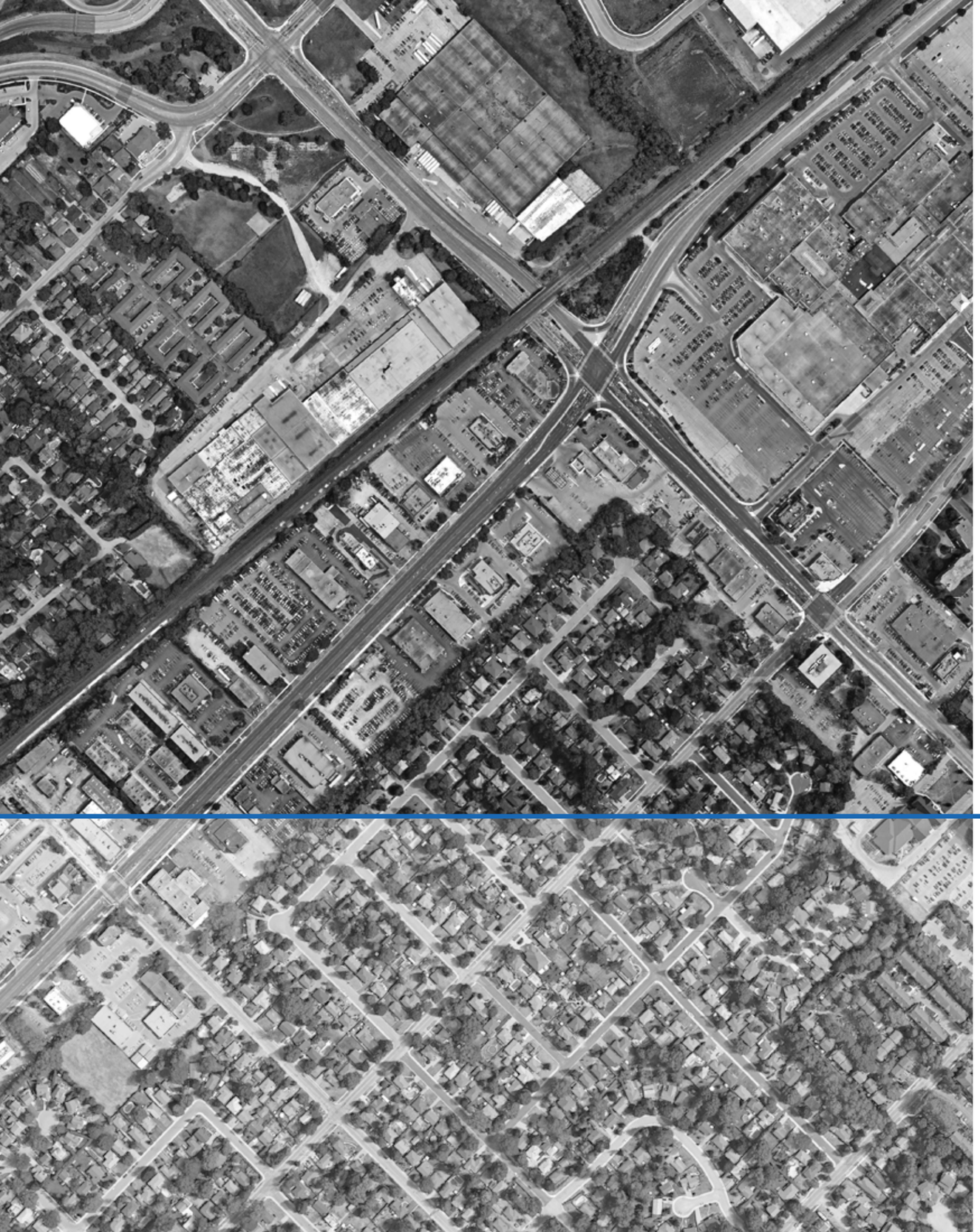


URBAN DESIGN BRIEF

2362 FAIRVIEW STREET
CITY OF BURLINGTON

APRIL 2024
WESTON FILE #10844

WESTON CONSULTING

TABLE OF CONTENTS

1.0 INTRODUCTION 4

2.0 SITE CONTEXT 6

2.1 Subject Property 7
2.2 Surrounding Context 8
2.3 Site & Surrounding AreaPhotos 10

3.0 DETAILED DESIGN 12

3.1 Description Of Proposed Development 13
3.2 Connectivity 14
3.3 Built Form & Architectural Expression 15
3.4 Angular Plane Analysis Study 17
3.5 Light and View Privacy 18
3.6 Landscaping & Building Relationship to Streetscape 19
3.7 Shadow Study 24

4.0 URBAN DESIGN OBJECTIVES & POLICIES 26

4.1 City Of Burlington Official Plan (Approved 2020). 27
4.2 design guidelines for mixed-use and residential mid-rise buildings. 28
4.3 Sustainable Building & Development Guidelines (2021) 33
4.4 Discussion: Staff, BUD Comments & Design Response 35

5.0 CONCLUSION 36

6.0 APPENDIX A 38

LIST OF FIGURES

Figure 1: Aerial Photo . . . 7
Figure 2: Context Map . . . 9
Figure 3: Site Photo Key Map . . . 10
Figure 4: Existing Site Photos and Surrounding Street Views . . . 11
Figure 5: Site Plan - Prepared by Terry Martino Architects and Annotated by Weston Consulting . . . 13
Figure 7: Circulation Plan - Site Plan Prepared by Terry Martino Architects . . . 14
Figure 8: View Looking Northwest - Rendering Prepared by Terry Martino Architects . . . 15
Figure 9: North Elevation (Left) and West Elevation (Right) - Prepared by Terry Martino Architects . . . 16
Figure 10: Cross Section Illustrating the 45° Angular Plane From Shared Lot Line . . . 17
Figure 11: Axonometric View Looking Northeast Showing Terracing Strategy . . . 17
Figure 12: Cross-Section illustrating the Building Setback - Privacy View Shed . . . 18
Figure 13: Cross-Section illustrating the Building Setback - Extent of Skyview . . . 18
Figure 14: Landscape Plan - Prepared by MSLA . . . 19
Figure 15: Plan View of Streetscape Design - Prepared by MSLA . . . 20
Figure 16: View of Streetscape - Rendering Prepared by Terry Martino Architects . . . 20
Figure 17: View of Internal Courtyard - Rendering Prepared by Terry Martino Architects . . . 21
Figure 18: Landscape Plan Showing Courtyard and Perimeter Landscaping - Prepared by MSLA . . . 22
Figure 19: Rooftop Outdoor Amenity Landscape Plan - Prepared by MSLA . . . 23
Figure 20: Shadow Diagrams - Prepared by Terry Martino Architects . . . 24
Figure 21: Context Height Map - Prepared by Weston Consulting . . . 25
Figure 22: BOP Schedule C Land Use . . . 27
Figure 23: BOP Schedule B-1 Growth Framework . . . 29
Figure 24: Building Structure with Upper and Lower Building Components . . . 30
Figure 25: Pedestrian-Oriented Relationship Between Building and Sidewalk . . . 30
Figure 26: North Elevation Illustration Showing Three Vertical Bays . . . 31
Figure 27: Site plan (left) and Roof Plan (right) with Illustration of Servicing, Loading and Amenity Areas . . . 31
Figure 28: Built Form Transition per Mid-rise Building Guidelines 2019 . . . 32
Figure 29: East Elevation Illustration with Angular Plane, Upper Building Setback, and Materiality . . . 32
Figure 30: Landscape Plan - Prepared by MSLA . . . 33
Figure 31: Front View along Fairview Street - Rendering Prepared by Terry Martino Architects . . . 37

LIST OF TABLES

Table 1. Sustainable Building and Development Guidelines Checklist . . . 34

1.0 INTRODUCTION

Weston Consulting has prepared this Urban Design Brief ('UDB or Brief') on behalf of Jay Lockwood and Terry Martino (Architect) in support of an application for an Official Plan Amendment ('OPA') and Zoning By-Law Amendment ('ZBA'). The application seeks approval to permit an 11-storey mixed-use development on the lands municipally known as 2362 Fairview Street ('subject property').

This UDB elaborates on the improvements of the Urban Design Brief that has been presented to the Burlington Urban Design (BUD) Panel on December 14, 2023 and has been revised based on the comments received from the staff and neighbourhood through the BUD Panel and Public Engagement process which was held on January 17, 2024. This Brief includes discussions on how the proposed revised design responds to the comments and concerns raised by the BUD panel. The main design improvements are associated with the following considerations:

- Transition to the low-rise neighbourhood to the south;
- Connectivity of pedestrian movement through the site and public realm;
- Contribution to the public realm with providing increased setback to the Fairview Street line;
- Vehicular circulation, and
- Building details, massing, and materiality.

Additionally, this UDB includes illustrative demonstrations of how the proposed development minimizes overlooking and privacy to the neighbouring low-rise built forms and maintain adequate access to views and sunlight to reduce massing impacts on neighbouring properties

The UDB has been prepared in accordance with the City of Burlington's Terms of Reference and provides an analysis on how the new proposed development complies with relevant urban design policies contained in the Burlington Official Plan 2020. Applicable design guidelines have been addressed by showing how urban design considerations have been met. The applicable guidelines that are referenced in this Brief include:

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

This UDB is intended to provide an overall summary of the current proposal and may be revised during detailed design stages.

2.0 SITE CONTEXT

2.1 Subject Property
2.2 Surrounding Context
2.3 Existing & Surrounding Site Photos

2.1 SUBJECT PROPERTY

The subject property is located on the south side of Fairview Street near the intersection of Fairview Street and Guelph Line. With a rectangular configuration, the subject property has a total area of 7,719.9 square metres (87.86 acres). The frontage along Fairview Street is approximately 92.77 metres and the lot depth is 83.25 metres.

Currently, the subject property is being used as a motor vehicle storage facility. There are two driveway accesses off Fairview Street. There are existing trees along property boundaries that have been recommended to be preserved in good health by the accompanying Arborist Report prepared by McFarlen Tree Care Inc. The current streetscape includes a concrete sidewalk with grassed boulevards on Fairview Street, and a few street trees. A 5-metre-wide easement for servicing purposes is located along the south property boundary.



Figure 1: Aerial Photo

2.2 SURROUNDING CONTEXT

The surrounding context can be described as having a mix of uses with predominantly retail and commercial uses along both sides of Fairview Street. The immediate vicinity of the subject property includes the following uses:

- **North:** Fairview Street is located immediately to the north of the subject property. A row of commercial properties are located to the north of Fairview Street, followed by the GO rail corridor. The Burlington GO Station is located approximately 875 metres northwest of the subject property. Beyond the rail corridor are a few industrial developments and residential neighbourhoods.

- **East:** A multi-tenant commercial building is located on the east side of the subject property, followed by a series of other commercial developments up to Guelph Line. The Burlington Centre shopping mall is located further east, occupying the southwest intersection of Guelph Line and Fairview Street.

- **South:** A low-rise residential neighbourhood occupies the south of the subject property. Semi-detached dwellings located on Barclay Road back onto the subject property.

- **West:** A commercial building (Value Village) is located to the west, followed by other commercial properties. The Halton Catholic District School Board is located further west at the intersection of Fairview Street and Drury Lane.

There are several amenities and facilities available throughout the community and on major roads as described below:

Parks and Community Amenities

- **Optimist Park** (<400m, Southwest): Located southwest of the subject property, this park offers a variety of recreational amenities that include tennis courts, a baseball field, a student's theatre, children's play equipment, and trails that connect to street sidewalks and the neighbouring Tom Thomson Public School.

- **Queensway Park** (<400m, North): This park is located between McDowell Road and Glenwood School Drive in the residential neighbourhood located north of the GO rail corridor, and includes a playground.

- **Central Park** (800-1200m, South): Located beyond 800 metres of the subject property, this park is noteworthy given its size and range of amenities. The park extends east-west from Guelph Line to Drury Lane and measures approximately 22 hectares. Accessed off of Guelph Line and Drury Lane, this park features a number of community facilities including: Central Library, Drury Lane Theatre, Burlington Lawn Bowling Club, Burlington Seniors' Centre, Burlington Tennis Club, Music and Drama Centre, Central Arena. Rotary Youth Centre, Central Park Bandshell. The park has a number of natural features including a community garden and forest.

- **Tecumseh Park** (<800m, East): A small neighbourhood park located on the east side of Guelph Line and adjacent to Tecumseh Public School.

Schools

- Tom Thomson Public School (<800m, West)
- Tecumseh Public School (<800m, East)

Transportation

- **Burlington Transit Bus Route 1**: This local bus route (Route 1-Plains) along Fairview Street offers an east-west connection within the City. This route connects Appleby GO Station at the east to the City of Hamilton GO Station at the west. Major destinations on route include Burlington GO Station, Mapleview Shopping Centre, and Burlington Centre shopping mall. The nearest bus stop to access this transit route is approximately 61 metres west of the subject property, in front of Value Village. It can be accessed through the street sidewalk.

- **Burlington GO Station:** This major transit station offers connections to Union Station in Toronto via the Lakeshore West GO Transit Line and is accessible from the subject property via the existing sidewalks on Fairview Street. It is also accessible through transit (Route 1) and vehicles. The Station also offers bus connections to Niagara Falls.

Active Transportation

- As per Schedule P- Long Term Cycling Master Plan of the Burlington Official Plan 2020, Fairview Street is identified to include a multi-use path and bike lane. There are marked shoulders on either side of Fairview Street for dedicated bike lanes. Fairview Street is furnished with sidewalks on both sides of the street. The south sidewalk is wider to accommodate a multi-use path. The bike lane and multi-use path on Fairview Street connect to the City's broader active transportation network facilitating future residents of the proposed development.

Retail / Commercial Areas

- **Fairview Street and Guelph Line:** There are a number of retail, commercial stores and medical offices on both sides of Fairview Street and Guelph Line, offering convenient access to daily needs.

