BOUSFIELDS INC.

NOVEMBER

2018

# PLANNING & URBAN DESIGN BRIEF

## 1157–1171 NORTH SHORE BOULEVARD

CITY OF BURLINGTON

**PREPARED FOR:**

Spruce Partners & Amico Properties Inc.



BOUSFIELDS INC.

Job Number - 17152

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# [1.0]

# INTRODUCTION & PURPOSE

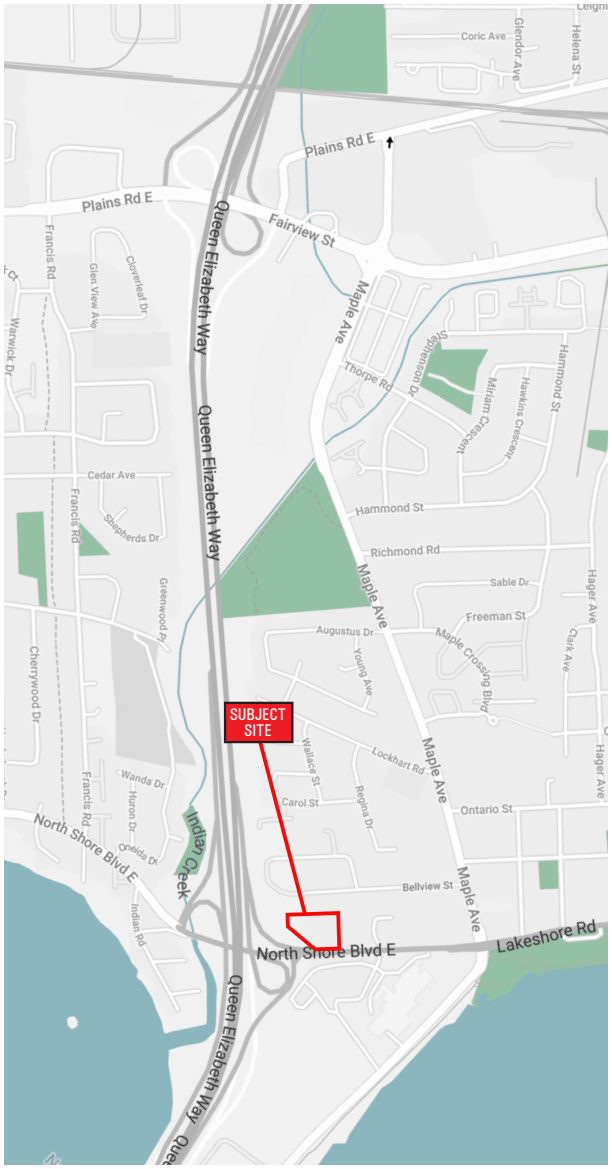



*Figure 1 - Location Map*

This Urban Design Brief has been prepared by Bousfields Inc. to describe the urban design vision, strategy and rationale for the form and pattern of development being proposed by Spruce Partners and Amico Properties Inc. for its lands located at 1157-1171 North Shore Boulevard in the City of Burlington ("the Subject Site").

The application is to permit the redevelopment of an underutilized site located at the western gateway into Downtown Burlington, a Provincial Urban Growth Centre, for an architecturally distinctive seniors living campus, consisting of a 17-storey tower and two mid-rise buildings of 11- and 12-storeys framing North Shore Boulevard, and transitioning down in height to 2-storeys at the north of the Site. The proposal is for a total of 475 suites and approximately 41,925 square metres of total gross floor area, and will provide a 'continuum of seniors care' including independent living suites, assisted living suites, and memory care suites, all of which will be rental in tenure.

The Urban Design Brief is a companion document to the Planning Report, also prepared by Bousfields Inc., which sets out the urban planning rationale for the Subject Site. From an urban design perspective, the Brief reviews the architectural design concept prepared by Montgomery Sisam Architects and the landscape design concept prepared by Baker Turner Inc. In addition to identifying the urban design vision and objectives for the currently underutilized Subject Site, the Brief addresses the urban design policies of the City of Burlington's in-force and new Official Plans, and the City's Tall Building Guidelines.

The Brief concludes that the proposed development is consistent with the urban design goals and objectives established in the City of Burlington in-force Official Plan and recently adopted new Official Plan, in addition to the vision and urban design guidance set out in the City-Wide Tall Building Guideline document. It is the opinion of this Brief that the form and pattern of development being proposed represent good urban design practice and are appropriate within the existing physical context. From an urban design perspective, the proposed development will improve the design of the underutilized lands within a built-up area through careful consideration of built form, massing and stepbacks and through appropriately addressing the public realm of a gateway property at the western edge of Burlington's Downtown, surrounded by existing and newly upgraded municipal infrastructure. Additionally, the urban design aspects of the development proposal are respectful of the existing surrounding residential uses which range from high-rise/high-density to low-rise/low-density.

# [2.0]

# LOCATION & URBAN DESIGN CONTEXT




*Figure 2 - Aerial Photo*



*Subject Site aerial*

## 2.1 Subject Site

The Subject Site is located on the north side of North Shore Boulevard, east of the Queen Elizabeth Way (QEW) on-ramp, at the western gateway to Downtown Burlington, and is municipally known as 1157-1171 North Shore Boulevard. The Subject Site has an overall area of approximately 1.17 hectares (2.89 acres), a frontage of approximately 74.18 metres on North Shore Boulevard and a depth of approximately 101.44 metres. Topographically, the Subject Site slopes down gradually from north to south by approximately 2.0 metres and east to west by approximately 1.0 to 2.0 metres. The Subject Site is strategically located within Burlington's Downtown Urban Growth Centre and Downtown Mobility Hub and is approximately 1.2 kilometers west of Burlington's Downtown Bus Terminal.

Currently, the Subject Site is developed with two 3½-storey slab-style co-op apartment buildings, known as Brant Park Co-op. The apartment buildings are set back approximately 52 metres from North Shore Boulevard with surface parking spaces and single-storey garages extending along the majority of the north property line. Access to the Site is provided from North Shore Boulevard by way of a two-way access driveway along the eastern edge of the property, which also provides access to the garages and parking spaces at the rear of the Site.

The Site is buffered with large trees and shrubs on its western edges from the adjacent Ministry of Transportation (MTO) owned lands, including the North Shore Boulevard on-ramp which provides access onto the QEW. A similar condition also exists along the eastern edge of the Subject Site adjacent to an existing 12-storey residential buidling (1225 North Shore Boulevard East).

The Subject Site is located approximately 350 metres to the west of Burlington's Waterfront and Waterfront Trail, adjacent to Lakeshore Road. In addition, the Subject Site is approximately 1.2 kilometers west of Brant Street – a major arterial road and main street in the Downtown.



*Subject Site, view from North Shore Boulevard East*



*Subject Site, view looking east*



*Subject Site, view looking east from North Shore Boulevard*



*Subject Site, rear view*



*Subject Site, driveway access*



*Subject Site, rear laneway and parking*



*Facing west towards MTO lands*



*Facing west towards QEW*



*Low-rise neighbourhood (Belleview Street)*



*Low-rise neighbourhood (Belleview Street)*

## 2.2 Immediate Surroundings

The following describes the land uses and built forms surrounding the Subject Site:

**West:** Immediately west of the Subject Site, along its western lot line is approximately 1.02 hectares (2.52 acres) of MTO-owned lands buffering the Subject Site with large trees and shrubs, beyond which is the QEW. The topography slopes downward away from the Subject Site towards a drainage swale next to the on-ramp. Beyond this area to the west is the QEW highway corridor. Beyond the highway corridor and below the QEW is the continuation of North Shore Boulevard which extends beyond the highway and into other established residential neighbourhoods.

**North:** Immediately north of the Subject Site is a low-rise neighbourhood consisting of single-storey detached dwellings fronting on Bellview Street. The detached homes are set back between approximately 8.0-20.0 metres from the Subject Site's north property line. A portion of the dwellings that are adjacent to the Subject Site's north lot line are part of a condominium complex and are located on a private road, identified as 1150 Bellview Street and known as Spencer's Walk. Beyond these uses to the north, the area consists of low-rise residential neighbourhoods until just north of Augustus Drive where a multi-use athletic facility, known as Maple Park, and the Mapleview shopping centre are located to the south of Fairview Street.

**East:** To the immediate east of the Subject Site is an existing 12-storey condominium building, known as Lake Winds. The building is set back approximately 17.0 metres from its west lot line and contains an outdoor tennis court and an outdoor swimming pool at the northwest corner. Vehicular access is provided along the easterly portion of Site, from North Shore Boulevard by way of a shared access with the building to the east (1225 North Shore Boulevard), which provides access to an underground parking garage ramp, surface parking, and loading areas.

Beyond Lake Winds to the east is a cluster of buildings which range in height from 9-14 storeys towards Maple Avenue, with greater building heights (existing, proposed and approved) located between Locust and Martha Streets, in proximity to Lakeshore Road. Beyond Maple Avenue to the east, there are numerous downtown attractions and amenities such as the Art Gallery of Burlington, Spencer's at the Waterfront, Discovery Landing, a +/- 35-hectare (+/- 86 acre) park known as Spencer Smith Park, the Burlington Performing Arts Centre and several restaurants, retail stores, personal service uses and residential uses that are scattered throughout Burlington's Downtown core.



*1201 North Shore Boulevard East*



*1225 North Shore Boulevard East*



*1249 North Shore Boulevard East*



*442 Maple Avenue*



*Chartwell Brant Centre Long Term Care Facility*



*Joseph Brant Hospital*

**South:** To the immediate south of the Subject Site is North Shore Boulevard, a four-lane cross section with a dedicated bicycle lane on the eastbound and westbound shoulders. To the south of North Shore Boulevard is the Ontario Provincial Police detachment, Joseph Brant Hospital, McMaster Halton Family Health Centre and the Chartwell Brant Centre Long Term Care Residence, which cover the majority of the block bound by North Shore Boulevard to the north, the QEW off-ramp to the west, Lakeshore Road to the south and Maple Avenue to the east. Beyond these uses and beyond Lakeshore Road to the south is the Waterfront Trail and Lake Ontario. The Waterfront Trail is approximately 6.6 kilometers in length and splits up into three main components, which include the Beachway (south) component which connects to the Hamilton Beach Recreational Trail; the Lakeshore Road (east) component which connects to Sioux Lookout, Port Nelson Park, Paletta Lakefront Park (Dofasco Discovery Trail) and Burloak Park; and the North Shore Boulevard route (west) which connects to Hamilton Harbourfront Trail via York Boulevard and the Royal Botanical Gardens.

## 2.3 Area and Urban Design Context

Located at the western edge of Downtown Burlington, the Subject Site is situated within a strategic gateway location at the entry point into Burlington's Downtown Urban Growth Centre and Mobility Hub. The western edge of the Downtown contains a series of residential apartment buildings with heights in the range of 9-14 storeys to the east, low rise neighbourhood to the north, and an institutional hub to the south which includes Joseph Brant Hospital, McMaster Halton Family Health Centre and the Chartwell Brant Centre Long Term Care Residence.

Within the broader context, Downtown Burlington has experienced significant redevelopment in recent years, including mixed-use redevelopment consistent with recently updated provincial policies, which have put a stronger emphasis on optimizing existing and planned infrastructure and intensification within strategic growth areas, in particular, in Urban Growth Centres. In this regard, the City has experienced an influx of mid- and high-rise developments with approved building heights up to 26 storeys further east along Lakeshore Road in the Downtown core. Although the Subject Site is located west of the taller approved buildings in the City's Downtown core, the proposal will contribute to an evolving skyline in Downtown Burlington, and particular at a gateway location at the western edge of the downtown.

