

1062-1074 Cook Blvd Burlington

SEPTEMBER 2022

URBAN DESIGN BRIEF

File No. 20329D

MHBC | PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Camarro Development (hereinafter referred to as the "Owner") to prepare an Urban Design Brief for the redevelopment of the properties municipally addressed as 1062 & 1074 Cooke Boulevard in the City of Burlington (hereinafter referred to as the "Site" or the "Subject Lands"). The purpose of the Urban Design Brief is to illustrate how the proposal will implement design objectives provided by the City of Burlington in effect and new Official Plan as well as Aldershot GO Major Transit Station Area (MTSA).

The proposed redevelopment represents revitalization and intensification of a currently under-utilized property within the City of Burlington Urban Boundary and Aldershot Go Major Transit Station Area (MTSA). The Subject Lands are adjacent to existing employment uses and an established Residential Neighbourhood Area to east, employment uses to the south, and GO and VIA Rail to the north. Immediately north of the Site are vacant lands, the Aldershot GO Station, and a parking area. The proposed development will promote multi-modular and active transportation options and will support the use of local and regional transit services (including GO and VIA Rail services) that connect to the Aldershot GO Station.

THE POLICY FRAMEWORK

The Subject Lands are currently designated as a 'Mixed-Use Activity Area' on Schedule A - Settlement Pattern, a 'Mixed Use Corridor - Employment' on schedule B - Comprehensive Land Use Plan, in the in-effect City of Burlington Official Plan ("OP"). Within the Grow Bold OP the Subject Lands are designated as a 'Mixed Use Nodes and Intensification Corridors' and a "Major Transit Station Area (MTSA)" on Schedule B - Urban Structure, and as a 'Primary Growth Area' and a 'Major Transit Station Area' on Schedule B-1 - Growth Framework, Urban Corridor-Employment- Schedule C- Land Use- Urban Area. In addition to the OP designations, the Site is subject to the Aldershot Go MTSA Special Planning Area which is identified as a potential location for high-rise residential development (Designated as Aldershot Go Central).

OUR APPROACH

In response to the vision for the Subject Lands to accommodate intensification, MHBC on behalf of the Owner has prepared this Urban Design Brief to illustrate how the proposed development is in accordance with both the in-effect Official Plan and the new Official Plan, where specific relevant policies of these plans will be evaluated. This Urban Design Brief also demonstrates how the proposed development supports the general intent and policy direction of the proposed Aldershot GO "Major Transit Station Area (MTSA)".

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Yours truly,

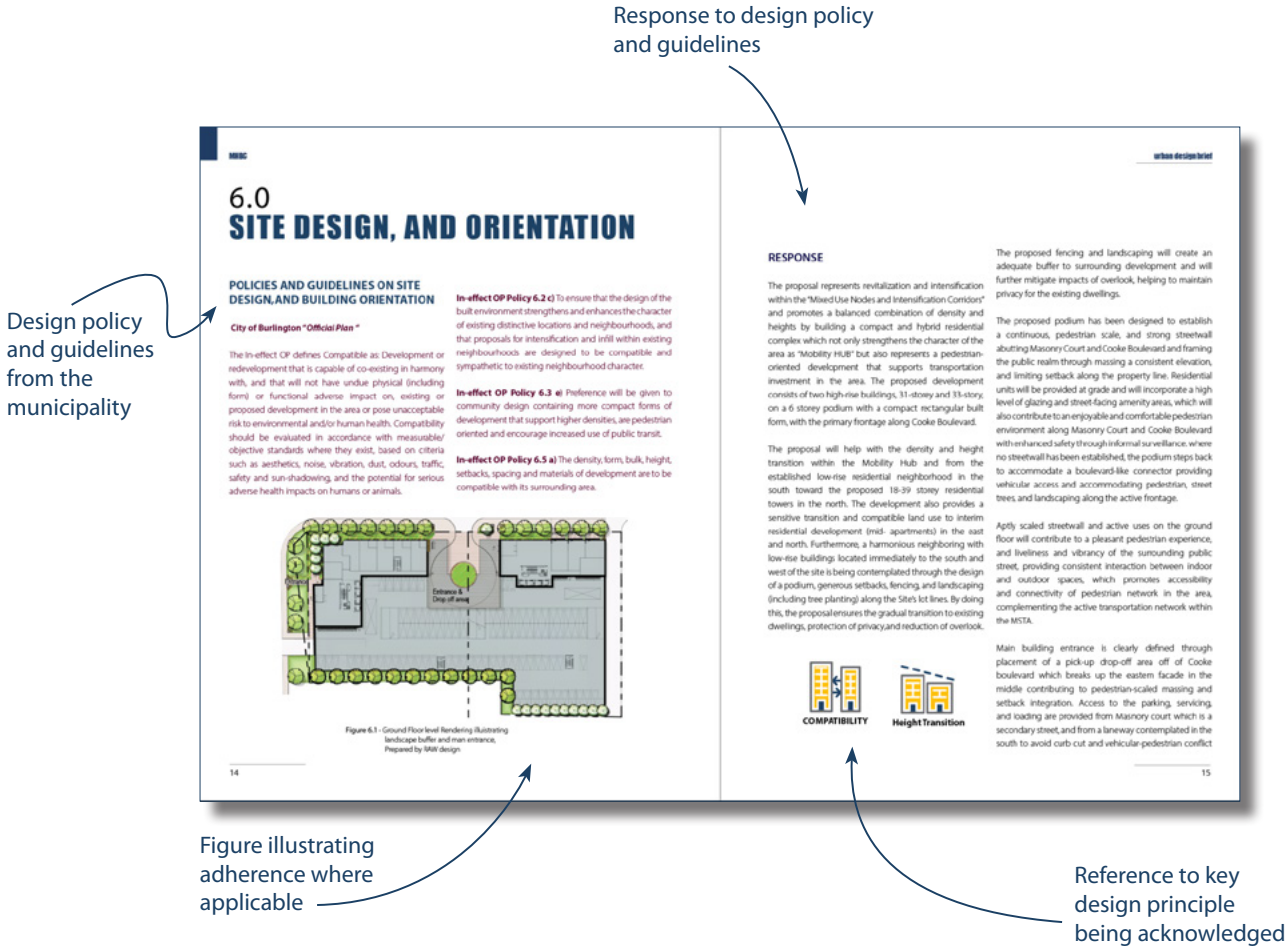
MHBC



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Planner and Urban Designer

2.0
HOW TO READ THIS BRIEF



This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence to those principles is provided. In some cases where strict compliance is not feasible, a design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

3.0
EXISTING CONTEXT ANALYSIS

The Subject Lands are located within the Aldershot community of Burlington. The Subject Lands are located on the southwest corner of Cooke Boulevard and Masonry Court (Figure 4.1).

The Subject Lands are immediately bound by Masonry Court to the north, Cooke Boulevard to the east, 1050 Cooke Boulevard to the south, and residential developments to the west. 1074 Cooke Boulevard is currently occupied by a one-storey building that contains PV Labs. 1062 Cooke Boulevard is currently occupied by a one-storey building that contains Category 5 Imaging Inc. Both Sites currently have one access point each, both of which are located along Cooke Boulevard. Parking for both Sites is currently located on the front and sides of properties, with the parking lots connected by a drive aisle. Cooke Boulevard does not contain a sidewalk on the side which the Subject Lands are situated. The lands are generally flat in nature, with trees/greenery located along the perimeters of the properties.

The Subject Lands are surrounded by the following uses:

NORTH Immediate to north are lands designated as Mixed Use Corridor which are currently vacant. Further north across the Canadian National Railway and south of Highway 403 is the Aldershot Go Station and associated surface parking lot.

EAST East of Cook Boulevard is the Genthern Electronics building, and within a block is an established Residential Area consisting primarily of low-rise residential buildings.

SOUTH Immediate to the south is the Primary Fluid System Inc. building, and further south on both sides of Plains Road East are office, service and retail uses and their associated surface parking. Other institutional and amenity uses to the south include Aldershot School and Lasalle Park with Lakefront recreational uses.

WEST Immediate to the west is the Cougar Shoe Inc. building, and across Waterdown Road is the Burlington Fire Station 3. Lands further west are designated as General Employment Area. Beyond this area are Community Commercials and Highly densified area consisting of high- to mid- rise residential buildings.

The Subject Lands are served by Burlington Transit Route 87 and 4, within 500m walking distance of the Aldershot Go Station and identified as 'Aldershot GO Central Area' in the Aldershot GO Major Transit Station Area Study. Walking paths coming off the station toward the Site are identified as Green Street with potential for active transportation connections, including bike lane and enhanced sidewalk. The Site is also adjacent to multiple existing and proposed amenity, retail and commercial service uses located on the north side of Plains Road East, which include various parks and open spaces plus mixed-use retail establishments along the Commercial Mixed Use Corridor. In addition, the Site is directly connected to the City of Burlington Busway network, having the primary Bus Service route passing through the western edge along Waterdown Road.

The Subject Lands are also designated as Mixed-Use lands within the intensification Corridor, which serves the emerging Employment areas to the west and responds

to the growing population, economic activities, and transportation infrastructure investment in the urban area. The Subject Lands are also located close to the existing and emerging residential communities, including those located to the east and south.

The proximity of these identified infrastructures, services and facilities will play a key role in establishing a well-connected and convenient mixed use complex.

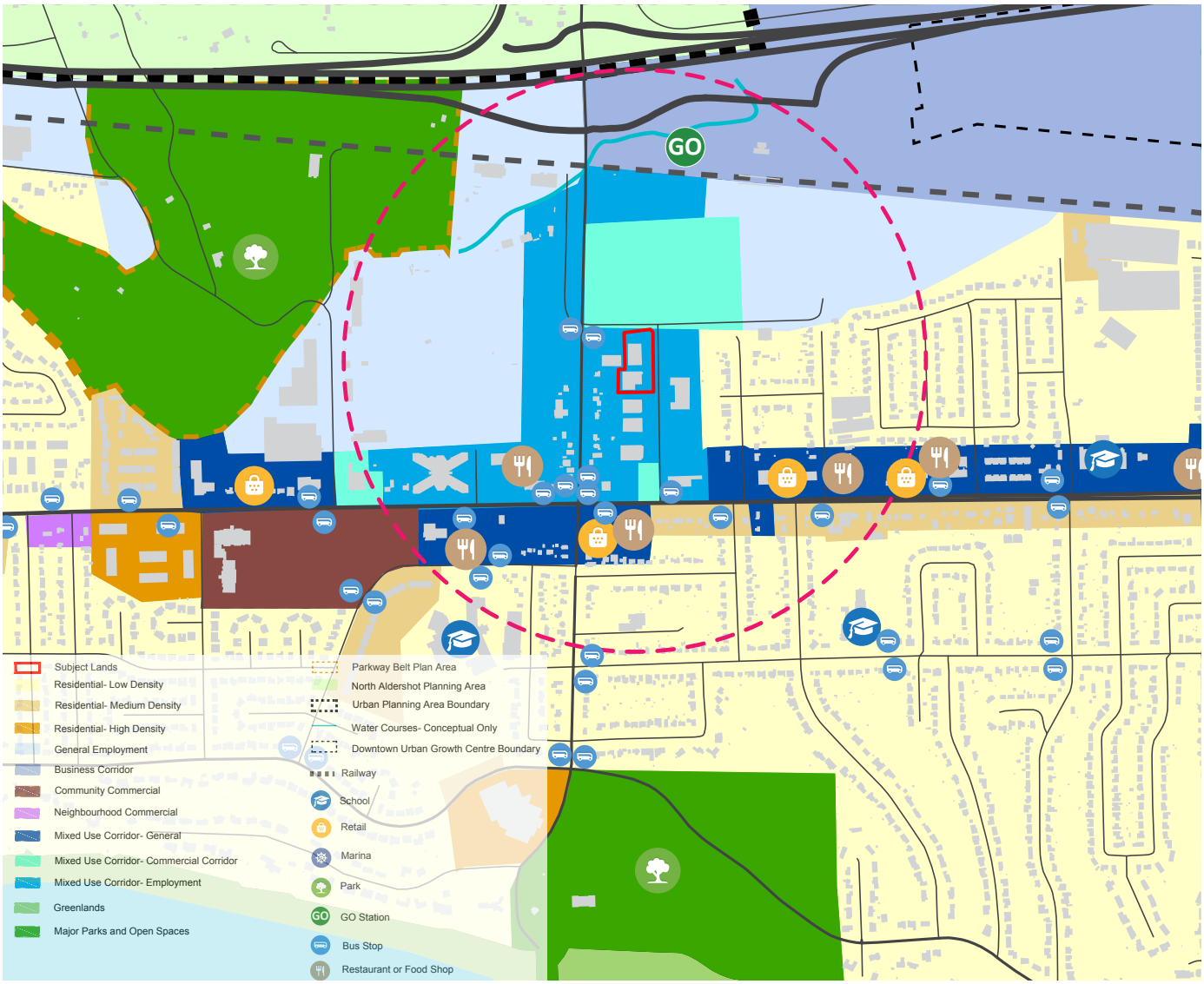


Figure 3.1 - Context Map

4.0
THE PROPOSAL

THE PROPOSED DEVELOPMENT

The owner is seeking to redevelop the subject lands with two high-rise residential towers at the heights of 30-storeys to the south and 32-storeys to the north, connected via a shared podium with a height of 6-storeys fronting Cooke Boulevard and Masonry Court and 3-storeys at the rear. The building is designed to frame the street at the southwest corner of Masonry Court and Cooke Boulevard. The development will be constructed in two phases, with the 30-storey portion to the south representing phase one and the 32-storey portion to the north representing phase two. Overall, the development includes a total of 809 residential units and two retail units. A total gross floor area of 48,674 square metres is proposed, including 581 square metres of retail at grade within the ground floor.

Vehicle access is proposed via two private driveways to the adjacent street; one driveway is proposed to Masonry Court at the northwest corner of the Site, and one is presented from Cooke Boulevard at the southeast corner.

The Cooke Boulevard entrance provides access to the underground ramp, loading area to the south, drop-off area, and garbage room for phase 1. The Masonry Court entrances provide access to the underground ramp, loading area to the north, drop-off area, and the garbage room for phase 2.

Regarding site parking, a total of 118 visitor spaces will be provided, with 523 residential parking spaces for a site total of 641 parking spaces. Parking will be provided in two levels of underground parking and on the ground floor, with access provided to the garage on the Site's east side.

A total of 448 bicycle parking spots will be provided on-site, including 408 spaces in long-term secure storage for residents and 40 spaces at-grade for short term storage for visitors.

Two pick-up/drop-off areas are presented on the Site to support safe vehicular and pedestrian circulation and multi-modal transportation initiatives within the MTSA boundaries.

The primary pedestrian access is provided for residents from Cooke Boulevard to the residential lobby with a second residential lobby and pedestrian access provided on Masonry Court.

Loading and servicing areas are contained within the podium building and are accessible from parking entrances and will be screened from the public streets.

The proposed development incorporates both indoor and outdoor amenity areas. Outdoor amenity area is provided on the fourth, fifth and seventh floors in outdoor terrace areas, including barbeque areas, outdoor seating and landscaping. Private balconies are proposed for the majority of units. Indoor amenity space is provided on the fourth and fifth floors. A total of 13,957 sq. m. of amenity space is provided for future residents, with 1,469 sq. m. of indoor amenity space and 12,488 sq. m. of outdoor

amenity space. Amenity space is provided at a total rate of 17.3 sq. m. per unit.

This building represents an active frontage at the ground level along both abutting streets with retail uses, a residential lobby, and residential units facing the public sidewalk with entrances and patios.

The podium will have a high-quality facade and material finish consistent with the overall building appearance.



Figure 4.1 Perspective Rendering of the Proposal, viewed from north

5.0 POLICY CONTEXT, DESIGN PRINCIPLES & OBJECTIVES

CITY OF BURLINGTON OFFICIAL PLAN (IN-FORCE)

The City of Burlington Official Plan (the "current Official Plan") was approved by the Ontario Municipal Board on October 24, 2008. Official Plan text and maps were updated in the October 2017 office consolidation. Official Plan Amendment (OPA) 55 was adopted in order to bring the current Official Plan into conformity to the 2006 Growth Plan. The current Official Plan is in force and, for the purposes of this review, forms the majority of the policy review with respect to the local land use policy framework as well as the scope of the applications to permit residential development on the Subject Lands.

The Subject Lands are identified on two schedules in the current Official Plan:

- "Mixed Use Activity Area" in Schedule A (Settlement Pattern)
- "Mixed Use Corridor - Employment" in Schedule B (Comprehensive Land Use Plan - Urban Planning Area) Since residential uses are not permitted in Mixed Use Corridor - Employment lands, a redesignation to Mixed Use Corridor is required to permit the proposed development.

"Mixed Use Corridors" provide locations along multi-purpose arterial or major arterial roads that will serve as areas of concentration for mixed use developments with high density residential, retail, service commercial, office, entertainment, community facilities and institutions, and open space uses (Policy 5.3.1 a). Higher intensity, transit supportive and pedestrian-oriented mixed use development is encouraged along Mixed Use Corridors, including land in the vicinity of a MTSA, while retaining compatibility with nearby land uses.

GROW BOLD (2020 COUNCIL-ADOPTED OFFICIAL PLAN)

On April 26, 2018, Burlington City Council adopted the new Burlington Official Plan (the "new Official Plan"). On December 4, 2018, the Region of Halton released a statement of opinion of non-conformity with the Regional Plan with respect to the City of Burlington's adopted Official Plan.