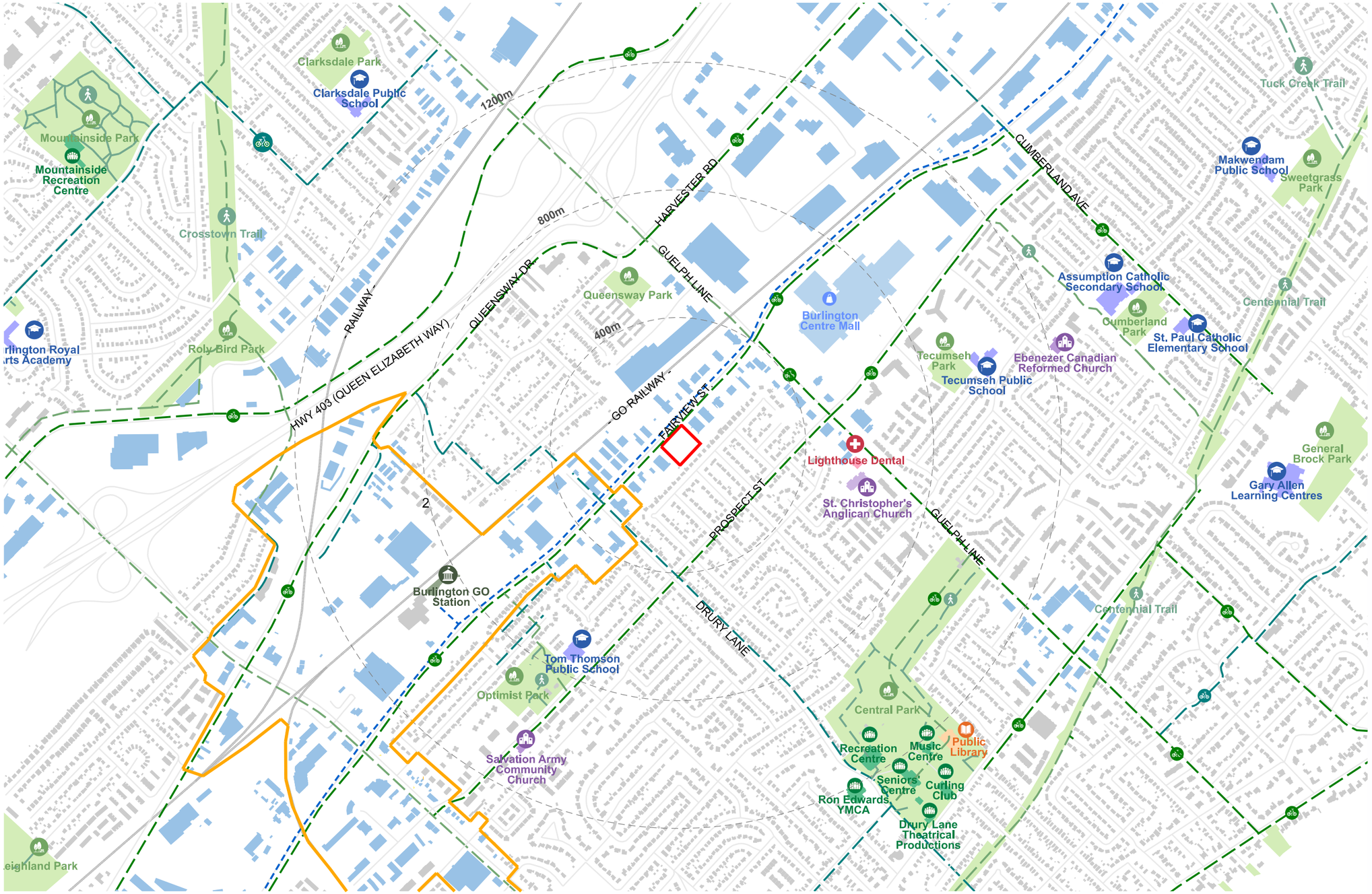
- **Burlington Centre:** A large-scale shopping mall is within the City of Burlington, offering a range of retail shores. The mall is located approximately 438 metres east and within a short walking distance of the subject property.

Seniors Housing

Within the surrounding community, there are a number of existing senior's housing and assisted care opportunities including:

- Home Well Senior Care facility is located across the subject property on 2349 Fairview Street.
- Bonnie Place on 500 Claridge Road is an aged care facility located close to Guelph Line and New Street.
- Chartwell Christopher Terrace Retirement Residence is a retirement community located at 3131 New Street.
- The Gardens by Maranatha another retirement community at 3290 New Street.
- Maranatha Homes at 3260 New Street is a retirement home.

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Legend

- Subject Property
- 400m/800m Buffer
- Road Centreline
- Railway
- Industrial/Commerical Buildings

Active Transportation Plan

- Bike Lanes
- Priority Bike Lanes
- Multi-use Trail
- Burlington Transit - Line 1

Communlty Ammenltles

- Notable Retail
- Schools
- Parks
- Places of Worship
- Transit Hub
- Healthcare
- Public Library
- Community Centre

City of Burlington Official Plan

- Major Transit Station Area (MTSA)

Figure 2: Context Map

2.3 SITE & SURROUNDING AREA PHOTOS



Figure 3: Site Photo Key Map

Existing Site Photos - Photos Taken October 2023



Along Fairview Street Looking North



View of Nearest Bus Stop in Front of Neighbouring 'Value Village'

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Surrounding Google Earth Street Views



Existing Multi-Use Pathway on Fairview Street



Existing Low-Rise Residential Dwellings on Barclay Road to the South



Dedicated Bike Lane on Fairview Street



View of Site



Commercial Building to the East



Entry to Burlington GO Station from Fairview Street

Figure 4: Existing Site Photos and Surrounding Street Views

3.0 DETAILED DESIGN

3.1 Description of the Proposed Development
3.2 Connectivity
3.3 Built Form & Architectural Expression
3.4 Angular Plane Analysis Study
3.5 Light and View Privacy
3.6 Landscaping & Building Relationship to Streetscaping
3.7 Shadow Study

3.1 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development features an 11-storey C-shaped building with a central court. The total Gross Floor Area (GFA) is 28,599 square metres with a Floor Space Index (FSI) of 3.70. The ground floor includes a commercial unit and a community space. The 307-square-metre community space will be dedicated to community services. The program details will be determined at a later stage. A total of 338 units are proposed with various unit sizes and types ranging from bachelor units to three-bedroom. The ground floor includes two-storey, three-bedroom townhouses integrated into the podium. The building footprint measures 2,538 square metres with a 32.8% coverage.

The siting of the building maintains generous setbacks on all sides to situate the building mass appropriately, contribute to public realm streetscaping, and mitigate privacy and over-viewing issues with neighbouring developments. The front yard setback has been increased to 5.1 metres along Fairview Street allowing for landscaping opportunities that contribute to and enhance the greenery along the public realm and maintain a pedestrian-oriented environment. The setback at the west ranges from 7.5 to 8.85 metres, adequately separating the proposed building from the neighbouring property. A similar setback is maintained along the east boundary. A generous setback of 19.80 metres is maintained at the back to allow for adequate transitioning to the existing low-rise neighbourhood to the south. This area maintains a 5-metre wide landscape buffer for the protection of existing trees and the servicing easement.

Most parking is accommodated in three levels of underground parking with a few surface spaces for commercial and community uses.

An outdoor amenity area is located in the south part of the courtyard which is connected to the proposed walkway network throughout the site. Additional amenity spaces are on the rooftop and the 7th-floor terrace.

The proposed site plan prepared by Terry Martino Architects, is shown in Figure 5.

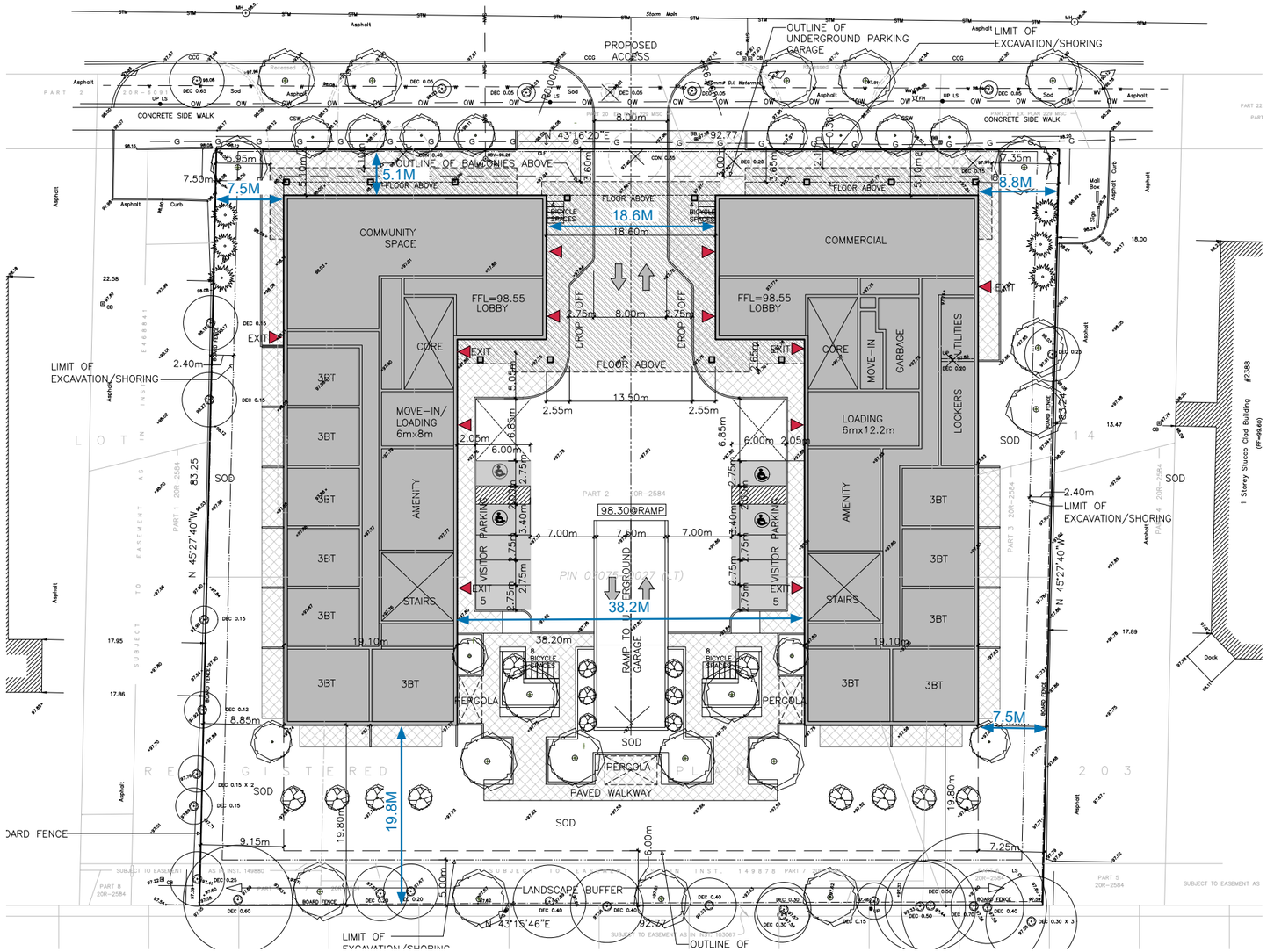


Figure 5: Site Plan - Prepared by Terry Martino Architects and Annotated by Weston Consulting

3.2 CONNECTIVITY

Vehicular Circulation & Access

The vehicular circulation on-site is centralized and designed to minimize conflict with pedestrians. The site design features a two-way driveway off Fairview Street that is beneath the 2nd floor and provides access to the central court, drop-off areas, and ramp to underground parking. The drop-off areas are conveniently located on both sides of the access driveway adjacent to the residential lobbies. The loading area in the east wing is directly connected to the waste collection area and is conveniently accessed through driveway. An additional loading area has been located in the west wing to ensure uninterrupted service to the residents. The north part of the courtyard provides adequate space for the turning and maneuvering of service vehicles.

Pedestrian Circulation & Access

Safe and accessible pedestrian circulation is achieved on-site through paved walkways that connect to street sidewalks. The concrete walkways will be designed based on applicable accessibility design standards, considering the grading conditions of the site and appropriate connections to the street sidewalk. Walkways near the entrance area allow for a wider pedestrian pathway to accommodate the pick-up and drop-off of residents and visitors. The pathway connects to the street sidewalk on Fairview Street. The outdoor amenity area at grade is also connected to the pathway providing a seamless pedestrian network across the site. On-site bicycle racks are located in both sides of the entrance area close to the sidewalk and in central outdoor amenity to facilitate the bicycle circulation between the proposed building and the cycling route along Fairview Street, encouraging sustainable transportation options.

By separating pedestrian and vehicular movement, the proposed development prioritizes the comfort and safety of pedestrians. This approach promotes a pedestrian-friendly environment and encourages residents and visitors to enjoy the amenities in the central courtyard and along Fairview Street.

Figure 7 illustrates the proposed circulation on-site.

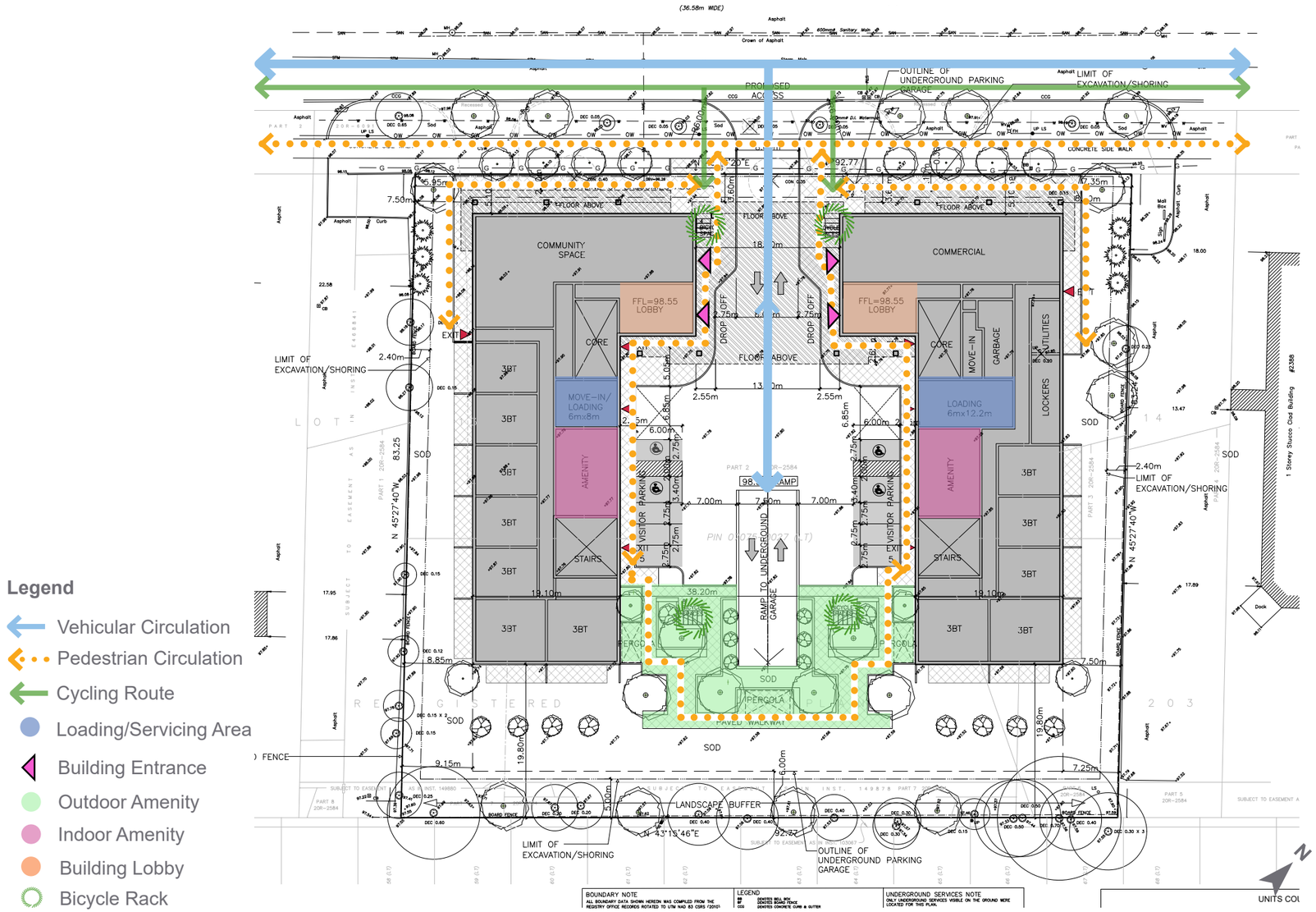


Figure 7: Circulation Plan - Site Plan Prepared by Terry Martino Architects and Annotated by Weston Consulting

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3.3 BUILT FORM & ARCHITECTURAL EXPRESSION

Built Form

The proposed building is 11-storeys high and has a C-shaped configuration. Massing breaks are introduced with a 4-storey podium (lower part) and a 7-storey upper part. Further articulation is provided through a distinct ground floor facade treatment, podium design, and characteristic design of the upper part with open and enclosed balconies. The upper part is set back three metres from the podium along Fairview Street for mass separation, reducing the massing impact from the street level, and ensuring a human-scaled street wall along Fairview Street.

