SEPTEMBER 2024

URBAN DESIGN BRIEF



MHBC | PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

5051 Harvester Road, Burlington

Date:
September, 2024

Prepared for:
75 Appleby Line Storage GP Corporation ("Dymon")

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1.0
INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by 75 Appleby Line Storage GP Corporation ("Dymon") to seek approval for an Official Plan Amendment and Zoning By-law Amendment to permit a non-residential building containing self-storage, accessory retail and office uses on their lands municipally known as 5051 Harvester Road in the City of Burlington (hereafter referred to as the "Subject Lands,". The property is located on the east side of Appleby Line and west side of South Service Road.

Dymon is seeking an Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") to implement the proposal. The proposed development consists of an 5-storey commercial (self-storage), with ancillary retail and office development with a total gross floor area ("GFA") of 30,962.2 sq.m. (333,274.3 sq.ft.), consisting of 21,710.4 sq.m. (233,688.8 sq.ft.) of self-storage space, 1,159 sq.m. (12 475.4 sq.ft.) of ancillary retail space and 5,195.2 sq.m. (55,920.6 sq.ft.) of office space. The proposed development will provide pedestrian and vehicular access from Appleby Line and South Service Road. The proposed development will provide for a total of 166 parking spaces on the ground level and underground parking level 1.

In response to the vision for the Subject Lands to accommodate intensification, MHBC on behalf of the Owner has prepared this Urban Design Brief to illustrate how the proposed development is in accordance with both the in-effect Official Plan and the new Official Plan, where specific relevant policies of these plans will be evaluated. This Urban Design Brief also demonstrates how the proposed development supports the design direction of the proposed Appleby GO "Major Transit Station Area (MTSA)".

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

Sincerely;

MHBC

Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner | Planner | Urban Designer

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Urban Designer | Landscape Designer

2.0
HOW TO READ THIS BRIEF

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

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

Response to design policy and guidelines

Applicable design policies and guidelines



Reference to key design principle being acknowledged

Figure illustrating adherence where applicable or Photo / rendering examples

3.0
SITE & CONTEXT ANALYSIS

3.1 THE SUBJECT LANDS

The Subject Land is municipally addressed as 5051 Harvester Road, in the City of Burlington, Regional Municipality of Halton. It is located at the east side of Appleby Line, the west side of South Service Road and is in close proximity to Queen Elizabeth Way ("QEW")/ Highway 403. The Subject Land is approximately 1.25 hectares (3.1 acres) in size. The the northern two thirds of the property is vacant, and food services occupy the southern portion in the form of a single-story building.

The Subject Lands are designated Business Corridor in the City's new Official Plan Schedule C- Land Use-Urban Area, and Employment Area in Region of Halton Official Plan - Regional Structure.



Figure 3.1 : Location Map



Figure 3.2 : Southeast View



Figure 3.3 : Northwest View

3.2 SURROUNDING CONTEXT

The surrounding land uses within the immediate context of the Subject Lands are as follows:

NORTH

Immediately north of the Subject Lands is an 8-storey and 10-storey office building complex and associated surface parking lots. Further north is Highway 403.

SOUTH

Immediately southwest of the Subject Lands is a fast-food establishment and gas station. Further south is Harvester Road and beyond are low-rise industrial buildings.

EAST

Immediately east of the Subject Lands is South Service Road. Further east are one and two-storey employment buildings.

WEST

Immediately west of the Subject Lands is Appleby Line. Further east is a cemetery and low-rise employment buildings.



Figure 3.4 : Southeast Aerial



Figure 3.5 : Northeast Aerial

3.3 CONTEXT WITHIN WALKING DISTANCE

As indicated earlier, the subject lands contain frontages along Appleby Line, Harvester Road, and South Service Road, and the Lands are in proximity to QEW. The Subject Lands are subject to the Appleby MTSA Special Planning Areas.

As seen in Figure 3.7 on page 9, amenities and facilities are available within an immediate context- 5 min walking distance, including retail, gas station, food service, fitness and sports center, cemetery, industrial and employment buildings.

Within an 800m radius, or can be perceived as a 10-minute walking distance, more amenities are provided, such as groceries, educational institutions, a library, a hotel, parks, and natural areas.

The Subject Lands are located within 600m walking distance of the Appleby Go Station and identified as 'Urban Employment' in the Appleby GO Major Transit Station Area Study. Appleby Lane and Harvester Road are identified as Green Street with potential for active transportation connections, including bike lanes and enhanced sidewalks, supporting multi-model transit circulation, and providing ease of site access.

In addition, the Site is directly connected to the City of Burlington Busway network, having the primary Bus Service route- Burlington Transit Route 11, 14, 80, and 81 -passing through the western and southern edge along Appleby Line and Harvester Road, shown in Figure 3.6 Transit Map.

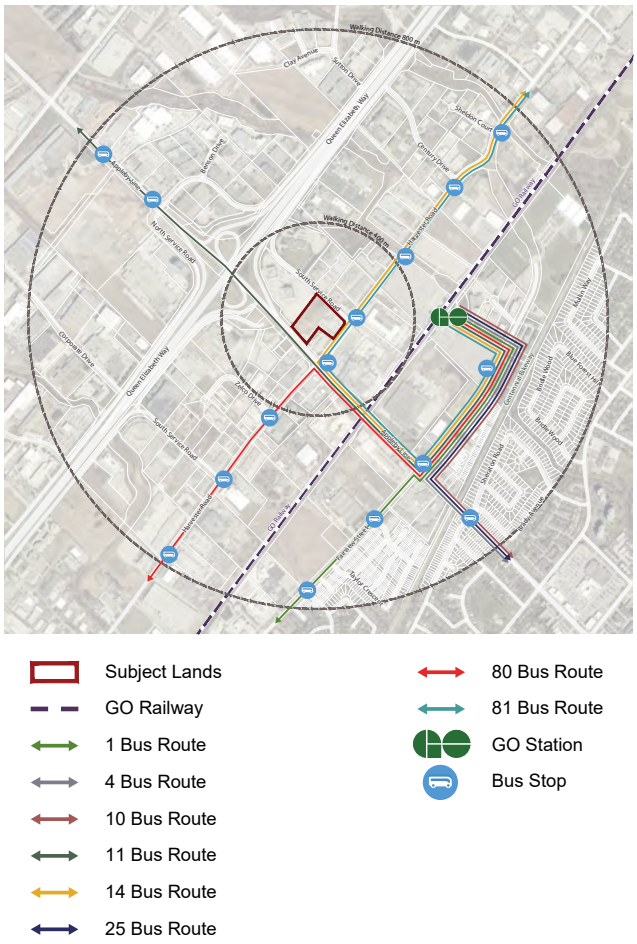


Figure 3.6 : Transit Map

Moreover, the QEW builds a potential connection between the site's regional destinations within and outside of the City of Burlington and the Halton Region, which is essential for the success of employment use.



- Subject Lands
- Urban Corridor
- Urban Corridor - Employment
- Residential - Low Density
- Residential - Medium Density
- General Employment
- Business Corridor
- City's Natural Heritage System
- Major Parks and Open Space
- Infrastructure and Transportation Corridors
- College/Education Centre
- Retail
- Food Service
- Grocery
- Fitness and Sports Centre
- Park
- Library
- Fire Department
- Hotel
- Office
- Industrial/Manufacturing
- Cemetery

Figure 3.7 : Context Map showing Facilities and Community Services within 800 metres- 10 minute walking distance

4.0
POLICY CONTEXT, DESIGN PRINCIPLES & OBJECTIVES

4.1 City of Burlington Official Plan (In-Force)

The City of Burlington Official Plan (the "current Official Plan") was approved by the Ontario Municipal Board on October 24, 2008. Official Plan text and maps were updated in the October 2017 office consolidation. Official Plan Amendment (OPA) 55 was adopted in order to bring the current Official Plan into conformity with the 2006 Growth Plan. The current Official Plan is in force and, for the purposes of this review, forms the majority of the policy review with respect to the local land use policy framework as well as the scope of the applications to permit residential development on the Subject Lands.

The Subject Lands are identified on two schedules in the current Official Plan:

- "Employment Lands" in Schedule A (Settlement Pattern)
- "Business Corridor" in Schedule B (Comprehensive Land Use Plan - Urban Planning Area)

These designations provide locations where office and industrial activities will occur. Lower intensity, transit-supportive and pedestrian-oriented development is encouraged, including land in the vicinity of MTSA, while retaining compatibility with nearby land uses.

4.2 Grow Bold (2020 Council-Adopted Official Plan)

On April 26, 2018, Burlington City Council adopted the new Burlington Official Plan (the "new Official Plan"). On December 4, 2018, the Region of Halton released a statement of opinion of non-conformity with the Regional Plan with respect to the City of Burlington's adopted Official Plan.

In the Grow Bold Official Plan, the Subject Lands are designated as:

- "Lands Designated for Employment Area" and within the "Region of Halton Employment Area" - Schedule - B Urban Structure;
- "Primary Growth Area" - Schedule B-1 - Growth Framework; and,
- "Business Corridor"- Schedule C- Land Use-Urban Area.

4.3 Guiding Principles And Objectives

The following guiding principles from the Official Plan are applicable to the Subject Lands:

- To provide locations in the City for prestige-type offices and industrial uses that require good access and high visibility along major transportation routes.

- To permit a wide range of employment uses including office, industrial and related uses.
- To establish high design and development standards for Business Corridor lands.
- To provide locations in the city for prestige-type offices and industrial uses that require good access and high visibility along major transportation routes.
- To permit a wide range of employment uses including office, industrial and ancillary employment uses.
- To establish high design and development standards for Business Corridor lands.