In the Grow Bold Official Plan the Subject Lands are designated as:

- "Mixed Use Nodes and Intensification Corridors" and within the "Aldershot Go MTSA Special Planning Area" - Schedule - B Urban Structure;
- "Primary Growth Area" - Schedule B-1 - Growth Framework; and,
- "Urban Corridor- Employment"- Schedule C- Land Use-Urban Area. Since the Urban Corridor-Employment Lands designation does not permit residential uses, an Official Plan Amendment to "Urban Corridor General" is required to allow for residential uses on the Subject Lands in the context of the new Official Plan.

TALL BUILDING URBAN DESIGN GUIDELINES

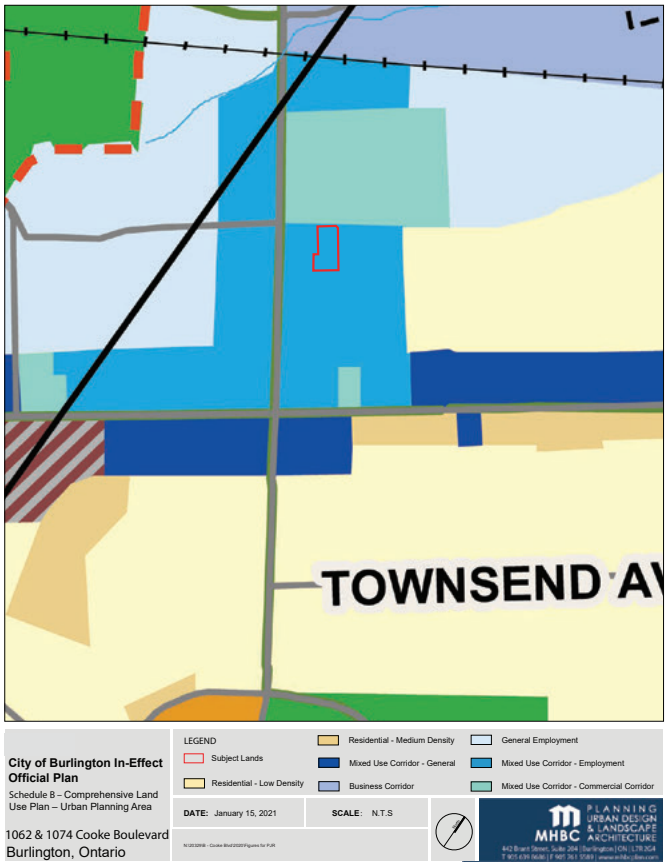
The Tall Building Design Guidelines (May 2017) provide direction for podium design, site design, open space and streetscaping, tower design and rooftop design.

GUIDING PRINCIPLES AND OBJECTIVES

- To encourage comprehensively planned mixed use employment, shopping and residential areas that provide for the integration of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space in a compact urban form, while retaining compatibility with nearby land uses.
- To ensure Mixed Use Activity Areas are developed in a compact urban form, are pedestrian oriented and highly accessible by public transit, and foster community interaction.
- To direct the phasing and/or expansion of municipal infrastructure and services to ensure the timely and orderly development of Mixed Use Activity Areas.
- To encourage transit-supportive and pedestrian-oriented urban design in the development of Mixed Use Corridor sites,
- To provide for the day-to-day and weekly shopping needs of residents within and in close proximity to the Corridor. Retail and service commercial uses are to be located at street level in office or residential buildings (Policy 5.3.2.c).
- To achieve transit supportive densities in accordance with the Province's Transit Supportive Guidelines and the existing and planned level and type of transit service.
- To contain a mix of land uses and transit supportive development that supports the achievement of complete communities through a more compact built form, while ensuring compatibility with surrounding areas is achieved
- To incorporate a mix of unit sizes and types to accommodate a diverse range of household sizes and incomes in a Multi-unit residential developments form
- To encourage and prioritize active transportation and transit considerations, including frequent transit corridors.
- To foster community interaction by providing opportunities for public service facilities and open spaces.
- To promote as focal points for community activities that are characterized by a compact form of development, pedestrian orientation, greater accessibility to public transit and higher intensity development.

LAND USE FIGURES

Applicable Land Use and Zoning figures to the Subject Lands are found on Page 12 and 13.

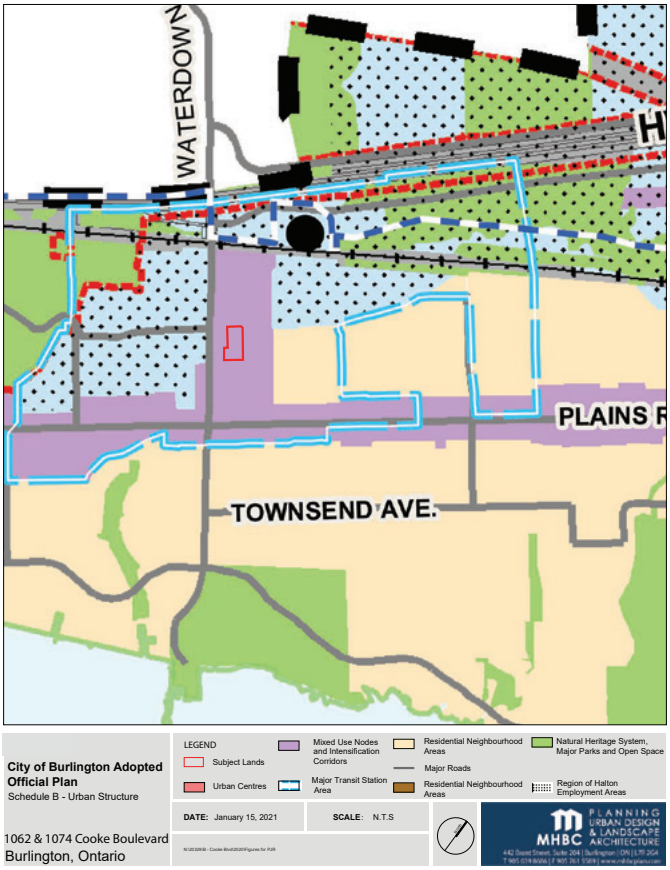


City of Burlington In-Effect Official Plan
Schedule B – Comprehensive Land Use Plan – Urban Planning Area

1062 & 1074 Cooke Boulevard
Burlington, Ontario

LEGEND
Subject Lands
Residential - Low Density
Residential - Medium Density
Mixed Use Corridor - General
Business Corridor
General Employment
Mixed Use Corridor - Employment
Mixed Use Corridor - Commercial Corridor

DATE: January 15, 2021
SCALE: N.T.S

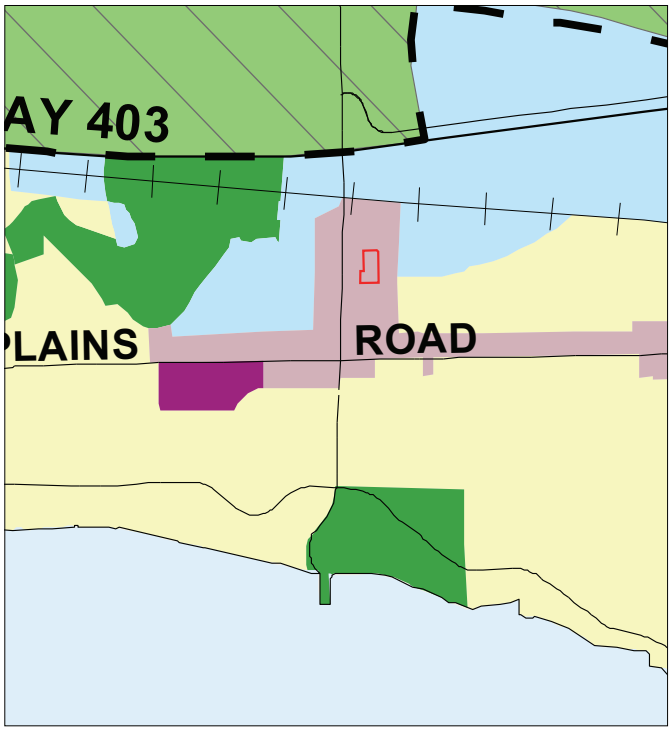


City of Burlington Adopted Official Plan
Schedule B - Urban Structure

1062 & 1074 Cooke Boulevard
Burlington, Ontario

LEGEND
Subject Lands
Urban Centres
Mixed Use Nodes and Intensification Corridors
Major Transit Station Area
Major Roads
Residential Neighbourhood Areas
Residential Neighbourhood Areas
Natural Heritage System, Major Parks and Open Space
Region of Halton Employment Areas

DATE: January 15, 2021
SCALE: N.T.S

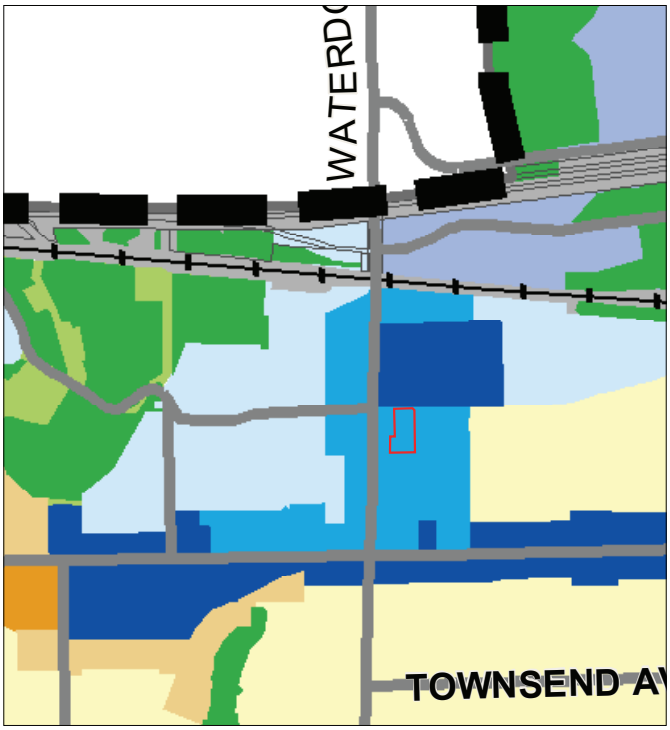


City of Burlington In-Effect Official Plan
Schedule A – Settlement Pattern

1062 & 1074 Cooke Boulevard
Burlington, Ontario

LEGEND
Subject Lands
Residential Area
North Aldershot Planning Area
Employment Lands
Major Retail Areas
Mixed Use Activity Areas
Rural Features/Open Space
Urban Planning Area Boundary

DATE: January 15, 2021
SCALE: N.T.S

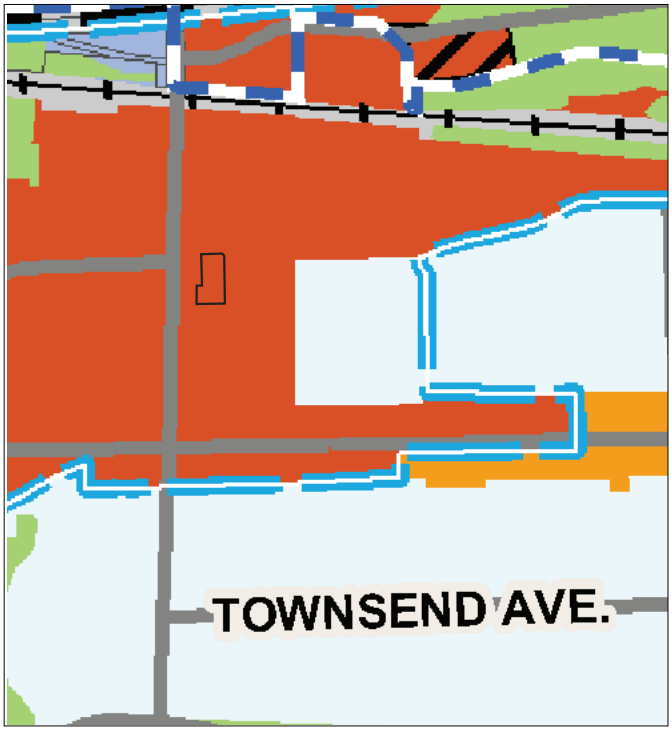


City of Burlington Adopted Official Plan
Schedule C - Land Use Urban Area

1062 & 1074 Cooke Boulevard
Burlington, Ontario

LEGEND
Subject Lands
Urban Centres
Mixed Use Commercial Centre
Neighbourhood Centre
Local Centre
Employment Commercial Centre
Urban Corridor
Urban Corridor-Employment Lands
Residential-Low Density
Residential-Medium Density
Residential-High Density

DATE: January 15, 2021
SCALE: N.T.S



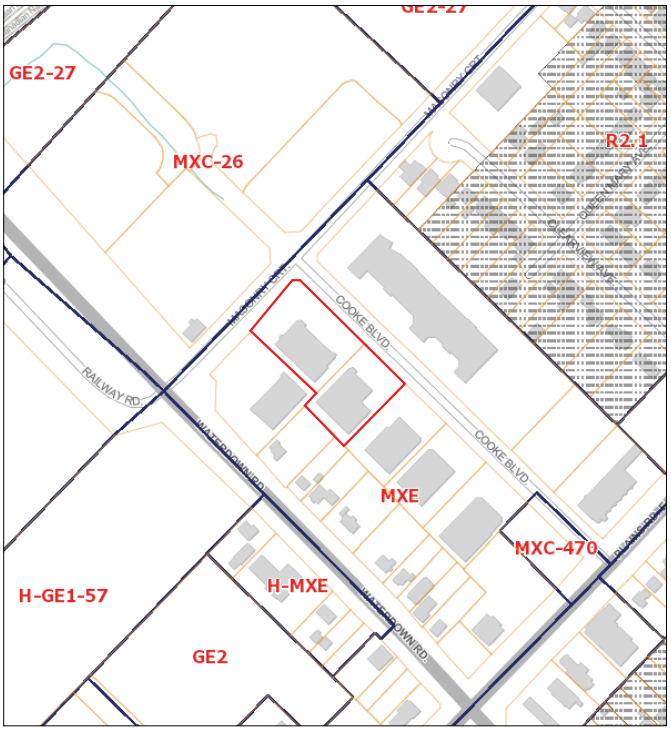
City of Burlington Adopted Official Plan
Schedule B - 1 Growth Framework

1062 & 1074 Cooke Boulevard
Burlington, Ontario

LEGEND
Subject Lands
Urban Centres
Primary Growth Area
Major Transit Station Area
Secondary Growth Area
Employment Growth Area
Established Neighbourhood Area

DATE: January 15, 2021 **SCALE:** N.T.S

PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
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City of Burlington Zoning By-Law

1062 & 1074 Cooke Boulevard
Burlington, Ontario

LEGEND
Subject Lands

DATE: January 15, 2021 **SCALE:** N.T.S

PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
MHBC

6.0 SITE DESIGN, AND ORIENTATION

POLICIES AND GUIDELINES

City of Burlington "*Official Plan* "

The In-effect OP defines Compatible as: Development or redevelopment that is capable of co-existing in harmony with, and that will not have undue physical (including form) or functional adverse impact on, existing or proposed development in the area or pose unacceptable risk to environmental and/or human health. Compatibility should be evaluated in accordance with measurable/ objective standards where they exist, based on criteria such as aesthetics, noise, vibration, dust, odours, traffic, safety and sun-shadowing, and the potential for serious adverse health impacts on humans or animals.

In-effect OP Policy 6.2 c) To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character.

In-effect OP Policy 6.3 e) Preference will be given to community design containing more compact forms of development that support higher densities, are pedestrian oriented and encourage increased use of public transit.

In-effect OP Policy 6.5 a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.

In-effect OP Policy 6.5 b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.

In-effect OP Policy 6.5 c) The design of all buildings must recognize pedestrian scale, safety and the perception of safety and access and the preservation of public vistas and views.

New OP Policy 7.1.1 c) To ensure that the design of the built environment contributes to a sense of belonging by enhancing the physical character of established neighbourhoods.

New OP Policy 7.1.1 e) To create safe, vibrant, socially active places that people are drawn to.

New OP Policy 7.3.2 (1) (i)
(a) locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;
(b) providing appropriate transitions to adjacent land uses, particularly residential uses;
(d) locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;
(e) including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;
(h) creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings;

New OP Policy 7.3.2 a) (i) Ensuring site and building

design are compatible with the surrounding area and considering how it contributes to maintaining and enhancing the physical character of the surrounding area.

New OP Policy 7.3.2 a) (ii) providing appropriate built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass;

New OP Policy 7.3.2 a) (iii) Providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts.

New OP Policy 7.3.2 a) (viii) Implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape, neighbouring properties, parks and open spaces and natural areas.

New OP Policy 7.3.2(2) a) In Established Neighbourhood Areas development should be designed to enhance the existing physical character of the surrounding area within which it is situated.
i. the design of development in Established Neighbourhood Areas shall address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:
a) the local pattern of lots;
b) the building typologies of nearby residential properties;
c) the heights and scale of nearby residential properties;
d) the setback of buildings from the street;
e) the pattern of rear and side-yard setbacks; and

City of Burlington *"Tall Building Guideline"*

Guideline 2.1(a) The podium shall be located to frame the street. On corner lots, the podium shall be located to frame both streets.

Guideline 2.1(C) Where no streetwall has been established, podiums should be set back at grade to create wide boulevards that accommodate pedestrians, street trees and landscaping, and active at-grade uses. A 6.0 metre boulevard measured from curb is preferred, except where existing conditions preclude.

Guideline 2.4(g) Main building entrances shall be clearly demarcated, and should be a focal point of the building design. Where applicable, main building entrances should be located at the corner of an intersection and/or in close proximity to transit stops.

Guideline 2.5(a) Parking, servicing and loading shall be accommodated internally within the building podium and screened from the street.