The east and west wings of the building are gradually stepped back to be contained within an angular plane projected from the rear property line adjoining the existing low-rise residential neighbourhood. The setback to the rear property line progressively increases from the fourth to 11th storey, ranging from 19.8 to 41.8 metres. This strategic setback design ensures ample distance from the property line, allowing for a visually appealing building massing and minimizing potential overshadowing or visual impacts on the low-rise neighbourhood. Additionally, most residential units are oriented toward the north, east, and west directions to further enhance privacy to the south.

The building is centrally located on-site to accommodate landscape buffers along the site's perimeter. The landscaping will provide buffering from neighbouring properties, allow for the preservation of existing trees on and around the site, and maintain tree coverage for urban 'greening'.

Architectural Expression & Materiality

The proposed building integrates contemporary building elements and neutral colours and materiality. The facade design of the upper part breaks up the massing horizontally and vertically with characteristic balconies that add visual interest to the modular glass walls. The podium or lower building has a more robust look with the use of solid materials such as brick to differentiate from the upper building and minimize visual impact with a glazing facade.

The brick boxes have been divided into three separate elements with glass walls to seamlessly connect to the glazed street wall for better articulation and to lighten the overall massing.

Additionally, the projected balcony design has been changed to concrete slab with glass railing to create a lighter look throughout the building.



Figure 8: View Looking Northwest - Rendering Prepared by Terry Martino Architects

Elevations & Massing

The proposed building elevations illustrate the use of horizontal and vertical elements to create a sense of rhythm in the building facade. The main frontage of the building facing Fairview Street will integrate a balanced proportion of glazed and solid surfaces to promote transparency and an attractive street wall.

Materiality is proposed to create distinct building components:

- Ground Floor: Features a taller ceiling height with continuous glazing for visual transparency between the interior and exterior of the community space and commercial use.
- Floors 2 – 4: Floors 2 to 4 will feature glazed walls and recessed glass balconies alternating with vertical wall elements.
- Floors 6 - 11: The upper floors will feature extensive glazing with open and enclosed glass balconies, creating a unique architectural expression.

The proposed massing corresponds to a height increase from six storeys (as-of-right) to 11 storeys (proposed) to achieve higher density and support the City's intensification goals, as discussed in Section 4 of this report. The proposed design incorporates architectural elements and applies the angular plane from the rear property line to provide appropriate transitions to the surrounding properties and minimize shadow and privacy impact.

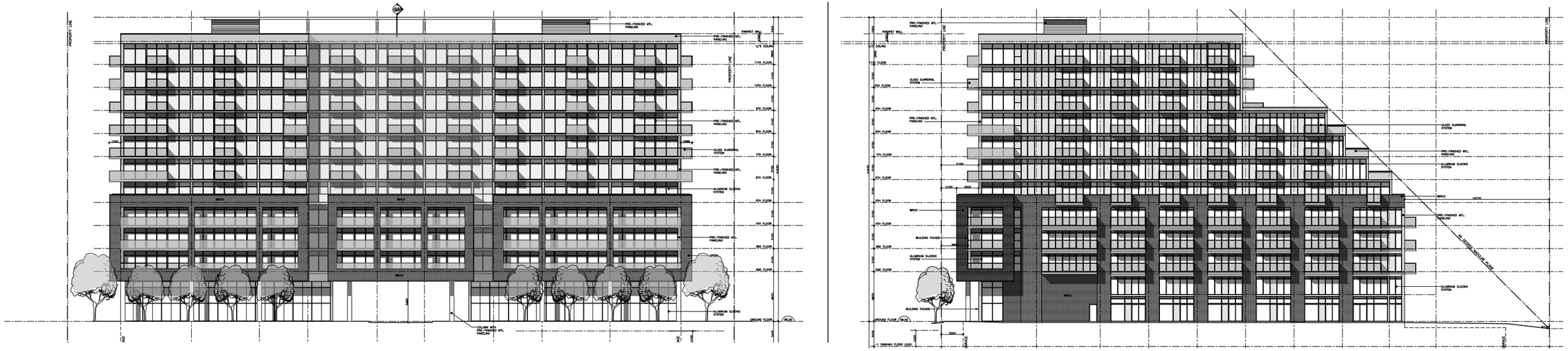


Figure 9: North Elevation (Left) and West Elevation (Right) - Prepared by Terry Martino Architects

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3.4 ANGULAR PLANE ANALYSIS STUDY

The proposed 11-storey development, with an overall height of 41.6 metres, has been designed to meet the angular plane requirements. The southern lot line of the subject property is shared with single detached dwellings.

To achieve compatibility and transition smoothly between different built forms, the proposed development's exterior design, colour palette, building materials ensure to harmonize with the existing low-rise buildings. The brick used in the facade articulation is influenced by the neighbouring townhouses and the glass enlightens the overall mass of the building and alleviates the visual impact.

In adherence to the angular plane requirements, figure 10 includes a section drawing that demonstrates conformity with the 45-degree angular plane. The plane is taken from the rear property line that is shared with the existing low-rise residential neighbourhood. Additionally, the angular plane is measured from the lowest grade elevation of 97.57 metres along the shared property line to ensure that the lower-scaled residential dwellings are not subject to additional shadow impacts resulting from grade changes.

The development has been terraced at every level, starting from the fourth storey, ensuring compliance with the angular plane and maintaining a harmonious relationship with the adjacent Neighbourhood designated lands.

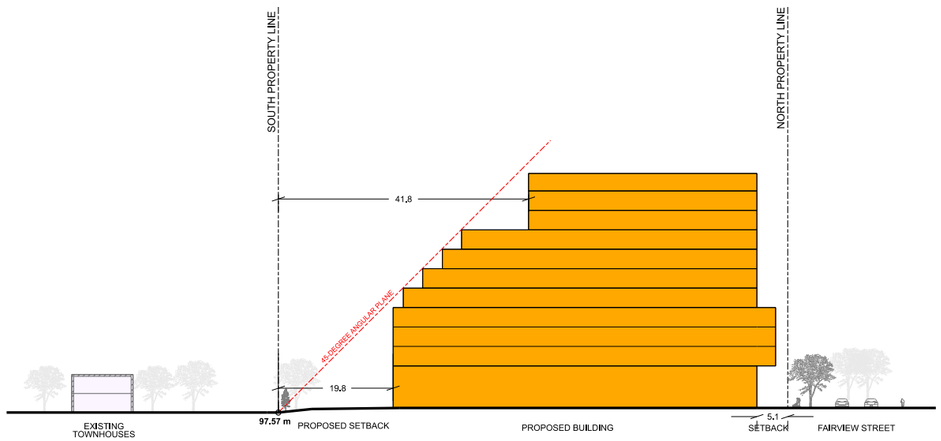


Figure 10: Cross Section Illustrating the 45° Angular Plane From Shared Lot Line

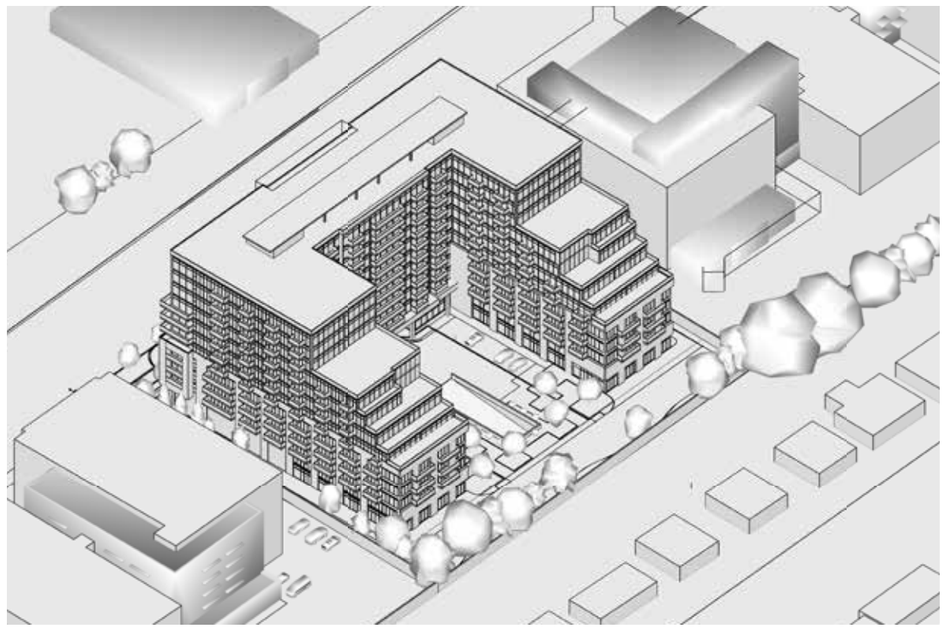


Figure 11: Axonometric View Looking Northeast Showing Terracing Strategy - Generated from the 3D Model Prepared by Terry Martino Architects

3.5 LIGHT AND VIEW PRIVACY

Maintaining adequate privacy and skyview are key considerations for transitioning and compatibility with the existing townhouses to the south. Accordingly, the diagrammatic cross-sections illustrated in Figures 13 and 14 show how the proposed building design with generous setbacks and massing step backs provide a compatible transition to the existing townhouse property.

Figure 12 shows the view shed from the rooftop amenity area towards the existing townhouse. The generous setback of 19.8 metres of the base building, additional step backs of the upper part provide enough separation and privacy. Raised planter beds and planting buffers on the rooftop amenity aid in the screening and buffering of views. Additionally, the majority of the existing townhouse building and its rear yard is outside of the view shed.

The 5-metre landscape buffer including the existing trees at grade along the south property line also provide screening and privacy.

Figure 13 shows a comprehensive analysis of available skyviews based on the proposed condition. The proposed building setback and stepbacks ensure the existing townhouse receives adequate daylight conditions. Additionally, The terracing of east and west wings helps to mitigate the shadow impacts on the neighbouring buildings to the south.

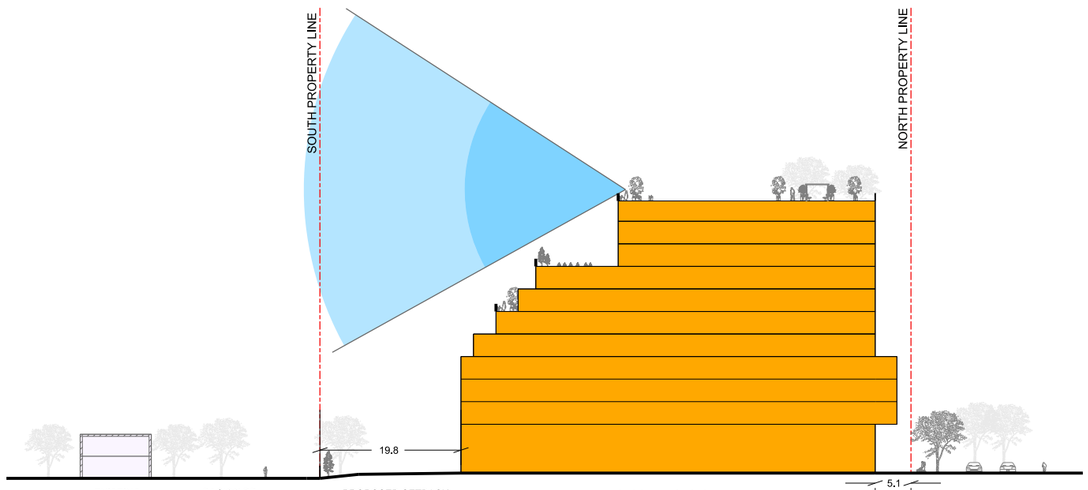


Figure 12: Cross-Section illustrating the Building Setback From the Existing Townhouse Property to the South and Privacy View Shed

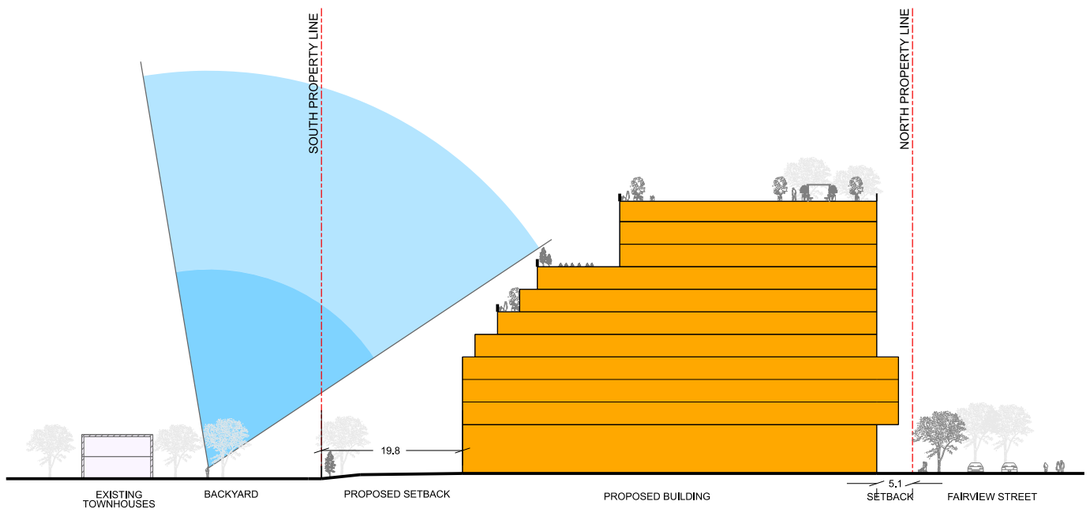


Figure 13: Cross-Section illustrating the Building Setback From the Existing Townhouse Property to the South and Extent of Skyview

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3.6 LANDSCAPING & BUILDING RELATIONSHIP TO STREETSCAPE

A Landscape Plan prepared by MSLA (Figure 14) illustrates the proposed landscaping treatments on-site. The proposed development will include hard and soft landscape on the ground floor to compliment the building and provide outdoor amenity areas for residents. The landscape design plays an important role in enhancing the streetscape, and maintaining the City's urban tree canopy.

The increased setback to the north property line to 5.1 metres allows for wider streetscape design. The street edge along Fairview Street frontage has been populated with furnitures, lightings, and planters to ensure a vibrant public realm and create a welcoming environment at the building's entrance. At rear, the 5-metre landscape buffer covered with the proposed trees and planters, is located to allow for existing trees preservation and to screen the internalized activities from the neighbourhood properties.

In addition to the at-grade outdoor amenity, the proposed building features open amenities on the 7th and 12th floor, surrounded by soft and hard landscape treatments, creating a visually appealing and enjoyable space for residents.

