Millcroft Greens Corporation

Millcroft Golf Course Residential Development

Urban Design Brief

City of Burlington



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TABLE OF CONTENTS

1.0 Introduction 1

1.1 Purpose of the Document 1
1.2 Objectives of the Urban Design Brief 1
1.3 Site Context and Analysis 2
1.3.1 Topography and Vegetation 4
1.3.2 Built Form Character of Surrounding Area 5
1.4 Interface with Existing Development 10
1.5 Community Goals and Objectives 13
1.5.1 Community Goals 13
1.5.2 Neighbourhood Objectives 13

2.0 Proposed Development Plan 14

2.1 Site Design and Land Uses 14
2.2 Structuring Elements 18
2.2.1 Road Hierarchy 19
2.2.2 Open Space / Parks / Buffer System 23
2.2.3 Active Transportation Network 25
2.3 Low Impact Development and Sustainability 27
2.3.1 Sustainability 27
2.3.2 Development Considerations 27
2.3.3 Building Considerations 27

3.0 Public Realm Guidelines 28

3.1 Community Safety 28
3.2 Open Space Network 29
3.2.1 Parkette 30
3.2.2 Outdoor Amenity Area 31
3.2.3 Trail Network 32
3.2.4 Storm Water Management 32
3.2.5 Natural Heritage System 33
3.3 Roads 34
3.4 Streetscape Elements 35
3.4.1 Street Trees / Landscaping 35
3.4.2 Street Lights 35
3.4.3 Street Furniture 36
3.4.4 Enclave Entries 36
3.4.5 Fencing 37
3.4.6 Utilities 37
3.4.7 Community Mailboxes 37

4.0 Built Form Guidelines 38

4.1 General Built Form Guidelines 38
4.2 Street and Building Relationship 39
4.3 Massing within the Streetscape 40
4.4 Facade Variety in the Streetscape 41
4.5 Architectural Character 42
4.6 Architectural Elements 43
4.6.1 Architectural Detailing 43
4.6.2 Exterior Materials and Colours 44
4.6.3 Fenestration 46
4.6.4 Building Entrances 46
4.6.5 Porches / Porticos 47
4.6.6 Roof Form 48
4.6.7 Foundation Walls 49
4.6.8 Site Grade Conditions 49
4.6.9 Utility and Service Elements 50
4.6.10 Municipal Address Signage 50

4.6.12 Coordination of Dwelling Design / Sitings with Streetscape Elements 50
4.7 Design Criteria for Garages 51
4.7.1 Criteria for Attached Garages 51
4.7.2 Dropped Garage Conditions 52
4.7.3 Driveways 53
4.8 Priority Lots 54
4.8.1 Gateway / Corner Lot Dwellings 56
4.8.2 View Terminus Dwellings 57
4.8.3 Interface with Existing Development 57
4.8.4 Upgraded Rear and Side Architecture 58

5.0 Architectural Design Guidelines for Mid-Rise Apartment Building 59

5.1 Site Planning 59
5.2 Building Design 62
5.2.1 Main Entrances 66
5.2.2 Exterior Materials and Colours 66
5.2.3 Lighting / Signage 67
5.2.4 Parking Areas / Driveways 68
5.2.5 Servicing Areas 68
5.3 Other Potential Built Form Options for Area E 69
5.3.1 Standard Townhouses 73
5.3.2 Rear Lane Townhouses 74
5.3.3 Dual Frontage Townhouses 75
5.3.4 Back-to-Back Townhouses 76
5.4 Response to Urban Design Objectives and Policies of the Official Plan 77
5.5 Response to City's Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings 82
5.6 Response to Surrounding Context 94
5.7 Compatibility with Surrounding Land Uses 94
5.8 Design Excellence 94
5.9 Input From to Burlington Urban Design Panel 96

6.0 IMPLEMENTATION 97

6.1 Site Plan Review Process 97

Appendix 'A' - B.U.D. Meeting Minutes 98

1.0 Introduction

1.1 Purpose of the Document

The Millcroft Greens Corporation Urban Design Brief has been prepared to describe and provide guidelines specific to the subject lands (five proposed development areas situated within the existing Millcroft neighbourhood in Burlington) and will be submitted as a component of the development application. The Urban Design Brief focuses on the architectural design of the community as it pertains to proposed low density to medium density residential uses, as well as the design of open space and natural features. Specifically, it will prescribe built form guidelines and design principles for single detached residential dwellings and for the proposed 6-storey mid-rise apartment building, while allowing some flexibility for delivering a range of design expressions, architectural forms, and styles that will provide interest in the urban environment. The document emphasizes and details the integral elements that will help create a sustainable, walkable, transit-friendly environment with strategic residential densities.

The Millcroft Greens Corporation Urban Design Brief will describe the development vision and community characteristics based on the following document structure:

1. Introduction
2. Proposed Development Plan
3. Public Realm Guidelines
4. Built Form Guidelines
5. Architectural Design Guidelines for Mid-Rise Apartment Building
6. Site Plan Review / Architectural Control Process

While it is the intent of this Urban Design Brief to reflect the overall design vision for the study area, it is recognized that flexibility in its interpretation is required to ensure design innovation is not stifled.

The images contained in this document are conceptual in nature in order to demonstrate the intent of the guideline or design principle. These images should not be construed literally as the final product or as the only manner in which the intended guideline or design principle can be implemented. Refinements to the concepts contained herein may occur based upon the City of Burlington's review of the detailed engineering and landscape submissions.

Should additional lands within the Millcroft Golf Club be redeveloped in the future, they shall adhere to the community goals, objectives and design criteria established within this Urban Design Brief and may be subject to an Addendum to address site-specific design matters.

1.2 Objectives of the Urban Design Brief

- To establish a positive visual character for the Millcroft Greens Corporation development areas that appropriately fit into the established built form context of the community by encouraging a consistently high standard of architectural design quality.
- To provide attractive streets with an emphasis on well designed and pedestrian-oriented streetscapes and a significant tree canopy.
- To promote variety among building designs within an established vocabulary of architectural styles, forms, materials and details.
- To encourage community safety by promoting the principles of CPTED (Crime Prevention Through Environmental Design).
- To provide design criteria for buildings in prominent locations (Priority Lots such as corner lot dwellings, view terminus dwellings, dwellings that require rear and/ or side architectural enhancements).
- To diminish the visual impact of garages and parking areas within the streetscape.
- To establish requirements for the appropriate siting of buildings according to type, size, style and location within the community.
- To assist builders and their designers in the preparation of building designs and to encourage compatibility of building designs among different builders within the community.
- To establish procedures for:

  - submission, review and approval of building designs, which is detailed in Section 6.0 of this document;

1.3 Site Context and Analysis

The Millcroft Greens Corporation development areas have a combined area of approximately 11.7 hectares (28.91 acres) and are located throughout the Millcroft Community in Burlington, as shown on Figures 1.3a and 1.3b. The Millcroft Community is bounded by Dundas Street to the north, Appleby Line and Canadian National Railway to the east, Upper Middle Road to the south and Walkers Line to the west. It is located in close proximity to major regional transportation routes and transit options including the Queen Elizabeth Way, Highway 407 and the Appleby GO Station. Noted below is a description of the site context for each of the proposed development areas.

Development Areas A and B

Development Areas A and B are located in the southeast corner of the Millcroft community (north of Upper Middle Road, just east of Country Club Drive), with a site area of 9.48 hectares (23.4 acres). The development areas consists of Holes 6 & 7 of the Millcroft Golf Club and form two distinct development areas (north & south) linked together by a narrow strip of open space. The area surrounding the site consists of the following:

- **North**: Existing single detached dwellings on Hadfield Court and Parklane Crescent, Canadian National Railway and a large commercial area.
- **East**: Upper Middle Road, Canadian National Railway and a significant employment area.
- **South**: Existing single detached dwellings on Country Club Drive; further south is an existing low density residential neighbourhood consisting of single detached dwellings. On the south side of Upper Middle Road is an existing commercial plaza and existing low density residential neighbourhood consisting of townhouse built form.
- **West**: Millcroft Park Drive, existing fairways that are part of the Millcroft Golf Club, an existing townhouse enclave and existing low density residential neighbourhood.

Development Area C

Development Area C is situated in the western portion of the community on the north side of Country Club Drive, between Berwick Drive and Arbourfield Drive. This development area has a site area of 1.46 hectares (3.6 acres) and will be constructed on Hole 1 of the Millcroft Golf Club. The area surrounding the site consists of the following:

- **North**: An easement and existing portions of the fairway, which will be redesigned. Opposite are existing single detached dwellings on Kane Crescent.
- **East**: A portion of the existing fairway, which will be redesigned and an existing condominium townhouse development consisting of 1.5 to 2-storey townhomes.

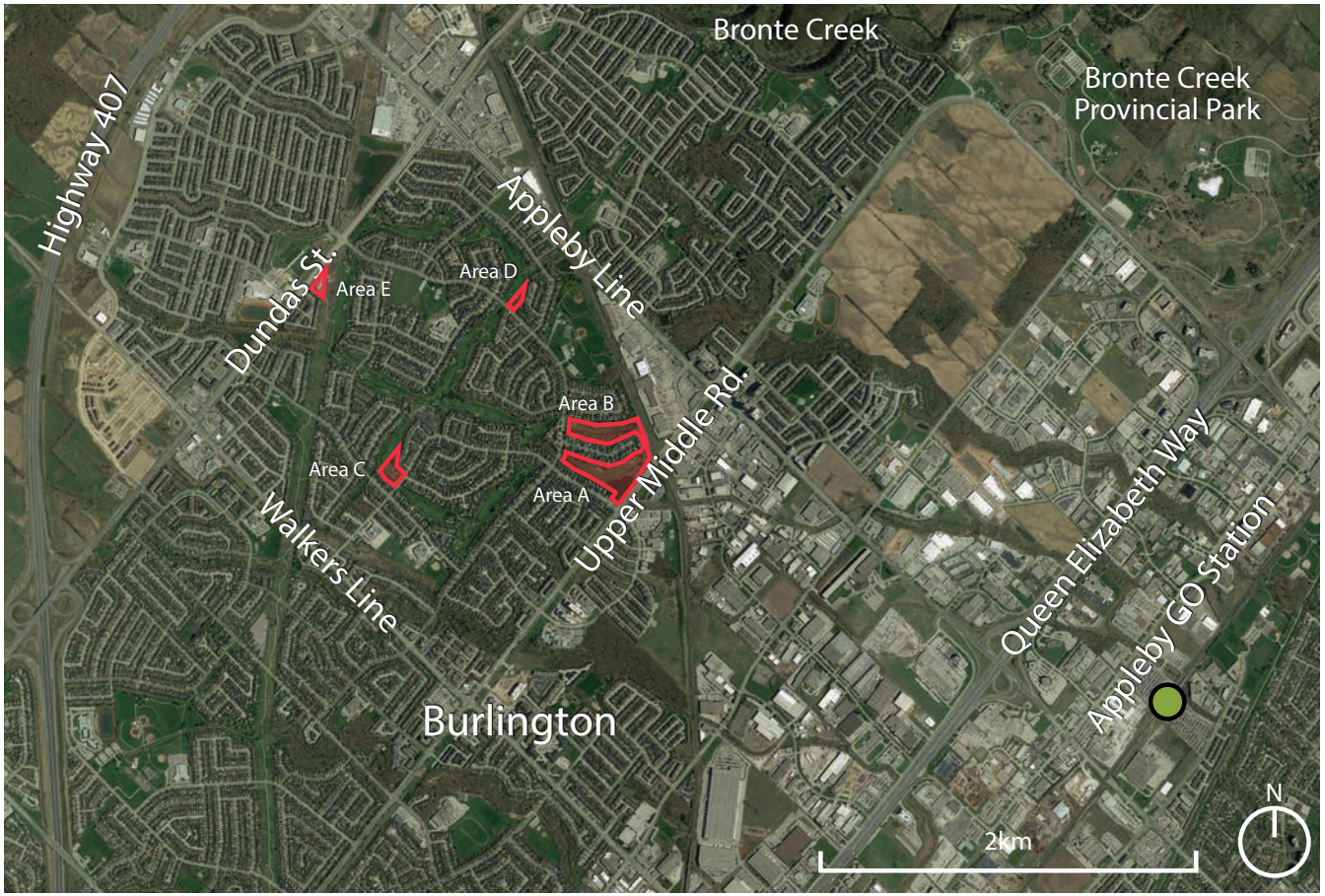


Fig. 1.3a- Millcroft Greens Corp. proposed development areas, local context and surrounding features.

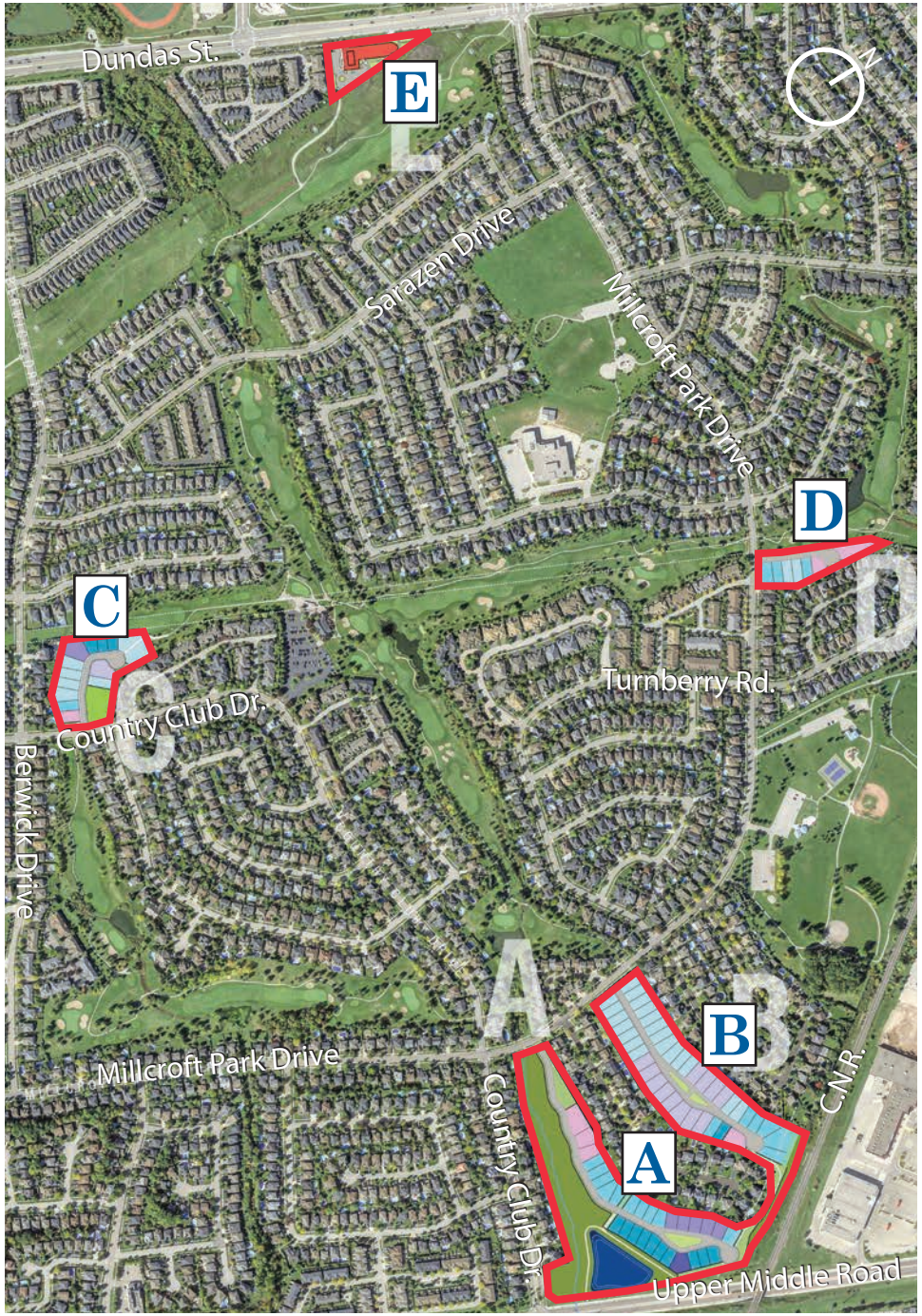


Fig. 1.3b - Millcroft Greens Corp. development lands identified.

- **South**: Country Club Drive; opposite are existing 1 to 2-storey single detached dwellings on Arbourfield Drive and Berwick Drive and Hole 2 of the Millcroft Golf Club.
- **West**: Existing 1 to 2-storey single detached dwellings on Berwick Drive.

Development Area D

Area D will be developed on a portion of Hole 16 which is located on the east side of Millcroft Park Drive, between Turnberry Road and Latimer Crescent. Development Area D is located in the eastern portion of the Millcroft Community and has a site area of 0.76 hectares (1.88 acres). The area surrounding the site consists of the following:

- **North**: An easement and existing portions of the fairway, which will be redesigned. Opposite are existing 1 to 2-storey single detached dwellings on Latimer Crescent.
- **East**: Existing 1 to 2-storey single detached dwellings on Chasewood Court.
- **South**: Existing 1 to 2-storey single detached dwellings on Millcroft Park Drive and Chasewood Court.
- **West**: Millcroft Park Drive; opposite is an existing condominium townhouse enclave consisting of 1.5 storey townhomes and existing fairway (Hole 17) of the Millcroft Golf Club.

Development Area E

Development Area E is situated along the northern limits of the Millcroft Community on a site currently used as a maintenance facility for the Millcroft Golf Club. The site is located along the south side of Dundas Street, between Millcroft Park Drive and Tim Dobbie Drive/Westlock Common and directly opposite of Norton Community Park. This development area has a site area of 0.66 hectares (1.62 acres) and is surrounding by the following:

- **North**: Dundas Street; opposite is Norton Community Park.
- **East**: An existing hydro corridor and Millcroft Park Drive.
- **South**: An existing hydro corridor and fairway (Hole 12). Further south are existing 1 to 2-storey single detached dwellings on Couples Crescent.
- **West**: Existing condominium townhouse development consisting of 2-storey townhomes on Rawlins Common.

1.3.1 Topography and Vegetation

Development Areas A and B

- The subject lands are currently used as golf course fairways. The southern property also contains an existing pond and a portion of Appleby Creek.
- The existing pond and Appleby Creek will be protected as an open space feature and incorporated into the development design.
- Existing mature vegetation is scattered throughout the development areas. Where feasible vegetation will be retained, based on health assessment, along the site edges and will form part of a 6m Green Buffer between proposed and existing residential lots.
- The majority of the north and south development areas exhibit gentle slopes. Moderate slopes are found adjacent to the existing pond and Appleby Creek.

Development Area C

- The site is currently used as golf course fairway.
- A cluster of mature vegetation is concentrated in the northeast portion of the site. Otherwise scattered mature vegetation is located along the site's south and west perimeters. Tree preservation may be considered, based on health assessment, where mature vegetation is located within the proposed 6m Green Buffer along the site's east and west edges.
- Currently, the site is slightly elevated above Country Club Drive and is generally level where the existing fairway is located.

Development Area D

- This development area will be constructed on part of the existing golf course fairway.
- The site contains sporadic mature vegetation surrounding the fairway green and adjacent to rear yards of single detached homes on Chasewood Court.
- A majority of the site contains gentle rolling slopes that have been formed to accommodate the fairway design, otherwise the site is generally level.

Development Area E

- Development Area E is currently used as a maintenance facility for the Millcroft Golf Club and contains and existing single storey metal clad structure and outdoor storage of yard maintenance equipment and materials. The existing structure and associated uses will be demolished and removed to facilitate the new development
- The site is generally gravel and grass covered and contains minimal vegetation along the northern limits of the site adjacent to Dundas Street.
- This site is generally level and does not contain severe grades that would negatively impact the proposed built form.



View of Development Area A



View of Development Area B



View of Development Area C



View of Development Area D



View of Development Area E

Fig. 1.3.1a - Existing site conditions of the various Development Areas

1.3.2 Built Form Character of Surrounding Area

- The subject sites are generally nestled between existing low to medium density residential uses throughout the Millcroft Community.
- Existing homes in the areas surrounding the development sites have been constructed over the past 15-35 years and can be described as a mix of bungalow, bungaloft, 2-storey and 2-storey with loft single detached dwellings on 15.2m (50ft.) to 21.3m (70ft.) lot frontages and enclaves of executive condominium townhouses with minimum lot frontages of 6.0m (20ft.)+.
- These homes are generally characterized as neo-traditional single detached dwellings with pitched roof forms, generous and balanced window openings, well defined entries and predominantly front facing garages. Some homes have been renovated to display more contemporary design elements. The exterior of nearby houses are primarily cladded in masonry (brick and stone) with siding and stucco accents, however some homes use siding as the primary material. A majority of the homes consist of attached, street-facing garages that are recessed or projecting in front of the dwelling. Dwellings with side-facing garages are found intermittently within the neighbourhood.
- Located opposite of Upper Middle Road and the Canadian National Railway tracks are existing commercial and industrial uses developed over the past 20 to 30 years. These buildings are primarily single storey with varying heights and display a combination of contemporary and traditional architectural styles.
- On the north side of Dundas Street is Norton Community Park and a large newly constructed building that contains Dr. Frank J. Hayden Secondary School, a public library and Haber Community Centre.
- Located below and on the following pages are a representation of the various built form types and architectural / open space character surrounding the various Millcroft Greens development areas.



View of the existing medical centre on the east side of Upper Middle Road


View of the existing shopping centre on the east side of the C.N.R tracks


View of the Dr. Frank J. Hayden Secondary School


Sampling of townhouse enclaves throughout the Millcroft Community


Sampling of existing single detached dwellings within the Millcorft Community

Fig. 1.3.2a - Character of Surrounding Area

Areas A and B - Community Context Images



View of the south property from Upper Middle Road



View of the existing pond from Upper Middle Road



Existing homes on Country Club Drive



Existing dwellings on Parklane Crescent



Existing dwellings on Parklane Crescent



Fig. 1.3.2b - Development Areas A & B -
local community context and built form images

Source: Google Earth



View of the south property from Millcroft Park Drive



View of the existing townhouse enclave to the west



View of the north property from Millcroft Park Drive



Existing homes on Hadfield Court



Existing homes on Hadfield Court

Area C - Community Context Images



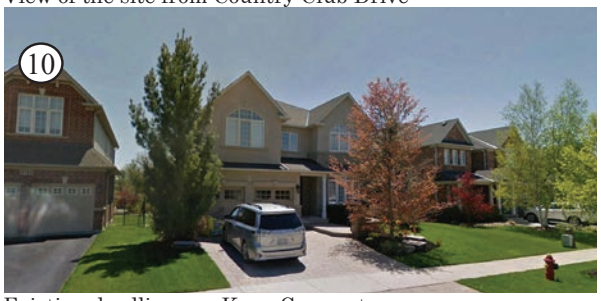
View of the site from Country Club Drive



View of the existing fairway to the south of the site



Existing homes on Arbourfield Drive



Existing dwellings on Kane Crescent

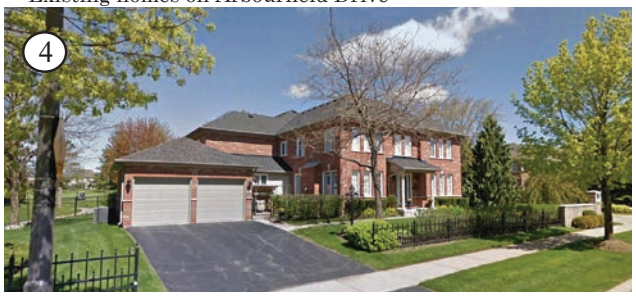


View of the easement north of the site



Fig. 1.3.2c - Development Area C - local community context and built form images

Source: Google Earth



Existing townhouse immediately east of the site



View of the existing homes on Country Club Drive



Existing home immediately west of the site



Existing homes southwest of the site on Berwick Drive



Existing townhomes on Country Club Drive

Area D - Community Context Images



View of the site from Millcroft Park Drive



View of the existing easement to the north



Existing homes on Millcroft Park Drive



View of existing homes on Chasewood Court

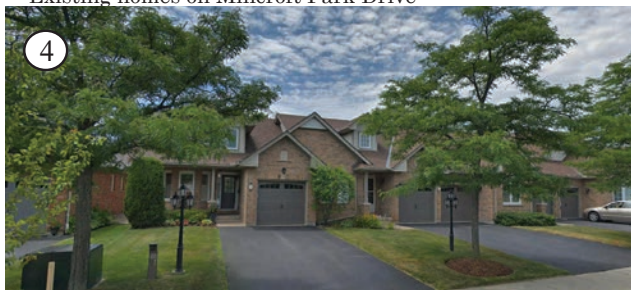


View of existing homes on Chasewood Court



Fig. 1.3.2d - Development Area D - local community context and built form images

Source: Google Earth



Existing townhouse on Millcroft Park Drive



View of the existing townhomes west of the site



Existing homes on Latimer Crescent



Existing homes on Clubview Drive



View of the easement and existing fairway west of the site

Area E - Community Context Images



View of the site from Dundas Street



View of site conditions to the east



Existing homes on Millcroft Park Drive



Existing homes on Couples Crescent



Fig. 1.3.2e - Development Area E - local community context and built form images

Source: Google Earth



Existing townhomes on Rawlins Common



View of existing community centre



View of the entrance to Alton Village from Dundas Street



View of the existing public library and secondary school





Views of Norton Community Park located on the north side of Dundas Street opposite of the site

1.4 Interface with Existing Development

The Millcroft Greens proposed development areas will interface with the rear and side yards of existing residential properties within the Millcroft Community. Development Areas A, B, C and D will utilize lot widths and single detached housing forms that are compatible with the existing low-rise residential neighbourhood. Development Area E will contain a mid-rise apartment building. Increased density is appropriate along Dundas Street, a major transit-support thoroughfare that contains a wide range of uses, including medium to high density residential, commercial, institutional and open space uses in proximity to Area E.

Residential lots within Development Areas A, B, C and D that are adjacent to the existing residential lots will include a private 6m buffer. These buffers will preserve the open space character by retaining trees based on health assessment and allowing for additional planting. In addition to the private 6m buffer, the siting of future dwellings will employ rear yard setbacks in the order of 7.5m for a 2-storey dwelling, 6.0m for a 1.5-storey dwelling, and 4.5m for a bungalow dwelling where interfacing with rear yards of existing homes.

Additionally, within Development Area A, a large portion of the south and east portions of the site will be dedicated as open space, which includes an existing pond and a portion of Appleby Creek. This green space will further separate the proposed development from the existing residential on Country Club Drive. Development Area C will include a 0.2 hectare parkette at the southeast corner of the site and a small pocket of open space where the cul-de-sac terminates in the northeast corner of the site. Area D will include small pockets of open space areas adjacent to the existing fairway and where the cul-de-sac terminates along the southern edge of the site. Development Area E will include a 6m Green Buffer adjacent to the existing condominium townhouse development to the west.

Refer to Figure 1.4e for rendering of conceptual 6m Green Buffer treatment between existing and proposed residential.



Fig. 1.4a - Aerial view of Development Areas A and B in relationship to the existing neighbourhood



Fig. 1.4b - Aerial view of Development Area C in relationship to the existing neighbourhood



Fig. 1.4c - Aerial view of Development Area D in relationship to the existing neighbourhood



Fig. 1.4d - Aerial view of Development Area E in relationship to the existing neighbourhood



Fig. 1.4e - View of the 6.0m Green Buffer between existing and proposed residential

1.5 Community Goals and Objectives

The Millcroft Greens development lands are planned as a component of an existing model urban community and are designed to be an integral part of the larger communities within the City of Burlington and Halton Region. Mindfully considering the existing character of the Millcroft neighbourhood, the newly integrated residential development areas will remain architecturally consistent and complementary with the existing community. In order to achieve this, the following community goals and neighbourhood objectives have been established:

1.5.1 Community Goals

- **To create a sustainable natural open space system** - recognizes the importance of the natural environment, the established NHS and irrigation pond within the subject site, and the need to protect and capitalize on these existing features to benefit future generations.
- **To provide access and visibility to open space** - recognizes the importance of developing physical (trail / pathway system, parkette, street network) and visual access to open spaces; these spaces are supportive of an improved quality of life and promote active lifestyles by providing recreational opportunities for residents.
- **To create appealing streetscapes** - recognizes that a combination of street trees, landscaping, and street furniture will add to the overall experience and longevity of the future community.
- **To provide sensitive transition** - recognizes transition to adjacent residential uses through built form and private buffers is an important factor in creating conformity with the existing neighbourhood and surrounding area.
- **To create complementary uses** - recognizes the significance of developing an architectural theme and style that complements the existing neighbourhood and surrounding area.

1.5.2 Neighbourhood Objectives

A set of key neighbourhood objectives has been established as part of the Millcroft Greens Urban Design Brief. These are summarized as follows:

- **Open Space** - establish connections and viewing opportunities to the natural environment and established NHS and irrigation pond, while emphasizing protection of these existing resources.
- **Streets** - a street configuration that provides logical, safe and convenient access to natural features surrounding the study area.
- **Trail Network** - establish connections to existing and future path and trail network, as well as neighbourhood park facilities, through a strategic local road configuration.
- **Parkette** - creating an amenity feature for the community that will be accessible by area residents and offers for a variety of social and recreational functions.
- **Integration** - ensure the physical fabric, land uses, and edge conditions within Millcroft Greens integrates appropriately with adjacent existing land uses.
- **Quality -** creating attractive, high quality, and well-maintained development enclaves through the establishment of condominium corporations.

2.0 Proposed Development Plan

2.1 Site Design and Land Uses

The Millcroft Greens developments are planned as a high quality condominium infill developments that will respond to and draw its design inspiration from the established built form and open space character of the Millcroft Community.

Development Areas A, B, C and D will use compatible single detached lot sizes strategically configured to complement and integrate with the existing Millcroft Community. This will include approximately 90 upscale bungalow, bungaloft and 2-storey single detached dwellings on 15.24m (50ft.) and 18.3 (60ft.) lot frontages. Lot depths will vary from 28.0m to 42.47m+.

A 6m private buffer strip is proposed where future development interface with existing residential lots. Development Areas A and B include unique site features such as an existing berm and noise barrier located adjacent to the Canadian National Railway line along the site's eastern edge. Proposed dwellings in the eastern portion of Development Areas A and B will be subject to special design considerations due to noise and vibration sources from the rail line and Upper Middle Road. This may include features such as an acoustic noise barrier, provision of central air conditioning units, masonry exterior wall construction and upgraded building and glazing construction. Refer to the noise and vibration feasibility study prepared for the subject lands for details.

Development Areas A, B, C and D create the need for four new private condominium roads with widths of 9.1m to 10.6m. These private roads will extend from the existing public road network (Millcroft Park Drive and Country Club Drive) to provide access to the future lots. Each of these new private roads will terminate as cul-de-sacs. Each road will incorporate a sidewalk/ cart path located on one side of the paved portion and Development Areas A and B will include landscaped median features. Development Area E, the proposed mid-rise apartment building site, will have 6.0m wide private driveways with access from Dundas Street. These private driveways will provide access to the building's drop-off area, limited surface parking areas, underground parking garage ramp and loading area.

The proposed plan for Development Areas A and B provides an interconnected and accessible open space system that includes a stormwater management pond, an open space area within the 30 metre railway setback, and an open space / natural area adjacent to Appleby Creek. A trail system is proposed within the natural areas, open space/railway buffer, and around the stormwater management pond, connecting to proposed and existing sidewalks in the neighbourhood and providing active transportation linkages for pedestrians and cyclists. Development Area C includes a parkette in the southeast corner of the site, as well as a pockets of open space and walkway/cart linkages. Area D includes a pocket of open space in the northern and eastern portions of the site. Area E will provide for common outdoor amenity areas in the southeast portion of the proposed mid-rise apartment building site.

