

URBAN DESIGN BRIEF

418-422 Guelph Line
Burlington, Ontario

Prepared for:
Waldemar Lp.
3410 S Service Rd,
Burlington, ON L7N 3T2

KNYMH
ARCHITECTURE • SOLUTIONS

Prepared by:
KNYMH Inc.
101-1006 Skyview Drive
Burlington, Ontario L7P 0V1
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1 Urban Design Brief Introduction & Objective

KNYMH Inc. has been retained by Waldemar Lp. (hereinafter referred to as the "Applicant") to develop this Urban Design Brief for the redevelopment of the properties municipally known as 418 & 422 Guelph Line in the City of Burlington, Ontario (hereinafter referred to as the "site" or the "subject lands"). The Urban Design Brief's Objective is to provide a description of the project proposal, and evaluate the proposal's fit when viewed within the framework of the City of Burlington's planning Policies & standards including the City's Official Plan, Strategic Plan, Zoning By-Law 2020, and Tall Building Guidelines.

2 Urban Design Policy & Regulatory Context

2.1 City of Burlington Official Plan

It is important to note that the Council of the Corporation of the City of Burlington adopted the Grow Bold: Burlington's Official Plan on April 26, 2018 through By-law [24-2018] but it is currently under review by the Region of Halton and City of Burlington for approval and as such is not in full force and effect. The intent is to bring the City's Official Plan into conformance with the Strategic Plan approved April 2016. Therefore the policies of the Consolidated October 2017 Official Plan (referred hereto as OPA 104) govern and inform this Report.

2.2 The Region of Halton Official Plan (ROP)

The following is an overview of the Regional Official Plan[1]

The Regional Official Plan (ROP) is Halton's guiding document for land use planning. It contains the goals, objectives, and policies that manage growth and direct physical change and its effects on the social, economic and natural environment of the Region.

The ROP is reviewed periodically to ensure that it remains responsive to Halton's needs and the vision of Regional Council. The last review – called Sustainable Halton – was undertaken to update the Halton Region Official Plan [2006]. It culminated on December 16, 2009 with Regional Council unanimously adopting Regional Official Plan Amendment No. 38 (ROPA 38). In 2011, the Province modified and approved ROPA 38. This decision was subsequently appealed in its entirety to the Ontario Municipal Board (OMB). The OMB hearing process to address the appeals began in mid-2012 and is currently ongoing.

On January 13, 2016, the OMB issued an Order confirming the approvals in principle it granted on May 7, 2015, May 19, 2015, June 15, 2015, and September 28, 2015. This is in addition to Orders dated March 17, 2015, October 2, 2014 and February 4, 2014.

Certain policies of the Regional Official Plan are now approved and in force as of the date set out in the OMB Order, subject to site specific or area specific matters. The new September 28, 2015 Interim Office Consolidation has been prepared to show those policies that are approved and in force as well as those policies that remain under appeal. For those policies that remain under appeal, the concurrent policies of the ROP [2006] continue to apply.

2.3 City of Burlington Tall Building Guidelines

The City of Burlington in collaboration with Brook McIlroy, prepared the Tall Building Guidelines as a resource for developers and architects designing tall buildings in the City of Burlington. In spring 2017, Burlington City Council

1 (Halton, Region of (ROP), 2015)

approved the Tall Building Guidelines.[2] Through its performance standards, the guideline document also promotes urban design excellence and supports vibrant streets. The guidelines are applicable across the entire City and provide design direction for the components of tall buildings: Building Base (Podium); Building Middle (Tower); Building Top. The Tall Building Guidelines apply to buildings with heights greater than 11 storeys and as such, are applicable to the subject site.

2.4 City of Burlington Zoning By-Law

The Site is currently designated as a Neighbourhood Commercial 'CN1' area, the applicant is applying for site specific zoning.

3 Site Analysis

3.1 Overview

The Subject lands are located at 418 & 422 Guelph Line in the City of Burlington. The proposed development is a combination of two (2) lots (See Figure 1); 418 Guelph Line and 422 Guelph Line. Vacant two (2) storey commercial buildings currently occupy lot 418 and 422. The two (2) existing buildings will be removed as part of the scope in the proposed development.

The subject lands are currently zoned as Neighbourhood Commercial 'CN1' within the City of Burlington's Zoning Map (See Appendix G : Zoning Map) and is designated as Large Scale Neighbourhood Commercial in the current Official Plan (OPA 104). The site abuts Neighbourhood Park land featuring the 'Waterfront Trail' multi-use path to the Southeast and a single storey commercial building to the North at the intersection of New Street & Guelph Line. The Site is mainly level and currently has access from Guelph Line.

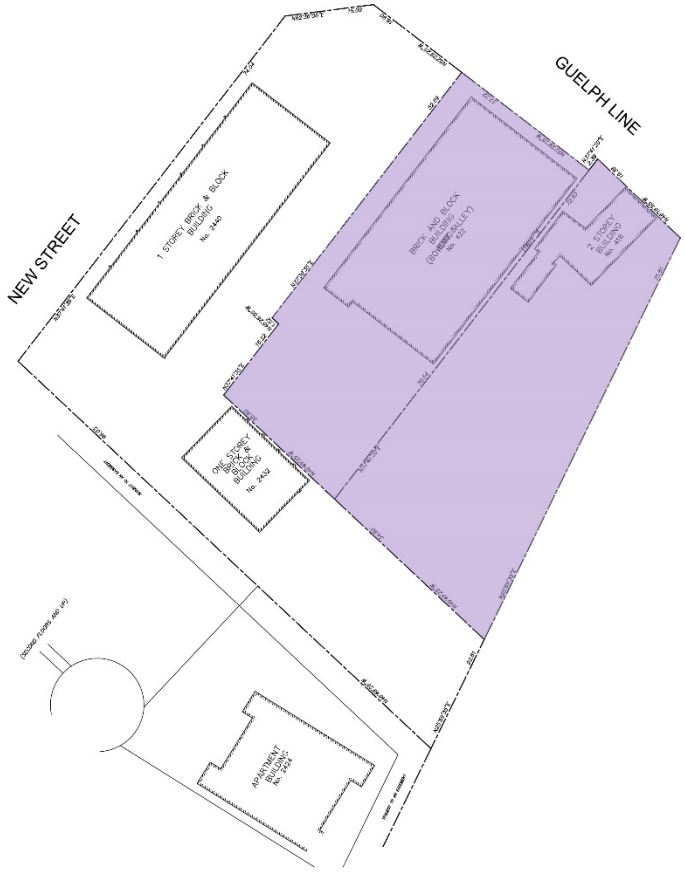


Figure 1 : Existing Lots forming proposed development. (Based on Survey prepared by Millington & Associates)

[2] City of Burlington, Tall Building Guidelines, 2017

3.2 Transit Network

Guelph Line and New Street are designated within the City of Burlington's current Official Plan (OPA 104) as Minor Arterial roads with an On-Street Bike lane as part of the Cycling network (See Appendix F - Schedules J, & A-2[3]). The Waterfront Trail adjacent to the subject lands to the south is an Existing multi-use path.

Guelph Line and New Street are designated within the City of Burlington's current Official Plan (OPA 104) as primary transit routes with high frequency. Currently the intersection of Guelph Line and New Street features a Burlington Transit node that is serviced by bus route No.3, 10, & 52 (See Appendix F - Schedules A-1[4] & Appendix H).



Figure 2: Burlington Transit Map

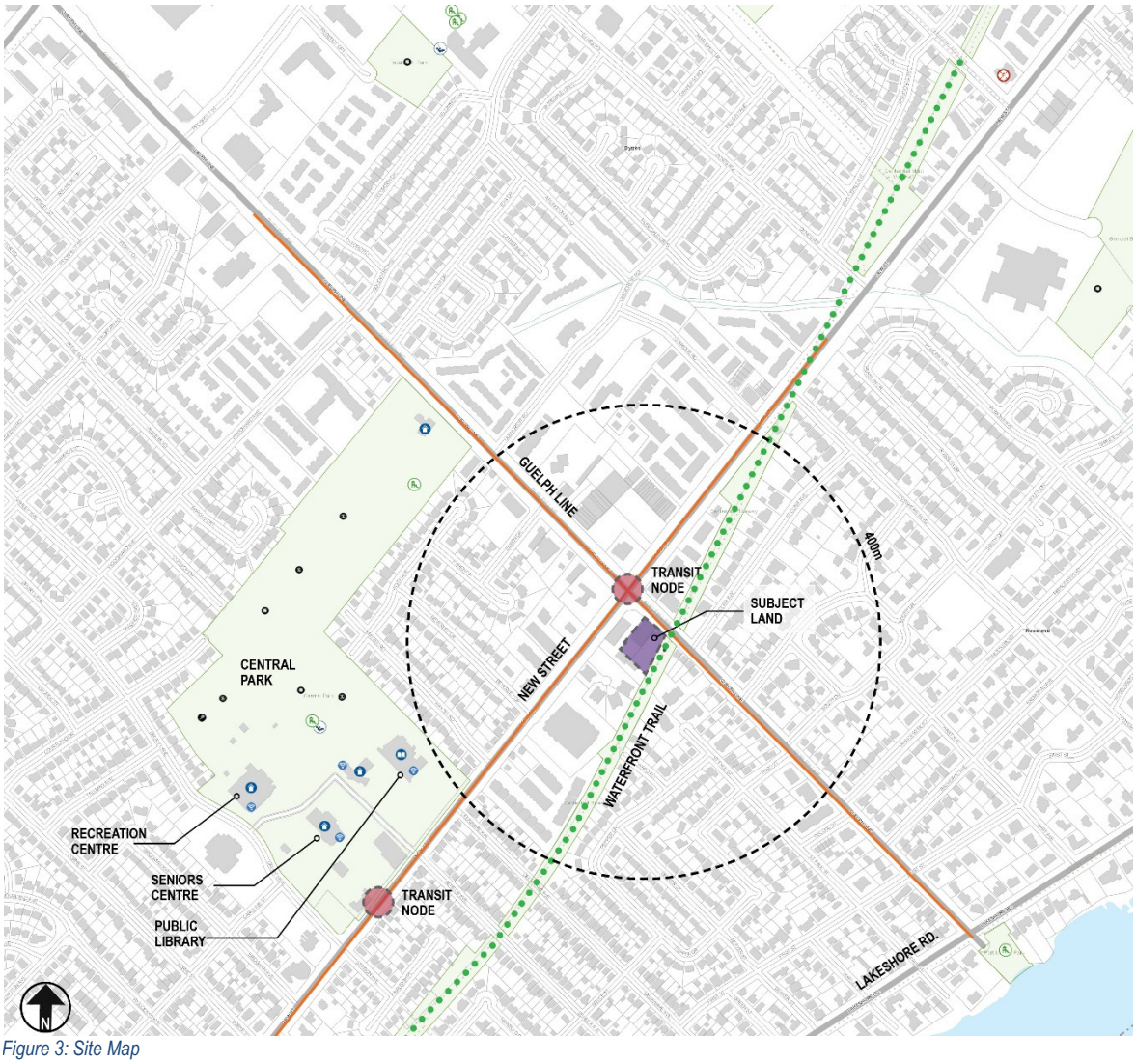


Figure 3: Site Map

3 City of Burlington's Official Plan [OPA 104], 2017
4 City of Burlington's Official Plan [OPA 104], 2017

3.3 Contextual Analysis

The proposed development is on a 0.382 ha site described as Part of Lot 16 Concession 4 South of Dundas Street with a frontage on Guelph Line. The intent of the proposed redevelopment is a revitalization and intensification to an existing built-up area in close proximity to a retail and transit network.



Figure 4 : View towards Site from corner of New Street and Guelph Line (Google, 2018)

The existing urban context consists mostly of commercial/retail uses at the intersection of Guelph Line and New Street surrounded by apartment buildings and townhomes with single family dwellings radiating further from the intersection. To the West and South of the subject land there is 4&5 storey mid-rise residential developments.



Figure 5 : Street views at Guelph Line & New Street intersection (Google, 2018)



Figure 6 : View South of Site from New Street (Google, 2018)

The site is near established neighbourhoods consisting primarily of mixed-use single detached homes to the south and single detached homes to the southeast.



Figure 7 : Street view along Guelph Line South of Site (Google, 2018)

4 Proposed Redevelopment

The proposed redevelopment consists of a 13-storey residential apartment (condominium) building with a 3-storey podium (11.6m). The built form is compact and rectangular in shape, the narrow face is aligned with frontage along Guelph Line. The applicant is proposing an apartment building consisting of 170 residential dwelling units with common amenity located on the Ground, 3rd and 13th floors, outdoor podium and private amenity in the form of terraces and balconies. The proposal includes 4 levels of vehicle parking within the podium and underground totalling 219 parking spaces. Vehicular access to the site is directly off Guelph Line with all the parking requirements contained within the building.



Figure 11: Site Plan Proposed Redevelopment



Figure 12 : Perspective

4.1 Site Design

4.1.1 **Site Design & Orientation**		
Urban Design Policy & Regulatory Context	Meets Intent	Comments
The in-effect City of Burlington Official Plan (OPA 104)		
PART II 6.5 b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.	Yes	The proposed design frames the site using a combination of masonry wall and landscape treatments with limited setback. The landscaping around the perimeter softens the transition from the adjacent properties to the podium walls. Fencing and minimal surface changes in the podium walls defining the side and rear yard promotes public safety. (See Appendix B: Site Plan) Interactivity between the podium terraces and interior amenity is achieved with additional glazing and notched parapet allowing views on to the street.
PART II 6.5 f) City Council shall require that design plans promote public safety and security, with adequate visibility and lighting and the avoidance of secluded areas.	Yes	
City of Burlington Tall Building Guidelines		
2.1a) The podium shall be located to frame the street. On corner lots, the podium shall be located to frame both streets.	Yes	The Building is oriented on the site to reinforce the streetwall formed by the existing neighbourhood South along Guelph Line (See Figure 10: Site Placement & Orientation). The existing height of said streetwall is approximately 11.6m.
2.2b) Where no established streetwall exists, the minimum height of the podium should be 10.5 metres.	Yes	

4.1.2 **Response - Site Design & Orientation**

The transitional response between the proposed redevelopment and the established neighbourhood is setting the tower back from the building base away from the existing low-rise developments to the North and South. To further soften the transition to the surrounding single detached dwellings landscaping, fencing, and plantings are incorporated along these property lines (see Figure 8). The proposed building has been designed to support the City of Burlington's growth plan for the neighbourhood while respecting and reinforcing the existing and planned context of the varied surroundings. The placement of the proposal works to reinforce the Guelph Line streetwall forming a pedestrian-oriented environment and engage the community with street-facing retail at grade. The design contributes to an enjoyable and comfortable pedestrian environment within the Roseland area.

