

URBAN DESIGN BRIEF

OFFICIAL PLAN & ZONING BY-LAW AMENDMENT APPLICATION

688, 694 & 698 BRANT STREET
CITY OF BURLINGTON

FEBRUARY 2023
WESTON FILE # 10749

WESTON CONSULTING

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1.0 INTRODUCTION

1.1 Purpose

1.1 PURPOSE

This Urban Design Brief ('UDB') has been prepared in support of an application for Official Plan Amendment ('OPA') and Zoning By-Law Amendment ('ZBA'). The application seeks approval to permit an 11-storey mixed-use building on the subject lands municipally known as 688, 694 and 698 Brant Street ('subject lands').

This application follows an intial submission to the City of Burlington's Urban Design Review Panel ('the Panel') and a subsequent Presentation in 2022. The revised site design addresses the comments provided by the Panel to better align with the overall Urban Design direction for the Brant Street corridor and broader City context.

The enclosed UDB has been prepared according to the requirements outlined in the Pre-Application Consultation Meeting held on May 18, 2022.

The purpose of the UDB is to describe the proposed developments' compatibility with the surrounding context and express the sites' compliance with key urban design policies and guidelines. The UDB forms a part of the submission package for the subject lands and should be read alongside the other studies and reports for a fulsome understanding of the proposal. The Planning Justification Report, also prepared by Weston Consulting, outlines the overal planning rationale for the design and provides an overview of the submission details.

The UDB provides a written analysis of the architectural set prepared by Chamberlain Architect Services Limited on January 13, 2023 which includes the following architectural drawings:

- Site Plan & Project Statistics;
- Floor Plans;
- Elevations;
- Angular Plane Analysis;
- Shadow Study; and,
- Exterior Renders.

The enclosed Brief reviews the proposed developments' support for the high-level urban design policies including both the approved and updated Official Plan ('OP') and the revised draft OP. Several urban design-related guidelines have also been addressed to ensure detailed design considerations have been met. The three specific guidelines that are referenced in this Brief include:

- Downtown Streetscape Guidelines (2019);
- Design Guidelines for Mixed-Use & Residential Mid-Rise Buildings (2019); and,
- Sustainable Building & Development Guidelines (2021).

2.0 SITE CONTEXT & ANALYSIS

2.1 Subject Lands
2.2 Surrounding Context
2.3 Existing Site Photos
2.4 Surrounding Site Photos

2.1 SUBJECT LANDS

The subject lands are made up of three adjacent parcels municipally addressed as 688, 694 and 698 Brant Street. The properties are located on the west side of Brant Street, cross from the Blairholm Avenue and Brant Street intersection and just south of Olga Drive (Figure 1). The total site area is 7,655 square metres (0.76 hectares) forming a rectilinear shape with a frontage along Brant Street of approximately 96.3 metres. The existing property features 3 driveways along Brant Street; two of which serve 688 Brant Street and the third serving as a shared access to
694 and 698 Brant Street.

Currently, the subject lands are occupied by a large, single-storey commercial building previously used as a Canada Post Office (688 Brant Street); a two-storey apartment building (694 Brant Street); and, a two-storey single detached dwelling previously used as a showroom (698 Brant Street).The slab-style commercial building features rear parking and loading areas that are in a deteriorating state surrounded by overgrown landscaping.

In terms of the existing policy context, the subject lands have a series of designations based on the regional and municipal policies. The site is currently designated as the following:

- Halton Region Official Plan
  - *Urban Area* [Map 1 - Regional Structure]
  - *Urban Growth Centre* and *Major Transit Station Area* (MTSA) [Map 1H - Regional Urban Structure]

- City of Burlington Official Plan
  - *Primary Growth Area* within the *Urban Growth Centre Boundary* [Schedule B-1 - Growth Framework]
  - *MTSA Primary Connector* and *Frequest Transit Corridor* [Schedule B-2 - Growth Framework and Long Term Frequest Transit Corridor]

- City of Burlington Zoning By-Law
  - *Mixed Use General* (MXG)



Figure 1: Aerial Photo

2.2 SURROUNDING CONTEXT

The surrounding context can be characterized by a range of land uses generally comprising of varying residential and commercial buildings. Within the immediate vicinity of the subject lands, the following uses can be found:

- **North:** Two 3-storey apartment buildings; further north is a commercial building and Burlington Square, a 14-storey apartment with an at-grade retail plaza.
- **East:** Single detached dwellings, a two-storey commercial building and St. John Roman Catholic Church.
- **South:** Brant Arts Medical Building, a 4-storey health care centre.
- **West:** Single-detached residential dwellings fronting onto Alfred Crescent.

Beyond the immediate vicinity of the subject lands, a number of amenities are located along Brant Street between Fairview Street to the north and Lakeshore Road to the south. The following significant facilities and amenities have been identified within 400 and 800 metres of the site (also illustrated in Figure 2):

Parks

- Wellington Park [<400m, South]: Located near Burlington Central High School, this park offers a sports field, an outdoor track and a playground.
- Optimist Park [<800m, North]: Located near Tom Thomson Public School, this park features a number of amenities including a baseball diamond, basketball court, pickleball court, playground, a rectangular field and a tennis court.
- Thorpe Park [<800m, West]: This park features a baseball diamond, basketball court and a playground. The park also offer parking for visitors.
- Coronation Park [<800m, East]: Park provides large open space within residential community.
- Lions Park [<800m, East]: Adjacent to the Burlington Lions Club, this park offers a rectangular soccer field and playground.

Schools

- St. John Catholic Elementary School [<400m, East]
- Central Public School [<400m, South]
- Burlington Central Secondary School [<400m, South]

Transportation

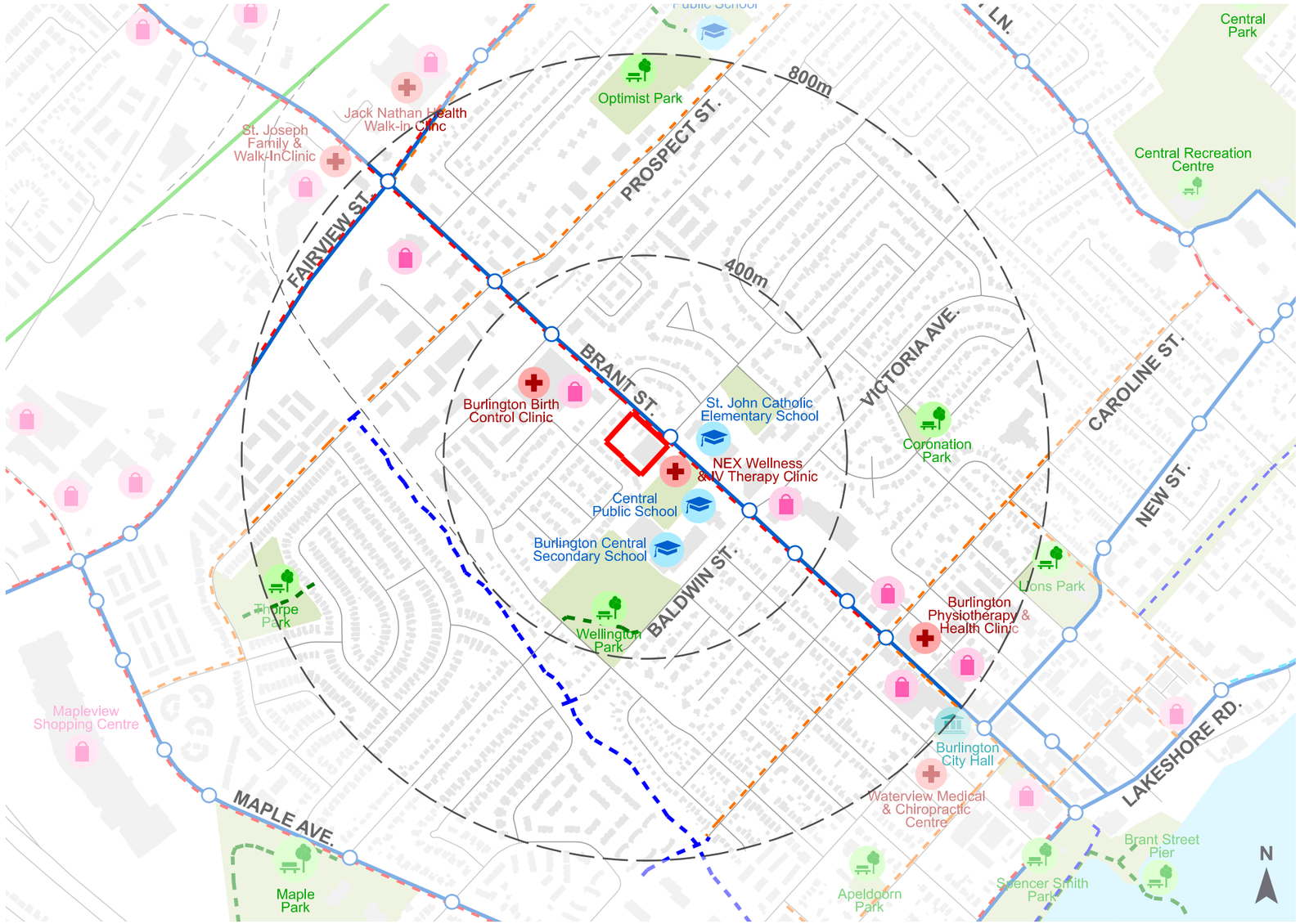
- Burlington Transit operates a local bus route [Route 2] along Brant Street connecting Burlington GO to the Downtown Terminal on John Street. An accessible bus stop is located on the south corner of the subject lands along Brant Street.
- The subject lands is located approximately 1.3 kilometres from the Burlington GO Station, offering connections to Union Station in Toronto via the Lakeshore West GO Transit Line. This GO Station also offers bus connections to Niagara Falls.

Recreational Trails

- Brant Street features north-south bike lanes that connect to the City's broader active transportation network featuring multi-use paths and shared use lanes. The existing bike lanes along Brant Street also offer a 5-minute connection to the Waterfront Trail, providing broader regional active transportation connectivity.
- Maple Trail, an off-road multi-use path, can be accessed via bike lanes along Brant Street and shared use lanes along Prospect Street. The trail provides a scenic route along a hydro corridor and terminates at Ontario Street.

Nearby Active Developments

- **535 – 551 Brant Street [Appealed]:** An application for a 25-storey tower with a total of 248 residential units. A total of 1,068 square metres of at-grade commercial uses are also proposed.
- **774, 778, 780 and 782 Brant Street (Parcel A); 769, 779, 783 Brant Street & 2023, 2027, 2031-2033 Ghent Avenue (Parcel B); and, 747 and 761 Brant Street (Parcel C) [Under Review]**: An application for a multi-phase development featuring mixed-use buildings on the northeast, southeast and northwest corners of Brant Street and Ghent Avenue. Proposed buildings range between 8- and 25-storeys with 3-storey podiums along the main streets to support at-grade commercial uses.
- **789-795 Brant Street [Pre-Application]:** Proposed mixed-use development with 307 residential units, at-grade retail and townhomes integrated at-grade.
- **2020 Lakeshore Road [Under Review]:** Application to develop two mixed-use buildings- 35-storeys and 30-storeys- both with 5-storey podiums. The development will integrate at-grade retail, office and hotel space.



LEGEND

- Subject Property
- 400m/800m Buffer (5min/10min walk)
- Watercourse
- Building Footprint
- Road Centreline
- Railway

Amenities

- School
- Natural Open Space
- Parks/Recreation
- Child Care
- Commercial/Retail
- Medical/Health Centre
- Library
- Government Services

City of Burlington Cycling Network

- Bike Lane
- Shared Use Lane
- Multi-Use Path Adjacent to Road
- Multi-Use Path Off-Road