Together these features will establish permeable, compact and walkable development enclaves, designed to exhibit a high quality upscale character that will appropriately integrate with the surrounding local context.





Fig. 2.1a - The Millcroft Greens development is planned as high quality residential condominium infill developments

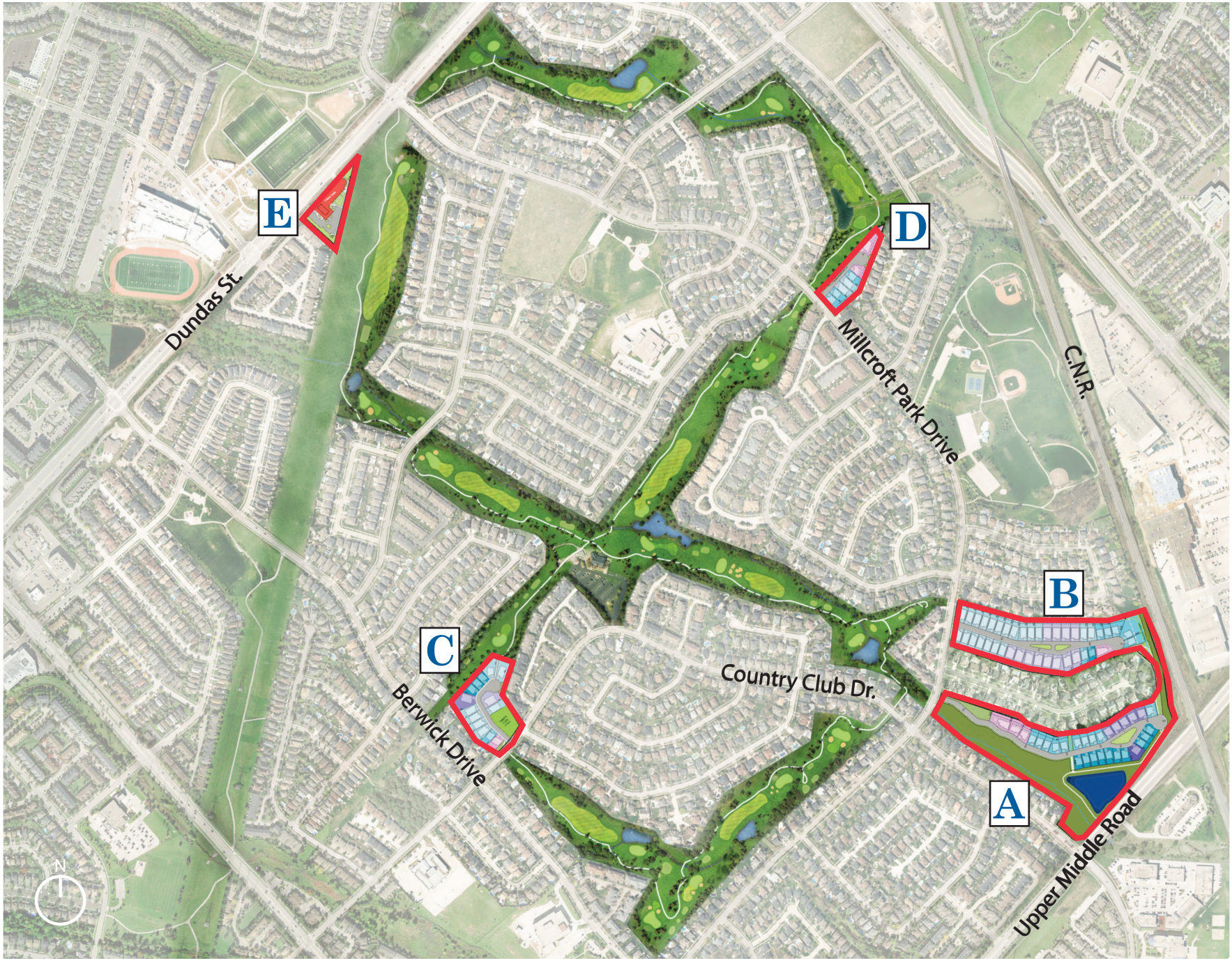


Fig. 2.1b - Millcroft Greens Corp. Overall Development Plan



Fig. 2.1c - Millcroft Greens Corp. proposed Development Area A and B

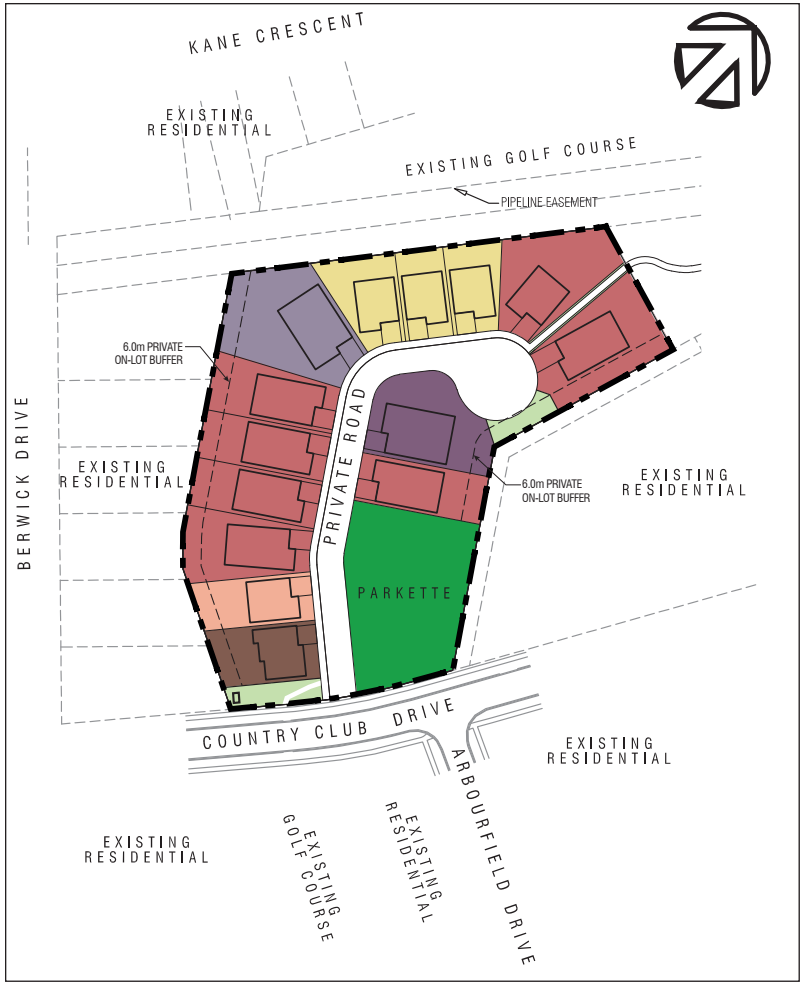


Fig. 2.1d - Millcroft Greens Corp. proposed Development Area C

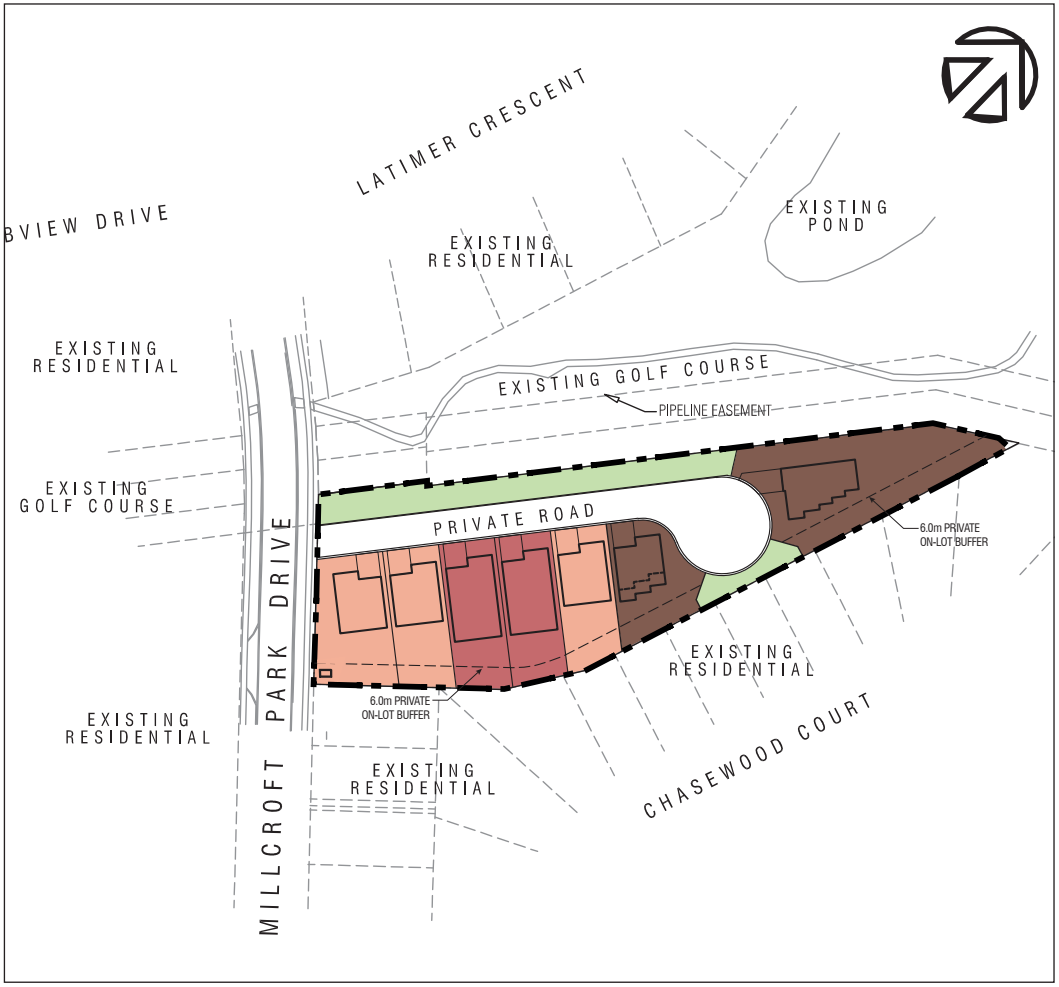


Fig. 2.1e - Millcroft Greens Corp. proposed Development Area D

LEGEND

- 15.24m x 28m Single Detached Dwellings
- 15.24m x 34.0 Single Detached Dwellings
- 15.24m x 40.0 Single Detached Dwellings
- 18.3m x 34.0 Single Detached Dwellings
- 18.3m x 40.0 Single Detached Dwellings
- Custom Lot Single Detached Dwellings
- Open Space
- Parkette

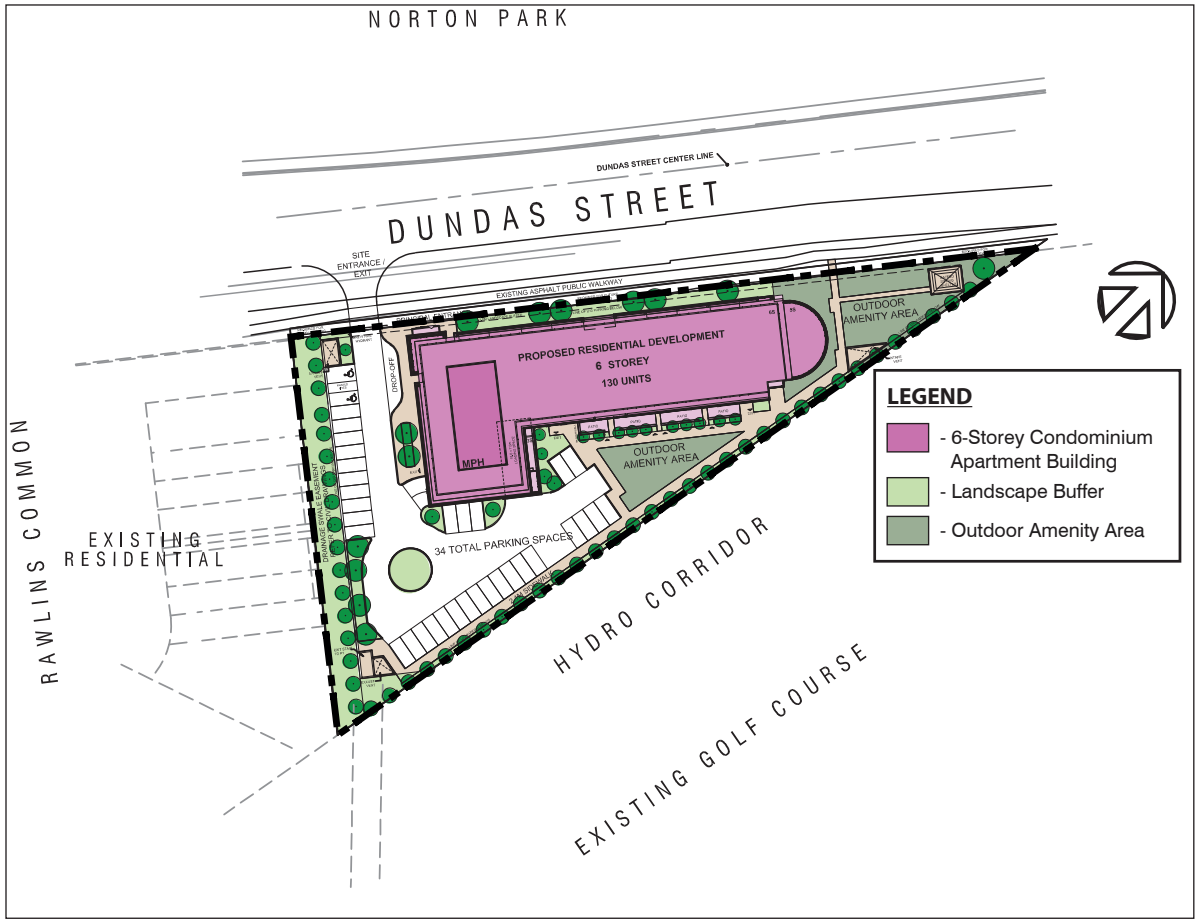


Fig. 2.1f - Millcroft Greens Corp. proposed Development Area E

2.2 Structuring Elements

Structuring elements serve as the main building components for delineating the residential blocks, establishing the street hierarchy and providing strategic integration with the adjoining neighbourhoods. The following describes the key structuring elements for the Millcroft Greens development:

- **Millcroft Park Drive and Country Club Drive** - These collector roads frame the entrance points into various development areas in the Millcroft Greens development and serve the community by providing connections to arterial roads and the broader area.
- **Dundas Street and Upper Middle Road** - These arterial roads define the northern and southern limits of the Millcroft Community and the boundary of Development Areas A and E. These arterial roads provide inter-regional connections and are supported by a variety of transit and active transportation options.
- **Edge Conditions and Adjacent Neighbourhoods** - Edge conditions, including existing residential areas, help to inform the proposed road configuration and block layout. Existing residential neighbourhoods may be connected through pathways and trails.
- **Neighbourhood Gateways** - Gateways Indicate the entrances to the housing enclaves through use of enhanced built form and may include a low structural wall, wrought iron fencing, identification signage and addresses.
- **Natural Heritage System and Stormwater Management Pond** - These features define the south boundary of the community and the future trail configuration.
- **Parkette** - Located within Area C, this amenity feature will offer social and recreational programming for all residents within the Millcroft community.
- **Open Space and Trails** - Consists of the 6.0m private on-lot buffer between the proposed and existing adjacent lots, the trail within the NHS and railway buffer, and open space within the railway buffer and proposed road medians.
- **30m Railway Buffer** - This element defines the site's eastern boundary of Development Areas A and B.
- **Hydro Corridor and Easements** - The hydro corridor defines the south and east limits of Development Area E and the utility easements will define the northern edges of Development Areas C and D.

2.2.1 Road Hierarchy

The overall road framework for the community is structured by the proposed private condo roads and driveways. These condominium roads/driveways are accessed from Millcroft Park Drive, Country Club Drive and Dundas Street and generally meander through the centre of the development areas and site edges providing access to all proposed buildings.

Development Areas A and B

The road hierarchy within and surrounding the Millcroft Greens Development Areas A and B consist of the following street types (refer to Fig. 2.2.1a):

- Private Condo Roads - 10.60m right-of-way width and 8.4m paved portion / 2 travel lanes / sidewalk on one side;
- Local Road - 2 travel lanes / on-street parking on both sides / sidewalks on both sides;
- Collector Road - Country Club Drive and Millcroft Park Drive - community-wide connections / Burlington Transit route / sidewalks on both sides.
- Arterial Road - Upper Middle Road - 2 travel lanes each direction / community-wide connections / Burlington Transit route / on-street bike lanes in each direction / multi use path on both sides.

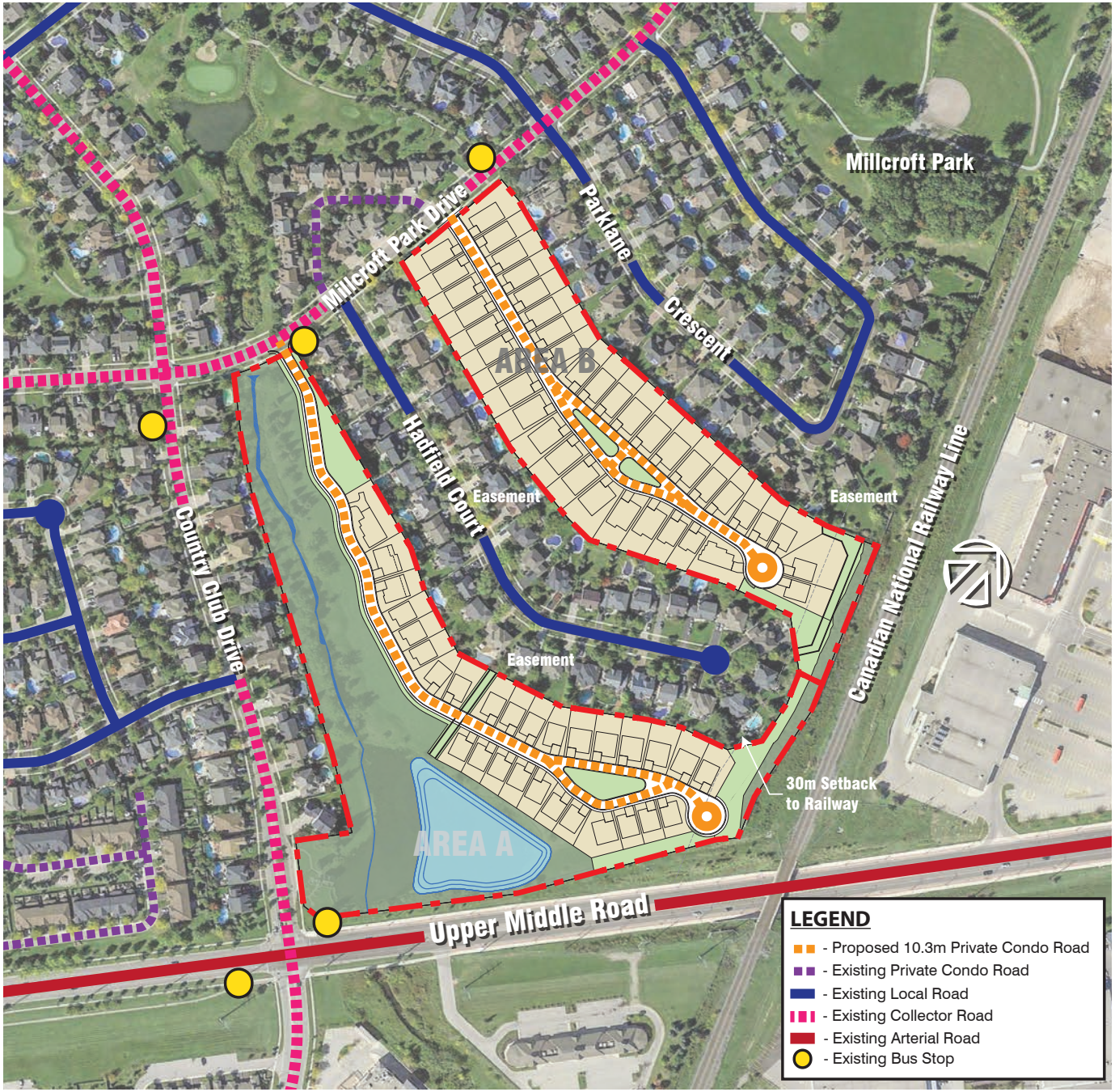


Fig. 2.2.1a - Road Hierarchy for Development Areas A and B

Development Area C

The road hierarchy within and surrounding the Development Area C consists of the following street types (refer to Fig. 2.2.1b):

- Private Condo Road - 11.20m right-of-way width and 8.4m paved portion / 2 travel lanes / 2.0m wide sidewalk / cart path on one side (the cart path will link the existing fairways north and south of the site);
- Local Road - 2 travel lanes / on-street parking on both sides / sidewalks on both sides;
- Collector Road - Berwick Drive and Country Club Drive - community-wide connections / sidewalks on both sides.



Fig. 2.2.1b - Road Hierarchy for Development Area C

Development Area D

The road hierarchy within and surrounding the Development Area D consists of the following street types (refer to Fig. 2.2.1c):

- Private Condo Road - 9.10m right-of-way width and 8.4m paved portion / 2 travel lanes / sidewalk on one side;
- Local Road - 2 travel lanes / on-street parking on both sides / sidewalks on both sides;
- Collector Road - Millcroft Park Drive - community-wide connections / Burlington Transit route / sidewalks on both sides.
- Arterial Road - Appleby Line - 2 travel lanes each direction / community-wide connections / Burlington Transit route / on-street bike lanes in each direction / multi use path on one side.



Fig. 2.2.1c - Road Hierarchy for Development Area D

Development Area E

The road hierarchy within and surrounding Development Area E consists of the following street types (refer to Fig. 2.2.1a):

- Private Driveways - 6.0m paved portion / 2 travel lanes / sidewalk in select areas leading to main building entrances;
- Private Condo Road - 2 travel lanes / sidewalk on one side;
- Local Road - 2 travel lanes / on-street parking on both sides / sidewalks on both sides;
- Collector Road - Millcroft Park Drive and Sarazen Drive - community-wide connections / Burlington Transit route / sidewalks on both sides.
- Arterial Road - Dundas Street - 2 travel lanes each direction / community-wide connections / Burlington Transit route / multi use path on both sides.

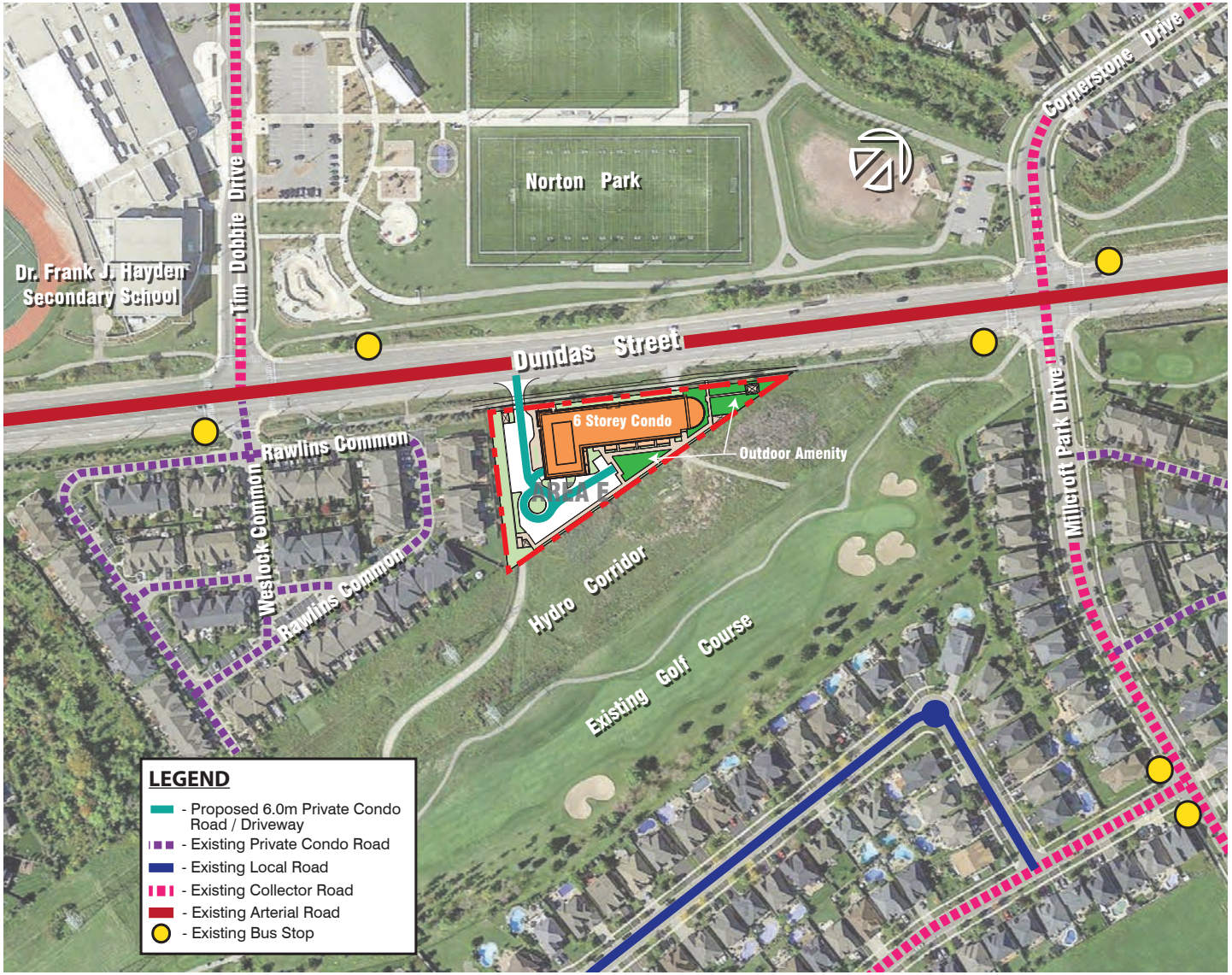


Fig. 2.2.1d - Road Hierarchy for Development Area E

2.2.2 Open Space / Private Outdoor Amenity Area /Buffer System

The Millcroft Greens Corp. condominium sites will include a variety of open space features including existing open space features, 6m private on-lot buffer system adjacent to existing residential properties, a parkette and private outdoor amenity spaces.

A parkette is proposed in the southeast corner of Area C. This 0.2 hecatre (0.49 acre) parkette will serve both the future and existing residents of the community and will include a flexible open lawn area, seating areas, trails and landscaping.

Private outdoor amenity areas have been provided at the southeast corner of Development Area E to serve the future residents of the mid-rise apartment building. This passive common amenity area may include paved pedestrian walkways, trellis/shade structure, outdoor cooking area, seating area, site furniture, open lawn/ free play area and ornamental planting.

In addition to the Millcroft Golf Club running through the existing Millcroft Community, the development sites are in close proximity to neighbourhood parks (including Berwick Green Park and Taywood Park) and larger community parks (including Millcroft Park and Norton Park). These parks are within 50m to 500m distance from the nearest development site and have a wide variety of recreational facilities to serve the needs of the Millcroft Community.

Additionally, the railway buffer along the eastern edge of Development Areas A and B will also serve for open space linkages and will become a component of the overall network for the neighbourhood.



Fig. 2.2.2a - Millcroft Greens Corp. Development Areas A and B open space system

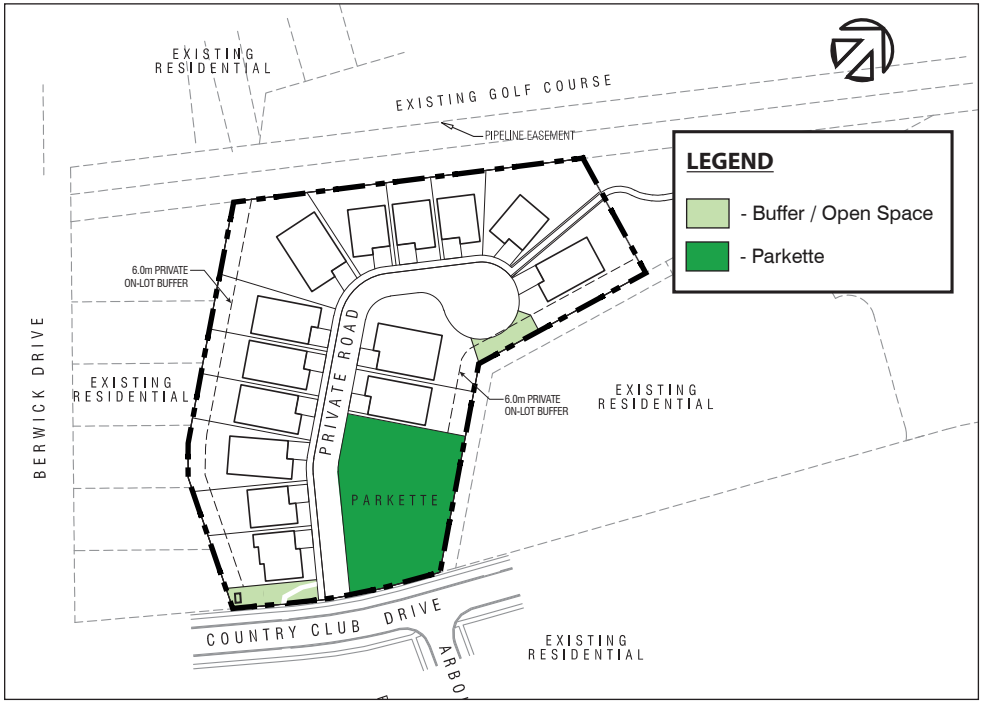


Fig. 2.2.2b - Millcroft Greens Corp. Development Area C open space system

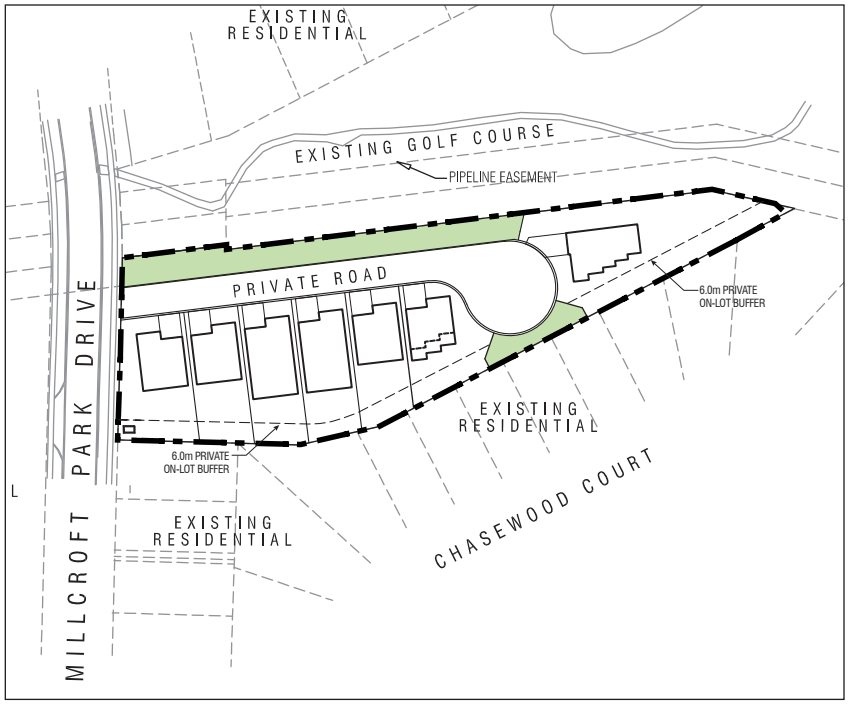


Fig. 2.2.2c - Millcroft Greens Corp. Development Area D open space system

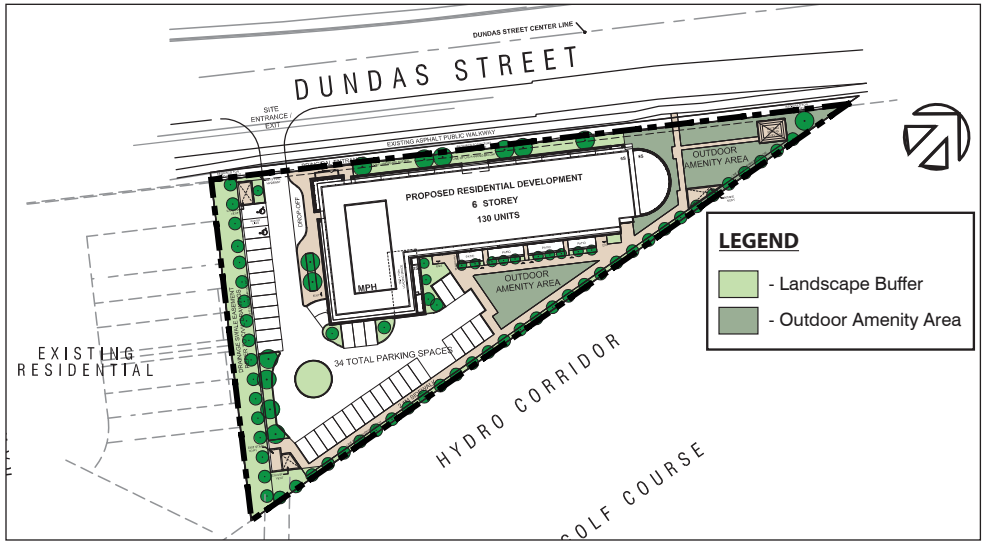


Fig. 2.2.2d - Millcroft Greens Corp. Development Area E open space system

2.2.3 Active Transportation Network

The Millcroft Greens development is designed as a pedestrian-oriented neighbourhood that integrates the active transportation system with the road network, and ensures connections to the open space network. The location of trails within the open space network shall be determined in conjunction with the City of Burlington and the condominium corporation.