An inventory of existing, proposed and approved buildings in Downtown Burlington is summarized below, with approvals as recent as early 2018.

| Address | Height | Status |
|---|---|---|
| 374-380 Martha Street | 26 storeys (88.47 metres) | Approved (under Section 43 review) |
| 421 Brant Street | 23 storeys (81.0 metres) | Approved |
| 490-492 Brock Avenue | 22 storeys (78.2 metres) | Approved |
| 2042 Lakeshore Road | 22 storeys (69.7 metres) | Under Construction |
| 551 Maple Avenue | 21 storeys (68.2 metres) | Existing |
| 1270-1276 Maple Crossing Boulevard | 20 storeys (62.7 metres) | Existing |
| 2082-2090 James Street | 18 storeys (62.0 metres) | Proposed |
| 2160 Lakeshore Road | 18 storeys (N/A) | Existing |
| 409 Brant Street | 18 storeys (65.0 metres) | Under Appeal (LPAT) |
| 1265-1305 Ontario Street | 18 storeys (48.9 metres) | Existing |
| 360 Pearl Street | 17 storeys (61.25 metres) | Existing |
| 390 Pearl Street | 14 storeys (47.5 metres) | Existing |
| 442 Maple Avenue | 14 storeys (39 metres) | Existing |
| 1477 Lakeshore Road | 14 storeys (N/A) | Existing |
| 399 Elizabeth Street | 12 storeys (41.48 metres) | Existing |
| 1201 North Shore Boulevard | 12 storeys (N/A) | Existing |
| 1237 North Shore Boulevard | 12 storeys (N/A) | Existing |
| 1249 North Shore Boulevard | 11 storeys (N/A) | Existing |
| 421 Lakeshore Road | 11 storeys (N/A) | Existing |
| 1225 North Shore Boulevard | 9 storeys (N/A) | Existing |

## 2.4 Transportation Network

### ROAD NETWORK

City of Burlington Official Plan Schedule J – Classification of Transportation Facilities (South of No. 1 Side Road) identifies North Shore Boulevard as a Minor Arterial road while Queen Elizabeth Way to the west is identified as a Provincial Freeway with full control of access.

The City's Official Plan, in particular, *Appendix A – Schedule 1 – Long-Term Transit Service Network,* identifies North Shore Boulevard (including the Subject Site) as a Primary Bus Service route. With respect to the cycling network, *Appendix A – Schedule 2 – Long-Term Cycling Master Plan* of the Official Plan identifies North Shore Boulevard as a bike lane street with a highway interchange crossing, below the elevated highway west of the Subject Site.

Table 2 – Road Allowance Widths in the Official Plan indicates a planned right-of-way width of 35 metres for North Shore Boulevard from Maple Avenue to Indian Road, including the area adjacent to the Subject Site

### TRANSIT NETWORK

The Subject Site is well-served by public transit with Burlington Transit route 5 – Francis-Downtown, which travels east-west along North Shore Boulevard and Lakeshore Road in front of the Subject Site. In addition, route 300 – Aldershot is a limited service route which travels between Joseph Brant Hospital and Aldershot School, in close proximity to Plains and Waterdown Road and Aldershot GO station. Routes 10 – New-Maple and 50 – Burlington South provide transit access to area residents via Maple Avenue, approximately 370 metres to the east of the Subject Site.

The City's in-force Official Plan, in particular, *Appendix A – Schedule 1 – Long-Term Transit Service Network,* identifies North Shore Boulevard as a Primary Bus Service route, which are planned to provide peak period services frequencies of 15 minutes or better. With respect to the cycling network, *Appendix A – Schedule 2 – Long-Term Cycling Master Plan* of the Official Plan identifies North Shore Boulevard as a bike lane street with a highway interchange crossing, below the QEW.

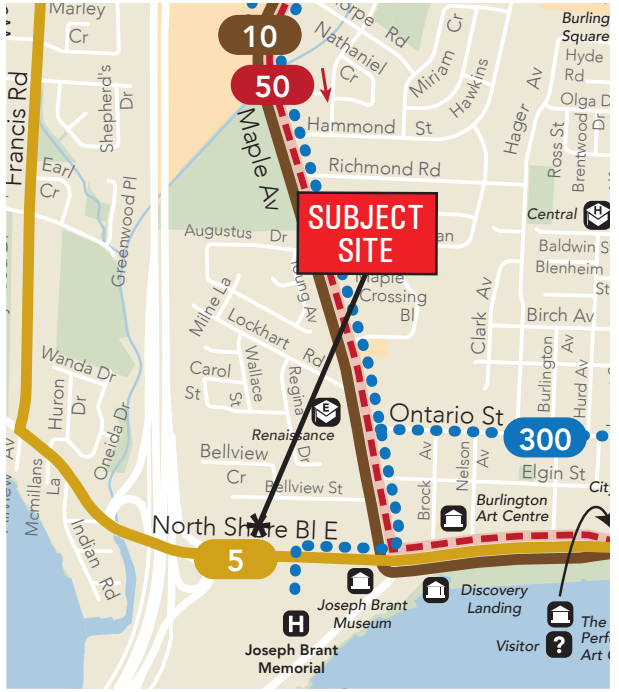



*Figure 3 - Transit Map*

# [3.0]

# URBAN DESIGN VISION & STRATEGY

## 3.1 Vision Statement

In urban design terms, the redevelopment of the Subject Site will bring together high-quality architecture and new, distinct open spaces at a gateway location at the western edge of Burlington's Downtown. In this regard, the urban design vision for the Subject Site is predicated upon the following three strategies:

1. Site as a Gateway
2. Built Form Transition to Low-rise Areas
3. Enhanced Public Realm and Open Space

Key objectives for the redevelopment of the Subject Site include:

- Contributing to the City's skyline by signifying the entrance to Burlington's Downtown area;
- Providing strong built form relationships to the adjacent street that are compatible with the existing and planned built form pattern;
- Incorporating pedestrian-related architectural scale and treatment between the public and private realm;
- Fostering social interaction and providing opportunities for gathering and recreation on the Site through open space and a central courtyard;
- Improving pedestrian movement throughout the Subject Site;
- Designing built form which is harmonious with the character of the existing stable low-rise neighbourhoods in proximity to the Subject Site; and
- Creating an expression of a healthy community concept through the promotion of public transit use, cycling, walking and the use of landscaped open spaces and community facilities.

## 3.2 Urban Design Strategies

### 1. Site as a Gateway

Gateways are important to signify entry points to a neighbourhood, community or a City and can act as focal or orienting points. To demarcate a transition between different spaces, gateways can play a key role in identifying or emphasizing a distinct area. Gateways can largely contribute to the public realm network and create a sense of place, such as what is proposed by the development proposal for the Subject Site. The strategic location of taller built forms on Subject Site is intended to demarcate the western edge of Burlington's Downtown and positively contribute to the urban skyline from the waterfront. To accentuate and reinforce the presence of the Subject Site as an entry point to the Downtown, the following creative tools could be used:

- landmark open spaces and special landscape treatment at grade;
- tree planting, lighting, upgraded sidewalk treatment and special Site furniture;
- public art; and
- distinct architectural designs, with the use of special materials and façade treatments.

### 2. Built Form Transition to Low-rise Areas

This urban design strategy envisions a development scheme with built forms that provide visual interest in the City's skyline through the introduction of taller elements, but is also respectful of the existing low-rise, low-density built form context north of the Subject Site. In accordance with Section 3.0 of the Tall Building Guidelines, which calls for the appropriate and gradual transition between buildings, the design of the seniors campus adequately addresses the residential neighbourhoods to the north by incorporating considerable transition through significant stepping back and terracing down from 17-storeys at the southeast of the Site to 2-storeys at its north end, generally falling below a 45-degree angular plane taken from the north property line.

### 3. Enhanced Public Realm and Open Space

The third strategy is to provide a development scheme that will contribute to the creation of a human-scaled and visually interesting built environment. The public realm is an integral part of comprehensive Site design and should be of an exemplary quality to complement the architecture, other Site components and the overall visual appearance of the redevelopment.

The main objective of the public realm design is to provide a logical, consistent and coherent streetscape and landscape that introduces new and interesting open space to the western edge of the City's Downtown. Further, another primary objective is to help to define and animate the street edges to visually improve the Downtown area as a whole. To that end, the Subject Site should be designed to encourage a safe, accessible and active pedestrian environment, enhanced through the introduction of:

- well-connected hard and soft landscaped walkways, mews and areas;
- street-related landscaping and trees;

- coordinated street furnishings;
- strategically located Site and building lighting;
- public art, entry/gateway features/ landscaping and the decorative use of water (i.e. ponds or waterfalls);
- active grade-related uses to provide animation of the public realm;
- highly articulated buildings clad with high-quality architectural finishes;
- visible building entrances with pedestrian weather protection elements that are directly accessible from the public sidewalks; and
- inviting open spaces to provide opportunities for recreation and social interaction.

# [4.0]

# DESCRIPTION OF PROPOSAL

The proposed redevelopment is designed by Montgomery Sisam Architects Inc. and provides for an architecturally distinctive Seniors Living Campus, including memory care services, assisted living, and rental independent living housing for seniors, offered through a varied built form typology. The campus which offers housing and patient care services. The proposal will encompass a hierarchy of built form consisting of a 17-storey tower (56.45 metre, excluding mechanical penthouse) and two mid-rise forms of 11- and 12-storeys fronting North Shore Boulevard and framing an interior landscaped courtyard, transitioning down to a 2-storey base building (7.45 metres), comprising townhouse forms along the northern edge of the Site. Through setbacks and stepping of built form, the building design provides an appropriate transition in terms of height and scale and minimizes impact on the low-rise residential neighbourhood area to the north. To that end, the proposal fits within a 45-degree angular plane projected southward from average grade along the north property line.

The total proposed gross floor area is 41,925 square metres, with an overall proposed height of 56.45 metres (excluding the mechanical penthouse). The resultant density is 3.54 FAR (Floor Area Ratio), which accounts for the 5.0-metre road widening proposed along the southern edge of the Site adjacent to North Shore Boulevard (in accordance with the City of Burlington Official Plan). The development proposes a total of 475 units with a mix of unit types and living arrangements including 16 grade-related townhouse units that occupy the northern edge of the building and frame the proposed northerly pedestrian mews.

The vehicular access to the campus is located on the southeastern edge of the Subject Site from North Shore Boulevard, with access to the drop-off court, the loading court and the underground parking garage. The proposal includes a total of 200 parking spaces, all of which are provided on two below-grade parking levels. No surface parking is proposed. All servicing and loading activities are internal to the building and screened from public view.

The concept landscape plan, prepared by Baker Turner Inc., demonstrates the program opportunities that are being contemplated as part of the redevelopment of the Subject Site. The proposed Site programming will facilitate a stronger connection between the public and private realm and better establish the Subject Site's prominent corner location as the gateway entry to the Downtown. Some of the proposed opportunities include a new landscaped entry feature, a public art feature, a BBQ terrace, a Scented Garden, a Harvest Garden, a Conservatory Garden with potential pond and waterfalls, a central courtyard, and a mews area, among other features. In addition, the landscape proposal contemplates the retention of existing trees along the west, south and east property lines where feasible. The concept landscape plan will be further refined at the Site plan control stage, as the proposal continues to progress.

