

URBAN DESIGN BRIEF

RETIREMENT BUILDING (CITY FILE#)

454-462 CUMBERLAND AVENUE &
3255, 3259 & 3265 NEW STREET
CITY OF BURLINGTON

SEPTEMBER 2023
WESTON FILE #11463

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1.0 INTRODUCTION

This Urban Design Brief ('UDB') was prepared for Traditions Seniors Housing Ltd. in support of an application for an Official Plan Amendment ('OPA') and Zoning By-Law Amendment ('ZBA'). The application seeks approval to permit a 7-storey residential building on the lands municipally known as 454 - 462 Cumberland Avenue and 3255, 3259 and 3265 New Street ('subject lands').

This UDB builds on the urban design brief presented to the Burlington Urban Design (BUD) Panel on June 15, 2023 and has been updated to reflect the recent design changes based on staff and the BUD panel comments. Section 4.4 of this Brief includes discussions on how the proposed revised design responds to the comments and concerns raised by the BUD panel. The fundamental design changes are associated with the following considerations:

- Compatibility with existing townhouses to the west;
- The provision of sufficient amenity space and appropriate landscaping;
- Contribution to the public realm;
- Site Access area; and
- Building details and materiality.

Additionally, this UDB includes illustrative demonstrations of how the proposed development maintains privacy and compatibility with neighbouring townhouses and adequate access to views and sunlight to reduce massing impacts on neighbouring properties.
This Brief will provide an overview of the proposed development in the existing context. It will also describe the proposed development's compatibility with the surrounding context and express the proposal's compliance with relevant urban design policies of both the approved and updated Official Plan ('OP') and the revised draft OP. Several urban design-related guidelines have also been addressed to ensure detailed design considerations have been met.

The specific 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 lands are made up of five adjacent parcels municipally addressed as 454, 462 Cumberland Avenue and 3255, 3259, 3265 New Street. The properties are located on the northwest corner of Cumberland Avenue and New Street and are bounded by the Centennial Trail to the north and a townhouse block to the west (Figure 1). The total site area is 3,589 square metres (0.36 hectares) forming an irregular site boundary. The frontages along Cumberland Avenue and New Street are approximately 73.1 metres and 56.2 metres, respectively.

Currently, the subject lands are occupied by single-detached residential dwellings ranging from 1 to 2 storeys with separate driveways- three off of Cumberland Avenue and three off of New Street. Existing tree coverage is prevalent along the shared property boundary with Centennial Trail for additional screening.

In terms of the existing policy context, the subject lands have a series of designations based on the regional and municipal policies. The site is currently designated as the following:

- Halton Region Official Plan
  - *Urban Area* (Map 1 - Regional Structure)
  - *Urban Area* (MTSA) (Map 1H - Regional Urban Structure)

- City of Burlington Official Plan
  - *Established Neighbourhood Area* (Schedule B-1 - Growth Framework)
  - *MTSA Secondary Connector* and *Frequent Transit Corridor* (Schedule B-2 - Growth Framework and Long Term Frequent Transit Corridor)

- City of Burlington Zoning By-Law
  - *Residential Medium Density* (H-RM2)

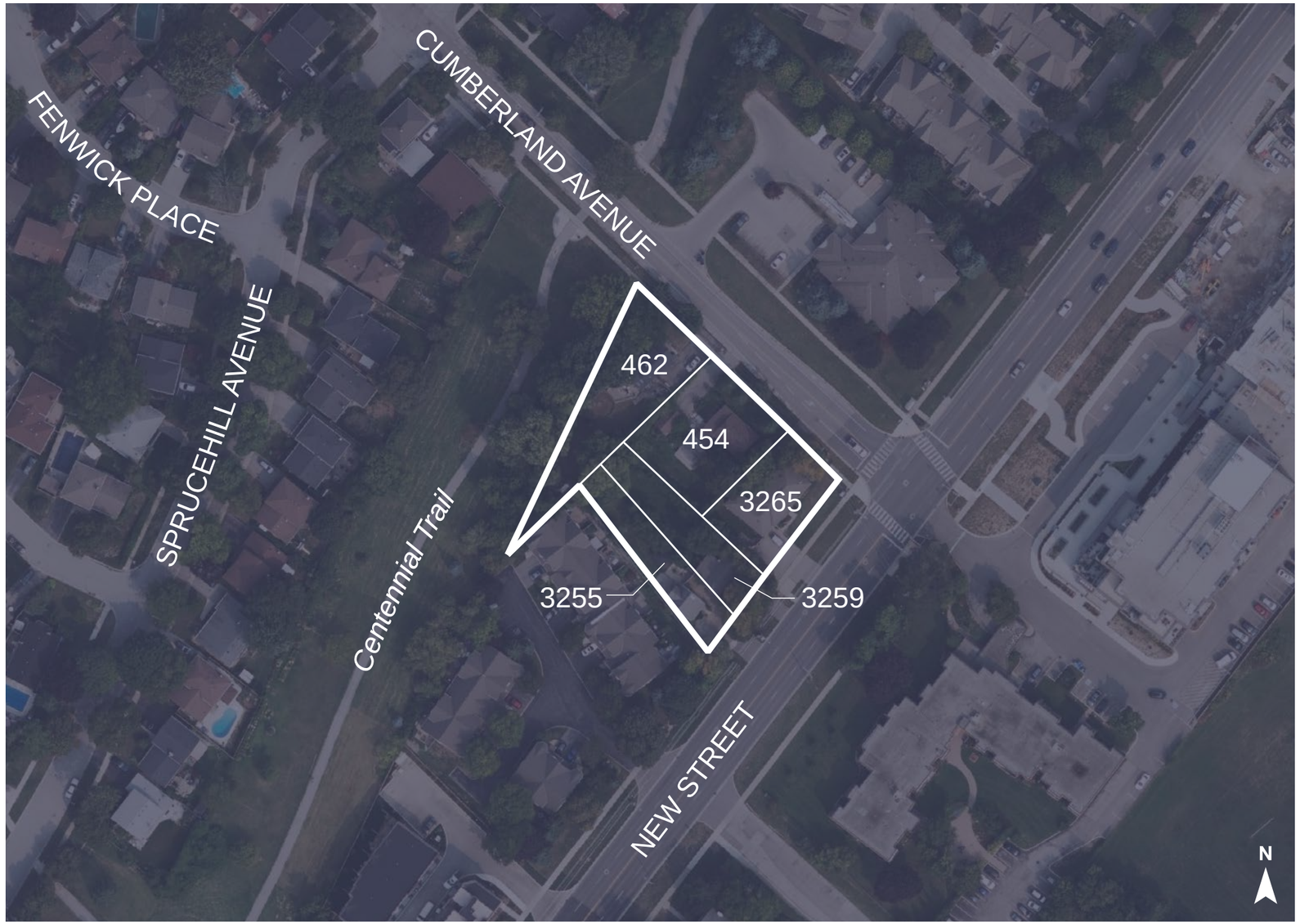


Figure 1: Aerial Photo

2.2 SURROUNDING CONTEXT

The surrounding context can be characterized by a range of residential typologies with some commercial uses throughout. Within the immediate vicinity of the subject lands, the following uses can be found:

- **North:** Centennial Trail, an off-road multi-use trail that supports active transportation within East Burlington for recreation, exercise or commuting to and from work. The trail offers access from Cumberland Avenue and extends to Downtown Burlington and Oakville.
- **East:** The site is bounded by Cumberland Avenue to the east, a minor arterial road with two lanes. Beyond Cumberland Avenue, on the northeast corner, is Burlington Fire Hall #6 and a series of residential townhouse blocks.
- **South:** The site is bounded by New Street to the south, an arterial road with four lanes. Beyond New Street, is Maranatha Homes a three storey seniors apartment building with 63 units.
- **West:** A series of townhouse residential blocks with a shared private driveway with access from New Street.

There are several amenities and facilities available throughout the community and on major roads such as Guelph Line, which extend beyond the immediate vicinity of the subject lands. The following significant facilities and amenities have been identified within 400 and 800 metres of the site (also illustrated in Figure 2):

Parks

- **Centennial Trail (<100m, North):** Located north of the subject property, this park and multi-use trail offers a safe and convenient walking and cycling route to Downtown Burlington. It also provides access to several other parks along its route, including Sweetgrass Park to the northeast.
- **Cumberland Park (<400m, North):** This park is located near Assumption Catholic Secondary School and is accessed from Cumberland Avenue. The park features a sports field with track and playground.
- **General Brock Park (<500m, South):** Located off of Pine Cove Road to the south, this park features a large open space, soccer field and running track.
- **Tuck Park (<1.1km, Southeast):** Located off of Spruce Avenue, this park was recently under construction and now features new playground equipment, seating areas and landscaping.
- **Sweetgrass Park (<1.2km, Northeast):** Park provides large open space within residential community, adjacent to Makwendam Public School. This park features a baseball diamond and playground.
- **Central Park (<2km, West):** Located beyond 800 metres of the site, this park is noteworthy to include given its range of amenities. Accessed off of Guelph Line, 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.