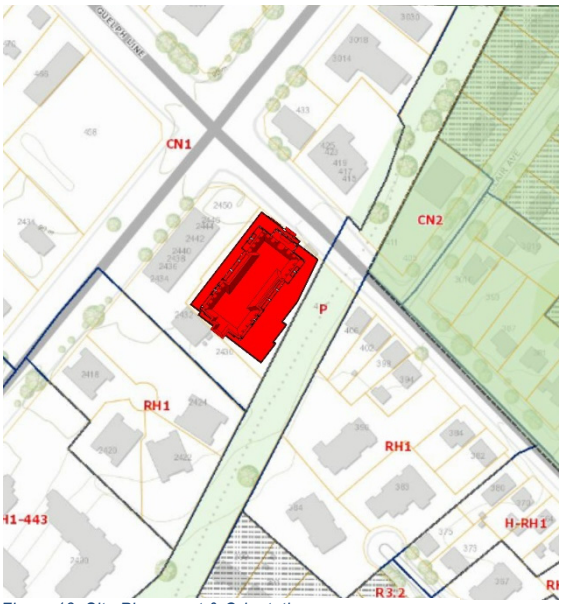


Figure 13: Site Placement & Orientation

4.1.3 **Site Circulation**		
Urban Design Policy & Regulatory Context	Meets Intent	Comments
The in-effect City of Burlington Official Plan (OPA 104)		
PART II 6.5 e) All developments shall be designed having regard for public transit accessibility in the Urban Planning Area, convenience and comfort, and access and parking for the physically challenged, and to ensure that the needs of persons with disabilities and other special needs groups are addressed.	Yes	The proposed development is within walking distance to amenities, parks and shopping, public transit (See figure 3: Site Map). Accessible routes within the site and building shall be provided.
City of Burlington Tall Building Guidelines		
2.1 a) The podium shall be located to frame the street.	Yes	The existing neighbourhood South along Guelph Line established a streetwall for the placement of the podium (See figure 10: Site Placement & Orientation). The relationship of pedestrian routes to building programming at grade-level is intended to engage the public.
2.1 b) On retail streets (i.e. Brant Street), and other streets where a strong streetwall exists, the location of the podium should reinforce the established streetwall.	Yes	

4.1.4 **Response - Site Circulation**

Pedestrian access to the building's main entrance and lobby is located along Guelph Line providing a direct accessible route from the public sidewalk. The proposed redevelopment is within walking distance to amenities, parks, shopping, and public transit. Adjacency to the 'Waterfront Trail' multi-use path allows for quick and convenient access for active transportation. The pedestrian connections across the site are limited to the entry and ground level amenity which work to create visual interest by animating the public realm with a contextual link to other ground level uses in the immediate area.



Figure 14: Site Circulation Diagram

4.1.5

4.1.5 **Landscape & Streetscape Design (Public Realm)**		
Urban Design Policy & Regulatory Context	Meets Intent	Comments
The in-effect City of Burlington Official Plan (OPA 104)		
PART II 6.5 d) The creation of a continuous and harmonious streetscape environment shall be encouraged with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings.	Yes	The proposal reinforces the existing public realm with ground level amenity and principle entry along Guelph Line (See figure 11: Site circulation). The setback from sidewalk creates a gathering or meeting space for people in front of the building.
PART III 4.6.2 c) (iii) the proposal is compatible to the surrounding neighbourhood in terms of height, massing, setbacks, and landscape and buffer areas;	Yes	
City of Burlington Tall Building Guidelines		
2.4 g) Main building entrances shall be clearly demarcated, and should be a focal point of the building design. Where applicable, main building entrances should be located at the corner of an intersection and/or in close proximity to transit stops.	Yes	The design approach of the North Façade works to highlight and clearly define the ground level entry through the connection of the upper portion and podium at this point. The location provides direct access to the public sidewalk in close proximity to transit stops.

4.1.6 Response - Landscape & Streetscape Design (Public Realm)

Landscaping is proposed around the perimeter of the podium base to enhance the visual appearance of the site edges and provide a transition element to the adjacent sites. The proposal features a pedestrain walkway along Guelph Line that is framed with landscaping, site furnishings, and canopy cover to create a safe comfortable pedestrian experience. The streetscape design intends to revitalize the community connections to the site, and improve the overall visual appearance of the intersection at Guelph Line and New Street through quality design.



Figure 15 : Perspective of Podium



Figure 16: Perspective of Podium

4.1.7 **Parking, Servicing & Utilities**		
Urban Design Policy & Regulatory Context	Meets Intent	Comments
The in-effect City of Burlington Official Plan (OPA 104)		
PART II 6.5 g) The location, amount, position and design of parking areas shall be reviewed to minimize their potential to erode the qualities of the public streetscape, and to lessen their visual impact. City Council shall require landscaped islands and screening in the design of large parking lots	Yes	All parking contained within the podium building and hidden from public view. The reliance on the automobile will be reduced as the site is within walking distance to amenities, parks, shopping, and transit.
PART II 6.5 j) The functional and visual impact of site servicing, loading, air conditioning and ventilation equipment and waste handling facilities shall be minimized, by integrating them into the building's main structure, by screening or by site design.	Yes	Servicing and loading located within building, no visibility from street. Mechanical equipment screened and integrated into the design of the building.
City of Burlington Tall Building Guidelines		
2.5 a) Parking, servicing and loading shall be accommodated internally within the building podium and screened from the street.	Yes	Parking, servicing and loading located within base building podium, no visibility from street

4.1.8 **Response - Parking, Servicing & Utilities**

The City of Burlington Official Plan, and Tall Building Guidelines highlight the importance of locating parking, loading and servicing areas to minimize their visual prominence from the public realm. The design response of the proposed redevelopment is locating all parking inside the base building podium and underground levels. The podium hosts the loading area and service vehicle access as provisions to improve the quality of the streetscape along Guelph Line. The vehicular access to the site is from Guelph Line and strategically located towards the south side to provide a sense of separation from the ground level programme elements. Further improvements are made to the streetscape by integrating the electrical transformer along Guelph Line using visual screening principles with landscaping, and site furnishings.

4.2 Building Design

4.2.1 **Built Form & Massing**		
Urban Design Policy & Regulatory Context	Meets Intent	Comments
The in-effect City of Burlington Official Plan (OPA 104)		
PART II 6.5 c) The design of all buildings must recognize pedestrian scale, safety and the perception of safety and access and the preservation of public vistas and views	Yes	The stepback from the podium to tower mass provides a transition to the existing established neighbourhood. This stepback clearly separates the podium element reinforcing the human-scale character along the public realm. The design approach is sensitive to the public spaces surrounding the proposed redevelopment and the site will represent an improvement in urban design for the intersection.
PART III 4.6.2 c) (iii) the proposal is compatible to the surrounding neighbourhood in terms of height, massing, setbacks, and landscape and buffer areas;	Yes	
City of Burlington Tall Building Guidelines		
2.2c) The maximum height of the podium should be 80% of the adjacent right-of-way width, up to a max of 20 metres.	Yes	**Podium Design:** The podium height of 11.6m is above the minimum required of 10.5m, and the ground level floor to ceiling height meets the minimum requirement. The podium features a rooftop terrace amenity space. Residential units and amenity space are incorporated into the podium portion of the building Articulation of the podium is further emphasized with Juliette balconies and balconies that further related to the pedestrian scale and streetscape and provide casual surveillance and interesting views from the street.
2.2d) The floor-to-ceiling height of the ground floor should be a minimum of 4.5 metres to accommodate internal servicing and loading, and active commercial uses (where permitted).	Yes	
2.4d) 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.	Yes	
2.4m) Projecting balconies should not be provided in podiums. Inset and/or Juliette balconies are appropriate within the podium.	Yes	
3.1c) Where no towers currently exist, proposed towers should be set back 12.5 metres from adjacent property lines to protect for a future 25 metre separation distance (split between each property).	Yes	**Tower Design:** The property line setbacks, and balcony requirements align with the Tall Building Guidelines. The tower floor plate area is greater than 750 m^2 - However, the proposed floor plate size is appropriate as it is in line with other nearby precedents and the proposed building height is marginally
3.1d) 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).	No	

3.1 e) For design flexibility, a portion of the tower (i.e. up to 20%) may extend to the edge of the podium without a stepback provided it can be demonstrated that there are no adverse wind and shadow impacts.	Yes	over the eleven (11) storey Tall Building threshold (see Figure 13: Contextual Massing Diagram).
3.2c) The tower portion of a tall building should be slender and shall not exceed 750 square metres, excluding balconies.	No	
3.4 e) Balconies are encouraged within the tower to provide amenity space and additional articulation. They may be inset or extruding, but should be a minimum of 1.5 metres to provide usable outdoor amenity space.	Yes	

4.2.2 **Response - Built Form & Massing**

The City of Burlington identifies a minimum and maximum building height for the subject site. Notwithstanding the Zoning By-law criteria for building height, the proposed 13-storey tower is generally in keeping with the existing developments in the area, including the 11- to 17-storey buildings northeast and west of the Subject Site. The massing of the proposed development transitions to the established neighbourhood by stepping back the taller tower portion of the building from the podium combined with landscaping along the site edge. The stepback of the 3rd storey creates a clearly defined separation and articulation in massing between the podium and tower reducing the visual impact relative to scale.

The east-west orientation of the rectangular mass reduces the shading impacts to residential properties and park land east of the subject site.

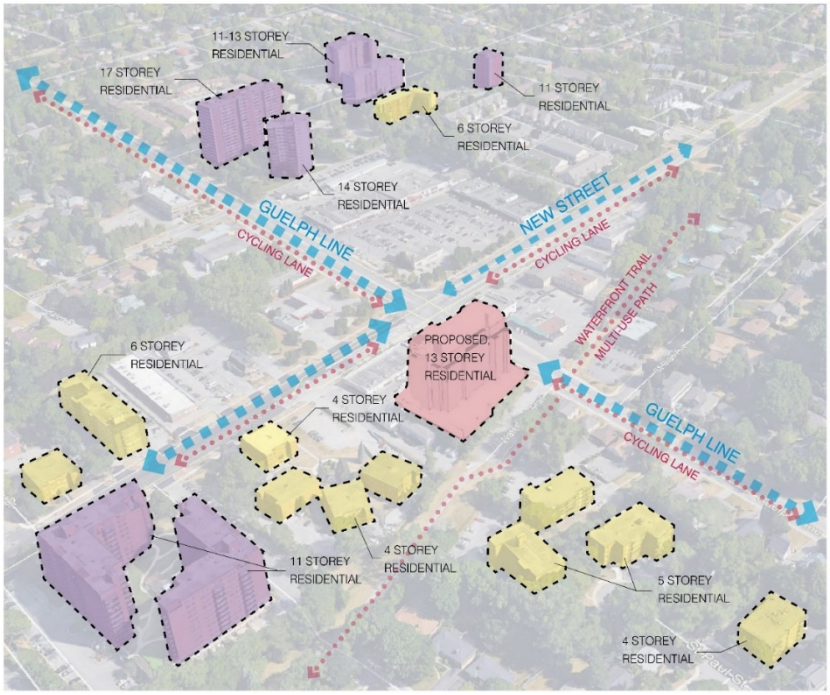


Figure 17 : Contextual Massing Diagram

4.2.3 **Architectural Expression**		
Urban Design Policy & Regulatory Context	Meets Intent	Comments
The in-effect City of Burlington Official Plan (OPA 104)		
PART II 6.2 c) To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character.	Yes	The design approach is a concept of classical styling that reinforces the architectural language found within the nearby established neighbourhood. The use of masonry and stone reinforces a heavy material character quality at the building base which relates to residential building typology. The composition of the building façades feature a rhythm and opening sizes that are human in scale with a symmetry that can be recognized throughout the neighbourhood (See figure 14: North Elevation Diagram). These considerations demonstrate a sympathetic and quality design relative to the existing neighbourhood context.
PART II 6.2 e) To achieve a high quality of design within the public realm.	Yes	
City of Burlington Tall Building Guidelines		
2.4 b) Materials shall reflect their intended use, and should not mimic other materials (i.e. stucco made to look like stone). They should complement the established character of the street where appropriate.	Yes	The podium features stone and masonry materials that 'ground' the building façade and offer a durable quality in application. The material finishes of the tower portion contrast the podium using a lighter material character quality, articulated in a manner that reduces the perceived mass compared to the podium by providing a perceived podium at the north corner and stepping the podium down to the south as it transitions to a residential typology. The building top is clearly emphasized using a pitched roof architectural language and darker colour material finish. This roof element caps the built form in a manner that is appropiate with the context of the establish neighbourhood.
2.4 c) The use of 'heavy' materials (i.e. brick, stone, or metal) should be used within the podium to anchor the building.	Yes	
3.4 c) Lighter materials, such as glass, are encouraged in the design of the tower to minimize the perceived mass.	Yes	
3.4 d) Heavier materials, such as metal, brick, or stone should be used to define unique components within the tower and/or to create vertical and horizontal articulation.	Yes	
4.1a) Design the upper floors of tall building to clearly distinguish the top of the building from the tower, to further reduce the building profile, and to achieve a distinct skyline. This may include stepbacks, material variations, and/or unique articulation.	Yes	

4.2.4 **Response – Architectural Expression**

The building façade is designed to enhance the public realm at grade along Guelph Line by providing a pedestrian-scaled and visually interesting environment. This is achieved by creating a style and rhythm of consistent architectural elements that can be experienced in the streetscape along Guelph Line as well as visible from the intersection of Guelph Line and New Street. The East façade repetition, projections, balconies, articulation, and fenestration details empasize the principle entry and amenity component. Balconies on the south and north elevations add a lightness and variety to the tallest stretches of the elevation, and a strong stone base anchors the mass. As shown on Figure 18, the articulation of the recessed balconies central to the façade in combination with extended tower elements and dormer windows at the building top emphasize the vertical. The relative vertical scale is balanced by horizontal breaks at the podium (11.5m), cornice (16.25m), building top (34.25m), and roofline (40.25m). The pitched roof building top integrates the mechanical penthouse into the building's massing and reinforces a strong presence at its top. The composition of the building is of high quality design with each building elevation considered to propose a development that is compatible and sympathetic to the architectural character of the established neighbourhood.