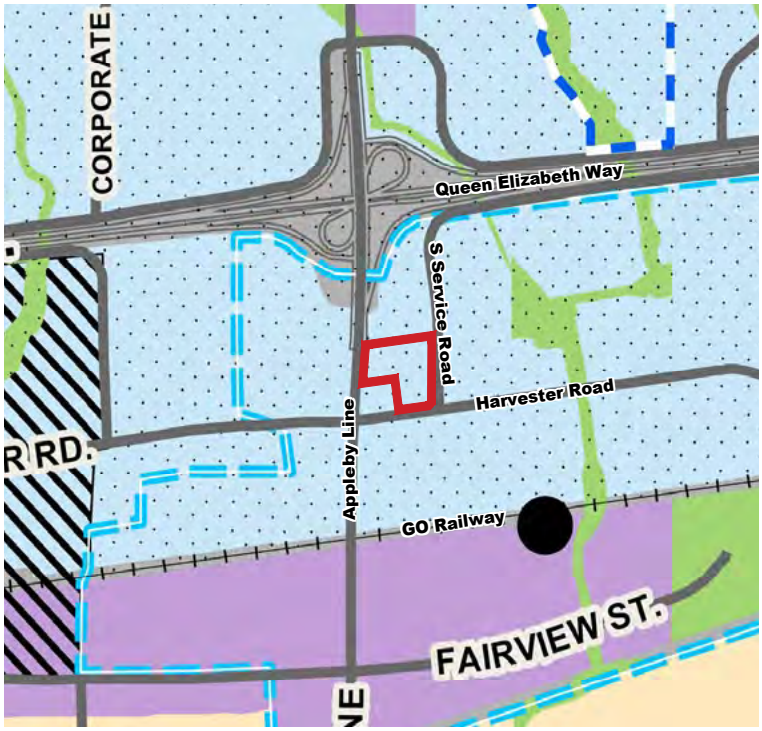


Figure 4.1 : Grow Bold OP Schedule B: Urban Structure

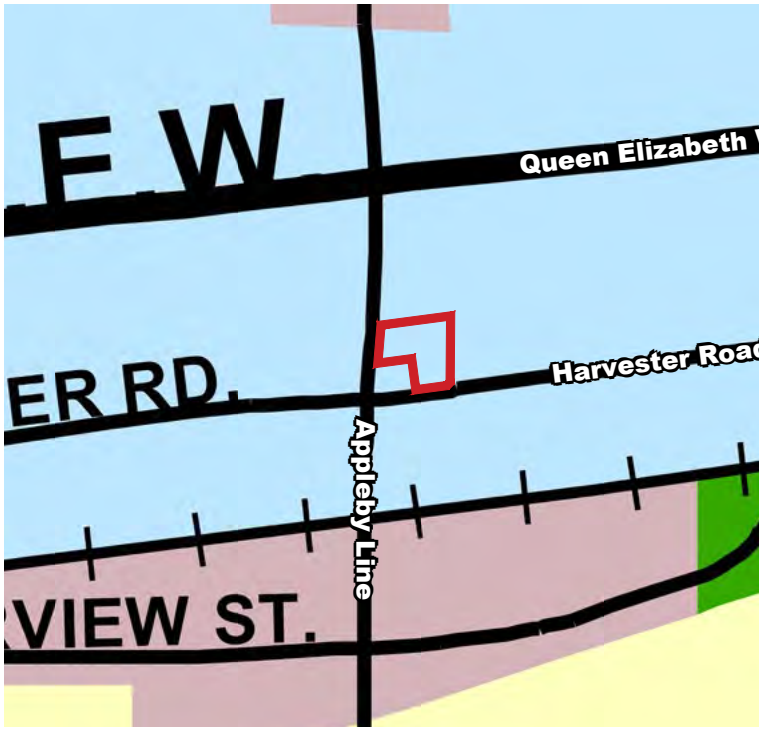


Figure 4.2 : In-Effect OP Schedule A: Settlement Pattern

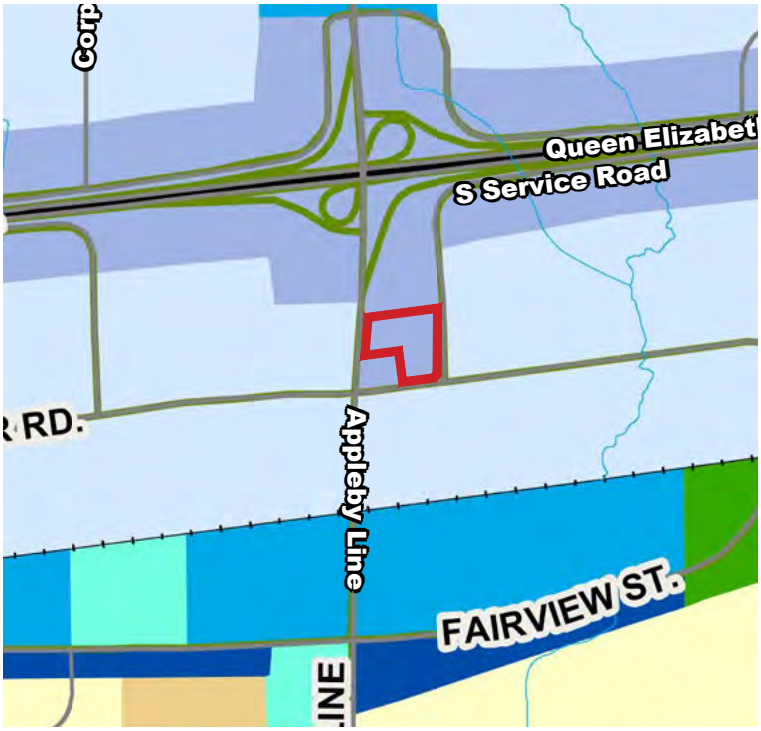


Figure 4.3 : In-Effect OP Schedule B: Comprehensive Land Use Plan-Urban Planning Area

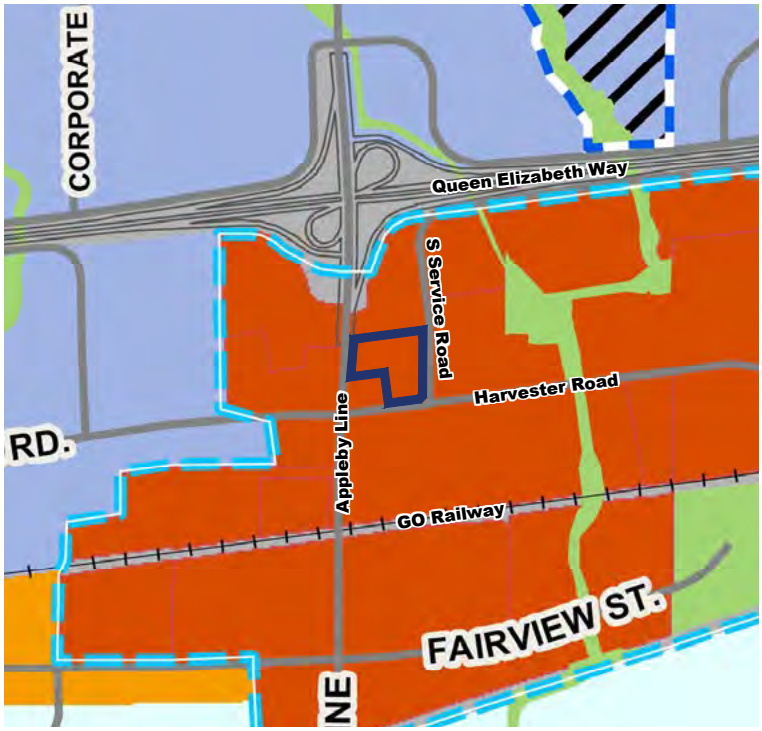


Figure 4.4 : Grow Bold OP Schedule B-1 Growth Framework

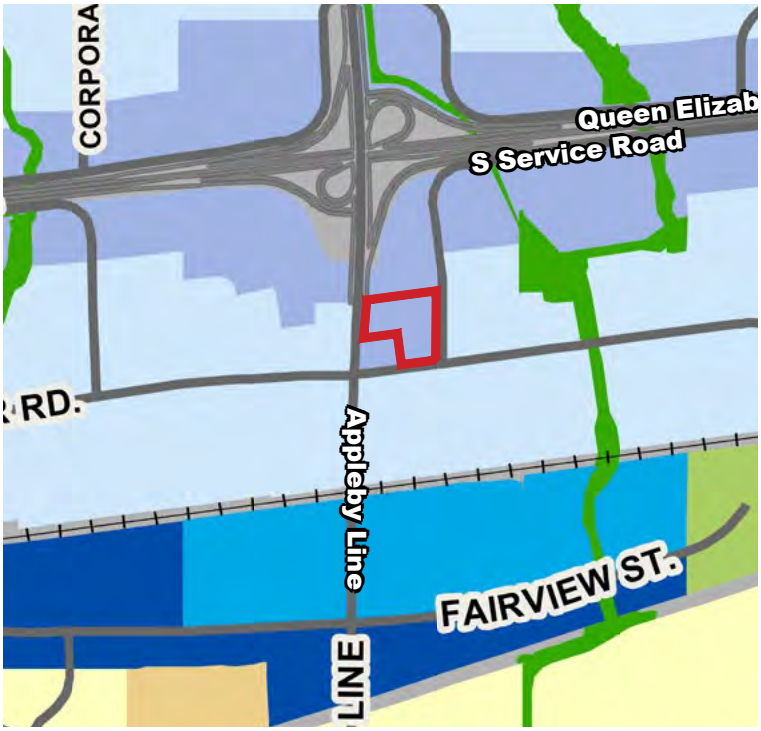


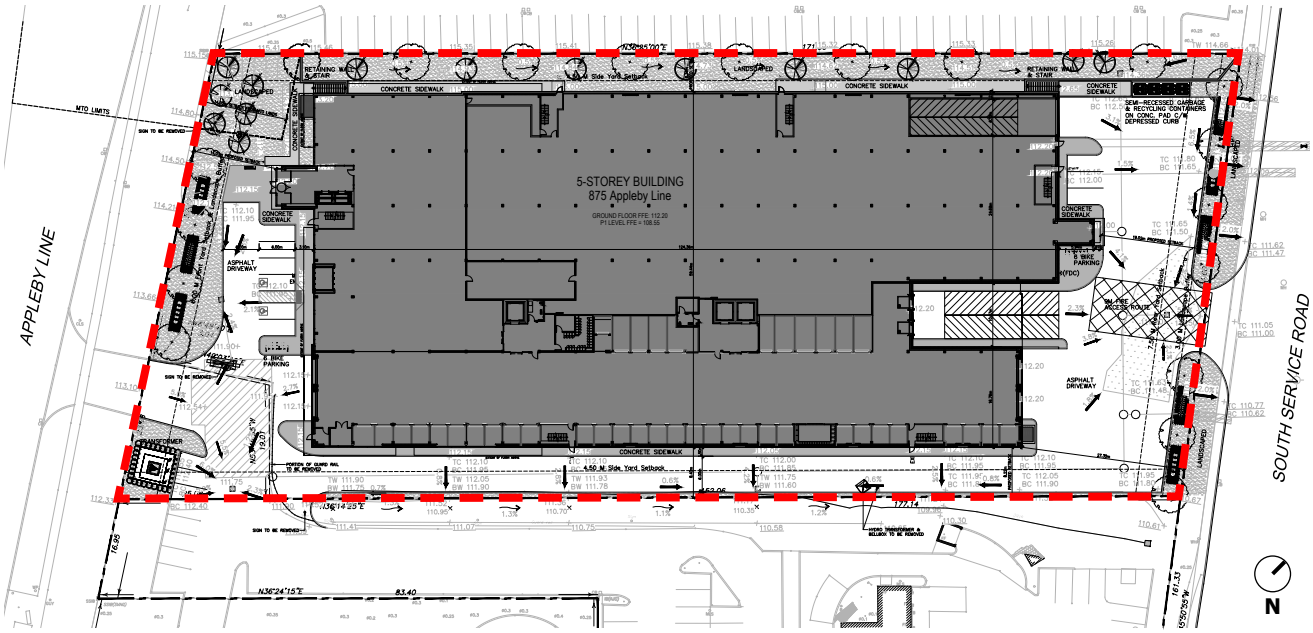
Figure 4.5 : Grow Bold OP Schedule C: Land Use- Urban Area

5.0
THE PROPOSAL

The proposal is to develop the Subject Lands as a 5-storey mixed-use non-residential building comprised of self-storage, office and ancillary retail uses on the northern vacant portion of the Subject Lands. The existing 1-storey food service to the south will be remained.

