

URBAN DESIGN BRIEF

GEORGIAN COURT ESTATES
BURLINGTON, ONTARIO

JULY 2017

This Urban Design Brief was prepared in support of an Official Plan Amendment and Rezoning application to redevelop Georgian Court Estates.

Prepared for:

bcIMC Realty Corporation c/o Realstar Management ("Realstar")

Prepared by:

Urban Strategies Inc.

197 Spadina Avenue, 6th floor
Toronto, Ontario M5T 2C8
T. 416 340 9004

URBAN STRATEGIES INC.

TABLE OF CONTENTS

PART 1: DESCRIPTION & SITE ANALYSIS 5.

1.1 Intent of document 6.
1.2 Site and surrounding context
1.2.1 The Site 7.
1.2.2 Surrounding Context 7.
1.3 Community Services & Facilities 8.

PART 2: POLICY CONTEXT 11.

2.1 Statutory Framework
2.1.1 Provincial Policy Statement 12.
2.1.2 Growth Plan for the Greater Golden Horseshoe 12.
2.1.3 Region of Halton Official Plan 13.
2.1.4 Burlington Official Plan 13.
2.1.5 Burlington Draft Official Plan 14.
2.1.6 City of Burlington Zoning By-law 2020 16.
2.1.7 Tall Building Guidelines 17.

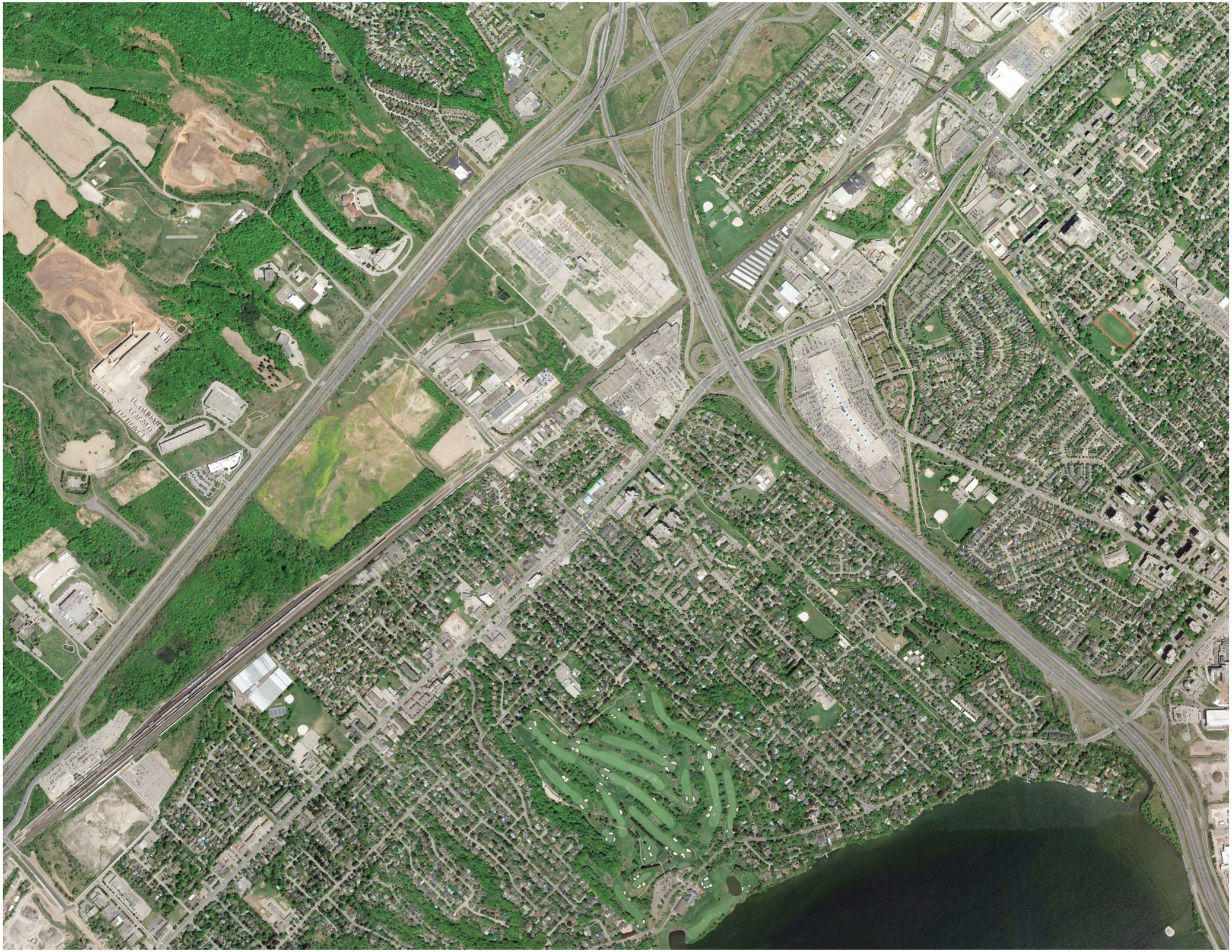
PART 3: THE DEVELOPMENT CONCEPT 19.

3.1 Engagement Process 20.
3.2 Principles 22.
3.3 Big Moves 23.
3.4 Preliminary Development Concept 24.
3.5 Master Plan 25.

PART 4: MASTER PLAN FRAMEWORK 27.

4.1 Mobility Network 28.
4.1.1 Vehicular Movement 29.
4.1.2 Access to Transit 30.
4.1.3 Active Transportation 30.
4.1.4 Parking, Servicing, and Access 30.
4.1.5 Sustainability 30.
4.2 Public Realm 32.
4.2.1 Central Green 34.
4.2.2 Greenways 34.
4.2.3 The Edges 35.
4.2.4 Private Open Space and Amenities 36.
4.2.5 Pedestrian Walkways 39.
4.2.6 Sustainability 39.
4.3 Built Form 40.
4.3.1 Taller Buildings 41.
4.3.2 Mid-rise Buildings 44.
4.3.3 Low-rise: Traditional Townhouses 46.
4.3.4 Low-rise: Back-to-back Townhouses 47.
4.3.5 Low-rise: Grade-related Units 49.
4.4 Shadow Study 50.
4.5 Conceptual Phasing Plan 54.

PART 5: SUMMARY AND CONCLUSIONS 57.



PART 1: DESCRIPTION & SITE ANALYSIS

Georgian Court Estates is embedded within a community that continues to mature and evolve. The landscape of Plains Road is shifting towards greater densities, public transit is continually improving, and active transportation infrastructure is changing the nature of movement. The transformation of Georgian Court emerges from this context, part of the progression towards growing *up* instead of growing *out*. It represents a remarkable opportunity for the Aldershot Neighbourhood, and the City of Burlington more broadly: new green spaces with active and passive recreation, enhanced active transportation infrastructure, and an increase in the housing stock will serve both new and existing residents, while providing new housing options for the City's growing population.

1.1
Intent of Document

This Urban Design Brief has been prepared in support of development applications by bcIMC Realty Corporation c/o Realstar Management ("Realstar") to facilitate a master planned redevelopment and reinvestment in the 8.1 ha (20 acre) Georgian Court Estates ("Georgian Court") rental complex located in the southwest quadrant of Plains Road and the QEW.

The intent of this document is to provide an analysis of how the proposed master plan addresses community design, function, and compatibility with the surrounding neighbourhood. The document examines the current site conditions and its surrounding context; details how the design of the community meets the intent of statutory planning documents; and provides an in depth look at the proposed design of the mobility network, the public realm, and massing and built form.

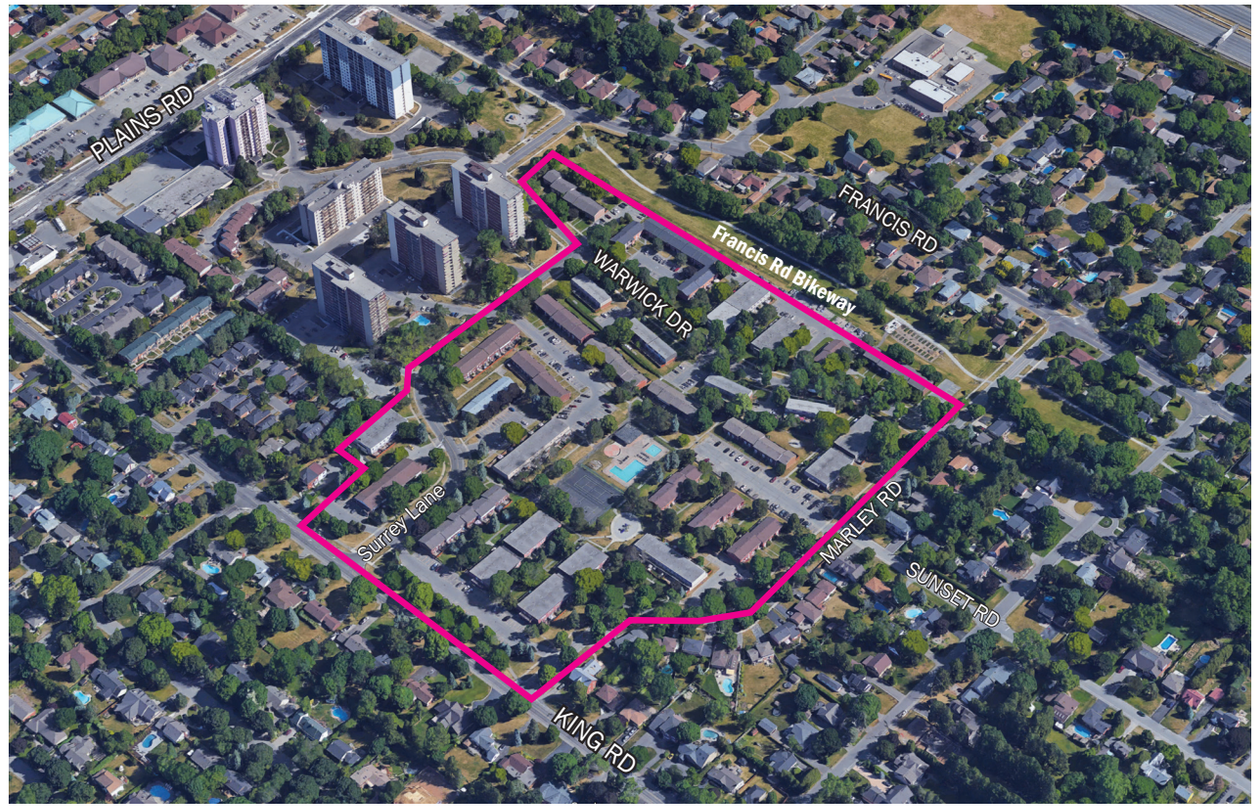


FIGURE 1. Existing Conditions - Aerial view illustrating Georgian Court Estate Boundary

1.2
Site Attributes and Surrounding Context

1.2.1 The Site

Georgian Court Estates (the subject site), is located south of the intersection of Plains Road East and King Road, and is generally bounded by King Road to the west, Surrey Lane to the north, the Francis Road Bikeway to the east and Marley Road to the south. Georgian Court Estates is a large townhouse rental community that was constructed in the 1960's, covering 8.1 ha (20 acres), with 280 rental townhouse and maisonette units. The townhouses, back-to-backs, and maisonettes range in architectural style, are generally two storeys in height, and some units have small backyards. A series of internal pathways wind through the side, connecting to parking lots, townhouses, and public realm features.

1.2.2 Surrounding Context

To the immediate north of the subject site is an existing high rise apartment neighbourhood. There are three 16-storey rental high rise buildings (685, 695 and 705 Surrey Lane, Surrey Lane Apartments) on the Surrey Lane frontage. Immediately east of the site is the Francis Road Bikeway, which is an approximately 30 metre wide linear public open space extending from Plains Road, south to North Shore Boulevard. The southern and western edges of the subject site are characterized by low-rise housing forms, comprised of detached and semi-detached single family houses. The same development pattern is seen east of the Bikeway along Francis Road.


Typical 2-storey townhouse typology


Internal pathway condition, flanked by townhouses


16-storey high rise rental buildings north of the site


Entrance to Francis Road Bikeway flanking the eastern edge of the site


Internal surface parking lot condition


Townhouses fronting onto Marley Road



Typical single-detached housing condition located south of the site on Marley Road


Typical single-detached housing condition located west of the site on King Road

1.3
Community Services & Facilities

Georgian Court is supported by numerous transportation corridors, green assets, and services and facilities within a 10-minute walking radius. The master plan leverages and builds on these features through the introduction of enhanced pedestrian and cycle connections, new parks and open spaces, and a formalized connection to the Francis Road Bikeway, as described in chapter 4.

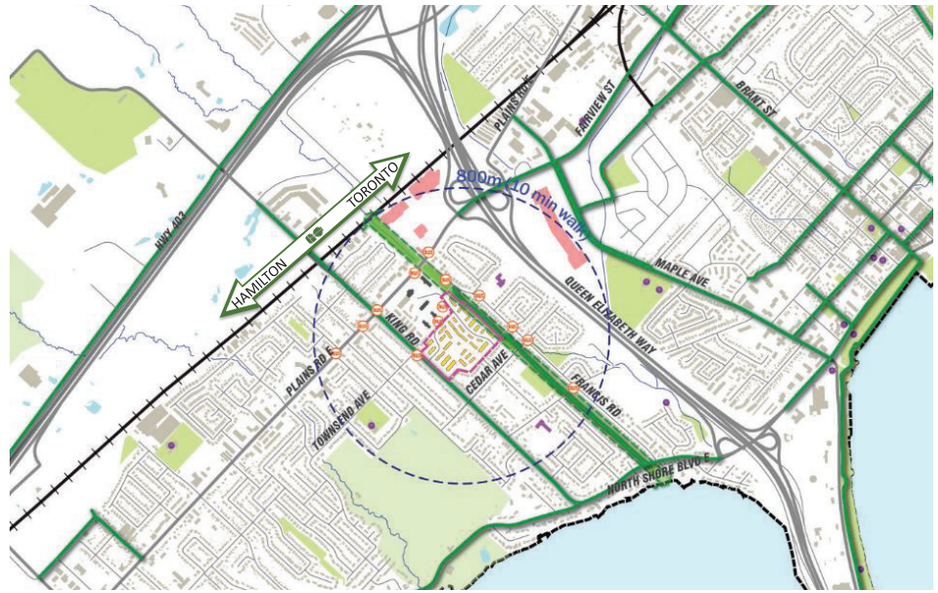


FIGURE 2. Transit and active transportation routes

The site is serviced by two bus routes, with numerous stops along the site's northern and eastern boundaries. This service provides connection to the nearby Aldershot and Burlington GO Stations. The site is also supported by the Francis Road Bikeway, an important piece of active transportation infrastructure that subsequently connects to the bike lane on Plains Road East.