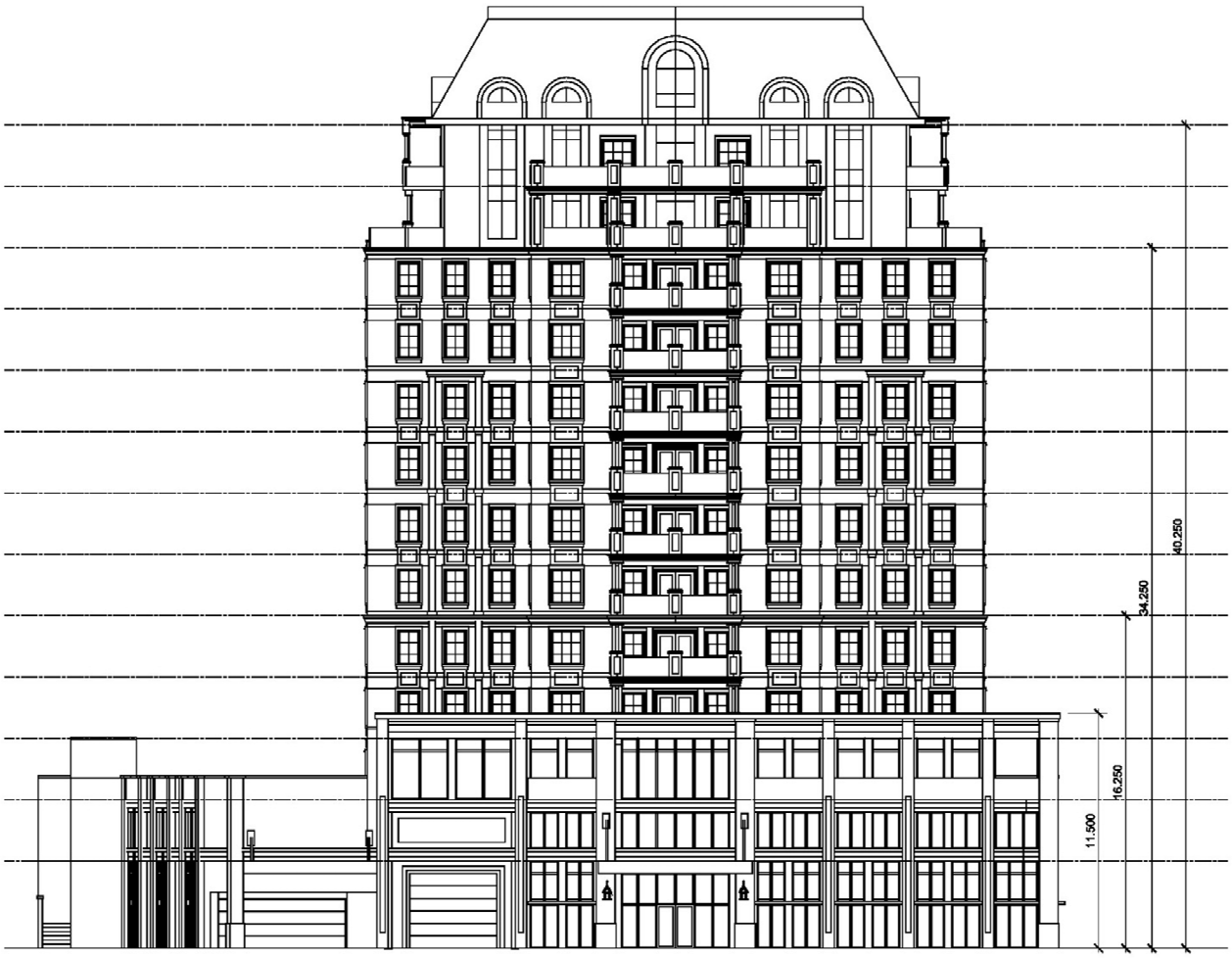


Figure 18 : East Elevation Diagram

4.2.5 **Design Impact**		
Urban Design Policy & Regulatory Context	Meets Intent	Comments
The in-effect City of Burlington Official Plan (OPA 104):		
PART II 6.5 a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.	Yes	The density is in line with the OP 2018 development strategy for this "Secondary Growth Area". The architectural language and material scheme is sensitive to the established character in the neighbourhood. A heavy material character quality at the building base and symmetry found within the façade relates to residential building typology. The composition of the East façade in terms of rhythm and openings is human in scale (See figure 18: East Elevation Diagram). The form, massing, and height is in line with other building examples in the area.
PART III 4.6.2 c) (ii) the impacts of the proposal on adjacent residential development are acceptable with respect to noise, dust, vibration, lighting, odours, security, sun-shadowing, removal of vegetation and privacy, or the proposed development has the capability to mitigate any impacts to acceptable levels;	Yes	
PART III 4.6.2 d) The design and development of Neighbourhood Commercial areas shall promote compatibility between the Neighbourhood Commercial area and adjacent land uses.	Yes	
City of Burlington Tall Building Guidelines		
2.3 a) podium (not including the tower) should ensure a minimum of five consecutive hours of sunlight on the opposite side of the street at the equinoxes (March 21 and September 21) except where existing conditions preclude.	Yes	Minimum 5 hours of continuous sunlight on opposite side of street and public park area satisfied during the time period noted. The tower placement and tower wide edge orientation attributes to minimal shadow impact.
2.3 b) a minimum of five consecutive hours of sunlight over more than 60% of a park or playground area or a public open space at the equinoxes (March 21 and September 21).	Yes	
3.3 a) The design and placement of the tower shall be carefully considered to minimize the size of shadows on the opposite streetscape.	Yes	
3.3 c) The widest edge of the tower should generally be oriented to minimize the impacts of shadows.	Yes	
3.3 d) A shadow study shall be provided with tall building applications to demonstrate the impacts at the equinoxes (March 21 and September 21).	Yes	
2.4 g) Main building entrances shall be clearly demarcated, and should be a focal point of the building design. Where applicable, main building entrances should be located at the corner of an intersection and/or in close proximity to transit stops.	Yes	The main pedestrian entrance is to be demarked with a large canopy and large, inviting 2 storey lobby. The development is within proximity of transit routes.

2.4 h) Architectural elements and expressions, including entrances, windows, canopies, steps, and recesses and projections, should highlight individual units and reinforce a variety of scales and textures within the podium.	Yes	Design incorporates canopies, overhangs, expressive forms, scales and textures that highlight a variety uses.
2.4 l) Weather protective design should be provided at grade and at the podium level through canopies, arcades and cantilevers. Canopies located on the ground floor should be at least 1.5 metres deep. Weather-protection elements may encroach in	Yes	Design incorporates canopies and overhangs offering protection at ground level that are within the size requirements noted.
2.4 m) Projecting balconies should not be provided in podiums. Inset and/or Juliette balconies are appropriate within the podium.	Yes	Juliette balconies are provided within the Podium.
3.3 b) The design, height, and placement of the tower shall be compatible with adjacent established residential neighbourhoods, parks, open spaces, or natural areas.	Yes	There exists no negative impact the built form imposes on the surrounding residential areas and park space.

4.2.6 **Response – Design Impact**

Built impacts are generally dealt with through a combination of spatial separation, orientation and building setback. In the case of the proposal, these impacts are minimal and addressed through appropriate building setbacks and orientation of the building on the site. The massing of the tower portion of the building has been carefully considered so that the longest edge is oriented on of the Site to limit any negative shadow impacts on the adjacent low-rise developments and the park land featuring the 'Waterfront Trail' multi-use path (See Figure 19: Shadow Impact Summary Diagram & Appendix E – Shadow Impact Report). Canopy, building step-backs, and overhangs are integrated to mitigate any impacts that wind may impose on the surrounding areas.

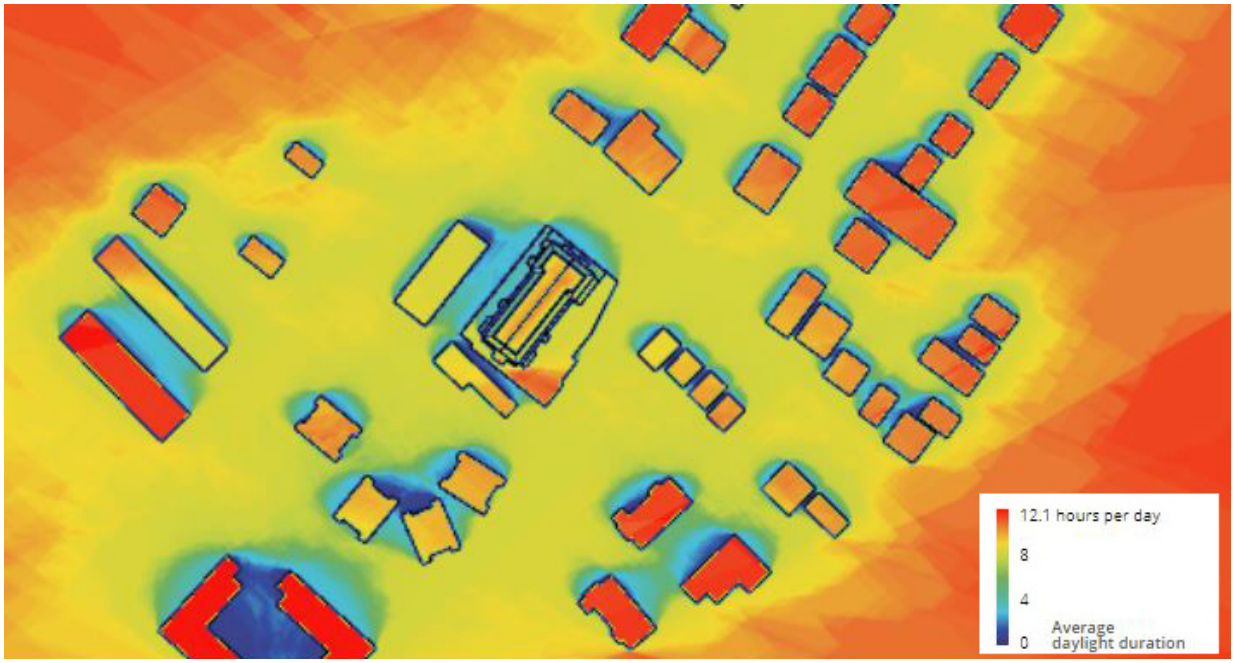


Figure 19 Shadow Summary Analysis

A Shadow Study was prepared by KNYMH Inc.(Appendix "E") to asses shadow impacts from the proposed redevelopment on surrounding areas, in particular, the "Waterfront Trail' park areas to the immediate south. The in force Official Plan requires that sun-shadowing on adjacent properties, particularly outdoor amenity areas, is at an acceptable level.

5 Conclusion

This Brief concludes that the proposed development is consistent with the urban design goals and objectives established in the City of Burlington's current Official Plan (OPA 104) in addition to the design precedents detailed in the Tall Building Guidelines. In principle, the proposed redevelopment's intent is to meet the City of Burlington's Zoning-Bylaw but relief for the building height, select site requirements, and associated parking is required. Although the tower exceeds the permitted height requirements, the added density compliments the future growth of the area and intent of the OPA 104. The redevelopment's proximity to amenities, parks, shopping, and public transit supplement the reduction in parking. Thereby the proposed redevelopment requires site specific rezoning.

It is the opinion of this Brief that the building form and impact of the proposed redevelopment represents good urban design practice and is appropriate within the existing site context. The proposal is sensitive to the existing surrounding developments and park land while keeping with the existing precedents in the community. The urban design approach will improve the design within a built-up area through careful consideration of built form, massing, step-backs and appropriately addressing the public realm.

6 Disclaimer

The contents within this document are representations of the intended design of the project. These should not be seen as the only way in which the final project can be accomplished.

7 References

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Appendix B **Arch. Site Plan and Site Statistics** by KNYMH

Appendix C **Arch. Floor Plans** by KNYMH

Appendix D **Arch. Elevations** by KNYMH

Appendix E **Shadow Impact Report** by KNYMH

Appendix F **City of Burlington current Official Plan (OPA 104) Schedules**

- Schedule B: Comprehensive Land Use Plan – Urban Planning Area

- Schedule J: Classification of Transportation Facilities

- Schedule A-1: Long Term Transit Service Network

- Schedule A-2: Long Term Cycling Master Plan

Appendix G **City of Burlington Zoning Map**

Appendix H **Burlington Transit Route Map**

Appendix I **Burlington Urban Design Response and Comments**

Appendix A

Concept Renderings



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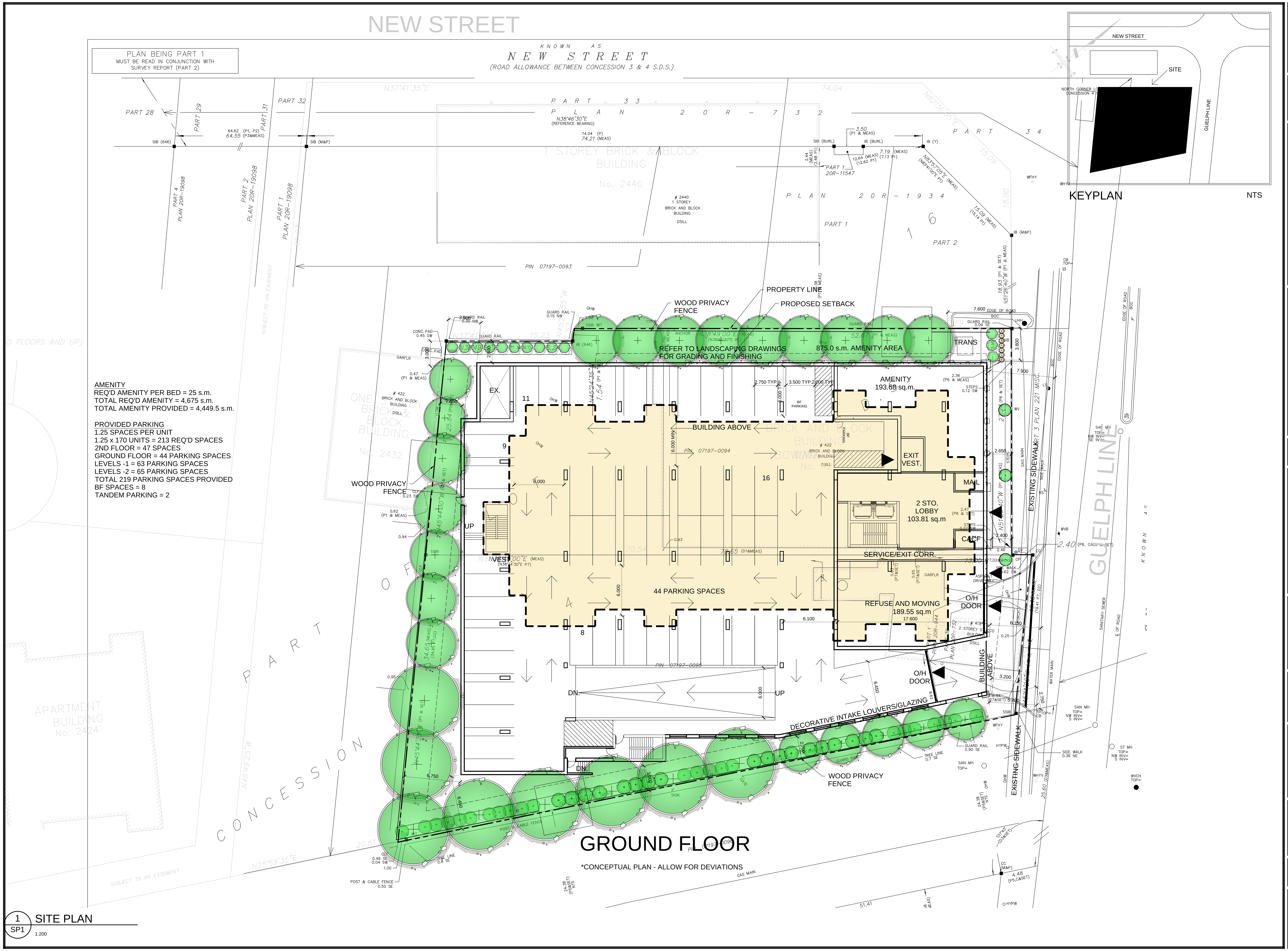
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Appendix B

Arch. Site Plan & Site Statistics



AMENITY
REQ'D AMENITY PER BED = 25 s.m.
TOTAL REQ'D AMENITY = 4,675 s.m.
TOTAL AMENITY PROVIDED = 4,449.5 s.m.

