

1200 KING

Urban Design Brief

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Consulting Team

Urban Designer and Landscape Architect
NAK Design Strategies

Architect and Urban Designer
Giannone Petricone Associates Inc.

Planner
Bousfields

Civil Engineer
Urbantech

Traffic Consultant
Stantec

Development Visualization
Cicada Design

Wind & Noise Consultant
Valcoustics

Hydrogeological Engineer
Terra-Dynamics Consulting Inc.

Geomorphology Consultant
Geo Morphix Ltd.

Geotechnical Engineer
Soil-Mat Engineers & Consultants Ltd.

Land Surveyor
Mackay Mackay & Peters Ltd.



alinea
www.thealineagroup.ca
GOWLING WLG
DTSL
giannone petricone associates
BOUSFIELDS INC.
NAK design strategies
SPANIERGROUP
URBANTECH
Colucent Environmental
Stantec
Turkstra Mazza
NATURAL RESOURCE SOLUTIONS INC.
VALCOUSTICS
MMP LAND SURVEYORS & MAPPERS
CAMBIUM Consulting & Engineering
DS
ASI
GEO MORPHIX

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Figure 1.1a: Bird's eye view of the 1200 KING site

1.0 Introduction

1.1 Purpose of the UDB

The purpose of this Urban Design Brief (UDB) is to provide a framework of design guidelines that will help ensure the proposed 1200 KING community will develop and function as an integrated, cohesive, identifiable community for a diverse range of residents. Care has been taken to ensure that the community framework aligns with municipal policies and principles. With clearly defined boundaries, 1200 KING presents a unique opportunity to create a pedestrian focused, dynamic and active urban mixed-use village within the City of Burlington. 1200 King abuts the Aldershot Major Transit Station Area (MTSA) and through incorporation of applicable MTSA policies in the design framework will achieve strategic transit supportive densities with direct links to the nearby Aldershot GO station.

This UDB emphasizes integral elements to create a forward-thinking mixed-use, transit, and active-focused community in central Burlington. It is intended to sensitively integrate development with preserved natural heritage features while combining residential, commercial, institutional, and recreational uses within an attractive, compact urban village environment. This emphasis will establish high walkability, safe cycling connections, and convenient transit usage as fundamental principles for community building.

Intended to support applications for Official Plan Amendment and Zoning By-law Amendment, the UDB will identify public realm, open space, and built form principles and guidelines that are prescribed or recommended for implementation. These pertain to the location and design of buildings, compatibility and fit within the surrounding context, vehicular, pedestrian, and cycling circulation systems, parking, landscape treatments and buffers, streetscaping, configuration of servicing areas, and other important components and features that will be developed. The UDB provides strategic flexibility for delivering a wide range of design expressions, architectural form, and styles that will deliver a vibrant, interesting and attractive urban village environment.















Figure 1.2a: Location of 1200 KING within Burlington

1.2 Site Context

1200 King Road, henceforth referred to as 1200 KING, comprises approximately 50 hectares (124 acres) of land in south-west Burlington, bordered by the following:

- To the north by Highway 403 and North Service Road, beyond which are employment lands and natural heritage system (NHS);
- To the east by King Road, beyond which are employment lands that extend to the Queen Elizabeth Way (QEW), including the Hydro One Burlington Transmission Station;
- To the south by the CN rail line (Lakeshore West GO), beyond which is the Aldershot Village community, which consists of established low-rise residential neighbourhoods and newer mid to high-rise mixed-use developments, as well as a pocket of employment lands along the rail corridor; and
- To the west by the Aldershot MTSA and Aldershot GO Station on Waterdown Road.

In accordance with Ministerial direction through the approval of Regional Official Plan Amendment 49, the former Employment Area overlay has been removed from the subject lands to facilitate their transformation into a vibrant, mixed-use community.

Rather than functioning as an isolated enclave, 1200 KING is designed as a foundational component of Burlington's intensification strategy. It serves as a vital link between the Aldershot Village community and the city's evolving employment and transit networks, fulfilling the provincial and municipal vision for a complete, integrated community.



Figure 1.3a: Proposed development vision

1.3 Development Vision

1200 KING

1200 King represents a strategic transformation of underutilized land into a cohesive community designed to incorporate urban mixed-use village elements within the existing fabric of the City. Recognizing the long-term nature of such a transformation, the project is underpinned by comprehensive guidelines designed to preserve the integrity of the vision across all phases of development. The goal is to achieve an attractive, vibrant, and active community structured by a robust public realm and open space network. Prioritizing flexibility, the plan anchors the community with a dynamic mixed-use hub capable of adapting to future retail innovations and trends, a community recreation and entertainment centre, post-secondary education campus, and significant parks and natural features. With an urban village character and a diversity of housing options available, this accessible community will be highly connected through walkable compact streets, linked open spaces, extensive trail and cycling networks, and convenient transit. It will be a desirable place where a wide spectrum of residents, from young families to downsizing retirees, can find a permanent sense of home in central Burlington.













1.4 Community Guiding Principles

In order to achieve a healthy, vibrant, connected and complete community vision for 1200 KING, the following 6 guiding principles have been established:



1

BUILD ON TRANSIT

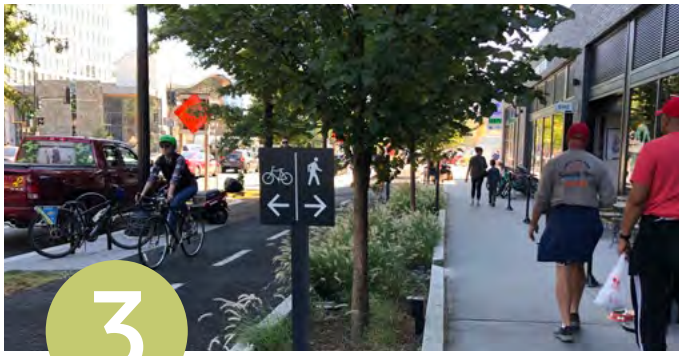
Prioritize the development of a mixed-use community around the Aldershot GO station, taking advantage of the existing transit corridor and proximity to Highway 403. By prioritizing walking, cycling, public transit, and driving options, the community will enhance connectivity and reduce reliance on single-occupancy vehicles. This principle ensures convenient access to transportation, promotes sustainable living, and supports higher density in existing transit corridors to create a well-connected and accessible community.



2

EMBRACE THE NATURAL HERITAGE

Commit to preserving and enhancing the natural heritage, including the creek corridor and surrounding ecological features. The focus will be on protecting wildlife habitats, plant diversity, and water management systems. By integrating stormwater management ponds and naturalized open spaces, the community will maintain ecological balance while fostering a sustainable and healthy environment amidst urban growth.



3

ESTABLISH A NETWORK OF STREETS AND OPEN SPACE

Design a network of streets and open spaces that prioritize pedestrian and cyclist safety, traffic calming, and accessibility. Create compact, walkable neighbourhoods with amenities and transit connections within easy reach. The goal is to promote an active lifestyle through a well-connected path and trail system, ensuring that public spaces and amenities are easily accessible and integrated into the community fabric.



4

CREATE A VIBRANT MIXED-USE ENVIRONMENT

Develop a mixed-use environment that blends residential, commercial, and recreational spaces to foster a lively and engaging urban experience. Encourage ground-floor retail and community-oriented facilities to maintain streetscapes and support a walkable lifestyle. This principle aims to create a dynamic and self-sustaining community where different uses complement each other and enhance overall vibrancy.



5

FOSTER A HUB FOR INNOVATION AND EDUCATION

Position the community as a centre for innovation and education by incorporating spaces for educational institutions, research, and entrepreneurial activities. Support collaboration between academic, business, and community sectors to drive intellectual and economic growth. This principle aims to attract talent, promote lifelong learning, and create an environment that fosters innovation and development.



6

PROVIDE A RANGE OF HOUSING

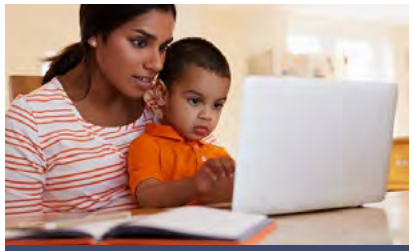
Provide a diverse range of residential types and tenures to meet various needs and support Burlington's housing targets. Emphasize attainable housing solutions and options that cater to different life stages and income levels. This principle aims to create inclusive, adaptable neighbourhoods that accommodate a broad spectrum of residency and support the community's growth and diversity.

1.5 Community Goals and Objectives



COMMUNITY CHARACTER

Provide a high quality built form character and architectural design that exemplifies and promotes the identity of Burlington.



SMART COMMUNITIES

Integrate 'smart' community technologies that establish broadband connectivity, energy reduction solutions and municipal infrastructure advancements for an improved quality of life for residents, employees and visitors.



COMMUNITY EXPERIENCE

Establish a vibrant, mixed-use environment that attracts activity throughout the day and evening for a wide age spectrum and diversity of interests.



ENVIRONMENTAL POLICY AREA FEATURES

Protect and enhance existing woodlands, wetlands and wildlife corridors and expand upon this system with introduced open spaces.



TRANSIT FOCUSED DEVELOPMENT

Create a transit focused community anchored by a Aldershot GO station that balances pedestrian, cycling, transit and vehicular mobility and achieves convenient transit connections throughout the GTA.



PARKS AND OPEN SPACES

Establish a hierarchy of park spaces with flexible design and innovative programming options catered to all residents that reinforces the community character.



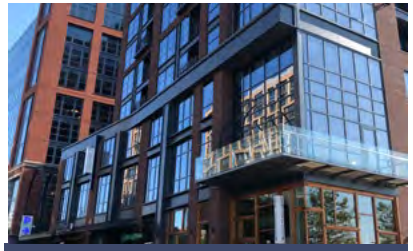
COMPACT STREET FORM

Create compact and complete streets that are comfortably scaled and safe for pedestrians and cyclists, encourages traffic calming, ensures convenient transit linkages and provides reduced building face-to-building face distances.



WALKABILITY

Create pedestrian-scaled neighbourhoods with amenities and transit stops within walking distance and a safe, comprehensive path and trail system that provides convenient and attractive links throughout the community.



RESIDENTIAL MIX

Establish a range and mix of housing types that reinforce identifiable neighbourhoods and meets strategic TOD density targets, while providing options for attainability and aging-in-place.



LOW IMPACT DEVELOPMENT

Integrate appropriate low-impact development strategies as a key component of open space and built form design.

1.6 Planning and Urban Design Policies

The proposed development for 1200 KING is subject to several planning studies and processes. This UDB outlines a design strategy consistent with the objectives of the following documents:

1.6.1 Provincial Planing Statement (2024)

On August 21 2024, a new Provincial Planning Statement (PPS) was released to replace the 2020 PPS and 2020 A Place to Grow: The Greater Golden Horseshoe.

One of the key policy directions expressed in the PPS sets out to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact form, particularly in areas well served by public transit.

The proposed 1200 KING vision aligns with the Provincial Planning Statement, specifically in adhering to policies promoting transit-supportive development and the efficient utilization of land and infrastructure. This is achieved by providing a mix of employment, commercial and institutional with residential uses, and supported by ample parks and open spaces, that collectively promotes active, healthy and engaged lifestyles.

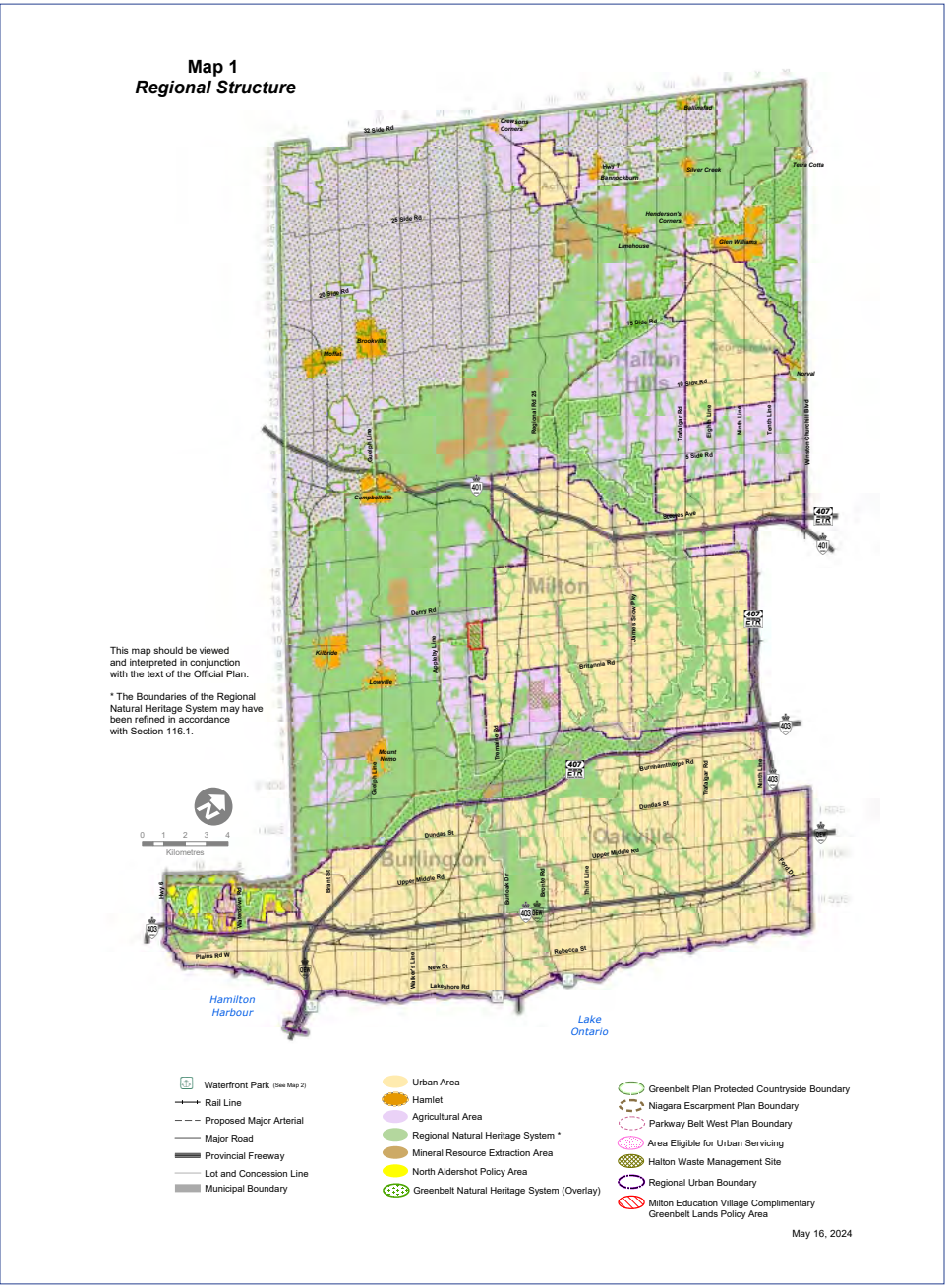


1.6.2 Halton Regional Official Plan

The Halton Region Official Plan ("ROP") was approved, with modifications, by the Minister of Municipal Affairs and Housing ("MMAH") on November 27, 1995. Further, Regional Official Plan Amendment 48 ("ROPA 48") was approved by the MMAH on November 10, 2021, further updating the ROP to identify a hierarchy of strategic growth areas to help accommodate population and job growth to 2051, as required by the 2019 Growth Plan.

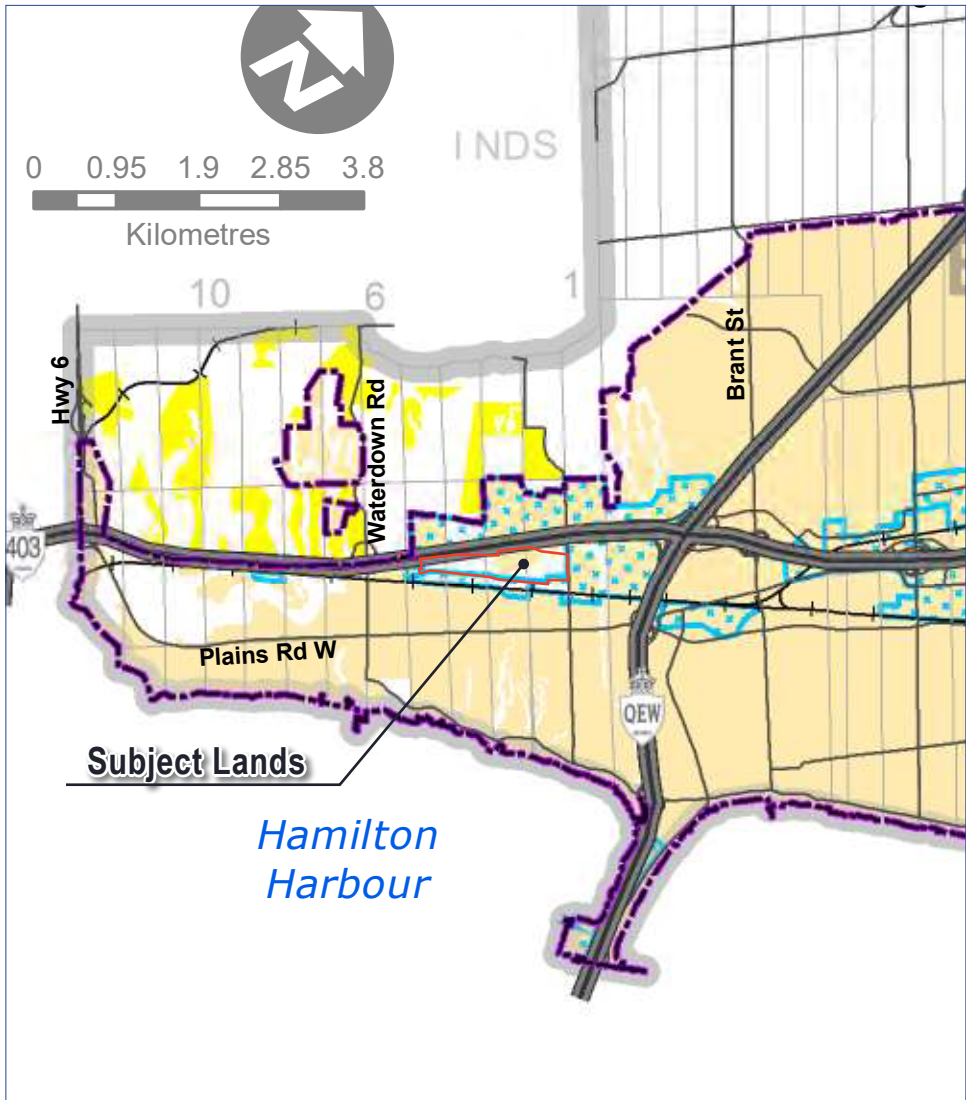
Subsequently, an additional Regional Official Plan Amendment to address Regional Growth Targets was brought forward in Regional Official Plan Amendment 49 ("ROPA 49"). It was brought into full force and effect on November 4, 2022 by MMAH, and amended the ROP to accommodate growth in the Region to 2051. Prior to ROPA 49, the subject site was designated for Employment Uses, and the ROPA removed the Employment designation from the site, opening it up to other development opportunities.

On June 10, 2024, Bill 185 Cutting Red Tape to Build More Homes Act, 2024 proclaimed Halton Region as an "Upper Tier Municipality Without Planning Responsibilities", effective July 1, 2024. Bill 185 identified that Halton Region is no longer an approval authority over the City of Burlington's planning decisions and that the City of Burlington is to take on the Region's review and approval responsibilities, including ownership over the Halton Region Official Plan. Therefore, the ROP continues to apply to the subject site as it will be implemented by the City of Burlington.



Policy 31 of ROP envisions planning for Halton's future by fostering "healthy communities," defined as places where diverse opportunities in housing, employment, social, health, education, recreation, and culture are accessible to all community segments. It also emphasizes the importance of an affordable, safe, and efficient public transportation system and non-motorized travel modes.

Planning and design vision for 1200 KING will align with Regional Official Plan policies by adopting "healthy communities" strategies, including offering a variety of housing options and integrating a supportive mix of employment, recreation, social and cultural uses, all of which is conveniently accessible from a comprehensive pedestrian, cycling and transit network.



Rail Line
Proposed Major Arterial
Major Road
Provincial Freeway
Lot and Concession Line
Municipal Boundary
Urban Area
Hamlet
North Aldershot Policy Area
Future Strategic Employment Areas (Overlay)*
Employment Area
Regional Urban Boundary



1.6.3 2015 - 2050 Strategic Plan (2016, Update 2021)

The City of Burlington's 2015-2040 Strategic Plan, revised in May 2021, guides city-building in conjunction with the Official Plan, Integrated Mobility Plan, Asset Management Plan, and Economic Development Strategic Plan. The plan focuses on four key pillars, all of which are reflected in the planning and design of 1200 KING, including:

- A City That Grows - the community will attract talent, good jobs and economic opportunity while achieving intensification and balanced targeted population growth for a wide spectrum of people.
- A City That Moves - the community will move people efficiently and safely through convenient local and regional transit, highly walkable neighbourhoods and a comprehensive cycling network.
- A Healthy And Greener City - the community will adopt innovative environmental strategies and encourage active healthy living.
- An Engaging City - the community will be engaging, vibrant and animated through a wide variety of cultural and recreation programming and activities, a thriving mixed-use centre and an attractive, human-scaled sense of place and character.

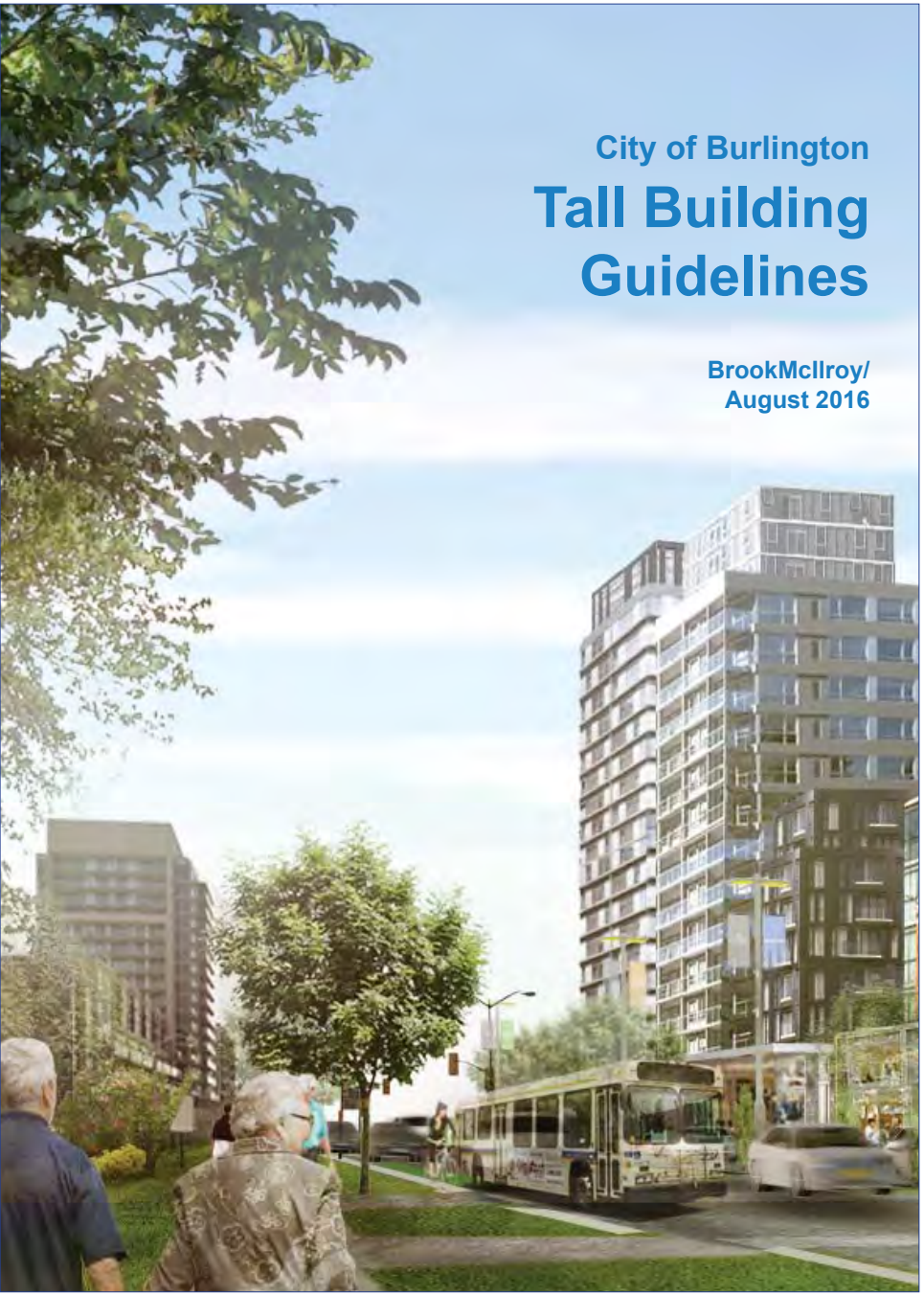
1.6.4 City of Burlington Official Plans

On April 26, 2018, Burlington City Council adopted a new Official Plan (the "New OP") to replace the 1997 Official Plan. The New OP was approved by Halton Region, with modifications, on November 30, 2020, and subsequently appealed by multiple parties. These appeals remain active, and thus only portions of the New OP are in force. However, the policy framework of both the 1997 Official Plan and the New OP are now outdated, with the City undergoing a targeted re-alignment exercise to bring the New OP into conformance with current policy. The New OP sets out a comprehensive development vision and land-use strategy to 2031, which focuses on a commitment of promoting sustainable growth, complete communities, environmental awareness, design excellence and public participation.

Consistent with the City of Burlington's Strategic Plan, and more comprehensively prescribed in the Official Plans, 1200 KING has been planned to adopt and reflect the aforementioned four key strategic directions throughout its community structure, land use features, design focus, amenities and linkage opportunities. The combination of which is intended to deliver a mixed-use urban village environment that is interesting, animated, attractive, safe, accessible and embodies the goals of healthy, active and engaged living.

In alignment with the Urban Design policies of the 1997 Official Plan (Section 6.0) and the Design Excellence standards of the New OP (Sections 7.1.2, 7.2, and 7.3), 1200 KING prioritizes a high standard of architectural excellence and a compact, transit-supportive form. The project emphasizes the enhancement of the public realm and built form through universal physical access, animated streetscapes, and sustainable design principles. By adhering to these frameworks, the proposal ensures long-term compatibility with the surrounding urban fabric while promoting a vibrant, safe, and socially active community.





1.6.6 Tall Building Guidelines (2017)

The City of Burlington Tall Building Guidelines, adopted by City Council in 2017, provide design direction for new buildings greater than 11 storeys in height and discuss urban and architectural considerations in greater detail as they relate to the design of podiums, towers, and building tops.

In support of the Tall Building Guidelines, the proposed tall buildings within the 1200 KING development will promote design excellence, support vibrant streets, and provide a positive addition to the City's skyline by adopting the following measures, among several other considerations:

a) Locating the podium of the building to frame the street. On corner lots, locating the podium to frame both streets.

b) Provision of mid-block pedestrian connections to enhance permeability, break-up the podium, and create additional corner conditions due to multiple towers.

c) Integrating ample façade stepbacks above the podium to clearly differentiate between the building podium and tower.

d) Opportunities for the portion of the podium that are not occupied by a tower to be used as outdoor amenity spaces that provide casual surveillance and interesting views from the street.

e) Parking, servicing and loading that is accommodated internally within the building podium and screened from the street.

f) Publicly-accessible private open space, including courtyards and plazas, parkettes.

g) Tower designs that have an appropriate regard for height and massing transition with adjacent uses.

1.6.7 Design Guidelines For Mixed-Use and Residential Mid-Rise Buildings (2019)

The City of Burlington Design Guidelines for Mixed-use and Residential Mixed-Use Buildings identifies best practices in the implementation of the urban design of mixed-use developments and residential mid-rise buildings as they relate to policies and objectives discussed in the City of Burlington Official Plan (2020). The new mixed-use and residential mid-rise buildings within the 1200 KING development shall support design excellence and the creation of a high-quality built environment by:

a) Placement of buildings parallel to the street and open space within or along the edge of the subject site to frame the area.

b) Orienting buildings to maximize south-facing walls for optimal access to sunlight to habitable rooms and environmental benefits that include energy conservation, solar access to open spaces or areas for planting.

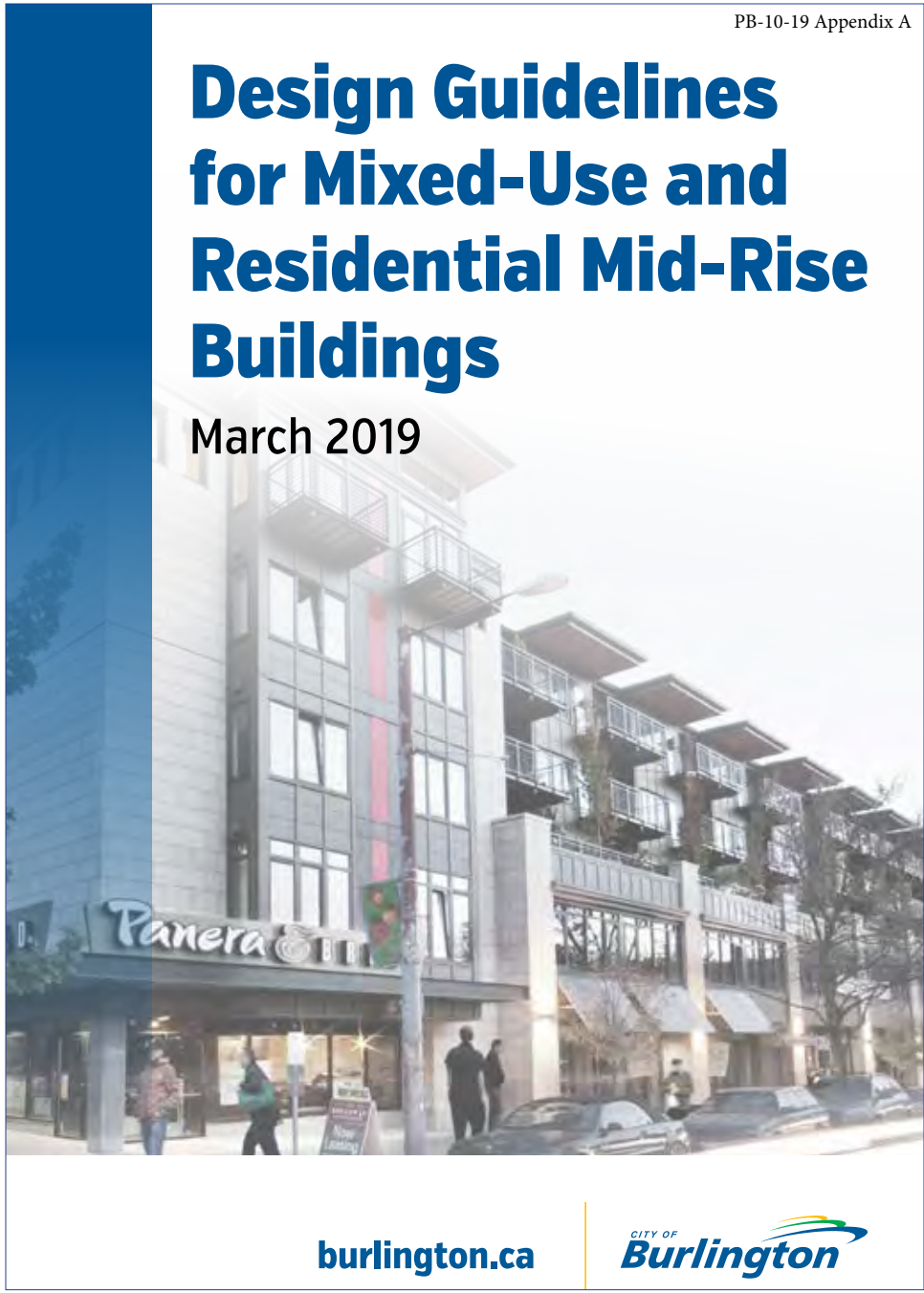
c) Separation of buildings at least 15.0 metres from one another, where possible.

d) Offsetting and/or angling of buildings away from each other to improve privacy between facing units.

e) Stepping back upper level building volumes to assist with transitions between neighbouring buildings with lower heights.

f) Ground floor commercial / retail uses present at the ground floor that is predominantly clear-glazed (i.e. 50 – 70 percent of the building wall) to provide visual connections and interest between the public and private realms, enhance safety and a sense of pedestrian scale along the street.

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





1.6.8 City of Burlington Integrated Mobility Plan (2023)

Burlington's Integrated Mobility Plan (IMP) outlines the city's transportation strategy for the next 30 years, emphasizing community-driven actions aligned with its goals. It incorporates progressive policies, programs, and projects to ensure safe, accessible, sustainable, balanced, and livable mobility. With expected population growth, the city is rethinking its approach to transportation, moving away from solely building new roadways due to space constraints and high maintenance costs. Modern cities aim to offer diverse travel options, prioritizing walking, cycling, and transit alongside car usage to cater to people of all ages and abilities.

The IMP presents a Preferred Integrated Network (Figure 6-7) which identifies a Multi-Model Corridor Study area through the 1200 KING subject lands to Aldershot GO Station.

Consistent with this study, 1200 KING will provide multi-modal access to development parcels with direct connections to the GO station. This is fundamental to creating a complete community that is environmentally-friendly, infrastructure efficient, walkable, bikeable, and supportive of local and regional transit.

1.6.9 Major Transit Station Area Mobility Framework (Stantec Study)

While the 1200 King community is distinct from the Appleby GO Major Transit Station Area (MTSA), the design applies the emerging mobility directives of the Appleby GO MTSA Mobility Framework study, undertaken by Stantec for the City of Burlington, as a relevant precedent mobility within the city.

Key alignments include the classification of the Parkway Link as a 'primary multimodal street,' the integration of 'woonerf' shared spaces within the mixed-use hub, and a rigorous adherence to complete streets standards. Together, these elements directly address 'first mile/last mile' connectivity challenges by prioritizing active transportation and transit integration over vehicular capacity.

1.6.10 Sustainable Building and Development Guidelines

Burlington's Sustainable Building and Development Guidelines (2021) function as a comprehensive checklist used to evaluate the sustainability of development applications. The guidelines apply city-wide to mixed-use, commercial, industrial, and high-to-medium density residential projects.

The checklist distinguishes between required items, which are mandated by the Official Plan, Zoning By-law, or other city by-laws, and voluntary items that the City encourages through an Urban Design Awards program. The evaluation is integrated into the development process, with the completed checklist required as part of a complete application for Site Plan approval or Official Plan/Zoning By-law amendments.





Figure 2.0a: Rendered view of the retail mixed-use hub

2.0 Community Structure

1200 KING is envisioned as a vibrant, active community anchored by a well-defined public realm and a network of open spaces. Central to this vision is a dynamic mixed-use hub and residential district, complemented by a community recreation and entertainment complex, a post-secondary education campus, a large central park with open space links to preserved and enhanced natural heritage features, all of which is connected to the Aldershot GO Station via the introduced multi-modal Parkway Link road. These proposed precincts and structuring elements will serve as the primary community building components for delineating the various land uses, establishing the street network, and providing the framework of land uses within the community.

The following section describes the key precincts and structuring elements, which include:

- Retail Mixed-Use Hub
- Education Campus
- Entertainment District
- Residential
- Parks and Natural Heritage
- Mobility
- Stormwater Management Ponds