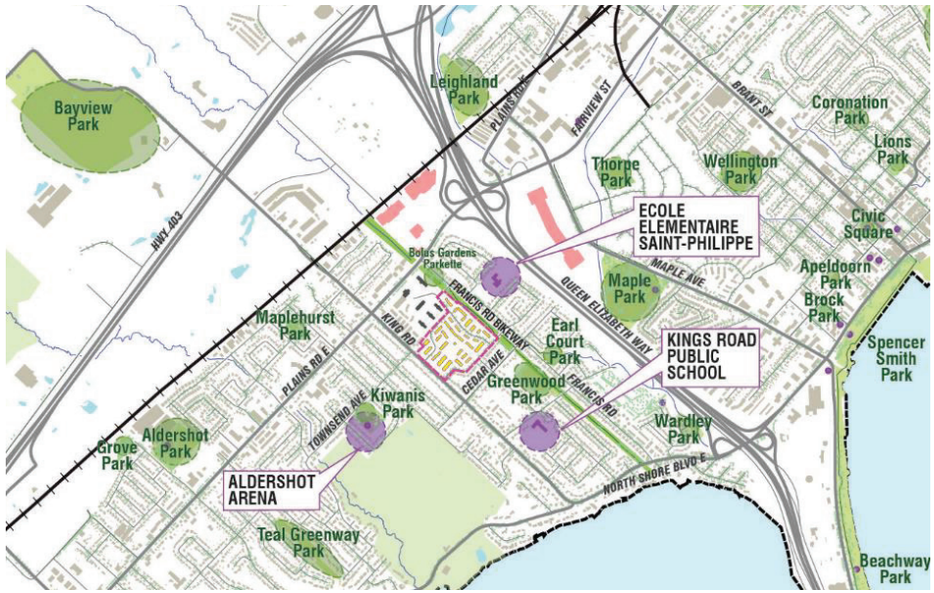


FIGURE 3. Nearby parks and community services and facilities

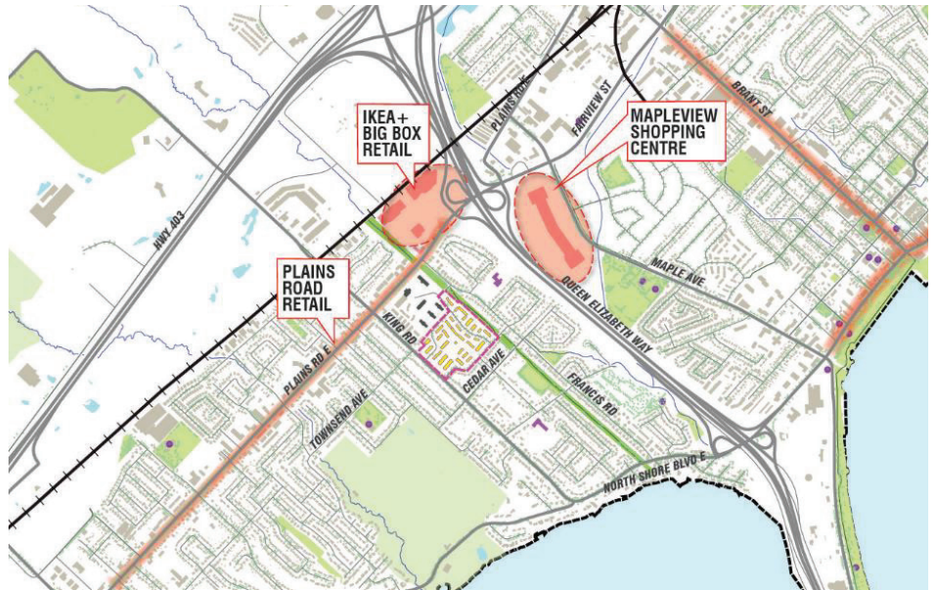


FIGURE 4. Location of major retail clusters

Georgian Court also benefits from a suite of green assets, including Maplehurst Park, Kiwanis Park, Greenwood Park, and the Bolus Gardens Parkette. The latter is situated adjacent to the Francis Road Bikeway, and offers recreational uses including a basketball court and a ball hockey rink located in the Bolus Gardens Parkette.

The community is supported by a number of community services and facilities, including the Ecole Elementaire Saint-Philippe, Kings Road Public School, and the Aldershot Arena. Additionally, three retail clusters are in walking distance, including the Plains Road Retail corridor, the Ikea and assorted big box retail, and the Mapleview Shopping Centre.


VISITOR
PARKING

PART 2: POLICY CONTEXT

This chapter outlines those policies relevant to urban design that informed the basis of the master planning approach; and makes reference to aspects of the master plan which are further detailed in subsequent chapters. Alignment with provincial, regional, and municipal planning policies, regulations, and guidelines is discussed in further detail in the Planning Justification Report submitted with this application.

2.1
Statutory Framework

2.1.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) came into effect on April 30th, 2014, and sets out the vision and direction for land use planning in Ontario. One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact form, particularly in areas well served by public transit:

Policy 1.1.3.2 promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit-supportive, where transit is planned, exists or may be developed.

1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety

Policy 1.1.3.6 provides that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and services.

The proposed development conforms with the intent of the Provincial Policy Statement. The deployment of density and inclusion of a variety of built form typologies will allow for a compact, efficient use of land.

2.1.2 Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan sets out the direction growth should take in the Province. The guiding vision for the Growth Plan, set out in policy 1.2.2, includes the principles that development is directed to build compact, vibrant and complete communities and to optimize the use of existing and new infrastructure to support growth in a compact, efficient form.

The guiding principles of Section 1.2 provide that municipalities should prioritize intensification and higher densities to make efficient use of and infrastructure and support transit viability. It also supports a range and mix of housing options to serve all sizes, incomes and ages of households.

Policy 2.2.1(2)(c) provides that growth will be focused in delineated built up areas and locations with existing or planned transit (with priority on higher order transit). 2.2.1(4)(c) supports a diverse range and mix of housing options, including affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. Development is intended to comprise of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.

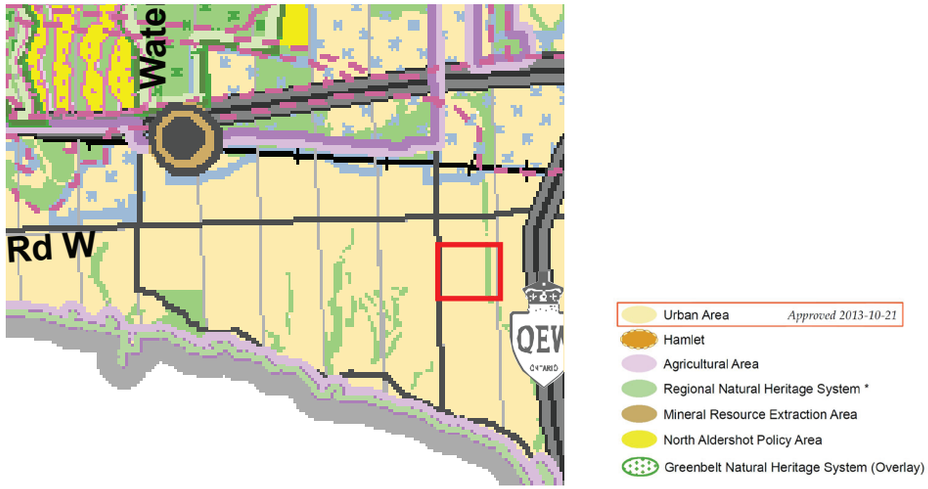
The proposed development will provide new high quality compact built form complemented by a new public park and a well-designed and vibrant public realm.

2.1.3 Region of Halton Official Plan

The Region of Halton Official Plan, Interim Office Consolidation September 28th, 2015, is based on the 1995 Regional Plan, which was adopted by Halton Regional Council on March 30, 1994.

Map 1 – Regional Structure (partially approved) identifies the subject site as "Urban Area". Policy 72 identifies several objectives for the Urban Area designation, including creating healthy communities, supporting growth that is compact and makes efficient use of space and services and providing a range of complete communities of various sizes, types and characters, which affords maximum choices for residence, work and leisure.

The proposed development conforms to the objectives identified by Policy 72. It provides an efficient and company use of space, a complete community, a varied built form that will enhance the site's character, a range of unit types of and sizes, and diverse opportunities for leisure through an extensive public realm plan.



2.1.4 Burlington Official Plan

The Burlington Official Plan sets out the broad land-use vision and strategy for a 20-year time horizon, with a focus on housing, municipal servicing, growth, community improvement, and community identity and place-making through urban design.

Regarding urban design, principle 6.1 provides that tangible elements of the urban form, consisting of a combination of the built environment and open space that form the urban landscape, shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community. The objectives set out in 6.2 includes that proposals for intensification and infill in existing neighbourhoods should be designed to be compatible with existing neighbourhood character. Policy 6.3(e) states that preference will be given to community design containing more compact forms of development that support higher densities, are pedestrian oriented and encourage increased use of public transit. Section 6.5 sets out the general design guideline policies for development, which includes, among other things, compatibility regarding density, height, and setbacks, pedestrian scale, harmonious streetscapes, public transit accessibility, landscaping and buffering.

The proposed development meets the objectives of the urban design principles and policies set out in the Official Plan. The design concept will establish a compact and efficient use of land supported by a robust and varied open space and mobility network. The proposed development is respectful of, and congruent with, the existing neighbourhood character. Finally, the deployment of massing and density will create a pedestrian oriented, human-scale community that supports and encourages active transportation and ease of movement.

2.1.5 City of Burlington Draft Official Plan

The City of Burlington is currently in the process of developing a new Official Plan. In April 2017, the draft version of the new Official Plan was released for discussion and feedback. Embedded within the new document is a series of policies related to urban design.

Chapter 7 sets out the urban design policies for the City, recognizing the importance of good urban design, particularly in the context of re-development and intensification. Within Chapter 7 are several subsections that address various types of design.

Subsection 7.1.3 addresses community design, and provides the following policies, among others:

- The design of new communities shall serve to maintain and support existing physical character, create and promote the evolution of the character in areas where transformations are appropriate and planned, or in some cases the development of a new distinct character as a result of an area specific plan; and
- Community design shall achieve more compact forms of development that support higher densities, be pedestrian oriented and encourage increased use of public transit and cycling.

The proposed master plan both respects the existing neighbourhood condition, and injects a new sense of character into the existing site. This character is partly predicated on massing that will create a compact, pedestrian-oriented environment, with an open space and mobility network that supports active transportation and enhances connections to existing public transit infrastructure.

Subsection 7.1.4 provides policies with regard to the public realm, and includes the following, among others:

- Improvements to existing streetscapes shall be required when reconstruction occurs; and
- Design opportunities to introduce or improve links where existing areas are inadequately connected to each other or between important public areas will be encouraged.

The proposed redevelopment improves site connectivity, including the introduction of a new street crossing on King Road. It will also improve links within the site, and to adjacent neighbourhoods by way of pathways, the extension of Sunset Road, and a stronger relationship to the Francis Road Bikeway.

Subsection 7.1.5 addresses site and building design, and provides the following policies, among others:

- The density, scale, massing, floor area ratio, height, siting, setbacks and lot coverage of development shall be compatible with the existing development pattern in the surrounding area; and
- Building design should provide appropriate transition, setbacks and stepping of heights from adjacent properties and the public realm.

The proposed massing and building placement respects the adjacent low-rise residential character along Marley Road and King Road by maintaining a prevailing low-rise character along the southern and western edges. Mid-rise and taller elements have been concentrated in the middle and northern edge of the site respectively, where taller structures already exist. These buildings will frame the park and open spaces at an appropriate scale.

Subsection 7.1.5.1 addresses mid-rise buildings and provides the following policies, among others:

- Mid-rise buildings shall be massed to contribute to the spatial enclosure of all adjacent streets and open spaces and be compatible with adjacent residential areas;
- Mid-rise buildings over six storeys in height should be designed with a pedestrian-scale podium or other appropriate architectural articulation, and should have a height that is no less than two storeys; and
- The design of the first floor of mid-rise buildings should generally correspond to existing or planned at-grade uses and street character.

The mid-rise buildings proposed for the site have been designed to enclose the central open space, with heights and stepbacks that mitigate shadow impacts. The majority of mid-rise buildings have been designed to include grade-related residential units, replicating the existing street character. Additionally, the front-facing orientation of grade-related units will provide for a safe and walkable community and quality of place.

Subsection 7.1.5.2 addresses tall buildings and provides the following polices, among others:

- Tall building elements shall step back from the podium along all public street frontages to reduce the adverse visual and environmental impacts for the pedestrian environment;
- The design of the first floor of tall buildings shall generally correspond to existing or planned at grade uses and street character;
- Tall building shall be designed to minimize adverse impacts of wind and shadowing; and
- The suitability of a tall building shall be considered on a site-by-site basis, considering factors such as site dimensions, adjacent uses, access to transit, and physical character of the area.

The location of the tower building will allow for a maximum amount of sunlight onto the public realm with slender floorplate of approximately 750 square metres and appropriate podium stepback and height. Tower and podium base design responds to issues of setback, street wall, base building, point tower, top of building and stepbacks. All tall building elements will achieve a 25 metre separation.

2.1.6 City of Burlington Zoning By-law 2020

The subject site is zoned RM2, which is a medium density zone. The RM2 zone permits detached dwellings, semi-detached dwellings, duplex, triplex, and fourplex buildings, townhouses, retirement homes, lodges, fraternities and private clubs, and community institutions, some of which are subject to additional regulations from other zones.

The RM2 zoning carries the following requirements:

- Total amenity area must equal 25m^2/bedroom, or 15m^2 for efficient units;
- Total privacy area must equal 20m^2 per unit;
- Minimum density of 25 units per ha, and a maximum density of 40 units per ha;
- 4.5m landscaped area abutting a street having a deemed width up to 26 m;
- 6 m landscaped area abutting a street having a deemed width greater than 26 m;
- 4 storey building height maximum for retirement home;
- 2 storey building height maximum for townhouse and fourplex dwellings.

With respect to the proposed development, the RM2 zoning would not be sufficient to accommodate the back-to-back townhouses, which are permitted in the RM3 zone; or the apartment buildings, which are permitted in the RH2 zone. A rezoning application will be submitted to provide for a mix of RM3 and RH2 zones with site-specific standards to regulate the development of the blocks.