Schools

- Gary Allen High School (<500m, South)
- Assumption Catholic Secondary School (<600m, North)
- Makwendam Public School (<750m, Northeast)
- John T. Tuck Public School (<1.0km, Southeast)

Transportation

- Burlington Transit operates a local bus route (Route 10) along New Street, offering an east-west connection within the City. Major route destinations include: Downtown Burlington Transit Terminal, Mapleview Shopping Centre, Burlington GO Station, Appleby GO Station and transfer points for Oakville Transit. An accessible bus stop is located across the street from the subject property, on the northeast corner of Cumberland Avenue and New Street. Several other transit routes operate within the context of the site and are identified on Figure 2.
- Burlington GO Station, offering connections to Union Station in Toronto via the Lakeshore West GO Transit Line is accessible from the subject property via transit or vehicle. The Station also offers bus connections to Niagara Falls.

Recreational Trails

- Cumberland Avenue features north-south bike lanes that connect to the City's broader active transportation network featuring multi-use paths and shared use lanes. The existing bike lanes along Cumberland Avenue also provide safe and convenient access to the Centennial Trail north of the subject property.
- The Centennial Trail provides an east-west active transportation corridor within the City and provides a direct connection to downtown Burlington and a number of parks and amenities along its route.

Retail / Commercial Areas

- **Guelph Line and New Street:** There are a number of commercial stores and medical offices within the Guelph Line and New Street area, offering convenient access to daily needs.
- **Burlington Centre:** A large-scale shopping mall within the City of Burlington offering a range of retail shores. The mall is located a 15 minutes walk north of the subject property or can be access by transit or vehicle.

Seniors Housing

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

- The Gardens by Maranatha, 3290 New Street
- Maranatha Homes, 3260 New Street
- Chartwell Christopher Terrace Retirement Residence, 3131 New Street

However, the above three senior's residences are largely Independent Living and Lifestyle Living Facilities that allow seniors to live more independently in their retirement. The proposed development instead fills a more pressing need for Assisted Living and Memory Care facilities which are in high -demand but are in low-supply.

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Legend

- Subject Property
- 400m/800m Buffer
- Watercourse
- Building Footprint
- Road Centreline
- Railway
- Burlington Transit Routes
- Bus Stops within 400m

Active Transportation Routes

- Bike Lane
- Shared Bike Path
- Multi-Use Trail (Off-Road)

Community Amenities

- Park
- School
- Retirement Home
- Place of Worship
- Community Centre
- Child Care Centre
- Retail / Commercial
- Medical Centre
- Government Services

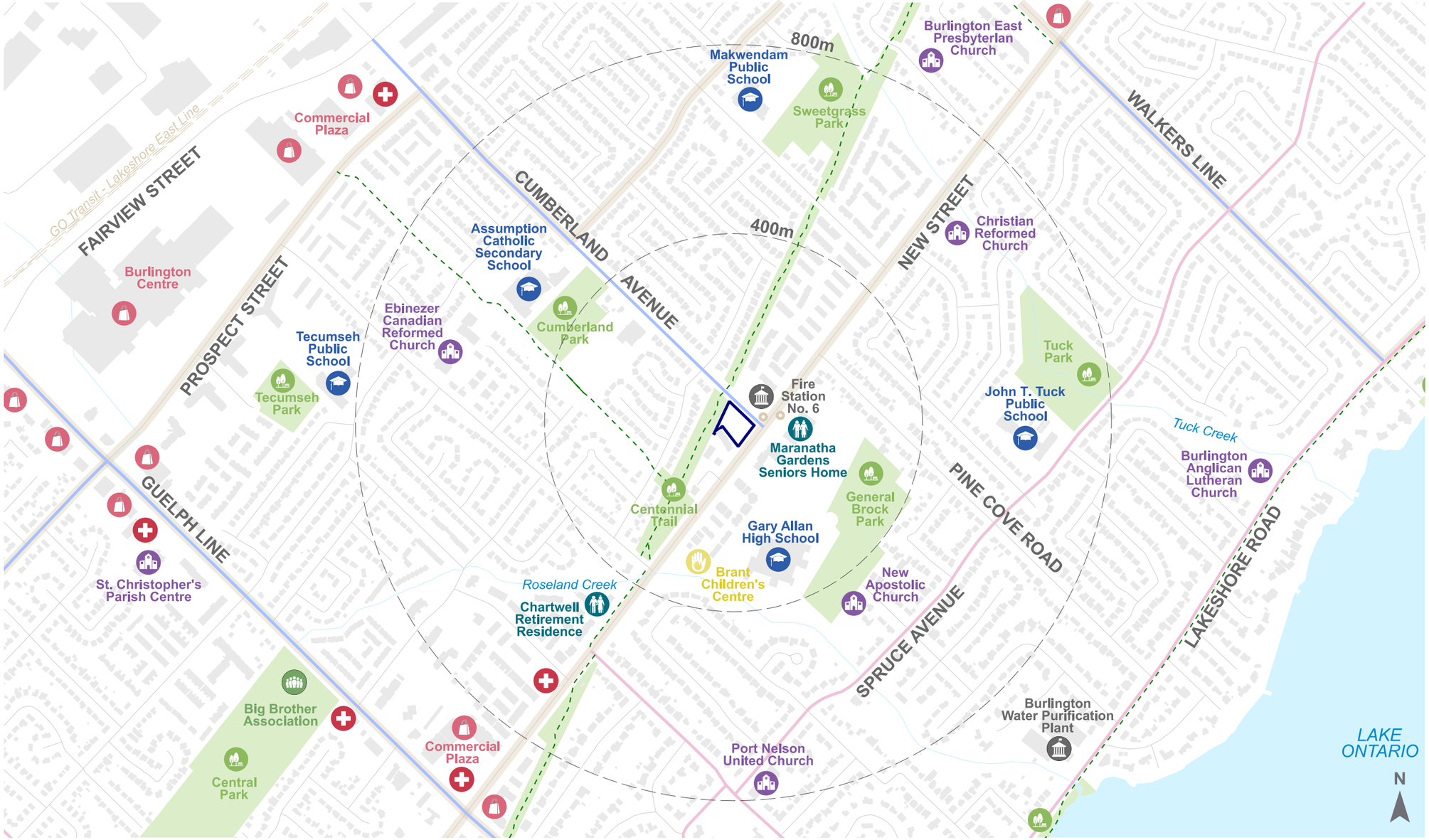


Figure 2: Context Map

2.3 EXISTING & SURROUNDING SITE PHOTOS



Figure 3: Site Photo Key Map

Existing Site Photos



View of Existing Residential Dwellings at 3255 and 3265 New Street



View of Existing Residential Dwelling on 3265 New Street

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Surrounding Site Photos



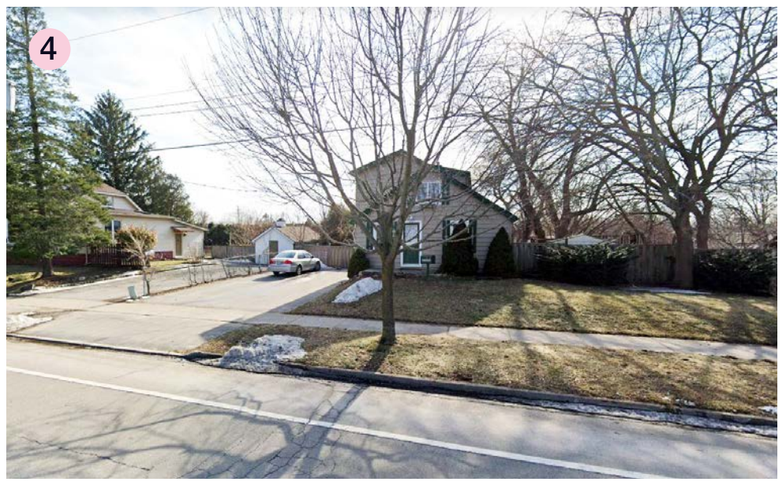
View of Existing Residential Dwelling on 454 Cumberland Avenue



Access to the Centennial Trail off of Cumberland Avenue



Existing Residential Townhouse Block, West along New Street



View of Existing Residential Dwelling on 462Cumberland Avenue



Surrounding Residential Context, North of the Subject Property



The Gardens by Maranatha at 3290 New Street

Figure 4: Existing Site and Surrounding Site Photos (Source: Google Maps)

3.0 DETAILED DESIGN

3.1 Description of the Proposed Development
3.2 Connectivity
3.3 Built Form & Architectural Expression
3.4 Landscaping
3.5 Shadow Study
3.6 Wind Study

3.1 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development features a 7-storey retirement building with outdoor amenity and one level of underground parking. The development proposes a total Gross Floor Area (GFA) of approximately 11,019 square metres, and a Floor Space Index (FSI) of approximately 3.07. The retirement building will provide a total of approximately 124 units, including 75 studio units, 29 one-bed units and 20 two-bed units. The building footprint will measure approximately 1,337 square metres and be complimented by approximately 1,407 square metres of landscaped area. A total of approximately 44 parking spaces, including two accessible ones are proposed on-site in one level of underground parking.

