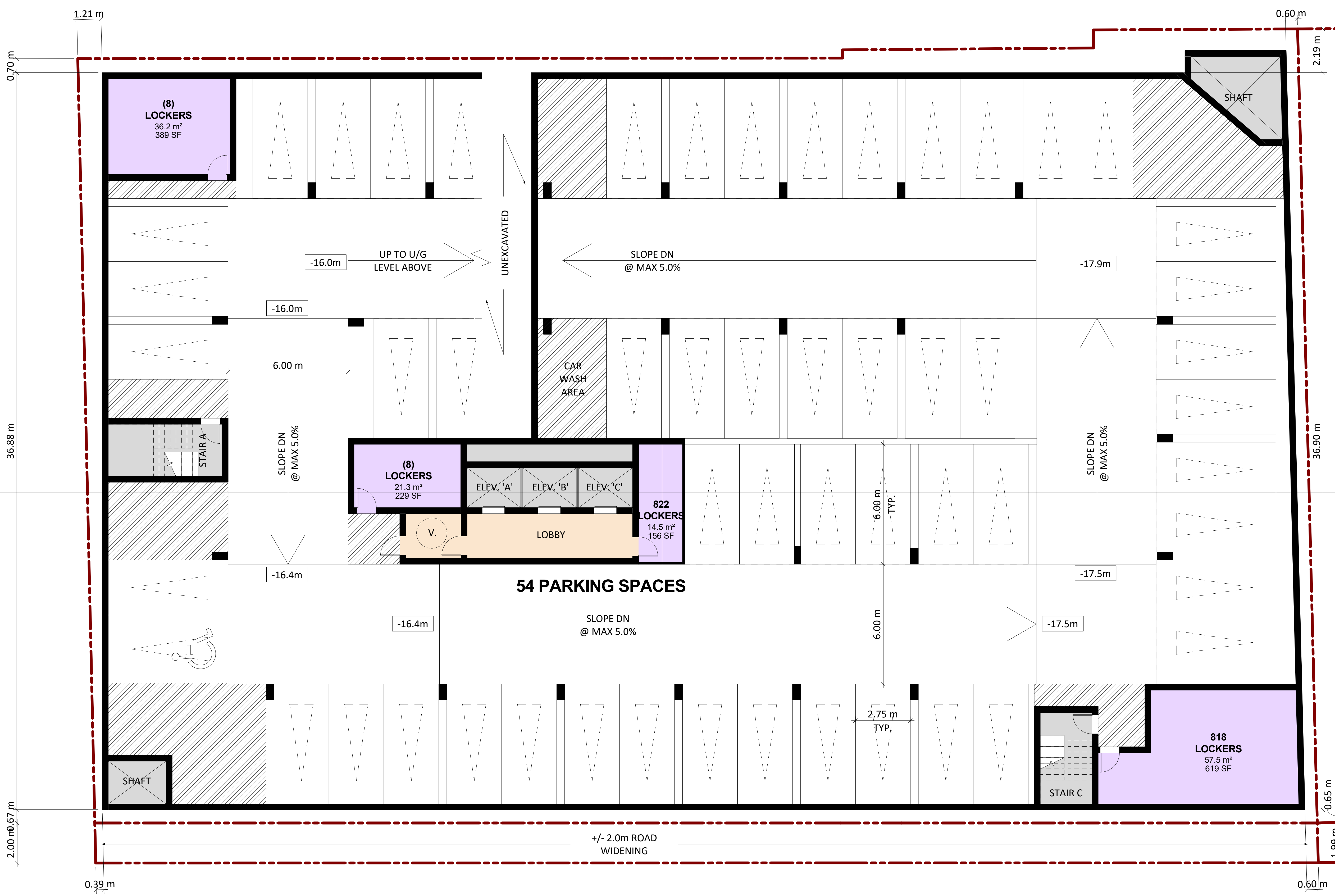
TURNER FLEISCHER
TURNER FLEISCHER ARCHITECTS INC.
67 Leasmill Road Toronto ON Canada M9B 2T8
Telephone (416) 425-2222 Facsimile (416) 425-6747
turnerfleischer.com

Project:
2069 LAKESHORE ROAD
BURLINGTON, ONTARIO

Drawing Name:
U/G LEVEL 5

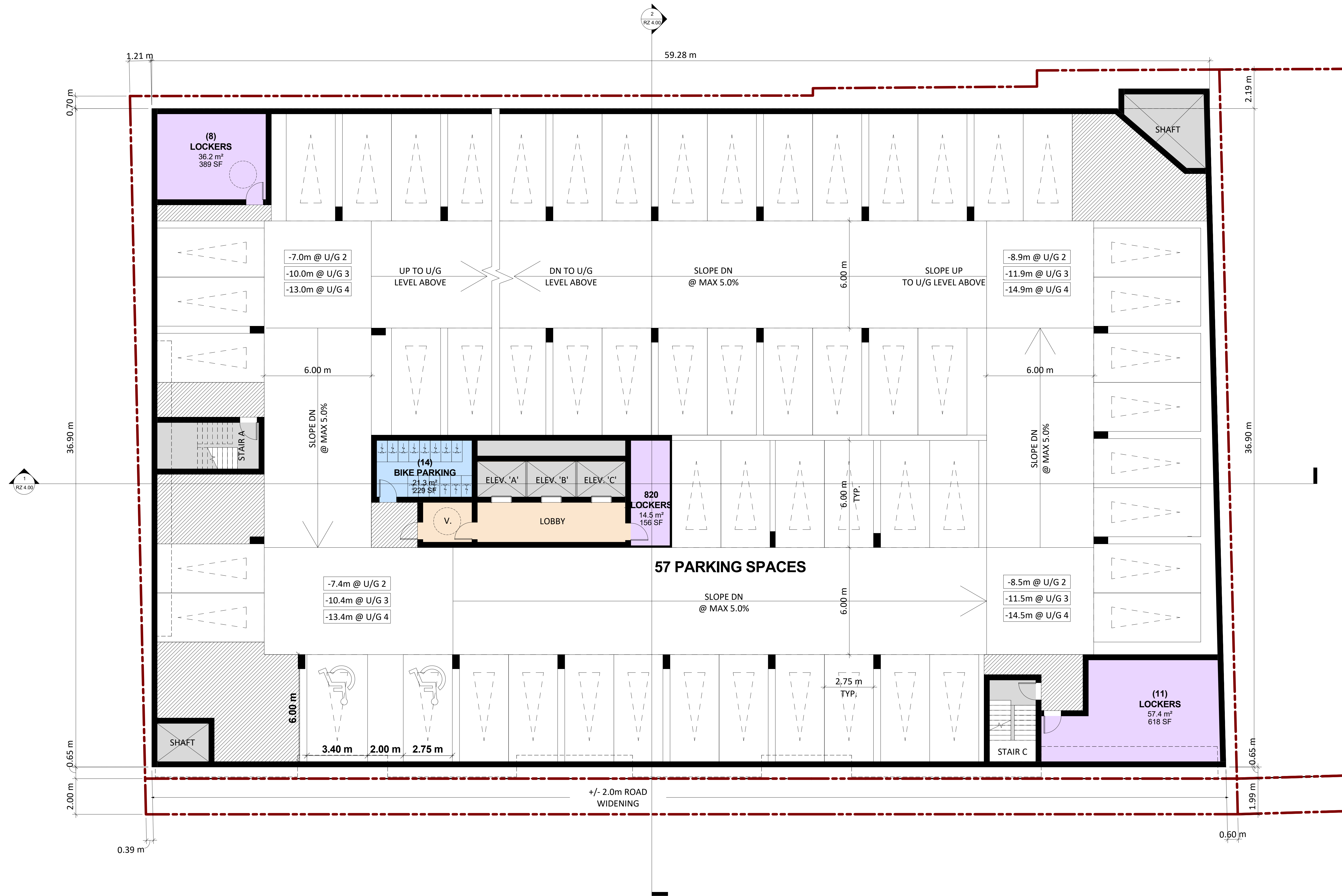
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RZ 4.00

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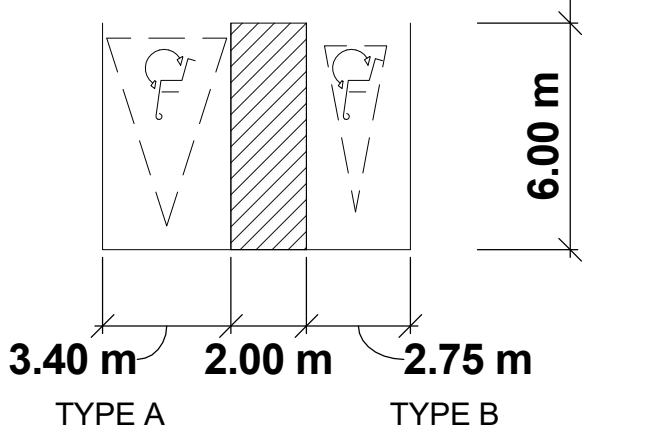
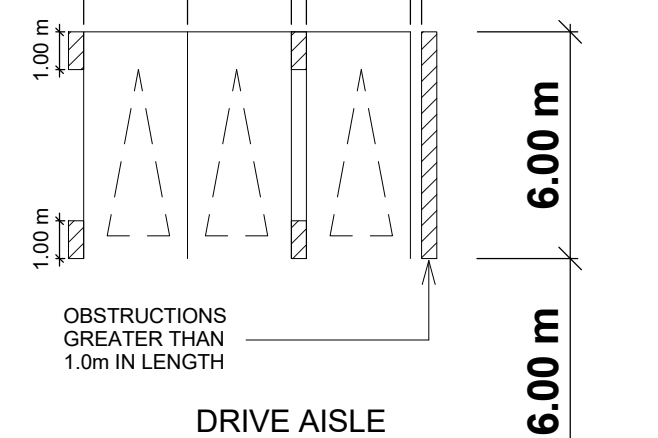
MINIMUM PERMITTED DIMENSIONS AS PER BY-LAW 2020

aisle width:
MIN 6m

TYPICAL PARKING SPACE:
MIN 2.75 x 6.0m

TYPICAL BARRIER FREE SPACES:
TYPE A: MIN 3.4 x 5.2m
TYPE B: MIN 2.75 x 5.2m
ACCESS AISLE WIDTH: MIN 2.0m

STANDARD PARKING SIZE **INCREASED PARKING SIZE**
2.75 m x 2.75 m **2.75 m - 0.30 m**



NOTE: ALL PARKING SPACES ARE TYPICAL (2.75 x 6.0m) UNLESS OTHERWISE NOTED

No.	Date	Issued/Revision	By
1	2017-08-08	ISSUED FOR REZONING COORDINATION	MG
2	2019-06-05	ISSUED FOR REZONING	YPS

TURNER FLEISCHER

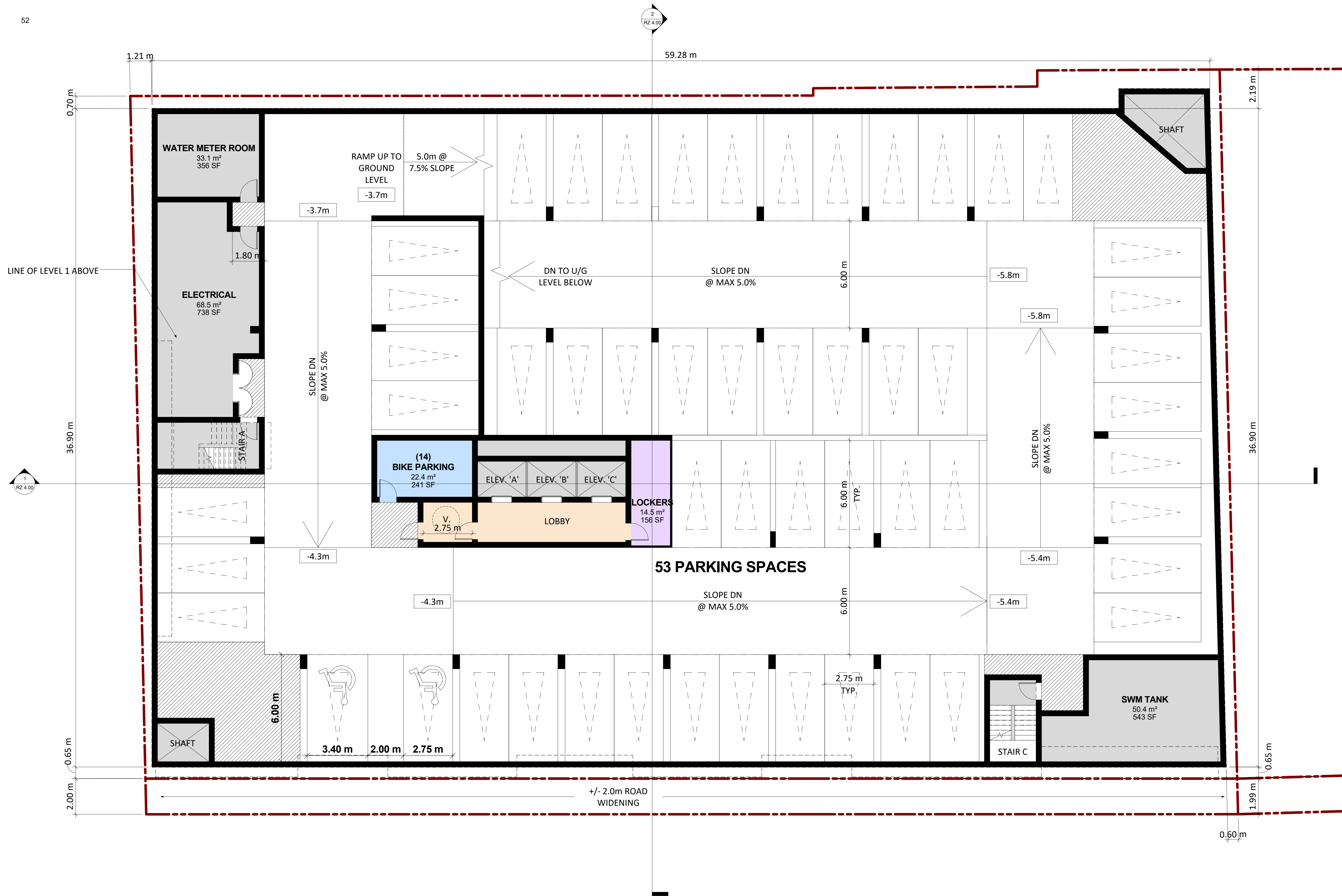
TURNER FLEISCHER ARCHITECTS INC.
67 Leasmill Road Toronto ON Canada M9B 2T8
Telephone (416) 425-2222 Facsimile (416) 425-6727
turnerfleischer.com

Project:
2069 LAKESHORE ROAD
BURLINGTON, ONTARIO

Drawing Name:
U/G LEVEL 4 TO U/G LEVEL 2

Proj no.:	Date:
16.074	2018-08-08
Drawn by:	Scale:
SKL	As indicated (22x34)
Checked by:	Scale:
YPS	