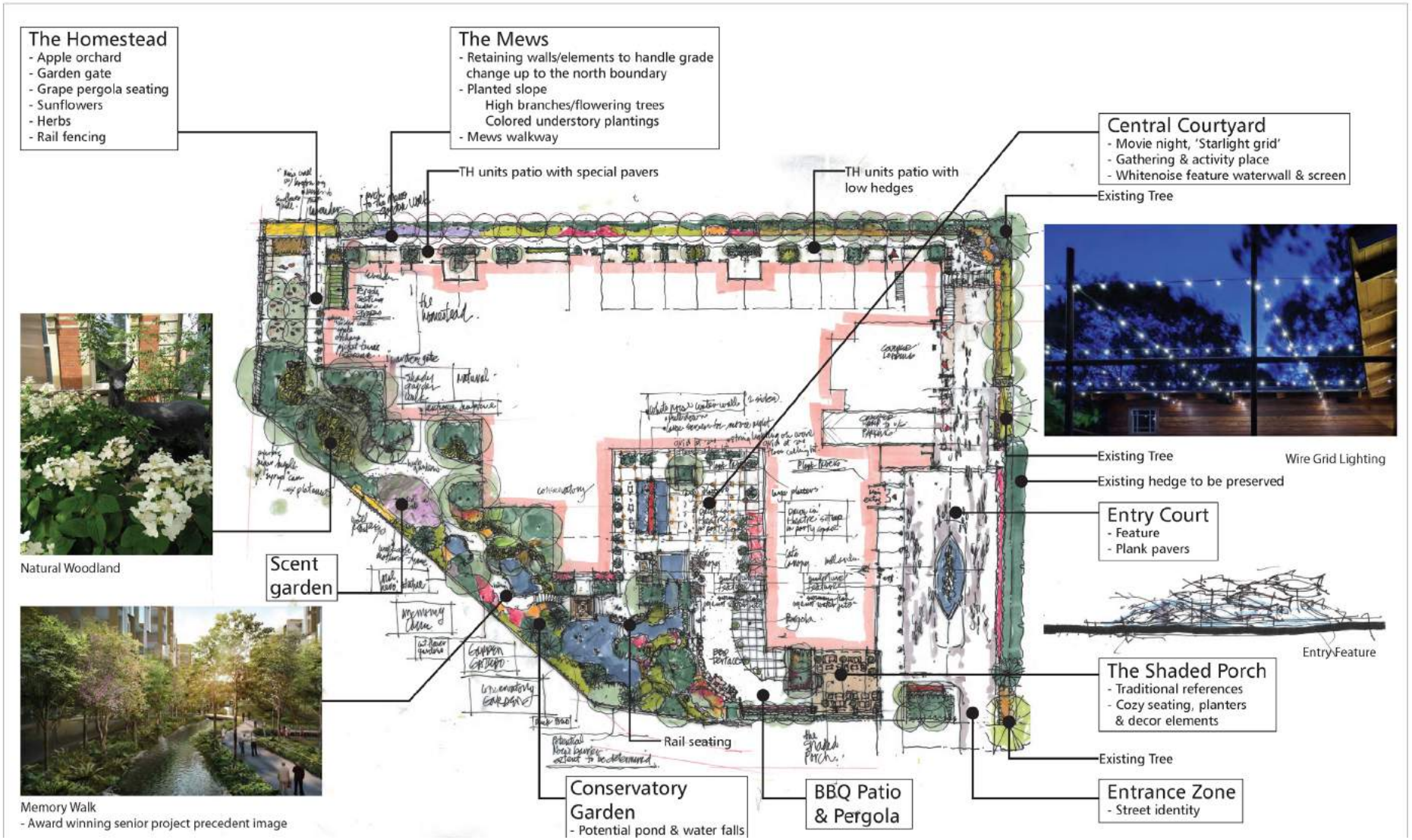



*Figure 4 - Landscape Plan*

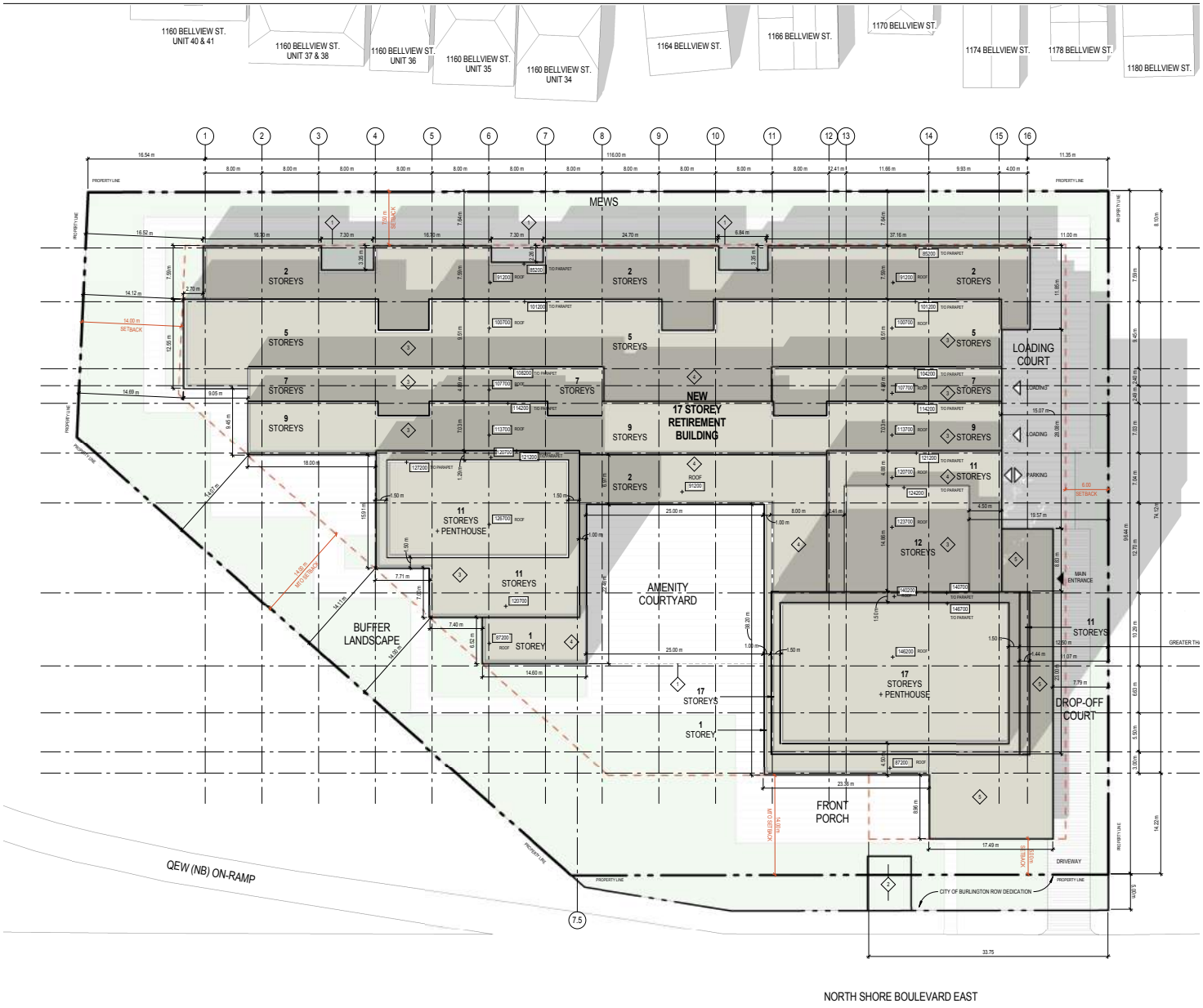
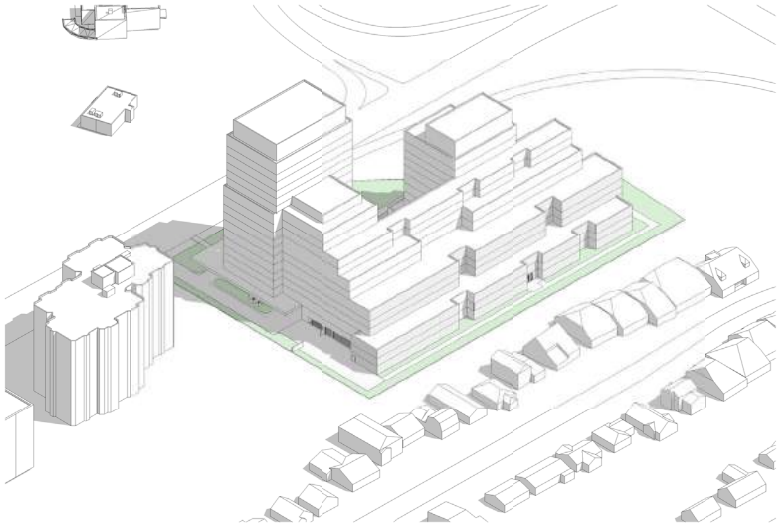



*Figure 5 - Site Plan*



1 A7.01 MASSING VIEW FROM SOUTH-WEST



2 A7.01 MASSING VIEW FROM NORTH-EAST



3 A7.01 MASSING VIEW FROM NORTH-WEST



4 A7.01 MASSING VIEW FROM SOUTH-EAST

*Figure 6 - Massing views*

## BASE BUILDING ELEMENT

The base building is comprised of 1 to 2-storey building elements with a variety of residential, amenity and supporting services with direct access to a central amenity courtyard and various other external amenity/patio and landscaped areas. Along the east façade, the primary building entrance for residents and visitors is provided adjacent a vehicular drop-off area with a dedicated lobby entrance, which is partially shielded from the elements by a large canopy extending out from the building and wrapping around the southeast corner. To the north of the drop-off area is access to the underground parking garage and loading/garbage areas, which are internal to the building.

Along the south façade, a 5.0 metre road widening is provided in accordance with the City's Official Plan. Beyond the road widening, the proposed building is set back by 14.0 metres from North Shore Boulevard, as well as 14.0 metres along the west property line adjacent the MTO-owned lands to adhere to the MTO's minimum setback requirement. The proposed setbacks will facilitate improved, attractive and animated public realm conditions that will contribute to an interesting, comfortable and safe pedestrian experience along this stretch of North Shore Boulevard.

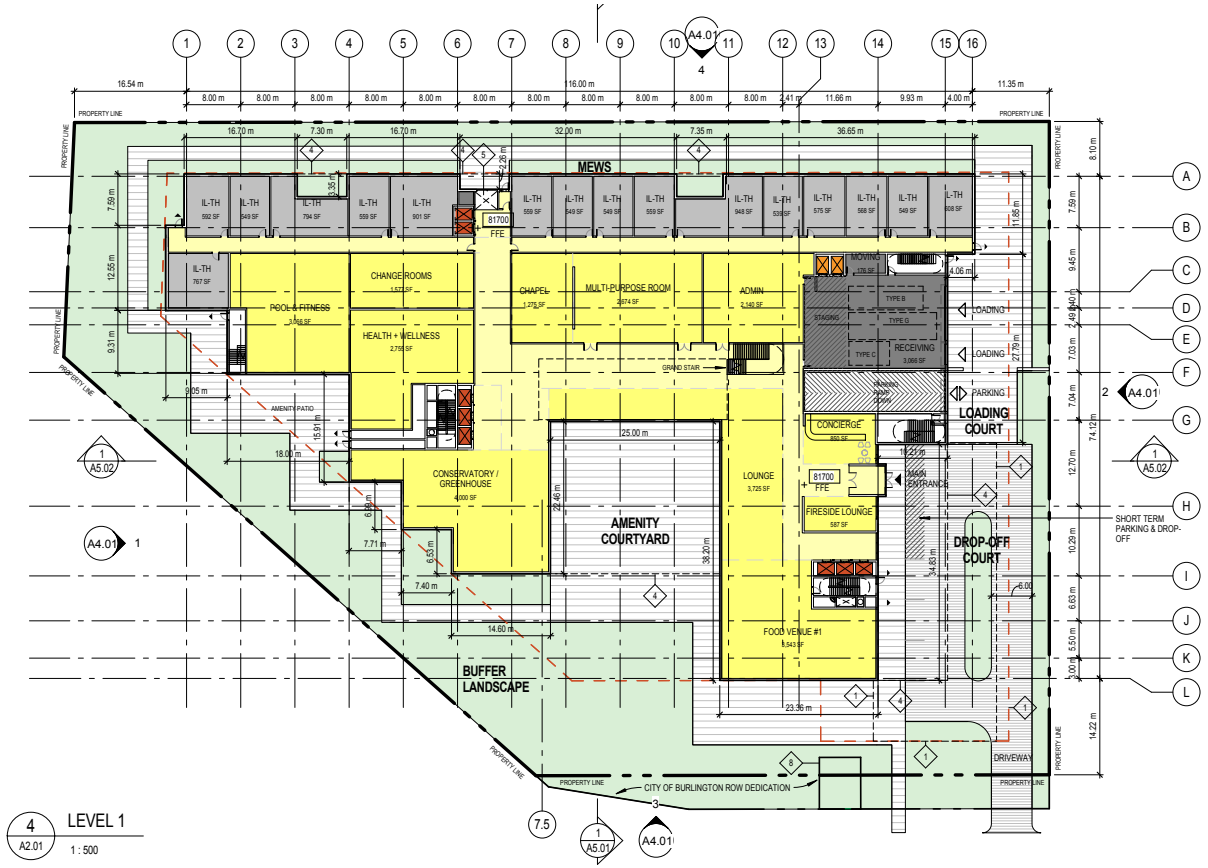



*Figure 7 - Level 1 Floor Plan*




*Figure 8 - Amenity Courtyard*




*Figure 9 - Sky bridge*

The interior side yard setback that is adjacent to the neighbouring property to the east (1201 North Shore Boulevard) is 6.0 metres minimum. A canopy structure lines the east building face at the drop-off court and wraps the southeast corner to provide additional shade and weather protection at the southernmost proposed outdoor seating area.

Along the north façade, 16 grade related units are proposed with internal access by way of an internal corridor. These units are proposed to be independent living units, although residents of these units will also benefit from the services and amenities that are provided to all the other residents within the building on an as needed basis. The townhouses are set back by a minimum of 7.5 metres from the north property line.

Level 1 will also contain a variety of amenity and service uses for the residents including a pool and fitness room, health and wellness services, a conservatory/greenhouse, chapel, multi-purpose room, administrative offices, concierge, lounge area, and a food venue.

## MID-RISE AND TALL BUILDING ELEMENTS

Above the base building along the north façade, the building gradually increases in height from north to south, generally following a 45-degree angular plane from the north property line, rising to two mid-rise elements of 11- and 12-storeys. Level 3-5 step back 7.59 metres from the base building. Level 3 contains 71 memory care suites. Levels four and five contain 95 assisted living suites, and each floor will provide a range of supportive amenity space including dining, lounge, care and spa spaces.

Levels 6-7 step back an additional 9.51 metres above level 5 and consist of independent living suites with a mix of studio, one-bedroom and two-bedroom suite types as well as indoor amenity space. Levels 8-9 step back an additional 4.89 metres above level 7 and also include independent living suites as well as indoor amenity space.

