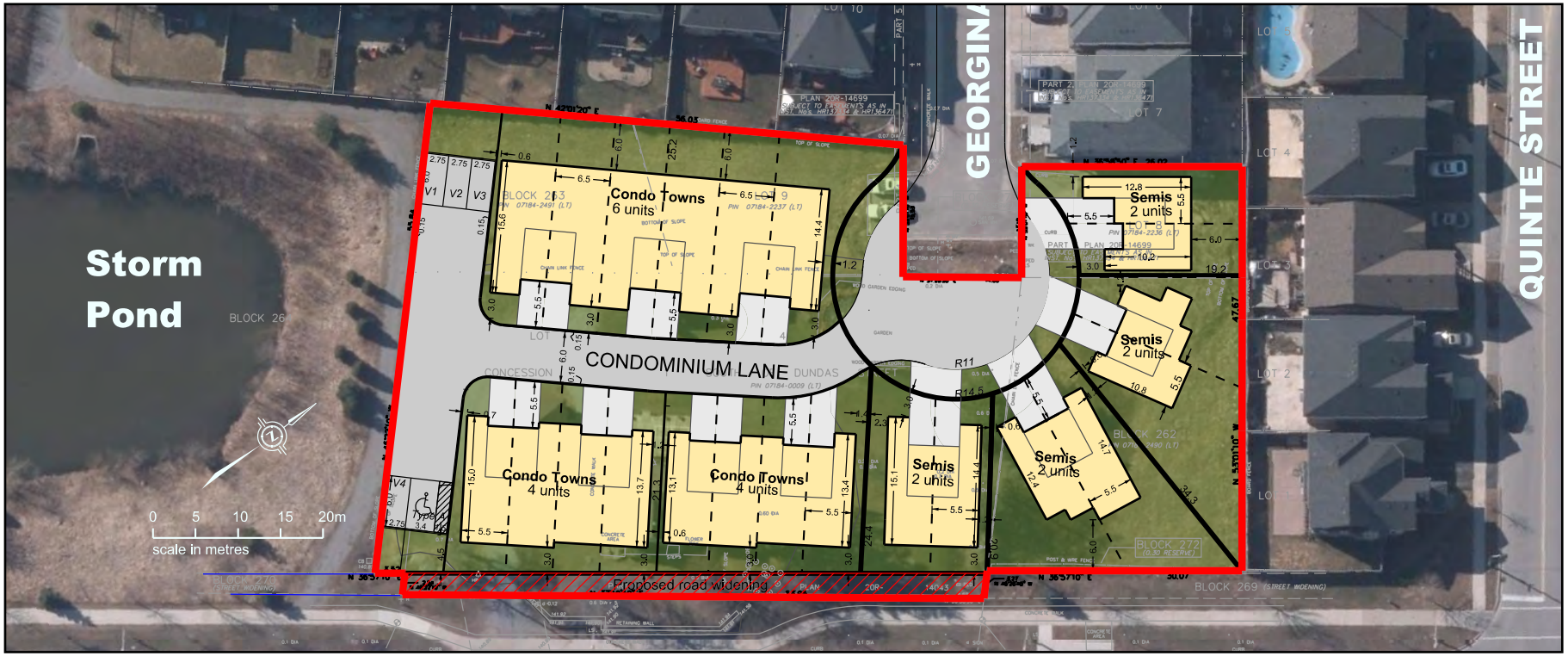
WESTON CONSULTING
planning + urban design

Urban Design Brief
Proposed Residential Development
5219 Upper Middle Road
City of Burlington



Prepared by **Weston Consulting**
Prepared for **BLOOMFIELD DEVELOPMENT INC.**
Date: March 2017

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1. Introduction

This urban design brief has been prepared by Weston Consulting on behalf of Bloomfield Homes for the proposed residential development of 5219 Upper Middle Road, 204-205 Georgina Court and Lots 8 & 9, Blocks 262 & 263, Registered Plan 60M-824, collectively referred to as the “subject site” in this document. The purpose of this brief is to provide design rationale for the said residential development.

This brief is being prepared in support of a Zoning-By-law Amendment application and should be reviewed in conjunction with other documents submitted as part of this application. It should be noted that the images contained in this document are only a conceptual representation of the intended version and character of the development. In this regard, they should not be construed or interpreted literally as to what will be constructed.