Drawing No.:
RZ 2.02



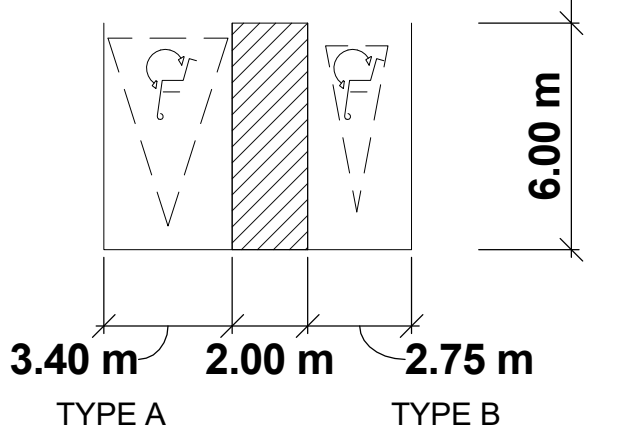
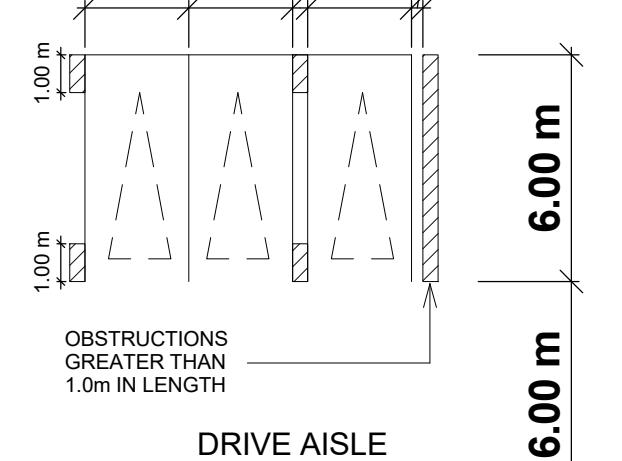
MINIMUM PERMITTED DIMENSIONS AS PER BY-LAW 2020

aisle width:
MIN 6m

TYPICAL PARKING SPACE:
MIN 2.75 x 6.0m

TYPICAL BARRIER FREE SPACES:
TYPE A: MIN 3.4 x 5.2m
TYPE B: MIN 2.75 x 5.2m
ACCESS AISLE WIDTH: MIN 2.0m

STANDARD PARKING SIZE **INCREASED PARKING SIZE**
2.75 m x 2.75 m **2.75 m x 0.30 m**



NOTE: ALL PARKING SPACES ARE TYPICAL (2.75 x 6.0m) UNLESS OTHERWISE NOTED

No.	Date:	Issued/Revision:	By:
2	2019-06-05	ISSUED FOR REZONING	YPS

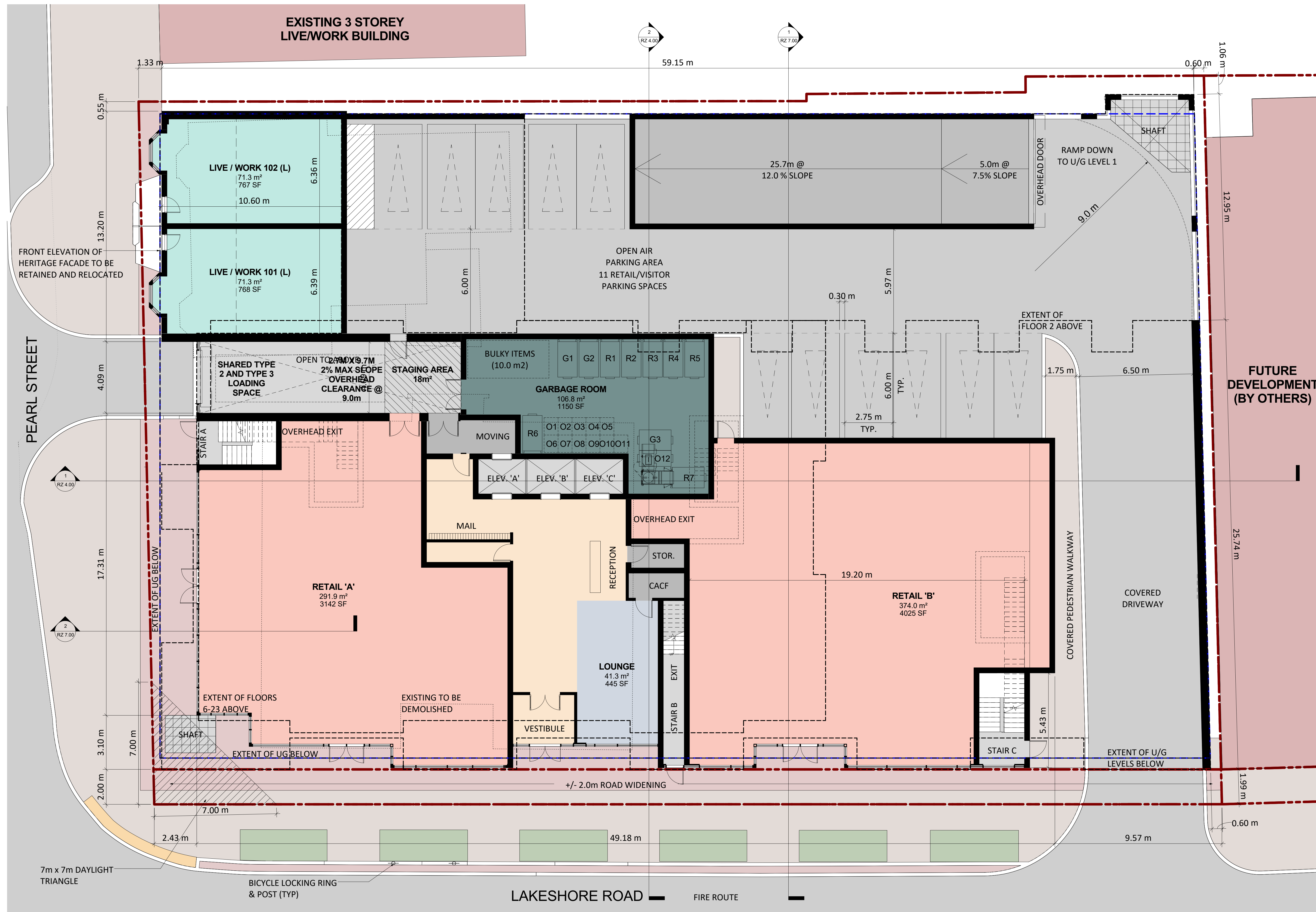
TURNER FLEISCHER
TURNER FLEISCHER ARCHITECTS INC.
67 Leasmill Road Toronto ON Canada M3H 2T8
Telephone (416) 425-2222 Facsimile (416) 425-5777
turnerfleischer.com

Project:
2069 LAKESHORE ROAD
BURLINGTON, ONTARIO

Drawing Name:
U/G LEVEL 1

Proj no.:	16.074	Date:	2018-08-08
Drawn by:	SKL	Scale:	As indicated (2/2x34)
Checked by:	YPS		

Drawing No.:
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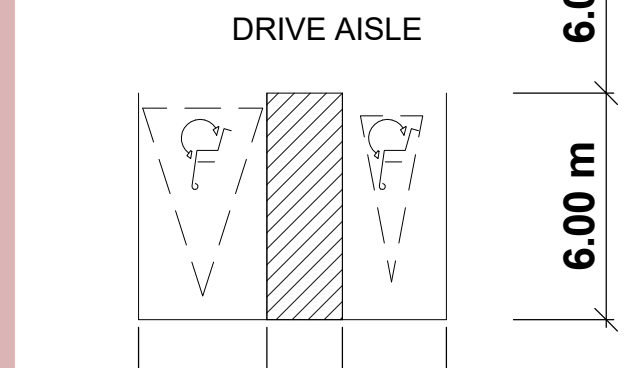
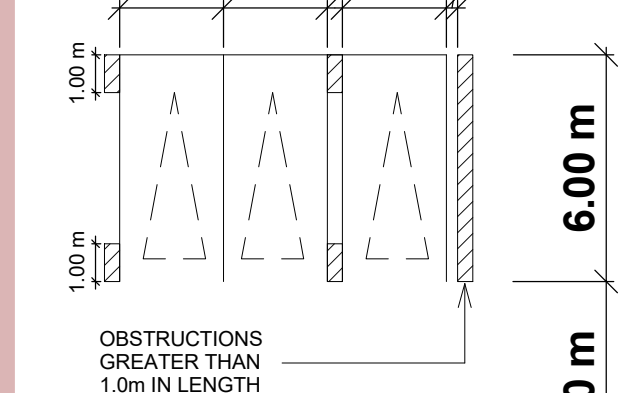
**MINIMUM PERMITTED DIMENSIONS
AS PER BY-LAW 2020**

aisle width:
MIN 6m

TYPICAL PARKING SPACE:
MIN 2.75 x 6.0m

TYPICAL BARRIER FREE SPACES:
TYPE A: MIN 3.4 x 5.2m
TYPE B: MIN 2.75 x 5.2m
ACCESS AISLE WIDTH: MIN 2.0m

STANDARD PARKING SIZE **INCREASED PARKING SIZE**
2.75 m x 2.75 m **2.75 m x 0.30 m**



3.40 m **2.00 m** **2.75 m**
TYPE A TYPE B

HANDICAP PARKING SIZE

NOTE: ALL PARKING SPACES ARE TYPICAL (2.75 x 6.0m) UNLESS OTHERWISE NOTED

No.	Date	Issued/Revision	By
1	2017-08-08	ISSUED FOR REZONING COORDINATION	MG
2	2019-06-05	ISSUED FOR REZONING	YPS

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TURNER FLEISCHER ARCHITECTS INC.
67 Lesmill Road Toronto ON Canada M3B 2T8
Telephone (416) 425-2222 Facsimile (416) 425-6777
turnerfleischer.com

Project:
2069 LAKESHORE ROAD
BURLINGTON, ONTARIO

Drawing Name:
FLOOR 1

Proj no.:	16.074	Date:	2018-08-08
Drawn by:	SKL	Scale:	1:200 (1:1X17)
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Drawing No.:
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No.	Date	Issued/Revision	By
1	2017-08-08	ISSUED FOR RETONING COORDINATION	MG
	2019-06-05	ISSUED FOR RETONING	YPS

TURNER FLEISCHER
 TURNER FLEISCHER ARCHITECTS INC.
 67 Lesmill Road Toronto ON Canada M3B 2T8
 Telephone (416) 425-2222 Facsimile (416) 425-6727
 turnerfleischer.com

Project:
2069 LAKESHORE ROAD
 BURLINGTON, ONTARIO

Drawing Name:
FLOOR 3

Proj no.:	16.074	Date:	2018-08-08
Drawn by:	SKL	Scale:	1:200 (11X17) 1:100 (22X34)
Checked by:	YPS		

Drawing No:
RZ 2.06

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No.	Date	Issued/Revision	By
1	2017-08-08	ISSUED FOR RENOVATION COORDINATION	MG
2	2019-06-05	ISSUED FOR RENOVATION	YPS

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 67 Lesmill Road Toronto ON Canada M3B 2T8
 Telephone (416) 425-2222 Facsimile (416) 425-6777
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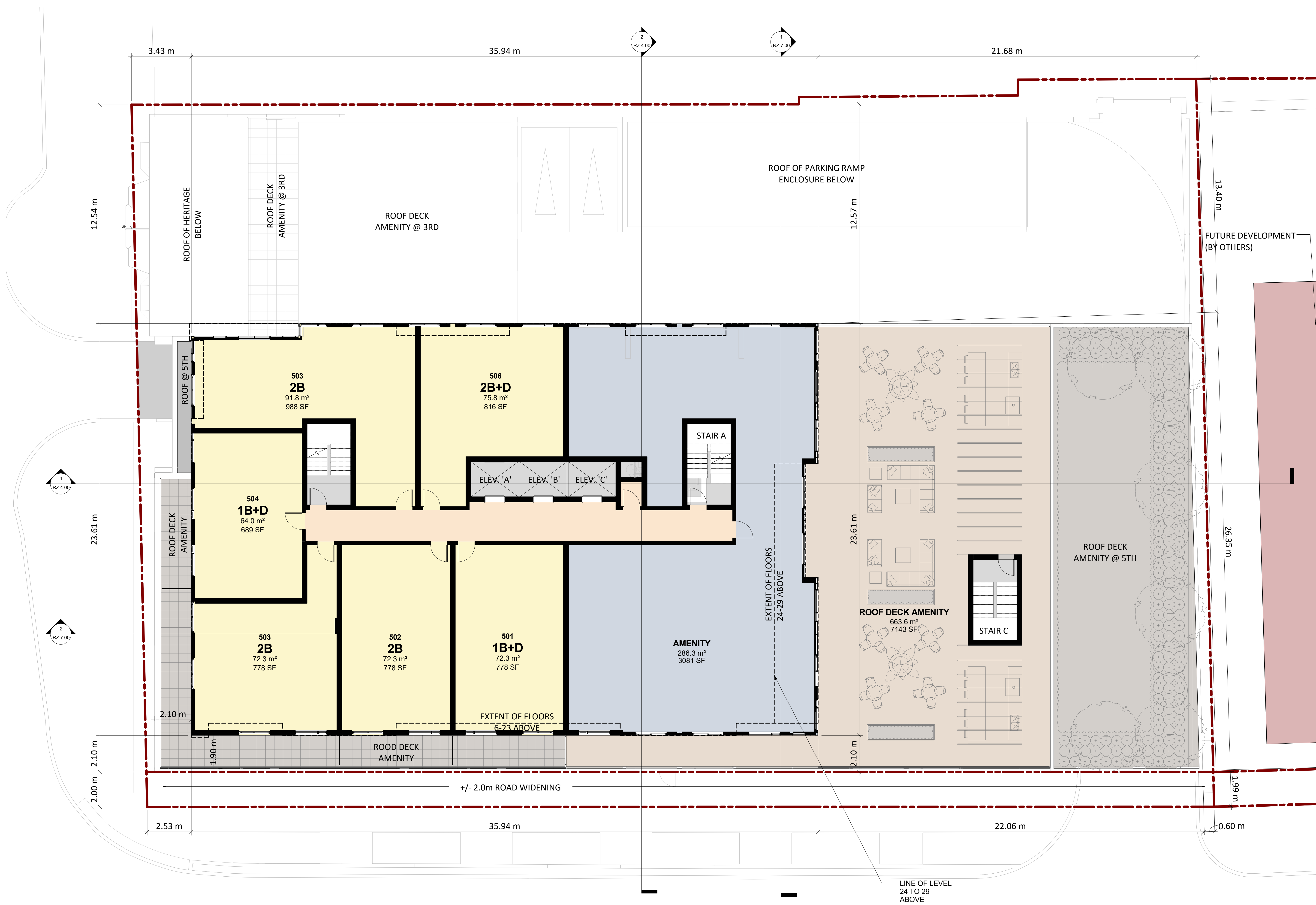
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2069 LAKESHORE ROAD
 BURLINGTON, ONTARIO

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No.	Date	Issued/Revision	By
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 Telephone (416) 425-2222 Facsimile (416) 425-6727
 turnerfleischer.com

Project:
2069 LAKESHORE ROAD
 BURLINGTON, ONTARIO

Drawing Name:
FLOOR 5

Proj no.:	16.074	Date:	2018-08-08
Drawn by:	SKL	Scale:	1:200 (11X17) 1:100 (22X34)
Checked by:	YPS		