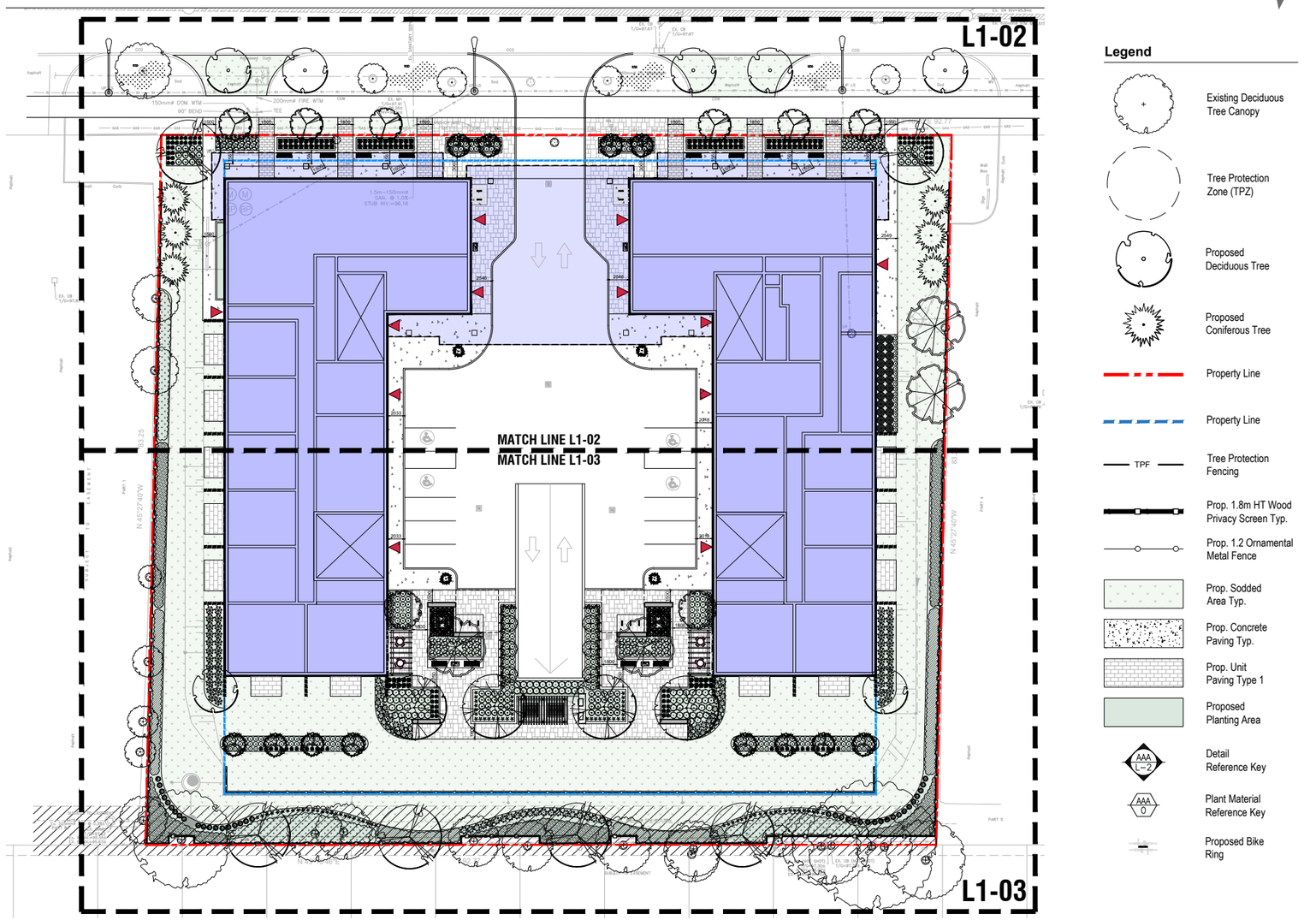


Figure 14: Landscape Plan - Prepared by MSLA

Streetscaping

Streetscaping involves the creation of an urban edge with a human-scaled street wall and green transitioning between the public and private realms. The existing multi-use pathway on Fairview Street will be enhanced with street trees and grassed boulevards. Hard and soft materials will surface the front setback area, and walkway connections will be established between the ground floor and the multi-use pathway. Additional greenery will be provided through planters with integrated seating.

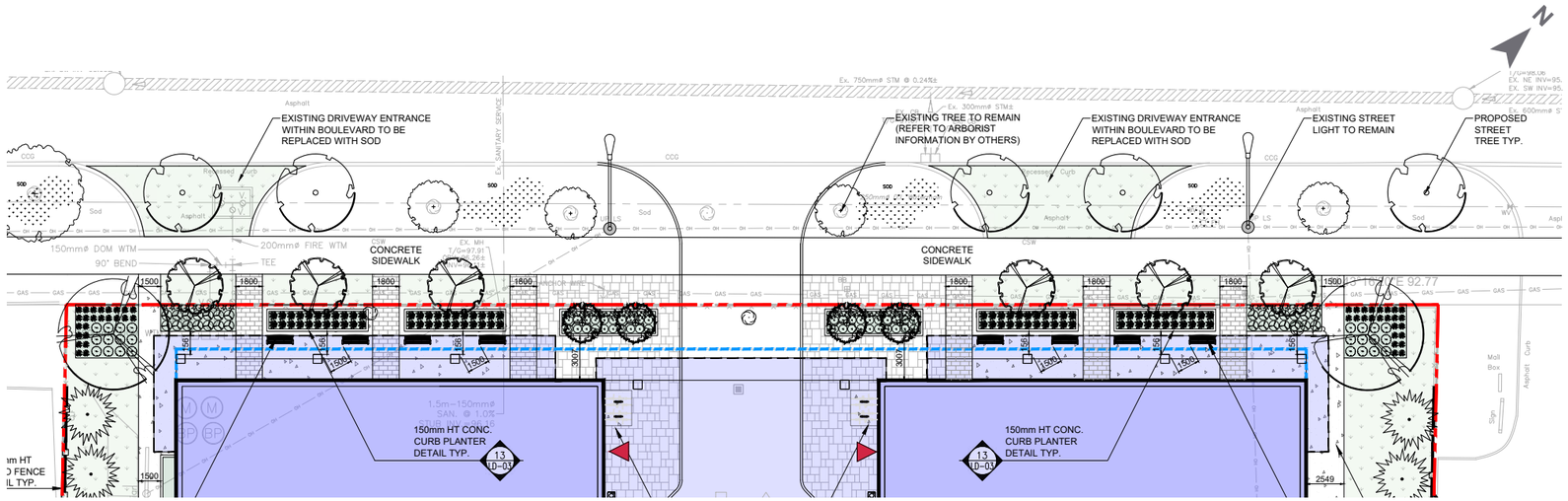


Figure 15: Plan View of Streetscape Design - Prepared by MSLA



Figure 16: View of Streetscape - Rendering Prepared by Terry Martino Architects

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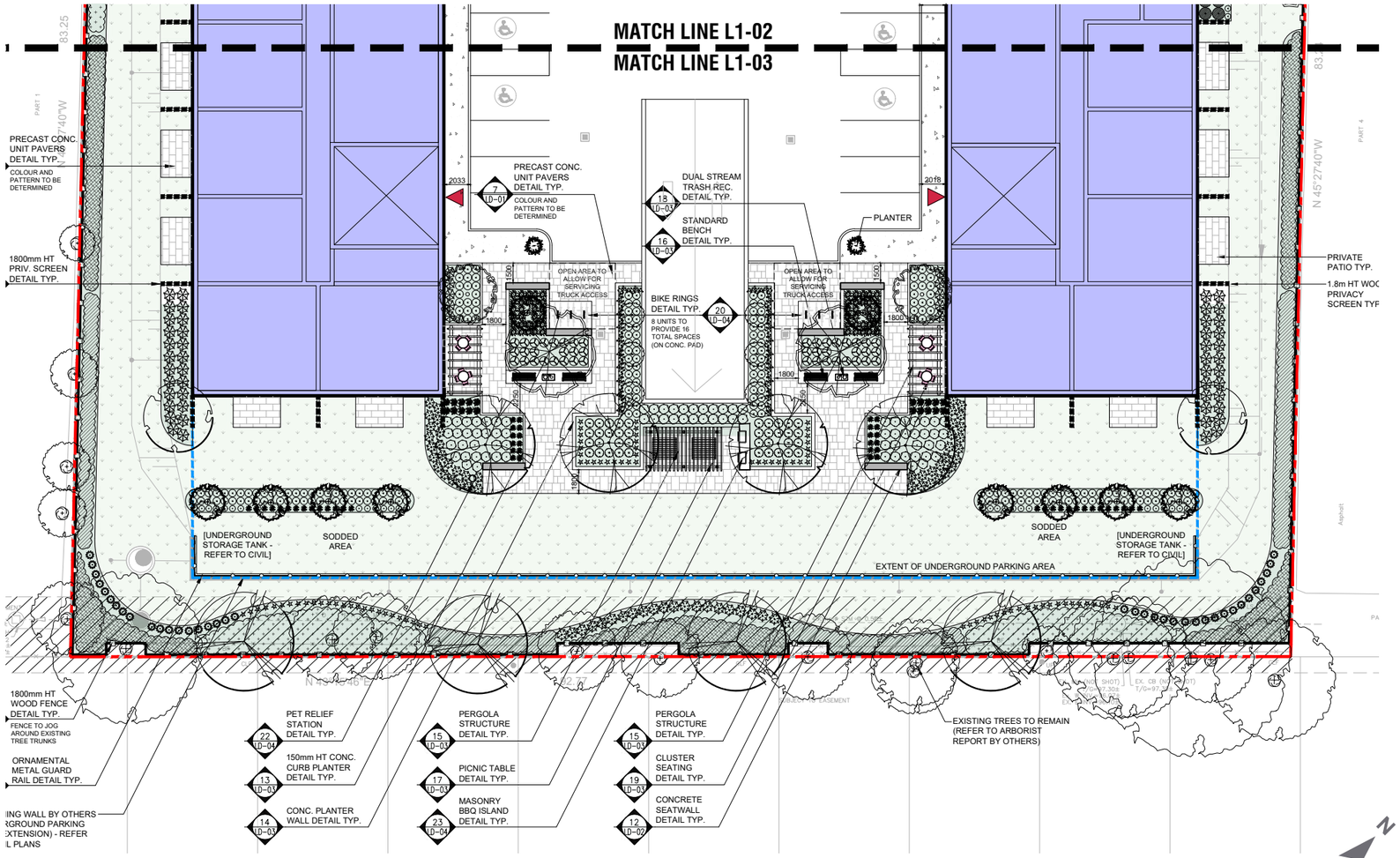
Figure 17: View of Internal Courtyard - Rendering Prepared by Terry Martino Architects

Courtyard & Amenity Areas

The central courtyard utilizes a combination of hard and soft landscaping to delineate pedestrian pathways, accommodate vehicle movement, and provide for the planting of trees and vegetation. A 5-metre landscape buffer will be maintained along the rear property boundary for the servicing easement and preservation of existing trees. This buffer will also provide visual screening between the proposed building and the existing residential buildings on Barclay Road to the south.

The central outdoor amenity area features planters, seating arrangements and shade structures. It also connects to the pathway to ensure and uninterrupted pedestrian movement. A range of gathering spaces has been designed within the amenity area to provide active communal spaces for the residents (Refer to Figure 18).

The rooftop amenity area is designed with clearly distinguishable functions for the residents that include a sports court, exercise area, multiple covered seating areas, shading structures, BBQ islands, billiard and ping pong table. The amenity area is screened by raised planters and proposed trees (Refer to Figure 19).



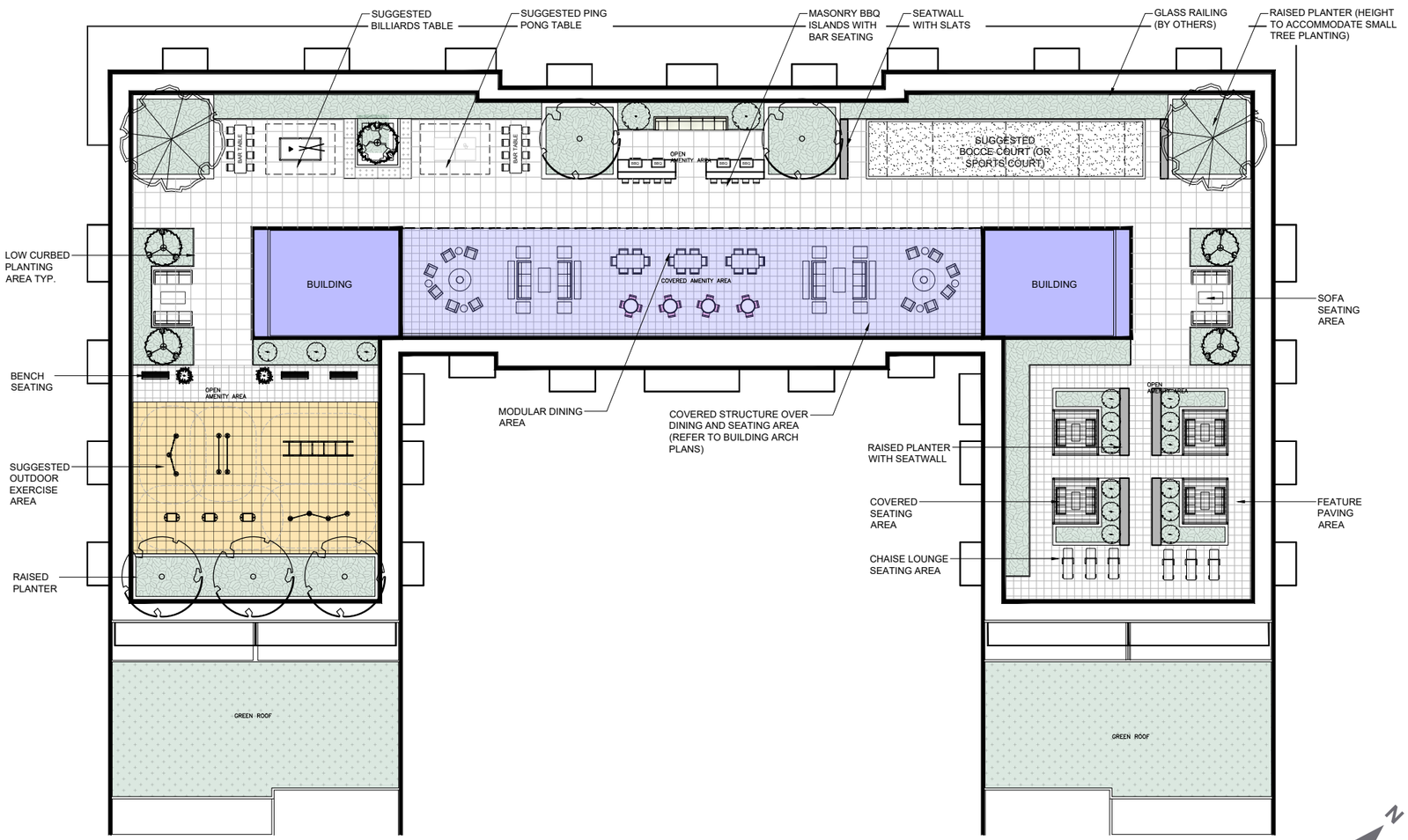
Legend

- Existing Deciduous Tree Canopy
- Proposed Deciduous Tree
- Proposed Coniferous Tree
- Plant Material Reference Key (AAA 0)
- Proposed Bike Ring
- Property Line
- Property Line
- Prop. 1.8m HT Wood Privacy Screen Typ.
- Prop. 1.2 Ornamental Metal Fence
- Prop. Sodded Area Typ.
- Prop. Concrete Paving Typ.
- Prop. Unit Paving Type 1
- Proposed Planting Area

Figure 18: Landscape Plan Showing Courtyard and Perimeter Landscaping - Prepared by MSLA

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Legend

- Existing Deciduous Tree Canopy
- Proposed Deciduous Tree
- Proposed Coniferous Tree
- Detail Reference Key (AAA / L–2)
- Plant Material Reference Key (AAA / 0)
- Prop. 1.8m HT Wood Privacy Screen Typ.
- Prop. 1.2 Ornamental Metal Fence
- Prop. Sodded Area Typ.
- Prop. Concrete Paving Typ.
- Prop. Unit Paving Type 1
- Proposed Planting Area

Figure 19: Rooftop Outdoor Amenity Landscape Plan - Prepared by MSLA

3.7 SHADOW STUDY

A preliminary Shadow Study has been prepared by Terry Martino Architects to assess the impacts of the proposed development on the surrounding community based on the Terms of Reference of the BUD. Accordingly, shadow diagrams of March 21, June 21, and December 21 for the hours of 9:30 a.m., 12:30 p.m., and 3:30 p.m. are illustrated in Figure 15. The shadow diagrams represent the as-of-right shadow conditions and the incremental shadows from the proposed development. The as-of-right condition permits a six-story building on the subject property. The shadows from the proposed development are based on an 11-storey building.