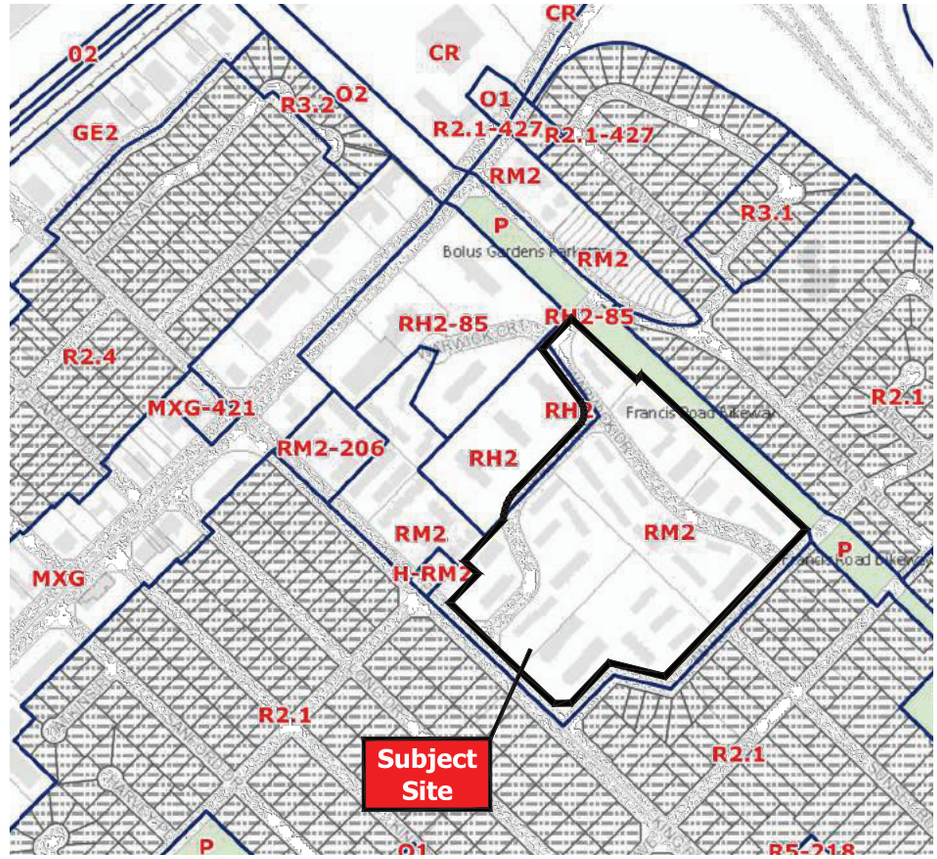


FIGURE 5. City of Burlington Zoning By-law 2020 map

2.1.7 Tall Building Guidelines

The Burlington Tall Building Guidelines, adopted in 2016, provide design direction for new buildings greater than 11 storeys in height. The Guidelines provide direction for the design of podiums, towers, and building tops, with respective chapters for each. Given the stage of this master plan, some policies are more relevant than others (e.g. materiality, building articulation, and colours have not been considered at this early juncture), and have been highlighted below.

Chapter 2 provides guidelines for base buildings, including the following:

- The podium shall be located to frame the street. On corner lots, the podium shall be located to frame both streets;
- On sites with multiple towers, mid-block pedestrian connections should be provided through the podium to enhance permeability, break-up the podium, and create additional corner conditions;
- The maximum height of the podium should be 80% of the adjacent right-of-way width, up to a max of 20 metres.
- The floor-to-ceiling height of the ground floor shall be a minimum of 4.5 metres to accommodate internal servicing and loading, and active commercial uses (where permitted);
- Above the podium, stepbacks should be provided on all sides to clearly differentiate between the building podium and tower;
- Stepbacks should be a minimum of 3 metres to ensure usable outdoor amenity space (i.e. patios);
- Portions of the podium that are not occupied by a tower should be used as outdoor amenity space to provide casual surveillance and interesting views from the street;
- Parking, servicing and loading shall be accommodated internally within the building podium and screened from the street;
- Access to parking, servicing and loading shall be provided from the rear of the building, or a laneway where possible; and
- Publicly-accessible private open space, including courtyards and plazas, parkettes, or Neighbourhood Parks (where site size permits) should be encouraged.

Guidelines regarding tower elements are contained in chapter 3, including the following direction:

- The placement of the tower shall have no adverse impacts on adjacent Residential Neighbourhood Areas, parks, open spaces, or natural areas;
- Where multiple towers exist on a site, they shall be arranged to provide a gradual and appropriate transition in height to adjacent uses;
- A minimum separation distance of 25 metres shall be provided between towers to maximize privacy and sky views, and to minimize the cumulative shadow impacts of multiple tall buildings. Balconies shall not be provided within this separation distance;
- The tower should be stepped back at least 3 metres from the podium to differentiate between the building podium and tower, and to ensure usable outdoor amenity space (i.e. patios);
- The total height of the tower (including the top) shall ensure no adverse impacts on adjacent Residential Neighbourhood Areas, parks, open spaces, or natural areas;
- The height of the tower, and its location on the building base, shall provide a gradual and appropriate transition in height to adjacent uses. Where multiple towers exist on a site, this transition shall be reflected across the entire site;
- The tower portion of a tall building should be slender and shall not exceed 750 square metres, excluding balconies; and
- It is recommended that a shadow study be provided with tall building applications to demonstrate the impacts at the equinoxes (March 21 and September 21).

The preliminary design of the three proposed tall buildings generally meets the intent of the Tall Building Guidelines. For a more in depth discussion, see section 4.4.


MOBILITY
PUBLIC REALM
BUILT FORM
YELLOW TABLE
Halifax
Toronto

PART 3: THE DEVELOPMENT CONCEPT

The development concept for Georgian Court was advanced alongside three meetings, two public workshops, and two open houses where participants provided feedback and direction regarding the future mobility network, public realm, and built form scheme. The ideas generated were captured in the Big Moves and Principles described in this chapter, ultimately informing the final master plan concept.

3.1
Engagement Process

The proposed development concept resulted from three preliminary meetings, two workshops, and two open houses held with existing residents and the broader community, an engagement process that transpired over a 3-month time frame.

The first meetings introduced Georgian Court residents and community members to members of the project team, and our initial ideas regarding the transformation of the community. These meetings we well attended, with a combined turnout of between 150 and 200 people.

The first workshop provided an opportunity for the residents and community to meet the wider consultant team, receive a presentation about the nature of master planning, and provide input into the master planning process through table discussions. The second workshop provided an opportunity for attendees to learn about the emerging ideas for the mobility network, public realm, and built form elements, and continue to provide input into the master planning process.

The final, proposed master plan was unveiled at the two open houses - the first for Georgian Court residents only. The open houses were organized around a panel format, with each of the twelve panels providing detailed information about the mobility network, public realm, and built form.

The feedback from these engagement events was used to refine the master plan. The comments, questions, and concerns voiced from the community have largely been articulated in the approach to providing improved mobility connections, an improved public realm, and a built form strategy that offers a range of building and unit types.

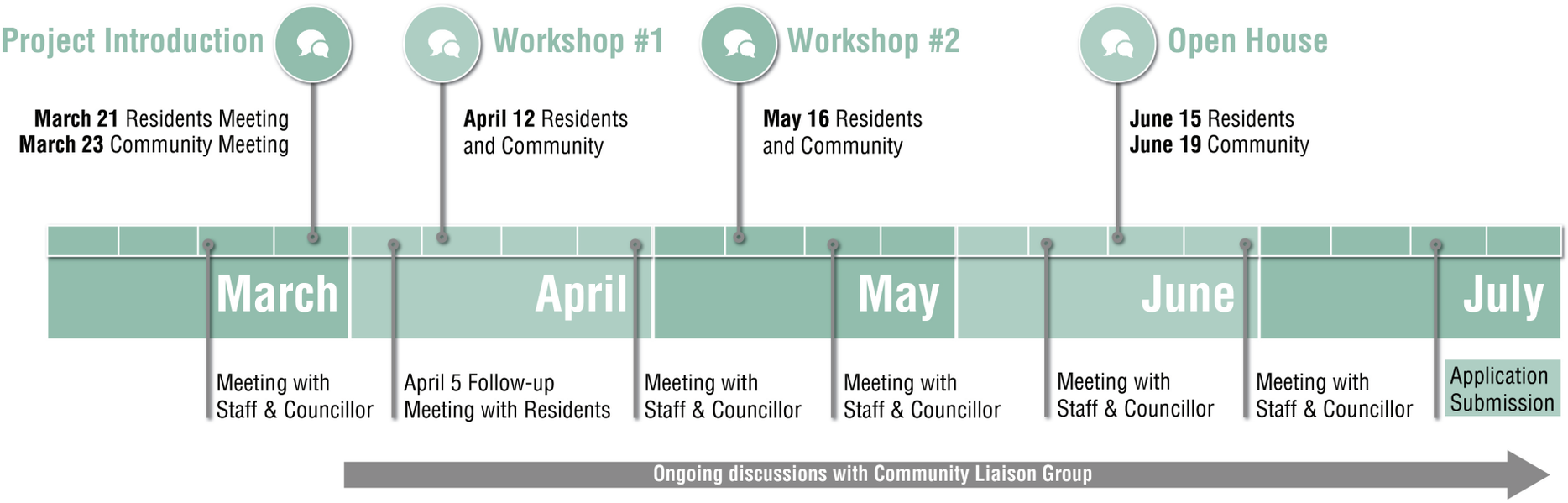


FIGURE 6. Master Plan engagement time line









FIGURE 7. Images from the workshops and open houses held between April and June

3.2
Development Principles

Six key principles inform the mobility network, public realm, and built form frameworks.



1. Multifaceted public realm



2. Connected community



3. Diverse, high quality housing



4. Sustainable community



5. Focus on place making



6. Design excellence

3.3

Big Moves

Four structuring moves established the preliminary development concept to create a compact, complete, and connected community.



1. New East/West Connections

The proposed master plan introduces two new east/west greenways to increase connectivity and permeability across the site.



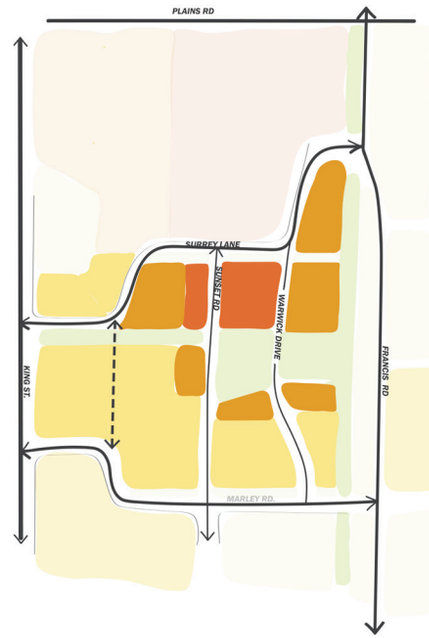
2. New Central Park

The proposed master plan introduces a generous public central park which will support active and passive recreational uses.



3. Relationship to Bikeway

The proposed master plan connects to the Francis Road Bikeway, creating a robust active transportation network while activating the site's edges in a more purposeful way.



4. Consolidated Density

The proposed master plan respects adjacent low-rise neighbourhoods by concentrating high density blocks along the northern edge of the site, and gently transitioning down to low-rise townhouses along the site's southern edge.

3.4
Preliminary Development Concept

The preliminary development concept establishes a pedestrian-friendly residential community that is organized around an open space system that complements the surrounding neighbourhood character and connects with the adjacent open spaces. The proposed redevelopment of Georgian Court will include substantial reinvestment in providing for new housing stock with an increased range and mix of housing, a varied public realm pockmarked with multi-scalar elements, and a new street network that promotes active transportation, safety, and connections to transit.

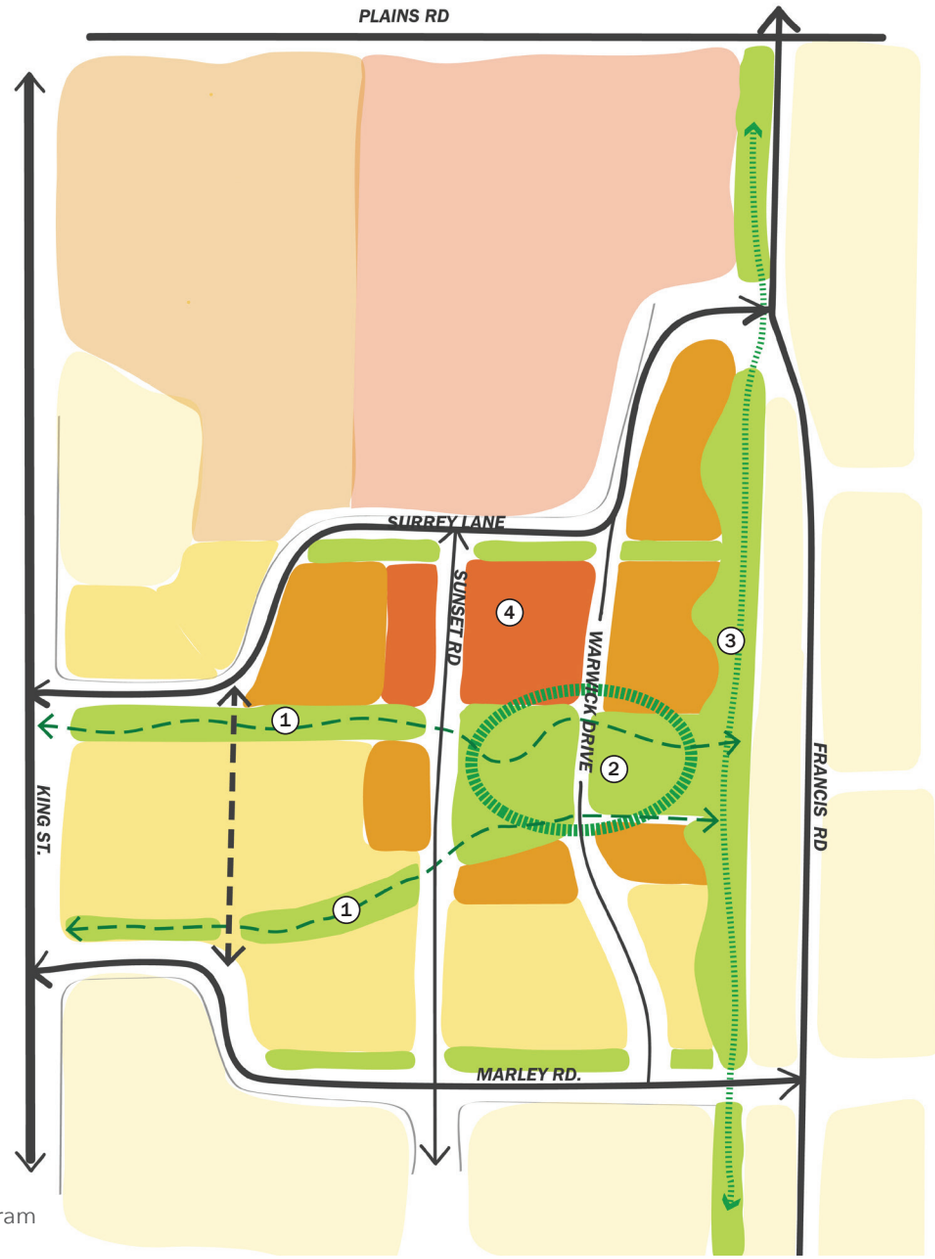


FIGURE 8. Concept Diagram

Big Moves

1. **Greenway connections through the site**
2. **Central park**
3. **Relationship with Francis Road Bikeway**
4. **Consolidated High Density Area**

3.5
Master Plan

The proposed master plan preserves the low-rise form and character of Georgian Court with new family-sized townhouse units, complemented by new mid and high-rise apartments. The master plan provides an appropriate transition from the existing 16-storey buildings to the north, down to the adjacent low-rise neighbourhoods, parks and open spaces. The new buildings will contribute to an improved pedestrian environment at grade and maintain the tree-lined green character of the area. The buildings have been designed to adequately limit shadowing on neighbouring properties, streets and open spaces.