The total proposed gross floor area of the mixed-use building is 30,962.2 sq.m. (333,274.3 sq.ft.), consisting of approximately 21,710.4 sq.m. (233,688.8 sq.ft.) of self-storage, 5,195.2 sq.m. (55,920.6 sq.ft.) of office, and 1,159 sq.m. (12 475.4 sq.ft.) of Dymon reception and retail. The proposed development will provide pedestrian and vehicular entrances from Appleby Line and South Service Road, a total of 166 parking spaces, including 5 designated as accessible parking spaces.

The proposed facility will offer self-storage services in a state-of-the-art facility which includes: climate control, full 24-hour access, advanced security monitoring, fully enclosed loading and unloading areas, and free truck and driver services. Customer loading facilities are located internal to the building via high-speed roll-up doors which provide a safe,



Subject Lands

Figure 5.1 : Proposed Site Plan by Global Architect

climate-controlled location for customers to access their storage lockers. No outdoor storage is proposed

The Dymon retail use, an accessory to the self-storage facility, is proposed at-grade, and provides storage-related products and solutions to Dymon's customers. The Dymon retail use offers full solutions for the organizational needs of businesses which include document storage and management services, on-site shredding service, and in-house full-service moving experience. Lastly, the Dymon retail use will offer on-site organization and storage products, as well as a large assortment of moving supplies such as eco-friendly plastic bin rental services. The accessory office use will provide co-working space for local businesses and residents to utilize.

6 and 3 metre landscape buffers are proposed along frontages abutting Appleby Line and South Service Road respectively to upgrade the pedestrian realm from the existing conditions, to create an inviting space for users and facilitate pedestrian connections throughout the site. Pedestrian walkways are proposed along all frontages of the building, connecting all the main building entrances to the surface parking areas and abutting streets.

The proposed development will include two vehicular accesses to facilitate vehicular circulation. One entrance is off of Appleby Line to the west, providing direct access to the surface parking area adjacent to the office and retail spaces, and the drive aisle/interior loading and parking area, which is embedded in the building massing, and connecting with the entrance off of South Service Road through a 6m two-way traffic aisle, eventually leading to the Dymon Storage facility, extra parking spaces and the underground parking ramp at the northeast corner of the property.

The proposed development will provide for a total of 166 surface parking spaces on the ground level and parking level 1. The surface bicycle parking will be located near the main entrance to the east and west, as well as at parking level 1.



Figure 5.2 : Render of the Proposed Building from Harvester Road

6.0
SITE DESIGN & ORIENTATION

CITY OF BURLINGTON "OFFICIAL PLAN"

The In-effect OP defines Compatible as: Development or redevelopment that is capable of co-existing in harmony with, and that will not have undue physical (including form) or functional adverse impact on, existing or proposed development in the area or pose an unacceptable risk to environmental and/or human health. Compatibility should be evaluated in accordance with measurable/ objective standards where they exist, based on criteria such as aesthetics, noise, vibration, dust, odours, traffic, safety and sun-shadowing, and the potential for serious adverse health impacts on humans or animals.

In-effect OP Policy 6.2

e) To achieve a high quality of design within the public realm.

f) To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.

In-effect OP Policy 6.5

a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.

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

c) The design of all buildings must recognize pedestrian scale, safety and the perception of safety and access and the preservation of public vistas and views.

Grow Bold OP Policy 7.1.1

c) To ensure that the design of the built environment contributes to a sense of belonging by enhancing the physical character of established neighbourhoods

e) To create safe, vibrant, socially active places that people are drawn to.

j) To ensure that buildings and open spaces are accessible to people of all ages and abilities.

Grow Bold OP Policy 7.3.2 (1) (i)

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

b) providing appropriate transitions to adjacent land uses, particularly residential uses;

d) locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;

e) including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;

h) creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings;

Grow Bold OP Policy 7.3.2 a)

(i) Ensuring site and building design are compatible with the surrounding area and considering how it contributes to maintaining and enhancing the physical character of the surrounding area.

(ii) providing appropriate built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass;

(iii) Providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts

(viii) Implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape, neighbouring properties, parks and open spaces and natural areas.

Grow Bold OP Policy 7.3.2 (3) a)

(ii) maximizing the placement of buildings along the frontage of lots facing public streets;

(iv) limiting the number and location of vehicular access points to minimize disruption to traffic flows and the impact on pedestrian travel along sidewalks or cyclists' travel along bikeways;

Grow Bold OP Policy 7.4.1 a)

(ii) safe and direct on-site connections to public transit where available;

RESPONSE

The proposal embodies a revitalization and intensification approach focused on the "Business Corridors". It promotes a balanced combination of density and heights by building an employment complex, reinforcing the area's character as "Major Transit Station Area (MTSA)". The proposal represents a pedestrian-oriented development that supports multi-modal transportation within the area.

Specifically, the proposal will support the mixed-use and transit-oriented vision per the Appleby GO MTSA Precinct Plan by providing higher employment densities along Appleby Line, and supportive storage to accommodate compact residential and employment growth. The Subject Lands has direct access to Appleby Line and South Service Road, two Multi-purpose Arterial roads, supporting the proposed uses. The Subject Lands is serviced by the existing Appleby GO station 600m to the south and Burlington Transit bus routes 11, 14, 80, and 8, providing local connections and linkage to regional destinations.

Furthermore, the Subject Lands are within a 10-minute walking distance of existing transit, commercial, industrial, and institutional services, as well as recreational facilities, parks and open space, which together provide convenience for daily work and lifestyle activities.

The proposed development will establish a streetwall that will complement the surrounding existing buildings and create a sense of built form continuity and rhythm, while also celebrating the employment area character. The proposed development is compatible with the general scale, height and massing of adjacent development, including the office buildings at 8 and 10 storeys in height just north of the Subject Lands and low-density industrial buildings to the east.

The proposal will enhance the existing streetscape condition by providing retail and office frontage along Appleby Line and reinforcing the street edges through landscape buffers. The primary vehicular accessways will be provided of the two main adjacent public streets for ingress and egress to the development. The proposal will also provide surface parking with appropriate landscape screening to serve parking needs while maintaining an attractive public-facing design.



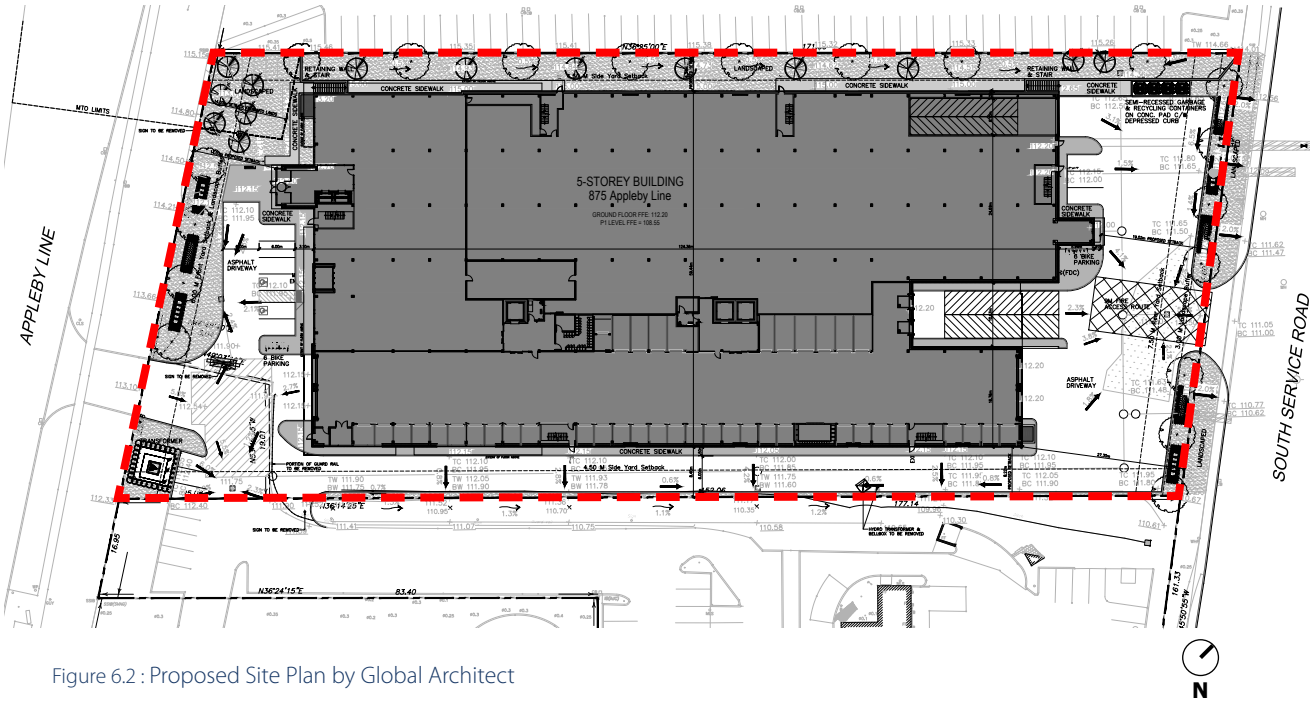


Figure 6.2 : Proposed Site Plan by Global Architect

The proposed buidling is designed to establish a continuous, pedestrian scale and strong streetwall along adjacent public streets, framing the public realm through a consistent elevation and limiting setbacks along the property line. The proposal incorporates a setback of 14.03 m and 19.2 m from the westerly and easterly property line fronting Appleby Line and South Service Road respectively to create a landscape transition from the public to private realm that will enhance the street edge environment. The proposed landscape treatment and building frontages will contribute to the creation of an animated, safe, and accessible space.

As mentioned in the previous chapters, the subject lands provide 2 vehicular entrances along with other key points, connecting through a two-way drive aisle. parking, servicing, and loading areas are consolidated and contained within the building structure and screened from the adjacent public street.

The proposed building is oriented to integrate successfully into the existing and emerging context. The rectangular envelope respects the lot orientation and street layout while complementing the unique Dymon storage style, and the existing service use to the south. High-quality architectural design will be provided for building elevation such as facade articulation, variation and a variety of material to break up the primary facades, contributing to the pedestrian-scaled massing.

Overall, the proposed mixed-use office and self-storage development fits into the context of the surrounding Employment Area.

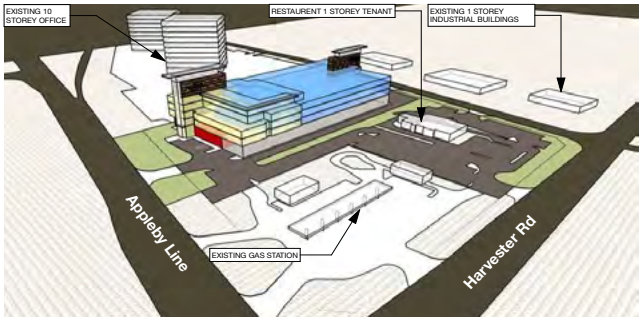


Figure 6.3 : Northeast View

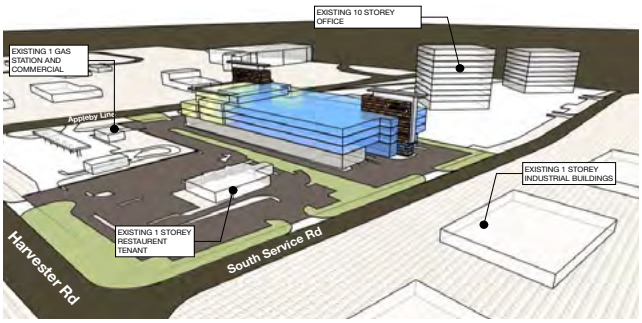


Figure 6.4 : Northwest View

7.0
BUILT FORM & MASSING

CITY OF BURLINGTON "OFFICIAL PLAN"

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

Grow Bold OP Policy 7.3.2 (1)(i)

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

(b) providing appropriate transitions to adjacent land uses, particularly residential uses;

(c) massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;

Grow Bold OP Policy 7.3.2 a)

(i) Ensuring site and building design are compatible with the surrounding area and considering how it contributes to maintaining and enhancing the physical character of the surrounding area.