Based on the Design Guidelines for Mixed-Use & Residential Mid-Rise Buildings ('Guidelines'), the height and massing of a building should be designed to ensure five consecutive hours of sunlight on the sidewalk across the street at the spring and fall equinoxes. The March 21 shadow diagrams show that both sides of Fairview Street are free of shadow impacts from the proposed development from 12:30 p.m. onwards. This ensures at least five consecutive hours of sunlight on the street sidewalks in front of the subject property. The morning shadow diagram (March 21 at 9:30 a. m.) illustrates that the as-of-right 6-storey building already impacts Fairview Street, and the incremental shadow impact from the proposed condition has negligible additional impact on the street sidewalks.

Regarding on-site internal amenity areas, at 12:30 on March 21, a small part of the landscaped amenity area was impacted. The incremental shadow from the proposed condition only impacts the paved parking area. At 3:30 p.m., the proposed shadows impact the west half of the amenity area. The incremental shadow only impacts a small part of the east amenity area and the paved courtyard.

No parks or key public spaces are impacted.

The shadow impacts on neighbouring properties are reasonably acceptable as they are commercial developments and are anticipated to be developed with similar built forms in future. The net shadow impact between as-of-right and proposed height is shown to be minimal, considering that the March and December early hours have darker skies and low solar angles.



Figure 20: Shadow Diagrams - Prepared by Terry Martino Architects

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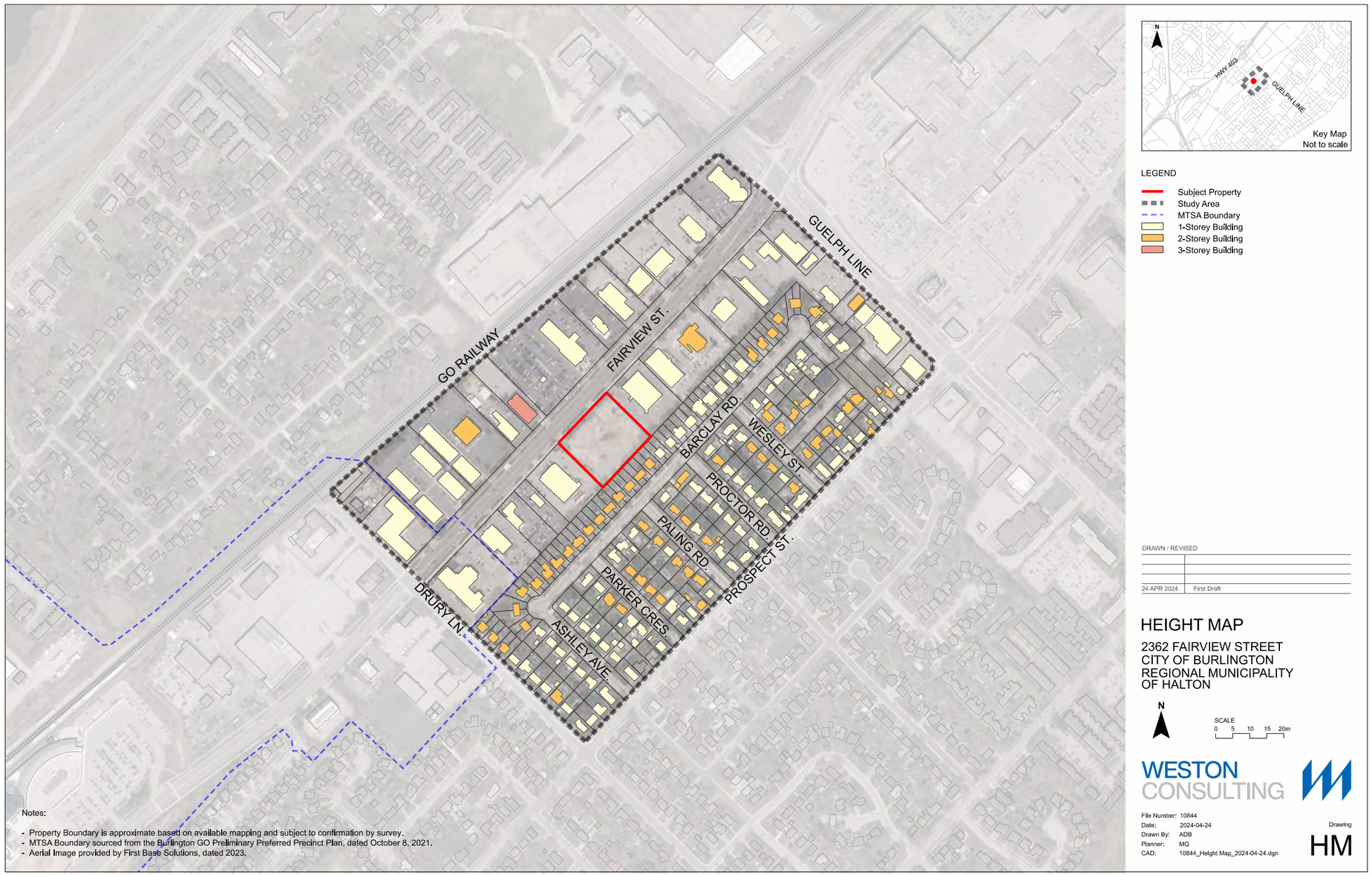


Figure 21: Context Height Map - Prepared by Weston Consulting

4.0 URBAN DESIGN OBJECTIVES & POLICIES

4.1 City of Burlington Official Plan (Approved 2020)
4.2 Design Guidelines For Mixed-Use & Residential Mid-Rise Buildings (2019)
4.3 Sustainable Building & Development Guidelines (2021)
4.4 Discussion: Staff, BUD Comments & Design Response

4.1 CITY OF BURLINGTON OFFICIAL PLAN (APPROVED 2020)

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

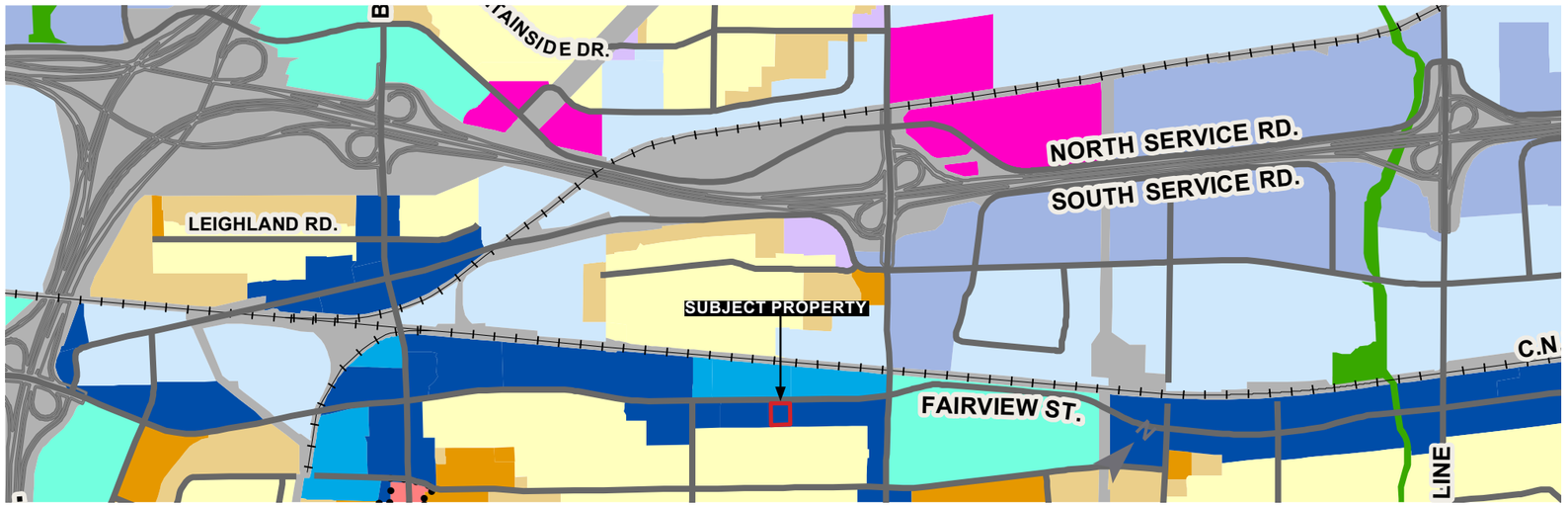
Overall, the intention of the BOP is to support the transition of Burlington from a suburban to an urban community by **accommodating more density** though **intensification** and developing **complete** and **sustainable** communities.

Section 7.2: The Public Realm

Section 7.2 includes urban design policies pertaining to the quality of the public realm. Key urban design objectives outlined in this section include the following:

a) The design of the public realm shall address considerations such as, but not limited to, the following:

(i) improving the quality of public spaces as community destinations and public gathering places through the design of public realm facilities, such as public squares, parkettes or promenades;
(ii) providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping;
(iii) improving the quality and convenience of active transportation;
(iv) creating an attractive and comfortable environment for pedestrian movement while preserving and complementing existing natural features;
(v) implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial Legislation
(vi) designing public realm facilities to perform their diverse roles, balancing the spatial needs of people of all ages and abilities, through the application of the principles of Universal Design;
(vii) improving multi-modal transportation and public space needs in the design of streets and roads;
(viii) improving the quality of streets, sidewalks and walkways, and cycling facilities to provide more direct active transportation access to transit facilities;
(ix) enhancing the aesthetic and functional quality of intersections, as marking major entrances into areas and neighbourhoods, where appropriate;
(x) creating, maintaining and enhancing public views and vistas of significant natural and built features;



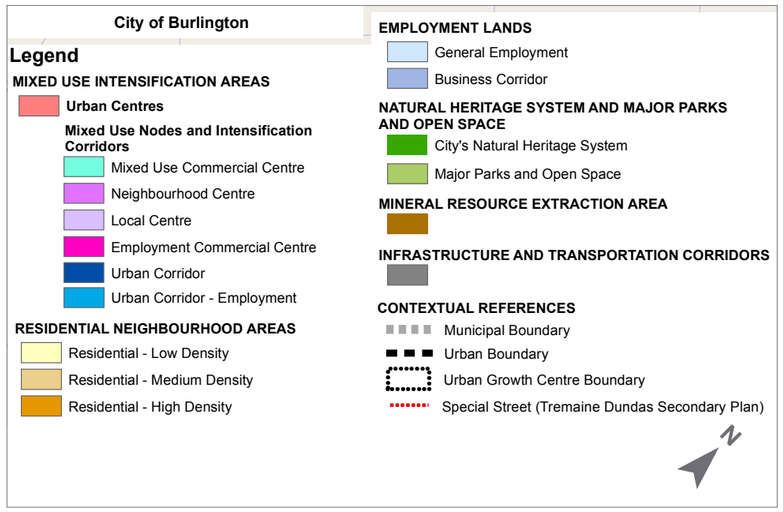


Figure 22: BOP Schedule C Land Use

(xiv) recognizing and promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles; and
(xv) designing safe, reliable and cost-effective infrastructure and minimizing their visual impact.

D**iscussion**

- The proposed development contributes to the public realm through improved streetscaping, defining the street edge and providing active uses at grade. The design enhances streetscaping by including street tree planting, maintaining the multi-use pathway and grassed boulevards. Walkways connecting between the public realm and the site, and proposed bike parking facilities will encourage active transportation.

- The proposed design is based on CPTED principles, providing 'eyes on the street' and the internal court.

Section 7.3 Urban Design and Built Form

The subject property is located in the *Secondary Growth Area* as per Schedule B1 of the BOP. The relevant policies pertaining to urban design within *Secondary Growth Areas* are provided below:

7.3.2(1) Primary and Secondary Growth Areas

a. In Primary and Secondary Growth Areas, as shown on Schedule B-1: Growth Framework, of this Plan, pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly Established Neighbourhood Areas.

The design of development in Primary and Secondary Growth Areas shall address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:

a. Locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;

b. Providing appropriate transitions to adjacent land uses, particularly residential uses;
c. Massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;
d. Locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;
e. Including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;
f. Or integrating roof top mechanical equipment within the overall composition of the building;
g. Creating an attractive and connected interface between the private and the public realms;
h. Creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and
i. Providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.

Development in Primary and Secondary Growth Areas should locate and organize parking, access and service areas to minimize their impact on surrounding properties and the public realm. The design of vehicle parking, access and service areas shall address considerations such as, but not limited to, the following:

a. Locating off-street parking in the side and/or rear yards, in underground or structured parking where appropriate, away from the street edge and adjacent residential uses;
b. Integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;
c. Limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;
d. Screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;
e. Locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;
f. Incorporating landscaped islands and pedestrian walkways; and
g. Incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the development.

D**iscussion**

- The main face of the proposed building is located parallel to Fairview Street to define the street edge and facilitate connections to nearby existing bus stops.

- The massing of the building is designed to transition to the rear low-rise neighbourhood through generous rear yard setbacks and angular plane considerations. A pedestrian-scaled environment is created through stepping back the upper part of the building from the lower part, facade design and materiality.

- Entrances for the community space and commercial uses are located on both sides of the access driveway and will be barrier-free and connected to the street sidewalk. The widened walkways on both sides of the access driveway will naturally draw pedestrians towards the residential lobby entrances. Additionally, appropriate signage will be used for easy identification and way finding.

- The proposed streetscaping, design of the building edge and its relation to the street, grade-related active uses and facade design will create a connected and attractive interface between the private and public realms. The design intent is to create a continuous street edge along Fairview Street with active uses.