LEGEND:

- Apartment buildings
- Traditional Townhouses
- Back-to-back Townhouses
- Private Open Space
- Public Open Space
- Pedestrian Connections



FIGURE 9. Proposed master plan


Francis Rd Bikeway
WARWICK DR
SUNSET RD
mews
Spruce
KING RD
MARLEY RD

PART 4: DESIGN FRAMEWORK

The various components of the master plan - the mobility network, public realm, and built form - have been designed to create an efficient, sustainable, and compact community that responds to policy, guidelines, and community feedback.

FIGURE 10. 3-dimensional conceptual visualization of the long-term master plan

4.1
Mobility Network

The proposed mobility network has been designed to facilitate ease of movement within the site and enhance permeability into its surrounding context. The collection of new north-south and east-west corridors, comprising mews, laneways, pathways, and streets, will support vehicular movement, active transportation, transit connections, servicing and access, and parking.

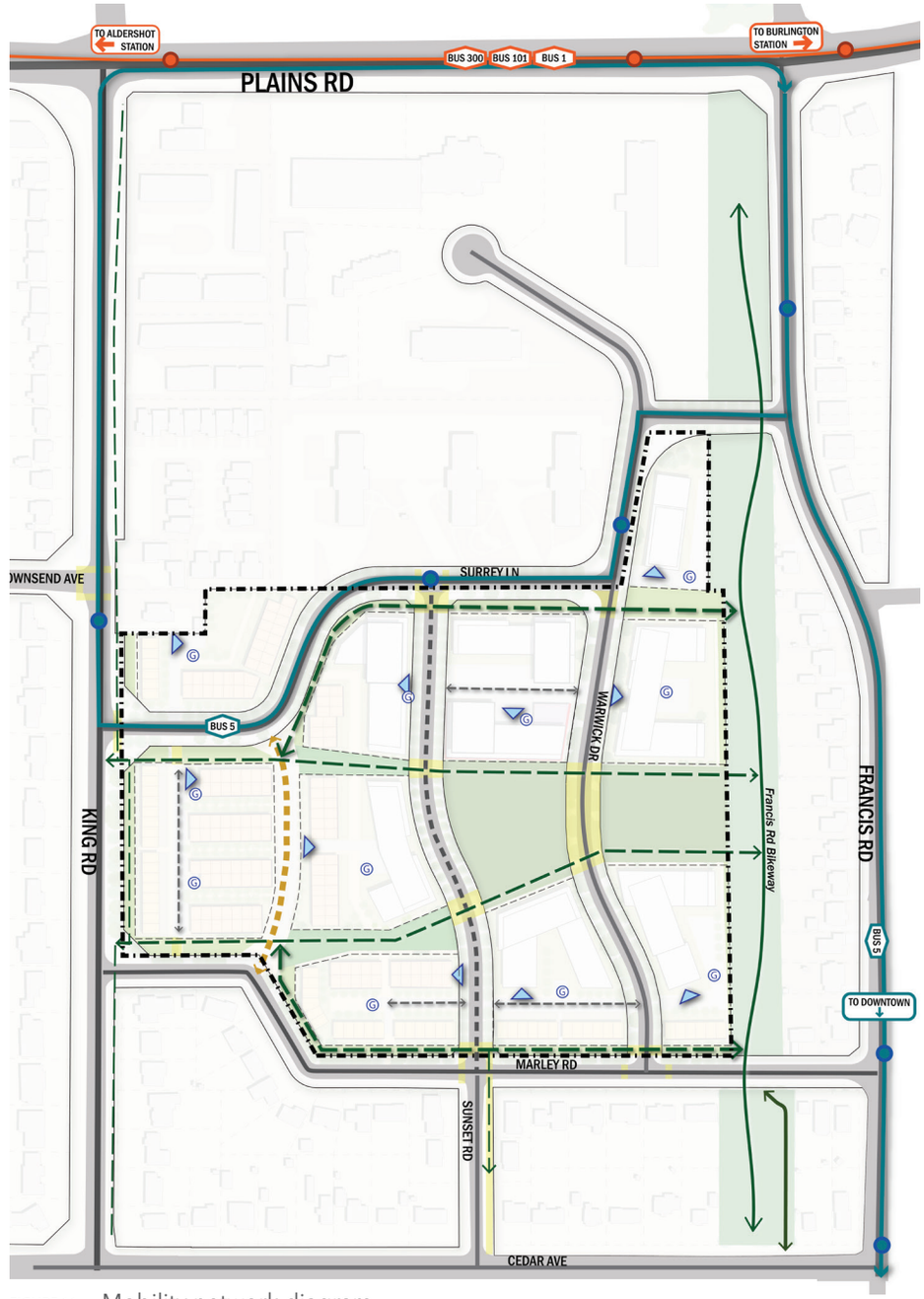


FIGURE 11. Mobility network diagram.

4.1.1 Vehicular Movement

Georgian Court's current mobility network reinforces its insularity, with vehicular traffic relegated to its perimeter streets. The proposed master plan introduces two new north-south connections that will establish greater permeability through the site, and provide vehicular access to internal blocks. The first, the extension of Sunset Road, will offer a midblock connection between Surrey Lane and Marley Road; the second, a mews buffered on either side by townhouses, will provide additional opportunities for movement, albeit at a smaller, local scale. The right-of-ways for both Sunset Road (20 m) and the new mews (15 m) conform to Burlington's street width standards.



FIGURE 12. Cross Section: Proposed Mews (ROW: 15m)

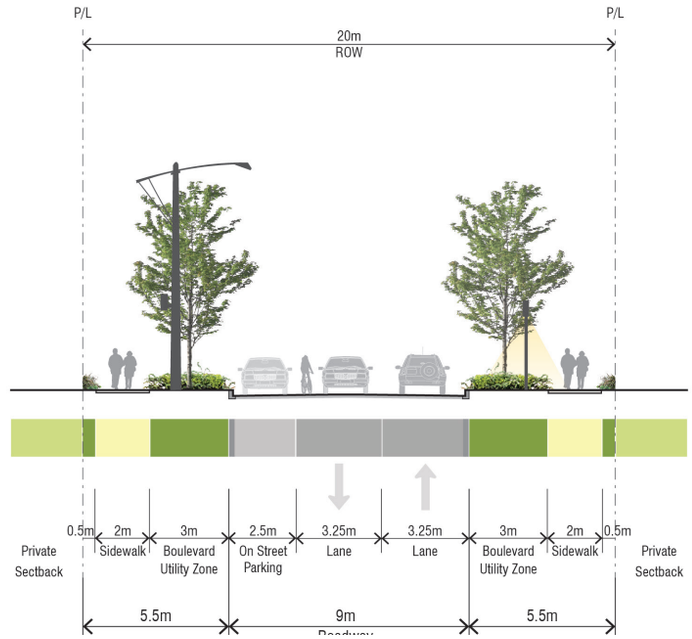


FIGURE 13. Cross Section: Proposed Sunset Rd Extension (ROW: 20m)

4.1.2 Access to Transit

Georgian Court is well-served by local transit, with Route 5 (Francis-Downtown) stops on Francis Road, Warwick Drive, and two stops on Surrey Lane; however, walking routes to these stops are indirect, and in some cases, informal. The new active transportation network will introduce shorter, direct routes to transit stops by way of the Sunset Road extension and the new east-west connections forged with the Francis Road Bikeway.

The Bikeway, in the context of public transit, functions as a key conduit between the site and bus service on Plains Road (Route 1 – Plains, and Route 101 – Plains Express). The strengthened relationship between Georgian Court and the Bikeway will generate ease of pedestrian movement to Plains Road, important given that Routes 1 and 101 connect to the Aldershot and Burlington GO Stations.

4.1.3 Active Transportation

The master plan introduces new opportunities for active transportation by building on the site's existing green assets. New east-west pedestrian and cycling pathways embedded within new greenways will connect King Road to the Francis Road Bikeway, a short 5-minute walk. Walking and cycling will be further supported by north-south streets, including Warwick Drive and the Sunset Road extension. Both have been intentionally designed to accommodate safe movement by pedestrians and cyclists, including traffic calming elements, generous sidewalk widths, and special pavings that signal entrance into the central park area. The private mews will shoulder additional pedestrian movement by way of smaller pathways and landscaping elements.

4.1.4 Parking, Servicing and Access

In order to promote a walkable, green, and aesthetically pleasing community, parking and servicing infrastructure has been strategically located interior to the development blocks, ensuring limited visibility from streets and open spaces. The majority of the proposed buildings will sit atop underground parking lots, save for two blocks of townhouses equipped with laneway parking. Underground parking lots will include consolidated access points to limit interactions between vehicles and pedestrians along public streets (see figure 11 for proposed underground parking access points). In addition to resident parking, these underground lots will also provide visitor parking, bicycle parking, and storage lockers.

Servicing, including waste collection and emergency management, has been reimagined. Currently, the waste collection on site is not ideal, whereby residents leave garbage bins on perimeter streets on pickup days. The master plan proposes to introduce consolidated waste collection at strategic locations located interior to development blocks. Townhouse blocks will feature curbside pickup, albeit in a more coordinated manner than currently experienced on site. In order to screen visibility of waste bins from public streets, townhouses will be outfitted with carefully designed waste bin storage spaces incorporated into street-facing facades. Additionally, as seen in figure 11., the master plan attempts to avoid service accesses from King, Marley, and Surrey to reduce points of conflict with vehicular, pedestrian, and bike traffic.

4.1.5 Sustainability

In order to reduce dependence on the private automobile, the mobility network provides opportunities for active transportation, and strengthens connections to existing public transit infrastructure. There are also opportunities for car-sharing programs, a popular idea that emerged from the public workshops.



FIGURE 14. Cross Section: Proposed Laneway condition accommodating individual parking

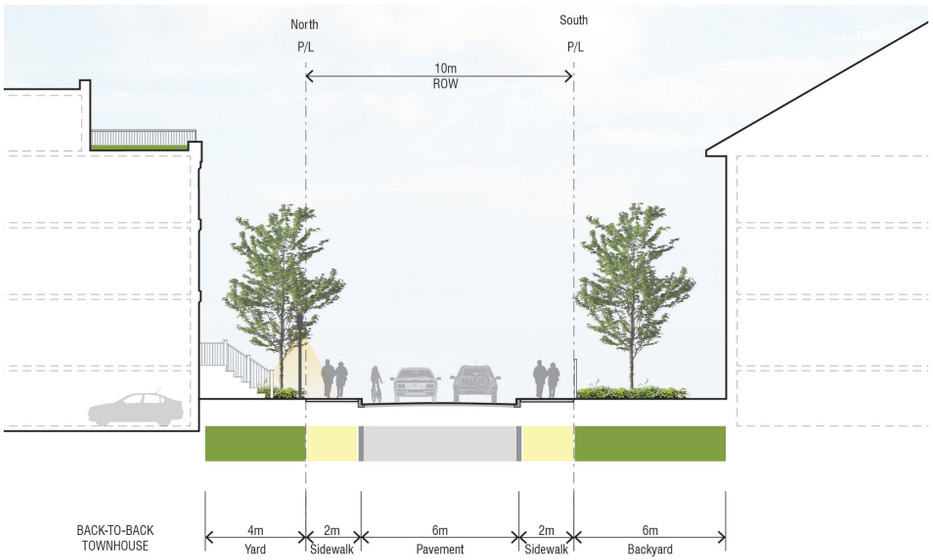


FIGURE 15. Cross Section: Proposed Laneway condition (underground parking)



FIGURE 16. Example of refuse bin storage incorporated into the facade of town-houses, highlighted in yellow



FIGURE 17. Example of Underground Parking Access

4.2
Public Realm

The proposed public realm framework coalesces around three key elements: the central green, the east-west greenways, and private amenities. These significant pieces of public realm infrastructure will provide a range of active and passive programming opportunities that will complement smaller-scale spaces on their periphery. The design of the central green space will be refined through coordination with the City of Burlington.



FIGURE 18. Conceptual Landscape Plan



FIGURE 19. Landscape Framework Diagram

4.2.1 Central Green

The public Central Green park is imagined to support a range of users, from residents of Georgian Court to neighbours from the surrounding community. However, the character of the park will differ markedly on either side of Warwick Drive. The eastern portion of the park, abutting the Francis Road Bikeway, will offer a suite of active programming opportunities, taking its cue from the feedback heard at the public workshops. Although the design of particular elements will be determined at a later date, the master plan imagines seasonally flexible, age-friendly, elements that support and enhance the existing spirit of the community, such as a splash pad, a dog park, and a playground.

The western half of the park will be characterized by its passive programming, offering places for gathering, moments to celebrate local ecology, and a generous lawn feature. In this way, it consolidates the informal passive spaces that exist on the site today, creating a central, signature area that supports the continuation of existing uses and offers a suite of new opportunities.

4.2.2 Greenways

Two privately owned, publicly accessible greenways will be introduced, running east/west across the site. Each greenway will be equipped with pathways that create an exclusive pedestrian realm for circulating around the community. These pathways will offer a generous 3.5 metre width, ensuring sufficient space for all users, including those with mobility devices or strollers. At the eastern terminus of the greenways, the pathways will merge into the Francis Road Bikeway, further enhancing the overall permeability of the site. Importantly, the location of the greenways will ensure the preservation of significant trees as identified in the Arborist's report.

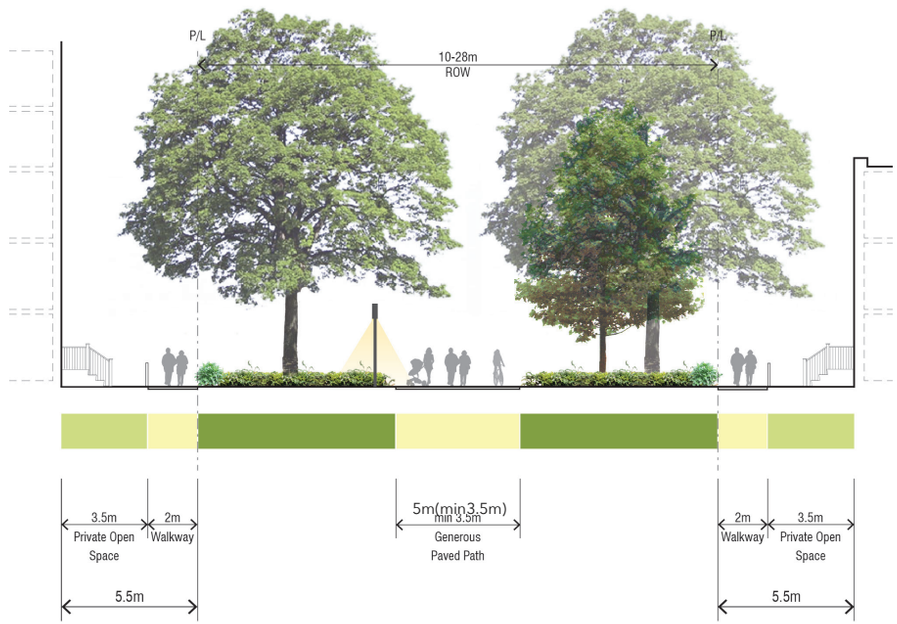


FIGURE 20. Cross Section: Typical Greenway Condition

4.2.3 The Edges

The master plan manages the interface between buildings and the street in a manner that protects the existing tree canopy. Generous building setbacks will allow for the protection and retention of existing trees along Warwick Drive, Surrey Lane, and Marley Road, while establishing a spirit of place for the new community that is connected to its past by maintaining significant trees on the property. The edge condition also provides generous setbacks that provide privacy for units fronting onto perimeter streets, in addition to providing breathing room to achieve a respectable transition in scale.