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 7.5 metre front yard setback along New Street, and the 6.0 mertre setback along Cumberland Avenue allow for landscaping opportunities that contribute to and enhance the greenery along both streets and maintain a pedestrian-oriented environment. The setback at the west ranges from approximately 13.0 metres to 17.0 metres, and separates the proposed building from the neighbouring townhouse to mitigate issues related to privacy, shadowing and skyview. Also, the 9.0 metre rear yard setback adequately distances the proposed building from Centennial Bikeway and the single-detached dwellings further north.

An L-shaped amenity area wraps around the north and west sides of the building and includes a variety of amenity features. This area is defined with a retaining wall due to site grading conditions.

The proposed site plan prepared by McKnight Charron Limited (MCL) Architects is shown in Figure 5.



Figure 5: Site Plan Prepared by McKnight Charron Limited (MCL) Architects

3.2 CONNECTIVITY

Vehicular Circulation & Access

The vehicular circulation on-site is designed to optimize accessibility from both streets, utilize existing grading conditions, and separate primary vehicular access from pedestrian access. The site features a two-way driveway off New Street that will provide access to the underground parking area for residents, visitors, and delivery vehicles. A secondary access point is maintained off Cumberland Avenue, which will act as the primary pick-up and drop-off area, leading directly to the retirement home lobby. The driveway will maintain one-way access off Cumberland Avenue with a designated drop-off zone. This one-way driveway will also serve for waste collection on scheduled days.

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 street sidewalks. The ground floor recessed entrance area allows for a wider pedestrian pathway accommodating the pick-up and drop-off of residents and visitors. This pathway connects to the street sidewalk on Cumberland Avenue and the Centennial Bike Trail to the north. The amenity area at-grade also has controlled access from this pathway.

Another paved walkway connection is provided on the south side of the building that connects a fire escape route to the sidewalk on New Street.

Figure 6 illustrates the proposed circulation on-site.

Legend

- Subject Property
- Vehicle Circulation
- Pedestrian Circulation
- Street Sidewalks
- Building Entrance
- Internal connection
- Outdoor Amenity
- Building Lobby
- Landscaping



Figure 7: Circulation Plan by Weston Consulting (Base Plan Prepared by McKnight Charron Limited (MCL) Architects)

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3.3 BUILT FORM & ARCHITECTURAL EXPRESSION

Built Form & Uses

The proposed building is 7-storeys high and has a rectangular configuration. Massing breaks are introduced with staggering walls along the north and south sides, recessed ground floor at the entrance, and stepped back on the 7th floor. Floors 1 to 6 are set back from the front and side yard property lines to mitigate against shadow impacts onto the public realm. The 7th floor steps back from the building's north and west edges to accommodate a green roof and rooftop amenity area.

The building is centrally located to accommodate landscape buffers along the site's perimeter. The landscaping will use the irregular property boundary and maintain tree coverage for additional urban 'greening.'

Architectural Expression & Materiality

The proposed building integrates contemporary building elements and natural coloured materials, also reflected in nearby developments, to help integrate it into the surrounding context. The facade design 'breaks up' the massing by integrating architectural elements that will simultaneously create a distinct appearance which will be visible from afar.



Figure 8: Cumberland Avenue Render Prepared by McKnight Charron Limited (MCL) 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 entrance off Cumberland Avenue will integrate glazing to promote transparency and create a distinct building entryway. The entrance will be complemented by an overhang with signage featuring the building's name. The other street-facing facade along New Street will also feature extensive glazing on the ground floor and the upper floors to scale down the massing and contribute to the public realm view. Juliet balconies and corniced parapets compliment the building elevations.

Materiality is proposed to create distinct building components:

- Ground Floor: Features a stone material that will 'ground' the building and create a clear podium.
- Floors 2 – 4: Floors 2 to 4 will feature brick veneer panels that will distinguish the middle part of the building.
- Floor 5 - 7: The upper floors will feature a light-coloured material to 'lighten' the overall appearance.

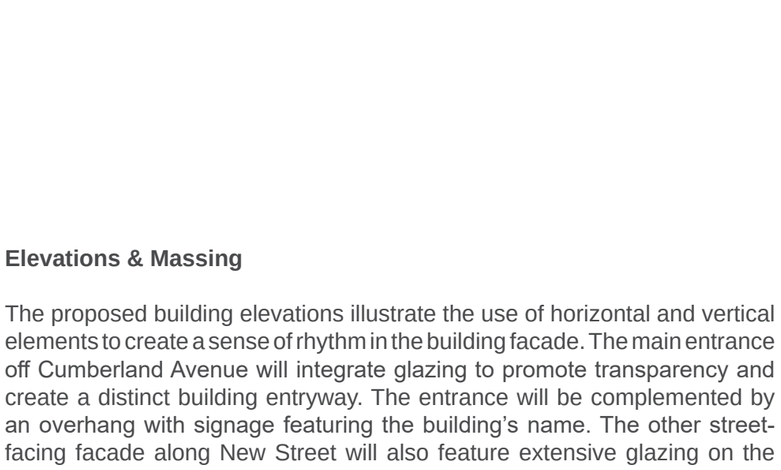










Figure 9: Proposed Building Render (Left) and Elevations (Right) Prepared by McKnight Charron Limited (MCL) Architects

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3.4 LANDSCAPING

A Landscape Plan prepared by Seferian Design Group (Figure 10) illustrates the proposed landscaping treatments on-site. The proposed development will include hard and soft landscape interventions on the ground floor and within the roof top amenity area to compliment the building and provide outdoor amenity area for residents. Specific landscape elements proposed on-site will include the following:

Ground Floor:

- Landscaping along the periphery of the site to maximize the irregular site boundary, provide additional screening measures for privacy, and increase the overall urban tree coverage.
- Existing trees along the site's north, south and east boundaries will be preserved as recommended in the accompanying Tree Preservation Plan.
- A network of concrete walkways for connectivity on-site and surrounding street sidewalks.
- A raised amenity area at-grade along the north and west sides of the building with the following features:
  - a bistro area on the north side for the use of residents;
  - raised planter beds with gardening opportunities for residents;
  - dining and gathering spaces with various seating arrangements;
  - pergola structures for shade; and
  - perimetre raised planter beds for additional screening and buffering
- A green roof on the north side of the 7th floor terrace is proposed to mitigate stormwater runoff. Details to be provided during more advanced design stages.