Recreational Trails

- Off-Road Multi-Use Trail

Transit

- Bus Route
- Bus Stop
- Lakeshore West GO Line
- Burlington GO Station

Figure 2: Context Map

2.3 EXISTING & SURROUNDING SITE PHOTOS

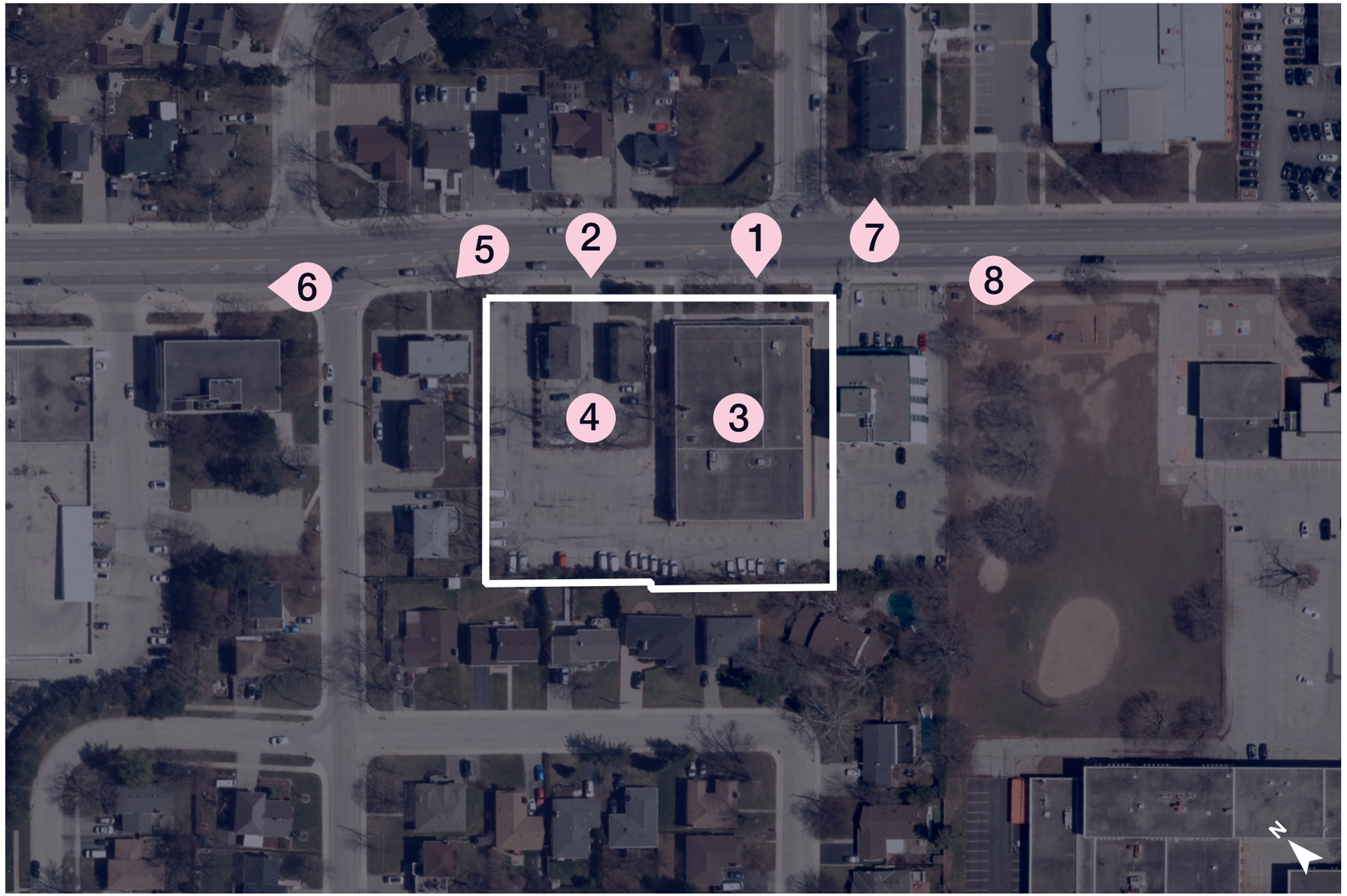


Figure 3: Site Photo Key Map

Existing Site Photos



View of Existing Commercial Building from Brant Street

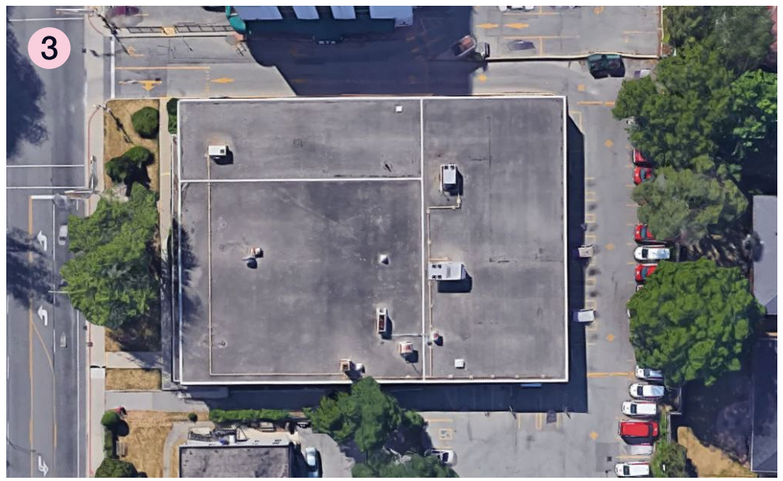


View of Existing Buildings from Brant Street

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Surrounding Site Photos



View of Existing Commercial Building from Brant Street



Brant Arts Medical Building to the South of Subject lands



View of St. John Catholic Church South of Subject Lands



View of Existing Buildings from Brant Street



Existing Sidewalk Conditions, Looking North



Existing Sidewalk Conditions, Looking South

Figure 4: Existing Site and Surrounding Site Photos (Source: Google Maps)

2.5 URBAN DESIGN CONTEXT

The subject lands are situated at the intersection of the Burlington GO Station Major Transit Station Area ('MTSA') and the Burlington Urban Growth Centre ('UGC'). Based on the policies outlined by Halton Region, and further described in the supporting Planning Justification Report, the objectives of UGC's and MTSA's are as follows:

Urban Growth Centres:

- *To serve as **focal areas for investment** in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses.*
- *To accommodate and **support the transit network** at the regional scale and provide connection points for inter- and intra-regional transit.*

Major Transit Station Areas:

- *To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a **pedestrian-oriented** urban environment.*
- *To achieve multimodal access to stations and support complete communities.*
- *To plan for a **diverse mix of uses**, including additional residential units.*

The sites' location along Brant Street provides an opportunity to enhance the streetscape and reinforce this major north-south corridor within the City of Burlington. Following the policy objectives, the site provides an opportunity to accommodate a variety of uses and increased density along a growing transit route.

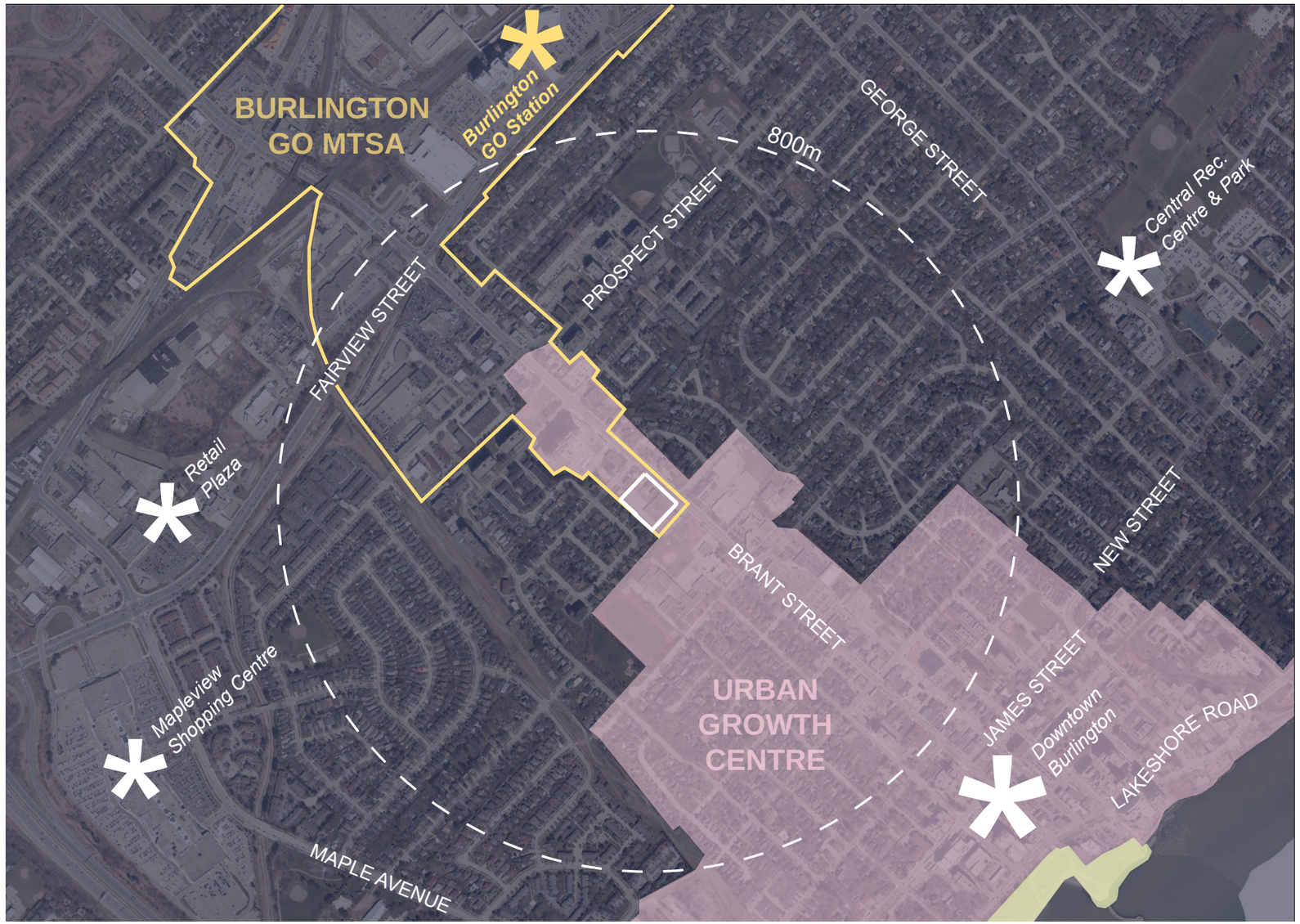


Figure 5: Urban Design Context

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3.0 URBAN DESIGN VISION & PRINCIPLES

3.1 Vision
3.2 Design Principles & Strategy

3.1 VISION

The sites' location at the southern portion of the Burlington GO Station MTSA and the Urban Growth Centre provides an opportunity to meet the vision and objectives of regional and local policies. The location along Brant Street provides an opportunity to develop a high-quality, architectually distinct building that will set a standard for future development along this north-south corridor. Located along a major transit corridor, the site also provides an opportunity to introduce transit-supportive density to the community while providing additional amenities and public realm benefits.

Overall, the vision for the proposed development is to introduce moderate intensification to the Brant Street corridor and integrate various uses to both introduce additional residential units to the neighbourhood as well as supply commercial opportunities at-grade. The development will remain sensitive to the surrounding context while simultaneously establishing a unique character along Brant Street.

3.2 DESIGN PRINCIPLES & STRATEGY

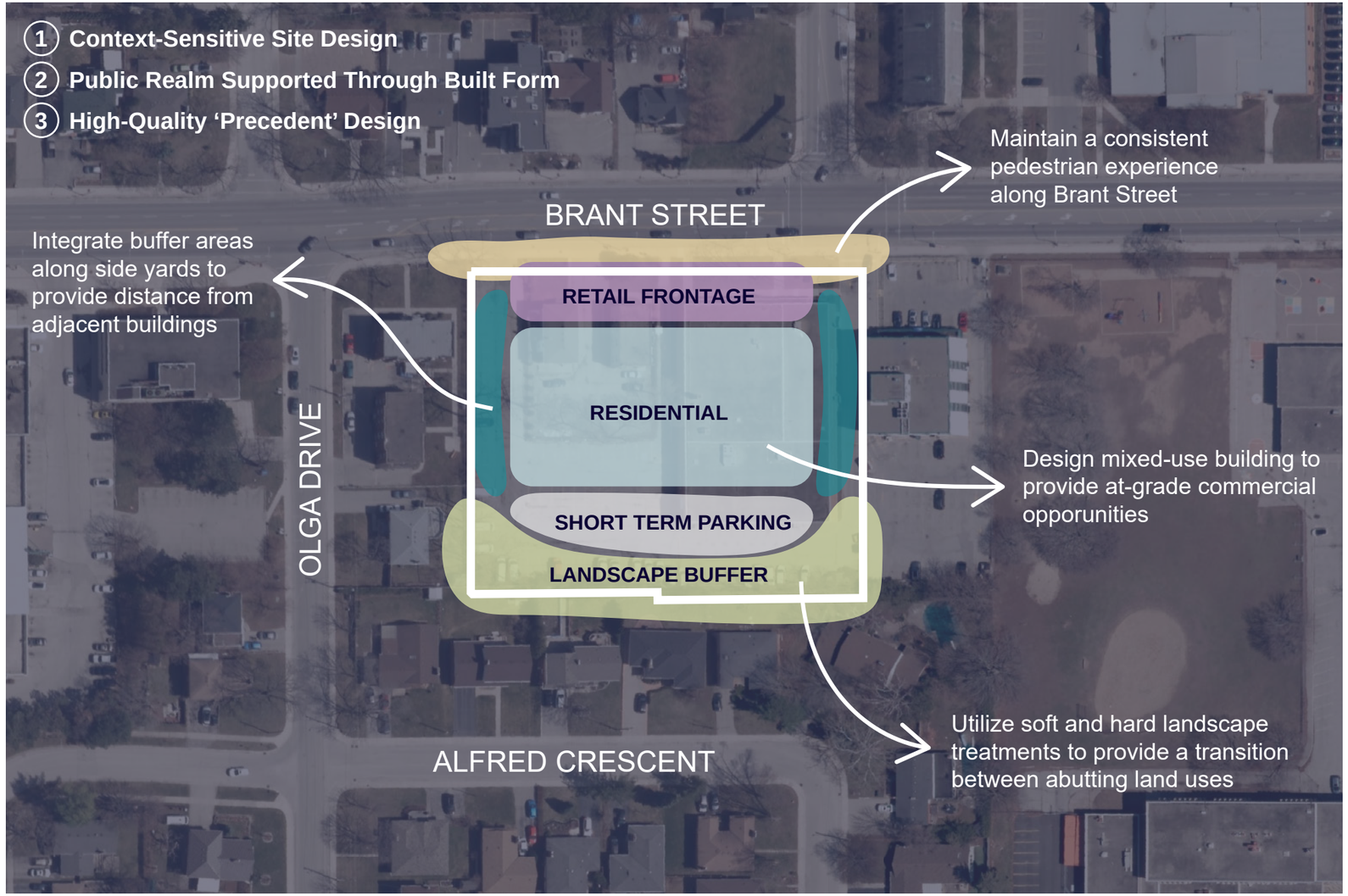


Figure 6: Conceptual Site Layout

4.0 PROPOSED DEVELOPMENT

4.1 Description of Proposed Development
4.2 Response to Urban Design Advisory Panel

4.1 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development features an 11-storey mixed-use building with at-grade retail along Brant Street and 2-storey apartment units integrated at the rear. The development proposes a total Gross Floor Area [GFA] of 30,339 square metres and a Floor Space Index [FSI] of 4.13. The mid-rise building will provide a total of 305 residential units, including 293 units with an additional 12 two-storey townhouse units proposed at the rear. Retail space will be accommodated on the first two floors, totalling 1,592 square metres across four retail units. In terms of residential amenity, the proposed development integrates 4,393 square metres of amenity space including 2,134 square metres of outdoor space.

A total of 462 parking spaces are proposed on-site. Three levels of underground parking are proposed to accommodate 453 parking spaces, with the remaining 9 spaces located at-grade for retail accessibility and visitors. Five accessible parking spaces are included on each level of underground parking and are located nearby the elevator entrance for convenience.

The proposed site design maximizes the area available and situates the majority of the building mass along Brant Street, a designated mixed-use corridor. The integrated 2-storey apartment units in the rear will provide appropriately transition the development to the existing single-detached dwellings to the west. The site will feature two entry points from Brant Street and offer access to the main building lobby, loading and underground parking ramp through an at-grade driveway connection that loops around the townhouse developments. This driveway addition at-grade intentionally locates access to the loading and parking areas away from the main street view, enabling a consistent retail street wall along Brant Street.

The proposed site plan prepared by Chamberlain Architect Services Limited is shown in Figure 7.