Figure 2.2.3b illustrates the proposed active transportation system for the Millcroft Greens development, which shall consist of an off-road trail system that links with the proposed/ existing road network, and connects to the park, SWM pond, open space areas and railway buffer.





Fig. 2.2.3a - The pedestrian network will provide logical and convenient connections throughout the neighbourhood

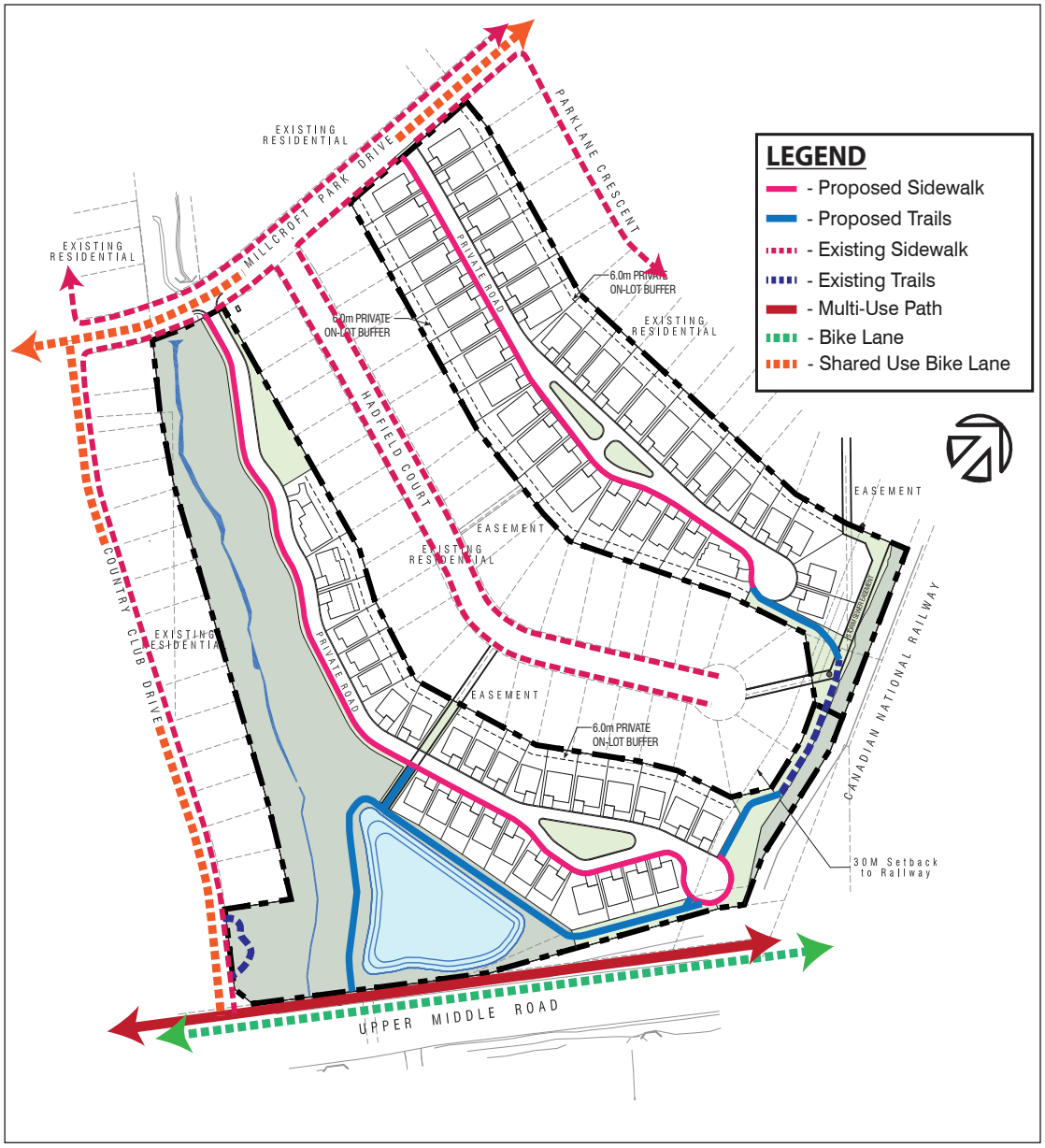


Fig. 2.2.3b - Millcroft Greens Corp. Development Areas A and B active transportation network

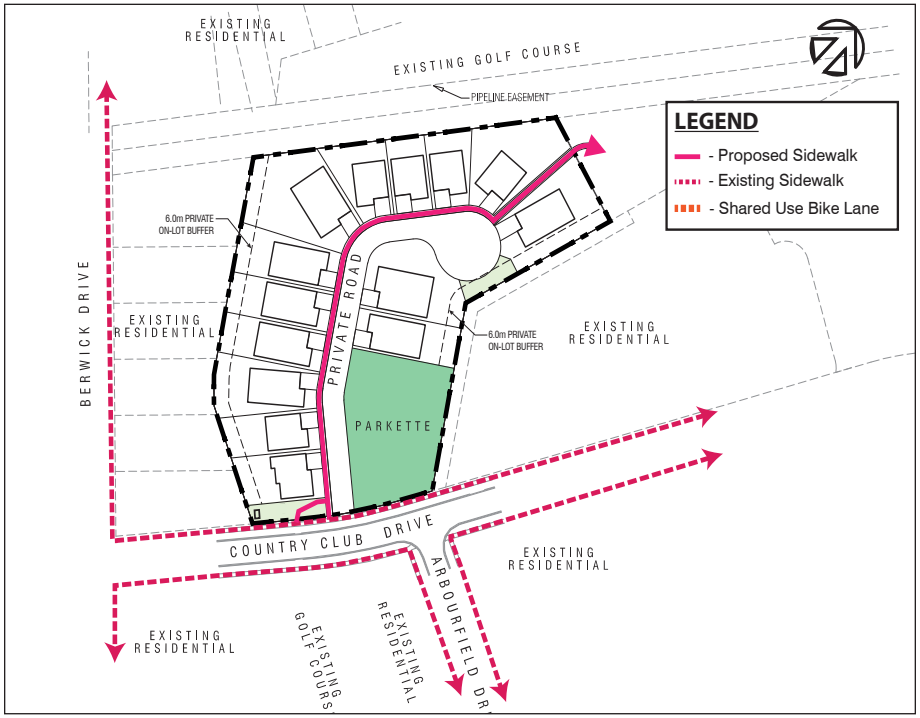


Fig. 2.2.3c - Millcroft Greens Corp. Development Area C active transportation network

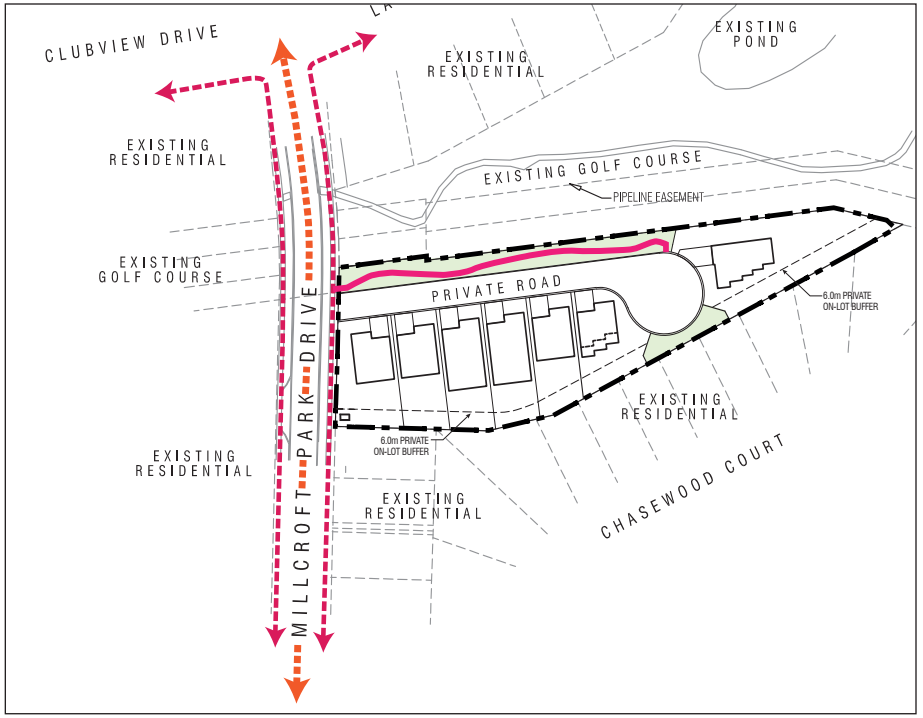


Fig. 2.2.3d - Millcroft Greens Corp. Development Area D active transportation network

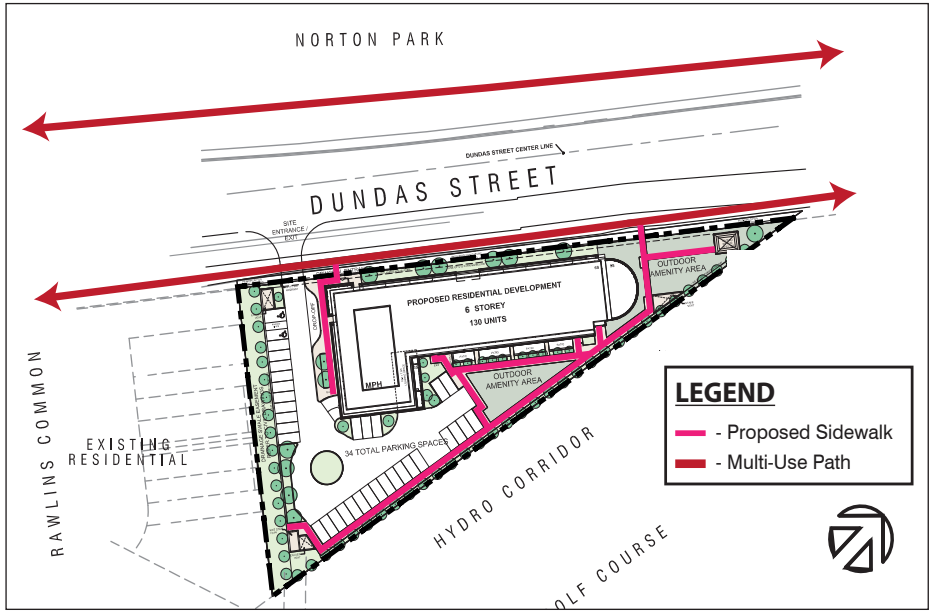


Fig. 2.2.3e - Millcroft Greens Corp. Development Area E active transportation network

2.3 Low Impact Development and Sustainability

2.3.1 Sustainability

Sustainability includes the interface of environmental, social, economic and cultural influences that ensure a community remains balanced and productive. Managing and protecting valuable resources through design and construction will result in the conservation of those resources in the overall lifespan of the community. The design objective is to create sustainable urban form that supports compact development, greater walkability and transit use, conservation of natural areas, building in harmony with the surrounding environment and a greater use of existing infrastructure. Sustainable development will be promoted in the Millcroft Greens development, in both the design of the site and in building construction, in order to:

- Provide a high quality of life for residents.
- Be cost effective to build, operate and maintain.
- Accommodate growth through compact development in proximity to transit options.
- Reinforce walkability and transit usage.
- Minimize negative environmental impacts.
- Be resilient to climate/weather-related events.
- Promote water conservation and energy efficiency.
- Provide for energy efficient buildings.

2.3.2 Development Considerations

The following sustainable development practices may be considered:

- Low Impact Development techniques that encourage stormwater to be treated where it falls, improving water quality and quantity on the site.
- Mitigate stormwater flow through utilizing the existing stormwater management facilities in the area.
- Provide additional depth topsoil placement on lots, where feasible.
- Provide drought tolerant landscaping that increases the urban tree canopy.
- Plant native species, where feasible.
- Preserve existing vegetation, where feasible.
- Provide LED street lighting with 'night sky' compliance to minimize light pollution.
- Source local materials and manufactured components, where feasible.
- Provide pedestrian connectivity and links to transit stops to promote active transportation and transit usage.
- Design street and block alignments to maximize overall site passive solar gain; an approximate east/west alignment typically serves this purpose.

2.3.3 Building Considerations

All new low-rise homes will be subject to the requirements of the Ontario Building Code (2012) Section SB-12, or the applicable code in effect at the time of construction, which incorporates a range of energy efficient building standards. In addition to this, the following energy efficiency and conservation measures may be considered in the design and construction of new homes:

- Supply water efficient fixtures throughout the home.
- Provision of rain barrels.
- Energy efficient lighting fixtures and appliances.
- Energy efficient heating, ventilation and cooling (HVAC) systems.
- Zonal heating and cooling controls.
- The provision of a heat recovery ventilation system (HRV or ERV).
- On-demand water heating or solar water heating.
- Energy efficient windows/patio doors to help reduce the need for air conditioning in the summer and heating in the winter.
- Ensure the home is lightly sealed to reduce drafts.
- Utilize low-emitting adhesives and sealants, paints and coatings, and carpets and wood flooring.
- Solar power rough-in.
- Electric vehicle rough-in.
- Employ a waste management policy to ensure that all trades work efficiently to reduce, eliminate or recycle waste.
- Provide erosion control filter cloth measures on all catch basins during construction.
- Purchase stone, concrete and masonry from regional/local sources.
- Use low maintenance building materials.
- Use materials with recycled content.

3.0 Public Realm Guidelines

The following section provides criteria for the design of the streetscape and open space areas within the neighbourhood as well as landscaping treatments within the public realm for the Millcroft Greens Corp. condominium developments.

3.1 Community Safety

A sense of community motivates residents to work together to improve neighbourhood appearance and deter criminals. In order to promote a safe community, the design of all new buildings should incorporate the principles of CPTED (Crime Prevention Through Environmental Design), including the following:

- A clear definition between public and private space should be provided through the design and placement of buildings, fencing and landscaping.
- Site planning and building design should allow for visual on look of public spaces.
- Maintain safe sightlines at all intersections.
- Ample fenestration facing public areas should be provided to promote “eyes on the street” and strengthen citizens’ sense of security.
- Main entrances should generally be visible from the street, clearly defined and well lit.
- Concepts of “Territorial Reinforcement” include the ample usage of front porches or balconies that create a transitional area between the street and the building.
- The presence of the garage within the streetscape shall be diminished by limiting its width and projection and by bringing the habitable portion of the house or porch closer to the street, where feasible and through the use of underground parking for the mid-rise apartment site.
- Lighting should be designed to relate to the pedestrian scale. It should be directed downward and inward to mitigate negative impact on neighbouring uses and help maintain a dark nighttime sky to the extent feasible.

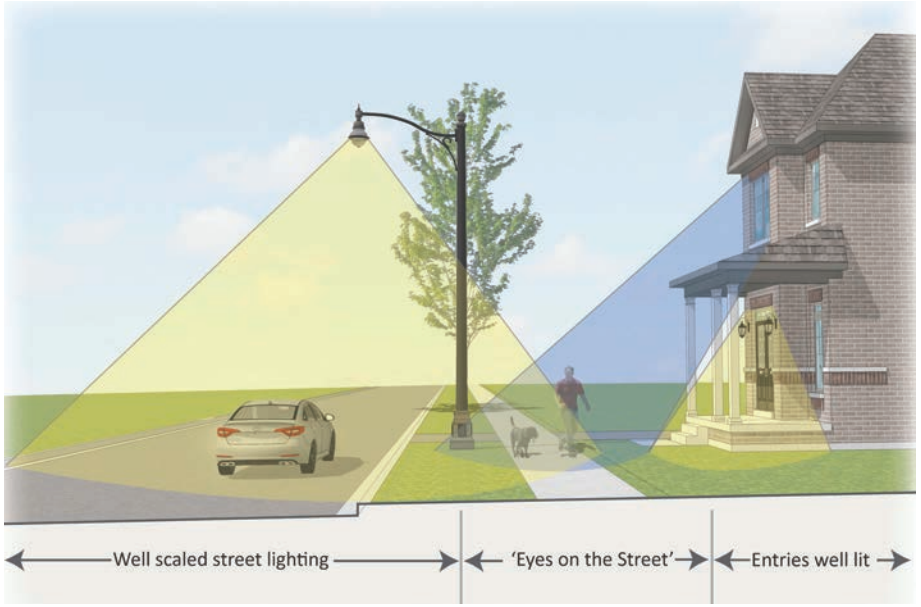


Fig. 3.1a - Site planning and building design should allow for visual on look of public spaces



Fig. 3.1b - A clear definition between public and private spaces should be provided through the design and placement of buildings and landscaping.

3.2 Open Space Network

Trails, open space linkages, outdoor amenity area, parkette, the existing stormwater management pond and the natural heritage system combine to play an important role in establishing the structure and vision for the Millcroft Greens development areas. Careful planning of the neighbourhood's green open spaces is important in contributing to the identity of the community, connecting residents to the outdoors and promoting an active lifestyle.

Design of the Open Space Network will address the following guidelines:

- Create linkages thoroughly connected by pedestrian sidewalks and trails.
- Enhance the character of the neighbourhood by incorporating components that reflect the architectural vision of the development
- Support and enhance the built environment, placing importance on views from both outside and inside the open spaces.
- Provide a balance of programming for active and passive recreation.
- Provide viewing opportunities from internal roadways to open spaces and natural features.
- Open Spaces should be placed in prominent locations.
- Pedestrian trails and connections shall be designed to meet the minimum requirements of the Accessibility for Ontarians with Disabilities Act.



Fig. 3.2 - Conceptual open space character images

3.2.1 Parkette

Area C will contain a parkette at the northeast corner of Country Club Drive and the proposed private road. The parkette block is 0.20 hectares and located in a highly accessible and visible corner location, with frontage onto Country Club Drive and the proposed private road.

- The parkette provides a focal amenity within the community and will serve as a key social gathering and recreational space for area residents.
- Landscaping and fence treatments should be designed to maximize natural surveillance of the parkette while demarcating the interface between public and private space.
- The parkette should be designed to encourage and support a range of active and passive recreation opportunities through provision of flexible open lawn, seating, pedestrian trails, and landscaping.
- Visually attractive, safe and accessible site furnishings (including benches, trash receptacles, bicycle racks and lighting) should be specified to the satisfaction of the City.
- Entrances to the parkette shall be provided in visually prominent and accessible locations along the street road allowances.
- Along street frontages, planting shall be designed to provide a transition from the urban edge to the open space. Definition of parkette space should be enhanced through planting along edges while respecting the CPTED principles for community safety.
- Pedestrian circulation through the parkette should be clearly defined to encourage and promote public use. The walkway system within the parkette shall recognize connections to the surrounding street and sidewalk pattern.
- Details of the parkette will be provided on the landscape plan as part of the development application to be reviewed and approved by the City of Burlington.

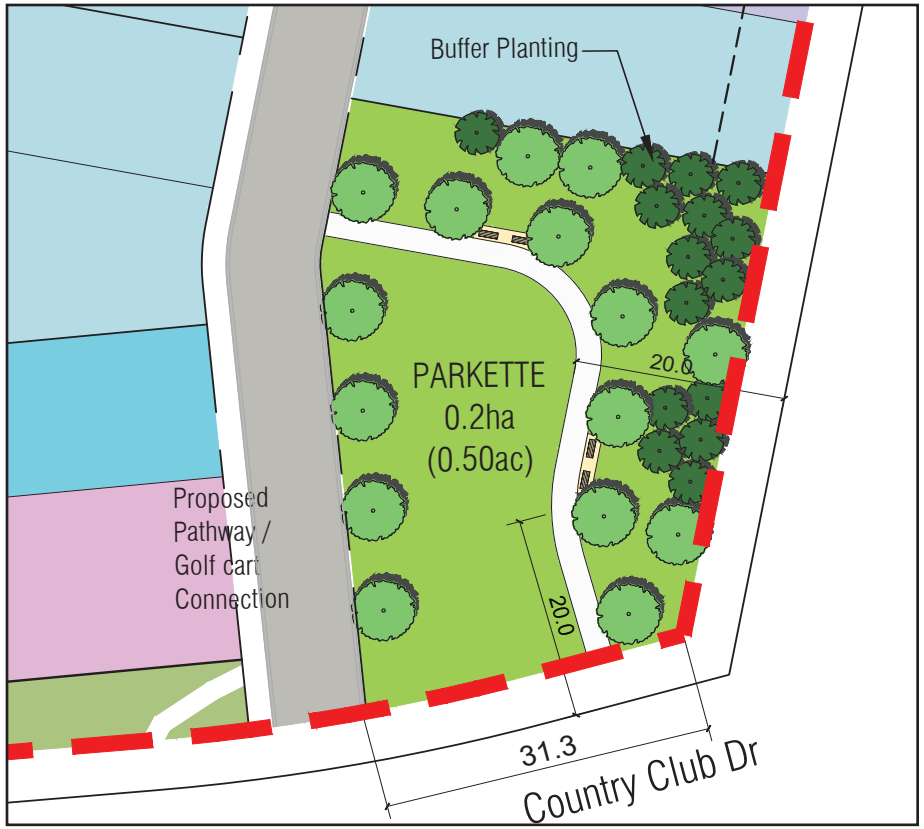


Fig. 3.2.1a - Conceptual facility fit plan for the parkette within Area C



Fig. 3.2.1b - Conceptual images of various parkette features

3.2.2 Outdoor Amenity Area

Development Area E of the Millcroft Greens condominium development will contain common outdoor amenity areas at grade and on the rooftop for the residents of the proposed mid-rise apartment building. These amenity areas are proposed at the southeast portion of the proposed building and will have a high degree of overlook (natural surveillance) from the adjacent apartment units and Dundas Street.

The outdoor amenity area may include the following features:

- Barbeques and cooking areas.
- Pergola/ trellis/ shade structure.
- Pedestrian scale lighting.
- Tree and shrub plantings should utilize native material where possible. Accent planting should be focused at entrances and around primary seating areas.
- Hard landscape elements.
- Lounge / Dining areas.
- Open lawn / play area.

Details of the outdoor amenity area will be provided on the landscape plan as part of the development application to be reviewed and approved by the City of Burlington.









Fig. 3.2.2 - Conceptual images of common outdoor amenity space features

3.2.3 Trail Network

A interconnected trail network is proposed within the Millcroft Greens development that connects both Development Areas A and B and allows for broader connections to Country Club Drive, Millcroft Park Drive and Upper Middle Road. Open spaces, the storm water management pond and the railway buffer are joined with a variety of trail treatments to suit each specific environment.

- The trail system will be designed to promote accessibility, continuity and safety.
- Trail paving will be coordinated where sidewalks meet the trail.
- Trail signage, if required, will be developed through City of Burlington requirements.



Fig. 3.2.3 - Conceptual images of trails

3.2.4 Storm Water Management

An existing pond is located in the southeast corner of Development Area A. This pond will be utilized for water quality and quantity management for the Millcroft Greens development. The existing pond will be integrated into the development design and may also be used for potential passive recreation and natural vista viewing opportunities.

The existing pond may require additional upgrades to incorporate the following characteristics:

- The maintenance access road should be made available for trail connections and passive recreation.
- The pond may be upgraded to include a lookout, focal element, or seating area consistent with the established architectural character of the development
- Be restored with native and non-invasive species which will provide added diversity to the existing natural heritage elements.
- Provide connections to adjacent parkland and open space areas where possible.
- Conform to required City of Burlington and local conservation authority planting densities, including establishment of native planting to accommodate a variety of soil conditions.
- Combine walking trails with maintenance access roads to reduce hard surface materials within the naturalized zone.
- Built form should be designed recognizing added visibility to rear lots.



Fig. 3.2.4a - Image of the existing pond located in the South Property



Fig. 3.2.4b - Example of the pond interface and trail system within Development Area A

3.2.5 Natural Heritage System

All development has been designed to respect and minimize the impact to the Natural Heritage Network. Natural features should receive the highest level of protection and are the structuring elements of the community. The following guidelines ensure an environmental approach to the integration between the natural systems and the community development:

- Public/ private open spaces and any potential upgrades to the existing pond are to be designed to ensure that drainage patterns and planting palettes will not negatively impact the adjacent natural systems.
- Non-invasive, native plant material should be selected to minimize potential migration of undesirable species and should be seen as having the potential to improve current seed source diversity.
- Water movement across existing topography and vegetation provides a balanced supply to the current natural systems and should be carefully considered particularly when adjacent to Appleby Creek and heavily vegetated areas.
- Introduction of trails through natural systems should be based on an approach that provides access only when there is limited impact to the environment.
- The street layout should encourage views to the natural features while limiting access at defined, controlled points.



Fig. 3.2.5 - View of Appleby Creek located within Development Area A

3.3 Roads

- The private road layouts for the various proposed development sites will facilitate safe movement and circulation throughout the neighbourhood, support accessibility, and promote a pedestrian-oriented lifestyle.
- The Millcroft Greens Development Areas A, B and D will be accessible via Millcroft Park Drive. Development Area C is accessible from Country Club Drive, and Development Area E is accessible from Dundas Street.
- Private roads within Areas A and B will have a total width of 10.6m, of that 8.1m will be the pavement width plus a curb width of 0.5m. A 1.50m wide sidewalk will situated along one side of the road. Development Area C will have a similar private road profile as mentioned above, however a 2.1m wide cart path is provided to link the existing golf fairways to the north and south, and will have a total private road width of 11.2m. Development Area D will have a private road width of 9.1m and a pavement width of 8.4m with the sidewalk located within the adjacent open space block. Development Area E will rely on a series of 6.0m wide private driveways with sidewalks connecting to building entrances. Refer to Fig. 3.3a with conceptual private road cross section.
- Private roads within Development Areas A and B will include landscaped medians where the travel lanes will be separated to have one way traffic flow. On-street parking will be permitted in certain areas of the development to serve for visitor parking.



Fig. 3.3a - View of the streetscape within the Development Area B

- Sidewalks are placed along the private roads and extend to create a seamless transition to proposed trails, where provided. The sidewalk network will provide sufficient access throughout the development and allows connections to trails, parks, open space areas and community thoroughfares.
- A snow strategy should be devised to ensure salt laden snow piles do not affect vegetation within the road right-of-way.

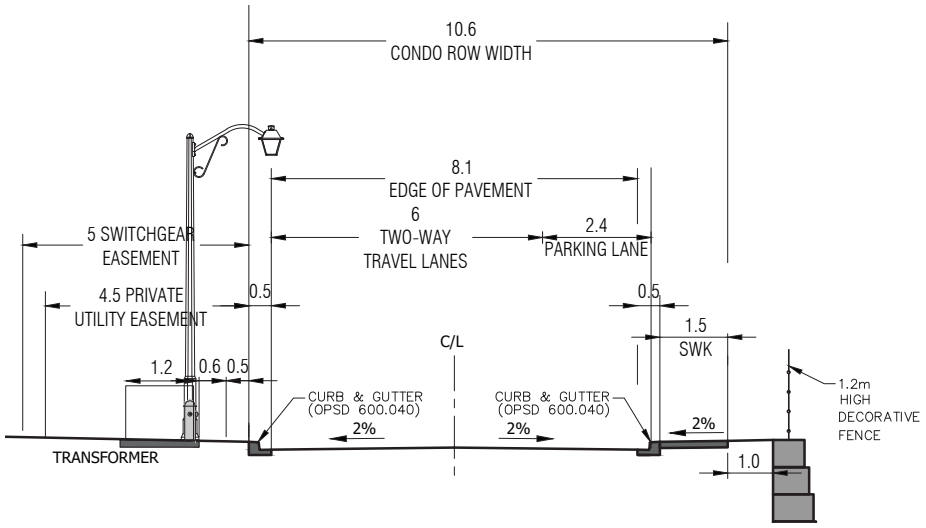


Fig. 3.3b - Conceptual typical cross section of 10.6m private road

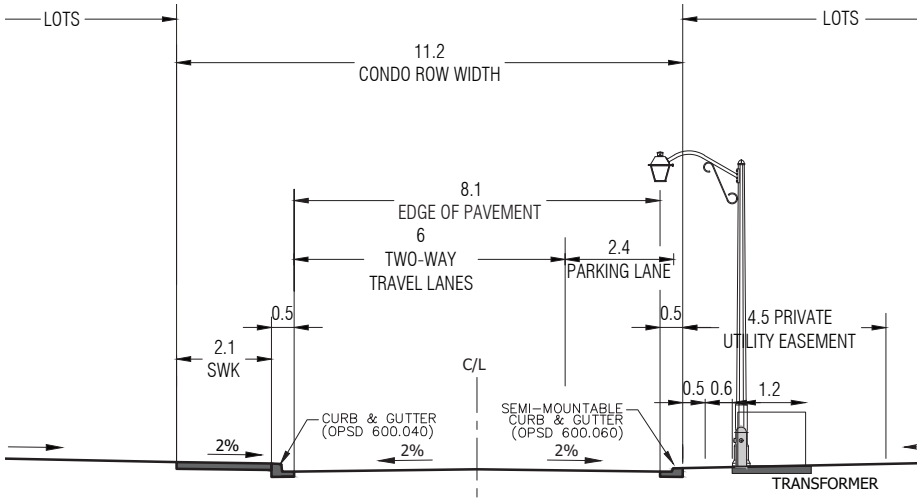


Fig. 3.3c - Conceptual typical cross section of 11.2m private road

3.4 Streetscape Elements

3.4.1 Street Trees / Landscaping

Planting street trees at regular intervals on both sides of all streets will allow for tree canopies to shade and eventually cover driving surfaces, mimicking the character established on existing roads adjacent to the subject lands. Future layout of street trees should be designed with the following considerations:

- Large canopy deciduous tree species are to be specified where possible.
- Street tree species and spacing is to be coordinated with street lights, driveways, and all utilities to ensure appropriate tree sizes and growth habits are selected to accommodate various site conditions and to allow for adequate root growth and buffering from snow piling (salt), compact soils, and impermeable surfaces.
- Planting of native species should be encouraged.
- Topsoil placement, soil depth, and proper drainage within the boulevard is to be reviewed to ensure adequate growing conditions to sustain long term tree health.
- Tree diversity is important to protect against the possibility of tree loss from future unknown diseases. Utilizing a mix of tree types on any given street will help ensure that a loss of one species will not cause a significant reduction in the overall percentage of tree canopy.
- Street trees shall be selected and located to meet the requirements of the City of Burlington. The City of Burlington approved street tree species shall be used for all boulevard installations.
- To further enhance the streetscape character, opportunities for front yard landscaping should be considered and may include a variety of ornamental planting beds.