Guideline 2.5(b) Access to parking, servicing and loading shall be provided from the rear of the building, or a laneway where possible. On corner sites, access may be provided from secondary streets provided the entrance facilities are well integrated into the rest of the frontage.

Guideline 3.1(a) Where multiple towers are proposed on a site, they shall be arranged to provide a gradual and appropriate transition in height to the adjacent established or planned context.

RESPONSE

The proposal represents revitalization and intensification within the "Mixed Use Nodes and Intensification Corridors". It promotes a balanced combination of density and heights by building a compact residential complex, reinforcing the area's character as "Major Transit Station Area (MTSA)". The proposal represents a pedestrian-oriented development that supports multi-modal transportation within the area.

The proposal will support the planned density and height transition within the Major Transit Station Area (MTSA) and toward the established low-rise residential neighbourhood south of Plains Road. The development also provides a sensitive transition and compatible land use to interim residential development within the immediate block context. In addition, the proposed podium height and setbacks at grade, fencing, and landscaping along the abutting lot lines provide a respectful transition to adjacent dwellings, mitigate impacts of overlook, and maintain privacy for the existing dwellings.

The proposed podium has been designed to establish a continuous, pedestrian scale and strong streetwall along Masonry Court and Cooke Boulevard, framing the public realm through a consistent elevation and limiting setbacks along the property line. Residential units at grade will incorporate a high level of glazing and street-facing amenity areas, contributing to an enjoyable and comfortable pedestrian environment with enhanced safety through informal surveillance.

The proposed active uses on the ground floor will contribute to public realm animation and a pleasant pedestrian experience along the surrounding public sidewalks. At grade elevations are designed with significant amount of glazing to accommodate constant interaction of indoor and outdoor spaces, promoting spatial and visual connectivity with the pedestrian network.

The design of the podium uses architectural treatment, variation and setbacks to break up the primary facades, contributing to the pedestrian-scaled massing.

Vehicle access is proposed via two private driveways to the adjacent street; one driveway is proposed to Masonry Court at the northwest corner of the Site, and one is presented from Cooke Boulevard at the southeast corner.

The Cooke Boulevard entrance provides access to the underground ramp, loading area to the south, drop-off area, and garbage room for phase 1. The Masonry Court entrances provide access to the underground ramp, loading area to the north, drop-off area, and the garbage room for phase 2.

Parking, servicing, and loading areas are consolidated and contained within the podium and screened from the surrounding public streets.

The towers' spacing and massing allow for built-form compatibility with the surrounding context and promote visual connectivity throughout the skyline. The proposed towers are oriented to integrate successfully into the existing and emerging development. High-quality architectural design will be provided for each building elevation so that the proposed development contributes to the physical characteristics of the community.

The tower's slender rectangular envelope and diagonal orientation (instead of face to face) will further minimize shadow impacts and uncomfortable wind conditions on adjacent streets, buildings, and properties

The proposed height, density and form are appropriate given that the site is located in a designated 'Major Transit Station Area (MTSA)' and will support higher-order transit that is accessible within walking distance. In addition, as noted, the site has been identified for a high-rise designation in the Aldershot GO Major Transit Station Area Study, supporting the growth in this area.



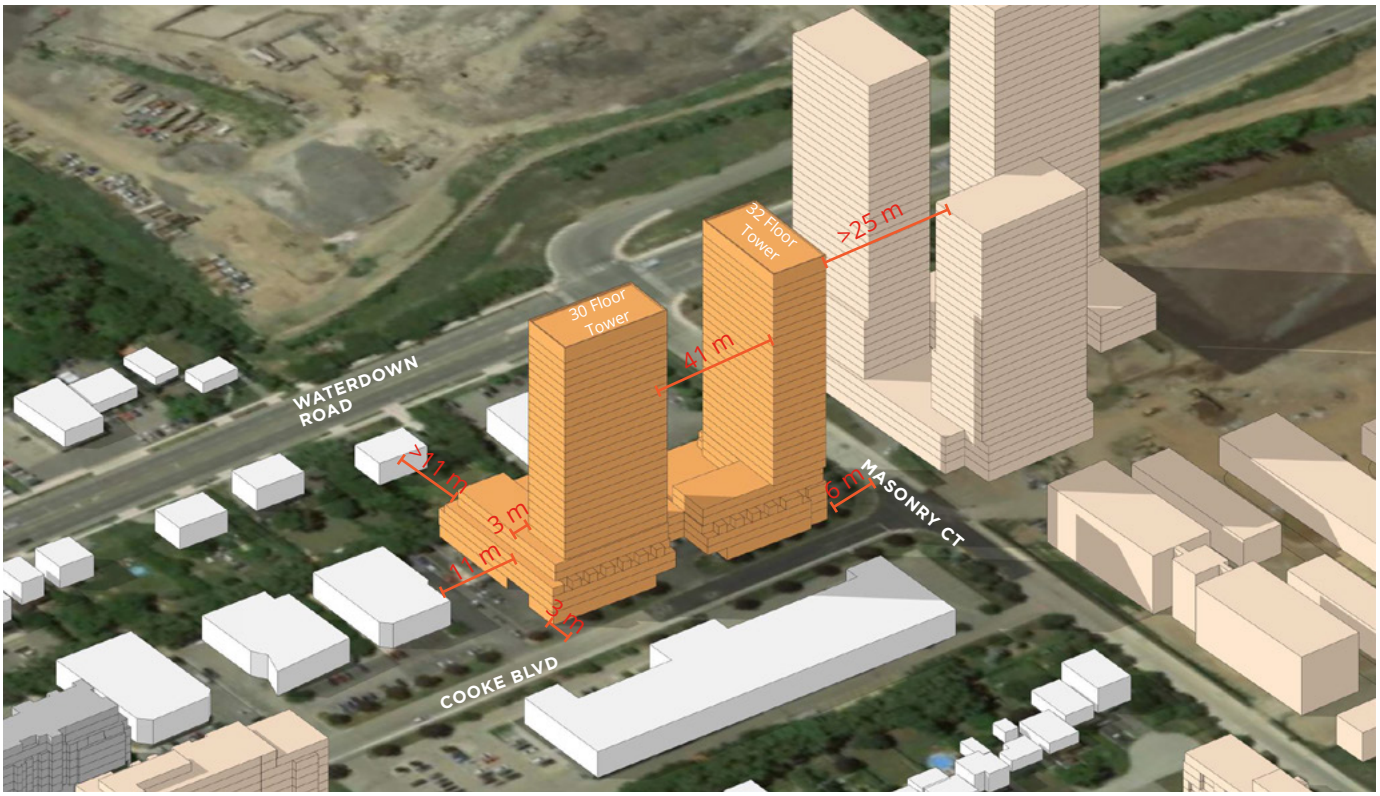


Figure 6.1 - Rendering perspective of the development illustrating setbacks from adjacent properties and public street, Prepared by RAW design

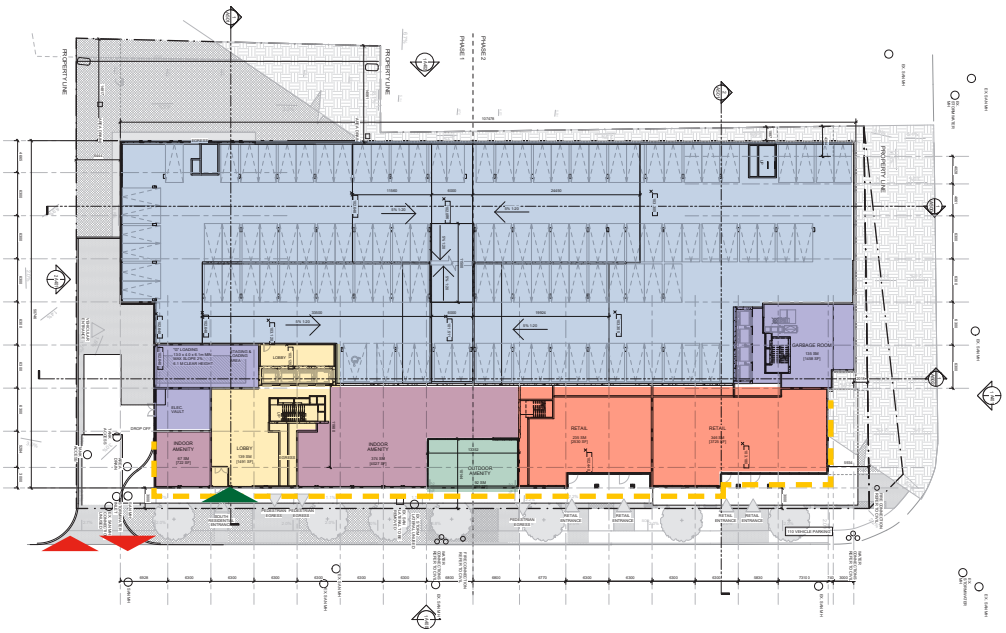
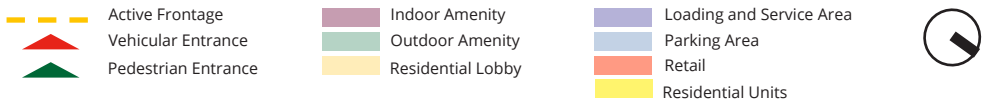


Figure 6.2 - Ground Floor Plan-South-illustrating active frontage and pedestrian and vehicular access points.



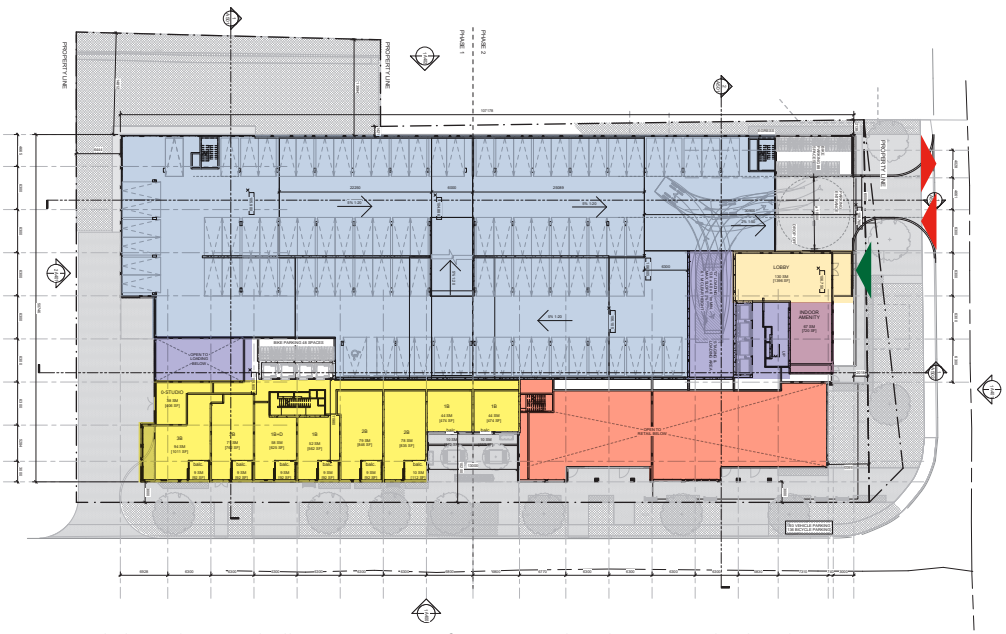


Figure 6.3 - Ground Floor Plan-North-illustrating active frontage and pedestrian and vehicular access points.

7.0 BUILT FORM, MASSING AND BUILDING HEIGHT

POLICIES AND GUIDELINES

City of Burlington "*Official Plan* "

New OP Policy 7.3.2 (1) (i)
(a) locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;
(b) providing appropriate transitions to adjacent land uses, particularly residential uses;
(c) massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;

New OP Policy 7.3.2 a) (i) Ensuring site and building design are compatible with the surrounding area and considering how it contributes to maintaining and enhancing the physical character of the surrounding area.

New OP Policy 7.3.2 a) (ii) Providing appropriate built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass.

New OP Policy 7.3.2 a) (iv) Providing pedestrian comfort and human scale at the street level reflecting the established and planned streetscape to frame the public realm, through a variety of design methods including the use of a podium in mid-rise and tall buildings.

City of Burlington "*Tall Building Guideline*"

Guideline 2.1(e) Where windows are proposed within the podium, an 11 metre separation distance shall be provided between adjacent buildings Where no adjacent buildings exist.

Guideline 2.2(a) The height of the podium, and the tower stepbacks above, should generally reflect the established and planned streetwall subject to the guidelines below. Small variations are encouraged to create a varied streetscape.

Guideline 2.2(b) Where no established streetwall exists, the minimum height of the podium shall be 10.5 metres (3-storeys) to frame the streetscape and reinforce a human-scale.

Guideline 2.2(c) The maximum height of the podium shall be 80% of the adjacent right-of-way width. A maximum height of 20 metres is recommended to maintain a human-scale.

Guideline 2.2(d) The floor-to-ceiling height of the ground floor should be a minimum of 4.5 metres to accommodate internal servicing and loading, and active commercial uses (where permitted).

Guideline 2.3(a) Height and massing of buildings should ensure adequate access to sunlight in surrounding areas in compliance with the shadow Study Guidelines and Terms of Reference.

Guideline 2.4(e) Large podiums shall be visually broken

into smaller components. Mixed-use podiums shall reflect multiple retail units, while residential buildings shall provide individual entrances for ground floor units. In the downtown, podiums shall reflect the traditional 7-10 metre lot width.

Guideline 2.4(f) At grade residential units should be set back a minimum of 3.0 metres from street wall. Front yards should incorporate landscaping and enclosure to provide privacy to individual units (hedges and fencing should be no taller than 1.5 metres).

Guideline 3.1(a) Where multiple towers are proposed on a site, they shall be arranged to provide a gradual and appropriate transition in height to the adjacent established or planned context.

Guideline 3.1(b) A minimum separation distance of 25 metres should be provided between towers to maximize privacy and sky views, and to minimize the cumulative shadow and pedestrian level wind impacts of multiple tall buildings. Balconies may be provided within this separation distance provided they do not excessively contribute to a building's massing,

Guideline 3.2(a) The height of the tower, and its location on the building base, shall provide a gradual and appropriate transition in height to help mitigate potential impacts on the adjacent established or planned context. Where multiple towers exist on a site, this transition shall be reflected across the entire site.

Guideline 3.2(b) The tower portion of a tall building should be slender and should not exceed 750 square metres, excluding balconies.

RESPONSE

As noted previously, the proposal ensures a respectful transition toward the adjacent dwellings to the south by strategically placing the towers, providing adequate setbacks and separation distance, and fencing and landscaping along the site boundaries to mitigate potential overlook issues and protect privacy. The Shadow Impact Study prepared by RAW design provides further analysis of anticipated impacts of the proposed development and shows that minimal shadow impacts are expected on adjacent properties. This is the result of the towers exceeding the 25m separation distance and meeting the 750 sq. m floor plate.

Informed by the rectangular shape of the Subject Lands, the proposed tower and podium are oriented to frame both active frontages along Cooke Boulevard and Masonry Court. Primary facades are articulated with a combination of vertical and horizontal emphasis, projections, balconies, fenestration details, and material variation to create aesthetic interest and reduce the visual impacts related to the scale of the proposal. This includes creating visual appeal and avoiding blank wall conditions.

Furthermore, the podium's height is informed by the adjacent right-of-way width, maintaining a low rise relation to the street and the neighbouring properties and creating a pedestrian-scaled and comfortable public realm.

The proposal is designed to include at-grade retail units on the primary façades along Cooke Boulevard that will be directly accessible from the public sidewalk and will help to activate the streetscape.

Ground floor elevations will incorporate a high level of transparency and street-facing patios to create "eyes on the street" and contribute to a more pedestrian-friendly streetscape.

The overall massing limits setbacks at grade and along primary frontages to bring the building close to the street. Building's massing is defined clearly through a clear articulation of a base, middle and top portion of the overall building and towers. There will be a distinction in architectural treatment between the podium and towers, creating a vertical transition in the massing as it relates to the street and helping to break up the height.

The heights of the towers, spacing, location and orientation on the base podium will maximize privacy and sky view. The towers will be set back 3m from the podium and will be articulated using materials such as pre-framed metal and vision glass to incorporate a light appearance. Balconies will be designed using light transparent material to not excessively add to the massing of the tower. The podium will use heavier materials such as brick and precast concrete to ground the development. The podium will be broken up into smaller perceivable pockets using window fenestration and architectural treatment.