Drawing No.:
RZ 2.08

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No.	Date	Issued/Revision	By
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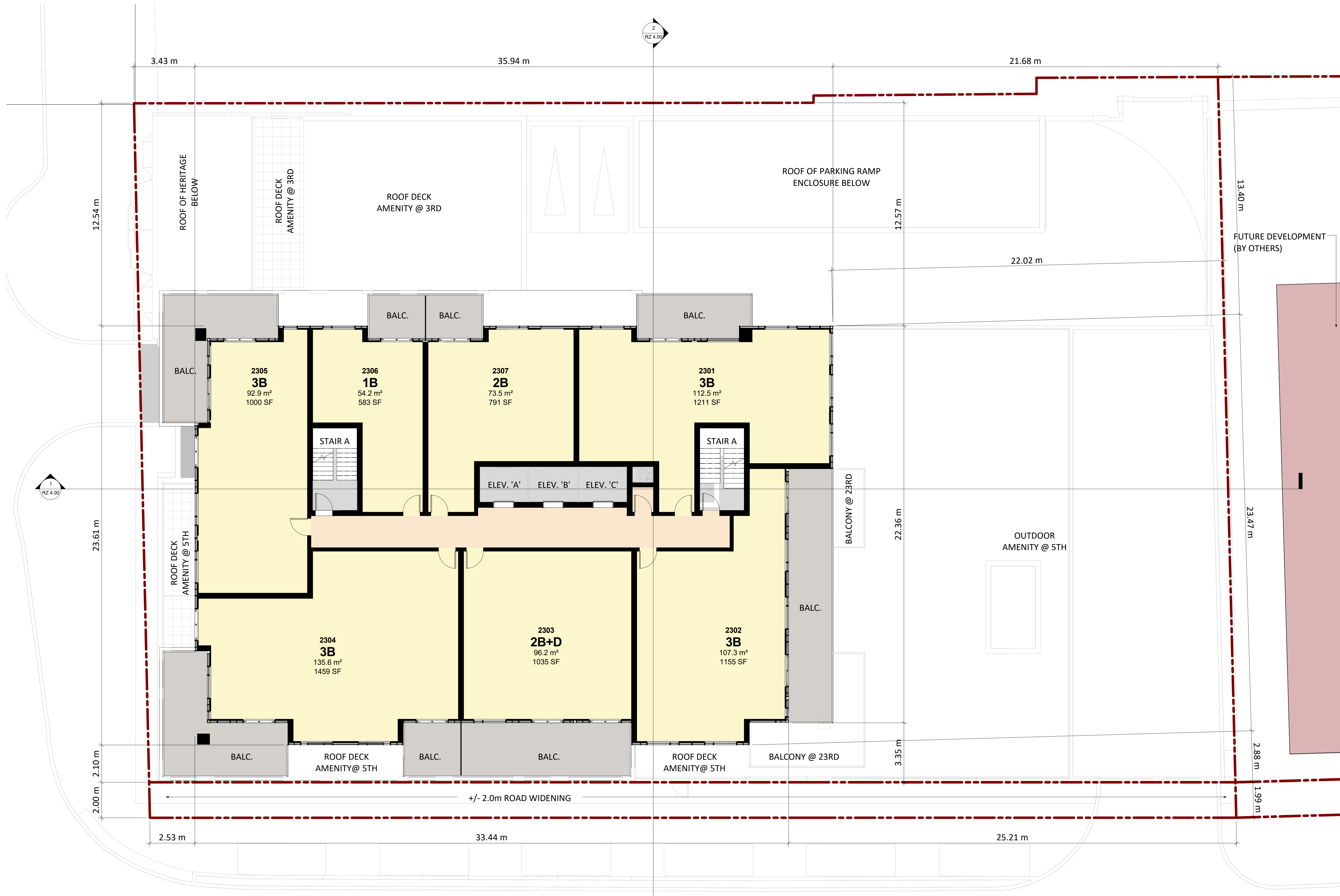
TURNER FLEISCHER
 TURNER FLEISCHER ARCHITECTS INC.
 67 Leasmill Road Toronto ON Canada M3H 2T8
 Telephone (416) 425-2222 Facsimile (416) 425-5777
 turnerfleischer.com

Project:
2069 LAKESHORE ROAD
 BURLINGTON, ONTARIO

Drawing Name:
FLOOR 6-23

Proj no.:	16.074	Date:	2018-08-08
Drawn by:	SKL	Scale:	1 : 100 (22x34)
Checked by:	YPS	Drawing No.:	

RZ 2.10



No.	Date	Issued/Revision	By
1	2017-08-08	ISSUED FOR REZONING COORDINATION	MG
2	2019-06-05	ISSUED FOR REZONING	YPS

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 TURNER FLEISCHER ARCHITECTS INC.
 67 Lesmill Road Toronto ON Canada M3B 2T8
 Telephone (416) 425-2222 Facsimile (416) 425-6727
 turnerfleischer.com

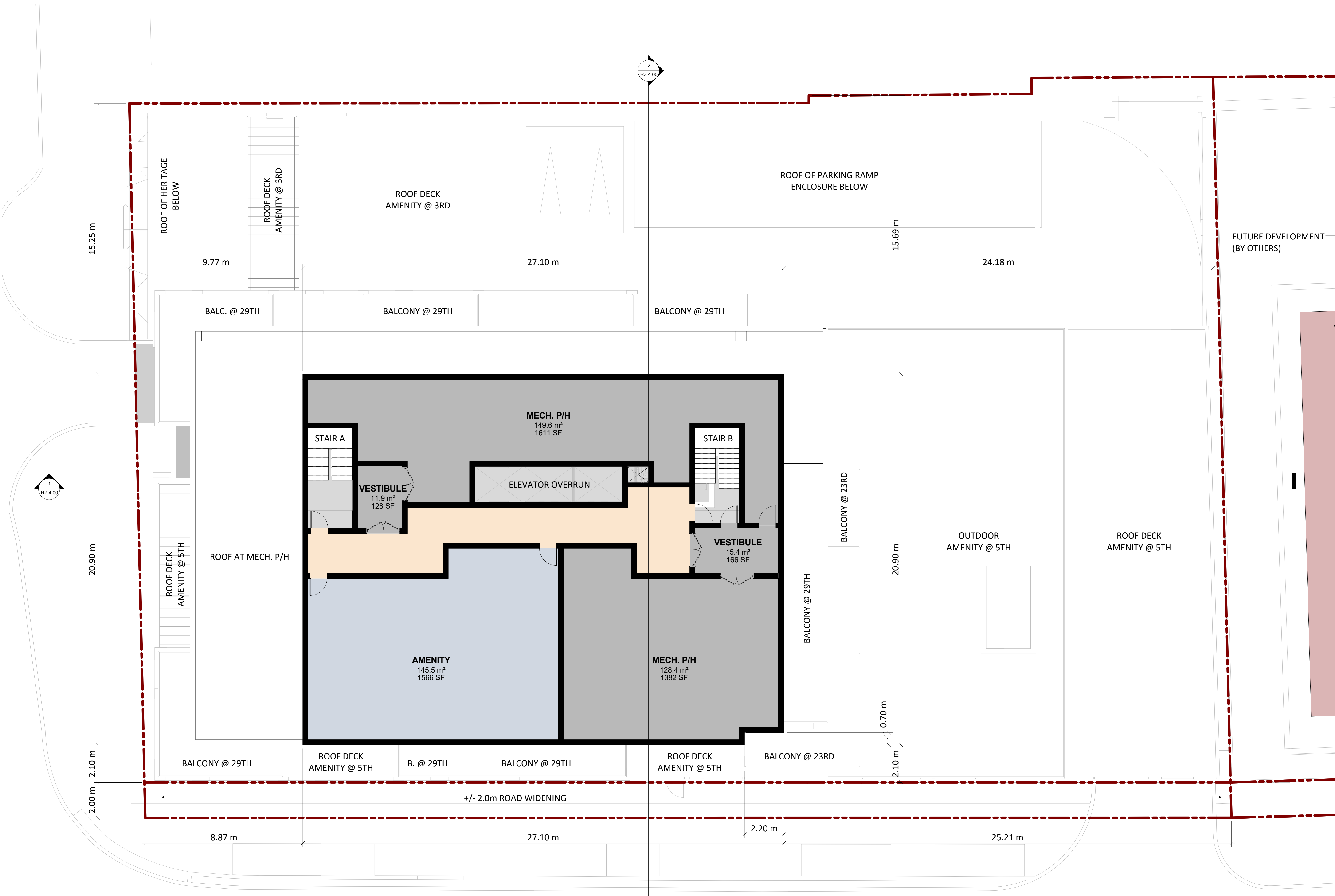
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2069 LAKESHORE ROAD
 BURLINGTON, ONTARIO

Drawing Name:
FLOOR 24-29

Proj no.:	16.074	Date:	2018-08-08
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Drawing No.:
RZ 2.11

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No.	Date	Issued/Revision	By
1	2017-08-08	ISSUED FOR REZONING COORDINATION	MG
2	2019-06-05	ISSUED FOR REZONING	YPS

TURNER FLEISCHER
 TURNER FLEISCHER ARCHITECTS INC.
 67 Lesmill Road Toronto ON Canada M3B 2T8
 Telephone (416) 425-2222 Facsimile (416) 425-6727
 turnerfleischer.com

Project:
2069 LAKESHORE ROAD
 BURLINGTON, ONTARIO

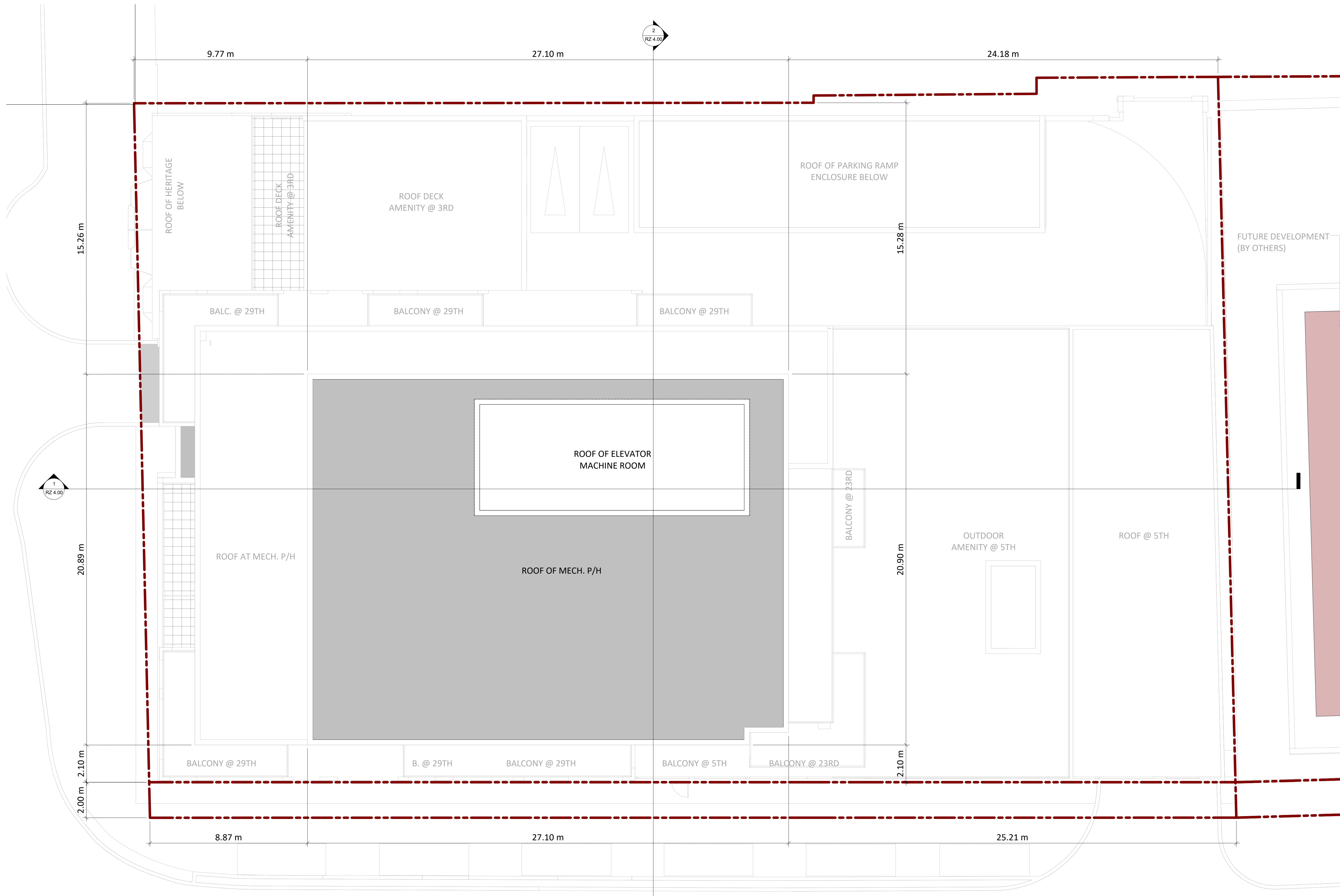
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MECH. P/H

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Checked by:	YPS		

Drawing No.:

RZ 2.12

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No.	Date	Issued/Revision	By
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2	2019-06-05	ISSUED FOR REZONING	YPS

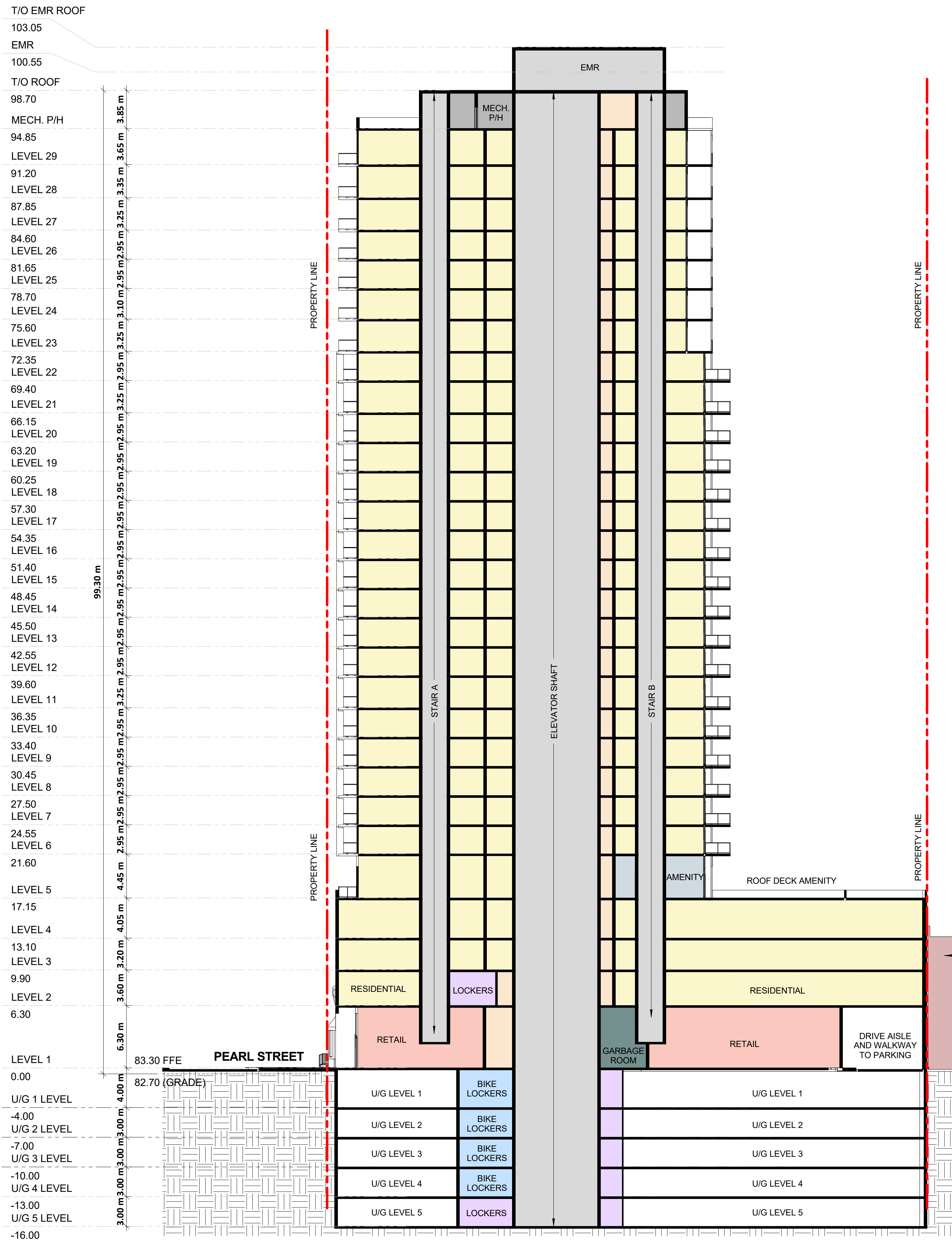
TURNER FLEISCHER
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 67 Lesmill Road Toronto ON Canada M3B 2T8
 Telephone (416) 425-2222 Facsimile (416) 425-6777
 turnerfleischer.com