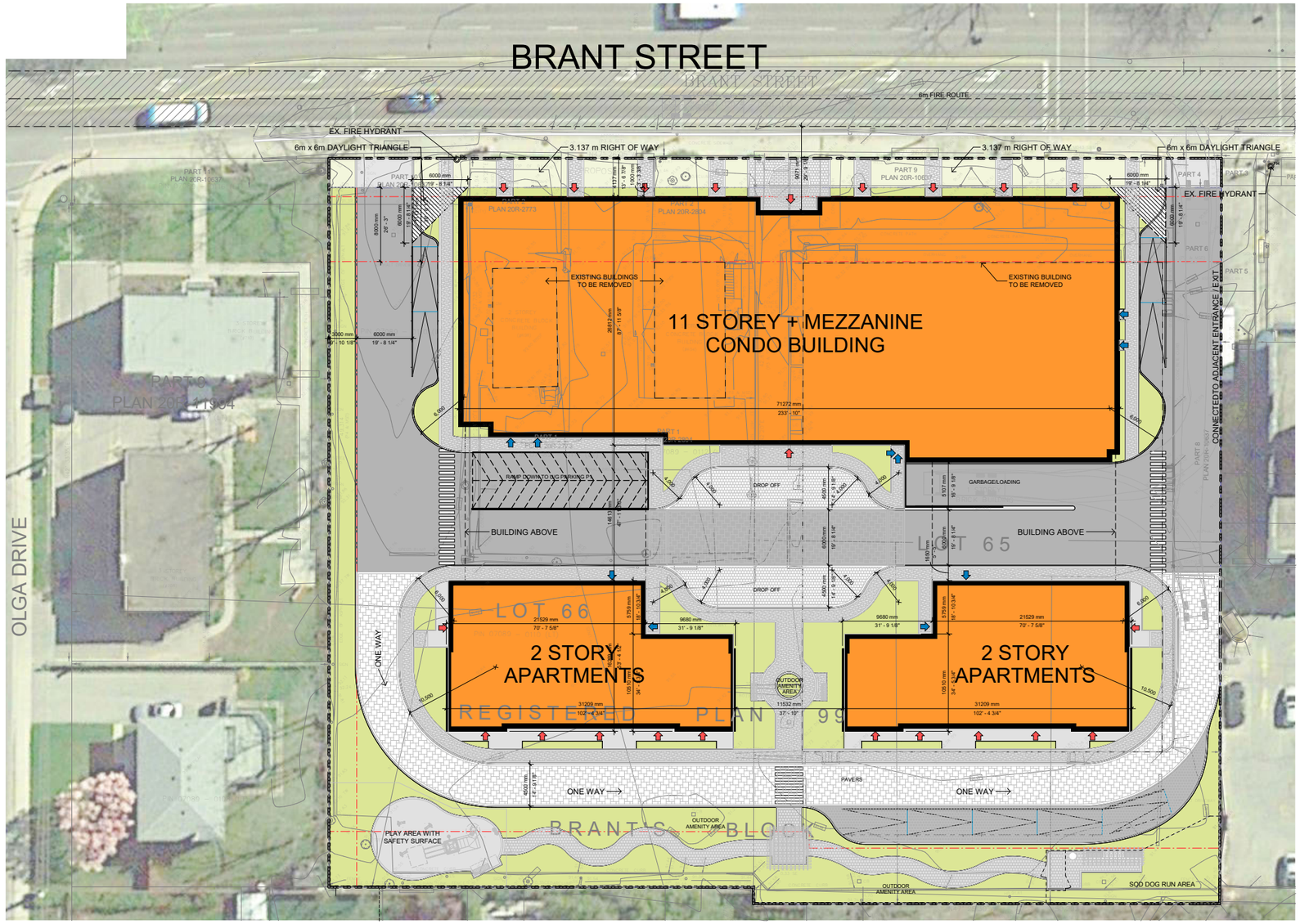


Figure 7: Site Plan Prepared by Chamberlain Architect Services Ltd.

Amenity Areas

The proposed development provides a number of amenities to serve the residential units. In addition to the outdoor amenity area in the rear, the indoor amenity features a range of uses including an indoor gym, gaming room, yoga studio and social seating areas. A breakdown of the proposed amenity areas is provided in the table below:

Table 1. Proposed Development Amenity Breakdown

Amenity Type	Area (m^2)
Outdoor Amenity	2,134 m^2
Balcony	1,355 m^2
Private Terrace	433 m^2
Living	127 m^2
Fitness	88 m^2
Yoga	88 m^2
Social Seating	69 m^2
Gaming	55 m^2
Kitchen	45 m^2
Total Amenity Space:	**4,393 m^2**

Unit Mix

The proposed units are reflective of the market demand and the anticipated future residents in the area. The large number of proposed one bedroom units is inline with proposed developments in the City. In terms of unit size, the development proposes unit sizes that range depending on the unit configuration. The proposed development's unit breakdown is summarized in the table below:

Table 2. Proposed Development Unit Mix

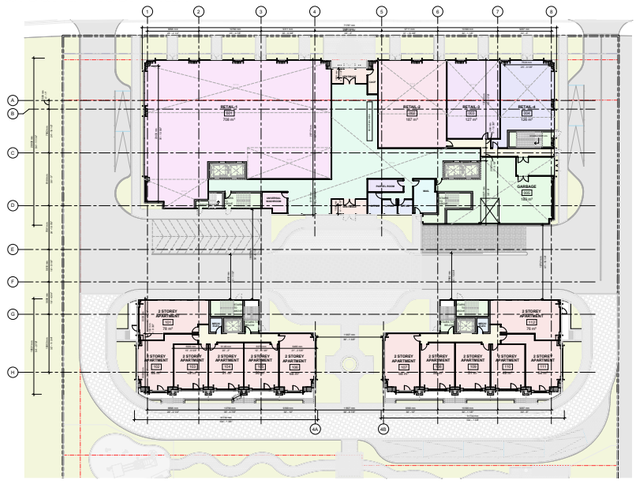
Unit Type	Unit Size (m^2)	Count	Percentage by Count
1 Bedroom	45 - 58 m^2	97	33%
1 Bedroom + Den	53 - 83 m^2	52	18%
2 Bedroom	69 - 100 m^2	75	26%
2 Bedroom + Den	83 - 101 m^2	31	11%
Bachelor	41 - 48 m^2	9	3%
Bachelor (Sliders)	41 - 57 m^2	29	10%
Subtotal:	**-**	**293**	**100%**
2 ST Apartment	103 - 159 m^2	10	-
Total Units:	**-**	**303**	**-**

Floor Plans & Elevations

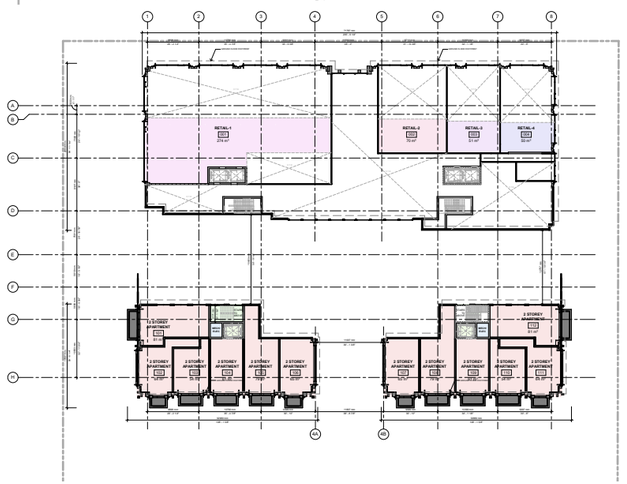
Figure 8 on the following page includes the proposed floor plans and elevations prepared by Chamberlain Architect Services Limited. The floor plans provide an understanding of the interior building layout and the unit distribution. The elevations, shown in Figure 9, illustrate the overall building massing and façade detailing. Additional architectural details are discussed in Section 6: Urban Design Analysis.

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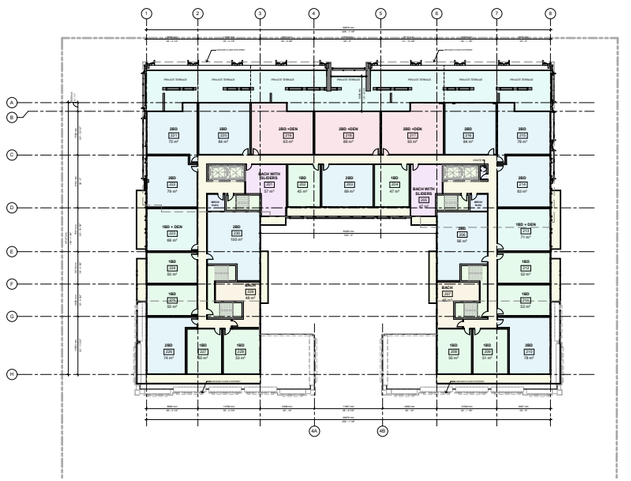
Ground Floor Plan



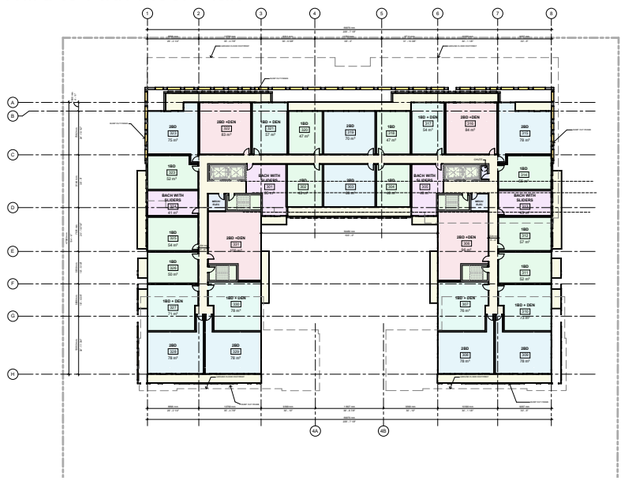
Apartment Second Floor Plan & Mezzanine



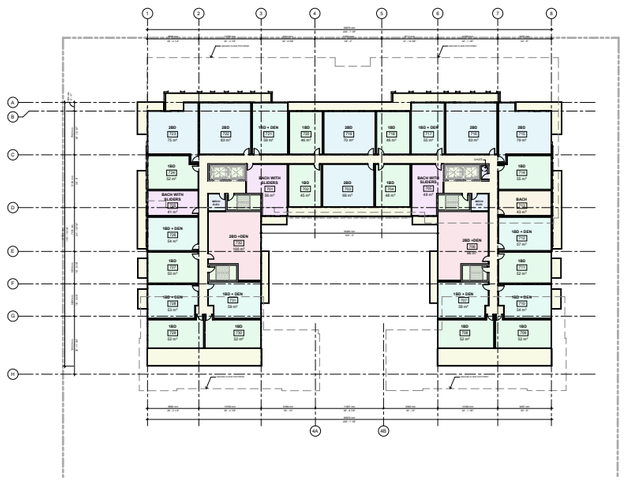
Second Floor Plan



Third to Fifth Floor Plan



Seventh Floor Plan



Roof Plan

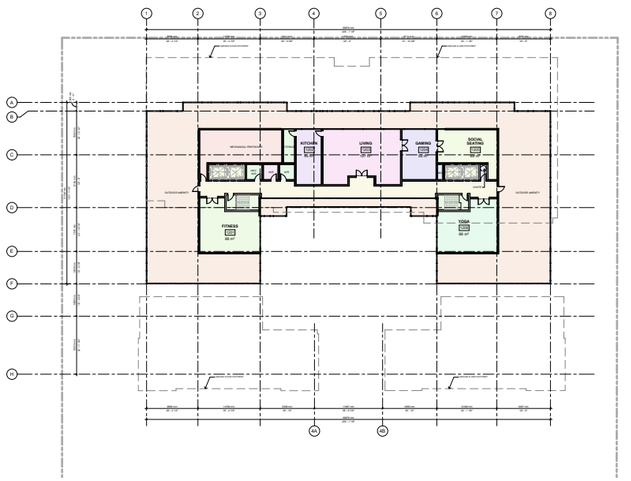


Figure 9: Proposed Floor Plans Prepared by Chamberlain Architect Services Ltd.



Figure 10: South and East Elevations Prepared by Chamberlain Architect Services Ltd.

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4.1 RESPONSE TO URBAN DESIGN ADVISORY PANEL

On September 15, 2022, a meeting was held with Weston Consulting, Chamberlain Architect's Limited and the City of Burlington Urban Design Advisory Panel (BUD) to review the preliminary site design. The purpose of the BUD is to provide objective professional urban design advice in early development application stages to potentially address and reinforce urban design policies within the City.

The architectural package prepared on July 11, 2022 by Chamberlain Architect Services Ltd. was reviewed by the BUD and minor comments related to building massing, circulation and landscaping were raised. The revised architectural set took the comments into consideration and made necessary design changes, were appropriate and is described below.

For the full Design Review Panel Meeting Minutes, please refer to Appendix A at the end of this brief.

Massing & Articulation
The revised building design integrates projected balconies and lighter brick panelling along the upper levels and podium, repectively. The newly proposed articulation and materiality changes will aid in 'lightening' the overall building mass and contribute to a finer architectural grain.

Secondary Driveway
The previous design iteration featured a secondary driveway in the rear yard to provide access to the 2-storey apartment units, the updated design maintains driveway but proposes a lighter, permeable unit paver. The revised paving addresses the Panels comment for a different choice of material.

Landscaping
The proposed site design intergrates more robust planting throughout the site design including the streetscape along Brant Street and the rear yard amenity area. The revised renderings illustrate the landscaping treatments in the revised building design, as requested by Panel members.

Figure 10 provides a side-by-side comparison of the intial building design and the revised design following the Panel's comments.

DRP Submission (September 2022)



OPA/ZBA Submission (February 2023)







Figure 11: DRP Architectural Set (Left) and OPA/ZBA Architectural Set (Right) Prepared by Chamberlain Architect Services Ltd.

5.0 URBAN DESIGN POLICY CONTEXT

5.1 City of Burlington Official Plan (Approved 2020)
5.2 Downtown Streetscape Guidelines (2019)
5.3 Design Guidelines For Mixed-Use & Residential Mid-Rise Buildings (2019)
5.4 Sustainable Building & Development Guidelines (2021)

5.1 CITY OF BURLINGTON OFFICIAL PLAN (APPROVED 2020)

The City of Burlington's new Official Plan ('BOP') was approved with modifications on November 30, 2020 and came into effect on December 22, 2020. The BOP sets out long-term policies and guidelines for directing future growth and development with the City. It sets out a clear vision for a broad range of areas including sustainable growth, complete communities, environment and sustainability, economic activity, infrastructure, design excellence, land uses and public participation.

Overall, the intention of the BOP is to support the transition of Burlington from a suburban to an urban community by **accommodating more density** though **intensification** and developing **complete** and **sustainable** communities.

Section 7: Design Excellence

Section 7: Design Excellence of the BOP focuses on policies surrounding urban design, particularly to encourage innovative and high-quality design practices. Key urban design objectives outlined in this section include the following:

7.1.1 General Objectives

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

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

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.

h. To ensure compatibility and quality in the built environment while allowing for diverse design expression.

The subject lands are located in a designated *Primary Growth Area* and a *Frequent Transit Corridor* (Figure 11) and is subject to additional design policies and objectives:

7.3.2(1) Primary and Secondary Growth Areas

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;

. 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;

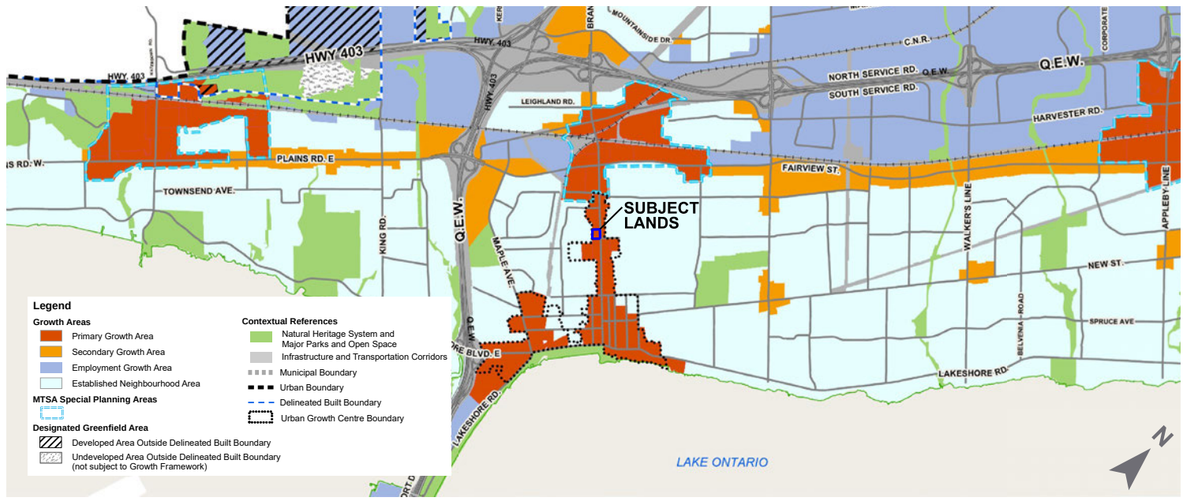




Figure 12: BOP Schedule B-1 Growth Framework (Left) and Schedule B-2 Growth Framework and Long-Term Frequent Transit Corridors (Right)

- *e. including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;*
- *f. screening or integrating roof top mechanical equipment within the overall composition of the building;*
- *g. creating an attractive and connected interface between the private and the public realms;*
- *h. creating a continuous streetscape with emphasis on maintaining the continuity of grade- related activity areas, both inside and outside of buildings; and*
- *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.*

Discussion

- The development supports the general policies and objectives outlined in the BOP and contributes to the variety of housing stock within the City of Burlington.
- The building prioritizes the development of an active public realm through its architectural expression, materiality and at-grade retail units that are compatible with the surrounding context.
- The proposed development supports the policies for designated *Growth Areas* and maintains a parallel façade along Brant Street, a primary intensification corridor, to help define the street edge and contribute to the developing character of the neighbourhood.
- The massing adheres to angular plane requirements and provides appropriate transitions to adjacent land uses to ensure shadowing and massing impacts are minimized.
- The proposed commercial units at-grade and landscaping treatments along Brant Street will contribute to the development of a continuous streetscape and create a connected interface between the public and private realms.
- The development will support pedestrian activity throughout and offer a series of safe, paved walkways to connect to the site interior and proposed outdoor amenity at the rear.
- The building design sets back the mechanical equipment from the building edge to minimize its visibility while travelling along Brant Street.