Figure 2.0b: Community structure plan

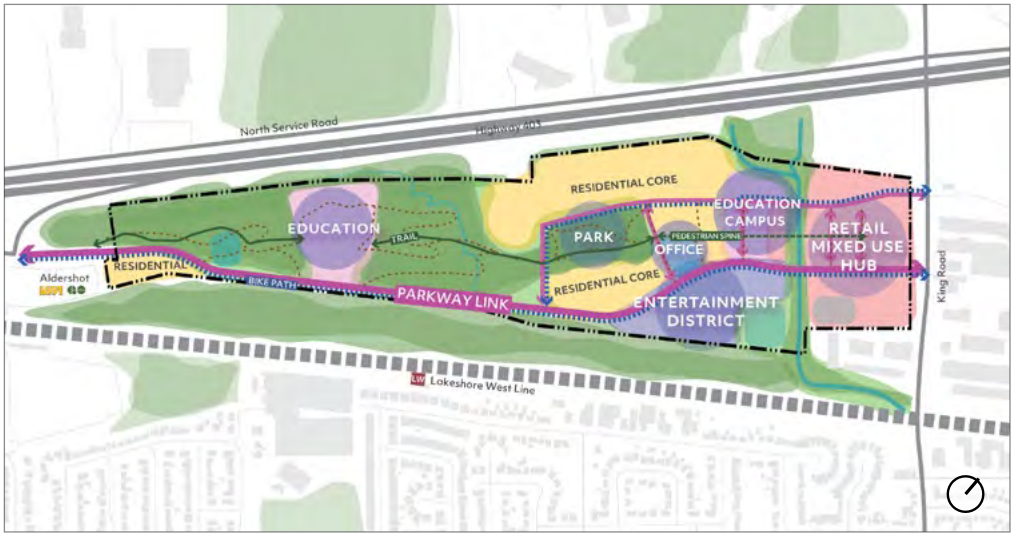


Figure 2.0c: Community precincts and structuring elements

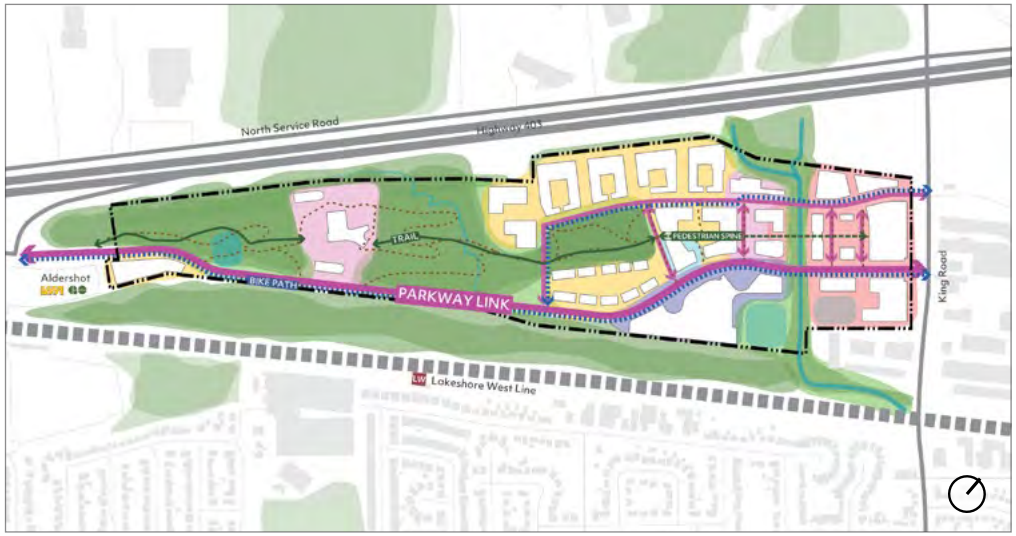


Figure 2.0d: Community connectivity



Figure 2.0e: Community retail district

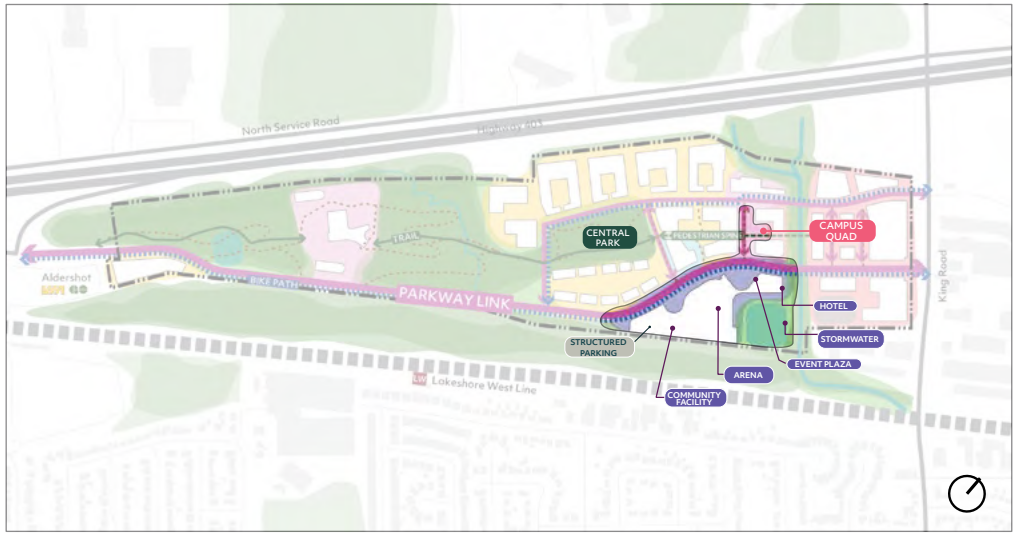


Figure 2.0f: Community entertainment district

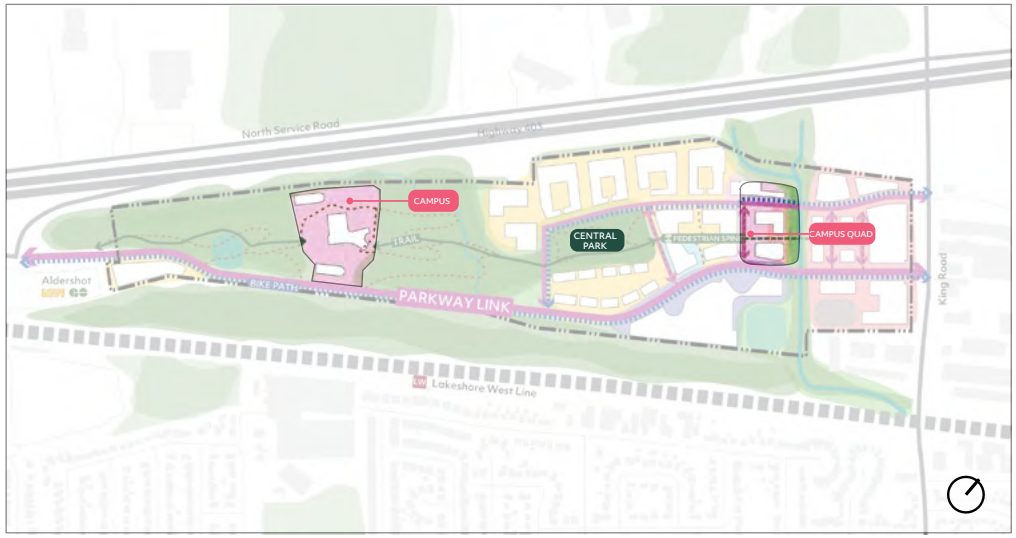


Figure 2.0g: Community campus district

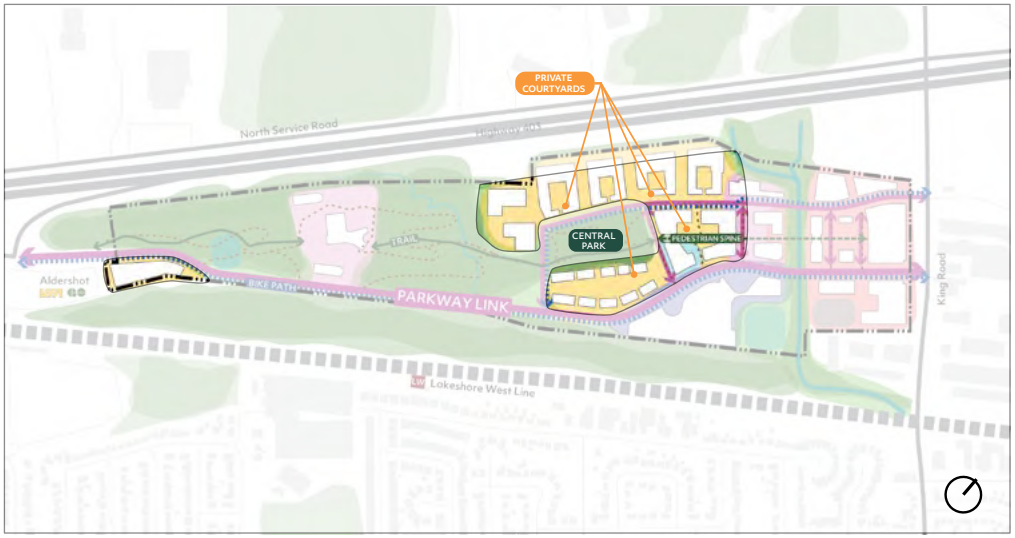


Figure 2.0h: Community residential district



Figure 2.0i: Community central park

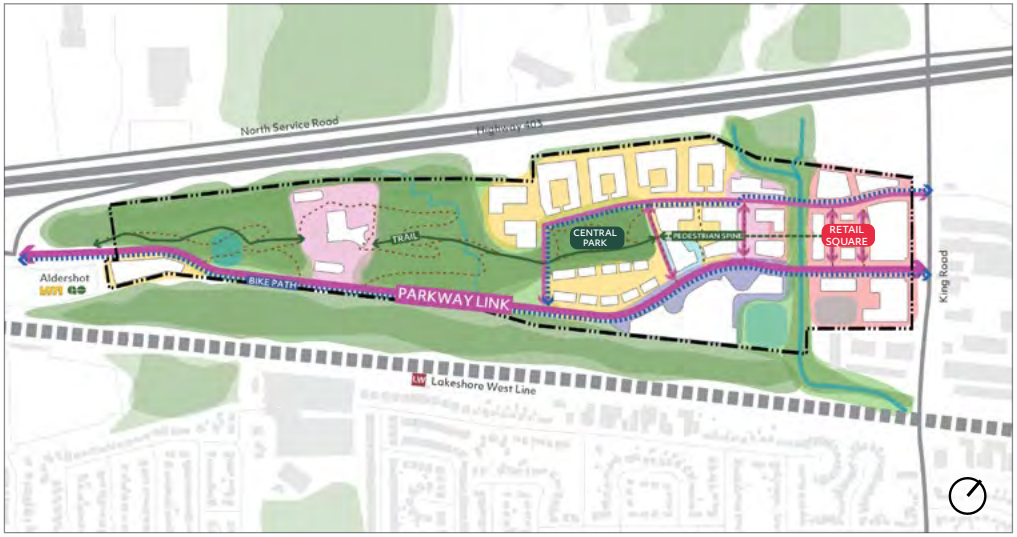


Figure 2.0j: Community concept plan

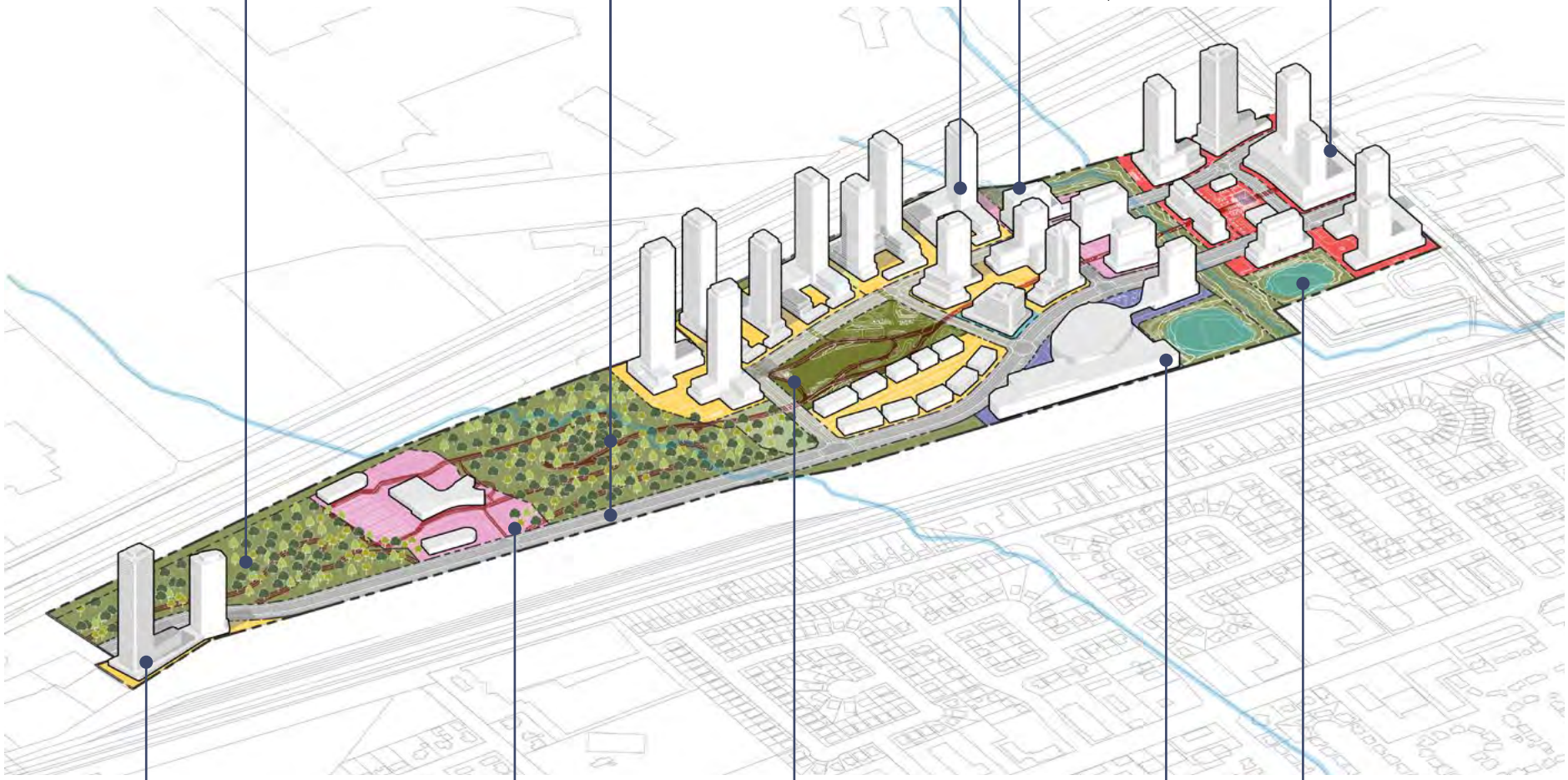


Figure 2.0k: Community concept massing

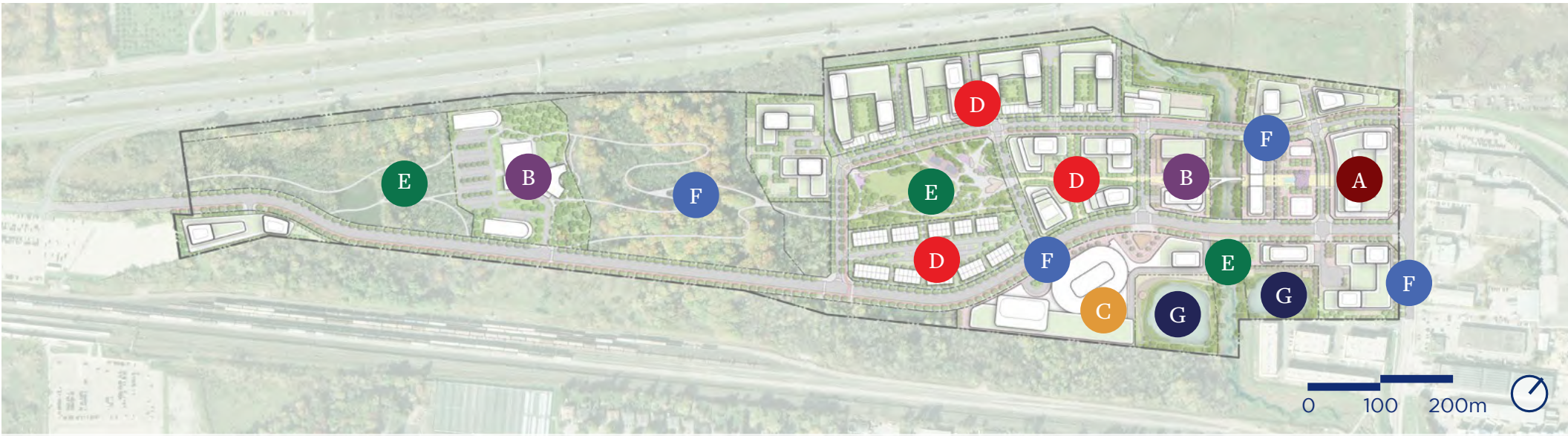


Figure 2.0l: 1200 KING key structuring elements

A Retail Mixed-Use Hub

A compact retail mixed-use hub with a distinct urban village character and a variety of locally serving retail and services.

B Education Campus

Options for a post-secondary education campus with potential academic programming reinforced through location attributes.

C Entertainment District

A regional destination that supports high-level hockey, cultural initiatives, recreation facilities and convention functions, as well as a potential hotel.

D Residential

A mix of medium to high density residential with architecture that reinforce a strong relationship with the street and public realm, delivering attractive neighbourhoods.

E Parks and Natural Heritage

A robust parks and natural heritage that reinforces preservation of natural features and the integration of dynamic active and passive recreation parks and squares.

F Mobility

A comprehensive linked network of street, trails, cycling facilities and transit services that knit together the proposed neighbourhoods and community functions with the Aldershot GO station.

G Stormwater Management Ponds

Introduce ponds in line with the creek corridor to serve multiple functions beyond stormwater containment and treatment, including an expansion of the open space network where the naturalized landscape and habitat creation will fit and support the adjacent land uses.



Ground floor retail well integrated with residential



Retail square as a primary gathering space for the community

2.1 Retail Mixed-Use Hub

The mixed-use hub is intended to be a vibrant, animated urban village centre for community gathering where retail and service amenities are well integrated into the fabric of the district. Higher density mixed-use buildings with high quality architecture will contribute to the character of the area, along with outdoor amenity features such as a retail square and compact streets that encourage walking trips and social interaction. The mixed-use hub will be within close walking distance of all residential neighbourhoods, the entertainment district, education campus, and central park, providing activity throughout the day and evening that will support retail and amenities and reinforce a vibrant, animated central gathering place where people will be encouraged to look, linger, and join in.



Compact urban format grocer



Seasonal attractions and events



Compact shared street form and character



Vibrancy and animation throughout the day and evening

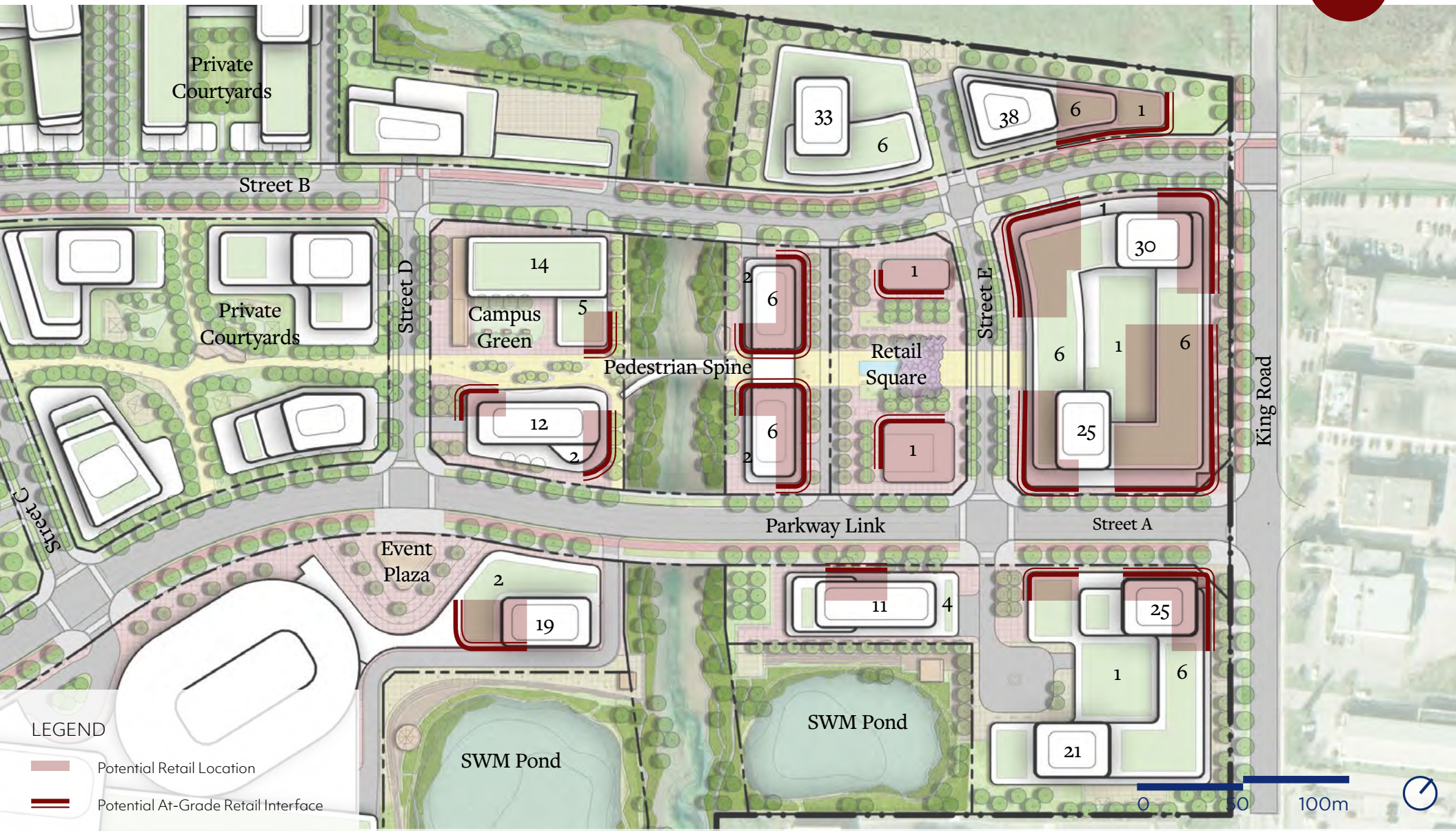
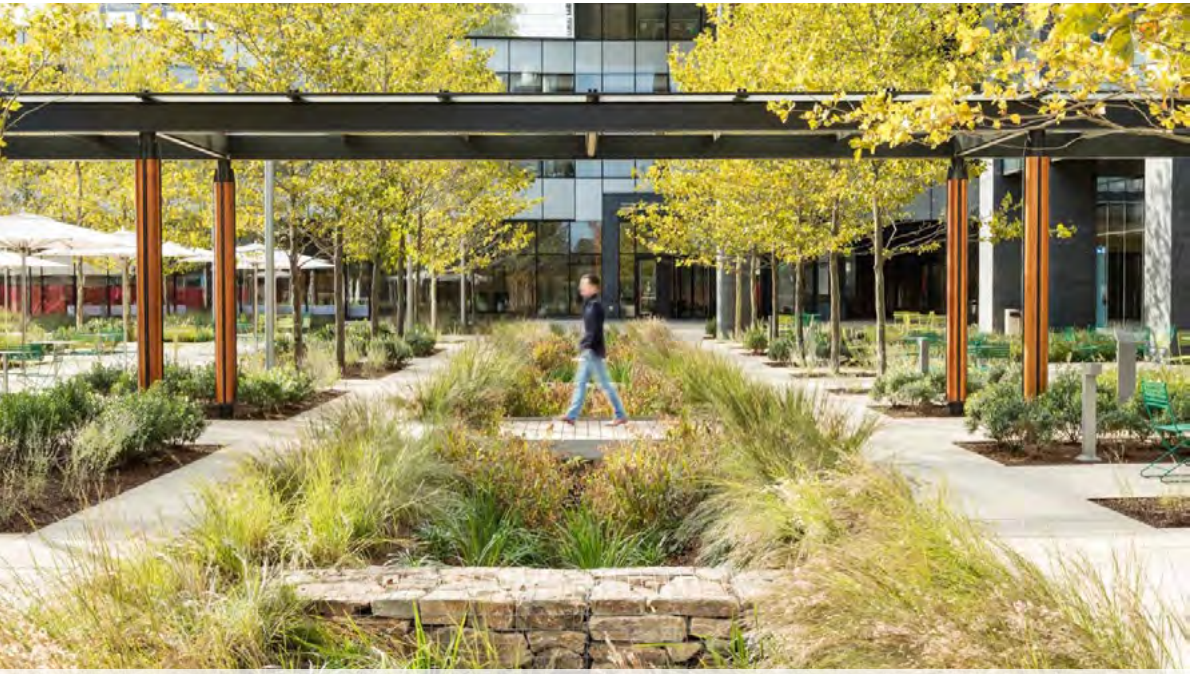


Figure 2.1a: Proposed mixed-use hub conceptual plan with identified potential at-grade retail interface.



Innovative education campus design and placemaking



A campus quad can provide areas for quiet reprieve and relaxation

2.2 Education Campus

There is an opportunity to integrate an innovative post-secondary education campus in two locations at 1200 KING, one embedded into the heart of the community at the doorstep to the mixed- use hub, and another nestled in the centre of the woodlot surrounded by nature. Both campuses may provide focused academic programming that can reflect and influence the design of its facilities and surroundings. The east campus location can support the many functions of the community hub, providing a variety of amenities within easy walking distance that reinforces a vibrant and active urban village throughout the day and evening. The west campus location provides an oasis in the forest with the potential for a school of climate action and visitor centre to stimulate environmental stewardship within the community, and programming of wellness related commercial spaces to leverage synergetic uses of the site. For both campus locations, the proximity of the Parkway Link and cycling infrastructure will encourage active transportation connections and transit usage as convenient and accessible options for students and staff.

Refer to Section 3.5 Campus Mixed-Use for design features and considerations.

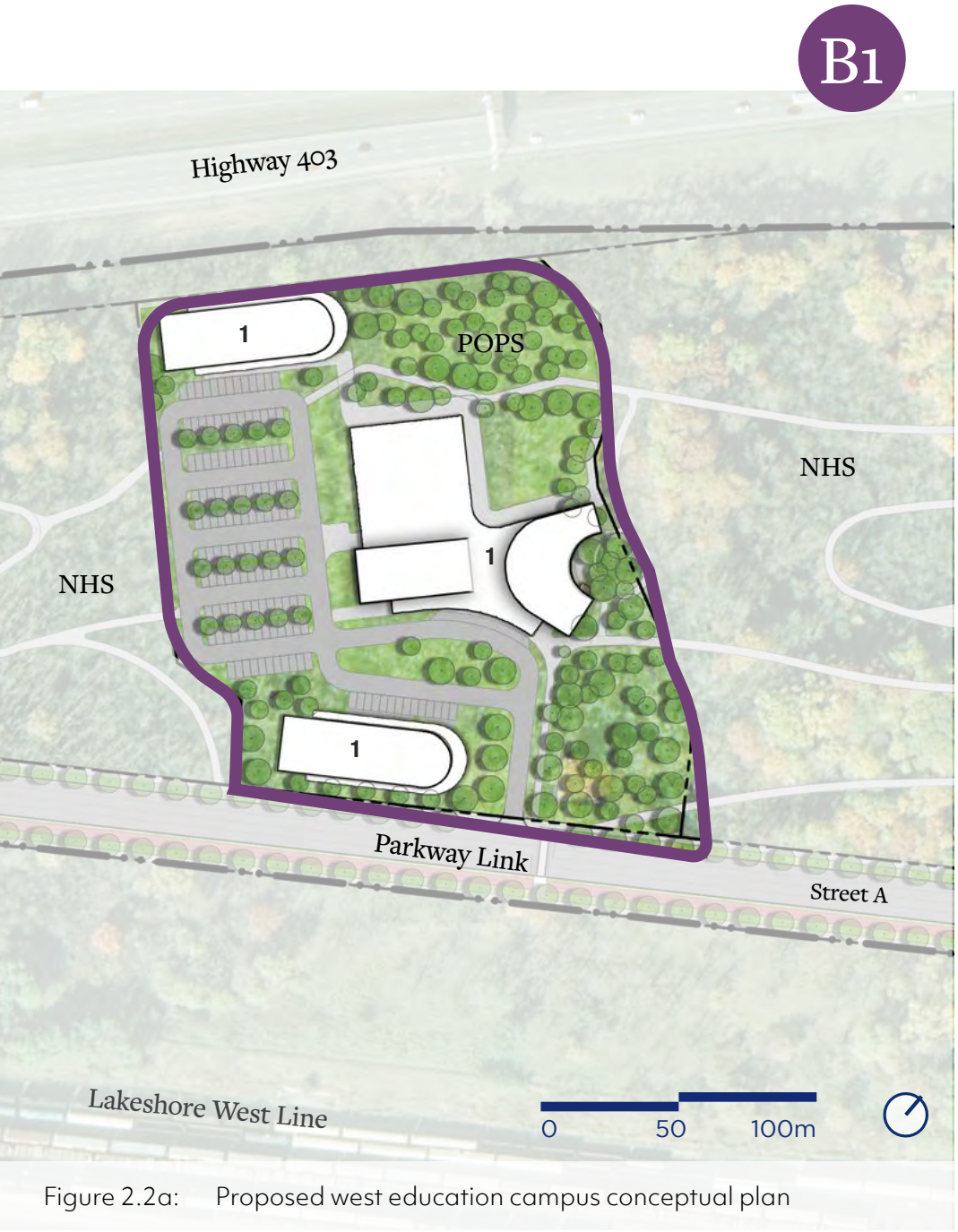


Figure 2.2a: Proposed west education campus conceptual plan

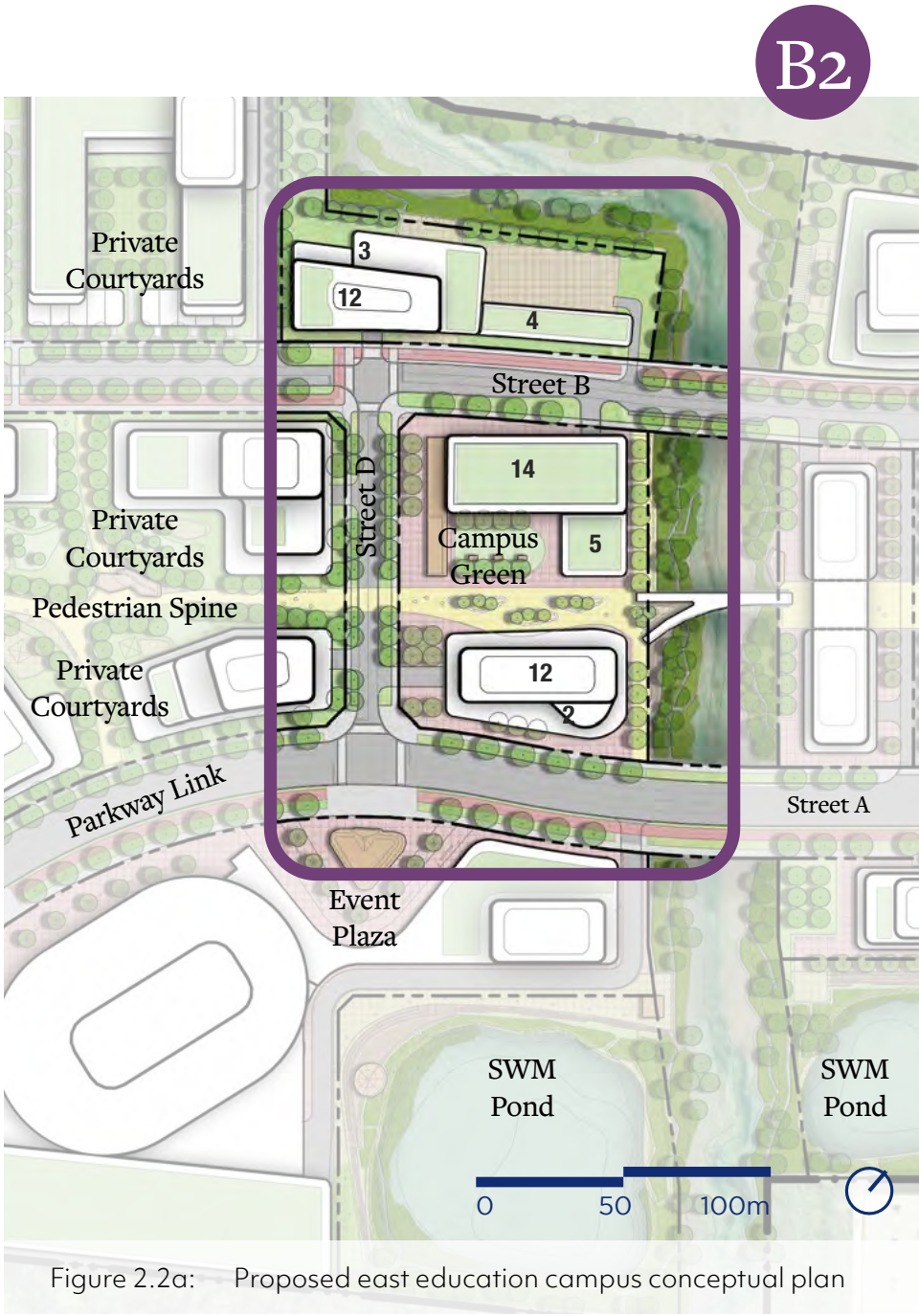


Figure 2.2a: Proposed east education campus conceptual plan



Early concept of the event and community centre


As the anchor function for the complex, a high level junior team may be considered as a primary tenant

2.3 Entertainment District

There is an opportunity to integrate a multi-functional entertainment district that will be anchored by a hockey arena with mid-range spectator capacity that can also serve as a venue for performances, tradeshows, civic and community events. Additional amenities may be incorporated, including recreation facilities, structured parking, and a boutique hotel. The location of the district in close proximity to the mixed-use hub provides valuable synergies for reinforcing an active, vibrant, and successful community core. Excellent regional and local transit options that directly link the entertainment district to Aldershot GO station, as well as efficient walking and cycling connections, will allow this to be a model for delivering major civic facilities where there is transit, retail, and high density residential uses, a key component in providing a holistic and sustainable approach to development in Burlington.

Refer to Section 3.6 Entertainment District for design features and considerations.


Tradeshows and civic events may comprise an important part of the programming


Various cultural and recreation uses can integrate the facility with the community identity and become a part of the daily activity that animates the complex throughout the day and evening





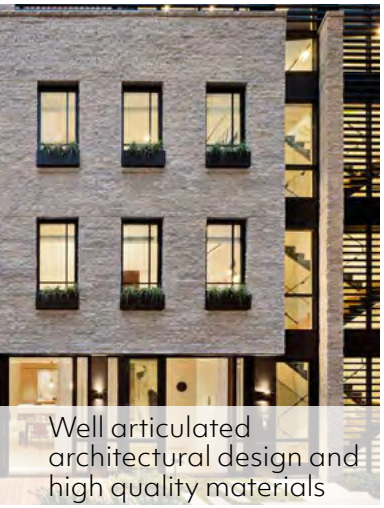
Figure 2.3a: Proposed entertainment district conceptual plan



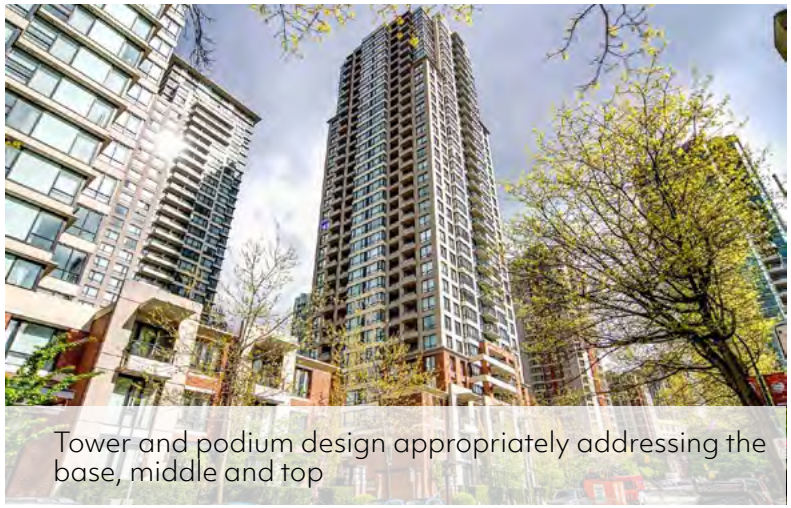
Residential buildings to consist of mid-rise apartments and high-rise tower with podium forms



Architecture that contributes to the vibrancy of the community



Well articulated architectural design and high quality materials



Tower and podium design appropriately addressing the base, middle and top



Attractive courtyards that contribute to the community open space experience



Townhouse units frame the park and line the street in the residential core

2.4 Residential

West of the mixed-use hub and the creek corridor, the residential core refers to the collection of medium to high density residential blocks that are formed around the central park. Comprising primarily tower and podium arrangements, with townhouse dwelling forms largely framing the park, the common characteristic will be the strong relationship established between lower storey floors, the street, and the public realm in delivering attractive, walkable neighbourhoods supportive of a comfortable and compact street scale. The central park is the primary gathering and recreation space for the community, which will provide a variety of engaging programming opportunities, both active and passive, permanent and occasional, and engender a true sense of neighbourhood identity and place. The residential core will be conveniently linked with all other areas of the community, including GO, through a well configured street network and an extensive system of trails, promenades, and bike lanes.

Refer to Section 5.0 Built Form for design features and considerations.



Figure 2.4a: Proposed residential conceptual plan



Engaging play elements



Regular public markets and community event space

2.5 Parks and Natural Heritage

The parks and natural heritage system, including both existing and introduced features, serves as the primary structuring element for the community. It will comprise the preservation and enhancement of significant natural heritage features, including woodlands and the creek corridor, as well as stormwater management ponds and a hierarchy of public and private (including POPS) park spaces, including the central park, pedestrian promenade, retail square, campus quad, event plaza, and condominium courtyards. The parks and natural heritage will be linked together with the neighbourhood districts through a network of sidewalks, trails, and bike lanes, that will ensure these amenity features are conveniently accessible for all residents, workers, and visitors. This robust parks and natural heritage system approach will be a key element in defining the character of the 1200 KING community.

Refer to Section 3.4 Open Space Network for design features and considerations.



Active and passive recreation use



Trail connections through parks and sensitively integrated with nature





Park programming and facilities that cater to a variety of interests and age groups



Figure 2.5a: Proposed parks and preserved natural heritage conceptual plan



Attractive streetscapes and character areas



Compact street form with unique streetscape elements



Comprehensive cycling network



Streets as social gathering spaces



A trails to rails approach to the active transportation strategy that provides easy access to transit and local and regional destinations



Burlington Transit will conveniently connect the community to GO

2.6 Mobility

Developing effective, accessible, and convenient multi-modal links comprising a hierarchy of compact and complete streets combined with a comprehensive network of trails and cycling facilities is a fundamental attribute of the 1200 KING community. All streets, through appropriate scale, design, block patterns, lengths, and reduced speed limits will reinforce comfortable and safe pedestrian travel and an attractive community character. Cycling links will be provided through cycling facilities integrated with the multi-modal parkway link and through the shared local street network. This will allow for local and regional connections, including to community parks, retail and amenity features, open space trails, and Aldershot GO. As a major connector, Parkway Link will accommodate pedestrians, cyclists, buses, and vehicles as the primary community connector, while largely bypassing the compact mixed-use hub so it can be established as a pedestrian priority area.

An optimized transportation system needs a responsive land use plan that supports moving more people with less cars. As a complete network, 1200 KING will promote active transportation linkages and convenient connections to transit as a key strategy for achieving sustainable and healthy community development. This approach aligns with the Appleby GO MTSA Mobility Framework, utilizing 'complete streets' standards to directly address 'First Mile/Last Mile' connectivity challenges.

Refer to Section 3.2 Active Transportation and Trail Network, 3.3 Street Hierarchy, and 4.0 Streetscape for design features and considerations.

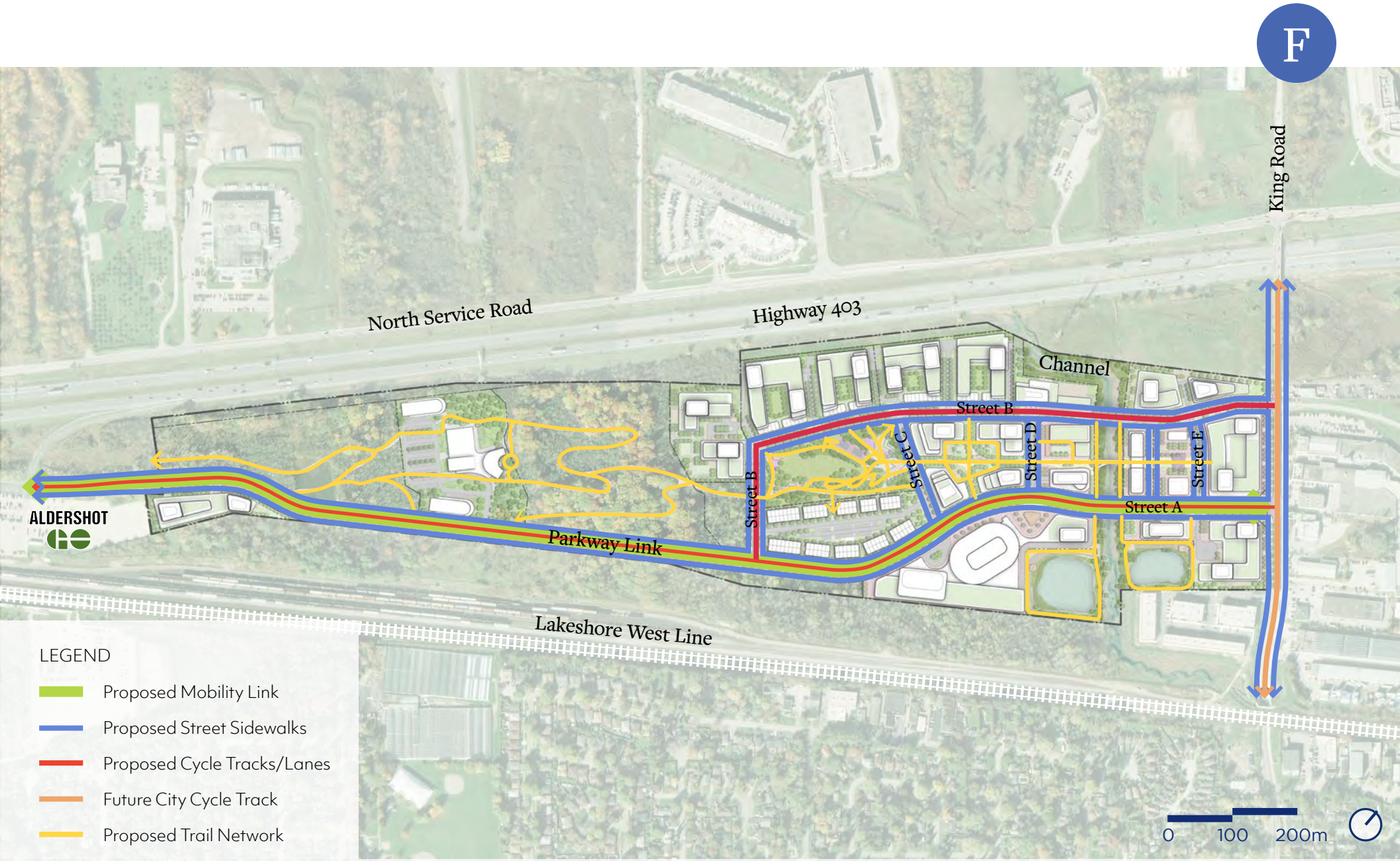


Figure 2.6a: Proposed mobility conceptual plan





The entertainment district and residential block interface with the pond can include a pedestrian promenade that will integrate the pond as an important public amenity space and focus for the community.

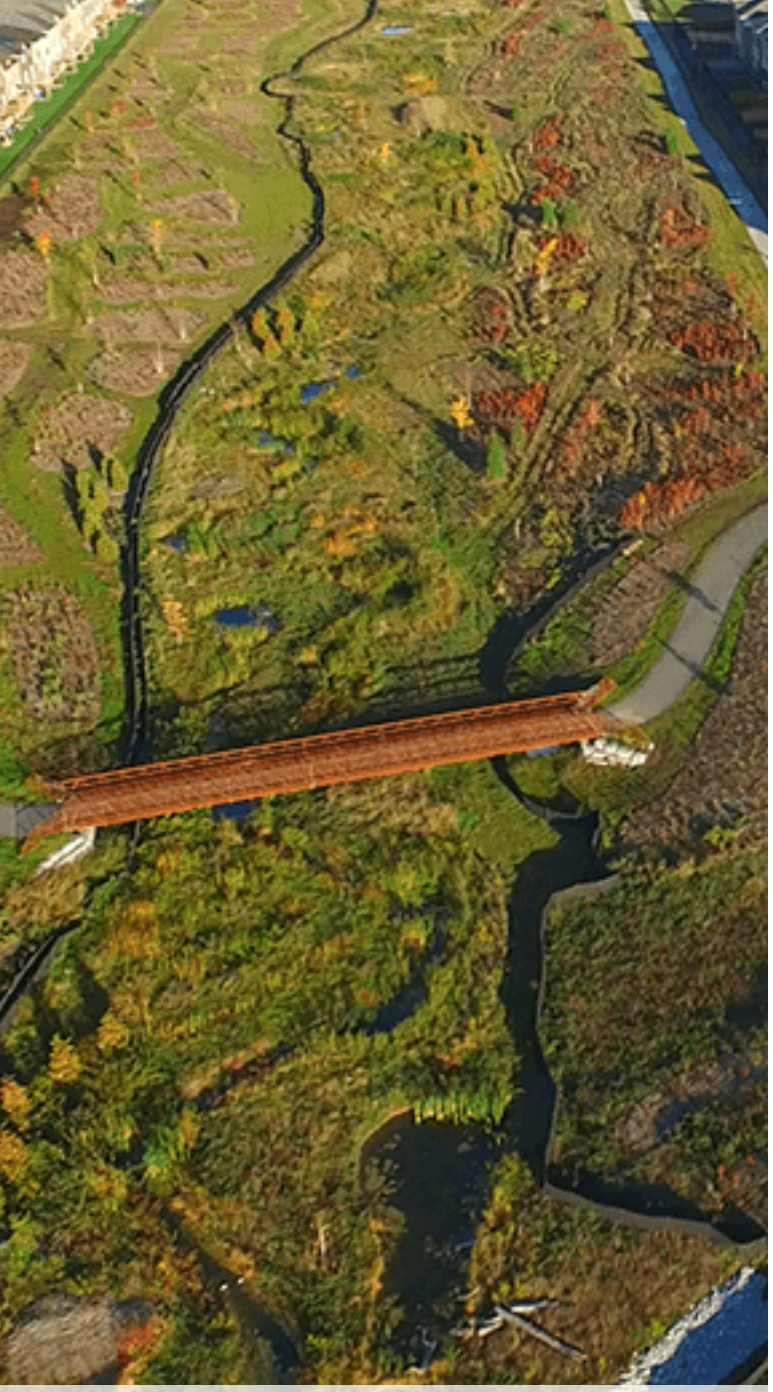
2.7 Stormwater Management Ponds

Stormwater management ponds will be integrated with the existing natural landscape, prioritize ecological function, and contribute to community placemaking and character, while ensuring safe and accessible spaces for everyone.

Beyond their engineering function as water quality and control systems, 1200 KING provides an opportunity to integrate these ponds into the fabric of the community as important public realm amenities. The ponds will serve as highly desirable passive-use natural open space features that, combined with the creek corridor and woodlands along the south boundary, become desirable backdrops and interface conditions for the adjacent entertainment district, residential blocks and the open space network, where it will link through trails to the variety of community parks and public spaces.

The interface of the entertainment district and residential block with the ponds provides an opportunity to integrate a pedestrian promenade with seating, lighting and lookout areas that will animate the space in close proximity to the retail square. In this scenario, the architectural treatment fronting onto the ponds will be a quality appropriate to prominent built form and the combination will achieve a valued public space for the community.

Refer to Section 3.4.7 Natural Features, Creek Corridor, and Stormwater Management Ponds for design features and considerations.



The integration of the creek corridor and the stormwater ponds will preserve and enhance important naturalized habitat corridors.

G



Figure 2.8a: Proposed stormwater management ponds conceptual plan



Figure 3.1a: Rendered view of the conceptual community design, looking north

3.0 Community Design Plan

3.1 Site Design and Land Uses

3.1.1 Site Design

The site design of 1200 KING will establish a pedestrian-friendly mixed-use community centered on the principle that the public realm should define the built form. This 'public space first' approach ensures the community is anchored by a dynamic hub, significant parks, natural features and street environment all supported by a diversity of housing options. Recognizing the design principles outlined in the City of Burlington's Integrated Mobility Plan and the Burlington Official Plan, 2020, the following guidelines will be considered in site design::

- The street pattern will maximize walkability and connectivity to the neighbourhood amenities, which will include a mixed-use hub, an entertainment district, post-secondary education campus, significant parks and natural features, and a multi-modal link leading directly to Aldershot GO Station.
- The layout of the street network will support good sustainability practices, with the majority of buildings being oriented east-west according to solar patterns, to promote comfortable pedestrian micro-climates.
- The street network will lead to open space views or trail connections, creating a pleasant and visually appealing environment for residents and visitors.
- The tallest buildings will be concentrated along the northern edge of the community adjacent to Highway 403 and the future MTO transit corridor, along King Road to the east, and to the west in proximity to the Aldershot GO Station, thereby respecting the adjacent existing low-rise neighbourhoods which lie across the rail line to the south and minimizing shadow impacts on open space features.
- A centrally located pedestrian spine will be integrated along the east-west axis, linking King Road and the mixed-use hub to the campus and central park, and offering a direct connection to the site's natural features and Aldershot GO Station further to the west.

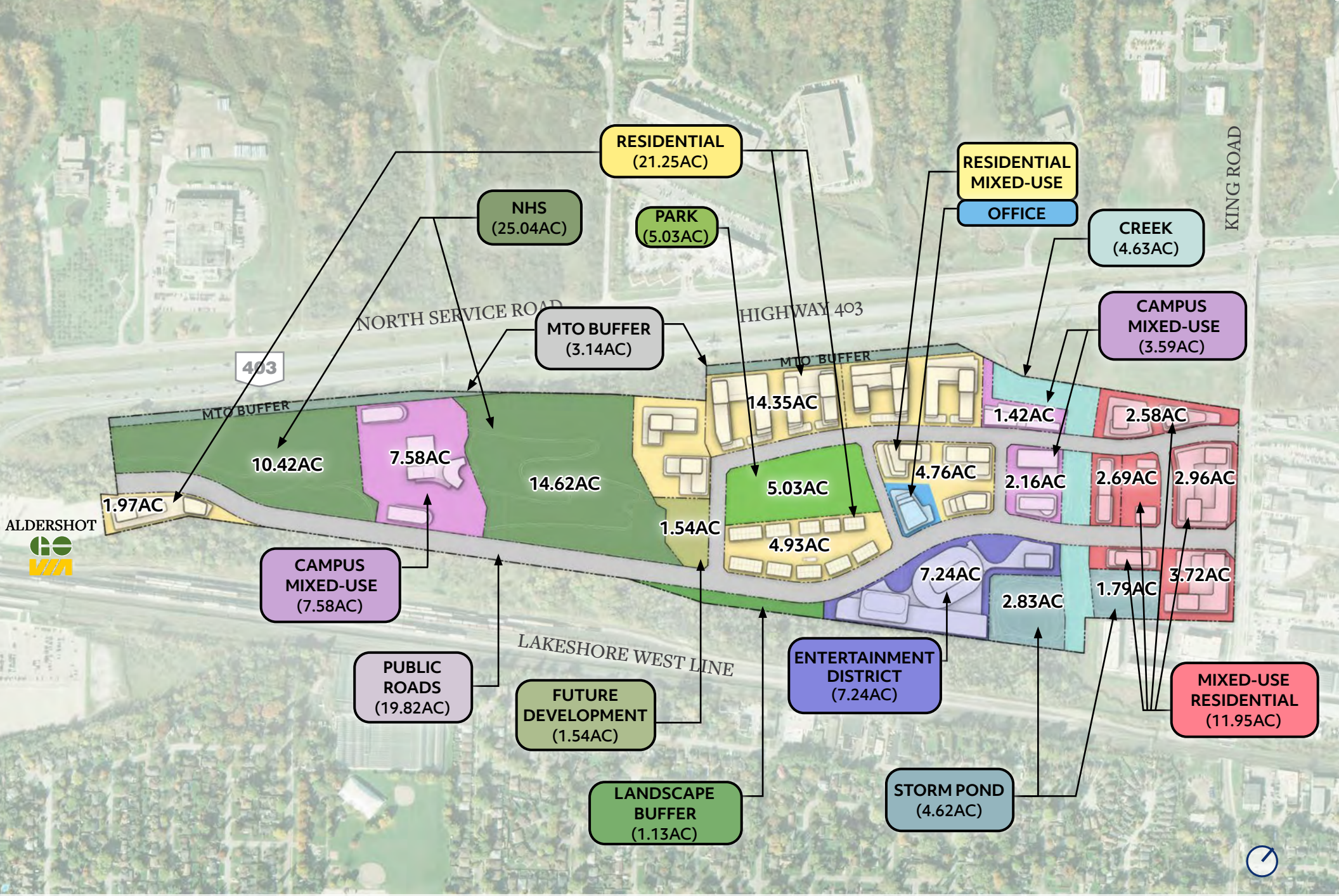


Figure 3.1b: 1200 KING conceptual land use parcels

3.1.2 Land Uses

The proposed land use for 1200 KING will include medium to high density mixed-use blocks, which will provide a variety of community uses that define the character and function of the development. These land uses are envisioned to include:

- Residential, which will comprise townhouse forms and mid- to high-rise buildings intended to provide multiple dwelling options, height variation and ensure higher density resident population in proximity to the GO station and future MTO Transit Way.
- Mixed-use residential with retail/commercial uses at podium levels of high-rise buildings, particularly within the mixed-use hub, which serve both the surrounding residential areas, as well as the broader citywide catchment area by virtue of the site's proximity to the Aldershot GO Station. Potential neighbourhood retailers and amenities may include food and beverage, community, and service related functions (cafes, grocery, daycare, dentist, etc.). Office uses may also be included.
- Campus mixed-use, which may include two post-secondary education campuses that provide focused academic programming reflecting and influencing the design of its facilities and surroundings, integrated with campus residential.
- Entertainment district, which may comprise venues that support high-level hockey, cultural initiatives, recreation facilities and convention functions, as well as a potential hotel.
- Central park, which will be strategically situated within the centre of the community with convenient walking and cycling connections from all blocks.
- Natural heritage system (NHS) of 9.02 hectares (22.29 acres), substantially located within the western portion of the development lands comprising valuable woodland features, as well as the creek corridor situated in the mixed-use area to the east. Sensitively placed trail linkages may be integrated to provide recreation links between the community lands, the central park, campus lands, and the GO station.
- Creek corridor, which runs north-south through the eastern portion of the community, creating a natural distinction between the mixed-use hub and the rest of the community.
- Stormwater management ponds, which are situated on either side of the creek corridor in the south-east, and will contribute to a native, naturalized open space network and provide a passive use community amenity, in addition to their engineering function.
- Public streets - five new public streets are proposed to provide multi-modal connectivity through the development with an emphasis on safe and convenient pedestrian and cycling links. Parkway Link, a major collector road, connects King Road to Aldershot GO Station with full mobility movements for pedestrians, cyclists, bus transit, and vehicles. An east-west multi-modal local street north of Parkway Link transitions to a reduced traffic zone as it approaches the largely residential area towards the west. Its design encourages a left turn towards Parkway Link, completing a comprehensive network that connects all development blocks and recognizes areas of traffic sensitivity. Three local streets run north-south between Parkway Link and the multi-modal local street, framing the development blocks and bringing a compact pedestrian scale to primary gathering places within the community.
- Landscape buffer, located south of Parkway Link in the centre of the community, used as a visual and acoustic buffer from the adjacent railway shunting yards.

