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July 3, 2019

Todd Evershed, MCIP, RPP
City of Burlington
426 Brant Street
PO Box 5013
Burlington, Ontario
L7R 3Z6

via email: todd.evershed@burlington.ca

Dear Mr. Evershed:

RE: URBAN DESIGN BRIEF ADDENDUM
1082, 1086, 1090 ST. MATTHEWS AVENUE
L!V COMMUNITIES
OUR FILE: 15226N

We have been retained by LIV Communities (the "Owner") in relation to their properties located at 1085 Clearview Avenue and 1082, 1086 and 1090 St. Matthews Avenue (the "Subject Lands"). On December 21, 2018, we submitted an Urban Design Brief in support of a Zoning By-law Amendment to facilitate the construction of a 6 storey, mid-rise building in the Aldershot Mobility Hub.

Further to this submission, this Urban Design Brief Addendum (hereinafter referred to as "the addendum") has been prepared to address the applicable Urban Design Policies and Guidelines. In response to the vision for the Subject Lands to accommodate intensification and illustrate how the revised proposed development is in accordance with the in-effect Official Plan and the new Official Plan, as well this addendum will demonstrate how the revised proposal supports the general intent and policy direction of the proposed Aldershot GO Mobility Hub Study.

THE ORIGINAL PROPOSED DEVELOPMENT

The Subject Lands are located in the City of Burlington and are bound by Clearview Avenue to the west, St. Matthews Avenue to the east and Masonry Court to the north. The Subject Lands are approximately 0.63 hectares with a frontage of 45.7 metres along Clearview Avenue, 46.0 metres along St. Matthews Avenue and 137.1 metres along Masonry Court. Vehicular access to the site is currently gained by one driveway on Clearview Avenue, one driveway on Masonry Court and one laneway from St. Matthews Avenue. The site currently includes a single storey building accommodating a place of worship and meeting hall which is surrounded by surface parking. There are three single detached dwellings situated

on the eastern end of the site fronting St. Matthews Avenue. The proposed development will replace all of the existing buildings on the site.

The original submission proposed the development of a 6-storey apartment building with 160 residential dwelling units, with a common amenity space provided at the rear and private amenity space provided in the form of patios and balconies, as shown in the site plan in **Figure 1**. The proposal includes 49 surface parking spaces and one level of underground parking containing 154 parking spaces (for a total of 203 parking spaces), as well as an at-grade loading area at the rear of the building. The proposed development is accessed by two driveways along Masonry Court at the east and west ends of the site. The building fronts onto Masonry Court, where a pedestrian sidewalk is provided.

THE CURRENT PROPOSAL

The revised proposal maintains the 6-storey height of the original proposal, and includes the following modifications, as shown on **Figure 2**:

Original Proposal	Current Proposal
160 residential dwelling units	162 residential dwelling units
77% of units are a minimum of 1-bedroom 23% of units are 2-bedroom or larger	70% of units are a minimum of 1-bedroom 30% of units are 2-bedroom or larger
Total residential GFA of 12,249 sq m (131,844 sq ft) and total density of 1.95 FSI.	Total residential GFA of 12,013 sq m (129,313 sq ft) for a total density of 1.92 FS
2,552 sq m of proposed amenity space	2,621 sq m of proposed amenity space
49 surface parking and 154 underground parking for a total of 203 parking space	50 surface parking and 154 underground parking for a total of 204 parking space
Two access points were proposed from Masonry Court on the east and west side of the proposed building	One access is proposed from Masonry Court on the west side of the proposed building
Built form reflected a rectangular shape abutting Masonry Court	Built form reflected a rectangular shape abutting Masonry Court, with 3 units proposed fronting onto St. Matthew Avenue
1.8 m wide landscape stripe along rear property line	2.5 m wide landscape stripe along rear property line

OUTSTANDING ISSUES

The following is a detailed response to what we understand are the remaining issues from a design perspective.