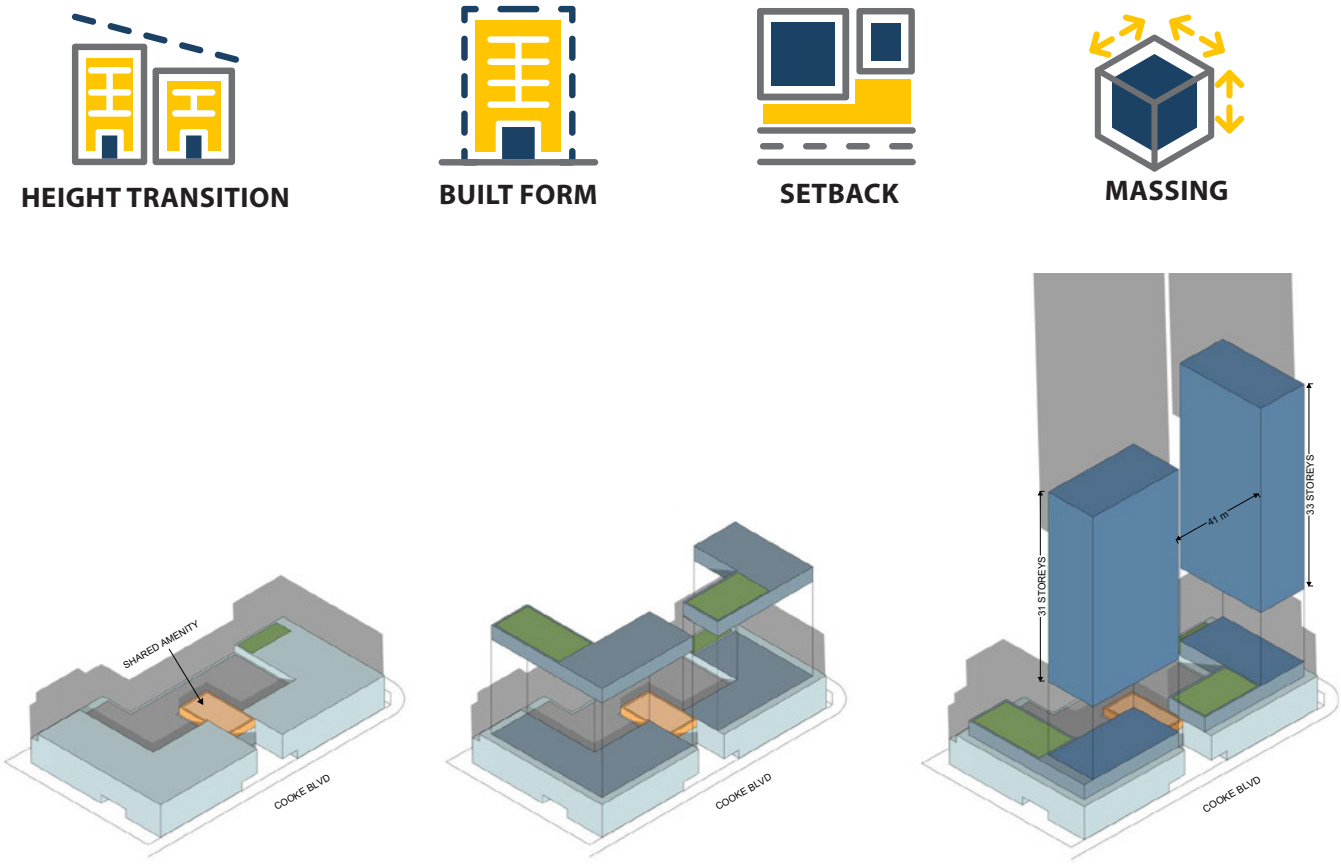


Figure 7.1 - The development design process illustrating overall built form and setbacks.

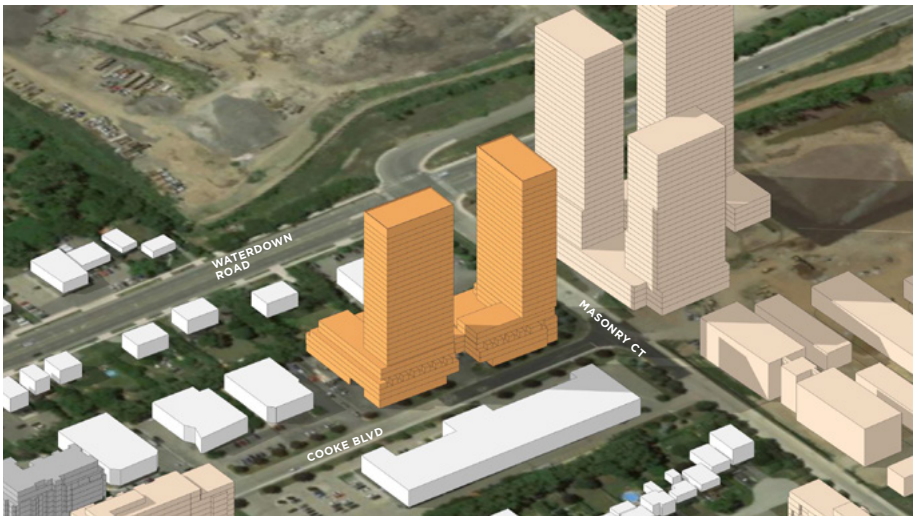


Figure 7.2 - Perspective rendering illustrating overall built form and setbacks along Cooke Boulevard.

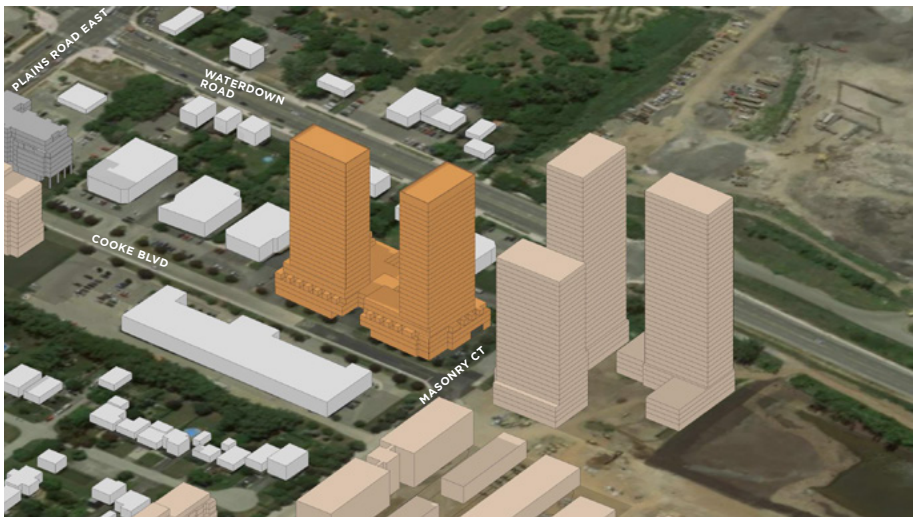


Figure 7.3 - Perspective rendering illustrating overall built form and setbacks at Masonry Court and Cook Boulevard intersection.

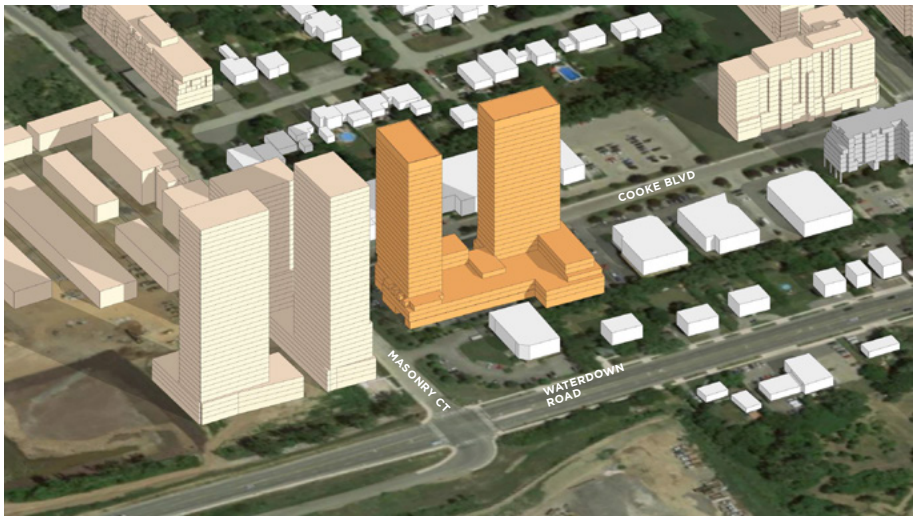


Figure 7.4 - Perspective rendering illustrating overall built form and setbacks along rear property line and toward adjacent low rise developments.

8.0 VEHICULAR AND PEDESTRIAN CIRCULATION

POLICIES AND GUIDELINES

City of Burlington *"Official Plan"*

In-effect OP Policy 2.7.2 b) To encourage, wherever possible, development to be accessible by pedestrians, cyclists and public transit.

In-effect OP Policy 3.6.2 f) At the site plan application stage, proposed developments shall be required to provide direct, safe, convenient and attractive interior pedestrian access through the site.

In-effect OP Policy 6.5 e) All developments shall be designed having regard for public transit accessibility in the Urban Planning Area, convenience and comfort, and access and parking for the physically challenged, and to ensure that the needs of persons with disabilities and other special needs groups are addressed.

New OP Policy 6.2.1(1) f) To support the creation of urban environments that support multi-modal transportation with an emphasis on pedestrians, cyclists and public transit, connecting people and places.

New OP Policy 6.2.3(1) a) To promote the use of transit and reduce reliance on the private automobile by making transit an attractive and convenient transportation option by encouraging transit-supportive land use.

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New OP Policy 6.2.4(1) d) To promote and support walking and cycling as viable and safe mobility options for commuting, recreation and other travel.

New OP Policy 6.2.4(1) g). To require that new development provides adequate active transportation connections to a public-right-of-way.

New OP Policy 6.2.4(1) h) To consider safety and all ages and abilities in the planning, design and implementation of active transportation infrastructure.

New OP Policy 6.2.4(2) j) Streets, sidewalks and walkways shall be designed to provide more direct active transportation access from the interior of blocks to transit locations and public rights of way. At the site plan application stage, proposed development shall be required to provide direct, safe, convenient and attractive interior pedestrian access through the site.

New OP Policy 7.1.1 d) To design places that support public transit and active transportation through the design of attractive and well-developed pedestrian and cycling environments.

New OP Policy 7.1.1 j) To ensure that buildings and open spaces are accessible to people of all ages and abilities.

New OP Policy 7.3.2 a) (v) Providing safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses, between buildings, parking areas and other facilities, to public streets, and to and from transit facilities.

New OP Policy 7.3.2 (1) i)

(d) locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;

(**e)** including direct pedestrian access, including barrier

free access from grade level, to the primary public entrances located on the building façade;

New OP Policy 7.3.2(1) iii)

(b) integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;

(c) limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;

RESPONSE

The development proposes a pedestrian-oriented site design that supports multi modal and active transportation within an area with access to higher-order transit. The proposed site design positively contributes to the surrounding street's quality, walkability, and legibility. The proposed active uses at grade animate the public realm frontage and sidewalks, promoting an interesting and comfortable pedestrian experience within the MTSA area.

The proposed development contemplates an interconnected pedestrian circulation to create a continuous interactive circulation pattern and add to the existing network's connectivity and accessibility. The pedestrian entrances are defined along the surrounding public realm and will directly access public sidewalks at both the front and flanking street.

The building entrance will be defined clearly at grade through pavement treatment, height change, and materiality. Pedestrian walkways will be barrier-free, designed to AODA standards, and will be well-lit for enhanced safety and visibility. A pedestrian crosswalk will be provided where the curb cut occurred for a continuous pedestrian route around the building.

As mentioned previously, tall components are oriented to frame the surrounding public streets. The proposed podium will use architectural treatment and articulation to be promoted the corner of Cooke Boulevard and Masonry Court intersection as a focal point or a wayfinding landmark, augmenting the legibility of the public realm within the area.

Within the Site, vehicle circulation is limited and located away from areas with high foot traffic to reduce vehicular and pedestrian conflict. Vehicular access points are consolidated into two points to minimize curb cuts and limit conflicts with pedestrian entrances.

Parking ramps and parking areas at grade are contained within the podium to minimize the visual impact on street and public realm.

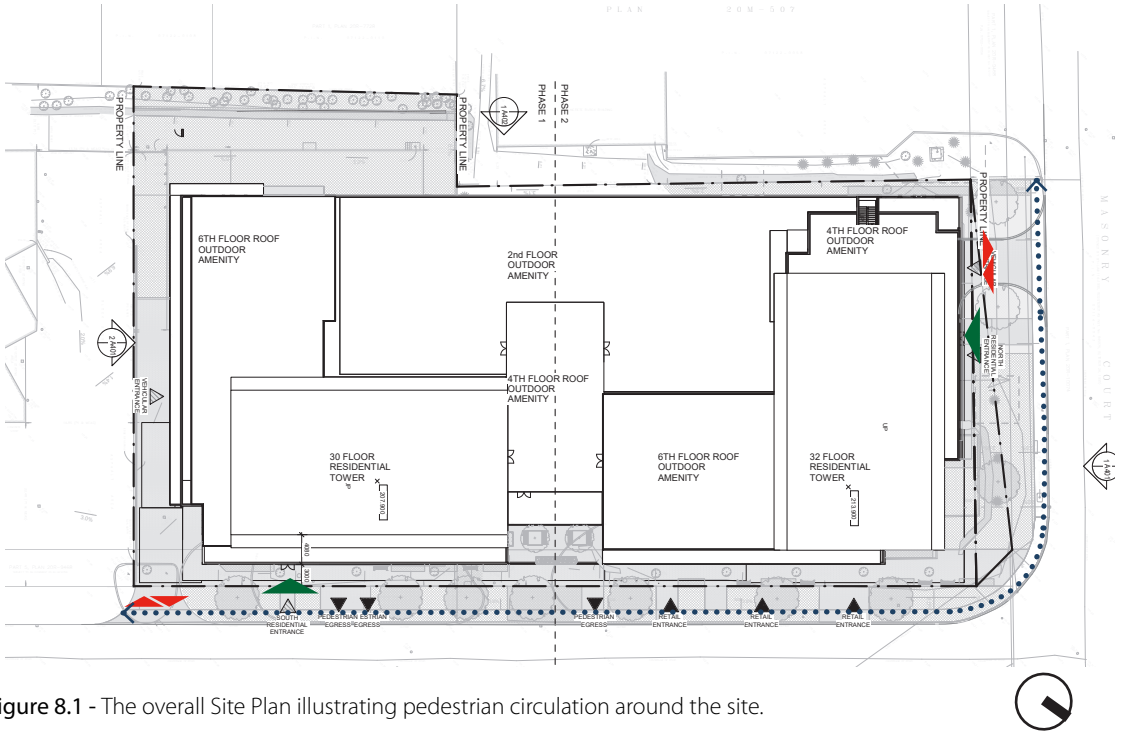
Bicycle parking is provided in the form of long-term residential and short-term visitor contemplated at grade and underground to facilitate multi-modal and active transportation within the area. The drop-off and pickup area provides support for car-sharing as well as the provisioned car share parking spaces.

A noted, the proposed development has been designed to incorporate multi-modal movement, and therefore will support existing local and regional transit services within walking distance, in particular the Aldershot GO Station, through the provision of high-density development and improved pedestrian connections.

The proposed development will result in a more pedestrian-oriented, walkable, enjoyable, and safe street experience along Cook Boulevard and Masonry Court by putting in the framework for a well-connected and porous community which will connect to and enhance the public realm and circulation network in the area.

ACCESSIBILITY

CIRCULATION



PEDESTRIAN-ORIENTED

WAYFINDING

Figure 8.1 - The overall Site Plan illustrating pedestrian circulation around the site.



Figure 8.2 Example of barrier free curb ramps that provide transition between the sidewalk and the roadway.



Figure 8.3 Example of vehicular circulation designed to encourage slow-moving vehicle passage to ensure pedestrian safety and movement is prioritized.

9.0 ARCHITECTURAL DESIGN

POLICIES AND GUIDELINES

City of Burlington *"Official Plan"*

In-effect OP Policy 6.2 f) To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.

New OP Policy 7.1.1 g) To promote public interest and achieve a high quality and diverse design expression with respect to the built environment.

New OP Policy 7.1.1 h) To ensure compatibility and quality in the built environment while allowing for diverse design expression.

New OP Policy 7.3.2 a) (vi) Providing façade articulation that achieves a scale of development which is attractive to pedestrians and avoiding the use of blank façades facing a public street or public open space.

New OP Policy 7.3.2 1) (i) f) screening or integrating roof top mechanical equipment within the overall composition of the building;

New OP Policy 7.3.2 1) (i) g)creating an attractive and connected interface between the private and the public realms;

City of Burlington "*Tall Building Guideline*"

Podium Design and articulation

Guideline 2.4(a) All sides of the podium should be constructed with the highest quality of architectural design and materials.

Guideline 2.4(b) Materials shall reflect their intended use, and should not mimic other materials (i.e. stucco made to look like stone). They should complement the established character of the street where appropriate.

Guideline 2.4(c) The use of 'heavy' materials (i.e. brick, stone, or metal) should be used within the podium to anchor the building.

Guideline 2.4 (h) Architectural elements and expressions, including entrances, windows, canopies, steps, and recesses and projections, should highlight individual units and reinforce a variety of scales and textures within the podium.

Guideline 2.4 (j) On corner lots, articulation of the podium should acknowledge its important location through corner entrances, chamfering (and associated public space), and/or other architectural features.

Guideline 2.4 (i) Weather protective design should be provided at grade and at the podium level through canopies, arcades and cantilevers. Canopies located on the ground floor should be at least 1.5 metres deep.

Tower Design and articulation

Guideline 3.4 (a) A variety of techniques shall be used to articulate the tower, both vertically and horizontally, to create visual interest and encourage unique designs.

Guideline 3.4 (b) All sides of the tower shall be constructed with the highest quality of architectural design and materials.

Guideline 3.4 (c) Lighter materials, such as glass, are

encouraged in the design of the tower to minimize the perceived mass.

Guideline 3.4 (d) Heavier materials, such as metal, brick, or stone should be used to define unique components within the tower and/or to create vertical and horizontal articulation.

Guideline 3.4 (e) Balconies are encouraged within the tower to provide amenity space and additional articulation.

Rooftop Design and articulation

Guideline 4.1(b) Where the design of the tower itself is unique, and creates an interesting and varied skyline, a clearly distinguishable top may not be required.