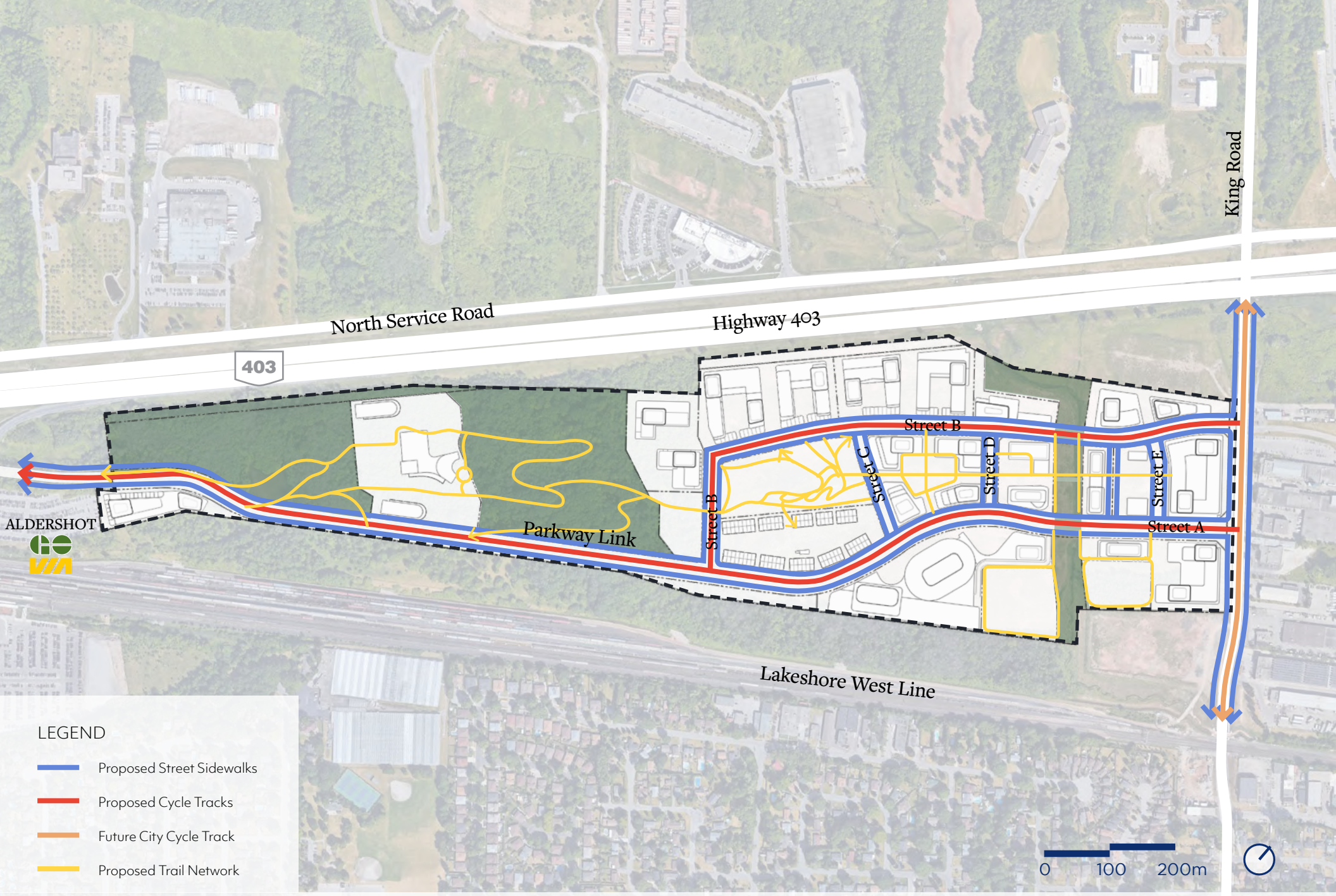


Figure 3.2a: 1200 KING active transportation and trail network plan

3.2 Active Transportation and Trail Network

A comprehensive approach to the interconnectivity of walking and cycling opportunities with the transit network is a key component of the strategy to make 1200 KING a healthy and sustainable community. This approach offers residents the opportunity to walk or bike to local services and amenities, such as parks, community and education uses, commercial and retail, while conveniently connecting to the GO train or bus stops for transit trips to work and beyond. Establishing these transportation options as convenient and viable daily use alternatives will encourage residents to make healthier lifestyle choices and reinforce a decrease in car use and emissions.

The following guidelines have been applied:

- The established street network follows a modified grid pattern that prioritizes efficient connections through its block configuration, and optimizes land use functions, while promoting safe and active pedestrian movement throughout the area.
- The identified active transportation and trail network reinforces the transit-oriented objectives of the development to achieve a comprehensive and wholly accessible connected community.
- The established minimized block lengths will facilitate easier pedestrian navigation. This approach will encourage walking trips and make it more convenient for residents and visitors to access nearby amenities and transportation options.
- There are also opportunities for mid-block pedestrian connections that will enhance the linkages provided through the street network.
- Integrated elements in the street design will create terminating views and focal points associated with surrounding open spaces and the trail system. This will enhance the visual appeal and create a sense of place within the community.
- The identified rights-of-way will ensure pedestrians, cyclists and vehicles are safely and conveniently accommodated. This is critical to promoting sustainable and active transportation choices as an alternative to vehicle use.
- The pedestrian and cycling network will be integrated with the proposed transit routing within the community to ensure convenient ‘first mile/last mile’ connections are provided that will lead to an increase in transit usage as an alternative to driving. This will enable convenient connections with existing transit services and active transportation networks, enhancing the overall accessibility of the area.

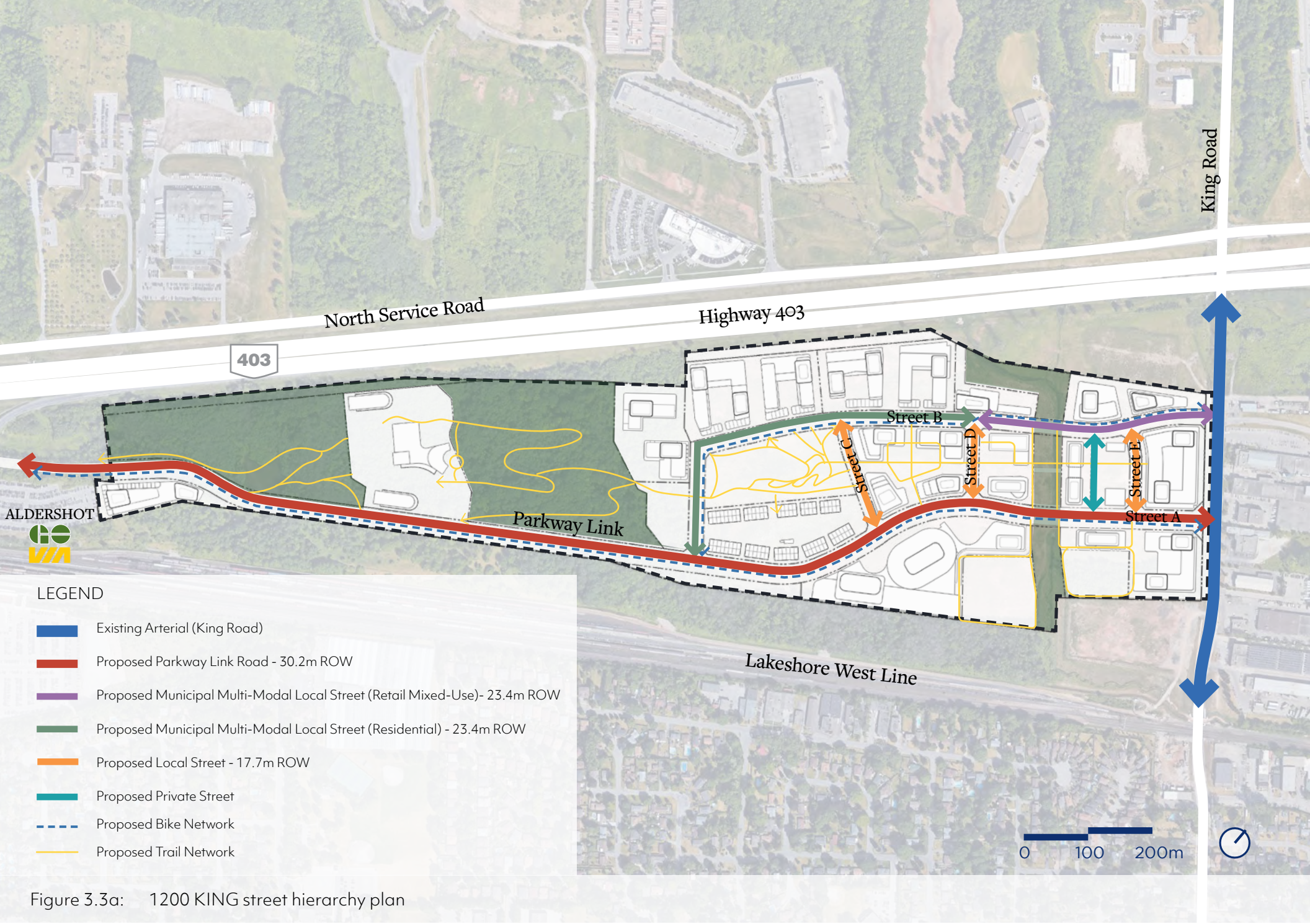


Figure 3.3a: 1200 KING street hierarchy plan

3.3 Street Hierarchy

A well-defined and logical hierarchy of proposed street rights-of-way in combination with the existing King Road arterial corridor forms the structure of the community. The highly interconnected street and block layout is designed to facilitate multi-modal movement and permeability. It has been planned with a primary focus on safe and easy circulation, minimized block lengths, and convenient direct street linkages with area amenities and Aldershot GO station, reinforcing active transportation within a compact urban village environment.

The following street types are identified for the development:

- Existing arterial road (King Road)
- Proposed municipal major collector road (Parkway Link / Street A) (30.2m ROW)
- Proposed municipal multi-modal local street - retail / mixed-use (Street B) (23.4m)
- Proposed municipal multi-modal local street - neighbourhood residential (Street B) (23.4m)
- Proposed municipal local street (Streets C-E) (17.7m ROW)
- Proposed private condominium street

One of the primary objectives in the proposed street structure and design is to encourage a reduction in car usage and a corresponding increase in walking, cycling, and transit trips, both for recreation and commuting purposes. This is driven largely by the nearby Aldershot GO station to the west, which provides convenient local and regional transit options within close proximity of 1200 KING.

In response to the 'first mile/last mile' challenge, a multi-modal street network framing a grid block structure will ensure easy and safe transit connections for pedestrians and cyclists year-round. This network is anchored by the Parkway Link (Street A), a major collector road linking King Road to Aldershot GO and full mobility movements for pedestrians, cyclists, bus transit and vehicles, serving both the 1200 KING community and areas beyond. The Parkway Link is supported by the multi-modal local street (Street B), which runs east-west, turning to connect with the Parkway Link.

Street B will integrate cycling lanes, completing a comprehensive network for the community that is conveniently connected to all development blocks. The remainder of the streets within 1200 KING comprise municipal local streets and a private local street situated within the mixed-use hub framing the west side of the square. A municipal local street frames the east side of the square, providing the connections to the square from the Parkway Link (Street A) to the south and Street B to the north. The private local street frames the west side of the square, where it will be designed as a 'woonerf' or shared street environment with materials that serve to extend the theme and function of the square. These streets will bring a compact pedestrian scale to this key gathering place within the community.

The combination of a comprehensive active transportation network integrated with the street network, with convenient, comfortable and engaging access to proposed parks and community facilities, including the event and community complex, the post-secondary campus, the community hub and the GO station is what will make 1200 KING a model transit-oriented and complete community.

The emphasis on compact street form is reflected in all proposed street types described in the proceeding pages, and its identified benefits will, therefore, apply throughout the community.

3.3.1 Existing Arterial Road (King Road)

King Road is a north-south minor arterial roadway with a three lane cross-section and a centre two-way left-turn lane. Sidewalks and on-street bicycle lanes are provided along the portion of the road between North Service Road and Plains Road East.

Future improvements to the King Road corridor may include expanded road geometry and a signalized intersection at South Service Road. The expanded road geometry will widen King Road from north of South Service Road to north of North Service Road from two-lanes to four-lanes with northbound and southbound left-turn lanes at North Service Road.

3.3.2 Proposed Municipal Major Collector Road (Street A/ Parkway Link)

The 1200 KING network is anchored by Parkway Link, a 30.2m wide major collector road that connects King Road to Aldershot GO Station with full mobility movements for pedestrians, cyclists, bus transit and vehicles, serving both the immediate community and areas beyond. See Figures 3.3b and 3.3c for Parkway Link cross-section details.

The following outlines key components of the proposed streetscape:

- Four travel lanes with dual cycle track on one side of the street;
- Sidewalks provided on both sides of the street. Depending on the adjacent built form use, additional walkway areas may be integrated into the setback between the sidewalk and building;

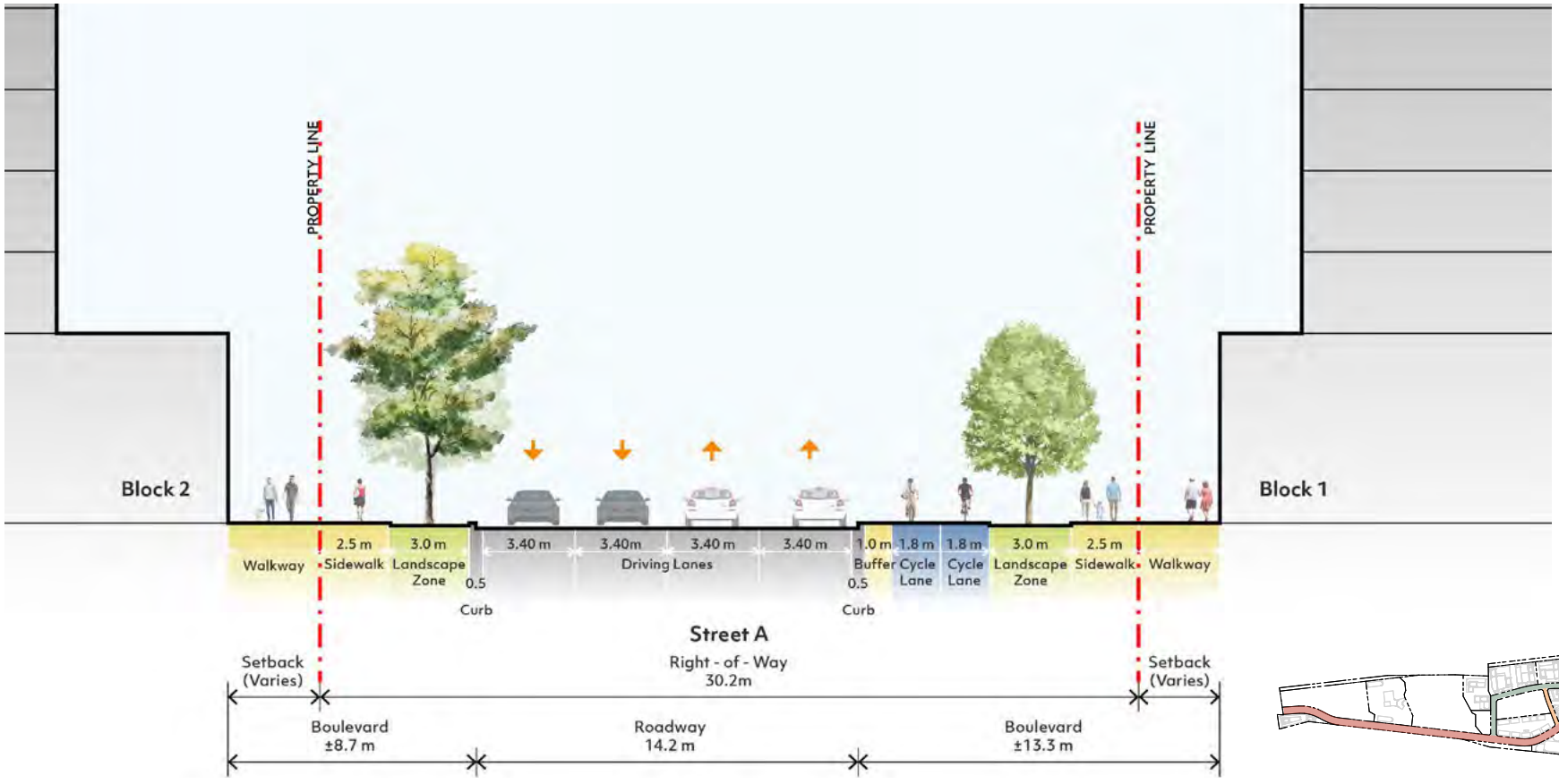


Figure 3.3b: Cross-section of Street A - Mobility Link (Parkway Link) - 30.2m row / 4 lanes / cycle track

- Street trees situated within the boulevard that may be planted in a grass strip or hard surface treatment (raised planter, tree grates), depending on adjacent built form use. In either case, appropriate soil volumes will be required to promote long term, healthy tree growth;
- Pedestrian crossings at key intersections which will be installed with enhanced paving as an attractive feature and to reinforce a safe, walkable environment; and
- Enhanced or distinctive streetlights, potentially including pedestrian scale options.

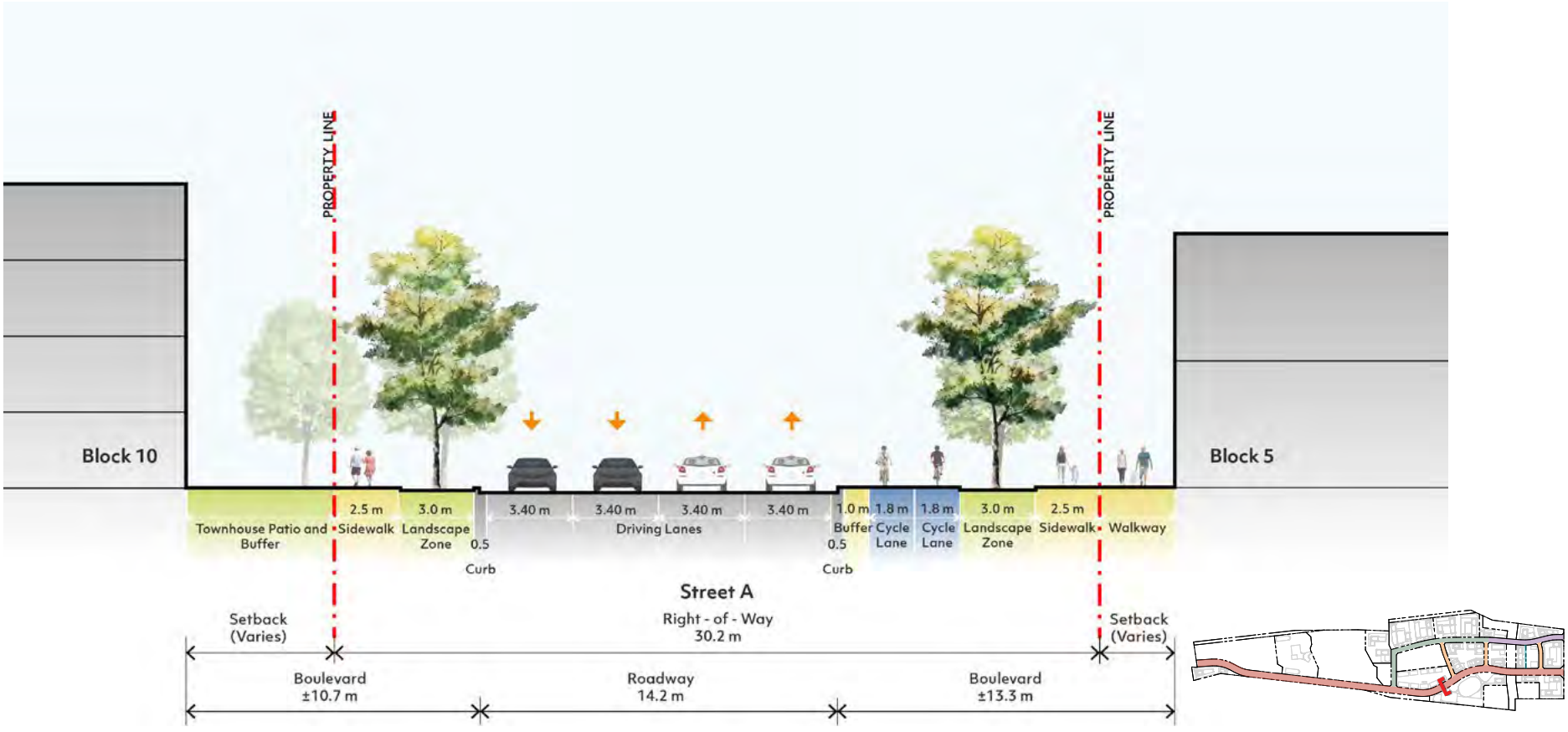


Figure 3.3c: Cross-section of Street A - Mobility Link (Parkway Link) - 30.2m row / 4 lanes / cycle track



Figure 3.3d: Street trees in decorative grates to establish a consistent visual identity throughout the mixed-use area.



Figure 3.3e: Enhanced paving and raised pedestrian cross-walks to slow traffic and signal a high-priority pedestrian environment.

3.3.3 Proposed Municipal Multi-Modal Local Street (Street B)

The major collector road (Street A / Parkway Link) is supported by the multi-modal local street (Street B), which runs east-west, turning to connect with Parkway Link at the west edge of the primary development block. The multi-modal local street is proposed as a 23.4m wide right-of-way that will integrate dual cycle tracks, establishing a comprehensive network for the community that is conveniently connected to all development blocks.

Across its entire length, the 23.4m right-of-way includes the following consistent baseline features:

- Two vehicular travel lanes.
- Sidewalks on both sides, with additional walkway depth integrated into building setbacks in high-activity areas.
- Street trees situated within the boulevard using either grass strips or hard-surface treatments (planters/grates), all provided with appropriate soil volumes to ensure long-term health.
- On-street layby parking, framed by bumpouts at intersections that serve as traffic calming, reduced crosswalk distances, and provide amenity space within the right-of-way.
- The use of distinctive street furniture and lighting to help establish the streetscape character and streetscape amenity functions.
- Enhanced paved pedestrian crossings to reinforce pedestrian priority movements and contribute to the 1200 KING character.

Note: The intersection of Street B and Street D will be specifically designed with navigational constraints to discourage through-traffic into the residential area to the west. Design priority will be given to encouraging a left-turn movement onto Street D (towards Parkway Link), ensuring the street maintains its intended function as a local multi-modal connection rather than a bypass route.

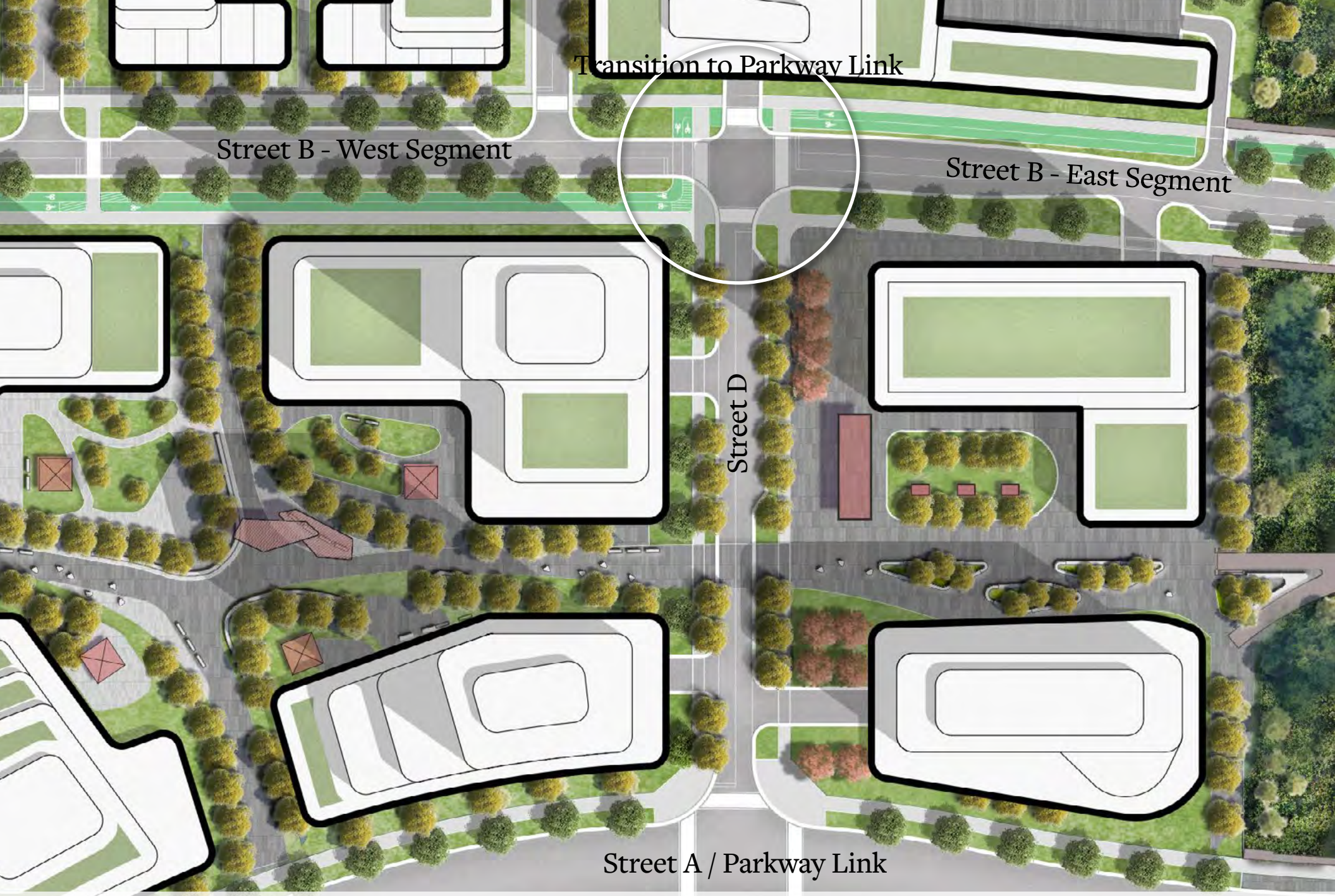


Figure 3.3f: Street B streetscape concept and route to the Parkway Link (Street A) via Street D

To optimize the public realm and respond to changing land uses, the multi-modal local street transitions its physical profile as it moves from east to west:

- **East Segment** (**mixed-use area**)**:** Supporting a vibrant public realm, this eastern portion prioritizes retail continuity. The dual cycle track is strategically located on the north side to avoid conflicts with south-side retail frontages and spill-out activity. On-street parking is provided to support local businesses and visitors within the mixed-use hub.
- **Transition to Parkway Link** (**Streets B & D**)**:** This strategic intersection marks the transition between the commercial hub and the quieter residential area. It serves

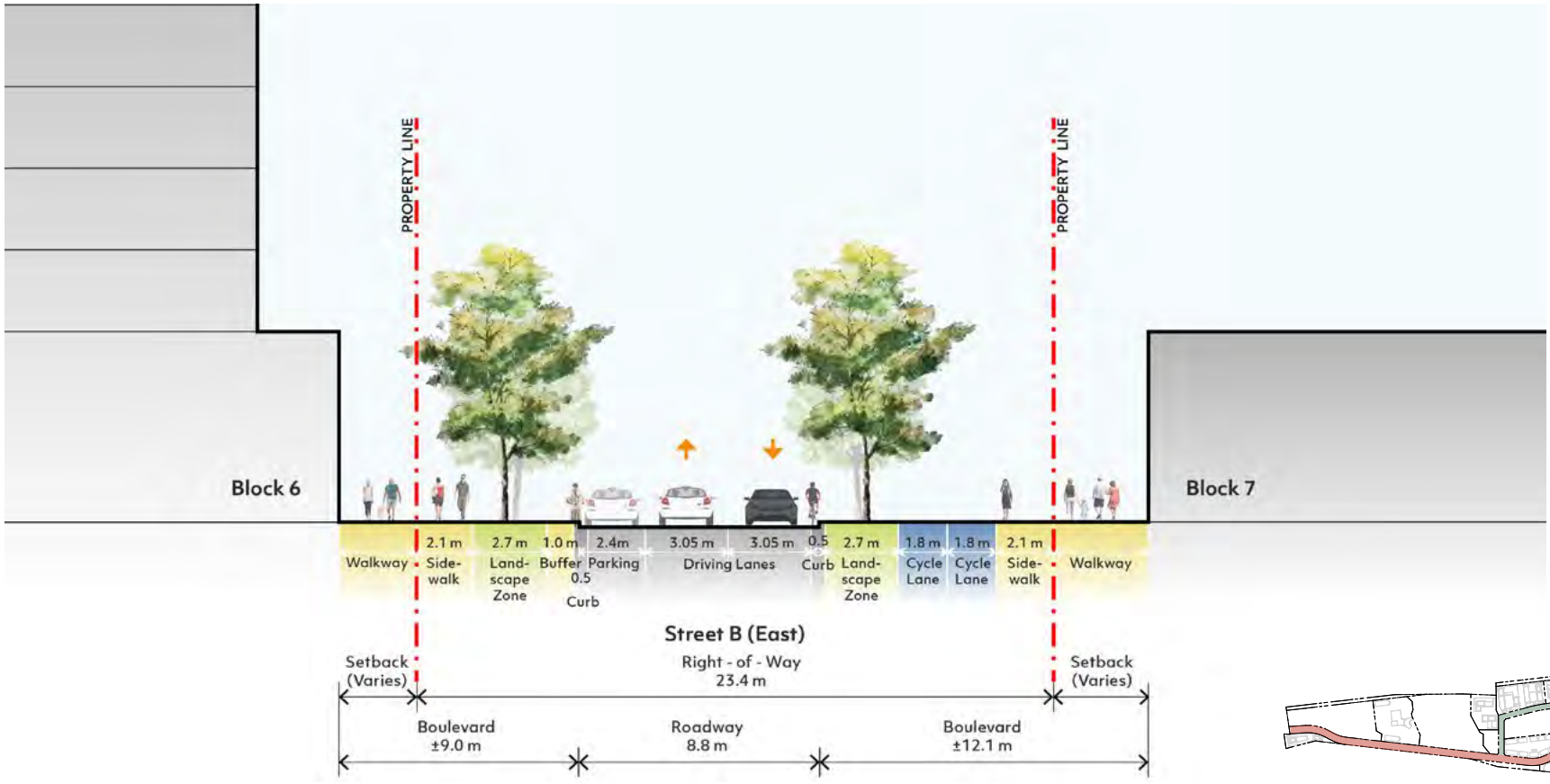


Figure 3.3g: Cross-section of Street B through mixed-use area (east segment) - Public Multi-Model Local Street - 23.4m row / 2 lanes / dual cycle track on north side / parking on one side

as an active transportation crossover where the bi-directional cycle track physically shifts from the north to the south side of the street. It also acts as a traffic calming threshold, where on-street parking is removed and the pavement width is reduced, naturally deterring through-traffic and encouraging vehicles to turn left onto Street D.

- **West Segment** (**residential & park transition**)**:** As the street moves west of the transition node, the design shifts to prioritize residential character and park connectivity. The shifted cycle track now directly flanks the park on the south side, providing a seamless interface with the recreational space. Additionally, raised pedestrian crossings are incorporated mid-block to allow safe, continuous access to the park and reinforce traffic calming.

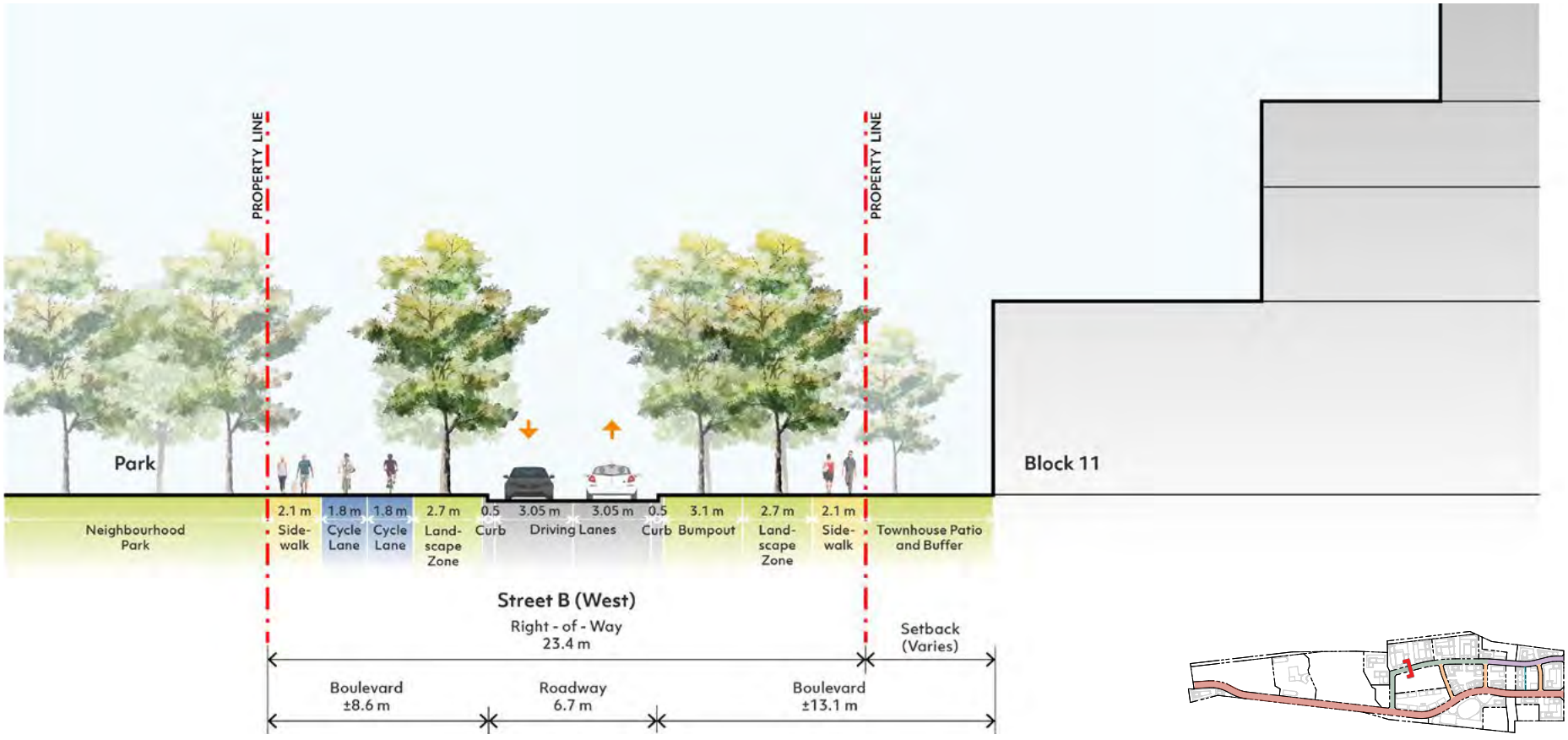


Figure 3.3h: Cross-section of Street B through residential area (west segment) - Public Multi-Model Local Street - 23.4m row / 2 lanes / dual cycle track on south (park) side

3.3.4 Proposed Municipal Local Streets (Streets C, D, E)

A 17.7m wide municipal local street (Street E) frames the east side of the retail square, providing connections to the square from Parkway Link to the south and the multi-modal local street (Street B)to the north, and bringing a compact pedestrian scale to this key gathering place within the community.

Two additional local streets (Street D and Street C) run north-south between Parkway Link and the multi-modal local street, framing the central campus and central park. See Figures 3.3f,3.3g, and 3.3h for the local street cross-section details.

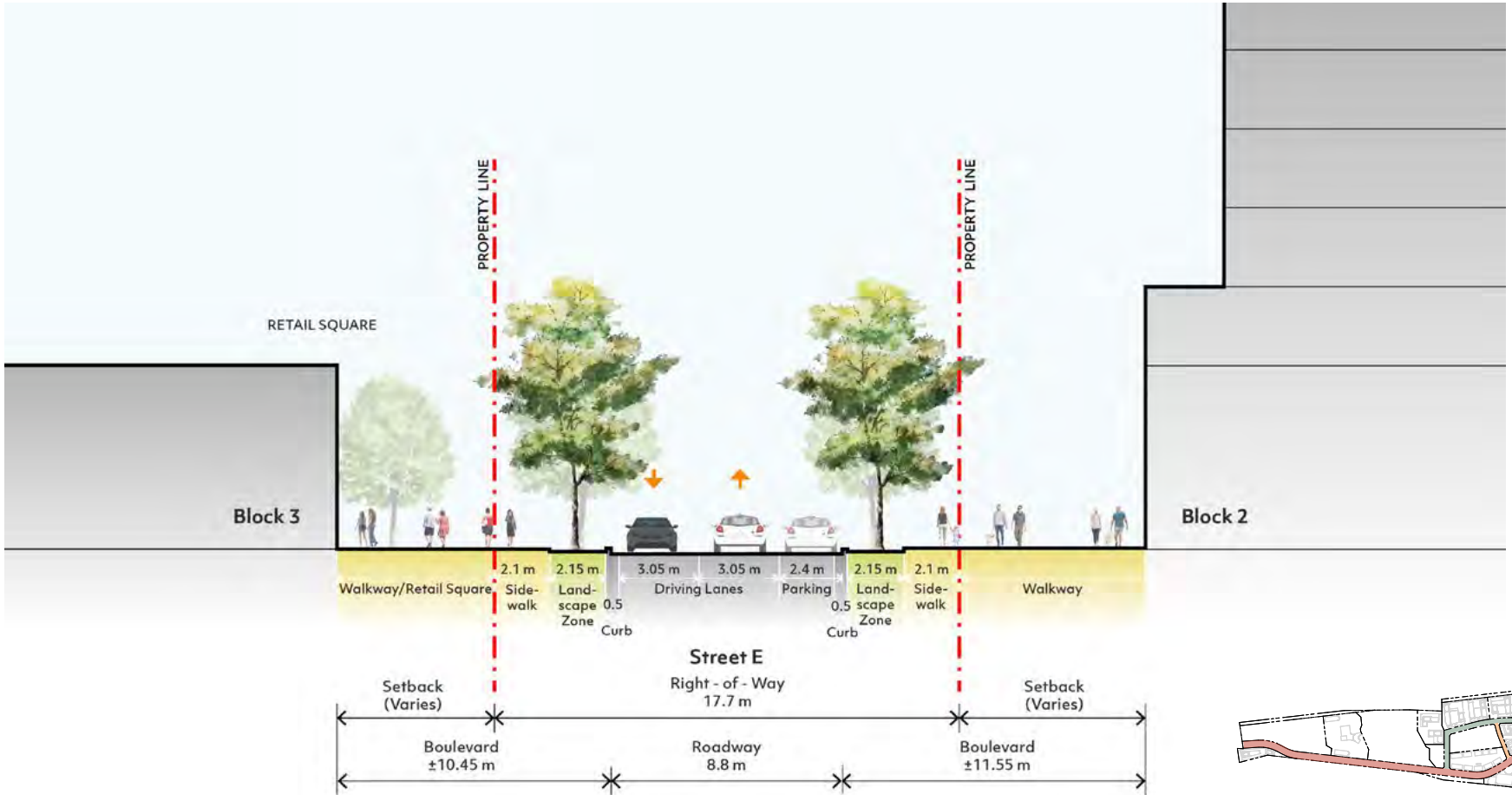


Figure 3.3i: Cross-section of Street E - Public Neighbourhood Local Street - 17.7m row / 2 lanes / parking on one side / retail square interface

Local streets will include the following streetscape elements:

- Two travel lanes with on-street parking on one side;
- Sidewalks provided on both sides of the street. Depending on the adjacent built form use, additional walkway areas may be integrated into the setback between the sidewalk and building;

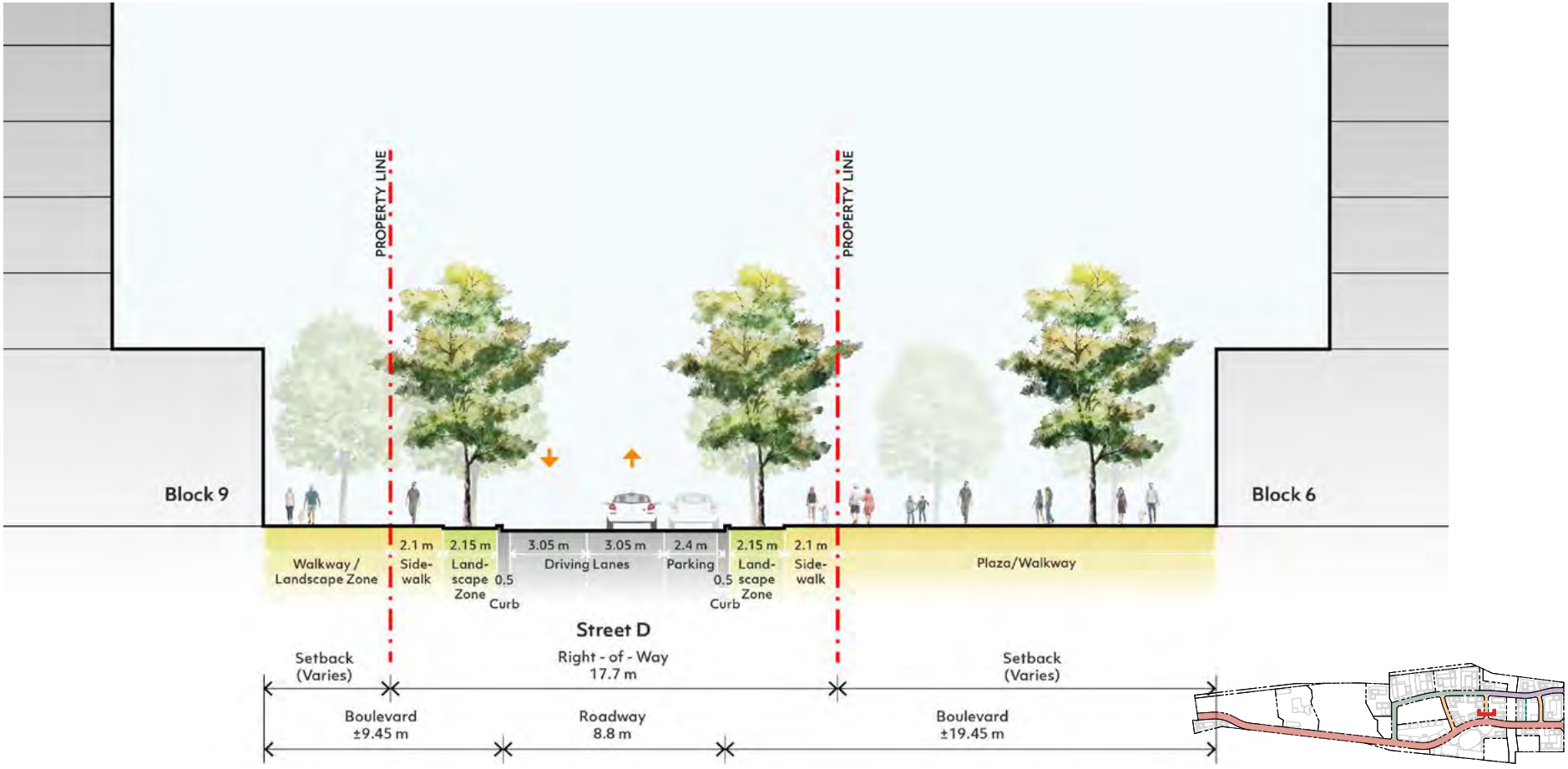


Figure 3.3j: Cross-section of Street D - Public Neighbourhood Local Street - 17.7m row / 2 lanes / parking on one side / plaza interface

- Street trees planted in grass corridors or within hard surface treatments (with soil cells) depending on adjacent built form use and anticipated pedestrian traffic volume; and
- Enhanced or distinctive streetlights may be considered to reinforce a unique 1200 KING character.