Figure 13: Render Prepared by Chamberlain Architect Services Ltd.

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Section 8: Land Use Policies - Upper Brant Precinct

Section 8 of the BOP focuses on land use policies for the various designations within the City. The subject property is located within the *Upper Brant Precinct* and based on the BOP, will *'achieve a height and density that reflects the precinct's walking distance to* ***higher-order transit at the Burlington GO*** *Station and [contribute] to the creation of a* ***transit, pedestrian and cycling oriented area'***.

Key policies outlined in this section include the following:

8.1.1(3.8.1) Policies

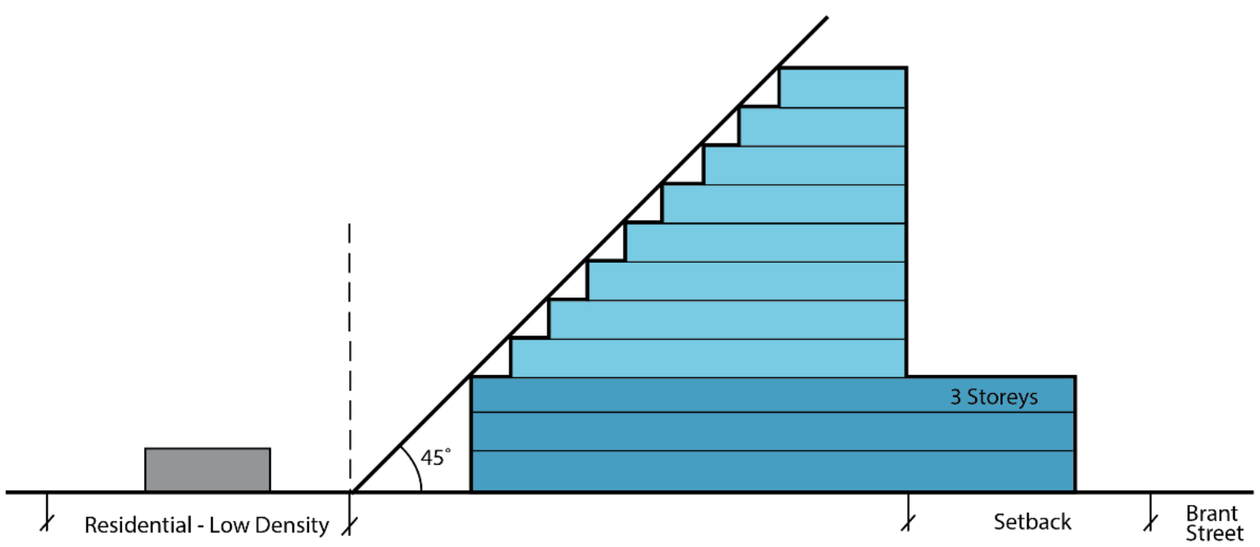
d. New development shall generally be comprised of tall buildings at the northern end of the Precinct and mid-rise buildings at the south according to the maximum heights set out in Schedule D-2: Downtown Urban Centre Heights, of this Plan.

e. Buildings abutting Brant Street shall incorporate a setback above the third storey to provide a low-rise feel for pedestrians along Brant Street.

f. Terracing shall be in accordance with a forty-five (45)-degree angular plane measured form a property line shared with a property designated Residential-Low Density on Schedule C: Land Use-Urban Area of this Plan.

Discussion

- The proposed development complies with the policies set out in Section 8 of the BOP and the overall vision for the Upper Brant Precinct.
- The development proposes a mid-rise building height that aligns with the objectives for the southern portion of the Upper Brant Precinct according to Policy 8.1.1 d).
- The building integrates a podium along Brant Street that is setback after the second storey to provide a low-rise feel for pedestrians.
- The building is sited along Brant Street and terraced at the rear to ensure compliance with the 45-degree angular plane requirements from the adjacent low-density designation. Figure 13 provides a side-by-side comparison of a typical cross-section along Brant Street (based on the requirements set out in the BOP) as well as the proposed development cross-section.



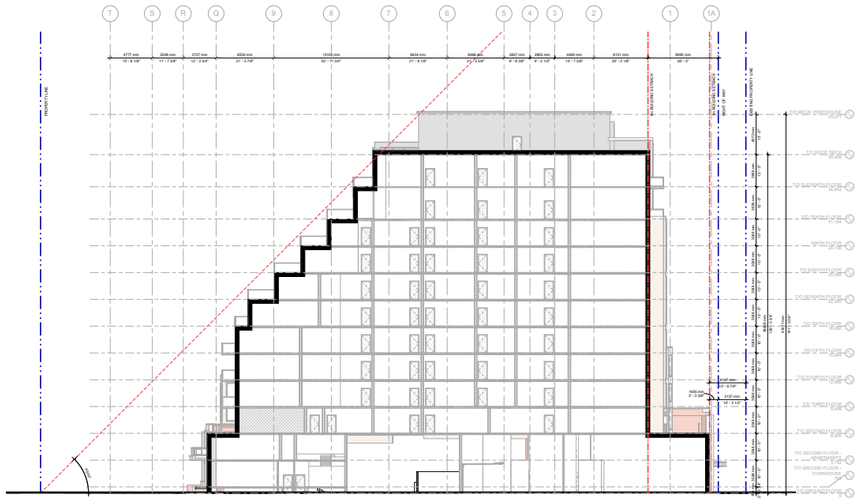


Figure 14: Schematic Angular Plane Application from Burlington Official Plan (Left) and Proposed Angular Plane Prepared by by Chamberlain Architect Services Ltd. (Right)

5.2 DOWNTOWN STREETSCAPE GUIDELINES (2019)

The City of Burlington's Downtown Streetscape Guidelines ('BDSG') were released in September 2019 and '[*establish] a new vision, framework, and a set of design principles and strategies, [to] provide guidance for the consistent application and renewal of [...] various downtown streetscapes'*. The overall goal of the BDSG is to *'help enhance and strengthen the **public realm** and contribute to the Downtown as an **accessible**, **cohesive**, **identifiable** and **vibrant destination** within the city'* by providing a starting point for design considerations, to ensure a continuous and cohesive design is achieved.

The subject lands are located within the Study Area (Figure 13) and are therefore subject to the principles, strategies and recommendations set out by the BDSG.

The following principles have been identified by the guide to develop an accessible, walkable and attractive public realm:

1. Pedestrian-First Focus
2. Green & Sustainable
3. Easy to Use & Equitable
4. Long Lasting
5. Connect & Integrate

The Guidelines identify four-character areas, including two-character streets and two districts, within the downtown area to help guide the growth of each unique area (Figure 13). The subject lands are located within the Mixed-Use Commercial Character Area and will support the overall vision:

To enhance the public realm by creating high quality downtown streetscapes that are attractive, pedestrian-friendly, and support vibrant destinations.

Discussion

- The development will encourage pedestrian activity along Brant Street with the integration of retail uses and streetscape interventions. The 'marketing zone', as defined by the BDSG, will serve as an extension of the building and support a landscaped area to compliment the retail units and overall Brant Street streetscaping.
- The pedestrian experience will be defined by clear 'path zones' and 'edge zones' as outlined in the BDSG, to ensure a comfortable walking experience along Brant Street.
- Pedestrian infrastructure on-site will be integrated with the streetscaping along Brant Street to ensure a seamless transition between public and private realms. Sidewalks and crosswalks within the site will continue to offer safe and convenient walking routes and a robust internal circulation.
- On-site vehicular access from Brant Street is consolidated to the peripheries of the site to maintain a single, continuous building frontage and reduce the number of potential conflict zones. To further prioritize pedestrians, the development locates servicing and loading areas, and access to the underground parking ramp away from the public view.
- The presence of a local bus stop nearby the building entrance ensures that the development is well- connected to the broader Burlington Transit network and supports suitable intensification along this major transit corridor.

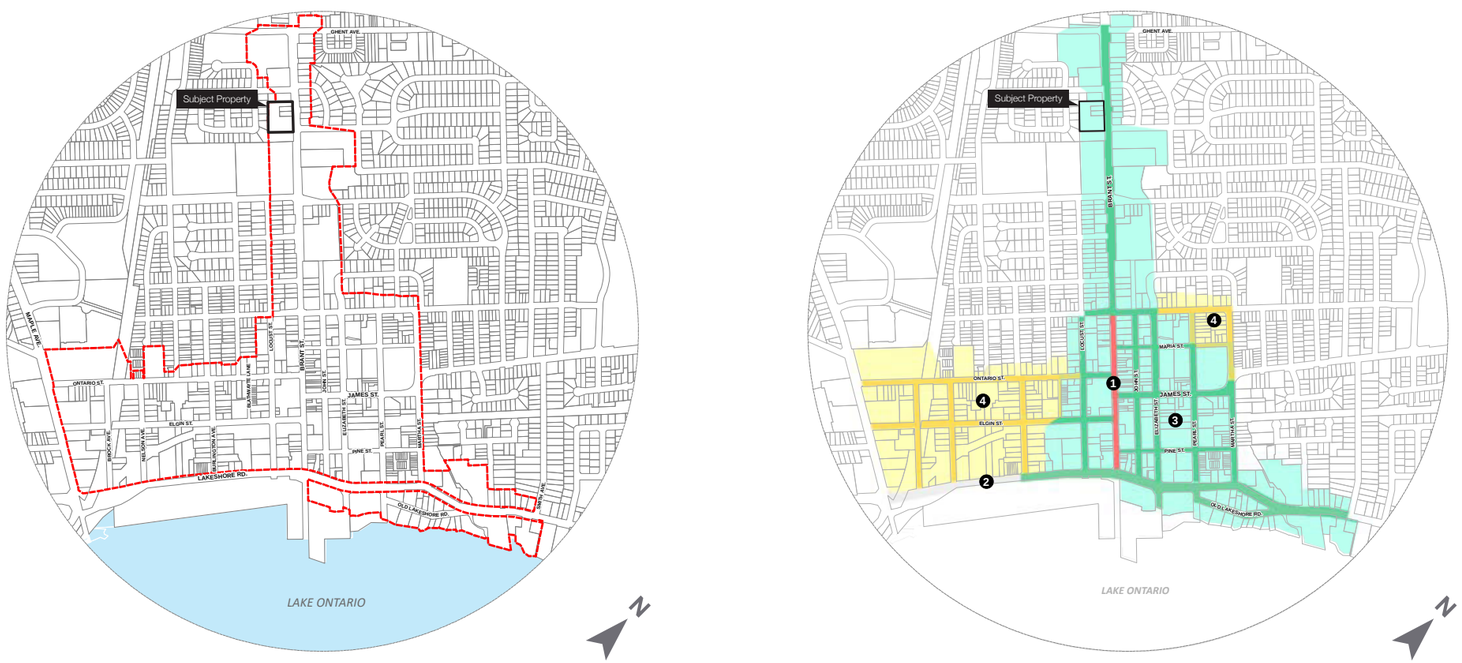


Figure 15: Downtown Streetscape Guidelines Study Area (Left) and Character Area Map (Right), City of Burlington

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5.3 DESIGN GUIDELINES FOR MIXED-USE & RESIDENTIAL MID-RISE BUILDINGS (2019)

The Design Guidelines for Mixed-Use & Residential Mid-Rise Buildings ('DGMR') was prepared by the City of Burlington in March 2019 to provide guidance for developers and architects designing mid-rise buildings in the City. The DGMR will also serve as an evaluation tool for development applications to ensure consistent and cohesive building design is achieved. The objectives of the guidelines are to *'provide best practices related to building height, massing, transitions, and building articulation to promote and encourage* ***high quality mid-rise*** *[built form]*'. According the the DGMR, mid-rise buildings are defined as *'five (5) to eleven (11) storeys in height'* that serve to transition to lower scale residential neighbourhoods. The DGMR outlines a number of benefits of mid-rise development, including:

- Built form that **frames the street** and creates a comfortable pedestrian environment,
- Supports vibrant street-life through the integration of at-grade shops, restaurants and other amenities, and,
- Develops in a sustainable manner that creates **complete communities** with access to nearby transit routes, schools, jobs and other services.

The DGMR identifies two major components of mid-rise developments: the lower building and the upper building. The following outlines the major design objectives, as discussed in the Guidelines, for each building section:

Lower Building

- Contributes to a **positive pedestrian experience** at the ground floor level,
- Location and building height appropriately respond to the surrounding context to define the street edge and reinforce a **human scale**,
- Design elements at-grade including materiality and façade articulation are used to define the buildings appearance along major streets, and,
- Contextualizes the built form with its surroundings to create a seamless connection between private and public realms.

Upper Building

- Contributes to the further development of the City's skyline and reinforces view corridors,
- Creates **opportunities to reduce massing** impacts through a variety of architectural and design elements such as horizontal and vertical articulation, step-backs, materiality and colour, and,
- Ensures mechanical and structural elements on the rooftop are setback from building edge to minimize the appearance from street-level.

Figure 14 illustrates the components within the proposed development.