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- The proposed design supports the City's parking strategies by providing the majority of parking underground, and locating off-street parking away from the street edge in the central court.
- The design proposes a single-vehicle access to minimize disruption to traffic flow and pedestrian and cyclists along the multi-use path on Fairview Street.
- The loading areas are contained inside the building and in locations that will have minimal impact on the public realm.
- The surface parking area is designed with landscaped islands and pedestrian walkways to reduce its visual impact within the courtyard and connect parking spaces to building entrances and amenity areas.
- All rooftop mechanical equipment will be screened within the overall composition of the building.
- The design proposes outdoor amenity areas at-grade and on rooftops and terraces as well as adequate landscaping areas for trees and vegetation.

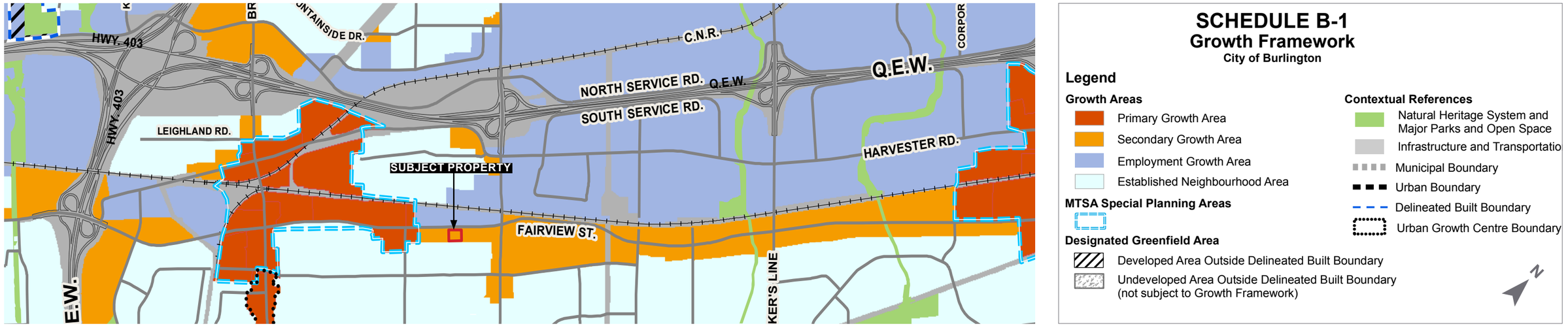


Figure 23: BOP Schedule B-1 Growth Framework

4.2 DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS

The Design Guidelines for Mixed-Use & Residential Mid-Rise Buildings ('Guidelines') was prepared by the City of Burlington in March 2019 to provide guidance for developers and architects designing mid-rise buildings in the City. The objectives of the guidelines are to 'provide best practices related to building height, massing, transitions, and building articulation to promote and encourage high quality mid-rise [built form]'. According to the Guidelines, mid-rise buildings are defined as 'five (5) to eleven (11) storeys in height' that serve to transition to lower scale residential neighbourhoods.

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

Lower Building:

Building Placement

The proposed building is placed parallel and close to Fairview Street to frame the street. The distance between the ground floor building edge and the road curb is 12.0 metres that exceeds the minimum required 6.0-metres boulevard. This boulevard accommodates the multi-use path, street trees, landscaping and active uses, and establishes a pedestrian-oriented relationship between the building's edge and the street sidewalk. Moreover, the recessed ground floor helps to transition better between the private-public domains.

Building Separation and Spacing

Both east and west wings of the buildings are separated 38.20 metres apart by the central courtyard, ensuring adequate separation for privacy, sunlight and views. The private courtyard serves as a space for visual and physical connections and accommodates common landscaped amenities. At the entrance area, the ground floor building blocks are separated 18.6 m to accommodate the access driveway, drop-off areas and pedestrian pathways.

Built Form Height and Massing

The lower building is 4 storeys with a tall ground floor to accommodate higher ceilings for community uses, commercial uses, residential lobbies, and podium townhouses. The lower building is 16.275 metres high and is well within the recommended 80% of the street ROW (40 metres is 80% of the 50 metres ROW) and the recommended maximum 6 storeys height limit. The building height increases from an as-of-right 6-storey to the proposed 11-storey to accommodate higher density while enhancing the streetscape along Fairview Street without compromising sunlight access and privacy in the adjacent properties.

The building length along the street frontage is approximately 76 metres. The façade design and materiality articulate the face of the lower building into three bays. The balconies and wall extensions provide a finer grain of vertical articulation. Inset balconies are utilized in the lower building to avoid negative impacts on the public realm.



Figure 24: Building Structure with Upper and Lower Building Components

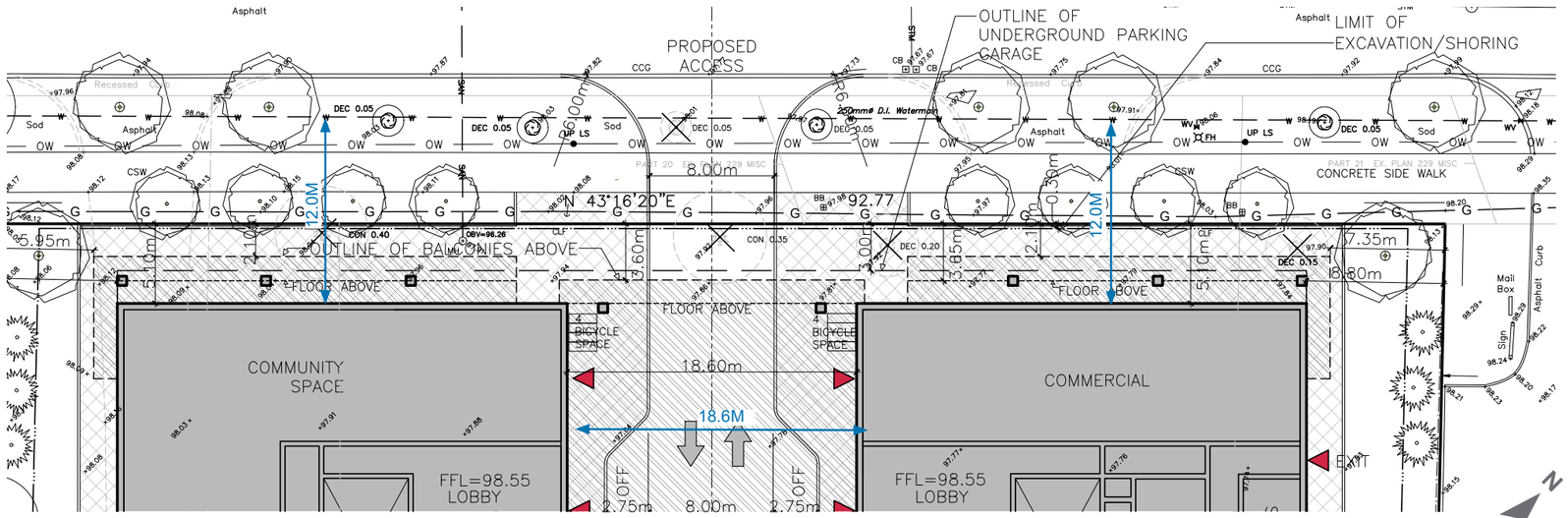


Figure 25: Pedestrian-Oriented Relationship Between Building and Sidewalk

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Street Level Design, Facade Articulation and Materials

A street-level approach is incorporated into the building design with floor-to-floor clear glazing for visual connections between indoor and outdoor, private and public realms, enhancing the sense of safety and promoting a more pedestrian-friendly environment. The ground floor height is 6.825 metres and exceeds the minimum recommended height of 4.5 metres to accommodate internal servicing, loading areas, active uses, and podium townhouses.

The glazed walls have been strechted down to connect the upper part to the base building, while the brick frames make the base of the building distinct from the top, with more robust-looking materials anchoring the building to the ground. The Architectural elements and materiality provide vertical and horizontal articulations. Building entrances are internal to the podium. However, the entry driveway and the taller floor height of the ground floor provide sufficient entry recognition.

Site Access, Servicing, and Parking

The site access and circulation are designed to avoid conflict between vehicles and pedestrians and ensure the safety of pedestrians. Servicing and loading are accommodated inside the building.

Most parking is provided in three underground parking levels with a few parking spaces at grade for commercial and community uses. The underground parking garage is setback from all property lines as illustrated in the Site Plan and contained within the limit of the excavation/shoring area. This will ensure adequate soil volume for the mature growth of trees around the subject property. The surface parking spaces are located in the courtyard and well hidden from the public realm.

Outdoor Amenity Area

The outdoor amenity area is located in the central court in a visible location. The amenity area has access to sunlight, views, and shade in summer. It can be programmed to have multiple activities and create a more family-friendly development. High-quality landscaping will be utilized. Indoor amenity areas are located close to the outdoor area and are physically linked through pedestrian pathways. Additional amenity areas are located on the 7th floor terraces and rooftop area. The design of the amenity area will adhere to applicable accessible design standards. Details will be provided in the site plan stage.

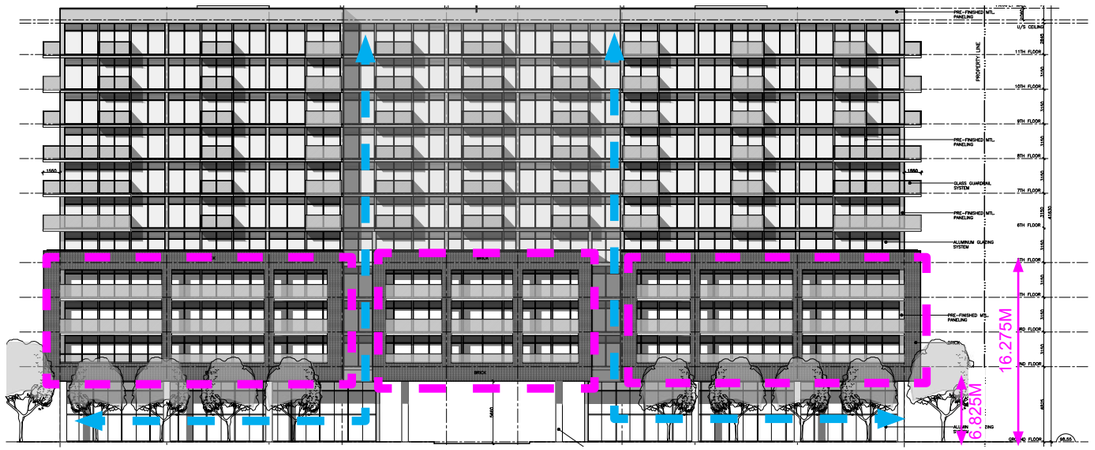
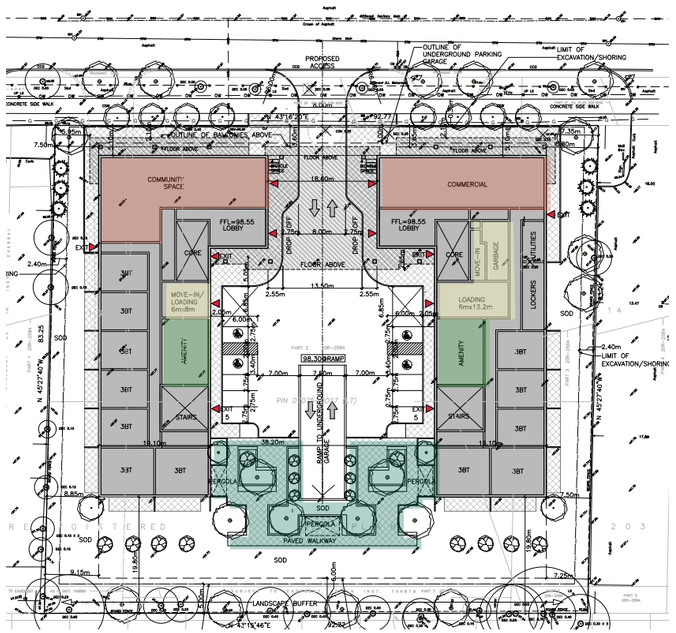


Figure 26: North Elevation Illustration Showing Three Vertical Bays and Continuity of Glass to the Street Wall



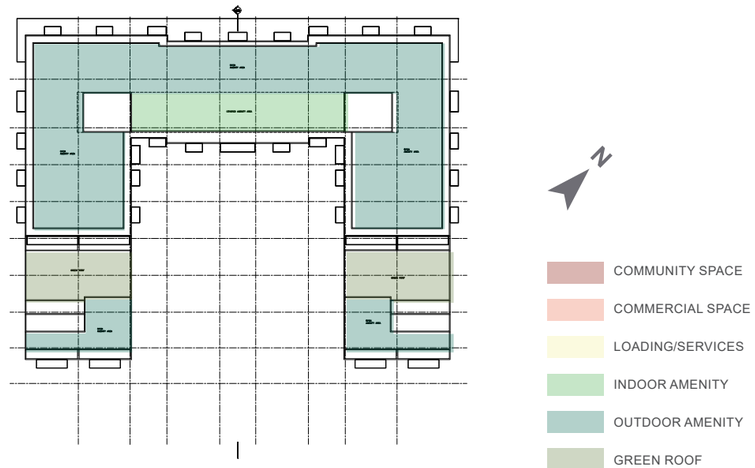


Figure 27: Site plan (left) and Roof Plan (right) with Illustration of Servicing, Loading and Amenity Areas

Upper Building

Built Form Transition and Compatibility

Various massing strategies have been employed for the upper building to transition to its context. The upper building is setback 3 metres from the lower building along the street to protect access to sunlight and skyview and limit shadow impacts on the street. The rear extensions of the east and west wings are contained in an angular plane projected from the rear property line that is shared with the existing low-rise residential neighbourhood.

Upper Façade/Roof Design, Articulation and Materials

The conceptual building elevations and renderings illustrate the extensive use of glass in the upper building to minimize perceived mass. Horizontal and vertical articulation are added through projected glass balconies and enclosed balconies. Balconies are provided all around the building as integral elements of the upper building façade design. The rear balconies are within the angular plane, and the front balconies are set back from the street. The building elevations illustrate that the balconies are 1.55 metres wide to provide functional private amenity space.