At level 10, the building steps back an additional 7.03 metres where two mid-rise elements take form. The westerly mid-rise element extends up to 11-storeys and includes a mix of studio, 1-bedroom and 1-bedroom plus den, and 2-bedroom independent living suites. The easterly mid-rise element extends up to 12-storeys and includes a mix of studio, 1 bedroom and 1-bedroom plus den independent living suites on levels 10 and 11, and indoor and outdoor amenity space on level 12. The two mid-rise building components are separated by 35 metres.

At Level 13, the building steps back an additional 12.7 metres, revealing a tower element rising up to level 17 and includes a mix of 1-bedroom and 1-bedroom plus den, and 2-bedroom independent living suites. Levels 13-17 contain a tower floorplate of 805 square metre tower floorplate.

## AMENITIES

A variety of amenity areas and services are proposed including lounge areas, multi-purpose rooms, a chapel, conservatory/greenhouse areas, pool and fitness areas and large eating areas, among others, which are part of the seniors living campus commitment to creating a comfortable, safe and enjoyable personalized retirement experience. Amenity links (referred to by the architect as "Sky Bridges"), programmed with indoor amenity space, connect the western and eastern mid-rise building components at the mid-rise floors, providing expansive views south towards Lake Ontario. The amenity areas on Levels 3 through 7 have been designed deliberately around the central amenity courtyard area and towards North Shore Boulevard to provide visual interest for residents as well as to animate the front of the building from the street.

In addition, a central outdoor courtyard is proposed which is intended to be the social heart of the proposed seniors living campus. Framed on three sides by active amenity spaces, a bistro spills out into the courtyard, alongside a proposed café. OppoSite a conservatory, a second level dining terrace is proposed to add variety to the courtyard experience. Amenity balconies are proposed on every floor and form the backdrop to the courtyard, terminating at the double-height grand hall. In addition to the courtyard, an indoor amenity lounge and outdoor terrace are located at Level 12, contributing to the rich array of amenities for the proposal.

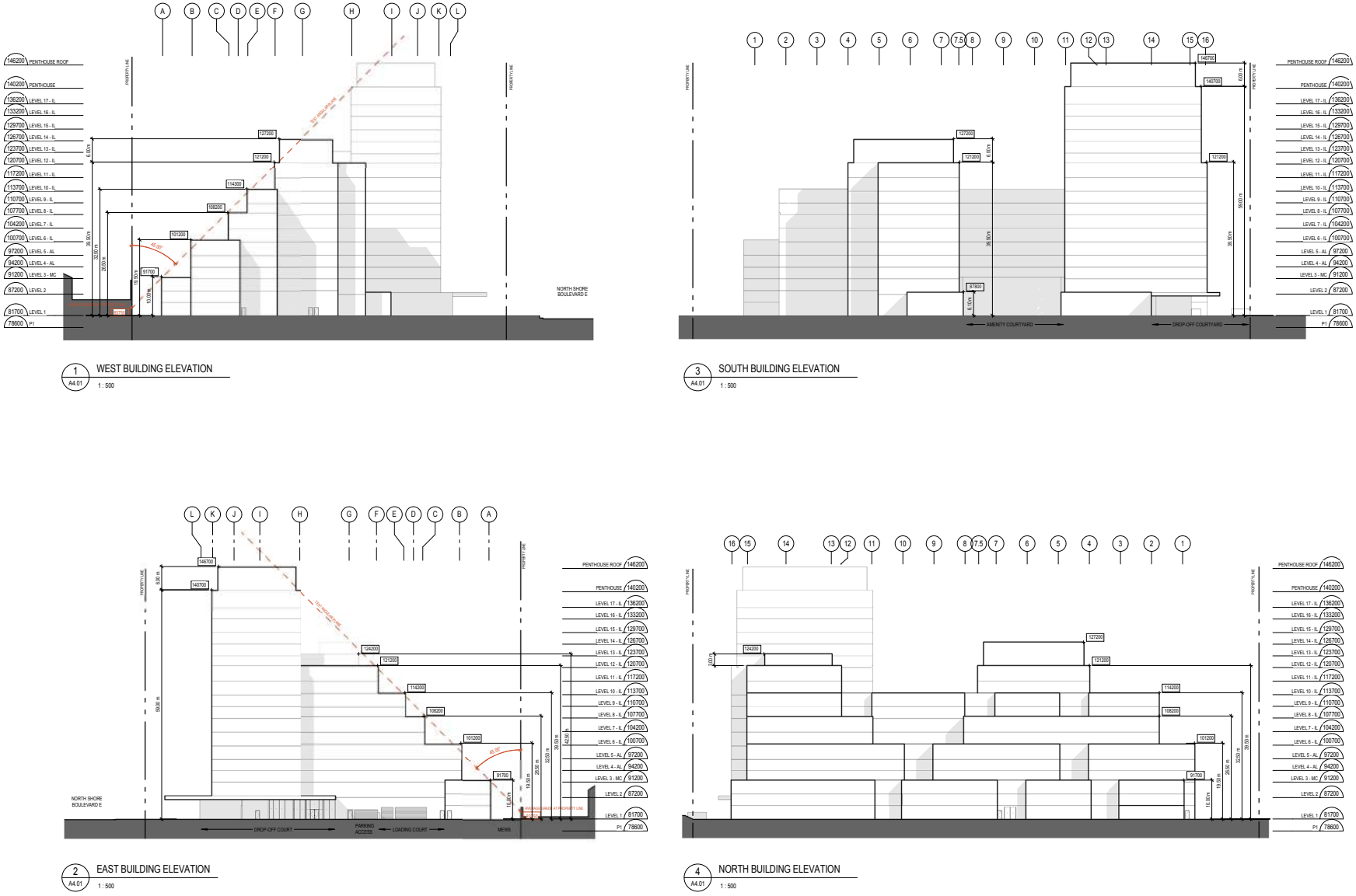



*Figure 10 - Elevations*

# [5.0]

# URBAN DESIGN POLICY & REGULATORY CONTEXT

## 5.1 City of Burlington Official Plan (2008)

The City of Burlington Official Plan ("BOP"), office consolidation July 2015, was approved by the Ontario Municipal Board (now Local Planning Appeal Tribunal) on October 24th, 2008. The intent of the Official Plan is to guide the City's land-use strategy over the next 20 years to ensure that future planning and development will meet the specific needs of the community.

On Schedules A – Settlement Area and B – Comprehensive Land Use Plan, the Subject Site is identified as a *Mixed Use Activity Area* and *Downtown Mixed Use Centre* respectively. For detailed discussed of the relevant land use policy, please refer to the Planning Rationale prepared by Bousfields in support of this rezoning application.

Part II of the BOP includes functional policies, in which there is guidance on the design of development within the City. Specifically, Section 6.0 emphasizes the increasing importance of design as an element of the planning process; an element that is necessary to achieve a cohesive visual character for a development and the City as a whole. To that end, it is identified that the City of Burlington is committed to a high standard of design and architecture and will bring this significance to the approval process for all land uses. To achieve an efficient and attractive urban form, Policy 6.1 sets forth the City's design principle that:

> *The tangible elements of the urban form, consisting of a combination of the built environment and open space that form the urban landscape, shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community and to reflect the vision of this Plan.*

Objectives set forth in Policy 6.2 include:

- To ensure that the design of the built environment preserves, enhances and connects natural features and landscapes.
- To ensure that the design of the built environment enhances heritage features.
- 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.
- 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.
- To achieve a high quality of design within the public realm.
- To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.
- To integrate urban design into the full range of decision-making activities to assist in achieving the design objectives of the Plan.
- To ensure that the principles of sustainable development are considered in the design of the built environment.

Policy 6.3 deals with existing and new communities, emphasizing enhancements to existing community identities (Policy (a)), identification of gateways/landmark locations (Policies (b) and (c)), requirements for design plans (Policy (d)) and the preference for compact development that is pedestrian-oriented and encourages the increased use of public transit (Policy (e)).

Policy 6.4 deals with public realm, encouraging the enhancement of public realm quality (Policy (a)), the introduction/improvement of linkages (Policy (d)) and streetscape improvements (Policy (e)) through design opportunities.

General design guidance is contained in Policy 6.5 where the following are emphasized:

- The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area. (Policy (a))
- The compatibility of adjacent residential and non-residential development is encouraged through Site design and buffering measures, including landscape screening and fencing. (Policy (b))
- 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. (Policy (c))
- The creation of a continuous, harmonious streetscape is encouraged with emphasis on maintaining the continuity of grade-related activity, both inside and outside of buildings. (Policy (d))
- All developments should be designed having regard for public transit accessibility in

the Urban Planning Area, convenience and comfort, and access and parking for the physically challenged, and to ensure that the needs of persons with disabilities and other special needs groups are addressed. (Policy (e))

- Design plans that promote public safety and security, with adequate visibility and lighting and the avoidance of secluded areas, should be provided. (Policy (f))
- The location, amount, position and design of parking areas should be designed to minimize the quality of the public streetscape and lessen their visual impact. (Policy (g))
- The streetscape appearance of major, multi-purpose and minor arterial roads and collector streets should be enhanced by encouraging the location of main entrances to buildings facing the streetscape with improved treatment (Policy (h))
- Reverse lotting patterns and blank walls facing the streetscape should be avoided. Additionally, 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. Building setbacks from the street are to be minimized along pedestrian and transit-oriented streets. (Policy (i))
- Servicing, loading, waste and mechanical areas should be screened so as to minimize visual impact. (Policy (j))
- The impact of lighting associated with new development should be minimized to lessen the sky glow and the intrusion of unwanted lighting into adjacent properties. (Policy (k))
- All development shall be designed having regard for Sustainable Development considerations as set out in Part II, Subsection 2.7.3 of the Plan. (Policy (m))

Further design guidance relating to each land use designation in the Urban Planning Area is contained in Part III of the BOP. With respect to the Subject Site, which is designated as *Downtown Mixed Use Centre*, relevant design-related policies are located in Section 5.5, and most specifically in Policy 5.5.12 – Urban Design. In the policy, the following is encouraged:

- Active grade-related uses (Policy (c))
- Pedestrian scaled buildings and public areas, designed with regard for comfort, safety and access (Policy (d))
- Preservation of views to the Lake (Policy (e))
- The decorative use of water in the Downtown (Policy (g))
- Cohesive design and location of street furniture, lighting, decorative planting to link to the Downtown and the waterfront (Policy (i))
- Location of utilities underground so as to not visually detract from the Downtown (Policy (j))
- Attractive store fronts, open space and parking areas along pedestrian walkways to encourage pedestrian activity (Policy (n))
- Compatibility of new construction with cultural heritage resources and the existing streetscape to add to the area's character in the Downtown (Policy (q))
- Indoor and outdoor public spaces shall be planned that have symbolic meaning and ceremonial and cultural purposes (Policy (r))

## 5.2 City of Burlington Official Plan (Council-adopted April 2018; not in-force)

The new Official Plan was adopted by Burlington City Council on April 26, 2018 and is currently subject to review and approval by Halton Region. Until the adopted plan is approved by the Region, and any subsequent appeals to the new Official Plan are dealt with, the 2015 City of Burlington Official Plan remains in full force and effect. Although the new Official Plan is not currently in force, the applicable proposed urban design policies are informative and have been considered.

Contained in Chapter 7 of the new Plan, the urban design policies promote the role of design excellence in new development, particularly as it relates to the public realm, a high-quality built environment and compatibility between new developments and existing and adjacent uses.

Section 7.1 sets out the City's general objectives with respect to the design of the built environment as follows:

- To ensure that the design of the built environment protects, integrates with and conserves natural and cultural heritage resources;
- To ensure that the design of the built environment contributes to a sense of belonging by enhancing the physical character of established neighbourhoods;
- To create safe, vibrant, socially active, pedestrian- and transit-oriented places to which people are drawn;

- To achieve a high-quality public realm and a high-quality and diverse design expression with respect to the built environment;
- To ensure compatibility and quality in the built environment while allowing for diverse design expression;
- To ensure that buildings and open spaces are accessible to people of all ages and abilities and to include the diverse opinions of the community in achieving design excellence; and
- To promote sustainable Site and building design in order to promote active transportation and transit use, contribute to an enhanced natural and built environment, among other things.

Section 7.2 of the Official Plan outlines the policies relating to the public realm and its importance to create a unique experience for all community members. Policy 7.2(a) outlines several considerations that will contribute to a strong public realm, including improving the quality of public spaces; providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping; improving convenience to active transportation; improving opportunities for public art; and recognizing and promoting pedestrian scale, public safety and the perception of public safety for all users, through incorporating Crime Prevention through Environmental Design (CPTED) principles.