PROVIDED PARKING
1.25 SPACES PER UNIT
1.25 x 170 UNITS = 213 REQ'D SPACES
2ND FLOOR = 47 SPACES
GROUND FLOOR = 44 PARKING SPACES
LEVELS -1 = 63 PARKING SPACES
LEVELS -2 = 65 PARKING SPACES
TOTAL 219 PARKING SPACES PROVIDED
BF SPACES = 8
TANDEM PARKING = 2

1 / SP1 SITE PLAN
1:200

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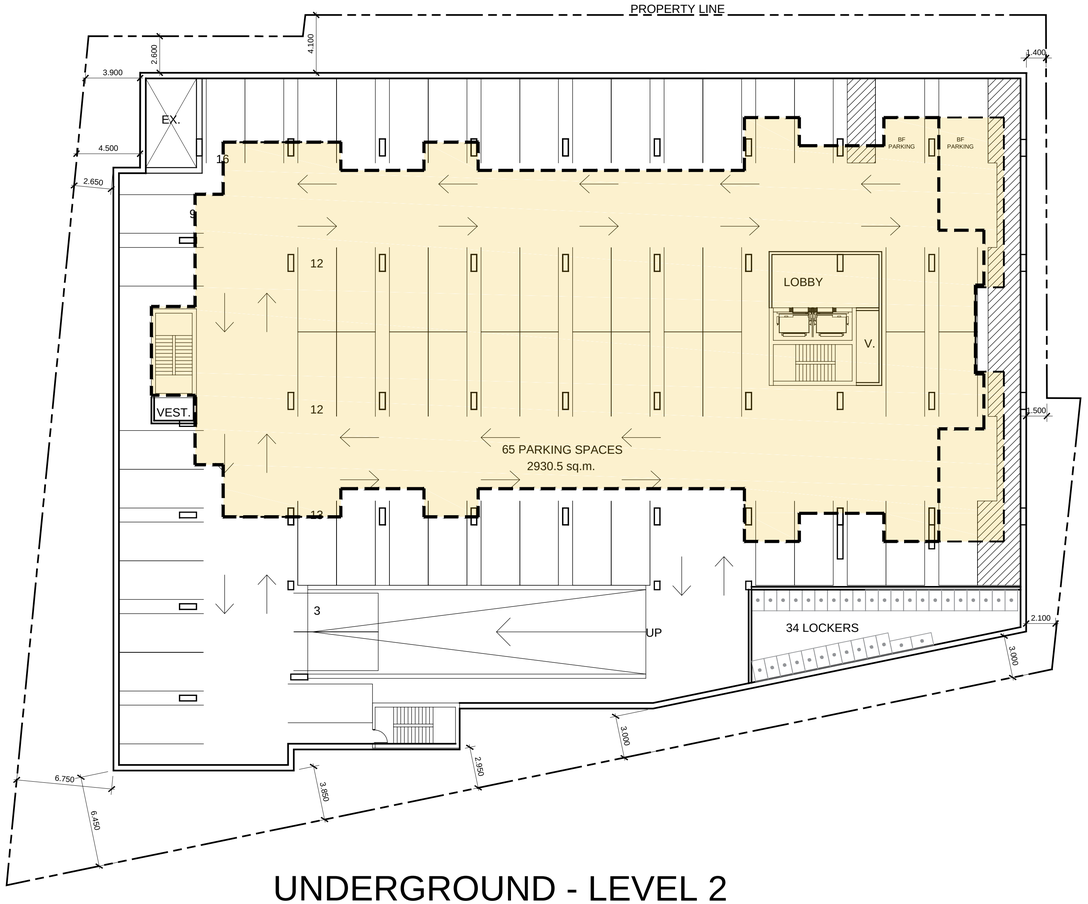
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Appendix C

Arch. Floor Plans



UNDERGROUND - LEVEL 2

*CONCEPTUAL PLAN - ALLOW FOR DEVIATIONS

1 / UG2 PLAN
UNDERGROUND L2
1:200

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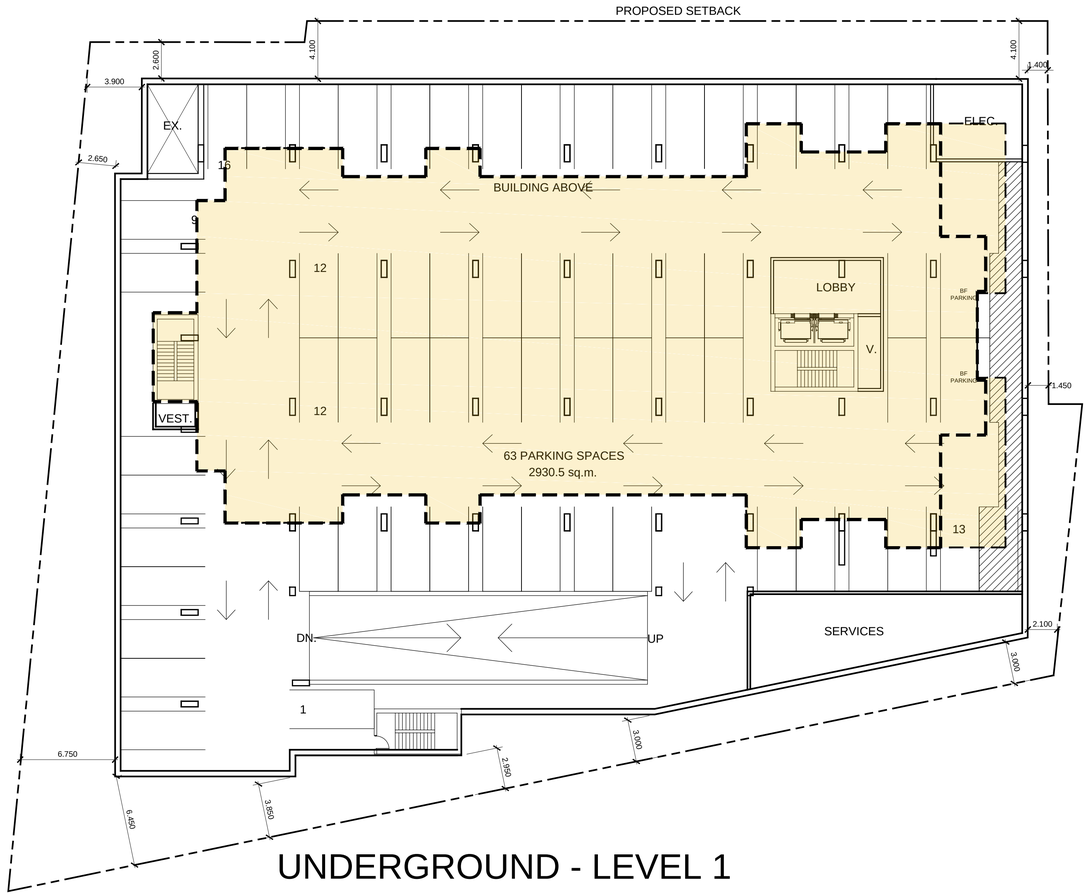
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UNDERGROUND - LEVEL 1

*CONCEPTUAL PLAN - ALLOW FOR DEVIATIONS

1 / UG1 PLAN
UNDERGROUND L1
1:200

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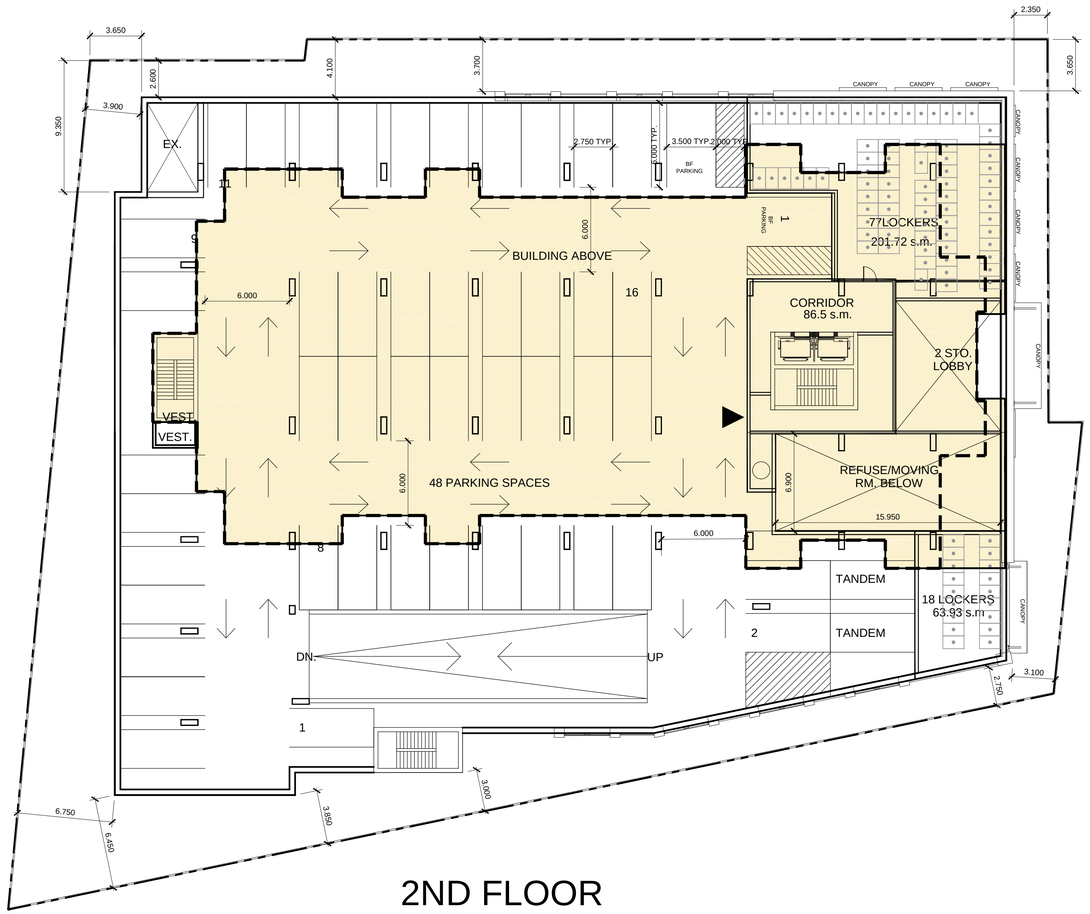
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2ND FLOOR

*CONCEPTUAL PLAN - ALLOW FOR DEVIATIONS

1 / A102 FLOOR PLAN

1:200

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3RD FLOOR

1 / A103 FLOOR PLAN
3RD FLOOR
1:200

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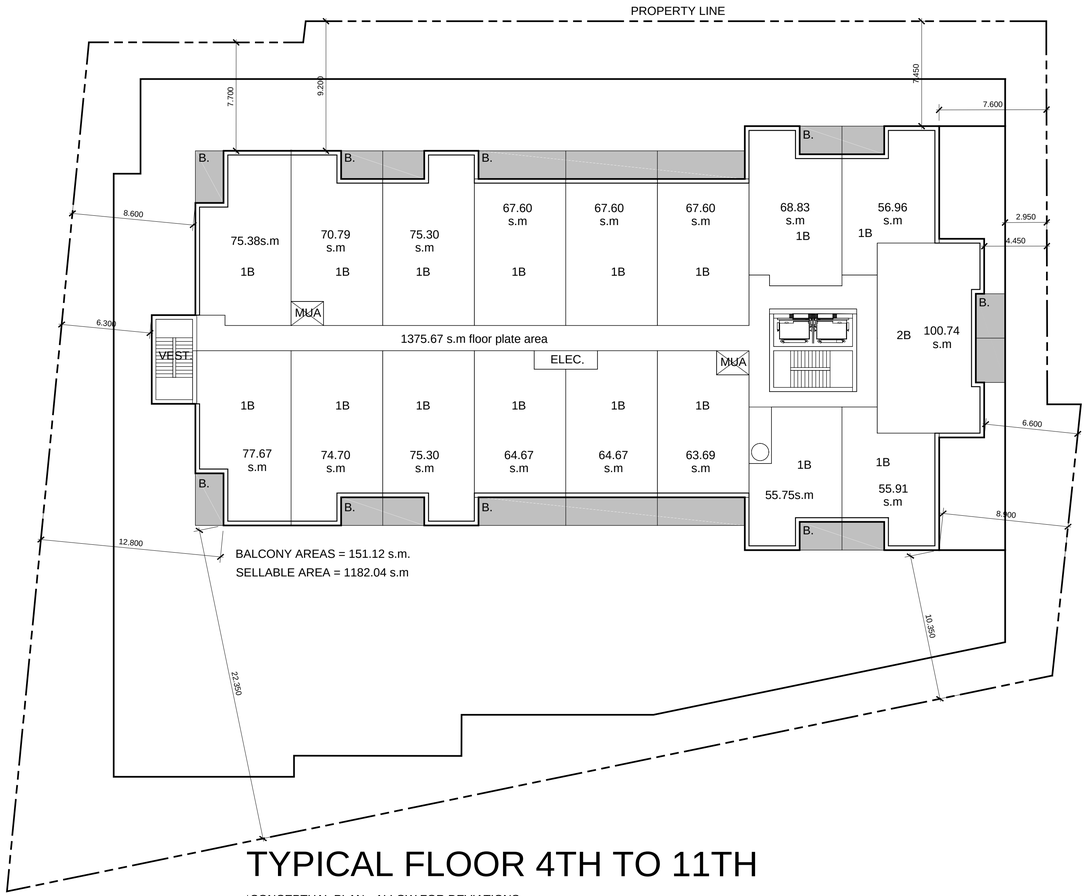
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TYPICAL FLOOR 4TH TO 11TH

*CONCEPTUAL PLAN - ALLOW FOR DEVIATIONS

1 / A104 FLOOR PLAN
TYPICAL FLOOR
1:200

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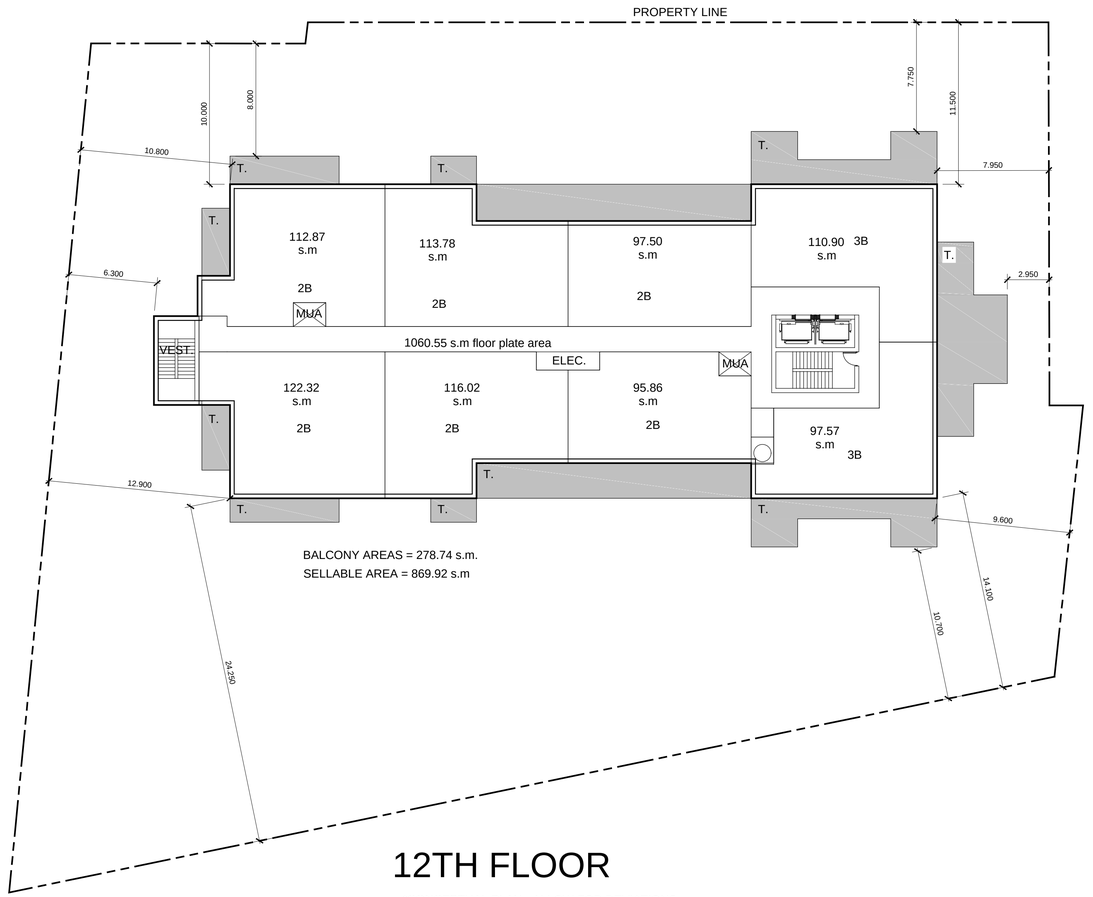
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BALCONY AREAS = 278.74 s.m.
SELLABLE AREA = 869.92 s.m