(ii) Providing appropriate built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass.

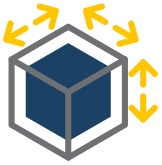
(iii) providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts;

(iv) Providing pedestrian comfort and human scale at the street level reflecting the established and planned streetscape to frame the public realm, through a variety of design methods including the use of a podium in mid-rise and tall buildings.

(xiv) creating, maintaining and enhancing public views and vistas of significant natural and built features;



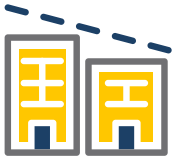
BUILT FORM



MASSING



SETBACK



HEIGHT TRANSITION

RESPONSE

Informed by the rectangular shape of the vacant portion of the Subject Lands, the proposed building is oriented to frame active frontage along Appleby Line. Primary facades are articulated with a combination of vertical and horizontal elements, projections, fenestration details, and material variation to create aesthetic interest and reduce the visual impacts related to the scale of the proposal. This includes creating visual appeal and avoiding blank wall conditions.



Figure 7.1 : Southeast view, driving southbound on appleby line



Figure 7.2 : Northeast View

The proposed 5-storey mixed-use building provides a compact and transit-supportive built form that provides a mix of employment and commercial uses accessible by local and regional transit. The proposed built form will assist in defining the street edge experience along Appleby Line and South Service Road by supporting a pedestrian scale streetwall at grade. A high-quality built form will be presented by building orientation, architectural details, and building articulations that speak to the architectural vernacular.

The building height is compatible with the employment use in the surrounding area, maintaining an appropriate relation to the abutting streets and properties.

The proposal ensures a respectful transition from 8 and 10-story office buildings to the north toward the low typology employment buildings to the south by having a compatible and transitional height, providing adequate setbacks and separation distance, and landscape design along the site boundaries to enhance the character of the Employment Area.

The main building entrances will be highly visible and will serve as a key focal point to the built form, and are equipped with weather protection. The higher-

level window glazing frontage creates an inviting arrival experience that engages with the public realm streetscape and establishes a sense of identity.

The proposal is designed to include at-grade reception retail units on the primary façades along Appleby Line that will be directly accessible from the public sidewalk and will help to activate the streetscape. Ground floor elevations will incorporate a high level of transparency and street-facing patios to create "eyes on the street" and contribute to a more pedestrian-friendly streetscape.

The proposal includes appropriate setbacks, with a front setback of 14.03 meters, side setbacks of 6.34 meters and 8.23 meters, and a rear setback of 27.30 meters. The overall massing design promotes setbacks at the ground level and along primary frontages to provide sufficient space for the building's frontage, driveway, surface parking, signage, landscape buffers, and, ultimately, smooth circulation. The proposal further enhances the built form by incorporating stepbacks, creating a rooftop terrace to the west on the 4th floor. This encourages opportunities for various social activities that benefit both visitors and employees.

The building's massing is defined clearly through articulation and high-quality architectural elements. It also creates a combination of horizontal and vertical transition in the massing as it relates to the street and contributes a pedestrian-scaled built form and comfortable public realm.



Figure 7.3 : Render of the Proposed Building from Appleby Line

8.0
ARCHITECTURAL DESIGN

CITY OF BURLINGTON "OFFICIAL PLAN"

In-effect OP Policy 6.2 f) To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.

In-effect OP Policy 6.5

a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area

c) The design of all buildings must recognize pedestrian scale, safety and the perception of safety and access and the preservation of public vistas and views.

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

Grow Bold OP Policy 7.1.1 g) To promote public interest and achieve a high quality and diverse design expression with respect to the built environment.

Grow Bold OP Policy 7.1.1 h) To ensure compatibility and quality in the built environment while allowing for diverse design expression.

Grow Bold OP Policy 7.3.2 a) (vi) Providing façade articulation that achieves a scale of development which is attractive to pedestrians and avoiding the use of blank façades facing a public street or public open space.

Grow Bold OP Policy 7.3.2 a) xii) considering the needs of persons of all ages and abilities, including new and renovated buildings, parking lots and open spaces through the application of the principles of Universal Design;

Grow Bold OP Policy 7.3.2 1) (i)

f) screening or integrating roof top mechanical equipment within the overall composition of the building;

e) including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;

g) creating an attractive and connected interface between the private and the public realms;

Grow Bold OP Policy 7.3.2 (3) a) (vii) providing safe and convenient access to buildings for pedestrians, cyclists and transit users;

Grow Bold OP Policy 7.3.2 (3) a) (ix) in Business Corridor lands:

a. providing enhanced architectural quality and design elements for buildings and frontage landscaping, given the prestige nature of the land, to take advantage of the highway exposure; and

b. using architectural elements to integrate exposed industrial systems and equipment, where appropriate.

RESPONSE

The proposed building will provide variation in architectural detailing that provides visual relief and interest while maintaining an overall built form that has appropriate regard for the surrounding context.

Building frontages will be intensified through unique architectural treatments to avoid blank walls. Office and retail uses have been located on ground level orienting towards Appleby Line, animating and providing active frontage along the public realm. The main building entrances will be highly visible, and will serve as a key focal point, and are equipped with weather protection. All entrances at grade will be flushed with the proposed walkways to provide a seamless connection to the public sidewalk network. The higher-level window glazing frontage creates an inviting arrival experience that engages with the public realm streetscape and establishes a sense of identity.

The proposal will ensure at-grade building frontages are well proportioned to create a pedestrian scale relationship along the continuous streetwalls, and a strong sense of enclosure. The proposed retail and reception frontage, clad in vision glass, provides an animated, pedestrian-oriented, and safe street edge.

The building is projected in an east-west orientation towards Appleby Line and South Service Road and incorporates varied architectural details. The proposed building façade design will provide a balanced



Figure 8.1 : Render of the Proposed Building from Harvester Road

proportion between glazing and solid materials, such as back-lit glass, curtain wall glazing, masonry, concrete, and aluminum and metal panels to achieve a legible, urban, and sophisticated building appearance. The proposed building will establish a streetwall that complements the surrounding commercial, office and industrial buildings and will create a sense of continuity while reinforcing the overall character of the area.

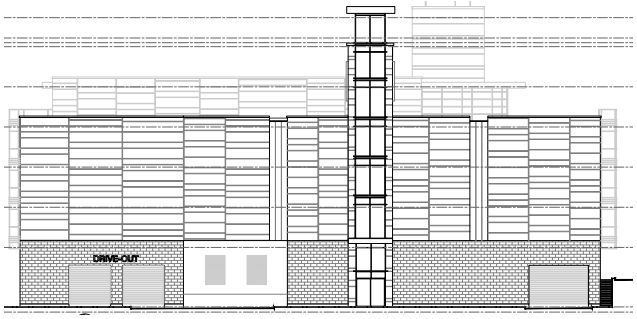
The proposed building is designed to be recessed and aligned with other successful Dymon Storage precedents. Roof materials and colours will complement the overall design of the building and the existing employment area. The flat roof design will further integrate the proposal into the existing context and aid in the transition from office buildings to the north, to commercial and industrial buildings in the south and east. The roof will be thoughtfully articulated on the western side of the building, featuring incremental height variations that contribute to an intriguing and dynamic roofline. Any proposed rooftop equipment will be setback from the edge, shielded from view of the public realm and therefore will not result in any impact. A cool roof design is provided to help mitigate the urban heat island effect.

The development proposes consistent rhythm across the building frontages through projection and recess, as well as material changes that create overall depth and visual interest.

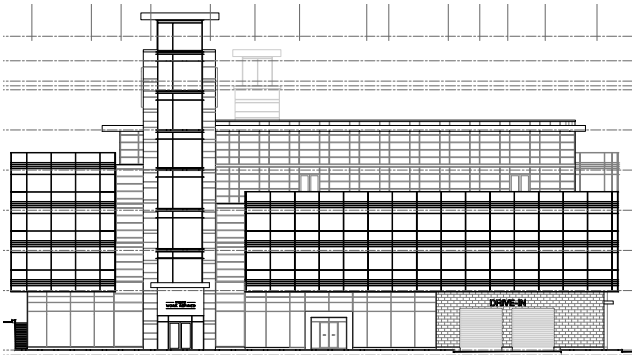




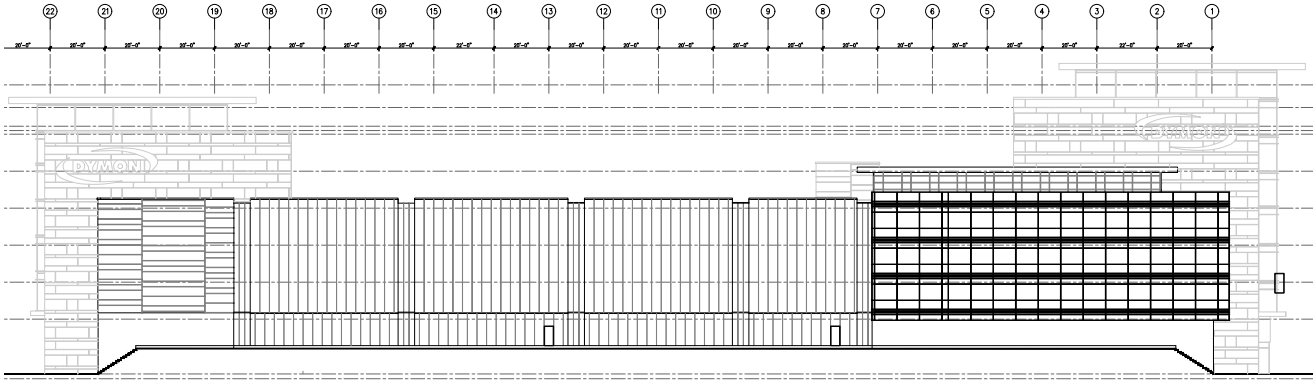
Figure 8.2 : Examples of High-quality Building Material



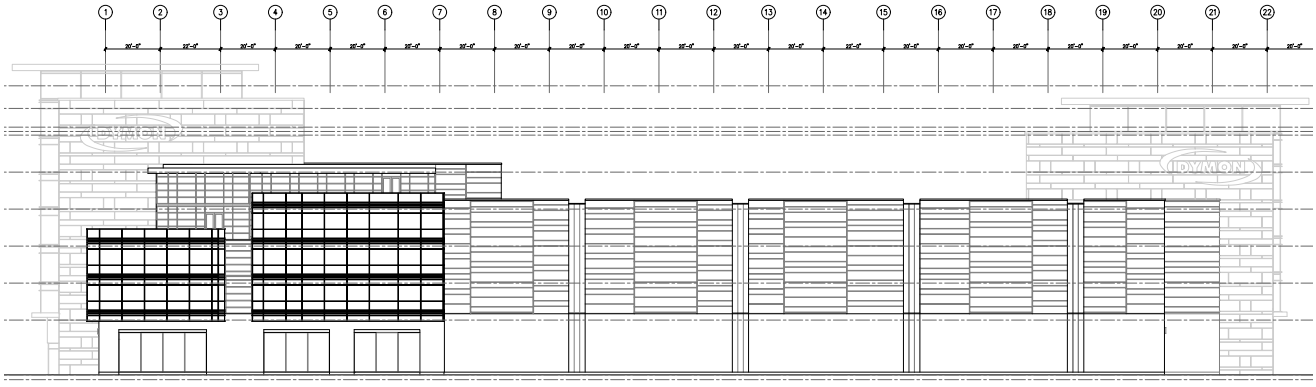
East Elevation



West Elevation



North Elevation



South Elevation

Figure 8.3 : Elevations of the Proposed Building

9.0

VEHICULAR & PEDESTRIAN CIRCULATION

CITY OF BURLINGTON "OFFICIAL PLAN"

In-effect OP Policy 2.7.2 b) To encourage, wherever possible, development to be accessible by pedestrians, cyclists and public transit.