Project:
2069 LAKESHORE ROAD
 BURLINGTON, ONTARIO

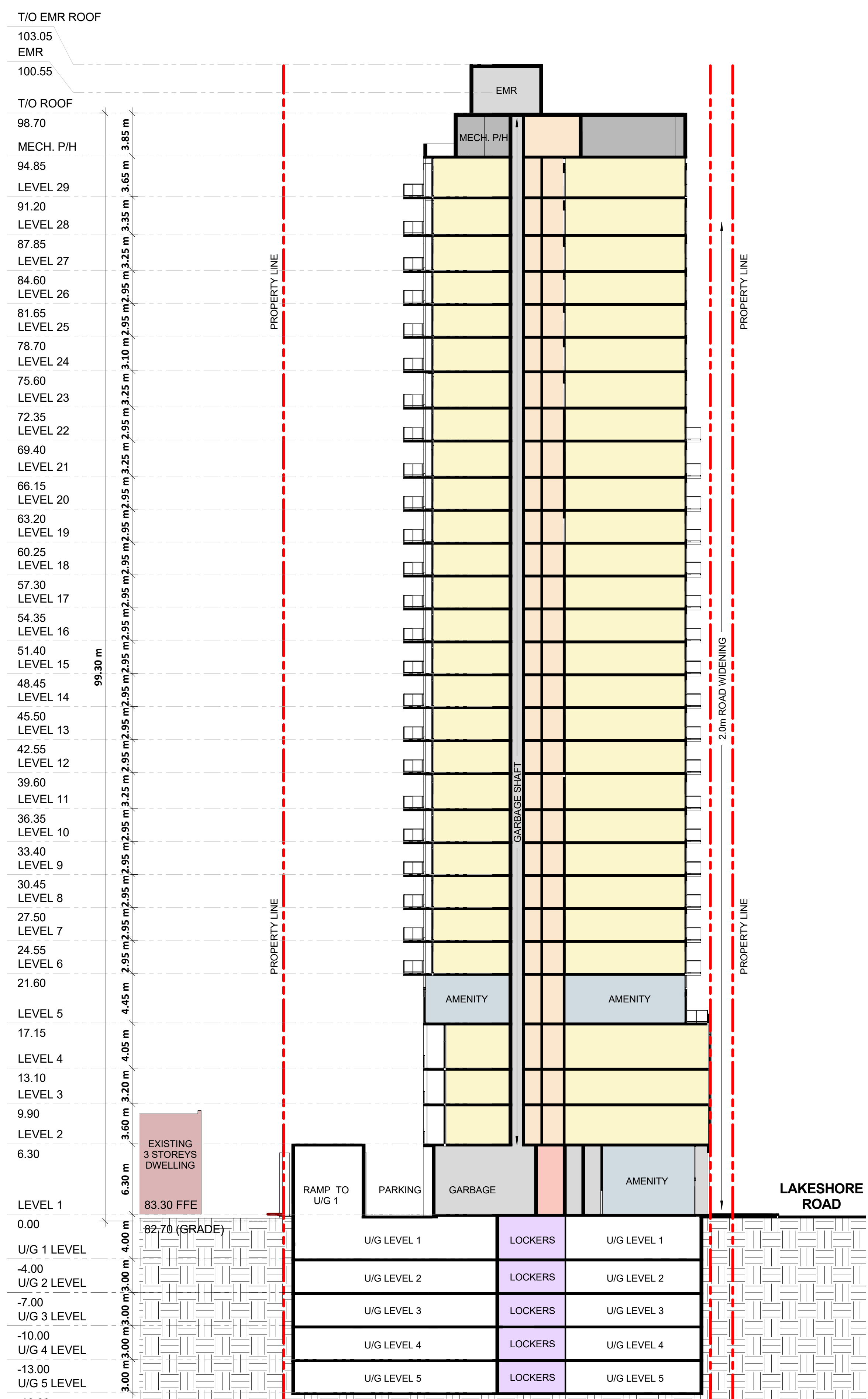
Drawing Name:
ROOF PLAN

Proj no.:	16.074	Date:	2018-08-08
Drawn by:	SKL	Scale:	1:200 (11X17) 1:100 (22X34)
Checked by:	YPS		

Drawing No.:
RZ 2.13



1 EAST - WEST SECTION
1 : 250



2 NORTH - SOUTH SECTION
1 : 250

No.	Date	Issued/Revision	By
1	2017-08-08	ISSUED FOR REZONING COORDINATION	MG
2	2019-06-05	ISSUED FOR REZONING	YPS

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turnerfleischer.com

Project: **2069 LAKESHORE ROAD**
BURLINGTON, ONTARIO

Drawing Name: **SECTIONS**

Proj no.: 16.074 Date: 2018-08-08
Drawn by: SKL Scale: 1 : 250 (1/16" = 1'-0")
Checked by: YPS

Drawing No: **RZ 4.00**

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SOLID WASTE MANAGEMENT REQUIRED

(AS PER DEVELOPMENT DESIGN GUIDELINES FOR SOURCE SEPARATION OF SOLID WASTE, REGIONAL OFFICIAL PLAN GUIDELINES FOR THE HALTON REGION)

GARBAGE WASTE REQUIREMENTS:
FOR 200+ UNITS

TOTAL NUMBER OF UNITS: 276
CUBIC YARD REQUIRED: 3yd. (COMPACTED)
3 CUBIC YARD BINS REQUIRED: 3

3 CUBIC YARD BIN SIZE:
WIDTH: 2.03m
HEIGHT: 1.22m
DEPTH: 1.12m

NOTE: HEIGHT AND DEPTH ARE SUBJECT TO CHANGE DEPENDING ON THE MANUFACTURER.

BULK STORAGE REQUIREMENTS:

A CLEAR AND ACCESSIBLE AREA OF 10 SQUARE METERS WITHIN THE BUILDING THAT CAN BE USED FOR THE STORAGE OF LARGER ITEMS SUCH AS BULK WASTE.

RECYCLING REQUIREMENTS:

ONE SEMI-AUTOMATED CART FOR EVERY 7 RESIDENTIAL UNITS SHALL BE PROVIDED

TOTAL NUMBER OF UNITS: 276

276/7 = 39.43
= 40 CARTS @ 360L PER CART
= 14400L

ONE 3-CUBIC YARD BIN = 2293.67L
14400/2293.67 = 6.3
3-CUBIC YARD BIN REQUIRED = 7

3 CUBIC YARD BIN SIZE:
WIDTH: 2.03m
HEIGHT: 1.22m
DEPTH: 1.012m

NOTE: HEIGHT AND DEPTH ARE SUBJECT TO CHANGE DEPENDING ON THE MANUFACTURER.

ORGANIC WASTE REQUIREMENTS:

ONE SEMI-AUTOMATED CART FOR EVERY 25 RESIDENTIAL UNITS SHALL BE PROVIDED

TOTAL NUMBER OF UNITS: 276

276/25 = 11.04
= 12 CARTS

SEMI-AUTOMATED CARTS REQUIRED: 12

SEMI-AUTOMATED CART SPACE ALLOTMENT:
WIDTH: 0.80m
DEPTH: 1.0m

TOTAL REQUIREMENTS:

BULK STORAGE SPACE REQUIRED: 10 sq. m.

3 CUBIC YARD BINS (GARBAGE & RECYCLE) REQUIRED: 10

SEMI-AUTOMATED CARTS REQUIRED: 12

SOLID WASTE MANAGEMENT PROVIDED

WASTE STORAGE ROOM AREA PROVIDED:
106.8 sqm (1150 sf)

BULK STORAGE PROVIDED:
10.0 sqm

BINS PROVIDED:
3 CUBIC YARD BINS PROVIDED: 10
DISTRIBUTION: 3 GARBAGE, 7 RECYCLING

SEMI-AUTOMATED CARTS PROVIDED: 12

LOADING PROVIDED:

LENGTH: 9.70m
WIDTH: 2.70m
HEIGHT: 9m MIN.

STAGING AREA PROVIDED:
18sqm (193.75 sf)

**MULTI-RESIDENTIAL APARTMENT BUILDINGS
SOLID WASTE MANAGEMENT NOTES**

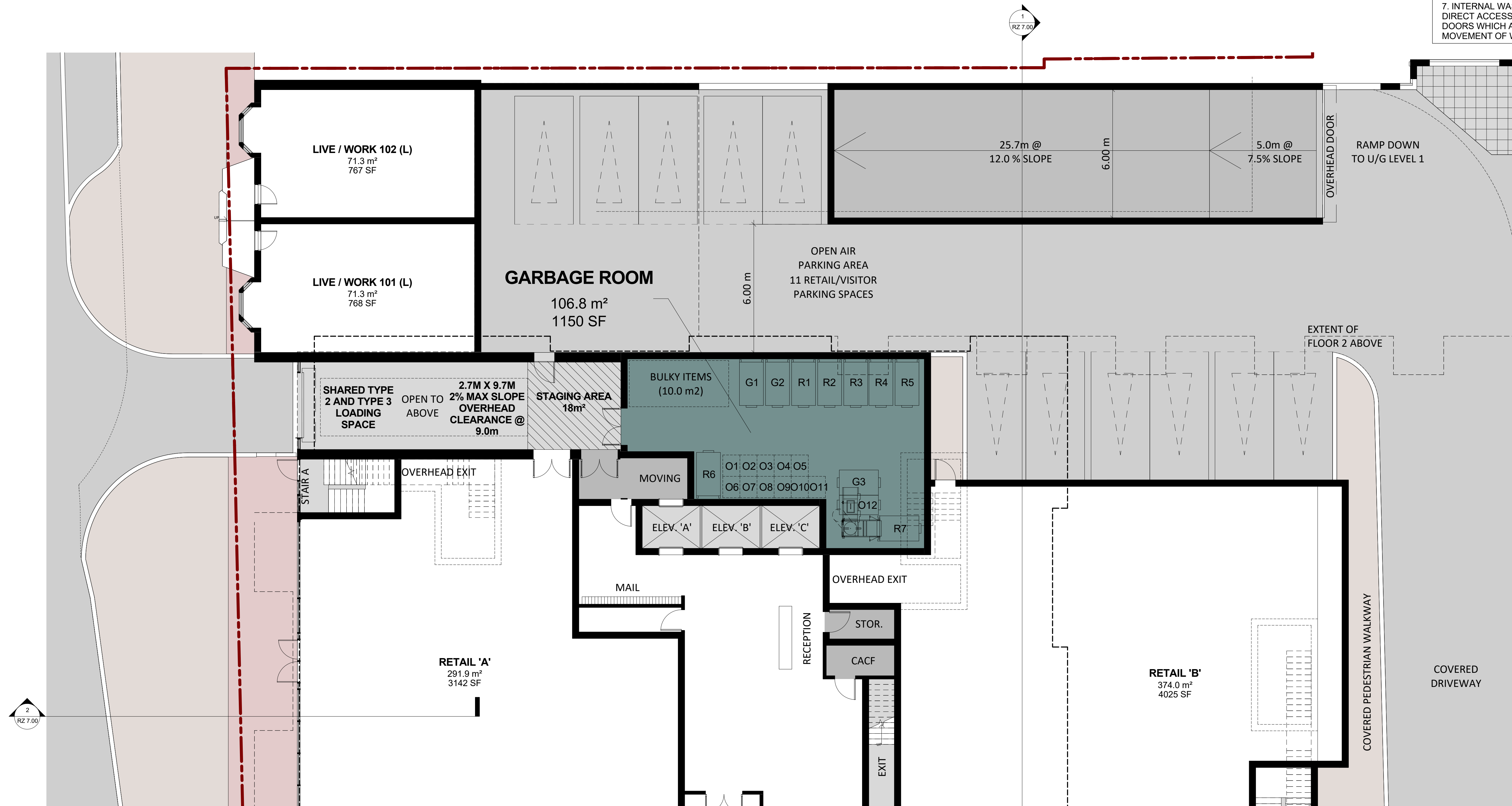
1. THE WASTE STORAGE AREA MUST HAVE A MECHANISM TO COOL THE ROOM DURING PERIODS OF HOT WEATHER TO SUPPRESS ODOURS.
2. THE WASTE STORAGE AREA SHALL HAVE SPRINKLER AND FIRE PREVENTION SYSTEMS IN ACCORDANCE WITH ALL ONTARIO FIRE CODE AND ONTARIO BUILDING CODE REQUIREMENTS.
3. THE COMPACTOR MUST BE SECURED AT ALL TIMES WITH NO GENERAL ACCESS.
4. A MINIMUM OF 18 METRES SHALL BE PROVIDED FOR THE COLLECTION POINT.
5. THE COLLECTION POINT MUST BE LEVEL (THE CHANGE OF GRADE MUST NOT BE MORE THAN +/- 2%) AND IF APPLICABLE, MUST BE CERTIFIED THAT IT IS DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK).
6. THE WASTE COLLECTION TRUCK DRIVERS ARE NOT REQUIRED TO LEAVE THE COLLECTION VEHICLE FOR FRONT END COLLECTION AND THE COLLECTION POINT SHOULD NOT REQUIRE THE JOCKEYING OF FRONT END CONTAINERS BY DRIVERS.
7. INTERNAL WASTE STORAGE AREAS MUST BE AT GROUND LEVEL WITH DIRECT ACCESS TO THE WASTE COLLECTION POINT THROUGH DOUBLE DOORS WHICH ARE A MINIMUM OF 2.2 METERS IN WIDTH, TO ALLOW FOR MOVEMENT OF WASTE RECEPTACLES.