12TH FLOOR

*CONCEPTUAL PLAN - ALLOW FOR DEVIATIONS

1 / A105 FLOOR PLAN
1:200

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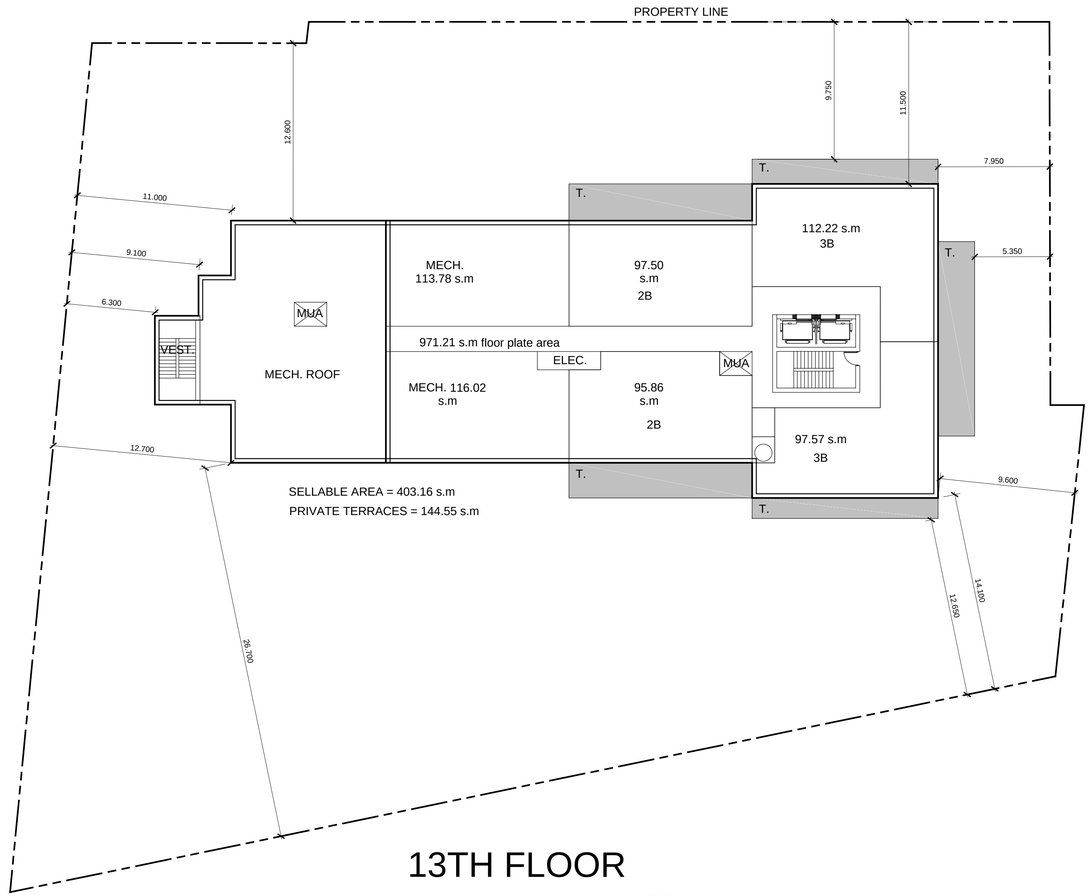
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13TH FLOOR

*CONCEPTUAL PLAN - ALLOW FOR DEVIATIONS

1 A106 FLOOR PLAN

1:200

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Appendix D

Arch. Elevations



EAST ELEVATION

NORTH ELEVATION



WEST ELEVATION

SOUTH ELEVATION

1 / A106 ELEVATIONS

1:200

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DRAWING SETS ISSUED	No.	DATE (DD.MM.YY)	BY
FOR CLIENT REVIEW	J	29.07.2019	WH
FOR CLIENT REVIEW	K	30.07.2019	WH

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ARCHITECTURE • SOLUTIONS

KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 101
BURLINGTON, ONTARIO • L7P 0V1
T 905.639.6595
F 905.639.0394
www.knymh.com
info@knymh.com

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PRELIMINARY

CONCEPT I

DRAWING SHEET TITLE:

ELEVATIONS

DRAWING SCALE:	PROJECT NUMBER:
AS NOTED	18006

DRAWN BY:	CHECKED BY:
WH	PM

DRAWING VERSION: 00J

PLOT DATE: October 3, 2019

DRAWING SHEET NUMBER: A106



VALOUR CAPITAL

422 GUELPH LINE, BURLINGTON

KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 101
BURLINGTON, ONTARIO • L7P 0V1
905.639.6595
www.knymh.com

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905.639.6595
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422 GUELPH LINE, BURLINGTON

KNYMH INC.
1006 SKYVIEW DRIVE • SUITE 101
BURLINGTON, ONTARIO • L7P 0V1
905.639.6595
www.knymh.com

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Appendix E

Shadow Impact Report

KNYMH INC.
1006 SKYVIEW DRIVE, SUITE 101, BURLINGTON, ONTARIO L7P 0V1 T 905.639.6595 www.knymh.com

SHADOW IMPACT ANALYSIS

PROPOSED DEVELOPMENT
418-422 Guelph Line
Burlington, Ontario

KNYMH FILE # 18006

Prepared by:
Gord Alexiuk
KNYMH INC.

September 29, 2019

KNYMH FILE # 18006

Prepared by:
KNYMH INC.
Gord Alexiuk

September 29, 2019

SHADOW IMPACT ANALYSIS

PROPOSED DEVELOPMENT

418-422 Guelph Line
Burlington, Ontario

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KNYMH FILE # 18006

Prepared by:
KNYMH INC.
Gord Alexiuk

SHADOW IMPACT ANALYSIS

September 29, 2019

PROPOSED DEVELOPMENT

418-422 Guelph Line
Burlington, Ontario

1.0 PURPOSE:

The purpose of this report is to analyse the shadow impact of a proposed development upon the adjacent properties, streets, and public spaces at the above noted location. We will discuss and comment upon the shadow impact associated with the height and massing of the proposed development upon the adjacent properties using a computer generated model for analysis of the proposed building with a flat roof and a rooftop mechanical room which includes the rooftop building service equipment.

We have provided graphics along with a Site Plan and Satellite imagery of the surrounding area.

The property is located in Burlington Ontario, on the Southwest corner of the intersection between Guelph Line and New Street.

2.0 DESCRIPTION OF THE SITE AND NEIGHBOURING PROPERTIES:

The Subject Property: (Figure 2.1-1)

The subject property is a combination of 2 (two) lots; 418 Guelph Line and 422 Guelph Line. Both lot 418 & 422 are currently occupied by two (2) storey commercial buildings. The existing buildings will be removed as part of the scope in the proposed development. The subject lot area is 0.37 hectares.

The proposed development consists of one (1) buildings upon the subject lands. The building is a thirteen (13) storey mixed-use tower with a two (2) storey podium.

The subject lands and neighbouring parcels generally appear to be uniform in grade. For the purpose of this analysis the proposed development and adjacent properties are represented at the same elevation.

Neighbouring properties include:

2.1) TO THE SOUTHEAST (Study Area 1): The property abuts Neighbourhood Park land featuring the 'Waterfront Trail' multi-use path. Immediately across the Neighbourhood Park land are two (2) storey mixed use buildings. The properties located in close proximity to the subject land and in the Park land feature many mature deciduous trees that would actively shade these properties from spring through to fall seasons.

2.2) TO THE NORTH and NORTHWEST (Study Area 2): A parking lot lies North between the subject land and intersection of Guelph Line and New Street. The property abuts commercial space directly to the Northwest (#2434-2446 New Street) and across the Guelph Line to the North (#415-425, & 433 Guelph Line).

2.3) TO THE EAST (Study Area 3): The property abuts Guelph Line. Immediately across Guelph Line is the Roseland Character Area. Along Guelph Line the property on the North side of St. Clair Avenue is a two (2) storey commercial building, South of St. Clair Avenue are single two (2) storey dwellings. The properties located in closest proximity to the subject land feature many mature deciduous trees that would actively shade these properties from spring through to fall seasons.

2.4) TO THE SOUTH and SOUTHWEST (Study Area 4): The property abuts a single storey commercial building. A series of four (4) & five (5) storey Multi-unit Residential buildings (#2418-2424 New Street, 390 Guelph Line & 383-384 St.Paul Street) are located further West. Looking further Southwest are the 'Rosemount' eleven (11) storey Multi-unit Residential buildings (#2386 -2400 New Street).



SITE CONTEXT MAP

Latitude: 43.337781 N
Longitude: 79.784738 W

KNYMH INC. – 1006 Skyview, Suite 101, Burlington, Ontario L7P 0V1
P: 905-639-6595 / F:905-639-0394 / E: info@knymh.com

3.0 METHOD OF ANALYSIS:

The method of analysis will consist of a discussion of the shadow impact the proposed development will have on the adjacent properties and the public realm. The summary is within Section 6.0.

The graphic analysis which we present within this report is developed using a computer generated modelling program in conjunction with satellite imagery and survey information with the following criteria specified in the Site Plan Application guidelines developed by the City of Burlington. [12.10 Standardized Shadow Impact Criteria, February/05]:

Geographic Coordinates: 43.337781 N, 79.784738 W
Standard Time: UTC -5:00
Daylight Savings Time: UTC -4:00
Test Dates: March 21, June 21, and December 21
Test Times: Standard time schedule.

Date / Time	Time 1	Time 2	Time 3
March 21 (UTC -4:00)	9:30 am	12:30 pm	3:30 pm
June 21 (UTC -4:00)	9:30 am	12:30 pm	3:30 pm
December 21 (UTC -5:00)	9:30 am	12:30 pm	3:30 pm

The in effect City of Burlington Official Plan states that, shadow impact is part of the criteria for evaluation proposals of Housing Intensification within established neighbourhoods; Part III, Section 2.5.2 A) (vii) reads;

> "significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level."

Impact Analysis (Residential Amenity): Adequate sunlight is available for outdoor residential amenity spaces to maximize their use. As per City of Burlington Official Plan the impact on adjacent properties will be evaluated for extended periods of sun-shadowing and provide a subjective analysis as to whether it is at an acceptable level.
Impact Analysis (Public Space-OP): Public sidewalks, plazas, parks, school yards and other non-residential outdoor amenity areas will be evaluated for adequate sunlight to maximize their use. As per City of Burlington Official Plan the impact on adjacent properties will be evaluated for extended periods of sun-shadowing and provide a subjective analysis as to whether it is at an acceptable level.

The City of Burlington Tall Building Guidelines applied to the subject land indicate that;
2.3 a) *podium (not including the tower) should ensure a minimum of five consecutive hours of sunlight on the opposite side of the street at the equinoxes (March 21 and September 21) except where existing conditions preclude.*
2.3 b) *a minimum of five consecutive hours of sunlight over more than 60% of a park or playground area or a public open space at the equinoxes (March 21 and September 21).*

Impact Analysis (Public Space-TBG): Public sidewalk (opposite side of street), plus 60% of plazas, parks, school yards and other non-residential outdoor amenity areas will be evaluated for adequate sunlight to maximize their use for a minimum of five consecutive hours at the equinoxes (March 21 & September 21).

4.0 SHADOW IMPACT ANALYSIS OF THE PROPOSED DEVELOPMENT

4.1 WINTER SOLSTICE SHADOWS: (DECEMBER 21 • Figure 4.1-1 through 4.1-3)

The following section provides a summary of the Winter shadow effect of the proposal upon the surrounding area. This commentary will discuss the impact of the proposed mixed use building's shadows upon properties at the North, East and West side of the subject property. The impact is studied at the specific time schedule noted in section 12.10 of the City of Burlington's Site Application guidelines [February/05] with an 'as of right' comparative example illustrating a 2,500 sq.m, 3 storey (12m) mass currently permitted by the Zoning by-law [December/15].

It should be noted that Winter Shadows are the 'longest' in terms of the shadow length due to a very low sun angle…but shadows are present for the shortest period of time (hours in the day) due to a very short days this time of year. The times for this period are under Eastern Standard Time (UTC -5:00).

4.1A 9:30am December 21 (Figure 4.1-1)

From 9:30am, the sun in winter rotates approximately 116-degrees from east to west in approximately 9-hours at this time of year. At this time the sun has an altitude angle of 12.77 degrees.

Study Area (2) Impact

- Morning shadow falls upon the commercial properties on the West side of Guelph Line, crossing New Street extending North to the commercial property at #480 Guelph Line.
- Pedestrian sidewalk in shadow on both sides along New Street, and the South side of Guelph line.

Comparative Example

- The example shows a similar impact to commercial properties south of New Street and sidewalk along New Street but does not extend beyond New Street.

4.1B 12:30pm December 21 (Figure 4.1-2)

At 12:30pm, the sun in winter is still relatively low (22.98-degrees) in the sky and is located directly south of the subject property.

Study Area (2) Impact

- Shadow falls upon the commercial properties on the East side of the intersection between Guelph Line South and New Street.
- Pedestrian sidewalk in shadow on both sides along Guelph Line, and South side of New Street.

Comparative Example

- The majority of the shadow falls upon the subject land and West sidewalk along Guelph Line with minimal impact to the adjacent commercial properties to the North.

4.1C 3:30pm December 21 (Figure 4.1-3)

At 3:30pm, the sun in winter is starting to descend and is 9.85 degrees above the horizon. At the winter solstice and just over an hour prior to sunset, this shallow angle is the largest shadow generating condition analyzed in this report.

Study Area (1) Impact

- Shadow crosses the Neighbourhood Park land on the East side of Guelph Line.

Study Area (2) Impact

- Shadow falls upon the commercial property on the East side of Guelph Line.
- Pedestrian sidewalk in shadow on both sides along Guelph Line.

Study Area (3) Impact

- The Eastern extent of the shadow crosses the back yard of five (5) residential dwellings along the North side of St. Clair Avenue. Properties impacted #3029, 3037, 3043, 3049, & 3057 St. Clair Avenue

Comparative Example

- The shadow has a similar impact to commercial properties East of New Street and Neighbourhood Park land but does not extend beyond the Park land impacting properties on St.Clair Ave.



KNYMH FILE # 18006
Prepared by:
Gord Alexiuk

Sept 30, 2019



DECEMBER 21, 9:30AM

UTC: (-05:00)
Latitude: 43.337781 N
Longitude: 79.784738 W

N

KNYMH INC. – 1006 Skyview, Suite 101, Burlington, Ontario L7P 0V1
P: 905-639-6595 / F:905-639-0394 / E: info@knymh.com





DECEMBER 21, 12:30PM

UTC: (-05:00)
Latitude: 43.337781 N
Longitude: 79.784738 W

N

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UTC: (-05:00)
Latitude: 43.337781 N
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4.2 SPRING EQUINOX SHADOWS: (MARCH 21 • Figure 4.2-1 to 4.2-3)

A summary of the Spring shadow effect of the proposal upon the surrounding area. This commentary will discuss the impact of the proposed mixed use building's shadows upon properties at the north, east and southeast side of the subject property. The impact is studied at the specific time schedule noted in section 12.10 of the City of Burlington's Site Plan Application guidelines [February/05] with an 'as of right' comparative example illustrating a 2,500 sq.m, 3 storey (12m) mass currently permitted by the Zoning by-law [December/15].

It should be noted that the Fall and Spring are "moderate" in terms of shadow length and duration relative to annual shadows. The times for this period are under Eastern Daylight Time. (UTC -4:00)

4.2A 9:30am March 21 (Figure 4.2-1)

From 9:30am, the sun in spring rotates approximately 184-degrees from east to west in 12-hours. It is low in the sky rising to approximately 23-degrees at this time of day.

Study Area (2) Impact

- Morning shadow falls upon the commercial properties on both sides of New Street.
- Pedestrian sidewalk in shadow on both sides along New Street.

Comparative Example

- The example shows a similar impact to the adjacent commercial properties south of New Street and does not extend beyond New Street.