In-effect OP Policy 3.6.2 f) At the site plan application stage, proposed developments shall be required to provide direct, safe, convenient and attractive interior pedestrian access through the site.

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

Grow Bold OP Policy 6.2.1(1) f) To support the creation of urban environments that support multi-modal transportation with an emphasis on pedestrians, cyclists and public transit, connecting people and places.

Grow Bold OP Policy 6.2.3(1)

a) To promote the use of transit and reduce reliance on the private automobile by making transit an attractive and convenient transportation option by encouraging transit-supportive land use.

d) To promote and support walking and cycling as viable and safe mobility options for commuting, recreation and other travel.

g) To require that new development provides adequate active transportation connections to a public-right-of-way.

h) To consider safety and all ages and abilities in the planning, design and implementation of active transportation infrastructure.

Grow Bold OP Policy 6.2.4(2) j) Streets, sidewalks and walkways shall be designed to provide more direct active transportation access from the interior of blocks to transit locations and public rights of way. At the site plan application stage, proposed development shall be required to provide direct, safe, convenient and attractive interior pedestrian access through the site

Grow Bold OP Policy 7.1.1 d) To design places that support public transit and active transportation through the design of attractive and well-developed pedestrian and cycling environments.

Grow Bold OP Policy 7.1.1 j) To ensure that buildings and open spaces are accessible to people of all ages and abilities.

Grow Bold OP Policy 7.2 a) iv) creating an attractive and comfortable environment for pedestrian movement while preserving and complementing existing natural features;

Grow Bold OP Policy 7.2 a) v) implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;

Grow Bold OP Policy 7.3.2 a)

(v) Providing safe, convenient and barrier-free

pedestrian travel within the site, between the site and adjacent uses, between buildings, parking areas and other facilities, to public streets, and to and from transit facilities;

x) promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles;

xi) implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;

Grow Bold OP Policy 7.3.2 (1) i)

(d) locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;

(e) including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;

Grow Bold OP Policy 7.3.2(1) iii)

(b) integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;

(c) limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways.

Grow Bold OP Policy 7.3.2(3) a) iv) limiting the number and location of vehicular access points to minimize disruption to traffic flows and the impact on pedestrian travel along sidewalks or cyclists' travel along bikeways;

Grow Bold OP Policy 7.3.2(3) a) (vii) providing safe and convenient access to buildings for pedestrians, cyclists and transit users;

RESPONSE

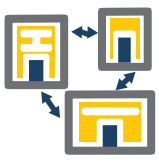
9.1 Pedestrian Access and Circulation

The development proposes a pedestrian-oriented site design appropriate for this context that supports multi-modal and active transportation within an area with access to higher-order transit. The proposed site design positively contributes to the surrounding street's quality, walkability, and legibility. The proposed active uses at grade, such as office and retail, animate the public realm frontage and sidewalks, promoting an interesting and comfortable pedestrian experience within the MTSA.

A safe linkage is promoted through a continuous concrete walkway, pedestrian crossing demarcations, and clear sightlines for pedestrians and cyclists, reinforcing the Subject Lands in relation to the adjacent public streets and transit opportunities. The proposed development will contribute to the improvement of pedestrian experience throughout and beyond the site, given the development is in close proximity to to existing commercial, institutional, and transit services, as well as parks, and open space, all within a 10-minute walking distance, as mentioned in Chapter 3.3 of this document.



CIRCULATION



CONNECTIVITY

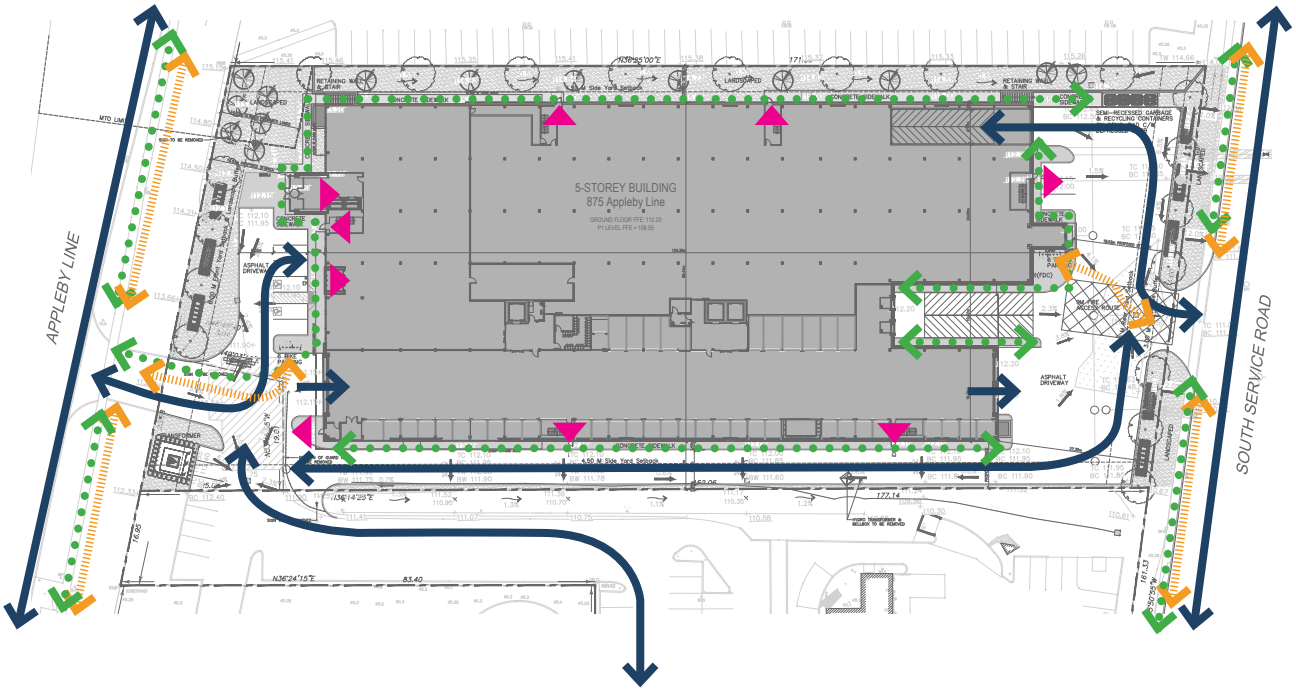


Figure 9.1 : Circulation Map

ACCESSIBILITY

PEDESTRIAN -ORIENTED

BARRIER FREE

DESIRE LINE

In particular, the proposal includes a clearly defined walkway around all sides of the building to ensure safe, continuous, and pedestrian-oriented circulation throughout the site. Due to the retaining walls and grading changes along the north façade, stairs are proposed to the west and east of the building to accommodate smooth pedestrian access to the building entrances/exits via concrete sidewalks. The vehicular accesses to the Subject Lands are distanced from the pedestrian walkway to mitigate potential conflict between pedestrian and vehicular traffic.

Weather-protected architectural details will be implemented through the entrance overhangs in conjunction with appropriate lighting to create a safe, comfortable, and well-defined pedestrian arrival and departure experience

The proposed entranceways and walkways will ensure Accessibility for Ontarians with Disabilities Act ("AODA") requirements are met by implementing sufficient walkway width and gradual grade changes. Design features, including the provision of textured surface paving and curb ramps, will be implemented where applicable to guide pedestrian movement, provide visual cues, and ensure a gentle, barrier-free transition for users of all ages and abilities. Walkways will be well-lit to add another layer of natural surveillance and safety.

A total of 24 bicycle parking spaces are provided, including 12 spaces located near the main entrances to the east and west, and 12 spaces at the underground parking level 1, encouraging active and multi-modal transportation options for users.

As noted previously, the proposed development has been designed to incorporate multi-modal movement, and therefore further support existing local and regional transit services within walking distance, in particular the Appleby GO Station, through the provision of the proposed transit-oriented development and improved pedestrian connections.

The proposed development will result in a more pedestrian-oriented, walkable, enjoyable, and safe street experience within the MTSA by putting in the framework for a well-connected and porous block which will connect to and enhance the public realm and circulation network in the area.



Figure 9.2 : Building Access and Circulation





Figure 9.4 : Example of a clearly demarcated pedestrian and vehicular treatment surface to help direct movement and minimize conflict between pedestrians and motorists.



Figure 9.3 : Example of a well-lit walkway free of obstacles to allow for safe pedestrian movement

9.2 Vehicular Access and Circulation

The proposed development will include two vehicular accesses to facilitate vehicular circulation. An entrance to the west, off Appleby Line, provides direct access to the surface parking area adjacent to the office and retail spaces. Additionally, a drive aisle and interior loading/parking area, integrated into the building structure, connect to the entrance off South Service Road via a 6-meter-wide two-way traffic aisle. This pathway eventually leads to the Dymon Storage facility, extra surface parking spaces, and the underground parking entrance located at the northeast corner of the property.

The driveway will facilitate vehicular circulation in an adequate, safe manner by encouraging slow-moving vehicle passage internally and externally towards the public roadway by enforcing clear slight lines to ensure pedestrian safety and movement are prioritized. The proposal has situated the vehicular access and circulation interior to the site with a landscape buffer to minimize its visibility from the public streets and not to impede pedestrian and vehicular movement.

The internal loading and parking area of the building is proposed within the southern portion of the building and will be buffered through high-speed roll-up doors and the landscape strip to the west, south and east. The entrance to the surface loading areas is set back from the property line to mitigate the potential visual and physical impact from the public realm. Vehicles will access the loading area directly from the proposed south entrance or via the driveway from the east right-in/out entrance off Appleby Line. Upon completion of loading activities, vehicles will exit onto South Service Road through a right-in/out access point. Furthermore, this access point will accommodate a 9-meter-wide emergency access route for any emergencies.