Fig. 3.4.1 - Conceptual image of street trees and front yard gardens

3.4.2 Street Lights

Street lights within the development are a unifying element that has a significant impact on the streetscape character. Poles and fixtures may be upgraded to have the appearance of a carriage style street lamps, consistent with the surrounding community. Poles which allow for the integration of utilities within the pole base are preferred as unsightly utility boxes can be reduced.

Consideration for light installations include the following:

- Proper distribution of light at intersections, along the private roads and pedestrian routes.
- Light conflicts with adjacent land uses and built form should be limited.
- The use of LED light fixtures should be used.
- 'Night sky' compliance should be encouraged as a component of sustainable design, with illumination directed downwards.



Fig. 3.4.2 - Conceptual images of street lights

3.4.3 Street Furniture

Public open spaces such as streetscapes and parks should be accessorized with a coordinated, high quality furniture palette.

Furniture guidelines include:

- Locations should coincide with pedestrian desire lines and places of congregation.
- Design including colour and style should be consistent with the architectural vision of the development.
- Benches, trash receptacles, and bike racks are to be placed at regular intervals to encourage use and reinforce the overall theme.
- Furniture should be mounted to generous paved pads, reducing maintenance challenges.
- Street furniture and street lighting should share complementary colour and design lines.



Fig. 3.4.3 - Street furniture to be consistent with the architectural vision of the development

3.4.4 Enclave Entries

The main entries to the Millcroft Greens condominium developments will occur from Millcroft Park Drive, Country Club Drive and Dundas Street. The design of enclave entries should achieve the following:

- Establish the first impression of the neighbourhood, highlighting quality and consistency.
- Built form in these areas shall be enhanced to serve as gateway corner dwellings. The highest standard of architectural design will be required for gateway corner buildings.
- Landscape elements at community entries should be designed as extensions of the open space character of the area, while supporting the architectural character of the homes.
- The design and materials for community entry features should reflect the proposed architectural theme of the built form.
- Landscaping at entries should be designed with four season interest, including a mix of evergreen and deciduous shrubs. Landscape elements should be visually prominent and distinguishable within the streetscape.
- The design of gateway features should be coordinated with the other streetscape elements within the condominium development.



Fig. 3.4.4 - Conceptual images of enclave entry

3.4.5 Fencing

Certain portions of the development will require fencing to provide demarcation, privacy, and noise attenuation. Fencing details should be consistent in design and colour throughout and reflect the upscale nature of the development and complementary to the surrounding Millcroft Community. Fencing guidelines as follows:

- Acoustic fencing will be required to address noise and vibration sources in the southern and eastern edges of the site (Canadian National Railway and Upper Middle Road).
- Solid wood corner lot fencing should be avoided.
- Established fencing accents should be considered and translated into other development landscape elements within parks, open space areas and potential gateway features.
- Decorative fences and guards should be made of metal.
- The location of and specifications for fencing shall comply with the City's fencing requirements and by-laws and will be detailed on the Landscape Plans for the development.

3.4.6 Utilities

Utilities such as hydro, cable, and telecommunication are placed within the street right-of-way. Early coordination between utility services and other streetscape elements can greatly reduce the number of future conflicts and clutter. Design guidelines include:

- Above grade utility boxes should be positioned to avoid areas of pedestrian congregation and public views, and/or screened by planting or landscape features.
- Alternative methods of concealing utility services, such as in light poles is encouraged.
- Placement of utilities in alternative locations, such as within easements, should be explored.

3.4.7 Community Mailboxes

Mailboxes are to be positioned in consultation with Canada Post and the City of Burlington. Design guidelines include:

- Mailboxes should be in prominent and visible locations that are well lit and easily accessible.
- Mailbox locations should be combined with other street furniture where possible.
- Coloured concrete pavers should be considered as an accent for mailbox pads.
- Community mailboxes may be incorporated in built structures such as gazebos or kiosks that borrow from the architectural character of the development. The materials/design of such structures should be developed to minimize vandalism and long-term maintenance and repair costs.

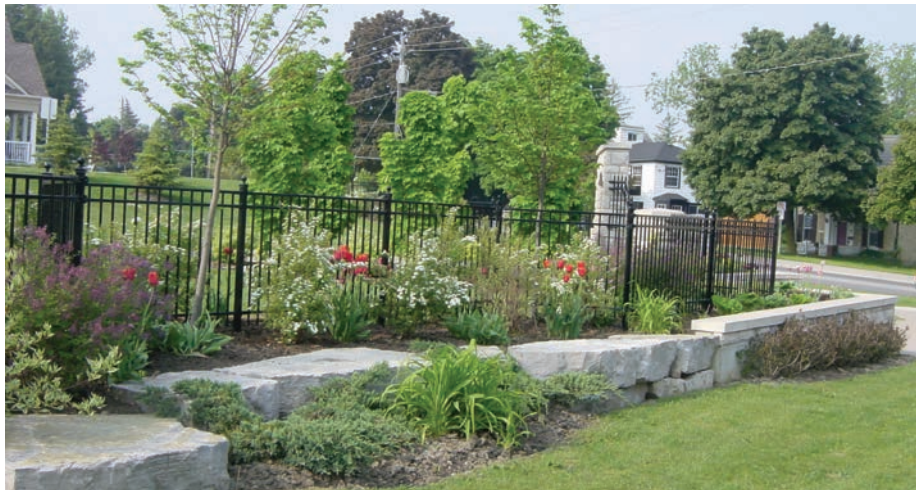


Fig. 3.4.5 - Conceptual image of decorative metal fencing



Fig. 3.4.7 - Conceptual image of community mailboxes

4.0 Architectural Guidelines For Single Detached Dwellings

4.1 General Built Form Guidelines

- Single detached dwellings on lot frontages of 15.24m (50 ft.) and 18.3 (60ft.) are proposed within Development Areas A, B, C and D.
- Architectural design shall support creative expressions, encouraging variation within a consistent program of design. To ensure interesting facades, consideration shall be given to the massing, proportions, wall openings and plane variations of building elevations.
- A variety of bungalow, bungalow-loft and 2-storey dwellings will be permitted; 3-storey dwellings are not permitted in order to minimize overshadowing / overlook of existing homes.
- Both contemporary and tradition based architectural influences may be used to define and distinguish all dwelling types.
- The facade detailing, materials and colours of a dwelling should appear authentic and be consistent with the architectural style. The use of high quality, durable, low maintenance building materials should be specified to achieve the desired architectural theme of the home.
- Single detached dwellings shall be designed and oriented to respond appropriately to their context within the community. Dwellings in priority lot locations shall emphasize design articulation in order to create visual interest.
- Designs with covered front porches or porticos are encouraged. Large concentrations of steps at the front entry are discouraged.
- A variety of garage design will be encouraged. This may include street facing attached garages, side accessed garages, separated garages and porte cochere garages. Where street facing attached garages (front yard) are proposed, they shall be integrated into the main massing of the building to minimize its prominence in the streetscape.
- Building proposals should be evaluated through an architectural control review and approval process as detailed in Section 6.0.

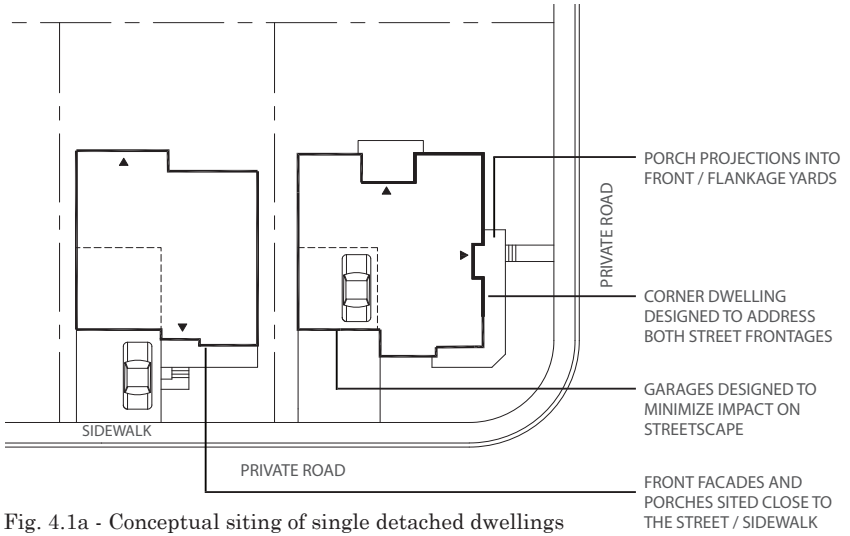


Fig. 4.1a - Conceptual siting of single detached dwellings



Fig. 4.1b - Conceptual built form character for single detached dwellings

4.2 Street and Building Relationship

A well-defined street edge contributes to the pedestrian oriented goals of the community. Attractive streetscapes typically consist of a landscaped street edge to define the edge of front yards and carefully placed, well-designed dwellings.

- The primary façade of the dwelling should relate directly to the street and be sited generally parallel to it creating a well-balanced, human-scale street /building relationship which encourages pedestrian activity.
- Siting buildings using a variety of front yard setbacks is recommended to provide a human scale to the street while providing additional space for landscape opportunities along the condominium road.
- Street-facing garages shall be subordinate to the habitable portion of the dwelling and sufficiently setback from the front property line to allow space for the parking of a vehicle on the driveway.
- Front-facing garages should not project beyond either the front wall or porch face so that the dwelling portion of the façade remains dominant in the streetscape.
- Visual interest of the dwelling from the street can be enhanced through the use of projecting elements such as: porches, porticos, roof extensions, bay windows or chimneys. It is recommended that the zoning by-law include encroachment provisions for these features.
- To avoid monotonous façades, dwelling designs should avoid large publicly exposed areas of flat building faces devoid of any projecting elements.
- For corner lots both street frontages should be addressed in a similar and appropriate manner.
- All elevations of the building visible within the public realm should be well articulated and detailed. Design emphasis for buildings at focal locations will be required.



Fig. 4.2a - Street-facing garages shall be subordinate to the habitable portion of the dwelling



Fig. 4.2b - For corner lots, both street frontages should be addressed in a similar manner



Fig. 4.2c - Variety of façade elements (porches, walls, bays) that extend in front of the garage assist with articulation and animation of the streetscape

4.3 Massing within the Streetscape

An attractive streetscape is largely achieved by the arrangement of buildings within the street block. Visually, the grouping and massing of dwellings within a block has greater impact than a dwelling's individual detailing. Height and massing that is appropriate to the context of the street is key to achieving a pedestrian-friendly, comfortable scale environment. Building forms located adjacent or opposite one another shall be compatible with respect to height and massing. Extreme variations shall be avoided.

- Dwellings adjacent or opposite one another must be compatible in massing and height. Extreme variation in massing will not be permitted.
- A variety of building heights is encouraged. This includes a variety of bungalow, bungalow-loft and 2-storey dwellings.
- It is acceptable to inter-mingle these bungalow, bungalow-loft and 2-storey housing types amongst each other without restriction provided that extreme variation in building heights between adjacent buildings is avoided.
- Bungalows should typically be designed with loft options or with a 1-1/2 storey massing and/or heightened roof forms to better integrate into the streetscape with adjacent 2 storey dwellings.



Fig. 4.3a - Conceptual image of appropriate streetscape massing





Fig. 4.3b - Examples of existing built form massing within the existing Millcroft Community

4.4 Facade Variety in the Streetscape

The exterior appearance of new housing will have the greatest impact on the perceived quality of the new community. Attractive streetscapes are essential in creating a positive community identity. The visual appeal of the streetscape is enhanced when the arrangement of the dwellings is ordered with respect to model variety, massing, height and repetition within the group.

- Variety of architectural expression among publicly exposed façades should occur within each street block.
- Within each street block, there shall be:
  - dwelling designs derived from more than one architectural style; or
  - distinctly differing designs within a given architectural style.
- Each model should have at least two distinctly different elevations. Popular models may require more than two elevations to avoid repetition and monotony within the streetscape.
- Identical dwelling elevations shall not be permitted directly adjacent or directly opposite one another.
- For detached dwellings, identical elevations shall not comprise more than 20% of a street block and shall have different exterior material colours. To further promote visual diversity along each street, a minimum of 3 dwellings must occur between identical elevations of the same model. A maximum of 3 alternative elevations of the same model may be sited adjacent one another.
- Publicly exposed elevations shall incorporate wall openings (i.e. window, doors, porches, etc.) and articulation to avoid large, blank façades and support the architectural character of the dwelling.



Figure 4.4a - Example of streetscape variety objectives

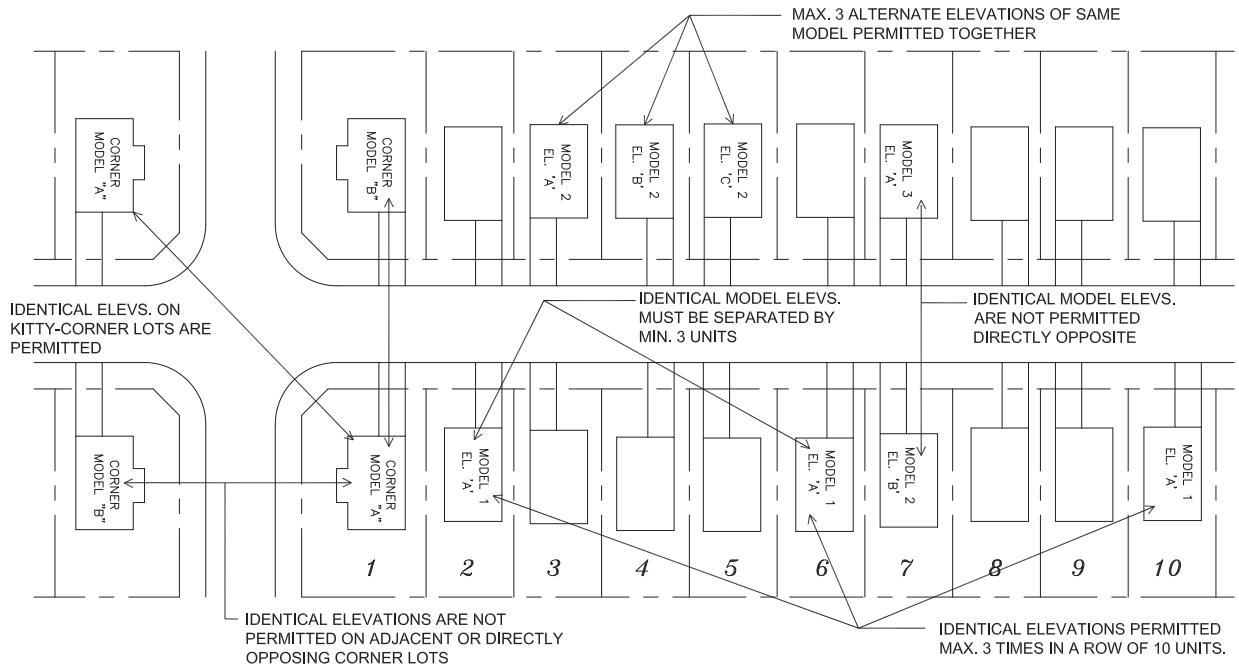


Figure 4.4b - Conceptual diagram of model repetition criteria

4.5 Architectural Character

The design of all dwellings within the Millcroft Greens community shall offer a harmonious mix of architectural themes derived from either traditional or contemporary styles. The use of distinctive and well-designed architecture employing high-quality materials (brick, stone, and stucco depending on architectural style) will be a consistent characteristic of all existing development, linking various communities in the surrounding area.

Stylistic influences may be borrowed from traditional-period Ontario precedents, and may include Victorian, Georgian, French Chateau, English Manor, Craftsman, Tudor, Colonial, Gothic Revival, etc. As well, designs based on a contemporary, modern style (i.e. Modern Farmhouse) may be considered where appropriate massing compatibility can be demonstrated.

Distinguishing elements from each building design should reflect a single identifiable architectural style. Avoid combining discordant architectural elements in a single building design and ensure that a consistent level of design quality is achieved regardless of the chosen architectural style.



Fig. 4.5 - The character and image of the Millcroft Greens community will be established through a harmonious mix of built form types and architectural styles.

4.6 Architectural Elements

4.6.1 Architectural Detailing

- The use of high quality materials and high quality crafting of architectural detailing will be required in order to avoid monotonous and uninteresting façades.
- Each building design shall include materials and architectural detailing characteristic to the style of the dwelling on all publicly exposed elevations in order to convey the upscale character envisioned for the Millcroft Greens development.
- Where a dwelling elevation has reduced visibility from the public realm, the level of building detail may be simplified.
- Each building should include architectural detailing characteristic to its style on all publicly exposed elevations.
- Where an elevation has reduced public visibility (i.e. sides and rears) the level of detail may be simplified.
- Details appropriate to the architectural style of the building may include:
  - Masonry (clay brick) : Soldier course banding or lintels, quoined corners, piers and corbelling (brick detailing should project 12 mm beyond the building face).
  - Precast : Sills, lintels, keystones, imposts.
  - Stone : Stone accent features such as plinths or projections. (Note: where a masonry band or plinth occurs on the front elevation, it must return a minimum of 1200mm (4') along the sidewall elevations or to a logical stopping point such as an opening, downspout or change in plane.)
  - Stucco : Moulded architectural details such as lintels, cornices, window surrounds, etc. (i.e. Canamould, Fypon or equivalent).
  - Trim : window and door casings, louvers, frieze boards, cornice, etc.
  - Upscale coach lamps for entrances and garages.
  - High quality entry doors and garage doors.
  - Decorative address plaques.
  - Decorative metal or glass railings.



Fig. 4.6.1 - High quality architectural elements will be used to create an upscale character for the neighbourhood

Frieze Boards

- A frieze board is a trim element at the top of the dwelling's finished wall, forming a junction with the roof soffit. All dwellings shall provide a frieze board under the roof soffit of all publicly exposed elevations of the home.
- Superior quality frieze boards are required on street-facing / publicly exposed elevations, returning a minimum of ~1200mm (4'-0") along the side wall.
- Frieze boards should have a variety of detailed profiles suitable to the architectural style of the dwelling.
- Where a dwelling's side and/or rear elevations are not publicly visible, frieze boards are not required.
- As an alternative to a moulded frieze board, builders may use a corbelled masonry cornice projecting a minimum of 12mm (1/2") from the main wall, where appropriate to the style of the dwelling.

Quoins

- Quoins are decorative elements that project from the main wall surface and add detail to the corners of the building wall. The use of quoins is optional.
- Quoins may be made of a variety of materials including brick, stucco or precast stone.
- Where used, they should be designed and dimensioned based upon traditional architectural precedents that are complementary to the style of the dwelling.

Chimneys

- It is recognized that in modern residential construction chimneys no longer serve the important function they historically held. However, the use of chimneys as a design element is appropriate within the Millcroft Greens development in order to promote the upscale architectural theme of the community.
- The use of chimneys should be considered where they can act as a highly visible design feature and where they are characteristic to the style of the dwelling. This will include:
  - Community gateway dwellings;
  - Corner lot dwellings;
  - Dwellings with high exposure side and/or rear elevations (i.e. lots flanking walkways, stormwater ponds, golf fairways, or other open space areas.
- Chimneys should be designed and detailed in a manner reflective of the architectural style of the home. This may include use of stone or brick detailing (i.e. recessed brick panel, herringbone brick pattern).

4.6.2 Exterior Materials and Colours

- A high standard of design, detail, quality and variety of wall cladding is required to attain a harmonious blend of textures and colours within the streetscape. The choice of wall cladding materials and colours should be compatible with the architectural style of the dwelling.
- The primary wall cladding materials within the neighbourhood shall be:
  - Clay Brick in a variety of colours and textures shall be used to complement the flavour of the local area.
  - Stone should be complementary to the brick colour. Certain colour and textures of manufactured stone may be inappropriate.
- The following secondary or accent materials are suitable where consistent with the architectural style of the dwelling and complementary to the primary cladding material:
  - Stone accents should be complementary to the brick colour and replicate a natural appearance.



BRICK | STONE AND STUCCO | FIBER CEMENT SIDING | BRICK AND STONE

Fig. 4.6.2a - Examples of exterior main facade cladding materials. The selection of materials and colours shall be consistent with the architectural style.



Fig. 4.6.2b - Authentic colour arrangements are a key element in effectively communicating a particular architectural style.

- Stucco in muted earthtones with appropriate trim detailing such as detailed mouldings or half-timbering;
- Siding accents should be of high quality and may include, composite wood or fiber-cement (i.e. Hardi Board) in either horizontal shiplap or vertical board + batten profiles. Use of decorative shakes/ scallops may also be permitted. Vinyl siding is not permitted.
- Decorative Architectural Precast may be used and must exhibit a high degree of detailing and quality of finish.

- Where stucco wall cladding is desired as a feature of the front façade it shall be used in conjunction with a masonry (stone or brick) base component. It shall not be used as the main wall cladding material on sides or rear elevations and must not be used on the lower portion of the building close to finished grade.
- Exterior cladding on all dwelling elevations should be consistent with the cladding on the front elevation. Exceptions to this may be permitted where an upgraded stone façade, stucco façade or stone plinth is incorporated into the design.
- Changes in materials should occur according to good design practice, i.e. at changes in plane, at the underside of second storey framing, in line with lintels or sills, etc. Where material changes occur, they should define transitions between base, middle and upper portions of the building.
- Where stone and stucco façades or stone plinths are used they shall return along the side walls a minimum of 1200 mm (4') from the front of the dwelling or to a logical stopping point such as an opening, downspout or change in plane, at which point the wall cladding will change to brick or other suitable material.
- High quality wood or cement-fibre siding may be used as an accent cladding material provided it is consistent with the architectural style. Siding should be framed with 100mm (4") trim boards on the top and sides; trim boards should be accentuated by using a contrasting but compatible colour to that of the main siding. The use of vinyl siding is not permitted.
- Bay windows or box-outs that do not use a masonry cladding type must be applied stucco or fiber cement board with a variety of trim styles. Painted wood is not permitted.

PROJECT NAME / BUILDER NAME

Material Item	Manufacturer	Package #1	Package #2	Package #3
Brick				
Stone				
Stucco (Main)				
Stucco (Accent)				
Siding				
Roof Shingles				
Aluminum Raingoods				
Entry Door Paint				
Garage Door Paint				
Trim Paint				
Shutters				
Railings				
Windows				
Mortar Tint				

General Notes:
1. This chart indicates the typical materials and colours which shall be identified by the Builder where applicable.
2. The number of colour packages required for each Builder shall be determined on a project by project basis.
3. All exterior colour selections are subject to approval by the Control Architect.
4. All roof vents and flashings to be prefinished or painted to match roof colour.

Fig. 4.6.2c - Sample of a typical exterior material and colour schedule

4.6.3 Fenestration

Ample fenestration, consistent with the dwelling's architectural style, is required for publicly exposed elevations to enhance the dwelling's appearance and to promote casual surveillance of the street from within the dwelling.

- Window sizes should be generous and have proportions and details consistent with the architectural style of the dwelling, including integrated muntin bars where appropriate.
- A variety of high quality window styles and muntin bar configurations, consistent with the style of the dwelling, will be used. Muntin bars shall be set within the double-glazed section. Taped or clip-on muntin bars will not be permitted.
- The style of windows used (including use of muntin bars) shall be consistent on all facades of the dwelling.
- The use of main floor transom windows on publicly exposed elevations is encouraged.
- Builders should offer a variety of window frame colours, compatible with the colour package for the dwellings. The consistent use of white window frames is not permitted.
- Vertical, rectangular window proportions are preferred to reflect traditional architectural styles. Other window shapes are encouraged as an accent but should be used with discretion to ensure consistency with the architectural style of the dwelling.
- Sills and lintels should be consistent with the architectural style of the dwelling.
- Bay windows should be used at appropriate locations and designed in a manner consistent with the architectural style of the dwelling.
- The use of false windows below the eavesline is prohibited. Consideration may be given if false windows have reflective glass within a sash to ensure a high standard of design quality is maintained.
- Where shutters are used, they should be half the width of the window or the maximum width provided by manufacturer (typically 1'-6" wide).



Fig. 4.6.3 - Examples of window style variety

4.6.4 Building Entrances

The main entrance to the building shall convey its importance as both a focal point of the façade and the interface between the private realm of the dwelling and the public realm of the street.

- Main entries to the dwelling shall be directly visible from the street, where feasible.
- Weather protection at entries should be provided through the use of covered porches, porticos, or canopies consistent with the architectural style of the dwelling.
- The front entry design and detail shall be consistent with the architectural style of the dwelling. Enhancements to emphasize the entry are encouraged and may include: pilasters, masonry surrounds, a variety of door styles, a variety of transom lights above the door.
- Natural light at the entry is encouraged through the use of sidelights, transoms, fanlights or door glazing.



Fig. 4.6.4 - Main entrances should be a focal feature of the home

4.6.5 Porches / Porticos

Front porches, porticos, courtyards and/or patios help to promote safe, socially interactive and pedestrian-friendly residential streets by providing an outdoor amenity area, shelter from inclement weather, and a transition between the public and private realm.

- The majority of dwelling designs should incorporate a porch, portico, recessed entry or a second storey balcony.
- The design of a porch or portico shall be consistent with the architectural style of the dwelling (for example, a wraparound porch is generally consistent with Victorian period architecture but may not be appropriate to Georgian period architecture).
- Porch and portico depths are encouraged to be at least 1.5m to accommodate comfortable seating.
- The size of the porch/portico and its components (columns, piers, brackets or moldings) shall be proportional to the scale of the dwelling.
- Porch/portico columns should generally be no less than 200mm square or diameter.
- Porch/portico roofs shall generally be supported on a continuous frieze resting on columns or with brackets.
- Where railings are required, they shall be of a design appropriate to the style of the dwelling with pickets between top and bottom rails. The use of high quality pre-finished aluminum and wrought iron is preferred; unpainted, pressure-treated wood railings on elevations visible from the public realm are prohibited. Glass railings may also be appropriate where suitable to the architectural style of the dwelling.
- Steps to access the front or flankage porch shall be poured-in-place concrete with the exposed sides finished to match the front façade cladding. Where up to 2 risers (maximum) are necessary to access the front or flankage porch, the use of high quality landscape steps may be considered.
- For porches or porticos greater than 3 risers in height, the main wall cladding or other acceptable finish material should generally extend to within 150mm of finished grade on front and sides of porch to limit exposed foundation walls.



Porch



Portico



Recessed Entry



Balcony



Fig. 4.6.5a - Porches Provide An Important Link Between The Private Realm (Dwelling) And The Public Realm (Street)



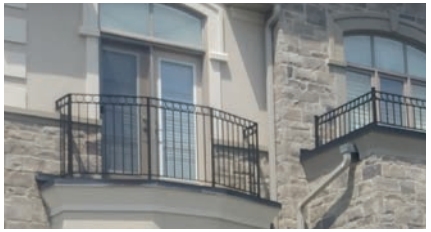


Fig. 4.6.5b - Railings And Columns Should Be Treated As An Integral Part Of The Dwelling Design

4.6.6 Roof Form

Roofs play a significant role in the massing of a dwelling and the overall built form of the neighbourhood.

- A variety of traditional roof types and forms are encouraged consistent with the architectural style of the dwelling and may include gables, dormers, hips or ridges set parallel or perpendicular to the street; alternate designs for a given model should have differing roof designs.
- Roofing materials should at a minimum, be heavy shadow textured, high quality architectural asphalt shingles. The use of upgraded roof materials such as wood shakes will be permitted. Metal roofs should only be used on secondary roof forms such as turrets, porches, bay windows and garage roofs and shall be a complementary to the main roof colour.
- Within the design of a streetscape, attention should be paid to the relationships of adjacent roof forms to ensure appropriate transitions.
- Minimum main roof slopes for all dwellings should be in the order of 10:12 pitch (side slopes) / 8:12 (front to back slopes).
- Lower roof slopes may be considered where authentic to the dwelling style (i.e. Georgian or contemporary). The use of lower roof slopes will be at the discretion of the Control Architect (refer to Section 6.0 outlining the role of the Control Architect and requirements) on an individual basis and will be dependant upon the architectural style of the dwelling. The use of main flat roofs shall be avoided.
- Roofs should display consistency of design style on all sides of the dwelling. For example, a "mansard" roof facing the front elevation with a "cottage" roof facing the rear elevation is discouraged.
- For bay or boxed window features, the roofing material should be standing seam metal, copper or similar which is complementary in terms of style and colour to the architecture of the dwelling. Asphalt shingles on these features should be avoided.
- Metal roofs shall be a heavy gauge and prefinished in a dark tone complementary to the main roof colour.
- Roof overhangs should be a minimum of 300mm unless constrained.
- All plumbing stacks, gas flues and roof vents should be located on the rear slope of the roof wherever possible and should be prefinished to suit the roof colour.
- Where skylights are proposed, they should be located on the rear or side slope of the roof and have a flat profile.

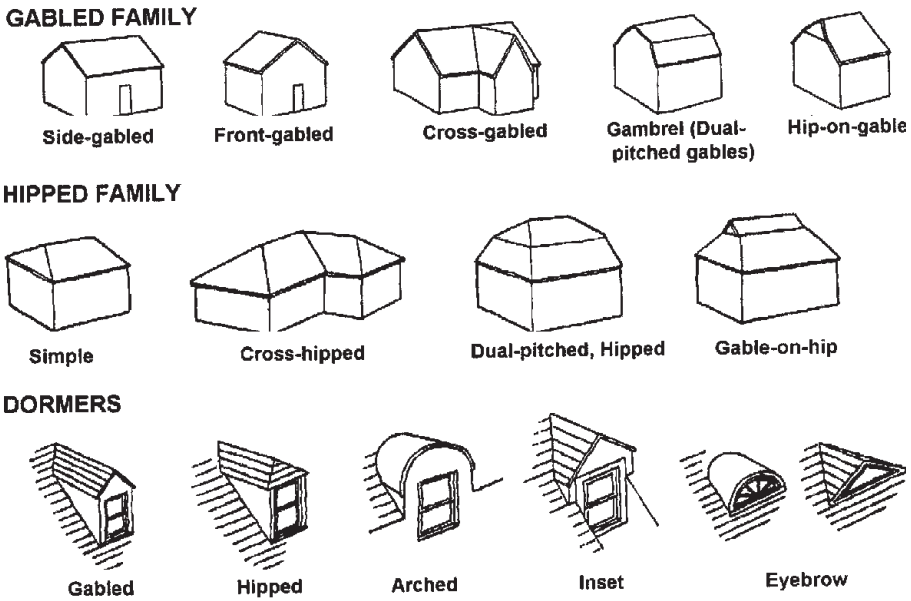


Fig. 4.6.6a - Examples of traditional roof types and forms



Fig. 4.6.6b - Example of upgraded roof shingles

4.6.7 Foundation Walls

- Highly exposed concrete foundation walls shall be avoided for publicly exposed elevations.
- Grading should be coordinated with dwelling foundation design and constructed so that generally no more than ~250mm (10'') of foundation walls above finished grade is exposed on all front elevations of the dwelling, when possible. In areas of lower public visibility a maximum of ~300mm (12'') of exposed foundation wall may be permitted.
- Where sloping finished grades occur, finished wall materials and foundations should be stepped accordingly to minimize exposed foundation walls, for publicly exposed elevations. Special care should be taken for sides of projecting garages, porches/porticos, front elevations and highly exposed side elevations.