Guideline 4.1(c) Where located at a gateway intersection or terminating view, the tower top is encouraged to act as a recognizable landmark with signature features defining its importance.

Guideline 4.2(a) Rooftop mechanical equipment shall be sized and located and screened from view, in order to protect or enhance views from other buildings and the public realm.



ARTICULATION



RHYTHM AND PATTERN

RESPONSE

The proposal contemplated a high quality architecture that is compatible with and complements the emerging context of the area while enhancing the streetscape appearance along Cooke Boulevard and Masonry Court,. The proposed massing, design, and material selection allow for variation in form and create a diverse architectural expression. Architectural treatments such as recesses, projections, balconies, patios, and rooftop amenities will articulate the façades on all sides of the development, eliminating the presence of blank walls and creating visual interest. As noted previously, the podium massing, height and setbacks create a vertical transition and clearly define the base and the hedge from which the towers are erected. The towers are given a horizontal emphasis and light appearance via material selection.

The podium and towers are clearly distinguished through setbacks, architectural treatment, and material selection. The application of 'grounded' materials such as brick finish and precast concrete panels is proposed within the podium to anchor the building. In contrast, lighter materials such as vision glass and perforated metal sheets are applied to the tower and the side portion of the podium to minimize the perceived mass. The material selection allows the building to be context-sensitive while unique.

The proposal provides built-form articulation and variation that break up the building mass and create a transparent façade with visual, material and functional transitions. The use of fenestration in the base building and glazing in the tower components provides further visual transparency toward the public realm and helps the building to blend into the emerging skyline. In addition, the base building mass is divided into smaller functional units via entrance

setbacks, fenestration and material transition to create an interactive pedestrian-scale streetwall.

The upper floor is cantilevered at the grade to create a sense of enclosure and weather protection feature along the primary frontages. Entrances will be articulated with a high level of glazing, drawing focus to the entry points.

Given that the Site is located on a corner lot, the podium facades are articulated with architectural elements at the corner to promote the Site as a focal point. All sides of the tower component enjoy high-quality design and material, creating an interesting and varied skyline for the City.

Balconies will be built with high-quality transparent material, additional articulation, and a light appearance for the towers. They are also extended continuously as linear strips around the buildings delineating each floor and adding to the visual interest and tower articulation.

Building materials will be selected for quality, durability and efficiency. The primary materials will be perforated metal panels, vision glass, precast concrete, and brick, with a high level of fenestration provided at grade to enhance the private and public realm interaction and for informal surveillance.

Rooftop mechanical equipment will be screened from view to enhance the visual quality of other adjacent buildings and the surrounding public realm.

The proposed architectural design and finishes are conceptual at this stage and will be further refined through the Site Plan process.



Figure 9.1 Precedents of facade treatment with perforated metal and vision glass, by RAW Design.

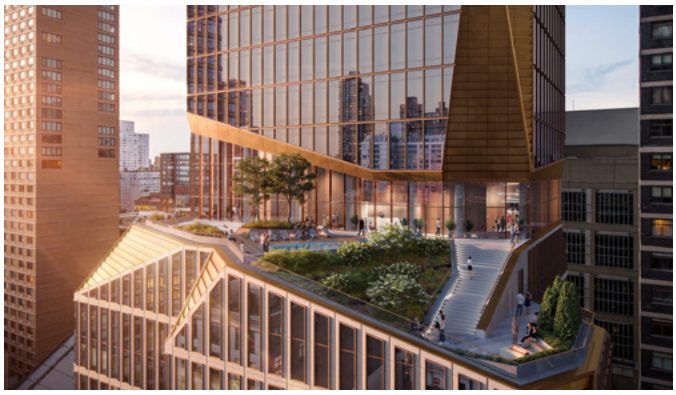


Figure 9.2 Precedent for podium design and rooftop amenities, by RAW Design.



Figure 9.3 Precedents for podium design, by RAW Design.



Figure 9.4 Perspective Render showing variation in form and material.

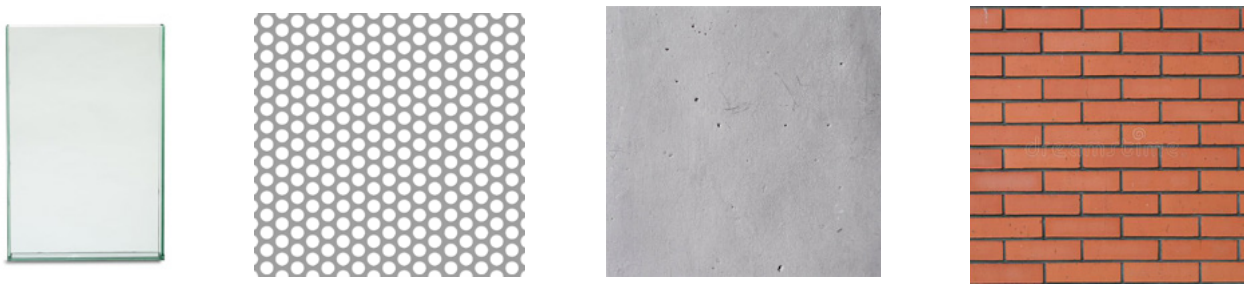


Figure 9.5 Material Sample, left to right: Vision Glass, Perforated Metal, Precast Concrete, Brick



Figure 9.6 Render of east elevation showing main entrance, foverhangs, and podium articulation and facade treatment, prepared by RAW Design.

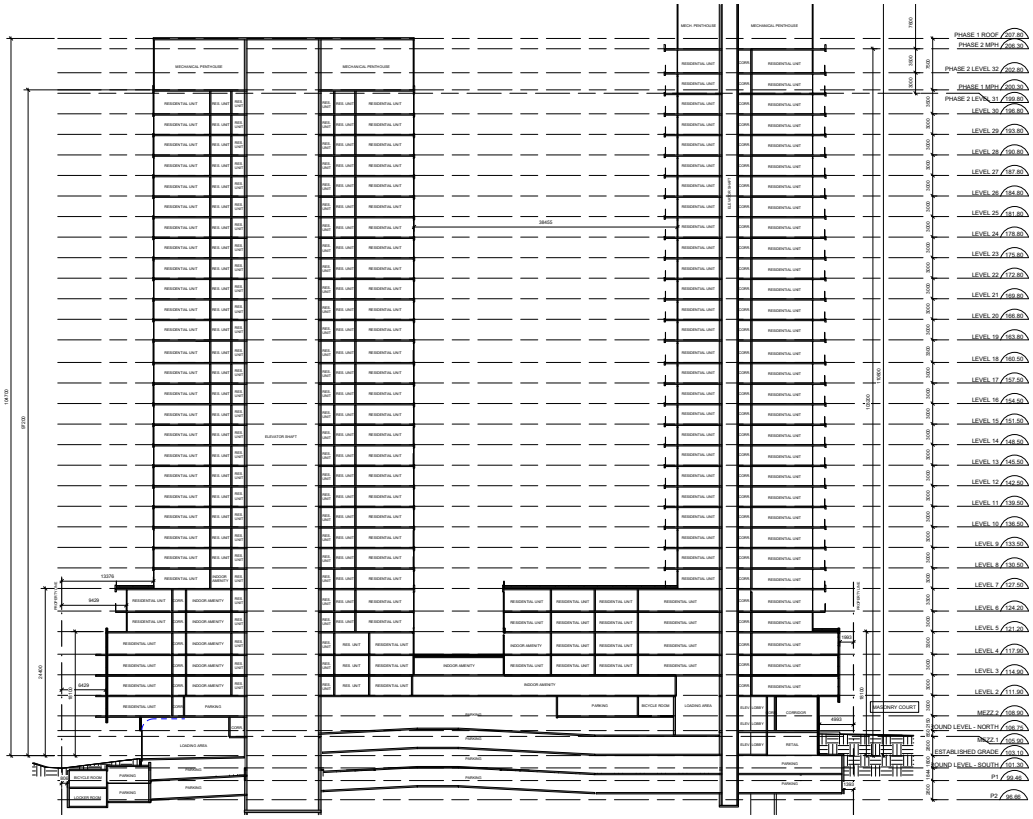


Figure 9.7 Section Drawing of the Proposed Development, prepared by RAW Design.

10.0 LANDSCAPE DESIGN, PUBLIC REALM AND OPEN SPACES

POLICIES AND GUIDELINES

City of Burlington *"Official Plan"*

In-effect OP Policy 6.2 e) To achieve a high quality of design within the public realm.

In-effect OP Policy 6.5 b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.

In-effect OP Policy 6.5 d) The creation of a continuous and harmonious streetscape environment shall be encouraged with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings.

New OP Policy 7.2 ix) Enhancing the aesthetic and functional quality of intersections, as marking major entrances into areas and neighbourhoods, where appropriate;

New OP Policy 7.2 x) Creating, maintaining and enhancing public views and vistas of significant natural and built features;

New OP Policy 7.1.1 f) To achieve a high quality of design within the public realm.

New OP Policy 7.3.2 a) (iii) Providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts.

New OP Policy 7.3.2 a) (iv) Providing pedestrian comfort and human scale at the street level reflecting the established and planned streetscape to frame the public realm, through a variety of design methods including the use of a podium in mid-rise and tall buildings.

New OP Policy 7.3.2 a) (viii)implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape, neighbouring properties, parks and open spaces and natural areas;

New OP Policy 7.3.2 1a) (i) g) Creating an attractive and connected interface between the private and the public realms;

New OP Policy 7.3.2 1a) (i) i) Providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.

City of Burlington *"Tall Building Guideline"*

Guideline 2.4 (d) Portions of the podium roof that are not occupied by a tower should be used as outdoor amenity space to provide casual surveillance and interesting views from the street.

RESPONSE

The proposed development has several areas at-grade and above that can support landscaping and allow for transitioning to the public street and adjacent developments. Landscaping is presented throughout the Site to enhance the visual appearance of the edges and interiors. Landscaping will include street tree and shrub planting along the active frontages, ornamental tree planting at the corner of the lot, planted landscape strips and beds along the edges, and decorative fencing along the side and rear boundaries of the Site to provide privacy between the proposed development and adjacent properties. Trees will also be provided around the side and rear property boundary to create a buffer between the Site and the surrounding properties.

Landscaping setbacks are provided along the residential units facing the public streets. These setbacks allow for private patios and will be filled with planting beds and shrubs projected into the sidewalk to enhance the streetscape, create a more pedestrian-friendly environment, and maintain a private and public realm spatial hierarchy.

These landscaped initiatives will buffer the property line and help mitigate issues of privacy and overlook, as well as wind impacts. They will also articulate the active frontages and mark building entrances along the Site's perimeters (using rocky stone ornaments as location-marks) providing a legible accessway to the loading and servicing areas in the interior to the proposed podium.

Furthermore, the main building entrances along Cooke Boulevard will enjoy high-quality durable decorative paving (concrete unit paving) in addition to ornamental landscaping, prioritizing the pedestrian realm over vehicular circulation within the Site and creating an inviting environment.

A pedestrian walkway is contemplated along Cooke Boulevard and Masonry Court that is directly connected to the main pedestrian entrances. This walkway will be animated through a high level of glazing and street-facing active uses at grade that defines a solid streetwall and

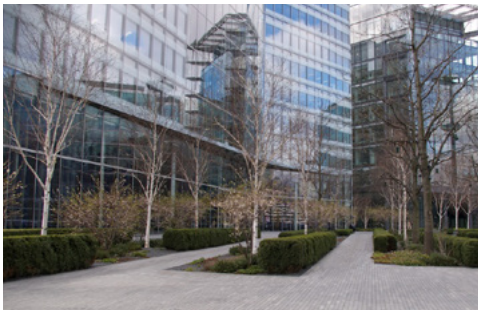


Figure 10.1 Example of a building entrance enhanced through landscaping and paving



Figure 10.2 Example of landscaping and fencing which frame the site edge



Figure 10.3 Example of a landscape design that combines trees and planter beds

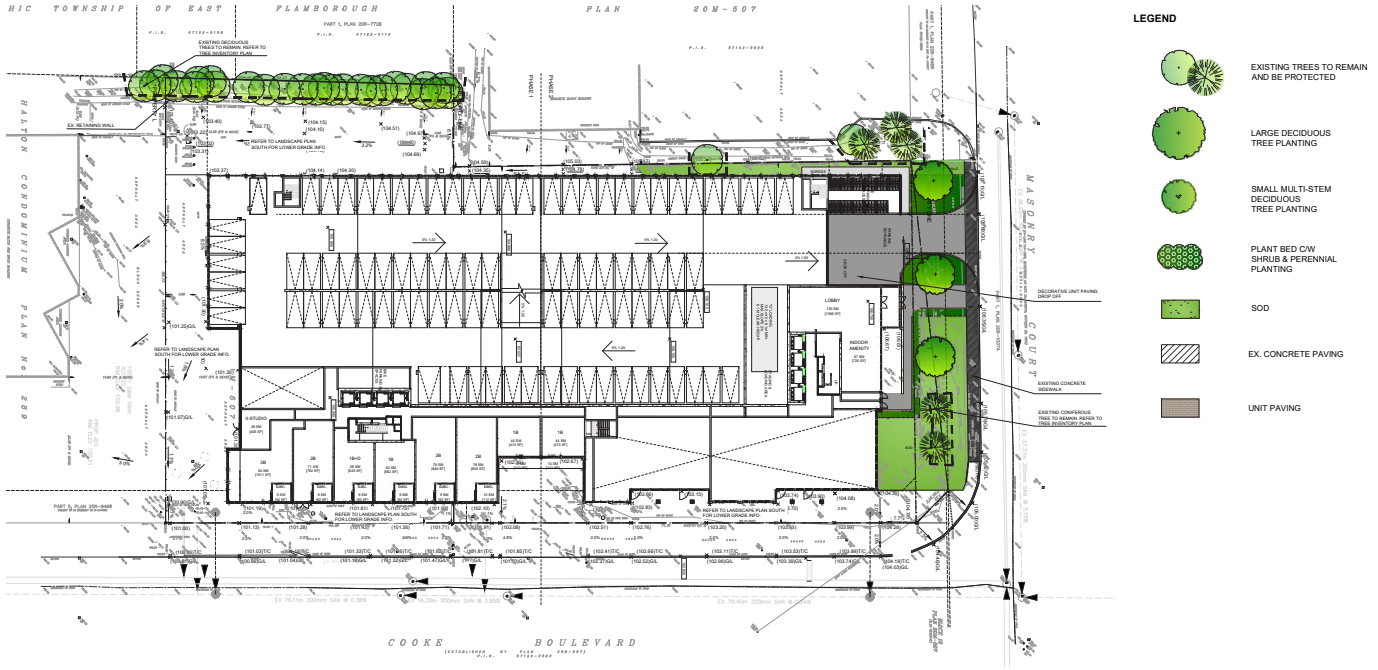


Figure 10.4 Landscape Plan, North, Prepared by MHBC

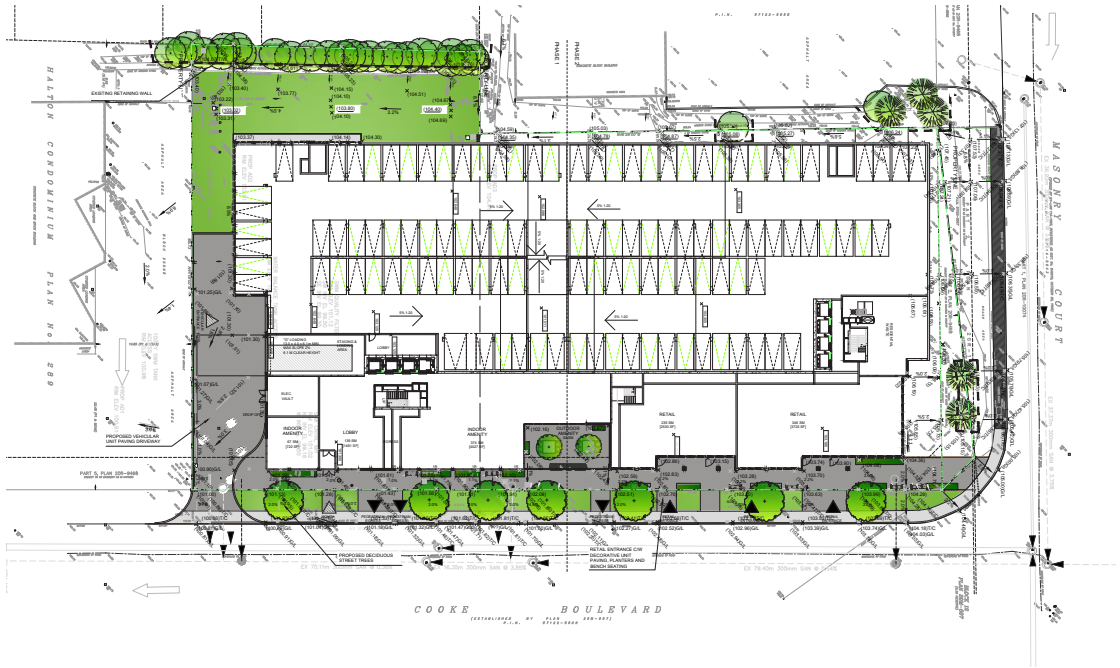


Figure 10.5 Landscape Plan, South, Prepared by MHBC

contributes to a continuous and comfortable streetscape. The pedestrian walkway and landscaping will continue around the side of the building, providing a clear linkage to the entrance at the building's side. The enhanced streetscape around the corner will promote connectivity of the overall pedestrian network in the neighborhood and support active transportation in the area. It will also improve the quality of the public realm network and support connection to the surrounding open spaces by encouraging the creation of pedestrian-oriented green corridors.