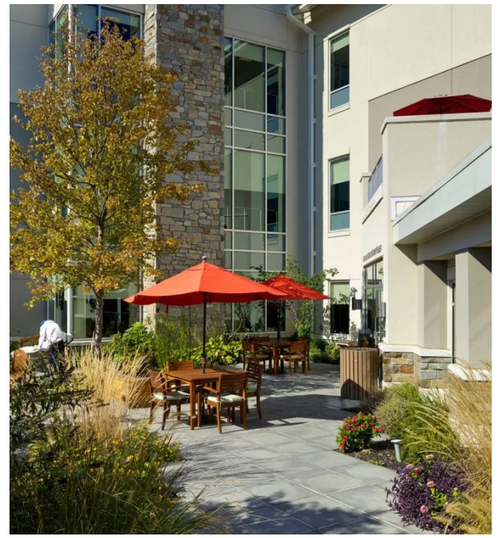
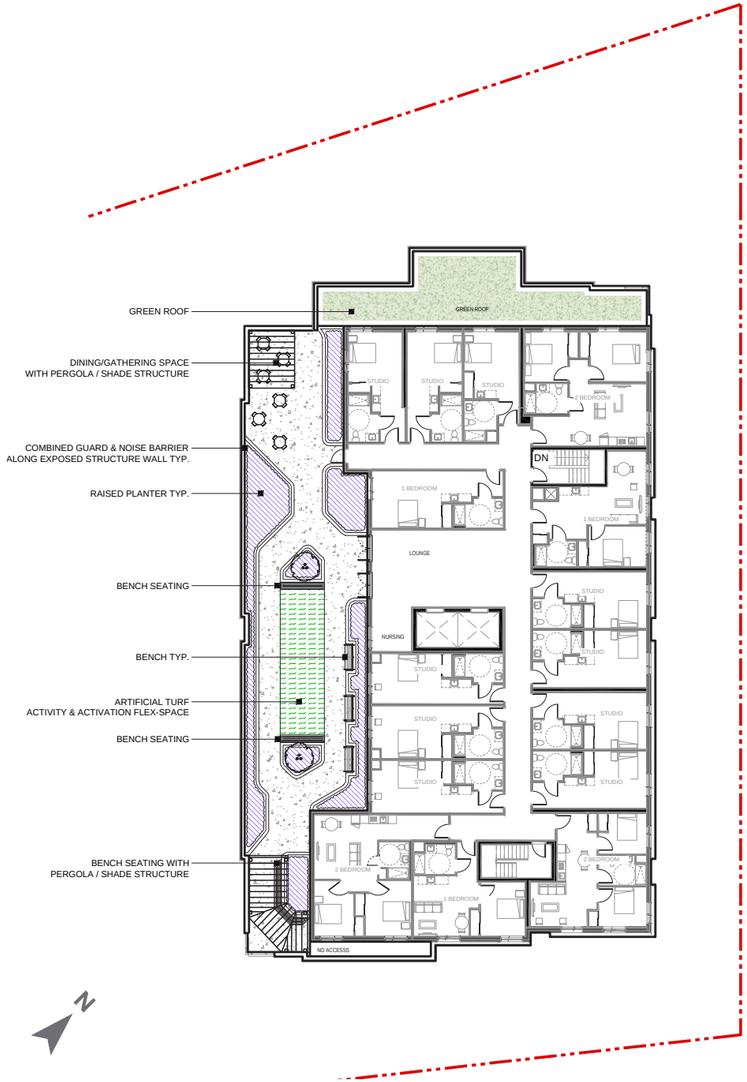




Figure 10: Landscape Plan (Ground Floor) and Precedents Prepared by Seferian Design Group

Rooftop (7th floor Terrace):

- A green roof towards the northern building edge to mitigate stormwater runoff.
- Linear amenity to make efficient use of the building step back at the west and create additional outdoor amenity space for residents.
- Artificial turf is centrally located within the rooftop amenity to provide an area for flexible uses.
- Hard and soft landscaping treatments, including raised planters and concrete walkways to increase the overall quality of the amenity area and promote its use.
- Pergola structures for shade with seating arrangements beneath.
- A dining and social gathering area with seating arrangements.
- Raised planters along building's edges ensure privacy for residential suites.
- Additional screening and buffering of views towards the neighbouring townhouses to the west provided by raised planters along the west parapet wall.



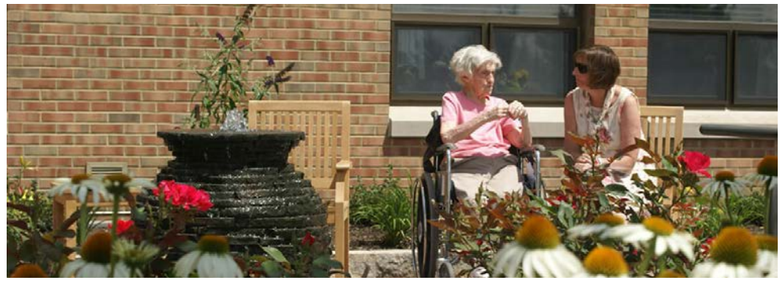






Figure 11: Landscape Plan (Rooftop) and Precedents Prepared by Seferian Design Group

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3.5 SHADOW STUDY

A separate Shadow Study has been prepared by Weston Consulting to assess the impacts of the proposed development onto the surrounding community based on the Terms of Reference outlined by the City of Burlington.

Please refer to the Shadow Study submitted with this application for a full overview of the shadow impacts.

3.6 WIND STUDY

Gradient Wind Engineers and Scientists have prepared a separate Wind Study to investigate wind conditions and identify areas where mitigation is required for certain pedestrian activities. The report summarizes that all grade-level areas have acceptable wind conditions for the intended pedestrian uses. Based on the programming of Level 7 amenity terrace with internalized seating, the noted conditions may be considered acceptable.

Please refer to the Wind Study submitted with this application.

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 Angular Plane Analysis Study
4.4 Sustainable Building & Development Guidelines (2021)
4.5 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: Design Excellence

Section 7: Design Excellence of the BOP focuses on policies surrounding urban design, particularly to encourage innovative and high-quality design practices. Key urban design objectives outlined in this section include the following:

7.1.1 General Objectives

c. To ensure that the design of the built environment contributes to a sense of belonging by enhancing the physical character of established neighbourhoods.

d. To design places that support public transit and active transportation through the design of attractive and well-developed pedestrian and cycling environments.

e. To create safe, vibrant, socially active places that people are drawn to.

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

h. To ensure compatibility and quality in the built environment while allowing for diverse design expression.

The subject property are located in a designated *Established Neighbourhood Area* and along a *MTSA Secondary Connector* and *Frequent Transit Corridor* (Figure 12) and is subject to additional design policies and objectives:

7.3.2(2) Established Neighbourhood Areas

a. In Established Neighbourhood Areas, as shown on Schedule B-1: Growth Framework, of this Plan, development should be designed to enhance the existing physical character of the surrounding area within which it is situated.

ii. the design of development in Established Neighbourhood 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:

c. the local pattern of lots;

d. the building typologies of nearby residential properties;

e. the heights and scale of nearby residential properties;

f. the setback of buildings from the street;

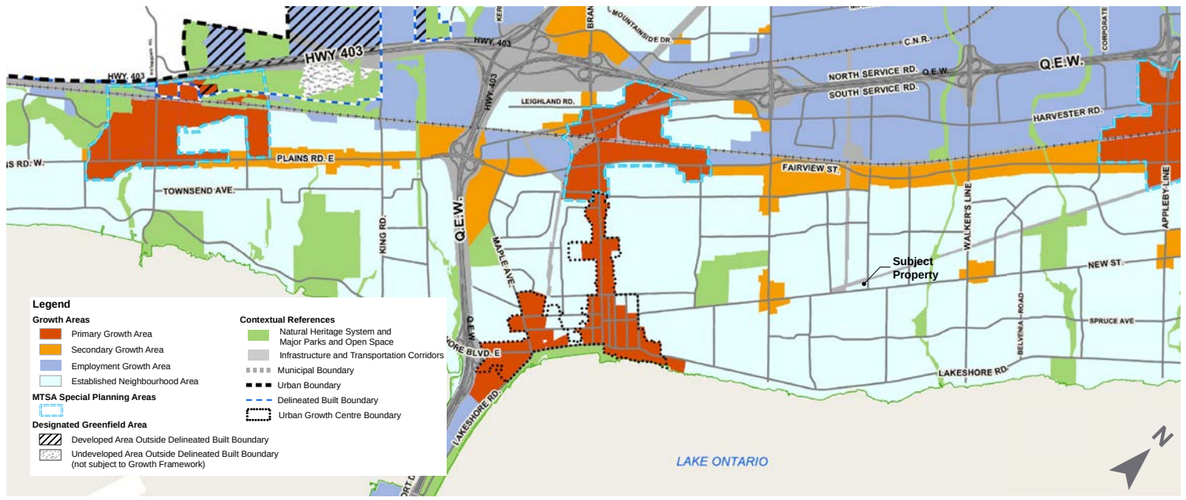




Figure 12: BOP Schedule B-1 Growth Framework (Left) and Schedule B-2 Growth Framework and Long-Term Frequent Transit Corridors (Right)

g. the pattern of rear and side-yard setbacks; and
h. in the case of Neighbourhood Character Areas, the policies of Subsection 8.3.6 of this Plan.

Section 6.2.9: Major Transit Station Area Connectors

Section 6.2.9: Major Transit Station Area Connectors of the BOP focuses on policies surrounding the establishment of connecting corridors between MTSA areas for improved access. Specific policies include:

a. MTSA primary and secondary connectors shall be complete streets and take into consideration the policies contained in Subsection 6.2.7, Public Right-of-Way Allowances, and the relevant land use policies, of this Plan.
b. Enhanced levels of transit service and facilities such as frequent transit corridors shall be provided on MTSA primary and secondary connectors.