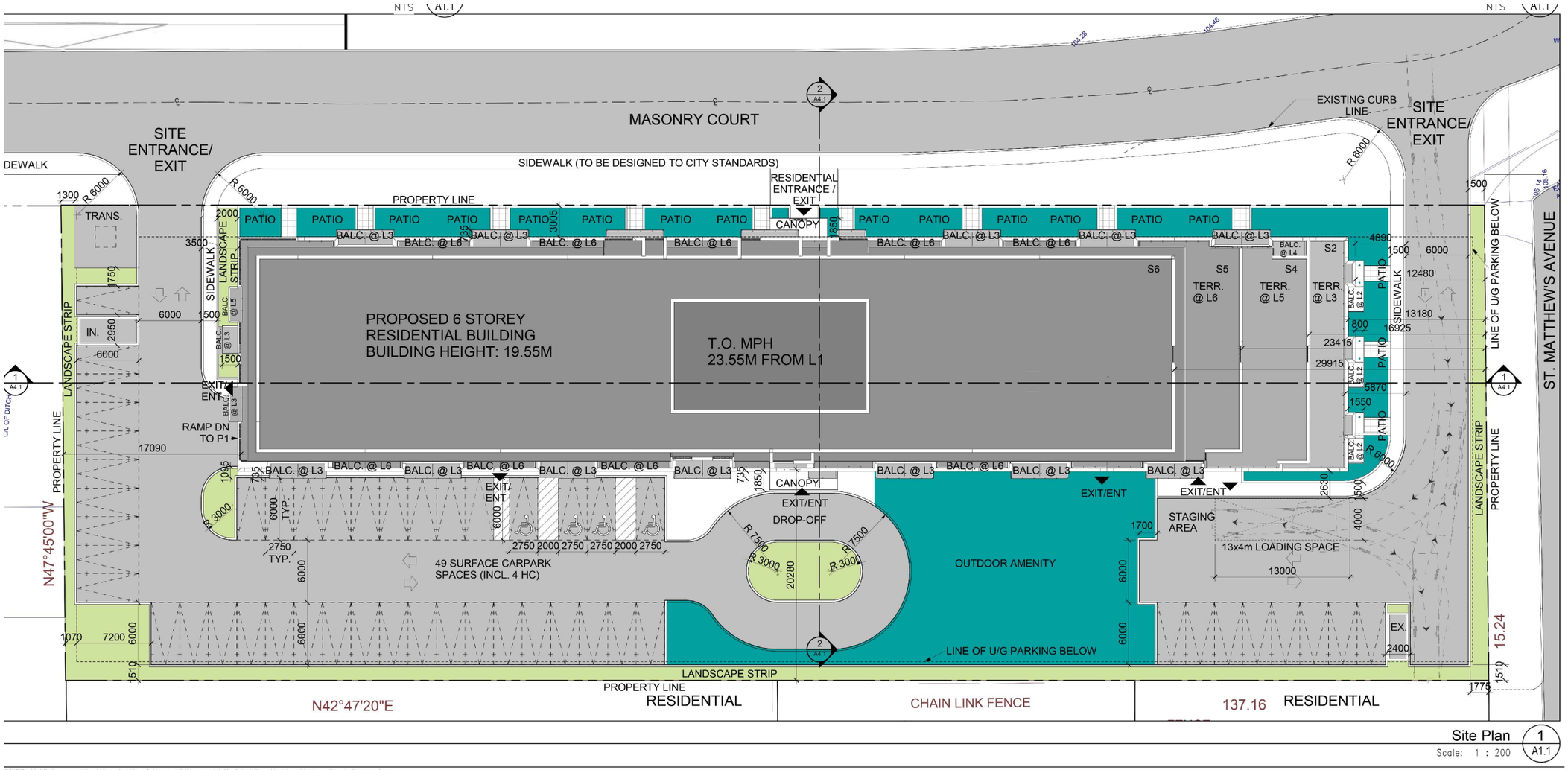
1. **The building is too long and doesn't comply with the recommended building length in the mid-rise design guidelines.**

   Response: The proposed revised architectural design and massing has evolved since the original submission to incorporate additional architectural features the façade and promote an engaging streetscape.

   The proposed elevations promote an engaging streetscape and public realm through the thoughtful mixture of materials, setbacks, and stepbacks that assist in breaking up the façade