4.6.8 Site Grade Conditions

- Where severely sloping grade conditions exist, the Builder shall provide models designed or modified to adapt to sloping sites.
- Elevated main front entrances and large concentrations of stairs should be reduced, wherever feasible, by:
  - dispersing the steps over a larger area;
  - incorporating an entry porch;
  - turning the steps to face the driveway;
  - incorporating some risers inside the dwelling;
  - enhancing architectural detailing over the garage;
  - providing a steeper roof pitch or lowering the roof form of the garage;
  - providing flexibility for window enlargement over the garage;
- Relationships of the house to finished grade where the main floor is within 1.0m of finished grade are preferred, wherever possible, as they result in an appropriate scale of entrance stairs and porches to the pedestrian.

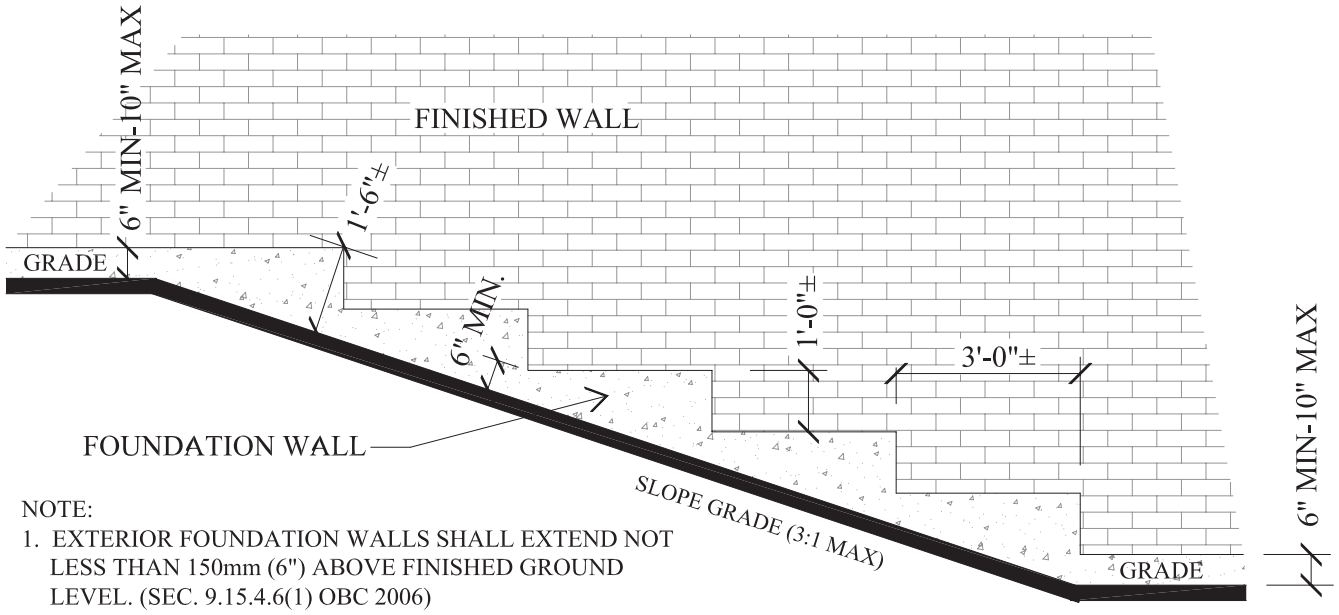


Fig. 4.6.7 - Masonry veneer should be constructed to avoid exposed foundation walls

4.6.9 Utility and Service Elements

- To reduce their visual impact, utility meters or service connections for hydro, water, natural gas, telephone and satellite shall be located out of direct view from any street, preferably on dwelling wall faces perpendicular to the street, and recessed into the wall wherever possible.
- For corner lot single detached dwellings, utility meters shall be located on the interior side wall; where utility meters must be located on flanking walls exposed to public view, they should be set within a wall recess treated with an architectural surround or otherwise screened architecturally or with landscaping to reduce their visibility from the street.
- Air conditioning units should be located away from the dwelling's front and flanking yards and shall comply with zoning regulations.

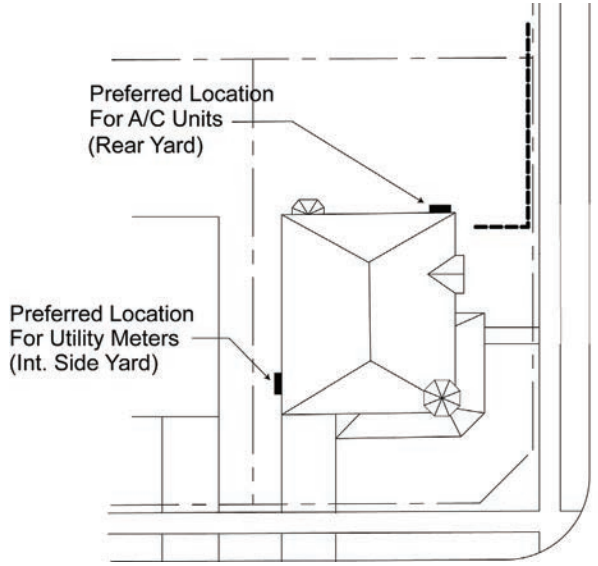


Fig. 4.6.9 - Preferred location for utility meters

4.6.10 Municipal Address Signage

- A coordinated approach to municipal address numbers shall be provided by the builder. The design of the address plaque should be complementary to the character of the dwelling and reflect the image of the neighbourhood.
- The municipal address shall be located prominently on the front facade of the dwelling. It is critical that the municipal address is legible from the street, particularly in emergency situations. For this reason the following criteria shall apply:
  - The municipal address shall be located prominently on the front façade of the dwelling or garage in a well-lit area.
  - Numbering shall be a minimum of 100mm tall and in a simple, legible font face using high contrast light and dark colours between the numbers and background for maximum legibility.

4.6.11 Coordination of Dwelling Design / Sitings with Streetscape Elements

- The Builder's Design Architect must be aware of the approved "Above Ground Utility Plan" for the development in order to coordinate the design and siting of each dwelling with the various streetscape elements (such as community mailboxes, transformers, light standards, street trees and other required street furniture). For example, main doors, living room windows or walkways should not be lined up with light standards, hydro transformers, hydrants, etc.
- It is the Builder's complete responsibility to ensure there are no conflicts in the design and siting of their dwellings with any street furniture or other streetscape elements.



Fig. 4.6.10 - Examples of municipal address plaques

4.7 Design Criteria for Garages

4.7.1 Criteria for Attached Garages

While it is important for these Guidelines to accommodate the need for garages, one of the prime objectives in creating a safe, attractive and livable neighbourhood is to minimize the visual impact of the garage on the residential streetscape.

- Garages shall be designed to be complementary to the principal dwelling in terms of character and quality and shall not dominate the massing of the dwelling or the streetscape.
- Garages should be either fully enclosed within the dwelling, setback from the front wall / porch face of the dwelling, or oriented to face away from the street in order to minimize their visual impact and to contribute to a comfortable pedestrian environment.
- All single detached dwellings within the Millcroft Greens development areas will have an attached 2-car garage facing the private road. A variety of garage configurations will be encouraged including:
  - **Front facing garages**: The front face of the garage should be recessed behind the main front wall or porch face so that is does not form a significant component of the streetscape.
  - **Tandem garages**: Tandem garages help to limit the width of the garage and the number of garage doors facing the street, yet provide parking and storage opportunities.
  - **Flankage facing garages**: May be used on corner lots. Garage is accessed from the flankage side street and setback from the main facade of the dwelling.
- Where a second storey habitable room is located above the garage, it should occupy at least 60% of the garage's width and should not be set back more than 2.5 metres.
- Dwelling designs with the second storey wall face flush with the garage wall face below should be avoided unless an appropriate design treatment is provided to create a visual break (i.e. a boxed-bay window; an intermediate roof; or other elements appropriate to the architectural style).
- For two-car garages, the use of two single bay (8' / 2.4m wide) garage doors separated by a masonry pier, rather than a double wide (16' / 4.8m wide) garage door is required for street facing garages to break down its horizontal scale. Limited exceptions to this may be permitted where it can be demonstrated that the visual impact of the garage will be minimal.
- A variety of upgraded sectional (roll-up) garage door styles is required throughout the neighbourhood to avoid repetition and dominance by a single garage door style.
- The use of glazed upper panels and decorative hardware (such as black metal hinges and handles) shall be provided where appropriate to the architectural style of the dwelling.
- Garage doors shall provide well-defined detailing and a realistic simulation of panelled wood doors.



Fig. 4.7.1a - Garage design should be complementary to the dwelling design

Low quality garage doors are not permitted.

- Garage doors shall be constructed of high quality, durable materials, suitable to our northern climate such as: vinyl, composite or steel. Low quality, high maintenance garage doors shall not be permitted.

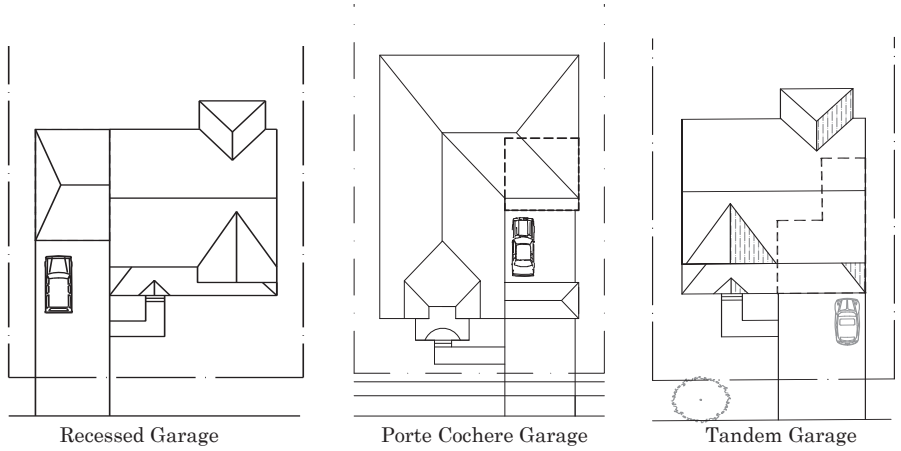


Fig. 4.7.1b - Conceptual examples of garage design options



Fig. 4.7.1c - Variety of high quality garage door styles

4.7.2 Dropped Garage Conditions

- Dropped garages generally occur where rear-to-front sloping grade conditions exist. This often creates "top-heavy" garage massing resulting from additional wall height between the garage door opening and the soffit.
- Where the floor slab of the garage drops more than 600mm (2'-0") below what is indicated on the working drawings, an alternative design treatment must be submitted for architectural review and shown on the streetscape.
- The preferred alternative design treatments for dropped garages include:
  - lowering garage roof;
  - increasing the height of the garage door;
  - providing arched headers above the garage doors;
  - positioning light fixtures above the garage doors;
  - providing additional detailing, brick banding or a window above the garage doors.

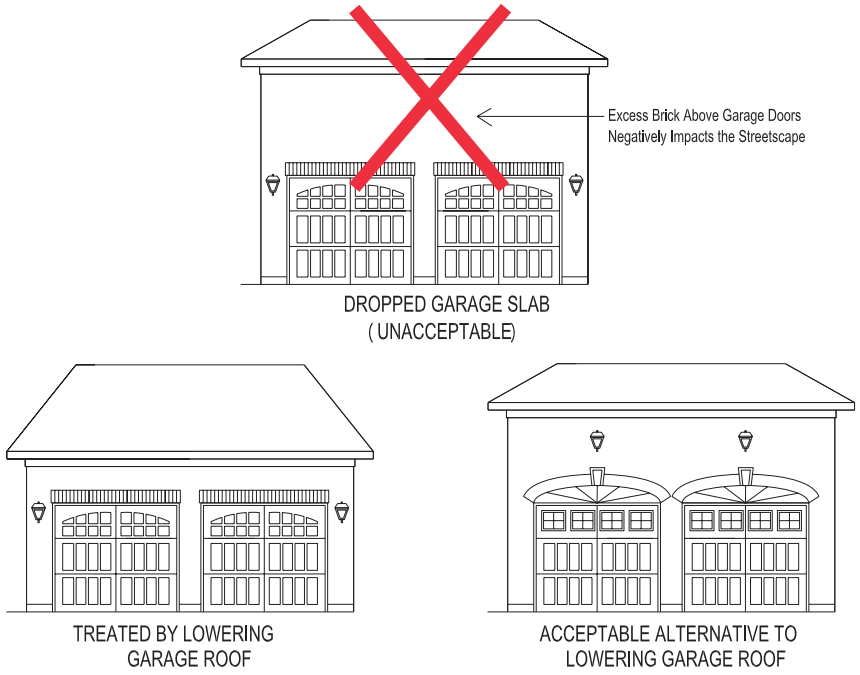


Fig. 4.7.2 - Dropped garage condition

4.7.3 Driveways

- A variety of paired and unpaired driveways will be provided to break up large portions of paved driveways and create landscape opportunities along the condominium road in order to create an attractive streetscape.
- Driveway locations shall be approved by the municipality.
- The frequency and width of curb cuts should be kept to a minimum to maximize on-street parking opportunities.
- Adjacent driveways at the outside curvature of a street elbow or cul-de-sac should be designed to eliminate overlap at the curb. Landscape strips should separate driveways at the curb.
- Driveways for dwellings adjacent intersections, public walkways, open space and other non-residential land uses should be located as far from the adjacent use as possible.
- Driveway slopes between garage and street are to be as shallow as possible and in accordance with municipal standards.
- All driveways shall be finished with a hard surface paving material. The use of permeable pavers is highly encouraged.

4.8 Priority Lots

Priority lots are located within the community that have a greater degree of visibility from the public realm (refer to Figures 4.8a to 4.8c for identified priority lots). Their visual prominence from adjacent streets and open spaces requires that the siting, architectural design and landscape treatment for each of these dwellings represent an upgraded quality in recognition of the landmark location within the community. Built form on priority lots shall be designed to ensure an attractive architectural appearance is achieved, with massing appropriate to the lot designation.

Priority Lots include:

- Corner /Gateway dwellings;
- View terminus dwellings; and
- Upgraded rear and side architecture dwellings.



Fig. 4.8a - Millcroft Greens Corp. Development Areas A and B priority lot plan

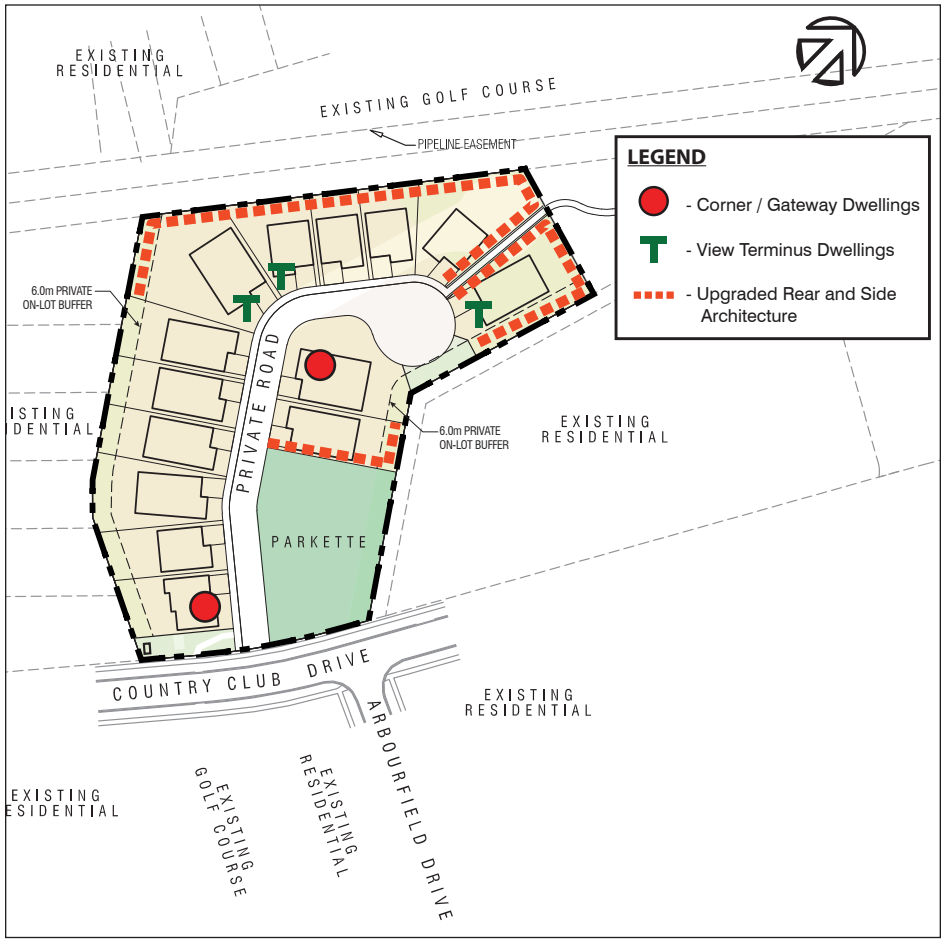
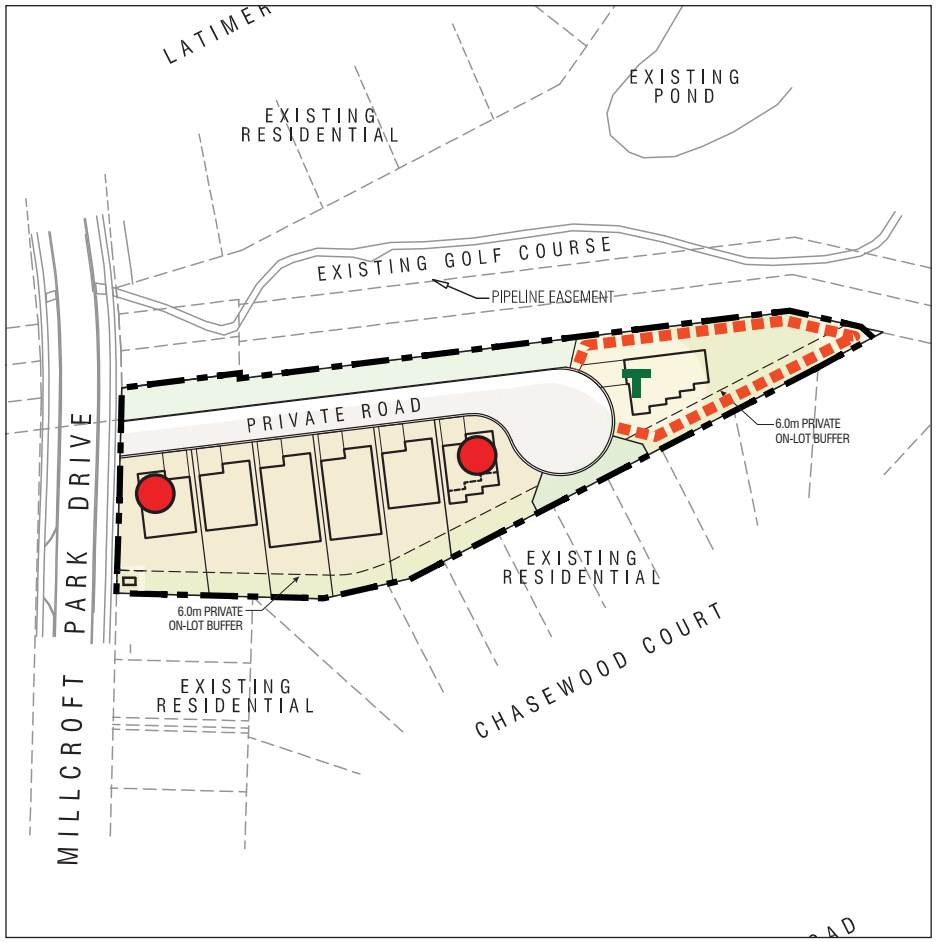


Fig. 4.8b - Millcroft Greens Corp. Development Area C priority lot plan



4.8c - Millcroft Greens Corp. Development Area D priority lot plan

4.8.1 Gateway / Corner Dwellings

Dwellings at gateway and corner locations are very prominent within the streetscape and will require special designs which addresses the flanking elevation in a manner consistent with the front elevation. These dwellings play an important role in expressing the development's image, character and quality.

- Corner lot dwellings shall address both street frontages in a consistent manner and incorporate ground level detailing (porches, windows, bays, etc.) which reinforces the pedestrian scale of the street.
- Special attention to the massing, height, articulation, fenestration, material finish and detailing is required for all exposed elevations (front, flanking and rear).
- The preferred design is with the main entrance facing the long side of the lot (side entry) or the intersection (angled entry), where site grade conditions permit.
- Highly articulated flanking elevations are required to avoid flat, blank, uninteresting façades.
- Masonry chimneys should be incorporated into the design, where appropriate.
- Distinctive architectural elements such as wraparound porches, chimneys, turrets, projecting bays, precast detailing and gables should be employed where architecturally appropriate to emphasize the corner / gateway dwelling's landmark qualities.
- The garage should be recessed behind the front porch or wall face and should not face Millcroft Park Drive. Garages shall be oriented away from the higher order street.

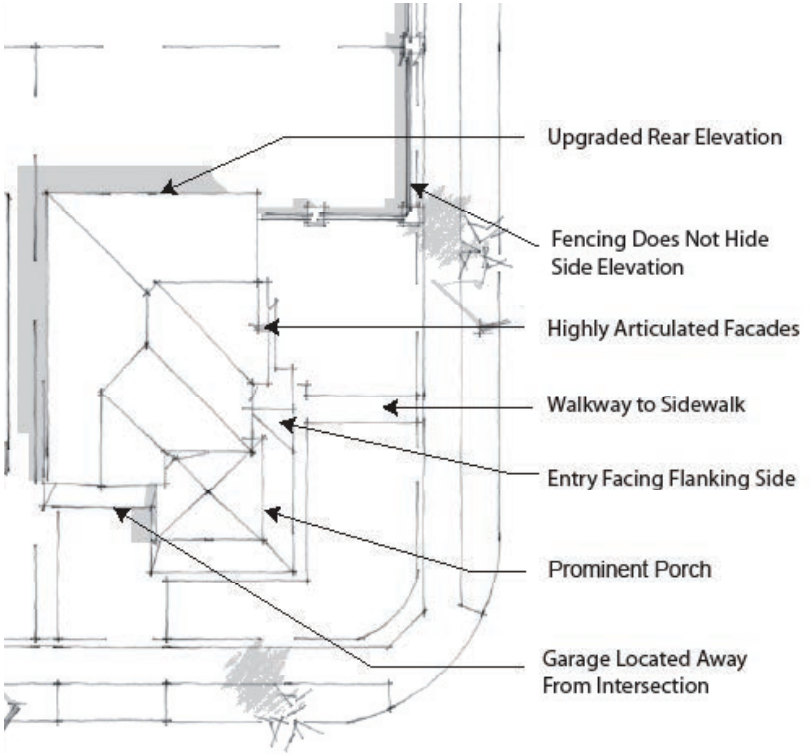


Fig. 4.8.1a - Conceptual plan view of gateway / corner lot dwellings





Fig. 4.8.1b - Conceptual images of corner lot dwellings

4.8.2 View Terminus Dwellings

Dwellings on curved streets, street elbows and cul-de-sac bulbs provide opportunities to create a grouping of dwellings that accentuate a special architectural and landscape theme. These homes should have design enhancements appropriate to their location, to accent the outside street edge.

- Provide greater front yard setbacks, where feasible, than for adjacent dwellings.
- Locate driveways to the outside of paired lots, to allow for enhanced front yard landscaping opportunities.
- Where the lots are pie-shaped, utilize the opportunity to locate garages within the wider portion of the lot, set well back from the street.
- Where dwelling side elevations are fully exposed to the public realm due to step backs between adjacent homes, their design and materials should be consistent with the front elevation.

4.8.3 Interface with Existing Development

New development that immediately abuts existing residential development should be designed to respect and integrate with the existing built form. The following design principles shall apply:

- Rear façades which are facing existing development should be given a degree of architectural detailing, articulation and design quality similar to the front façade to avoid blank, uninteresting façades. Refer to Section 4.8.4 on the following page.
- Care should be taken to ensure new buildings do not overshadow existing residential properties.
- Building massing, height, architectural styles, materials and colours should be respectful and complementary to the existing built form.

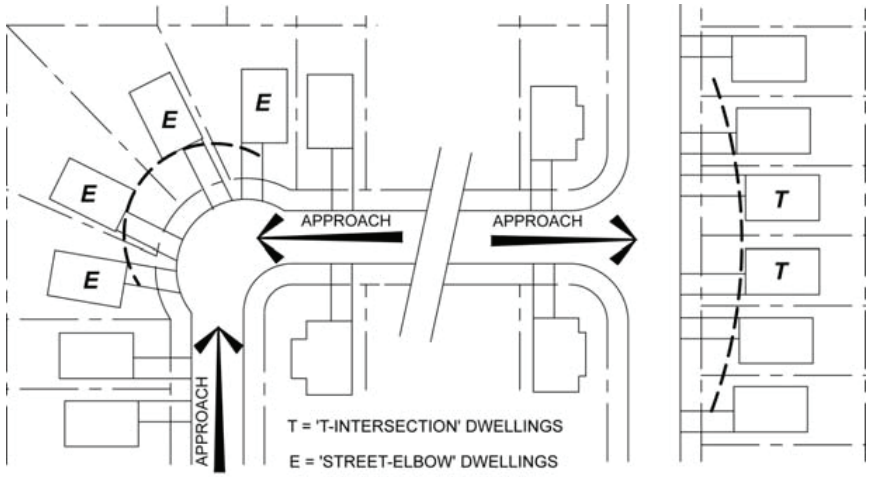


Fig. 4.8.2a - Plan view terminus dwellings



Fig. 4.8.2b - Example of view terminus dwellings



Fig. 4.8.3 - Conceptual image of rear facades interfacing with existing residential

4.8.4 Upgraded Rear and Side Architecture

Upgraded Rear And Side Architecture is required where these elevations are exposed to public view. This occurs in the following situations:

- Lots which back or flank onto:
  - golf fairways;
  - parkette;
  - roads;
  - stormwater management pond;
  - walkways;
  - open spaces, buffers, valleylands;
- Where severe stepping of units on street curves causes exposure to the side wall.

The exposed side and/or rear elevations of these dwellings shall have a high degree of design quality and detail consistent with the front elevation of the dwelling. This should include, but not be limited to, features such as:

- Enhanced window style, muntin bars, shutters, frieze board, quoining/ pilasters, decorative panels/louvres and brick detailing consistent with the front elevation.
- Introduction of gables and/or bay windows.
- Additional fenestration on the exposed side elevation.
- Muntin bars in patio doors.
- Some variety among rear yard setbacks or rear wall articulation is encouraged for lots having long stretches of high exposure rear elevations.
- For dwellings on rear-split or walkout lots which are highly visible to public areas, the rear deck shall be of an upgraded design and at a minimum require the following:
  - an upgraded railing design;
  - staining of the wood in a tone complementary to the exterior colour of the home;
- The use of covered outdoor amenity spaces such as loggias or verandahs are encouraged.



Fig. 4.8.4a - Conceptual image of upgraded rear architecture



Fig. 4.8.4b - Home designs are encouraged to incorporate loggias/verandahs



Fig. 4.8.4c - Conceptual image of upgraded side architecture

5.0 Architectural Guidelines For Mid-Rise Apartment Building

5.1 Site Planning

- The proposed mid-rise apartment building within Development Area E will provide a compact, 6-storey housing form with underground parking sited to face Dundas Street and setback from the existing townhouses to the west to minimize overshadowing and loss of privacy.
- The building will maintain ample exposure to the street frontage and reinforce the Dundas street edge. Building setbacks from Dundas Street will allow sufficient space for landscaping to create an attractive pedestrian-scaled environment.
- The site will be accessed from Dundas Street via a single 6.0m wide private driveway. A sidewalk will be provided linking the main entrance with the existing multi-use trail on Dundas Street.
- The building is positioned in the central portion of the site and will form a 'L' shaped floor plate to suit the triangular- shaped site.
- The 6-storey height and building massing is appropriate to the context of the adjacent major thoroughfare and the surrounding area.
- A 1,354.83 sq m outdoor amenity space is provided at the northeast and southeast corners of the building. Additional outdoor amenity spaces, including patios, balconies and terraces, will ccombine for a total outdoor amenity space of 3,605.41 sq m. There is also 353.61 sq m of common indoor amenity space provided on the ground level.
- A total of 178 parking spaces are provided. A majority of the parking spaces (144 spaces) will be provided in a single level underground parking garage. 34 visitors parking spaces will be provided at-grade toward the side and rear of the building, away from Dundas Street.
- The access ramp to the underground parking area will be located adjacent to the drop-off / lay-by area in a well-lit, easily identifiable but unobtrusive manner.
- The building has been located to ensure good sight lines for vehicular accesses and to create coherent on-site traffic circulation.
- Bicycle parking will be provided within the underground parking garage in secure lockers. Visitor bicycle spaces will also be located aboveground at grade near the main entrances. A total of 73 bicycle parking spaces are provided.
- Loading, garbage, staging and servicing areas are located on the south side of the building away from public views.
- Refer to the Millcroft Greens Development Area E site plan on the following page.