Section 7.3 outlines the policy considerations for urban design and built form. In this regard, Policy 7.3.2(a)(i) provides that in existing community areas, development shall address considerations such as, (i) ensuring Site and building design are compatible with and contribute to the physical character of the surrounding area; (ii) providing an appropriate built form transition in scale between buildings, the public realm and abutting development through a variety of design methods such as angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass; (iii) providing appropriate screening and landscape buffering to minimize impacts; (iv) providing pedestrian comfort and human scale at the street level through a variety of design methods including the use of a podium in mid-rise and tall buildings; (v) providing safe and convenient linkages within development Sites and to adjacent uses, facilities and streets; (vi) providing façade articulation which achieves a scale of development that is attractive to pedestrians and avoiding the use of blank walls facing a public space; and (viii) implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape or to neighbouring properties.

Policy 7.3.2(1) applies criteria similar to that in Policy 7.3.2, however, specific to Primary Growth Areas. In this regard, Policy 7.3.2(1)(a)(i)(a) through (i) provides direction on locating new buildings adjacent and parallel to the street, locating visible primary entrances and active grade-related uses along the streetscape, designing a built form that frames the street with good proportion, providing appropriate built form transitions, screening from view mechanical equipment, creating a continuous streetscape and providing an appropriate amount of outdoor amenity space, among others.

Section 7.4 deals with sustainable design, emphasizing the importance of balancing environmental, economic and social considerations in the design, construction and operation of buildings and Sites. As per Policy 7.4.1(a), the following sustainable design measures, among others, should be addressed in the design of high and medium density residential, mixed use, commercial, industrial, office, institutional and public service facilities:

- Prioritizing of pedestrian movement and connections to public transit;
- On-Site bicycle facilities;
- Minimizing light pollution;
- Reduction of urban heat island effect;
- Tree protection; and
- Bird-friendly design for glass buildings.

To that end, through the Site plan application process, Policy 7.4.1(b) encourages the use of the considerations such as (but not limited to):

- Energy efficient, passive design measures;
- Innovative storm water management techniques;
- Indoor environmental and air quality;
- Additional measures to mitigate the urban heat island effect;
- Sustainable transportation measures such as charging stations for electric cars; and
- Sustainable building materials and resources.

## 5.3 City of Burlington Tall Building Guidelines (May 2017)

In conjunction with the multi-disciplinary firm Brook McIlroy, the City of Burlington prepared the Tall Building Guidelines following several iterations

and refinement through public consultation and stakeholder engagement with the public. In spring 2017, Burlington City Council approved the Tall Building Guidelines document which provides guidance for developers and architects designing tall buildings in the City of Burlington.

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

## Section 2.0 – Base Building (Podium)

As per the Guidelines, the podium of a tall building anchors the tower and defines the pedestrian experience at the street. Its location and height should frame and create a positive relationship to the street. It should be carefully designed, including a mix of horizontal and vertical elements, to reinforce a human scale. Clear glazing and the arrangement of internal uses should create a visual connection between the public and private realm, while promoting vibrancy and activity throughout the day.

- *Guideline 2.1 – Podium Location*: The podium shall be located to frame the street and reinforce the established streetwall where applicable. Where no streetwall has been established, podiums should be set back at grade to create wide boulevards that accommodate pedestrians, street trees and landscaping, and active at-grade uses. A 6.0 metre boulevard measured from curb is preferred. On Sites with multiple towers, mid-block pedestrian connections should be provided through the podium to enhance permeability, break-up the podium, and create additional corner conditions. Where windows are proposed within the podium, an 11 metre separation distance shall be provided between adjacent buildings. Where no adjacent buildings exist, a 5.5 metre setback is appropriate. Where a continuous streetwall is desirable, no side-yard setbacks are necessary.
- *Guideline 2.2 – Podium Height and Massing*: The height of the podium, and the tower stepbacks above, should generally reflect the established and planned streetwall subject to the guidelines below. Small variations are encouraged to create a varied streetscape. Where no established streetwall exists, the minimum height of the podium shall be 10.5 metres (3-storeys) to frame the streetscape and reinforce a human-scale. The maximum height of the podium shall be 80% of the adjacent right-of-way width. A maximum height of 20 metres is recommended to maintain a human-scale. The floor-to-ceiling height of the ground floor should be a minimum of 4.5 metres to accommodate internal servicing and loading, and active commercial uses where permitted.
- *Guideline 2.3 – Shadows/Sky Views*: The height and massing of the podium (not including the tower) should ensure a minimum of five consecutive hours of sunlight on the oppoSite side of the street at the equinoxes (March 21 and September 21) except where existing conditions preclude.
- *Guideline 2.4 – Podium Design and Articulation*: All sides of the podium should be constructed with the highest quality of architectural design and materials. Materials should complement the established character of the street where appropriate and the use of 'heavy' materials (i.e. brick, stone, or metal) should be used within the podium to anchor the building. To avoid overly long facades, large podiums shall be visually broken into smaller components. Architectural elements and expressions, including entrances, windows, canopies, steps, and recesses and projections, should highlight individual units and reinforce a variety of scales and textures within the podium. Main building entrances shall be clearly demarcated and should be a focal point of the building design. Projecting balconies should not be provided in podiums. Public elements of a residential podium (i.e. lobby, amenity space) shall be predominantly clear-glazed to provide visual connections between public and private realm and enhance safety. Weather protection should be provided at grade through canopies, arcades and cantilevers. Canopies located on the ground floor should be at least 1.5 metres deep. Weather-protection elements may encroach in building setbacks and should not encroach into the public right-of-way.
- *Guideline 2.5 – Site Design, Open Space and Streetscaping*: Parking, servicing and loading shall be accommodated internally within the building podium and screened from the street. Access to parking, servicing and loading shall be provided from the rear of the building, or a laneway where possible. Public art and publicly-accessible privately-owned open space, including courtyards, plazas, and parkettes should be encouraged within tall

building Sites where appropriate, and should be designed and located to encourage public use, provide connections to the broader open space network, and/or highlight important Site characteristics. Publicly-accessible privately-owned open spaces should be used to provide mid-block pedestrian connections through the Site and create short block lengths (80-120 metres).

## Section 3.0 – Building Middle (Tower)

As per the Guidelines, the tower is the most substantial and impactful component of a tall building as it enhances the skyline and provides a defining landmark throughout the City. A tower's design and massing should be carefully considered to minimize adverse impacts on adjacent neighbourhoods, parks and open spaces and to maximize views and access to sunlight through slender floorplates and setbacks between towers.

- *Guideline 3.1 – Tower Location*: Where multiple towers are proposed on a Site, they shall be arranged to provide a gradual and appropriate transition in height to the adjacent established or planned context. To that end, a minimum separation distance of 25 metres should be provided between towers to maximize privacy and sky views, and to minimize the cumulative shadow impacts of multiple tall buildings. Balconies may be provided within this separation distance provided they do not excessively contribute to a building's massing. Where no towers currently exist, proposed towers should be set back 12.5 metres from adjacent property lines to protect for a future 25 metre separation distance. The tower should be stepped back at least 3 metres from the podium to differentiate between the building podium and tower, and to ensure usable outdoor amenity space.
- *Guideline 3.2 – Tower Height and Massing*: The height of the tower, and its location on the building base, shall provide a gradual and appropriate transition in height to help mitigate potential impacts on the adjacent established or planned context. Where multiple towers exist on a Site, this transition shall be reflected across the entire Site. The tower portion of a tall building should be slender and should not exceed 750 square metres, excluding balconies. The massing of the tower, and its relationship to the building base, shall not result in adverse wind effects at the street level.
- *Guideline 3.3 – Shadow/Sky Views*: The design and placement of the tower shall be carefully considered to minimize the size of shadows on the oppoSite streetscape. The widest edge of the tower should generally be oriented to minimize the impacts of shadows. The design, height, and placement of the tower shall be compatible with adjacent established residential neighbourhoods, parks, open spaces, or natural areas.
- *Guideline 3.4 – Tower Design and Articulation*: A variety of techniques shall be used to articulate the tower, both vertically and horizontally, to create visual interest and encourage unique designs. All sides of the tower shall be constructed with the highest quality of architectural design and materials. Lighter materials, such as glass, are encouraged in the design of the tower to minimize the perceived mass. Heavier materials should be used to define unique components within the tower and/or to create vertical and horizontal articulation. Balconies are encouraged within the tower to provide amenity space and additional articulation. They may be inset or extruding but should be a minimum of 1.5 metres to provide usable outdoor amenity space.

## Section 4.0 Building Top

As per the Guidelines, the top of the building defines a tower while further distinguishing a unique and interesting skyline. To reinforce a strong presence at the top of the building, a variety of elements are recommended, including stepbacks, material variations, lighting, and other architectural elements. To create activity at the upper levels of the building, rooftop amenity space is recommended wherever possible. Structural/functional elements, such as the mechanical penthouse and elevator shafts should be screened from view and not be visible from ground level.

- *Guideline 4.1 – Rooftop Design and Articulation*: The upper floors of a tall building should be designed to clearly distinguish the top of the building from the tower and to contribute to a distinct skyline. This may be achieved through stepbacks, material variations and/or unique articulation. Decorative lighting could be included within the tower design but up lighting should be avoided. Where possible, outdoor amenity space should be included within the top of the building.
- *Guideline 4.2 – Mechanical Penthouse*: To protect or enhance views from other buildings or the public realm, rooftop mechanical equipment screened from view, or wrapped with occupiable space where possible. To that end, rooftop mechanical equipment should be set back at minimum 3.0 metres on all sides from the edge of the floor below.

# [6.0]

# SITE PLANNING & URBAN DESIGN PRINCIPLES

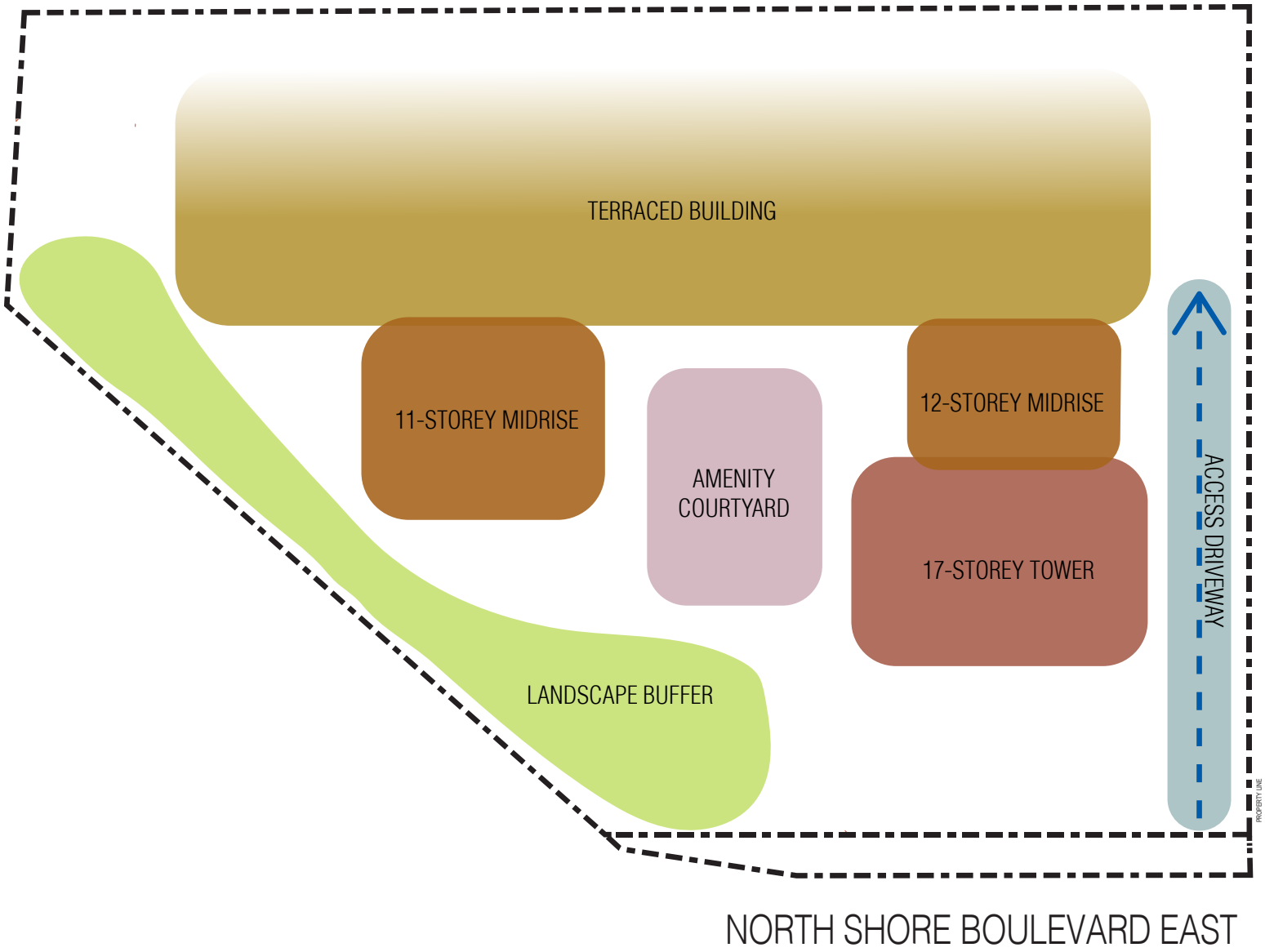



*Figure 11 - Site Organization*

## 6.1 Site Organization

The proposed Site plan is arranged as a composition of mid- and high-rise building elements complemented by a series of outdoor spaces, varying in size and configuration.