Figure 1 - Location Map

2. The Site and Surrounding Area

The subject site is located in the Orchard Community of the City of Burlington. This community lies at the northeast part of the City and consists of low-rise residential areas and natural features including the Bronte Creek and its associated valley lands. The subject site is collectively known as 5219 Upper Middle Road and is located at the north of Upper Middle Road, midway between Appleby Lane and Sutton Drive.

The subject site is comprised of several parcels and has a gross total area of 0.50 hectares. The site's frontage along Upper Middle Road measures 97.5 metres. It should be noted that an average 3 metre wide road widening strip is required along Upper Middle Road. Georgina Court, a public road connects from the northern residential area and it is the intent to terminate this road with a cul-de-sac within the proposed development.

Immediately to the west of the site is a stormwater pond with an existing trail system that connects to neighbouring residential areas. This stormpond and the trail system provides proximity to an open space feature as well as walkability and recreational uses. A row of single detached houses facing Rome Crescent border along the northern periphery. Two single-detached houses along Georgina Court are located at the northeast boundary and, five single-detached



Figure 2 - Aerial Context

houses along Quinte Street are located along the site's eastern boundary. Design considerations will include providing appropriate setbacks and separation distances from these dwellings as well as providing compatible built form.

The south side of the site faces Upper Middle Road. A municipal sidewalk connects east-west with a bus stop just south of the site.

The surrounding built form is comprised of a variety of residential buildings including single-detached houses and townhouses as well as multi-storey (4 to 5 storeys) residential apartment and mixed-use buildings. The subtle variety provides an appropriate context for the proposed residential development.