4.2B 12:30pm March 21 (Figure 4.2-2)

At 12:30pm, the sun in spring is 45.38-degrees in the sky and originates from near-south.

Study Area (2) Impact

- Shadow falls upon the commercial properties on the South side of the intersection between Guelph Line South and New Street.
- South pedestrian sidewalk along Guelph Line moderately impacted.

Comparative Example

- The majority of the shadow falls upon the subject land and West sidewalk along Guelph Line with minimal impact to the adjacent commercial properties to the North.

4.2C 3:30pm March 21 (Figure 4.2-3)

At 3:30pm, the sun in spring is past its peak. It is approximately 39.04-degrees above the horizon and the shadows are still relatively short at this time of day.

Study Area (2) Impact

- Shadow falls upon the commercial property on the East side of Guelph Line.

Pedestrian sidewalk impacted on both sides along Guelph Line.

Comparative Example

- The majority of the shadow falls upon the subject land and West sidewalk along Guelph Line.





MARCH 21, 9:30AM

UTC: (-04:00)
Latitude: 43.337781 N
Longitude: 79.784738 W

N

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MARCH 21, 12:30PM

UTC: (-04:00)
Latitude: 43.337781 N
Longitude: 79.784738 W

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MARCH 21, 3:30PM

UTC: (-04:00)
Latitude: 43.337781 N
Longitude: 79.784738 W

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4.3 SUMMER SOLSTICE SHADOWS: (JUNE 21 • Figure 4.3-1 to Figure 4.3-3)

A summary of the Summer Shadow effect of the subject property upon the surrounding area. This commentary will discuss the impact of the proposed Residential building's shadows upon properties at the north, west, east and southeast side of the subject property. The impact is studied at the specific time schedule noted in section 12.10 of the City of Burlington's Site Plan Application guidelines [February/05] with an 'as of right' comparative example illustrating a 2,500 sq.m, 3 storey (12m) mass currently permitted by the Zoning by-law [December/15].

At this time of year the solar altitude is at a maximum; Shadows are minor and do not extend far from the built form, falling mostly upon the development site itself. The times for this period are under Eastern Daylight Time. (UTC -4:00)

4.3A 9:30am June 21 (Figure 4.3-1)

At 9:30am, the sun is rising and already at 38.91 degrees. The sun will rotate almost 250 degrees in the sky on this day over fifteen and a half hours.

Study Area (2) Impact

- Morning shadow falls upon the commercial properties on the south side of New Street.

Comparative Example

- The example shows a similar impact to the adjacent commercial properties south of New Street but does not extend to the buildings.

4.3B 12:30pm June 21 (Figure 4.3-2)

At 12:30pm, the sun in summer is reaching its peak in the sky (67-degrees) originating from the south.

Study Area (2) Impact

- The majority of the shadow falls upon the subject land with minimal impact to the commercial properties on the South side of the intersection between Guelph Line South and New Street but does not extend to the buildings.
- South pedestrian sidewalk along Guelph Line moderately impacted.

Comparative Example

- The majority of the shadow falls upon the subject land.

4.3C 3:30pm June 21 (Figure 4.3-3)

At 3:30pm, the sun in summer has begun descending and is still at about 56.8 degrees altitude. The sun appears to be shining from the southwest.

Study Area (2) Impact

- Shadow falls upon the commercial property on the East side of Guelph Line.
- Pedestrian sidewalk in shadow on both sides along Guelph Line.

Comparative Example

- The majority of the shadow falls upon the subject land and West sidewalk along Guelph Line.





JUNE 21, 9:30AM

UTC: (-04:00)
Latitude: 43.337781 N
Longitude: 79.784738 W

N

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P: 905-639-6595 / F:905-639-0394 / E: info@knymh.com





JUNE 21, 12:30PM
UTC: (-04:00)
Latitude: 43.337781 N
Longitude: 79.784738 W

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Figure 4.3-2





JUNE 21, 3:30PM

UTC: (-04:00)
Latitude: 43.337781 N
Longitude: 79.784738 W

N

5.0 GENERAL OBSERVATIONS: REGARDING THE PROPOSED DEVELOPMENT

5.1 The shadow impact on public sidewalks, plazas, parks, school yards and non-residential outdoor amenity areas on March 21, June 21, and December 21 (Public Space-OP):

- March 21 impact analysis indicates that the public sidewalk along New Street and Guelph Line will experience limited shading as the shadow sweeps across the surrounding properties throughout the day.
- June 21 impact analysis indicates that the public sidewalk along New Street and Guelph Line will experience limited shading as the shadow sweeps across the surrounding properties throughout the day
- December 21 impact analysis indicates that the public sidewalk along New Street and Guelph Line will experience limited shading as the shadow sweeps across the surrounding properties throughout the day. The shadow crosses the Neighbourhood Park Land 'Water Front Trail' late in the day with moderate impact to its use.

5.2 The shadow impact on residential amenity spaces on March 21, June 21, and December 21 (Residential Amenity):

- March 21 no impact to residential outdoor amenity spaces observed during this test period.
- June 21 no impact to residential outdoor amenity spaces observed during this test period.
- December 21 shadow impacts five (5) residential outdoor amenity spaces at #3029, 3037, 3043, 3049, & 3057 St. Clair Ave during the 3:30pm test time exclusively. These impacts are observed to be minor.
- The majority of the residential properties impacted already feature mature shade providing deciduous trees lining both sides of each lot and along the Neighbourhood Park land.

5.3 The shadow impact on Public sidewalk (opposite side of street), plus 60% of plazas, parks, school yards and other non-residential outdoor amenity areas on March 21 & September 21 (Public Space-TBG):

- March 21 and September 21 the public Trail is in shadow at 4:00pm.
- The public sidewalk on the opposite side of Guelph Line is in shadow at 2:00 pm on March 21 & 1:45pm on September 21.

Comparative Summary

The most noticeable difference between the two masses studied was the extension of the shadow during the December test period due to the height variation. The December shadow of the proposed development at the 9:30am and 3:30pm test times extends farther and affects additional properties; however, the impact of the proposed development will be consistent with the existing shadow impacts of built forms in that immediate area.

6.0 SUMMARY OBSERVATIONS: REGARDING IMPACT OF DEVELOPMENT UPON THE SURROUNDING AREA

The shadow impact on public sidewalks, plazas, parks, school yards and non-residential outdoor amenity areas on March 21, June 21, and December 21.

- The shadow analysis demonstrates during the test periods the public sidewalks and Neighbourhood Park land will experience long periods of continuous sunlight will minimal sun shading impacting their use.

The shadow impact on residential amenity spaces on March 21, June 21, and December 21.

- The March 21 and June 21 test periods show no indication of sun shading impact on outdoor amenity spaces. The December 21 3:30pm test period indicates that the outdoor amenity space of five (5) properties will experience minor sun shading impacts. The shadow impact on these properties is isolated to the narrow profile of the building form.
- The Residential amenity spaces and neighbouring park land shown to be impacted during the 3:30pm December 21 test periods are also impacted by mature plantings.

The shadow impact on Public sidewalk (opposite side of street), plus 60% of plazas, parks, school yards and other non-residential outdoor amenity areas on March 21 & September 21 as per the Tall Building Guidelines.

- The study found that both the public sidewalk on the opposite side of Guelph Line and the adjacent park land will experience more than 5 hours of continuous sunlight meeting the guideline requirements.

The proposed development is considerate to the guidelines set for shadow impact analysis by the City of Burlington on nearby established residential neighbourhoods. The building form and orientation of the proposed development ensures that sun shading impact is minimal upon the neighbouring residential properties and park land. Based upon the analysis we suggest that the proposed design will not have a significant negative impact on the surrounding neighbourhood.

In our opinion, this development is compatible with the area and does not have a significant impact on the existing neighbourhood in general.

The location for a development of this nature is well situated and suited to the area being close to existing commercial development and buffered from sensitive uses.

Sincerely,
KNYMH Inc.
Gord Alexiuk

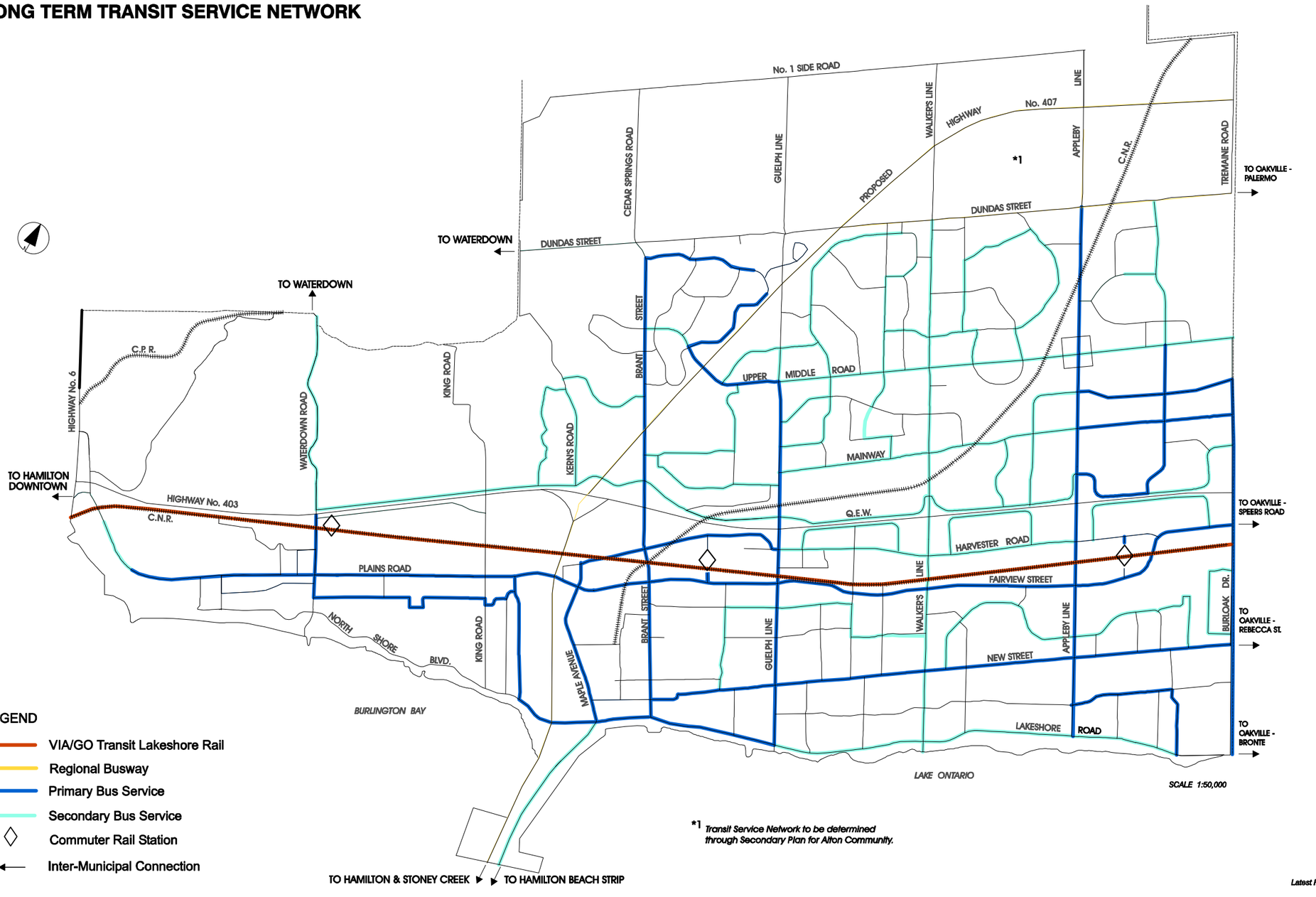
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P: 905-639-6595 / F:905-639-0394 / E: info@knymh.com

Appendix F

City of Burlington current Official Plan (OPA 104) Schedules

APPENDIX A
SCHEDULE 1

LONG TERM TRANSIT SERVICE NETWORK

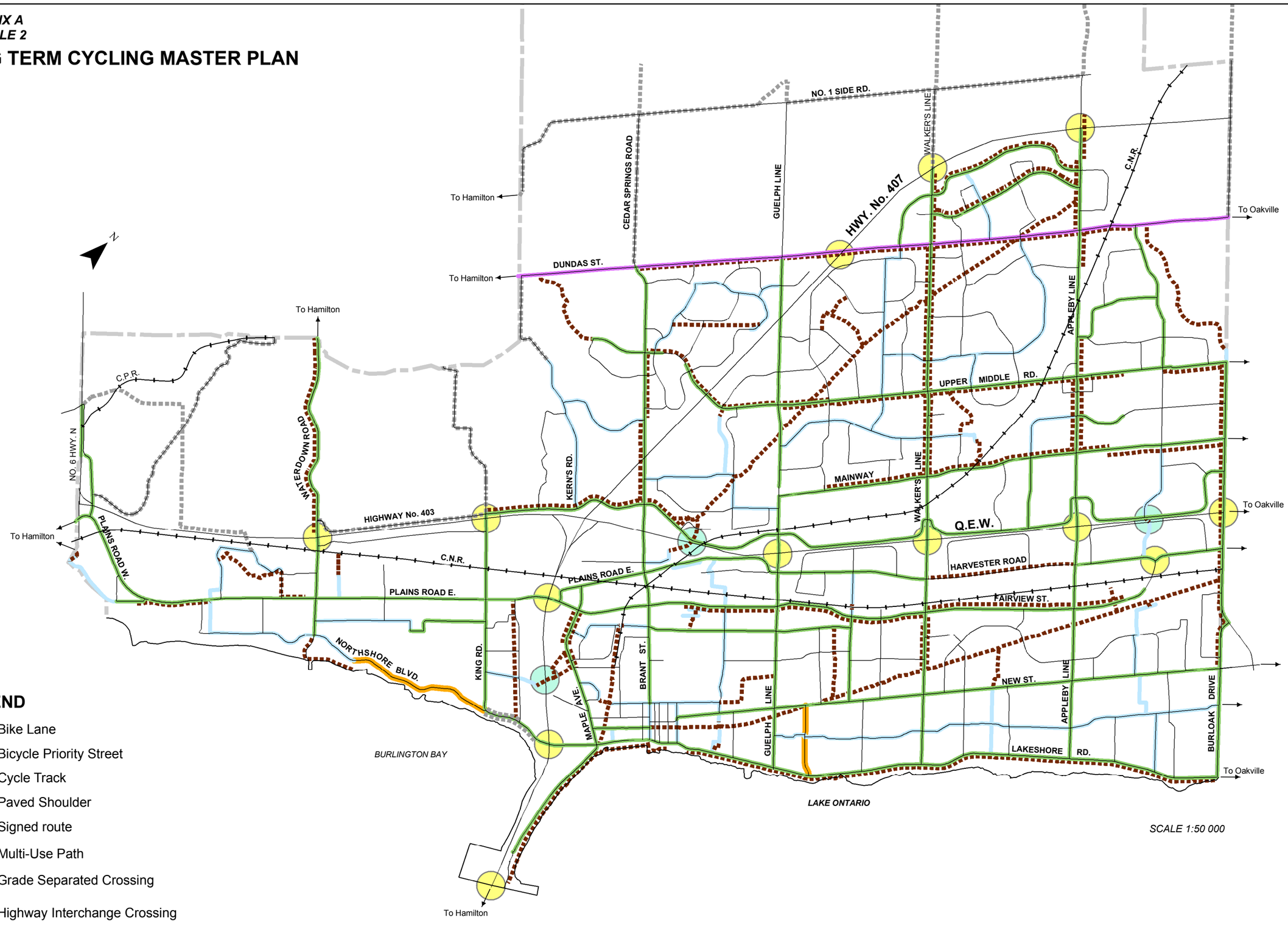


*1 *Transit Service Network to be determined through Secondary Plan for Alton Community.*

Latest Revision: DEC. 31, 2006

APPENDIX A
SCHEDULE 2

LONG TERM CYCLING MASTER PLAN



April 2010

Schedule B

COMPREHENSIVE LAND USE PLAN- URBAN PLANNING AREA

Legend

- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- General Employment
- Business Corridor
- Regional Commercial
- Community Commercial
- Employment Commercial
- Neighbourhood Commercial
- Mixed Use Centre
- Mixed Use Corridor - General
- Mixed Use Corridor - Commercial Corridor
- Mixed Use Corridor - Employment
- Greenlands
- Major Parks and Open Space
- Environmentally Sensitive Area (Note: Boundaries based on Map 1 of the Region of Halton Official Plan (2006)
- Parkway Belt Plan Area (Note: All lands within Parkway Belt West Plan Area Subject to Deferral *9)
- Land Use Designation to be Determined
- Urban Planning Area Boundary
- Watercourses - Conceptual only, refer to Part III, Section 6.4.2 d
- Former Waste Disposal Site
- Downtown Urban Growth Centre Boundary

RURAL PLANNING AREA

NORTH ALDERSHOT PLANNING AREA

HAMILTON

OAKVILLE

BURLINGTON BAY

LAKE ONTARIO

*D31/*D32

*D42

*D47

*R16

*D28

HWY 407

HWY 403

HWY 6

Q.E.W.