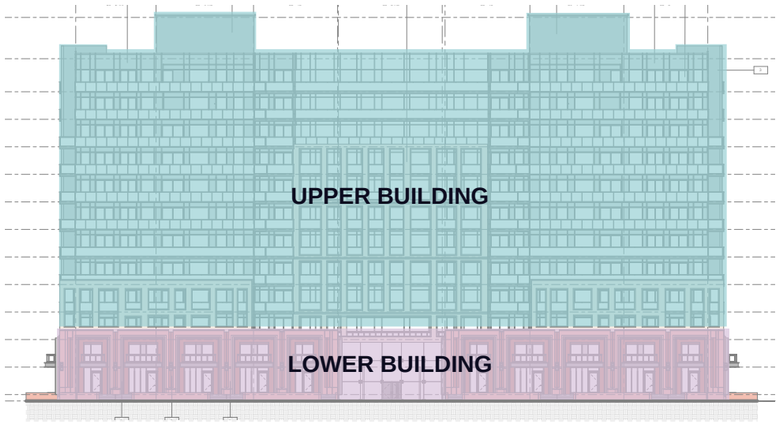


Figure 16: Proposed Development Building Components

Section 2.0 of the DGMR sets out key design considerations for the lower building including building placement and separation distances. *Section 2.3 Built Form: Height and Massing* outlines key massing strategies to including in the building design to ensure it responds sensitively to its surrounding context. The proposed development exceeds a street frontage of 60.0 metres but utilizes building articulation to visually break up the massing to differentiate and create two separate building forms. The podium includes a recessed building entrance that breaks up the streetwall and creates a distinct building entry. The upper floors utilize a lighter material to lessen the overall massing appearance.



Figure 17: Render Prepared by Chamberlain Architect Services Ltd.

Discussion

- Building is sited parallel to Brant Street to reinforce the streetwall and create defined street ‘edge’.
- The building appropriately responds to the surrounding context and maintains a lower building height that steps back after the 2nd storey to promote a comfortable human scale at street-level.
- The building length is visually broken up with the use of architectural and design elements and materials that create separate forms in the façade, minimizing the appearance of one solid mass and creating a distinguishable main entrance from afar.
- Projecting and pulling building volumes between Floors 3 and 11 also breaks down the building mass and creates a distinct building character.
- At-grade commercial units are designed to meet a minimum floor-to-floor height of 4.5 metres to accommodate active uses.
- The lower building integrates brick materials to frame the commercial unit façades and to anchor the building. The remaining façade materiality is made up of glazing to provide visual connections between the public and private realms, enhance safety, and a sense of pedestrian scale along the street.
- Parking, servicing and loading area are sited away from Brant Street, reducing visual impacts onto the public realm. The majority of on-site parking is located underground with several surface parking spaces located in the side yard for resident and visitor use.
- The building massing at the rear steps down from the 11th storey to the 2-storey apartment units to meet the City’s Angular Plane requirements. This transition reduces potential massing and shadowing impacts onto neighbouring properties. Any massing impacts are further mitigated by the provision of an outdoor amenity area and secondary driveway in the rear yard.
- Upper building design includes a series of projected balconies made up of glazing to ‘lighten’ the upper floor massing. The proposed building design also integrates natural and modern colour palettes to provide some variety on the upper floors.

Figure 16 illustrates the various building design considerations for both the upper and lower building components.

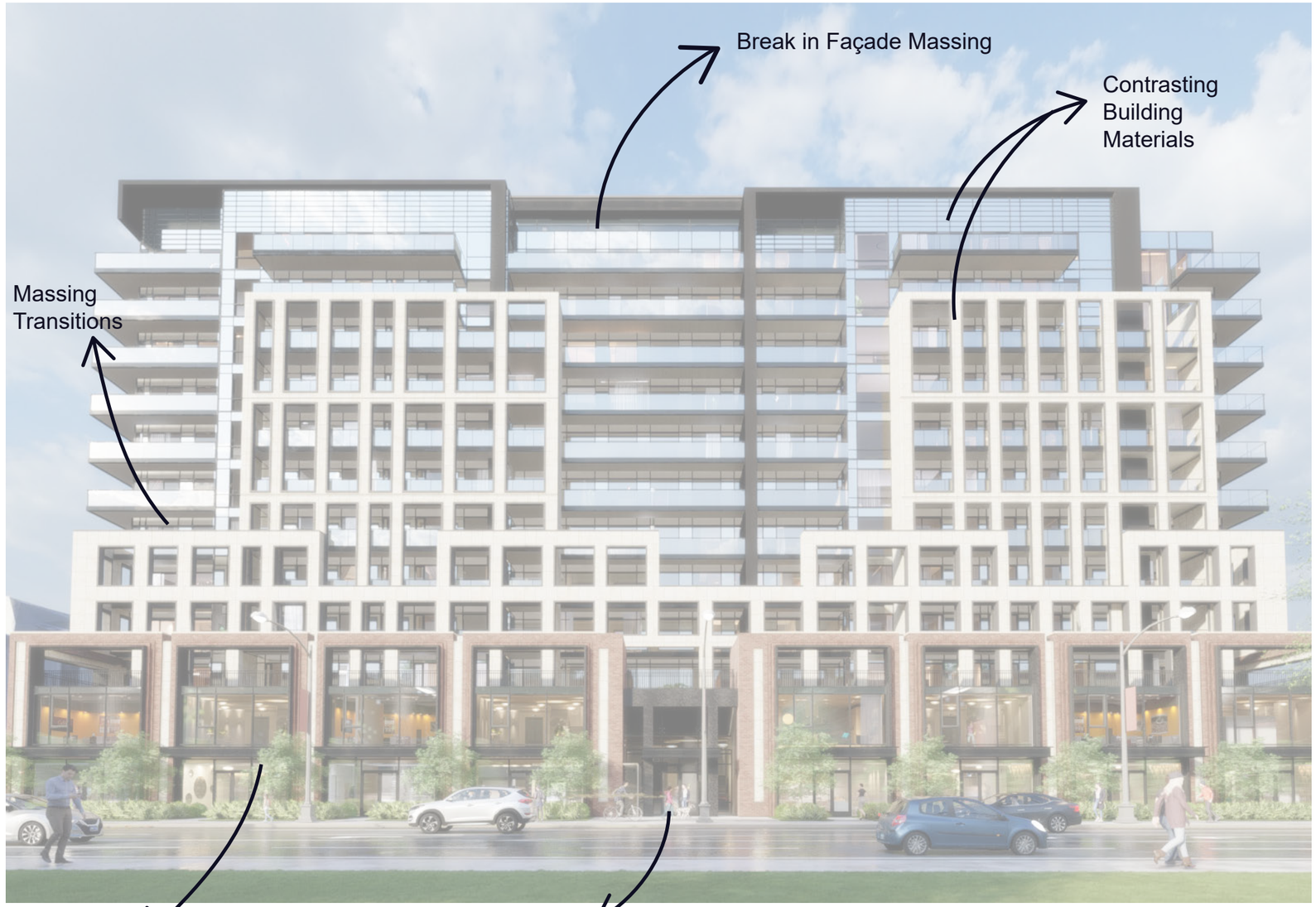


Figure 18: Render Prepared by Chamberlain Architect Services Ltd.

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5.4 SUSTAINABLE BUILDING & DEVELOPMENT GUIDELINES (2021)

The Sustainable Building and Development Guidelines ('BSBDG') were released by City Staff in December 2021 to encourage sustainable design approaches for future developments in Burlington. Similar to the DGMR, the purpose of the Guidelines is to provide developers and architects with key design considerations that will contribute to 'building excellence' within the City. Upon development application submission, City Staff will utilize these Guidelines as a comprehensive checklist and tool to review various elements of sustainable building practices for new developments to ensure they align with Burlington's Strategic Plan 2015-2040.

As part of the OPA and ZBA process, the proposed development is subject to the following guidelines:

- ***2.1 Site Connections:*** Provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites in accordance with Official Plan policies.
- ***2.3 Bicycle Storage:*** Provide bicycle parking spaces in accordance with the Zoning By- law and Official Plan Policies.
- ***4.1 Stormwater Quality***: Achievement of a level one/enhanced stormwater treatment for all stormwater runoff.
- ***5.1 Urban Heat Island:*** Provide vegetated landscape areas in hard surface areas as per the Zoning By-law.
- ***6.1 Waste Management Plan:*** Provide and implement a waste management plan in accordance with Regional requirements.

Discussion

- The proposed development will provide sidewalk connections from the municipal sidewalk along Brant Street to the interior of the site to ensure a safe and accessible pedestrian network is formed. Where sidewalks intersect driveways, painted crosswalks will delineate the pedestrian right of way to maintain safety. All on-site sidewalks will be design in accordance with AODA regulation guidelines.
- Long-term bicycle parking will be provided underground in accordance with provisions set out in the Burlington Official Plan and Zoning By-law.
- Stormwater treatment practices will be established via a Stormwater Quality and Management Strategy in future development stage applications.
- The proposed landscape plan outlines robust landscaping treatments across the site and built form to mitigate urban heat island effects. Both hard and soft landscaping treatments will be integrated in the design to meet the requirements set out by the Official Plan and Zoning By-law.
- A comprehensive waste management plan, prepared by Chamberlain Architect Services Ltd., illustrates the proposed waste management strategy on-site (Figure 17).



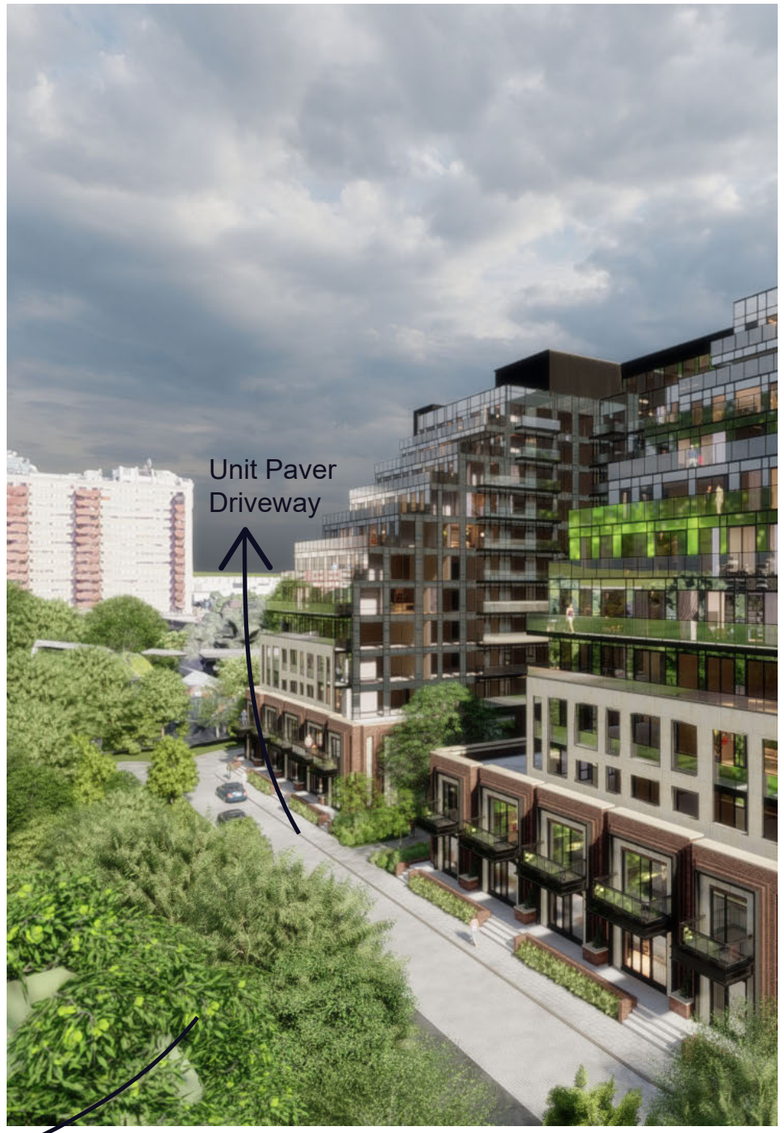
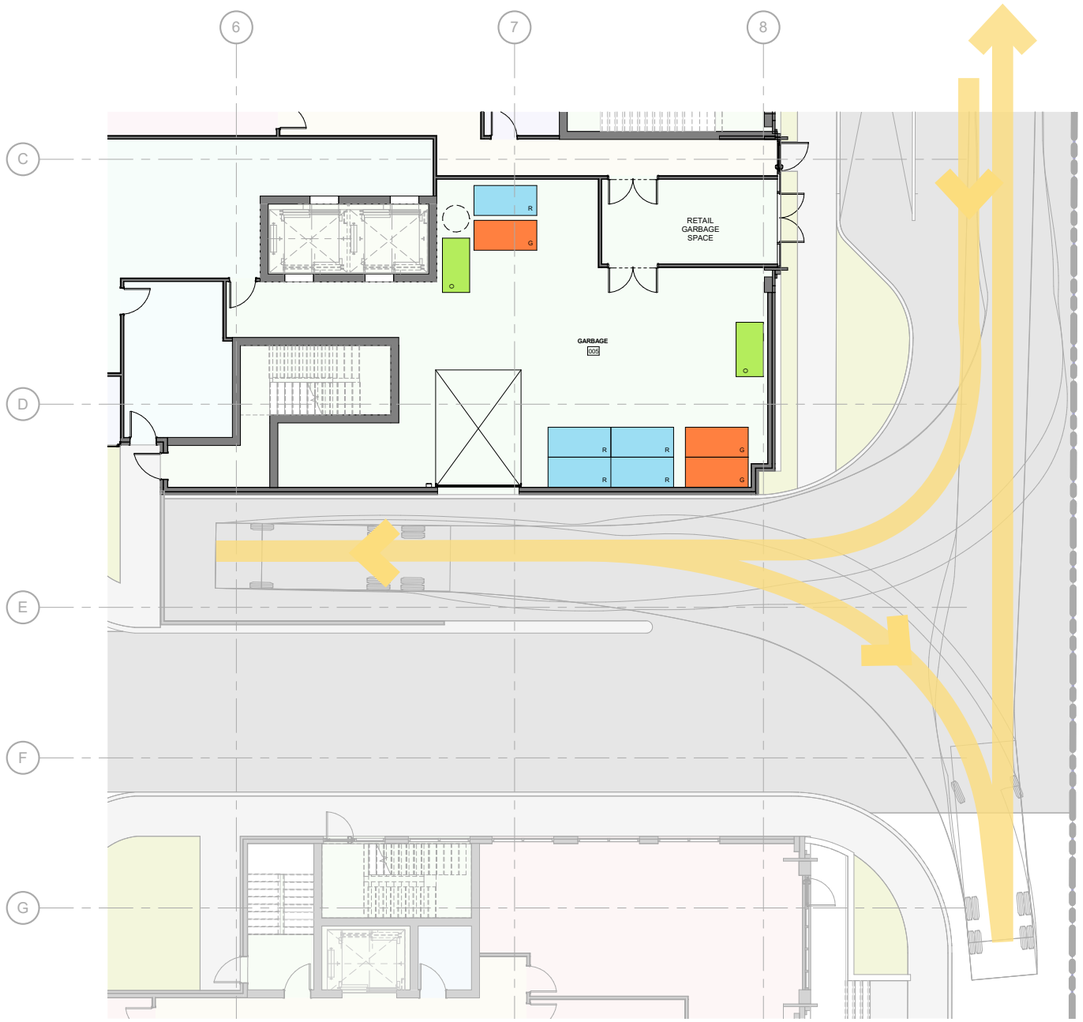


Figure 19: Renders Prepared by Chamberlain Architect Services Ltd.