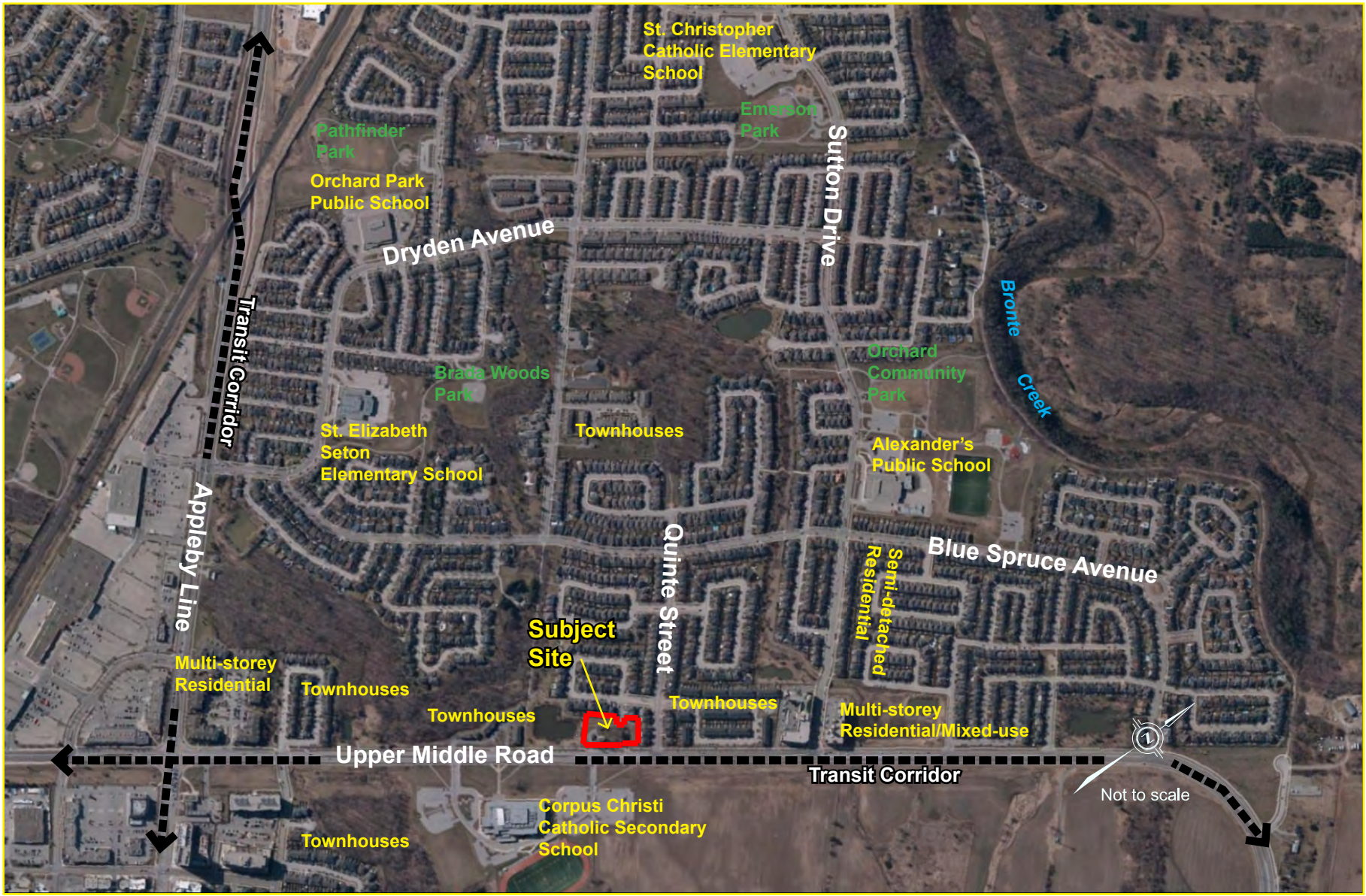


Figure 3 - Context Map

3. The Development Concept

The development concept builds on the potentials of the site and its surrounding context. Figure 3 illustrates the development concept with four pairs of freehold semi-detached units and 14 condominium townhouses. Georgina Court terminates into a cul-de-sac within the subject site and provides street frontage to the semi-detached units. A 6 metre wide condominium lane will provide access to the townhouses. A hammer head turn is provided at the end of the condominium lane for the turn-around of larger vehicles. All residential parking will be provided in private driveways and integrated garages. Visitor parking spaces for the townhouses will be conveniently provided at the end of the hammer head turns.



Figure 3 - Concept development

4.0 Compliance with City of Burlington Official Plan Design Guidelines Policies

The City of Burlington Official Plan, July 2015 (BOP) includes design policies to guide development within the City. Section 6.5 of the BOP includes policies that are relevant for the proposed development and are discussed below:

4.1 Compatibility:

The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area (Policy 6.5 a, BOP).

The design proposes semi-detached and townhouse built forms that are present in the vicinity of the subject site. The overall scale and character of development, the massing and siting of the buildings as well as the setbacks and separation distances from neighbouring buildings will result in a compatible development that fits in with the established neighbourhood.

4.2 Buffering and landscaping:

The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing (Policy 6.5 b, BOP).

The proposed design will include landscaped rear yard and side yard setbacks providing adequate buffers from neighbouring residences to the north and the east. Required fencing will be provided as per City standards.

4.3 Street level activity

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 (Policy 6.5 c, BOP).

The townhouses along Upper Middle Road will encourage an active and harmonious streetscape environment by stimulating pedestrian activity through the landscaped frontyards, porches, building entrances and walkways connecting to municipal sidewalks.

4.4 Access to public transit

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 (Policy 6.5 d, BOP).

The site is facing Upper Middle Road, a designated transit corridor, and is close to Appleby Lane another major transit corridor. The proposed design provides direct connections to the existing bus stop on Upper Middle Road just south of the site through walkway connections.

Access and parking needs for persons with disabilities will be addressed with universal parking spaces and accessible design requirements as required.

4.5 Personal safety

City Council shall require that design plans promote public safety and security, with adequate visibility and lighting and the avoidance of secluded areas (Policy 6.5 e, BOP).

The siting of the buildings and the cul-de-sac and laneway as well as the main facades of the buildings will ensure "eyes on the street" and the laneway. All areas of the development will be adequately lit for safety and security.

4.6 Parking areas

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 (Policy 6.5 f, BOP).

The design of parking spaces will protect the visual integrity of the public realm streetscape through adequate landscaping, buffering and locating parking in driveways and integrated garages at the rear of buildings.

4.7 Buildings to road

The streetscape appearance of major, multi-purpose and minor arterial roads and collector streets shall be enhanced by encouraging buildings to present their main building facades to these roads or to enhance their treatment to avoid the appearance of blank buildings at service entrances (Policy 6.5 g, BOP).