TRUCK SIZE REQUIREMENTS

FRONT END
LENGTH: 9.70m
WIDTH: 2.70m
HEIGHT: 3.80m
TURNING RADIUS: 11.50m

RECYCLING
LENGTH: 9.65m
WIDTH: 2.44m
HEIGHT: 3.69 (BUCKET UP 5.08m)
TURNING RADIUS: 13.00m

No.	Date	Issued/Revision	By
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Project:
2069 LAKESHORE ROAD
BURLINGTON, ONTARIO

Drawing Name:
WASTE MANAGEMENT PLAN

Proj no.:	16.074	Date:	2018-08-08
Drawn by:	SKL	Scale:	1:100 (22x34)
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Drawing No:
RZ 5.00

APPENDIX B:
URBAN DESIGN BRIEF

B

June
2019

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1.0 INTRODUCTION

This Urban Design Brief, dated June 2019, amends and supplements the August 2018 Urban Design Brief prepared by Bousfields inc as part of an application by Lakeshore (Burlington) Inc. That application seeks to amend the Official Plan and Zoning By-law to permit a 29-storey residential tower with a mixed-use podium at the northeast corner of Lakeshore Road and Pearl Street, in the downtown core of Burlington, known municipally as 2069-2079 Lakeshore Road and 383-385 Pearl Street,

The purpose of this Brief is to describe the revised architectural and urban design character of the revised building, its physical fit within the Downtown context, and its conformity with the City's urban design policy framework, including the Tall Buildings Guidelines (2017). It should be read in conjunction with the updated Planning Rationale Report, and the other documents that form the resubmission package.

The general analysis provided in the earlier material by Bousfields in support of the application in a form and manner substantially similar to its current design continues to apply to the refined proposal and that the project continues to represent good planning and urban design and will contribute positively to the character of Downtown Burlington.

- The building will add increased residential accommodation and contemporary retail space, both of which will support the Downtown as it grows as an important, pedestrian-oriented living and commercial destination. Its proposed density and location in the core also supports transit and active transportation.
- Architecturally, the design, type, and scale of the proposed building will fit well with both the existing and emerging downtown tall building context near the water's edge. The design and articulation of the tower will add interest to the Downtown and Waterfront skyline, as is befitting of its prominent location.
- The podium, which preserves and incorporates two existing heritage townhouses, will be pedestrian-scaled, and oriented to the street. Its proposed location and frontage will also allow for improvements to the width and landscape character of adjacent public boulevards. Also, the podium setback on Pearl street has been increased which provides for enhanced view to the lake and enhances the significance of the existing heritage features.



The subject site, as seen facing northeast from Lakeshore Road and Pearl Street. The two-storey commercial building is located at centre and the heritage buildings (partly obscured by trees) are located at left.



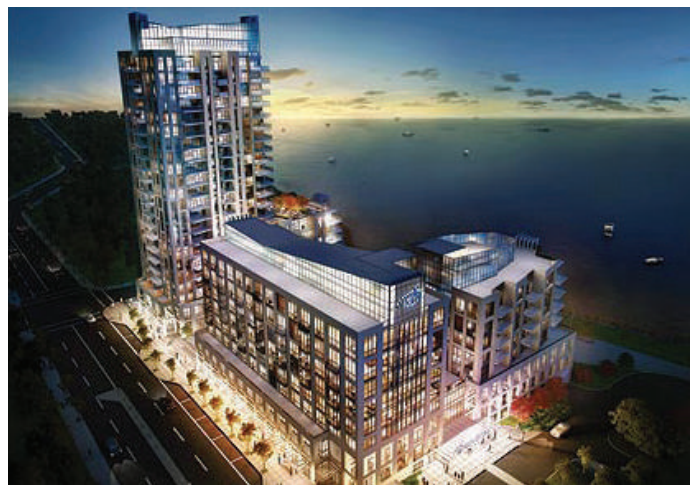
View of Pearl Street from Old Lakeshore Road.



Many of the buildings on the site are too low to adequately frame the street, lack setbacks and rely on surface parking.



View down Pearl Street toward Lake Ontario. The proposed development will not impact views to the lake. Indeed, it will help frame those views.



Rendering of the nearby "Bridgewater Residences on the Lake" on Old Lakeshore Road, currently under construction.

2.0 SITE AND SURROUNDINGS

2.1 Site and Immediate Context

The consolidated subject site at 2069 and 2079 Lakeshore Road, and 383 and 385 Pearl Street is 0.24 hectares in size. Two of its four sides front onto public streets: Pearl Street to the west and Lakeshore Road to the south.

It is currently occupied by four low-rise buildings, including a pair of heritage buildings on Pearl Street. These had been combined and turned to commercial uses, but are now vacant. They are listed as heritage buildings on the City of Burlington Municipal Heritage Register, but not designated under Part IV of the Ontario Heritage Act. In addition, a two-storey commercial building is located at the corner of Pearl Street and Lakeshore Road and a one-storey retail strip-plaza fronting onto Lakeshore Road. The site also at present contains surface parking, with Lakeshore Road providing servicing and access to the surface parking.

Lakeshore Road is one of Burlington's major streets and is equivalent only to Brant Street in its urban and historical significance. To the west, it connects to the Burlington Skyway, before continuing easterly, through the Downtown Burlington waterfront and the Brant Street Pier.

This Downtown section of Lakeshore Road is characterized by mixed-use and residential mid to high-rise buildings. East of the Downtown, Lakeshore Road fronts onto a long, upscale residential stretch of neighbourhoods, consisting of a mix of large lakefront houses, parklands, and several high-rise apartment buildings. This condition characterizes the road through the majority of Halton Region. (Commercial and more intensive uses reappear at several points within Oakville, notably at Bronte and Downtown Oakville).

Most of the buildings immediately south of the subject site, across Lakeshore Road, are one or two-storey commercial structures dating from the mid-20th century, with the exception of several even older house-form buildings. In general, these buildings fail to adequately frame the street and are not compelling architecturally. In addition, many are in disrepair, and are reliant on surface parking.

Directly to the south is a 22-storey (69.7 metre) multiple building mixed-use development at 2042-2054

Lakeshore Road (southwest corner of Lakeshore Road and Pearl Street) which is currently under construction.

The subject site is also located approximately 260 metres northeast of the point where Brant Street meets Spencer Smith Park, Brant Street Pier, and the water's edge. Brant Street serves as the retail and employment spine of the Downtown Core and its primary north-south street movement corridor, as well as a venue for special events. To the north, Brant Street connects to the Burlington GO station and to Highway 403 and the QEW.

The Burlington Bus Terminal on John Street is located approximately 240 metres west of the subject site, providing Bus connections to Hamilton, Oakville, Burlington GO Station and other destinations.

Pearl Street is a local street that extends from Caroline Street in the north to Old Lakeshore Road in the south (immediately south of Lakeshore Road). Between Caroline and James Streets, it is exclusively residential, but south of James Street takes on a mixed-use character. With regard to built form, Pearl Street south of James Street can be described as "mixed" or "unfinished". It includes several surface parking lots, in addition to high-, mid- and low-rise buildings. On the east side of Pearl Street, immediately north of the subject site, are a row of 3-4 storey live-work townhouses.

Immediately southwest of the subject site across Pearl Street is "360 on Pearl" (360-390 Pearl Street), a 17-storey residential condominium building with a 2-storey podium fronting Lakeshore Road. To the north, also fronting Pearl Street is Pearl & Pine Retirement (390 Pearl Street), a 14-storey residential retirement building.

Immediately east of the site is a vacant lot and a detached one-storey dwelling (374-380 Martha Street) that was recently approved for a 26-storey mixed-use building development.

The block to the east, north of Lakeshore Road and between Martha and Torrance Streets, contains mid- and high-rise residential buildings.

All existing street frontages immediately adjacent to the subject site are characterized by narrow boulevards of approximately 3 metres or less in width (particularly along Lakeshore Road). They are generally sub-standard in both dimension and design, given their significant Downtown Core location. Three street trees and three

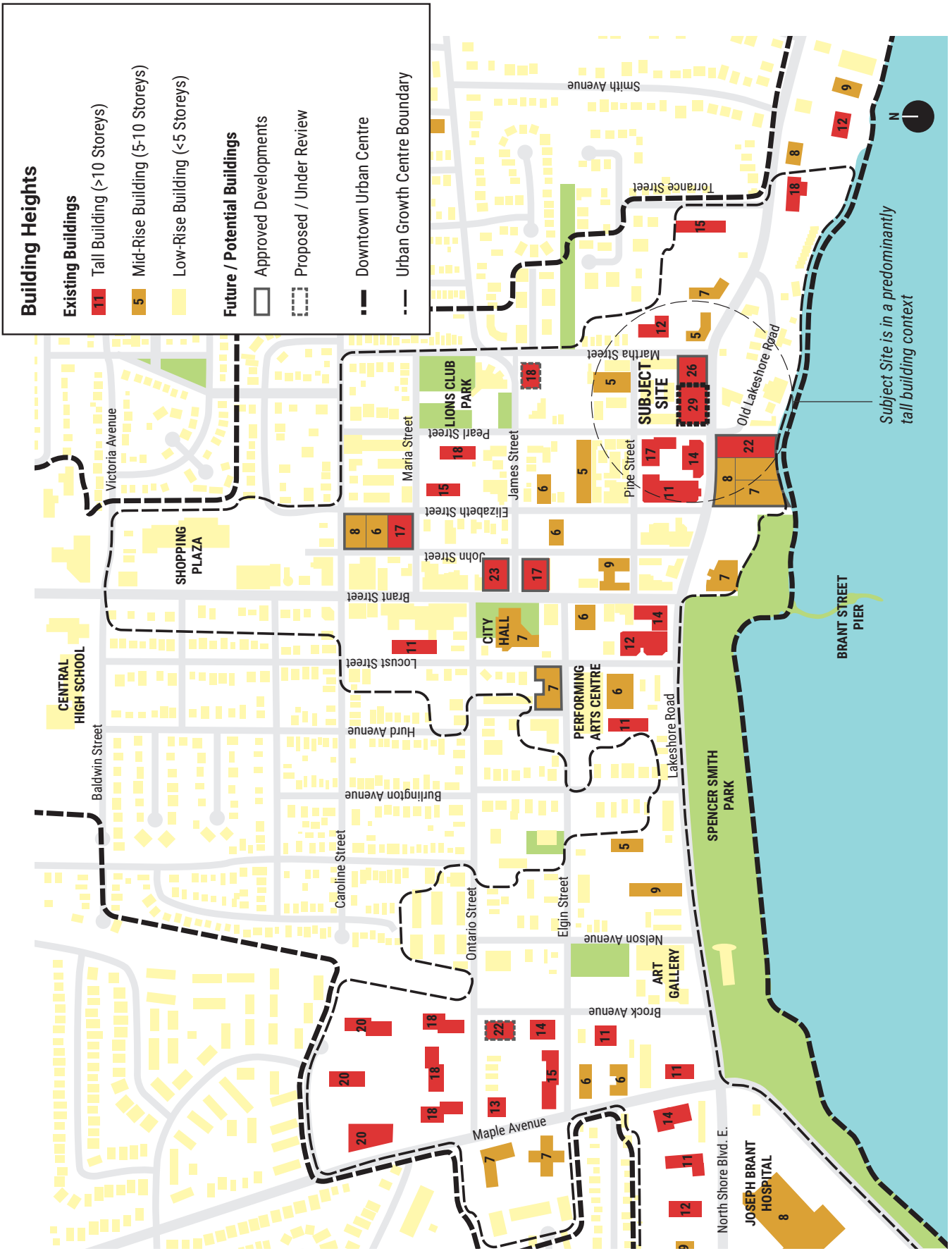


Figure 1: Building Heights

street lamps are located along the Lakeshore Road frontage, while three street trees and two street lamps are located on the Pearl Street frontage. In addition, there is existing on-street parking along sections of the west and east sides of Pearl Street.

2.2 Tall Buildings in Downtown Burlington

For the purposes of the application of the City of Burlington Tall Building Guidelines (2017), "tall" buildings are defined as being 11-stories or greater in height.

Although some portions of Burlington's Downtown Urban Centre (generally those outside of the Urban Growth Centre boundary) are low-rise, this area contains a significant number of existing, approved, and proposed tall buildings, as illustrated in **Figure 1**.

The subject site is located within the Downtown Urban Growth Centre, in an area designated by the current Official Plan (2018) for tall buildings.

The physical character and massing of tall buildings in the Downtown Burlington Urban Centre fall into one of several categories:

- **'Tower-in-the-park' residential buildings:** Built between the 1960s and 80s, these buildings tend to have large footprints and are set back behind lawns or parking lots, with little relationship to the street. They often take on an elongated 'slab' form. Examples of these include Elizabeth Manor (477 Elizabeth Street), Wellington Place (478 Pearl Street), Sandpiper (1431 Lakeshore Road), and Martha Terrace Apartments (395 Martha Street).
- **Tower-podium mixed use buildings:** A more contemporary form, tower-podium buildings typically consist of a smaller floorplate residential tower atop a larger base, which may contain retail, office or residential uses. The base, or podium, allows the building to immediately address the street with an active frontage, while maintaining a lower streetwall that is distinguished from the tower. The Burlington Tall Building Guidelines (2017) effectively require that all new tall buildings take on this form. Aside from the current proposal, examples of these include the recently-approved building at 421-431 Brant Street, Bunton's Wharf (1477 Lakeshore Road) and 360 on Pearl (360-390 Pearl Street). However, it should be noted that the latter two projects were built well before the introduction of the Tall Building

Guidelines (2017) and therefore contain some outmoded elements.

- **Hybridized forms:** Some buildings in Burlington have adopted a podium base, with a larger terraced or slab element on top. While preferable to the older tower-in-the-park form, these larger floorplate buildings are not encouraged by the present Tall Building Guidelines (2017).



Martha Terrace Apartments, existing tall building in the 'tower-in-the-park' style.



360 on Pearl (left) and Pearl and Pine Retirement (right), existing tall buildings in the tower-podium style, as seen from the Pearl Street and Old Lakeshore Road.



Rendering of the original proposal looking southeast from the intersection of Pearl Street and Pine Street. Note the distinct characteristics of the podium and tower, and the ways in which the tower is articulated, using balcony style and position to add visual interest.



Rendering of the original proposed building (right), showing how its podium will relate to the existing streetscape on Pearl Street. Seen facing east across Pearl Street. Note the incorporation of the two heritage buildings (left) into the new building, with the podium set back behind them. Like the existing townhouses on Pearl Street (left), these will become live-work units.

3.0 REVISED PROPOSAL

Since the submission of the Official Plan Amendment and Zoning By-law Amendment, all technical comments have been received and considered and modifications have been made to the proposal. Key modifications are summarized in the subsequent paragraphs.

Similar to the previous proposal, the current proposal envisions developing a 29-storey residential mixed-use building in a tower-podium form, containing retail space at grade and residential uses above and will have the overall height of 98.70 metres to the top of the roof. Furthermore, the modified scheme incorporates some indoor amenity space into the mechanical penthouse level.

The proposal will continue to maintain and integrate the pair of heritage buildings (townhouses) on site along Pearl Street to provide two 2-storey live-work units. The facades of these buildings will be restored and integrated into the larger building.