C.N.R.

C.P.R.

DUNDAS ST.

UPPER MIDDLE ROAD

UPPER MIDDLE RD.

MAINWAY

LEIGHLAND RD.

NORTH SERVICE RD.

SOUTH SERVICE RD.

HARVESTER RD.

FAIRVIEW ST.

PLAINS RD. W.

PLAINS RD. E

LAKESHORE RD.

NORTH SHORE BLVD. E

NEW ST.

SPRUCE AVE

REBECCA ST.

CEDAR SPRINGS RD.

GUELPH LINE

APPLEBY LINE

TREMAINE RD.

PALLADIUM WAY

THOMAS ALTON BLVD.

DRYDEN AVE

SUTTON RD.

BURLOAK DR.

HEADON RD.

HEADON FOREST DR.

CAVENDISH DR.

WALKER'S LINE

BERWICK DR.

MILLCROFT PARK DR.

CORPORATE DR.

KERNS RD.

FISHER AVE

BRANT ST.

MOUNTAINSIDE DR.

OLD YORK RD.

WATERDOWN RD.

TOWNSEND AVE.

KING RD.

Q.E.W.

MAPLE AVE.

HAGER AVE

DRURY LANE

SENECA AVE.

CUMBERLAND AVE.

PINECOVE RD.

WALKER'S LINE

BELVENIA ROAD

HEATH RD.

HAMPTON

EASTPORT DR.

1:50 000 +/-

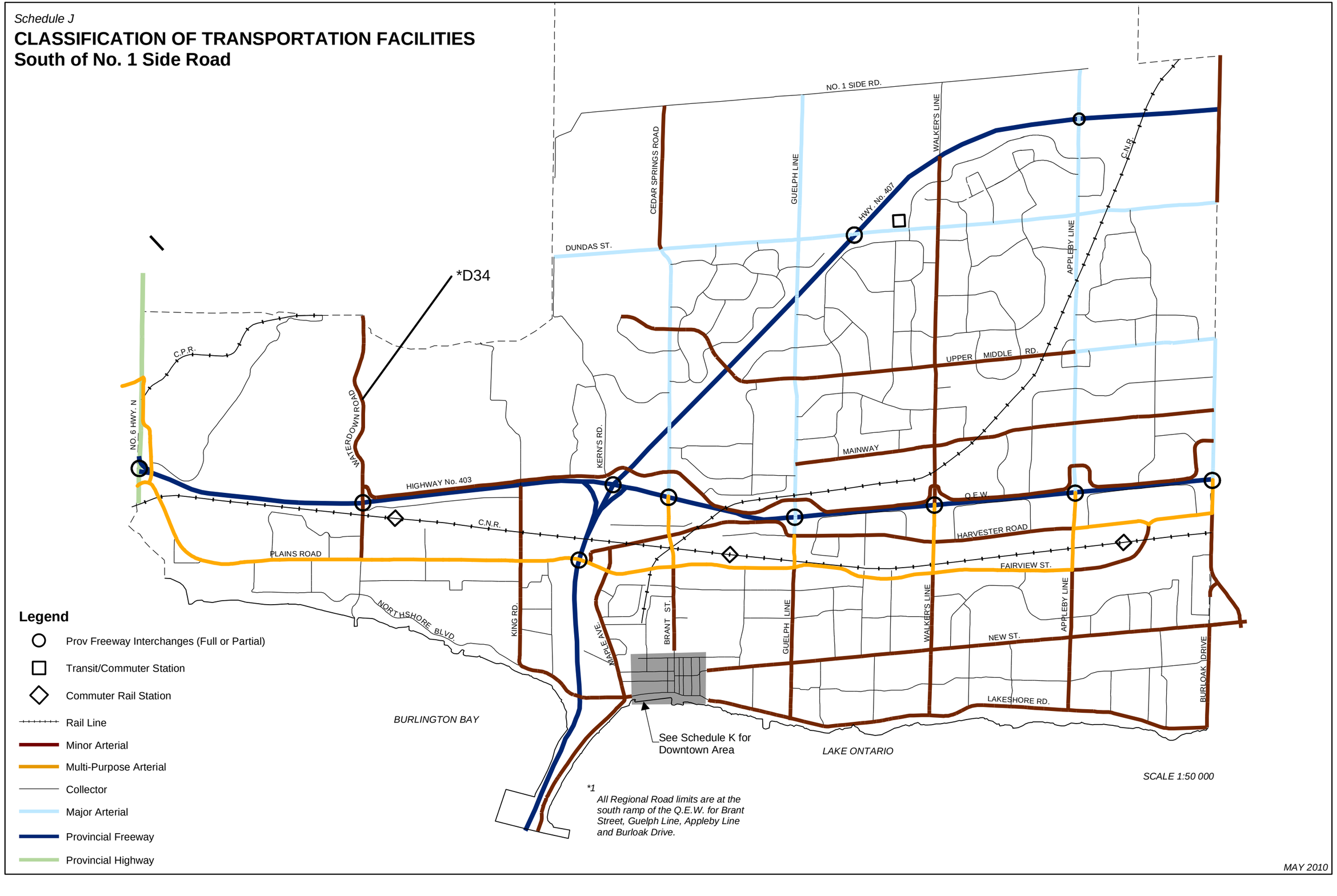
*NOTE: For information on Deferrals and Referrals (*D or *R), please see the Explanatory Notes of the Official Plan.*

OCTOBER 2017

City of Burlington

Schedule J

CLASSIFICATION OF TRANSPORTATION FACILITIES
South of No. 1 Side Road



Legend

- Prov Freeway Interchanges (Full or Partial)
- Transit/Commuter Station
- Commuter Rail Station
- Rail Line
- Minor Arterial
- Multi-Purpose Arterial
- Collector
- Major Arterial
- Provincial Freeway
- Provincial Highway

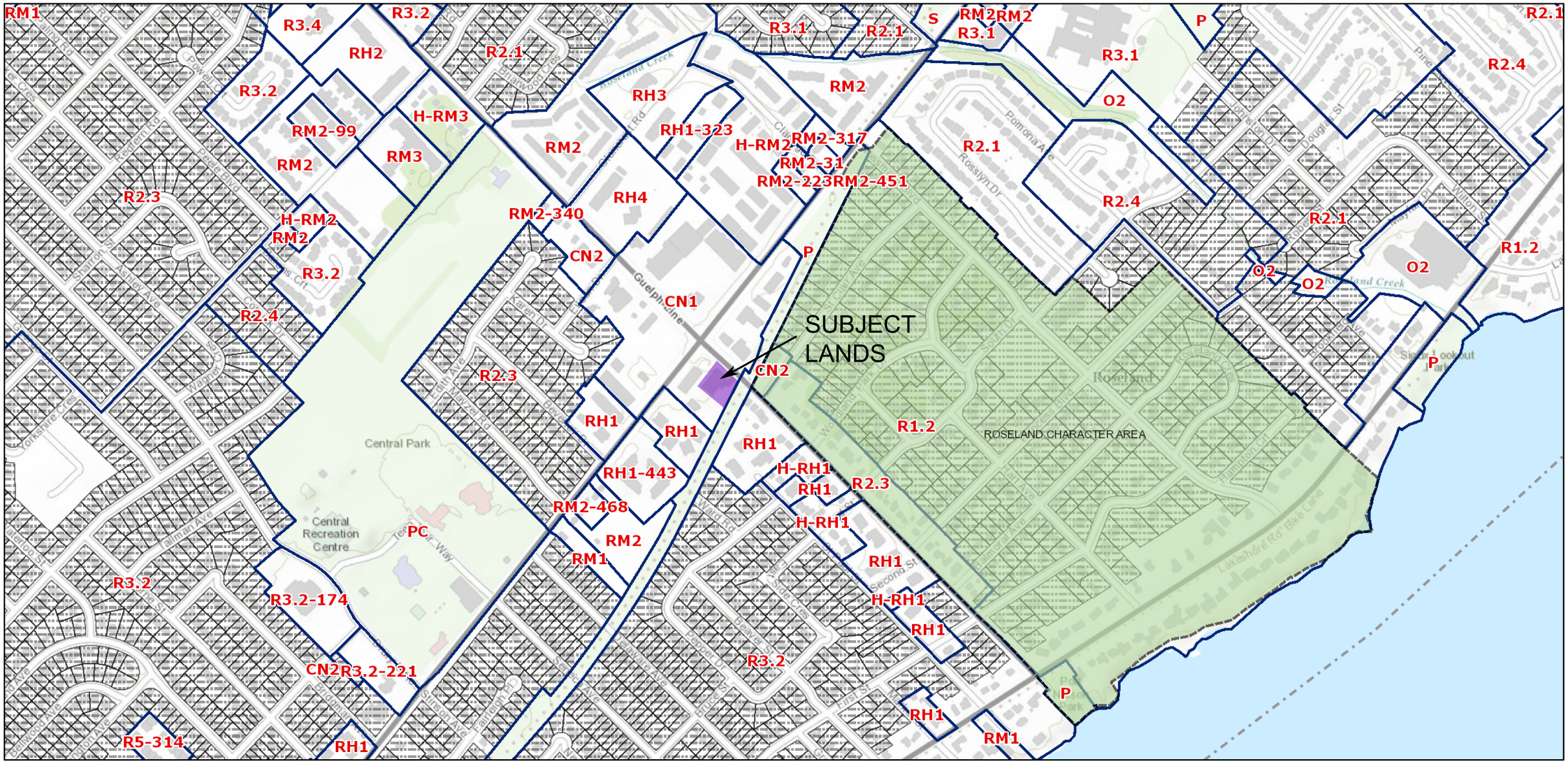
*1 *All Regional Road limits are at the south ramp of the Q.E.W. for Brant Street, Guelph Line, Appleby Line and Burloak Drive.*

MAY 2010

Appendix G

City of Burlington Zoning Map

City of Burlington Mapping



2019-05-01, 10:32:47 a.m.

1:9,028

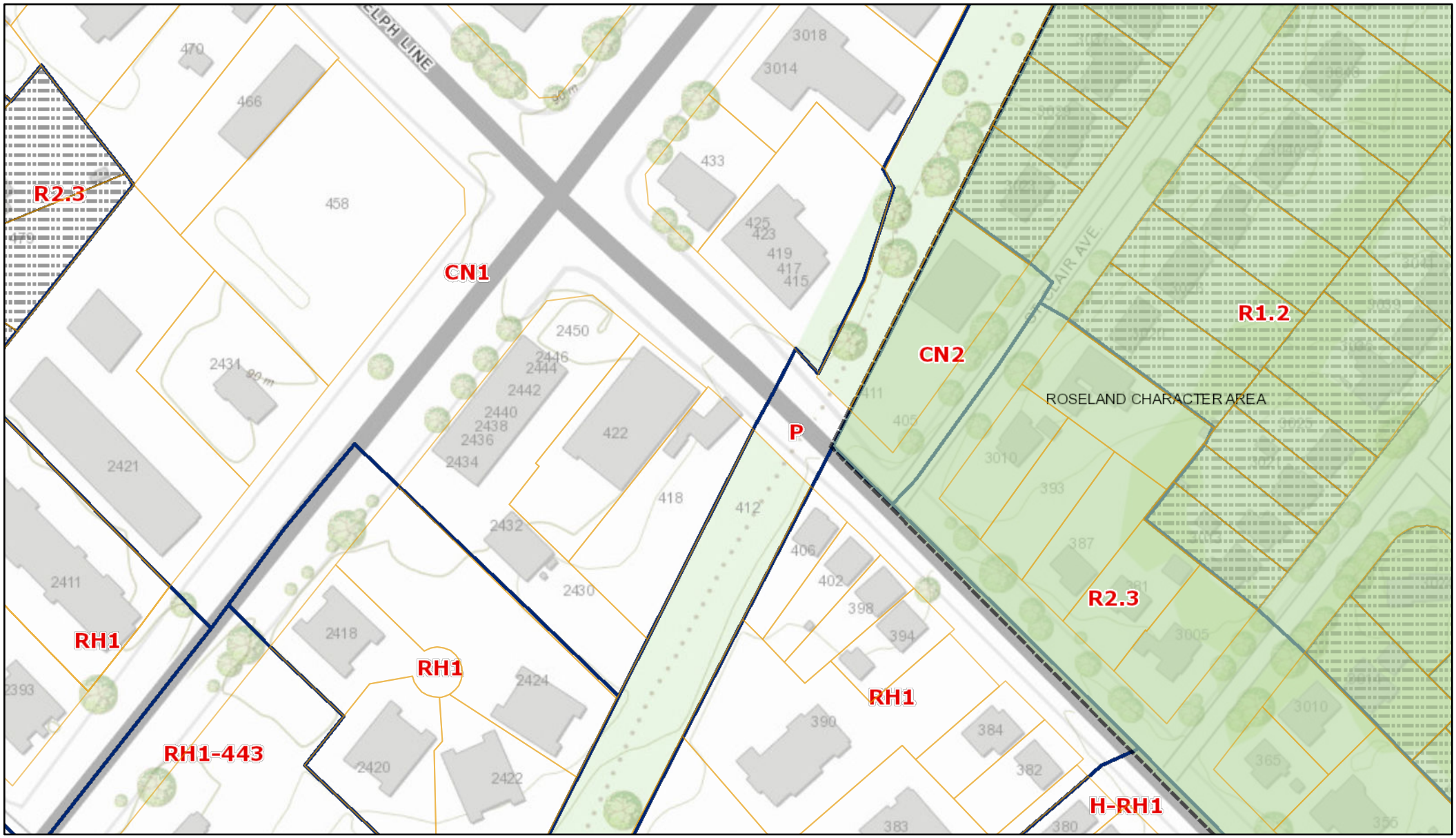
0 0.07 0.15 0.3 mi

0 0.13 0.25 0.5 km

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community, City of

City of Burlington

City of Burlington Mapping



2019-04-18, 2:36:08 p.m.