The townhouses along Upper Middle Road will have their main facades facing the street and will be set very close to the new street line to ensure a good sense of enclosure and a visually enhanced streetscape.

4.8 Site services and facilities

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 (Policy 6.5 j, BOP).

All required utilities and mechanical equipment will be screened with appropriate screening or landscaping and/or integrating with the building design. This is further supported by the noise impact assessment prepared by Rubidium Environment.

4.9 Lighting

The impact of lighting associated with new development shall also be reviewed during the site plan approval process to minimize the intrusion and impacts of unwanted lighting into adjacent properties and to minimize sky glow (Policy 6.5 k, BOP).

The proposed development will adhere to the City's lighting policies and standards and ensure that neighbouring properties will not be impacted by unwanted glare or lighting conditions.

4.10 Gated communities

Residential neighbourhoods shall be designed to allow freedom of public access and the development of 'gated' residential communities, which restrict public access and circulation through neighbourhoods by means of security gates, walls or similar barriers, should be avoided Policy 6.5 l, BOP).

The design proposes the extension of Georgina Court in the form of a cul-de-sac that provides an appropriate termination to the street as well as increases public frontage and public access to the development.

5.0 Design Discussion

This section includes a discussion of the general design principles of the proposed residential development, including the street and lot patterns, the setback and siting of buildings, the frontage along Upper Middle Road, and the protection of views towards the storm water facility. It also includes how the proposed design complies with various recommendations contained in the Orchard Community Secondary Plan (OCSP), February 1995.

5.1 Layout and distribution of lots and streets/laneways

The proposed street and block pattern provides an appropriate transition from the single residential lots at the north to a higher density development along a transit corridor. The proposed semi-detached lots mediate between the single residential lots to the north on Georgina Court and east on Quinte Street and, the proposed townhouse lots near Upper Middle Road. This provides a gradual transition in lot distribution and hierarchy from singles to semis to multiple unit lots. A mixture of singles and townhouse (street and condominium) lots exist within close vicinity of the subject site along the north side of Upper Middle Road. Thus the proposed lot type and distribution not only complements the existing nearby lot fabric but also implements the Secondary Plan (OCSP) objectives of providing higher density housing along transit corridors. The termination of Georgina Court with a cul-de-sac offers street frontages for the semi-detached lots. The condominium laneway will not only provide access to the residential townhouses but also provide views towards the stormwater facility to the west of the site.

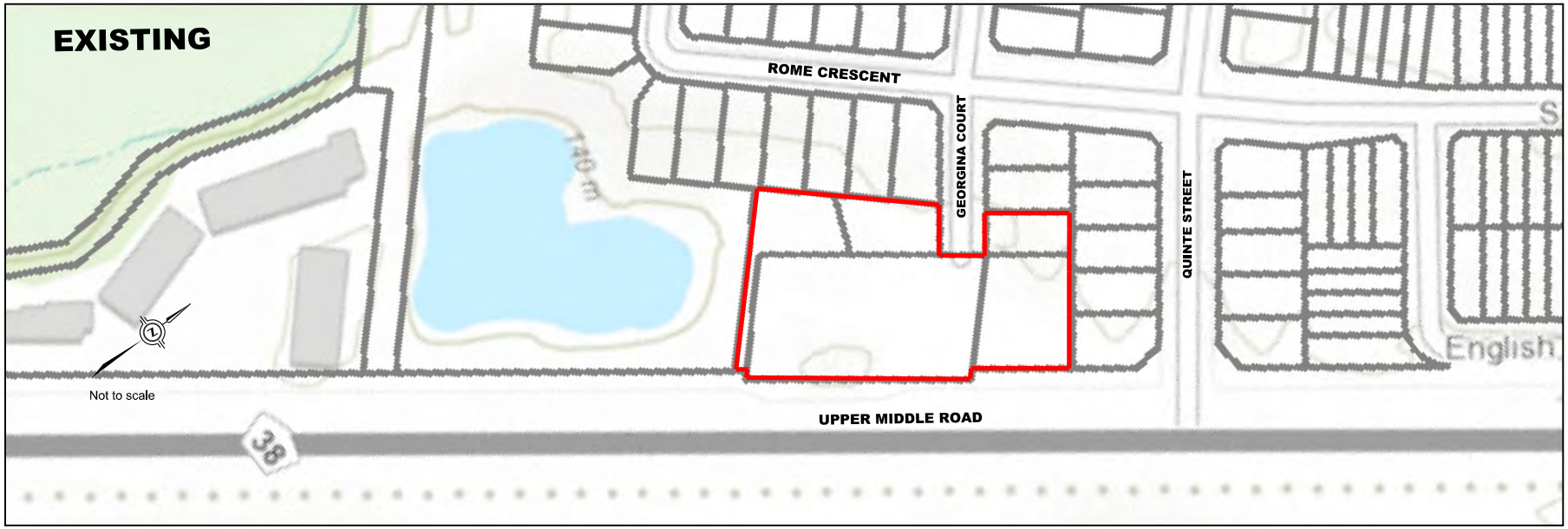
5.2 Upper Middle Road frontage and Orchard Community Edge