Aside from the townhouses, the first 4 storeys of the building will be a street-related podium element. Significant stepping back will occur on the north side of the building at the top of the first and second floors. The podium setback on Pearl Street has been increased from 0.57 metres to 2.43 metres. The remaining 25 storeys will form the tower, which will have a 755.4 square metre floorplate (floors 5 to 23) and a 725.5 square metre floorplate (floors 24 to 29) which has been reduced from the previous proposal. The mechanical penthouse will have a total floorplate of 495.9 square metres.

Similar to the original version, all parking is located indoors on five below-grade levels, with retail or visitor parking at-grade. Parking access is from Lakeshore Road, while access to loading takes place from Pearl Street.

There has been a slight adjustment to retail and residential GFA: the current scheme includes 665.8 square metres of retail gross floor area on the ground floor and contains 20,789 square metres of salable residential space and 2,148.8 square metres of non-salable residential space (such as hallways and lobbies).

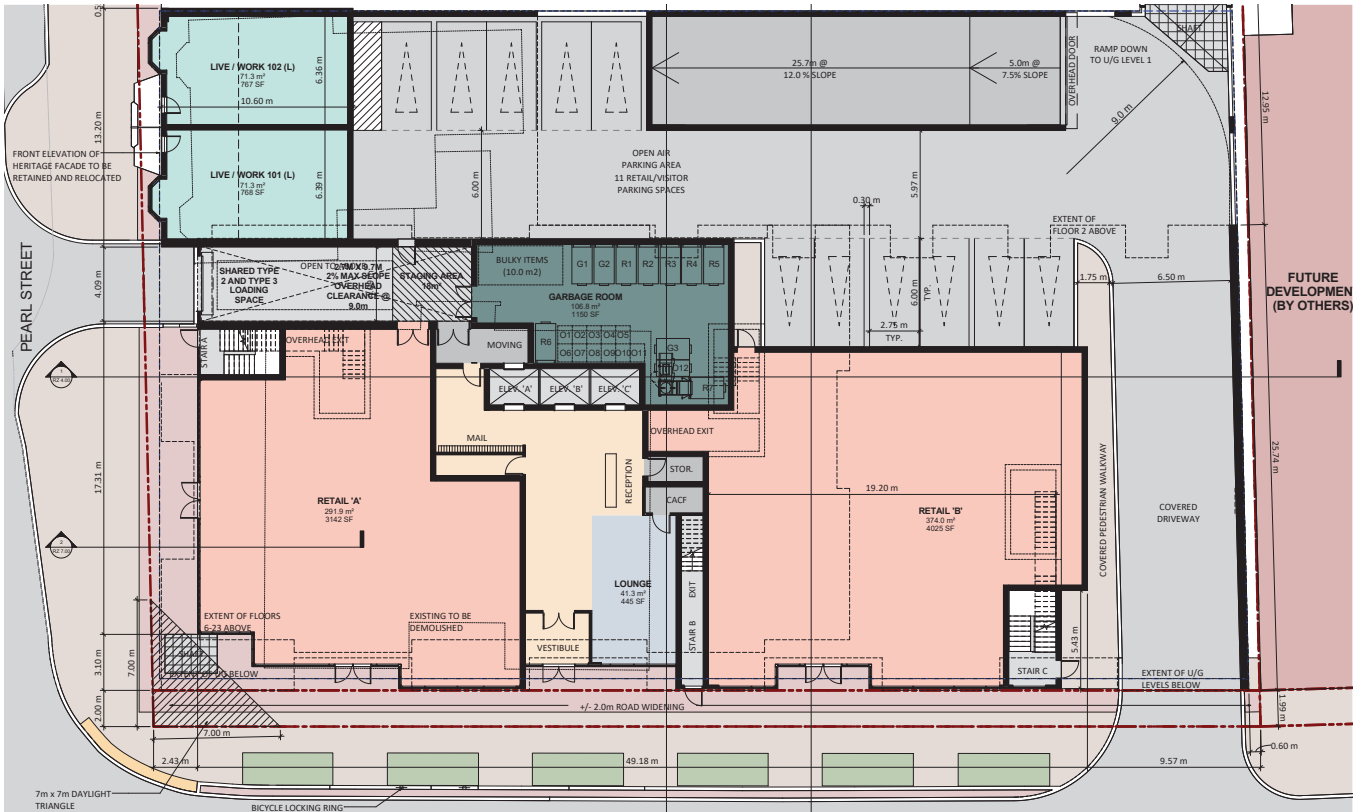
The reduction of the Residential GFA in the modified scheme will result in a reduced number of residential units from 280 units to 276 units. The 276 residential units are comprised of 44 one-bedroom units, 34 one-bedroom plus den units, 120 two-bedroom units, 52 two-bedroom plus den units, and 24 three-bedroom units. As

stated earlier, there will also be 2 live-work units in the historic townhouses.

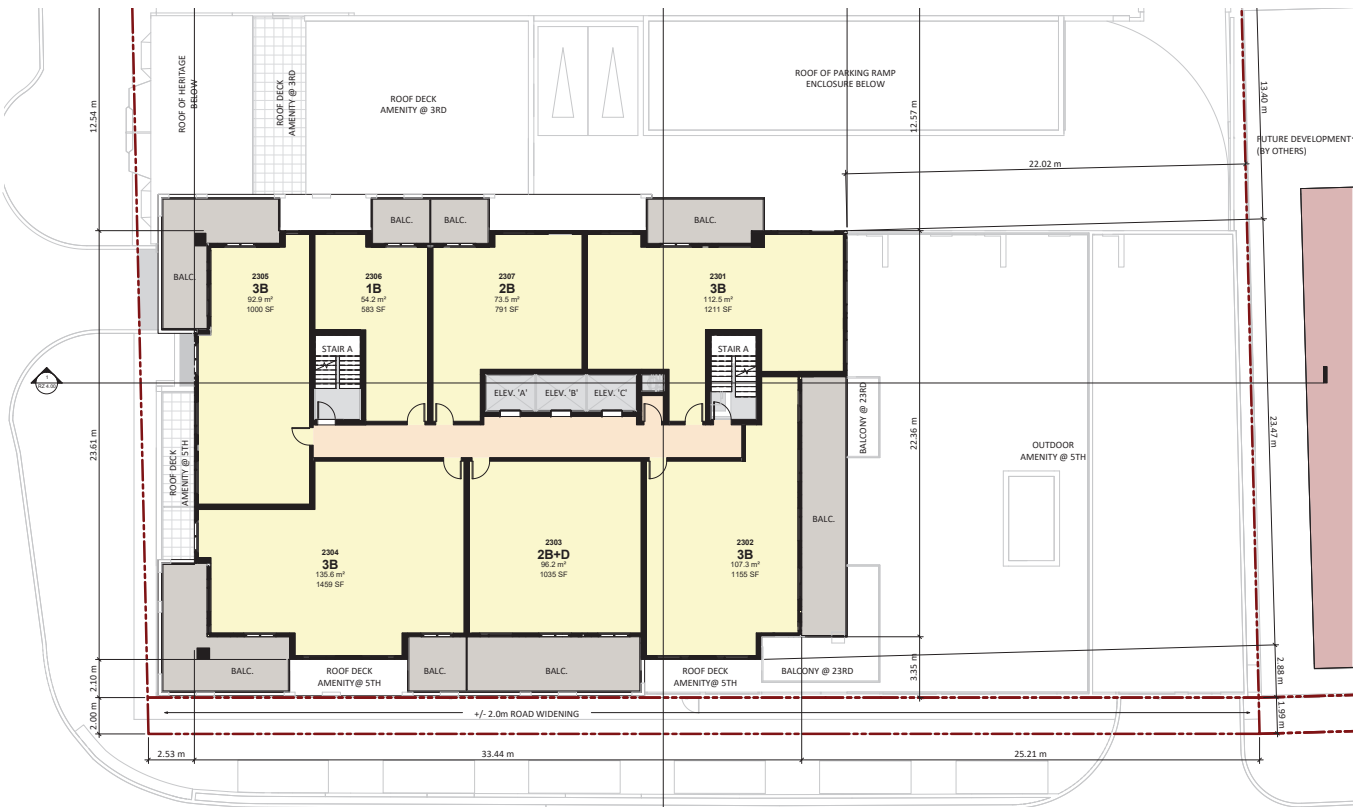
In terms of amenity space, the overall amount of proposed indoor amenity space has been increased. Although some outdoor amenity space has been eliminated from the second floor and more indoor amenity spaces have been added to the top floor. There is a total 672 square metres of indoor amenity and 5,001 square metres of outdoor amenity (including terraces and balconies).



Rendering of the original proposed building looking northeast from the intersection of Pearl Street and Lakeshore Road. Note Nautique (right), approved (not built yet) tall buildings also in the tower-podium style.



Ground Floor Plan



Typical Tower Floorplate (floors 6-23)

4.0 REVIEW OF POLICY AND DESIGN GUIDELINES

4.1 City of Burlington Official Plan (2015)

The City of Burlington Official Plan (2015) , which predates the Tall Building Guidelines (2017), makes a number of broad references to urban design in the Downtown Mixed Use Centre.

Section 5.5.8 addresses the Downtown Core Precinct (within the Downtown Mixed Use Centre), where the subject site is located. It iterates the desire to intensify the Downtown Core to meet provincial growth objectives and to support transit use. However, it also imposes several restrictions on built form that will require the current application to seek an Official Plan Amendment. These include:

- 5.5.8.2(b): This limits height to 8 storeys. The current proposal is for 29 storeys.
- 5.5.8.2(c): This limits density to 4.0 FAR. The current proposal is for 10.14 FAR.

From an urban design perspective, the proposed height limit of 8-storeys contained in 5.5.8.2(b) neither reflects the existing context, nor the emerging pattern of building types or heights within the Downtown Mixed Use Centre and Downtown Core Precinct.

The recent approvals of a 17-storey building (2030 Caroline Street/510 Elizabeth Street/2025 Maria Street), a 22-storey building (242-280 Lakeshore Road), a 23-storey building (421-431 Brant Street), and a 26-storey building (374-380 Martha Street), demonstrate that "exceptions" to the Official Plan height and density policies, reflecting good planning and urban design, are possible within the Downtown Core, and that the Official Plan height and density limits are not necessarily the most important considerations when evaluating new proposals from an urban design perspective. The accompanying Planning Rationale Report contains a more detailed policy analysis in support of the proposed Official Plan and Zoning Amendment.

Notwithstanding this, the proposed development is in conformity with Section 5.5.8.2(d), requiring at-grade commercial, Section 5.4.8.2(e), requiring buildings be

constructed to the street line and prohibiting surface parking, to minimize the potential impacts of vehicle operations. Section 5.5.12, which deals with urban design, requires grade-related activity to be maintained and pedestrian comfort, safety and access prioritized, all of which are achieved in the proposal. The plan also encourages new development to be compatible with existing cultural heritage resources, and to be blended within existing streetscapes. Incorporating the two existing heritage buildings along Pearl Street achieve this in this project.

4.2 New City of Burlington Official Plan (Council Adopted, April 2018)

On April 26, 2018, Burlington City Council adopted a new Official Plan. This will be followed by review and approval by Halton Region. However, until that point, the new Official Plan is not yet in effect. Furthermore, on February 7, 2019, Burlington City Council voted to re-examine the policies in Burlington's Official Plan, adopted in April 2018.

In general, Council supports the majority of the policies within the adopted Official Plan. The two key areas requiring further consideration are the Downtown Precinct Plan and the Neighbourhood Centre policies.

The New Official Plan locates the subject site within the Downtown Urban Centre, described in Section 8.1.1(3.1). Policies in this section place emphasis on the role of intensification in accommodating growth and achieving transit-supportive density. For example, Policy (I) refers to permitting heights and intensities that enhance Downtown's mobility hub role.

Section 8.1.1(3.2) establishes policies for Pearl Street and Lakeshore Road, both of which are identified as Mixed Use Major Streets. These policies say that all buildings have continuous retail or office frontages. Additional regulation may be added through the Downtown Area-Specific Plan, which is yet to be completed.

Within the Downtown Urban Centre, the subject site is

located in the Downtown Core Precinct sub-category, which is described in Section 8.1.1(3.11.1). Policy (a) of this section states that a variety of uses are permitted here, including retail and multi-unit residential buildings, with Policy (b) adding that each development is required to have at least two uses. The current proposal is in conformity with the previous two points, but it is not in conformity with Policy (c), which limits height to 12 storeys (or 17 storeys, if office space and/or public parking spaces are provided).

As previously stated, several recent exceptions have been made to Official Plan-designated height limits in Downtown Burlington. A 22-storey building is being completed across the street at 242-280 Lakeshore Road, and a 26-storey building has recently been approved at 374-380 Martha Street.

Height and density are not the only considerations when evaluating the merit of a proposal—the new Official Plan places considerable emphasis on the roles of good fit and compatibility.

With regard to the office use requirement, many other recent buildings have been approved in the Downtown with residential uses in the podium. In our opinion, the current proposal's substantial retail space at grade, and its two live-work townhouses, will provide adequate commercial benefit.

Policy Section 7.1.2 speaks to urban design related matters. More specifically, Policy (d) provides that any City-approved design guidelines (such as the Tall Building Guidelines) are considered City policy and shall be utilized in the review and evaluation of development applications.

The public realm policies of Section 7.2, and more specifically Policy (a), presents a number of goals for public realm improvement, which are generally achieved by the current proposal.

Similarly, with respect to development in Primary and Secondary Growth Nodes (such as the Downtown), the Policies of Section 7.3.2.(1) lay out a number of standards. The overall intent of these standards is for development to provide careful consideration of its context and be conducive to transit and active transportation use. In general, the current proposal is in conformity with the policies in this section.

4.3 Downtown Urban Design Guidelines (2006)

Section 5.5.12 of the former Burlington Official Plan (2008) states that the City will prepare and adopt Urban Design Guidelines for the Downtown. Although the new Official Plan (April 2018) makes no such *requirement*, the existing Downtown Urban Design Guidelines (2006) remain until it is in force.

(Policy 7.1.2(d) of the new Official Plan lays out the *possibility* that the City may create additional guidelines for specific typologies or areas, and the future Downtown Area-Specific Plan may also serve a similar function).

Over the past 12 years, there has been some development activity in Downtown Burlington, and much of the built form context and expectations have changed and continue to evolve.

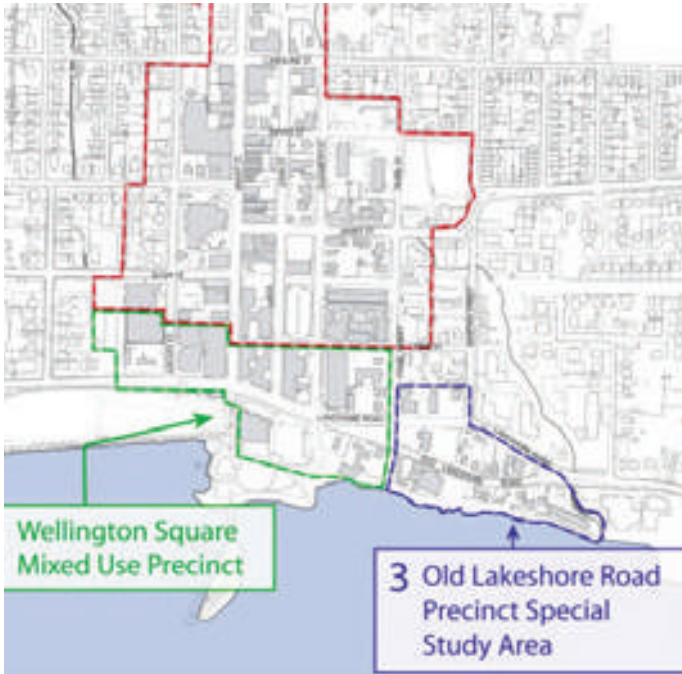
It is also significant to note that the site-specific policies of the Downtown Urban Design Guidelines do not address the subject site.