Legend

- Garbage Truck Movement
- Garbage Bins (3 cubic yard/bin)
- Recycling Bins (3 cubic yard/bin)
- Organic Waste Carts (2 cubic yard/bin)

Figure 20: Waste Management Plan Prepared by Chamberlain Architect Services Ltd.

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6.0 URBAN DESIGN ANALYSIS

6.1 Site Organization
6.2 Pedestrian Circulation & Access
6.3 Public Realm
6.4 Built Form & Massing
6.5 Shadow Impacts
6.6 Architectural Articulation & Materiality
6.7 Landscaping & Open Space
6.8 Parking, Loading & Servicing

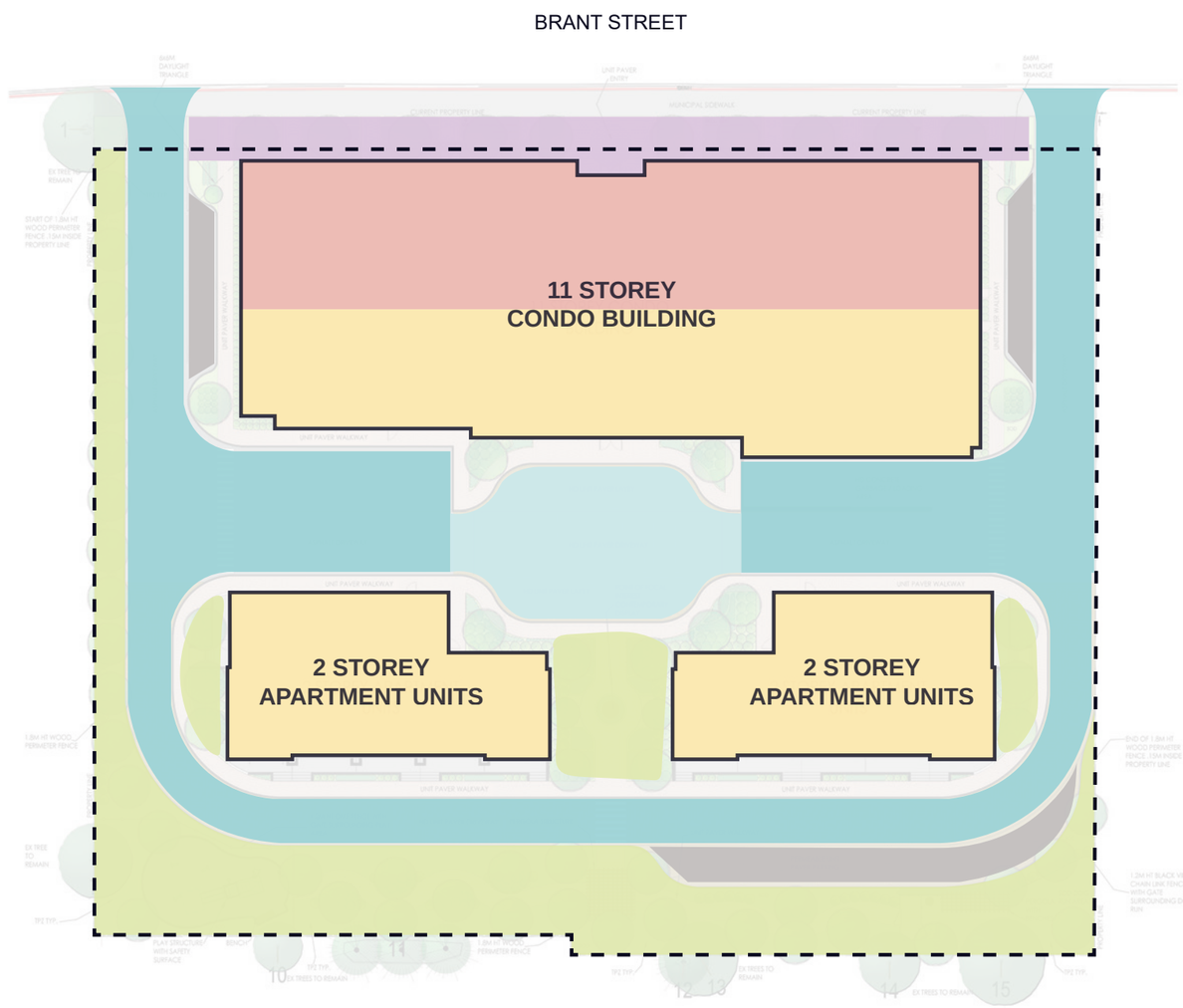
6.1 SITE ORGANIZATION

The proposed development integrates design principles from City guidelines, along with best-practices, to organize the site in a functional and cohesive manner. The proposed site design generally maximizes the area of the subject lands and orients the building mass towards Brant Street, establishing a consistent streetwall. By framing the street, there is an improved public-private relationship between the built form and public realm at-grade. The building maintains an additional 1-metre setback along the Brant Street right-of-way to accommodate streetscaping elements.

The uses on-site are organized to support future growth within the community while respecting existing land uses. Commercial units are located along the Brant Street frontage with easily visible and accessible pedestrian entrances to encourage vibrant ground floor pedestrian activity. Residential uses, sited towards the rear yard, provide a necessary transitional zone to abutting land uses. The overall building use distribution supports mixed-use building principles as well as complete communities.

In terms of access, the proposed development features two driveways off of Brant Street. Strategically located along the periphery of the site, the driveways allow the development of a consistent building frontage along Brant Street to reduce the potential for pedestrian-vehicle conflict zones. To improve visibility when entering and leaving the site, two 6 by 6 metre daylight triangles have been accommodated by the site design.

A primary, east-west road joins both driveways and provides access to the underground parking area, loading space and internal site pick-up and drop-off zone. A secondary, east-west road provides access to the 2-storey apartments in the rear and contibutes to the overall buffer space between abutting properties.



Legend

- Subject Lands
- Building Footprint
- Streetscape
- Commercial
- Residential
- Circulation
- Parking & Loading
- Landscaping

Figure 21: Site Organization (Base Plan Prepared by Wilks Associates, Annotated by Weston Consulting)

6.2 PEDESTRIAN CIRCULATION & ACCESS

The proposed development integrates sidewalks throughout the site design. Sidewalk infrastructure is proposed along Brant Street to provide direct access from the municipal sidewalk to the commercial units at-grade. On either side of the proposed building, sidewalks extend into the site to provide internal access for pedestrians. The sidewalk along the western side extends and wraps along the 11-storey building and provides a direct connection to the internal layby parking area and rear building lobby entrance. Beyond the internal pick-up and drop-off area, the sidewalks extend and wrap around the 2-storey apartment blocks. The site maintains a 1.5 metre sidewalk throughout and proposes a 3 metre wide walkway in the rear yard between the 2-storey apartment units. The wider walkway in the rear creates a pedestrian linkage to the outdoor amenity area. Sidewalk infrastructure integration is prioritized within the proposed development to ensure a safe and comfortable pedestrian experience throughout. Where sidewalks intersect with the internal roads, crosswalks are proposed to delineate pedestrian right-of-ways.

In terms of vehicle circulation, access driveways into the site are located along the site peripheries to allow for a consistent building frontage along Brant Street. Two parallel surface parking spaces are located along each driveway to provide quick, convienient access to the commercial and residential uses. The primary on-site vehicle circulation is centrally located and provides access to ground-level loading, the underground parking ramp, and designated pick-up and drop-off area. A secondary driveway wraps around the 2-storey apartment blocks and provides access to residential units in the rear.

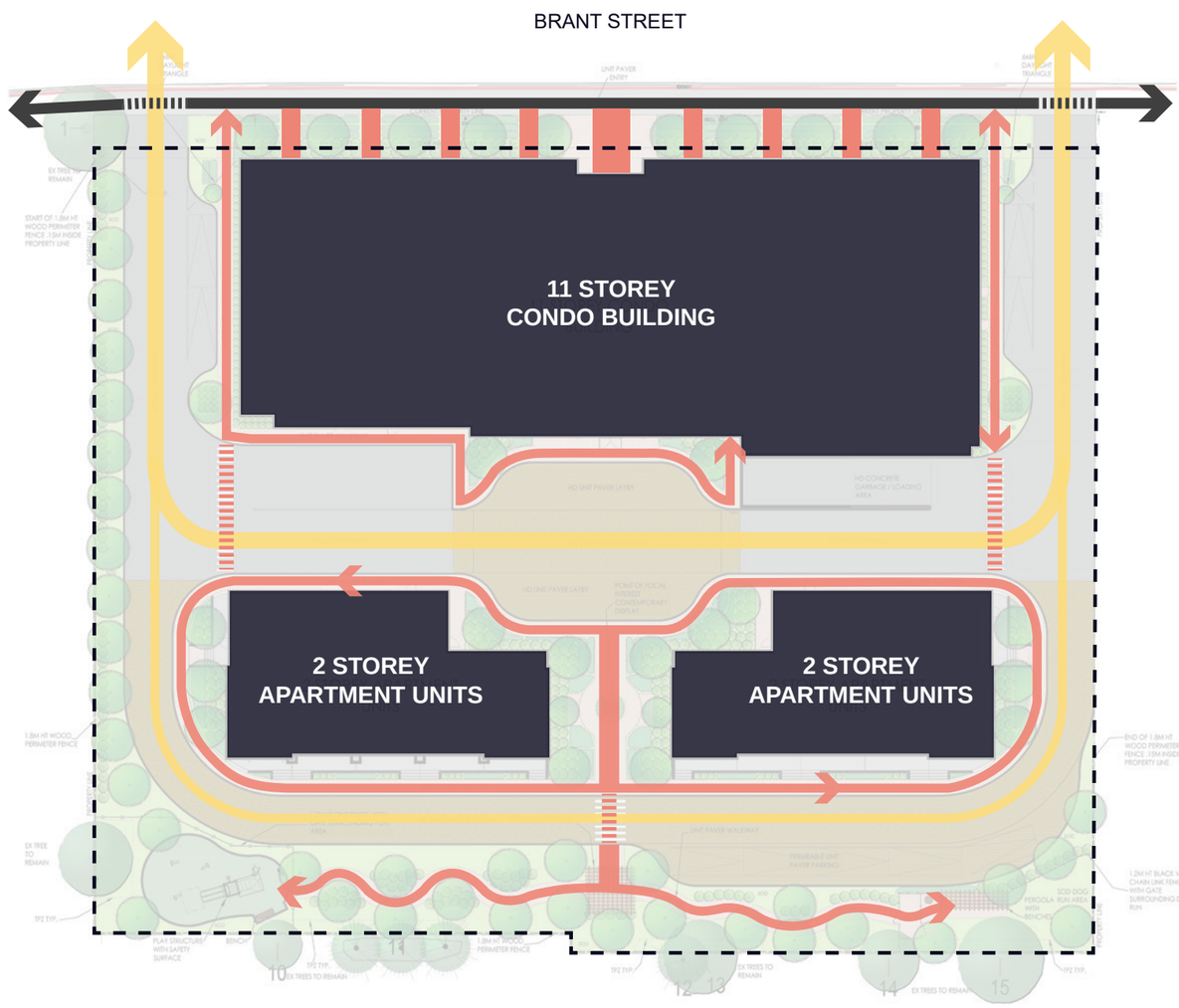


Figure 22: Pedestrian Circulation & Access (Base Plan Prepared by Wilks Associates, Annotated by Weston Consulting)

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6.3 PUBLIC REALM

The proposed development contributes the development of a vibrant public realm through its integration with Brant Street. The ground floor of the proposed podium includes commercial units with direct entrances off of Brant Street. By establishing an active frontage, the proposed development will continue to support the transformation of Brant Street into a vibrant, transit-supportive corridor within the City. The commercial space will encourage pedestrian activity at-grade and provide local residents and visitors with key services.

Hard and soft landscaping is utilized throughout the site design to compliment the overall built form and provide much-needed urban 'greening' to the neighbourhood. Consistent plantings, proposed along Brant Street, will develop a cohesive streetscape design and contribute to the overall vision of 'Building Excellence' within the City of Burlington.

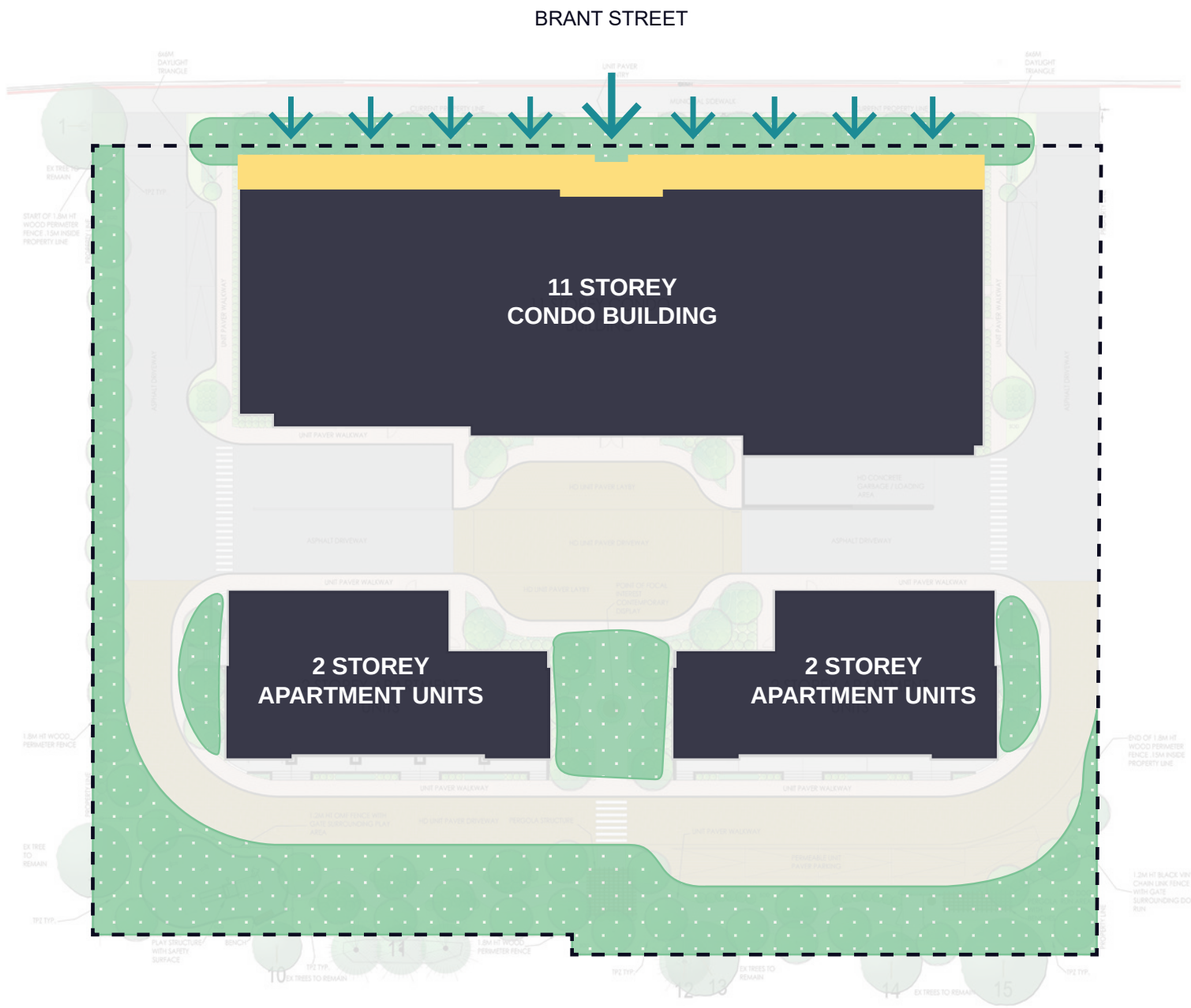


Figure 23: Public Realm Illustrated At-Grade (Base Plan Prepared by Wilks Associates, Annotated by Weston Consulting)

6.4 BUILT FORM & MASSING

The development proposes an 11-storey (43.1 metres) building that follows the provisions set out by the City Guidelines. The 'U-shaped' building is sited along the front property line, forming a consistent streetwall along Brant Street. In terms of the massing breakdown, the building includes a 3-storey podium along Brant Street which steps back 8 metres at the 4th-storey, supporting a human-scaled relationship with the street.