Fig. 5.1a - Conceptual built form character for the mid-rise apartment building

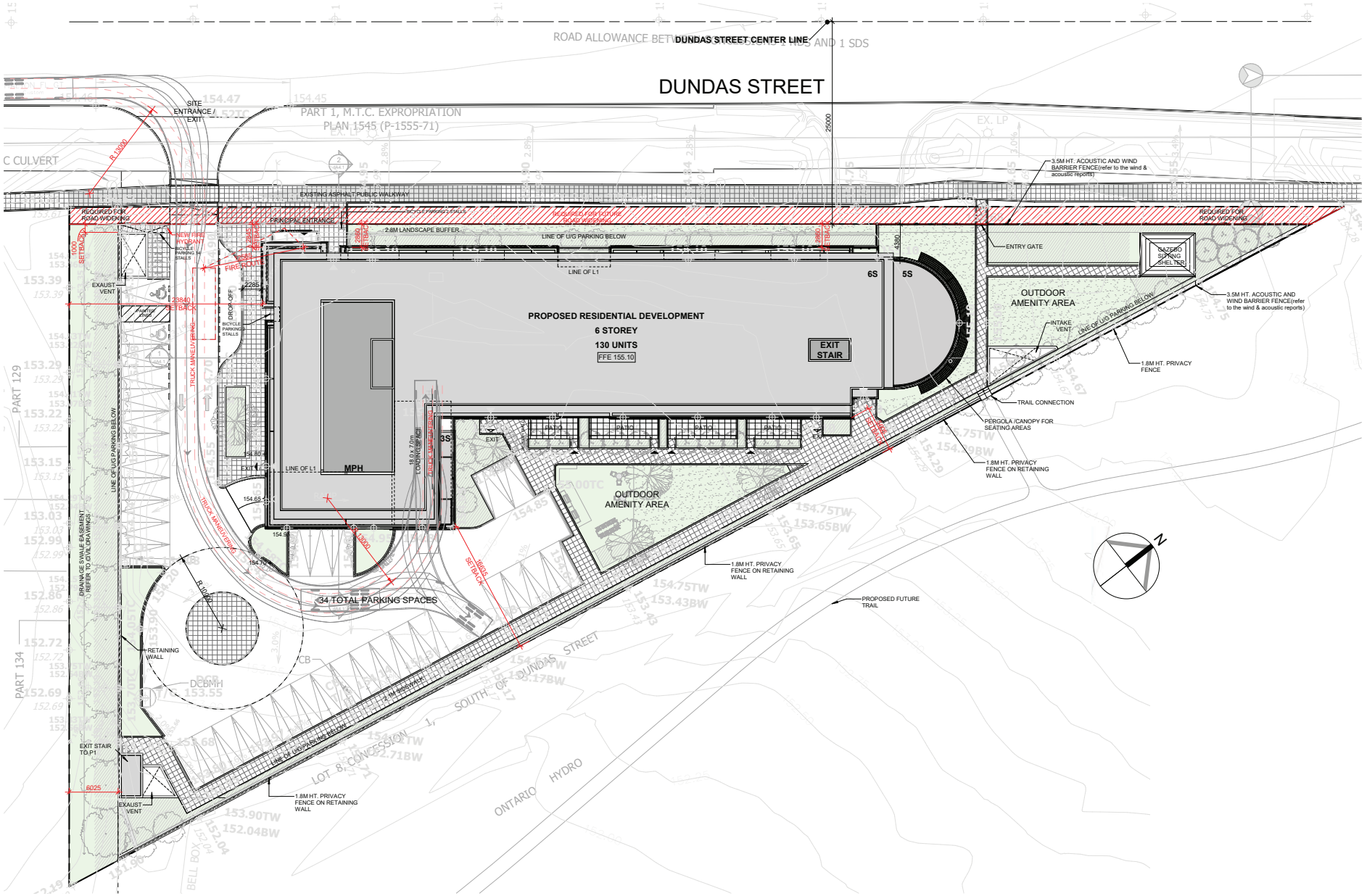


Fig. 5.1b - Conceptual site plan for the condominium apartment building (Development Area E) - prepared by Kirkor

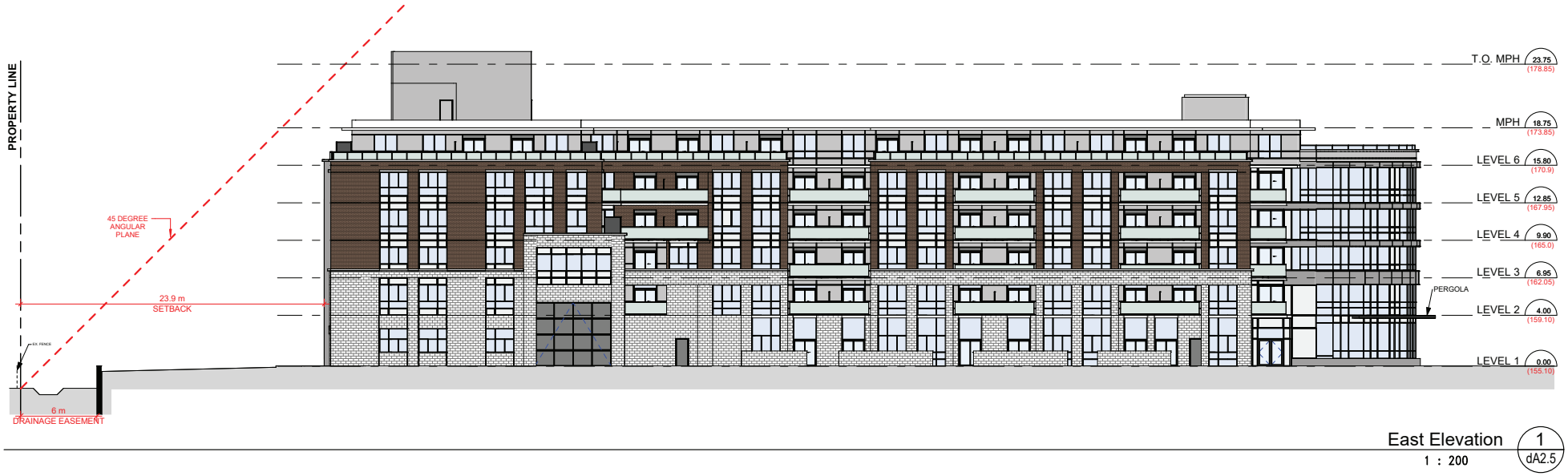


Fig. 5.1c - Diagram demonstrating a 45 degree angular plane adjacent to low-rise development (Development Area E) - prepared by Kirkor

5.2 Building Design

- The proposed 6-storey mid-rise apartment building shall exhibit architectural design excellence to ensure a distinct and attractive built form character that appropriately suits the site context.
- A total of 130 units are proposed in a variety of unit sizes including:
  - 26 one bedroom units;
  - 63 one bedroom + den units;
  - 12 two bedroom units;
  - 19 two bedroom + den units; and
  - 10 three bedroom units.
- A contemporary inspired architectural style is proposed for the development.
- All elevations of the proposed building will be highly visible within the public realm due to exposure to Dundas Street, existing townhouses to the west and hydro corridor and existing golf course to the south and east. Therefore, all building façades shall provide visual interest through the use of appropriate architectural detailing, wall and roof articulation, fenestration, balconies/ terraces, lighting and materials to express a distinct visual identity.
- Utilize high quality materials and articulated building façades to create an animated streetscape, a vibrant public realm and a pedestrian-scaled environment along Dundas Street.
- The building should be designed to establish base, middle and upper portions, as follows:

<u>Base Portion:</u>

- The base portion of the building should provide visual interest through use of heavy materials (i.e. masonry materials), colours, ample fenestration, sophisticated wall articulation and style-appropriate architectural detailing (such as canopies, cornices, etc.) to create a consistent and attractive building façade that reinforces a human scale environment at street level.
- Building design should provide a defined transition between the private and public realms to foster a comfortable and safe pedestrian environment.
- The main entrance / lobby shall be designed with distinctive architectural features to highlight the main entrance to the building. This may include large amounts of glazing, increased floor heights, canopy covers, etc.

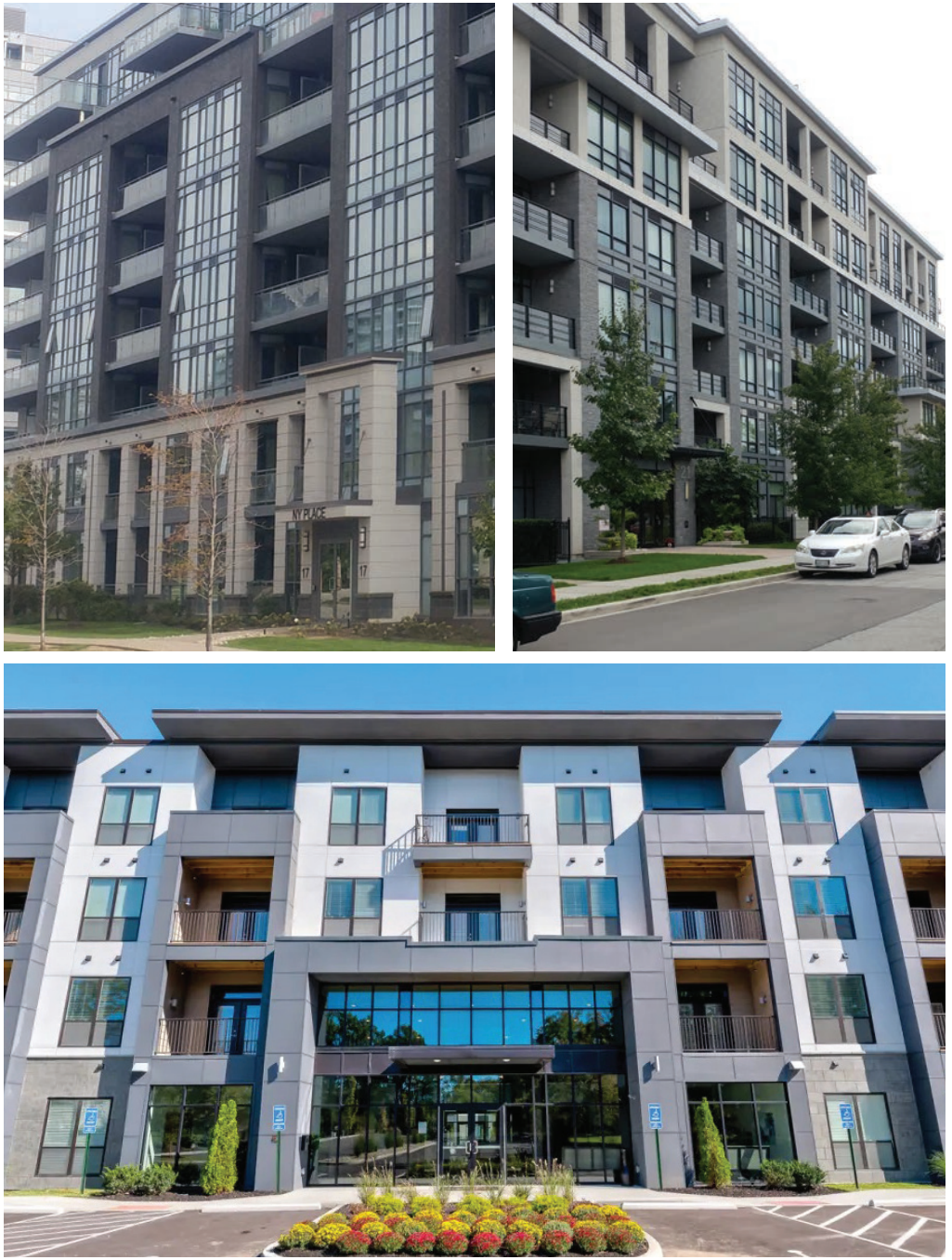


Fig. 5.2a - The building shall exhibit a high degree of architectural design quality

Middle Portion:

- The middle portion of the building will contain the largest mass and reflect the architectural character of the development.
- Variation in the design and articulation of this portion of the building should be provided to promote visual interest.
- Internal layout of the building should allow for variety of unit sizes.
- Operable windows should be utilized to allow ventilation and lessen heating and cooling costs, subject to noise attenuation requirements.
- Where balconies are provided, they should be well-detailed to suit the architectural style of the building. Balconies should be a minimum 1.5m in depth to comfortably accommodate space for seating.

Upper Portion:

- The upper portion of the building should be emphasized through articulations of the exterior wall plane, lighter accent materials (i.e. composite aluminium panels) or roofline to draw the eye skyward.
- Roof form plays a significant role in the overall massing, character and quality of the building. Where a flat roof form is desired a strong cornice line or parapet is recommended.
- Rooftop mechanical and telecommunications equipment must be visually integrated into the roof form.



Fig. 5.2b - Built form characteristics of condominium apartment building



Fig. 5.2c - Building design should provide a defined transition between the private and public realms to foster a comfortable and safe pedestrian environment



Fig. 5.2d - Roof form contributes to character of the building



Fig. 5.2e - 3D massing model of the proposed condominium apartment building - Artist's Rendering prepared by NAK Design Strategies



Dundas Street East View



Dundas Street South View



Interior Courtyard View

Fig. 5.2f - Perspective Views of the proposed condominium apartment building - Prepared by Kirkor Architects

5.2.1 Main Entrances

- Main entrances should be ground-related and provide barrier-free access to the building.
- Main entrances should be designed as a focal feature of the building, incorporating high quality architectural and landscape design.
- Weather protection at entries should be provided at main entrances through the use of canopies, colonnades, porticos or wall recesses.
- Main entrances should be designed to provide visibility to interior lobbies to allow for safe and convenient arrival and departure from the building.







Fig. 5.2.1 - Main entrances should be designed as a focal feature of the building

5.2.2 Exterior Materials and Colours

- The choice of exterior cladding materials should have high durability / low-maintenance and should reinforce the architectural style of the building.
- The predominant wall cladding materials should be masonry (i.e. precast concrete panels with formed brick and stone faces). The use of accent materials (i.e. pre-finished composite aluminium panels) is encouraged provided these elements enhance the quality of the building and blend harmoniously with the primary cladding material.
- Heavier materials such as stone and brick should be used on the base and middle portions of the building while ligheter materials such as metal panels, should be used on the upper portion of the building.
- The use of stucco and EIFS, or any materials which mimic other materials or which deteriorate quickly, is strongly discouraged.



Brick



Metal Panels



Stone

Fig. 5.2.2 - Examples of Contemporary Main Wall Cladding Materials

5.2.3 Lighting / Signage

- High quality outdoor lighting should be integrated into the building architecture and located strategically throughout the site to ensure nighttime safety, security and enjoyment while preserving the ambiance of the night.
- Building entries, parking areas, sidewalks, driveways and walkways shall be adequately illuminated with low level, pedestrian-scaled lighting. Site lighting shall be directed downward and inward to mitigate negative impact on neighbouring uses.
- Outdoor lighting shall be selected and located to reduce light pollution and avoid light spillage or glare on nearby properties and those living in the building above. Use of full cut-off light fixtures that cast little or no light upward in public areas is encouraged.
- Energy efficient lighting should be utilized to conserve resources.
- Signage shall occur in a coordinated manner and be of a high quality. Plastic backlit box signage is discouraged.



Fig. 5.2.3 - Examples of signage and lighting

5.2.4 Parking Areas / Driveways

- Parking requirements shall comply with zoning by-law requirements. The primary objective is to mitigate the negative visual impact on the public realm associated with parking areas and driveways.
- The primary parking area for the site is located within a single level underground parking garage, accommodating 144 parking spaces. The remaining 34 required parking spaces for visitors will be provided as surface parking located at the sides and rear of the proposed building.
- Bicycle parking spaces are provided throughout the site and within the underground parking garage.
- Where visible from Dundas Street, parking areas should be screened through the use of edge landscaping and architectural elements, such as decorative metal fencing with masonry piers consistent with the landscape architecture of the Millcroft Community.
- The driveway to underground parking area is located in an easily identifiable but unobtrusive manner, close to the main building entrance / drop-off area.



Fig. 5.2.4 - Conceptual image of underground parking ramp incorporated into the building design

5.2.5 Servicing Areas

- Loading, garbage, staging and servicing areas will be integrated into the building design or screened with landscaping, walls or fencing to minimize negative impacts on adjacent properties.
- Rooftop mechanical and telecommunications equipment shall be screened from public view and integrated into the design of the building.
- Ventilation shafts, vents, utility meters, and other above-ground mechanical equipment or site servicing elements should be located away from public sidewalks and outdoor amenity areas, where feasible, or screened in a manner that lessens their visual impact.



Fig. 5.2.5 - Example of screening treatments to mitigate views of service areas

5.3 Other Potential Built Form Options for Area E

The previous section has highlighted design criteria for a mid-rise apartment building form. Other permitted built forms within Area E may also include standard townhouses, rear lane townhouses, dual frontage townhouses and back-to-back townhouses. Refer to alternative site plan designs below and on the following pages (Fig. 5.3a - 5.3d) for Area E consisting of a variety of townhouse built form types.

These housing forms will require a Site Plan Approval process administered by the City. Also, an update to this Urban Design Brief may be requested by the City prior to development of Area E should the townhouse option proceed to detail and demonstrate how the proposals meet the urban design intent of the community. Outlined on the following pages are design principles for the various townhouse forms.



Fig. 5.3a - Alternative Site Plan Design for Area E - Option 1

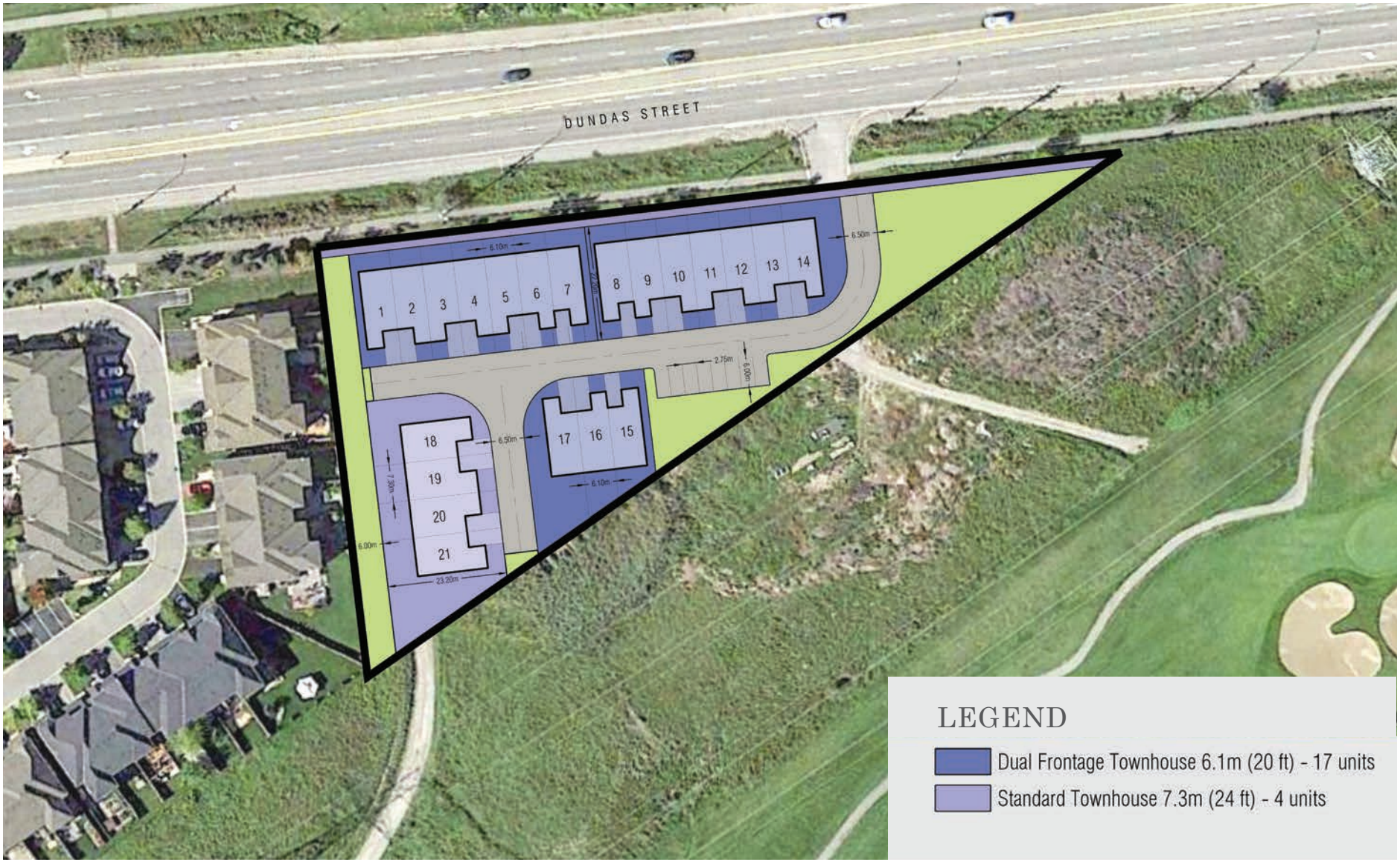


Fig. 5.3b - Alternative Site Plan Design for Area E - Option 2



Fig. 5.3c - Alternative Site Plan Design for Area E - Option 3



Fig. 5.3d - Alternative Site Plan Design for Area E - Option 4

5.3.1 Standard Townhouses

Standard Townhouses have garages accessed from a private road located at the front of the unit. Standard townhouses will contribute to the mix of housing types in the development, adding diversity of housing choice and streetscape character. The following design principles are recommended:

- Standard townhouse blocks may range from 3 to 8 units.
- Building elevations visible from public areas should incorporate appropriate massing, proportions, wall openings and plane variation in order to avoid large, uninteresting façades.
- Townhouse dwellings should have two to three storey massing.
- For corner lot buildings, the entry of the interior units shall be oriented to the front lot line, while the entry of the corner unit is encouraged to be oriented to the flanking lot line.
- Front-facing garages should be incorporated into the main massing of the building to ensure they do not become a dominant element within the streetscape.
- Street-accessed townhouse dwellings will have single-car attached garages accessed from the private road, with an additional parking space on the driveway.
- Garages / driveways for townhouse dwellings should be paired, wherever feasible, to maximize on-street parking opportunities or front yard landscaping.
- Utility meters should be shielded from public view where reasonably feasible. Placement of meters shall comply with local utility company requirements.



Fig. 5.3.1a - Conceptual image of Standard Townhouses

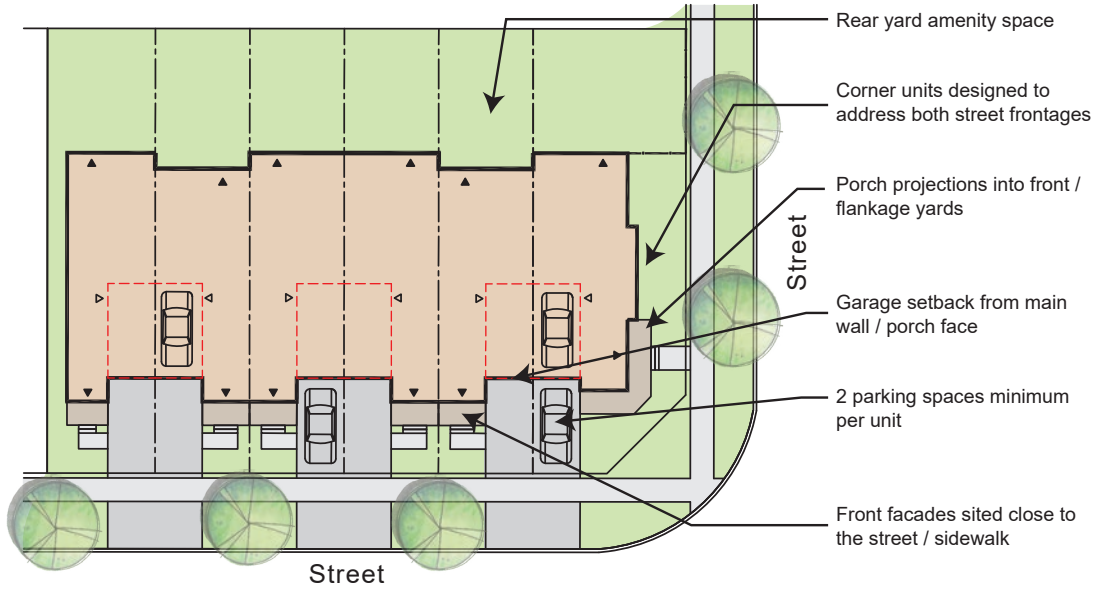


Fig. 5.3.1b - Conceptual Demonstration Site Plan for Standard Townhouses

5.3.2 Rear Lane Townhouses

Rear Lane Townhouses have garages accessed from a private road located to the rear of the unit. This form of housing contributes positively to the built form character of the neighbourhood by removing garages and driveways from the public realm and establishing a strong uninterrupted street edge that is more urban in character. In addition to the relevant design principles outlined in Section 5.3.1 (Standard Townhouses), the following design principles are recommended:

- Rear Lane Townhouses should be sited in close relation to the street with minimal front yard setbacks.
- The height for Rear Lane Townhouses is typically 2 to 3.5 storeys.
- Outdoor amenity areas will typically take the form of a raised terrace located above the garage. Privacy screens should be provided between outdoor amenity spaces of neighbouring units.
- A walkway should link the front door to the public sidewalk or multi-use path.
- Buildings shall be designed with active front and flanking and rear façades, which may include large porches, ample fenestration and balcony treatments to stimulate overlook of public areas and contribute to vital and safe public spaces.
- Garages will typically be 2-car and incorporated into the main massing of the dwelling.
- Utility meters and air conditioning units shall be carefully placed and concealed from public view. Placement of meters shall comply with local utility company requirements. Air conditioning units should be located away from the dwelling's front or flanking yard. If this is not possible, they should be screened with landscaping or fencing.



Fig. 5.3.2a - Conceptual image of Rear Lane Townhouses

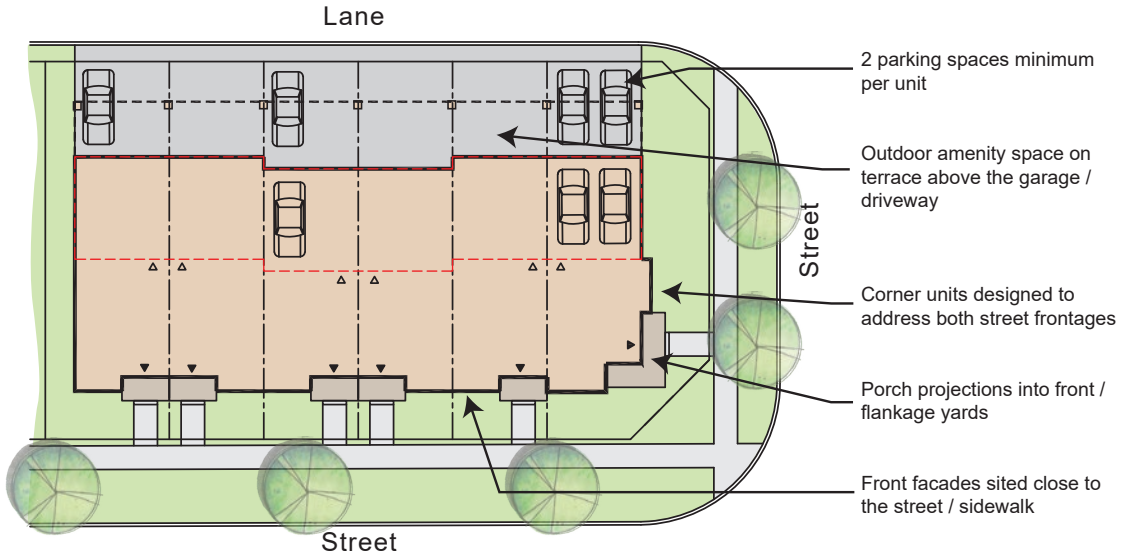


Fig. 5.3.2b - Conceptual Demonstration Site Plan for Rear Lane Townhouses

5.3.3 Dual Frontage Townhouses

Dual Frontage Townhouses have the main front façade of the dwelling facing Dundas Street (primary street) and the rear of the dwelling, including the garage, driveway and outdoor amenity area facing a private street. This form of housing is used where direct driveway access from the primary street is not practical or to avoid long runs of reverse frontage lotting. In addition to the relevant design principles outlined for Standard Townhouses and Rear Lane Townhouses, the following design principles are recommended:

- Dual Frontage Townhouses require a high degree of architectural detailing on both front and rear elevations due to their heightened degree of public visibility.
- The height for Dual Frontage Townhouses is typically 3 to 3.5 storeys.
- Dwellings should be sited close to Dundas Street to encourage an attractive, pedestrian-friendly streetscape.
- A walkway connecting the front entrance directly to the public sidewalk is required.
- Dwellings will have a single-car attached garage with an additional parking space on the driveway.
- Garages / driveways should be paired, wherever feasible, to maximize on-street parking opportunities.
- Outdoor amenity space will typically take the form of an elevated terrace located at the rear of the dwelling overlooking the private street. Privacy screens should be provided between outdoor amenity spaces of neighbouring units.

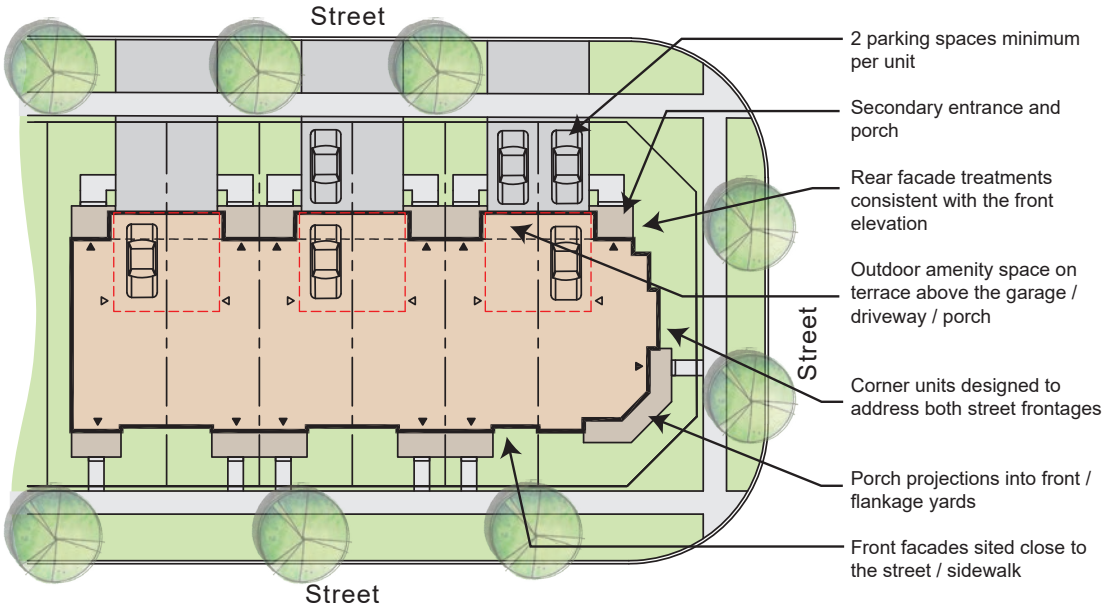


Fig. 5.3.3b - Conceptual Demonstration Site Plan for Dual Frontage Townhouses



Front Elevation Facing Primary Street



Rear Elevation Facing Minor Street

Fig. 5.3.3a - Conceptual image of Dual Frontage Townhouses

5.3.4 Back-to-Back Townhouses

Back-to-Back Townhouses have a common demising wall along the rear of the unit in addition to the traditional interior side walls. Outdoor amenity space is provided in the form of a balcony typically located above the garage. In addition to the relevant design principles outlined for Standard Townhouses and Rear Lane Townhouses, the following design principles are recommended:

- Back-to-back townhouse block sizes may range from 6 to 16 units. Mixing of townhouse block sizes along the street can help provide visual diversity of the streetscape.
- The height for Back-to-back Townhouses is typically 3 storeys.
- Private outdoor amenity space is typically provided in the form of a balcony or rooftop terrace. Privacy screens should be provided between outdoor amenity spaces of neighbouring units.
- Since balconies will be facing the street, they must be well-detailed to suit the architectural style of the building using upgraded, durable and low-maintenance materials.
- Dwellings will have a single-car attached garage with an additional parking space on the driveway. Garages shall not project beyond the front wall or porch face of the dwelling.
- Entrances to each unit should be ground-related requiring no more than a few stairs to access, subject to site grading conditions.

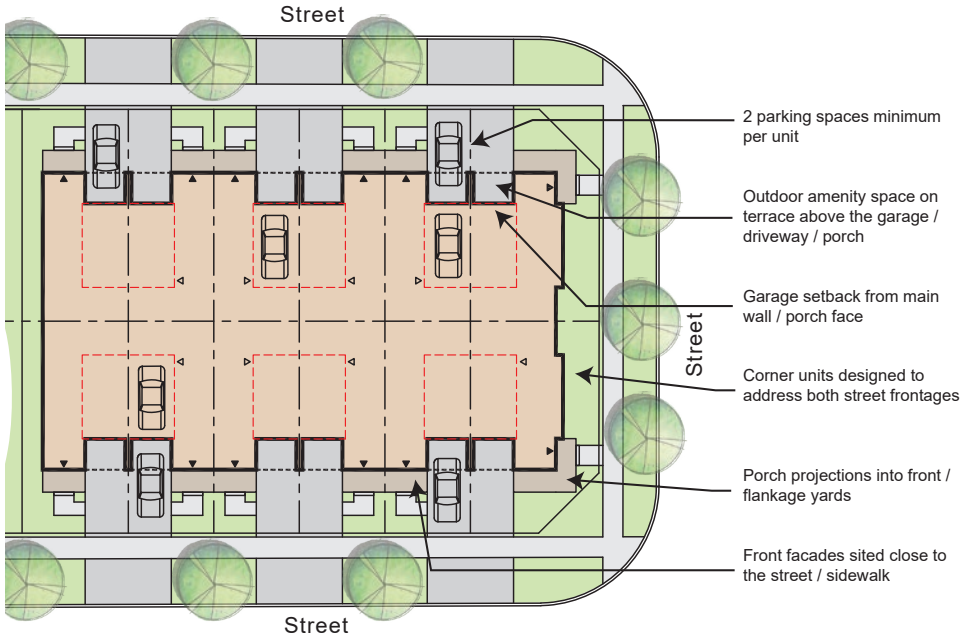


Fig. 5.3.4b - Conceptual Demonstration Site Plan for Back-to-Back Townhouses





Fig. 5.3.4a - Conceptual Images of Back-to-Back Townhouses

5.4 Response to Urban Design Objectives and Policies of the Official Plan

The following section analyzes how the development proposal meets the urban design objectives and policies of the Official Plan (Section 6.0 - Design). The principle or policy is shown italicized in bold with a corresponding response noted below.