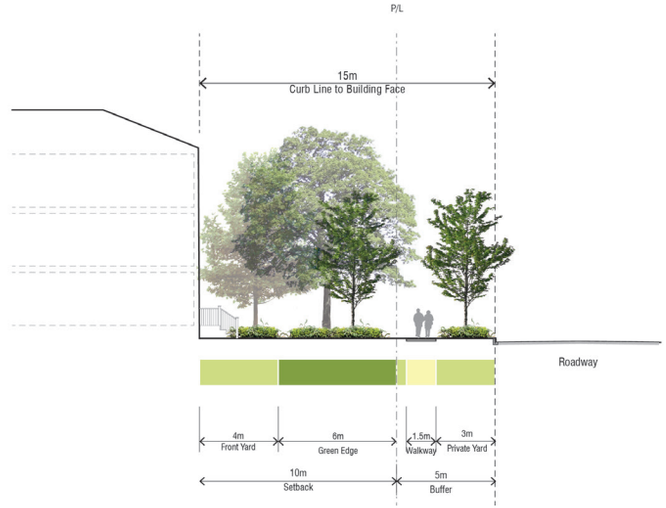


FIGURE 21. Cross Section: edge condition along King Road and Marley Road with traditional townhouse frontages

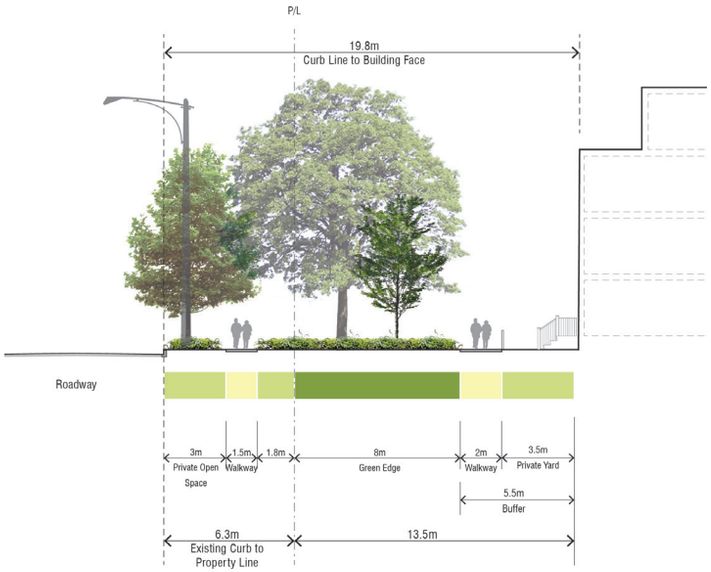


FIGURE 22. Cross Section: edge condition along back-to-back townhouses frontage

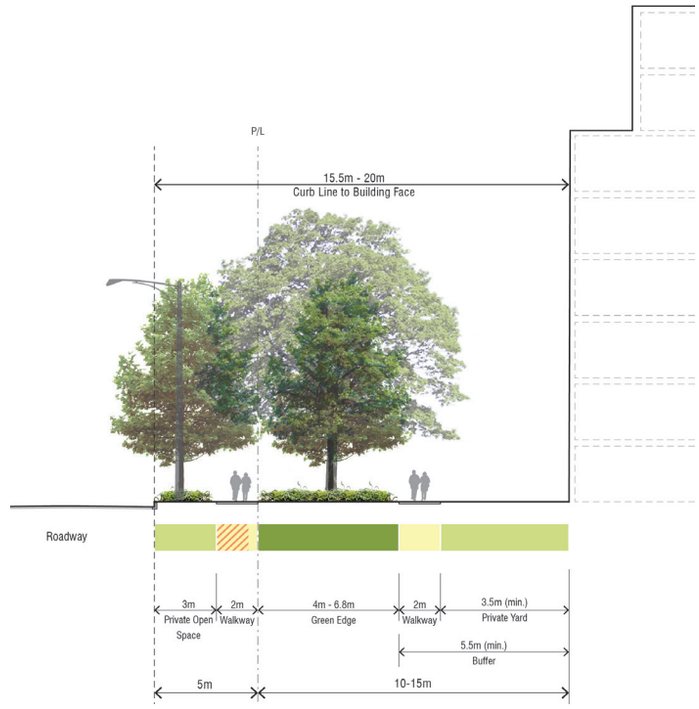
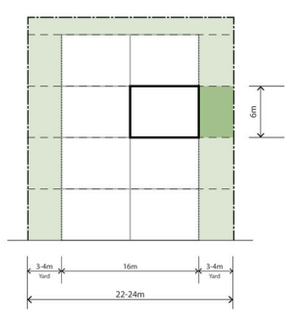


FIGURE 23. Cross Section: Surrey Lane edge condition lined by podium buildings

4.2.4 Private Open Space and Amenities

Private amenities will take on a range of sizes and forms, and will be offered at both the individual household level and to the wider community. Individual households will have access to private amenity spaces related to the type of unit they inhabit. Traditional townhouses will accommodate front (up to 24 m^2) and backyards (up to 36 m^2). Back-to-back townhouses will offer front yards (up to 24 m^2), in addition to rooftop terraces. Grade-related units, located at the base of mid-rise elements, will provide yards with a generous setback from adjacent communal pathways. Finally, apartment units in mid- and high-rise buildings will include balconies.





Example of back-to-back townhouse with rooftop terrace space overlooking a back yard.

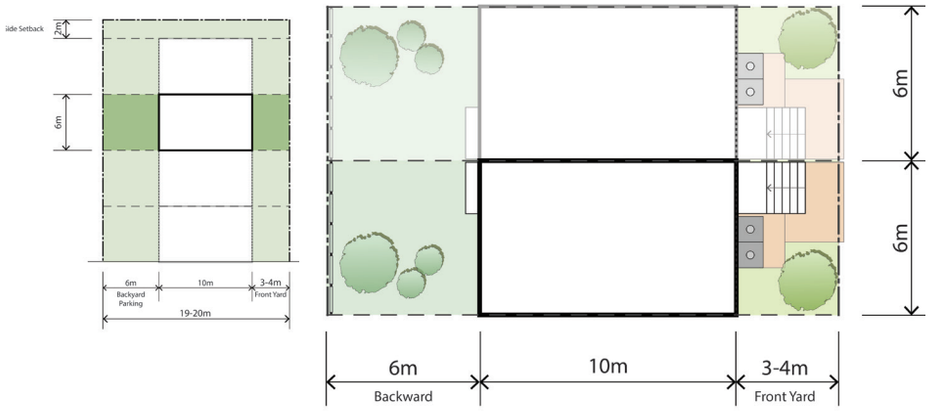


FIGURE 24. Diagram: Typical Traditional Townhouse with private front yard and private backyard (or parking area when individual parking is available). The front yard is dimensioned so it can comfortably accommodate the entrance to the unit, a garbage storage spot and have additional space for planting.

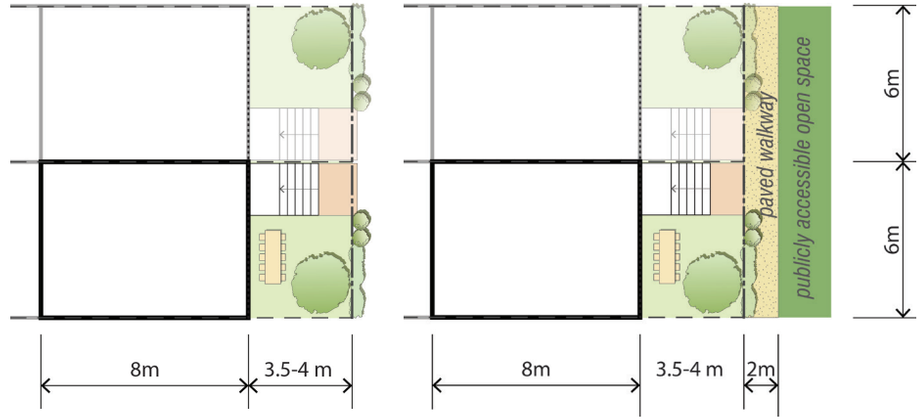
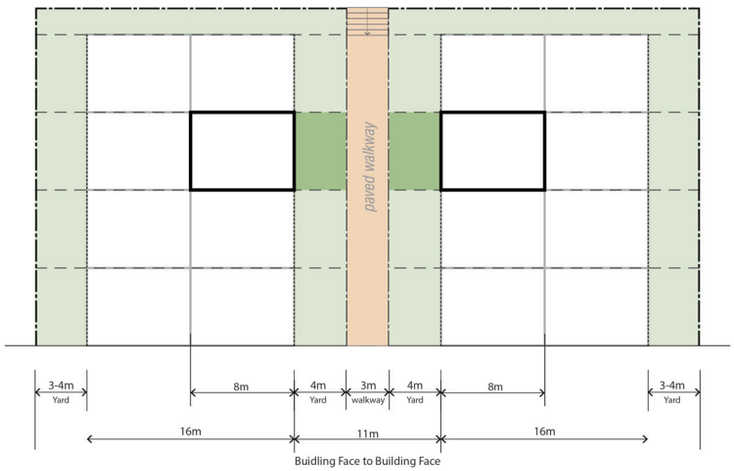


FIGURE 25. Left: typical back-to-back townhouse private yard including the entrance to the unit and between 21sqm and 24sqm of private open space, able to accommodate planting. Right: when units abut a publicly accessible open space, such as a greenway or street, a 5.5m buffer is targeted to ensure privacy.



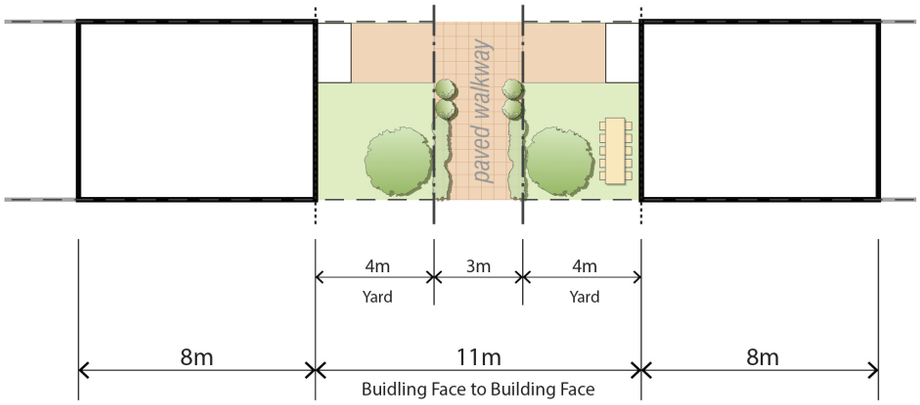


FIGURE 26. Diagram: Typical Back-to-Back Townhouse private yard, where the unit front yard is accessed by a central walkway. The use of planting, such as ever-green edges can provide privacy and buffers from the central walkway.



Example of back-to-back townhouse accessed from a central pedestrian walkway



Example of back-to-back townhouse private yard space accommodating outdoor furniture, that uses vegetation as screen from the central walkway

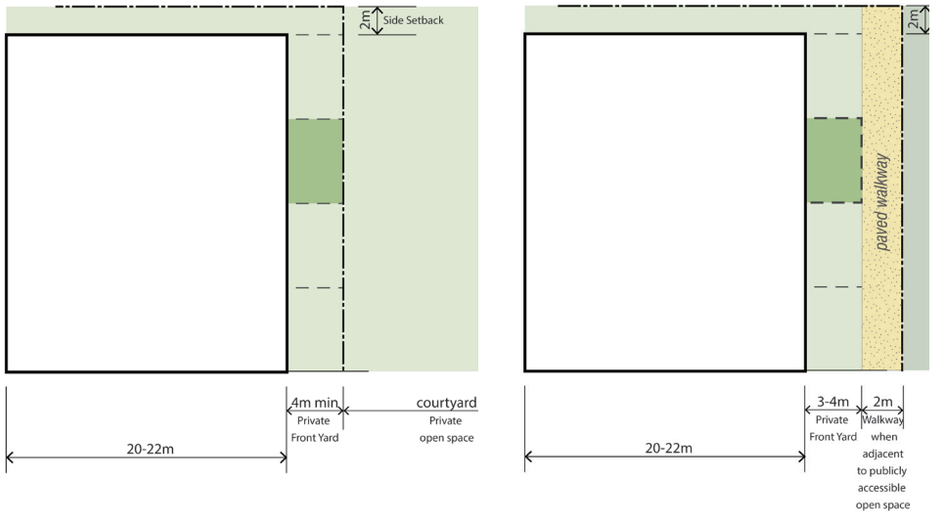




FIGURE 31. Diagram: Typical mid rise or podium grade related unit private amenity space. The unit will have individual access to a 3-4m deep yard, if the yard abuts to a publicly accessible open space, than an additional 2m walkway will be provided to assure a proper degree of separation and privacy.

At the community level, private amenities will be located on the rooftops of mid- and high-rise buildings, including opportunities for community gardens, patio spaces, and green roofs. Additionally, interior amenity spaces, located at grade in podium elements, will contribute to the overall public realm through opportunities for spill-out spaces.



FIGURE 27. Example of a green roof treatment imagined for select mid-rise and tall buildings.



FIGURE 28. Apartment units in mid-rise and tall buildings will offer private balcony spaces.



FIGURE 29. Example of a communal rooftop patio space that could be incorporated on rooftops or stepback areas.

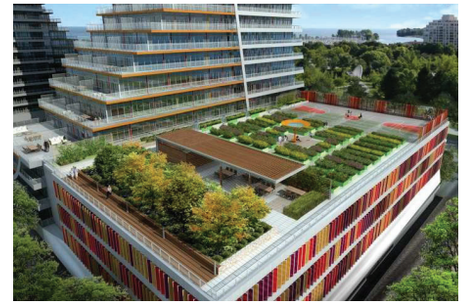


FIGURE 30. Rooftop community gardens can be designed with individual plots for private resident use.