The 3-storey podium acts as a transitional buffer between the public realm at-grade and the upper floors to ensure a comfortable pedestrian experience is maintained. Given that Brant Street is a designated mixed-use corridor that will connect the Burlington GO Major Transit Station Area [MTSA] in the north to the downtown waterfront to the south, the consistent streetwall proposed from floors 3 to 11 supports the planned intensification of the area.

At the 7th-storey, the rear portion of the building begins to step back in order to fulfill the angular plane requirements and minimize the impact of the building on the surrounding lands. The section illustrated in Figure 14 highlights the built forms' compliance with the 45-degree angular plane requirements. The 2-storey apartment units will also benefit from the upper floor set backs as it will reduce the appearance of the building mass

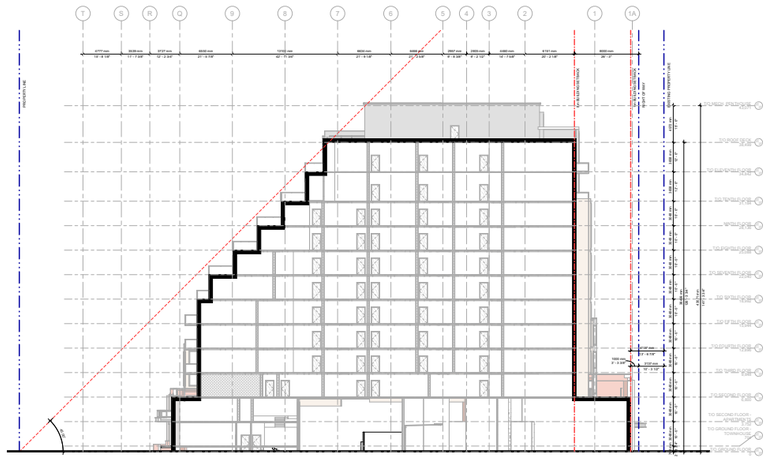








Figure 24: Angular Plane Diagram and Renders Prepared by Chamberlain Architect Services Ltd.

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6.5 SHADOW IMPACTS

A Shadow Study has been prepared by Chamberlain Architect Services Limited on January 13, 2023 to identify the shadowing impacts of the proposed development onto the surrounding context.

The Study evaluated the shadow impacts at various times throughout the year as required by the City of Burlington's Shadow Study Guidelines and Terms of Reference [June 2020]. Given the proposed developments' height of 11-storeys, the Study involved a shadow analysis for each solstice and equinox during the year. The solstices, occuring on June and December 21st, represent the seasonal extremes for each season and the shortest and longest shadows, respectively. By contrast, the equinoxes, occuring on March and September 21st, represent the seasonal averages. The test times for March, June and September included every hour between 9:00am and 6:00pm. The December test times included every hour between 11:00am and 3:00pm.

The dates and test times for the Shadow Study provided a robust overview of the shadows cast by the proposed development throughout the year. The results indicate that the overall shadow impacts to the surrounding properties are minimal and

Please refer to the accompanying Shadow Study package by Chamberlain Architect Services Limited for a full breakdown of the shadows during March, June, September and December.



Figure 25: Shadow Study Diagrams Prepared by Chamberlain Architect Services Ltd.

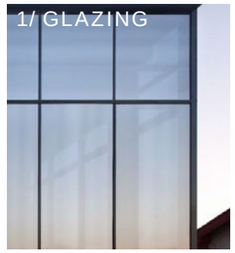
6.6 ARCHITECTURAL ARTICULATION & MATERIALITY

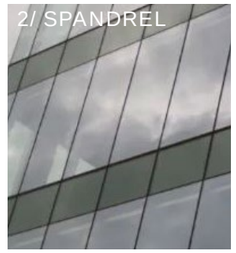
The proposed building incorporates high-quality design elements to produce a contemporary and unique façade treatment and overall building design. The south elevation of the building, illustrated in Figure 16, features a distinct podium design. Natural-coloured materials are utilized to visually distinguish from the upper levels and to create and inviting commercial space at-grade. Brick materials are used along the podium to frame the commercial glazing on the first two levels, creating a slightly recessed, contemporary, colonnade-style articulation. The materials create an appearance of a strong building base and the colour palette establishes a high-quality podium design that is visible from afar. The residential entry, located along the centre of the building façade, is entirely made up of glazing to establish a clear primary building entry while promoting a sense of transparency.

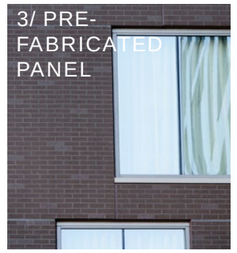
In terms of the upper floor design, Floors 3 and 4 integrate lighter stone material on either side of the façade which also continues along the central portion of the building. The remaining building façade is made of spandrel and glazing in a modern, grey tone. The use of the lighter materials on the upper floors, along the building corners and central portion, offset the building mass and provide visual interest to the overall design. From afar, the main residential entry may be located by following the lighter materiality towards the ground floor glazing. Projecting balconies on the upper levels will be framed by fully transparent glass guards to maximizes the transparency of the building envelope and allow for sunlight penetration for residential units.

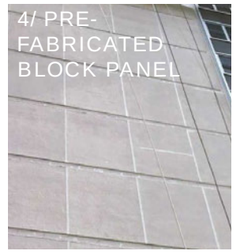
Overall, the proposed building is designed to reflect an architectural expression that compliments the surrounding neighbourhood. The use of masonry and glazing at-grade establish a consistent visual pattern that grounds the building in its environment and the cut out in the façade denotes a clear entryway towards the residential lobby and retail uses. The upper floors integrate building articulation and varying materiality to contrast the podium design and reduce the appearance of a heavy slab-like mass.

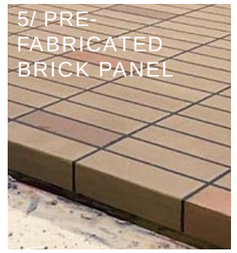
The material palette selected aims to tie into the surrounding built form while simultaneously introducing more contemporary elements. This balance will lend to establishing a unique building that will be a prominent feature along the growing Brant Street corridor.













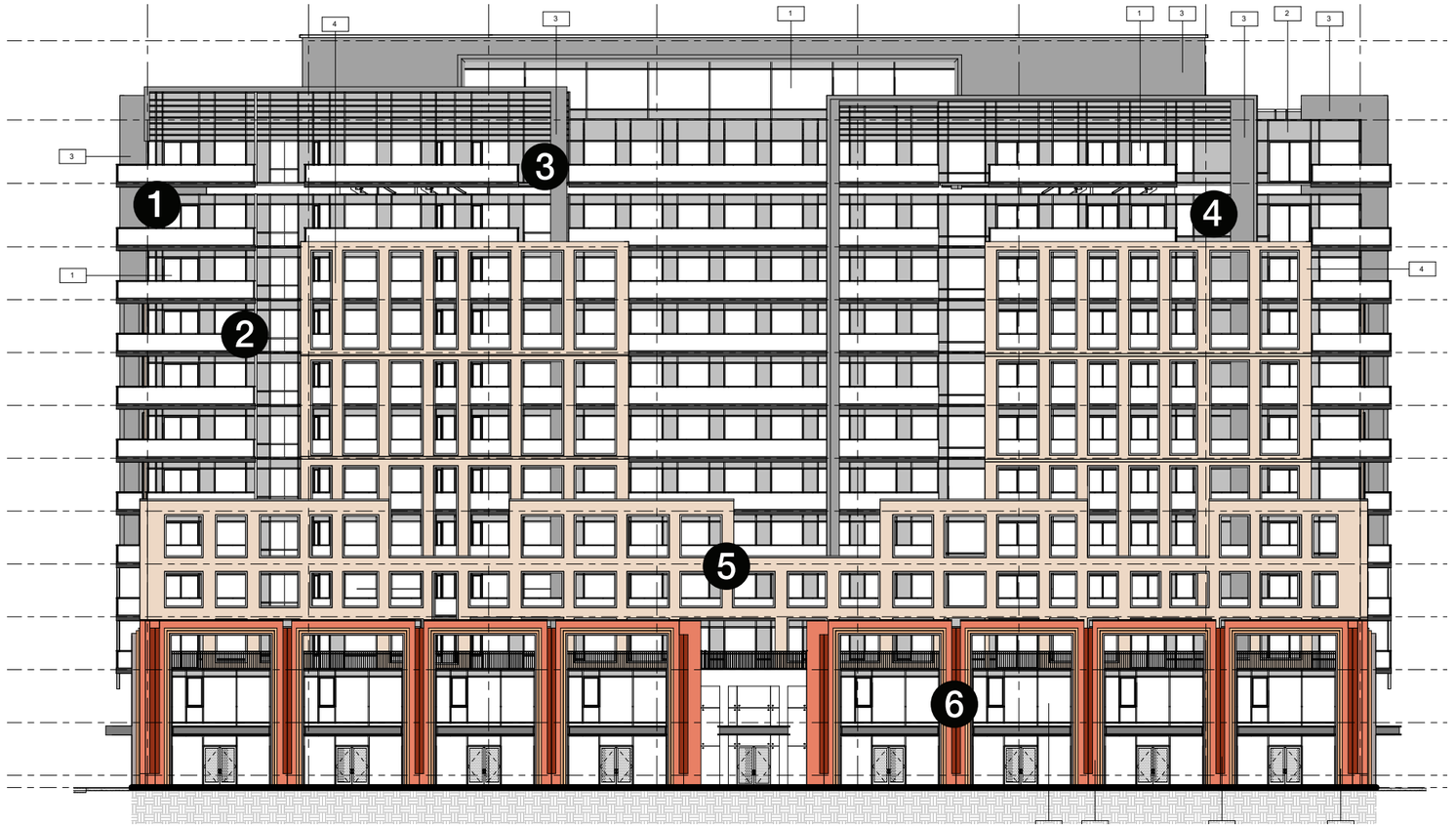


Figure 26: South Elevations Prepared by Chamberlain Architect Services Ltd.

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6.7 LANDSCAPING & OPEN SPACE

The Landscape Plan prepared by Wilk Associates Landscape Architecture Limited (Figure 16) illustrates the proposed landscape concept for the development that compliments the built form through a series of hard and soft landscape interventions.

Soft Landscaping

Landscaping along the building façade including trees, shrubs, and a widened main building entrance comprised of unit pavers to create a visually distinct building entryway. Soft landscaping elements along the perimeter of the building and along the shared property line with the residential apartments on Olga Street provides additional visual buffers for residents and contributes to the overall urban canopy.

Hard Landscaping

The central pick-up and drop-off zone as well as the secondary driveway to access the 2-storey apartment units is made up of unit pavers to enhance the visual character and provide traffic calming benefits. A landscaped courtyard between both 2-storey apartment blocks acts as a linkage to the residential amenity space in the rear. The courtyard continues the unit paver walkway design and integrates trees and shrubs to provide a pleasant walking experience for residents and visitors.

Amenity Areas

The rear yard amenity area maximizes the length of the property and provides a linear walkway connection complimented by tree plantings and shrubs. Seating is provided along various points and an added play structure encourages social interaction amongst residents. An outdoor amenity area is proposed on the roof deck and will include hard and soft landscaping treatments to facilitate a high-quality space for recreation and leisure. Specific design details for the programming will be determined during future site plan applications.