Generally, the proposal is organized as built form elements flanking a central outdoor courtyard. The built form which surrounds and shelters the central courtyard is further buffered from MTO lands to the west and southwest by extensive landscaping.

The tallest built form element (i.e. the 17-storey point tower) are located closest to North Shore Boulevard East, serving as a visual demarcation or gateway into Downtown Burlington from the west. Through its Site organization, the proposal provides an opportunity to create a gateway building marking this significant entry point while also contributing to the varied Downtown skyline. To address the adjacent low-rise/low-density uses to the north, the proposed built form elements framing the courtyard (each 11- and 12-storeys in height) gradually transition down in height in a northerly direction, away from North Shore Boulevard East.

Site access for vehicles is organized in one location along the eastern edge of the property while pedestrian access throughout the Site is provided by pathways meandering the perimeter of the Site and linking various proposed outdoor areas. A strong entrance canopy feature marks the Site and building entrance for residents and visitors.

The proposed Site organization supports the vision for the Subject Site while respecting and reinforcing the existing and planned context of the varied surroundings. Existing midrise and tall buildings to the east of the Subject Site, which range in heights up to 14 storeys, provide built form context that is supportive of the proposed 17-storey point tower, at the southeast corner of the Site, framing North Shore Boulevard and signifying the western edge of the Downtown area.

## 6.2 Pedestrian Circulation and Access

Pedestrian access to the building main entrance and lobby is located at the southeasterly edge of the building, adjacent to the drop-off court, providing direct access from the public sidewalk from North Shore Boulevard East.

Pedestrian connections across the Subject Site are located around the periphery of the property and include landscaped sidewalk areas, amenity patios, a Scent Garden, and potential water features which would create a visually interesting and animated open space while providing a contextual link to the nearby waterfront.

Framed on three sides by active amenity spaces, the central courtyard is the social heart of the development scheme for the campus. Located internal to the Site with access from the pedestrian walkways around the building periphery, the courtyard is also accessible from the indoor amenity spaces which front onto it.

Grade-related access to the individual townhouse units is provided from the mews walkway along the northerly edge of the Subject Site.

## 6.3 Parking, Loading, and Servicing

Both the City of Burlington Official Plan and the Tall Building Guidelines provide guidance for servicing, parking and loading areas in development. In general, both documents indicate the importance of strategically locating parking, loading and servicing areas to minimize their visual prominence from the public realm and providing for a continuous streetscape adjacent to the building.

A singular vehicular access point is located at the southeast corner of the Subject Site which provides vehicular access to the Site from North Shore Boulevard, running up the eastern edge of the property. The provision of a singular access point allows for a continuous pedestrian zone in front of the building along North Shore Boulevard in proximity of the Site. The driveway leads to the drop-off court, loading court (and internal loading bays) and two-level underground parking garage. To further gently screen these activities from the public realm east of the Site, landscaping is proposed to run the length of the eastern lot line.

At grade, the garage access ramp, garbage, loading and staging areas (including one type "C" and one type "G" loading space), are proposed north of the drop-off court and main entrance to the building. Below grade, the development proposes a total of 220 parking spaces. The parking comprises 145 staff and visitor parking spaces (66%) and 75 resident parking spaces (34%), including 13 accessible parking spaces as recommended in the Parking Study submitted by IBI Group.

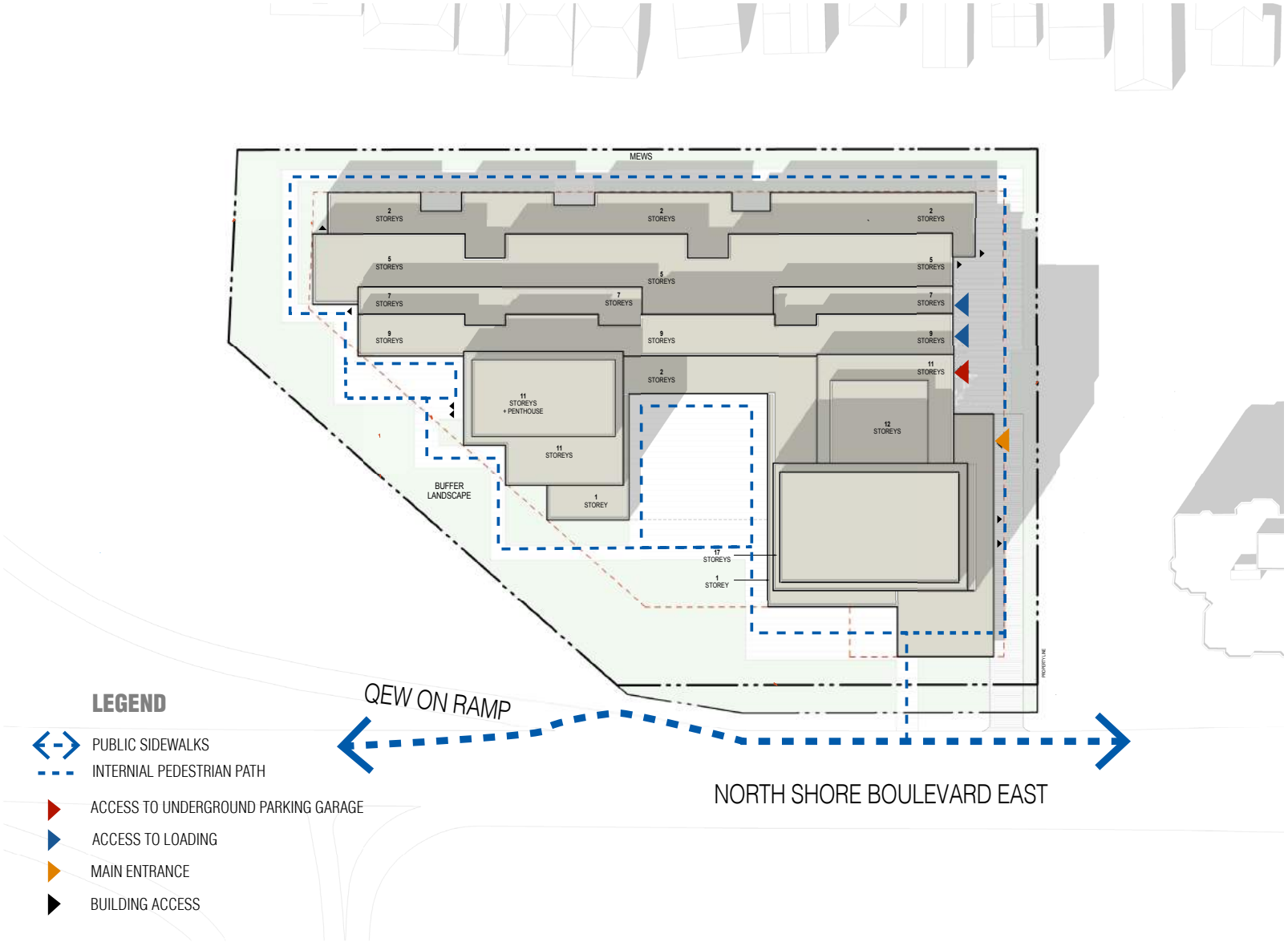



*Figure 12 - Pedestrian Circluation and Access*

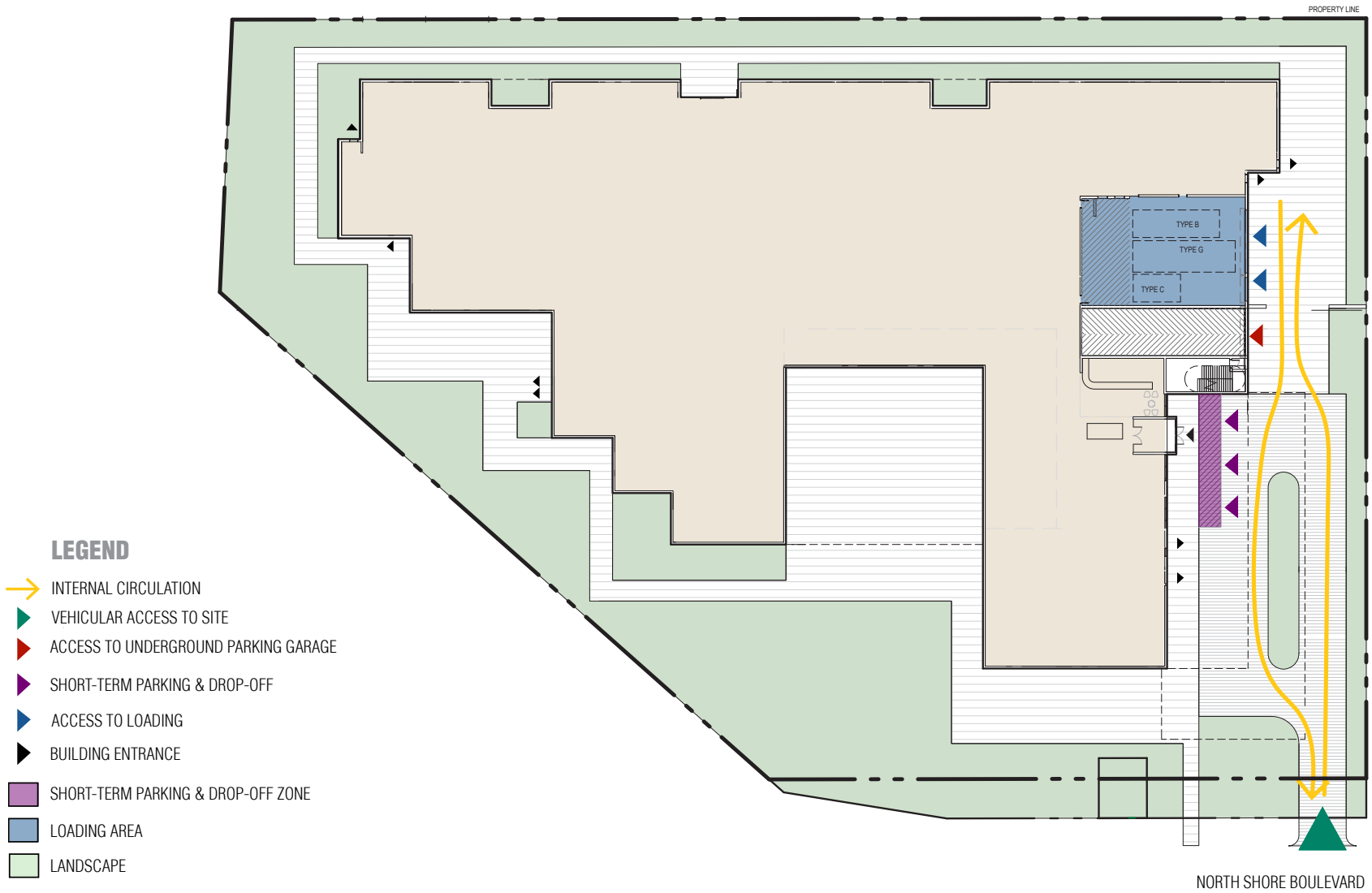



*Figure 13 - Parking, Loading and Servicing*

## 6.4 Built Form and Massing

The City of Burlington Official Plan and Burlington's Tall Building Guidelines share similar requirements regarding built form and massing. In general, buildings should be compatible with the surrounding area, provide an appropriate built form transition in scale between adjacent buildings, the public realms and abutting development and provide architectural articulation to achieves an attractive urban form.