As per Section 2.2 of the Downtown Urban Design Guidelines, the subject site is within "Block 24" of the Old Lakeshore Precinct Special Study Area, for which further detail was supposed to have been provided in an additional set of guidelines. These guidelines, were known as the Old Lakeshore Road Precinct Urban Design Guidelines (2009). However, they exclude lands on the north side of Lakeshore Road, including the subject site, effectively creating a blank spot. For this reason, the Old Lakeshore Road Precinct Urban Design Guidelines (2009) have not been reviewed here in the context of the applications.

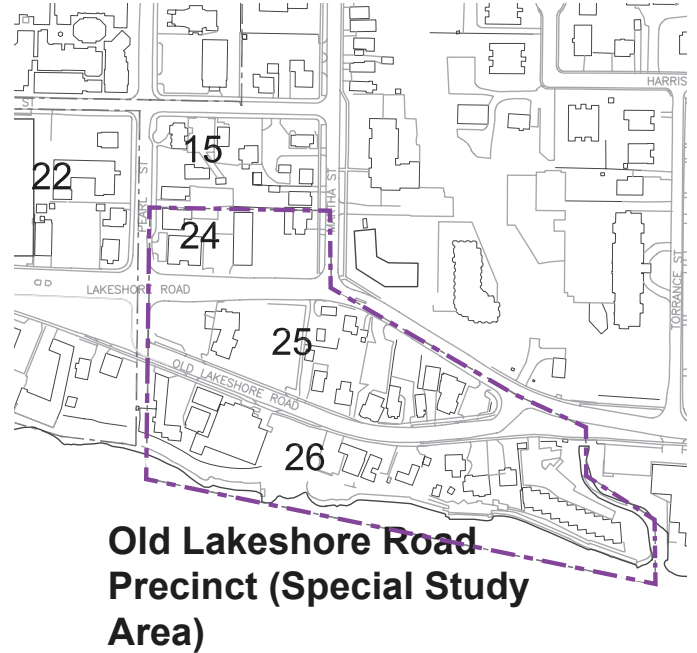
Generally, the public realm aspects of the Downtown Urban Design Guidelines remain relevant, although the built form aspects are outdated. Section 5.7, relating to high-rise design, has been effectively superseded by the Tall Building Guidelines (2017).

The proposed development creates an opportunity for significant public realm improvement, including the planting of new street trees. Widened boulevards will be achieved, measuring 6.3 metres from building face to curb on Pearl Street, and 6.1-6.2 metres on Lakeshore Road. This will permit both Lakeshore Road and Pearl Street to be animated with outdoor patios, depending on their eventual retail use.

We understand that the City has been preparing new



"Burlington Downtown Precincts," from the Downtown Urban Design Guidelines



"Block Numbering Key Plan," from the Downtown Urban Design Guidelines

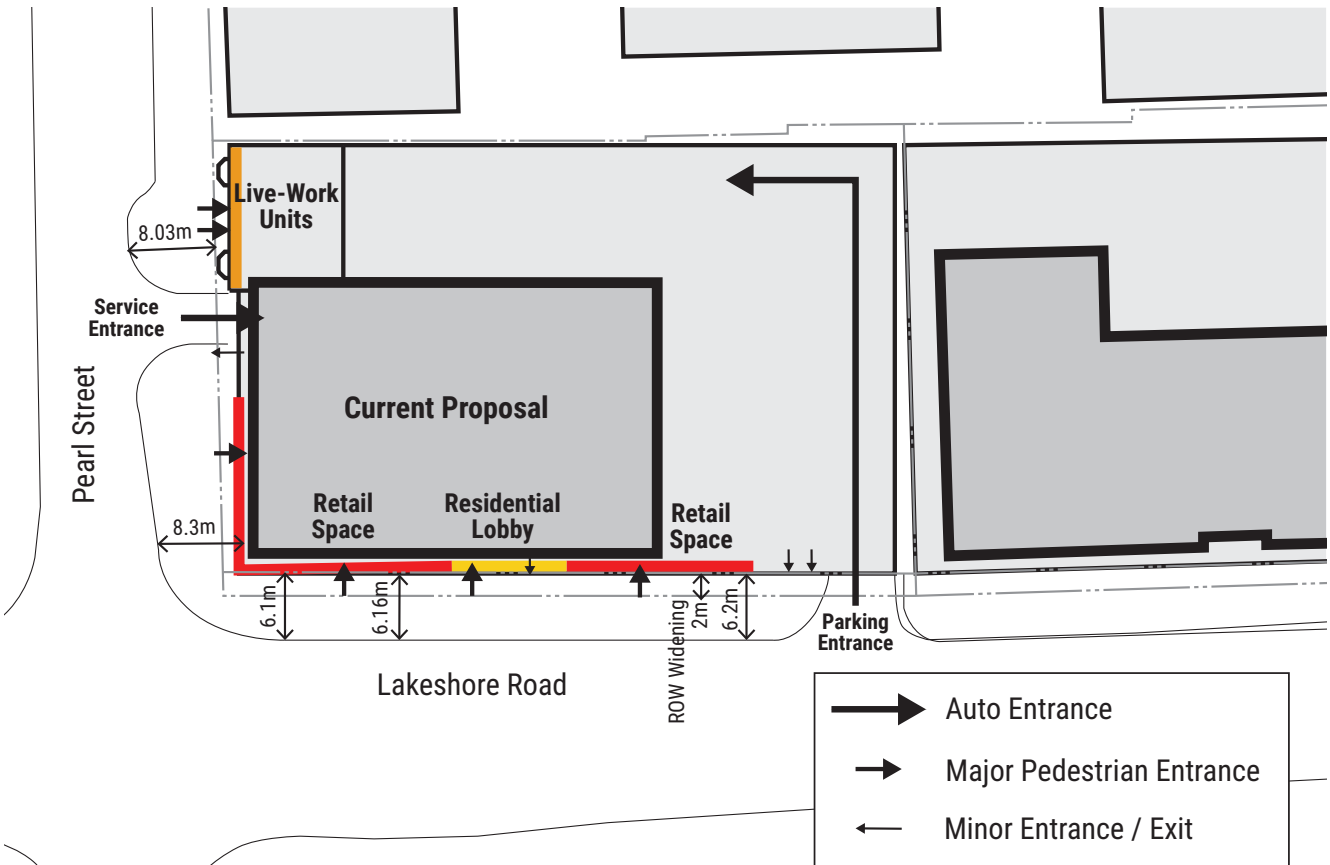


Figure 2: Public Realm Interface

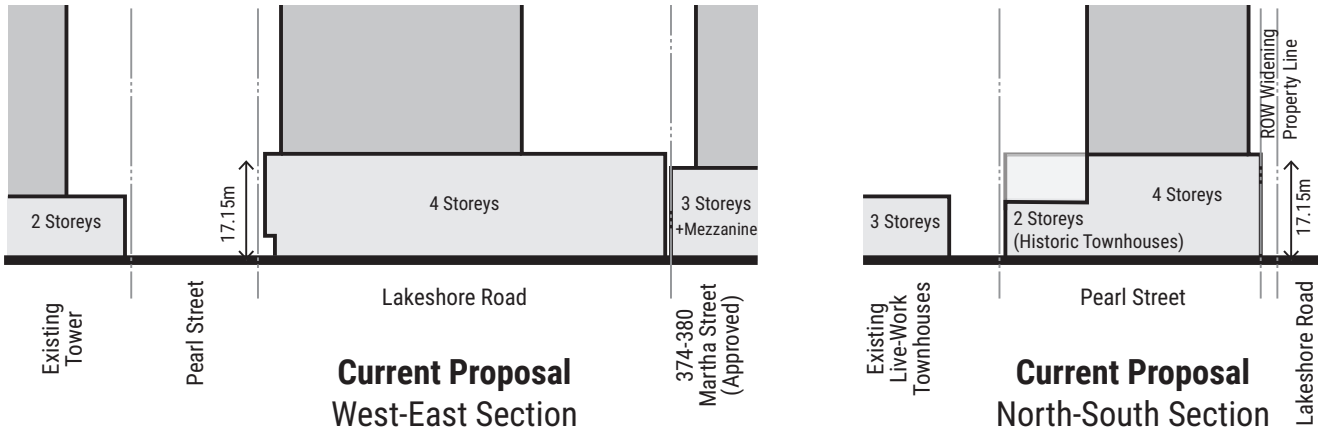


Figure 3: Podium Scale

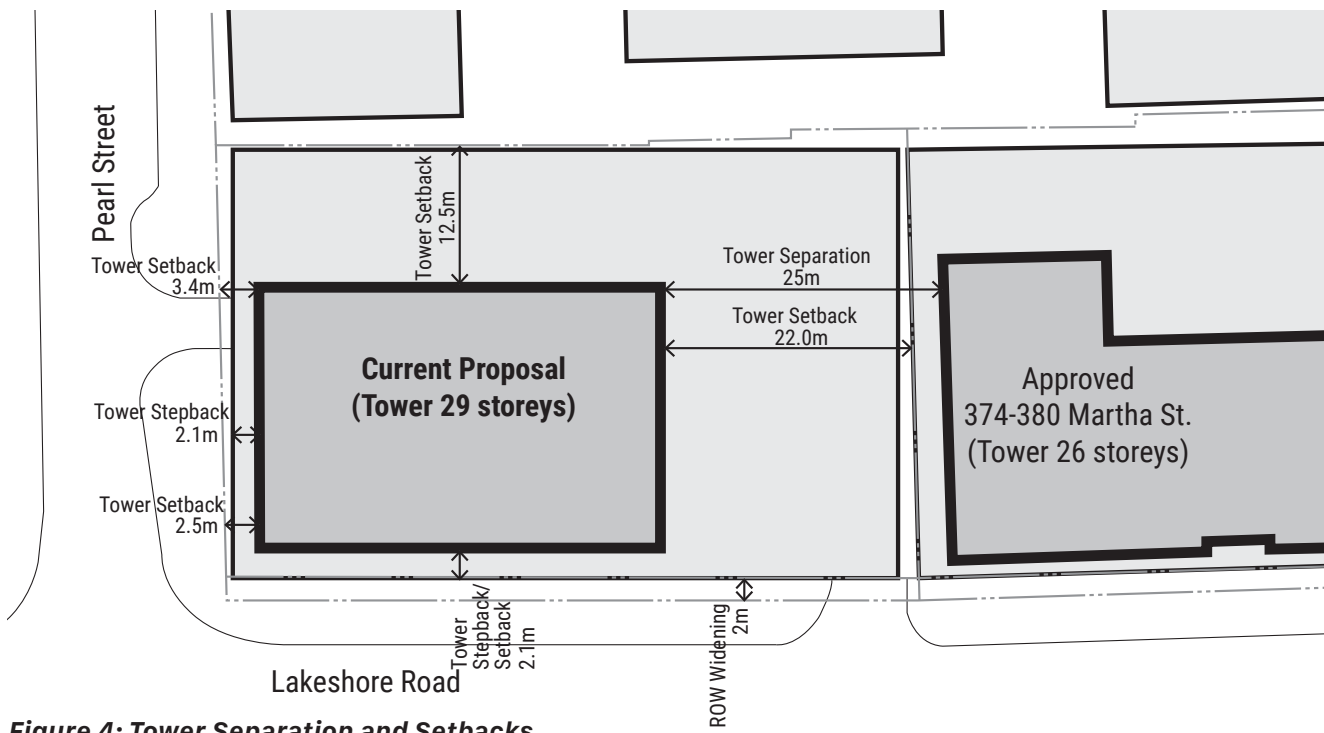


Figure 4: Tower Separation and Setbacks

streetscape guidelines for the Downtown. These new guidelines have been underway for approximately 3 years.

As per Section 4.6 of the Downtown Urban Design Guidelines, built form and open spaces should be respectful of view corridors to and from the waterfront. The view toward the lake from Pearl Street is not affected by the current proposal, and the design and massing of the podium positively reinforces sight lines and incorporates active retail at grade.

4.4 Tall Building Guidelines (2017)

The Burlington Tall Building Guidelines were initially adopted by City Council in August, 2016 on an interim basis. Following consultations and roundtable discussions, a finalized version was approved in 2017.

Although they do not specifically identify tall building sites, they do provide detailed guidance in terms of tall building form. The current proposal complies and meets the intents of the guidelines.

- **Podium Location:** The podium is located to frame both Lakeshore Road and Pearl Street, and reinforces both streetwall and sight lines. At 8.1 metres minimum and 6.1-6.2 metres (on Pearl Street and Lakeshore Road, respectively), the boulevard widths are generally in keeping with the recommended 6.0 metre minimum. A continuous streetwall will be employed (see **Figure 2**).
- **Podium Height and Massing:** Although the existing streetwall on Pearl Street varies in height, the 4 storey podium of the proposal reflects its general street scale. At 17.15 metres in height, the podium meets the Guidelines' minimum height (10.5 metres) but is slightly taller than the maximum height for a building on a 20 metre right-of-way (16 metres) (see **Figure 3**). The height of the ground floor is 6.3 metres, above the 4.5 metre minimum. (The existing heritage buildings that will be incorporated will be an exception to both the podium and ground floor heights).
- **Podium Shadows/Sky View:** The Tall Building Guidelines (2017) requires that building podiums should be designed to preserve at least five consecutive hours of sunlight on the opposite side of

the street during the equinoxes. With regard to shadow impact, an updated shadow study for the revised proposal is being prepared, but was unavailable for the preparation of this Brief. Notwithstanding, as the revised proposal incorporates a reduced overall massing and tower floor plate size, within a similar built form, we anticipate that shadow impacts from the revised proposal will be improved from the original proposal. We assume that the incremental shadow impact created by the revised proposal on adjacent residential properties and on neighbouring streets, properties and open spaces will satisfy applicable guidelines.

- **Podium Design and Articulation:** Parts of the podium will have substantial glazing to provide connectivity between the retail units and the street. Much of the podium roof will be landscaped and accessible as outdoor amenity space for building residents. Upper floors within the podium will alternate between 'light' and 'dark' in appearance and include inset balconies, which will contribute to the facade articulation and provide a sense of rhythm. Retail entrances are located on both Lakeshore Road and Pearl Street, while the residential lobby will appear prominently on Lakeshore Road. The incorporation of the two heritage buildings will add further variety and architectural interest to the podium.
- **Site Design, Open Space and Streetscaping:** All parking and loading areas are internal. Parking is located within the building, either at or below grade and accessed from Lakeshore Road. Servicing is accessed from Pearl Street.
- **Tower Location:** A setback of approximately 12.5 metres is provided on the north side of the proposed tower, while approximately 22.0 metres is provided on the east side (see **Figure 4**). On other sides, the tower is typically stepped back approximately 2.1 metres from the podium along Pearl Street and 2.1 metres along Lakeshore Road. While this is less than the Guidelines' recommendation of 3.0 metres, the tower and podium will nevertheless be clearly visually separable due to variation of materiality, thereby achieving the intent of the guidelines. The balconies on the north side of the building encroach into the 12.5 metre setback requirement, but do not significantly contribute to its massing. There are no opportunities for intensification on the adjacent

site to the north, which has an existing townhouse complex. To the east, a 25-metre separation is achieved between the proposed tower on the subject site and the recently approved tower at 374-380 Martha Street. It is important to note that the majority of the proposed tower separation distance to 374-380 Martha Street is achieved on the subject site (i.e. 22 metres or 88% of the 25 metre tower separation distance requirement).