Figure 1

Original Proposal



DATE: July 3, 2019

SCALE: NTS

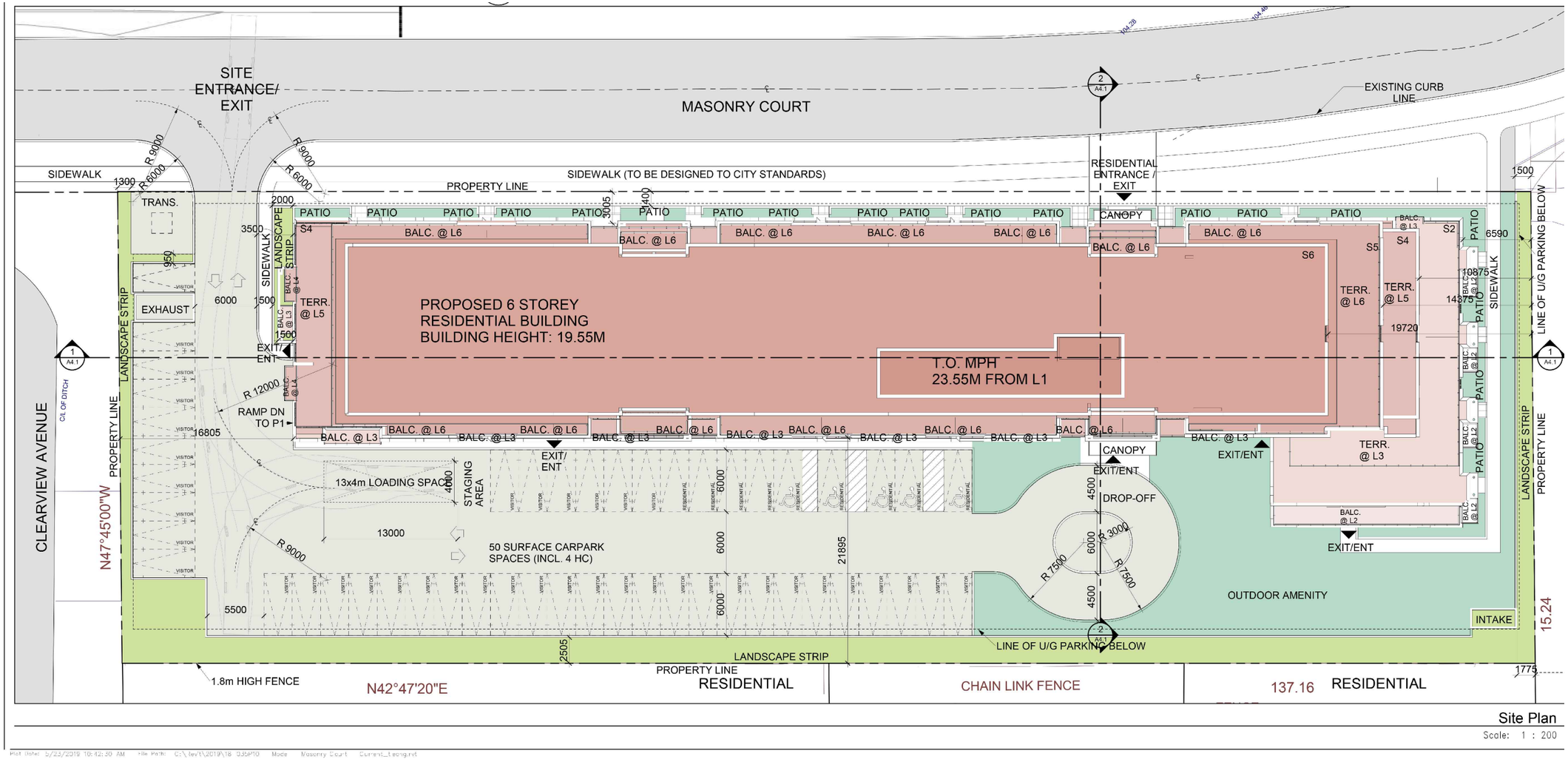
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Data Source: First Base Solutions Aerial Flown 2016

Figure 2

Current Proposal



Site Plan

Scale: 1 : 200

Plot Date: 5/23/2019 10:42:30 AM File Path: C:\Revit\2019\18-036MP10 Mode Masonry Court Current_Testing.rvt

Data Source: First Base Solutions Aerial Flown 2016

DATE: July 3, 2019

SCALE: NTS

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horizontally and vertically. The strategic placement of materials along all facades assists in creating a harmonious rhythm by combining lighter materials and building articulation in the central portion. While the balance of the building has been designed with darker brick and spandrel materials to flank and frame the central portion, giving the appearance of a vertical tripartite division in the design. The lighter materials will assist in providing wayfinding by placing emphasis on the entrance area fronting onto Masonry Court.