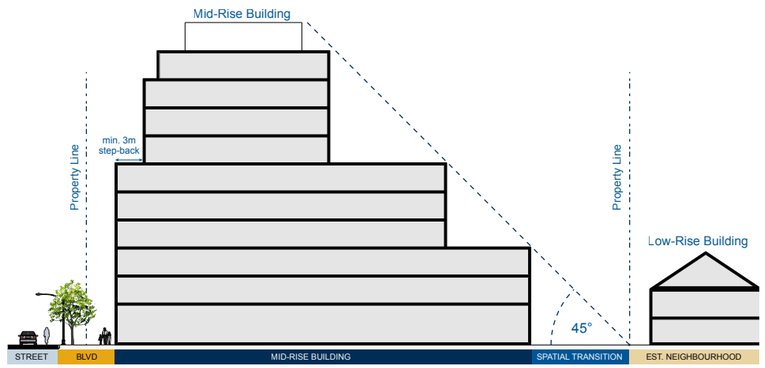


Figure 28: Built Form Transition per Mid-rise Building Guidelines 2019, Section 3.1

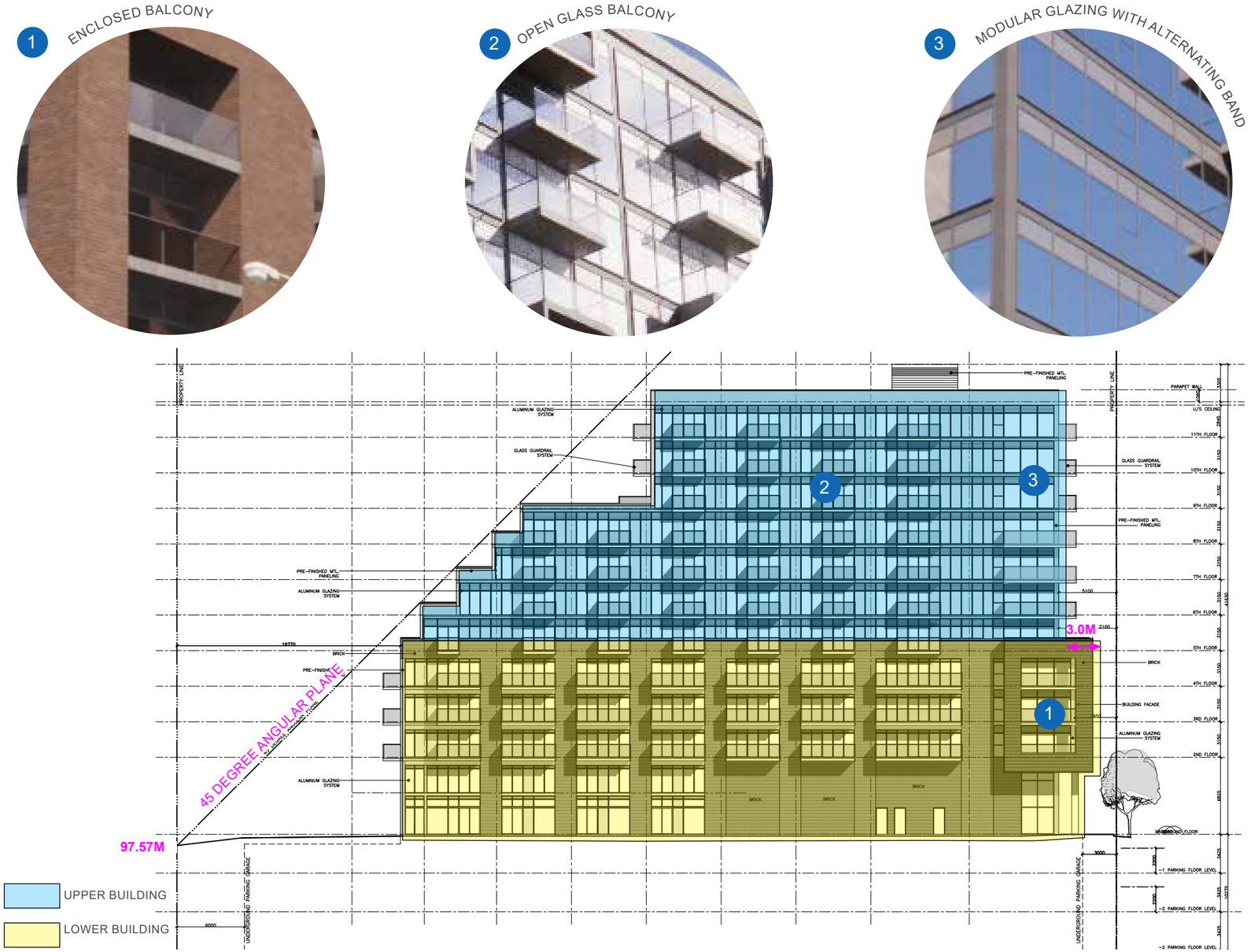


Figure 29: East Elevation Illustration with Angular Plane, Upper Building Setback, and Materiality

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4.3 SUSTAINABLE BUILDING & DEVELOPMENT GUIDELINES (2021)

The Sustainable Building and Development Guidelines ('SBDG') were released by City Staff in December 2021 to encourage sustainable design approaches for future developments in Burlington. The purpose of the SBDG is to provide developers and architects with key design considerations that will contribute to 'building excellence' within the City. While the guidelines are administered primarily through major Site Plan applications, a review of the guidelines is also required as part of Official Plan and Zoning By-law amendment applications to ensure items can be implemented at Site Plan. Upon development application submission, City Staff will utilize these Guidelines as a comprehensive checklist and tool to review various elements of sustainable building practices for new developments to ensure they align with Burlington's Strategic Plan 2015-2040.

As part of the OPA and ZBA process, the proposed development is subject to the following 'Required Guidelines' as per the SBDG:

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

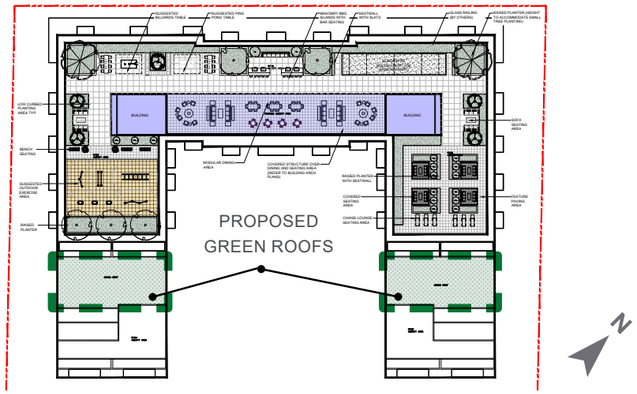
Additionally, 'Voluntary Guidelines' that are recommended to be reviewed during the OPA and ZBA process and are relevant for the proposed development are listed below:

- **3.8 Enhanced Tree Preservation:** *Maintain existing on-site trees that are 30 cm or more DBH (diameter at breast height) OR Maintain 75% of healthy mature trees greater than 20 cm DBH.*

Discussion

- The proposed development provides pedestrian pathways that connect the access drop-off area to street sidewalks, the existing bus stops on Fairview Street, and the outdoor amenity area in the central courtyard. All on-site pathways will be designed in accordance with AODA regulation guidelines.
- In terms of bicycle parking, the development proposes a total of 104 spaces with 8 spaces at grade.
- Stormwater treatment practices will be established via a Stormwater Quality and Management Strategy in future development stage applications. The proposed green roof on the rooftop, generously landscaped perimeters, and storm sewers will contribute to stormwater quality control.
- Vegetated landscaped areas are proposed along the periphery of the site to mitigate heat island effects and improve the overall tree coverage. Additionally, a tree preservation strategy is recommended to protect existing trees both on-site and along site boundaries.
- Private waste collection service area is proposed at grade where the collection can be conducted through the internalized loading area. There are a total of 12 waste collection bins to accommodate the expected number of residents' needs.

Table 1 summarizes the relevant sustainability measures proposed within the development based on the Sustainability Checklist.



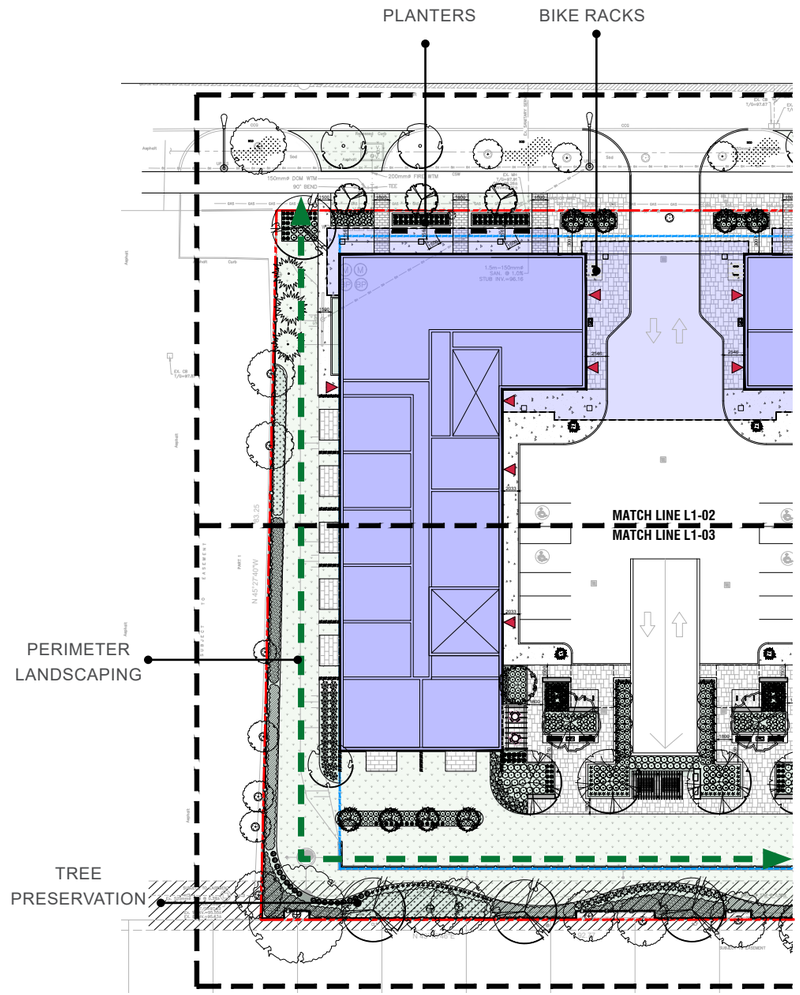


Figure 30: Landscape Plan - Prepared by MSLA

Table 1. Sustainable Building and Development Guidelines Checklist

Item No.	Required or Voluntary	Guideline	Implementation	Development Response
Section 2: Transportation				
2.1	Required	**Site Connections:** Provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites in accordance with Official Plan policies.	OPA/ZBLA and Site Plan	The proposed development provides pedestrian connections to the municipal sidewalk along Fairview Street as well as an expanded streetscape at-grade for commercial and community space access. The design provides connections to the existing bus stops on Fairview Street and the outdoor amenity area in the central courtyard.
2.3	Required	**Bicycle Storage:** Provide bicycle parking spaces in accordance with the Zoning By-law and Official Plan Policies.	OPA/ZBLA and Site Plan	The proposed design includes a total of 104 bicycle parking spaces. Bicycle parking is provided at-grade and within the underground parking levels.
Section 3: Natural Environment				
3.8	Voluntary	**Enhanced Tree Preservation:** Maintain existing on-site trees that are 30 cm or more DBH (diameter at breast height) OR Maintain 75% of healthy mature trees greater than 20 cm DBH. Note: Tree preservation requirements will be determined by Official Plan urban forestry policies.	OPA/ZBLA and Site Plan	A tree preservation plan is recommended to protect existing trees within the subject property and adjacent the property boundaries.
Section 4: Water Conservation & Quality				
4.1	Required	**Stormwater Quality:** Achievement of a level one/enhanced stormwater treatment for all stormwater runoff.	OPA/ZBLA and Site Plan	Stormwater treatment practices will be established via a Stormwater Quality and Management Strategy in future development stage applications. The proposed green roof on the rooftop, generously landscaped perimeters, and storm sewers will contribute to stormwater quality control.
Section 5: Energy & Emissions				
5.1	Required	**Urban Heat Island:** Provide vegetated landscape areas in hard surface areas as per the Zoning By-law.	OPA/ZBLA and Site Plan	Vegetated landscaped areas are proposed along the periphery of the site to mitigate heat island effects and improve the overall tree coverage. They will enhance the greenery and ecological sustainability of the surrounding environment.
Section 6: Waste & Building Materials				
6.1	Required	**Waste Management Plan:** Provide and implement a waste management plan in accordance with Regional requirements.	OPA/ZBLA and Site Plan	Private waste collection service area is proposed at grade where the collection can be conducted through the internalized loading area. There are a total of 12 waste collection bins to accommodate the expected number of residents' needs.

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4.4 DISCUSSION: STAFF, BUD COMMENTS & DESIGN RESPONSE

In addition to the requirement to attend BUD meetings, the applicant held a public consultation meeting with the community. The feedback from both pre-application meetings has been incorporated into the design as outlined below.

Public Realm

The streetscape enhancement along the Fairview Street frontage promotes the pedestrian environment quality by including the benches, street plantings, new trees, lighting fixtures, and pavements materiality. The increased setback to the north limit, allows for wider pedestrian activity along the street edge. Additionally the facade design and materiality of the street wall helps to create a pedestrian-friendly and human-scaled public interface.

The streetscape design extends further towards the main entrance area with the continuity of the pavement tiles, more benches along the entrance walls, bike racks, and planters. This strategy creates more visual and spatial interest and integrates the proposed building with the immediate surrounding context.

Circulation Network

The double-sided pathway extends along the proposed driveway connecting the public pedestrian zone to the private realm. The central outdoor amenity is also linked to the proposed pathway ensuring an uninterrupted pedestrian movement across the central courtyard. The internalized loading, servicing areas, and underground parking ramp are appropriately screened with trees, perimetry planting and fencing.

Overall, the revised design intends to improve the pedestrian connectivity across the site without compromising the functionality of vehicular circulation. Continuous pathway on both sides of the central courtyard and bump-out design in the entrance area promote a safe and functional separation of pedestrian and vehicular movements. Further design strategies such as pedestrian crossing pavement, and curb cut detailed design, will be considered to advance the pedestrian safety in the next stages of design.

Built Form and Transition

The lower part setback from north property line has been increased to 5.1 metres providing wider streetscape along Fairview Street. The building takes a C shape that allows for the middle portion generously sets back 41.8 metres from the south limit. The east and west wings is repeatedly stepped back to contain within the angular plane emerging from the adjacent neighbourhood property line which is in keeping with the City's Mid-rise Building Guidelines (*Section 3.1, Built Form Transitions*).

The terracing of the wings helps to break down the building mass and provide more separation distance to the south properties. A privacy and skyview analysis is illustrated in Figures 12 and 13 (*page 18*) showing that the stepping strategy minimizes the overlooking on and optimizes the skyview of the adjacent properties.

Outdoor Amenity Space and Landscaping

The revised landscape design promotes the pedestrian connectivity across the site. The central outdoor amenity is linked to the pedestrian pathway creating a seamless movement between public and private realm. Additionally, pergolas, trees, benches and planters help to screen the central ramp and vehicular circulation from the surrounding environment. Also, the perimetry planting and the 5-metre landscape buffer along south limit, provides further screening effect with preserved trees and proposed lush greenery.

5.0 CONCLUSION

The proposed development utilizes the site efficiently and is well-integrated with its planned context along Fairview Street within the Mixed-Use Corridor. The design reflects the optimal use of the lands with the development of a vehicle rental space into a compact mixed-use development. The building is designed to create an urban edge along Fairview Street with active uses and a human-scaled street wall. The proposed community space is a generous contribution that will benefit the neighbourhood. The massing of the building provides a compatible transition towards the existing low-rise residential neighbourhood in the south. The variety of units proposed will cater to a diverse range of households and demographics. The design also provides amenity areas on multiple levels for the recreation of future residents. The project's tree protection strategy will ensure healthy and mature trees on and around the site, and new trees will add to the City's urban tree canopy.

The proposal conforms to the relevant design policies and guidelines in the City of Burlington Official Plan and Mixed-Use and Mid-Rise Residential Building Guidelines.

Our opinion is that the proposed development combines strategies such as generous setbacks, high-quality architectural and landscape features, massing stepbacks, terracing, and moderate density to address contemporary urban issues and accommodate the aging population's needs. By achieving good design with the incorporation of comments received from the BUD panelists and public engagement meeting, the proposed development represents planning and urban design best practices and will support the City's goals.