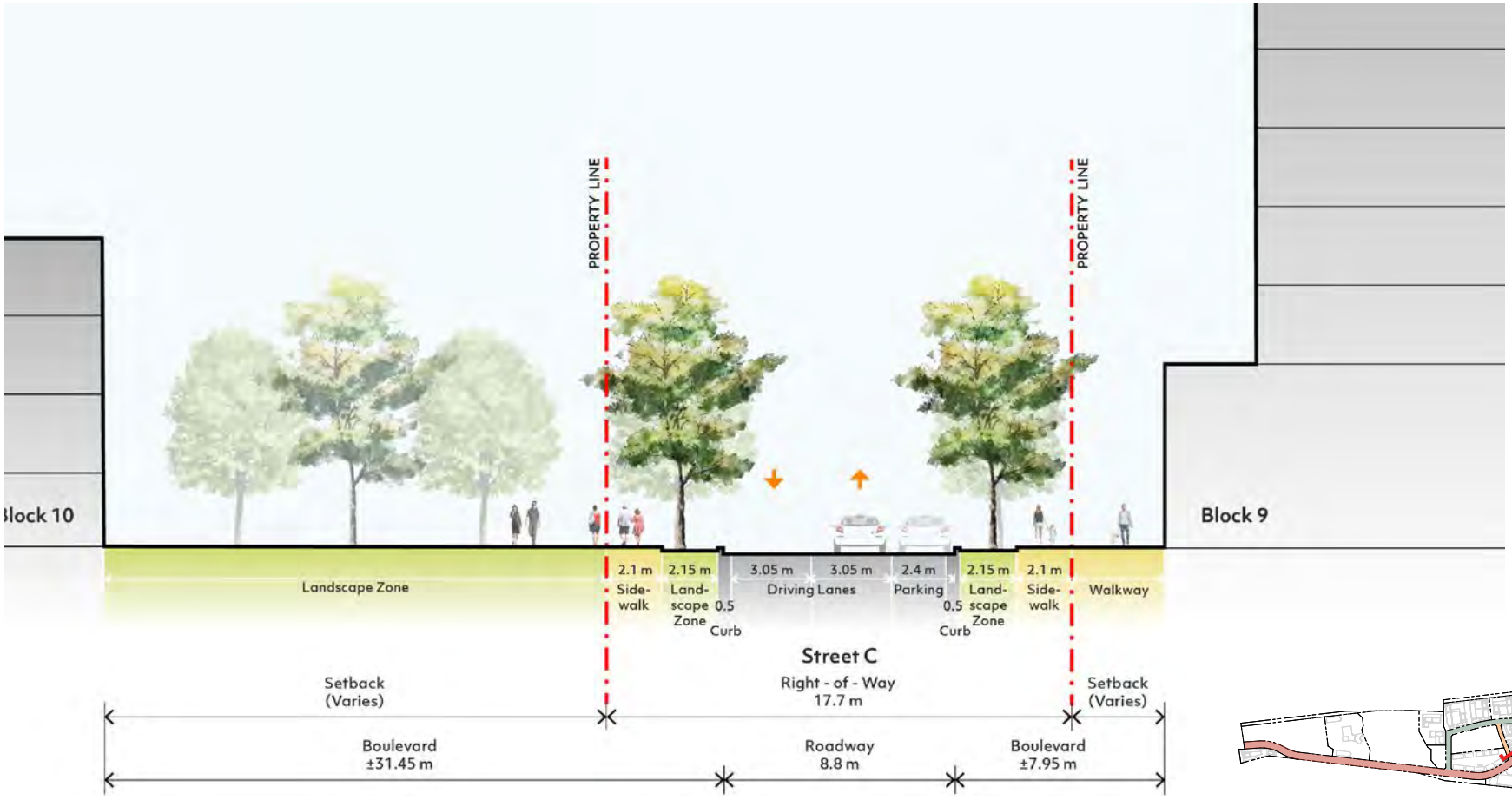


Figure 3.3k: Cross-section of Street C - Public Neighbourhood Local Street - 17.7m row / 2 lanes / parking on one side / urban character street treatment

3.3.5 Proposed Condominium Street

A private local street is situated within the mixed-use hub, framing the west side of the square. This street is intended to function as a 'woonerf' or shared street environment.

The private street may include the following streetscape elements:

- Two travel lanes with on-street parking on one side;
- Walkways/sidewalks provided within the building setback outside of the right-of-way;
- Street trees situated within the boulevard; and
- Enhanced or distinctive streetlights may be considered to reinforce a unique 1200 KING character.

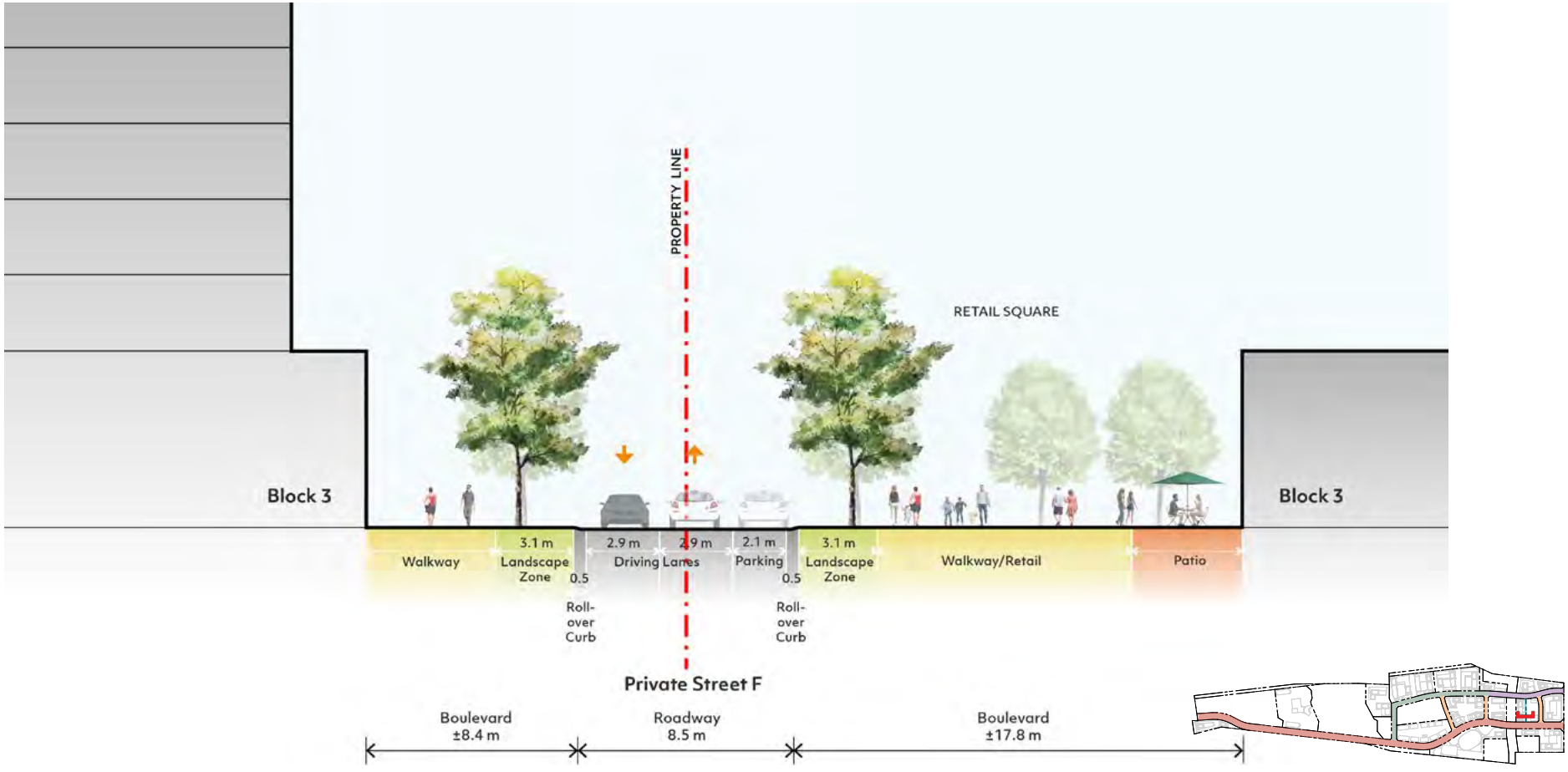


Figure 3.3l: Cross-section of Private Condominium Street - 2 lanes / parking on one side / urban character street treatment



Figure 3.4a: Rendered view of the streetscape character along the retail square

3.4 Streetscape Design

The proposed street network will be designed to support a pedestrian scaled urban village environment for 1200 KING that will prioritize safe and convenient walking and cycling connections. The approach is to reinforce a compact street form throughout the community while thoughtfully accommodating the various functions and modal requirements of the rights-of-way. Although vehicles will continue to move efficiently through the community, particularly along the Parkway Link, traffic calming measures derived from the form and minimized widths of the street and its component parts will reinforce slower speeds. This is further supported by minimized building face-to-face distances that effectively frame the rights-of-way and provide a sense of enclosure, which reduces the perceived scale of the street. These calming measures will also help bring an identifiable character to the community. Additionally, the compact street form will result in shorter street crossing distances, minimized vehicular travel lane widths and corner radii, and, within the community hub character area, upgraded paving treatments and furniture will reinforce the district as a pedestrian priority zone. To accommodate the site's scale and multi-phase delivery, a unifying public realm language will be established to ensure a consistent design identity across all development stages.

3.4.1 Mixed-Use Hub Streetscape

The emphasis on compact street form is reflected in all proposed street types, which includes the provision for suitable soil to ensure long term healthy tree growth and a robust street tree canopy. To better support pedestrian movement, different street sections are tailored to specific character areas, slowing down traffic to reinforce the pedestrian priority. Of particular focus is the mixed-use community hub where there is a great opportunity to elevate the urban street experience that will bring synergies with the square and the adjacent at-grade retail uses.

The intent is to establish a 'woonerf' type shared street environment that will reinforce the character and function of this district as a vibrant, animated central gathering space for the community, where people will want to look, linger and engage.

The following features are considered to deliver on the community hub vision:

- Enhanced paving treatments for the roadway and boulevard, such as unit paving, that is complementary to or a continuation of the enhanced paving treatment within the retail square.
- A unified landscape standard across all character areas to ensure visual continuity regardless of the development phasing.
- Urban street tree treatments that utilize soil cells to provide ample soil volume below paved and walkable boulevards, anticipating a higher volume of pedestrian traffic and the encouragement of mid-block crossing patterns. It also provides opportunities for front store patios that can animate the hub with outdoor extensions of cafes and restaurants.
- Pedestrian scaled light standards, perhaps consistent with those within the square, that further reinforce the special character of the area and its intended use throughout the day and evening.
- Street furniture integrated into the boulevard as an extension of the square, including seating, waste receptacles, and wayfinding signage.
- Ornamental planting opportunities, including raised beds and/or pots, assumed maintained by the private condominium ownership, which can bring colour and seasonality to the hub.



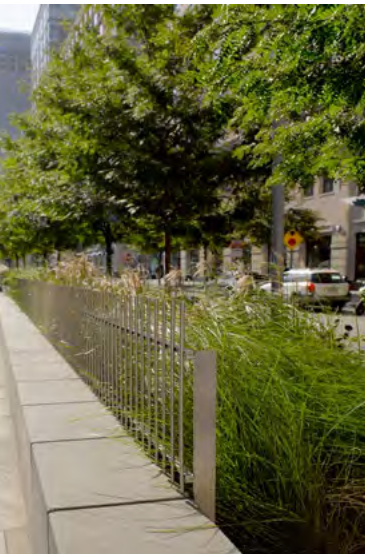








Figure 3.4b: Enhanced treet tree planting features and attractive site furniture will help define the public realm character

3.4.2 Street Trees

A successful, healthy street tree planting strategy will help establish the character of 1200 KING, while maximizing the benefits of air pollution reduction, shade and cooling, wildlife habitat potential, increased property values, and safer and more attractive streets that encourage walking and cycling trips.

The strategy will address the five basic categories for street trees, including:

- Native / Non-Invasive Trees (Medium or Coarse Texture Species) - typically located on streets adjacent to natural heritage features and buffers;
- Urban Tolerant Trees (Medium, Coarse or Fine-Texture Species) - typically located along main streets where tree grates, raised planters, and predominantly hardscape environments characterize the boulevard treatment;
- Fine Textured Trees - typically located along local streets;
- Ornamental or Flowering Trees (Medium or Coarse-Textured Species) - typically located at significant community / neighbourhood gathering entry points or alongside main gathering areas; and
- Medium or Coarse Textured Trees - typical to all street hierarchy types, including local, collector, and arterial roads.

Medium or coarse textured species typically refer to deciduous trees with a single, simple leaf structure with one blade attached to a stalk or petiole (ex. Sugar Maple). Fine textured species refers to trees with a compound leaf with secondary leaflets borne on a single stalk attached to a twig (ex. Honey locust).

3.4.3 Site Furniture

Site furniture will be provided in high pedestrian traffic areas and in key open space areas such as the mixed-use hub, retail square, campus quad, and parks. Street furniture may be integrated into

the boulevard as an extension of open spaces, such as the retail square, including seating, waste receptacles, and signage.

To achieve a cohesive design throughout the 1200 KING public realm, it is recommended that a common site furniture palette be used to provide harmony in colour, material, and style, and to reinforce a distinct identifiable character for the community. In this regard, the selection of a community specific family of site furniture will be coordinated with the City of Burlington for the public realm (streets and open spaces) to ensure the community identity remains legible across all future development phases.

3.4.4 Street Lighting

The current City of Burlington standard lighting palette provides options reflecting traditional, contemporary, and modern design influences (Coach Light, Cobra-Head, Capella). Therefore, opportunities exist to select lighting design (pole and luminaire) that is compatible with the architectural design and street furnishings to promote a consistent and definable character for 1200 KING. Opportunities for streetlights outside the current City standard may be considered in coordination with staff. The retail square and woonerf within the mixed-use hub may also be distinguished by a special lighting treatment to reinforce its role as a key character area for the community.

3.4.5 Traffic Calming and Pedestrian Crosswalks

Traffic calming is key to promoting walkability and prioritizing a safe street environment for pedestrians and cyclists. At the core of effective traffic calming and speed mitigation is the scale of the street and its component parts. As noted, the proposed street network will be designed to reinforce a compact scaled urban village environment that



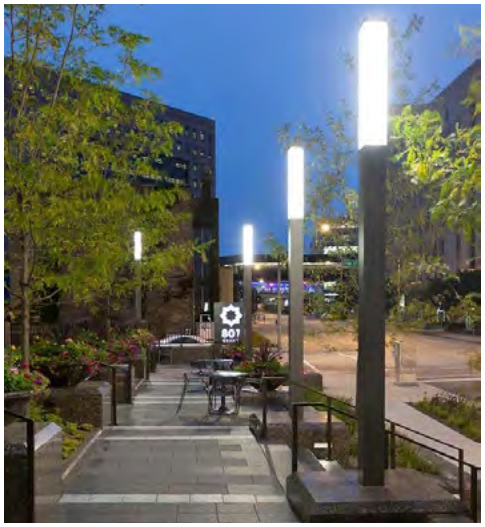






Figure 3.4c: Pedestrian and streetlighting will help define the character of the community





Figure 3.4d: A comprehensive approach to traffic calming will consider a variety of streetscape elements to create interest and reinforce pedestrian priority

will reinforce slower speeds through minimized lane widths, minimized corner radii, and minimized building face-to-building face distances. With this framework established, other elements will further deliver on safe and comfortable streets for pedestrians and cyclists, including:

- Minimized building setbacks will reduce the building face distances and effectively frame the street to help achieve a comfortable pedestrian scale.
- An attractive and multi-faceted streetscape appearance will provide interest and promote activity. Combined with a strong architectural relationship to the street, including engaging ground floor commercial that results in more pedestrian activity, an interesting public realm is achieved which will induce slower vehicular speed.
- A strong street tree canopy will help frame the street and reduce its perceived scale.
- Decorative paving treatments on the street surface will signal to drivers that they have entered a special character area that encourages them to drive with more caution. This treatment is planned in particular for the mixed-use hub shared street environment, but can also be integrated where large pedestrian gatherings may be anticipated, such as adjacent to main park entries and the event plaza at the entertainment district or aligned with the pedestrian promenade.
- Decorative paved crosswalks, easily distinguished from asphalt paved surfaces, are proposed to reinforce pedestrian priority at both key intersections and strategic mid-block locations, particularly along the Central Park interface to slow traffic and enhance park accessibility.
- Streetscape furniture and lighting, including seating elements, planters, banners and pedestrian scale lighting should be considered to promote pedestrian activity and streetscape interest, with an emphasis on key character areas, such as the mixed-use hub.

3.4.6 Parking and Service Areas

Residential and mixed-use buildings, campus facilities, and community event spaces will provide a diversity of activities and land use functions within the community for residents, employees, and visitors. Ensuring parking availability and service area access is appropriately planned and designed is a key component of safe and efficient links and achieving an attractive public and private realm. This consideration includes strategically placed parking areas for accessibility, on-street parking to enhance the urban experience and support ground floor commercial, and the discreet siting of loading facilities and underground parking access. The following design guidelines will help promote safety, accessibility, aesthetics and sustainability, whilst creating a vibrant and functional community hub:

- The visual impacts of parking facilities and service areas will be mitigated through a combination of design elements and siting within the block.
- Where feasible, the siting of parking, service access areas, and entry drives to underground parking should be away from prominent views and off primary street frontages.
- Architectural massing will be used to screen or mitigate views towards parking, servicing or underground parking entrances where possible.
- Appropriate lighting and surveillance of parking and servicing areas will be implemented to reinforce safety and security, in accordance with CPTED principles.
- In addition to architectural massing and appropriate siting, hard and soft landscaping design strategies will be integrated to enhance the aesthetics of parking, servicing and garage entrances, particularly where these uses are visible from the street or pedestrian gathering areas.
- Spaces for secure bicycle parking will be provided to encourage cycling trips. Implement bike racks and/or bike storage facilities in proximity to main entrances.
- Electrical vehicle charging stations are encouraged to promote more sustainable alternatives and support the transition to electric vehicles.



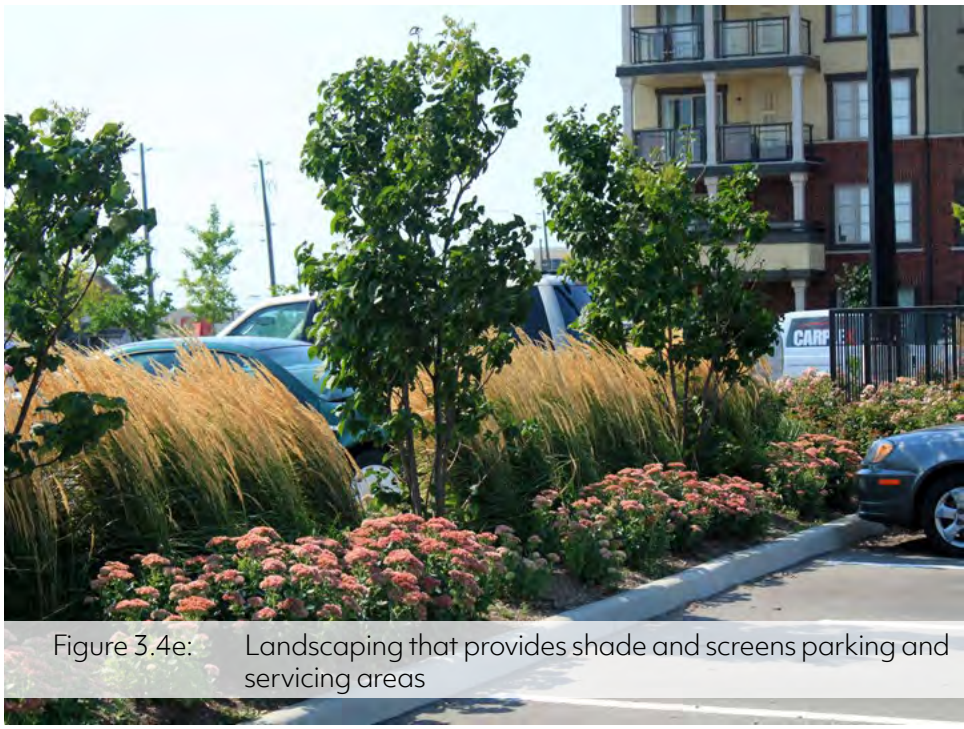


Figure 3.4e: Landscaping that provides shade and screens parking and servicing areas



Figure 3.5a: 1200 KING landscape master plan

3.5 Open Space Network

The proposed network of parks and open spaces at 1200 KING will create a vibrant and welcoming public realm. These spaces will be seamlessly integrated into the surrounding community, enhancing circulation and providing a variety of programming opportunities for residents and visitors. These spaces will be flexible, inclusive, and promote engagement across different demographics. To ensure long-term resilience, open spaces will be designed with the future in mind, allowing them to adapt to evolving environmental conditions, sustainability priorities, and shifting community needs.

The design will feature a cohesive theme, with carefully selected materials, furnishings, and formations that create a unique and inviting atmosphere. This network will become a defining feature of the community, contributing to its overall appeal and livability.

The following open space features will be implemented within the plan, all of which are linked together through a comprehensive pedestrian and cycling network formed through the street network and open space trails and paths:

- Central park
- Retail square and woonerf (shared street)
- Pedestrian promenade and open space links
- Campus Quad
- Courtyards
- Natural features, creek corridor and SWM ponds

The following description and conceptual depiction of the potential design, layout, facilities, and programming for the public open space network will ultimately be determined by the City of Burlington. They are included in this UDB for the purpose of illustrating the potential opportunities and activities associated with each open space.



Figure 3.5b: Decorative paving and planting that forms a pedestrian promenade



CENTRAL PARK FEATURES

1. Pedestrian crossing
2. Main plaza with water feature
3. Amenity, washroom and operations facility
4. Children's play areas
5. Grass berm with integrated seating
6. Play courts
7. Skate trail / loop
8. Flexible use recreation lawn
9. Fitness station circuit
10. Entrance plaza
11. Garden pavilions
12. Shade canopy and seating nodes
13. Pollinator / rain garden
14. Mixed tree clusters
15. Wayfinding and interpretive signage
16. Dual cycling tracks / lanes

Figure 3.5c: 1200 KING central park conceptual landscape plan

3.5.1 Central Park

Situated within the west half of the community, conveniently accessed by streets that reinforce active transportation with optimal pedestrian and cycling linkages, the central park will be the most prominent and multi-faceted of the introduced open space features, combining a variety of active and passive recreation elements. The central park will generally be characterized by flexible use open grass areas, seating amenities with shade structures, pedestrian scale lighting, play zones and play courts, splash pad, shade trees, naturalized ornamental planting areas, and a network of pathways structuring its facilities and extending toward other open space features, such as the pedestrian promenade. Additional features may include an outdoor amphitheatre with sloped seating and stage area for community-level programs, as well as opportunities for public art elements, special events, and markets that will help establish a strong community character for 1200 KING.

Further refinement of park programming and features will occur through collaboration with the City of Burlington. The intent is to deliver a predominantly soft landscaped space incorporating both active and passive elements that will serve as the primary recreational and gathering space for residents, providing a variety of uses for a wide range of ages and interests, throughout the year, and during the day and evening. Through features, furnishings, and patterns identifiable with a 1200 KING theme, the design will reinforce a unique character for the community, consistent with other linked open space amenities. Establishing this connectivity will deliver a highly visible, interactive, dynamic, and attractive public realm, conveniently linked with all neighbourhoods by walking and cycling routes.



Figure 3.5d: A plaza area within the park will provide opportunities for formal and informal community gathering



Figure 3.5e: The park design may consider interactive water elements with interesting landscape forms and features



Figure 3.5f: Rendered view of the central park, looking west

Design Features:

- Ample grass areas will allow for a variety of active and passive recreation activities, including picnics, informal sports, outdoor yoga, lounging and gathering.
- Distinctive park furnishings and shade structures are proposed throughout the park to encourage gathering for all. Furnishings are intended to include benches, movable chairs, waste receptacles, picnic tables, bike racks, lighting, etc.
- To encourage safe and comfortable evening use that will broaden the parks programming potential, lighting will be provided for gathering areas and walkways, enhancing the park's safety and character.
- Designated play courts are included to provide active recreation programming, including consideration for tennis, pickle ball, basketball or ball hockey.
- Children's playground facilities will be provided to encourage active and fun participation for a wide range of ages.
- A splash pad for water play will be considered with service buildings and washrooms conveniently located nearby;
- A skate trail/loop may be considered and integrated into the park to provide additional recreational opportunities for the community throughout all seasons.
- Fitness stations may be strategically placed along a loop within the park, providing opportunities for exercise and fitness activities.



Figure 3.5g: Ample grass areas for a variety of active and passive activities



Figure 3.5h: Flexible space for gathering and events



Figure 3.5i: Rendered view of the central park, looking east

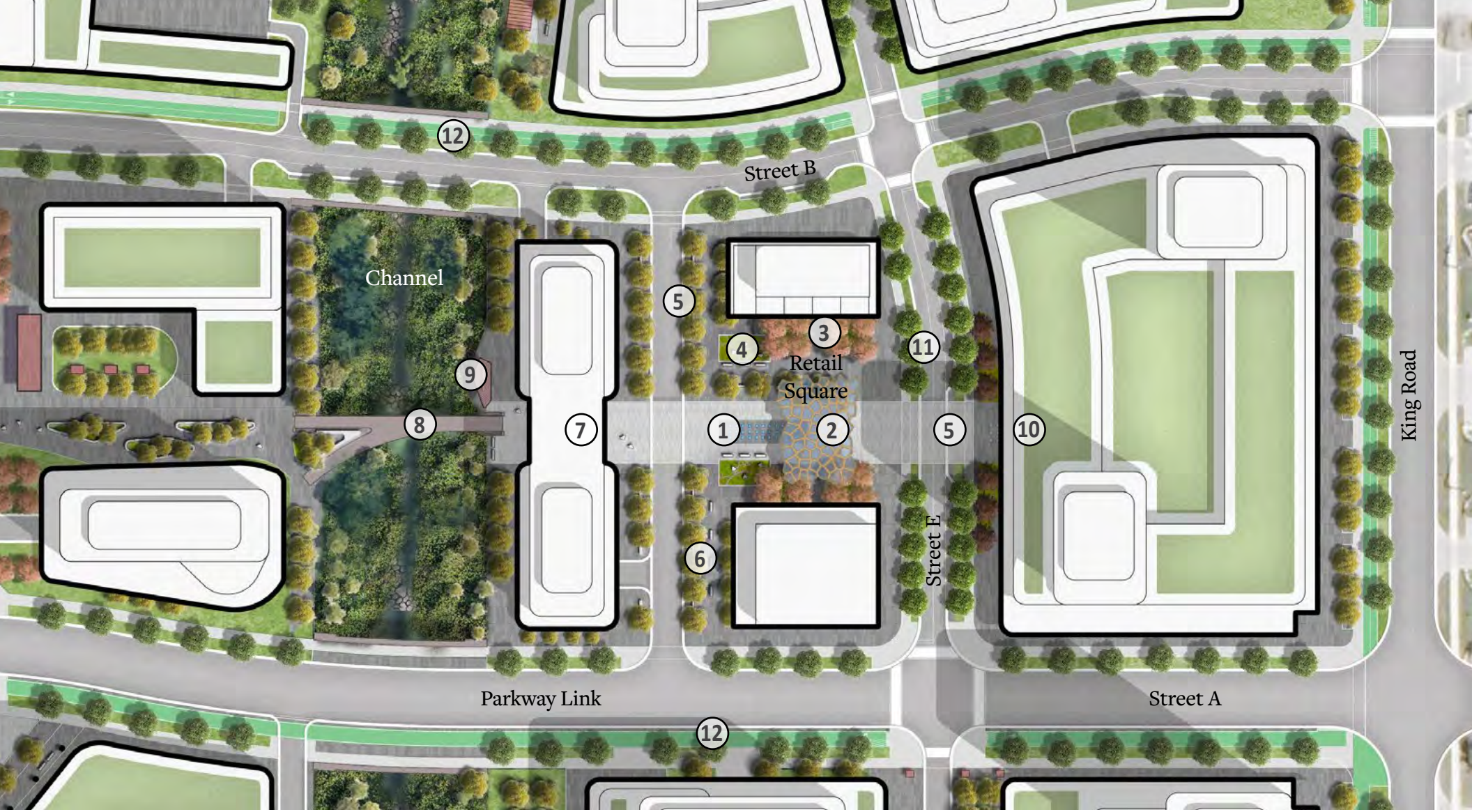
- Garden pavilions and shade canopies may be incorporated into the park design to provide shelter and gathering spaces.
- These features can be complemented by pollinator gardens and rain gardens to promote biodiversity and environmental sustainability.
- Planting within the park will balance aesthetic, functional and sustainability objectives with municipal maintenance ability.
- Way-finding and interpretative signage may be installed to guide visitors and provide information about the park's features and functions, and community programming.



Figure 3.5k: Shade canopies may be incorporated into the park design to provide shelter and gathering spaces



Figure 3.5j: Gardens that promote biodiversity and environmental sustainability



MIXED-USE HUB FEATURES

1. Central retail square with water feature
2. Feature canopy and outdoor market area
3. Tree bosque and outdoor cafe
4. Ornamental planting
5. Woonerf / shared street treatments
6. Flex space for food trucks and kiosks
7. Outdoor public art gallery
8. Feature pedestrian bridge
9. Creekside viewing and cafe deck
10. Plaza focal feature
11. Urban street tree features and furniture
12. Dual cycle tracks / lanes

Figure 3.5l: 1200 KING retail square and woonerf conceptual landscape plan

3.5.2 Retail Square and Woonerf

The retail square anchoring the community hub area will be a vibrant central gathering place and publicly accessible plaza with four season programming that will serve as the retail, arts, and cultural hub for 1200 KING. Drawing from the community and beyond, the square will function as a flexible urban open space that can be programmed to accommodate a variety of events and celebrations. Public markets, art fairs, and festivals may occur, all supported by the retail and services integrated into the ground floors of adjacent mixed-use buildings.

The surrounding local and private streets will extend the theme and materiality of the square, reinforcing the pedestrian priority in the form of a 'woonerf' or shared street environment. These surrounding streets can also expand the programming zone of the square during special occasions, with potential closures for larger gatherings and events that may benefit from the temporary removal of vehicular traffic.

Design Features:

- A combination of appropriately scaled podia with well articulated storefronts will be integrated to engage and animate activity on all sides of the square.
- The woonerf inspired shared street will frame the square and provide a safe, comfortably scaled, and inviting pedestrian focused environment.
- Decorative paving within the square will extend across the adjacent streets to provide a sense of continuity, reinforce the pedestrian priority for the combined space, and serve as traffic calming, in addition to its potential to expand the programming area on a temporary basis.
- While prioritizing pedestrians, the design will also cater to cyclists as secondary users, intending for them to share the travel lane zone of the street with cars and pedestrians.
- Other landscape elements that may be integrated with the square include unique seating and lighting elements (including movable chairs and tables), a water feature, food and beverage kiosks, public art, trees and raised planters, all of which will optimize its flexible programming potential and a comfortable, attractive daily gathering place function.
- Street trees will be planted with sufficient soil volume to ensure their long-term health and growth. These trees should be strategically placed to provide ample canopy coverage over the pedestrian zone adjacent to the building, offering shade and visual appeal, and framing the public space.

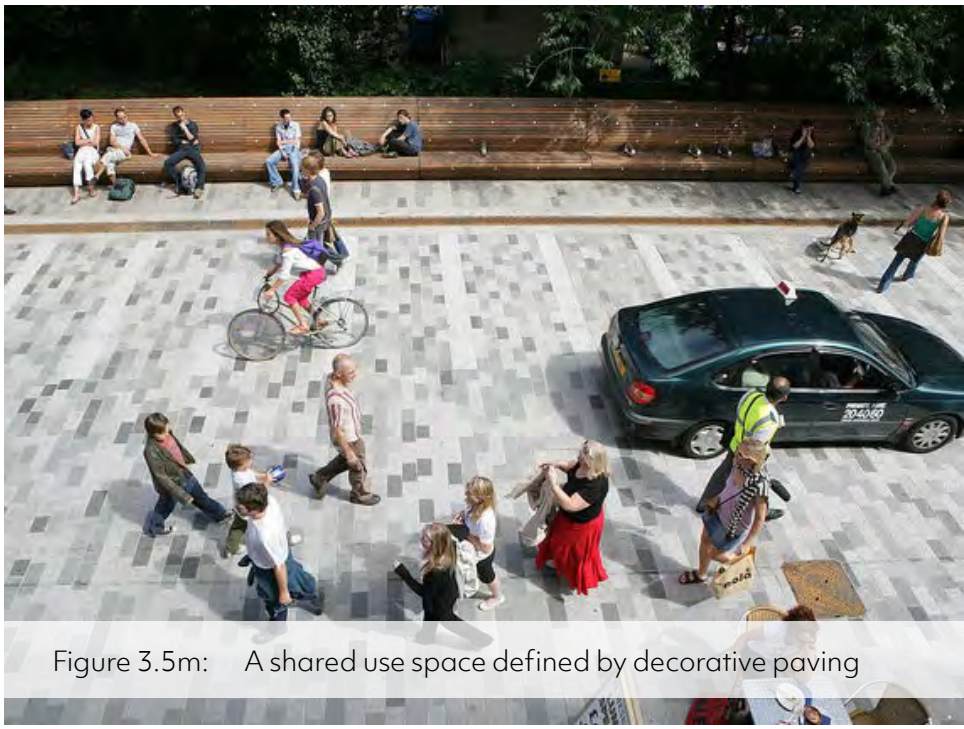


Figure 3.5m: A shared use space defined by decorative paving



PEDESTRIAN PROMENADE FEATURES

1. Pedestrian crosswalk
2. Promenade with feature paving, seating and lighting
3. Seating and site furniture
4. Gathering plaza with shade canopies
5. Public art
6. Dual cycling tracks / lanes
7. Well defined, complementary public-private lands
8. Feature pedestrian bridge
9. Central park primary entry
10. Cycle track crossover: mixed-use to neighbourhood residential

Figure 3.5n: 1200 KING pedestrian promenade conceptual landscape plan

3.5.3 Pedestrian Promenade and Open Space Links

The proposed pedestrian promenade will function as the central spine for the community, providing a critical link that will see all open spaces aligned, connected, and conveniently accessed by pedestrians and cyclists, from the trails within the NHS, through to the central park, campus quad, event plaza and retail square. Although recognized as a link and junction to other open spaces and courtyards, the promenade will also serve as a place for informal gathering, with a variety of seating opportunities lit for day and evening use, framed by multi-use trails, canopy trees, grass, vegetation, and paving material transitions. The architecture will also frame the promenade, providing a sense of enclosure and entry, balanced with supportive courtyards or POPS expanding the open space amenities.

Design Features:

- To reinforce safe connections, planned and potential controlled pedestrian crossings will be incorporated along the pedestrian promenade through the use of enhanced paving, landscaping, and signage.
- Seating opportunities should be integrated within this space to promote and facilitate social interactions and community engagement.
- All planting areas will be provided with ample soil volume to optimize plant growth.
- Public art features may be integrated to provide unique placemaking elements for the community.
- A dedicated cycling crossover will be established at the intersection of Street B and Street D to facilitate seamless, safe transitions for cyclists moving between the mixed-use core and the adjacent residential neighbourhood.



Figure 3.5o: A pedestrian promenade and informal gathering area



Figure 3.5p: A multi-use trail providing leisure walking and cycling connections with linkages to multiple public realm features.



CAMPUS QUAD FEATURES

1. Pedestrian crosswalk
2. Feature pedestrian bridge
3. Creekside seating edge and tree lined promenade
4. Tree bosque and seating area
5. Formal lawn
6. Campus plaza and event canopy
7. Promenade with feature paving, seating and lighting
8. Public art
9. Dual cycle track

Figure 3.5q: 1200 KING campus quad conceptual landscape plan

3.5.4 Campus Quad

The proposed education campus will be anchored by a passive use campus quad space that will function as a primary gathering space for students and faculty and help establish the identity and character of the institution. It is intended as a flexible space that can be adapted for a variety of uses and events, yet appear welcoming during non-event periods. The green is situated with direct connections to pedestrian promenade, the central park and retail square, reinforcing a seamless and supportive integration of the campus within the broader community.

Figure 3.5r: The landscape design can integrate design themes, materials and/or functions as a reflection of the institution



Design Features:

- Integration with surrounding elements should be consistent with achieving a cohesive and publicly accessible open space feature.
- Passive recreational opportunities will be emphasized, with a designated central focal point for gatherings and events.
- Various programmatic opportunities will be available, including spaces for social gatherings, performances, outdoor classrooms and festivals.
- Spaces will be designed with flexibility to support a variety of uses, potentially incorporating movable furniture and adaptable landscapes.
- Sustainable design principles and green infrastructure elements will be integrated to minimize environmental impact.
- Accessibility will be universal in consideration of diverse user needs to create an inclusive environment;
- The design may reflect the institution's identity and programming mix through thoughtful elements and landscape features.
- Safety will be prioritized through an adherence to CPTED principles, including well-lit pathways and open views.



Figure 3.5s: Conceptual rendering of the campus quad - a flexible gathering space for a multitude of potential uses



EVENT PLAZA FEATURES

1. Main plaza space and focal element
2. Public art with integrated terraced seating
3. Promenade with feature paving, seating and lighting
4. Pond side promenade and terrace seating
5. Ground floor uses integrated with promenade
6. Dual cycle tracks / lanes

Figure 3.5t: 1200 KING event plaza conceptual landscape plan

3.5.5 Event Plaza

As the main entry court for the entertainment district, the event plaza will provide highly programmable outdoor gathering space for the community, closely tied with the variety of games, performances, tradeshows and civic happenings within the complex. Conveniently accessed by walking, cycling, and transit and in close proximity to the mixed-use hub and residents, the plaza will become a key amenity feature for the community, drawing from a broader regional area attracted to the events of the complex.

Several features are considered for the amenity space to balance programmability, aesthetics and user comfort in creating a space that is inviting and attractive even during non-events.

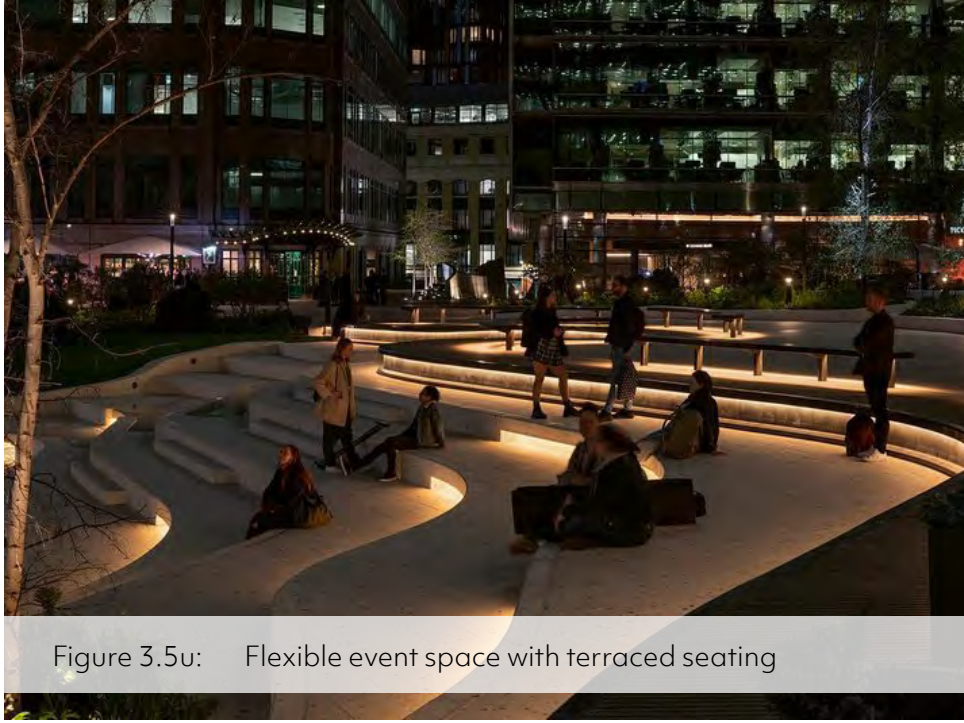


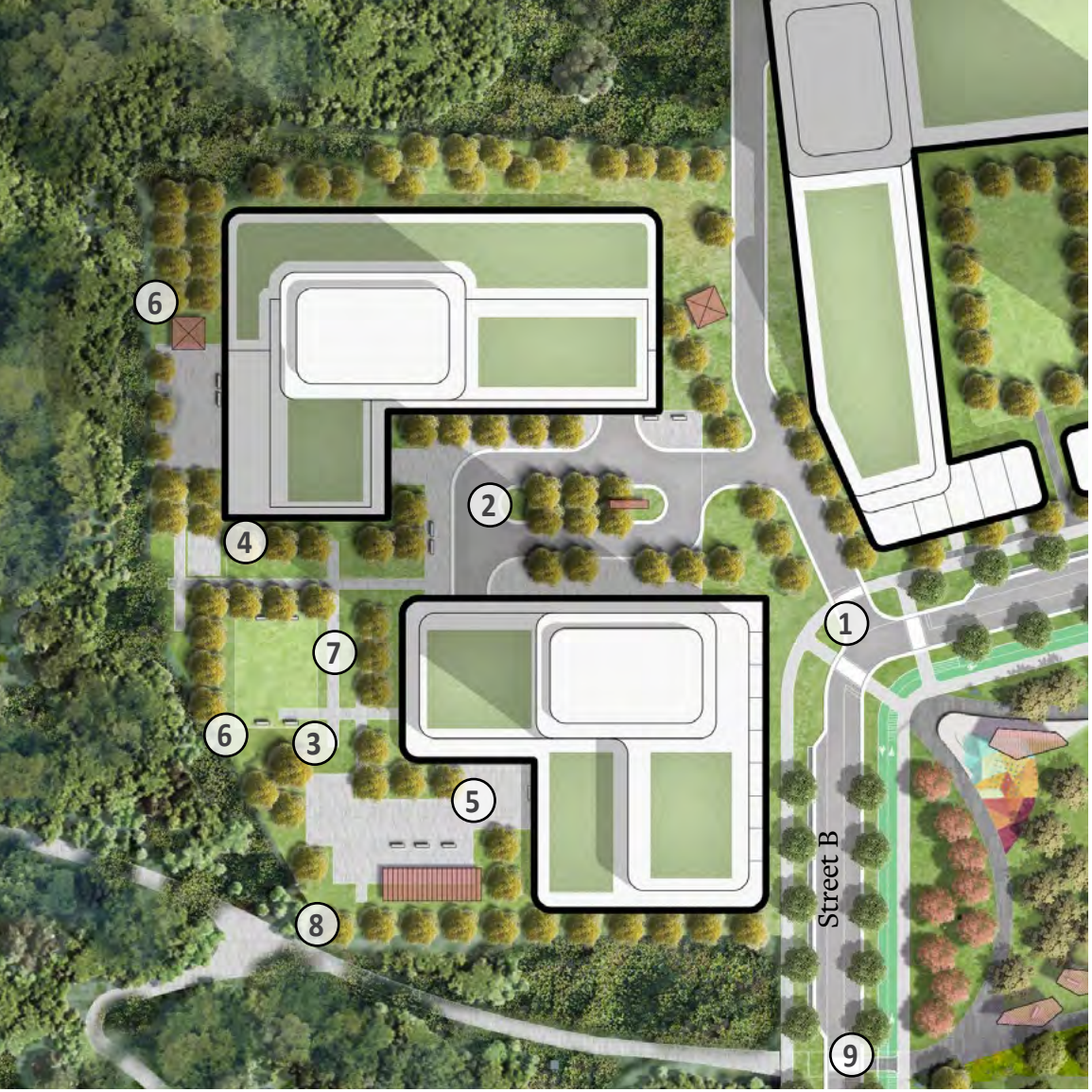
Figure 3.5u: Flexible event space with terraced seating

Design Features:

- The complex may feature a prominent public art element to enhance the cultural identity and visual appeal of the space.
- Terraced seating may be incorporated to provide varied vantage points and encourage social interaction and gathering.
- Engaging lighting elements may be integrated to enhance the ambiance of the space and create a welcoming and vibrant atmosphere during evening events.
- Decorative paving will be used to structure the space and create visual interest while extending seamlessly to adjacent pedestrian spaces such as a potential promenade along the pond frontage, offering a variety of public spaces and settings.
- Trees will be arranged throughout the complex to provide shade, reinforce a pedestrian scale, enhancing the comfort and accessibility of the outdoor areas in an attractive landscape that enhances the relationship between the building and public realm.