Amenity space will be provided in the form of private patios and balconies as well as shared active roofs/terraces on the podium on the 2nd, 4th, 6th, and 7th floors. These amenity areas overlook the main entrances, and both adjacent public streets. Given that the development is located at the corner, amenities will frame the surrounding public streets and create interesting public views and vistas toward the surrounding public spaces, maintaining the Site's open space connection to the green network.

All landscape material on the site, including drop off/pick up areas, podium frontages, and any additional rooftop land-scaping contemplated, will be of high quality and comparable with the building edges. Native, non-invasive vegetation and water conservation practices will be incorporated into the landscaping wherever possible. Landscape planting will ensure a clear view to maintain interaction and promote CEPTED principles.



Figure 10.6 Examples of furniture shown in Outdoor Amenity Area Plans, prepared by RAW Design.

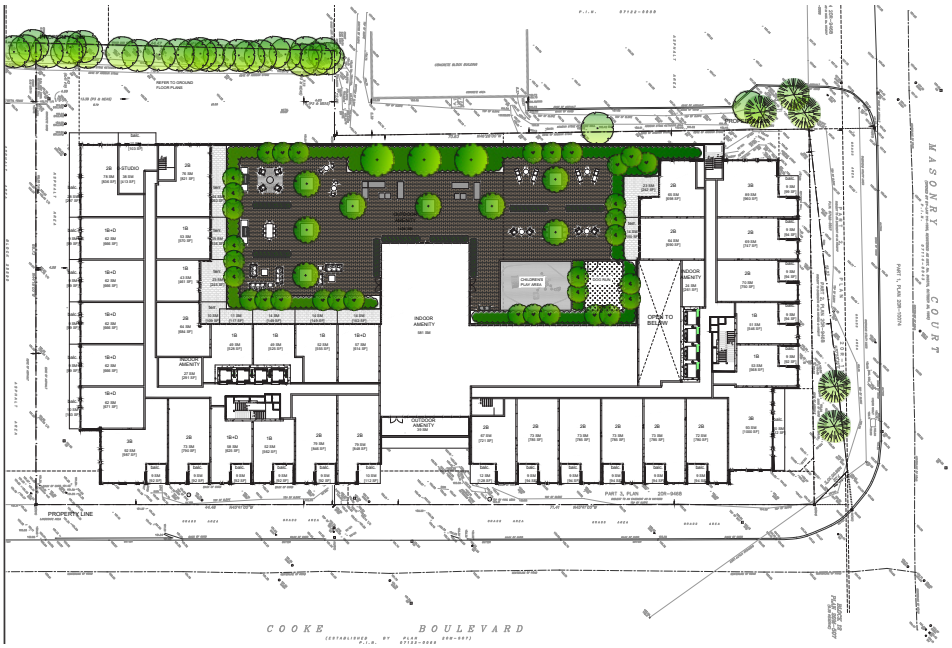
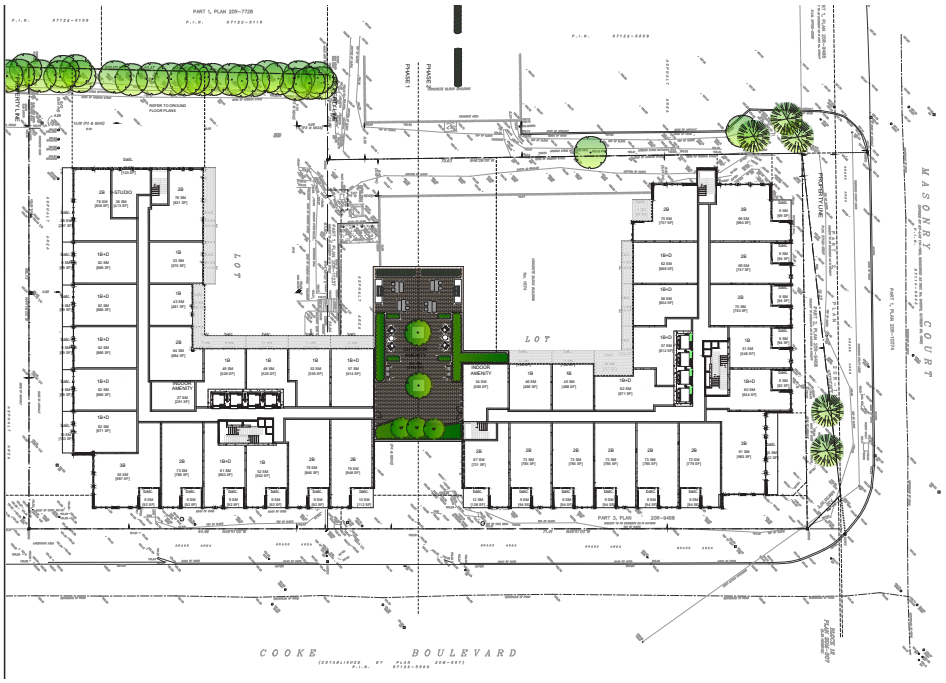


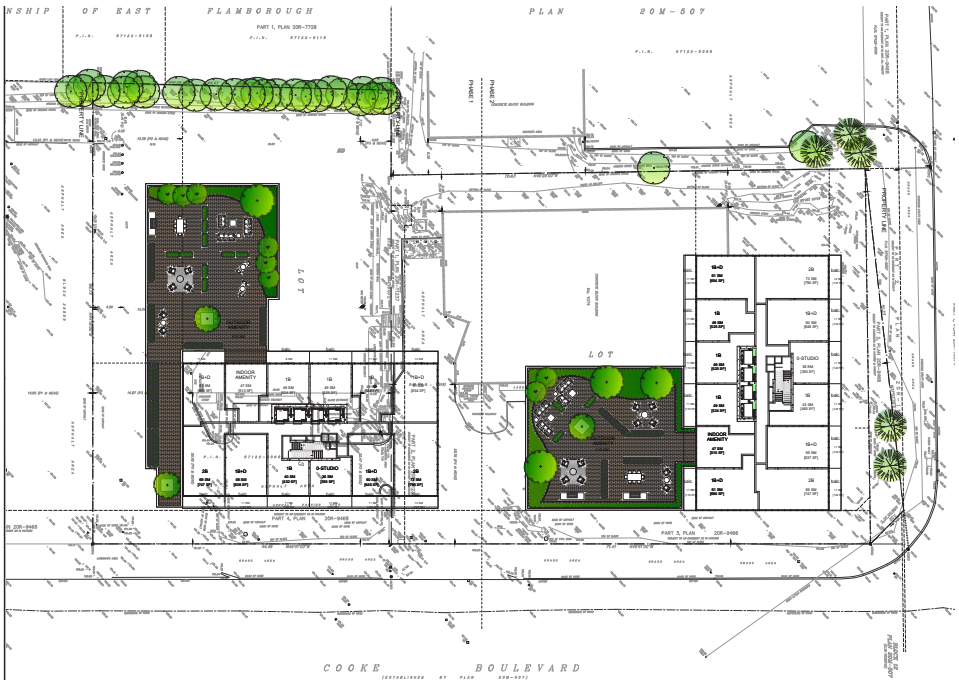
Figure 10.7 Outdoor Amenity Area, 2nd Floor , prepared by RAW Design.



ANIMATION

STREET FURNITURE

Figure 10.8 Outdoor Amenity Area, 6th Floor , prepared by RAW Design.



SUSTAINABILITY

CHARACTER

Figure 10.9 Outdoor Amenity Area, 7th Floor , prepared by RAW Design.

11.0
SITE SERVICING AND PARKING

POLICIES AND GUIDELINES

In-effect OP Policy 6.5 b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.

In-effect OP Policy 6.5 f) City Council shall require that design plans promote public safety and security, with adequate visibility and lighting and the avoidance of secluded areas.

In-effect OP Policy 6.5 g) The location, amount, position and design of parking areas shall be reviewed to minimize their potential to erode the qualities of the public streetscape, and to lessen their visual impact. City Council shall require landscaped islands and screening in the design of large parking lots.

In-effect OP Policy 6.5 j) The functional and visual impact of site servicing, loading, air conditioning and ventilation equipment and waste handling facilities shall be minimized, by integrating them into the building's main structure, by screening or by site design.

New OP Policy 7.3.2 a) (x) promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles.

New OP Policy 7.3.2 a) (xii) considering the needs of persons of all ages and abilities, including new and renovated buildings, parking lots and open spaces through the application of the principles of Universal Design.

New OP Policy 7.3.2 1) (ii)

a) locating off-street parking in the side and/or rear yards, in underground or structured parking where appropriate, away from the street edge and adjacent residential uses;

b) integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;

d) screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;

e) locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;

City of Burlington "*Tall Building Guideline*"

Guideline 2.5 (a) Parking, servicing and loading shall be accommodated internally within the building podium and screened from the street.

Guideline 2.5 (b) Access to parking, servicing and loading shall be provided from the rear of the building, or a laneway where possible. On corner sites, access may be provided from secondary streets provided the entrance facilities are well integrated into the rest of the frontage.

RESPONSE

The proposed development will be served by a combination of at-grade and underground parking, accessible from Site entrances to the west and east. A total of 641 parking spaces, including 523 residential and 118 visitor spaces, are provided through 2 levels of underground parking and on the ground floor.

Underground parking levels are accessible via ramps located within the podium. At-grade parking is contained within the podium building and will be enhanced in terms of safety through lighting and direct routes to the building entrances.

All parking areas will be internal to the site and screened and buffered from public streets by way of the existing building podium. The proposed ramp to the underground parking area is located away from the on-site areas with high foot traffic.

Servicing and loading areas are consolidated and contained within the building to minimize vehicular circulation and potential visual and noise impact. Servicing and loading areas are accessible via the main vehicular entrances. Curb cuts have been consolidated to these access points and the drop-off/pick-up areas to limit conflicts with pedestrian movement.

A total of 448 bicycle parking, including 408 long-term and 40 short-term spaces, are provided at grade and underground to facilitate multi-modal and active transportation within the area. The drop-off and pick-up areas support car-sharing and the provisioned car share parking spaces.

As noted, the proposed development has been designed to support multi-modal transportation and will support existing local and regional transit services within walking distance, particularly the Aldershot GO Station.



CIRCULATION



PEDESTRIAN-ORIENTED



ACCESSIBILITY

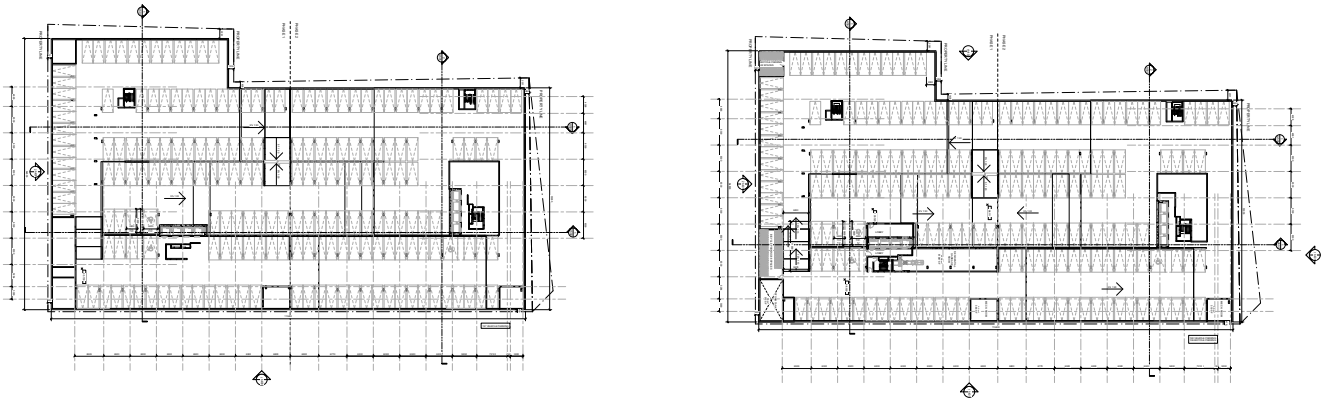


Figure 11.3 Two Levels of Underground Parking, P1 and P2

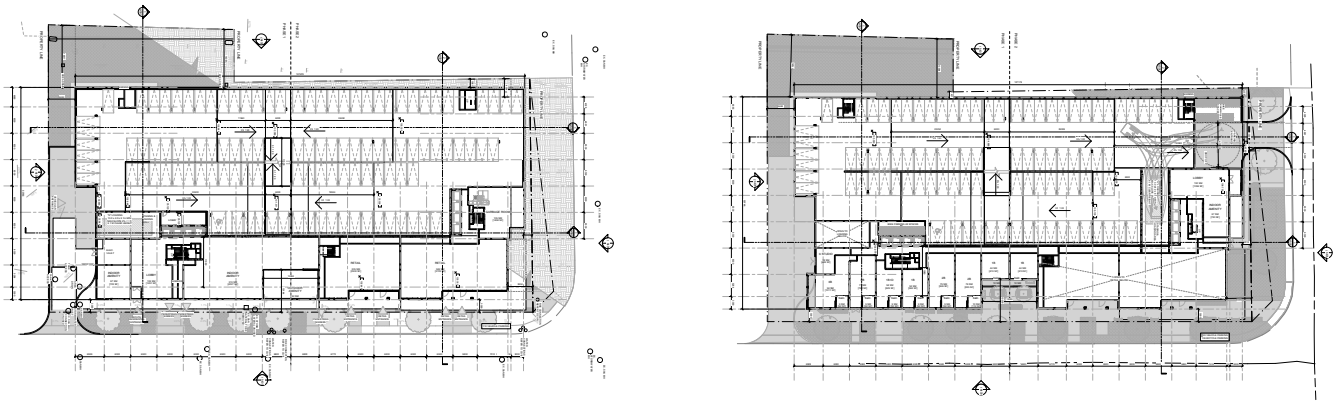


Figure 11.4 At grade Parking Levela, North and South.

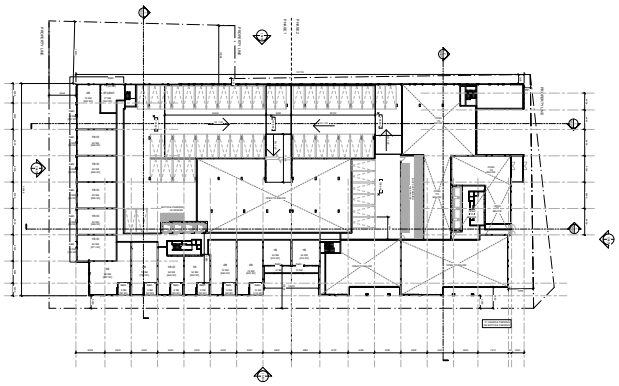


Figure 11.5 Mezzanine Parking levels.

12.0 SUSTAINABILITY AND MICROCLIMATE

POLICIES AND GUIDELINES ON

City of Burlington *"Official Plan"*

In-effect OP Policy 6.2 e) To achieve a high quality of design within the public realm.

In-effect OP Policy 2.7.2 a) To ensure through the site planning process that building layout and urban form is consistent with Sustainable Development principles so that new development is efficient, safe, accessible, affordable and energy efficient.

In-effect OP Policy 2.7.3 f) Energy conservation shall be encouraged through community and site planning, design, and the use of energy-efficient materials and landscaping. When development applications are reviewed, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, walkability and decreased automobile dependency, and the use of landscaping and building materials.

In-effect OP Policy 2.7.3 m) Practices that reduce the pollution of air, soil and water and that have beneficial effects on aquatic and terrestrial ecosystems, such as the preservation and planting of trees, shall be encouraged.

New OP Policy 7.1.1 m) To promote sustainable site and building design in keeping with the Sustainable Building and Development Guidelines, in order to:

i. increase active transportation and transit use;

ii. contribute to an enhanced natural environment and public realm;

iii. improve water quality and drainage;

iv. implement effective waste and resource management;

v. reduce waste, energy and water consumption; and

vi. enhance air quality, mitigate greenhouse gas emissions and adapt to climate change.

New OP Policy 7.4.1 a) Official Plan Amendments, Zoning By-law Amendments and site plan applications for high and medium density residential, mixed use, commercial industrial, office, institutional and public service facilities shall address the following sustainable design measures:

i. measures to prioritize pedestrian movement within the site, to the street and to adjacent buildings, sites and neighbourhoods, and other improvements to the public realm to facilitate pedestrian use;

iii. on-site bicycle facilities;

iv. measures to reduce reflected/waste light to mitigate adverse impacts on the night sky;

v. parking lot design and landscaping to minimize the urban heat island effect;

vi. tree protection measures and planting of non-invasive trees and other vegetation;



Figure 12.1 Promote the use of local transit network, such as linkage to the Alderhsot Go Transit



Figure 12.2 Promote active transportation by providing bike parking



Figure 12.3 Example of energy efficient LED lighting.



Figure 12.4 Example of a high albedo roof finishing to reduce urban heat island effect.

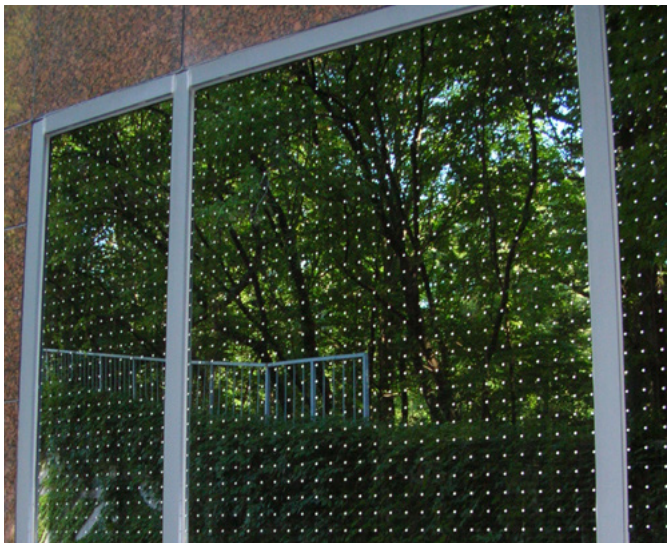


Figure 12.5 Example of bird friendly glazing / translucent surfaces to reduce flight path collision.