As part of a future Site Plan Approval application, there will be opportunity to explore additional enhancements to the building façade design to further break up the perceived massing. The Site Plan Approval stage will allow for constructive discussions and dialog regarding these details; sufficient guidance has been provided to demonstrate that the length of the built form can be mitigated through design measures, providing comfort that the applications can proceed.

2. **The building massing is not compatible with the abutting low rise residential neighbourhood, creating overlook issues.**

Response: The Subject Lands are designated "Residential-Low Density" within the in effect City of Burlington Official Plan which permits a range of low rise residential land uses up to a maximum of 25 units per net hectare, subject to compatibility with the surrounding area. Additionally, the proposed New City of Burlington Official Plan designates the Subject Lands as "Established Neighborhood Area" and a "Mobility Hub". As previously identified, the Subject Lands are located within a Major Transit Station Area ("MTSA"), that is intended to accommodate intensification and future growth opportunities within 400 m to major transit stations, such as the Aldershot GO Station. As noted in the Aldershot GO Mobility Hub Study, the Subject Lands are identified as a potential location for mid-rise residential development. To this extent the proposed residential intensification development, or similar is contemplated by the future direction of the proposed New Official Plan. While the proposed Official Plan Amendment is technical as it seeks to provide relief from the in-effect Official Plan that predates the current Growth Plan direction and Mobility Hub Study. Thereby demonstrating this type of form was contemplated adjacent to the surrounding residential neighbourhood and deemed appropriate.

With respect to compatibility, the proposal adheres to a 45 degree angular plane from the south, east, and west property line of abutting properties. The 45 degree angular plane is a universal design measure used to mitigate impact on adjacent lower density land uses, thereby demonstrating that the proposal maintains compatibility with the surrounding low rise residential neighborhood. The proposed building orientation and massing further promotes compatibility along eastern property line as it provides 4 2-storey residential units at-grade fronting onto St. Matthews Avenue that extend east from the façade of the mid-rise building. These units are intended to replace the existing 3 single detached dwellings and represent a sensitive transition as it relates to the existing context on the east side of St. Matthews Avenue. The proposal respects the existing front yard setbacks of the single detached dwellings by locating the at-grade units at approximately 6.0 m from St. Matthew Avenue, maintaining consistency with the frontages of adjacent dwellings. In addition, the proposed shadow study demonstrates that there will be minimal shadow impact on the adjacent residential uses to the west, south, and east.

Regarding overlook, the proposed development is located approximately 22 m from the southern property line which provides an adequate setback between the adjacent dwellings to the south. This is in addition to the proposed 1.8 m high fence and 2.5 m landscape strip that is anticipated to accommodate landscaped features and plantings to provide an enhanced buffer and

screening. Again, the building façade including balconies do not extend beyond the 45 degree angular plane meeting the universal principle of transition. Finally, the lots to the south represent a side yard condition, which represent the least active yard relative to outdoor amenity. Any potential overlook or loss of privacy would be mitigated by this side yard condition.

3. **The landscape strips are too narrow and will not provide enough vegetative screening.**

   Response: The revised proposal provides an enhanced rear yard condition including a 1.8 m high fence and 2.5 m landscape strip similar to the existing side yard setbacks to the south, and an increased landscaped buffer from the original proposal of 1.8 m. This 2.5 m strip will be able to accommodate sufficient vegetation and plantings to provide an enhanced landscaped screening along the southern property line. In addition the landscape strip will be free and clear of encumbrances up to 488 m3 below grade equating to 20 m3 per tree which will provide adequate soil volumes to maintain healthy vegetation. Our landscape architects have confirmed that landscape design typically requires a minimum of 1.5 m width landscape strips to accommodate tree plantings. Furthermore, the underground parking does not intend to extend into this landscape buffer allowing for appropriate root growth and longevity of the species. Finally our Client is open to planting vertical species such as columnar oaks which keep their leaves in the winter and achieve a high level of screening. Planting these vertical species adjacent to rear yard locations will further enhance privacy and mitigate overlook from the Subject Lands. Given this, it is our opinion that a 2.5 m strip is sufficient to accommodate landscaped features and plantings.

Should you have any question, do not hesitate to contact us.

Sincerely,
MHBC

Eldon Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner & Urban Designer

Taylor Gascoigne HBA, RPP, MCIP
Senior Planner & Urban Designer

cc: Andrew Mulder, LIV Communities
Katherine Rauscher, LIV Communities