Figure 3.5v: Public art and engaging lighting elements



COURTYARD FEATURES

1. Vehicular access driveway
2. Arrival plaza with feature paving and garden
3. Garden and outdoor wellness amenity
4. Children's play area
5. Resident gathering terrace
6. Landscape transition with existing natural features
7. Pedestrian walkways
8. Links with community path network
9. Pedestrian crosswalk

Figure 3.5w: 1200 KING courtyard conceptual landscape plan

3.5.6 Courtyards and POPS

In addition to the identified parks, squares, and natural features, an important component to the open space network is the collection of courtyards situated within each development block. Although privately owned spaces, they will contribute positively to the public realm through a strong relationship and orientation to adjacent streets and publicly accessible open spaces, expanding opportunities for green and permeability, while achieving an appropriate balance with the surrounding building massing and densities. In some instances, these spaces my be designated as 'privately-owned public spaces', or POPS, which can contribute to the roster of accessible public spaces for the community.

The design and programming of these spaces will respond to the surrounding context and contribute positively to the 1200 KING public realm. Courtyards, and, where applicable, POPS, will complement the architectural character and ground floor uses of existing structures, while also providing clear and accessible pathways for pedestrians. The spaces will accommodate a variety of uses and activities, creating a vibrant outdoor amenity that reinforces a strong relationship between the site and adjacent streetscapes and open spaces.

Design Features:

- Shade structures and decorative paving can be primary elements for creating focal gathering areas.
- The configuration of the courtyard will provide clearly visible and inviting entry points relative to building entrances.
- The patterns of circulation will help frame the spaces and uses.
- As a primarily passive use landscape feature, the courtyard will include a balance of hard and soft landscape elements, with opportunities to emphasize a variety of plant materials to define spaces, create canopy coverage and provide colour and texture.
- Opportunities for stormwater storage seamlessly integrated into the landscape design may be considered as part of the block level sustainability strategy.
- Public art may be integrated as a focal and organizing element for the courtyard. Similarly, water features in a variety of forms may be integrated as a way to achieve a dynamic and creative element that can have visual, tactile and auditory interest.



Figure 3.5x: A courtyard with circulation routes framing the spaces and reinforcing the landscape character and theme



Figure 3.5y: A courtyard with passive amenity areas framed by hard and soft landscape features.



CAMPUS WEST FEATURES

1 School of Climate Action	4 Parking	7 Natural Heritage Woodlot
2 Visitor Centre	5 POPS	8 Forest Trails
3 Wellness Commercial	6 Curated Garden	9 Dual cycle track

Figure 3.5z: 1200 KING campus west conceptual landscape plan

3.5.7 Campus West POPS and Gardens

The proposed Climate Action campus will embrace the forest with potential curated gardens and a large 'privately-owned public space' or POPS. The POPS is intended to be a flexible space that can be adapted for a variety of uses and events while reinforcing the idea of environmental stewardship and being a place to learn and reflect upon conservation and sustainable practices. There is direct access from the forest trails to the POPS, and connections from the intended School of Climate Action, visitor centre, and wellness commercial spaces on-site.



Figure 3.5aa: Forest trail connections

Design Features:

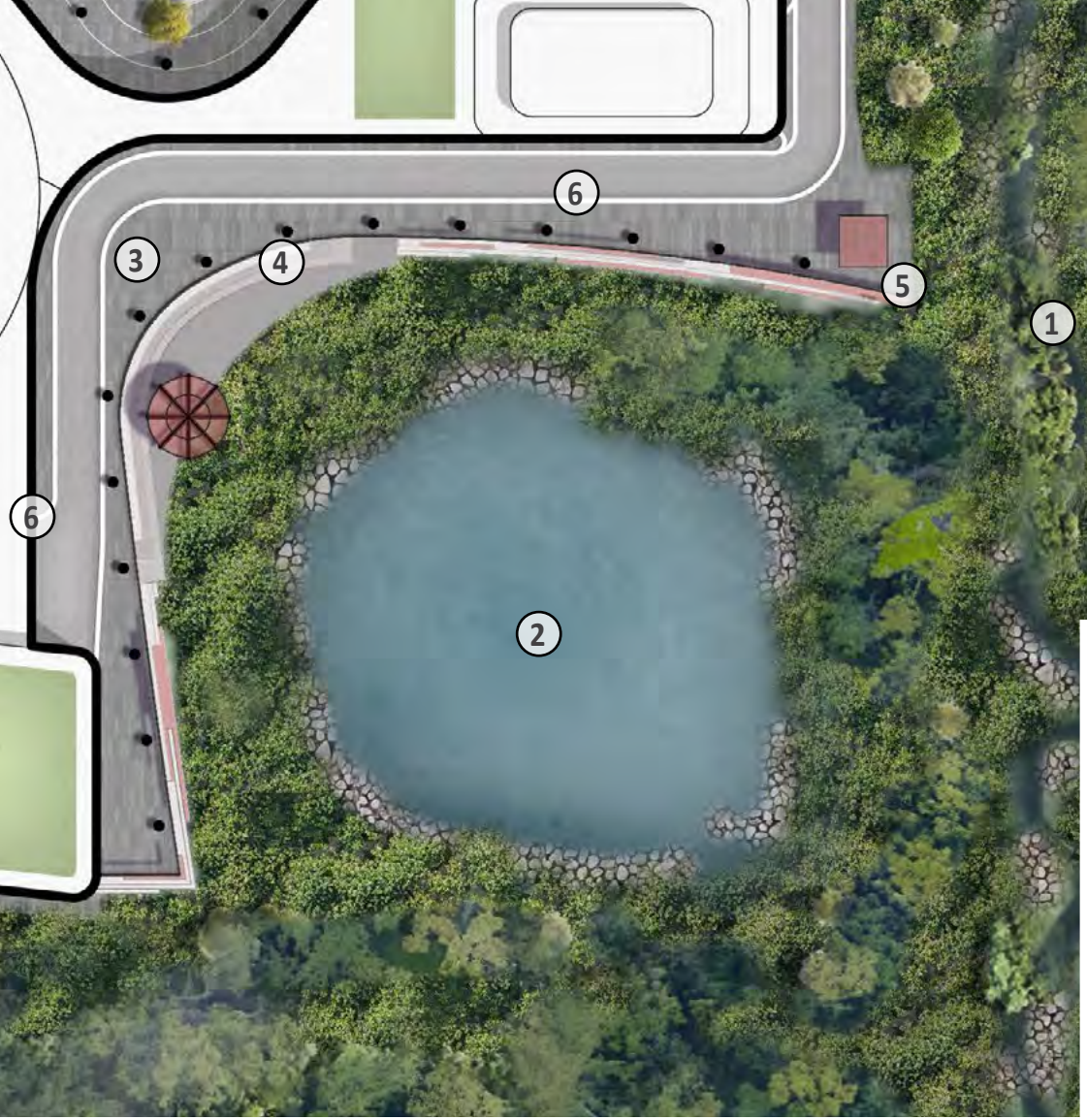
- Sensitive integration with the surrounding environment whilst achieving a cohesive and publicly accessible open space feature.
- Passive recreational opportunities to reinforce environmental stewardship.
- Spaces designed with flexibility to adapt to various programmatic opportunities including spaces for social gatherings, outdoor classrooms and events.
- An emphasis on integrating sustainable design principles and green infrastructure elements will minimize environmental impact and promote sustainable practices.
- Utilize native species for the curated gardens with the intent to bring an enhanced connection to nature.



Figure 3.5ab: Conceptual layout of the proposed campus lands



Figure 3.5ac: A flexible POPS space enhanced by a natural planting approach



COURTYARD FEATURES

1. Natural creek restoration
2. SWM pond with naturalized planting and habitat creation
3. Pedestrian promenade and plaza space
4. Viewing terrace seating
5. Lookout with shade canopy and seating
6. Ground floor uses integrated with promenade

Figure 3.5ad: 1200 KING stormwater pond conceptual landscape plan

3.5.8 Natural Features, Creek Corridor, and Stormwater Management Ponds

The existing preserved natural heritage features and creek corridor are essential components of the broader community character and regional ecological system. One of the primary goals of 1200 KING is to preserve this natural environment and achieve environmental objectives and targets related to wildlife habitat, plant community diversity, and water management. Doing so will help to ensure an ecologically diverse, healthy, and sustainable Parks and natural heritage within an increasingly urbanized setting.

The addition of two stormwater management ponds situated on either side of the creek corridor in the south-east will contribute to a native, naturalized open space network. Although functioning as stormwater quality and control systems, the ponds should incorporate amenity features such as trails, lookouts,

and adjacent promenade features that will integrate these open spaces into the development fabric, contributing to the community's character and public realm.

Similarly, the NHS, including the creek corridor, should link with the ponds and parks, providing a comprehensive, interlinked parks and natural heritage that will reinforce a healthy, sustainable, and active approach to community living.

Design Features:

- Opportunities for public access will be provided through promenade features adjacent to building frontages. These connections will be linked with the broader pedestrian and cycling network, providing convenient, engaging, and extensive recreation and commuting connections throughout the community and to the GO Station.
- Transitional planting will be incorporated within and adjacent to the creek corridor interface, utilizing a planting palette consisting of native species.
- Existing diverse habitat elements that meet policy criteria will be appropriately assessed, prioritizing the preservation of natural features and enhancing the ecological value of the area.
- Opportunities to create urban promenade conditions between the adjacent buildings and pond can establish valuable community amenity space that will help animate the area and reinforce the pond as an integral open space feature beyond its stormwater engineering function.
- As an alternative or in addition to the pedestrian promenade feature, ponds may incorporate a lookout amenity feature with seating, shade structure and decorative paving.
- The ponds and natural heritage features (woodlands and creek corridor) are intended to sensitively integrate trails where practical that will reinforce an active lifestyle and provide opportunities for nature appreciation through strolling, jogging and biking.



Figure 3.5ae: Example of a lookout feature with views to a pond



Figure 3.5af: Image of the existing woodlot within the site's NHS



Figure 3.6a: 1200 KING gateway locations

3.6 Gateways

Gateways serve as the “front door” to the community, signaling a sense of arrival through a transition in character and scale. They should be established through a coordinated approach where landmark architectural features and high-quality landscape elements are considered in tandem to define the entry experience.

3.6.1 Primary Gateways

Located at high profile entry points, including King Road and Parkway Link to the east and Aldershot GO station and Parkway Link to the west, these primary gateways will be defined by a combination of built form and landscape to signal a sense of arrival into a distinct community.

Design Features:

- Buildings at these corners should feature enhanced articulation, such as increased height, wrap-around glazing, or unique features, to act as visual anchors.
- Integration of landmark features like pillars, public art, or vertical signage that complements the building’s materiality.
- Consideration for enhanced paving materials can reinforce places for gathering and signal the sense of entry. Buildings may be slightly recessed to create entry plazas.
- Enhance planting features, including raised beds, tree grates and soil cells, may be considered in tandem with built form design, street furniture and pedestrian routing to frame a landmark entry

3.6.2 Secondary Gateways

Secondary gateways are planned at street entry points from Parkway Link and King Road to signal a transition to more compact pedestrian focused environments.

Design Features:

- Use of built form massing and/or landscape features to anchor the gateway intent.
- Potential integration of community branding with public realm features, including through built form and landscape elements.
- Integration of landscape features, including distinctive planting and paving materials, that may be repeated at each secondary gateway to reinforce the 1200 King identity.



Figure 3.6b: Rendered view of the intersection at King Road and Parkway Link showing how built form massing and ground floor functions may frame a gateway



Figure 3.7a: An example of a campus building with a strong relationship between built form and landscape space



Figure 3.7b: Campus lands will provide the opportunity to integrate innovative and effective sustainability practices for the building and landscape

3.7 Campus Mixed-Use

As indicated, a higher learning education campus is planned for 1200 KING, with a School of Climate Action and a Construction Trades Centre contemplated within the two campus site locations. One campus is central to the community and adjacent to the mixed-use hub, and the other campus is situated in the centre of the woodlot.

In addition to the aforementioned campus quad and campus west landscape description, the following guidelines will reinforce the importance of creating inviting and inclusive campus environments that enhance the overall quality of life for students, faculty, staff and the broader Burlington community.

3.7.1 Contextual Integration

- The architectural character and scale considerations will allow for innovative design solutions that complement and reinforce an identifiable educational campus.
- Elements of the natural landscape will be incorporated into the architectural design to create a sense of place and identity, particularly important given the campus east adjacency to the creek corridor, and the campus west located in the centre of a natural heritage system.
- Buildings and landscapes will be harmonious with their surroundings and contribute positively to the overall aesthetic appeal of the campus and public realm. This includes configuring the site to provide a continuous flow and engage with the adjacent pedestrian promenade and street frontage.

3.7.2 Sustainability and Environmental Responsibility

- Sustainable design practices, including energy efficiency, water conservation, waste reduction, and the use of environmentally friendly materials, will be prioritized.

- Green spaces, such as courtyards, gardens, and green roofs, will be integrated to promote biodiversity, mitigate urban heat island effects, and improve air quality.
- The use of renewable energy sources, such as solar panels and geothermal heating and cooling systems, may be considered to reduce the carbon footprint of buildings and promote resilience to climate change.

3.7.3 Pedestrian-Oriented Design

- A pedestrian-friendly campus environment will be created with well-defined walkways, plazas, and gathering spaces that prioritize the safety and convenience of pedestrians.
- Vehicular traffic within the campus core will be minimized by providing designated drop-off zones and parking areas at the periphery of the campus.
- Buildings will be oriented to enhance connectivity and encourage interaction between different campus facilities, academic departments, and community amenities.

3.7.4 Mixed-Use Development

- The integration of commercial, retail, and cultural amenities within the educational campus may be considered to reinforce a vibrant and diverse community hub, particularly those uses that will help support the campus function, students and faculty.
- Where viable, at-grade uses may include commercial and service related functions that activate the street edge, attract foot traffic, and support local business opportunities, while ensuring the academic and residential functions of the campus are maintained.
- Coordination between the educational institution and private developers should be fostered to assess the potential to align mixed-use projects and the campus community objectives and achieve a beneficial fit for both. This may particularly apply to the campus adjacent to the mixed-use hub where there may be synergies with other commercial amenities.

3.7.5 Campus Residential Design

- Campus functions may be integrated into a mixed-use residential building in the form of a mid to high-rise apartment. In this case, it is anticipated that campus uses would occupy the lower floors of the mixed-use building.
- Mixed-use residential buildings should be designed to promote social interaction, student engagement, and a sense of belonging through shared amenities, common spaces, and programming initiatives.
- The health, safety and well-being of residents should be prioritized through the optimization of natural light, ventilation, and access to outdoor spaces and amenities.

3.7.6 Universal Design and Accessibility

- All buildings and outdoor spaces within the educational campus will be accessible to individuals of all ages, abilities, and mobility levels.
- Universal design principles, such as barrier-free entrances, ramps, elevators, and tactile paving, will be incorporated to create an inclusive environment that accommodates diverse users.
- Accessible parking, restrooms, signage, and wayfinding tools will be provided to facilitate navigation and enhance the overall accessibility of the campus.



Figure 3.8a: The entertainment district will be a venue and setting for a wide range of events and activities



Figure 3.8b: Both indoor and outdoor spaces will be designed to be versatile and adaptable to accommodate a variety of programming opportunities

3.8 Entertainment District

The planned multi-functional entertainment district will be anchored by a hockey arena that will also serve as a venue for performances, tradeshows, civic and community events. Additional amenities may include recreation facilities, structured parking, and a boutique hotel. The location of the complex near the mixed-use hub is intended to reinforce an active, dynamic and successful community core. In addition to the event plaza design considerations, the following entertainment district design features will help shape the venue into a vibrant, multi-faceted and inclusive destination that enriches the cultural and social fabric of the community and the city.

3.8.1 Contextual Integration

- The complex will be designed as an extension of the mixed-use hub and surrounding urban fabric to reinforce its important function within the community. This will be balanced with the intent to ensure vehicular traffic to the complex and connected parking, via the Parkway Link, will not impede or negatively impact the pedestrian focus of the mixed-use hub and overall community.
- Pathways and public spaces will be designed to encourage interaction, engagement and community gathering.
- The design of the complex is intended to complement the surrounding built environment, incorporating high quality architectural elements that will make it a good fit within the surrounding dense, urban village character.
- Consideration will be given to the scale, massing, and materials to create a visually cohesive and aesthetically pleasing built form. Unlike typical arena focused venues, the function of the entertainment district is to serve the immediate community, in addition to the surrounding region and City, so an appropriate and complementary fit of the building complex into 1200 KING's urban fabric is paramount.

3.8.2 Flexible Design

- The complex is planned to accommodate a wide range of events and activities, with venue spaces designed to be versatile and adaptable.

3.8.3 Sustainability and Environmental Responsibility

- Sustainable design practices, including energy-efficient systems, green roofs, and rainwater harvesting, will be considered to minimize environmental impact and enhance resilience.
- Green spaces and landscaping will be integrated to promote biodiversity, increase tree canopy coverage, and improve the overall quality of the urban environment.

3.8.4 Universal Design and Accessibility

- Universal design principles will be prioritized to ensure that the complex is accessible to people of all ages, abilities, and backgrounds.
- Barrier-free access, ample seating for individuals with disabilities, and inclusive signage and wayfinding will be provided throughout.

3.8.5 Safety and Security

- The building and open space design will incorporate applicable CPTED measures to ensure the safety, comfort and security for patrons during event and non-event occasions, and throughout the day and evening.

3.8.6 Cultural and Artistic Expression

- The entertainment district is intended as a multi-layered hub that provides vital local cultural and arts programming, in addition to its function as a venue for large scale spectator sports, business gatherings and recreation activities.
- Public art installations integrated with community amenities such as the entertainment district will be considered to celebrate Burlington's cultural richness and promote artistic expression.
- Cultural focused space for exhibitions, performances and community gatherings is planned to be provided within the complex building and outside in primary open space areas to showcase local talent and creativity.



Figure 4.0c: Massing view

4.0 Built Form

The built form component planned for 1200 KING aims to create a forward-thinking mixed-use community, combining residential, commercial, institutional, and recreation uses within an attractive, compact urban village environment. This distinct mix of functions presents an exciting opportunity to develop excellence in architectural design that will define the character of the community through a strong relationship between the private and public realm. Streets, squares, parks and open spaces will be framed by strong building walls and architecture that enhances these public spaces and contributes to a dynamic, engaging and multi-faceted community.

1200 KING is envisioned as a complete community that will reinforce the principles of an urban village environment where achieving a comfortable and inviting pedestrian scale on the street is paramount. The design, configuration and siting of buildings is critical to achieving this vision. Proposed residential and mixed-use built form will primarily consist of mid-rise, high-rise in the form of podium and tower arrangements, and ground related townhouses integrated into the base of buildings. Additionally, blocks are planned for the proposed education campus and entertainment district, each of which will have built form designed specific to their programming needs.

The sitings of the buildings within each block will ensure a strong relationship with the public realm (streets and open spaces), and frame block interior spaces in the form of courtyards, plazas, common greens or POPS.

The following section describes these built form types and provides design considerations that will deliver an attractive, compact and diverse urban village environment.

General Design Guidelines:

- The design of the built form should prioritize creating easy access and seamless connections for pedestrians, cyclists, and transit users.
- The ground floor and podium should be designed at a human scale, utilizing setbacks, street-level amenities, and landscaping to ensure streets and public spaces feel welcoming, engaging, and comfortable.
- Buildings will be designed to promote a vibrant and active public realm. Ground floor uses, such as retail and service spaces, are intended to animate the street and attract pedestrian activity.
- The built form shall strive for architectural excellence by incorporating innovative and aesthetically pleasing design elements. Ensuring visually interesting architectural styles throughout that avoids monotonous designs is critical. The use of high-quality materials, attention to detail, and a focus on sustainability will contribute to the creation of visually appealing buildings that enhance the overall urban fabric.
- The site plan configuration of an individual block will appropriately consider the existing and planned context to ensure building massing transitions, land use interfaces, views into the site, relationship with streets, parks, and natural features, etc., are optimized to ensure a cohesive and complementary private-public realm.

4.1 Height Strategy

Built form massing is strategically located to reinforce the identity the proposed districts of the master plan while providing for a distinct and varied skyline.

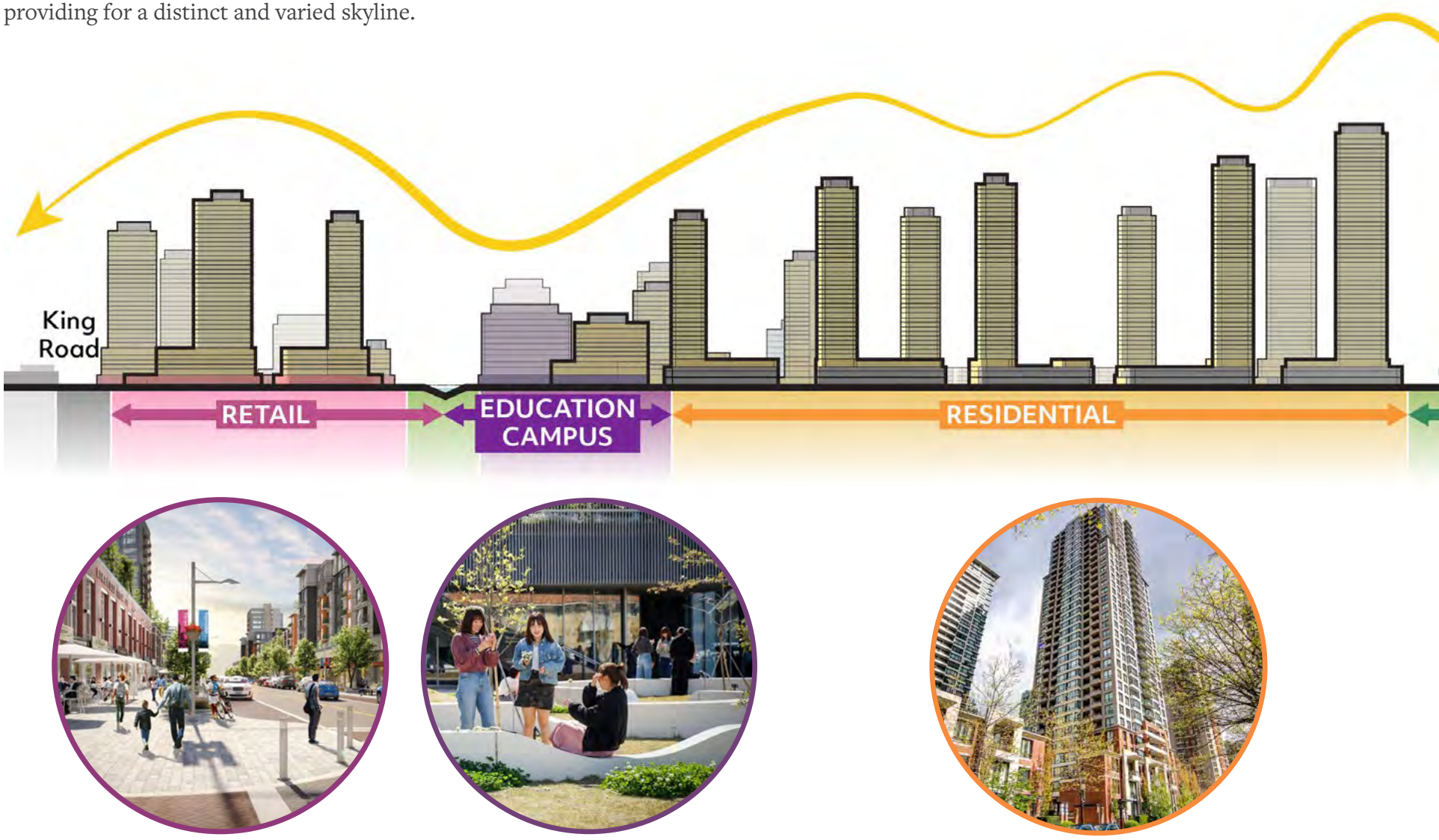
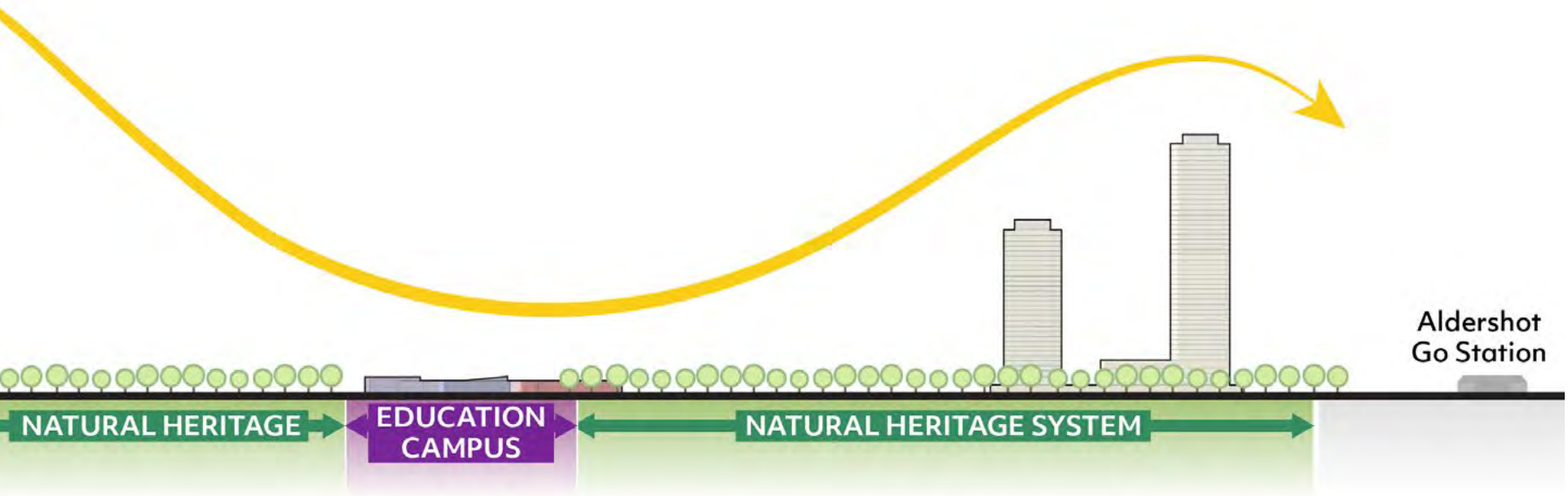


Figure 4.1a: Height strategy cross-section


Aldershot
Go Station
NATURAL HERITAGE
EDUCATION CAMPUS
NATURAL HERITAGE SYSTEM





The building bases are pedestrian scaled and are intended to frame public realm at the street level. A variety of built form typologies frame the central park - tall buildings, mid-rise buildings, office, and townhouses - providing a sense of enclosure for the street and park while contributing to an interesting and attractive streetscape.

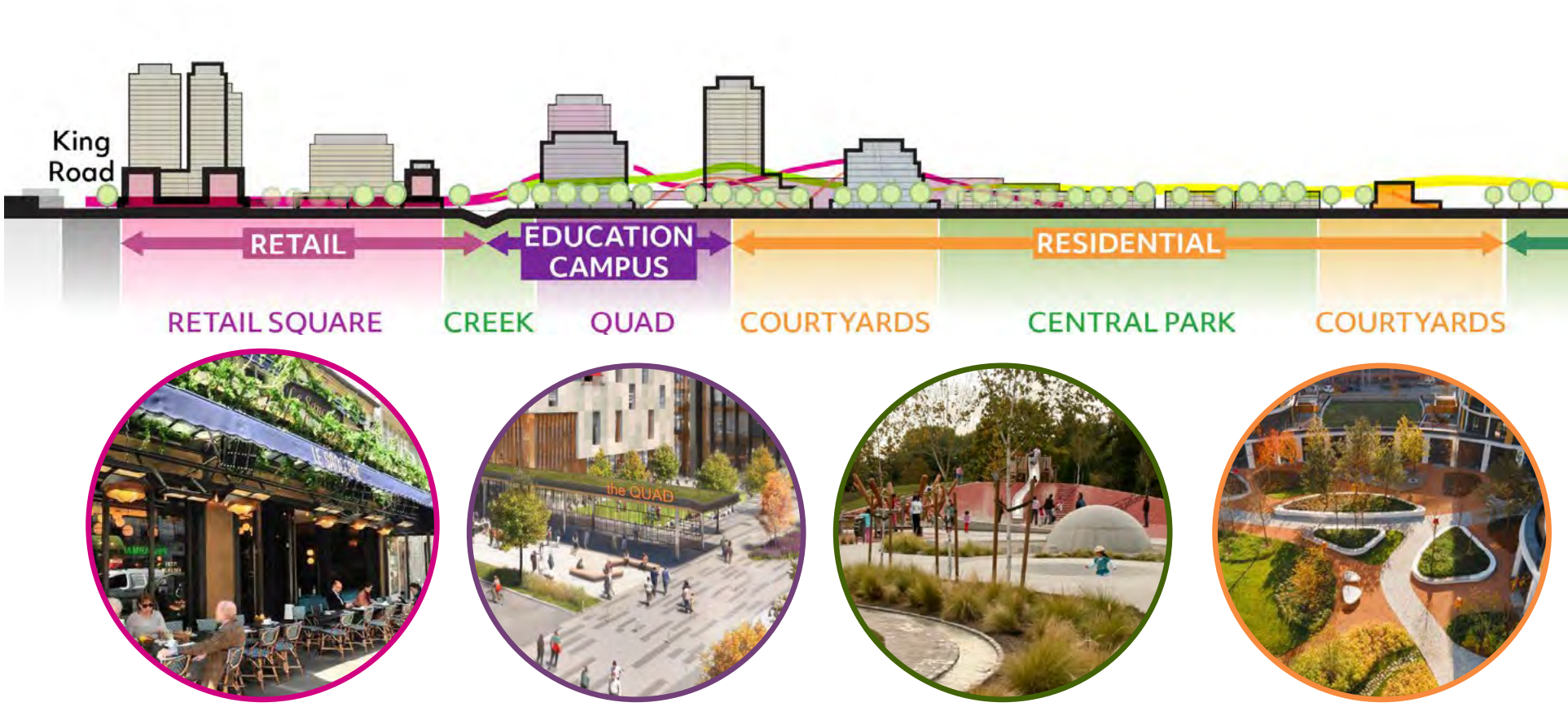
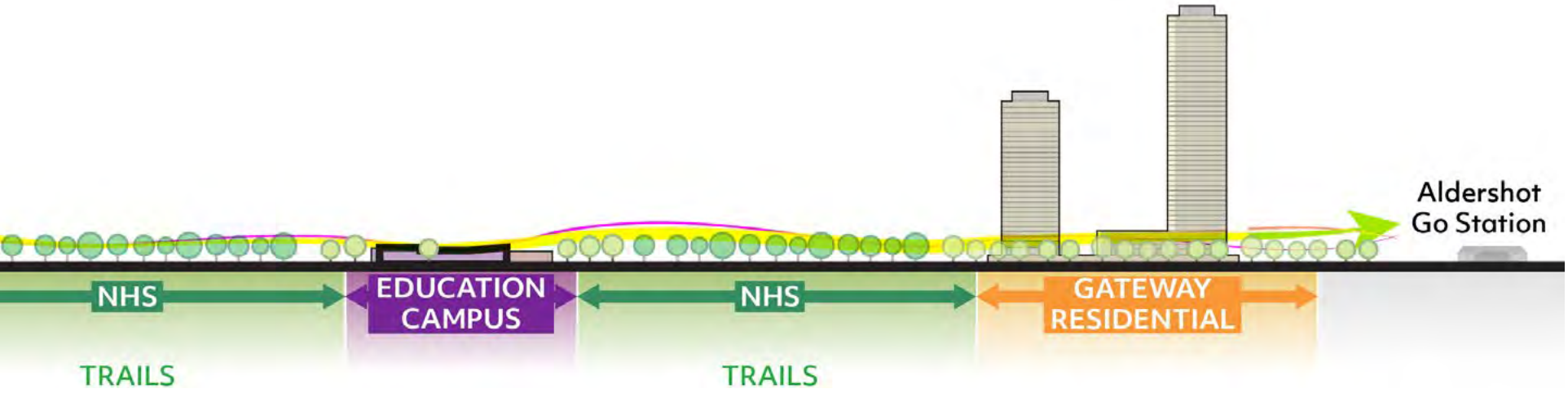


Figure 4.1b: Height strategy cross-section


Aldershot
Go Station
NHS
EDUCATION
CAMPUS
NHS
GATEWAY
RESIDENTIAL
TRAILS
TRAILS







To maximize the public realm within the 1200 KING master plan, the development prioritizes mid- and high-rise podium-and-tower structures. These are complemented by townhouses framing the central park, which establish an intimate pedestrian scale at grade. The strategic placement of tall buildings creates a distinct skyline while ensuring shadow impact on open spaces is minimized.

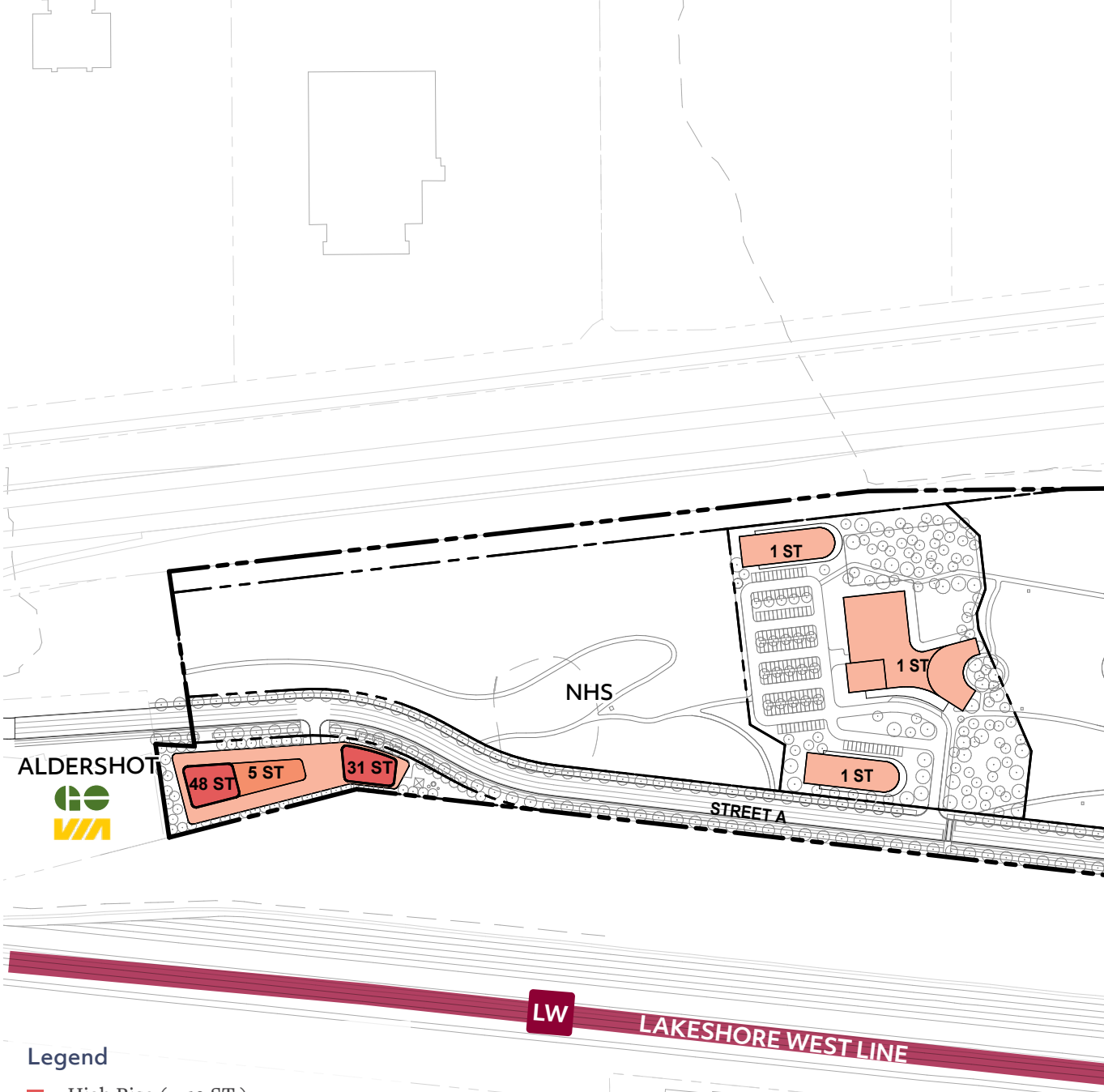
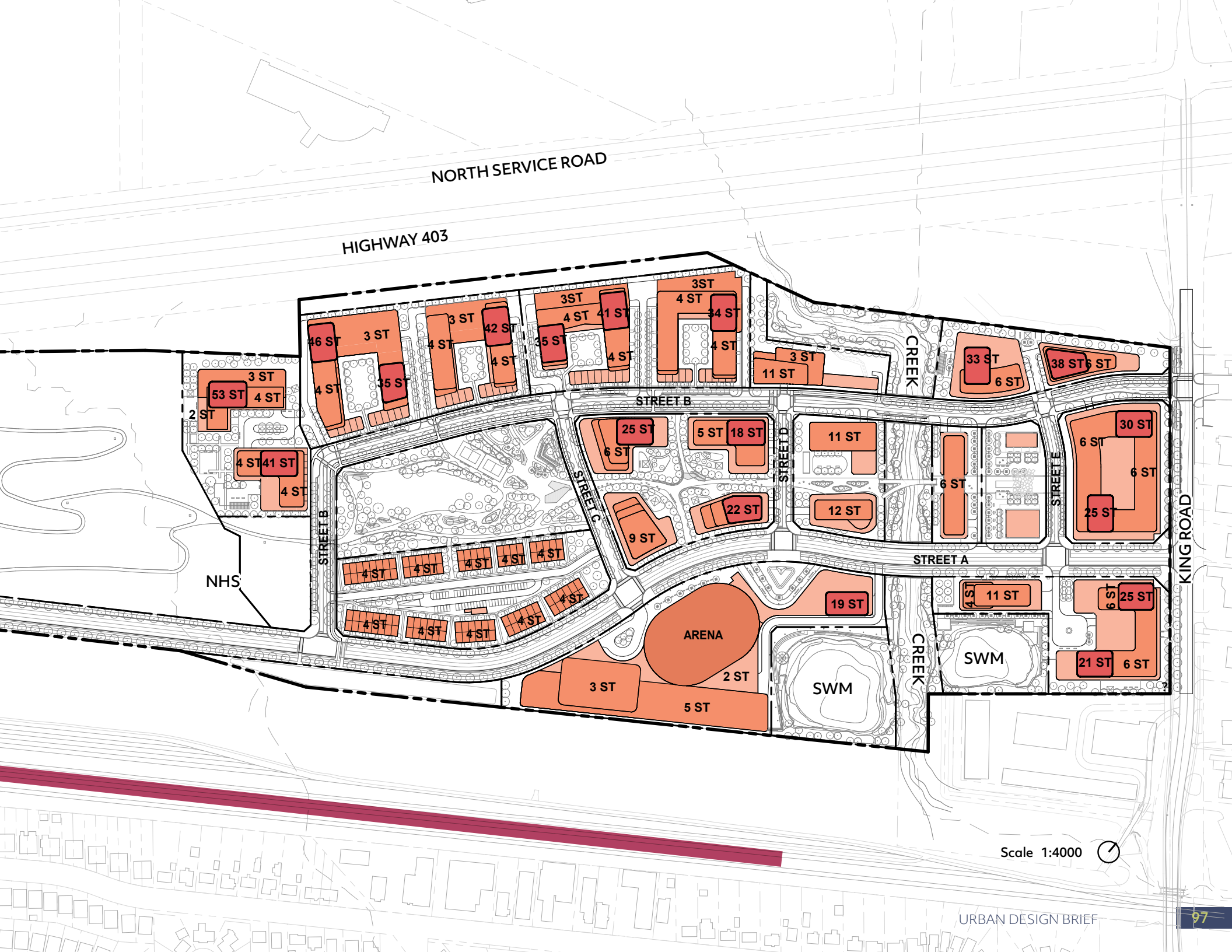


Figure 4.1c: Height strategy plan


NORTH SERVICE ROAD
HIGHWAY 403
NHS
STREET B
STREET C
STREET D
STREET E
STREET A
CREEK
CREEK
KING ROAD
ARENA
SWM
SWM
3 ST
53 ST
4 ST
2 ST
46 ST
3 ST
4 ST
35 ST
3 ST
4 ST
42 ST
4 ST
3ST
4 ST
41 ST
35 ST
4 ST
3ST
4 ST
34 ST
4 ST
3 ST
11 ST
33 ST
6 ST
38 ST
6 ST
4 ST
41 ST
4 ST
25 ST
6 ST
5 ST
18 ST
11 ST
6 ST
30 ST
6 ST
6 ST
25 ST
22 ST
12 ST
9 ST
4 ST
4 ST
4 ST
4 ST
4 ST
4 ST
4 ST
4 ST
4 ST
4 ST
19 ST
11 ST
6 ST
25 ST
21 ST
6 ST
3 ST
2 ST
5 ST
Scale 1:4000

4.2 Grade Related Uses

A key design objective for 1200 KING is the establishment of a vibrant and compact urban village character, anchored by a mixed-use retail and service hub defined by animated storefronts at the street level. Beyond the mixed-use hub, ensuring a strong relationship between residential building design and the streets and public spaces throughout the community will reinforce highly walkable connections and identifiable placemaking.

4.2.1 At Grade Uses

Street-level retail is positioned to create a continuous ground floor frontage, anchored by the retail square and integrated POPS to ensure a vibrant mixed-use hub.



Figure 4.2a: Distribution of grade related uses


NORTH SERVICE ROAD
HIGHWAY 403
CREEK
CENTRAL PARK
NHS
RETAIL SQUARE
KING ROAD
SWM
CREEK
SWM
Scale 1:4000

4.3 Street Level Animation

The design and programming of the building podia are pivotal in ensuring a strong relationship between the architecture and the street. Street-level treatment of residential and commercial units, amenity spaces, and entrances will largely define the community's character and function.

4.3.1 Residential Amenity Spaces

Ground floor residential entrances and amenity spaces will be visually appealing from the street, transparent through ample glazing and reinforce visual interaction between the interior and exterior to allow the design and activity to contribute to the streetscape or open space character.

4.3.2 Grade-Related Residential

- Podia with options for direct residential unit access from the street will reinforce the connection between building and public realm, contributing to the urban character of the streetscape.
- Units accessed from the street level will include front doors and entry landscape features (steps, low garden walls, low decorative fencing, etc.) that will provide a clear delineation between private and public space.
- In some cases, porches and garden terraces may be integrated for limited casual seating, although minimal setbacks will be emphasized to ensure a strong architectural relationship to the street that promotes a welcoming and neighbourly character.