Figure 31: Front View along Fairview Street - Rendering Prepared by Terry Martino Architects

6. APPENDIX A

City of Burlington Urban Design Advisory Panel (BUD) Meeting Minutes

Community Planning Department
Burlington Urban Design Advisory Panel (BUD)

MINUTES

December 14, 2023
1:30 p.m.
Virtual Meeting

Members of BUD

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

Item #1: 2362 Fairview Street

Design Review: First Review

Application: Pre-Consultation for OPA & ZBA

Presentations:

City Staff: Elyse Meneray, Community Planning

Design Team: Kevin Nunn – Weston Consulting
Martin Quarcoopome – Weston Consulting
Terry Martino – Terry Martino Architects
Jay Lockwood



Disclosure of conflict-of-interest

None.

City Staff Overview

City staff provided an overview of the pending application's status, as it came through a Pre-consultation request for proposed applications for an Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBA). In the presentation, staff provided a brief overview of the proposed development, project details, the surrounding context, amenities, transportation, and mobility, as well as future development context.

Staff are seeking the Panel's advice on the following key issues:

1. Context and Public Realm

Please comment on the relationship between the proposed building and the surrounding context, as well as other public realm considerations, such as pedestrian experience, streetscape design.

2. Site Design and Built Form

Please comment on the overall building massing, sitting, height, façade articulation (balconies, tower setbacks and step-backs), site design and circulation of the proposed development from a design perspective.

3. Outdoor Amenity Space, Landscaping and Safety

Please comment on the proposed site design, particularly with respect to the location of the amenity space, landscaping, and its use from a safety perspective.

Design Team Presentation

The design team introduced their intention to work collaboratively with the city to create the best product for the public. The team gave a brief description of the subject site context. The site is located southwest of Fairview Street and Guelph Line and is located outside the eastern boundary of the Burlington GO Major Transit Station Area (MTSA). The site is within walking distance from the GO station, which provides a great opportunity for the potential residents. The site is currently occupied by a motor vehicle storage facility and abuts single detached dwelling units to the south. The team noted that there are a number of large trees on site that abut the southern property line. The team also walked the Panel through a number of street view photos along Fairview Street

and Barclay Road to the South. The team described that in terms of over all context, the site is located in an area that is transitioning as per the applicable planning policies.

The design team presented a detailed description of the proposed development, being an 11-storey mixed use building, with a total Gross Floor Area (GFA) of 26,273 sq. m. and a Floor Space Index (FSI) of 3.71. The proposed development consists of 338 residential units, 280 sq. m. of commercial space and 341 sq. m. of community space. The community space is intended to provide benefit to the community.

In terms of policy context, the site is located within a secondary growth area, adjacent to the primary growth area that is within the MTSA boundary. As an urban corridor, the area is intended to connect between the MTSA area and the established neighbourhoods. Although within a secondary growth area, the team noted that the proposal does require an Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBA) to facilitate development. The team also presented the Panel with an elevation that demonstrated the proposed building at 11-storeys, with two buildings at either side of it, at their as-of right height at 6-stories. The team explained that this image demonstrates the difference between what is proposed versus what is as-of- right.

As for mobility and connectivity, the team explained that the proposed development provides adequate connectivity for both vehicles and pedestrians. This proposed design aims at centralising traffic through the site and minimize conflicts with pedestrians. Access to the underground garage is also proposed through the center of the site towards the south. The north portion of the courtyard provides adequate space for turning and maneuvering of service vehicles. Service areas are proposed to be located at grade on the east wing of the building.

In terms of shadows, the team highlighted that the proposed development does not have any shadow impacts on any parks or key areas.

As for the overall building design, the team explained that the proposal gives careful consideration to the mid-rise guidelines especially in relation to building height, massing, building articulations to ensure high quality mid-rise form. The team explained that a number of upper building design and lower building design elements, including street level façade articulation, transition to the residential buildings to the south, as well as materials chosen are outlined in the design brief.

The team concluded by stating that they believe that the proposed development; represents good planning, provides a benefit for the community, utilizes the site effectively, integrates within the site context, and algin's with planning directions of Council for Fairview Street to be a mixed-use corridor.

Panel Questions:

The Panel asked the design team the following questions of clarification:

- Can you elaborate on what is the prospective use of the community space?
    - The Client is really interested in creating a community space; however, the particulars have not yet been discussed.
    - The owner has been in discussions with the Halton's women's place. These discussions are still on going. They see it as an opportunity for the community space along Fairview Street to be used in some capacity for administration and as space for the community. There are also discussions regarding developing some of the units within the building for the organisation.
    - Also given the context of this building on Fairview, there is a lot of retail space in the neighbourhood, especially with the Burlington Mall located next door to the east. It is the teams' opinion that adding small retail space, although important to the future growth of the corridor, at the moment it is not a necessity. As such the team is proposing the community space as a different space that can still serve the community in a different way rather than the typical small shop retail.
- What is your target market based on your proposed unit type? What is the proposed tenure of the building? Do you have any intentions in incorporating affordable housing units?
    - There is a large mix of units provided as part of the proposed development. Along the ground floor, on both the east and west side of the building, the units are designed as housing units, which are more family friendly. There are also a large number of 1-bedroom affordable and senior's type units within the overall unit mix. The overall idea is that the proposed development provides for a wide range of mix, suitable for different family sizes and tenure such as rental accommodation as well as free hold units.
- In terms of the site grading, it appears that the site is flat, Can you please confirm?
    - Yes, the site is flat.

- There are existing trees on the south side of the property, do you plan on including a fence on this side?
    - One of the main features that the proposed development incorporates, is its sensitivity towards the low-rise development to the south. The proposed building form, with majority of the height being proposed along Fairview Street, only the smallest aspects of the building, being the two wings are closest to the southern property line and they are set back 19.8 metres from the property line. All of the mature trees along that property line are intended to be kept. Furthermore, there is an approximately 6.0 metre buffer that is provided and increased through the proposed landscaping. There is also a full board fence that is proposed around the entire site. Also shown on the shadow study, the proposed building does not have any negative impacts on the southern properties. Most of the shadows are shown to be to the north or west but not to the south. The team is mainly concerned with making sure that the building provides transition such as angular planes, and significant stepping back of building massing is incorporated within the building design. The setback from the southern buildings to the edge of the building wing is approximately 50 + metres.
- Can you explain the circulation function of the central courtyard e.g., access to parking, visitor drop off, loading, etc.?
    - The idea is to minimize the impact of vehicular traffic and the interruption to pedestrian experience along Fairview Street. As such only one access point is proposed. It is significantly wide such that there is the provision for a drop off lane. The spaces provided to the northern part of the courtyard are proposed for visitors and the space to the north is proposed as the active part of the courtyard, while the southern part has only a couple of spaces and is geared towards the amenity space use. This design has been reviewed multiple times with the traffic consultant and all the movements within the site such as loading, and garbage (which is a part time use) are very generous. There are no anticipated activities that would conflict with the day-to-day circulation.
- Loading and garbage are provided only on one side of the building, yet the building will have two cores. Will there be any building phasing?
    - The building will not be phased; however, the intention is that the two cores will provide better access to the units instead of one large bank of elevators, and stairs. The loading is currently provided on only one side of the building, however

there may be an opportunity to add more loading space as the design develops towards building permit stage.

- Are there planned bike lanes on Fairview Street?
    - Yes, and access to the bicycle spaces is also provided.

Panel Advice:

1. Context and Public Realm

Please comment on the relationship between the proposed building and the surrounding context, as well as other public realm considerations, such as pedestrian experience, streetscape design.

Since the site is fenced off on three sides, the Panel recommended that focus should be on the Fairview frontage as it relates to the public realm. The Panel commended the team on placing the community use along Fairview, however the Panel noted that the building is very long at 80+ metres with a relatively flat elevation. The Panel recommended the team incorporate architectural articulations and elements and to introduce rhythm along this façade, and to co-relate the articulations to human scale. The Panel also advised that although it is early in the process, incorporation of elements such as signage, seatings, pavement, and materials used along Fairview Street should be taken into account.

The Panel noted that it is always a challenge for any developer to be the first to develop in any given area and commended the team on their role to transforming this area from a suburban industrial area to a complete street and boulevard. As such the Panel recognised that the proposed building will be isolated as it may be the only development in the area, until other developments follow suit, and the area is transformed. The Panel recommended that to achieve a complete street as this area transforms, having bike lanes and on-street parking to facilitate interaction with the ground floor activities is recommended. Having consistent streetscape throughout Fairview Street similar to other parts of Plains Road is also highly recommended to achieve a complete street. While these recommendations may deal with the area outside the property boundaries, the Panel advised that the team to go above and beyond dealing with only the sidewalk and to consider the bigger picture and how the development fits within its context. Also, with trucks and cars moving north south through the site and pedestrians moving east west, this creates a conflict in movement path. As such the Panel advised the team to consider

the use of treatments such as pavers, bollards, and lighting along the entrance and the courtyard to enhance and create and better connectivity with the public realm. The Panel commended the team on the proposed height as it fits within the 1:1 urban ratio of height and sets a good precedent for future developments. The Panel noted that the overall height of 11 storeys provides for a comfortable height to create boulevards and acknowledged that although in the beginning this development will stand out as it is the first to develop, as the area transforms, it will start to fit in and create a consistent boulevard throughout Fairview Street.

The Panel also commended the proposal on addressing the following issues in relation to the public realm, connection to the cycling route, connection to the bike parking, street tree plantings along both sides of the pedestrian walkway. The Panel however advised the team to consider how the landscape responds to the interior uses as the programming of the site develops, especially as the community space is defined and the retail space is further defined as to whether it will be one space or demised into separate spaces. Such responses could include providing seating spaces to help improve the overall streetscape. In terms of the retail space provided, the Panel recommended that it may be an opportunity for the team to explore tenants that would see this space as a good opportunity to land and stay at this site for the long term.

The Panel noted that the building is not setback enough from the property line to allow for an enhanced amenity space and active spill of uses particularly for retail uses. The Panel cautioned City staff that the proposed drawings demonstrate that most of the streetscape improvements between building face to curb are being proposed beyond the property line, within the right-of-way.

2. Site Design and Built Form

Please comment on the overall building massing, sitting, height, façade articulation (balconies, tower setbacks and step-backs), site design and circulation of the proposed development from a design perspective.

In terms of overall building proportion and massing, the Panel agreed that the proposal fits within the confines of a midrise structure and commended the team on incorporating step-backs at the rear of the building. The Panel, however, noted that the proposed building is very long and recommended that two cores be incorporated. The Panel also advised the team to take further measures through providing a meaningful reduction in the GFA of the upper portions to

achieve the look of two buildings rather than one large massing. The Panel also noted that should the building design remain the same with the central bay, there is still an opportunity to recess the central bay area so that the overall massing reads as two buildings. Material treatment of this bay is also recommended to be of light materials such as glass. The Panel advised the team to also pay more attention to the design and location of the mechanical penthouse, as the top of the building needs to have lighter feel than the middle and bottom. The Panel also commented on the building proportions as not ideal as the podium is 5 storeys and the top portion is 6 storeys. The Panel advised the team to consider a podium of 4 storeys, with a step back to the 10th storey and an additional step-back to the 11th storey. The Panel also noted that the building is very close to the western property line and a further setback is needed to ensure protection of future development rights on the neighbouring site. Acknowledging that it is early in the process, the Panel noted that the proposed balconies above the podium form a pattern which is more distracting than successful. The Panel advised the team to consider alternative options and to keep the façade simple.

In terms of materiality the Panel appreciated the teams' efforts in their choice of brick as the material for the podium as it integrates well with the context. However, the panel noted reservations regarding the glassy appearance of the top portion of the building, as in the long term it is not sustainable. The Panel advised the team to consider a 60/40 ratio of glass to wall. The Panel also noted that kitchen, bathroom, and laundry exhausts will also need to be taken into account, as there will be a number of louvers through the glass facades and will not look as clean as the renderings, unless the team is proposing a central exhaust system that leads to the roof.

The Panel also commended the team on their efforts to keeping the existing trees to the rear of the site not only as a buffer but also as an amenity space to be used by the residence. The courtyard space, however, needs further investigation regarding vehicular circulation and access with special attention to the space allocated for loading trucks. The Panel advised the team to rethink the concept of symmetry and noted that in terms of site circulation, it may not be very effective. The Panel cautioned that proposed access to the underground garage does not present safe access. The Panel noted that in the scenario that a vehicle is existing the garage through the ramp, they will not be able to see if there is a car backing up from a parking space or if there is a car turning around and thus may lead to accidents.

The Panel noted that there is a generous amount of landscape to the rear and to the sides of the building that the team could take advantage of in expanding the amenity space and explore additional programming ideas such as inclusion gazebos, walking trails, etc.

3. Outdoor Amenity Space, Landscaping and Safety

Please comment on the proposed site design, particularly with respect to the location of the amenity space, landscaping, and its use from a safety perspective.

As mentioned earlier, The Panel recognized the team's efforts on keeping of the trees at the south property line as they act as a buffer from the low-rise neighbourhood. The Panel, however, recommended that the team step away from the concept of symmetry and consider spilling further into the south and vary that space. The Panel noted that the area to the south is very underutilized and encouraged the team to further develop this space and to consider the needs of the residents. The Panel, however, cautioned the team on the use of the planters proposed on the south side of the buildings as they give the illusion that this is private space rather that can be accessed by all residents. The Panel recommended that the planters/ trees be removed from the southern portion and be placed elsewhere on the site to allow for a larger more expanded space. The Panel commended the team on providing a setback and pushing back the underground garage to allow for adequate soil volume for mature tree growth. The Panel advised the team to expand that further as there seems to be a lot of sodded areas proposed.

In terms of safety, as noted in the above comments, the Panel was concerned with the proposed circulation within the courtyard and asked that the team consider alternative approaches of design. The Panel advised the team to consider whether there is a need for the ramp to extend that far into the courtyard and if the ramp needs to cut into the courtyard and specifically the amenity space, etc.

The Panel noted there is a large outdoor amenity space that is provided at the roof; however plans have not been developed yet for this space. There is a need for clarification on how this space is used and the impact of the mechanical uses on it. The Panel also recommended that as the proposal develops the team consider including unique programming uses at the rooftop amenity such as urban farm, exercise rooms, and kids' playground and to stray away from the

typical BBQ and party rooms. There are also a number of at grade units that are being proposed, as such the Panel advised the team to consider providing adequate private front yard amenity space for these units. This will create a balance between the private amenity space and the shared amenity space at the south.

From a sustainability perspective, the Panel noted that there are a number of opportunities to integrate sustainable measures within the development both at grade and at the roof.
The Panel appreciated the team's sustainability statement and encouraged the team to develop it further, specifically their water management strategy. The Panel recommended that the team consider the benefits associated with the adoption of sustainable measures such as implementation of new generation green roofs rather than the proposed tanks which take a lot of space, creating landscape features such as swells between the parking and the sides using land manipulation, providing affordable housing and senior housing, and inclusion of heat pumps which have long term benefits and reduce the use of chillers (e.g. Regent Park). The Panel commended the team on their efforts on heat island reduction and encouraged the team to continue working towards reducing further through including of green space within the courtyard area and the access to the underground parking. The Panel also noted that the proposal offers good sustainable measures in terms of active transportation through the connection to the cycling network and its proximity to the GO station. As for social sustainability the Panel encouraged the team to further develop the community amenity space and recommended that the team consider the inclusion of flexible spaces such as daycare at grade as it would supplement the larger family units.

End...Item #1

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