4.2.5 Pedestrian Walkways

Pedestrian walkways have been incorporated throughout the public realm to enhance walkability and connectivity. Walkways running parallel to grade-related units and townhouses measure 2 metres in width. These walkways serve the dual purpose of creating separation between private yards and publicly accessible open spaces, and providing access to front entrances. The walkways embedded within the east-west greenways will measure 3.5 metres in width in order to facilitate all users and assisted mobility devices, including strollers and wheelchairs.

4.2.6 Sustainability

The design of the public realm will contribute to developing a sustainable community. Low Impact Development (LID) stormwater management can be integrated into greenways and landscaped areas in the form of terraced bioswales, rain gardens, or other measures. The greenways will feature native plant species that provide habitat and food for local birds, butterflies, and moths. In addition, impervious surfaces will be avoided where possible to reduce surface water runoff. Trees will also be preserved where possible to increase the urban tree canopy.



FIGURE 32. Pedestrian walkway flanked by grade-related units and a vegetation zone.



FIGURE 33. A pedestrian pathway embedded within a greenway with vegetation and trees.



FIGURE 34. Example of permeable pavers that allow for water infiltration instead of surface runoff



FIGURE 35. A Roadside, vegetated bioswale designed to manage stormwater.

4.3
Built Form

The master plan proposes a dynamic, varied built form framework, comprising a range of townhouse, mid-rise, and taller building typologies. Together, the proposed massing will manage a transition in scale, reduce shadow impacts, maintain privacy, and generally be consistent with the Burlington Tall Building Guidelines.

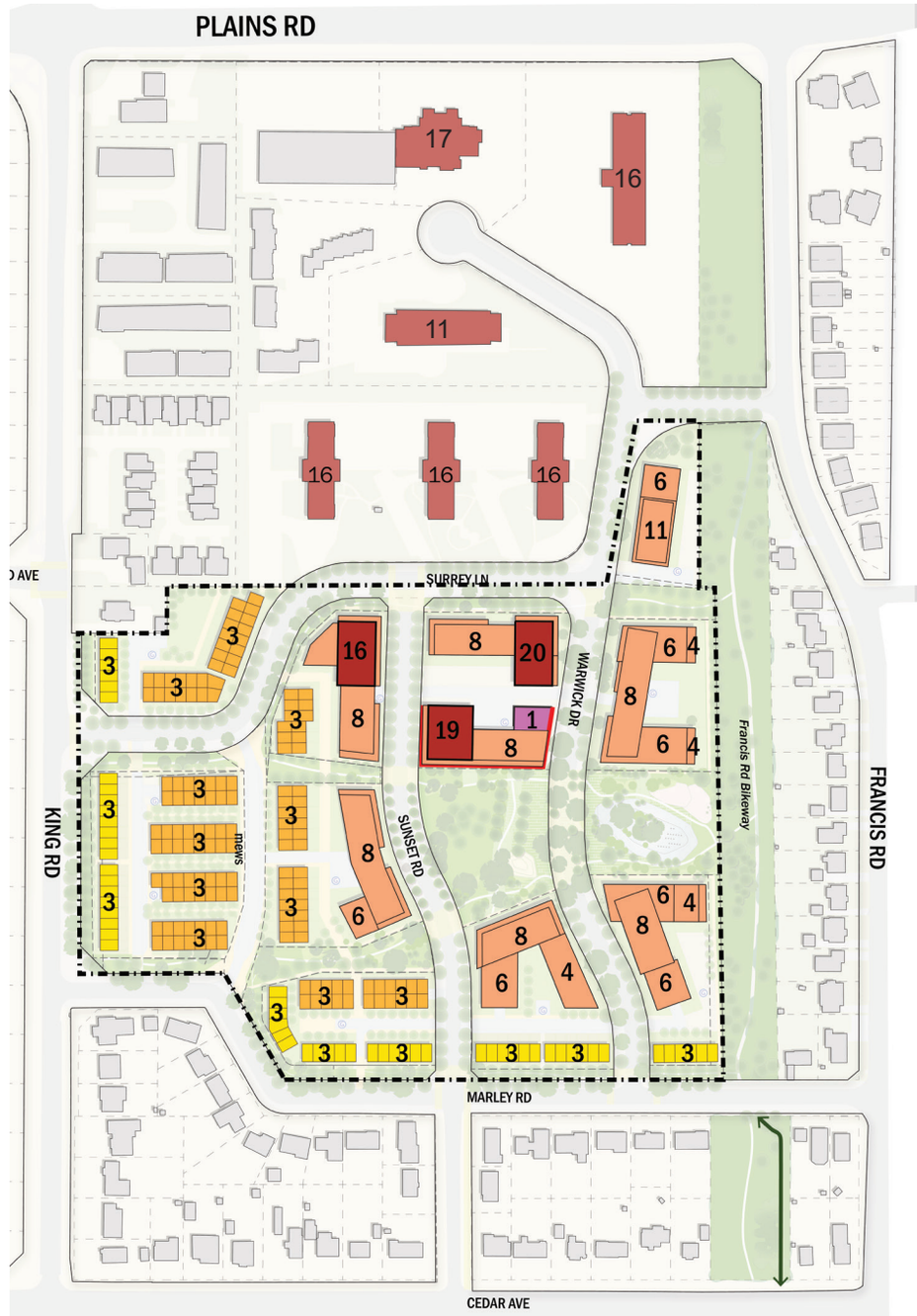


FIGURE 36. Height Diagram, illustrating taller building clustered to the northern portion of the site - in proximity to existing 16 storeys structures - surrounded by mid-rise building , finally transitioning to low rise townhouses along the edges.

4.3.1 Taller Buildings

Taller elements have been clustered in the northern region of the site, adjacent to three existing sixteen storey rental slab buildings. The new tall buildings will be sixteen, nineteen, and twenty storeys in height respectively. The intention is to create a signature tower abutting Warwick Drive to act as a place making feature, satisfying policy 3.4 of the Burlington Tall Building Guidelines. Per the Burlington Tall Building Guidelines, these towers will maintain a minimum 25 metre separation distance. Furthermore, the tower floorplates will measure a maximum of 750 m^2, ensuring no adverse shadow impacts on surrounding properties. This thinner, less imposing built form will be complemented by staggered tower placement, further reducing shadows and wind impacts, while preserving views. Wind impacts will be further mitigated by way of balconies, building facade articulation, and minimum tower stepbacks of 3 metres from the podium.

Podiums will reach a maximum of eight storeys, with minimum 6 metre curb line to building facade setbacks. The podium heights are taller than those suggested in the Tall Building Guidelines, however they are consistent with the heights of the mid-rise buildings and incorporate stepbacks to create a human scale. Those podiums reaching eight storeys will be designed with a stepback at the sixth storey. Podium elements will frame the street, and offer mid-block connections to enhance overall permeability. Moreover, they will support a varied streetwall by way of design and architectural solutions.



FIGURE 38. Example of a typical podium and tall building design



FIGURE 37. Location of taller buildings outlined in black



FIGURE 39. Diagram illustrating the 25m minimum separation distance between towers

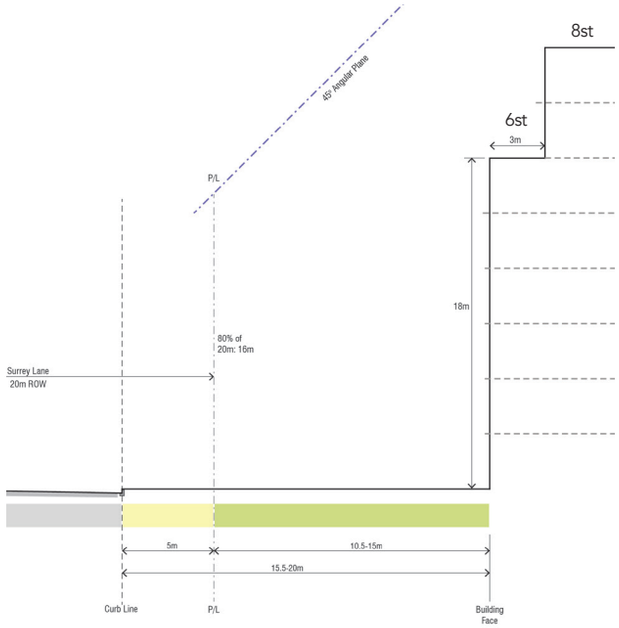


FIGURE 40. Diagram illustrating the curb line to the building face distance in relationship to the podium height along Surrey Lane



FIGURE 41. Tall building in Burlington with active frontages



FIGURE 42. Tall building in Burlington with stepbacks at the 10th storey



FIGURE 43. Tall building with grade-related units incorporated into the base building

4.3.2 Mid-rise Buildings

Mid-rise buildings have been introduced in the centre of the site, framing the Central Green and contributing to an overall transition in height and scale to the adjacent neighbourhoods along the western and southern edges of the site. Mid-rise forms will generally reach eight storeys in height, with one eleven storey building in the northeastern corner of the site. Buildings up to eight storeys will be designed with a stepback at the sixth floor; the eleven storey building, meanwhile, will stepback at the eighth floor. The mid-rise buildings parallel to the Francis Road Bikeway will offer additional stepbacks at the fourth storey. Additionally, all mid-rise buildings will offer a minimum 9 metre setback from adjacent curb lines.



FIGURE 45. Precedent image of a mid-rise building located in Mississauga, Ontario



FIGURE 44. Location of mid-rise buildings outlined in black

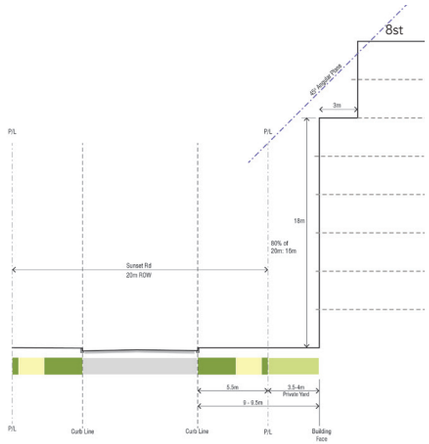


FIGURE 46. Diagram illustrating the relationship to the street for buildings up to 8 storeys along Surrey Lane/ Warwick Drive

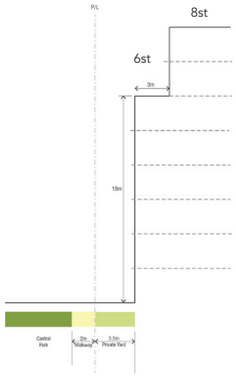


FIGURE 47. Diagram illustrating the relationship to the Central Park for buildings up to 8 storeys

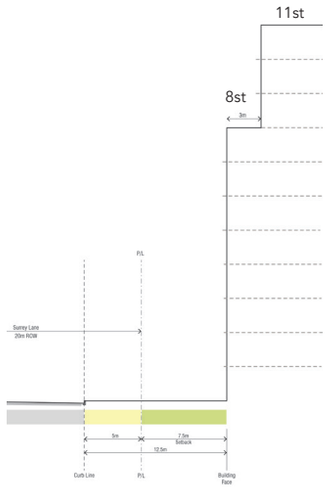


FIGURE 48. Diagram illustrating the relationship to the Surrey Lane for buildings up to 11 storeys



FIGURE 49. Example of a mid-rise building located in Burlington



FIGURE 50. Example of a mid-rise building with grade-related units incorporated into its base

4.3.3 Low-rise: Traditional Townhouses

The location of three-storey traditional townhouses along the western and southern boundaries of the site serves two important purposes. First, it is the final piece in a height regime that ensures transition in scale towards adjacent low-rise neighbourhoods. Second, it maintains a familiar interface between built form and the street. Much like today, front doors and yards will face King Road and Marley Road, preserving the residential character that exists today. The front facades of traditional townhouses will incorporate refuse bin storage in a manner that screens their view from the street. Traditional townhouses will be setback three to four metres from adjacent sidewalks in order to provide a generous front yard space, helping to delineate between public and private space. Finally, in order to maintain a walkable community, blocks will incorporate up to eight units in a row, at which point there will be a beak in the streetwall.



FIGURE 52. Example of three-storey traditional townhouses fronting onto a publicly accessible green space



FIGURE 51. Location of traditional townhouses outlined in black

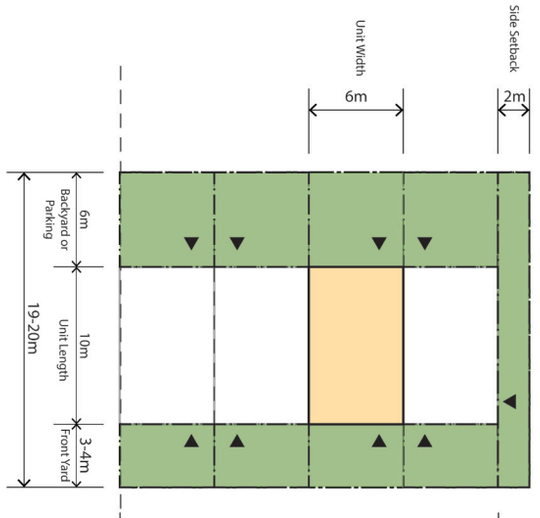


FIGURE 53. Diagram: Typical Traditional Townhouse Lot configuration measuring 6m in width and between 19 and 20 m in length

4.3.4 Low-rise: Back-to-back Townhouses

A band of back-to-back townhouses generally flanks the mid-rise buildings, further managing the transition in height to the surrounding stable neighbourhoods. Back-to-back townhouses will reach three storeys in height, and as noted in the previous section will offer private amenity spaces. In some cases, these units will front onto the back of traditional townhouses. In these scenarios, the buildings will be separated by a laneway, sidewalk, and vegetation zone to avoid fronts facing directly onto backyards, ensuring privacy and a high-degree of separation. However, the dominant relationship will be front-to-front, with an 11 metre separation comprising a pathway and front yard spaces.

In order to support a highly walkable community, the back-to-back townhouse blocks maintain a 75 metre length, ensuring a dynamic streetwall and enhances site permeability. In addition, parking will generally be located underground, with single points of access.