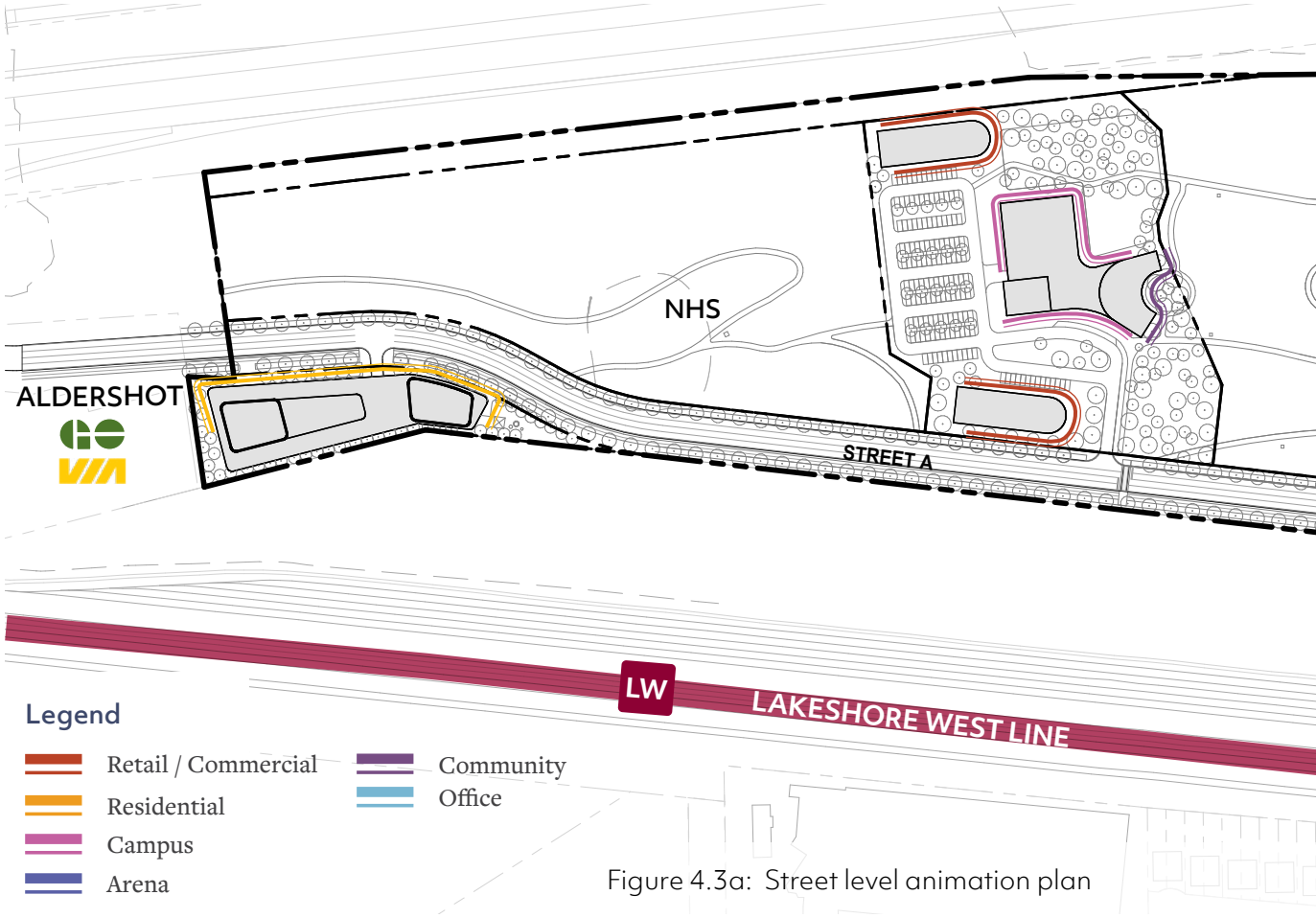
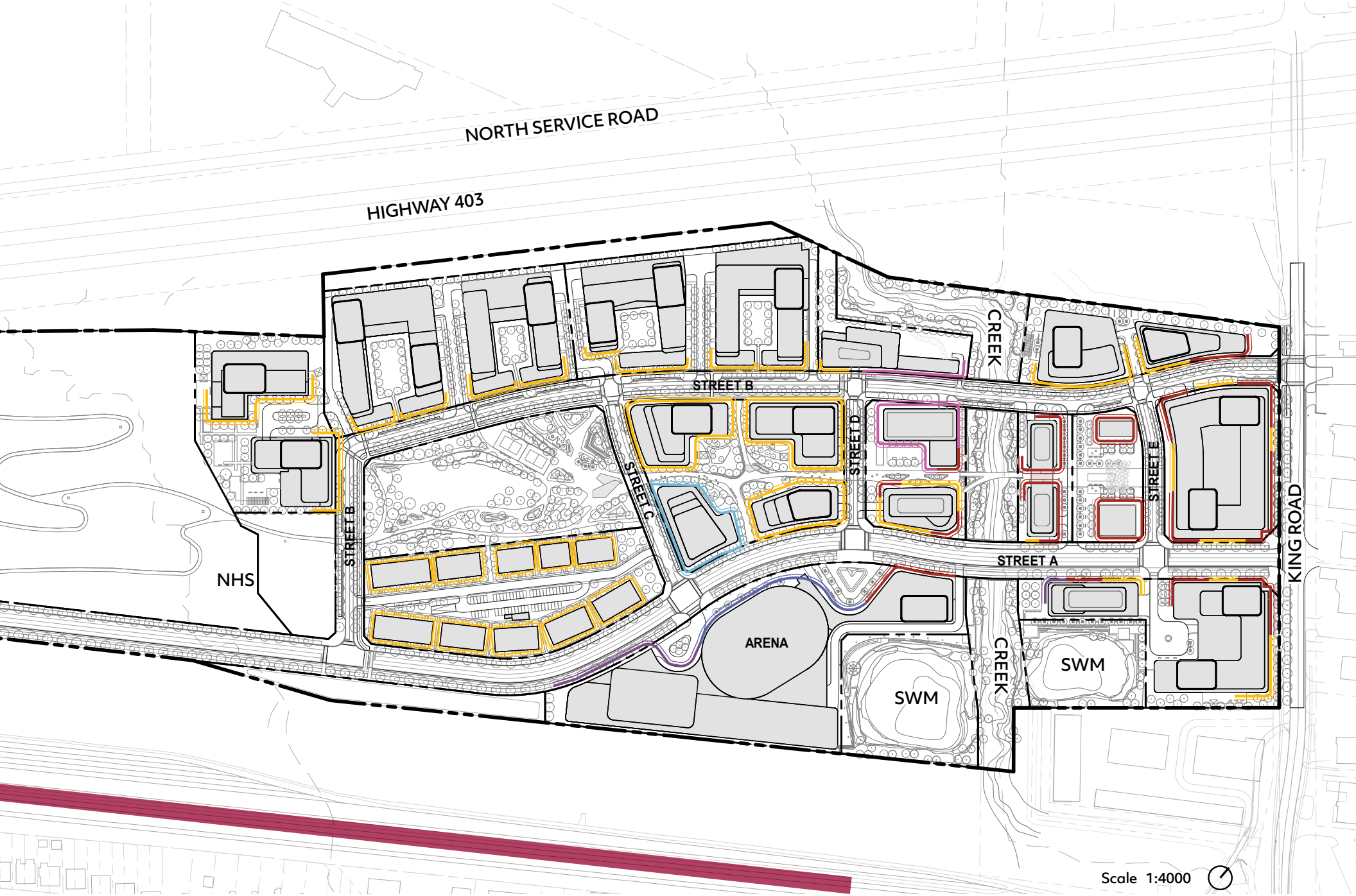


Figure 4.3a: Street level animation plan


NORTH SERVICE ROAD
HIGHWAY 403
CREEK
STREET B
STREET D
STREET E
STREET C
STREET B
STREET A
KING ROAD
NHS
ARENA
SWM
CREEK
SWM
Scale 1:4000

4.3.3 Building Entries

- Building entrances will be clearly articulated and prominently integrated into the façade consistent with the established architectural theme.
- Entrances will be located in highly visible areas, near pedestrian access routes and conveniently accessible to/from transit stops. This is intended to reinforce comfortable pedestrian connections throughout the community and a more activated public realm.

4.3.4 Retail / Commercial Frontage

- To provide an interactive and animated mixed-use urban village character, street level retail and commercial units will have predominantly clear glazed façades scaled to traditional storefronts that will extend vertically for the majority of the ground floor height.
- Ground floor heights will be increased at the ground level to ensure a sense of prominence and to provide flexibility in programming potential.

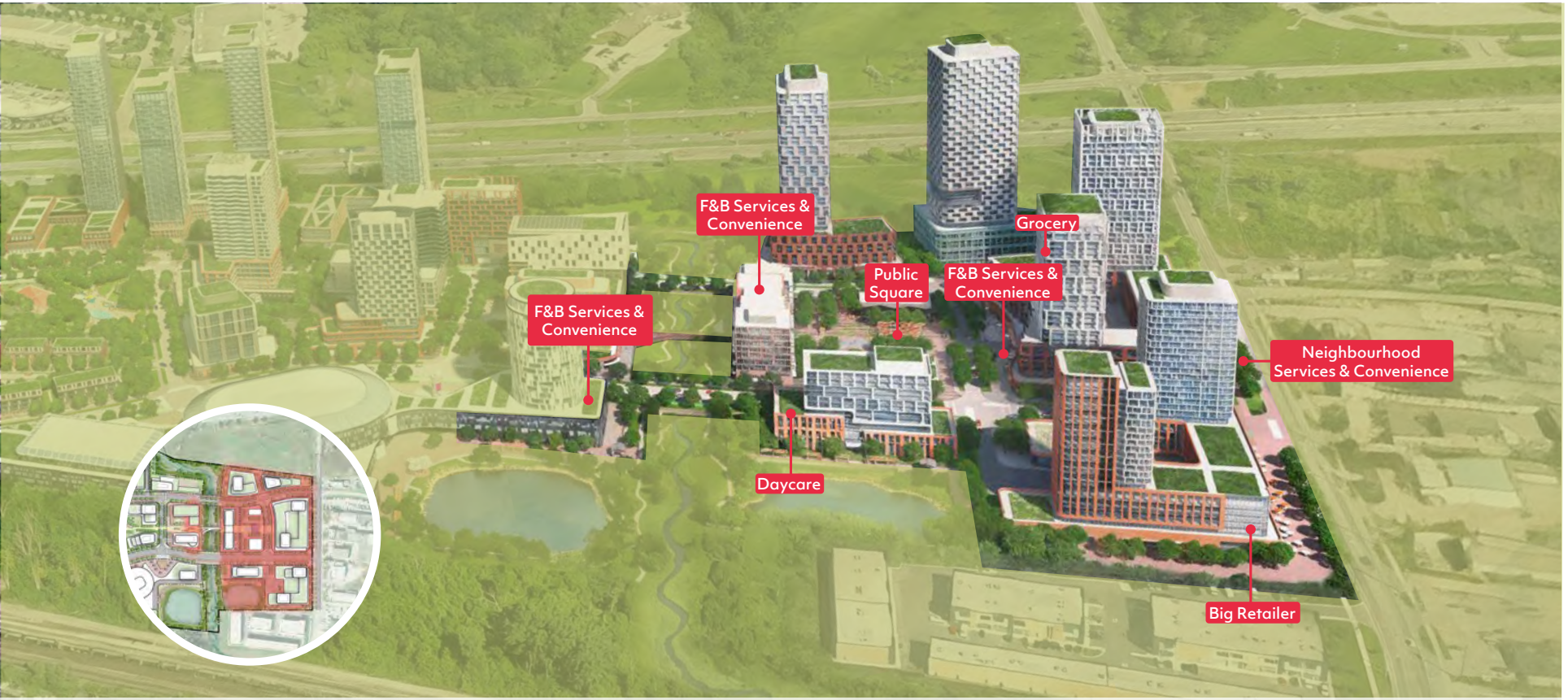


Figure 4.3b: Retail / commercial frontages massing view within the mixed-use hub

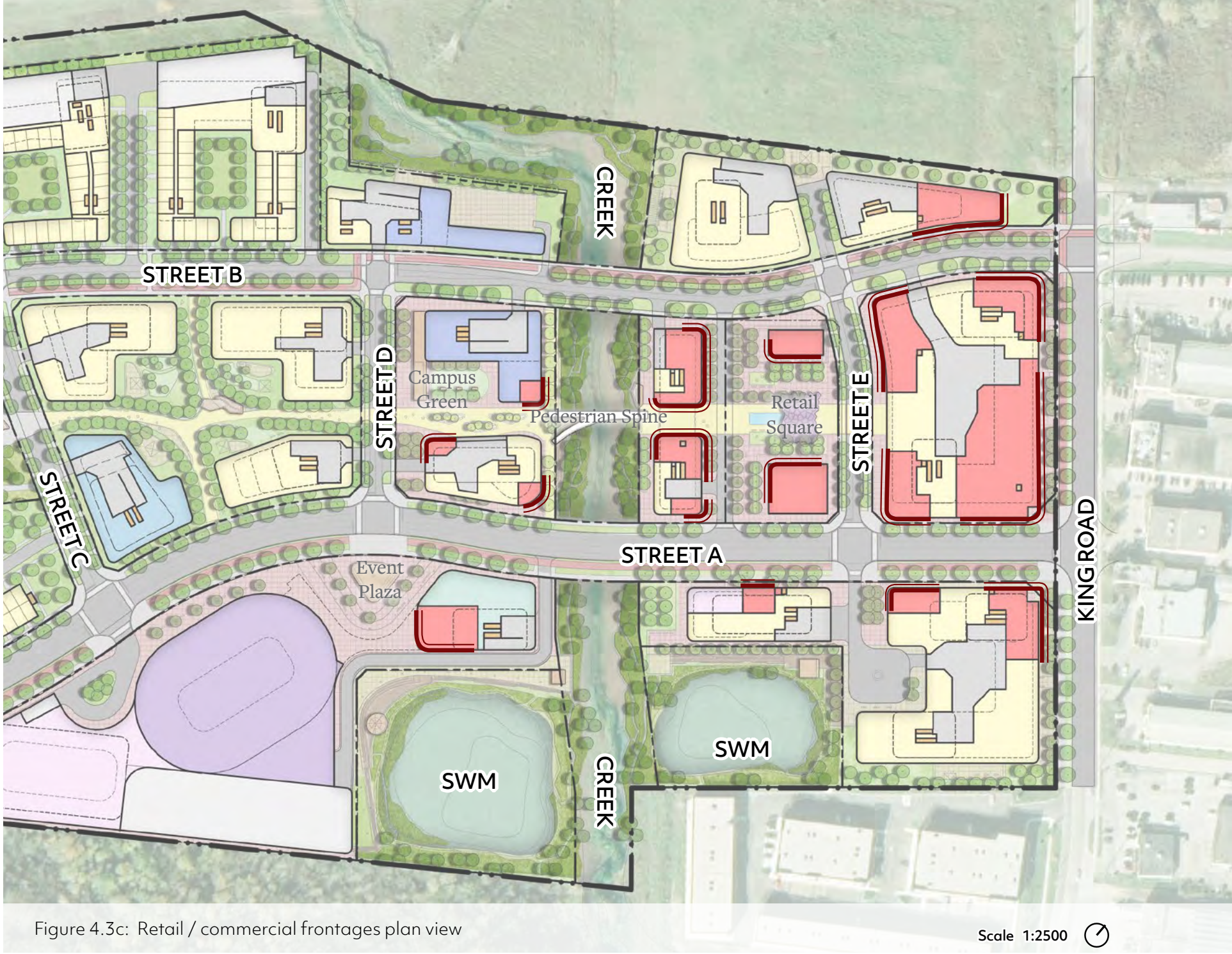
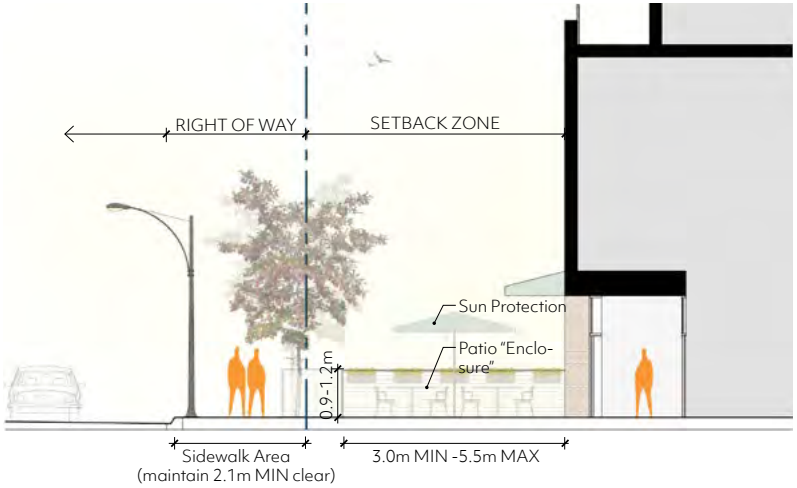


Figure 4.3c: Retail / commercial frontages plan view

Scale 1:2500

4.3.5 Setback Zones and Entries

Seasonal patios animate streets and support vibrant retail. They should generally be located on streets where additional setback space can be provided to take advantage of the afternoon sun. Patios should sit within the setback zone while maintaining adequate sidewalk clearance. Patio "enclosures" can be screens, planters or fences made of materials such as wood or metal. Patio enclosure design should be seasonal.



*NOTE: All patios must be designed to meet the standards of municipal, provincial, and federal codes.

Figure 4.3d: Seasonal patio diagram

Informal Seating, Site Furnishings and Planters are memorable and whimsical elements that can enhance and add visual interest to streets. These elements can be situated in a variety of locations where there is additional space in the boulevards or setback zones while allowing adequate sidewalk clearance. These spaces can act as a buffer to the street edge and can include planters and loose seating.

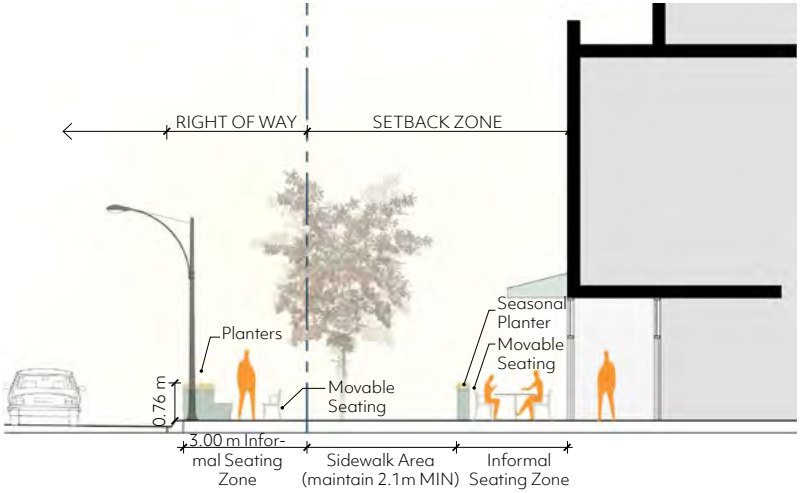
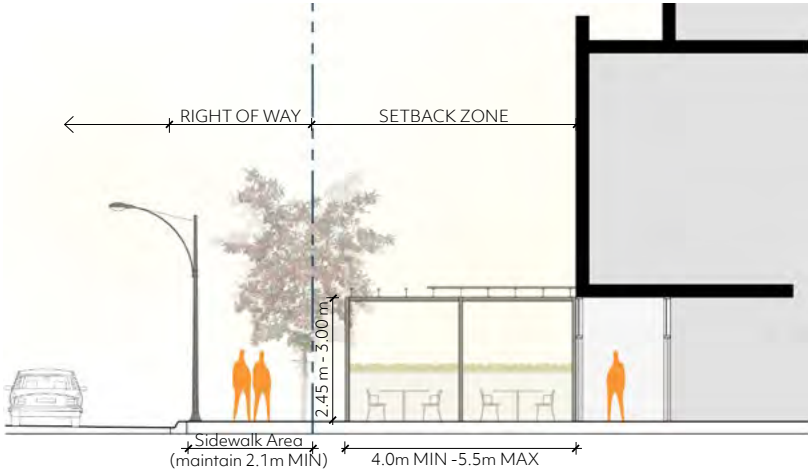


Figure 4.3e: Informal seating, site furnishing and planters diagram





Permanent canopies and pergolas can be used to enable place making and should be located in generous setback zones. They should be designed to complement the storefront and overall streetscape design, using high-quality and durable materials. They should provide sun protection and also consider the integration of signage, lighting and planting.



*NOTE: Canopies can encroach into the setback zone a maximum of 2.0m as per Zoning By-law 1214-2019.

Figure 4.3f: Permanent canopies and pergolas diagram



Awnings can be used to control the amount of natural light entering a space while also providing weather protection. Generally, awnings are appropriate for patio spaces and smaller scale retail storefronts. The design and material of the awning should complement the building's architecture and can integrate commercial signage and address numbering. Fabric awnings should be used where the provision of a canopy is not possible.

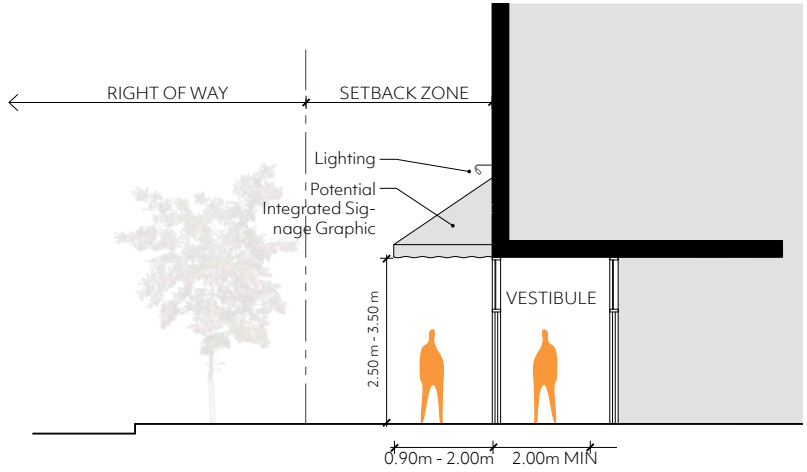


Figure 4.3g: Awnings diagram



4.4 Building Types



Figure 4.4a: Low-rise Townhouse residential building



Figure 4.4b: Mid-rise residential building



Figure 4.4c: High-rise residential building



Figure 4.4d: Education campus building



Figure 4.4e: Education campus building



Figure 4.4f: Mixed-use with retail building



Figure 4.4g: Feature arena complex

4.5 Low-Rise / Mid-Rise Residential and Mixed-Use Buildings

A mix of densities and unit types are planned for the 1200 KING community. Low-rise residential buildings will provide transition to a lower scale at parks and open spaces, with at-grade townhouse units configured into podiums for some high-rise buildings, and a block of stacked back-to-back townhouses considered for the low-rise building typology.

The mid-rise residential buildings will include a range of built form massing configurations that will be, both, standalone buildings within a block and configured as podiums for high-rise buildings. The composition of varying heights and massing relationships is intended to provide an interesting and attractive public and private realm, with interface treatments that contribute to the streetscape and open space environment. Blocks containing mid-rise buildings also aid in stepping-down the height and scale of taller buildings, transition between building types and functions, and establish optimum proportions and scale to appropriately frame adjacent streets and open space features. Mid-rise building forms will include residential, mixed-use (ground floor retail, service, office), and education campus/student residence uses.



Figure 4.5a: Mid-rise mixed-use residential buildings

In addition to the City of Burlington's Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings, the following building design features will be considered:

Design Features Low-Rise:

- Townhouses will be 3 to 4 storeys in height.
- Buildings will contribute to a high quality public and private realm on sites that connect with parks, streets and open spaces.
- Building designs should reflect a more fine-grained residential scale neighbourhood in areas fronting parks and residential streets.
- Both at-grade surface parking and underground parking garages are considered for resident and visitor parking.

Design Features Mid-Rise:

- Mid-rise building heights range from 5 to 11 storeys.
- Ground level floor heights shall be taller than upper floor heights to achieve a strong street presence and provide opportunities for flexible space, such as retail and service uses.
- Building setbacks will be minimized to ensure a strong building wall relationship with the street and contribute to the character of the neighbourhood, while allowing sufficient space for a functional and attractive pedestrian zone.
- Building façades will provide visual interest through use of quality materials, colours, ample fenestration, wall articulation and style appropriate architectural detailing.
- Corner buildings will provide façades which appropriately address both street frontages.

- Main entrances will be designed as a focal point of the building. They will be recessed or covered and provide visibility to interior lobbies to allow for safe and convenient access. Main entrances will also be ground-related and meet all accessibility requirements.
- Apartment units will include private open space amenity areas (i.e. balconies, terraces) to enhance the private living environment of residents. Balconies will be well-detailed to suit the architectural style of the building and appropriately sized to comfortably accommodate seating.
- Resident and visitor parking will primarily be contained underground. Underground garage entrances will be designed to be as unobtrusive as possible, well integrated with the architectural façade and situated away from the primary entrance, main pedestrian links and prominent views where feasible.
- Where it is not accommodated within the underground garage, any required surface parking (pickup/dropoff, visitor short term) will be well integrated with the landscape treatment, screened from prominent views and ensure vehicle access does not compromise the safety and efficiency of pedestrian links.



Figure 4.5b: Low-rise townhouse building

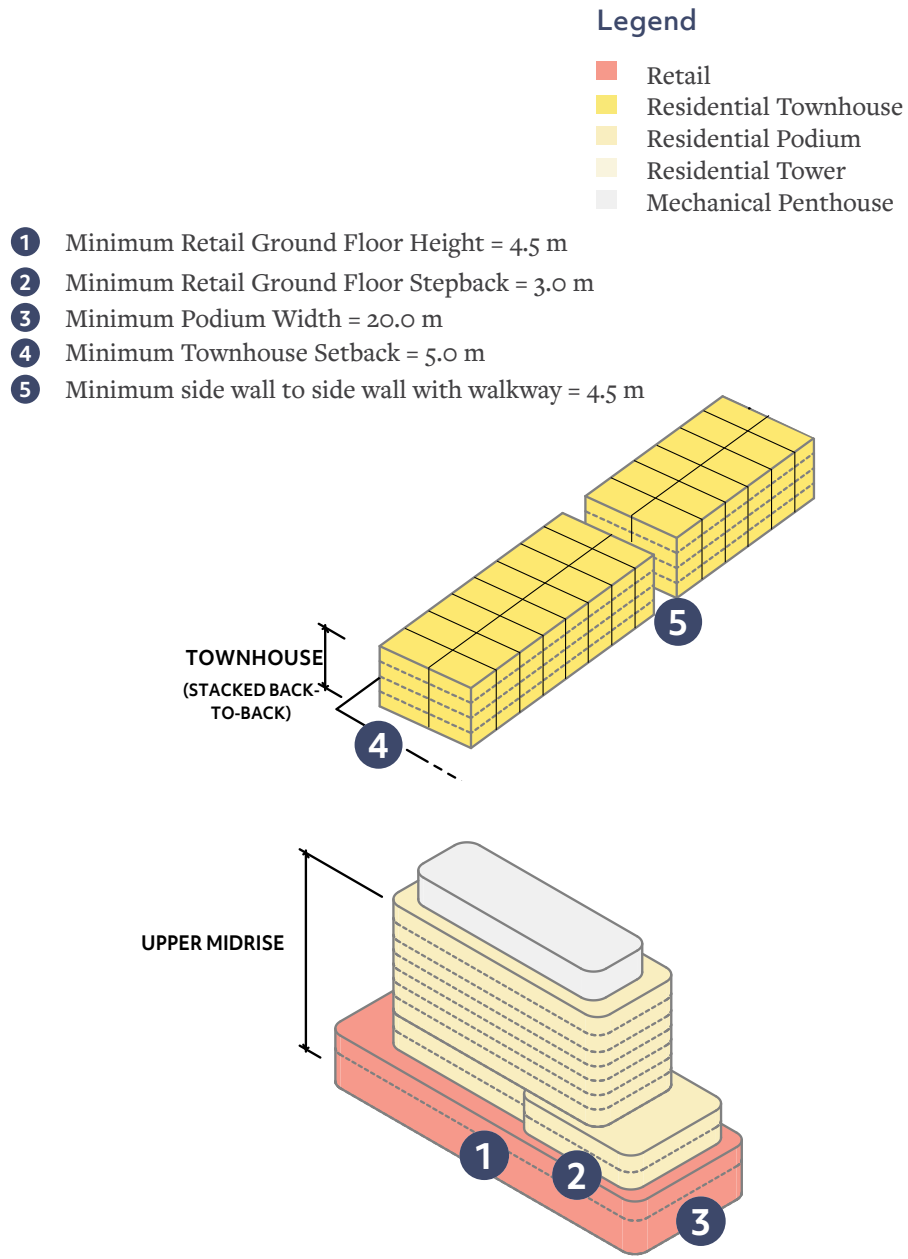


Figure 4.5c: Low-rise townhouse and mid-rise building features

4.6 High-rise Residential and Mixed-Use Buildings

The majority of residential units will be housed within high-rise building forms. High-rise buildings are considered those with heights over 11 storeys, the tallest of which have generally been situated along the north half of the community adjacent to Highway 403.



Figure 4.6a: High-rise residential building with height variation

In most cases, these tower forms will be integrated with a podium at it's base to achieve an appropriate street scale interface and transition well with other mid-rise buildings that will frame the streets and open spaces. Depending on location and assessed community needs and opportunities, these podiums may contain retail and service uses at the ground level.

A high degree of architectural design quality will be exhibited to ensure a distinct and attractive built form character appropriately suited to the building's location, function and orientation. Each building will be reviewed and approved by the City of Burlington through a Site Plan Approval process based in part on its design merits, its compatibility with neighbouring buildings, and impacts on the public realm.

In support of the vision for 1200 KING, the high-rise buildings will be configured and designed to enhance placemaking and define an inspired public realm character. Towers will be in a variety of forms and will aid in stepping-down the height and scale, transitions between building types, and establishing the form of massing and proportion of tower shafts in relation to views and sun/shadow impacts from streets and open spaces

In addition to the City of Burlington's Tall Building Guidelines, the high-rise building guidelines in the following sections will be considered.

The lower storeys of a tall building, distinguished by its form, are referred to as the building's base or podium and function as an anchor to the tower elements of taller buildings. The location, configuration and height of the base elements for 1200 KING are intended to frame and respond to the adjacent street and public realm, with a design and material emphasis that will reinforce attractive and interesting streetscapes and open space features at a pedestrian level and scale.

1. Minimum Retail Ground Floor Height = 4.5 m
2. Minimum Retail Ground Floor Stepback = 3.0 m
3. Minimum Podium Width = 20.0 m
4. Minimum Podium to Tower Stepback = 3.5 m
5. Minimum Tower Separation = 25.0 m

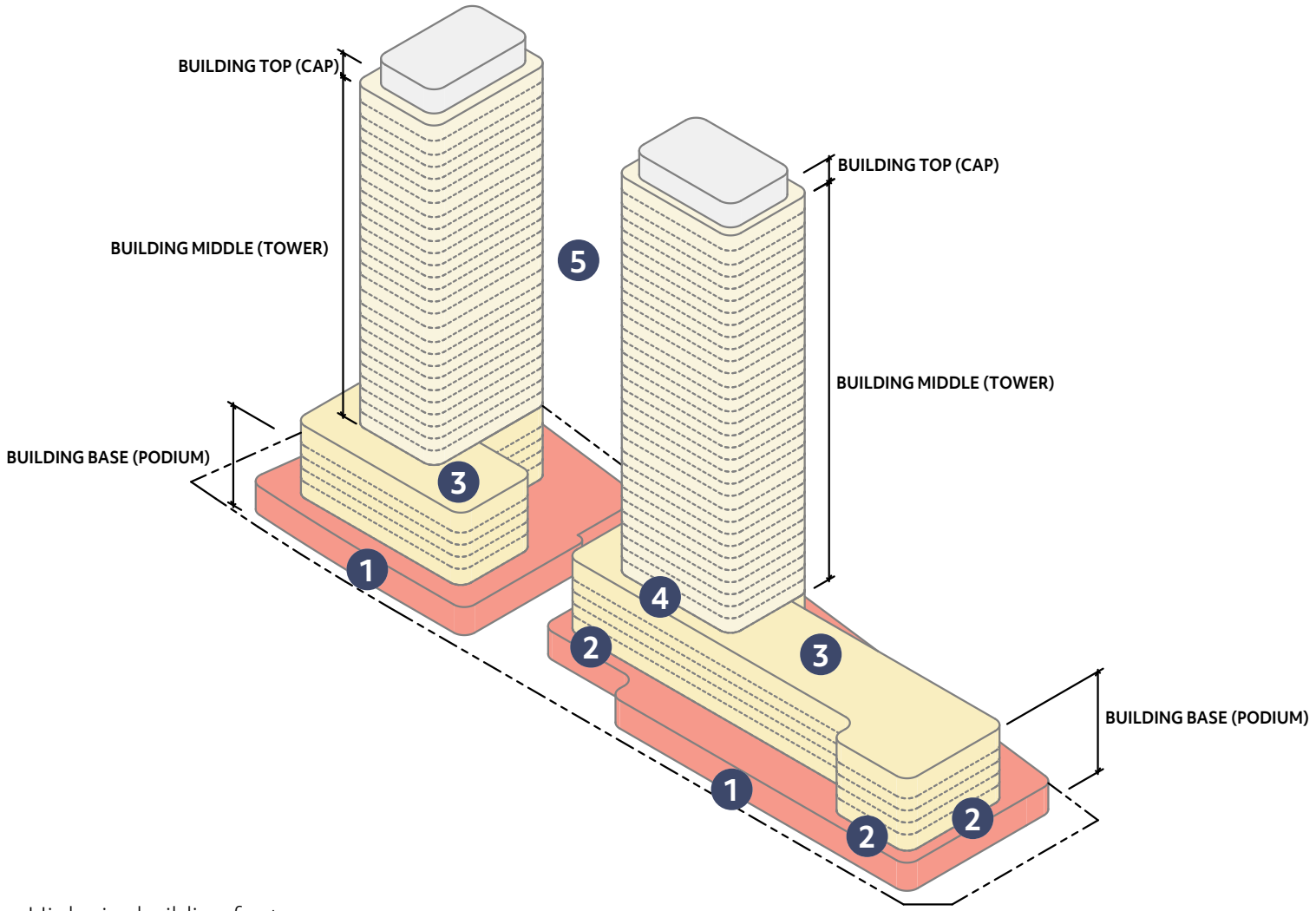


Figure 4.6b: High-rise building features

4.6.1 Podium Design (Building Base)

- Podia will help frame the street with a strong building wall through minimized setbacks and emphasis on high quality façade materials and articulation at the ground level. Setbacks will ensure at-grade functions and access conditions (i.e. main entrances, retail, services, etc.) may be comfortably accommodated as an addition to the adjacent sidewalk and boulevard elements.
- Clear glazing and strategic arrangement of internal building uses will be used to create a visual connection between the public and private areas. This connection provides a sense of openness and transparency, promoting a supportive connection between both realms.



Figure 4.6c: Building base

- In strategically identified areas of the community, the ground floor of podiums within mixed-use buildings will integrate a mix of retail and service amenities related to food and beverage, health and wellness, office uses, libraries, daycare, etc., in addition to residential concierge and lounge/communal spaces.
- Podia heights for 1200 KING are intended to generally range from 2-4 storeys to ensure compatibility with a pedestrian focused urban village character and scale.
- To ensure an appropriate transition from the preserved natural features to the west and south and bisecting the community towards the east, the podia located along the open space interface will incorporate appropriate setbacks to ensure ample space for thoughtfully integrated landscape features that complement and enhance the relationship between the natural feature and the building use.
- The podium design will incorporate materials and elements that will enhance the public realm and support an interesting, safe and active pedestrian focused environment.
- The podium will be designed with clear views into the building entrance areas and interior communal spaces to help animate the streetscape and reinforce a safe environment for building occupants and pedestrians.
- High quality materials and design articulation will be emphasized for podium façades given the strong street relationship at the pedestrian scale and the prominence of these building elements in defining the character of 1200 KING.
- Window bays, overhangs, and/or canopies will be considered to add depth, pedestrian comfort and visual interest.
- All façades will reflect a consistent material palette to ensure architectural coherence throughout.



Figure 4.6d: Clear glazing in the podium creates a visual connection between public and private areas, fostering openness and transparency



Figure 4.6e: Building middle / tower

4.6.2 Tower Design (Building Middle)

The tower, or building middle, as the central and visually commanding element of a tall building, will play a pivotal role in shaping the 1200 KING skyline. As the most substantial component of a tall building, the towers will be designed collectively to enhance the community skyline, and individually to provide a defining, attractive and interesting landmark. To achieve this goal, the following design features apply:

- The tower element will typically be positioned away from direct frontage onto main streets, parks, and neighbouring properties to minimize any overbearing appearance and allow the podium to become the defining element at the ground level, enhancing the overall streetscape and community character.
- The placement of towers should be coordinated to maximize access to sunlight and sky views from the main streets, parks, and neighbouring properties.
- Tower separation distances of at least 25.0m will be provided throughout the development. This approach ensures that tall buildings fit harmoniously within the site's context and avoids overcrowding, overshadowing and privacy issues relative to neighbouring properties.
- The height of the tower element, preliminarily ranging from 12 to 53 storeys, should facilitate a gradual and appropriate massing transition to mitigate negative impacts on adjacent established or planned land use features.
- The massing of tower elements and their relationship to the building base should not result in adverse wind effects at the street level. Design measures should be implemented to mitigate wind impacts and enhance pedestrian comfort.



Figure 4.6f: Appropriate tower spacing is intended to mitigate overcrowding, overshadowing and privacy concerns



Figure 4.6g: Placement of towers maximizes access to sunlight and sky views



Figure 4.6h: Visual interest may be achieved through the incorporation balconies, façade articulation, materials, and colours

- Tower floor plates sizes will generally be up to 750 square metres. Where, on an individual basis, a tower floor plate size is proposed to be greater than this, it will demonstrated that potential related impacts, including shadow casting, do not result in increased adverse conditions for adjacent properties. These potential impacts can be mitigated through excellence in design applied to the massing, articulation, orientation and façade treatment (materiality and proportions) of the tower relative to key interface conditions to diminish the overall scale and impact of the building.
- The tower element will be designed with a focus on improving building energy performance and mitigating adverse wind affects.
- Visual interest in the tower design will be provided through the incorporation of balconies, façade articulation, and a thoughtful play of materials and colours. These design elements will add depth and character to the building while contributing to its overall aesthetic appeal.
- Building materials selected will be high quality, durable, and will consider innovative options that are more sustainable. The chosen materials should contribute to the long-term integrity and stability of the development and align with energy efficient building practices.
- The architectural character of the proposed towers will be compatible with the design of the podium. The towers will harmonize with the overall development, creating a cohesive and identifiable architectural expression for the community.
- The use of materials to articulate unique components of the tower façades will be considered. These materials can add visual interest and texture to the design, complementing the overall aesthetics and architectural style.
- Façade treatments associated with heavy materials will generally be applied to the podium of the buildings to emphasize the building base. Thoughtful distribution of façade materials, including brick and glass, will help create a balanced and visually appealing tower design.

4.6.3 Rooftop Design and Articulation (Building Top)

Tall buildings can serve as an urban backdrop and frame existing landmarks or public open spaces. With this as an objective, the design of the top of tall buildings can make a positive contribution to the character and quality of the community skyline by integrating a uniquely prominent feature, while supporting the overall architectural vision of the tower and podium design.

- The top of the building may be distinguished from the tower and the building profile minimized by incorporating stepbacks, material changes, and unique articulation in the design of upper floors.
- Tower caps visible at terminating views within the community may be conceived as distinctive landmarks, and can incorporate signature features such as energy-efficient decorative lighting, terraces, or rooftop gardens.
- Green roofs may be incorporated where feasible to enhance the building's environmental performance, mitigate the urban heat island effect, and provide visual interest when viewed from neighbouring taller structures.
- Where appropriate, rooftop amenity spaces may be integrated in the design to promote activity and engagement in the upper levels of buildings, providing advantageous views of the surroundings.
- The rooftop mechanical equipment will be positioned or screened away from public view to maintain the architectural integrity and ensure views from adjacent areas and neighboring towers are not adversely impacted.
- A minimum distance of 3.0 metres should be maintained from the edge of the floor below by stepping the mechanical equipment, ensuring seamless integration into the built form and providing adequate screening.



Figure 4.6i: Tower caps as distinctive landmarks

4.6.4 Tower Separation

As indicated below, the proposed master plan illustrates tower separation distances of at least 25.0m, consistent with the Burlington Tall Building Guidelines, with most distances in excess of 30.0m to ensure tall buildings provide sufficient space for sunlight penetration, sky views and to maintain appropriate privacy for facing units.

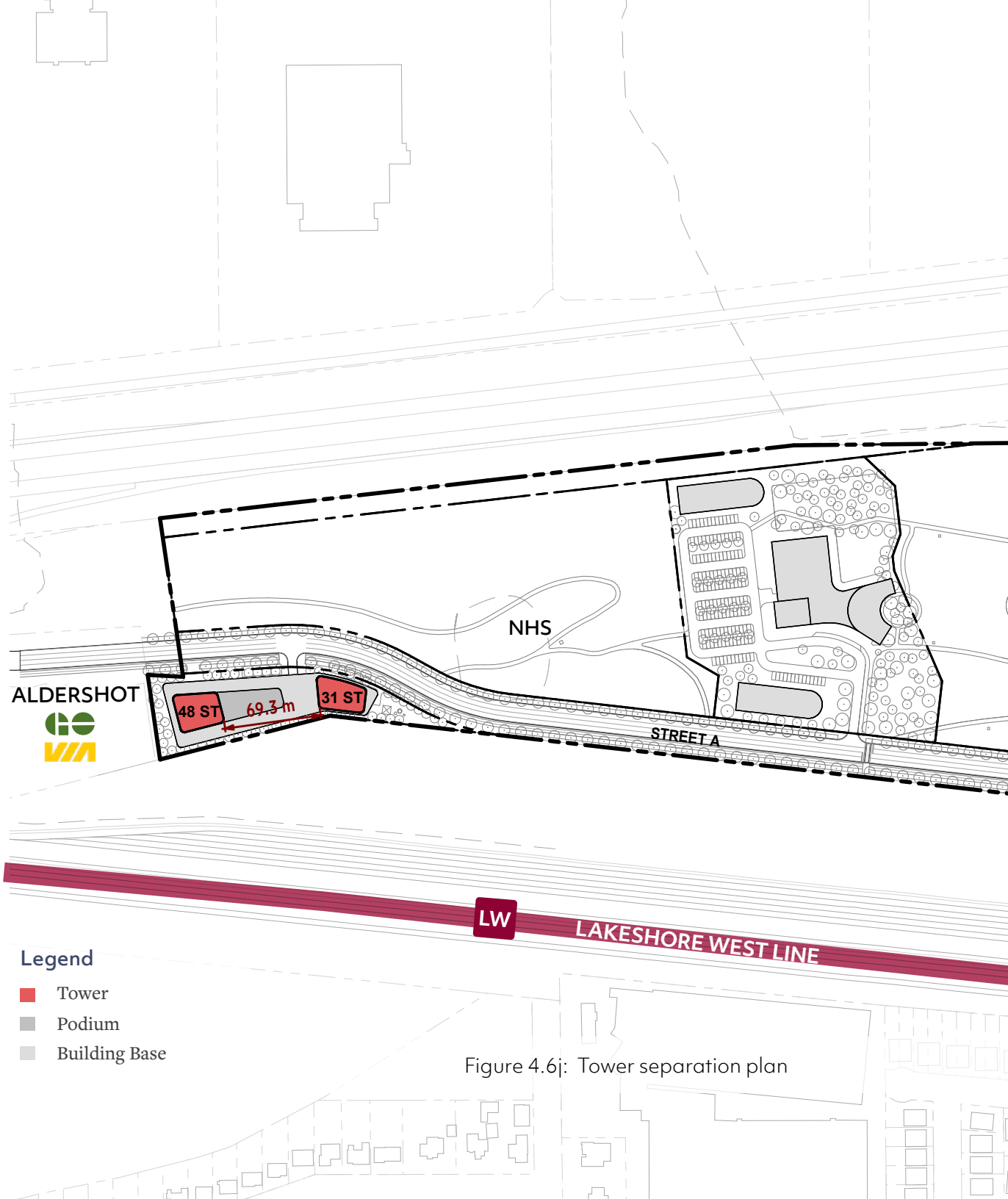
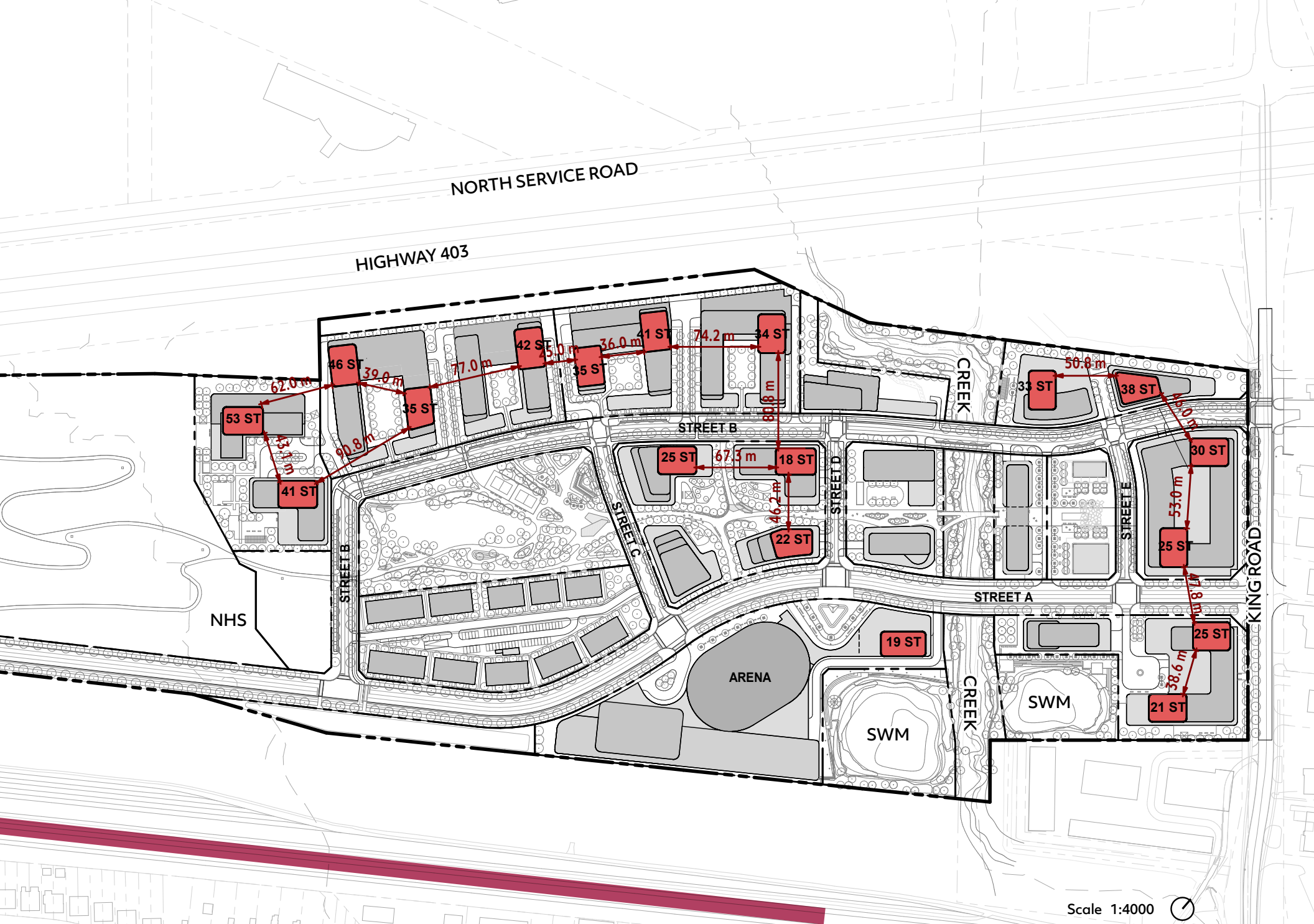


Figure 4.6j: Tower separation plan


NORTH SERVICE ROAD
HIGHWAY 403
NHS
STREET B
STREET C
STREET D
STREET E
STREET A
CREEK
CREEK
KING ROAD
ARENA
SWM
SWM
53 ST
46 ST
35 ST
41 ST
42 ST
35 ST
41 ST
34 ST
33 ST
38 ST
25 ST
18 ST
22 ST
30 ST
25 ST
19 ST
25 ST
21 ST
62.0 m
39.0 m
77.0 m
5.0 m
36.0 m
74.2 m
88.8 m
50.8 m
46.0 m
43.3 m
90.8 m
67.3 m
46.2 m
53.0 m
47.8 m
38.6 m
Scale 1:4000

4.7 Feature Buildings

The 1200 KING master plan provides for a unique opportunity to imbue both innovation and sustainability into many of the distinct building types in each district, including the residential district, campus quad, retail pavilions and square, and the arena and hotel in the entertainment district.