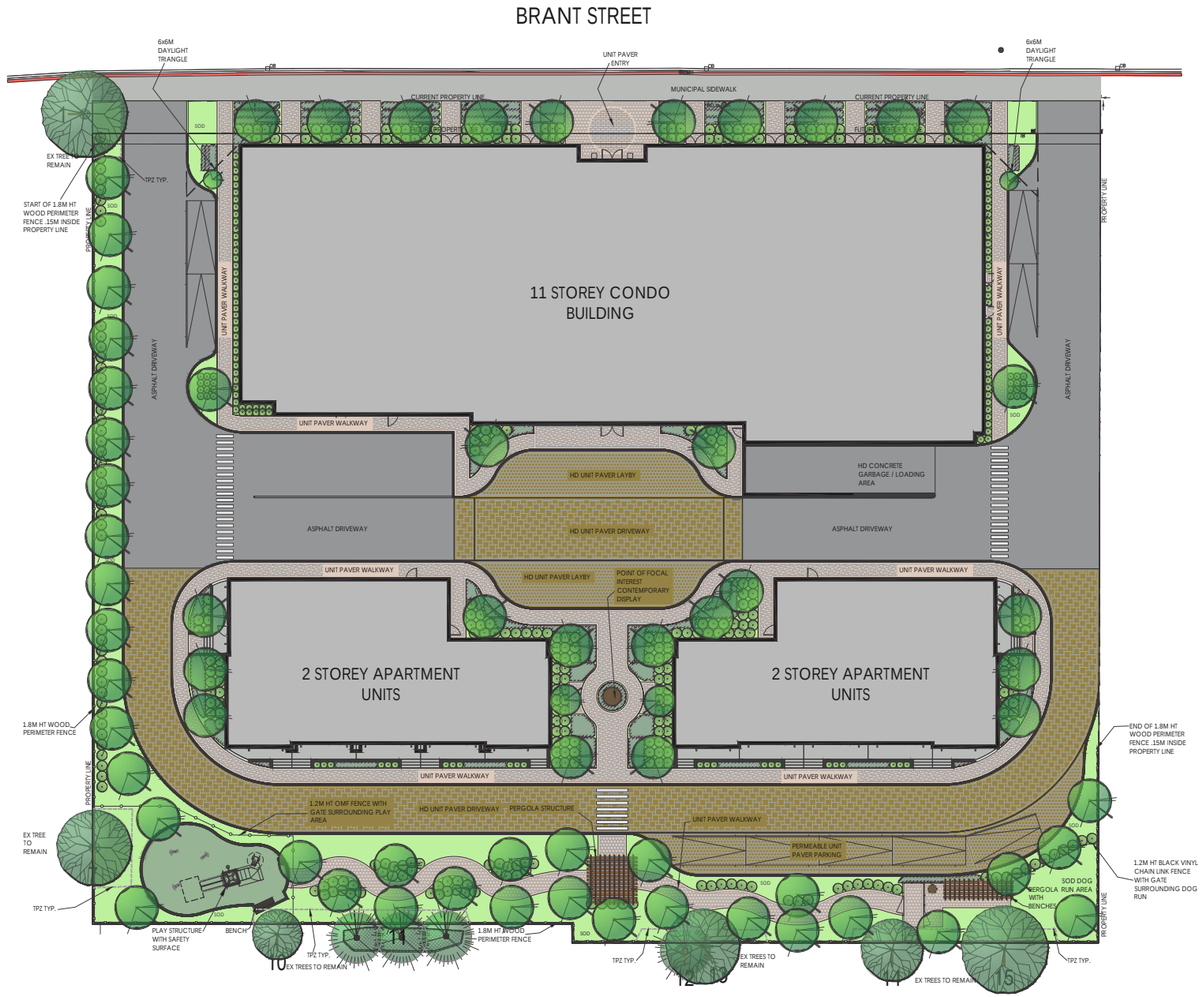


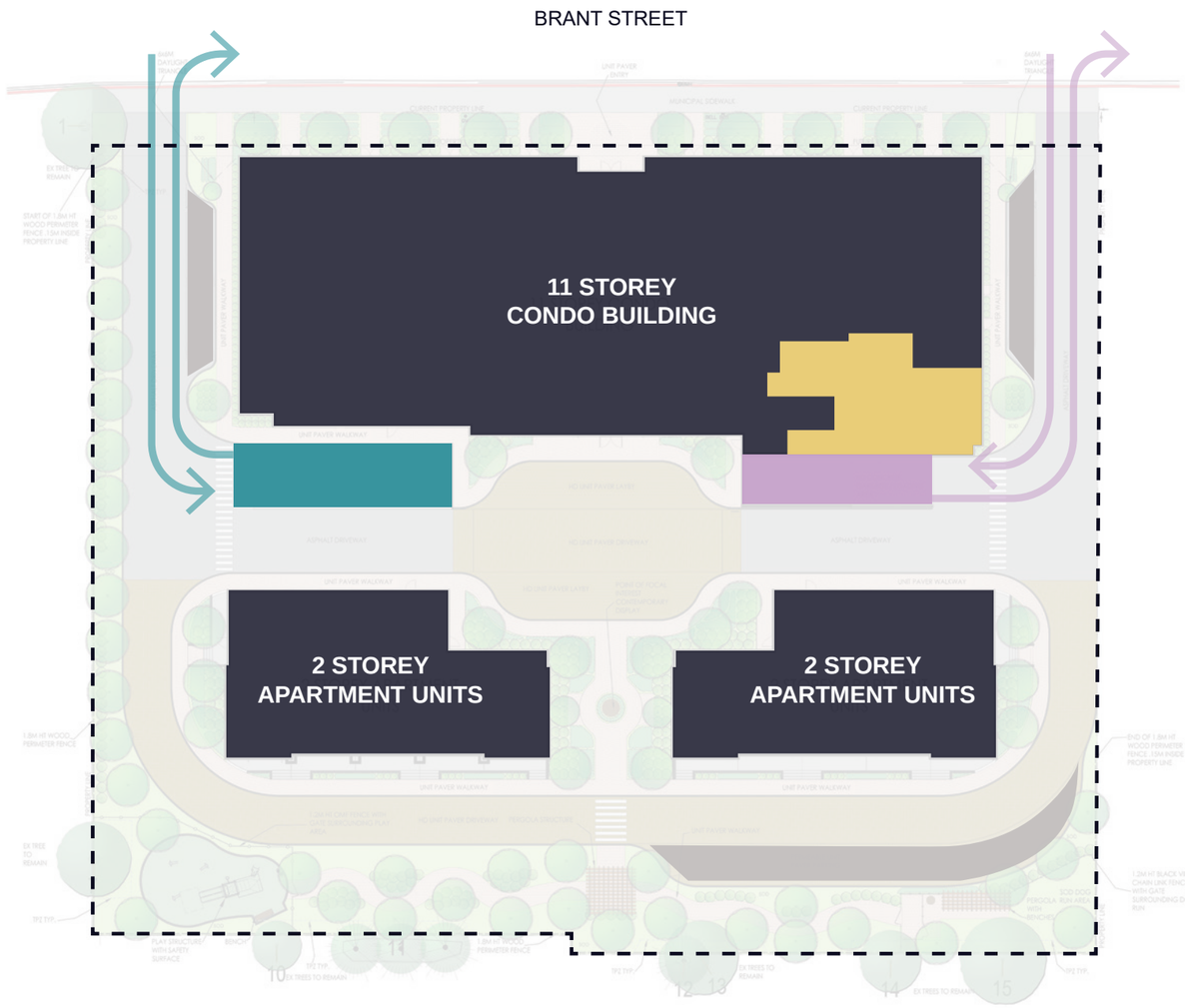
Figure 27: Landscape Plan Prepared by Wilks Associates

6.8 PARKING, LOADING & SERVICING

The proposed development integrates a parking and loading strategy that minimizes the visibility of parking spaces, loading docks and access to underground parking. By locating these vehicle-oriented uses away from the Brant Street corridor, the site is able to prioritize pedestrian circulation and maintain an enhanced public realm.

Surface parking within the site is limited, with two parallel spaces provided on either side of the building to primarily provide convenient, accessible commercial parking. Several additional surface spaces have been provided in the rear yard along the landscaped amenity area to provide visitor parking for the 2-storey apartment units. The remaining parking on-site is located in three levels of underground parking which is accessed by the two-way western driveway. The ramp is located behind the 11-storey building and screened from pedestrian visibility.

In terms of loading areas within the proposed design, one loading space is proposed which mirrors the location of the underground parking ramp on the eastern portion of the site. The loading space is located adjacent to the proposed garbage room within the main residential building.



Legend

- Subject Lands
- Building Footprint
- Interior Garbage Room
- Ramp to Underground
- Loading Space
- Surface Parking

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7.0 CONCLUSION

The proposed development's urban design and architectural design features have been reviewed against the existing context as well as various policies within the City of Burlington. The overall massing strategy demonstrates that the proposed building successfully mitigates negative impacts onto the surrounding area. The design approach ensures that the vision for moderate intensification along Brant Street is met and a number of amenities, services and streetscaping enhancements are integrated into the site design. The development remains sensitive to the surrounding context while simultaneously establishing a unique character along Brant Street. This is achieved through an appropriate consideration of building façade design and materials, overall built form and efficient access and circulation.

The sites' location at the southern portion of the Burlington GO Station MTSA and the Urban Growth Centre provides an opportunity to develop a high-quality, architectually distinct building that will set a standard for future development along this north-south corridor. The 11-storey building appropriately responds to the City's policy objectives and provides moderate intensification to support future growth within the community.

It is our opinion that the existing and planned context of the surrounding community will benefit from the proposed building, maximizing the potential of the site and enhancing the overall public realm design within the community.

APPENDIX A

City of Burlington Urban Design Advisory Panel Meeting Minutes

Community Planning Department
Burlington Urban Design Advisory Panel (BUD)

MINUTES

September 15, 2022, 2:00 pm
Virtual (Online) Meeting

Members of BUD

	present	absent / regrets
Jessica Hawes (Chair)	✓	
Matt Reid (Vice Chair)	✓	
David deGroot		regrets
Mike Flint	✓	
LeAnn Seely	✓	
Nigel Tai		regrets
Alexandru Taranu		regrets
Jackie VanderVelde	✓	

Item #1: 688-698 Brant Streets

Design Review:	First Review
Application:	Official Plan Amendment & Zoning By-law Amendment
Presentations:	
City Staff:	William Wallace, Community Planning
Design Team:	Martin Quarcoopome, Weston Consulting Jon McGinn, Chamberlain



Disclosure of conflict-of-interest

None.

City Staff Overview

City staff outlined the project details, planning framework and existing and future context. Staff are seeking the Panel's advice on the following key issues:

1. **Response to context**
2. **Built Form and Architectural Design**
3. **Landscape and Site Design**

Design Team Presentation

The project planner provided a brief recap of the surrounding context making note that the development proposal aims to conform with the City's new Official Plan – under appeal to the Ontario Land Tribunal – and achieves the objectives and policies thereof.

The project architect went into more detail about the site and building design, noting that the proposal includes two storey townhouses at the rear to respond to the character of the abutting residential neighbourhood. It was also noted that the overall building massing falls within a 45º angular plane measured from this interface at the western site boundary.

In terms of site servicing, the proposed vehicular access utilises the existing driveways, garbage/loading/parking is internalized, and most traffic services are pushed as far east as possible to minimize vehicular circulation conflicts. The ground floor layout provides for an internal and external lobby access right off the street, with direct access for retail. Additionally, the proposal provides pedestrian circulation within the site. It was noted that the second level steps back seven metres from Brant Street, and this is where the residential units start. At the rear, there is a continuing of stepping the building as it goes upward to fall within an angular plane.

In terms of the landscape plan, it was noted that a six metre wide landscaped area is provided at the rear, and the underground parking is setback, as the proponent is looking to preserve boundary trees moving forward, and they acknowledge that the presented concept plan is a first attempt at laying out of the site's green features.

In terms of streetscape, the project design team mentioned that they are using durable building and streetscape materials near street level, carrying it around the base of building, with the intention to pull the pedestrian feel around the base of the building. Along the street facing façade the design tries to transition the building's massing horizontally and create an active base with the brick at a pedestrian scale.

Panel Questions:

The Panel asked the Design Team the following questions of clarification:

- Can you talk about the programming of the outdoor amenity space and rooftop amenity space; the plans show an outdoor community garden; how do you ensure it functions in practice?

    - We are not there yet (programming of outdoor amenity space), the plans are conceptual, and will be refined by the time of submission. We are not tied to the design of the space at the rear, it is trying to ensure compatibility with terraces; the programming of private or common outdoor space is not yet programmed, not yet at detailed design of rooftop. That will come. We are considering and looking at it further. There is indoor amenity on the ninth floor and combination of indoor/outdoor space on the rooftop.
- The plans show a ramp to the underground parking on the northeast side of the central roadway, what is shown on the opposite side of the building (to the southeast)?
    - Garbage/loading area
- Re: sustainable features, can you highlight what's there and what you are will be considering?
    - We look at obvious ones, HVAC, orientation of the building, natural elements, energy modelling, material durability, not focused on anything major at this point.
- Are you targeting a net zero building or anything like that?
    - No.
- The submitted materials did not include underground plans; can you talk to the extent of the underground parking facility (setbacks)?
    - We have not gone through the exercise of laying out the underground parking yet. The intent is to fit within guidelines for water table and contain all parking below grade. We will plan for setbacks to ensure provisions of a landscape buffer is required while we don't impact trees. Not shown but on our minds.
- In terms of the overall building height, do you have two second floors?
    - We have increased the ground floor height for servicing purposes and get a mezzanine for retail.
- Is it 12 storeys not 11 from a building code calculation perspective?
    - Yes, depending on the townhouses.

Panel Advice:

Question #1: Response to context – *Please comment on the relationship between the proposed building and the surrounding context, particularly with respect to the overall building design, proposed setbacks, shadow impact, streetscape, landscape design, as well as it's relationship to the surrounding schools in the area.*

The Panel complemented the project team on their submission package, noting that it was easy to go through.

In terms of context, the Panel agreed that the building is attractive, however, a finer grain of materials would help to breakdown the building's massing and to help it fit the site better. Also, it was recommended to break up the building vertically to get more differentiation considering the length of the building at about 106 metres long. The Panel suggested that the central entrance be deeper to break the mass, which will benefit the smaller grain buildings surrounding the site.

The Panel encourages the project team to look closer at the streetscape design with more robust plantings, to look closer at the context, to break up the building massing and consider the school sites in their design response. It was commented that it is hard to tell how the materiality is breaking down the massing and that this should be examined to

ensure that the building does not feel overwhelming from the open spaces that look at this building, what's the overlook like?

The Panel urges the proponent to reconsider the need for the second driveway separating the townhouses at the back from the adjacent residential properties. It was commented that this creates an odd front to back condition. It was questioned whether the road is needed at all. The Panel suggested this could be a larger open space, rather than more hard surface, and would transition better as a back-to-back condition. The Panel agreed that the outdoor amenity is more valuable and usable, helps with an appropriate interface with neighbours, and matching the backyard condition would be more compatibility than having parking next to the property line.

Additional comments, included:

<u>Streetscape</u>

- Instead of sod, do more robust planting such as full pollinator garden to support habitat. Enhance the amount and robustness of greenspace at the street level.

- It was commented that there is a nice setback from the street (Brant St.), but a more inviting landscape treatment is missing in the renderings. Conversely, at the backside, the proposal provides a deceit streetscape frontage for the townhouse units.

<u>Landscape</u>

- It was commented that there is insufficient information provided to talk about the landscape, more details are needed to comment on.

Question #2: Built Form and Architectural Design – *Please comment on the overall massing and architectural expression for the proposed development, particularly with respect to the building's podium, the upper floors, the proposed balconies, and the materials used. Does the relationship between the podium and the middle/top positively relate to the streetscape/human experience at grade?*

The Panel agreed that the building design works well, but it is quite long. It was suggested that the central opening could be deeper and wider given the overall length of the building to create a break in the massing.

A member commented that the seven metre step back above the street level is a solid separation to make the relationship at grade feel human scale, yet the frontage could use more variation to break it up to avoid reinforcing the length of the building. For example, it was suggested that the project team consider smaller units or setting back some elements a little further, and more is needed in terms of unit frames to truly help with breaking up the length.

The Panel recommended that the balconies not encroach into the seven metre step back, and be integrated into the building design, this site should be able to accommodate inset balconies.

Generally, the Panel felt that the dark top relative to light bottom is backwards. As a result, the top of building looks heavier as it tapers up. However, it is hard to tell what the materials are without labelled elevations.

Overall the Panel felt the building is positive, but they would like to see the building broken up more, through materials, massing, and suggested that the project team look to key views to breakdown the length, including incorporating more recessed balconies.

Question #3: Landscape and Site Design – *Please comment on the site design, particularly with respect to access, site circulation and the design and location of the outdoor amenity space for use by the residents of the development. Are there any suggestions on how effective landscaping could be incorporated within the development? And are there any suggestions for the green roof design?*

The Panel commented on the importance of providing something on site for children, and an amenity for dogs such as a run or hose bib, and grassed area in one place. These elements must be well integrated into the building and site design.

The Panel suggested that the central roadway use unit paving and be designed as a public plaza. The design should slow cars down.

A member suggested that the proponent explores the use of different material for the secondary driveway if it can't respond to the Panels recommendation to remove it. This would include matching the materials used for the central road, or the use of permeable pavers.

It was commented that there is good pedestrian connectivity around the whole site. The Panel suggested that formal connections (crosswalks) be added across the corners to the open space along the rear of the site to create a connection to Brant Street.

The Panel encouraged the proponent to think about lighting, and consider doing something whimsical on the site with special attention to the underpass area to ensure it is welcoming and feels safe for pedestrians, which could be public art or make the spaces special in those areas of the site (the central areas and grade-related open space).

In summary, the Panel reiterated their earlier comments and strongly encouraged that the secondary driveway be removed. They also advised that the proposal consider all opportunities to reduce asphalt while aiming to maximize planting areas for mature trees growth throughout the property.

End...Item #1

Meeting Adjourned

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