- City Outline
- Property Lines
- Designated area for lot coverage
- Zoning Bylaw
- Shoreacres
- Roseland
- Indian Point
- NEC Development Control

1:2,257

0 75 150 300 ft

0 20 40 80 m

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, © OpenStreetMap contributors, and the GIS User Community, City of Burlington

Appendix H

Burlington Transit Route Map

ROUTE SERVICE TIMES

Route		Peak Only	M-F	Sat	Sun	Hol
1	Plains		●	●	●	●
1x	Plains		●			
2	Brant		●	●	●	●
2A	Brant	●	●			
3	Guelph - Downtown		●	●	●	●
3A	Guelph - Downtown		●			
4	Central		●	●	●	
5	Francis - Downtown		●	●		
6	Headon		●	●	●	●
10	New - Maple		●	●	●	●
11	Sutton - Alton		●	●	●	●
12	Upper Middle		●	●	●	●
15A	Appleby - Walkers	AM	●			
15B	W alkers -	PM	●			
20	Burloak - Lakeshore		●	●	●	●
21	Fairview		●	●	●	●
25	Walkers		●	●	●	
40A	Pinedale - Hampton Heath	AM	●			
40B	Pinedale - Hampton Heath	PM	●			
48	Millcroft	●	●	September to June		
80	Harvester		●			
81	North Service	●	●			
83	North Service	Midday	●			
87	North Service - Aldershot	●	●			
101	Plains Express		●			
50		Late Night	●	●		
51	Burlington Northeast	Late Night	●	●		
52	Burlington Northwest	Late Night	●	●		
300	Aldershot		●			
301	Pinedale		●			
302	Tansley Woods		●			

MAP LEGEND

Transit

- Regular Service Bus Route
- Peak Service Bus Route [1]
- Limited Service Bus Route
- Late Night Service Bus Route
- GO Station
- HSR Transfer Point
- Oakville Transit Transfer Point
- Community Connection Route

[1] Peak hours are weekdays approximately 5 to 9 a.m. and 3 to 7 p.m.

Symbols

- Hospital
- Shopping Centre
- Arena
- City Hall
- Courthouse
- Library
- Recreation Centre
- Community Centre
- Museum / Attraction
- Outdoor Pool
- Indoor Pool
- Information
- Public Secondary School
- Public Elementary School
- Catholic Secondary School
- Catholic Elementary School

0 0.5 1 Km
0 0.5 1 Mi

No 1 Side Rd
Tremaine Rd
Dundas St
407 ETR
Hwy 407
Alton Village
Thomas Alton Bl
Tim Dobbie Dr
Dundas-Walmart Plaza
Dr. Frank J. Hayden
Haber
Headon Forest
Berton Av
Berwick Dr
Sarazen Dr
John William Boich
Appleby-Dundas Plaza
Cavendish Dr
Coventry Way
Brant Hills
Bruce T. Lindley
Northampton Bl
Constable Henshaw Bl
Headon Forest Dr
Notre Dame
St. Timothy's
Walkers Line
Sacred Heart Of Jesus
Country Club Dr
Millcroft Park Dr
Charles R. Beaudoin
St. Christopher
Orchard Park
Appleby Line
Sutton Dr
Millcroft Centre
St. Elizabeth Seton
Alexander's
Heron Way
Upper Middle Rd
Corpus Christi
Tyandaga Park Dr
Kerns Rd
Brant St
Upper Brant Plaza
Paul A. Fisher
St. Mark
Upper Middle Rd
Ireland House
C.H. Norton
Florence Meares
Angela Coughlan
M.M. Robinson
Burlington Supercentre
Walker Place
Rolling Meadows
Augustine Dr
Burlington Heights Centre
Canadian Martyrs
Lester B. Pearson
Tansley Woods/Itabashi Way
Corporate Dr
Burloak Dr
Bronte Creek Provincial Park
St. Gabriel's
Mountainside
Fisher Av
Guelph Line
Dr. Charles Best
Sir E. Macmillan
Lansdown Dr
Mount Forest Dr
Power Centre
Yorkton Plaza
Mainway Plaza
Dillon Rd
Mainway
Heritage Rd
Clarksdale
Costco
Mainway Business Centre
Davidson Plaza
Ontario Court of Justice
Queensway Dr
Queen Elizabeth Way
Hwy 403
Waterdown
Go Station Access Rd
Aldershot
Royal Botanical Gardens
Masonry Crt
Cooke Blvd
Plains Rd W
Plains Rd E
Holy Rosary
Maplehurst
Glenview
Aldershot
Townsend Av
North Shore Bl W
Lasalle Park Rd
LaSalle Park [Wading]
Shadeland Av
North Shore Bl E
King Rd
Fortinos Plaza
Surrey La
Warwick Dr
Sainte-Philippe
Mapleview Mall
Maple Mews
Westgate Plaza
Brant Plaza
Burlington
Burlington Square
Student Theatre
Tom Thomson
Brant St
Maple Av
Francis Rd
King's Road
St. John's
Central
Brant Plaza
Drury La
Rotary Youth
YMCA Burlington Seniors'
Music Centre Central
Renaissance
Ontario St
City Hall Burlington Art Centre
James St
John St
Elizabeth St
Pine St
Lakeshore
Guelph Line
Joseph Brant Memorial
Joseph Brant Museum
Discovery Landing
The Burlington Performing Art Centre
Visitor
Downtown Terminal
Burlington Bay
Lake Ontario
Lakeshore Rd
Burlington Mall
Prospect St
Woodview Place
Fairview St
Tecumseh
Assumption
Cumberland Av
Rexway Dr
Ryerson
Pauline Johnson
Longmoor Dr
Eastway Plaza
Nelson
Roseland Plaza
St. Paul's
Gary Allan
John T. Tuck
Walkers Line
St. Raphael's
New St
Pinedale Av
Frontenac
Robert Bateman
Ascension
Appleby Mall
Centennial
Appleby
Appleby Ice Centre
Sherwood Forest
Wyecroft Rd
RioCan Burloak
Pineland
Mohawk Gardens
St. Patrick's
Skyway Arena
Heath Rd
Hampton
Lakeside Plaza
Harvester Rd
Longmoor Dr
Aldershot
Downtown Terminal
HAMILTON
Hwy 403
York Bl
Dundurn St N
Main St W
Queen St S
King St W
Bay St N
James St S
James St N
John St N
John St S
Wilson St
Catherine St N
Cannon St W
City Hall
Lockport Locks
1x
1
2
2A
3
3A
4
5
10
11
12
15
20
21
25
40
48
50
51
52
80
81
83
87
101
300
301
302
Aldershot
Burlington
Appleby

Appendix I

Burlington Urban Design Matrix and Comments

Department of City Building
Burlington Urban Design Advisory Panel (BUD)

MINUTES

July 16, 2019, 2:50 pm
414 Locust Street, 2nd floor boardroom.

Members of BUD

	present	absent / regrets
Ken Coit (Chair)	✓	
Jana Kelemen (Vice Chair)	✓	
Naama Blonder		Regrets
Wai Ying Di Giorgio		Regrets
Jessica Hawes	✓	
Matt Reid		Regrets
Nigel Tai		Regrets
Alexandru Taranu	✓	

Item # 2: 418 & 422 Guelph Line

Design Review: First Review

Application: Official Plan Amendment and Rezoning

Presentations:

- City Staff: Todd Evershed
- Applicant: Valour Capital
- Architect: KNYMH
- Landscape Architect: n/a



Disclosure of conflict-of-interest

None

City Staff Overview

City staff outlined the project details, site context and planning framework.

Staff sought the Panel's advice on the following:

1. **Fit & Transition:** Please comment on the proposed form of development, including scale, height, mass and setbacks, and whether the development is responsive and sensitive to its surrounding neighbourhood. Does the proposed development successfully integrate into the existing and planned context?

2. **Architectural Expression:** Please comment on the proposed exterior treatment, including materials and design for the building's facades, streetscape and landscape.

3. **Site Organization:** Please comment on the design and functionality of the proposed servicing elements and access points; as well as the legibility of the proposed commercial retail space from the street and indoor access from the on-site parking structure.

Applicant / Design Consultant Presentation

The Applicant provided introductory comments and noted that they had a pre-consultation meeting with city staff last year, held a public meeting in April, and provided a brief background on the project and their intent to submit formal applications shortly.

The Architect presented the proposal to the Panel identifying key features of the development. The podium approach is lower than set out in the applicable design guidelines to relate to the height of the houses to the south. The architectural expression is an attempt to relate to the existing adjacent mature neighbourhood with not too much glass. The space for servicing and garbage pickup is consolidated with the parking access away from the corner of New Street and Guelph Line. The top two storeys of building address the tall building guidelines by stepping-back above the 11th floor.

Panel Questions:
The panel asked questions of clarification on the following topics:

- How does the garbage collection work with the proposed clearance and limited space to turn around?
- Is it anticipated that the land uses, and setbacks will change for the low-density properties to the south?
- What are the side and rear yard setbacks?
- What is the growth potential of the surrounding properties?
- Blank facades on all three facades?
- Main amenity is on the 13th floor?
- Streetlights or any other street furniture along Guelph Line?
- What is the building floorplate?
- Depth from New Street?
- Would this design allow for the minimum separation distance between towers?

Panel Advice:

Question #1: **Fit & Transition:** Please comment on the proposed form of development, including scale, height, mass and setbacks, and whether the development is responsive and sensitive to its surrounding neighbourhood. Does the proposed development successfully integrate into the existing and planned context?

The Panel advised the Applicant that the purpose of an urban design brief is to make the argument for how the building fits in its surrounding context – the submitted brief does not achieve this.

There is too much building for the site and the podium is too low. The relationship between podium and the rest of the building is missing, it feels detached. There is a great context of 4- to 5-storey buildings that should be brought into the site and design program. The overall massing and fit do not work. The design does not relate to the public path abutting the property to the south.

Either the building is tall or mid-rise, the Panel rejected the notation that it can be both at the same time. There is no design rationale to justify merging the performance expectations of a tall and mid-rise building. Given the scale of this building, the Panel questioned how development would fit on the corner property. The proposed development needs to consider how it will transition to a future building on the corner. The development should be done in a way that does not prevent the corner lot from redeveloping appropriately. If possible, the Panel suggested that the property at the corner be added to this development site.

The Panel noted that tall buildings within the surrounding context have large setbacks, and other performance standards that this proposal ignores. The size of the building floorplate is too large. The Panel noted that the guideline for a maximum of 750 square metre floorplate comes from historic experience that larger floor plates do not work on a tall building.

The Panel commented that a 2-storey parking garage wall is very hostile, and it is a mistake to not provide retail along the side facing the trail. The Panel reiterated that the proposal is filling up the entire site, which results in everything being too massive for this context. Stepping down in a consistent way to reduce the footprint should be considered. It is more appropriate for a 3-storey podium to bring the three parts of the building together (i.e. base, middle, top).

The Panel commented that this development is the first on street to go urban. There needs to be an increased setback from the street, as well as more green space to relate better to the existing conditions and context. It was recommended that a minimum 6m setback along street is needed for a safe environment, to allow trees and improve pedestrian comfort.

Despite the stepbacks, the design and materials chosen for the building top make it feel massive. Consider an alternate design that steps down the building volume.

Question #2: **Architectural Expression:** Please comment on the proposed exterior treatment, including materials and design for the building's facades, streetscape and landscape.

The building is a traditional style with a modernist form (i.e. a box form). The Panel characterized the architecture as a decorated box. The Panel was not sure how this design fits into the surrounding context. The built form needs to respond to its style; the incongruency between form and style is making the building look bigger than it needs to be. From a design perspective, the building base, middle, and top are not connected. The Panel recommended going with a simpler, cleaner, and more consistent design and introduce more setbacks, steps back, and cut outs to be true to the intended traditional style. The Panel cautioned that traditional architecture is only successful with the right proportions.

The Panel had concerns with the street frontage of the podium, particularly the garage doors and large curb cut. A two-storey pedestrian entrance feature at the street would make a big difference to the streetscape and provide balance to the podium frontage. Integrating landscape features including trees would soften the podium up and give more space around the edges of the site. Avoid the use of fabric awnings as they do not last; consider more durable options for weather protection. Introducing wayfinding signage and public art at the street level would also improve the pedestrian experience.

The Panel suggested using more durable materials such as brick and to avoid the EIFS quoining and banding as it does not last long. The materials at the top should be lighter with more glass. The mansard roof and arched windows do not work at this scale. The Panel opined that this design choice does not tie to the nearby existing houses nor the existing tall buildings.

Question #3: **Site Organization:** Please comment on the design and functionality of the proposed servicing elements and access points; as well as the legibility of the proposed commercial retail space from the street and indoor access from the on-site parking structure.

Overall, the development pushes the boundaries on all sides and needs to be more generous to the site by accomodating appropriate ground level greenspace, amenity area, and transitions.

The Panel agreed that the retail space is not in the right place. It makes more sense to flip to the south side for a better relationship with the trail and open space and provide a better connection to the streetscape. Currently, there is no connection within the podium; the proposed retail space is so small that the Panel questions whether it is even viable.

The Panel recommended the entire treatment of the podium be reconsidered. The goal should be to create life and activity at the ground level. Moving the parking area further back on the site it will allow the rest of the building to have a better street presence. The above grade parking garage facing the trail and street is problematic as the windows are not usable.

The Panel suggested that lining the building with units that front the street and trail would improve the configuration of the podium. Lastly, increased setbacks would provide space for benches that serve retail and the community.

End...Item 2

Response to BUD Questions and Comments

Question 1

The Building's massing is similar to that of the existing 11 to 17 storey apartment buildings. The tower is sited on a podium that has been designed to relate to the streetscape pedestrian scale at the street level. The programme in the podium has been redistributed to provide more amenity at the street levels which allows for better integration and interactivity with the existing planned context.

The podium has been revised to be three stories in height and the architectural detailing has been carried around the north side visible from the street and similarly on the south side of the podium facing the trail.

The building will be considered a tall building and appropriate setbacks have this been provided at the south and north property lines that do allow for transition and future development. Additional articulation along the podium has been provided to mitigate blank walls originally indicated.

The ownership of the corner property was approached in order to amalgamate the parts, however an understanding was not reached.

Please clarify how large floorplates 'do not wok', as in our experience it has been the opposite. Larger floorplates provide better overall building efficiency and allow the development to maximize the developable area in urban infill projects which creates more density on a parcel.

Current floorplates are;

- Second Floor = 1465.3 s.m
- Third Floor = 1475.3 s.m
- Fourth to 11th Floor = 1375.67 s.m
- 12th Floor = 1060.55 s.m
- 13th Floor = 971.21 s.m

Detail along Trail side has been provided and will be further complimented with landscaping. The podium has been revised to three stories with a stepback at the trail side.

The podium is setback 6m from the street for the most part except where the vehicular entrance is located it is 5.7m. In order to provided increase safety the garage door has been setback and an increase visibility has been provided with openings along the trail side. This has created a queuing area for out going traffic.

The roof height has been decreased and architectural ornamentation has been reduced. A horizontal break in the massing has been provided with a cornice and a change in materiality from architectural block to EIFS.

Question 2

Some of the architectural ornamentation has been removed and the podium has been designed to transition from the traditional tower form to more contemporary podium with reduced ornamentation. Further balcony setbacks were introduced at the 12th and 13th floors.

The main entrance has been revised to show a large canopy and a two storey lobby is proposed which is harmonized with the rest of the podium. Fabric canopies have been replaced with solid protruding flat canopies. The main vehicular tenant entrance has been pushed back and the refuse door has been reduced in scale and more integrated with the buildings podium treatment.

The Podium would be constructed with architectural block and precast elements. This treatment would be continued into the tower where possible. The mansard roof provides opportunity to enclose mechanical equipment while visually keeping the scale of the building down. The round dormers are used to break up the roof line but have been reduced in scale.

Question 3

Commercial use has been removed, instead amenity space has been proposed in its place. This will help keep life and activity at the ground level. The podium has been redesigned to provide additional windows along the street, trail and north neighbouring property. The podium has been pushed back to meet the 6m stepback as noted above. The podium parapet has also been articulated to allow for more interactivity with the street scape and trail.