6.2 Objectives

a) To ensure that the design of the built environment preserves, enhances and connects natural features and landscapes.

Response: There are no natural features adjacent to the site. Notwithstanding this, the building is designed and sited with due consideration of the adjacent landscape, including the existing Hydro Corridor and golf course fairway to the southeast and a recreation centre to the north. The location of common outdoor amenity areas, edge plantings, and orientation of building entrances, private balconies and fenestration is appropriate in creating an enhanced interface.

b) To ensure that the design of the built environment enhances heritage features.

Response: Not applicable. There are no heritage features in close proximity to the site.

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.

Response: The development proposal provides intensification of an underutilized site (existing golf course maintenance facility) in a prominent location adjacent to Dundas Street in an area that is well-served by existing infrastructure and transit. The development is also adjacent to a hydro corridor and existing Townhomes on Rawlins Common to the west. The proposed 6-storey apartment building is sited to the eastern portion of the site providing a building setback of more than 23m from the existing residential properties. Overshadowing and overlook onto existing residential properties has been appropriately addressed through the siting and design of the proposed building. In addition a 6m landscape strip will be provided at the interface with existing residential. The proposed building is designed with animated facades and strong visual and physical connections to Dundas Street that will strengthen the neighbourhood character and provide an improvement over the existing built form on site (maintenance facility).

d) To ensure that the design of the built environment in new communities integrates with the natural setting and provides a diverse social setting that is well served by public transit, and by attractive and well-developed pedestrian environments.

Response: The proposed development will provide a transit supportive housing form with a variety of unit sizes that will serve a wide demographic and household compositions. The design of the base portion of the building will create a vibrant, pedestrian oriented streetscape through direct linkages to the lobby from the public sidewalk, provision of ground floor units with at-grade private courtyards, and high quality landscaping. The proposed building will assist in enhancing the emerging urban character of Dundas Street and in creating a complete community.

e) To achieve a high quality of design within the public realm.

Response: The proposed development provides a high quality public realm that appropriately addresses Dundas Street through building location, architectural treatments (including glazed landmark features at the east and west ends of the building) and landscaping as referenced throughout this report and evidenced by the perspective drawings and site plan.

f) To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.

Response: The orientation, scale, massing, materials and architectural treatments proposed will result in a high quality, well-articulated building form that is suitable for its context and will provide a unique sense of place within the Dundas Street streetscape.

g) To integrate urban design into the full range of decision-making activities to assist in achieving the design objectives of this Plan.

Response: The design proposal has been carefully designed, taking into consideration all applicable urban design policies. The development application has also been subject to a the City's urban design review panel. Recommendations of the BUD Panel have been incorporated into the development proposal.

h) To ensure that the principles of Sustainable Development are considered in the design of the built environment.

Response: The proposed mid-rise residential building will encourage a healthy, pedestrian-oriented lifestyle by providing a smaller footprint to house a larger number of people than a typical low density neighbourhood. Compact, high density, street-oriented urban form supports a healthy, pedestrian-oriented lifestyle and

promotes intensification versus sprawl. This transit-supportive building will encourage a reduction in automobile usage by being located in an area served by public transit. Primary parking will be located underground. To further promote active transportation, bicycle parking and connectivity to public transit will be integrated into the site design. A white roof and extensive landscaping will be utilized to minimize the heat island effect. High quality double glazed windows will be used. Additionally, the Ontario Building Code has been substantially enhanced over the last decade to bring in a range of energy efficient building standards that limit reliance on fossil fuels, reduce emissions, and minimize impact on climate change.

6.3 Existing and New Communities Policies

a) Neighbourhoods or communities with distinctive designs may be identified by City Council and design measures may be required in these areas to maintain their identity.

Response: Not applicable.

b) City Council may identify certain locations as gateways into the City or into parts of the City, and shall require distinctive design forms at these locations.

Response: Not applicable.

c) City Council may identify locations, particularly at entrances into established communities, as having landmark significance and shall ensure that these are retained through design measures.

Response: Although the site is not at an entrance to the community, the building employs a high standard of design quality to result in creating a landmark building within the Dundas Street streetscape.

d) City Council may require the preparation of design plans in conjunction with development proposals. These plans shall, among other things, identify the natural environment system as the organizing framework for new community forms, define a physical organization that supports the goals of mixed land use, diversity and pedestrian orientation, define the public realm and the relationship of built form to the public realm, address issues of the physical integration of the community with surrounding areas, encourage the use of public transit and the creation of an environment for pedestrians and bicyclists, identify opportunities to integrate public art or other cultural elements into the community, and promote public safety.

Response: The preparation of this urban design brief addresses this policy.

e) Preference will be given to community design containing more compact forms of development that support higher densities, are pedestrian oriented and encourage increased use of public transit.

Response: The proposed development, which is a compact, higher density, pedestrian oriented, and transit-supportive form, supports this policy.

6.4 The Public Realm Policies

a) Design opportunities to enhance the quality of the public realm shall be encouraged as a part of the design of all municipal undertakings, including public parks and buildings, public streets, natural areas and all municipal engineering projects related to public spaces.

Response: The development proposal will enhance the quality of the public realm within the local area. The Dundas Street streetscape will be improved through landscape treatments, building position, and an animated building facade that combine to provide a safe, comfortable pedestrian environment.

b) Existing streets shall be examined for their qualities as pedestrian spaces and visual links as well as carriers of traffic, and guidelines may be adopted to enhance these qualities.

Response: The development proposal will increase the quality of the pedestrian zone along Dundas Street in front of the building.

c) "Traffic-calming" measures shall be implemented in certain areas to enhance the potential for pedestrian activity, through methods such as reduced speeds and road widths and on-street parking.

Response: Not applicable.

d) Design opportunities to introduce or improve links where existing areas are inadequately connected to each other or between important public areas shall be encouraged.

Response: The development proposal further extends the emerging urban character of Dundas Street and provides for residential density and overlook of public areas (i.e. Haber Recreation Centre, sports fields within Norton Park and leash-free Dog Park on the north side of Dundas Street) opposite the site.

e) Improvements to existing streetscapes shall be encouraged when reconstruction occurs and shall be implemented in accordance with Council-approved Urban Design Guidelines, where such guidelines exist.

Response: The Dundas Street streetscape in front of the proposed building will be improved as demonstrated in the detailed site plan. This will include provision of a future road widening to be dedicated to the Region.

f) City Council shall place particular emphasis on the design of intersections of major roads in the City as marking major entrances into nearby neighbourhoods, and may require design measures that define these intersections.

Response: Not applicable.

g) The design of all municipal undertakings shall promote adequate visibility of isolated areas from high traffic areas in order to promote public safety.

Response: Not applicable.

6.5 Design Guidelines Policies

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

Response: The density, form, bulk, height, setbacks, spacing and materials proposed for this development have been designed to demonstrate compatibility with the surrounding area while creating a high quality transit-supportive form adjacent to a major transit corridor.

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

Response: The proposed development site is located adjacent to existing townhouses to the west. Fencing and landscape treatments, in addition to increased building setback and locating outdoor common amenity areas away from the existing residential properties, will provide a suitable buffer between new and existing development to foster compatibility.

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.

Response: The proposed building addresses pedestrian scale, safety and the perception of safety and access by incorporating direct at-grade entrances/courtyards close to the sidewalk, providing ample fenestration and balconies overlooking Dundas Street and the Hydro Corridor. Additional, the eastern portion of the building provides a 'flatiron' glazed architectural feature that will provide a defining landmark within the streetscape and adjacent to the Hydro Corridor.

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.

Response: The public streetscape will be enhanced through landscape treatments and provision of a 2 storey glazed entrance lobby in addition to direct access to grade related entrances for ground floor units from the public sidewalk within the Dundas Street streetscape.

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.

Response: The proposed development will meet all accessibility requirements. Accessible parking is located at-grade close to the lobby and within the underground parking garage close to the elevators.

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

Response: The proposed site design and building design incorporates principles of Crime Prevention Through Environmental Design (CPTED)in order to ensure a safe and secure development.

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.

Response: The primary parking area will be located within an underground parking garage. Limited surface parking is located to the side and rear of the building to avoid any negative visual impact upon the public streetscape.

h) 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.

Response: The building is designed and sited to present a strong public face towards Dundas Street.

i) Reverse frontage lotting patterns and the use of acoustical walls next to major, multi-purpose and minor arterial and collector roads should be avoided. In addition, side and end elevations of buildings facing major, multi-purpose and minor arterial and collector roads should be designed with an upgraded level of architectural treatment for the purpose of avoiding the use of blank walls facing these roads. Building setbacks from the street are to be minimized along pedestrian and transit-oriented streets.

Response: The proposed building's front facade is oriented and sited close to Dundas Street (approximate setback is 3m). The building's facade is well-articulated and upgraded to create a vibrant architectural treatment that will result in a vibrant, pedestrian oriented streetscape.

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.

Response: Loading and servicing areas are located to the rear and internal to the building to avoid negative impacts. Ventilation and utility elements will be located discreetly or screened to maintain positive views.

k) The City shall review and adopt lighting standards for City streets and facilities in order to minimize sky-glow while not compromising public safety. 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.

Response: Site and building lighting will be full cut-off and dark-sky compliant to minimize negative impacts. Additionally, all lighting will be directed downward and inward to ensure lighting does not overspill onto adjacent properties.

l) 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.

Response: Not applicable.

m) All development shall be designed having regard for Sustainable Development considerations as set out in Part II, Subsection 2.7.3 of this Plan.

Response: The proposed development will satisfy the requirements described in Part II, Subsection 2.7.3 of the Burlington Official Plan. This will include, but not be limited to sustainable development and construction measures to maximize energy efficiency, minimize greenhouse gas emissions, maximize water conservation, provide for efficient pedestrian movement / access to transit.

6.6 Implementation Policies

a) Zoning By-law regulations shall be reviewed from a design perspective and shall encourage innovations that achieve City design objectives.

Response: The proposed zoning by-law incorporates regulations that support the City's urban design objectives and policies.

b) Existing municipal development engineering standards shall be reviewed from a design perspective and shall encourage innovations that achieve City design objectives.

Response: The development proposal will comply with all applicable municipal development engineering standards.

c) The preparation of design guidelines shall be required as part of the consideration of major site- or area-specific development proposals, including secondary planning studies, in order to investigate and recommend solutions to issues such as compatibility with surrounding uses, transit use, micro-climate effects, pedestrian safety, noise abatement and issues of human scale and views. Any City Council-approved design guidelines are considered City policy and shall be implemented for all public and private development proposals. A list of Council-approved Design Guidelines is included for reference purposes in Appendix B of this Plan, and may be amended from time to time without requiring an amendment to this Plan.

Response: The development proposal and it's supporting technical studies/reports, including this Urban Design Brief, demonstrate compatibility with the surrounding context. Additionally, the development proposal takes into consideration the City's Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (2019).

d) An interdisciplinary staff committee, an outside advisory body of design professionals or other means may be established by City Council to advise on issues of design.

Response: The development proposal has been reviewed by the Burlington Urban Design Panel. Input of the BUD Panel has been taken into consideration and the proposal has been refined to address the recommendations.

e) Senior orders of government, public authorities and public utilities shall be encouraged to have regard for the design objectives contained in this Official Plan.

Response: Not applicable

f) The needs of persons with disabilities shall be considered in each development, and universal physical access features should be incorporated in all new buildings.

Response: The proposed development shall comply with the City's Accessible Design Standards, as applicable, and the Ontario Building Code.

5.5 Response to City's Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings

Burlington's "Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings" (2019) represent best practices, developed to inform the urban design aspects of mixed-use and residential mid-rise buildings and implement the City's Official Plan objectives and policies related to design excellence and the creation of a high-quality built environment that supports complete, compact, and sustainable communities. The proposed development complies with the intent of the "Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings" as demonstrated through this Urban Design Brief and the detailed site plan submission.

The following is a brief synopsis of site and building design features that express general compliance with Burlington's "Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings" :

- The 6-storey residential apartment building has been designed with bottom, middle and top portions. The lower portion of the building is defined through a prominent 2-storey entrance lobby, grade-related patios to create a positive pedestrian experience and reinforce a human scale and with stone wall cladding. The middle portion of the building incorporates a change of materials (brick) and the upper portion is stepped back and lighter materials employed to define the roofscape.
- The building is sited with its front facade close to Dundas Street to create a defined street edge that complements the setback of the existing townhouses to the west of the site. There currently is not a defined 'streetwall' in this area.
- Although the building is not located on a corner site, a prominent 'flatiron' architectural feature is located facing the open space area created by the Hydro Corridor along the eastern portion of the site which provides a distinctive landmark design element.
- The facade incorporates high quality materials and utilizes fenestration and articulation to create a strong public face.
- The facade is articulated to lessen the perceived length of the building.
- Balconies are provided and integrated into the building design.
- The building is separated from the existing townhouses (approximately 23.8m, including a 6m landscape buffer) to ensure privacy, sunlight and views.
- The building entrance is barrier free, grade-related, clearly defined and accessible from the street.
- The site access is well-defined and prioritizes pedestrians over vehicles.
- Parking is primarily located underground with limited surface level parking located to the side /rear of the building to ensure no visual impact on the Dundas Street streetscape.
- Access to the parking and servicing areas is to the rear of the building.
- Bicycle parking has been provided in convenient locations.
- Servicing areas are located internal to the building.
- Outdoor amenity areas are provided at grade in highly visible locations. Indoor amenity area overlooks outdoor amenity space.
- High quality landscape treatments have been provided.
- Utilities will be screened to minimize negative visual impacts.
- The siting and massing of the building does not negatively impact the adjacent low-rise residential uses. A Shadow Study has been prepared by the design architect to demonstrate this.

Outlined below is an itemized and detailed analysis of how the proposed development meets the Burlington's "Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings". Italicized/bold text represents the design guideline followed by a response indicating how the proposal complies, where applicable:

2.0 LOWER BUILDING

2.1 Building Placement

1) In general, buildings should be placed parallel to streets or public open spaces (within or along the edge of the site) to frame and define these spaces (Fig. 2.1). This will also increase the amount of private open space behind the building and separation from neighbouring properties.

Response: The proposed building is located parallel and close to the Dundas Street frontage. A 3.2m front yard setback is proposed which helps frame and define the street edge. The proposed building placement allows sufficient space for outdoor amenity spaces behind (south) and to the east of the building and adequate separation (23.84m) from the rear yards of existing 2-storey townhouses to the west.

2) Consider the building's orientation to maximize south-facing walls for optimal access to sunlight to habitable rooms and other environmental benefits such as energy conservation, solar access to open spaces or areas for stormwater management and planting.

Response: A large portion of the building is positioned to take advantage of the southern exposure, including all outdoor amenity areas.

3) Placement should consider existing site conditions and look to retain and enhance certain features as assets such as mature trees and topography.

Response: The building placement takes into consideration site grading conditions, which do not negatively impact the design of the building. There are no existing natural features or assets on the site. However, the building placement takes advantage of views onto Norton Park and the recreation centre located on the north side of Dundas Street and the existing Hydro Corridor and golf course fairway to the southeast.

4) Where there is a consistent pattern of street setbacks that is not planned to change, the building should be set back to align with its neighbours (Fig. 2.2).

Response: The south side of Dundas Street west of the site contains a series of common element condominium townhouse developments that utilize window streets running parallel with Dundas Street setting the townhouse buildings further to the south. Townhouse buildings that flank onto Dundas Street are sited closer to the street. The proposed mid-rise apartment building will generally align with the established building setbacks along this portion of Dundas Street.

5) Where street setbacks are established but differ on each side of the development site, the building should reconcile the different setbacks (Fig. 2.3).

Response: Not applicable. The site is located in between a common element townhouse development to the west and an existing hydro corridor to the east.

6) Where there is no consistent pattern of street setbacks, the building should be set back to create a boulevard that can accommodate wider sidewalks, street trees, landscaping, and active uses to establish a more pedestrian-oriented relationship between the building and the sidewalk. On streets where commercial / retail uses are required at the ground floor level, a minimum 6.0 metre boulevard is preferred, except where existing conditions preclude (Fig. 2.4). The intent is that a road widening will not be required to specifically achieve this guideline.

- Response: Not applicable; refer to design guideline # 4 response.

7) Where a building includes residential uses at grade, they should be differentiated from any active or non-residential uses through additional setbacks (Fig. 2.4). Front yards should incorporate landscaping and enclosure to provide privacy to individual units (hedges and fencing should be no taller than 1.5 metres).

Response: The building design separates ground level residential uses from the main entrance and service areas through wall articulation, private patios, and landscaping/ paving materials which assist in delineating these uses.

8) On corner sites, the building should frame both streets (see Sections 2.1.4 - 2.1.6. above for guidance on alignment). The placement of corner buildings may be subject to a daylight triangle.

Response: Not applicable. The building is not located on a corner site.

9) All buildings should have a public front ('face') and private back. Buildings should not expose their back onto the front of a neighbouring building to minimize impacts such as "back of house" activies on adjacent properties.

Response: The proposed mid-rise building is design consistently on all elevations. The public front face, exposed to Dundas Street, is designed with a distinctive and defining entrance feature and a rounded design element at the east end of the building to address exposure from Dundas Street and the existing hydro corridor. All site servicing areas (i.e. garbage, loading, staging and moving) are located internally away from existing townhouses uses to the west.

2.2 Building Separation & Spacing

1) In general, taller buildings should provide greater separation distances. Separation distances should generally range between 15.0-20.0 metres (see the guidelines below for specific scenarios).

Response: The proposed mid-rise building is 6-storeys and will be separated from the rear lot line of existing townhouses to the west by 23.84m. This includes a vegetated buffer.

2) Where windows are proposed within the lower building, a minimum separation distance of 15.0 metres should be provided between adjacent buildings (Fig. 2.6).

Response: Refer to separation distance stated in response above. This has been provided.

3) Where a continuous streetwall is desirable, side-yard setbacks are usually not required (Fig. 2.7). Continuous streetwalls are generally desirable within areas designated for mixed use, except where special site or block conditions require breaks to access mid-block connections, public courtyards, or other open spaces (refer to Sections 2.2.7 and 2.2.8).

Response: Not applicable.

4) On sites with multiple buildings, a minimum separation distance of 15.0 metres should be provided between buildings that face each other. This area should be

clear of building projections such as balconies and cantilevers to allow sunlight to access the lower levels of the building. Depending on the building form wider separation distances may be appropriate, especially if there are residential units at or below the ground floor level.

Response: Not applicable. This site contains only one building.

5) Where there is a transition between a mid-rise development and a tall building, a minimum separation distance of 20.0 metres should be provided between the tower component of a tall building and the nearest part of the mid-rise building to minimize overlook and shadowing and pedestrian level wind impacts.

Response: Not applicable.

6) Where a site is large enough to support multiple buildings consider offsetting or angling the buildings away from each other to improve privacy between facing units.

Response: Not applicable.

7) The spaces between buildings provide opportunities for physical and visual connections, mid-block connections should be provided on larger sites to create pedestrian and cycling links and overall site permeability, circulation, and connections to parks, open spaces, trails, and neighbouring amenities and resources beyond the site (Fig. 2.8 & 2.9).

Response: The site plan design and building placement allows for physical and visual connections on the east and west sides of the building and permits connections to the rear portion of the site. The site design promotes permeability, circulation and connections to all outdoor amenity areas and primary building entrances.

8) The design and layout of mid-block connections should be carefully considered and be identified for their intended purpose as a space for public or private movement with suitable landscaping, lighting and signage. The design of these spaces should enhance the sense and perceptions of personal safety and minimize potential for crime and vandalism by allowing building components to overlook streets and open spaces where appropriate. Connections and open spaces within the site should also be clearly signed and well-lit (Fig.2.10).

Response: The proposed mid-rise building is designed with active uses on the ground level and ample glazing and balconies on all sides allowing overlook of all common spaces and circulation routes. In addition, lighting and in some instances surveillance of these areas, including the internal aspects of the building (i.e. underground parking garage), the building design, active uses and lighting will minimize the potential for crime and vandalism. CPTED principles have been applied to the design and siting of the building to deter criminal activity,

2.3 Built Form: Height & Massing

1) When deciding on lower building height and massing consider the following:

- ***the permitted minimum and maximum heights set out in the Official Plan and Zoning By-law;***
- ***the physical character of the surrounding area including the height and scale of adjacent buildings and the immediate streetscape;***
- ***the views into, out of, and through the site;***
- ***the potential shadowing impacts on neighbouring properties and adjacent public spaces – taller elements should be arranged accordingly;***
- ***the micro-climate (particularly pedestrian level wind impacts created by wind); and***
- ***the relationship of the building height to building depth and lot width. Use site characteristics such as width (narrow or wide), depth (deep or shallow) and number of frontages to inform an appropriate built form.***

Response: The proposed site plan and building design has taken the above points into consideration. These items are detailed through the various reports and studies prepared for the development.

2) Design buildings so that the massing reinforces the street edge.

Response: The building design will maintain ample exposure to the street frontage and reinforce the Dundas street edge. Building setbacks from Dundas Street will allow sufficient space for landscaping to create an attractive pedestrian-scaled environment. The proposed 6-storey massing, together with materials, colours and building step-backs will define and reinforce the street edge.

3) In general, a building's form should reflect the existing and planned context in terms of street character (including the planned street function and right-of-way width), land use, and built form.

Response: The proposed mid-rise building form reflects the existing and planned context of the Dundas Street corridor, a major thoroughfare with existing transit and a variety of uses and built form types. The mid-rise development will provide a transit-supportive housing form with a variety of unit sizes that will serve a wide demographic and a range of household compositions.

4) Where a streetwall is established, the lower building height and upper building step-backs should reinforce the existing streetwall to create a consistent streetscape.

Response: Not applicable.

5) Where a streetwall is not established, the streetwall for new mid-rise buildings should be limited to a height of 80% of the street width (up to a maximum of 6-storeys) with additional storeys stepping-back a minimum of 3 metres above the streetwall to maintain a human-scale and minimize shadowing. On streets with a planned right-of-way width of 26 metres or more, new mid-rise buildings up to 6-storeys do not require an upper building step-back.

Response: Dundas Street has an estimated right-of-way width of 50.0m adjacent to the subject lands. The proposed building will be 6-storeys in height plus mechanical penthouse. Although not required based on the Dundas Street right-of-way width, the building is designed with an upper building step-back above the fifth level.

6) In general, the building should not exceed a length of 60.0 metres apart from L-shaped building forms. Longer buildings, approaching and exceeding 60.0 metres, should either be broken up physically or visually using architectural and design elements that sufficiently differentiate the building mass to appear as separate building forms. This should include step-backs, colour and material variations, and unique building articulation.

Response: The proposed building length facing Dundas Street is 76 m in length with a 10 metre indoor amenity rotunda element for a total length of 86 metres. The massing of the building is broken up using distinctive architect and design elements that assists in creating visually relief and variation. This includes using distinctive design elements at the east and west ends of the building.

7) Pushing (projecting) and pulling (recessing) building volumes from the main building form is encouraged to help break down the mass of larger buildings.

Response: The proposed building is designed using wall projections and recesses to break up the massing of the proposed structure.

8) Balconies are encouraged and should be integrated into the building design and massing with inset or Juliette balconies. Projecting balconies should not be within the streetwall to avoid negative impacts to the public realm including additional building massing and shadowing.

Response: The proposed building design incorporates a variety of recessed and projecting balconies. Along the street-wall, recessed balconies are utilized and where projecting balconies occur along this façade, they do not project beyond the main street-wall.

9) Where ground floor commercial / retail uses are not required, projecting or semi-recessed balconies may be considered within the streetwall provided they are integrated into the overall building design, appropriately setback from the public right-of-way, and do not contribute to the visual bulk or become the dominant feature of the building façade.

Response: Refer to response above.

10) Stepping back upper level building volumes is encouraged to assist with transitions between neighbouring buildings with lower heights (Fig.2.11 bottom image).

Response: The sixth storey of the proposed mid-rise building incorporates a 1.5m step-back to assist in alleviating the perceived massing and to assist with transitions between the existing 2-storey townhouses to the west.

11) A variety of scales, colours and textures should be used to create visual interest across the building façades.

Response: The proposed building utilizes a variety of cladding materials, colours and textures (i.e. precast panels with formed brick and stone faces and composite aluminium panels) to create harmonious and attractive façades that provide visual interest.

12) The height and massing of the building should ensure a minimum of five hours of consecutive sunlight on the sidewalk across the street at the spring and fall equinoxes (approximately March 21 and September 21, respectively).

Response: This has been provided. Please refer to the shadow study and analysis prepared by the Applicant's Architect.

13) When adjacent to a public space such as a park, the height and massing of the building should ensure a minimum of five consecutive hours of sunlight over more than 60 percent of the public space at the spring and fall equinoxes (approximately March 21 and September 21, respectively).

Response: Not applicable.

2.4 Street Level Design, Façade Articulation & Materials

1) The lower building should be constructed with the highest quality of architectural design and materials.

Response: The lower building will be constructed with high-quality cladding materials including smooth stone face, generous amounts of glazing and private patios/ balconies, and composite aluminium panel accents.

2) Where ground floor commercial / retail uses are required, the ground floor should be a minimum floor-to-floor height of 4.5 metres to accommodate internal servicing and loading areas, and active uses (Fig. 2.12).

Response: Ground floor commercial / retail uses are not required or proposed. Notwithstanding this, a ground floor height of 4.0m is provided.

3) Where ground floor commercial / retail uses are required, the ground floor should be predominantly clear-glazed (i.e. 50 – 70 per cent of the building wall) to provide visual connections and interest between the public and private realms, enhance safety and a sense of pedestrian scale along the street. Similarly, public elements of a mid-rise building with residential uses at grade, such as lobbies or amenity areas, should be predominantly clear-glazed (Fig. 2.12).

Response: The ground level of the proposed mid-rise building is designed with generous amounts of glazing on all sides of the building (excluding the internal service, loading and ramp access). The main lobby, office and indoor amenity space will be predominantly clear-glazed to overlook Dundas Street, the drop off area and outdoor amenity spaces.

4) Materials should reflect their intended use and complement the established physical character of the streetscape where appropriate. Do not use materials that mimic other materials (e.g. stucco made to look like stone) or which deteriorate quickly. The use of EIFS and stucco is strongly discouraged.

Response: The proposed building is predominantly clad in precast concrete panels formed with a brick and stone face and with metal accent panels. The proposed precast formed brick and stone will complement the established character of the surrounding area which primarily consists of residential and institutional uses. The use of stucco / EIFS is not proposed.

5) The use of 'heavy' materials such as brick, stone, and metal should be used within the lower building to anchor the building. Other natural and sustainable materials such as wood is strongly encouraged.

Response: The lower building will be primarily be clad with precast concrete panels with a formed stone face.

6) Façade design should use architectural elements as well as materials to define unique components within the building and to create vertical and horizontal articulation.

Response: The proposed exterior material and colour composition, together with wall-articulation, including the rounded feature on the east side of the building, and window and balcony placements creates unique design elements that highlight the horizontal cladding distribution and vertical opening alignments of the building. Together, these plane variations assist in create proper scale and help reduce the perceived massing of the structure.

7) In general, use quality materials that are long lasting, can be easily maintained, and wear well with age. Whenever possible, source local and/or recycled materials with a low embodied energy.

Response: Precast concrete and composite aluminium panels are high-quality materials that are long lasting and easily maintained. These materials can be produced locally and the source and manufacturer will be provided by the Architect / Builder during detailed design.

8) Use architectural elements and expressions such as canopies, doors, windows, lively colours and the highest quality materials at street level to highlight individual units, differentiate between residential and non-residential entrances in mixed-use buildings, and engage the street.

Response: The proposed building uses a variety of architectural elements and expressions that collectively create a vibrant and engaging interface with Dundas Street. The main building entrance is oriented to face Dundas Street and is distinguished from the ground level residential units through the use of large amounts of glazing and distinctive cladding materials. This includes a projecting dark grey composite aluminium panel feature that frames the main building entrance and a large spanning canopy, together with signage, located over the main entrance doors offering weather protection.

Building Entrances

9) Design the main entrance to be clearly distinguishable from other entrances through its architectural design and treatment, high visibility, wayfinding and direct pedestrian access (Fig. 2.13).

Response: As stated in the response above, the main entrance is clearly distinguishable from the other building entrances. This is acheived by orientating the entrance to face Dundas Street and using generous amounts of glazing, distinct design elements and colours, weather protection and signage. Together, these design elements highlight the main building entrance and promote wayfinding for site users.

10) Ensure that all main entrances are barrier free from the public sidewalk and on-site parking areas. Level access is preferred, where possible (Fig. 2.14).

Response: The main building entrance is designed to provide barrier free access from the public sidewalk along Dundas Street, as well as the on-site parking areas.

11) Emphasize grade-related entrances with high quality landscape design.

Response: Grade-related entrances will incorporate high quality landscape design that correspond to the private and common uses of the building. For instance, the main building entrance will incorporate more inviting landscape design elements such large decorative paved areas with planters and seating, while grade-related entrances to individual units may include a more appropriate scaled walkways and private patios screened by raised planter, planting beds or low decorative fencing treatment to offer privacy from Dundas Street or common areas.

12) Buildings should maintain an appropriate relationship to the existing grade, especially at property lines. Design with existing grades and step buildings where there is a significant grade difference across a site. Avoid artificially raised or lowered grades, where possible.

Response: The subject lands are generally level and no adverse grade conditions are anticipated that would generate negative impacts on the building form and site access.

13) Where there are residential uses on the ground floor, design their principal entrance from the street. An elevated grade difference is appropriate to increase privacy for the building occupants, however, the change in grade from the public sidewalk to the front entrance should balance between privacy and maintaining an appropriate relationship to the street. Additionally, privacy should be considered through careful landscaping such as low fencing/walls, raised planters, railings and lighting to clearly define the public, semi-private and private spaces.

Response: The ground floor suites internal to the site facing the outdoor amenity will have direct access to the courtyard. The ground floor suites facing Dundas St. will not have direct access due to privacy and security concerns. Privacy fences and landscaping will be incorporated as part of the landscape design.

14) The main building entrance should be designed to be pedestrian- and cycle-friendly with convenient, well-lit, and safe access. The main entrance should also provide for shelter from wind and rain through well-integrated weather protection elements such as canopies, extended eaves and overhangs. Canopies should be located above the ground floor and provide a width of at least 1.5 metres.

Response: The proposed main building entrance, located at the northwest corner of the building, is designed to be pedestrian- and cycle-friendly. This high-profile location, which faces onto Dundas Street, will be well-lit and promotes safe access. A canopy is proposed above the main entrance doors and will have a width of 6 metres by 1.5m in depth.