Discussion

- The development supports the general policies and objectives outlined in the BOP and contributes to a diverse housing stock within the City of Burlington. The retirement building will support the development of seniors housing options within the City.
- The building develops a distinct building design given its highly visible location at the intersection of Cumberland Avenue and New Street. The high quality building design will compliment the existing built form in the vicinity.
- The building design steps back the 7th floor from the west and north building edges to minimize impacts on neighbouring lands. The setback area serves as a linear rooftop amenity area, increasing the overall proposed amenity space for residents.
- The building maintains appropriate setbacks from Cumberland Avenue and New Street to accommodate landscaping features to contribute to the public realm. New trees proposed on these setbacks will positively contribute to the tree canopy presence within the City. Additionally, the tree preservation strategy will help to maintain existing trees.
- The development will introduce moderate, transit-supportive density to the New Street corridor, further reinforcing it as a *Frequent Transit Corridor*.



Figure 13: Render Prepared by McKnight Charron Limited (MCL) Architects

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4.2 DESIGN GUIDELINES FOR MIXED-USE & RESIDENTIAL MID-RISE BUILDINGS (2019)

The Design Guidelines for Mixed-Use & Residential Mid-Rise Buildings ('DGMR') 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 DGMR will also serve as an evaluation tool for development applications to ensure consistent and cohesive building design is achieved. 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 DGMR, mid-rise buildings are defined as *'five (5) to eleven (11) storeys in height'* that serve to transition to lower scale residential neighbourhoods. The DGMR outlines a number of benefits of mid-rise development, including:

- Providing a form of housing that typically offers a more **affordable** option than traditional low-rise buildings and the option for people to 'downsize' while **remaining in their community**,
- Built form that **frames the street** and creates a comfortable pedestrian environment,
- Develops in a sustainable manner that creates **complete communities** with access to nearby transit routes, schools, jobs and other services.

The DGMR identifies 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

- Contributes to a **positive pedestrian experience** at the ground floor level,
- Location and building height appropriately respond to the surrounding context to define the street edge and reinforce a **human scale**,
- Design elements at-grade including materiality and facade articulation are used to define the building's appearance along major streets, and,
- Contextualizes the built form with its surroundings to create a seamless connection between private and public realms.

Upper Building

- Contributes to the further development of the City's skyline and reinforces view corridors,
- Creates **opportunities to reduce massing** impacts through a variety of architectural and design elements such as horizontal and vertical articulation, step-backs, materiality and colour, and,
- Ensures mechanical and structural elements on the rooftop are setback from building edge to minimize the appearance from street-level.

Figure 14 illustrates the components within the proposed development.

Section 2.0 of the DGMR sets out key design considerations for the lower building including building placement and separation distances. *Section 2.3 Built Form: Height and Massing* outlines key massing strategies to include in the building design to ensure it responds sensitively to its surrounding context.

Discussion

- The building is sited along Cumberland Avenue and New Street and maintains appropriate front and side yard setbacks while reinforcing and creating a defined street 'edge'.
- The use of horizontal and vertical elements are repeated along both facades to create a visually distinct design and to further breakup the massing.

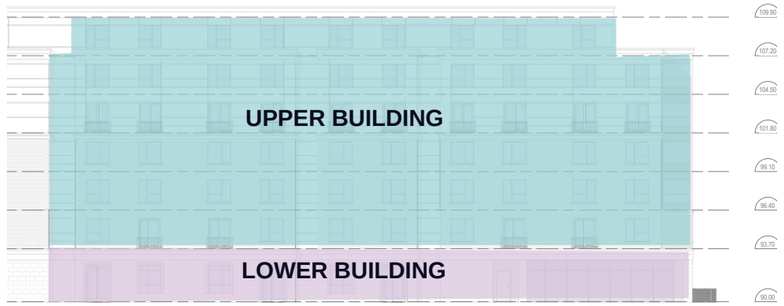


Figure 14: Proposed Development Building Components

- The lower building includes a recessed entrance that breaks up the streetwall and creates a distinct building entry alongside the drop-off area off Cumberland Avenue.
- Staggering wall planes along the north side of the building create visual interest when viewed from New Street.
- The lower building utilizes stone cladding for a distinct base and anchoring the building. The use of brick and a light coloured cladding articulates the upper building. The remaining facade materiality is made up of glazing to provide visual connections between the public and private realms, enhance safety, and a sense of pedestrian scale along the street.
- The parking on-site is accommodated through an underground parking area to avoid impacts onto the public realm. A two-way driveway is proposed off New Street, consolidating the parking lot access points.
- Landscaping treatments are integrated throughout the site design to compliment the built form and contribute to enhanced tree coverage within the City.



Figure 15: Render Prepared by McKnight Charron Limited (MCL) Architects

Maintaining adequate privacy and sky view are key considerations for transitioning and compatibility with the existing townhouses to the west. Accordingly, the diagrammatic cross-sections illustrated in Figures 16 and 17 show how the proposed building design with generous setbacks and massing step backs provide a compatible transition to the existing townhouse property.

Figure 16 shows the view shed from the 7th floor terrace towards the existing townhouse. The generous setback of 14.6 metres of the base building, additional step backs of the upper part, and further stepping back of the 7th floor provide enough separation and privacy. Raised planter beds 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.

Planted evergreen trees at grade along the west site boundary and raised planters along the west side of the amenity area also provide screening and privacy.

Figure 17 shows a comparative analysis of available skyviews based on the as-of-right and proposed conditions. The as-of-right condition permits a building setback of 4.5 metres. The proposed building setback along the west side ranges from 13.0 -17.0 metres, offering a much wider skyview compared to the as-of-right condition. Thus the proposed condition with a greater setback and wider skyview ensures the existing townhouse receives adequate daylight conditions.

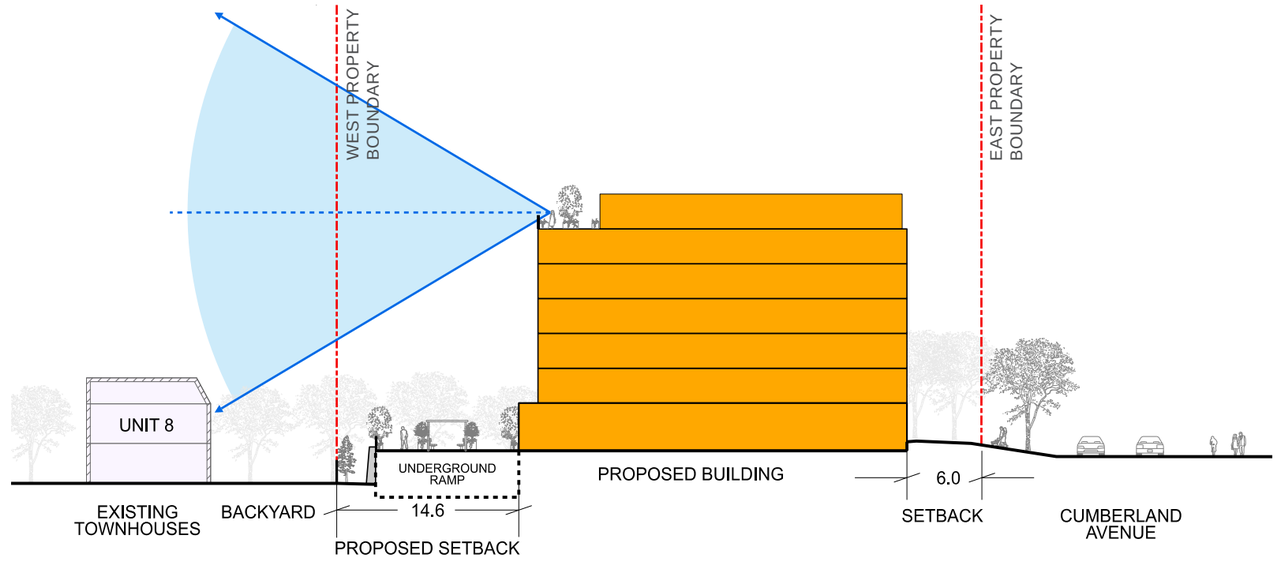
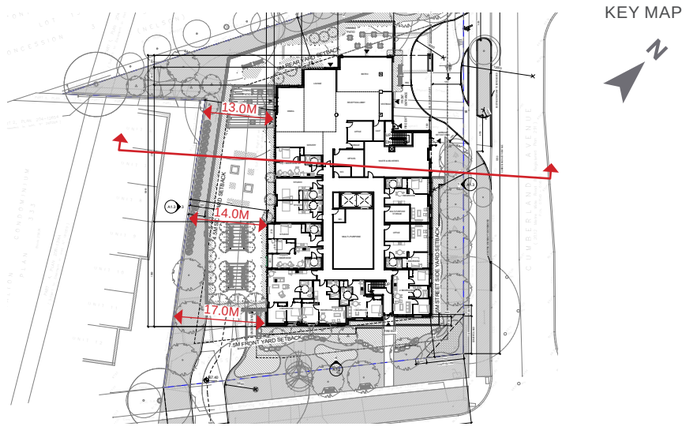