The surface parking and servicing access will be screened and landscaped where appropriate to avoid potential negative impacts on the public realm and pedestrian activity zones. Design features, including clear wayfinding through signage and well-defined streetscape, will be implemented to promote a safe pedestrian and vehicular environment.



Figure 9.5 : Example of a Well-lit Vehicular Circulation Route with Clear Sight-lines and High Visibility

10.0

LANDSCAPE DESIGN, PUBLIC REALM & OPEN SPACES

CITY OF BURLINGTON "OFFICIAL PLAN"

In-effect OP Policy 6.2 e) To achieve a high quality of design within the public realm.

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

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

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

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

ii) providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping;

iv) creating an attractive and comfortable environment for pedestrian movement while preserving and complementing existing natural features;

vi) designing public realm facilities to perform their diverse roles, balancing the spatial needs of people of all ages and abilities, through the application of the principles of Universal Design;

ix) Enhancing the aesthetic and functional quality of intersections, as marking major entrances into areas and neighbourhoods, where appropriate;

x) Creating, maintaining and enhancing public views and vistas of significant natural and built features;

xiv) recognizing and promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles; and

xv) designing safe, reliable and cost-effective infrastructure and minimizing their visual impact.

Grow Bold OP Policy 7.1.1

e) To create safe, vibrant, socially active places that people are drawn to.

f) To achieve a high quality of design within the public realm.

j) To ensure that buildings and open spaces are accessible to people of all ages and abilities.

Grow Bold OP Policy 7.3.2 a)

(iii) Providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts.

(iv) Providing pedestrian comfort and human scale at

the street level reflecting the established and planned streetscape to frame the public realm, through a variety of design methods including the use of a podium in mid-rise and tall buildings.

(viii) implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape, neighbouring properties, parks and open spaces and natural areas;

(ix) taking into account the visual effect of varying topography and existing and proposed vegetation;

(x) promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles;

(xii) considering the needs of persons of all ages and abilities, including new and renovated buildings, parking lots and open spaces through the application of the principles of Universal Design;

Grow Bold OP Policy 7.3.2 1a) (i) g) Creating an attractive and connected interface between the private and the public realms;

Grow Bold OP Policy 7.3.2 1a) (i) i) Providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.

Grow Bold OP Policy 7.3.2 (3) a) (viii) screening and landscaping off-street parking areas, loading areas and site service areas; and

Grow Bold OP Policy 7.4.1 a) (v) parking lot design and landscaping to minimize the urban heat island effect;

Grow Bold OP Policy 7.4.1 a) (vi) tree protection measures and planting of non-invasive trees and other vegetation, in accordance with Section 4.3, Urban Forestry, of this Plan;

RESPONSE

10.1 Landscape Design & Public Realm

The proposal contemplates an enhanced landscaped design that will provide comfort and visual aesthetics for pedestrians, and will assist in defining and animating the street edge along Appleby Line and South Service Road. As part of the MTSA, the proposal emphasizes transit-oriented design through high-quality landscaping treatments along adjacent public streets that promote pedestrian movement and multi-modal mobility.

A minimum of 6m and 3m landscape strips that leave room to accommodate high shrubs and dense tree coverage will assist in defining and animating the street edge along Appleby Line and South Service Road, presenting a sense of place, creating screens and buffers, and defining public and private realms. Furthermore, landscape areas along the northern property line will be thoughtfully integrated to foster an appropriate buffer with neighbouring properties,

ensuring privacy and visual cohesion. Retaining walls are provided at the west and east sides of the building along the north façade to accommodate the grade change.

Landscaped strips and islands will be provided adjacent to visible surface parking areas and loading areas, mitigating the impact of on-site operational activities, and assisting in screening these areas from the public realm. In addition, a stormwater retention will be proposed as Low Impact Development (LID) feature, contributing to the overall sustainability and microclimate enhancement.

The proposal will seek to use vegetative species that are native, non-invasive, and tolerant to urban conditions such as drought, salt, heat, and disease, with low resource maintenance requirements. The proposed landscape trees and plant species, will be selected based on the appropriate Hardiness Zone, year-round climatic conditions, and visual appearance to promote a sense of place and the characteristics of the area.

A mixture of soft and hard landscapes will be included to enhance the edges of the site. Changes in paving material and pattern will be used to mark essential site thresholds and programmatic changes to increase the development's legibility and distinguish various outdoor programming. Moreover, surface finish materials will be selected to display harmonious texture/ patterns aligning with the employment area's visual definition.

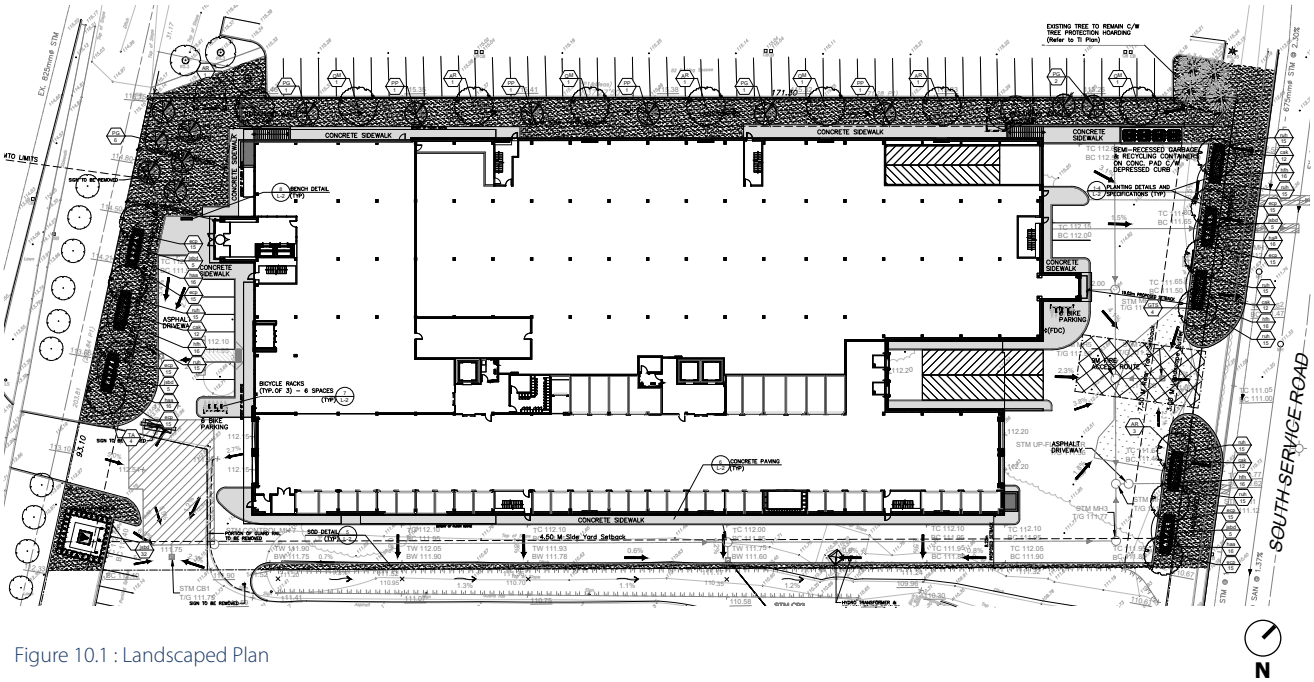


Figure 10.1 : Landscaped Plan



Figure 10.2 : Example of landscape layering through a combination of trees, shrubs, and integration of landscape elements



Figure 10.3 : Example of well defined walkway edge through a hardscape and softscape design

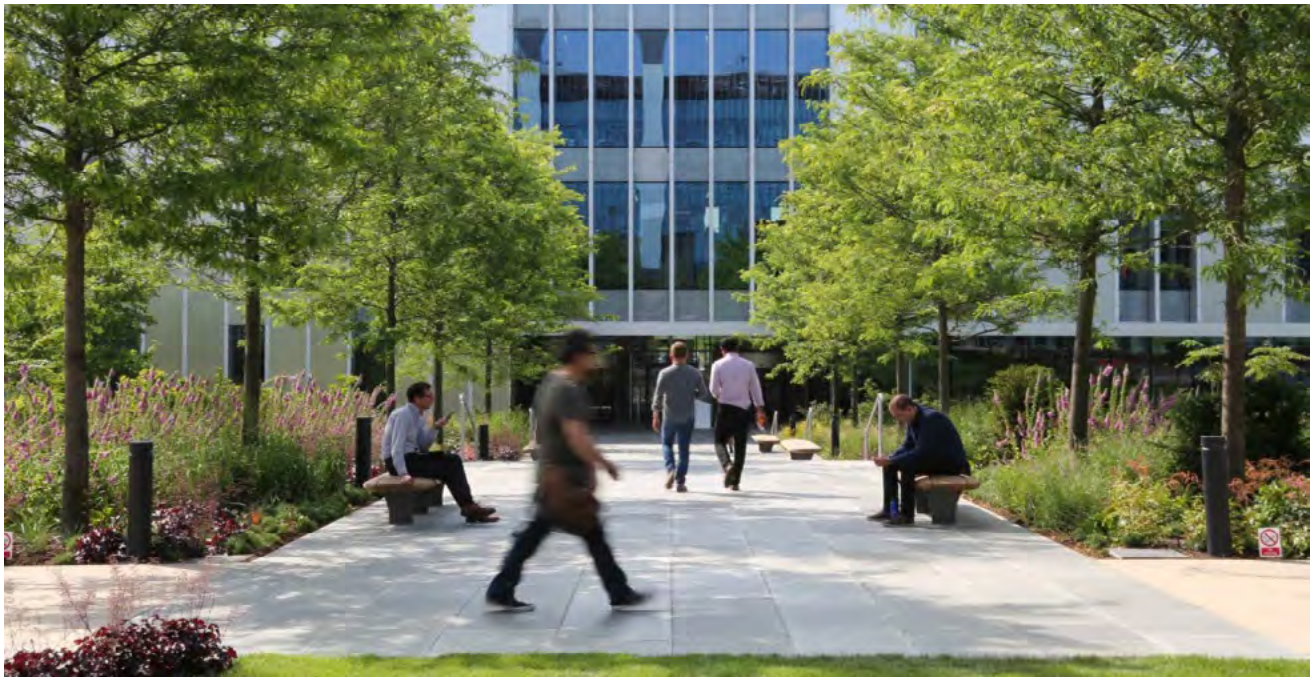


Figure 10.4 : Example of a coherent softscape and hardscape landscape design that provides outdoor amenity spaces and facilitate pedestrian circulation



SUSTAINABILITY



NATIVE PLANTING



HEAT ISLAND EFFECT



WAYFINDING

10.2 Utility, Signage, and Lighting

The proposal will situate utilities in clusters on ground-level to avoid clutter and on rooftop mechanical penthouse of the building with appropriate screening from the public realm. This placement minimizes the noise and visual impact on the public realm and surrounding area, while allowing for connections of existing utilities to align with any future services and expansions.