- **Tower Height and Massing:** With regard to stepping of tower heights the subject site is located in the wider transitional Downtown context, which includes a number of tall and mid-rise buildings. It also contains a number of underutilized sites, such as parking lots and one-storey commercial uses, which may be replaced by tall buildings in the future. As the context changes, an area-wide stepping pattern can be achieved.

The tower floor plate GFA is 725-755 square metres and is slightly greater than the maximum 750 square metre tower floor plate size requirement in the City's Tall Building Guidelines. The slight increase in the proposed floor plate size is minor and the proposal will adequately limit shadow impacts on surrounding streets, parks, open spaces, and properties by casting smaller, faster moving shadows; improving access to sky view, permitting better views between buildings and through sites; and with the building

itself contributing to a more attractive skyline.

- **Tower Shadow/Sky Views:** As previously mentioned, it is anticipated that the tower will have little adverse shadow impact. The widest edge of the tower is oriented in an east-west direction, as suggested by the guidelines.
- **Tower Design and Articulation:** Alternating balcony typologies and positions vertically articulate the tower. External balconies typically have a depth of 1.8 metres, while partially external/partially internal balconies in the upper storeys have greater depths of up to 2.5 metres. The tower will be primarily composed of 'light' cladding materials, including substantial glazing, but will also include 'dark', solid elements to provide definition.
- **Rooftop Design and Articulation:** The mechanical penthouse is stepped back on parts of its north, east and west sides. Only along the southern edge is it flush with the tower, where it also incorporates 145 square metres of indoor amenity space and serves as a special rooftop accentuation, through the use of differentiating materials and colours.
- **Mechanical Penthouse:** Positioned approximately in the centre of the tower in a L-shaped form, wrapping around the amenity space, the mechanical penthouse is fully architecturally integrated into the roof top, minimizing its visual impact and fully

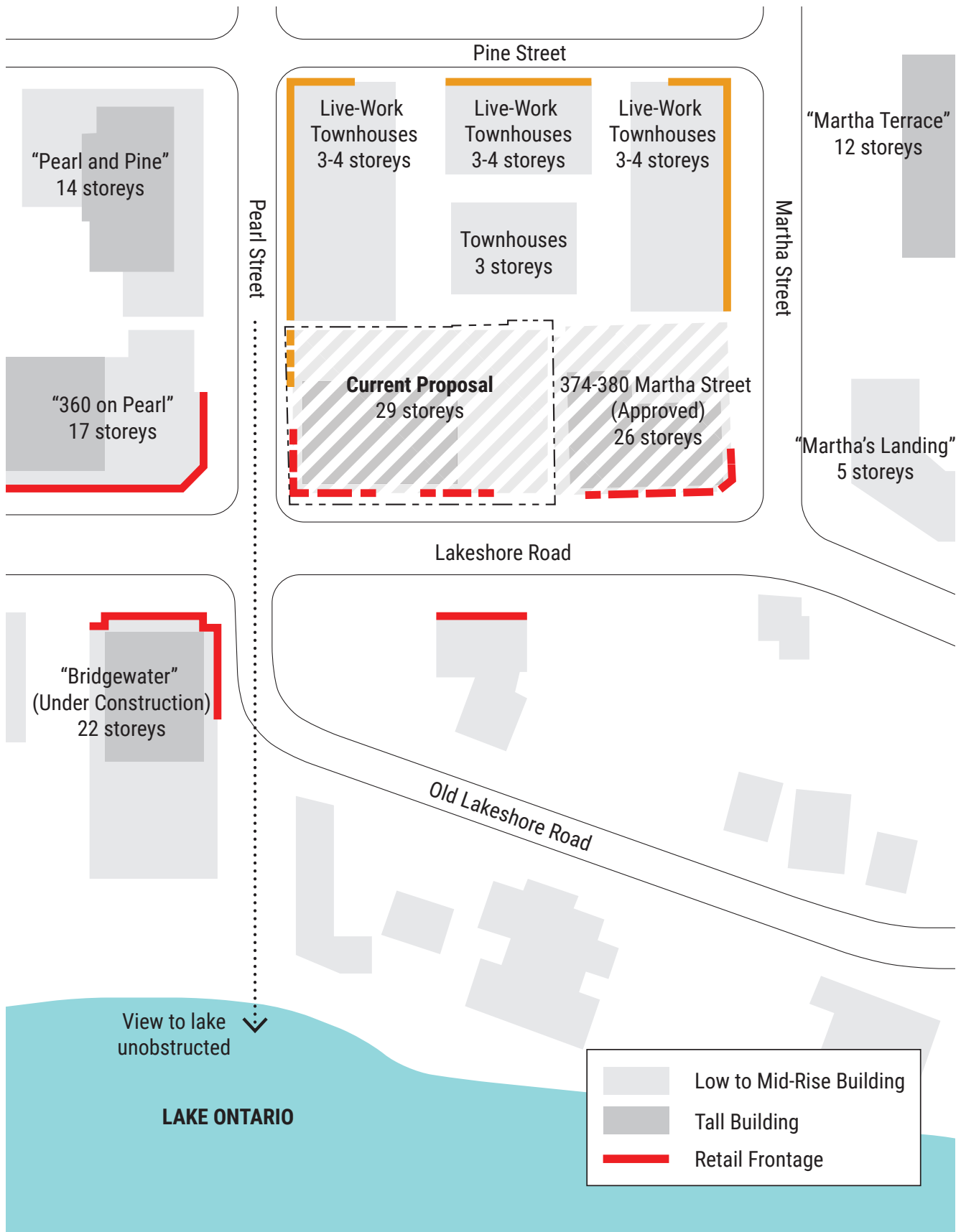


Figure 5: Immediate Urban Design Context

5.0 URBAN DESIGN PRINCIPLES AND ANALYSIS

In our review of the proposed development, Bousfields Inc. has considered the following list of urban design principles. Under each, an analysis is provided of the ways in which the building will contribute to Downtown Burlington.

These principles are broadly in keeping with the goals of the Official Plan, Tall Building Guidelines (2017) and other policy directives.

5.1 List of Principles

1. Bring additional life and intensity to the Downtown

Like many communities in the Greater Toronto and Hamilton Area, Burlington traditionally struggled to achieve sufficient density within its Downtown, in the face of sprawling suburban development. However, with the introduction of numerous policies supporting intensification, a renewed public interest in urban living, and the filling out of greenfield lands, new growth has appeared Downtown over the last two decades. Still, portions of the Downtown remain underutilized, especially in areas away from Brant Street. Many of these sites are occupied by surface parking lots or by one and two-storey commercial buildings.

The current proposal will create an additional, high quality and high-visibility retail space in a much-needed location, while contributing to the increase in population density needed for the vitality of commercial activity throughout the Downtown. New development, such as the current proposal, combined with amenities such as waterfront parks, could see the Downtown segment of Lakeshore Road transformed into a pedestrian shopping street complimentary to, and supportive of, Brant Street.

2. Support transit use and active transportation

Mobility in Burlington has traditionally been dominated by the car. However, intensification within the Downtown, and the integration of retail into certain high-rise buildings, will encourage

transit use and active transportation. The subject site is served by buses on Lakeshore Road, is approximately 240 metres from the Downtown transit terminal, and is a little over 2 kilometres from the Burlington GO Station (which can be connected to by bus from the Downtown transit terminal). In addition, it is within walking distance of all parts of Downtown, where shopping, recreation and employment opportunities can be found, and within cycling distance of Downtown Hamilton and several GO stations.

3. Animate the streetscape and engage pedestrians

The Lakeshore Road frontage of the site is currently occupied by a 2-storey office building set behind a landscaped front yard, and by a one-storey retail plaza set behind a parking lot. This condition is generally reflective of an earlier, more suburban period. At that time, the segment of Lakeshore Road adjacent to the subject site served mainly as an auto thoroughfare through Downtown, while active retail was located in a strictly linear manner on Brant Street. However, recent development along Lakeshore Road has brought increased pedestrian-friendly retail activity, and it appears well on its way to becoming a secondary main street.

The current proposal supports this trend and the evolution of the Downtown, wrapping the majority of its frontage on Lakeshore Road and Pearl Street with active retail (or live-work, further back on Pearl Street), and locating all parking within the building, primarily underground. Parking access will take place from the southeasterly area of the site, from Lakeshore Road, while servicing will take place from Pearl Street. The pedestrian entrance into the residential component of the building will be located on Lakeshore Road.

Along Lakeshore Road, approximately 2.0 metres will be dedicated for road widening. Along Pearl Street the building has a setback of 2.4 metres at the south to a maximum of 1.3 metres at the north. The result will be a boulevard of 6.1-6.2 metres along Lakeshore Road and of 5.9 metres minimum along Pearl Street, with the podium directly framing and addressing

both streets. This exceeds both the requirements of the Downtown Urban Design Guidelines (2006) and Tall Building Guidelines (2017).

In addition to its low-rise scale, the variety of materials and articulations incorporated into the façade of the podium base break up its mass and create a fine-grained rhythm compatible with and complementary to the surrounding context.

As illustrated in **Figure 5**, the substantial retail frontage proposed around the first floor of the building is compatible with the emerging character of Lakeshore Road as a shopping promenade. The extension of retail onto the Pearl Street frontage will help activate that street as well, while the conversion of two heritage buildings into live-work units will relate to the existing live-work townhouses along Pearl Street.

In future, the Lakeshore Road view corridor may be enhanced through streetscape improvements, and by development at the northwest corner of Martha Street and Lakeshore Road and along the south side of Lakeshore Road.

4. Fit within its built form context

The proposed design and massing of the building has been developed to be compatible with its existing and planned urban context. Although it represents a greater level of downtown intensification than permitted as-of-right, it must be recognized that the shape and form of redevelopment in a downtown is not static and evolves due to market forces, architectural trends, public discussion, and the policy framework implemented by the City, Region and Province. The Tall Building Guidelines (2017) represent the general position and framework established by the City of Burlington to shape redevelopment, particularly within the Downtown Core.

Existing buildings in the immediate context along Lakeshore Road have streetwall heights of 2 storeys, and buildings along the east side of Pearl Street have streetwall heights of 3 storeys. The proposed podium is massed and scaled at 4 storeys along Lakeshore Road, ensuring a harmonious design with the existing townhouse development. On Pearl Street, it steps down to 2 storeys, where the pair of historic townhouses are to be maintained (a 4-storey element of the podium will rise up behind

the townhouses, well back from the street).

5. Avoid adverse wind, shadow and visual impacts

Skylines develop over time and will and should always be comprised of a range of building heights and forms which help create the unique character of a place. There will always be a tallest building in a skyline, even if that distinction changes over the years as the skyline evolves.

At 29-storeys, the proposed building will, at least for a limited period of time, be the tallest building in Downtown Burlington. In our opinion, it is an appropriate distinction. Although the 29-storey overall height is greater than existing tall buildings in downtown Burlington, the tower will be seen as a slender building with a relatively small floor plate size, located within the context of the City's burgeoning tall building skyline. The location of the building in proximity to several other existing and approved tall buildings within the Downtown Core, and adjacent to the 22-storey development known as Bridgewater Residences (also on Lakeshore Road) and the 26-storey approved tower at 374-380 Martha Street, helps to visually define the centrality of the Downtown Core Precinct in Burlington.

Other recently approved or constructed tall buildings in Burlington include a 17-storey building (2030 Caroline Street/510 Elizabeth Street/2025 Maria Street), a 23-storey building (421-431 Brant and 2007-2015 James Street), a 22-storey building (2041-2054 Lakeshore Road), and a 17-storey building (401-413 Brant and 2002-2012 James Street).

The incremental micro-climatic impact of the building's height on its surroundings is acceptable. Views down Pearl Street toward Lake Ontario will not be affected.

6. Contribute architecturally to the Downtown

The architecture provides a contemporary design of a quality that is worthy of its prominent placement within the Downtown. The massing has been designed to be generally consistent with the City's Tall Building Guidelines (2017), is compatible with the adjacent context, and provides an appropriate street proportion along Lakeshore Road and Pearl Street.

The building's design emphasizes three distinct strata (podium, tower and top) through its form.

- The podium, which covers most of the site, is articulated through a variety of materials and alternating vertical patterns created by inset balconies.
- Architectural elements such as small insets, changes of material and changes of balcony type and placement are employed to break up and add visual interest to the tower. The resulting effect is of horizontal transitions at level 23 and vertical transitions mid-way through both front-facing tower facades. Insets beginning at level 23 slightly reduce the floorplate, while increasing balcony sizes.
- At the top of the tower, the mechanical penthouse along with the amenity space present as special visual elements with an alternating colour pattern. Their height and materiality clearly distinguish them from the other floors of the tower.

7. Preserve architectural heritage

The subject site includes two heritage buildings (formerly townhouses at 383 and 385 Pearl Street), which are to be restored and incorporated into the new building. These buildings will be slightly repositioned and their east and south sides will be incorporated into the new building. However, they will continue to function independently as two separate live-work units. Maintaining these buildings is an important recognition and accommodation of Downtown Burlington's heritage. Additionally, they will help by serving as a transition between the existing live-work townhouses to the north and the proposed tower on the subject site.

See the previously submitted Heritage Value Assessment Memo for a more in-depth analysis of the significance of these buildings and their retention.

6.0 CONCLUSION

Downtown Burlington is evolving into a more compact and intense mixed-use area, containing mid-rise and taller mixed-use and residential buildings, above a more intense and alternative public realm of streets and open space. The form and character of the proposed mixed-use development at 2069-2079 Lakeshore Road and 383-385 Pearl Street appropriately fits into this pattern and represents good urban design and heritage preservation in a manner appropriate to its specific waterfront location. It is also anticipated that the shadow effects associated with the building's height and form will be acceptable.

The combination of residential intensification and high-visibility retail space on the subject site will also help bring new vitality and activity to this area. Widened sidewalks will provide sufficient space for streetscape improvements, with the tower set back from the podium edge, allowing for rooftop amenity space, especially at the north and east.

The proposal will require Official Plan and Zoning By-law amendments to accommodate its proposed height and density. It is our professional urban design opinion that the proposed urban design character of the development is consistent with the Provincial Policy Statement, conforms to the Growth Plan and Region of Halton Official Plan, and conforms with the general intent of the existing and proposed Official Plans' urban design policies and that such approvals are warranted from an urban design perspective. The proposal is generally consistent with the Burlington Tall Building Guidelines (2017), and with the public realm elements of the Downtown Urban Design Guidelines.

In summary and conclusion, it is our opinion that the urban design and architectural character of the development is of high quality. It will fit well with respect to both the existing urban pattern and built form of Burlington and the emerging built form and open space contexts of the Downtown and Waterfront areas and is recommended to be approved.



BOUSFIELDS INC.