Upper Middle Road is one of the three major transit corridors in the Orchard Community that serves as a principal route and forms the southern most community edge. It is recommended that higher density residential buildings such as townhouses will be focused on and adjoining these corridors with a five minute walk to a transit line (Section 11.1, OSCP).

The two blocks of townhouses along Upper Middle Road will be oriented towards the street with front entrances, porches and landscaped front yards facing the street. The buildings will be set very close to the new street line that will provide a sense of enclosure and form a continuous street wall. The OSCP recommends various options for developing housing fronting onto Upper Middle Road including housing fronting onto upper Middle Road with pedestrian access only and rear lane vehicular access (Section11.2.c, OCSP). The proposed townhouses will have the main pedestrian access from Upper Middle Road and vehicular access will be restricted at the rear of the buildings from the condominium lane. The townhouse frontages with porches, main entrances, landscaped front yards along with the municipal sidewalk and treed boulevard will create an attractive and vibrant community edge.



Figure 4 - Proposed and existing lot fabric



5.3 Setbacks and separation from neighbouring dwellings

The proposed design will provide adequate building setbacks and separation distances from existing neighbouring dwellings. The proposed townhouse building block along the north includes a 6 metre rear yard setback. This provides an adequate buffer from the existing dwellings along Romaine Court, as well as providing private amenity space for the individual townhouse units. Similarly, the semi-detached buildings along the east of the property will include 6 metre rear yard setbacks that will allow for adequate separation and buffering from the existing dwellings on Quinte Street. The proposed northernmost semi-detached dwelling will include a 1.2 interior side yard setback from the neighbouring dwelling on Georgina Court. In our opinion, this provides adequate separation from the side lot lines, and the sides of the neighbouring dwelling to the north.

5.4 Built Form

The proposed townhouse buildings range from a 4 to 6 unit configuration, with unit depths ranging from 5.5 metres to 6.5 metres. This configuration creates building blocks that are compatible in overall length and width to neighbouring townhouse buildings within the vicinity of the subject site and enhances the human scale of development. The OCSP recommends a minimum of 22 metres to a maximum of 50 metres in length for townhouses (Section 11.4, OCSP). The lengths of the proposed residential townhouses will be within this range. All garages will be recessed from the main building wall to de-emphasize their presence along the building's façade. The height of the proposed buildings will be between 2 to 3 stories, that is also in compliance with the OCSP, as it states that housing should be a minimum of 2 storeys and a maximum of 4 (Section 11.4, OCSP). The semi-detached units will also maintain a similar