15) The location of building entrances should consider the location of adjacent transit stops.

Response: There are no transit stops directly adjacent to the subject site along Dundas Street. Existing transit stops are located at the intersection of Dundas Street and Tim Dobbie Drive/ Westlock Common to the west and Dundas Street and Millcroft Park Drive/ Cornerstone Drive to the east.

16) On corner sites, the main entrance should be located at the corner. Where this is not possible, the building should address the street corner, both streets, and prioritize the primary street for the main pedestrian access.

Response: Not applicable.

17) Limit the height and use of retaining walls, particularly along street frontages, parks, open spaces, ravines and other areas of the public realm. Where retaining walls cannot be avoided, provide them in the form of low walls with a height of no more than 1.2 metres.

Response: Retaining walls and privacy fencing will be no higher that 1.2 metres. Wind and sound barriers are required at the outdoor amenity areas and a 3.5m high wood fence barrier is proposed.

2.5 Site Design, Open Space & Streetscaping

Site Access & Servicing

1) All access points to the site should be located and designed to respond to the street and existing mobility networks beyond the site.

Response: A single access is proposed from Dundas Street located in the northwest portion of the site. This access will permit full moves access onto Dundas Street and is positioned to maintain adequate separation from the existing signalized intersections to the east and west on Dundas Street.

2) Pedestrian access should always be prioritized for the safety and enjoyment of residents and visitors.

Response: Pedestrian access is prioritized within the development by orienting the principal entrance to face Dundas Street and creating a barrier free-access. In addition, the site plan design promotes pedestrian safety by minimizing conflict and crossing zones between pedestrian and vehicular routes.

3) Reduce the number and width of vehicle access points to avoid conflicts between pedestrian and vehicle traffic.

Response: A single vehicular access point is provided on-site that is wide enough for two-way traffic flow. The proposed driveway, drop-off area, surface parking, and servicing locations are generally located at the west and southwest portions of the site and generally avoid conflicts with pedestrian routes.

4) Access to parking, servicing and loading should be provided at the rear of the building, or a laneway if possible (Fig. 2.15). On corner sites, access should be provided from secondary streets provided the entrance facilities are well integrated into the rest of the frontage (Fig. 2.16).

Response: Access to the underground parking, servicing and loading areas are located at the southwest portion of the site, at the rear of the building and screened from Dundas Street.

5) At the block level, vehicular access should be consolidated where possible to serve multiple buildings within each block to minimize the number of interruptions in the streetwall and to reduce the number of potential conflicts with pedestrians and cyclists.

Response: Not applicable.

6) Servicing and loading should be accommodated internally within the building.

Response: The loading, staging, moving and waste storage areas are all located internally within the building. These internal uses are situated in the southwest corner of the building.

7) Recess and screen garage doors and service openings from public view (Fig 2.17). When they face public streets and public or private open spaces design them using high-quality doors and finishes that complement the architecture of the building. Avoid free-standing parking ramps (Fig. 2.18).

Response: Not applicable.

8) Limit the extent of site area dedicated to servicing by using shared infrastructure and efficient layouts.

Response: The site design proposes a single 18.0m x 7.0m loading space that is accommodated internally within the building.

Parking

9) Most on-site parking should be provided underground. In general underground or structured parking is encouraged before surface parking.

Response: Of the 172 parking spaces provide for the development, 27 are located at grade while the remaining 149 spaces are located within a single level underground parking structure.

10) Underground parking structures should not encroach into required landscape buffers to ensure the long-term viability of mature trees and vegetation. Where underground parking structures must unavoidably encroach beyond the building footprint or into a landscape buffer, provide a minimum depth of 1.0 metre of uncompacted soil below grade to support opportunities for tree planting and other landscaping along the streetscape.

Response: The underground parking garage will extend beyond the limits of the building footprint. Adequate soil depth will be provided to facilitate tree planting and landscaping as required. Yes. A 1.5 metre drop slab design will be incorporated in the landscape areas to allow for tree plantings.

11) Where parking is provided within an aboveground structure, it should be wrapped with retail / commercial or residential units along the street frontage.

Response: Not applicable.

12) Surface parking should be limited to visitor and retail / commercial parking and located at the rear of the building to be hidden from public view. Whenever possible, provide visitor parking in a convenient underground parking area adjacent to an elevator.

Response: Surface parking spaces are provided for visitors at the rear and side of the building away from Dundas Street. Accessible parking spaces are locaed in closest proximity to the mian entrance.

13) Any surface parking areas visible from the street should be buffered and screened with high quality architectural elements, setbacks or landscaping. On larger sites with surface parking areas, incorporate landscaped islands and high-quality landscaping to create comfortable and safe pedestrian walkway sand amenity areas.

Response: Along the site's western edge, parallel parking spaces will be partially exposed along Dundas Street. These parallel spaces are located at the side of the building and are setback and screened from Dundas Street through proposed landscaping treatments. Refer to landscape plan for details.

14) Provide for safe pedestrian and cyclist access to underground parking by using clearly visible, well-lit, convenient, and easily accessible access points from the street. Signage should indicate the barrier free path of travel.

Response: The access to the underground parking area will be designed to promote pedestrian and cyclist safety through the use of well-lit spaces, barrier free access, maintain adequate sightlines, and situating the access points to the underground parking structure in a convenient and easily accessible location.

Outdoor Amenity Area

15) In general, maximize outdoor amenity areas at grade. The width to depth proportion of this area should not exceed 4:1 and it should be provided in one contiguous area to ensure the space is functional.

Response: Outdoor amenity areas are maximized at grade through the use of a continuous amenity space that wraps round the building's south and east sides. The design complies with this outdoor amenity requirement.

16) When outdoor amenity area is provided at grade, design it to:

- ***be in a highly visible area to enhance the sense and perceptions of personal safety and minimize potential for crime and vandalism through natural surveillance;***
- ***have consideration for micro-climatic conditions such as access to sky-views and sunlight as well as shade in the summer;***
- ***be animated and framed by buildings with active uses such as at grade cafés;***
- ***include multiple activities and functions such as a play area, dog run, seating, shade structure, or water features;***
- ***incorporate high-quality landscaping to define areas and screen them from surface parking, mechanical equipment and other servicing areas to minimize noise and air quality impacts; and***
- ***where possible connect to abutting open spaces.***

Response: Locating the outdoor amenity space at the south and east portions of the site will maximize solar gain and position this amenity in an area that will have high visibility from the indoor amenity room, adjacent residential units, from a portion of Dundas Street and the internal driveway. The outdoor amenity space is segmented to offer a range of activities / functions and will incorporate high-quality landscaping and design features. The amenity space is located adjacent to the existing hydro corridor which creates an open space / buffer area from the adjacent uses to the south and east.

17) In general, the City encourages the creation of at grade amenity areas as privately owned publicly accessible spaces (POPS) such as courtyards, mid-block connections, urban squares and parkette features.

Response: Not applicable.

18) Common outdoor amenity areas should be located next to interior amenity facilities with direct physical and visual access between these spaces through doors and windows.

Response: A portion of the outdoor amenity space will be located adjacent to the indoor amenity room located at the eastern portion of the building. The indoor amenity room will have a direct visual and physical access to the outdoor amenity space.

19) All common outdoor amenity areas should apply the principles of universal design and must comply with the City's Accessible Design Standards.

Response: The proposed outdoor amenity area will be designed to promote universal design and will comply with the City's Accessible Design Standards.

20) The roof of a lower building can be landscaped and used as common and private outdoor amenity area for the residents of a development (Fig. 2.19). Where possible utilize building rooftops as green roofs and/or usable private and shared outdoor amenity areas such as gardens.

Response: An additional outdoor amenity area is provided on the lower 6th floor roof area. Also, private outdoor amenity spaces in the form of balconies and terraces will be used throughout on all sides of the building.

21) Locate private outdoor amenity areas for family-sized units so that they have views and access to outdoor play areas, where possible.

Response: In addition to the common and servicing areas, the ground level of the

building is primarily reserved for 3-bedroom (family-sized) apartment units which will overlook the outdoor amenity area and have direct access to Dundas Street and overlook Norton Park.

Site Elements

22) Site elements that require careful attention to location and design include but are not limited to: surface treatments such as walkway paving, ramps, stairs and steps, grates and vents; access stairwells, entry gates, privacy fences and screens, railings, decorative features, bike racks, mailboxes, garbage cans/chutes, pet waste collectors, ventilation shafts, and utilities such as transformers, gas meters, communication boxes, hydro poles, HVAC units, gas regulators, hydro meters, etc.

Response: Site elements as stated above have been carefully considered, designed and placed to benefit the public realm and site user experience. Refer to the Architectural Drawings, Site Plan, Landscape Plan and Engineering Drawings, Utility Plans for design treatments and locations.

23) Use well-designed, high-quality site elements with long lasting materials and detailing, particularly where there is an interface with the public realm.

Response: Site elements will be well-designed and of high-quality. Refer to applicable design drawings for details.

24) Locate all utilities within the building, at the back of the building (rear yard) or underground. When not located within the building or underground, ensure these elements areaway from public view, organized neatly indiscreet areas, and screened with high-quality architectural elements and landscape design. Options include recessing into the building façade, fencing, screening with landscaping or low walls (Fig. 2.20).

Response: In general, utilities located within the building or at the rear of the building away from public views and screened to lessen negative visual impact. Refer to the utilities plan and landscape drawing for details.

25) Avoid locating utilities and other equipment in areas that may impact pedestrian walkways, public or private open spaces, and the ability of trees to grow to maturity.

Response: Utilities and other equipment will be located to minimize impacts on pedestrian walkways, public or private open spaces and tree growth opportunities, wherever feasible.

26) Where landscaping may impact sight lines, keep shrubs below 1.0 metre in height above the ground level and prune trees so that the lowest branches will be at least 2.0 metres above ground level. Limit any other landscape features that might cause obstructions to a maximum height of 1.0 metre.

Response: Plantings will be designed to comply with this guideline.

27) Mechanical systems for individual units, such as air conditioners, should not be placed on porches or balconies where it will impact the usability of these spaces.

Response: A central air conditioner system is proposed that will be located within the mechanical penthouse. Individual air conditioning units are not proposed.

28) Design outdoor bicycle parking areas to be consistent with the overall building and landscape design (Fig. 2.21).

Response: Refer to landscape drawings for details regarding the design of outdoor bicycle parking areas.

Cultural Heritage & Public Art

29) All mid-rise developments should respect and be sensitive to cultural heritage resources including on-site resources and/or neighbouring resources.

Response: Not applicable.

30) Locate and design mid-rise buildings to conserve the character-defining attributes of cultural heritage resources.

Response: Not applicable.

31) Consider incorporating cultural heritage resources as part of the mid-rise development in a manner that is consistent with accepted principles of good heritage conservation and the City's Cultural Heritage Resources policies.

Response: Not applicable.

32) On-site retention in an adaptive re-use of heritage resources is encouraged. The retention of façades alone is strongly discouraged.

Response: Not applicable.

33) When a proposed mid-rise building is near a heritage property it should be de-

signed to respect the materials, proportions, scale, setbacks, topography and views of the historic context.

Response: Not applicable.

34) Public art is encouraged within mid-rise development sites where appropriate (e.g. on corner sites, mid-block connections and sites with POPS). The selection and location of public art should reinforce the objectives of the City's Public Art Master Plan.

Response: Not applicable.

3.0 UPPER BUILDING

3.1 Built Form: Transitions

1) When deciding on overall and upper building height and massing consider the following:

- ***the permitted minimum and maximum heights set out in the Official Plan and Zoning By-law;***
- ***the physical character of the surrounding area including the height and scale of adjacent buildings; and***
- ***the potential shadowing and pedestrian level wind impacts on neighbouring properties and private and public open spaces – taller elements should be arranged accordingly.***

Response: The overall height, massing, step-backs, and floor plate design of the upper building takes into consideration the above items.

2) Where the building fronts a street, step-back the upper floors a minimum of 3.0 metres above the streetwall to protect access to sunlight and sky view for streets while limiting shadowing (refer to Sections 2.3.3 - 2.3.5 and Fig. 3.1). An additional step-back should be considered for buildings taller than seven (7) storeys in height. This additional step-back may be a minimum of 1.5 metres.

Response: The building steps back 1.5 metres to 2.5 metres on the upper levels to allow for the transition of scale from the lower floors to upper floors. This step-back creates an opportunity for large continuous private terraces while maintaining adequate access to sunlight and sky views along Dundas Street.

3) Where the building is on a site that is transitioning to a low-rise residential neighbourhood area (including properties designated Residential – Low Density and – Medium Density, Natural Heritage System, Parks and Open Space) a 45-degree angular plane should be applied from the shared property line (Fig. 3.1). The building form should fit entirely within this angular plane and utilize setbacks and step-backs to ensure any impacts related to the change in height, overlook, and shadowing, and pedestrian level wind impacts are mitigated. In cases where a Natural Heritage System requires an additional buffer, the angular plane should be measured from the original boundary of the identified natural heritage feature or area unless otherwise specified in an Environmental Impact Assessment.

Response: The position of the building maximizes separation from existing 2-storey townhouses to the west and incorporates a 45 degree angular plane along the shared property line with adjacent low-rise development. The entirety of the building fits within the 45 degree angular plane in accordance with municipal requirements.

4) When site topography results in a different grade at the street frontage than along the rear property line, the above angular plane direction should always be applied from the lowest grade elevation along the shared property line. This will ensure that properties with lesser scaled built environments are not subject to additional shadow impacts resulting from changes in grade.

Response: Not applicable. The site is generally level and no substantial grading conditions are anticipated.

5) Above the streetwall, or the sixth storey for taller buildings, a minimum building separation distance of 20.0 metres should be provided to reduce impacts such as overlook and shadowing (refer to Fig. 2.6, top of page 9).

Response: The sixth storey is setback in exces of 20 m from the nearest abutting residential property (existing condominium townhouse complex to the west).

6) Design the upper building to clearly distinguish it from the lower building and to further reduce the upper level building massing. This should include step-backs, colour and material variations, and unique articulation.

Response: The upper building is designed to be clearly distinguished from the lower building through change of materials (lower level using a precast formed stone, while the upper building uses precast formed brick and composite metal panels) and building step-back of the sixth storey.

7) The design and placement of upper storeys should be carefully considered to minimize the size of shadows on neighbouring properties. A shadow study should be provided with mid-rise building applications in compliance with the Shadow Study Guidelines and Terms of Reference.

Response: The proposed building creates no shadow impact on the adjacent townhouse blocks. Refer to sun shadow study prepared by Kirkor Architects for details.

3.2 Upper Façade / Roof Design, Articulation & Materials

Materials

1) The upper building should be constructed with the highest quality of architectural design and materials and complement the lower building façades.

Response: The upper building is constructed and designed with consistent high-quality materials and architectural design treatments that complement the lower level of the building. This includes the use of precast concrete panels formed with textured coloured brick, composite metal panels generous amounts of glazing and glass balconies.

2) In general, lighter materials such as glass are encouraged in the design of the upper storeys to minimize perceived mass. Heavier materials such as metal, brick, or stone may be used to define unique components within the building elevations and to create vertical and horizontal articulation (Fig 3.3).

Response: The upper level of the building will incorporate lighter materials such as clear vision glazing, spandrel glazing, glass balconies and lighter coloured composite metal panels which help minimize the perceived building mass. Heavier materials such as the precast concrete panels with textured coloured brick will assist in framing the openings and help establish vertical articulated of the upper building.

Façade Articulation

3) Use architectural elements and expressions such as balconies, windows, and recesses and projections to highlight individual units and reinforce a variety of scales and textures within each component of the building (Fig. 3.4).

Response: The upper level of the proposed building is well-articulated through the use of balconies/ terraces, window openings and recessed and projecting design elements (i.e. recessed/ projecting balconies/ projecting brick wall with smooth composite metal panels behind). Together these design elements highlight the individual units through paired or staked openings and the material composition assist in developing a variety of scales and textures.

Balconies

4) Balconies are encouraged within the upper building to provide private outdoor amenity areas and additional articulation. They may be inset or project but should have a minimum depth of 1.5 metres to provide functional space. Generally, balconies should be sized according to the number of residents the unit is intended to house.

Response: The roof parapet cornice and the mid-block element have been revised with additional insets, adjustments and refinements. Balconies have been recessed on the inset void and an alternate material/colour has been added.

5) Balconies and other projections should be contained within all angular planes and setbacks and shall not protrude into the public realm (over sidewalks).

Response: Balconies and building elements do not encroach within any of the setbacks or angular plane requirements.

6) Design the building top to clearly distinguish it from the lower portions and to further reduce the building massing. This should include additional physical building setbacks, step-backs, colour and material variations, and unique articulation.

Response: The upper façade is clearly distinguished from the lower portions of the building through colour and material variations and a step-back of the sixth level. These design elements will assist in further reducing the building's massing.

Roof Design

7) Building tops and mechanical equipment should be designed to integrate with the overall architectural expression of the building.

Response: The proposed mechanical penthouse and rooftop accesses will be designed as an integral component of the overall building design. The mechanical penthouse exterior cladding will match the overall building design and utilize complementary materials.

8) Where possible, rooftop amenity areas are recommended to create activity at the upper storeys of the building and be appropriately set back from the roof edge.

Response: Not applicable. Rooftop amenity areas are not proposed.

9) Telecommunication and cell phone towers on mid-rise buildings are strongly discouraged given their aesthetic impact on building design and visibility from the public realm. Where they are provided they must be either appropriately screened or set back so as not to be visible from public view.

Response: Not applicable. There are no cell phone towers or antennas proposed on the building roof.

10) Rooftop mechanical equipment should be architecturally screened from public view to protect or enhance views from other buildings and the public realm.

Response: Rooftop mechanical equipment will be located within the enclosed mechanical penthouse. All mechanical equipment will be screened from public view utlizing privacy fences and barriers.

11) Where possible, rooftop mechanical equipment should be wrapped by residential units, or other occupiable space such as outdoor amenity areas.

Response: Refer to response above.

12) Rooftop mechanical equipment should be set back, on all sides, no less than 3.0 metres from the edge of the floor below, and where an angular plane applies, fit within all angular planes (Fig. 3.5).

Response: The mechanical penthouse will not encroach into the angular plane and the current setbacks vary from 2.6 m to 4.3 m from the roof parapet.

5.6 Response to Surrounding Context

The proposed development appropriately responds to its surrounding context by:

- Providing a compact and transit-supportive urban form adjacent to a transit corridor.
- Creating an animated streetscape along Dundas Street by orienting the building to face Dundas Street, locating the building's front facade close (approximately 3m) to the front property line (after road widening), and utilizing fenestration, quality materials, wall articulation and landscaping to create visual interest. These factors will ensure a comfortable pedestrian environment that results in an improvement over the present condition along this portion of Dundas Street.
- Respecting the existing townhouses to the west through provision of an approximately 23m setback and a heavily landscaped buffer.
- Providing prominent architectural features in key locations (i.e. 2-storey glazed lobby at west end of the building; glazed rotunda at east end of the building) to create landmarks that will assist with placemaking.

5.7 Compatibility with Surrounding Land Uses

The proposed 6-storey mid-rise building will front onto Dundas Street and is situated adjacent to townhouses to the west and a hydro corridor to the east and south. South of the hydro corridor is open space (reconfigured golf course). A 6-storey building was chosen as it best fit the awkward triangular configuration of the parcel but also provided maximum separation from the townhouses immediately west.

Compatibility should not be narrowly interpreted to mean mimicking or even as being similar to the existing development, but rather ensuring an appropriate fit into the neighbourhood through proper building design and site planning that allows the land uses and built forms to exist in harmony without negative impact. In this regard, compatibility with surrounding land uses have been considered and addressed through:

- The location of the building on the site (including a 3m setback from Dundas Street and a 23m setback from the existing 2-storey townhomes).
- The building's orientation and design that appropriately addresses Dundas Street.
- The building's architectural character (including height, massing, articulation, materiality, fenestration) that is appropriate for its location on a major regional road and will contribute to a high quality landmark building within the Dundas Street streetscape.
- A Sun & Shadow Study has been completed by Kirkor Architects to address both existing building shadows and the proposed building shadow impact on the surrounding land uses. There is no shadowing impact at all on the existing townhouses to the west at any time of the year. There is no adverse shadowing impact on Dundas Street and the Hydro Corridor that would be considered unacceptable.
- The site landscape features (including a proposed as buffer area adjacent to the townhouses, edge plantings, outdoor amenity areas, gazebo, etc).

The proposed mid-rise development has given due consideration to the local context. It has been sited and designed to coexist in harmony with neighbouring land uses and built forms, while provide sensitive intensification that respects the character of the community, thereby meeting the test for compatibility.

5.8 Design Excellence

The site planning and building design for the proposed 6-storey mid-rise building incorporates the following urban features that ensure design excellence:

- Building sited and design to respect and respond to surrounding uses.
- Building design that utilizes an accentuated glazed corner feature at the west end, an accentuated glazed 'flatiron' feature at the east end, a central spatial separation to break the horizontal plane and articulate the facade, stepping back the upper level.
- Provision of defined base, middle and top portions of the building.
- Provision of indoor and outdoor amenity spaces.
- High quality and durable building materials, including: precast, masonry, glass and metal panels.
- Locating main parking areas underground.
- Locating servicing areas internal to and to the rear of the building,
- Sustainability features such as: white roof, energy star compliant features, provision of bicycle parking and benches in key areas, connectivity to pedestrian and cycling routes and transit.
- High quality landscape treatments.



Fig. 5.7 - The design and siting of the proposed building will ensure design excellence

5.9 Input From to Burlington Urban Design Panel

The proposal was subject to review by the BUD Panel on May 19, 2020 (see Appendix A - BUD Meeting Minutes). BUD provided several comments and recommendations which have been considered in both the Architectural Plans and Urban Design Brief. A summary of the modifications in response to BUD is as follows:

- Prominent building features have been added;
- Additional landscaping and patio screen wall has been provided;
- Gazebo added to east side of property to hide air shaft;
- The outdoor amenity has been extended;
- Access rotunda has been revised;
- Additional surface parking has been provided; and
- The loading area has been internalized.

6.0 IMPLEMENTATION

Development within Areas A - E will consist of condominium building forms including single detached dwellings and a mid-rise apartment building. This development will be subject to a Site Plan Review process conducted by the City of Burlington.

6.1 Site Plan Review Process

- A Site Plan Review process will be required for all development within Areas A - E to ensure safe, functional and orderly development having high standards of design and efficiency of land use and servicing particularly with respect to site function.
- The Site Plan Review process will be conducted in accordance with Part VI – Implementation, Section 2.5 of the Official Plan.
- The developer and builder(s) shall comply with this Urban Design Brief throughout the design, marketing and construction process.
- The requirements of the Urban Design Brief are in addition to the provisions of the applicable Zoning By-laws, Conditions of Draft Approval, Subdivision Agreements and all other applicable agreements and legislation.
- Should additional lands within the Millcroft Golf Club be redeveloped in the futue, they shall adhere to the community goals, objectives and design criteria established within this Urban Design Brief and may be subject to an Addendum to address site-specific design matters.

APPENDIX 'A'

B.U.D. Meeting Minutes

Community Planning Department
Burlington Urban Design Advisory Panel (BUD)

MINUTES

May 19, 2020, 1:50 pm
Virtual (Online) Meeting

Members of BUD

	present	absent / regrets
Ken Coit (Chair)	✓	
Jana Kelemen (Vice Chair)	✓	
Alexandru Taranu	✓	
Jackie VanderVelde	✓	
Jessica Hawes	✓	
LeAnn Seely	✓	
Matt Reid	✓	
Michael Barker	✓	
Nigel Tai	✓	

Item #1: 4274 Dundas Street

Design Review: First Review

Application: Official Plan and Zoning By-law Amendments

Presentations:
City Staff: Todd Evershed, Urban Designer, Community Planning

Design Team: Glenn Wellings, Wellings Planning Consultants Inc.
Clifford Korman, Kirkor Architects and Planners



Disclosure of conflict-of-interest

None.

City Staff Overview

City staff outlined the project details, planning framework and existing and future context. Staff sought the Panel's advice on the following design matters:

1. Given the car-oriented nature of Dundas Street, please comment on how well the proposed development recognizes the pedestrian-scale and supports a high-quality streetscape, while responding to the existing context, particularly with respect to the building's relationship and frontage along Dundas Street and proposed building length.

2. Please comment on the location and design of the outdoor amenity area and pedestrian connections to the adjacent open space and trails networks.

3. Please comment on design features that would improve the site organization and reduce the amount of hard surface materials.

Design Team Presentation

The project planning consultant spoke to the project goal of bringing the building as close as possible to Dundas Street while respecting the regional road widening and noted that their submission is a precursor to applications to amend the official plan and zoning by-law.

The architect for the project provided an overview of the proposal, including a description of the subject lands and proposed development, noting the unique triangular shape of the site. The project architect reiterated that they are looking to create a street front building. It was highlighted that the proposed 6-storey building fits comfortably within a 45-degree angular plane from the west and that the building placement allows for the future road widening of Dundas Street. The project architect walked the Panel through the current site layout, building design and materiality, floor and roof plans. It was noted that:

- the garbage and servicing are internal to the building;
- the amenity area to the east connects to the path system along Dundas Street and the proposal provides additional amenity areas as patios at grade at the rear of the building;
- the building has a 2-storey lobby feature facing Dundas Street and the vehicular drop-off;
- the building incorporates inset balconies to provide a solid base as a feature to the street;
- the proposal contains a mix of unit types, that can be refined as the process advances; and
- that the upper floor is stepped back to create a building top.

In terms of materials, the proposal consists of a precast and residential window wall building that uses aluminum frames with vision panels, spandrel and dark grey panels, and pre-cast concrete with a texture finish intended to create a brick faced building. The building is anticipated to be a concrete construction. With respect to building length, the applicant feels that the building will sit comfortably on Dundas Street given the adjacent open spaces and proposed setbacks. The architect noted that the corner lobby with a glazed treatment is meant to accentuate the corner. Other materials include the use of a stone finish for the 2-storey podium, masonry for the 3-storey middle element, and an upper floor setback with a modest roof overhang to provide an architectural treatment that distinguishes between the base, middle, and top.

Panel Questions:

The panel asked questions of clarification related to the following:

- points of access from/to the trail system(s);
- number of parking spaces provided versus required;
- the location of aerial powerlines relative to the site and proposed building;
- site topography, existing / proposed grading, and stormwater management;
- the Region's plans for the road widening (i.e. whether the Region has imminent plans to reconfigure Dundas Street or if the road widening is to protect for width); and,
- the nature of the units facing Dundas Street with respect to the landscape treatment at the street level.

Panel Advice:

Question #1: *Given the car-oriented nature of Dundas Street, please comment on how well the proposed development recognizes the pedestrian-scale and supports a high-quality streetscape, while responding to the existing context, particularly with respect to the building's relationship and frontage along Dundas Street and proposed building length.*

The Panel recognised that limiting site access to one point from Dundas Street and hiding most of the loading and garbage pickup behind the building makes sense. In terms of pedestrian scale, the Panel thought that a good job was done to break the building up. However, the Panel suggested that the middle piece of the front elevation could be pushed back a little further or balconies inset to create vertical articulation between the two masonry components, which currently reads as a flat façade.

The Panel emphasized the importance of providing a landscape buffer to provide privacy for the residential units at street level along Dundas because the street does not provide the most pleasant experience. The building should also be set back as much as possible and raised up with low walls to form a buffer between residents and the noise of the street. Trees are also extremely important. The slab of the underground parking facility should be lowered at least 1.5 metres to allow larger shade trees along the frontage, and to soften the large paved areas along the other edges of the site. Additionally, the Panel agreed with the applicant's approach to include tree plantings, grade separation and additional privacy elements such as glass railings for those units. The Panel also liked the idea of sitting the grade higher adjacent to Dundas Street (anywhere from 1.5 to 2 feet) to make sure the building sits higher than the grade of the street to avoid vehicle headlight trespass into units and protect for the privacy of residents. With the widening, it is difficult to imagine people sitting out along Dundas, but the proposed response (landscape buffering, glass) seems appropriate. It would be important to get as much setback as possible or have the building raised up with low walls to provide separation from the street, given what the anticipated long-term condition of Dundas will be.

The Panel raised the potential issue of planting under or adjacent to the existing hydro lines on the south side of Dundas Street and suggested that the applicant consider this as their design evolves. An increased building setback, landscape buffer treatment and the multi-use trail could be provided to address the difficulties with planting on this side of Dundas Street.

The Panel noted that the proposed building will be taller and larger than the existing 2-storey built form in the area. Members questioned this height as it is not at an intensification node or major intersection. However most agreed that the proposed size and height of the building were appropriate given the unique site, the width of Dundas Street and the adjacent hydro corridor. They noted that the building will become a landmark visible along Dundas Street and therefore requires enhanced architectural and landscape treatment. The Panel highlighted the opportunity to landscape the triangle area with a landscape feature that will pickup the view (e.g. gazebo) because the building will be visible from afar. The Panel also felt that the building deserves a more interesting treatment to respond to the site's unique triangular shape, which lends itself to a flatiron building design. Accordingly, the Panel cited a recent example in Toronto at Bloor Street West and The Kingsway, which has a similar site layout and incorporates a vertical feature to acknowledge how prominent the façade is from the street. The Panel agreed that this is a unique opportunity for a building in Burlington and it is fitting for the site to have a more iconic design because it would be the tallest building in its surroundings and visible from far away. It was suggested that the design incorporate vertical features at the corners. The Panel also

encouraged the applicant to take advantage of the unique site characteristic by pushing the building into the triangle with a feature and consider using the west end of the building to create more opportunities for common outdoor amenity space where people gather to enter the building, such as places to sit with plantings. This would also create some separation from the existing 2-storey residences to the west.

Given that this building is going to be unique in its surrounding context, the Panel asked the applicant to think about whether the building could be reoriented to create more of a courtyard style building rather than a street-oriented building so that there are more usable outdoor spaces. The current site layout provides a lot of little spaces that are not necessarily useable.

Question #2: *2.Please comment on the location and design of the outdoor amenity area and pedestrian connections to the adjacent open space and trails networks.*

The Panel had concerns about the usability of the trail connections and thought that they might conflict with each other. They advised the applicant to consider how spaces will be landscaped and function.

The Panel commented that the hydro corridor to south is a huge asset and opportunity and it was recommended that the site design make provisions for a future connection to the planned hydro corridor multi-use trail.

The Panel asked about the vision for the patios that spill out onto the southern amenity area. They were concerned that the south amenity area would feel like private spaces and therefore suggested that the applicant create a public path along the edge of the patios to delineate private from public spaces. It was also suggested that a public path be created along the southern edge of the site, adjacent to the hydro corridor. The Panel agreed that there is an opportunity to integrate Low Impact Development (LID) techniques throughout the site since water is probably not allowed on the hydro corridor. A storm swale, pervious pavers, or pond feature could be used to enhance the site. The Panel challenged the applicant to consider something that can become an amenity / feature and cited a pond feature in Gage Park (Hamilton) as a precedent.

Question #3: *Please comment on design features that would improve the site organization and reduce the amount of hard surface materials.*

The Panel commented that there are a lot of paved areas that could be significantly reduced. They suggested the loading area be relocated closer to Dundas and designed to be shared with other uses and that the area adjacent to it ('staging/loading/pickup') be integrated with the amenity area. As proposed, the south outdoor amenity area will be limited in usability and the loading area would be infrequently used for loading; this reinforces the recommended change for shared space that supports the amenity.

On the point of consolidating activities (cars, people and public spaces) the Panel encouraged the applicant to think about how these things interact and recognised that getting into the details of how these spaces will function and are programmed will be important. They asked the applicant to remember that the hydro corridor is a huge asset and the more that the site can be connected in a seamless manner visually and physically with the trails the better the site will be.

End...Item #1