Figure 4.7a: Retail building and square



Figure 4.7b: Feature arena complex



Figure 4.7d: Feature retail pavilion



Figure 4.7c: Feature hotel



Figure 4.7f: Campus east education building



Figure 4.7e: Campus west education building

4.8 Shadow Impact

- A shadow impact study will be provided to identify and illustrate the levels of daylight access and impacts of shadow within the development, including the adjacent buildings, streets, parks and open spaces.
- The models and analyses will typically reflect the key annual periods of March 21, June 21, September 21 and December 21. In this case, shadows will be measured hourly from sunrise to sunset, approximately between 9am and 6pm, to suitably understand the daily and year-round affects proposed built form massing will have on the existing and future uses.

Legend

- New Net Shadows cast by proposed buildings on ground surfaces
- New Net Shadows cast by proposed buildings on roof surfaces
- Development Site Boundaries
- Park and Natural Heritage System (NHS)



Figure 4.8a: Shadow impacts will be carefully managed to minimize effects on adjacent buildings, streets, parks, and open spaces

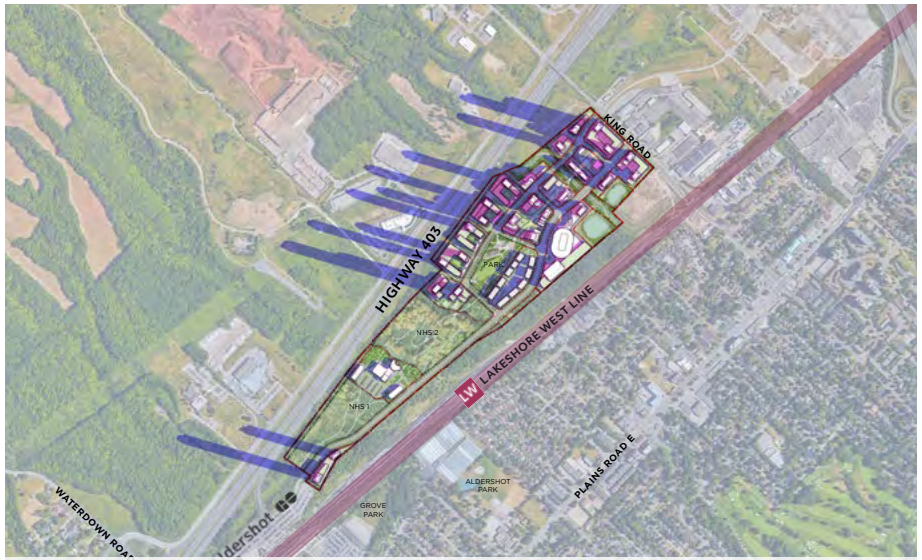


Figure 4.8b: March 21st (-4 UTC) 9:00AM

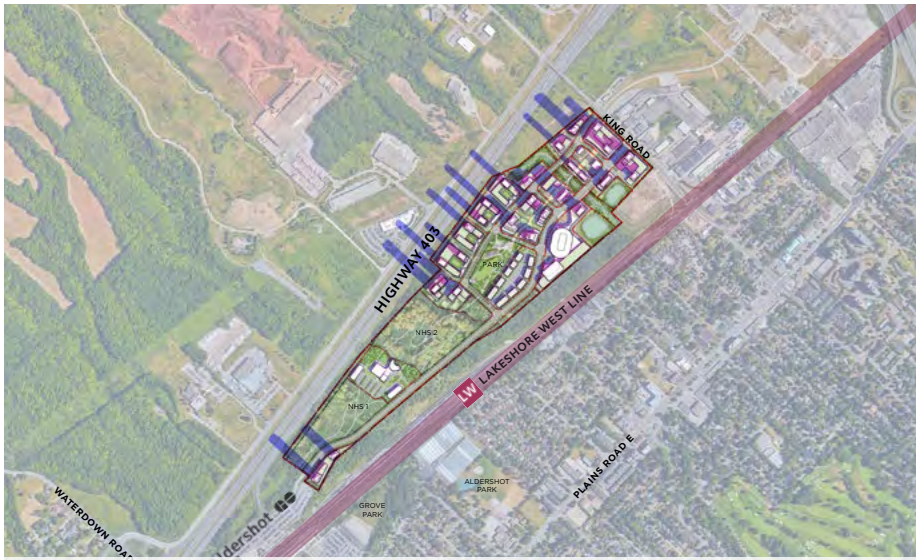


Figure 4.8c: March 21st (-4 UTC) 11:00AM



Figure 4.8d: March 21st (-4 UTC) 1:00PM



Figure 4.8e: March 21st (-4 UTC) 3:00PM

4.9 Parking and Service Areas

Parking and service areas for 1200 KING will substantially be contained in underground parking structures to minimize adverse visual impacts and reinforce the pedestrian focus of the community.

- As much as possible, place access to vehicle parking and site servicing within the building mass, away from the primary street wall and screened from the public realm and public view.
- Where possible, access to parking and site servicing should be located towards the rear of the building, from a lane or from a shared driveway to minimize impacts to the public realm.
- The design and location will ensure that vehicular access does not detract from the pedestrian experience, nor from the main entry design and function. Ensuring pedestrian visibility and safety will be paramount.
- Loading and waste management servicing may be located within the podium, including all necessary vehicular movements, where visibility to these functions are appropriately minimized through siting and architectural/landscape screening features.
- Power, gas and other service requirements will be consolidated and located on secondary façades, ideally coupled with vehicular access points to reduce interruptions to the architectural design and relationship to the fronting street.

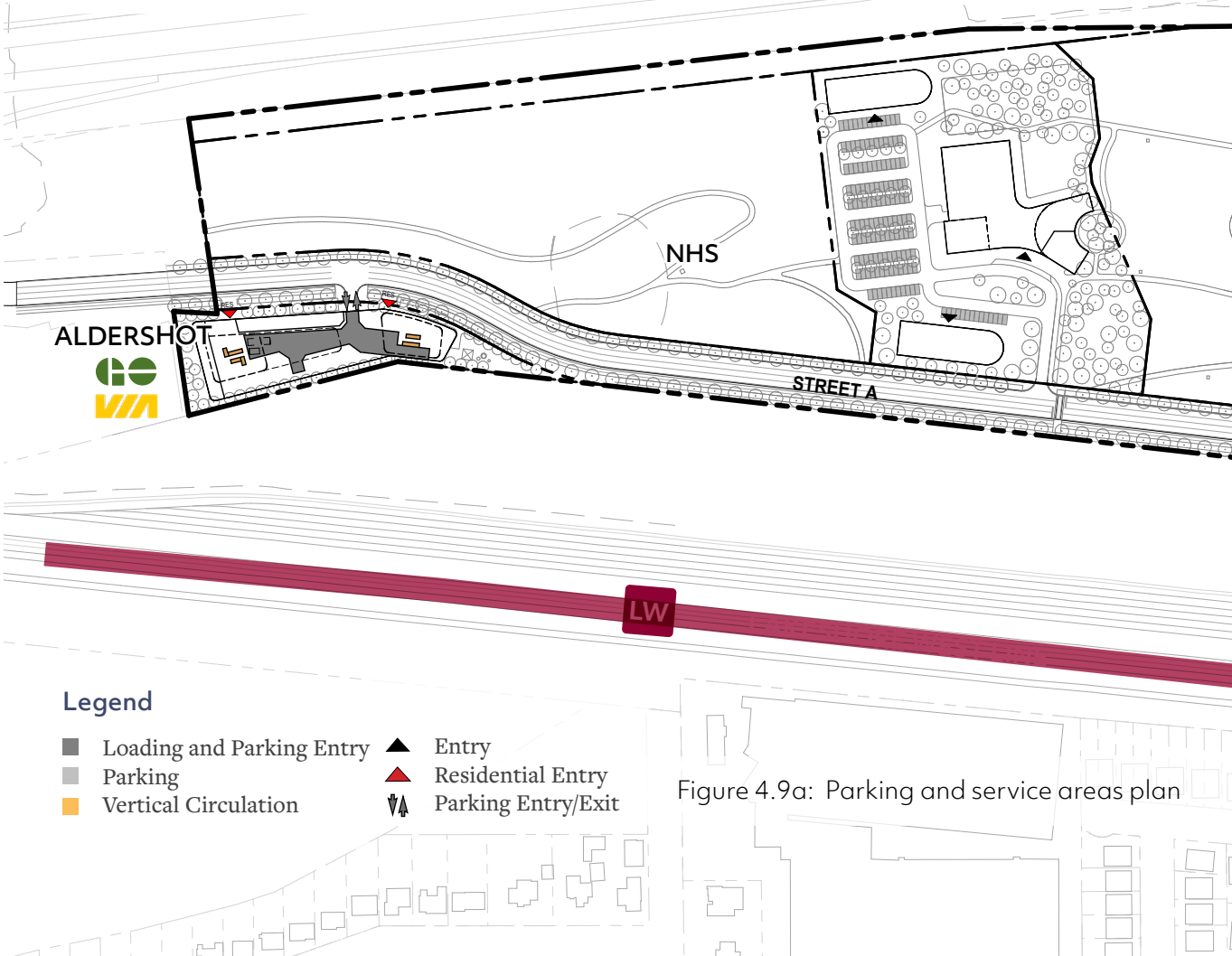


Figure 4.9a: Parking and service areas plan

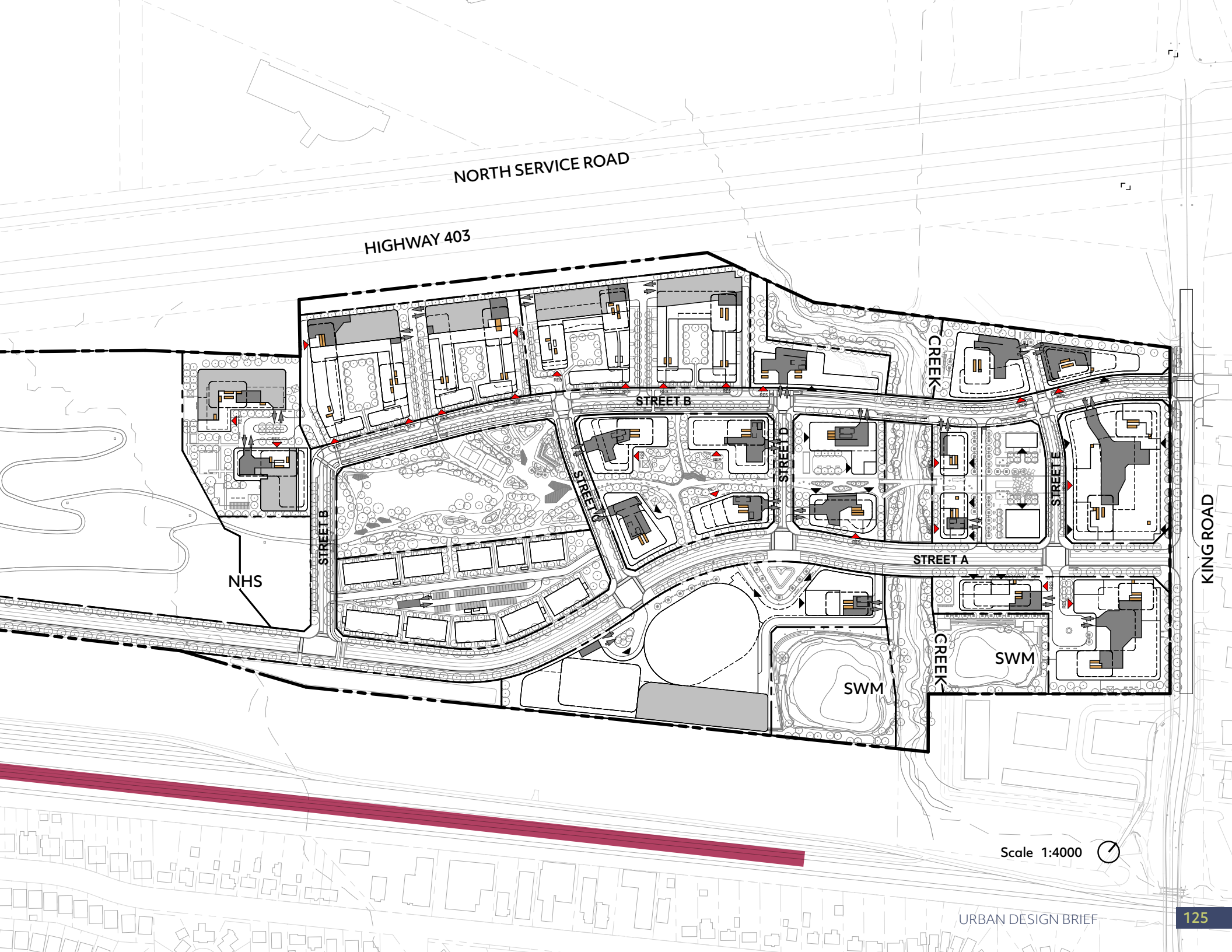

NORTH SERVICE ROAD
HIGHWAY 403
STREET B
STREET C
STREET D
STREET E
STREET A
STREET B
CREEK
CREEK
KING ROAD
NHS
SWM
SWM
Scale 1:4000



Figure 5.0h: Active transportation infrastructure, like cycle tracks and multi-use trails, promotes a healthy and sustainable community

5.0 Sustainability

Sustainable development practices balance the health and well-being of the environment and related resources with the pressure of urbanization, increased population densities, resource and energy consumption, and vehicular traffic volumes.

1200 KING will be designed with an emphasis on the integration of sustainable practices and strategies that will help achieve a highly walkable and cyclist friendly, transit-focused community. The intended mix of uses, including residential, institutional, cultural, recreational, and commercial, will deliver a '15-minute city' where residents will find much of their daily needs can be conveniently accessed within the community by walking and cycling. Services and amenities beyond the community and surrounding area may be linked through local and regional transit options.

The principles and objectives of sustainability will have applications in all areas of the proposed development. The community's development intent and its proximity to the Aldershot GO Station makes sustainability and low-impact design a key priority in the design of the site.

Refer to the Appendix for the Sustainable Building and Development Guidelines Checklist.



The preserved natural heritage system along the west side of the site includes significant woodland features



Street level stormwater retention and treatment



Green roof installations effectively reduces ambient temperatures and energy costs while encouraging biodiversity



Streets design as an important part of an effective sustainability strategy, integrating comfortable and convenient walking, cycling and stormwater retention functions

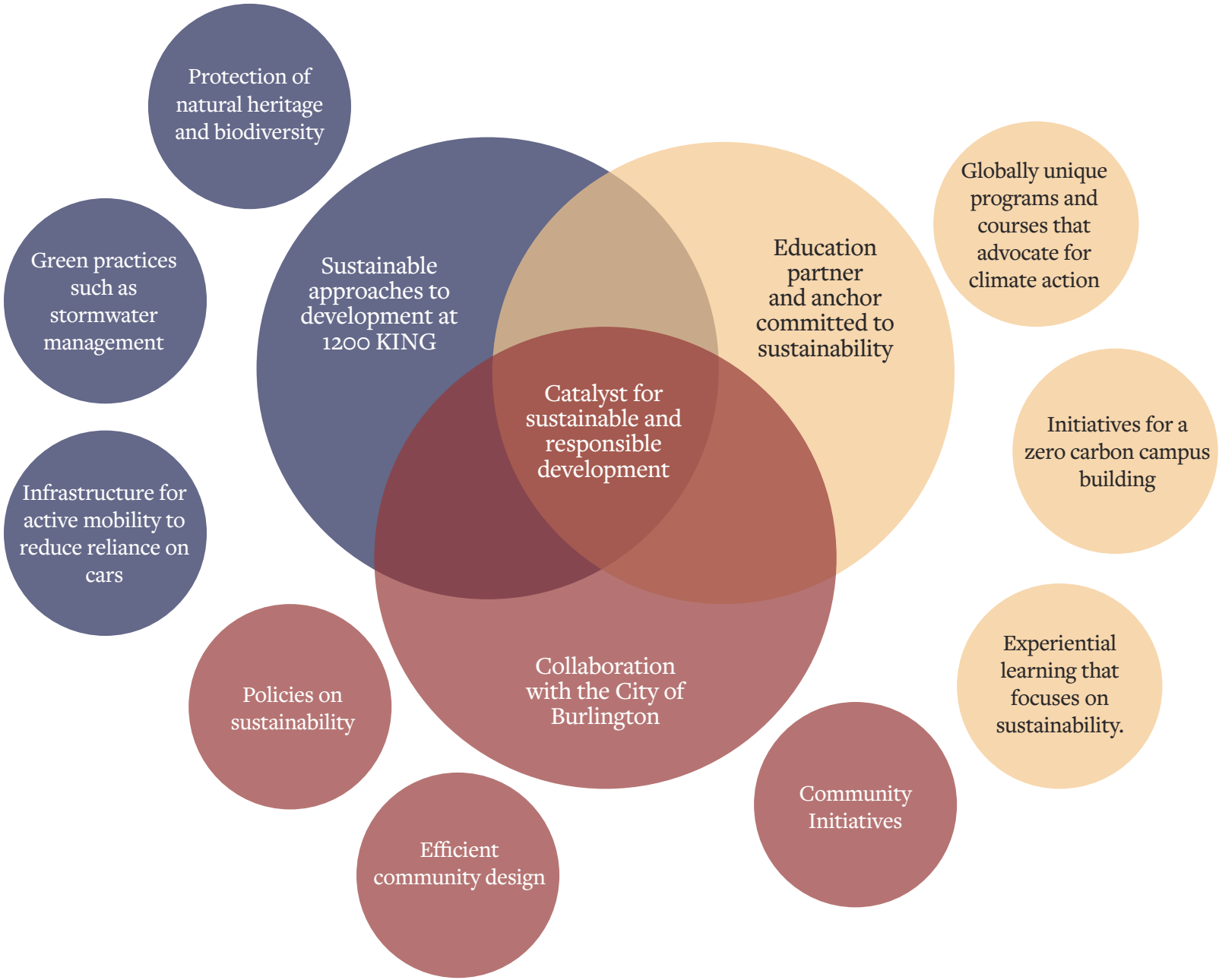


Figure 5.0i: Sustainability strategy

5.1 Compact Development

The design of 1200 KING focuses on achieving an optimal mix of land uses, with the aim of reducing infrastructure costs, minimizing greenhouse gas emissions, and conserving energy resources. The proposed community is envisioned to contribute to a sustainable, connected, and highly livable urban environment with emphasis on transit accessibility, pedestrian-friendly design, and the provision of essential day-to-day amenities.

Design Features:

- The proposed development strives for a balanced combination of residential, commercial, institutional, community, and recreational spaces to create a vibrant, attractive and resilient community.
- A key design objective of the public realm will focus on preserving and enhancing the existing natural features, which will promote biodiversity and protect the ecological function of the area.
- A comprehensive community-wide walking and cycling linkage strategy will be implemented to reinforce active transportation connections and public transit usage as an alternative to vehicular trips.
- Minimized block lengths will provide more convenient pedestrian navigation and permeability that will reinforce walkability goals.
- Direct and convenient pedestrian connections will be planned within the community, ensuring convenient and safe access to amenities and facilities, while also encouraging active transportation usage.
- The integration of daily use amenities, such as shops, restaurants, parks and recreational facilities, will reinforce local walking trips. This provides residents with convenient access to their everyday needs, reducing the need for vehicular travel and supporting sustainable transportation choices.



Figure 5.1a: A shared street experience reinforces active transportation



Figure 5.2a: Cycle track integrated into a street right-of-way

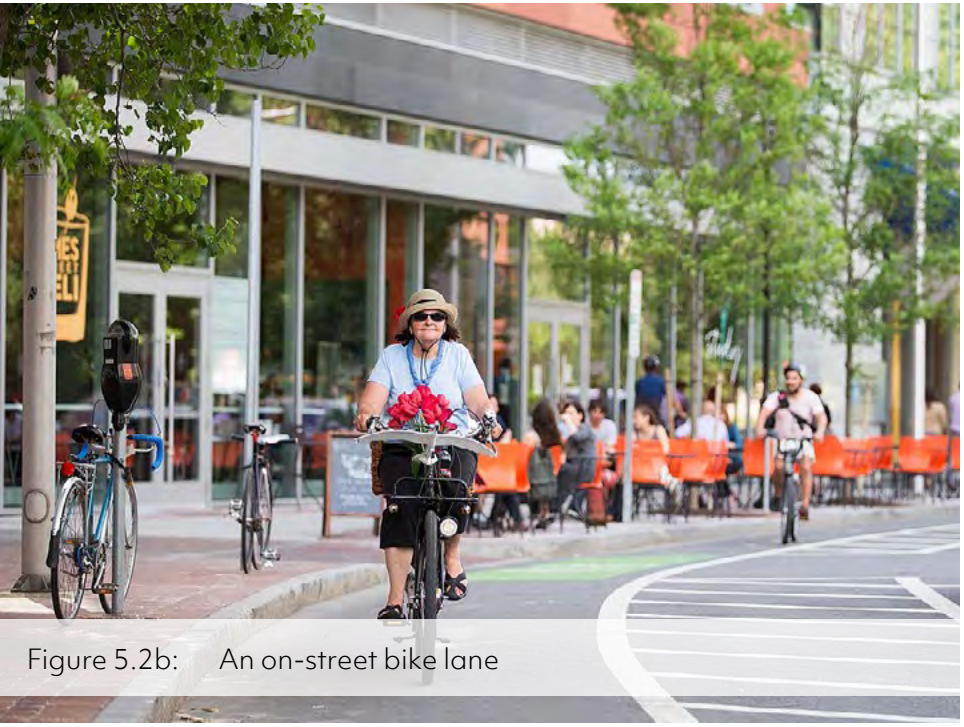


Figure 5.2b: An on-street bike lane

5.2 Active Transportation and Transit Integration

The interconnection between walking, cycling, and transit is essential to achieving a well-integrated active transportation network. Offering residents the opportunity to take transit to work and destinations beyond is provided through the coordination of multiple linkages, including sidewalks, trails, bike lanes and bus routes, the network of which leads to the Aldershot GO Station.

5.2.1 Cycling Network

A comprehensive and strategic approach to integrating cycling infrastructure into the fabric of the community has been undertaken in the form of cycle tracks. These cycling routes will provide safe and convenient connections within the community, including direct access to Aldershot GO station. Cyclists can also connect to areas beyond the community via the King Street cycling lanes.

The following describes the cycling infrastructure:

- Street A (Parkway Link) Dual Cycle Track - proposed along the south side of the multi-modal major collector (Parkway Link), this 3.6m wide, 2-way grade separated cycling track is the main artery for bike connections to the GO Station and points in between, including the mixed-use hub and entertainment district. It will connect from King Street and tie-in with the dual cycle track proposed along Street B to the north.
- Street B Dual Cycle Track - Proposed along the multi-modal local street, this 3.6m wide, two-way grade-separated track adapts to its surroundings by transitioning from the north side in the eastern mixed-use segment to avoid retail spill-out and parking conflicts to the south side in the western segment where it directly flanks the park to provide a seamless recreational interface.

5.2.2 Bicycle Parking

Ample bike parking and storage is an important component of a comprehensive cycling network, particularly for compact, high density urban communities. 1200 KING will propose bike parking opportunities in a variety of forms and locations, including:

- Along streets throughout the community, but in particular those in the vicinity of destination areas, such as the mixed-use hub, Entertainment Centre, education campus and central park;
- At transit stops and junctions, particularly associated with Aldershot GO station and the Parkway Link;
- Within public open space features, such as the square and plazas, central park and education campus quad;
- At the block level, within courtyard spaces and/or in the vicinity of entrances and service access areas that lead to underground storage facilities; and
- Within underground parking facilities that provide weather protection and secure storage.

Design Features:

- Bicycle parking locations shall be placed in highly visible, well-lit, and quickly identifiable locations for ease of access, safety, and to mitigate theft and vandalism issues.
- The provision of bike parking and storage should include options for weather protection, particularly in areas where longer lockup stays are anticipated, such as for GO commuters, students at the education campus or employees of the entertainment district.
- Appropriate bicycle parking space should be established as a ratio of units or floor space area for buildings.
- Shower and change facilities for cyclists in major work facilities associated with the education campus, Entertainment Centre, and GO transit facility will be encouraged to make cycling to and from work a viable and worthwhile option.



Figure 5.2c: Outdoor bike racks to encourage cycling convenience

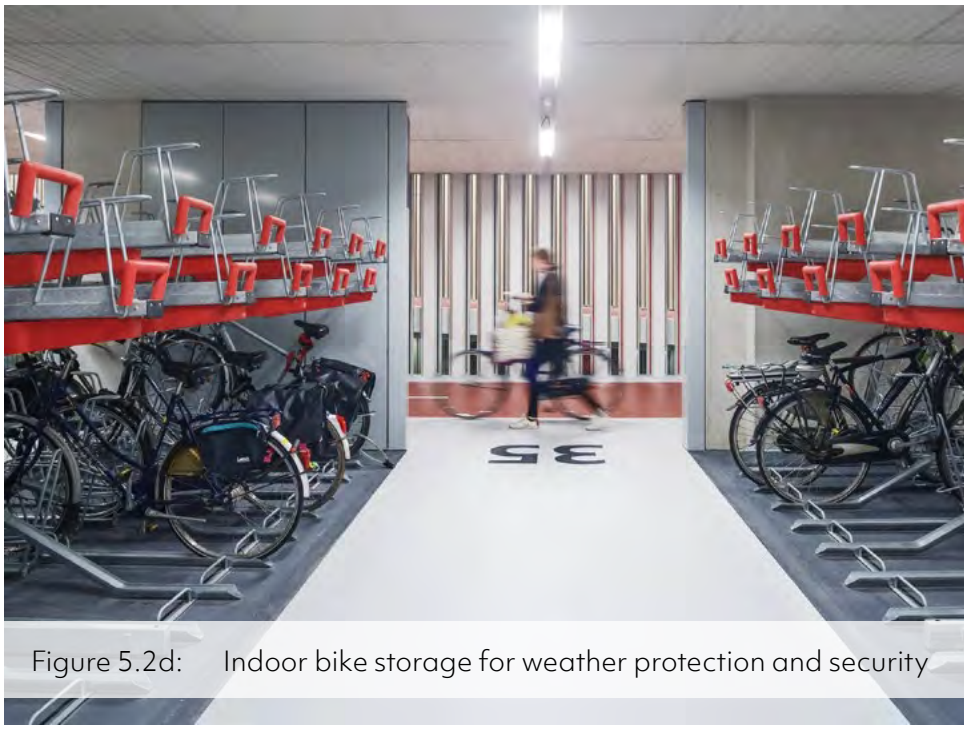


Figure 5.2d: Indoor bike storage for weather protection and security





Figure 5.2e: Mid-block active transportation crossings

5.2.3 Active Transportation Crossings

As noted, traffic calming is a key consideration when promoting a safe and comfortable pedestrian and cyclist-friendly environment. In addition to creating compact street form, implementing safe, efficient and attractive crossing conditions for all and at all intersections is critical to promoting active transportation for recreation and commuting purposes.

Design Features:

- On main transportation corridors such as the Parkway Link, pedestrian and cycling activated traffic signals can give priority to non-vehicular traffic to encourage safe and efficient trips.
- Prominent crosswalks for pedestrian and cycling movements will be provided at all intersections to clearly demarcate space within the rights-of-way.
- Crossings shall utilize highly visible and distinctive coloured and/or textured materials or markers that will be easily recognizable to drivers while contributing to the character of the streetscape.

5.2.4 Bike Share Programs

Bike share programs have risen in popularly in the past several years throughout many North American cities due to their quick, easy, and affordable access to bicycles as an alternative mode of transportation for both residents and visitors. In addition to the health and recreation benefits of riding, promoting convenient cycling options will help reduce vehicular travel and related emissions, as well support visitor opportunities.

The costs associated with bike share programs and stations include the initial capital expense and ongoing payments of billing systems and bike maintenance. While these programs are often owned and operated by municipalities in partnership with a bike share company, they can also be privately managed programs run through corporate sponsorship.

Design Features:

- Where contemplated, potential bike share stations should be situated in areas of public gathering, such as near the central park and square/mixed-use hub, at the Aldershot GO station, the education campus, entertainment district, and at main cycling junctions.
- Stations will be conveniently located and accessible for pedestrians and cyclists during all times and seasons.
- Bike stations shall be designed and placed to ensure there are no negative impacts to the surrounding public realm and streetscape/open space character and function, and conversely may enhance the quality of the public realm.
- Station placement shall not impede pedestrian or cyclist flow, or access to permanent streetscape elements, such as hydrants, transit stops, loading facilities, etc.





Figure 5.2f: Bike share programs and stations





Figure 5.2g: Ride share programs as an alternative to car ownership

5.2.5 Ride Share Programs

In addition to public transit and active transportation options, ride share programs provide users with a flexible and convenient alternative to car ownership that will result in several other benefits, including:

- Reduced traffic - As ride share users tend to only use a vehicle when it is needed and when trips by walking, cycling or transit are impractical due to distance or purpose of the travel, it tends to eliminate the quick, impulsive, single purpose and short trips that are frequently taken with cars, thereby improving congestion and potentially reducing road construction and infrastructure maintenance costs over the long-term.
- Reduced vehicle emissions - With a lessened tendency to resort to cars for single purpose or short trips, a corresponding reduction in emissions is realized.
- Affordability/individual cost savings - Ride sharing options offer choice and the opportunity to travel without depending on car ownership and the related annual expenses associated with purchasing and maintenance. It also enables home buyers to purchase units without the additional cost of purchasing underground parking. The combination of ride share programs, a robust active transportation network, a convenient and effective transit system and a '15-minute' community approach to development provides the impetus to reduce parking requirement standards, which potentially results in more affordable units for homebuyers.

5.2.6 Micro-Transit Service

Micro-transit or shuttle bus transit options provide nimble and on-demand transit solutions that can service the neighbourhood level, addressing 'first mile/last mile' challenges that will encourage more GO usage, while further reducing car reliance. Within 1200 KING, micro-transit service can readily be inserted into the compact street form of the multi-modal local street, as well as the Parkway Link, forming a loop circuit that can interface with all blocks in the community with links to GO, responding to Burlington's emerging standards for micro-mobility.

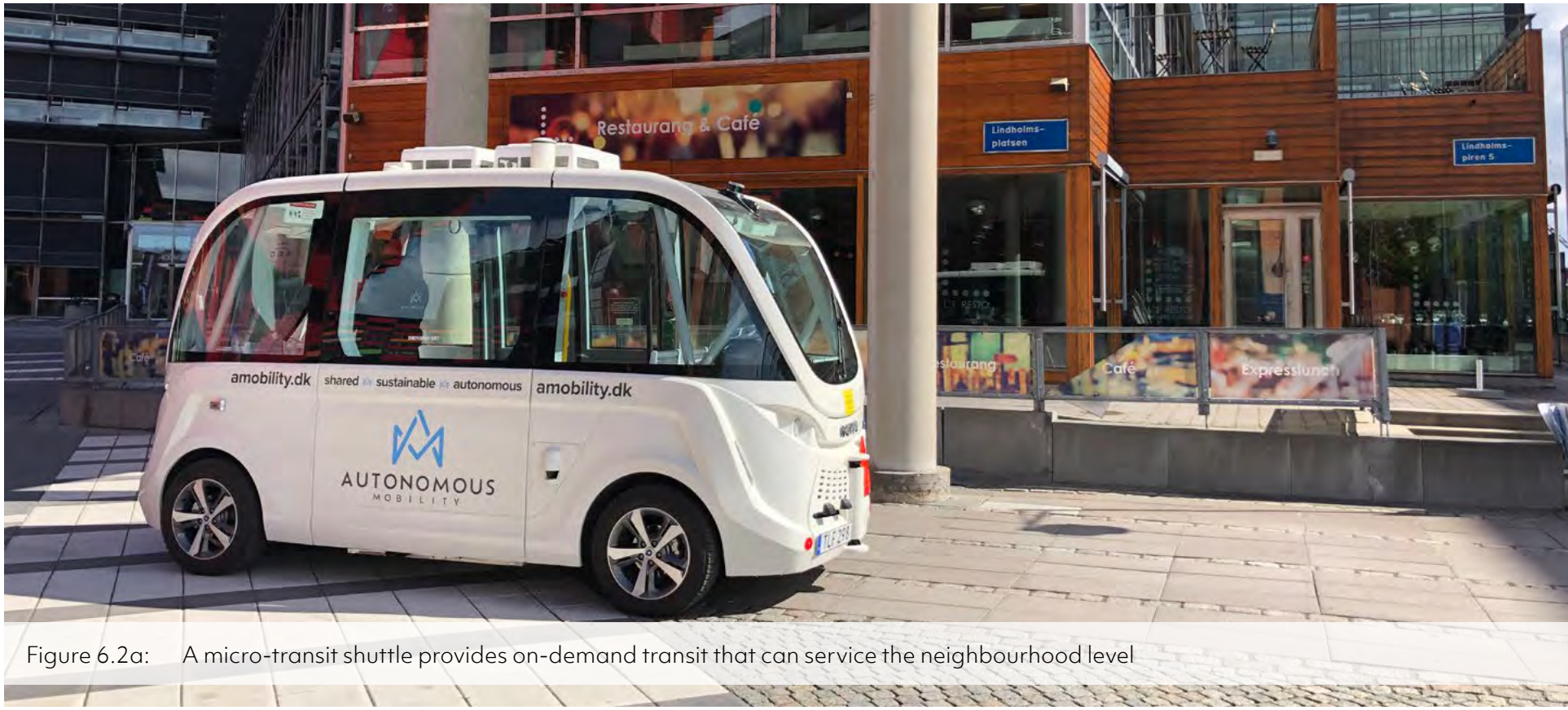


Figure 6.2a: A micro-transit shuttle provides on-demand transit that can service the neighbourhood level



Figure 6.2b: Proximity to GO Transit



Figure 6.2c: High quality transit shelter design

5.2.7 Transit Stops

Within 1200 KING, the interconnectivity between transit, cycling, and walking networks is essential to the delivery of a well-integrated active transportation and transit system. Offering residents the opportunity to walk or bike to local services and amenities or to take the bus to GO and work requires coordination of multiple systems, including bus routes.

Design Features:

- Transit stops will meet all applicable AODA standards and reflect appropriate CPTED principles, in addition to addressing Halton Region Transit Authority guidelines
- It is understood that Halton Region Transit Authority will have specific standards governing the design and placement of transit stops. Ideally, the design and placement will be complementary to the proposed public realm and streetscape design and function, and have regard for adjacent ground floor uses and cycling infrastructure to avoid potential conflicts. Where opportunities are presented or there is flexibility, components of the transit stop, including street furniture, lighting, paving and/or planters and street tree planting may reflect the same palette as those selected for the community public realm. In doing so, a more cohesive streetscape character is achieved.
- It is understood that bus service will be focused on the Parkway Link as a means to connect the community and points beyond to Aldershot GO station. Therefore, it is anticipated that related transit stops and design features will be focused on the Parkway Link.
- Lighting, in addition to street lighting, is recommended at transit stops to reinforce visibility and safety.
- Where non-standard transit shelters are considered, the design will ensure safety is paramount by maximizing visibility to and from approaching buses.
- Where designed, transit shelters may reflect the theme and materiality of the surrounding community environment.

5.3 Smart City Design Initiatives

5.3.1 Smart Municipal Infrastructure

Smart municipal infrastructure initiatives refer to the use of technology and data to make strategic decisions and deliver conveniences and improved function for residents. It is not only the installation of digital interfaces in traditional infrastructure or streamlining City operations, it will also consider emerging AI applications, where information about transit, traffic, community notifications, etc., are available in real time.

5.3.2 Broadband Connectivity

Through emerging 'Smart City' technologies, broadband connectivity will provide easy and equitable access to information services for residents, workers and visitors. Fibre-optic and advanced wireless infrastructure can offer voice first information services, interactive digital screens, public realm wifi, device charging stations, digital public art, security lighting and cameras.

5.3.3 Energy Reduction Solutions

With a goal to reduce the overall energy consumption in the 1200 KING community, several measures can have an impact on reducing greenhouse gas emissions, including the following:

- Encouragement for residential buildings to incorporate energy conservation measures by adopting efficient building design, innovative building standards and operating systems.
- Incorporation of electric vehicle (EV) charging stations or equipment in strategic locations, such as residential and mixed-use parking garages, institutional and community facility parking, as well as selective on-street parking locations.



Figure 6.3a: Interactive broadband connectivity kiosks



Figure 6.3b: EV charging stations



Figure 5.4a: Permeable or porous paving materials, such as open joint pavers

5.4 Low Impact Design

A comprehensive approach to the implementation of effective Low-Impact Design (LID) strategies will address the following general categories for the 1200 KING community:

5.4.1 Hardscaping

Hardscaping generally involves the selection of paving materials that allow for increased permeability and infiltration, as well as high albedo capabilities, while ensuring circulation, maintenance and safety requirements are met for pedestrian, cycling and vehicular movements.

The following design principles will, therefore, be implemented when considering sustainable hardscape design:

- Preference will be given to the selection of permeable or porous paving materials, such as open joint pavers, porous concrete or asphalt and/or precast turf-grid products.
- Paved areas used for snow storage are encouraged to integrate permeable paving to absorb snow melt on site.
- The use of surface materials that contain recycled or sustainable materials will be prioritized, where feasible.
- The use of light coloured surface materials, such as concrete, white asphalt or light-coloured unit pavers is encouraged to decrease heat absorption and ambient surface temperatures (urban heat island effect).
- All paving materials and installation to be selected and designed to withstand traffic impacts and maintenance requirements.

5.4.2 Softscaping

Softscaping generally involves the selection of plant materials that serve aesthetic and functional objectives, including temperature cooling, shade, air purification, screening, etc. for a variety of streetscape, parks and open space features.

The following design principles and objectives will apply when considering sustainable softscape design:

- Native, naturalized low maintenance planting will be specified where appropriate.
- A priority will be placed on adopting xeriscape planting techniques, selecting drought-tolerant species to conserve water where feasible and appropriate.
- Landscape features, such as berms, tree and shrub groupings, and 'green' walls may be utilized to screen undesirable views to adjacent or nearby uses (traffic, railway tracks, buildings) and on-site servicing areas (parking, loading areas, waste pickup).
- Landscaping that increases the urban canopy, creates comfortable micro-climate conditions, mitigates negative seasonal effects (wind breaks or shade) and contributes to overall biodiversity will be prioritized.
- Deciduous canopy trees will be selected and placed to maximize sunlight and warmth into buildings, public open spaces and sidewalks during winter, while in summer creating a canopy that shields people and buildings from sun, glare and heat, and allow breezes to flow through.
- 'Green' screens and other landscape wall features may be situated on or near building façades to reduce ambient heat and minimize air conditioning requirements.
- When specifying plant materials and design arrangements, consideration will be given to maintenance implications to ensure vegetation is kept in a healthy and functional state in the long term.



Figure 5.4b: Native, naturalized low maintenance planting





Figure 5.4c: Green roofs provide rainfall retention, reduction in heat island temperatures, and aesthetic benefits

5.4.3 Water Conservation and Management

Water conservation and management strategies will provide a variety of options applicable to the public and private realm with consideration for the following:

- Green roofs that utilize a vegetated layer on top of flat roofs to provide rainfall retention, reduction in heat island temperatures, as well as aesthetic benefits.
- Infiltration galleries and trenches that are used to capture and store rainfall within sub-surface granular trenches that is released between rainfall events. This is particularly applicable to open spaces and surface parking/dropoff areas.
- Bioretention cells and rain gardens that utilize vegetation in combination with subsurface infrastructure to provide a combination of infiltration and evapotranspiration. This is potentially applicable to surface parking and outdoor amenity areas.
- Stormwater planters that function similar to bioretention cells or rain gardens in the context of urban streetscapes, typically in the form of raised curb or low wall planters within the boulevard that enable runoff from adjacent paved areas (sidewalks, cycle tracks) to enter into the planter catchment.

5.4.4 Lighting

Lighting will serve important safety and aesthetic functions within the public realm, helping to provide vibrant, appealing and visible spaces throughout the evening.

- Lighting will achieve all safety, functional and aesthetic objectives with an emphasis on reduced energy consumption.
- Energy efficient luminaires and bulbs will be utilized in all applications.
- Lighting poles, luminaires and light levels will be specified appropriate to the site and function to avoid excessive illumination and light trespass in accordance with 'night sky' and natural habitat formation considerations.

5.5 Community Safety

Establishing a 'sense of community' will compel residents to work together to ensure their shared neighbourhood environment is secure, inviting, and attractive. To promote safe, pedestrian focused community spaces, the design of all streetscapes, open spaces, blocks and buildings will incorporate the principles of CPTED (Crime Prevention through Environmental Design). A few considerations to achieve this include:

5.5.1 Natural Surveillance

- Ample fenestration facing public areas (streets, walkways) will promote casual surveillance and "eyes on the street."
- All entries to buildings will be well lit to ensure clear visibility at all hours.
- Main entrances will be visibly prominent from the street and clearly defined through architectural treatment to ensure they are easily monitored by the public realm.