Figure 16: Cross-Section illustrating the building setback from the existing townhouse property to the west and privacy view shed



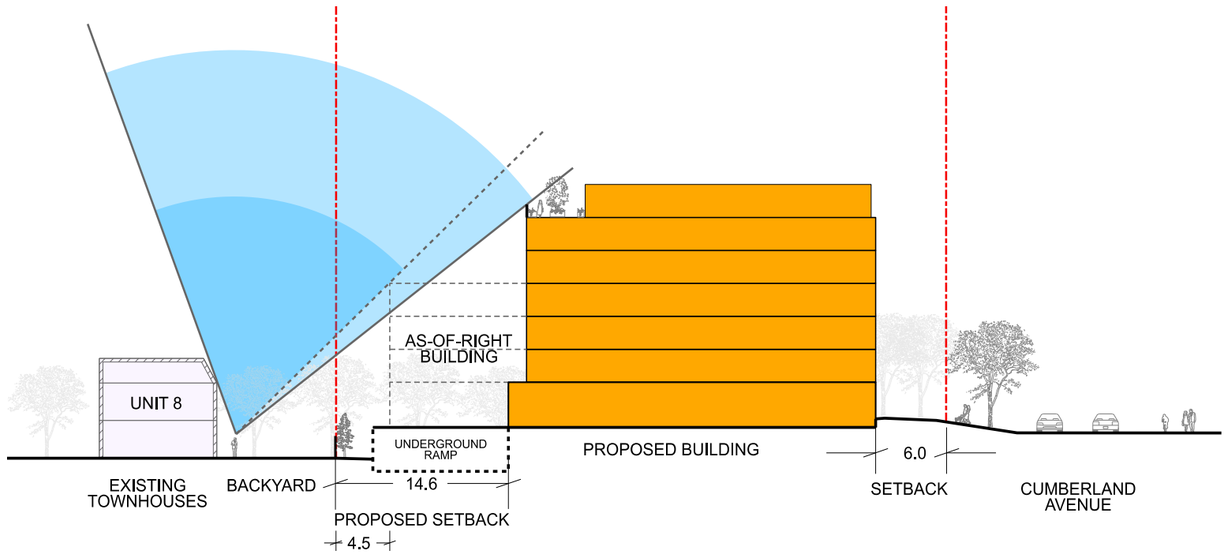
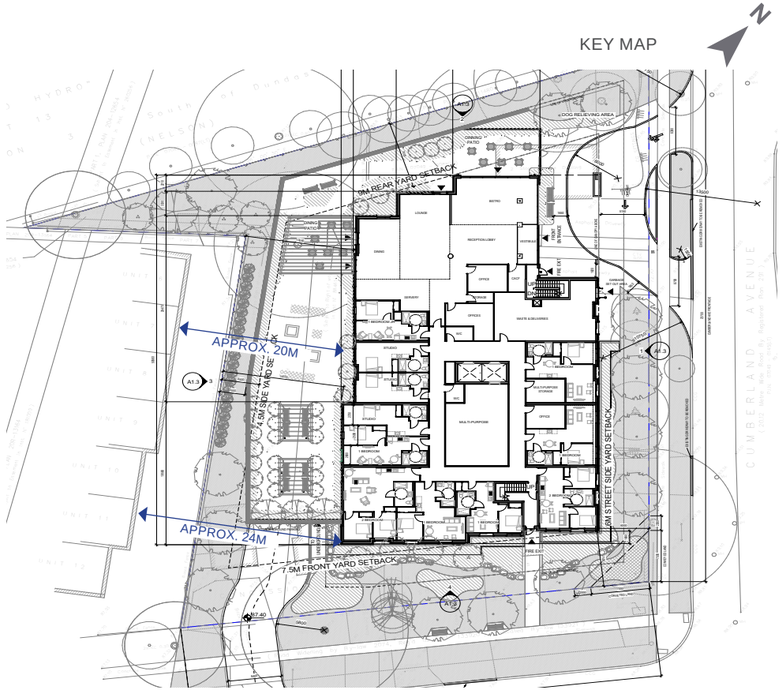


Figure 17: Cross-Section illustrating the building setback from the existing townhouse property to the west and extent of skyview.

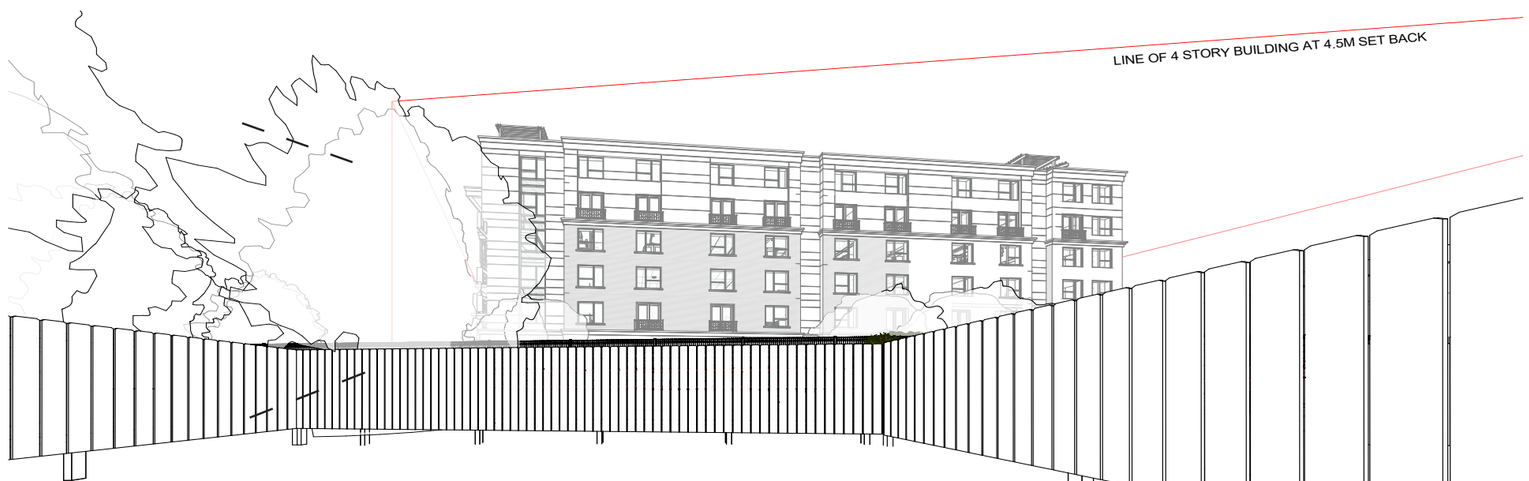
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Figure 18 illustrates the views from two neighbouring townhouse units. Both views demonstrate sufficient spacing between the existing townhouses and the proposed building to mitigate privacy impacts. The distance between Unit 6 and the proposed building is approximately 20 metres. The distance between Unit 10 and the building is approximately 24 metres. It also demonstrates that the proposed 7-storey building setbacks provide a far better condition than the as-of-right 4-storey with a setback of 4.5 metres for mitigating privacy and transition issues. Additionally, privacy fencing, landscaping, the planting of trees and raised planters with planted vegetation will provide additional screening and buffering without compromise the building integration with its immediate context.