The vision for the Subject Site is predicated on strategically organizing building elements around a central courtyard, but also locating building mass away from sensitive areas. The proposal has been massed and sculpted to provide appropriate transitions in height and built form towards areas of lower intensity through a variety of design methods such as the application of angular planes, careful consideration of building location and orientation and the use of setbacks and stepbacks of building mass. Understanding that the area to the north of the Subject Site contains stable low-density residential neighbourhoods, considerations have been made through terracing and stepbacks to limit impacts on this area and locating taller building elements toward the southern edge of the Site. To that end, building heights, stepbacks and setbacks have been designed with regard for the creation of a comfortable human scale and public realm, the provision of sunlight on sidewalks, and the mitigation of uncomfortable wind conditions.

With respect to built form impacts, Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigating measures between buildings. In the case of the proposal, given the combination of mid-rise and tall building typologies, these impacts are minimal and addressed through appropriate building setbacks and separation distances between the proposed built form elements and from neighbouring buildings.

As a matter of good urban design practice, a minimum distance of 11 metres is generally used as an appropriate separation distance between main windows of mid-rise or tall residential buildings (or 5.5 metres to side and rear property lines). For tall buildings, the City of Burlington Tall Building Guidelines recommend a separation distance of 25 metres between tower faces, measured to the external walls of the building, where balconies are permitted within the setback zone. The separation distance between the proposed 11-storey mid-rise element and the tall 17-storey tall building element is approximately 27 metres, which is well in excess of appropriate separation distance minimums for the mid-rise component. This will allow for ample sunlight to enter into the proposed courtyard. Further, the 17-storey tower is setback 15 metres from the east property line and approximately 31 metres from the existing 12-storey building to the immediate east at 1201 North Shore Boulevard, also exceeding the recommended 25-metre separation distance within the Tall Building Guidelines and the new Official Plan requirement of 30 metres.

The 17-storey tower backs onto a linked 11- and 12-storey midrise component which steps down towards the north to 2-storeys. The stepping down of heights coupled with significant setback increases provides an appropriate built form transition that is sensitive to the scale of the low-rise dwellings and residential area north of the Subject Site. Further, appropriate built form transition has been tested by projecting a 45-degree angular plane form the southernmost limit of the neighbourhoods properties on the north side of the Site. Generally, the proposed development fits within the angular plane projected.

With respect to building height, the in-force Official Plan does not identify a minimum or maximum height for the Subject Site. However, the new Official Plan, although not yet in force, states that the maximum height should not exceed eleven storeys. Notwithstanding the policy direction of the new, not-yet-in-force Official Plan, the proposed 17-storey tower is appropriate at this location for the following reasons:

1. The proposed height is generally in keeping with the existing heights in the area, including the 12- to 14-storey buildings to the east of the Subject Site;
2. The bulk of the tall building height has been carefully located along the southern portion of the Site to maintain access to light and sky view from the adjacent low-rise neighbourhoods and to considerably limit any negative built form impacts (i.e. shadow and wind impacts) on the adjacent low-rise properties, open spaces and natural areas; and
3. The tower height will ensure its visibility and landmark potential, given the unique gateway location of the Subject Site at the western edge of the Downtown area.

The proposed pedestrian zone at the southern edge of the Seniors Living Campus is generous width and framed by built form of a human scale, with landscaped areas and built form edges with appropriate architectural articulation. With a minimum setback of 6 metres from the property line to the south, the 2-storey podium will frame North Shore Boulevard and provide pedestrian comfort and through the proposed pedestrian scale at the street level. The 9.1-metre tall podium is lower than the maximum recommended 80% of the adjacent right-of-way, which has a planned right-of-way width of 35 metres, and relates well to the North Shore Boulevard right-of-way width in that a pedestrian scale is maintained along the street.

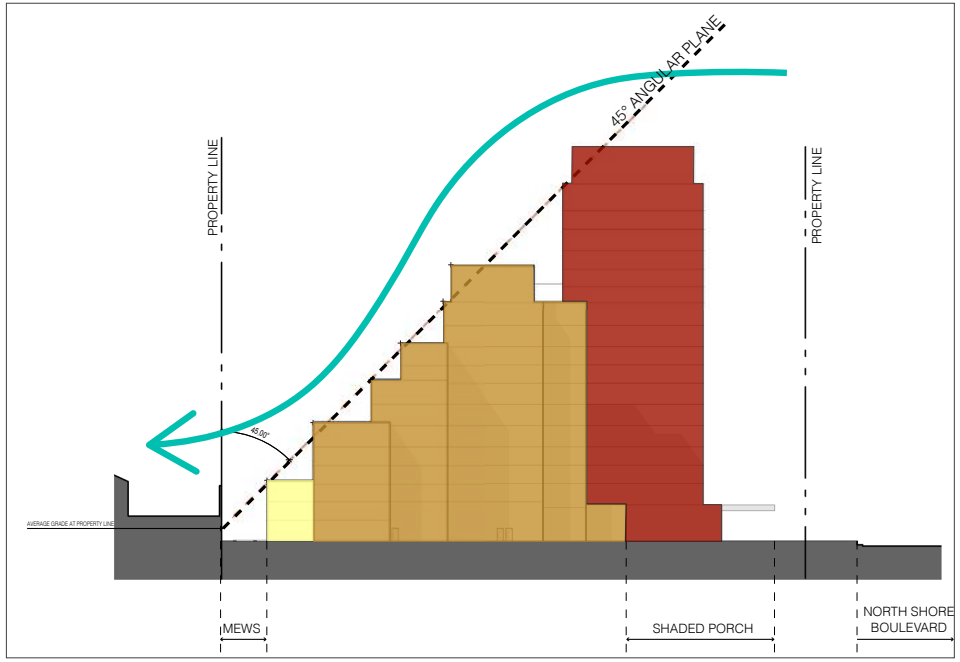



*Figure 14 - Built form transition to lower areas, west elevation*

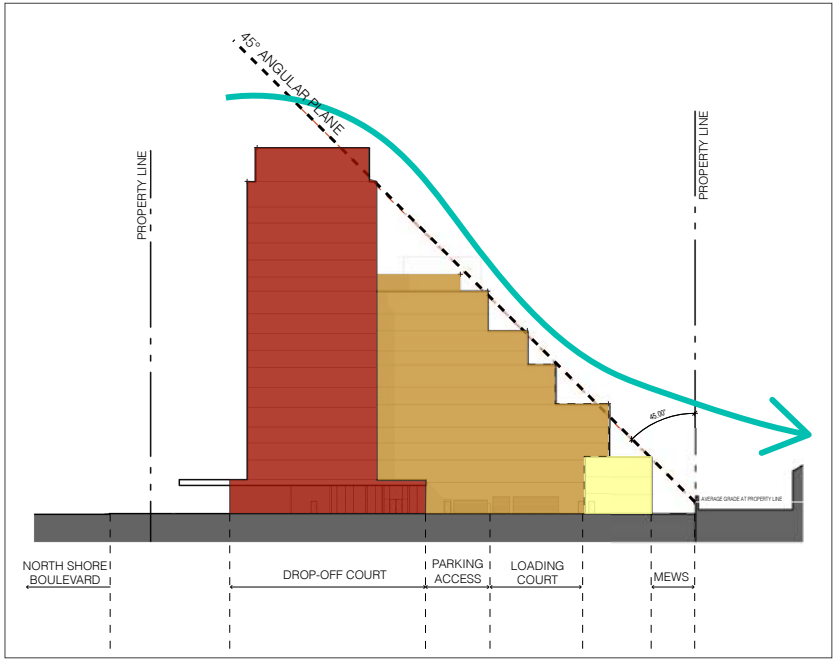



*Figure 15 - Built form transition to lower areas, east elevation*

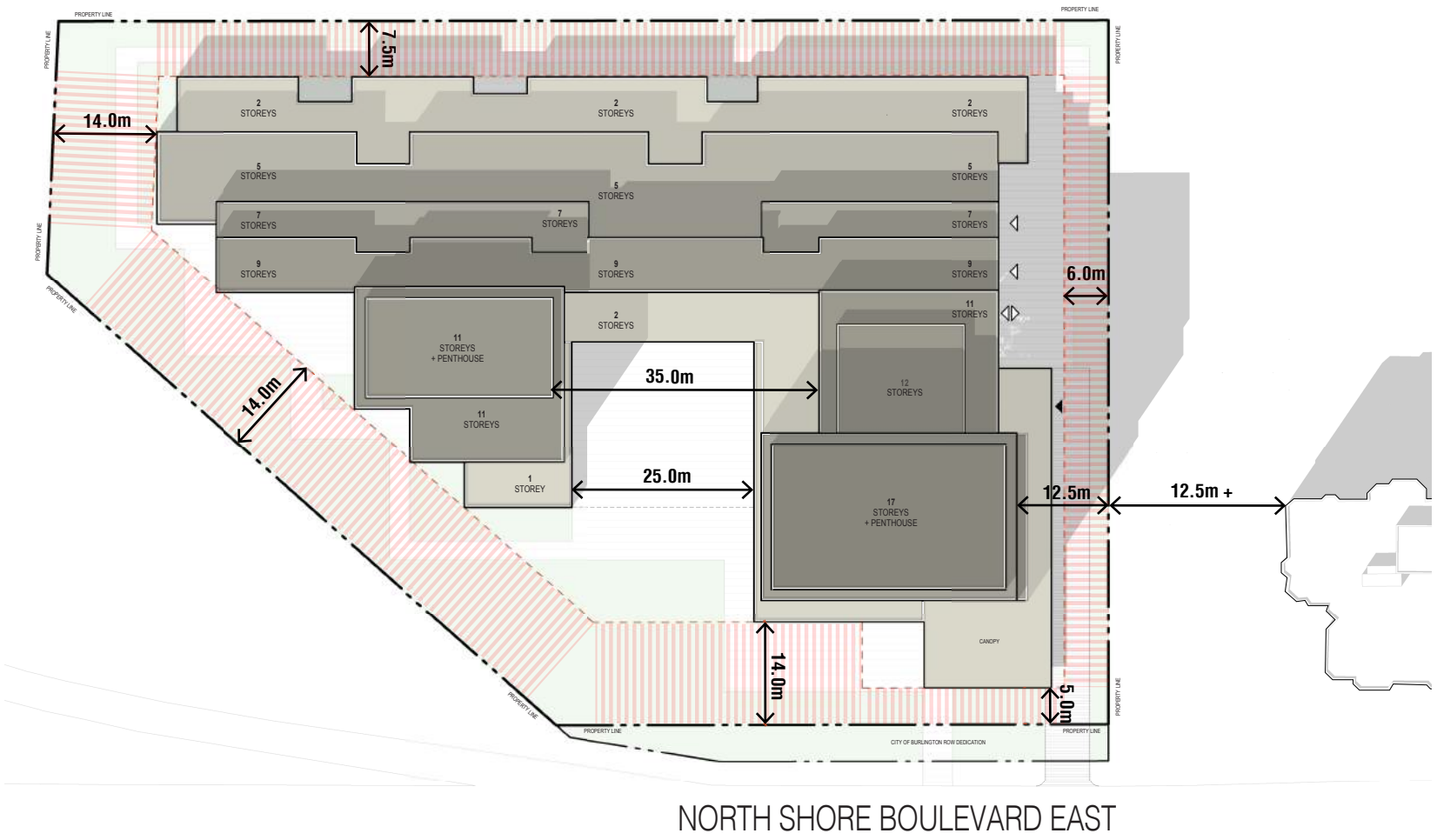



*Figure 16 - Setbacks*

## 6.5 Shadow Impacts

A Shadow Study was prepared by Montgomery Sisam Architects to asses shadow impacts from the proposed development on surrounding areas, in particular, low-rise neighbourhood areas to the immediate north. The in Official Plan requires that significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level and provides that for Official Plan or Zoning By-law amendment applications, that City Council may require additional supporting information including a shadow analysis plan. The City's Site Plan Guidelines provide standardized shadow impact criteria, requiring shadows from a proposed development to be depicted at 9:30am, 12:30pm and 3:30pm on March 21st, September 21st, and December 21st. However, in addition to the above-noted criteria, an incremental shadow study was prepared by Montgomery Sisam Architects at hourly intervals between 9:00am and 6:00p.m. during the equinoxes and the winter solstice, in order to evaluate of the potential of shadow impacts on neighbouring properties.

The proposed Official Plan provides in Policy 7.3.2 that development shall address considerations such as implementing measures to adequately limit any resulting shadowing on the streetscape, neighbouring properties, parks and open spaces and natural areas.

Additional direction is provided in the City's Tall Building Guidelines for the height and massing of the podium as well as the tower. As it relates to the podium, the guidelines provide that the height and massing of the podium (not including the tower) should ensure a minimum of five consecutive hours of sunlight on the oppoSite side of the street at the equinoxes, except where existing conditions preclude. The guidelines also provide that the height and massing of the podium shall ensure a minimum of five consecutive hours of sunlight over more than 60% of a park or playground area or a public open space at the equinoxes. As it relates to the tower, minimum separation distance of 25 metres should be provided between towers to minimize cumulative shadow impacts.