Exterior lighting will ensure adequate illumination levels and a unified distribution maintained for all building entrances, pedestrian walkways, exterior amenity areas, parking and loading spaces, using strategic lighting placement to create natural surveillance opportunities and reinforce safe public use for pedestrians and cyclists.

The proposal contemplates lighting that will be applied to complement and animate building architecture/ landscape details, and will be internally oriented and low-angled without glare light spillage onto adjacent properties or public roads. Lighting will be further accommodated by using fixtures that have reduced energy consumption; such as LEDs, which ensures contribution to the safe urban form, as well as the compatibility of the surrounding context.

The signage will be designed as an integral element of the site layout and high-quality building form design that does not dominate the overall development character. The design elements will be included in the proposal, where needed, accompanied by signage designed in compliance with principles of Universal Design and standards set by the Accessibility for Ontarians with Disabilities Act ("AODA").

Signage would be focused on main pedestrian thoroughfares such as building entrances, walkways, amenity areas, and bike parking. As an illustration, the two existing signs will be removed, and the proposed sign will be situated adjacent to the entrance along Appleby Line, serving as a replacement. These design features will increase the legibility and inclusivity of the site, making it inviting to people of all ages and abilities. Details of signage will be refined at the Site Plan stage.



Figure 10.5 : Example of Thoughtfully-designed Light Fixtures and Signages

11.0
SITE SERVICING & PARKING

CITY OF BURLINGTON "OFFICIAL PLAN"

In-effect OP Policy 6.5

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

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

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

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

Grow Bold OP Policy 7.2 a) viii) improving the quality of streets, sidewalks and walkways, and cycling facilities to provide more direct active transportation access to transit facilities;

Grow Bold OP Policy 7.3.2 a) (x) promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles.

Grow Bold OP Policy 7.3.2 a) (xii) considering the needs of persons of all ages and abilities, including new and renovated buildings, parking lots and open spaces through the application of the principles of Universal Design

Grow Bold OP Policy 7.3.2 1) (ii)

a) locating off-street parking in the side and/or rear yards, in underground or structured parking where appropriate, away from the street edge and adjacent residential uses;

b) integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;

d) screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;

e) locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets

f) incorporating landscaped islands and pedestrian walkways; and

g) incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the development.

Grow Bold OP Policy 7.3.2 (3) a) (v) locating loading areas to avoid conflict between pedestrian and vehicular traffic away from adjacent residential areas and adjoining streets;

Grow Bold OP Policy 7.3.2 (3) a) (viii) screening and landscaping off-street parking areas, loading areas and site service areas; and

Grow Bold OP Policy 7.4.1 a)

(iv) measures to reduce reflected/waste light to mitigate adverse impacts on the night sky;

(v) parking lot design and landscaping to minimize the urban heat island effect;

(viii) identification of appropriate snow storage areas to reduce the adverse impacts of salt and de-icing practices;

RESPONSE

The proposal aims to offer a total of 166 parking spaces on the Subject Lands, which will include 5 accessible parking spaces. These parking spaces will be distributed on the ground level and within a single level of underground parking accessible from the parking ramp located to the northeast. The configuration of the parking spaces will support safe vehicular circulation while ensuring accessible parking needs are prioritized and situated in close proximity to building entrances and elevators with barrier-free access.

In addition, the parking space arrangements are conveniently located for loading and unloading. Direct access is provided to the retail and reception components on the proposed ground floor.

The proposed pedestrian walkways will be well-delineated around the parking spaces and entrances to avoid conflict between vehicles and pedestrian movement. Accessible parking signs will be implemented and follow universal design principles.

Loading and waste storage will be integrated into one location on the ground level, and away from the public streets. Additionally, 4 garbage and recycling containers will be placed to the northeast, semi-recessed and well-buffered to create a visually appealing environment. Servicing facilities and entrances will be screened appropriately with landscape design features to minimize visual impact from the public realm and adjacent streets.

As noted, the proposed development has been designed to support multi-modal transportation and will support existing local and regional transit services within walking distance, particularly the Appleby GO Station.

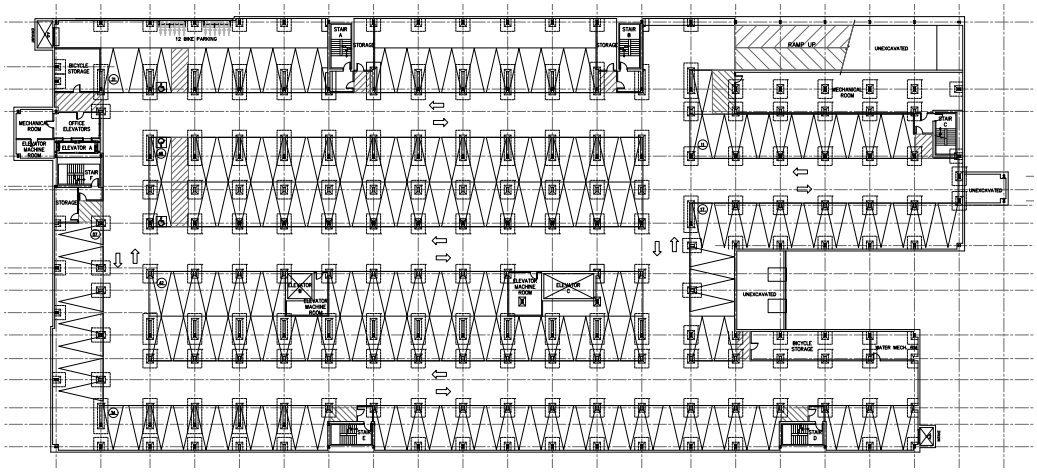


Figure 11.1 : Underground Parking Plan

CIRCULATION

ACCESSIBILITY

12.0
SUSTAINABILITY & MICROCLIMATE

CITY OF BURLINGTON "OFFICIAL PLAN"

In-effect OP Policy 6.2 e) To achieve a high quality of design within the public realm.

In-effect OP Policy 2.7.2 a) To ensure through the site planning process that building layout and urban form is consistent with Sustainable Development principles so that new development is efficient, safe, accessible, affordable and energy efficient.

In-effect OP Policy 2.7.3 f) Energy conservation shall be encouraged through community and site planning, design, and the use of energy-efficient materials and landscaping. When development applications are reviewed, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, walkability and decreased automobile dependency, and the use of landscaping and building materials.

In-effect OP Policy 2.7.3 m) Practices that reduce the pollution of air, soil and water and that have beneficial effects on aquatic and terrestrial ecosystems, such as the preservation and planting of trees, shall be encouraged.

Grow Bold OP Policy 7.1.1

a) To ensure that the design of the built environment integrates with its natural setting, preserves, enhances and connects the Natural Heritage System, and contributes to environmental sustainability.

d) To design places that support public transit and active transportation through the design of attractive and well-developed pedestrian and cycling environments.

m) To promote sustainable site and building design in keeping with the Sustainable Building and Development Guidelines, in order to:

i. increase active transportation and transit use;

ii. contribute to an enhanced natural environment and public realm;

iii. improve water quality and drainage;

iv. implement effective waste and resource management;

v. reduce waste, energy and water consumption; and

vi. enhance air quality, mitigate greenhouse gas emissions and adapt to climate change.

Grow Bold OP Policy 7.4.1 a) Official Plan Amendments, Zoning By-law Amendments and site plan applications for high and medium density residential, mixed use, commercial industrial, office, institutional and public service facilities shall address the following sustainable design measures:

i. measures to prioritize pedestrian movement within the site, to the street and to adjacent buildings, sites and neighbourhoods, and other improvements to the public realm to facilitate pedestrian use;

ii. safe and direct on-site connections to public transit where available;

iii. on-site bicycle facilities; iv. measures to reduce

reflected/waste light to mitigate adverse impacts on the night sky;

v. parking lot design and landscaping to minimize the urban heat island effect;

vi. tree protection measures and planting of non-invasive trees and other vegetation;

vii. storm water quality, quantity, erosion control and drainage measures

viii. identification of appropriate snow storage areas to reduce the adverse impacts of salt and de-icing practices;

ix. a waste management plan with appropriate facilities in accordance with the Region's requirements; and

x. bird-friendly design measures for glass buildings and buildings adjacent to the Natural Heritage System and the Lake Ontario shoreline.

Grow Bold OP Policy 7.4.1 b) Through the review of Official Plan Amendments, Zoning By-law Amendments, plans of subdivision and site plan applications, the proponent will be encouraged to consider sustainable design considerations such as, but not limited to:

i. energy efficiency, passive design measures, renewable energy sources and other low carbon building strategies;

ii. innovative storm water management techniques such as Low Impact Development measures;

iii. additional sustainable transportation measures such as electric vehicle charging stations that exceed the requirements of the Building Code;

iv. sustainable building materials and resources;

v. additional measures to mitigate the urban heat island effect;

ix. other innovative sustainable design approaches or technologies

RESPONSE

The proposal involves a high-density development within the Major Transit Station Area (MTSA) and is located within 600 m of walking distance from Appleby Go Station and surrounded by existing and proposed walking paths. Introducing density to a transit-oriented development area supports investment and infrastructure improvement, promotes the quality of the public realm and connectivity of the pedestrian network, and encourages the use of active transportation facilities and public transit. Therefore, the development will help to mitigate greenhouse gas emissions and support efforts to curb a changing climate.



The proposal assists with the reduction of the urban heat island effect throughout the site by incorporating outdoor amenity areas in the form of active roof terrace, and landscaping in the form of planting strips at the edge.

Tree planting is proposed to reduce pollution, improve air quality and enhance the sustainability of the community. Native and drought-tolerant species will be preferred for the proposed development. Local tree species will also be selected to thrive on-site.

Sustainability measures will be established in more detail at the Site Plan approval stage to ensure the sustainability objectives of the City of Burlington are met.

The development partially consists of white metal panels; hence it deploys high-albedo materials and colours to reduce the urban heat island effect.

Energy-efficient practices will be encouraged where feasible, including:

- use of LED lighting with occupancy sensors in all of the storage area;
- bird-friendly office glazing;
- LID feature- stormwater retention
- low VOC finishes (pains, millwork, flooring);
- high R-value insulation;
- energy star rated appliances in the lunchrooms and kitchens





Figure 12.1 : Examples of sustainability measures proposed for the site including (left to right): bicycle storage, landscaping, light coloured paving and native plantings (Canadian Serviceberry)

13.0

APPLEBY GO MAJOR TRANSIT STATION AREA

The Subject Lands are within the Appleby GO Major Transit Station Area (MTSA), which is planned to become a significant mixed-use and employment destination within the City of Burlington. The City is currently undertaking a study for this identified Major Transit Station Area (MTSA) in which a Draft Precinct Plan has been prepared. The Draft Precinct Plan provides the proposed land use designations and policy key directions for the Appleby GO Major Transit Station Area (MTSA).

The Subject Lands are currently designated 'Employment Lands' and 'Business Corridor' in the in-effect and new Grow Bold Official Plans. In the Draft Precinct Plan for the Appleby GO Major Transit Station Area (MTSA) the Subject Lands were identified within the Urban Employment Precinct.