FIGURE 54. Location of back-to-back townhouses outlined in black



FIGURE 55. Example of a block of back-to-back townhouses

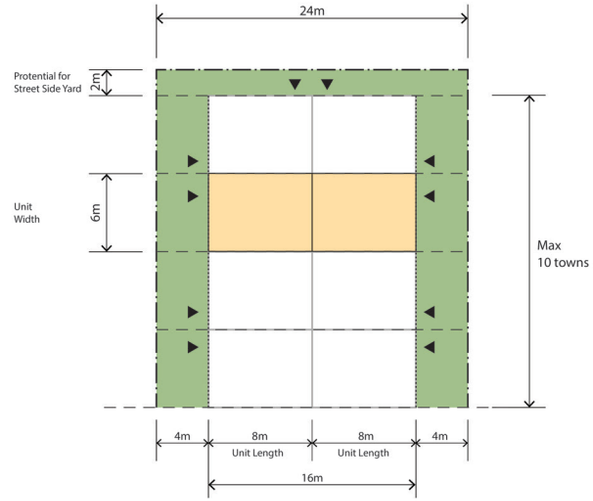


FIGURE 56. Diagram: Typical Back-to-Back Townhouse Lot configuration with private yard at the front

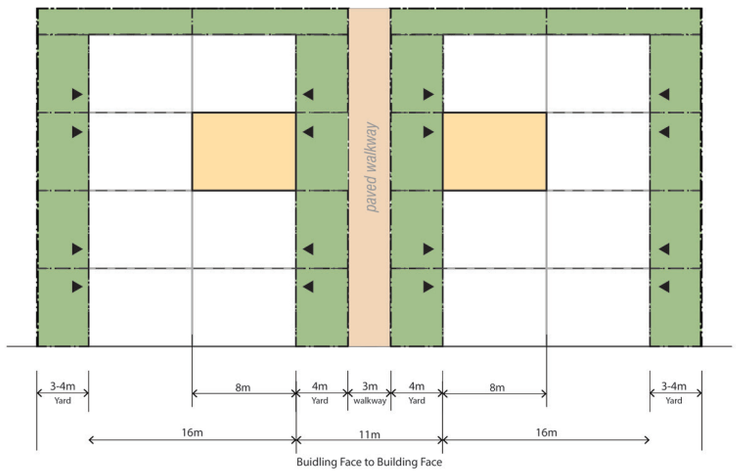


FIGURE 57. Diagram: Typical Back-to-Back Townhouse Lot configuration with an 11m building face to building face separation distance

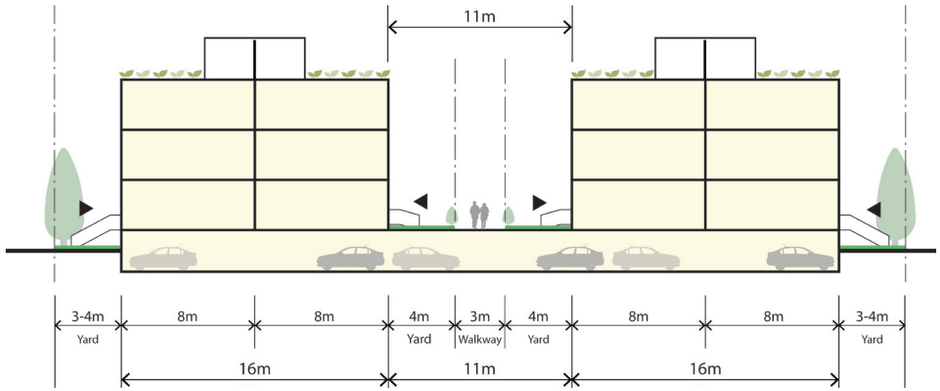


FIGURE 58. Section Diagram: Typical Back-to-Back Townhouse Block condition with underground parking and units accessed either from the central outdoor walkway or the outer façades.

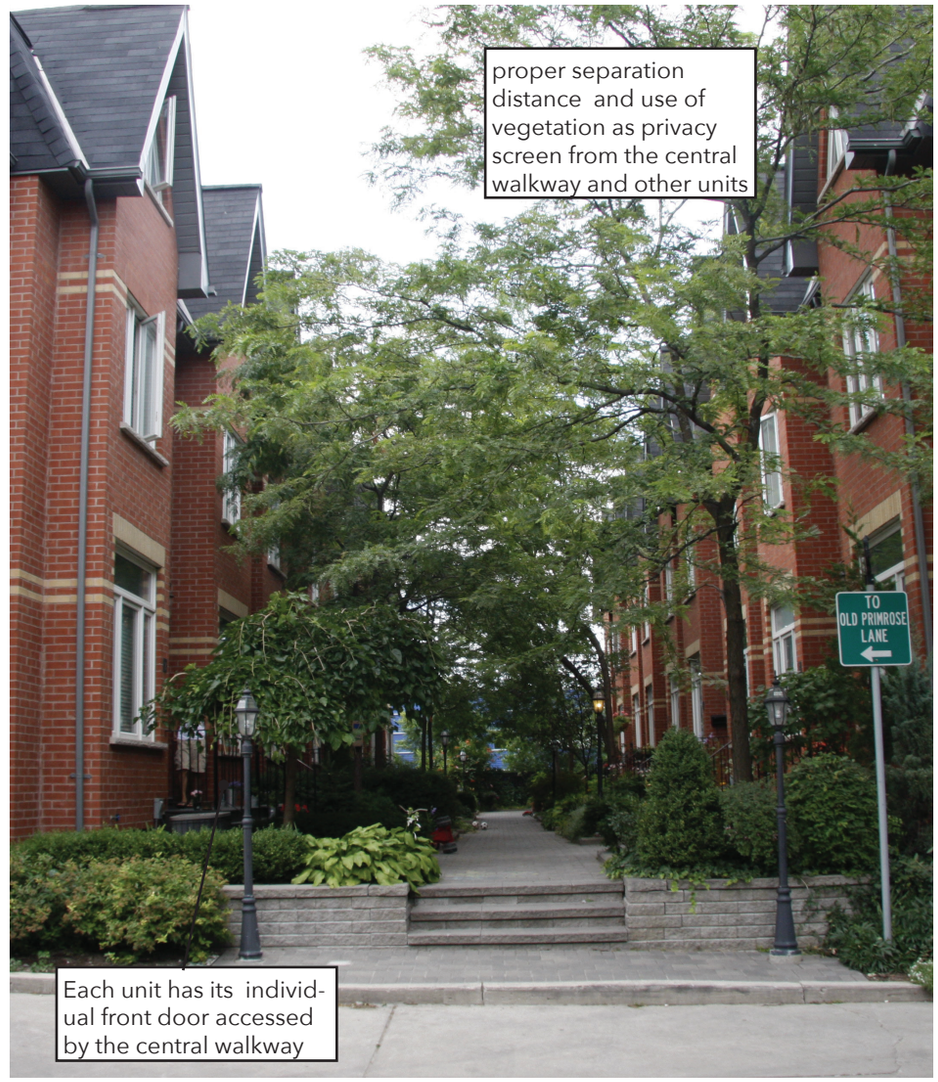


FIGURE 59. Example of the interface between front-facing back-to-back units, with privacy established by a walkway and vegetation

4.3.5 Low-rise: Grade-related Units

Mid-rise and podium buildings will be designed to include grade-related units, accessible both from an interior, communal corridor and an external entrance. The front-facing condition of these units will vary depending on the interfacing uses. When a grade-related unit fronts onto a courtyard, it will be set back a minimum of four metres to provide a private yard space. For those units fronting onto publicly accessible open spaces, a minimum 5.5 metre setback will be introduced, comprising a two metre pathway and a three to four metre private yard space, to manage a comfortable separation distance.

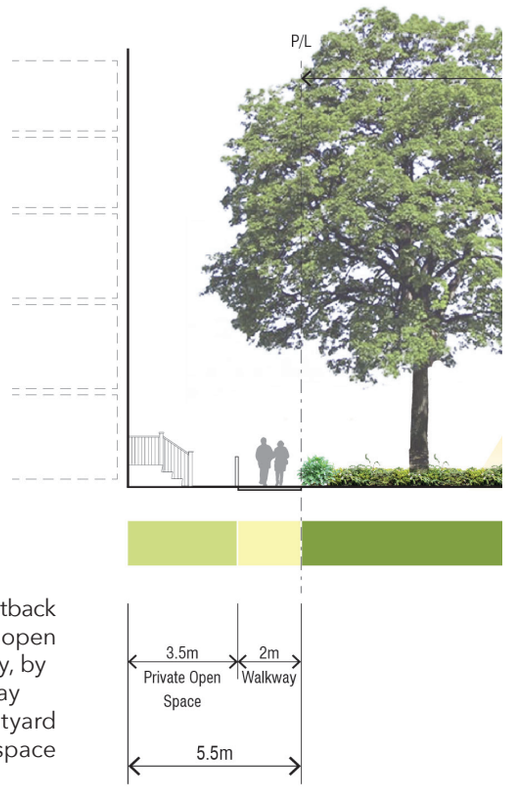


FIGURE 60. Diagram: Typical 5.5m setback from publicly accessible open space to assure privacy, by providing a 2m walkway between the private unit yard and the adjacent open space

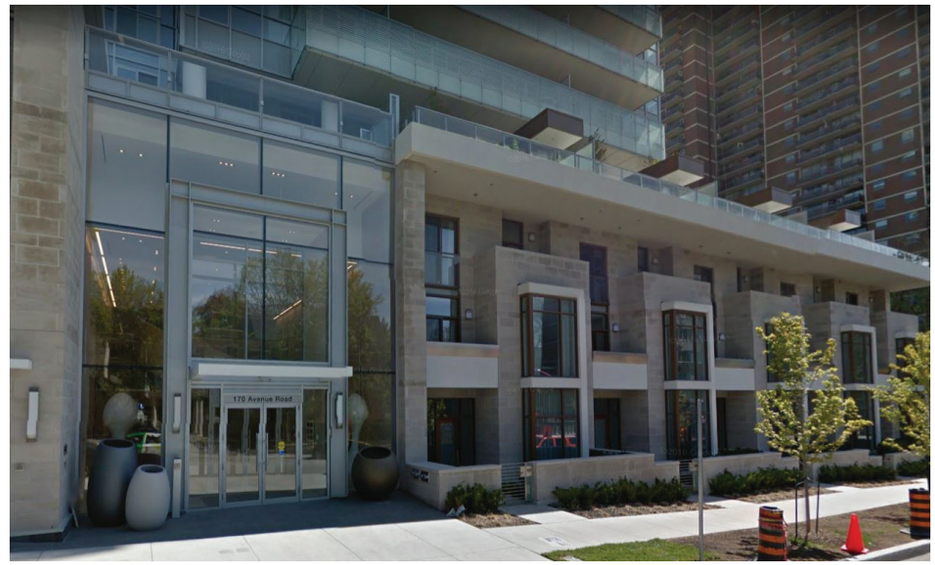


FIGURE 61. Example of grade-related units incorporated into the podium of a tall building

4.4.6 Sustainability

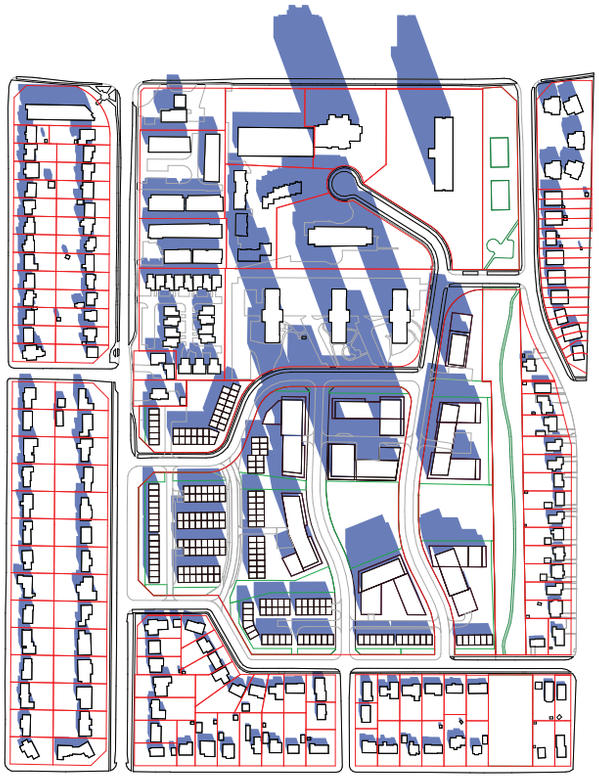
Buildings will be designed to achieve energy efficiency through potential measures including green roofs, renewable energy sources, and individual utility monitoring. Overall, the redevelopment will deliver a compact, efficient, and sustainable built form across the site. Sustainability considerations at the design level will be further refined as part of the site plan approvals process.

4.4
Shadow Study

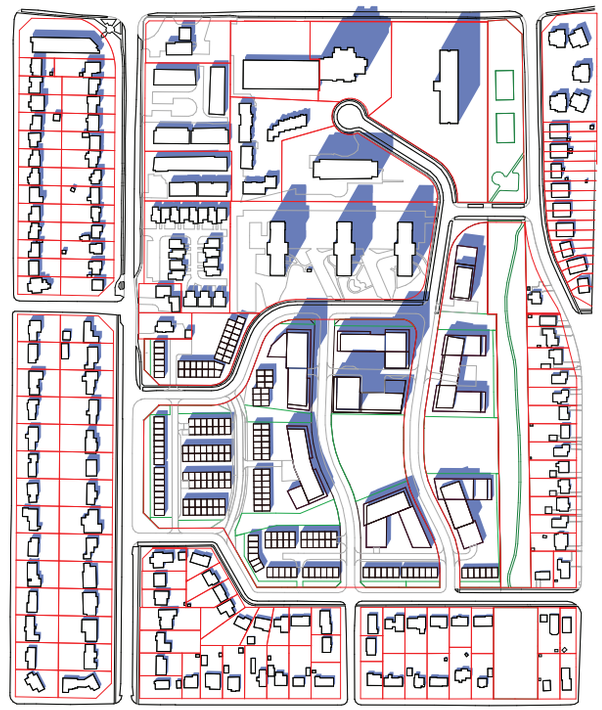
A shadow study has been undertaken for three days of the year - March 21st, June 21st, and December 21st - at the hours of 9:30 AM, 12:30 PM, and 3:30 PM. The outcome of this study demonstrates no significant shadow impacts on public open space or existing adjacent properties. The Central Green remains relatively unshadowed through the middle of the day throughout the year, except for during the day in the winter. The new greenways remain in the sun throughout the year. Finally, shadowing on low-rise residential neighbourhoods only occurs late in the day in December when shadows are at their longest extent. In summary, the redevelopment will maintain an appropriate level of sun access on the site and adjacent uses.