In this regard, the proposal will not cast shadows on the oppoSite side of North Shore Boulevard until 5:00pm during the equinoxes nor the solstices, ensuring a minimum of 8 hours of sunlight between 9:00am and 5:00pm. There are no shadow impacts on nearby parks or playground or public open space. In our opinion, the proposal conforms with the Official Plan policy and implements the intent of the Tall Building Design Guidelines.

With respect to adequately limiting shadows in accordance with the proposed Official Plan, and in particular, on neighbouring properties on March/September 21st, the proposal will cast incremental shadows in the rear yards of houses fronting the south side of Bellview Street to the north at 9:30am. By Noon, shadows are completely removed from those properties. On June 21st, there are no shadow impacts on the properties to the north.

To the immediate east, there are no shadow impacts between 9:30am and 11:00am on March/September 21st. Shortly after 11:00am, incremental shadows move southwards across the westerly portion of the adjacent Site, with minor shadow impact occurring on a portion of the existing outdoor pool shortly after 1:00pm, but fully removed before 2:00pm, during the months when the pool would likely be closed.

On June 21, the shadows resulting from the proposed development are contained almost entirely on the Subject Site throughout most of the day. Minor incremental shadowing is cast on a passive landscaped open space area on the adjacent property to the east beginning at 1:00pm, however there is no shadow impact on the existing tennis court or existing outdoor pool at any point during the day.

On December 21, shadows extend much farther but have less of an impact on neighbouring outdoor amenity space as these areas are typically used much less than during the times between the equinoxes. In this regard, shadows cast from the proposal on neighbouring properties to the north are consistent with those from existing buildings to the east. Between 9:00am and 1:00pm shadows move quickly from the properties to the north and are largely removed by 2:00pm. Shadows are cast over portions of the neighbouring properties to the east 11:00am and 5:00pm, typical of this time of year and similar to shadows cast from neighbouring buildings.



*Figure 17 - Front door and canopy rendering*



*Figure 18 - Terracing rendering*

## 6.6 Building Facades and Architectural Articulation

Given the prominent location of the Subject Site and its high visibility from the highway, reflecting the first impression of the Downtown for those arriving by vehicle, the complex of buildings will be designed with the highest quality of architectural materiality and articulation on all sides.

Further, in keeping with the third strategy at the core of the urban design vision, building facades have been designed to create visual interest within the public realm at grade. This visual interest within the Site and along the street facade is achieved by:

- creating a style and rhythm of consistent architectural elements;
- varying architectural materials and textures;
- articulating overly long wall portions and avoiding blank walls; and
- incorporating glazed areas to promote transparency and visibility.

The materiality, rhythm and articulation of building faces provide visual interest and relief to the overall design of the development and breaks up long facades which assists in achieving a pedestrian-scaled and visually interesting environment. Visual prominence and pedestrian weather protection are given to the main entrance of the building through the use of an extensive canopy overhang.

The terraced building top integrates the mechanical penthouse into the building massing and reinforces a strong presence at its top while continuing to distinguish a unique and interesting skyline. Bay windows and inset balconies add a lightness and variety to the tallest stretches of the elevation, and a strong stone base anchors the mass. The 17-storey tower and mid-rise components achieve a high level of architectural articulation and design cohesion by sharing a similar architectural language and materiality. "Sky Bridges" connect the east and west mid-rise forms with glazed facades, providing expansive views south toward Lake Ontario.

## 6.7 Public Realm

The extensive public realm enhancements proposed with for the Seniors Living Campus reinforce the urban design strategies for the Subject Site. From the streetscape and within the Site proper, the series of proposed outdoor spaces, which vary in size and configuration, contribute to the creation of a human-scaled and visually interesting built environment at this gateway location in the Downtown.

As an integral part of comprehensive Site design, the public realm and landscape design for the Site have been thoughtfully considered based on the proposed use for the Site and its location within the City. In combination with the high-quality architecture proposed, the various open spaces which make up the new public realm design will be treated with Site and building lighting, the decorative use of water (potentially through a pond and/or waterfalls) and high-quality coordinated furnishings where appropriate, in addition to soft and hard landscaping that enhance the user experience within these areas. Ultimately, these new open spaces are intended to encourage a safe, accessible and active pedestrian environment and be inviting. They will provide opportunities for recreation and social interaction while providing a sense of place and visual interest throughout the Site.

At the entrance of the Site, the proposed extensive overhanging canopy will add to the sense of entrance and place at the southeast corner of the Site, bolstered by the feature entrance landscaping and potential public art within the drop-off court.

Overall, the design of the public realm is intended to enhance the currently underutilized Site, provide a gateway quality as one transitions into the Downtown area, and improve the overall visual appearance of this stretch of North Shore Boulevard, both from the streetscape and the QEW.

## 6.8 Burlington Urban Design Panel Meeting Minutes

On July 17, 2018, the Burlington Urban Design Panel reviewed the development proposal for the Subject Site, providing verbal commentary on the proposed design, and subsequently issuing meeting minutes on July 27, 2018. A copy of the meeting minutes have been submitted with the development application.

The following are a summary of the design changes in response to the Panel's comments:

- **Revisions to high-rise massing**, including setting the tower element further back from the street, normalizing its shape, and revisiting

balcony expression. The effects are improved daylight penetration to the Amenity Courtyard, better articulation between podium and tower elements, and better massing similarity to the west 'tower' element which was perceived to be the more successful of the two.

- **Revisions to the North Shore Blvd frontage**, including an increased building setback, more robust planting and landscape character, and the relocation of the parking ramp. The effects are improved sightlines to the Main Entrance, more significant landscaping along the streetscape, and improved animation of North Shore Blvd.
- **Revisions to the low-rise massing**, including deep articulation at Townhouse Units, and extension of the low-rise built form beyond the mid-rise built form. The effects are a better scale relationship to the semi-detached and detached houses to the north, additional space for enhanced landscape opportunities along the northern edge, and better articulation of the low-rise form as distinct from the mid-rise form.
- **Revisions to the mid-rise massing**, including deep and varied articulations in the built form from levels 3 to 9. The effects are a reduction in the apparent mass of the mid-rise form, and the expression multiple built forms in lieu of one large building.
- **Revisions to the Landscape concept plan**, including softened geometry and enhanced perimeter landscaping. The effect is a more natural and varied landscape, and a stronger sense of place.

Notwithstanding the new Official Plan's proposed height maximum of 11-storeys on the Subject Site, there were no comments provided by the Panel which suggested the proposed height of 17-storeys should be reduced. The Panel commented that the proposal appeared to be sensitive to the existing development to the north by applying a 45 degree angular plan from the height of the tower to the north lot line. In this regard, the proposed height has not been changed as a result of the Urban Design Panel meeting.

Furthermore, many of the outstanding panel comments apply to architectural expression which will be submitted to the Authority at Site Plan Application and developed in the Design Development phase of work.

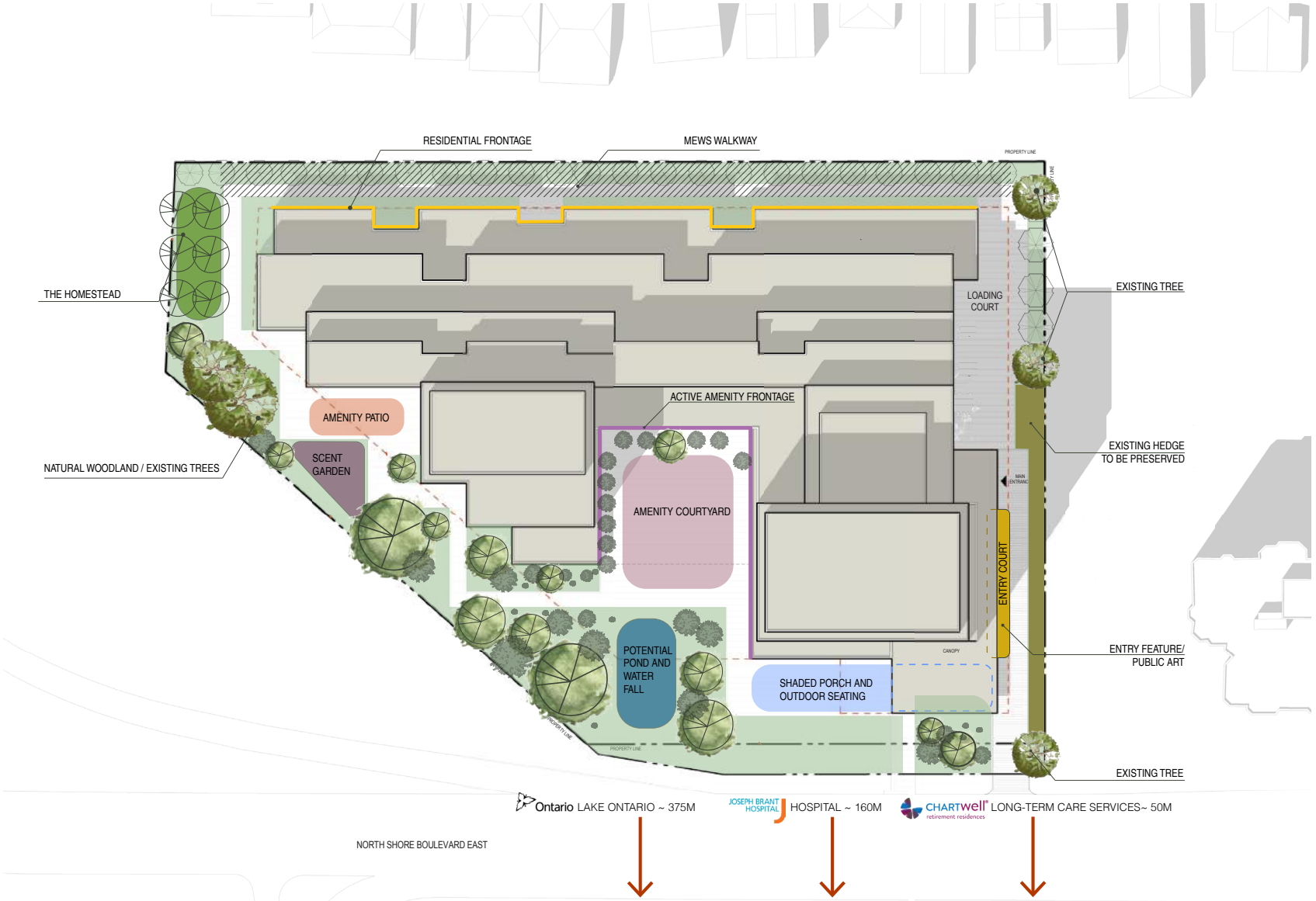



*Figure 19 - Streetscape and Public Realm*

# [7.0] CONCLUSIONS

This Brief concludes that the urban design form and pattern of the proposed development addresses the relevant municipal policy objectives and guideline recommendations with respect to the intensification within built-up areas, with a particular focus on Sites located within strategic growth areas, including urban growth centres. Specifically, the development is supportive of and appropriately addresses the urban design-related policies in the City of Burlington current and new Official Plans, in addition to the recommendations and standards contained in the Burlington Tall Buildings Guidelines.

With respect to the urban design character of transit-supportive, pedestrian-oriented development and the City's planned urban structure, the proposed development is appropriate and desirable at its landmark location at the western edge of Downtown Burlington, and more broadly within the City and Region. The redevelopment proposal makes for improved use to an underutilized Site by replacing two 3½-storey slab style buildings, a single-storey parking structure and surface parking with a multi-purpose Seniors Living Campus housed in a varied built form typology that appropriately addresses its surroundings and complemented by abundant amenity and outdoor space.

The proposal represents appropriate development in terms of fit within the urban design structure of Burlington, building heights and scale within Downtown Burlington, and the proposed architectural treatment with respect to the residential neighbourhoods to the north of the Subject Site. The design of development proposal responds to and provides public realm enhancements along North Shore Boulevard through the 5-metre road widening and conveyance of landscape buffer. Together, the proposed tower and midrise components, result in an appropriately-scaled pedestrian-oriented development that addresses and frames North Shore Boulevard with good proportion while providing appropriate transition in height and scale to adjacent low-rise areas.

For the reasons set out in this brief, we are of the opinion that from an urban design perspective, the proposed development is appropriate and desirable, represent good urban design practice, can be appropriately accommodated within the overall regulatory framework for the area and we would recommend approval of the requested Official Plan and Zoning By-law amendments.


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