KEY MAP



VIEW FROM TOWNHOUSE UNIT 6



VIEW FROM TOWNHOUSE UNIT 10

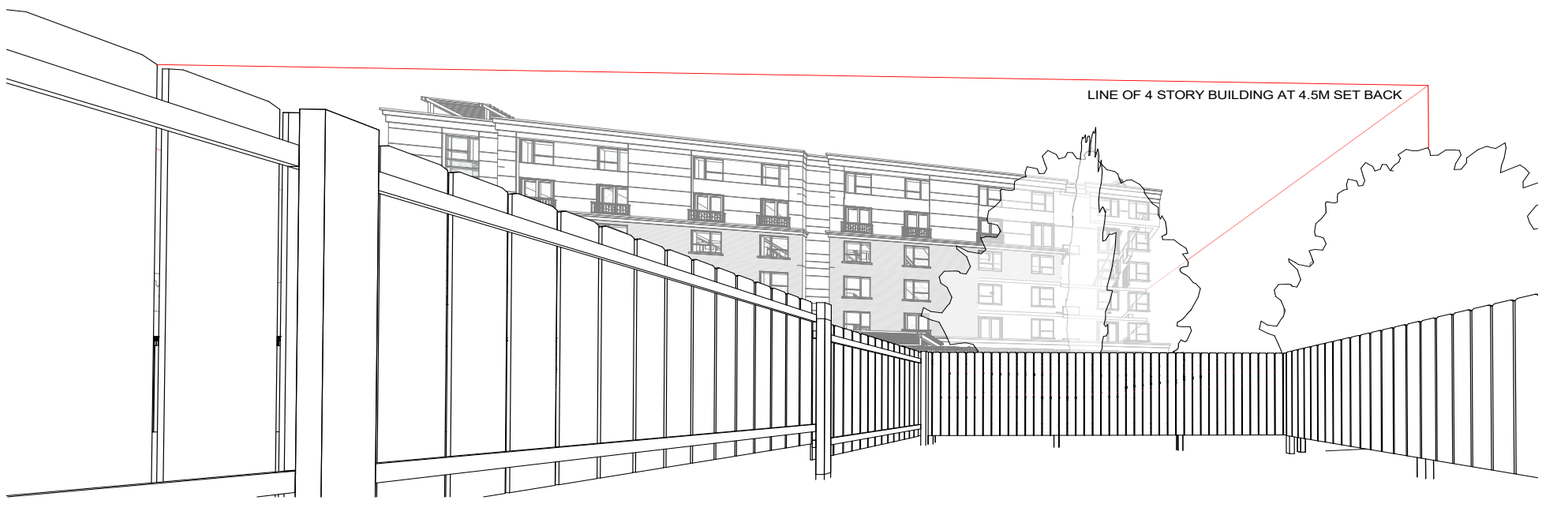


Figure 18: Views from neighbouring townhouses. Courtesy of MCL Architects

4.3 ANGULAR PLANE ANALYSIS STUDY

Transitional areas from low-rise built forms to mid-rise built forms is an important factor in reducing potential impacts related to changes in building height and massing. Figure 19 shows the proposed building and the 45° angular plane drawn from the shared lot line. A step back has been included on the uppermost floor of the proposed development to reduce the portion of the building that is not within the 45° angular plane from the shared western lot line. A small portion of the three uppermost floors fall outside of the angular plane outlined in the City's *Mid Rise Building Guidelines*. However, the proposed development takes steps to ensure that the vast majority of the building is within the angular plane and is in fact a more ideal option when considering the preservation of skyviews from the adjacent rear yards when compared to the as-of-right scenario as demonstrated in Figure 18. The proposed building encroaches slightly into the angular plane area due to th unique circumstances of providing care for senior citizens within the proposed retirement home. The Ground Floor Area required in order to fully support and provide care for senior residents necessitates floors that are of a sufficient size to accommodate residents, staff, and facilities to provide the care that residents need. As such, setbacks to the upper floor of the building has mitigated a large amount of the impacts resulting from the angular plane and the portions of the building which fall outside of the angular plane do not significantly impact adjacent low-rise buildings, especially when compared to the as-of-right scenario. Additionally, there are no significant shadow impacts from the proposed development to the surrounding low-rise residential areas as per the Shadow Study that was completed for the proposed development.

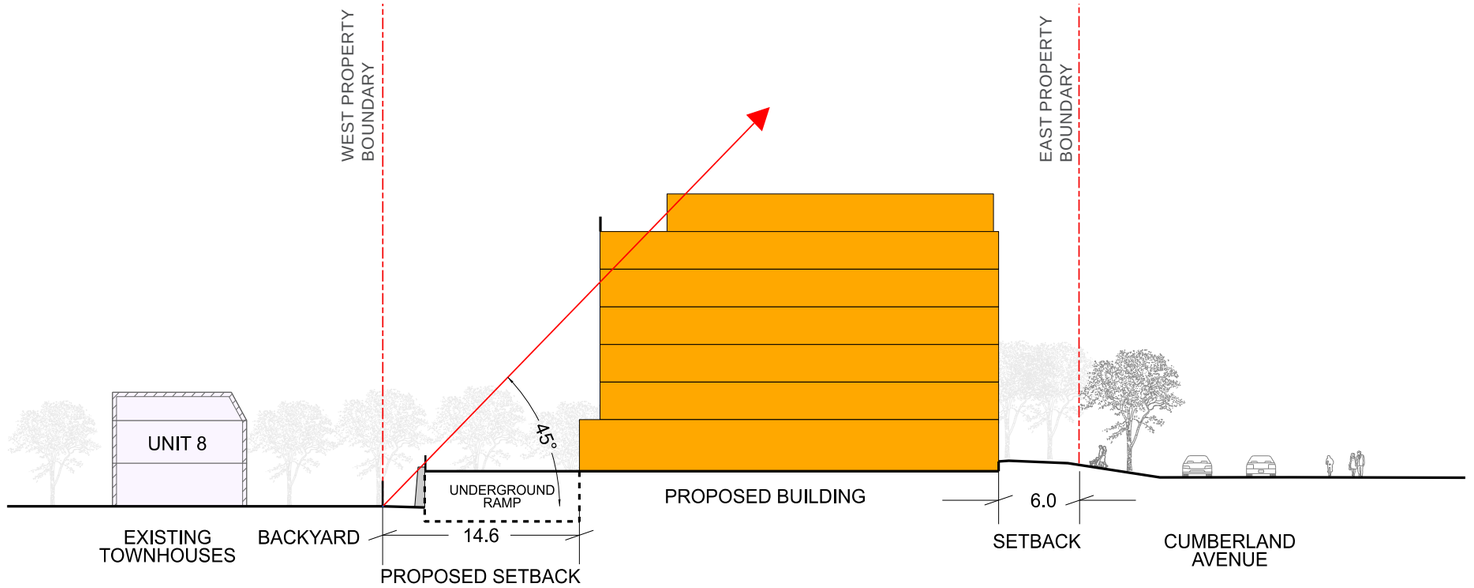


Figure 19: Cross-Section illustrating the 45° angular plane from shared lot line.

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4.4 SUSTAINABLE BUILDING & DEVELOPMENT GUIDELINES (2021)

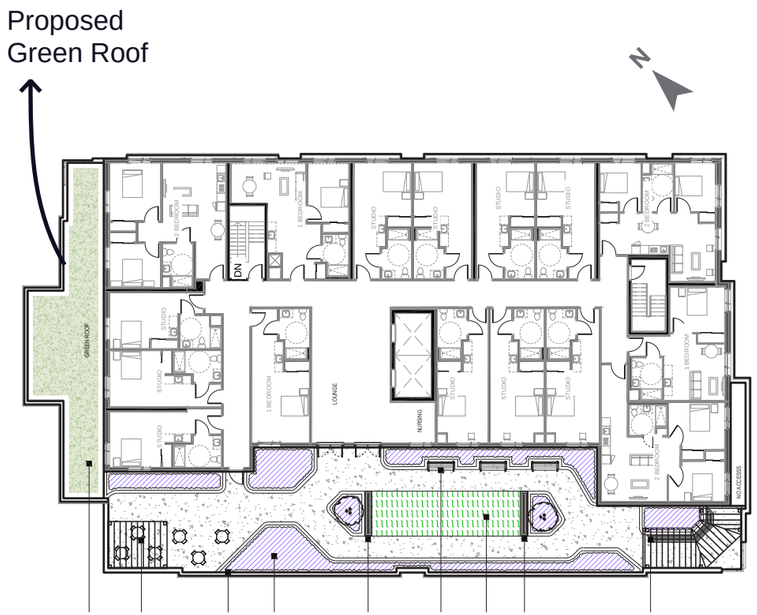
The Sustainable Building and Development Guidelines ('BSBDG') were released by City Staff in December 2021 to encourage sustainable design approaches for future developments in Burlington. Similar to the DGMR, the purpose of the Guidelines is to provide developers and architects with key design considerations that will contribute to 'building excellence' within the City. 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 guidelines:

- ***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.
- ***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.

Discussion

- The proposed development integrates a network of pedestrian pathways that connect the access drop-off area along Cumberland Avenue to street sidewalks, the Centennial Trail, and the outdoor amenity area along the north and west sides of the building. All on-site pathways will be designed in accordance with AODA regulation guidelines.
- Stormwater treatment practices will be established via a Stormwater Quality and Management Strategy in future development stage applications. The proposed green roof on the 7th floor terrace will contribute to storm water quality control and mitigating urban heat island effects.
- Landscaping is proposed along the periphery of the site to mitigate heat island effects and improve the overall tree coverage within the City. Additionally, a tree preservation strategy is recommended to protect existing trees both on-site and along site boundaries.
- The proposed landscape plan outlines robust landscaping treatments across the site and on the 7th floor terrace to mitigate urban heat island effects. Both hard and soft landscaping treatments will be integrated in the design to meet the requirements set out by the Official Plan and Zoning By-law.