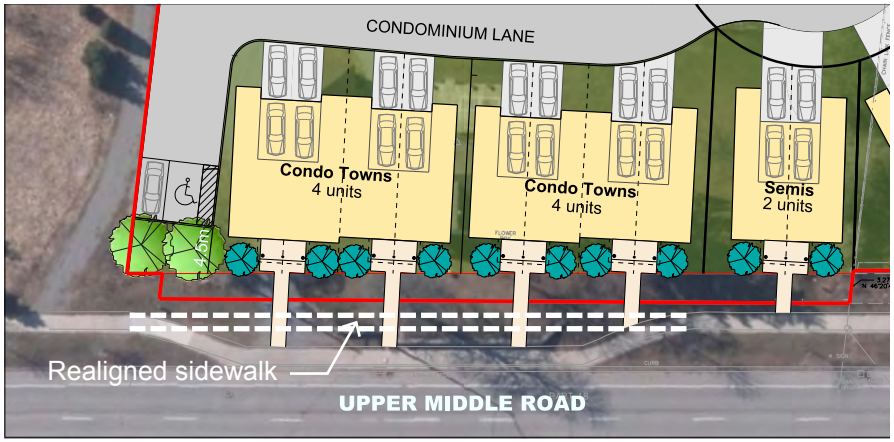


Figure 5 - Edge development along Upper Middle Road

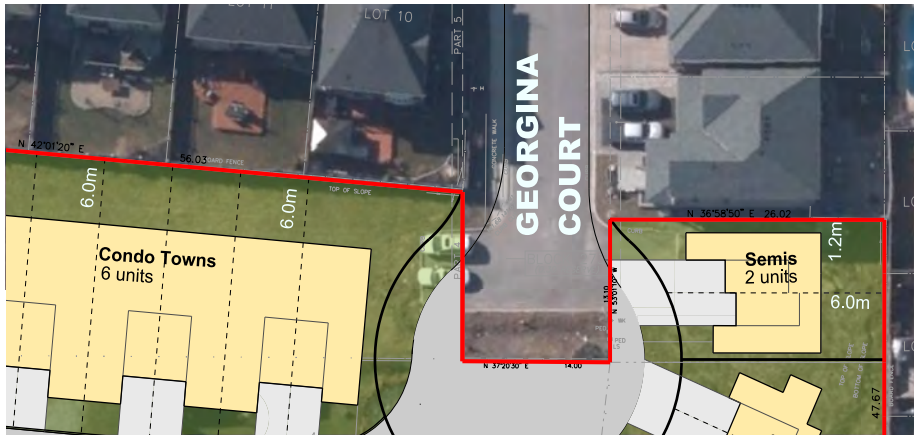


Figure 6 - Building setbacks

building width, height and scale in order to create a consistent built form. The OCSP states that porches and stairs shall be located between the building and the edge of the right-of-way (Section 11.4.c, OCSP). The design of the townhouses and semi-detached dwellings will include these features to create attractive and human scaled street edges. The proposed design, will not only complement the existing surrounding built fabric, but will also improve the site's present condition with an appropriate mix of residential buildings.

5.5 Parking

The OCSP recommends that units with street-related frontage will typically not have front driveways (11.5, OSCP). The proposed townhouses having frontage onto Upper Middle Road do not have any driveways facing towards the street. All parking is accessed from the rear condominium laneway. Private parking spaces associated with the townhouses and semi-detached dwellings will be incorporated in private driveways and integrated garages. The required number of visitor parking spaces will be appropriately located at the end of the laneway with adequate landscape buffers for screening purposes. A minimum 4.5 metre landscape strip will be provided along any visitor parking spaces near Upper Middle Road. This will allow for the planting of appropriate trees and/or shrubs to screen them and de-emphasize their presence from Upper Middle Road.



Figure 6 - Landscape buffer along visitor parking area

7. Summary and Conclusion

The proposed development of residential semi-detached and condominium townhouses will not only maintain the predominant residential land use of the area but also enhance the use with a more productive development in terms of land use efficiency. The concept proposes a design approach in implementing the land use and urban design principles of the Orchard Community Secondary Plan. The termination of Georgina Court into a cul-de-sac completes the local street pattern and provides public realm frontages to the proposed semi-detached residential lots. The 4 semi-detached residential lots are compatible with the neighbouring single residential lots to the north and the east, therefore integrating well with the existing lot fabric. Moreover, these lots provide appropriate transition from existing singles to higher density condo townhouse blocks along Upper Middle Road.

The condominium laneway will provide access and connections from Georgina Court to the interior of the site as well as open up views towards the storm water facility at the west.

The height, scale and massing of the townhouses will be articulated to establish a coherent relationship with the surrounding buildings. Setbacks and buffers will be established for the proposed buildings that will ensure adequate privacy and separation distance with the surrounding buildings. The siting and orientation of buildings along Upper Middle Road will ensure a sense of enclosure is defined and an attractive pedestrian realm and community edge is established.

Therefore, the proposed residential development will be consistent with the established character of the immediate area and the broader context of Orchard Community and will be an appropriate fit for this part of the City.