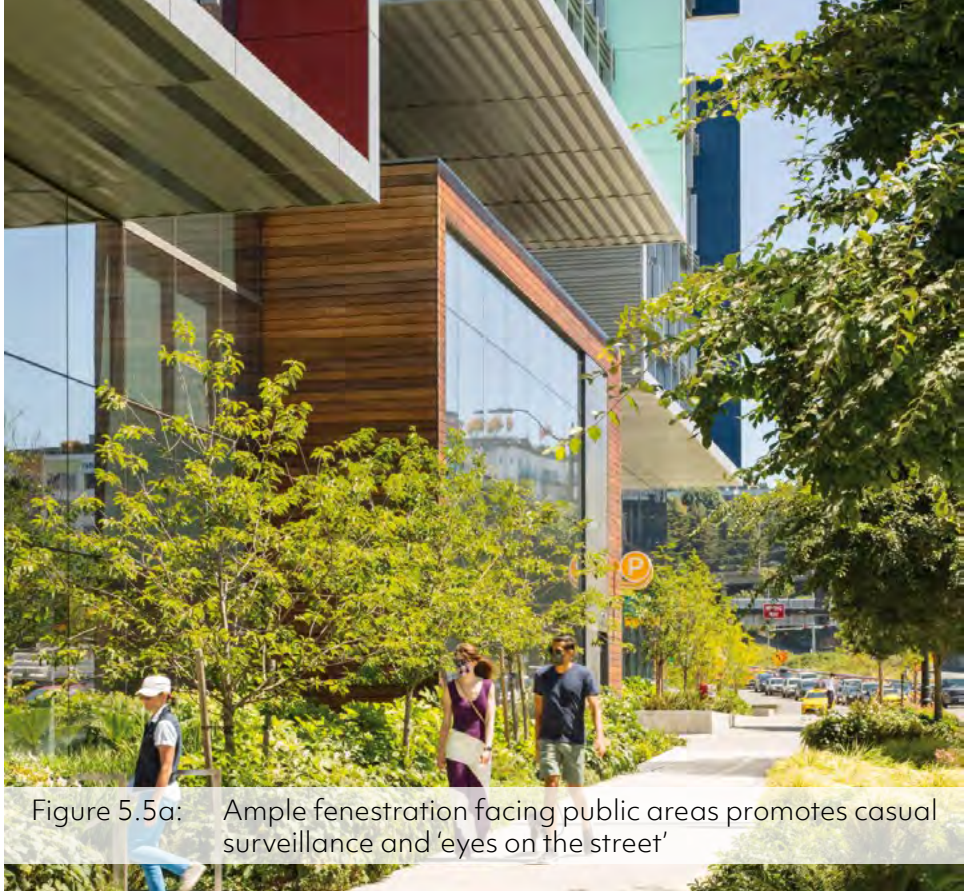


Figure 5.5a: Ample fenestration facing public areas promotes casual surveillance and 'eyes on the street'

5.5.2 Territorial Reinforcement

- A clear definition between public and private space will be established through the design and placement of building setbacks, fencing, and landscaping.
- Integrating prominent and functional common amenity spaces within buildings at the street level will achieve a strong relationship between the building and the public realm.

5.5.3 Natural Access Control

- The design and placement of buildings, setbacks, and fencing will be used to naturally guide movement and discourage access to non-public areas.
- Main entrances will be clearly defined, directing visitors to intended points of entry and denying "lost" or unauthorized users an excuse for being in private zones.

5.5.4 Maintenance and Activity Support

- Lighting will be designed to relate to the pedestrian scale. It will be directed downward and inward to mitigate potential light trespass while ensuring the environment remains inviting and attractive.
- Establishing a "sense of community" will compel residents to work together to ensure their shared neighbourhood environment is secure and well-maintained.



Figure 5.6a: Incorporation of ramps and tactile warning strips



Figure 5.6b: Clear wayfinding signage

5.6 Accessibility

Barrier-free accessibility will be an integral part of the 1200 KING community and site design considerations in an effort to eliminate barriers within the built environment and allow people with physical disabilities to fully participate in everyday life. Designs shall be proposed that are in accordance with the Accessibility for Ontarians with Disabilities Act (AODA) and any other applicable legislation, including City of Burlington Accessibility Design Standards.

- All new institutional and public buildings will be accessible to persons with disabilities, in accordance with the Ontario Building Code and AODA.
- Pedestrian networks will be designed to comply with the City's accessibility standards, ensuring minimal slopes, strategically placed curb ramps, ample width, slip-resistant surfaces, truncated dome mats / tactile warning strips at roadway crossings, minimal disruptions from access driveways, and a design that remains free of abrupt changes in grade, all aimed at enhancing accessibility and safety.
- All street furniture (including benches, planters, waste receptacles, etc.) and landscape planting will be sited outside of the main pedestrian networks to ensure clear unobstructed sidewalks and linkages.
- The design of public spaces will integrate accessibility and universal design measures as a priority to ensure these are available for all residents and visitors to use. Parks and recreation facilities will be developed with innovative, high quality, barrier-free amenities and features that support accessibility and inclusion.
- Appropriate AODA wayfinding signage will be provided throughout the public and private realm.

5.7 Acoustic Mitigation

1200 King will prioritize the health and wellness of residents through a comprehensive acoustic mitigation strategy. To address transportation noise and vibration, the proposal employs a multi-faceted urban design and engineering strategy centered on robust building envelopes and site-wide mechanical infrastructure. High-exposure buildings, particularly those adjacent to Highway 403 and the CN/GO rail corridor, will utilize upgraded exterior wall constructions and high-performance glazing to maintain a compatible indoor acoustic environment. From a systems perspective, mandatory central air conditioning for all suites ensures that residents can maintain closed windows for noise control without compromising thermal comfort.

Furthermore, the project explores the integration of enclosed noise buffers and buffer windows for building facades facing the CN Aldershot Yard to mitigate stationary noise impacts that exceed standard provincial limits.

Future design iterations will refine the placement of sound barriers and parapet walls once outdoor amenity areas are finalized to ensure protected communal spaces.

For further technical details, please refer to the Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd., dated February 13, 2026.



Figure 5.6c: High-performance glazing for noise mitigation

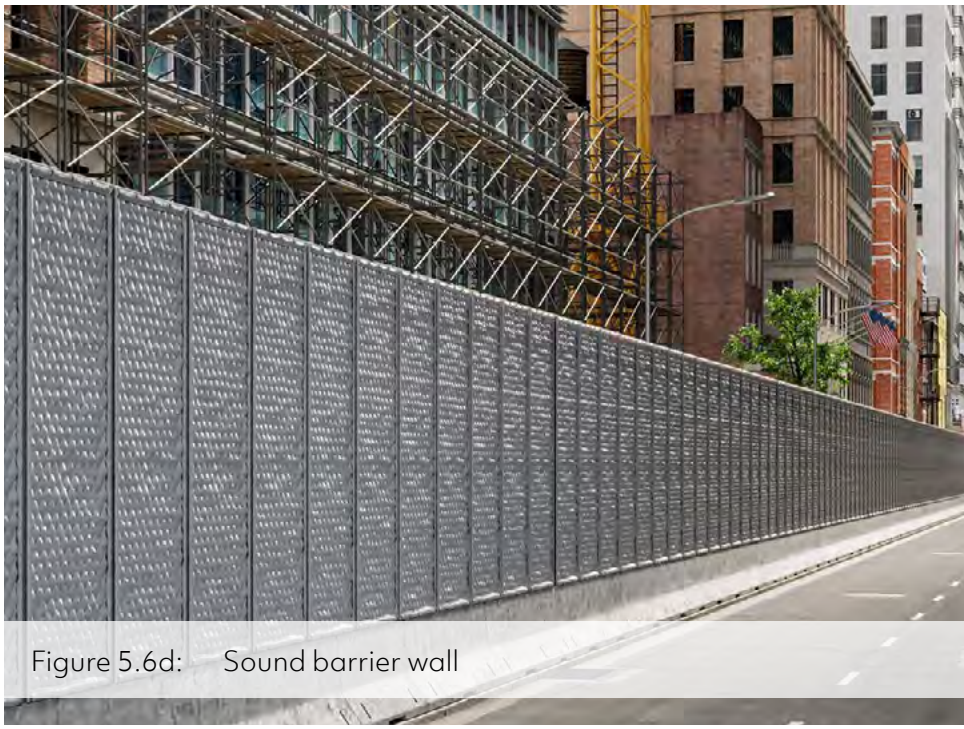


Figure 5.6d: Sound barrier wall



Figure 6.1a: Rendered view of the central park, looking west

6.0 Implementation

6.1 Implementation of Document

This Urban Design Brief (UDB) has been prepared in support of the Official Plan and Zoning By-law Amendments for 1200 KING.

The purpose of this Urban Design Brief (UDB) is to provide a framework of design guidelines that will help ensure the proposed 1200 KING community will develop and function as an integrated, cohesive, identifiable community for a diverse range of residents. Care has been taken to ensure that the community framework aligns with municipal policies and principles. With clearly defined boundaries, 1200 KING presents a unique opportunity to create a pedestrian focused, dynamic and active urban mixed-use village within the City of Burlington.

The UDB encompasses a range of pertinent urban design issues and addresses them in relation to the community's goals and objectives. It provides guidance on various aspects, including land uses, streetscapes, open spaces, built form, sustainability, and low-impact development strategies. By considering these factors, the design and architectural decisions made for 1200 KING will promote design excellence and contribute to the creation of a forward-thinking mixed-use, transit, and active-focused community in central Burlington.

6.2 Approval Process

The regulatory agencies that have jurisdiction over 1200 KING are the Region of Halton, City of Burlington, Ontario Ministry of Transportation (MTO), and the Ontario Ministry of the Environment (MOE). This UDB provides the overall design direction for development of the 1200 KING lands for both the private and public realms and will be implemented through the following planning approvals:

- Official Plan and Zoning By-law Amendments
- Site Plan Approval
- Draft Plan of Condominium
- Part Lot Control and Building Permits

6.2.1 Site Plan Approval Process

A Site Plan Approval Process conducted by the City of Burlington will be required for all condominium, mixed-use and non-residential forms of development within the 1200 KING community. To note:

- Requirements for the Site Plan Approval process will be governed by the City of Burlington.
- A Landscape Plan, prepared by a landscape architectural consultant, shall be provided with all Site Plan applications in accordance with the City's Landscape Plan Guidelines for Site Plan and Subdivision Developments.



Appendix A

Sustainable Building and Development Guidelines Checklist

1200 King Road, Burlington, ON

February 27, 2026

Sustainable Building and Development Guidelines - Section 1: SITE DESIGN					
#	Required or Voluntary	Guideline	Rationale, Incentives and Resources	Implementation	Response
1.6	Voluntary	**Site Disturbance:** On greenfield sites, limit site disturbance including earthwork and clearing of vegetation to 12 metres beyond the building perimeter, 1.5 m beyond primary roadway curbs, walkways, and main utility branch trenches, and 7.5 m beyond constructed areas with permeable surfaces (such as pervious paving areas) that require additional staging areas in order to limit compaction in the constructed area. Or on previously developed sites, restore a minimum of 50% of the site area (excluding the building footprint) by replacing impervious surfaces with native or adapted vegetation.	**Rationale:** Maintains the local landscape and helps to ensure soils and vegetation remain undisturbed. **Resource:** LEED ND: https://www.usgbc.org/leed/rating systems/neighborhood-development **Incentive:** Sustainable Building Award	OPA/ZBLA and Site Plan	Will be addressed through Site Plan.
1.7	Voluntary	**Adaptive Reuse:** Development includes adaptive reuse or rehabilitation of any non-designated heritage buildings with cultural heritage value or potential.	**Rationale:** The City's Official Plan contains policy to encourage adaptive re-use of built heritage resources where appropriate. Adaptive reuse integrates cultural heritage resources or their key attributes into a new development and makes use of existing building stock. **Resource:** N/A **Incentive:** Sustainable Building Award	OPA/ZBLA and Site Plan	N/A proposed redevelopment does not impact built heritage resources.

Sustainable Building and Development Guidelines - Section 2: TRANSPORTATION					
#	Required or Voluntary	Guideline	Rationale, Incentives and Resources	Implementation	Response
2.1	Required	**Site Connections:** Provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites in accordance with Official Plan policies.	**Rationale:** Encourages active transportation and transit use to reduce the dependence on the automobile. **Resource:** N/A	OPA/ZBLA and Site Plan	Proposed Draft Plan includes extensive and fully connected sidewalks, bicycle facilities, trails and pedestrian paths. Transit facilitites will be addressed through Site Plan and additional coordination with Metrolinx.
2.3	Required	**Bicycle Storage:** Provide bicycle parking spaces in accordance with the Zoning By law and Official Plan Policies	**Rationale:** Cycling reduces greenhouse gas emissions, reduces traffic congestion and improves health. Convenient bicycle parking encourages the use of active transportation. **Resource:** The City's Zoning Bylaw contains minimum bicycle parking space requirements for various zones.	OPA/ZBLA and Site Plan	Proposed development is anticipated to meet all minimum bicycle parking requirements. This will be confirmed through Site Plan.
2.4	Voluntary (see exception)	**Transportation Demand Management:** Provision and implementation of a Transportation Demand Management Plan. Required for parking reductions and required in Primary, Secondary and Employment Growth areas as per Official Plan policy.	**Rationale:** Transportation Demand Management Plans are plans that encourage sustainable modes of transportation. TDM plans evaluate building transportation needs comprehensively and may consider measures such as the provision of transit passes, flexible work hours, unbundled parking, on site transit facilities, priority parking for carpooling and autoshare programs, etc. **Resource:** Smart Commute Halton: https://www.smartcommute.ca/Public/Home.aspx **Incentive:** Sustainable Building Award	OPA/ZBLA and Site Plan	Will be addressed through Site Plan.

2.5	Voluntary	**Bicycle Storage (Occupants):** Locate occupant/employee bicycle parking near the main entrance or easy to identify area, in a weather protected area with controlled access or secure enclosures, at no extra charge to the occupant/employee.	**Rationale:** Applicants are encouraged improve upon the required bicycle parking requirements in the Zoning By-law to further encourage cycling as a viable transportation option. **Resource:** Toronto's Guidelines for the Design and Management of Bicycle Parking Facilities: https://www.toronto.ca/wp content/uploads/2017/12/8c1a-Cycling-Guidelines-for-the-Design-and Management-of-Bicycle-Parking-Facilities.pdf **Incentive:** Sustainable Building Award	OPA/ZBLA and Site Plan	Will be addressed through Site Plan.
2.6	Voluntary	**Bicycle Storage (Visitor):** Provision of bicycle parking spaces in a weather protected area at grade near the main entrance or easy to identify area.	**Rationale:** Applicants are encouraged improve upon the required bicycle parking requirements in the Zoning By-law to further encourage cycling as a viable transportation option. **Resource:** Toronto's Guidelines for the Design and Management of Bicycle Parking Facilities: https://www.toronto.ca/wp content/uploads/2017/12/8c1a-Cycling-Guidelines-for-the-Design-and Management-of-Bicycle-Parking-Facilities.pdf **Incentive:** Sustainable Building Award	OPA/ZBLA and Site Plan	Will be addressed through Site Plan.

Sustainable Building and Development Guidelines - Section 3: NATURAL ENVIRONMENT					
#	Required or Voluntary	Guideline	Rationale, Incentives and Resources	Implementation	Response
3.8	Voluntary (see exception)	**Enhanced Tree Preservation:** Maintain existing on-site trees that are 30 cm or more DBH (diameter at breast height) OR Maintain 75% of healthy mature trees greater than 20 cm DBH. **Note:** Tree preservation requirements will be determined by Official Plan urban forestry policies.	**Rationale:** Preserving trees provides numerous benefits and services, including the reduction of air pollution, water attenuation, moderation of the urban heat island effect, carbon sequestration, shade, habitat for urban adapted wildlife, neighbourhood character and mental health benefits. **Resource:** City of Burlington webpages on tree planting and care: https://www.burlington.ca/en/services-for-you/tree-planting-and care.asp **Incentive:** Sustainable Building Award	OPA/ZBLA and Site Plan	A detailed Tree Preservation Plan will be provided within the EIA that will be submitted for Draft Plan and will detail tree removals as part of this work and necessary compensation and enhancement. These plans will be further refined at detailed design through completion of an EIR.
3.9	Voluntary (see exception)	**Restoration and Enhancement:** Complete and implement a restoration and/or enhancement plan that demonstrates net gain for Natural Heritage System areas, including a management and monitoring plan. May be required as a result of Environmental Impact Assessment recommendations.	**Rationale:** The restoration and enhancement of Natural Heritage System areas can aid in the improvement of degraded areas, and can enhance ecosystem function. Long term management and monitoring ensures the success of the restoration project over the long term. **Resource:** N/A **Incentive:** Sustainable Building Award	OPA/ZBLA and Site Plan	NRSI and Colucent have identified preliminary areas with the EIA for enhancement and restoration which will be further refined at detailed design through the completion of an EIR.

Sustainable Building and Development Guidelines - Section 4: WATER CONSERVATION AND QUALITY					
#	Required or Voluntary	Guideline	Rationale, Incentives and Resources	Implementation	Response
4.1	Required	**Stormwater Quality:** Achievement of a level one/enhanced stormwater treatment for all stormwater runoff.	**Rationale:** Stormwater quality treatment reduces the total suspended solids in runoff to ensure the protection of receiving watercourses and Lake Ontario. **Resources:** N/A	OPA/ZBLA and Site Plan	Will be addressed through Site Plan and/or Plan of Subdivision.
4.3	Voluntary	**Pervious Surfaces:** minimization of impervious surfaces and stormwater runoff through the use of Low Impact Development (LID) measures, such as: • permable pavements; • bioswales; • infiltration trenches/bioretention areas; • rain gardens; • draining roofs to pervious areas, and; • other innovative stormwater management strategies	**Rationale:** Low Impact Development strategies mitigate the impacts of increased urban runoff and stormwater pollution by managing it as close to its source as possible. It comprises a set of site design approaches and small scale stormwater management practices that promote the use of natural systems for infiltration and evapotranspiration, and rainwater harvesting. **Resources:** Guidance, case studies and other tools to help design and construct LID approaches can be found on Credit Valley Conservation's website: www.creditvalleyca.ca/low-impact-development/ **Incentives:** Sustainable Building Award	OPA/ZBLA and Site Plan	Will be addressed through Site Plan and/or Plan of Subdivision.

Sustainable Building and Development Guidelines - Section 5: ENERGY AND EMISSIONS					
#	Required or Voluntary	Guideline	Rationale, Incentives and Resources	Implementation	Response
5.1	Required	**Urban Heat Island:** Provide vegetated landscape areas in hard surface areas as per the Zoning By-law.	**Rationale:** Vegetation can reduce the urban heat island effect to improve human comfort and energy efficiency in the surrounding areas. **Resource:** City's Zoning By-law	OPA/ZBLA and Site Plan	Will be addressed through Site Plan.

Sustainable Building and Development Guidelines - Section 6: WASTE AND BUILDING MATERIALS					
#	Required or Voluntary	Guideline	Rationale, Incentives and Resources	Implementation	Response
6.1	Required	**Waste Management Plan:** Provide and implement a waste management plan in accordance with Regional requirements.	**Rationale:** Recycling and composting treats waste as a resource and reduces the need for landfill expansion. **Resource:** Halton Region's Development Design Guidelines for Source Separation of Solid Waste: https://www.halton.ca/Repository/Development-Design Guidelines-for-Source-Separatio	OPA/ZBLA and Site Plan	Will be addressed through Site Plan.

Sustainable Building and Development Guidelines - Section 8: INNOVATION					
#	Required or Voluntary	Guideline	Rationale, Incentives and Resources	Implementation	Response
8.1	Voluntary	Innovative design or performance features not listed that receive approval from the City.	**Rationale:** The intent of this category is to encourage and recognize additional innovative approaches in design or performance that are not specifically addressed above. **Resource:** N/A **Incentive:** Sustainable Building Award	Various	Will be addressed through Site Plan.



Appendix B

NAK design strategies

NAK DESIGN STRATEGIES
213 STERLING ROAD, SUITE 211
TORONTO, ON. M6R 2B2
NAKDESIGNSTRATEGIES.COM NAK@NAK-DESIGN.COM

BURLINGTON URBAN DESIGN ADVISORY PANEL (BUD) COMMENT MATRIX

Project:	1200 KING ROAD	Project No:	23-039
Minutes:	March 27, 2025 BUD Meeting	Date:	2026-02-27

PDF Page #	Comment #	BUD Comment	Recommended NAK Response	UDB Section
SUMMARY OF PANEL ADVICE				
8	1	The Panel noted that this proposal represents more than just a neighborhood; it aims to create a new town, mini-city, or village within the existing city, emphasizing the long-term nature of the development and the importance of having the right policies, processes, and guidelines in place to maintain the core vision as different developers contribute.	**Language incorporated into the development vision. Added: *"1200 King represents the creation of an urban village within the existing city. Recognizing the long-term nature of such a transformation, the project is underpinned by comprehensive guidelines designed to preserve the integrity of the vision across all phases of development."***	1.3 Development Vision
8	2	The Panel expressed satisfaction with the high-level layout of the streets, noting that the streetscape design is promising in terms of walkability and multimodal functionality but stressed that more detailed study is needed regarding vehicle movement and interaction between different transportation modes.	**Noted. Studies have been completed and streetscape design has been reconfigured accordingly.**	3.5 Street Hierarchy
8	3	The Panel recognized the importance of connectivity between the western side, presenting an opportunity for a strong gateway, and the more urban area to the east, suggesting the connectivity should be safe, functional, and support multiple modes of transportation, including micro-modal options, while maximizing the use of street sections.	**Acknowledged.**	N/A
8	4	The Panel expressed general satisfaction with the location and concept of the open spaces but emphasized the need for deeper consideration of sustainability, including the integration of alternative energy solutions, appropriate species selection, and enhancements to aquatic habitats, especially in connection with the streams and stormwater ponds to create meaningful spaces.	**Acknowledged. Many of these sustainability details will be provided during the detailed design process. UDB text to be supplemented accordingly.**	5.0 Sustainability
8	5	The Panel suggested going beyond typical sustainability frameworks like LEED and exploring other alternative certifications or strategies to elevate the project's sustainability goals, while also integrating wildlife into the design to support ecological connections and biodiversity.	**Acknowledged. Many of these sustainability details will be provided during the detailed design process.**	N/A
8	6	The Panel highlighted the importance of social sustainability, encouraging the creation of spaces that foster a sense of community and interaction, and emphasized the need for continued collaboration with the City of Burlington throughout the design and development process to ensure the project benefits both the development and the surrounding urban area.	**Acknowledged.**	N/A

1. CONTEXT AND BUILT FORM - How does the development integrate with and enhance the surrounding urban fabric while ensuring a cohesive relationship between land uses, built form, and public spaces for a functional and visually harmonious environment?				
Existing and Future Context				
9	7	The Panel advises that the development should be carefully integrated into the broader urban structure, considering the impact of amenities and facilities on the city's absorption and overall urban form.	**Acknowledged.** **Added the following language:** ***"The site's urban structure is further defined by overlay designations that guide the scale and composition of the development:*** ***-MTSA Special Planning Area: The western portion of the site falls within the Major Transit Station Area (MTSA). This designation necessitates an urban form characterized by higher densities and transit-supportive uses, directly leveraging the amenities of the adjacent Aldershot GO Station to help deliver a vibrant, mixed-use urban village.*** ***-Mixed-Use Node and Intensification Corridor: The designation of the east-west corridor creates a structural spine through the site. This policy direction implies a shift from isolated employment uses toward a thoroughly integrated urban environment where community facilities, retail amenities, and the NHS function as central components of the public realm.*** ***Consequently, the development is positioned not as a standalone enclave, but as a component of the city's intensification strategy, providing supportive and complementary uses with the strategic flexibility to thrive within the wider urban context."***	1.2 Site Context
9	8	The Panel encourages the adoption of a "new town" model, which allows for flexible urban form distribution and the ability to adapt over time as market demand and urban design principles evolve.	**Acknowledged. Flexibility to be worked into the Zoning By-law Amendment and is also described throughout the Urban Design Brief.**	1.3 Development Vision
9	9	The Panel recommends strategically utilizing height, incorporating transit connections, and balancing residential, retail, and community spaces to create a cohesive, vibrant neighborhood.	**Acknowledged. This is reflected in the updated plan configuration and described throughout the Urban Design Brief.**	Throughout

9	10	Flexibility should be prioritized, particularly in response to potential future changes in retail trends and market conditions. The Panel suggests ensuring that planning policies and guidelines allow for future adaptation and evolution of the development.	**Acknowledged. Flexibility to be worked into the Zoning By-law Amendment and is also described throughout the Urban Design Brief.** **Added the following language to the vision: *"Prioritizing flexibility, the plan anchors the community with a dynamic mixed-use hub capable of adapting to future retail innovations"***	1.3 Development Vision
9	11	The Panel recognizes the unique challenge posed by the proximity to both a rail corridor and a highway. The Panel suggests that careful consideration is needed in deciding where to place residential areas in relation to these infrastructures.	**Acknowledged. This is reflected in the updated plan configuration and described throughout the Urban Design Brief.**	Throughout
9	12	The Panel encourages further reflection on the relationship between residential uses and surrounding infrastructure, especially in terms of buffering from the rail corridor and highway, to ensure the long-term livability and comfort of the proposed community.	**Acknowledged. Language and recommendations to be added from noise study in new subsection.**	5.7 Acoustic Mitigation
9	13	The surrounding context is limited, with a paving construction company to the north and low-rise residential to the south. The Panel suggests it would be helpful to see how the proposal fits into a broader, zoomed-out plan of the area, including potential future developments in Aldershot.	**Acknowledged. Add details to Figure 1.2a (context plan).**	1.2 Site Context
9	14	The Panel also recommends expanding the context to show how the development fits into the surrounding areas, particularly with further discussion with the city regarding properties along King Rd.	**Acknowledged. Add details to Figure 1.2a (context plan).**	1.2 Site Context
9	15	The Panel acknowledges the impressive aspects of the proposal and its internal logic, commending the team for creating a strong master plan.	**Acknowledged.**	N/A
9	16	The Panel highlights the need for clarity on how the development connects with nearby properties, such as the NHS development, and how the long-term vision for the east side of King Rd. fits into the broader urban context.	**Acknowledged. Add details to Figure 1.2a (context plan).**	1.2 Site Context
9	17	The Panel encourages continued dialogue with the city to ensure the master plan aligns more closely with the long-term urban vision and integrates more seamlessly into the surrounding urban fabric.	**Acknowledged.**	N/A

Built Form				
9	18	The Panel advised that the design should focus on framing the Central Park, with adaptable building forms around it. This approach will help ensure flexibility while adhering to core principles that support a vibrant and connected community.	**Acknowledged. This is reflected in the updated plan configuration and described throughout the Urban Design Brief. A variety of built form typologies now frame the Central Park - tall buildings, mid-rise buildings, office, townhouses, and the built form massing provides a sense of enclosure for the street and park.**	Throughout
10	19	The Panel commends the spaciousness between towers and the general structure of the blocks, noting that this generous spacing is a strong feature of the proposed development.	**Acknowledged.**	N/A
10	20	However, the Panel cautions against narrowing tower separation distances as proposed in the design brief, emphasizing the importance of maintaining these spatial qualities to avoid a significant change in the character of the development, especially as it evolves over time.	**Acknowledged. The tower separation of at least 25m (as indicated in the UDB) is consistent with the Burlington Tall Building Guidelines. The UDB also indicates that *"most distances [are] in excess of 30.0m in order that tall buildings provide sufficient space for access to sunlight and privacy without creating conditions of overcrowding in each district."***	4.6.4 Tower Separation
10	21	The Panel advised that these spatial parameters should be codified to ensure consistency and prevent the loss of these key design elements as the development moves forward, particularly since the project will likely unfold over 20 to 30 years with potential for individual blocks to be developed separately.	**Acknowledged.**	N/A
10	22	The Panel notes the limited architectural diversity in the proposal, acknowledging the potential for variety if blocks are sold to different developers with their own design teams. However, if this does not happen, particularly in the first phase, the Panel suggests considering ways to prevent the development from appearing monotonous and overly uniform in its design language.	**Acknowledged. Add note that *"visual interest in architectural style throughout is important, including the avoidance of monotonous designs."***	4.0 Built Form
10	23	The Panel suggests refining building shapes once key connections, such as between the Central Park and natural heritage areas, are established, possibly by adjusting podium designs.	**Acknowledged.**	N/A
10	24	The Panel supports the general massing strategy, noting the effective design of lower buildings to the south for natural sunlight and variation in height for skyline interest.	**Acknowledged.**	N/A

10	25	The Panel raised concerns about the scale of the development blocks, noting the difficulty in assessing whether they are appropriately urban in nature and pedestrian-friendly at this high level of design			**Acknowledged. To be refined during detailed design of each block.**		N/A	
10	26	The Panel recommends conducting a detailed study on a block-by-block basis, comparing similar communities in terms of scale and massing, to better understand the impact of the block sizes.			**Acknowledged. To be refined during detailed design of each block.**		N/A	
10	27	Specifically, the Panel suggests evaluating whether the proposed block lengths (e.g., 250m or 300m) create an inviting environment for pedestrians, or if adjustments such as additional roads may be needed to improve the walkability and urban feel of the development.			**Acknowledged. To be refined during detailed design of each block. Add note that *"there are opportunities for mid block pedestrian connections that will enhance those linkages provided through the street network."***		3.2 Active Transportation and Trail Network	
10	28	The Panel commended the development for its general integration of uses, particularly the central educational area, which the Panel felt was a great fit in terms of encouraging public movement between different spaces.			**Acknowledged.**		N/A	
10	29	The Panel appreciated the expectation that people will move back and forth between the areas, increasing public engagement. However, the Panel raised concerns about the rigidity of how uses are divided. Specifically, the Panel noted that the residential zone on the west end of Central Park might feel disconnected from the retail and other amenities that might be further away, which could affect pedestrian flow and accessibility.			**Acknowledged. The community is highly walkable so pedestrian connections to the mixed-use areas are easily accessible, with safe and convenient links by bike as well.**		N/A	
10	30	The Panel recommended ensuring that retail and other amenities are distributed in a way that keeps people moving through different areas of the site. This would ensure that even those in more distant areas have access to key services and help maintain a pedestrian-friendly environment.			**Acknowledged. To ensure a dynamic, busy urban village hub is maintained, the intent is to avoid diluting the retail by spreading it throughout the community.**		N/A	
10	31	The Panel encouraged continued dialogue with the city to ensure the master plan aligned more closely with the long-term urban vision and integrated more seamlessly into the surrounding urban fabric.			**Acknowledged.**		N/A	

Cultural and Historical Identity				
11	32	The Panel recognizes the site as a challenging and isolated piece of land, located between a highway and a railway, making it difficult to assess how the proposal fits within its broader context. Despite these challenges, the Panel commends the team for creating a distinct identity for the site.	**Acknowledged.**	N/A
11	33	The Panel felt this aspect is underdeveloped. Although the plan references a brickworks element, the Panel suggests that the development could be strengthened by incorporating more local heritage references or design cues.	**Acknowledged. To be refined during detailed design.**	N/A
11	34	The Panel advised that integrating these cultural and historical elements could help root the development more deeply in Burlington's architectural and cultural context and provide a narrative that adds meaning and identity to the place.	**Acknowledged. To be refined during detailed design. Will note benefit of incorporating local cultural heritage references where appropriate.**	N/A
Sustainability				
11	35	The Panel highlights the importance of incorporating sustainability, character, and identity into the development, drawing from the site's heritage and history to build a strong, enduring community.	**Acknowledged. To be refined during detailed design.**	N/A
11	36	The Panel questioned the rationale behind the placement of the residential areas and entertainment district, particularly in terms of the noise and vibration studies conducted and whether the separation from the residential areas is based on minimizing impacts from these elements.	**Acknowledged.**	N/A
2. SITE CIRCULATION AND STREETSCAPE DESIGN - Please comment on the overall site circulation, focusing on how the development ensures efficient access to the entertainment district, including parking, given the shape and layout of the development area, while minimizing conflicts with pedestrians. Additionally, does the proposed streetscape design enhance the public realm and support a pedestrian-friendly environment?				
Public Realm and Design Principles				
12	37	The Panel finds the proposal generally positive particularly due to the preservation of half of the site as natural heritage, which ties into Central Park and the Natural Heritage zone. This approach enhances the site's sense of place and provides a compelling vision for the previously unused land.	**Acknowledged.**	N/A
12	38	The Panel appreciated the focus on prioritizing public space and the sequence of public realm development, highlighting its strength as a guiding principle for the design.	**Acknowledged.**	N/A

12	39	The Panel emphasized the importance of a "public space first, building second" philosophy to guide the development of the property.	**Acknowledged. To be emphasized throughout UDB.**	3.0 Community Design Plan
12	40	The Panel commended the clear and well-thought-out design principles, particularly the central pedestrian passageway and the connection between Central Park and the Natural Heritage zone.	**Acknowledged.**	N/A
Traffic, Mobility, and Connectivity				
12	41	The Panel acknowledged the need for further study on traffic flow, especially around the event space, as the current proposal assumes seamless multimodal flow.	**Acknowledged. Refer to transportation studies.**	N/A
12	42	The Panel highlighted potential congestion risks, particularly around King Rd. and the GO Station during large events with regional reach.	**Acknowledged. See transportation studies.**	N/A
12	43	The Panel appreciated the multimodal approach indicated in the plans, especially the bidirectional cycle lanes that assist in moving people across the site.	**Acknowledged.**	N/A
12	44	The Panel emphasized the need to consider how connections extend beyond the residential and parkway link streets and ensure pathways are well-connected throughout the site, particularly in areas like Central Park.	**Acknowledged. A comprehnsive network is shown and will be further refined during detailed design.**	3.2 Active Transportation and Trail Network; 3.5 Open Space Network
12	45	The Panel noted that people naturally take the path of least resistance, stressing the importance of easy and well-connected pathways for effective movement.	**Acknowledged. A comprehnsive network is shown and will be further refined during detailed design.**	3.2 Active Transportation and Trail Network; 3.5 Open Space Network
12	46	The Panel recognized the benefits of alternative transportation options, such as electric bikes, bike paths, buses, and walking through the forest, which would enhance connectivity and provide appealing choices for future residents and visitors.	**Acknowledged.**	N/A

12	47	However, the Panel also noted that some connections between areas could present challenges, suggesting the need for more thought about how these routes are designed for future mobility.	**Acknowledged. To be refined during detailed design.**	N/A
12	48	Regarding the Parkway Link, the Panel expressed the idea that flexibility is essential and recommended considering dedicated spaces for future technologies like self-driving minibuses, which could be a significant advantage in the long run.	**Acknowledged. To be refined during detailed design.**	N/A
12	49	The Panel noted the importance of innovation in the design and emphasized the need to start planning now to address potential challenges in gaining approval from committees and meeting standards.	**Acknowledged.**	N/A
13	50	The Panel recommended leveraging the site at the westernmost point near Aldershot as a gateway to the development, emphasizing its potential to become a key entry point.	**Acknowledged. Added a section about gateways, noting that gateways can be in the form of built form massing.**	3.6 Gateways
13	51	The Panel suggested that the site, though long for walking, could be ideal for micro-mobility solutions such as bike shares or scooters, offering a more efficient way to traverse the area.	**Acknowledged. It is intended for the street network to respond to emerging Burlington standards for micro mobility.**	5.2.6 Micro-Transit Service
13	52	The Panel emphasized the importance of integrating the bikeway more effectively into the transit station and proposed moving the bikeway from the north side of the street to the south side to create a direct path into the station, avoiding the current route through the surface parking lot.	**Acknowledged.**	N/A
13	53	The Panel encouraged discussions with Metrolinx to ensure a seamless connection between the bikeway and the station, positioning micro-mobility as the most efficient transportation option.	**Acknowledged.**	N/A
13	54	The Panel stressed the opportunity to make the western entrance a prominent feature that would draw people to travel from Aldershot to the entertainment district, creating a strong, welcoming statement for the development.	**Acknowledged. Added a section about gateways, noting that gateways can be in the form of built form massing.**	3.6 Gateways

Pedestrian Experience and Streetscape Design				
13	55	The Panel emphasized the need for more detailed planning for the streetscape design, including material palettes, lighting hierarchy, and programming, which are critical for the successful implementation of the streetscape.	**Acknowledged. Describe decorative paved pedestrian crossings, suggest pedestrian scaled lighting to reinforce a special character for the mixed-use hub, etc.**	3.4 Streetscape Design
13	56	The Panel acknowledged the efforts in creating pedestrian-friendly streetscapes with generous walkways and pre-plantings, contributing positively to the public realm.	**Acknowledged.**	N/A
13	57	The Panel commended the clear and well-thought-out design principles, including the central pedestrian passageway, the connection between Central Park and the Natural Heritage zone. The Panel encouraged continued focus on public realm and network development as the project moved forward	**Acknowledged.**	N/A
13	58	However, concerns were raised about the safety and comfort of areas between the urban sections and Aldershot, particularly in the evenings when there is less lighting and vitality.	**Acknowledged. Applying CPTED principles will be an important consideration for all areas of the plan. Core principles listed with associated guidelines.**	5.5 Community Safety
13	59	The Panel recommended further thought on how to support pedestrian movement in these areas, possibly through different street sections and slowing down traffic to improve the pedestrian environment.	**Acknowledged. Approach is to reinforce compact street form throughout while accommodating the various functions of the rights-of-way.**	3.4 Streetscape Design
13	60	The Panel expressed appreciation for the variety in the proposed built form, acknowledging the potential for different developments within the project.	**Acknowledged.**	N/A

13	61	However, the Panel suggested that, given the scale of the site and the possibility of dividing it into future phases for separate development, a unifying public realm language should be established to tie the various elements together.	**Acknowledged. Noted in Streetscape Design**	3.4 Streetscape Design
13	62	The Panel recommended incorporating consistent elements, such as a unified landscape standard, street furniture, or even consistent fonts for street names and building numbers, to create a cohesive identity within the development.	**Acknowledged. Noted in Streetscape Design**	3.4 Streetscape Design
13	63	The Panel emphasized the importance of considering these design elements to foster a sense of unity and character, ensuring the development feels like a well-integrated, cohesive neighborhood.	**Acknowledged. Noted in Streetscape Design**	3.4 Streetscape Design
Flexibility and Long Term Planning				
14	64	The Panel acknowledged that the street network was generally well thought out but noted some caveats regarding the combination of public and private streets. Private streets offer flexibility, but once public streets are determined, infrastructure becomes difficult to change.	**Acknowledged.**	N/A
14	65	The Panel highlighted the impact of street organization on built form, particularly the reliance on towers with podiums and mid-rise buildings.	**Acknowledged.**	N/A
14	66	The Panel suggested that future trends might shift, such as a return to slab-style buildings, which could alter the development in 10 years.	**Acknowledged.**	N/A
14	67	The Panel emphasized the importance of flexibility and planning for long-term changes, such as potential environmental assessments (EAs) for crossings and other elements, which could delay approvals for many years.	**Acknowledged.**	N/A
14	68	The Panel referenced the importance of phasing infrastructure, such as roads and servicing, to ensure the development progresses efficiently while considering the impact on the overall plan.	**Acknowledged.**	N/A

3. OPEN SPACE AND SUSTAINABILITY - Please comment on how the development integrates natural open spaces and sustainable design features, to support new community needs and contribute to a resilient and vibrant environment.				
Sustainability				
14	69	The Panel finds that the plan promotes sustainability broadly but lacks clear, quantifiable performance metrics. We recommend considering the inclusion of specific targets, such as LEED certification, energy use intensity goals, or greenhouse gas (GHG) reduction targets, to better measure climate performance moving forward.	**Acknowledged. Many of these sustainability details will be provided during the detailed design process. Sustainable Building and Development Guidelines Checklist to be added as appendix, keeping UDB general so that the development can appropriately respond to emerging technologies and standards given the long term vision.**	1.6 Planning and Urban Design Policies & 5.0 Sustainability
14	70	While the passive open spaces are well conceived, there is concern about their over-reliance. The Panel suggests a stronger focus on flexible, programmable spaces for different age groups and underrepresented communities, ensuring year-round and inclusive use.	**Acknowledged. The central park programming will reflect both active and passive use elements and functions**	3.5.1 Central Park
14	71	The stormwater ponds, though naturalized, currently function as edge conditions rather than active destinations. The Panel encourages the team to better integrate them into the design, with features like boardwalks, lookouts, or educational elements that engage residents with the water systems.	**Acknowledged. Ponds have been designed to fit with the surroundings and have boardwalks / lookouts integrated along their urban edges.**	3.5.7 Natural Features, Creek Corridor, and Stormwater Management Ponds
14	72	The Panel suggests incorporating local materials, such as tree trunks for benches or furniture, to create a more environmentally connected approach to the site's design.	**Acknowledged. To be determined during detailed design.**	N/A
14	73	The Panel acknowledges the inclusion of green roofs, natural plantings, and permeable surfaces, but emphasizes the importance of ensuring that sustainability is embedded consistently across the entire site, not just within the stormwater ponds.	**Acknowledged. To be refined during detailed design.**	N/A
14	74	The Panel highlights the importance of social sustainability. The Panel encourages the creation of spaces that foster interaction among diverse residents, including families, youth, seniors, and students. Consideration should be given to the integration of amenities such as childcare facilities, which can enhance social cohesion.	**Acknowledged. The intent of the plan and its uses is to foster interaction and engagement.**	3.5 Open Space Network
15	75	The Panel recommends designing spaces that encourage spontaneous social interactions and contribute to a strong community identity. These spaces should be flexible, inclusive, and promote engagement across different demographics.	**Acknowledged. Text supplemented.**	3.5 Open Space Network

15	76	The Panel stresses the need for long-term flexibility in the design. As environmental conditions and societal needs evolve, the development should be adaptable to change. The Panel recommends designing with the future in mind, ensuring that the development can accommodate shifts in climate, sustainability priorities, and community needs.	**Acknowledged. Text supplemented.**	3.5 Open Space Network
15	77	In this regard, the Panel suggests considering the incorporation of a "district energy" system or similar sustainable infrastructure that can enhance resilience and sustainability over time.	**Acknowledged. Many of these sustainability details will be provided during the detailed design process. Sustainable Building and Development Guidelines Checklist has been added as an appendix, keeping UDB general so that the development can appropriately respond to emerging technologies and standards given the long term vision.**	5.0 Sustainability
15	78	The Panel recognizes that this is still an early-stage proposal and encourages continued refinement of the design with a focus on integrating sustainability, resilience, and social equity. The development should continue to evolve in response to environmental, social, and economic factors.	**Acknowledged. To be refined during detailed design.**	N/A
15	79	The Panel also emphasizes the importance of ongoing collaboration with the City throughout the design and implementation phases to ensure the project benefits not only the site but also the surrounding community, creating synergies that sustain the city as a whole.	**Acknowledged. To be refined during detailed design.**	N/A
Open Space				
15	80	The Panel commends the overall concept of passive open spaces but notes that design seems to focus on a specific demographic. We encourage the inclusion of a wider variety of spaces that cater to different age groups and underrepresented communities, promoting inclusivity.	**Acknowledged. To be refined during detailed design.**	3.5 Open Space Network
15	81	The Panel noted that the scale of Central Park is quite large and suggested considering the distinct character and role of smaller, informal open spaces around buildings (P.O.P.S. and courtyards). These spaces should be designed to serve different purposes and meet diverse needs, whether naturalized, hardscaped, urban, or informal.	**Acknowledged. To be refined during detailed design.**	3.5 Open Space Network
15	82	The Panel recommends further refining the design of informal spaces on a block-by-block basis, integrating these spaces with the larger network and ensuring that they provide valuable, informal gathering places for residents while also accommodating destination parks for visitors.	**Acknowledged. To be refined during detailed design.**	N/A

Wildlife and Natural Heritage				
15	83	The Panel appreciates the connection to the natural heritage system, including the integration of Central Park and pedestrian connections.	**Acknowledged.**	N/A
15	84	The Panel suggests further exploration of wildlife movement, particularly between the development and the surrounding natural areas, such as the Parkway connection from Aldershot to the main part of the site.	**Acknowledged.**	N/A
15	85	The Panel recommends investigating opportunities to facilitate wildlife movement, especially between the retail and residential zones along the Creek, to maintain ecological connectivity.	**Acknowledged.**	N/A

NAK design strategies

213 STERLING ROAD, SUITE 211
TORONTO ON M6R 2B2
nakdesignstrategies.com

T: 416.340.8700

giannone petricone associates

96 SPADINA AVE, SUITE 900
TORONTO ON M5V 2J6
gpaia.com

T: 416.591.7788