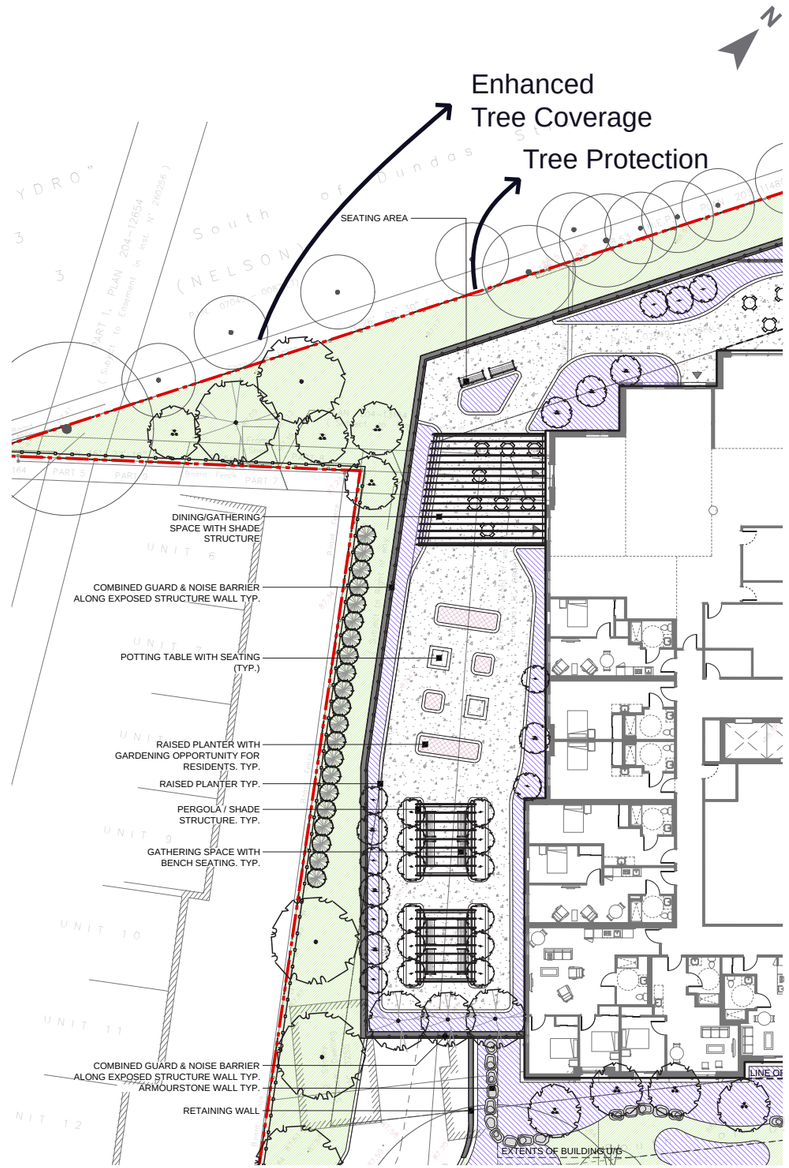


Figure 20: Landscape Plan Prepared by Seferian Design Group

4.5 DISCUSSION: STAFF, BUD COMMENTS & DESIGN RESPONSE

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

Context and Public Realm

The proposed pathway at the entrance area connects to the street sidewalk on Cumberland Avenue and to Centennial Trail at the north. The area north of the building will include a landscaped transition to the trail. The north part of the amenity area will be facing the trail and provide an active and green interface. This part of the amenity area includes a bistro gathering place, benches for seating and raised planter beds. Metal fencing is proposed on top of the retaining wall for beatification.

The amenity area at the west has been extended over the garage ramp, and the garage is pushed back from the main building wall to reduce its impact from New Street. Additionally, extensive landscaping treatment on the south setback along New Street and on top of the ramp will further reduce its visual impact. The proposed 7.5 metre setback along New Street provides opportunities for extensive landscaping. The revised landscape plan illustrates a combination of sodded areas, planting beds with shrubs, new trees and decorative armour stone rockery. Within the public right-of-way, benches are provided along the street sidewalk. These are consciously located under trees for shade.

The building design and its materiality addresses both street frontages considering the corner location of the site. Landscaping at the southeast corner will be according to the City's day-light triangle design standards.

In terms of access and circulation, the design strategy is to separate pedestrian from vehicular while utilizing the site's grading conditions and higher elevations along New Street. The drop-off area and driveway loop have been designed appropriately to accommodate drop-off, pick-up, and waste collection services. Also, all paths of travel will be universally accessible and designed as per AODA standards.

Site Design and Built Form

The rectangular mass of the building is articulated with staggering walls on the north and south sides, a recessed ground floor near the entrance, and a stepped-back 7th floor. The materiality and architectural details add a finer grain of articulation by creating a building base, middle, and upper parts. Dining and bistro patio areas are incorporated into the landscape design, especially to help integrate the proposed development to its immediate surroundings.

French doors and corniced parapets are included in the revised design. All materials will be of high-quality to avoid future maintenance issues. The final materials list will be presented in the Site Plan stage of the application.

Given the unique use of the proposed property as a memory care facility, a sufficient building size is required in order to meet the needs of residents. The proposed building typology balances the City's allowances with the operational needs of the facility. As such, the building has been substantially setback from the shared western property line and increased in height.

Privacy and Noise Considerations

Understanding that the public has concerns regarding privacy stemming from the design and amenity areas of the proposed building, the design has taken steps to address concerns regarding privacy and noise within the surrounding area. The building has been set back as far east within the property as possible and the site design includes landscaping and amenity areas to provide additional privacy for the townhomes located to the west of the subject property. Figures 16 and 17 show the viewsheds from both the rooftop terrace of the proposed building and the viewshed from the rear yards of the townhomes located to the west. Planter boxes will be installed on the rooftop amenity area to further address privacy concerns and impede the view of the adjacent townhomes from the rooftop amenity area. Furthermore, balconies have been intentionally excluded from individual units to further address concerns of privacy.

Due to the nature of the memory care facility, the hours of operation and other on-goings within the facility are controlled and monitored and the programming is regulated and passive. Progressive levels of the proposed building have more intensive care facilities to meet the individual needs of residents and as such activities are monitored by the facility staff.

Flooding Concerns

Conservation Halton confirmed that the subject site is not located within their regulated area. See the attached landscape and civil plans for more information on how waterflow is dealt with on this site.

Traffic Mitigation and Internal Site Circulation

As this is an in-patient memory care facility, residents do not have their own vehicles which significantly reduces the parking rate demands for the site. As such, the site is proposing a reduced parking rate and the site is designed with fewer parking spaces. Driveways have been designed with safety in mind considering the demographic of the residents of the memory care facility and their unique needs.

Outdoor Amenity Space and Landscaping

The use of sensory gardens may be explored in future stages of the design. However, the current design has some considerations that include avoiding sharp corners through the use of curvilinear pathways and landscaped planters with rounded corners.

Shaded areas are provided at the at-grade amenity area as well as the rooftop terrace with pergola structures.

The proposed rooftop amenity space is designed with clearly distinguishable functions for the residents that include a bistro area, shaded seating, potting table, a more active functional space on the rooftop with additional dining and shaded seating arrangements. The green roof is relocated to the rooftop terrace on the 7th floor. The amenity area at grade is extended over the ramp and concrete slab with landscaping and amenity features on top.

The majority of landscaped areas on top of slabs is shown to be on raised planter beds. It is anticipated that the volume of soil in these raised planters will be sufficient for the full growth of the ultimate prescribed plants. Details are to be provided at the Site Plan stage.

A certified arborist has reviewed the health of each tree. The proposed site design ultimately strives to have a minimal impact on trees where possible.

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5.0 CONCLUSION

The proposed development provides housing options for the aging population to benefit from an urban and well-connected infrastructure with access to transit and pedestrian-oriented open spaces. Its design conforms to the City of Burlington guidelines, policies and development goals by promoting efficient land use with a taller building with more significant setbacks and incorporating architectural and landscape features to integrate the building into its surroundings and contribute to the streetscape quality.

Our opinion is that the proposed development combines strategies such as larger-than-required setbacks, high-quality architectural and landscape features, 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, the public and Council members, the proposed development represents planning and urban design best practices.

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