Figure 12.6 Example of pedestrian walkway with permeable surfaces.

vii. storm water quality, quantity, erosion control and drainage measures;

viii. identification of appropriate snow storage areas to reduce the adverse impacts of salt and de-icing practices;

ix. a waste management plan with appropriate facilities in accordance with the Region's requirements; and

x. bird-friendly design measures for glass buildings and buildings adjacent to the Natural Heritage System and the Lake Ontario shoreline.

New OP Policy 7.4.1 b) Through the review of Official Plan Amendments, Zoning By-law Amendments, plans of subdivision and site plan applications, the proponent will be encouraged to consider sustainable design considerations such as, but not limited to:

i. energy efficiency, passive design measures, renewable energy sources and other low carbon building strategies;

ii. innovative storm water management techniques such as Low Impact Development measures;

iii. additional sustainable transportation measures such as electric vehicle charging stations that exceed the requirements of the Building Code;

iv. sustainable building materials and resources;

v. additional measures to mitigate the urban heat island effect;

vi. other innovative sustainable design approaches or technologies

City of Burlington "*Tall Building Guideline*"

Shadows/Sky Views

Guideline 2.3 (a) Height and massing of buildings should ensure adequate access to sunlight in surrounding areas in compliance with the Shadow Study Guidelines and Terms of Reference

Guideline 2.3 (a) The design and placement of the tower shall be carefully considered to minimize the size of shadows on the opposite streetscape.

Guideline 2.3 (b) The design, height, and placement of the tower shall be compatible with adjacent established residential neighbourhoods, parks, open spaces, or natural areas; or those stated in the Shadow and Pedestrian Level Wind Study Guidelines and Terms of References.

Guideline 2.3 (c) The widest edge of the tower should generally be oriented to minimize the impacts of shadows.

Guideline 2.3 (d)A shadow study shall be provided with tall building applications in compliance with the Shadow Study Guidelines and Terms of Reference.

RESPONSE

The proposal involves a high-density development within the Major Transit Station Area (MTSA) and is located within 500 meters walking distance from Aldershot Go Station and surrounded by proposed walking and biking paths. Introducing density to a transit-oriented development area supports investment and infrastructure improvement, promotes the quality of the public realm and connectivity of the pedestrian network, and encourages the use of active transportation facilities and public transit. Therefore, the development will help to mitigate greenhouse gas emissions and support efforts to curb a changing climate.

The proposal assists with the reduction of the urban heat island effect throughout the site by incorporating outdoor amenity areas in the form of active roofs and landscaping in the form of planting strips at the edge.

Tree planting is proposed to reduce pollution, improve air quality and enhance the sustainability of the community. Native and drought-tolerant species will be preferred for the proposed development. Local tree species will also be selected to thrive on-site.

Sustainability measures will be established in more detail at the Site Plan approval stage to ensure the sustainability objectives of the City of Burlington are met.

The development partially consists of white metal panels; hence it deploys high-albedo materials and colours to reduce the urban heat island effect.

Energy-efficient practices will be encouraged where feasible, including:

- use of LED lighting with occupancy sensors;
- bird-friendly glazing;
- low VOC finishes (pains, cabinets, flooring);
- high R-value insulation;
- use of permeable pavers on roads and walkways;
- energy star rated appliances.



Figure 12.7 Examples of glazing at grade, sustainable planter beds and tree-lined parking area.

The proposed development orientation maximizes compatibility with the surrounding area in terms of mitigating shadow impacts. Overall, the shadow study indicated that the adjacent public sidewalks and public realm will receive at least 5 hours of continuous sunlight per day on March 21, June 21, and September 21. The proposal will result in an acceptable level of shadow impact relative to the public parks, public sidewalks and the surrounding lower density developments, and provide acceptable solar access for the public realm and adjacent properties.

March 21st

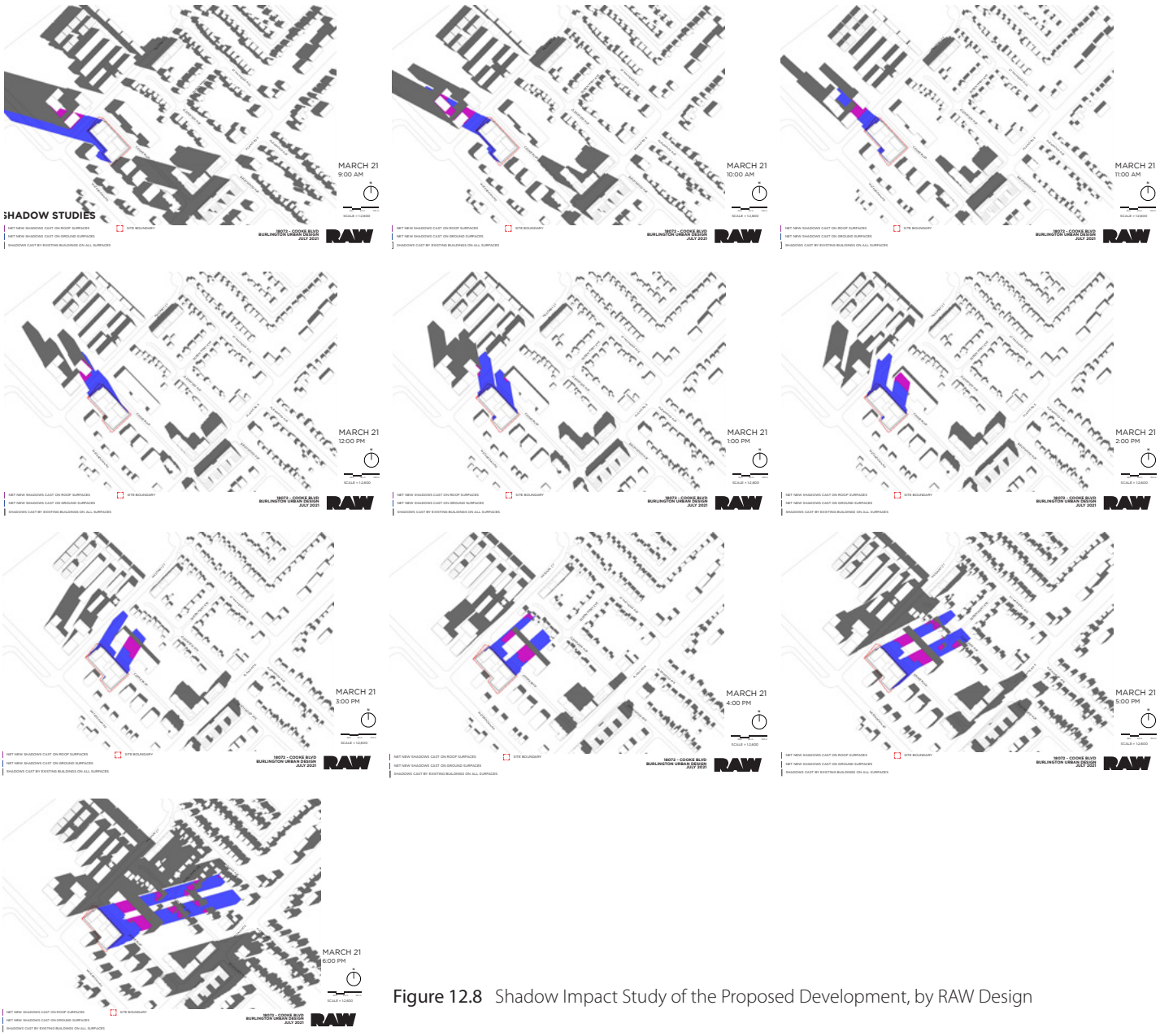


Figure 12.8 Shadow Impact Study of the Proposed Development, by RAW Design

June 21st

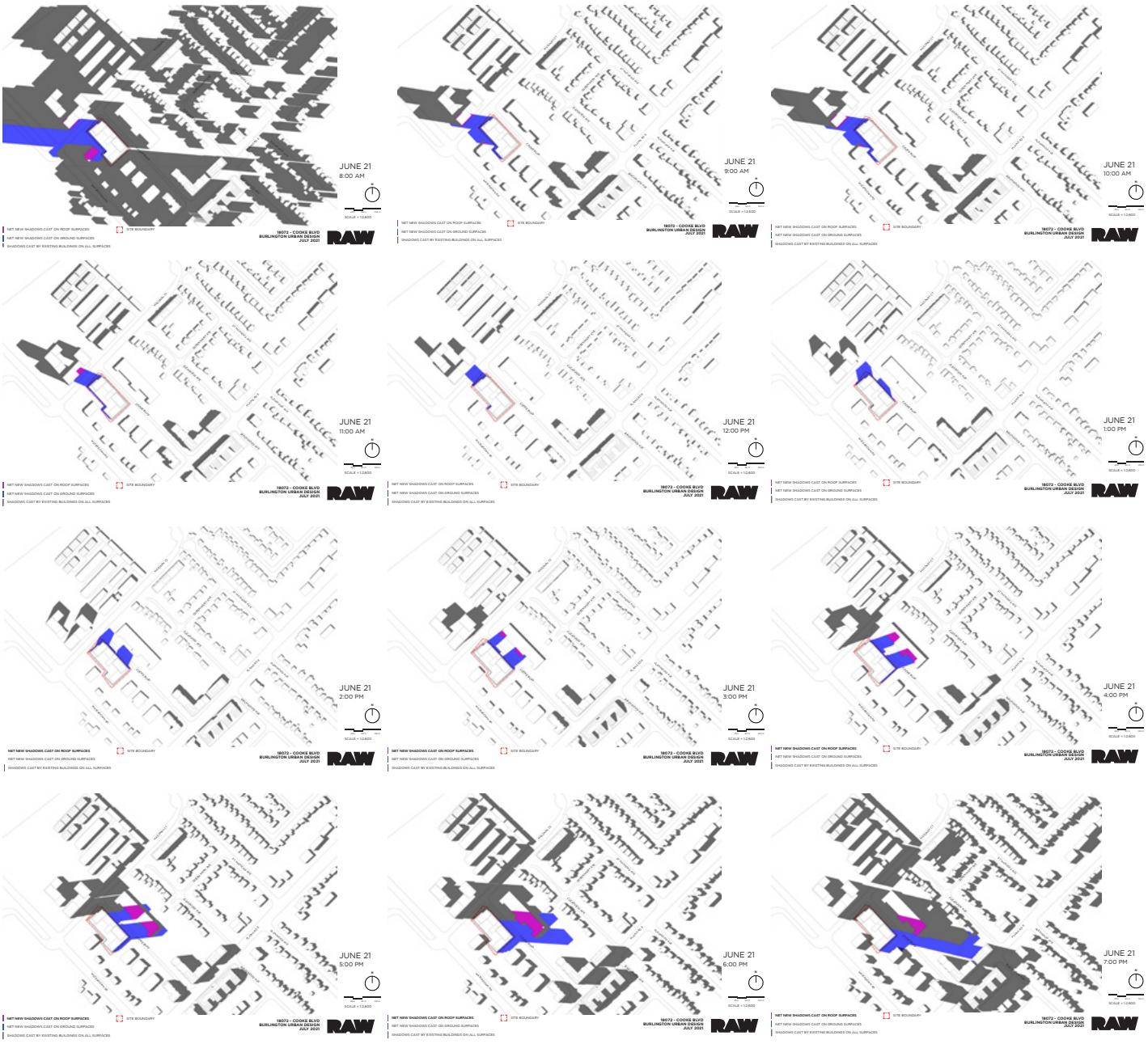


Figure 12.9 Shadow Impact Study of the Proposed Development, by RAW Design

September 21st

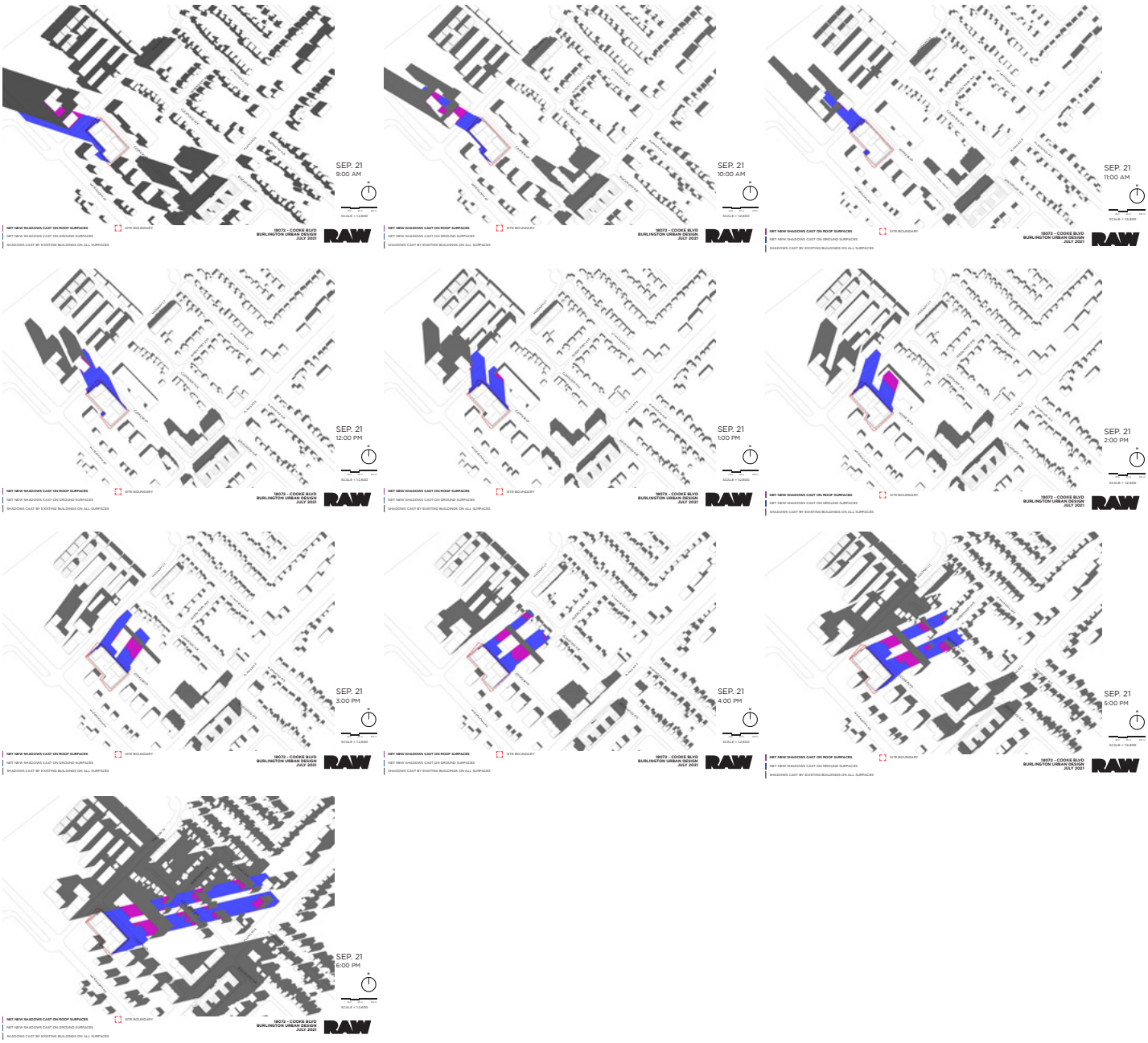


Figure 12.10 Shadow Impact Study of the Proposed Development, by RAW Design

December 21st

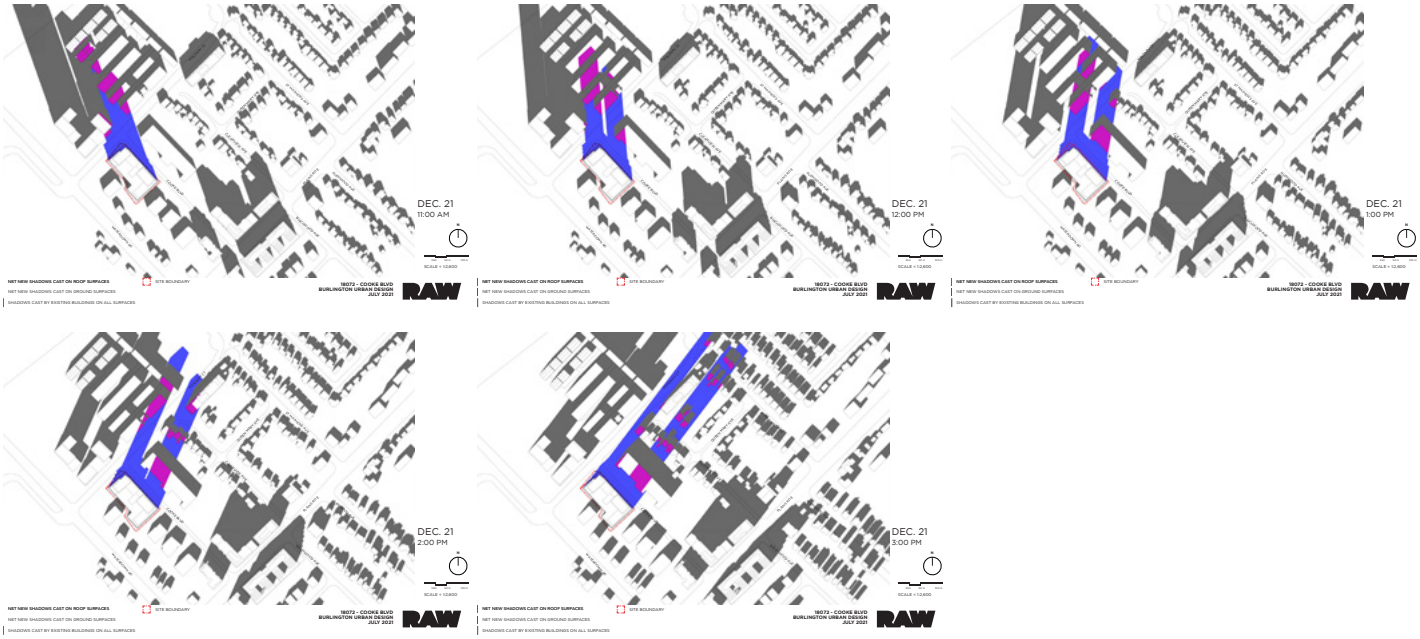


Figure 12.11 Shadow Impact Study of the Proposed Development, by RAW Design

13.0 ALDERSHOT GO MAJOR TRANSIT STATION AREA (MTSA)

The Subject Lands are within the Aldershot GO Major Transit Station Area (MTSA), which is planned to become a significant mixed-use and employment destination within the City of Burlington. The City is currently undertaking a study for this identified Major Transit Station Area (MTSA) in which a Draft Precinct Plan has been prepared. The Draft Precinct Plan provides the proposed land use designations and policy key directions for the Aldershot GO Major Transit Station Area (MTSA).