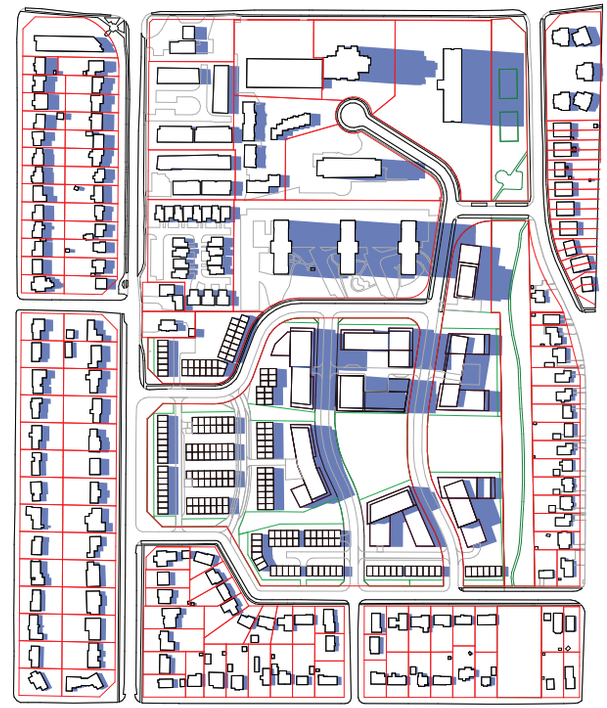
March 21st



9:30 AM



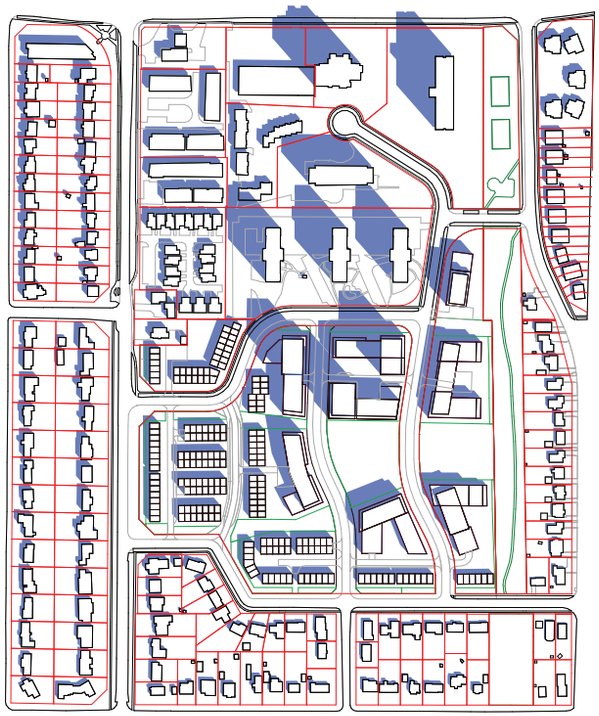
12:30 PM



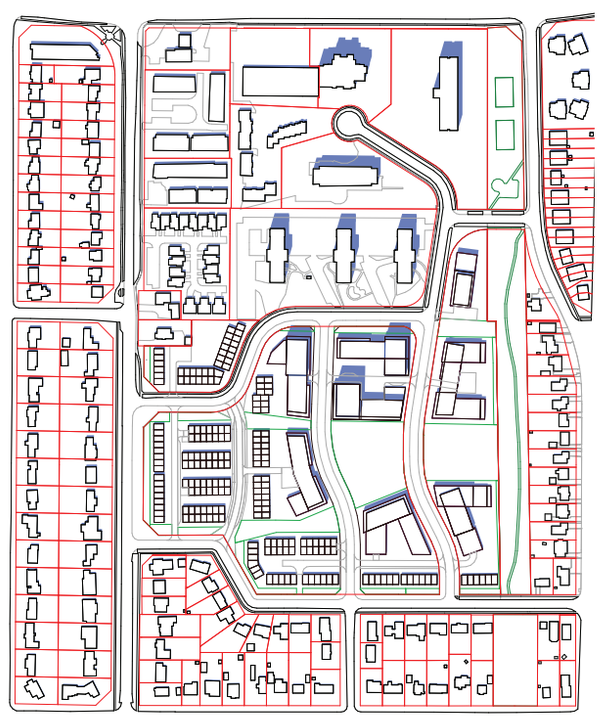
3:30 PM



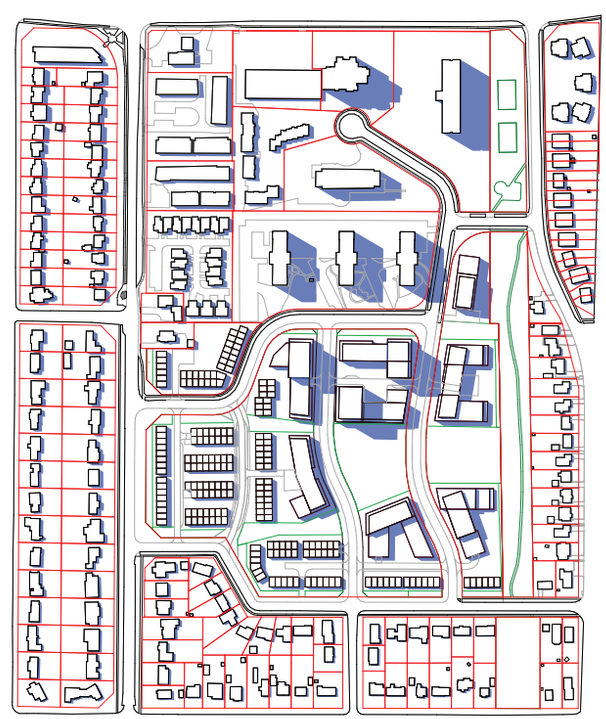
June 21st



9:30 AM



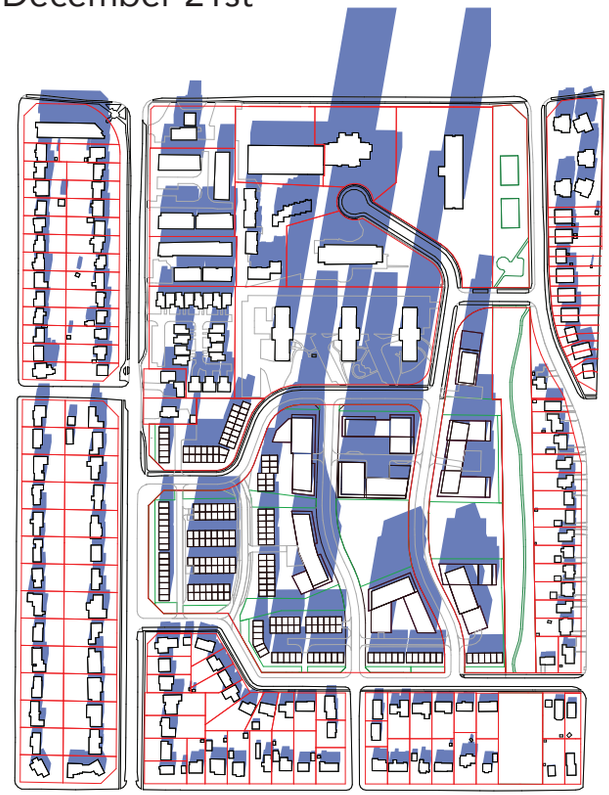
12:30 PM



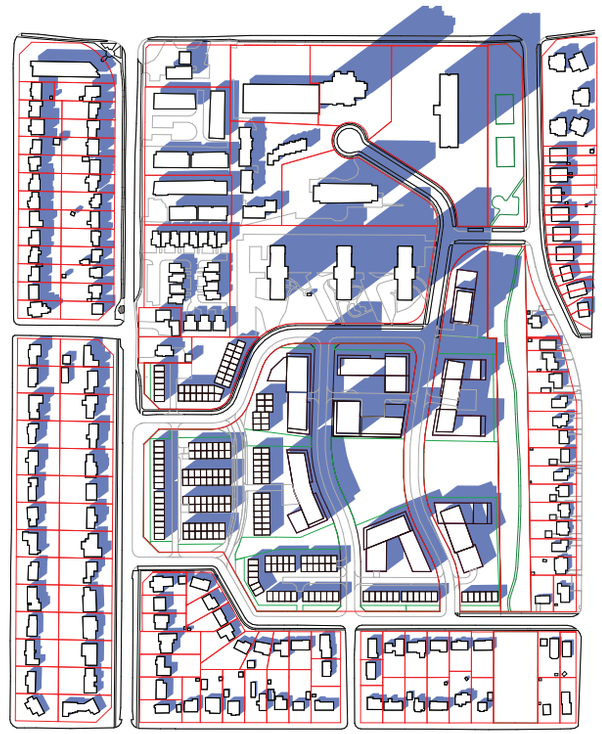
3:30 PM



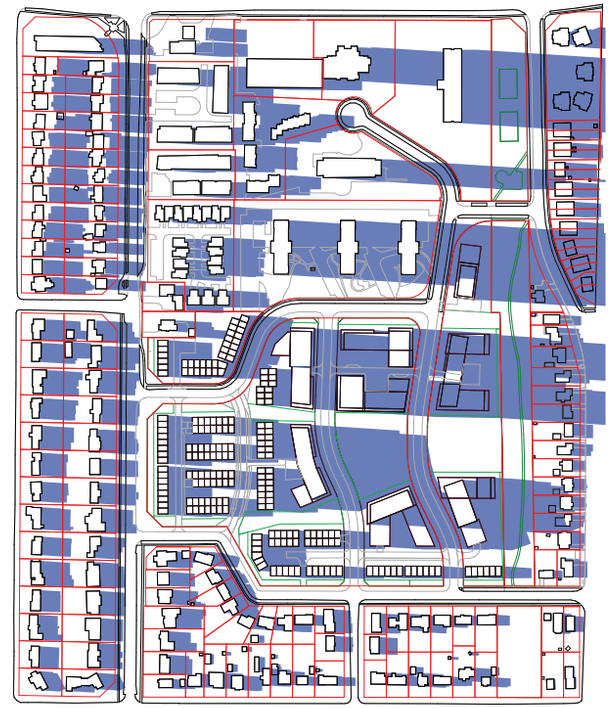
December 21st



9:30 AM



12:30 PM



3:30 PM



4.5
Conceptual Phasing Plan

At this early juncture, the master plan is flexible enough to accommodate numerous phasing strategies. The goal is to develop a comfortable phasing solution that meets the needs of all stakeholders. The initial phasing strategy shown on the right is both preliminary and subject to change. However, it demonstrates the general intent of a six-phase construction approach with the following strategy to mitigate against displacement.

Well before construction begins, available units will be held vacant upon turnover to free up opportunities for on-site relocation. With an annual turnover rate of approximately 15%, this approach can free up approximately 40 to 80 units prior to construction. In the first phase, impacted residents will have the opportunity to move into existing units that were held vacant. The first development will generate a surplus of new units, providing further opportunities for on-site relocation into new units. Subsequent phases of development will follow a similar pattern, providing increased opportunities for existing residents to move into new units.

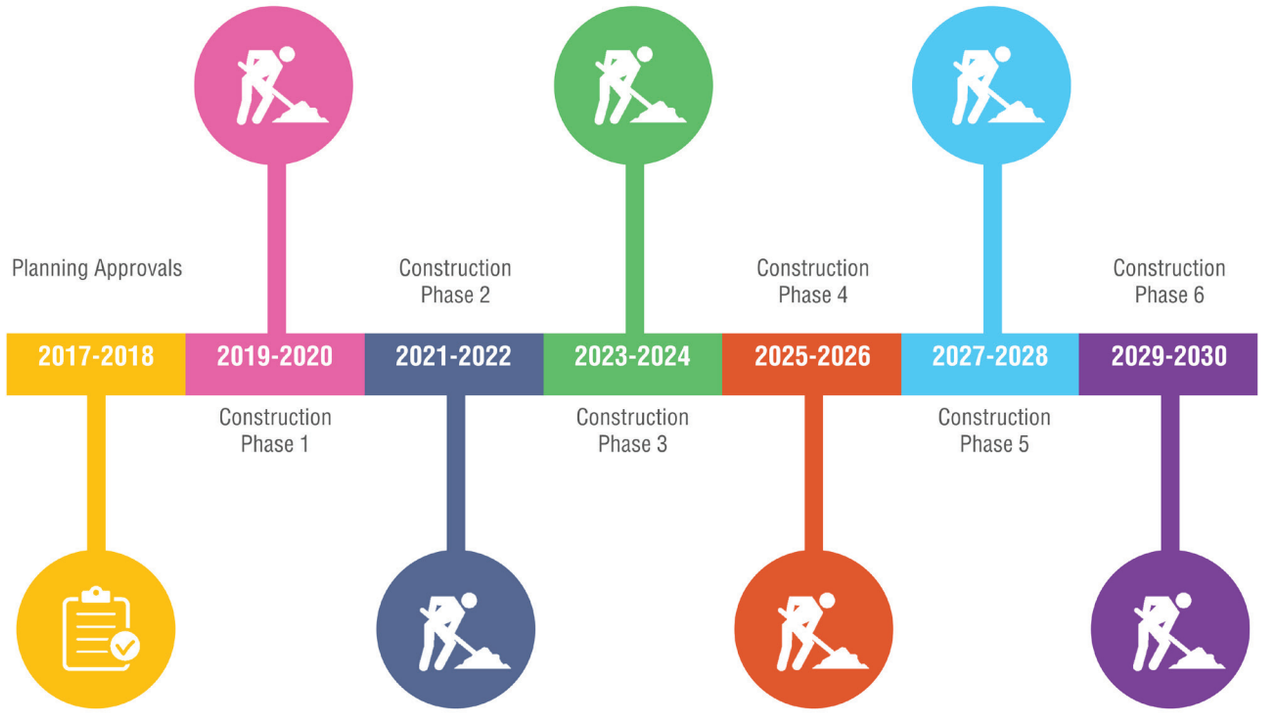


FIGURE 62. Preliminary phased construction timeline



FIGURE 63. Conceptual phasing plan, commencing in the northeast corner of the site



PART 5: SUMMARY & CONCLUSIONS

The transformation of Georgian Court Estates represents the next evolution in Burlington's landscape, one that is continuing to shift towards a more dense urban form supported by parks, open spaces, transit connectivity, and active transportation opportunities. The development has embraced these changes while taking further direction from the public and relevant planning documents.

Overall, the master plan meets the general intent of the overarching provincial and municipal planning framework. The development will create a compact and efficient community that offers new vehicular, pedestrian and cycling connections, a robust and varied open space network, a human scale environment, and a respectable transition to adjacent low-rise neighbourhoods.

The new mobility network will provide an array of new connections throughout the site. Together, the extension of Sunset Road, the new mews, and network of laneways will facilitate ease of movement for pedestrians, cyclists and vehicles. These larger infrastructure moves will be further complemented by a fine grain network of pedestrian walkways that support public realm and built form elements.

The redeveloped community will benefit from a varied public realm network, comprising a system of parks, public and private amenities, and an edge treatment that retains and enhanced the existing character of the community. The public realm embraces the principles of seasonal flexibility, age-friendliness, and sustainability, made manifest through a pastiche of active, passive, and ecological programming opportunities.

Finally, the sensitive and appropriate deployment of density and preliminary design of the built form serves to provide diverse, high-quality housing. The consolidation of density in the northern portion of the site, stepping down towards the southern edge, helps to manage a respectable transition in scale towards the neighbouring low-rise residential communities. Setbacks have been established to ensure sufficient separation distances between buildings, maintain a familiar interface with the site's bounding context, create a human-scale, pedestrian environment, and provide space for private front- and backyards. Mid-rise and tower element stepbacks will further contribute to the pedestrian environment by establishing a low-rise, human-scale streetwall, complemented by midblock connections and maximum building frontage lengths.

The redevelopment of Georgian Court is appropriate and meets the general intent of provincial, regional, and municipal policies, regulations, and guidelines as they relate to urban design. The proposed master plan will create a compact, efficient, and connected community, and respect the existing character of the surrounding neighbourhood.

URBAN
STRATEGIES
INC .