This Precinct is generally located at the northeast edge of the Burlington MTSA. The areas are comprised of predominately existing employment uses. This precinct will accommodate prestige employment uses (including offices) in a compact built form along major corridors. Development within this area will contribute to a complete transit-oriented employment use. A maximum building height of 19 storeys where appropriate and compatible is directed in this area. Developments are required with separation from sensitive land uses like residences, daycare centres and education and health facilities. In terms of built form, low to mid-rise employment/mixed-used buildings with offices and retails are proposed within these areas.

Guidelines for open space and circulation provided in the Draft Precinct Plan aim to develop complete streets considering multiple modes of transportation. The guidelines also support enhanced linkages through the extension and connection of local roads to provide safe and direct connections to the surrounding parks and open spaces. Appleby Line and Harvester Road have been identified through the Draft Precinct Plan as a future Green Street, with the potential for an active transportation link on the east and south sides.

It is our opinion that the proposal for a mid-rise, transit-supportive development on a partially vacant site supports the general intent and design direction



TRANSIT-ORIENTED COMMUNITY



PEDESTRIAN-ORIENTED



MAJOR TRANSIT STATION AREA



ACTIVE TRANSPORTATION

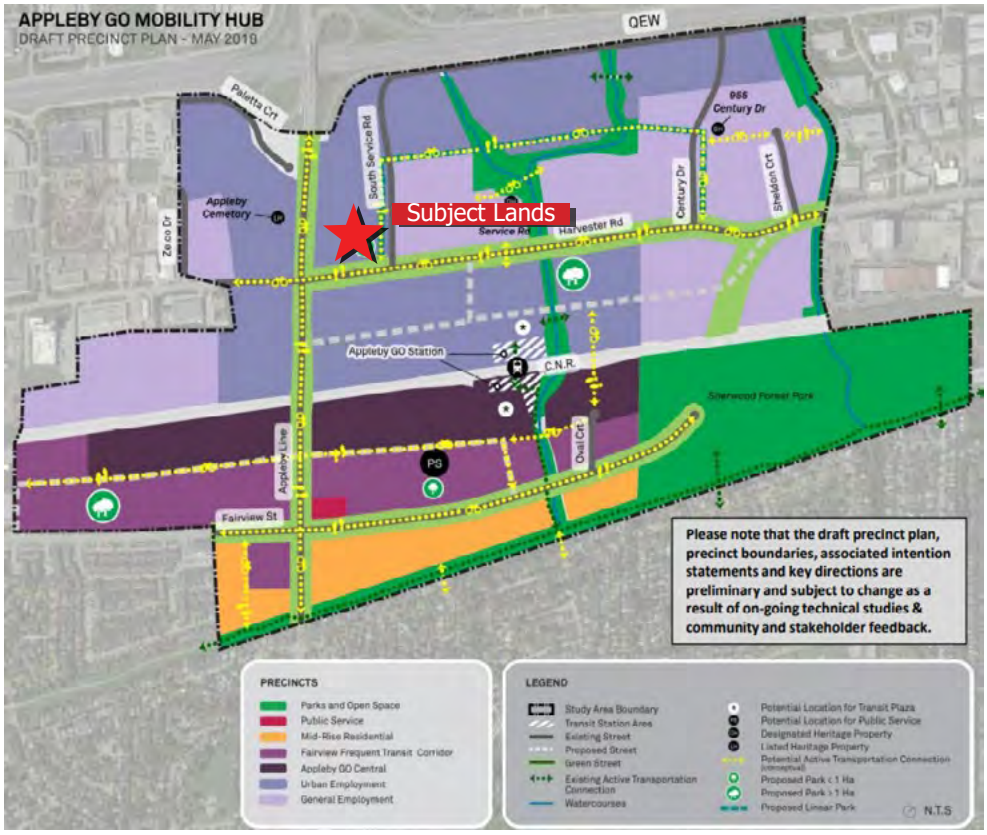


Figure 13.1 : 2018 Appleby GO Draft Precinct Plan

of the Appleby GO Major Transit Station Area (Precinct Plan). Once these guidelines come into effect, they will support this proposal for introducing transit-oriented development and promoting growth around the Appleby GO Station through intensification, open space and circulation.

As noted before, the proposed 5-storey building is aligned with the allowable heights, achieves compatibility with emerging developments in the area, achieving a level of density appropriate for a TOD development. The Key achievement of this development will be contributing to the current employment use by supporting job opportunities and providing a mixed-use storage facility in a prominent urban form that respects the current and future surrounding context. A sensitive transition to the abutting public streets and properties is encouraged through positioning the building, setbacks, and the detail of architecture.

The proposal also enhances the quality and safety of the pedestrian network and public realm in the area and supports active transportation, providing high-quality landscaping, outdoor amenities, and an active and engaging streetscape. Overall, the development will enhance the character of the MTSA, creating a strong sense of place.

14.0

CONCLUSION

The proposed 5-storey mixed-use building comprised of self-storage, office and ancillary retail uses utilizes the currently vacant lot, and facilitates future growth and development within the urban area by presenting intensification on opportune land along the Appleby Line.

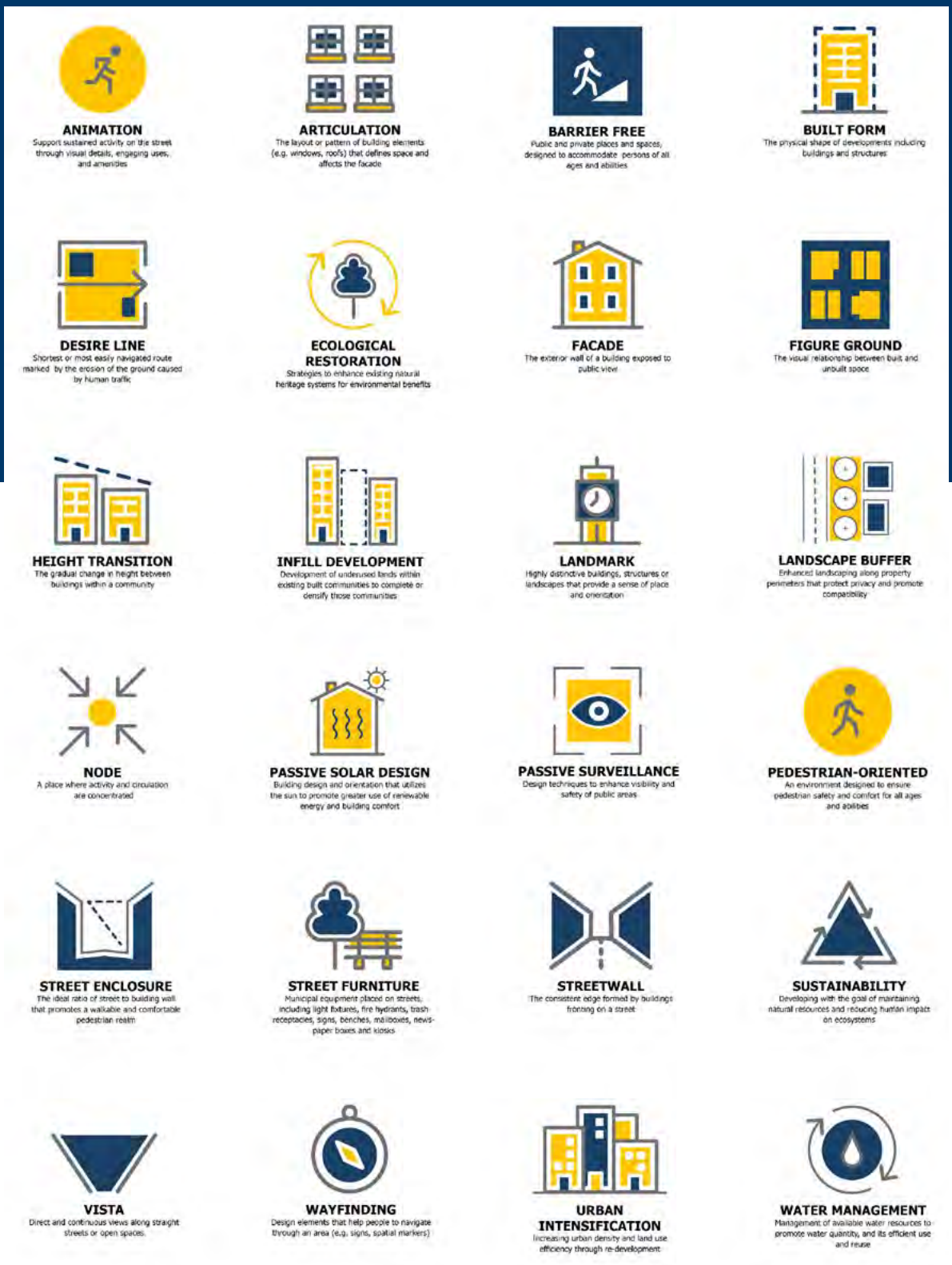
The proposal represents a compact transit-supportive development within the "Employment Lands" and "Business Corridor" that will bring density to the "Appleby Go Major Transit Station Area (MTSA)" and will help achieve the vision and objectives of a complete the "Primary Growth Area". The proposal provides high-quality architecture and an overall design that will achieve a sense of arrival and be recognized as a prominent urban form.

The proposed design will enhance the existing streetscape and create a street edge along all abutting public streets, and offer an active, safe environment to its users. The combination of landscaping and high-quality architectural design will result in a visually appealing design that is welcoming and inviting.

Based on our review of the in-effect and new council-adopted City of Burlington Grow Bold Official Plans and the Appleby GO Major Transit Station Area (MTSA), the Draft Precinct Plan, it is our opinion that the proposal adheres to the vision and design direction for this area. As outlined in this Urban Design Brief, the proposed development represents an appropriate development of the Subject Lands, in keeping with the Provincial and municipal policies and regulations.

Design Terms




ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities
ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade
BARRIER FREE
Public and private places and spaces, designed to accommodate persons of all ages and abilities
BUILT FORM
The physical shape of developments including buildings and structures
DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic
ECOLOGICAL RESTORATION
Strategies to enhance existing natural heritage systems for environmental benefits
FACADE
The exterior wall of a building exposed to public view
FIGURE GROUND
The visual relationship between built and unbuilt space
HEIGHT TRANSITION
The gradual change in height between buildings within a community
INFILL DEVELOPMENT
Development of underused lands within existing built communities to complete or densify those communities
LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation
LANDSCAPE BUFFER
Enhanced landscaping along property perimeters that protect privacy and promote compatibility
NODE
A place where activity and circulation are concentrated
PASSIVE SOLAR DESIGN
Building design and orientation that utilizes the sun to promote greater use of renewable energy and building comfort
PASSIVE SURVEILLANCE
Design techniques to enhance visibility and safety of public areas
PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities
STREET ENCLOSURE
The ideal ratio of street to building wall that promotes a walkable and comfortable pedestrian realm
STREET FURNITURE
Municipal equipment placed on streets, including light fixtures, fire hydrants, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks
STREETWALL
The consistent edge formed by buildings fronting on a street
SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems
VISTA
Direct and continuous views along straight streets or open spaces
WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)
URBAN INTENSIFICATION
Increasing urban density and land use efficiency through re-development
WATER MANAGEMENT
Management of available water resources to promote water quantity, and its efficient use and reuse

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