The Subject Lands are currently designated 'Urban Corridor' and 'Mixed-use Node and Intensification Corridor' in the in-effect and new Official Plans. The Aldershot GO Major Transit Station Area (Precinct Plan) has identified a majority of these lands for future high-rise residential development. In the Draft Precinct Plan for the Aldershot GO Major Transit Station Area (MTSA) the Subject Lands were identified within the Aldershot Go Central and Emery/Cooke Commons Precincts.

The Aldershot Go Central Precinct was planned to establish a height peak within the Major Transit Station Area (MTSA) in close proximity to the rail corridor and Go Station. The precinct was planned to accommodate the most significant concentration of residential, retail and commercial uses. Development within this area will contribute to a complete transit-oriented community. A maximum building height of 30 storeys where appropriate and compatible is directed in this area. Retail, office and/or other service commercial uses at the street level are required, with developments required to achieve a minimum of two uses within the building. In terms of built form, stacked townhouses, mid-rise buildings and tall buildings are proposed within these areas.

The Emery/Cooke Commons Precinct is planned for a significant concentration of residential, retail and commercial uses which are located in proximity to and oriented around planned major public parks. The development will be in the form of tall mixed-use buildings and contribute towards the creation of a lively, vibrant and people-oriented place. A maximum height of 19 storeys is directed to this area. Developments are required to achieve a minimum of two uses within a building. In terms of built form, stacked townhouses, mid-rise buildings and tall buildings are proposed within these areas.

Guidelines for open space and circulation provided in the Draft Precinct Plan aim to develop complete streets considering multiple modes of transportation. The guidelines also support enhanced linkages through the extension and connection of local roads to provide safe and direct connections to the GO station and Grove and Aldershot Parks. Masonry Court has been identified through the Draft Precinct Plan as a future Green Street, with the potential for an active transportation link on the north side.

It is our opinion that the proposal for a high-rise, transit-supportive development on an underutilized site supports the general intent and design direction of the Aldershot GO Major Transit Station Area (Precinct Plan). Once these guidelines come into effect, they will support this proposal for introducing high-density transit-oriented development and promoting growth around the Aldershot GO Station through intensification, open space and circulation. As noted before, the proposal is in line with the allowable storeys, achieves compatibility with emerging developments in the area, achieving a

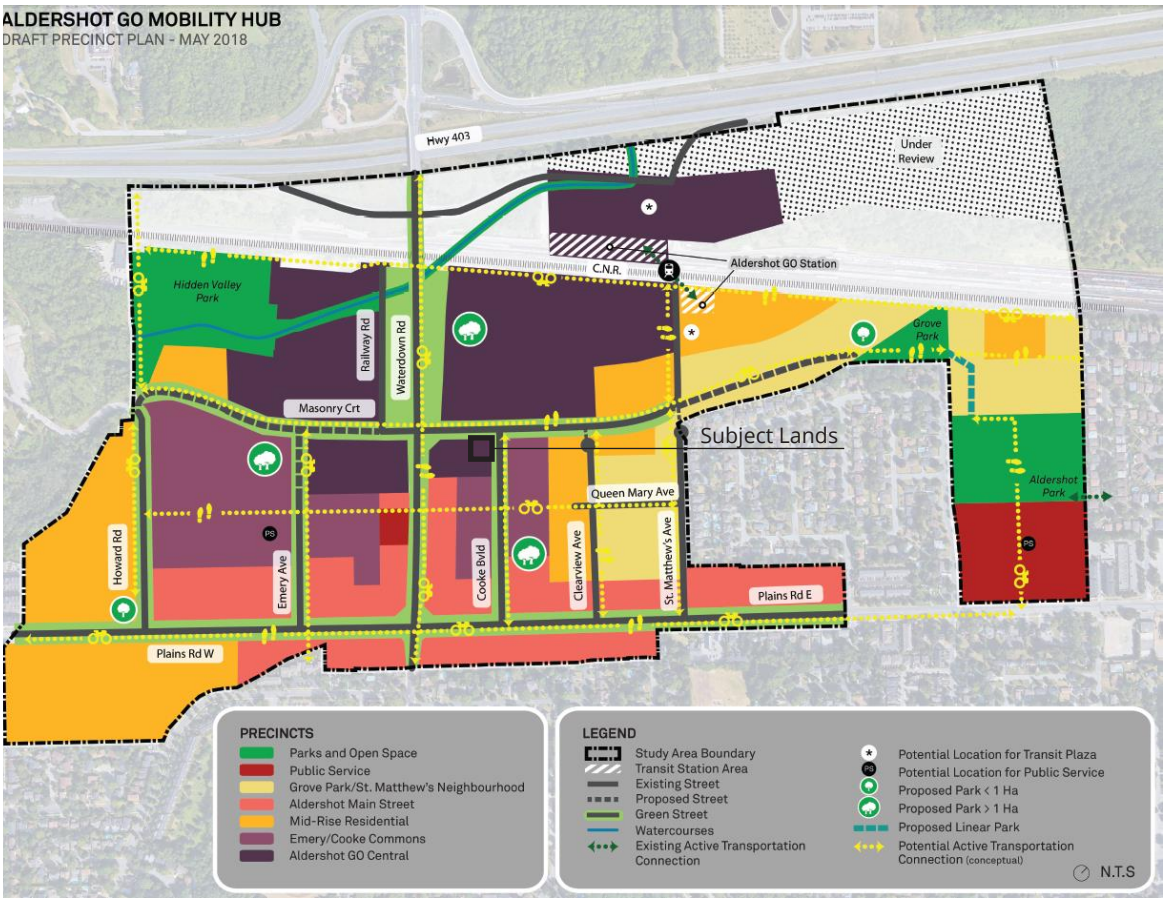


Figure 13.1 Proposed Land use and built form Map for Aldershot Major Transit Station Area (MTSA)



Figure 13.2 Proposed Future Building Types for this HUB

level of density appropriate for a TOD development. The Key achievement of this development will be reaching a level of attainable housing through introducing a range of unit types and sizes to accommodate a wide range of demographics projected for the area.

Supporting the existing employment neighbourhoods is another key focus for this proposal to create a vibrant hub consistent with the vision. As previously mentioned, sensitive transition to the surrounding public streets and properties is encouraged between the development and the surrounding neighbourhoods through positioning the towers, setbacks, and the design of a podium.

The proposal also enhances the quality and safety of the pedestrian network and public realm in the area and supports active transportation, providing high-quality landscaping, outdoor amenities, and an active and engaging streetscape. Overall, the development will enhance the character of the study area, creating a complete community with a strong sense of belonging.

14.0 CONCLUSION

Based on our review of the in-effect and new council-adopted City of Burlington Official Plans and the Aldershot GO Major Transit Station Area (MTSA), the Draft Precinct Plan, it is our opinion that the proposal adheres to the vision and design direction for this area.

The proposal represents a compact transit-supportive development within the "Mixed use Node and Intensification Corridor" that will bring density to the "Aldershot Go Major Transit Station Area (MTSA)" and will help achieve the vision and objectives of a complete community along the "Urban Corridor". The proposal provides high-quality architecture and an overall design that will achieve a sense of arrival at the corner and be recognized as a focal point and new visual interest for the HUB.

The proposal will create a well-defined pedestrian-friendly streetscape for Cooke Boulevard and Masonry Court. The development also assists with the quality, accessibility and connectivity of the surrounding streets to existing transit services and future trails and encourages the use of sustainable transportation modes. The proposal carefully considers building articulation, orientation, and massing to ensure that the development is well-integrated into the context character.

The development uses enhanced landscaping and high-quality architectural design to create a visually appealing built form that is pedestrian-scaled and oriented to define the street edge. The building's articulation and use of high-quality materials with a defined colour palette help establish a wayfinding and landmark feature along at southwest corner of Cooke Boulevard and Masonry Court. The proposal enhances natural features on-site by providing landscaped setbacks that define the street edge and create space for pedestrian gathering, passive recreation, and reduced height island effect.

Overall, the proposal represents a high-quality design that promotes intensification and revitalization and will provide planned transition to the surrounding neighbourhoods while contributing to placemaking in the community.

15.0 BUD COMMENTS RESPONSE MATRIX

Item Description	Response
Burlington Urban Design Advisory Panel (BUD) Panel Advice	
Question #1: Response to Context – Please comment on compatibility and the proposed buildings' transition to and interface with neighbouring properties and surrounding area, with consideration for both the existing and planned context.	
The Panel commented that until the area-specific plan for this area is finalized and the structural elements of the area is established, the proposal is considered premature because the planned context is still being planned.	While the planned context is still being planned, the Planning Act does not require the area-specific plan to be in place for an application to be considered. This application is guided by the Provincial objectives of growth and intensification within a Major Transit Station Area, and the draft framework of the area-specific plan
However, generally, the Panel felt that an appropriate response to the site's proximity to the GO station should mean more than density. Providing high-quality streetscapes and convenient connections to park space and other destinations to encourage people to walk and take public transit are also important considerations. The Panel strongly recommended that the building contain a mix of commercial, community and office uses, and that the proponent explore ways to make the streetscape more pleasant for pedestrians. Affordable and family-oriented units should also be considered.	Commercial uses have been added to the ground floor to establish a mixed use building and to animate the corner at Cooke Boulevard and Masonry Court. The proposal also includes an abundance of 2 bedroom units (22%) that assist with achieving more family friendly units at attainable prices.
The Panel also commented that the proposed development is perhaps too dense, considering the existing context. A logic to where height and density is dispersed throughout the major transit station area is currently lacking. The proposed development would result in a transition from 30-storeys to 2-storeys. It was noted that the Panel made similar comments on the proposal to the north of the subject site (north side of Masonry Court).	The existing two-storey dwellings are transitional relative to the planned function for the area. If this development were to respond to what can be considered interim uses to that vision, the density needed to support major infrastructure within an MTSA would be impacted. We believe the proposal represents appropriate density to achieve the planned vision for the area.

Item Description	Response
A townhouse form on the subject site may represent a more logical transition to the surrounding context. Alternatively, the Panel suggested limiting the density to one tower and giving back to the public realm. The Panel also questioned why a 6-storey podium is proposed, when a 4-storey podium is proposed across the street. If two towers are to be proposed, it was noted that the south tower should be noticeably shorter than the north to step down to the shorter building heights to the south. A 2-storey difference in height is not enough to differentiate between the two towers.	The proposal now includes a combination of 4 and 6 storey podiums with stepbacks, depending on the grade location. This provides variety and interest along the streetscape with the undulating heights.
The Panel also had concerns about the impact of using so much concrete to accommodate the proposed amount of parking. Concrete is a high contributor to carbon dioxide emissions.	Concrete also represents high level of resiliency in the lifespan, and therefore can be more sustainable over the long term in comparison to other building materials that would require replacement in a shorter lifespan. The parking garage is appropriately screened with fenestration and non-concrete materials to achieve an attractive podium on all facades.
Question #2: Built Form (Massing and Articulation) – Please comment on the design and scale of the proposed building (podium and towers) and architectural expression.	
The Panel expressed concern about the appropriateness of residential use on an employment site and reiterated that a mix of uses should be provided to support walking and alternative modes of transportation, and to reduce the amount of parking required.	This is a policy item in which the Planning Justification Report has responded to the appropriateness from a land use perspective.
The Panel also felt that the aboveground parking garage does not lend itself to an animated north and west façade, even if the facades were articulated with brick and faux windows. Also, the Panel suggested that the above grade parking be designed to anticipate a reduction in parking demand in the future. For example, it could be designed to be convertible to another use in the future and be wrapped with residential uses.	As noted previously, the parking garage is appropriately screened with fenestration and non-concrete materials to achieve an attractive podium on all facades. The parking garage could be converted in the future to other uses based on its design.

Item Description	Response
The Panel reiterated that having one tower instead of two is preferred. However, if two towers were to be proposed, the spacing of the building from the street and from the tower to the north should be increased to ensure that sunlight reaches the street.	The spacing between the towers are 38m, which is well above the typical 25m separation distance. The towers are also set back 4m from Masonry Court and 2-4m from Cooke Boulevard, ensuring appropriate compartmentalization of base, middle and top of a tall building. The north tower has a podium reveal at the intersection to allow the tower to extend to the ground, creating interest and a focal point at the intersection.
More visual interest is also needed in the architectural design. If the shape of the towers stays the same, more interest should be added to the façade treatment. Concerns about the environmental impacts of using so much glass were also raised.	We believe the combination of the solid base and light glass towers reinforce the importance of the podium along the public realm, and mitigate the perception of height relative to the towers.
Question #3: Site Plan Design – Please comment on landscape strategy and streetscape, particularly with respect to the interface of the proposed development with the public realm, including but not limited to pedestrian experience, treatment of the corner of Cooke Boulevard and Masonry Court, appropriateness and organization of at-grade uses, and the design and location of amenity areas.	
Greater focus on the public realm and benefits to the public realm is needed, especially at the northeast corner of the site (Masonry Court/Cooke Boulevard intersection). The Panel noted that residential uses, in general, are not an appropriate use at the street level.	The northeast corner now provides a ground floor retail use which will active this intersection. The proposal also introduces soft landscaping and maintains the two existing trees at this intersection.
Also, the Panel commented that the character of the central drop-off area is dark and uninspired. Further details about how the space is designed, what it would feel like from a pedestrian perspective, and the character of the façade edges are needed.	The central drop-off has been removed in favour of a southern drop-off, allowing the façade along Cooke Boulevard to focus on retail and amenity uses.
Furthermore, the Panel commented that there is not enough landscaping and open space at grade, and that the existing, mature trees to the west of the site provide health benefits and should be preserved. The existing trees are at least 60 years old, and any new trees planted would take time to grow to a similar size and provide similar benefits. It was suggested that the proposed surface parking be replaced with a parkette instead for residents to enjoy.	The existing trees along the southwest side have been maintained, and an open space area to the south has been maintained as unstructured open space to complement the programmed indoor and outdoor amenity within and on the building.

Item Description	Response
Regarding the proposed 6 m landscape buffer on the south end of the site, the Panel commented that this landscape area/buffer is necessary and should be provided. Also, it could be designed to include park features.	The landscape buffer has been maintained at the southwest corner of the site.
Lastly, the Panel reiterated that in the absence of a completed area-specific plan, the proposal is premature. The area-specific plan would allow for an understanding of how the subject site fits into the overall structure of the Aldershot GO Major Transit Station Area (MTSA) and thereby inform the types and placement of uses and landscape strategy that would be considered appropriate on this site. If the intersection of Cooke and Masonry is intended to be a key node within the MTSA, for example, it would be more appropriate to locate public art and public amenities at the northeast corner of the site that could be used by the community, instead of residential or other uses. It was recommended the proposal be presented again to the Panel once it has been redesigned.	See first comment response.

15.0 DESIGN TERMS



ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places



ADAPTIVE REUSE
Converting an existing building into a new use



ANGULAR PLANE
A geometric measurement that maintains solar access and height transition



ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities



ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade



BUILT FORM
The physical shape of developments including buildings and structures



CHARACTER
The look and feel of an area, including activities that occur there



CIRCULATION
The movement patterns of people and vehicles through a site or community



COMPATIBILITY
Similar size, form and character of a building relative to others around it



CONNECTIVITY
The ease of movement and access between a network of places and spaces



DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic



FACADE
The exterior wall of a building exposed to public view



FIGURE GROUND
The visual relationship between built and unbuilt space



FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment



FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker



GATEWAY
A signature building or landscape to mark an entrance or arrival to an area



HEIGHT TRANSITION
The gradual change in height between buildings within a community



LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings



NODE
A place where activity and circulation are concentrated



PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities



PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs



RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest



SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape



STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge



STREETWALL
The consistent edge formed by buildings fronting on a street



STREET FURNITURE
Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks



SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems



URBAN FABRIC
The pattern of lots and blocks in a place



VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks



VISTA
Direct and continuous views along straight streets or open spaces



WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE