APRIL 2024

URBAN DESIGN BRIEF



MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

1393 Grahams Lane, Burlington

Date:
April, 2024

Prepared for:
2621458 Ontario Inc. c/o Mark Partin

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by 2621458 Ontario Inc. c/o Mark Partin (hereinafter referred to as the "Owner") to prepare an Urban Design Brief in support of the planning applications to facilitate the proposed development of mid/high rise residential community, in the form of three residential apartment buildings with heights ranging from 9 to 20 storeys on the lands municipally known as 1393 Grahams Line in the City of Burlington (the 'Subject Lands').

The proposal provides a total of approximately 45,821 sq.m. (493,229sf sq.ft.) Gross Floor Area (GFA), and a total of 722 residential units are proposed, consisting of studio, 1+/- den, 2+/- den, and 3-bedroom units. The proposal includes a total of approximately 1,533 sq. m. of indoor amenity space and 8,431 sq. m. of outdoor amenity space. The proposed density (FSI) is 4.25 times the lot area.

The redevelopment plan aims to revitalize an under-utilized property in the Legion Node precinct and the Go Major Transit Station Area (MTSA). The precinct was once dedicated to City employment purposes but has been converted and is undergoing a major transformation into a mixed-use area with diverse housing options. Many applications for mixed-use high-rise residential buildings are already active in the area, within the Burlington Urban Growth Centre (UGC) / Burlington GO MTSA. The proposed development will encourage various modes of transportation, including walking, cycling, and local/regional transit services in the region.

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 the new (Grow Bold) Official Plan as well as Burlington GO Major Transit Station Area (MTSA).

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 'MTSA Special Planning Area' on Schedule B - Urban Structure, and as a 'Primary Growth Area' on Schedule B-1 - Growth Framework, 'Urban Corridor Employment' - Schedule C- Land Use, and ' Burlington GO MTSA Boundary' on Schedule F Burlington GO MTSA Special Planning Area.

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 Burlington 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.

Sincerely;

MHBC



Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner | Planner | Urban Designer

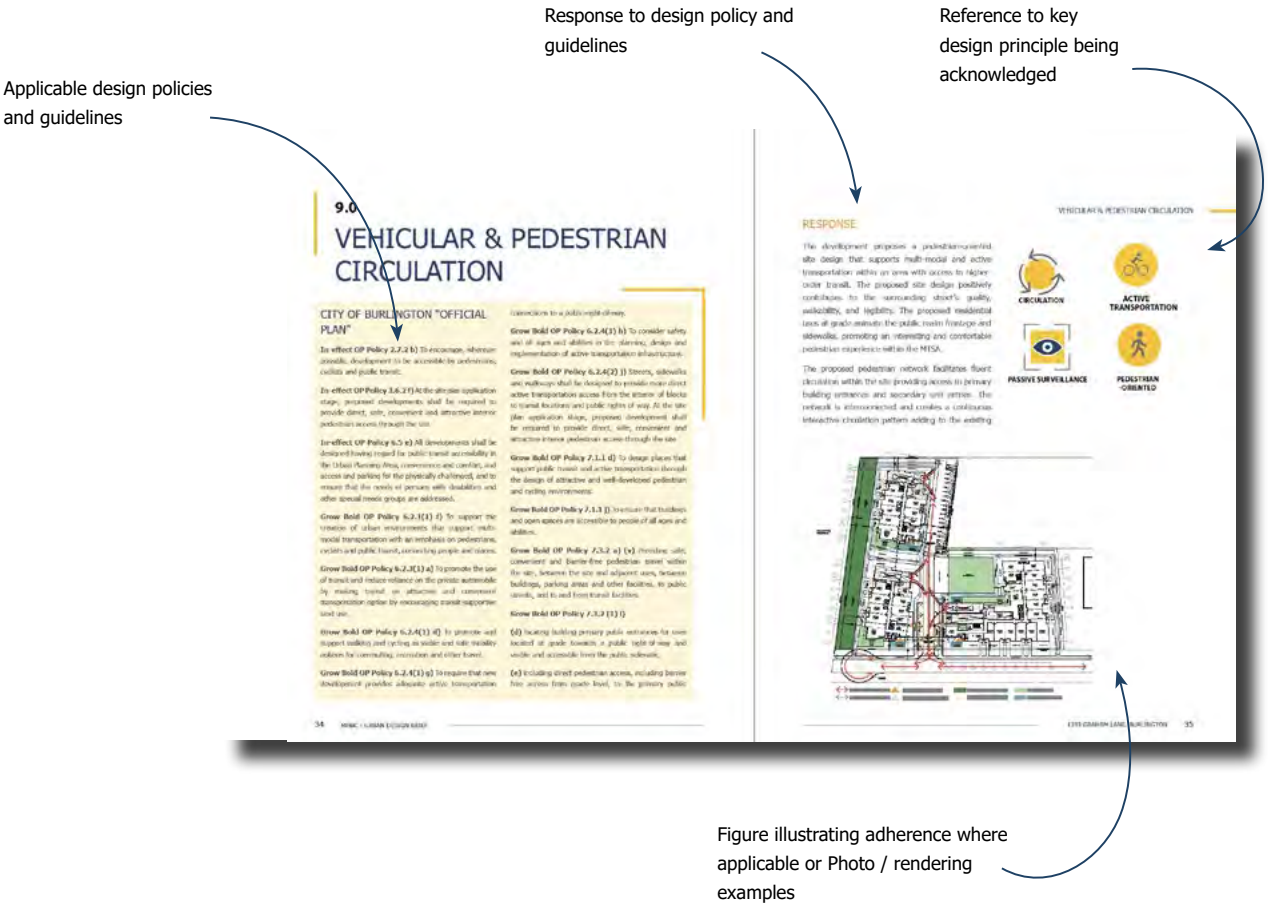


Xinyu Chen, BEDP, MLA
Urban Designer | Landscape Designer

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 with those principles is provided. In some cases where strict compliance is not feasible, 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
SITE & CONTEXT ANALYSIS

3.1 THE SUBJECT LANDS

The Subject Lands are located north of Grahams Lane, and southwest of the Brant Street and Fairview Street intersection in the City of Burlington. The Subject Lands have an approximate area of 1.08 hectares (2.68 acres) with an approximate frontage of 128.41 metres along Grahams Lane and are currently occupied by a storage facility with associated outdoor storage and parking space. An existing driveway provides access off of Grahams Lane.

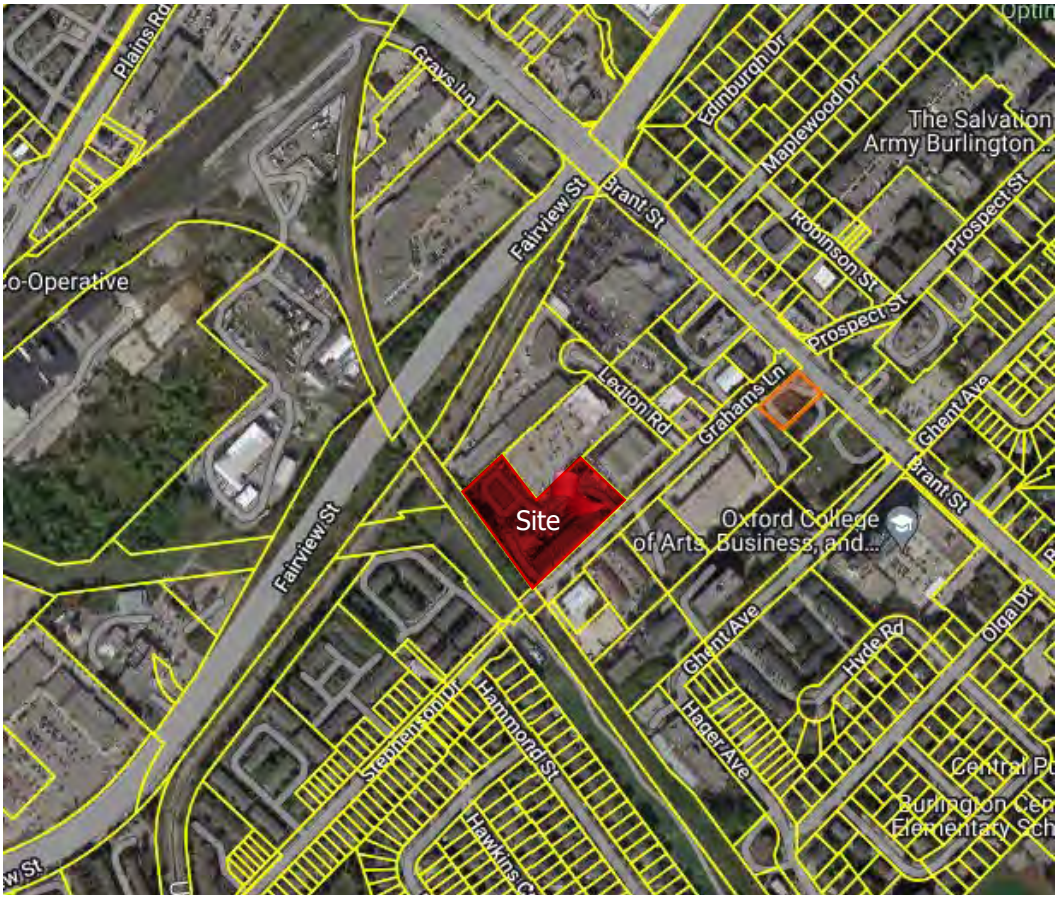


Figure 1.1 : Location Map

3.2 SURROUNDING CONTEXT

The surrounding land uses within the immediate context of the Subject Lands are as follows:

NORTH

To the north of the Subject Lands, there are two commercial buildings with parking lots. These buildings house various businesses, including but not limited to Closet Envy, Cove Mechanical, Artisan Design, BodyFit4Life, Zephyr North Ltd, and others. Upper Hager Creek can be found further to the north of the Subject Lands.



Figure 3.3 : View Looking North

EAST

To the east of the Subject Lands, there is a veterans' organization known as Royal Canadian Legion Branch 60 Burlington, along with its parking lot. Adjacent to it, there is a commercial building hosting businesses such as SWC Automotive, Cold Turkey Juice, Al's Lawnmower & Small Engine Repairs, and several others.



Figure 3.4 : View Looking East

SOUTH

South of the Subject Lands is occupied by commercial uses which includes businesses such as: Frew Energy; Burlington Automotive Centre; Smit Auto Body, and more.



Figure 3.1 : View Looking South

WEST

Western boundary of the Subject Lands is lined with overhead power lines and a hydro corridor, with semi-detached dwellings located to the further west.



Figure 3.2 : View Looking West

3.3 AREA CHARACTER CONTEXT

The Subject Lands are located within the mixed use corridor associated with the lands southwest of the Fairview Street and Brant Street intersection and in the vicinity of the Burlington GO Station where mixed-use intensification is planned as part of the Major Transportation Station Area (MTSA). The Subject Lands are included in the Downtown Burlington Urban Growth Centre/ Burlington GO MTSA boundary and are part of lands converted from employment to mixed-use residential within the Legion precinct. The area has historically consisted of a mix of residential and commercial uses.

The Subject Lands are located in close proximity to a number of community facilities, parks and recreation facilities which are shown on Figure 3.5. Context Map.

3.4 PUBLIC TRANSIT

The Subject Lands benefit from the services of two established bus routes: Route 1, which connects downtown Hamilton to the Burlington GO Station, and Route 101, an express service that supplements Route 1. Additionally, the Burlington GO Station is conveniently situated on Fairview Street, within a 500-meter walking distance from the Subject Lands. This station offers service to Downtown Toronto. Route 15/15A, which traverses Aldershot GO Station, provides connectivity to Brantford as well as McMaster University and Downtown Hamilton.

Appendix A of Schedule 1, the Long-Term Transit Service Network, within the currently in-effect Official Plan designates Fairview Street, and Brant Street as Primary Bus Service and Schedule B-2 of the Growth Framework and Long-Term Frequent Transit Corridors (the Council-approved Official Plan), identifies both streets as primary Mobility Hub Connector.

3.5 ROAD NETWORK

Currently, access to the Subject Lands is provided from Grahams Lane. The Queen Elizabeth Way (QEW)/Highway 403 is in proximity and access to this highway is provided via an exit ramps off Brant Street, approximately 1.3 kilometres from the Subject Lands.

Grahams Lane is identified in the City of Burlington Official Plan as Neighbourhood Connector with an existing right-of-way width of approximately 26 metres.

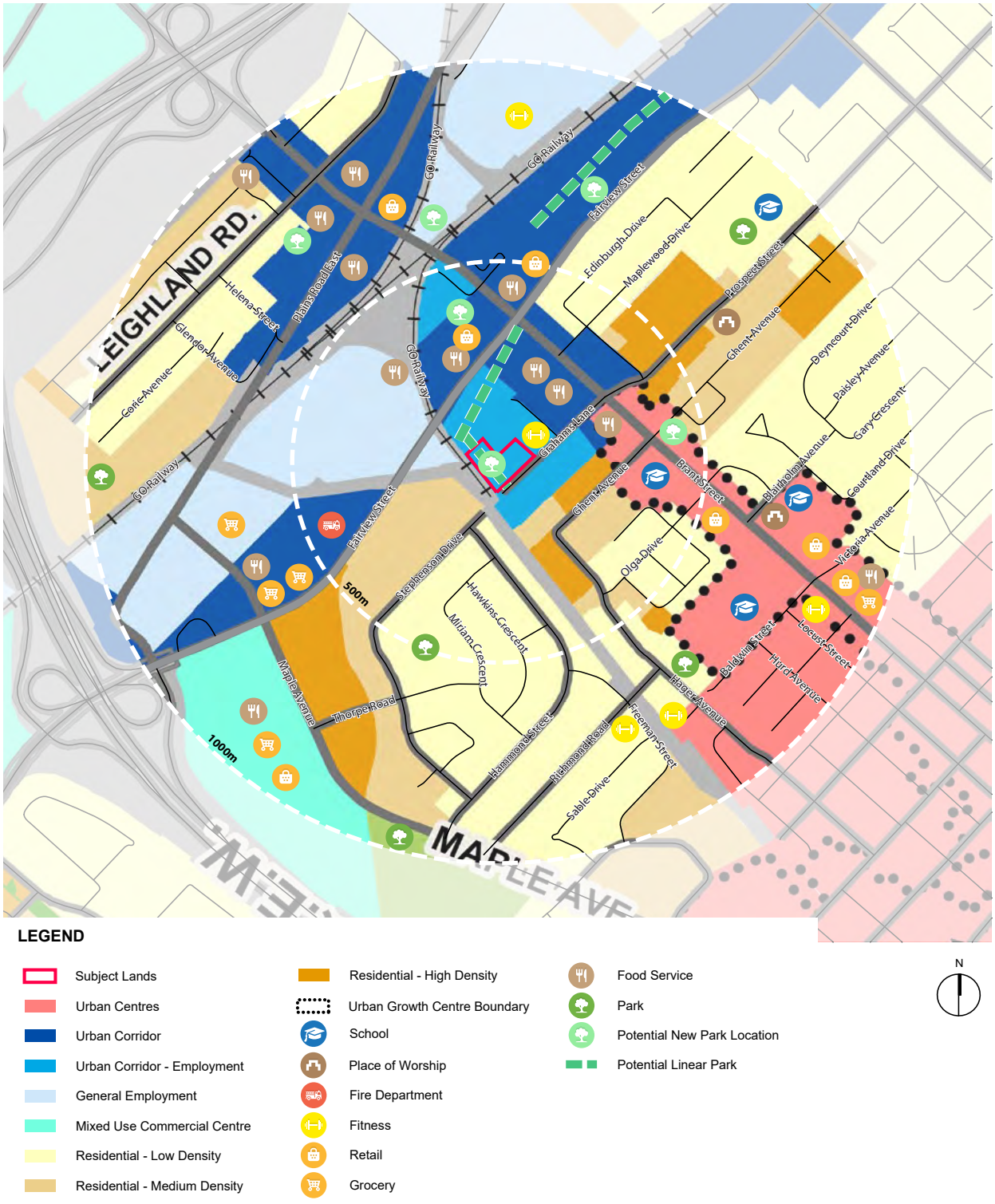


Figure 3.5 : Context Map showing Facilities and Community Services within 800 metres- 10 minutes walking distance

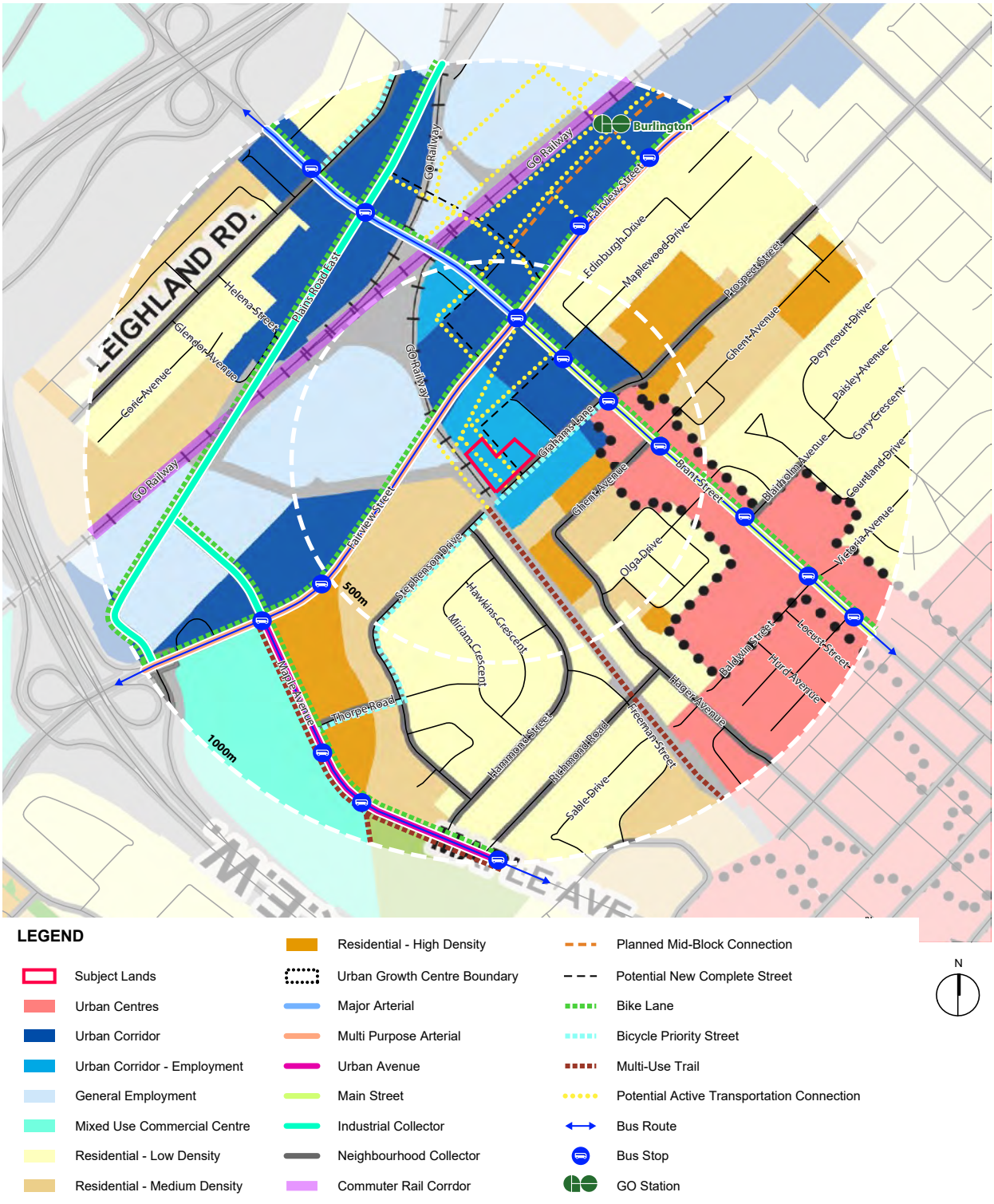


Figure 3.6 : Transit Map showing public transportation within 800 metres- 10 minutes walking distance

4.0
POLICY CONTEXT, DESIGN PRINCIPLES & OBJECTIVES

4.1 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 with 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)

The "Mixed Use Activity Area" designates lands for employment, shopping, and housing. These areas will have dense urban development, with a focus on pedestrian accessibility and public transit. They will also enhance community interaction by featuring community facilities and services in walking distance.

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. 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.

4.2 Grow Bold (2020 Council-Adopted Official Plan)

On April 26, 2018, Burlington City Council adopted the new Burlington Official Plan (the "Grow Bold/ 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 "Burlington 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.

- "Burlington GO MTSA Boundary"- Schedule F-Burlington GO MTSA Special Planning Area.

4.3 Tall Building Urban Design Guidelines

The Tall Building Design Guidelines (May 2017) provide direction on buildings over 11 storeys with regard to podium design, site design, open space and streetscaping, tower design and rooftop design. The relevant urban design guidelines, including those in sections 2.0 and 3.0, have been explored for the purpose of this review and constitute the majority of the urban design assessment in relation to the local land use urban design framework.



4.4 Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings

The Mid-Rise Building Design Guidelines (March 2019) provide direction on buildings between 5 and 11 storeys with regard to lower and upper building and their relationship to the street, public realm, and neighbouring properties. This review has delved into the pertinent urban design guidelines, encompassing sections 2-Lower Building and 3-Upper Building, and these guidelines represent the primary content of the urban design assessment within the local land use urban design framework.

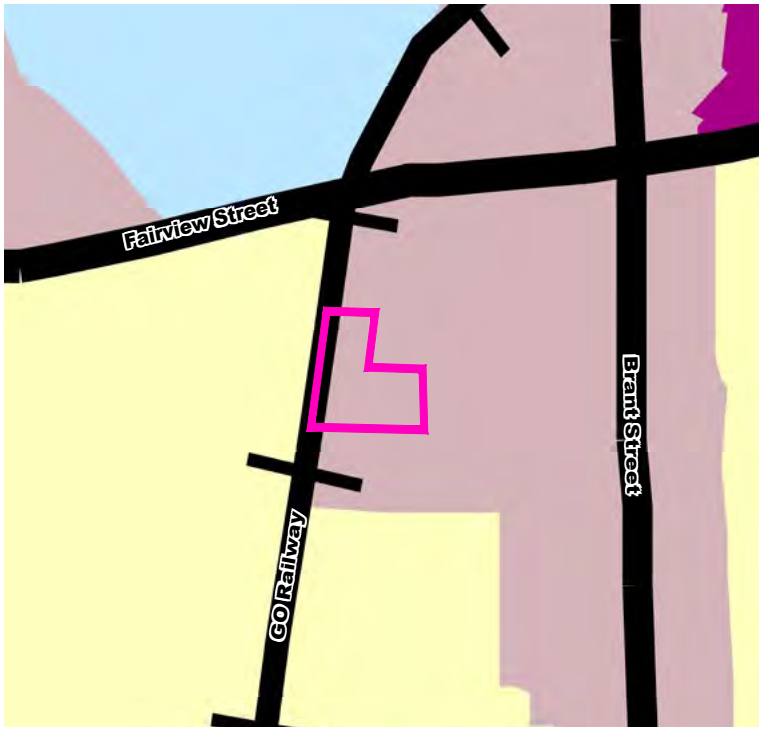


Figure 4.1 : In effect OP Schedule A Settlement Pattern

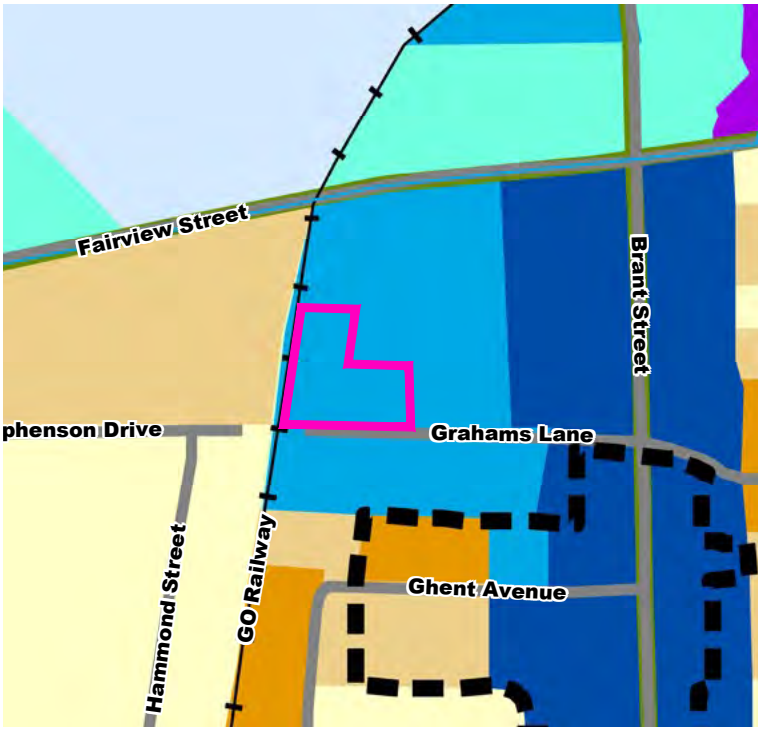
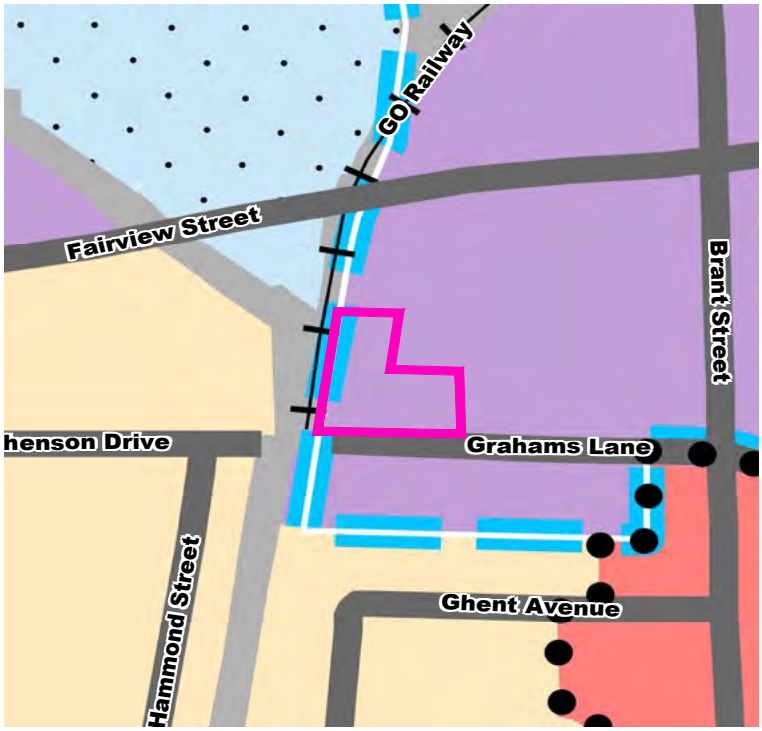


Figure 4.2 : In effect OP Schedule B Land Use



LEGEND

- Subject Lands
- Urban Centres
- MTSA Special Planning Areas
- Mixed Use Nodes and Intensification Corridors
- Lands Designated for Employment Uses
- Region of Halton Employment Area
- Residential Neighbourhood Areas
- Infrastructure and Transportation Corridor
- Urban Growth Centre Boundary

Figure 4.3 : Grow Bold OP Schedule B Urban Structure



LEGEND

- Subject Lands
- Primary Growth Area
- Secondary Growth Area
- Employment Growth Area
- Established Neighbourhood Area
- MTSA Special Planning Areas
- Infrastructure and Transportation Corridor
- Urban Growth Centre Boundary

Figure 4.4 : Grow Bold OP Schedule B1 Growth Framework

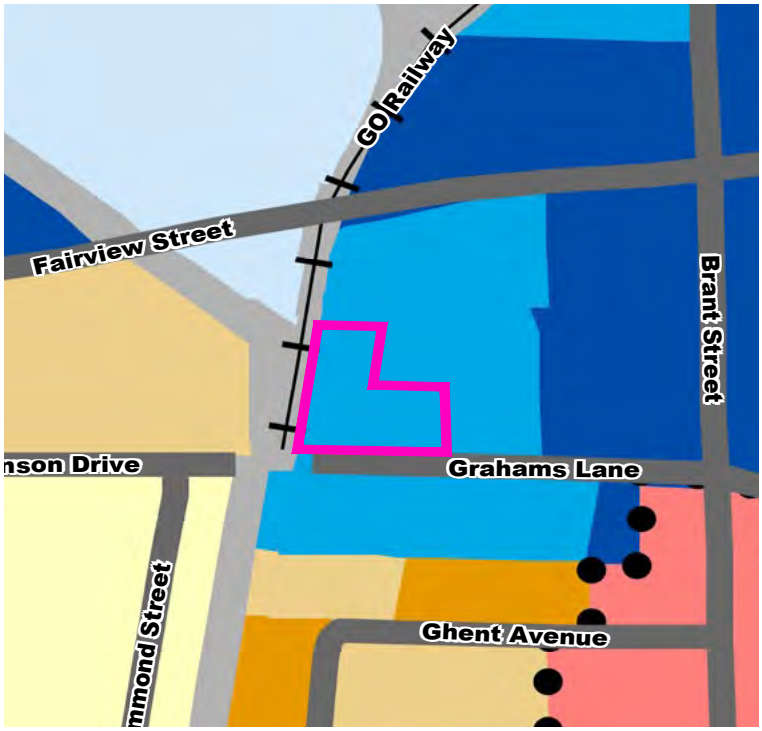


Figure 4.6 : Grow Bold OP Schedule C Land Use

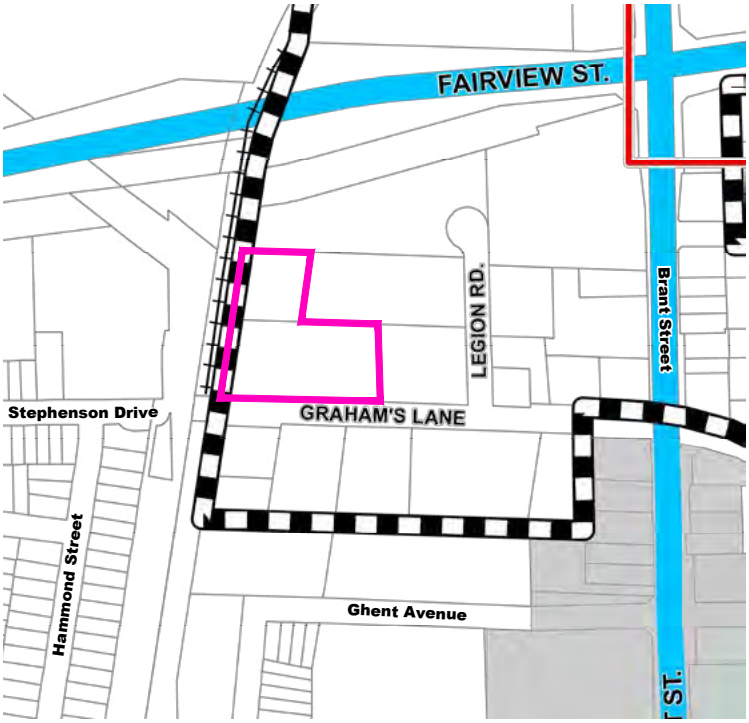


Figure 4.7 : Grow Bold OP Schedule F MTSA

4.5 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, 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 achieve transit supportive densities for MTSAs and 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 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

• To encourage and prioritize active transportation and transit considerations, including frequent transit corridors.

• 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.

• To foster community interaction by providing opportunities for public service facilities and open spaces.

5.0
THE PROPOSAL

The owner is seeking to redevelop the Subject Lands with three residential apartments in the form of mid/high-rise development with heights ranging from 9-20 Storeys. Towers are proposed at the heights of 16 and 20 stories, inclusive of 8-story podiums. The proposed mid-rise building has a height of 9 storeys and is presented at the southwest corner of the site. A total gross floor area of 45,821 sq.m. (493,229 sq.ft.) is proposed. The development offers a total of 722 residential units of which 15% are proposed to be barrier free. The proposal offers a future parkland area located along the west property line.

It is acknowledged that the reduced 9.8 metre setback to the rail spur line will require a crash wall that must be designed and constructed in accordance with the requirements of the federal guidelines and safety standards to address and mitigate impacts.

The proposal includes a total of 1,533 sq.m. indoor amenity areas on the ground and 2nd floors, as well as 8,431 sq.m. of outdoor common amenity areas situated at ground level. The outdoor amenity areas will encompass both hard and soft landscaped areas, along with features designed to facilitate passive and active activities. The majority of units will have private balconies.

Pedestrian circulation is facilitated through a network of pedestrian walkways providing access at both sides



Figure 5.1 : Rendering of the proposed development

of the private driveway and around the buildings, connecting main entrances to the public realm along Grahams Lane. Paired walkways provides access to the ground units.

Vehicle access is proposed off of Grahams Lane via one consolidated entrance to the south with a 6m paved driveway leading to the loading/service areas and the underground parking ramp. Loading and servicing areas are contained within the podium, screened from the public streets, and are accessible via the driveway. Two pick-up/drop-off areas with lay-by parking spots are proposed near the Site's main entrance to support safe vehicular and pedestrian circulation, as well as multi-modal transportation initiatives within the MTSA boundaries.

A total of 598 parking spaces are provided, including 93 visitor parking (16 at grade and 77 underground) and 505 residential parking spaces located within 2 levels of underground parking structure. Surface parking areas are located internal to the Site and consolidated along the proposed driveway.

To support the multi-modal transportation initiatives within the MTSA boundaries, a total of 398 bicycle parking spots will be provided, including 362 spaces in long-term secure storage for residents located in level P1 and P2, and 36 spaces at-grade for short-term storage for visitors.

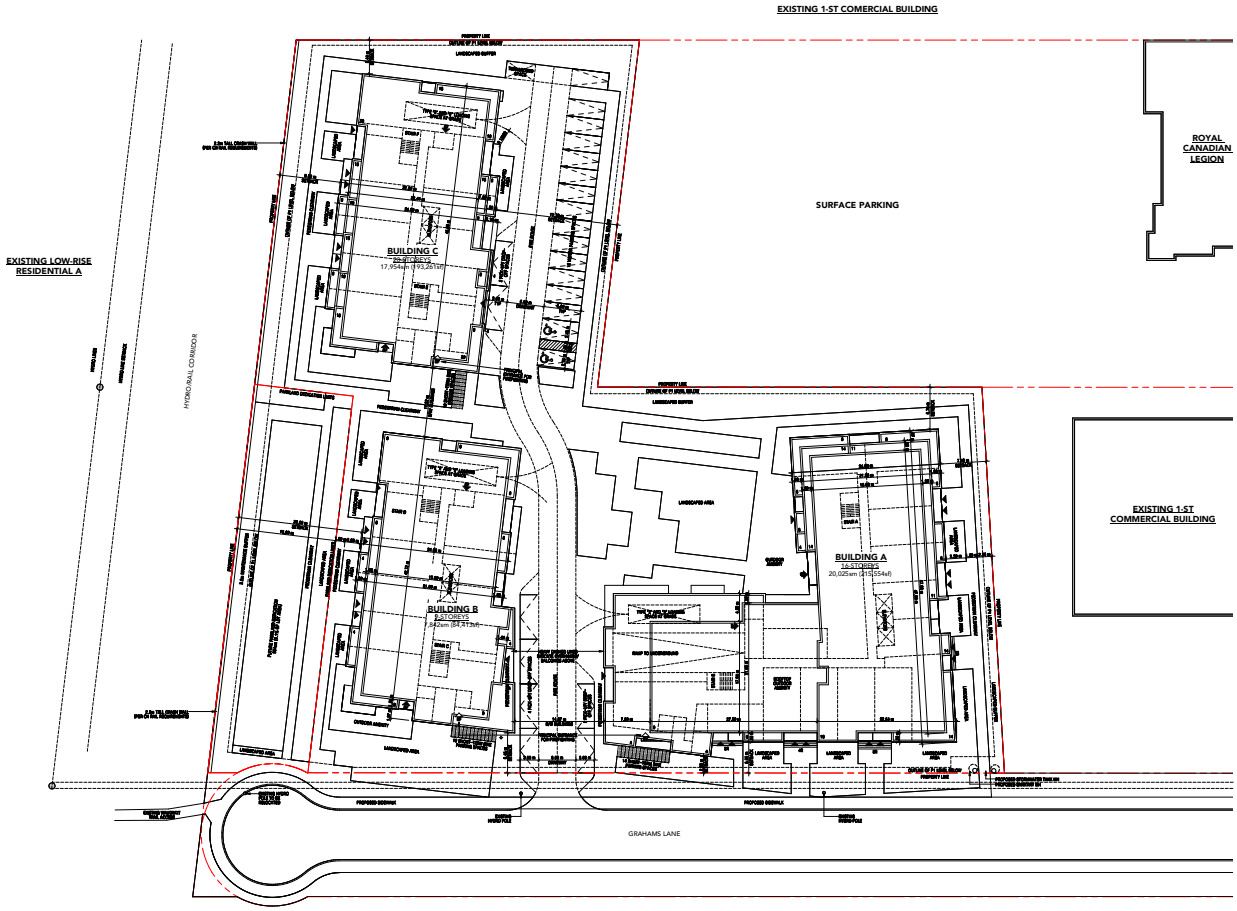


Figure 5.2 : Site Plan of the proposed development showing building placement/orientation and heights



Figure 5.3 : Ground Floor of the proposed development

6.0
SITE DESIGN & ORIENTATION

CITY OF BURLINGTON "OFFICIAL PLAN"

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.

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.

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

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.

Grow Bold 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

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

Grow Bold 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;

Grow Bold 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.

(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;

(iii) Providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts

(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.

Grow Bold 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;

(d) 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 setback;

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 (d) 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.

CITY OF BURLINGTON "DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS"

Guideline 2.1.1 buildings should be placed parallel to streets or public open spaces (within or along the edge of the site) to frame and define these spaces;

Guideline 2.1.3 Placement should consider existing site conditions and look to retain and enhance certain features as assets such as mature trees and topography

Guideline 2.2.6 Where a site is large enough to support multiple buildings consider offsetting or angling the buildings away from each other to improve privacy between facing units

Guideline 2.3.3 In general, a building's form should reflect the existing and planned context in terms of street character (including the planned street function and right-of-way width), land use, and built form

RESPONSE

The proposed development represents a transit-oriented compact residential development that seamlessly integrates into the active development context relative to the adjacent GO Transit Precincts, enhancing the physical character of the area and complementing the emerging context. The development offers a sensitive transition and compatible land use for potential infill developments within the immediate context, considering their development within a similar mid to high-rise typology.

Furthermore, the proposed integrates setbacks and landscaping buffers along the abutting lot lines to ensure a respectful transition to adjacent dwellings and incoming high/mid-rise buildings while limiting overlook potential and protecting privacy within/ beyond the Site.

Additionally, the spacing and massing of the towers foster built-form compatibility with the surrounding context while promoting visual connectivity throughout the skyline. The proposed towers are thoughtfully oriented to integrate seamlessly into the existing grid and emerging developments. Each building will feature high-quality architectural design, contributing to the unique physical characteristics of the community.

The tower's rectangular envelope respects the lot orientation and street layout, further minimizing shadow impacts and mitigating uncomfortable wind conditions on adjacent streets, buildings, and properties.

The proposed podium is designed to establish a continuous, pedestrian-scaled presence and a robust



Figure 6.2 : Rendering of the proposed development showing the transition in height and density

streetwall along Grahams Lane. This is achieved through a consistent elevation and generous landscaped setbacks along the property line. Active uses, such as the residential lobby, amenity areas, and street-facing residential spaces, are incorporated into the ground-level podium design contributing to the animation of the public realm and enhancing the experience of users along the surrounding public sidewalks. At-grade elevations at the site entrances feature a significant amount of glazing to facilitate interaction between indoor and outdoor spaces, promoting spatial and visual connectivity with the pedestrian network, and enhancing safety through natural surveillance opportunities.

Architectural treatments variation, and setbacks in the podium design break up the primary facades, contributing to a pedestrian-scaled massing.

Additionally, the proposal offers an interconnected network of walkways proposed to foster a pedestrian-oriented design and multi-modal transportation within the area, enhancing connectivity, safety, and the public realm.

Vehicular access is proposed off Grahams Lane via a consolidated entrance to the south, featuring a 6m paved driveway. The driveway leads to the loading/ service areas and underground parking ramp, extending further to limited surface parking spaces. Parking, servicing, and loading access locations are consolidated within the base buildings and are screened from the adjacent public street.

The site design represents active frontages along Grahams Lane with landscape areas and residential uses facing the public sidewalk with entrances and patios. Landscape buffers are provides along the east and rear property line to provide privacy barrier as well as visual appeal and aesthetics.



Figure 6.3 : Rendering of the proposed development showing the development in relationship to the immediate surrounding



TRANSIT-ORIENTED COMMUNITY



MAJOR TRANSIT STATION AREA



PEDESTRIAN -ORIENTED



STREETWALL

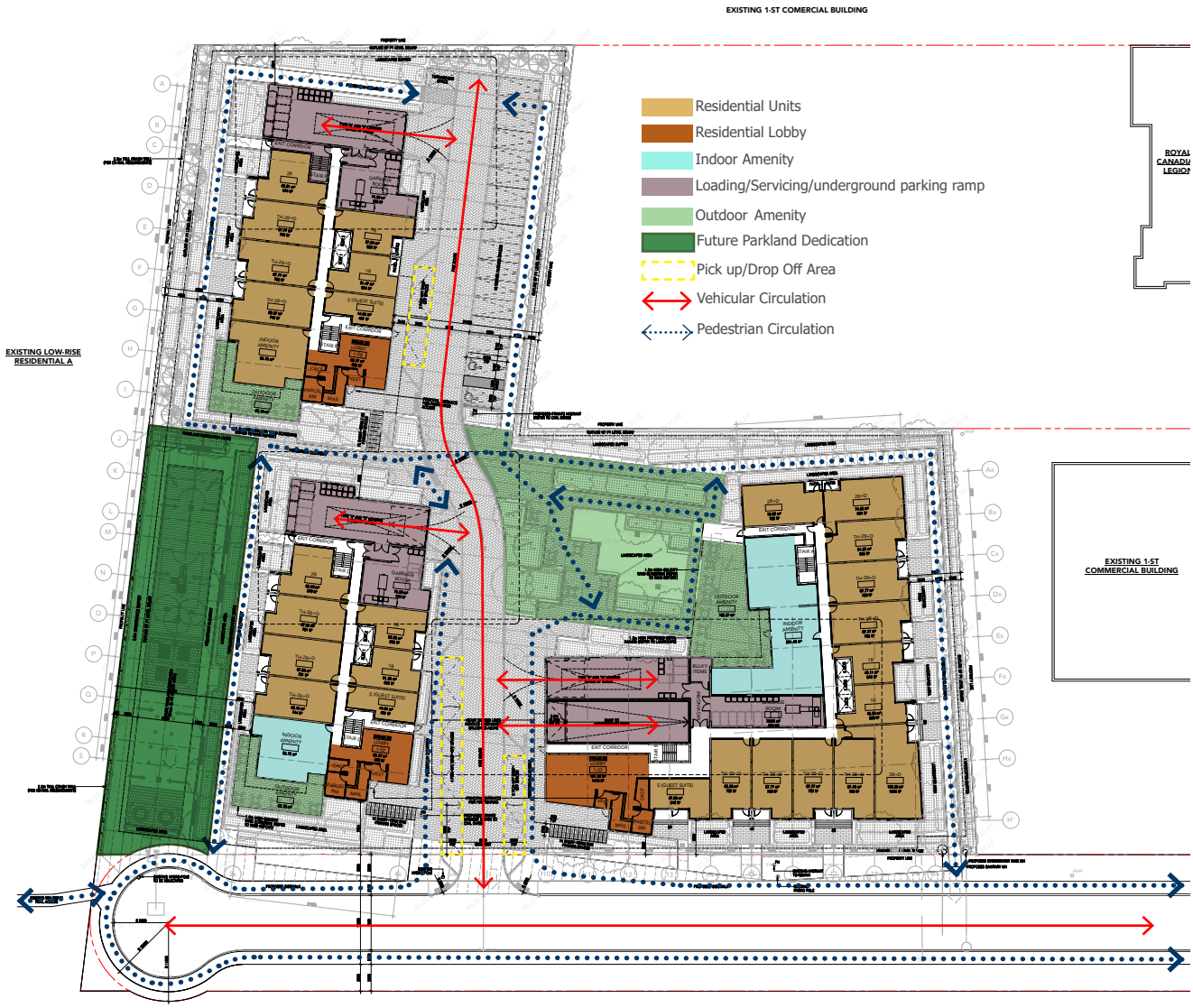


Figure 6.4 : : Ground Floor of the proposed development showing site programming and vehicular and pedestrian circulation

7.0
BUILT FORM & MASSING

CITY OF BURLINGTON "OFFICIAL PLAN"

Grow Bold 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;

Grow Bold 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.

(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.

(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 3.1(C) where no towers currently exist, the proposed towers should be set back 12.5 m from adjacent property lines to protect for a future 25 m separation distance (split between each property)

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.

CITY OF BURLINGTON "DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS"

Guideline 2.1.7 Where a building includes residential uses at grade, they should be differentiated from any active or non-residential uses through additional setbacks;

Guideline 2.2.4 On sites with multiple buildings, a minimum separation distance of 15.0 metres should be provided between buildings that face each other

Guideline 2.2.5 Where there is a transition between a mid-rise development and a tall building, a minimum separation distance of 20.0 metres should be provided between the tower component of a tall building and the nearest part of the mid-rise building to minimize overlook and shadowing and pedestrian level wind impacts;

RESPONSE

As mentioned earlier, the proposed built form and massing are fitting within the emerging context, considering the site's location within a designated 'Major Transit Station Area (MTSA)' where the greatest height and density are oriented towards Fairview Street and Brant Street. This configuration contributes to a gradual height transition to the lower-density community to the west and south.

The proposed massing ensures appropriate separation distances, and incorporates a series of setbacks, stepbacks, and landscape buffers along the site boundaries. This includes a 7.5m setback from the east property line, 8.8m setback from the east rear property line, and 5.4m setback from the west rear property line. These measures facilitate development within the adjacent lands while addressing potential issues related to overlook and privacy. To

accommodate a seamless transition to public realm, at grade residential units along the front property line integrate a setback of 2.7m, presented as landscape areas. The overall massing provides a 9.8m setback from the Hydro/Rail Corridor to the west.

Due to the limited width of the neighbouring property to the north, any potential development on those lands would likely take the form of a mid-rise structure at best. As a result, a setback of approximately 5.4 meters from the rear property line to the west is reasonable, follows best practices, and protects for that development potential.

The Shadow Impact Study, prepared by Kohn Architects, indicates minimal projected shadow impacts on neighbouring properties. This is a result of towers exceeding the required separation distance and meeting the prescribed minimum floor plate standards. The buildings rectangular design further aids in minimizing shadow impacts and alleviating uncomfortable wind conditions for adjacent streets, buildings, and properties.

The buildings' massing is defined through a clear articulation of the base, middle and top portion of the overall buildings and towers. There will be a distinction in architectural treatment between the podium and middle of towers, creating a vertical transition in the massing as it relates to the street and helping to break up the height. Furthermore, the podium's height maintains a low-rise relationship to the street and the



Figure 7.1 : Rendering of the proposed development showing the overall built form along the south and west property line

neighbouring properties, creating a pedestrian-scaled and comfortable private and public realm.

Informed by the shape of the Site, the proposed buildings and podiums are oriented to frame active frontage along Grahams Lane. 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.

The towers will be articulated using materials such as pre-framed metal and vision glass to incorporate a light appearance. Balconies will be designed using a 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.

The main building entrances are directed toward the proposed driveway and connected to the public sidewalk via a series of pedestrian walkways.

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.

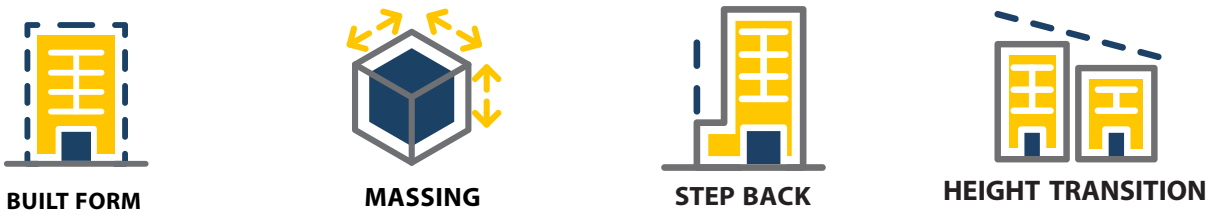




Figure 7.2 : Streetview of the proposed development showing the overall built along the south and west property line

8.0
ARCHITECTURAL DESIGN

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.

Grow Bold 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.

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

Grow Bold 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.

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

Grow Bold 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 2.1(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.

CITY OF BURLINGTON "DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS"

Guideline 2.4.4 Materials should reflect their intended use and complement the established physical character of the streetscape where appropriate;

Guideline 3.2.10 Rooftop mechanical equipment should be architecturally screened from public view to protect or enhance views from other buildings and the public realm.

RESPONSE

The proposal provides built-form articulation and variation that break up the building mass and create a patterned façade with visual, material and functional transitions. The use of fenestration in the base building and glazing in the tower component provides further visual transparency toward the public realm and helps the building to blend into the emerging skyline.

In addition, the overall massing of the base buildings are divided into smaller functional units via entrance recess, fenestration and material transition to create an interactive pedestrian-scale streetwall. At the main entrances, the floor above is cantilevered to create a sense of enclosure and serve as a weather protection feature along the primary frontages. Entrances will be articulated with a high level of glazing, drawing focus to the entry point.

With regards to architecture, the proposal will propose high-quality architecture that is compatible with and complements the emerging context of the area while enhancing the streetscape appearance along Grahams Lane. Material will be selected to create variation in form and 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. The podium and towers will be clearly distinguished through setbacks, architectural treatment, and material selection. Heavy look masonry such as brick finish and precast concrete

panels will be used within the podium to anchor the building to the ground. In contrast, lighter materials such as vision glass and perforated metal sheets will be applied to the towers to minimize the perceived mass. The material selection will help buildings to be context-sensitive while unique.

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.

Rooftop mechanical equipment will be screened from view to facilitate a positive visual contribution to 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 8.1 : Example of High-quality Building Materials

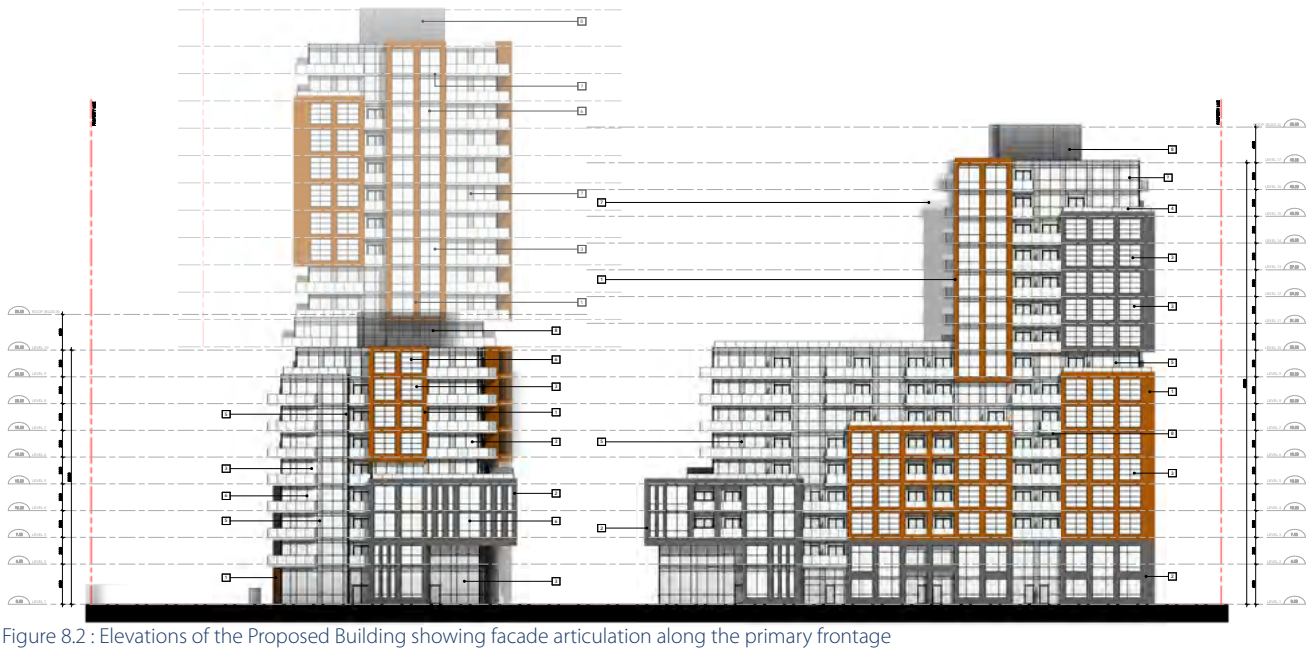


Figure 8.2 : Elevations of the Proposed Building showing facade articulation along the primary frontage





Figure 8.3 : Precedent images showcasing the proposed development architectural and material strategies



RHYTHM AND PATTERN



FACADE



STREETWALL



ARTICULATION

9.0
VEHICULAR & PEDESTRIAN CIRCULATION

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.

Grow Bold 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.

Grow Bold 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.

Grow Bold 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.

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

Grow Bold 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.

Grow Bold 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

Grow Bold 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.

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

Grow Bold 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

Grow Bold 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;

Grow Bold 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 via access to higher-order transit. The proposed site design positively contributes to the surrounding street's quality, walkability, and legibility. The proposed residential uses at grade animate the public realm frontage and sidewalks, promoting an interesting and comfortable pedestrian experience within the MTSA.

The proposed pedestrian network facilitates fluent circulation within the site providing access to primary building entrances and secondary unit entries. The network is interconnected and creates a continuous interactive circulation pattern adding to the existing network's connectivity and accessibility. The primary building entrances have barrier free and accessible access to the proposed pedestrian walkways, which further lead to the public sidewalks along Grahams Lane.

The building entrances will be defined clearly along the surrounding public realm, at grade through pavement treatment, height change, and materiality. Pedestrian walkways will be barrier-free, designed to Accessibility for Ontarians with Disabilities Act ("AODA") standards, and will be well-lit for enhanced safety and visibility.

Within the Site, vehicle circulation is limited and clearly identified from areas with high foot traffic to mitigate vehicular and pedestrian conflict. Vehicular entry points are consolidated into a single location to reduce the number of curb cuts, enhance pedestrian safety, and minimize the potential impact on pedestrian movement. To further facilitate pedestrian movement, mountable curbs and curb-faced walkways are proposed at all loading/servicing areas and ramp access aprons. Simplified chicane are proposed to slow traffic internal to the site.

The proposed pick-up/drop-off spots are consolidated along the proposed driveway near the Site's main entrance to support safe vehicular and pedestrian circulation, as well as multi-modal transportation initiatives within the MTSA boundaries.

Underground parking is accessible from one parking ramp proposed adjacent to the loading/service area within building A. Loading/Service areas are contained within the podiums and face inward the property, to minimize the visual and physical impact on the public street and public realm.

Bicycle parking will be provided in the form of long-term residential and short-term visitor contemplated at grade and underground bike lockers to facilitate multi-modal and active transportation within the area.

Overall, the proposed development will result in a more pedestrian-oriented, walkable, enjoyable, and safe street experience along Grahams Lane and in MTSA by putting in the framework for a well-connected and porous community that will connect to and enhance the public realm and circulation network in the area.





Figure 9.1 : Examples of well-designed landscaped pedestrian walkways and outdoor amenity areas





Figure 9.2 : Examples of well-designed pedestrian walkways and cycling paths

PEDESTRIAN-ORIENTED

CONNECTIVITY

BARRIER FREE

CIRCULATION

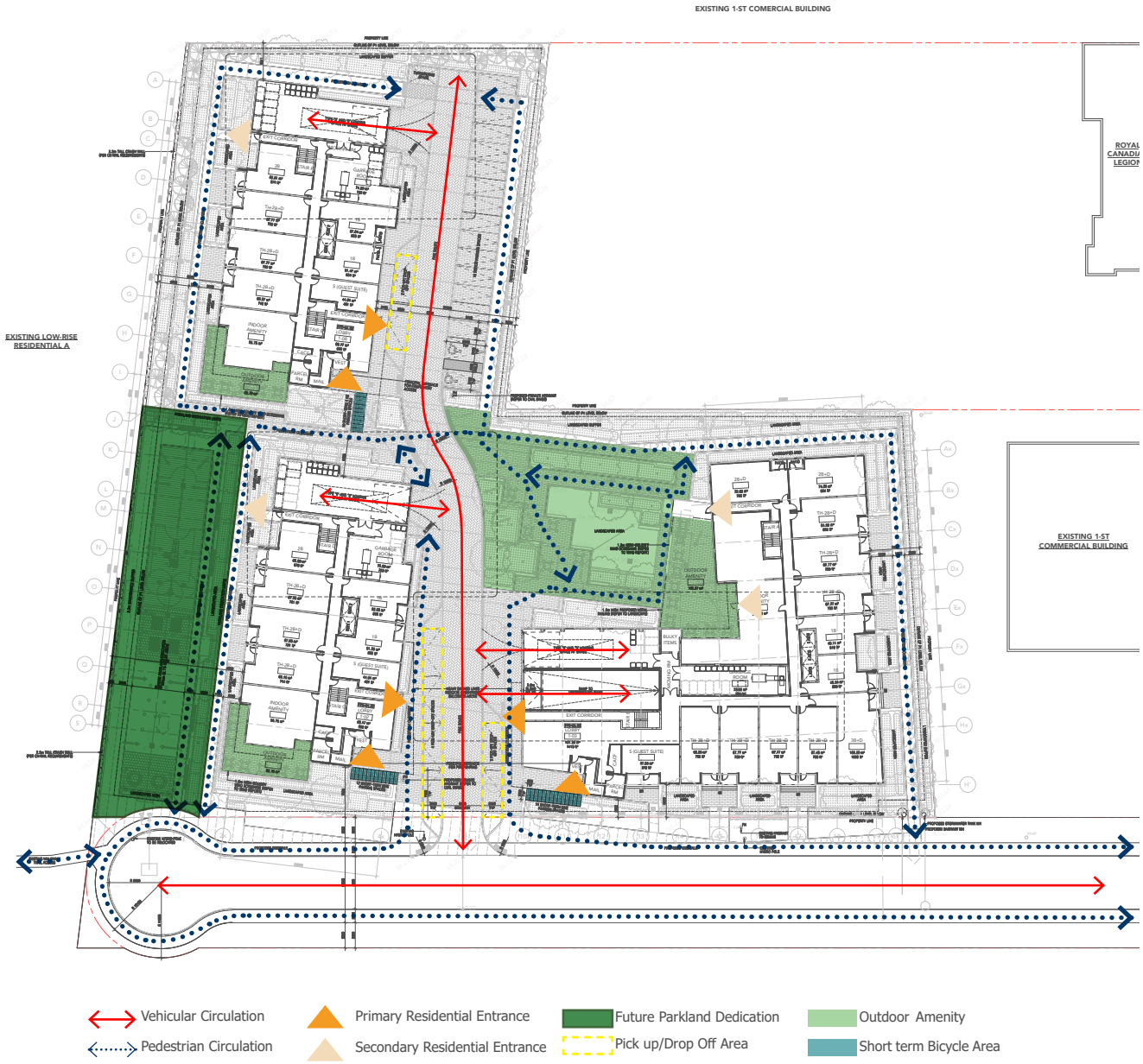


Figure 9.3 : Ground Floor of the proposed development showing the vehicular and pedestrian circulation and building entrances

10.0

LANDSCAPE DESIGN, PUBLIC REALM & OPEN SPACES

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.

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

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

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

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

Grow Bold 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.

Grow Bold 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;

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

Grow Bold 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.

CITY OF BURLINGTON "DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS"

Guideline 3.2.8 Where possible, rooftop amenity areas are recommended to create activity at the upper storeys of the building and be appropriately set back from the roof edge;

RESPONSE

10.1 Landscape Design & Public Realm

The proposal contemplates an enhanced landscaped design that will provide a high level of comfort and visual aesthetics and will complement streetscape design to contribute to the MTSA image while reinforcing the legibility of the site and location.

The proposal will feature a total of 8,431 sq.m. of shared outdoor amenity area, including three ground-level outdoor amenity areas across the Site. The proposed outdoor amenity areas will benefit from generous planting beds and highly programmed landscaped areas where seating is complemented through coniferous and deciduous trees framed by decorative paving to provide all-season activity. The landscape design will be further defined through a mixture of soft and hard landscaping to enhance the proposed amenity areas, facilitating all kinds of social congregations.

Furthermore, the proposal offers generous landscape setbacks along the at-grade residential units to accentuate the transition from private to public realm, offering screening from abutting walkways, outdoor amenity areas, adjacent properties and the public realm. Landscape buffers presented along the property line will include a mixture of shrubs, trees, and perennial beds to provide adequate separation.

Additional landscape setback including hard and soft elements will be provided along Grahams Lane frontage and at the Site's primary thresholds to accentuate the special character of the development. The buildings main entrances and connecting walkways will be equipped with landscape features to create a comfortable and well-defined pedestrian arrival and departure experience for residents and visitors, as well as increase the site's visual interest.



Figure 10.1 : An example of a well-designed outdoor amenity areas with soft and hard landscaping elements



Figure 10.2 : An example of a well-programmed outdoor amenity area



SUSTAINABILITY



NATIVE PLANTING



HEAT ISLAND EFFECT



WAYFINDING

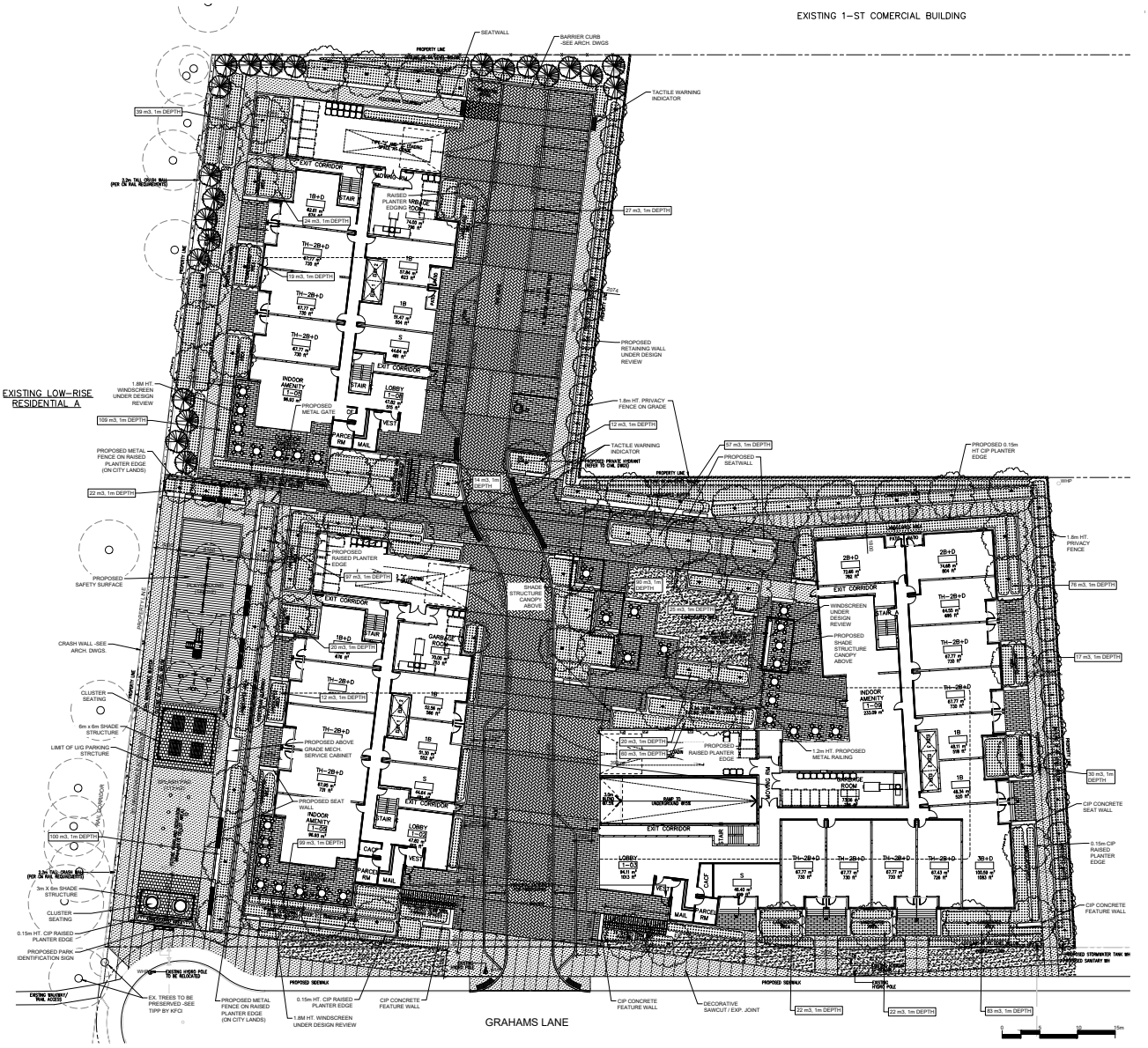


Figure 10.3 : Landscape Plan by NAK design



Figure 10.4 : Example of hard and soft scape well incorporated in the proposed development

In addition to landscape setbacks and buffers, privacy fencing will be provided at the east and north limits and the existing chainlink fence will be maintained along the west limits.

The landscape materials will be selected to maintain views into activity areas, including the amenity areas, residential lobby and walkways, to promote natural surveillance and ensure users' safety. The service areas will be flanked with landscaping in order to vertically screen and enhance visual interest across the site.

The proposed landscape plantings will be comprised of local tree and plant species which will be native, low maintenance, drought and disease-tolerant, withstanding seasonal changes and roadside conditions.

Changes in paving material and pattern will be used to mark essential Site thresholds and programmatic changes to increase the development's legibility and distinguish outdoor activity and rest areas. Moreover, surface finish materials will be selected to display harmonious texture/ pattern per the neighbourhood's and or best practices visual definition.

The landscape design of the Site and the exterior amenity areas ensure resiliency in use while reducing the urban heat island effect. The design provides a balance between soft and hard-paved elements, as well as a dynamic interplay of textures and functions at various levels, creating a solid greenery connection and diverse users' experiences.



Figure 10.5 : A precedent image showcasing how the proposed development can interface with the future parkland area to the west

10.2 Signage, Wayfinding, and Lighting

When exploring signage options for the Site, attention will be placed on ensuring a complementary design, in accordance with the development's cohesive visual character and material palette. Buildings entrances and drivaways will be accompanied by signage designed in compliance with universal design principles and standards set by the Accessibility for Ontarians with Disabilities Act ("AODA").

Where possible, signage will be augmented to reflect the Site's urban character, creating a positive aesthetic contribution. These design features will increase the legibility and inclusivity of the development, making it welcoming to people of all ages and abilities.

Appropriate lighting will be provided at the proposed access points, around the parking ramps and loading/ service areas and along pedestrian pathways within the Site to contribute to wayfinding, safety and pedestrian comfort. On-site lighting will be selected to complement the design and material palette of the proposed development and will be designed to reduce glare and light trespass onto adjacent properties.

The placement and design of lighting, utilities and street furniture will be further established through the detailed design stage of Site Plan Approval.



Figure 10.7 : Example of well-designed signage



Figure 10.6 : Example of high-quality lighting

11.0
SITE SERVICING & PARKING

CITY OF BURLINGTON "OFFICIAL PLAN"

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.

Grow Bold 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.

Grow Bold 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

Grow Bold 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.

CITY OF BURLINGTON "DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS"

Guideline 2.5.4 Access to parking, servicing and loading should be provided at the rear of the building;

Guideline 2.5.6 Servicing and loading should be accommodated internally within the building;

Guideline 2.5.9 Most on-site parking should be provided underground. In general underground or structured parking is encouraged before surface parking;

Guideline 2.5.12 Surface parking should be limited to visitor and retail / commercial parking and located at the rear of the building to be hidden from public view;

RESPONSE

A total of 598 parking spaces will be provided, including 93 visitor parking spaces (16 at grade and 77 underground) and 505 residential parking spaces located within 2 levels of underground parking structure.

Underground parking levels are accessible via the ramp located within the building A podium. The ramp will be enhanced in terms of safety through lighting and automatic screen doors.

Surface parking areas have been designed internal to the site and screened from public streets by way of the landscaping and buildings. The proposed ramp to the underground parking area is located adjacent to the loading/service area, away from the on-site areas with high foot traffic.

Servicing and loading areas are consolidated along the proposed driveway, and are contained within the podium envelops to minimize vehicular circulation and potential visual and noise impact. Curb cuts are unified to these access points with pedestrian clearway incorporated to mitigate conflicts with pedestrian movement. To further facilitate pedestrian movement, mountable curbs and curb-faced walkways are proposed at all loading/servicing areas and ramp access aprons. Simplified chicane are proposed to slow traffic central to the site.

A total of 398 bicycle parking, including 128 long-term and 36 short-term spaces, are provided at grade and underground to facilitate multi-modal and active transportation within the area.

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 nearby GO Transit Station.



CIRCULATION



ACTIVE TRANSPORTATION



PASSIVE SURVEILLANCE



PEDESTRIAN -ORIENTED

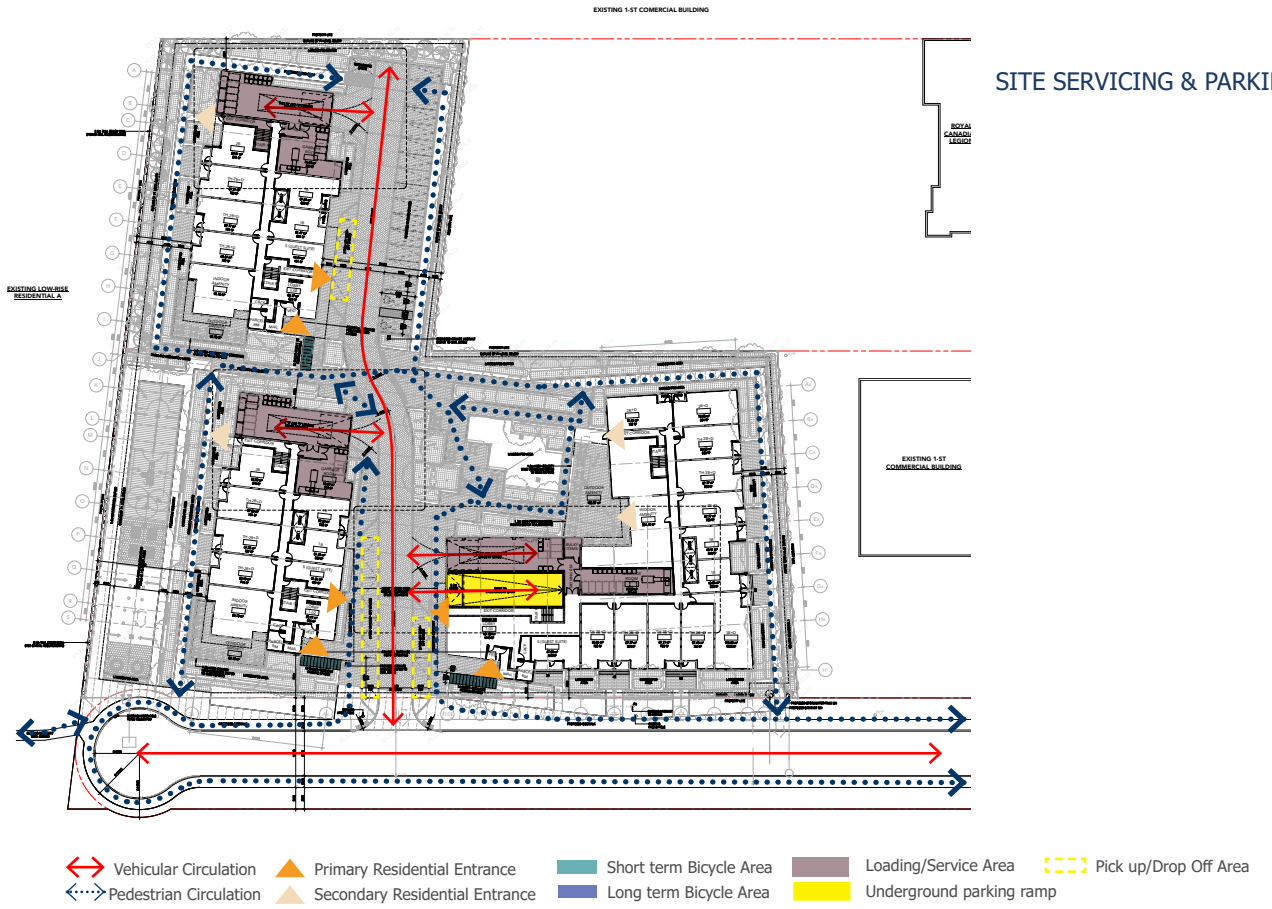


Figure 11.1 : Ground Floor of the proposed development showing loading/service areas and vehicular circulation

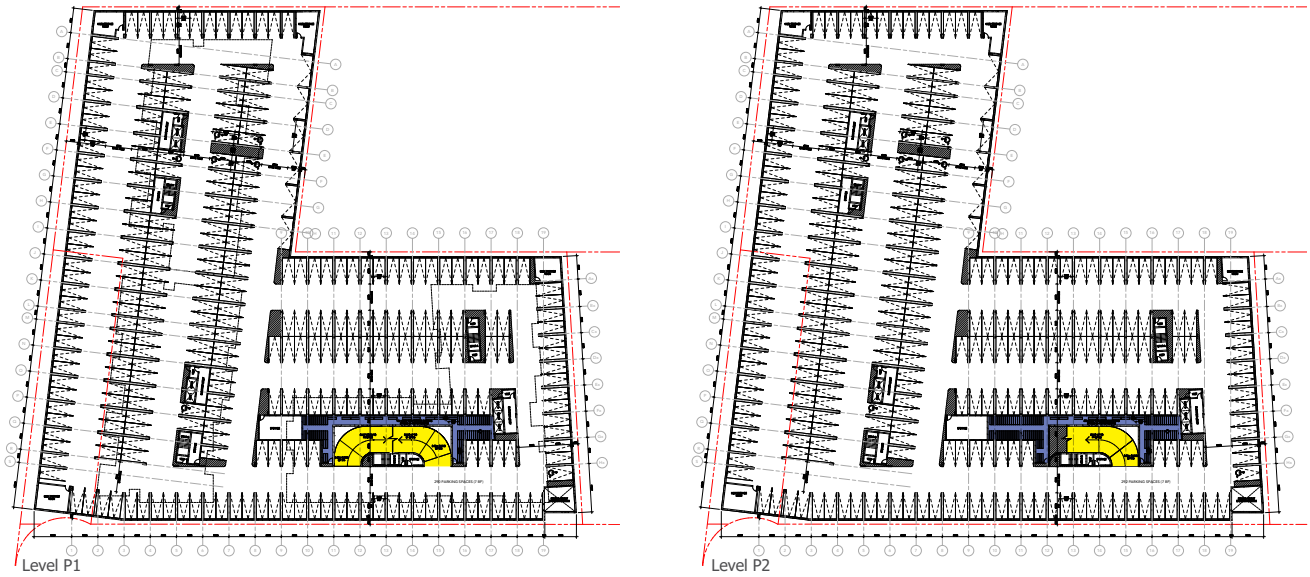


Figure 11.2 : Parking Plan

12.0
SUSTAINABILITY & MICROCLIMATE

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.

Grow Bold 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.

Grow Bold 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;

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.

Grow Bold 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 800 m walking distance from Burlington 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 and landscaping. 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.

In addition, 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;
- thermally efficient glazing;
- stormwater management approach
- high R-value insulation;
- use of permeable pavers on roads and walkways;
- energy efficient HVAC systems

Furthermore, 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 sidewalks and the surrounding lower-density developments, and provide acceptable solar access for the public realm and adjacent properties.

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.

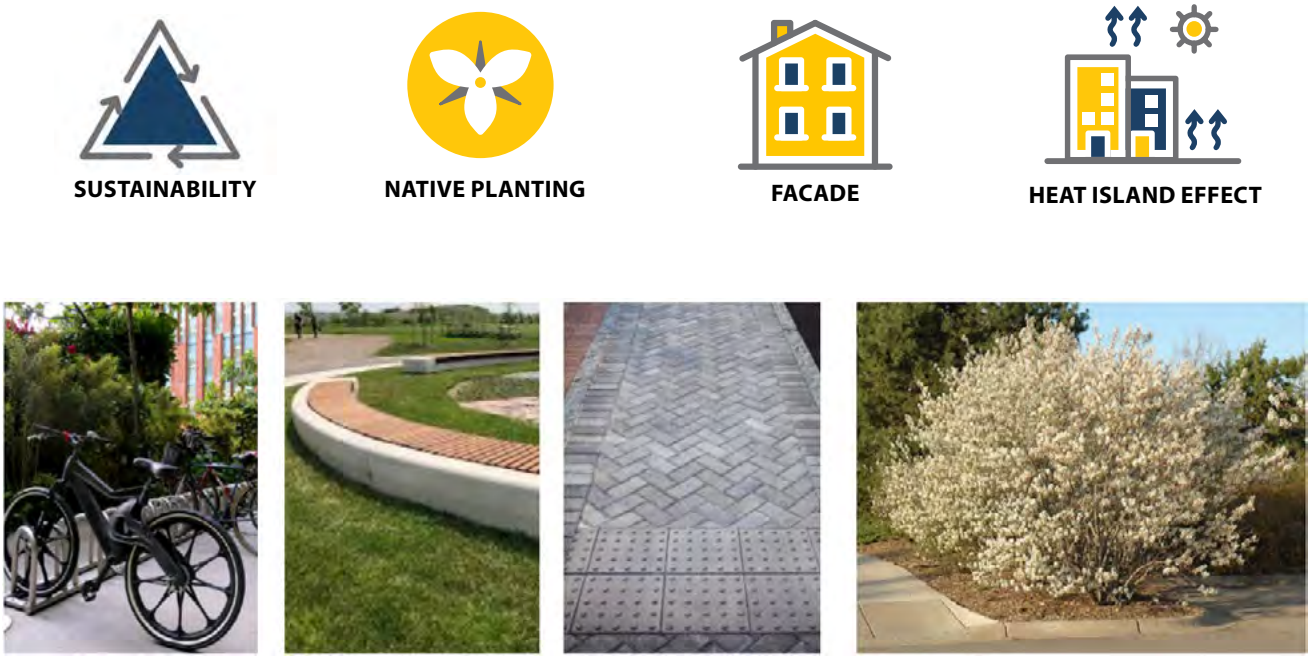


Figure 12.1 : Examples of sustainability measures proposed for the site

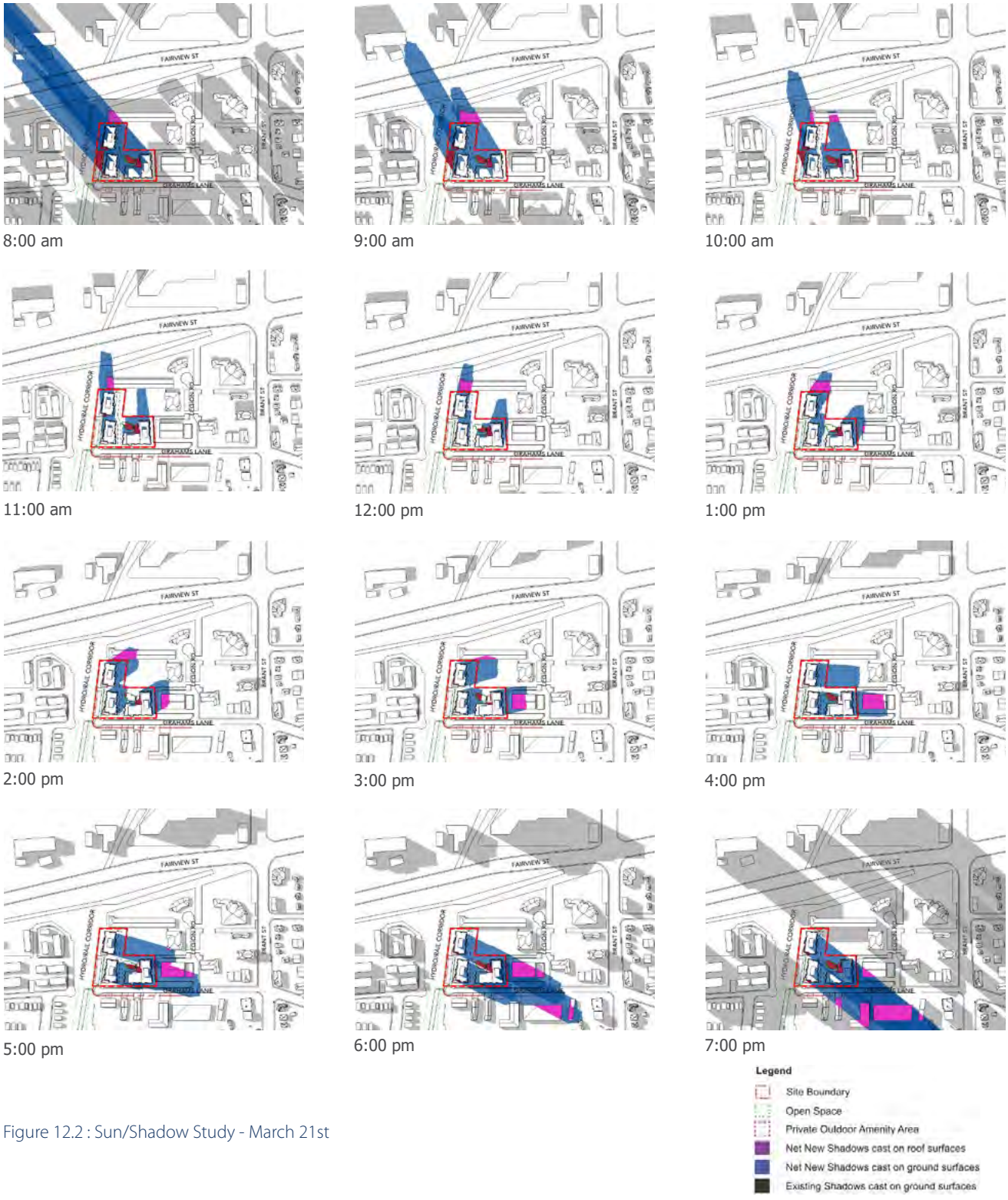
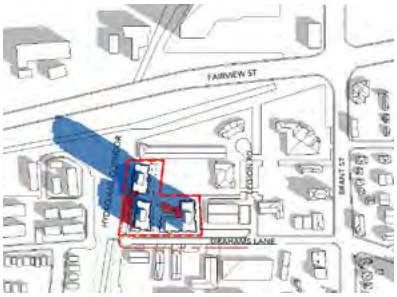


Figure 12.2 : Sun/Shadow Study - March 21st



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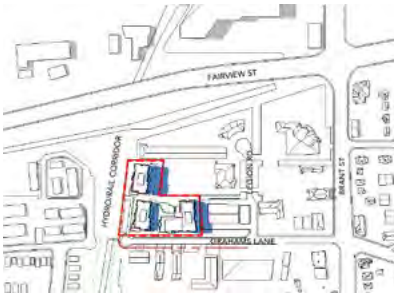
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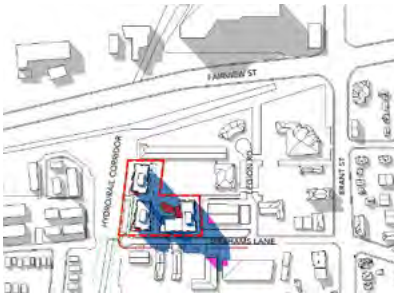
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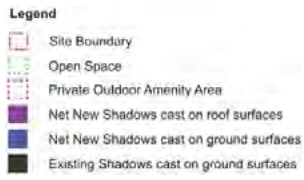


Figure 12.3 : Sun/Shadow Study - June 21st

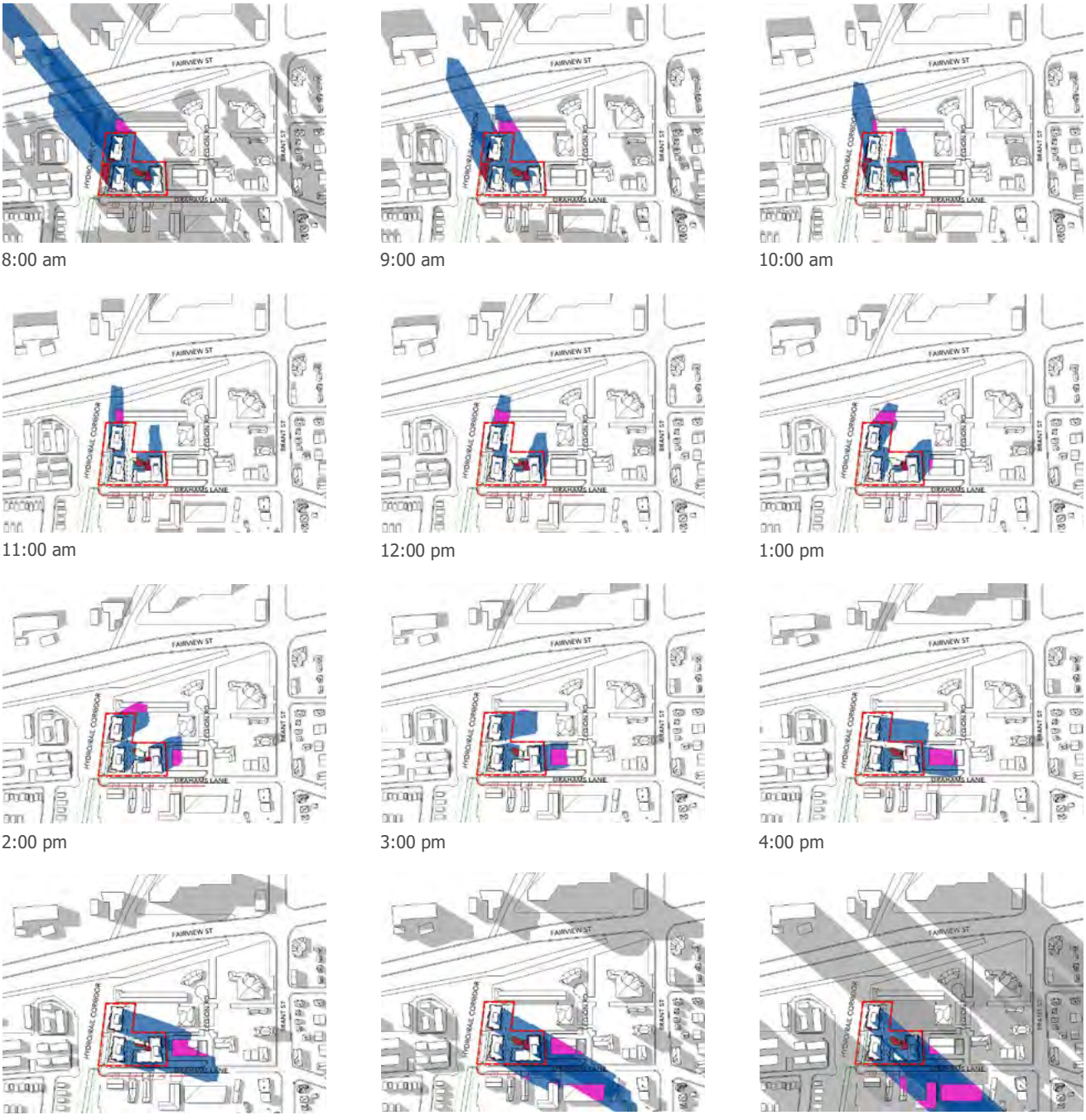


Figure 12.4 : Sun/Shadow Study - September 21st



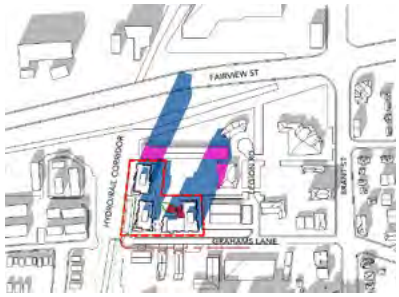
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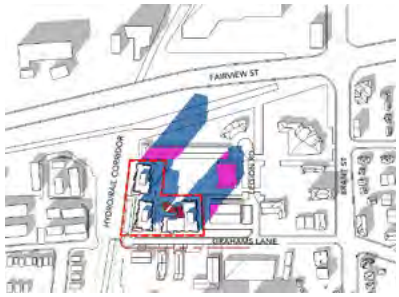
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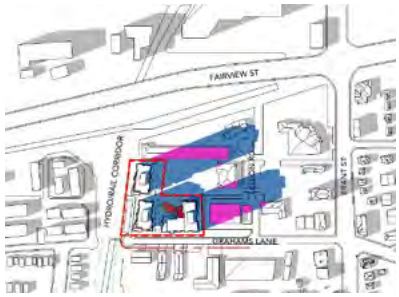
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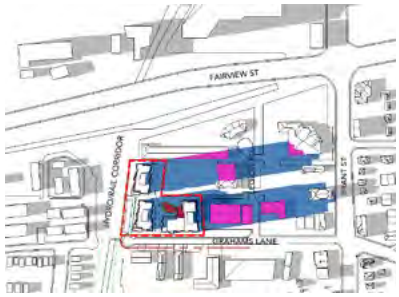
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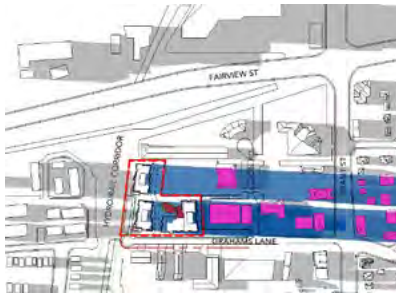
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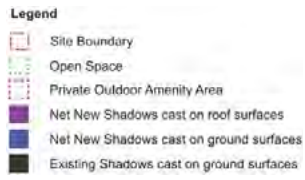


Figure 12.5 : Sun/Shadow Study - December 21st

13.0
BURLINGTON GO MAJOR TRANSIT STATION AREA

The Subject Lands are within the Burlington GO Precinct Plan, and are further designated as a 'Legion Node' within the precinct plan. The Legion Node represents former City employment lands that were converted and present an opportunity for ground-oriented housing units as well as some ground floor retail and service commercial uses.

The Burlington GO Precinct Plan notes that "This new community hub will provide for the introduction of new public service facilities such as community centres and will support the creation diverse range and mix of housing options, including the retention of existing rental housing."

The Legion Node Precinct identifies the following uses as permitted uses within the precinct:

i. apartments;

ii. ground-oriented dwellings with the exception of single and semi-detached dwellings;

iii. office uses (on bottom two floors only);

iv. retail and service commercial uses (on bottom two floors only);

v. entertainment uses (on bottom two floors only); and,

vi. employment uses, including major office (on bottom two floors only).

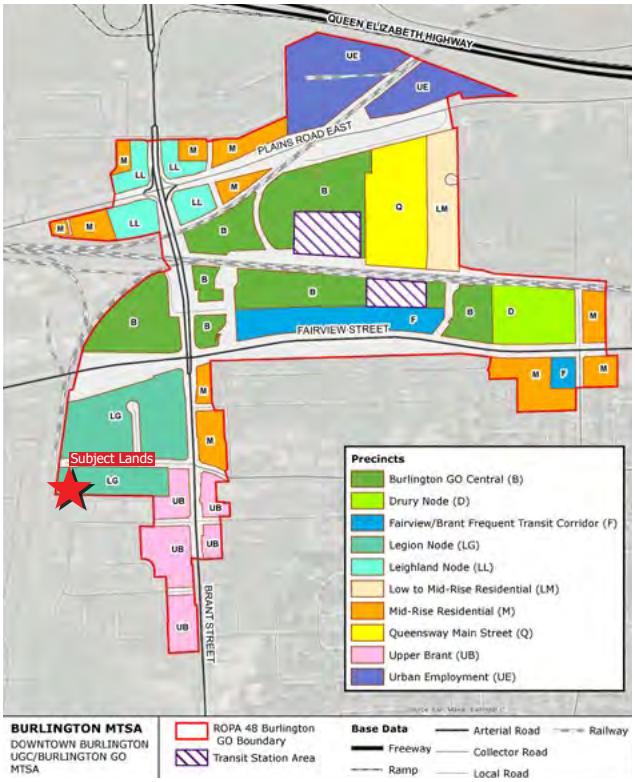
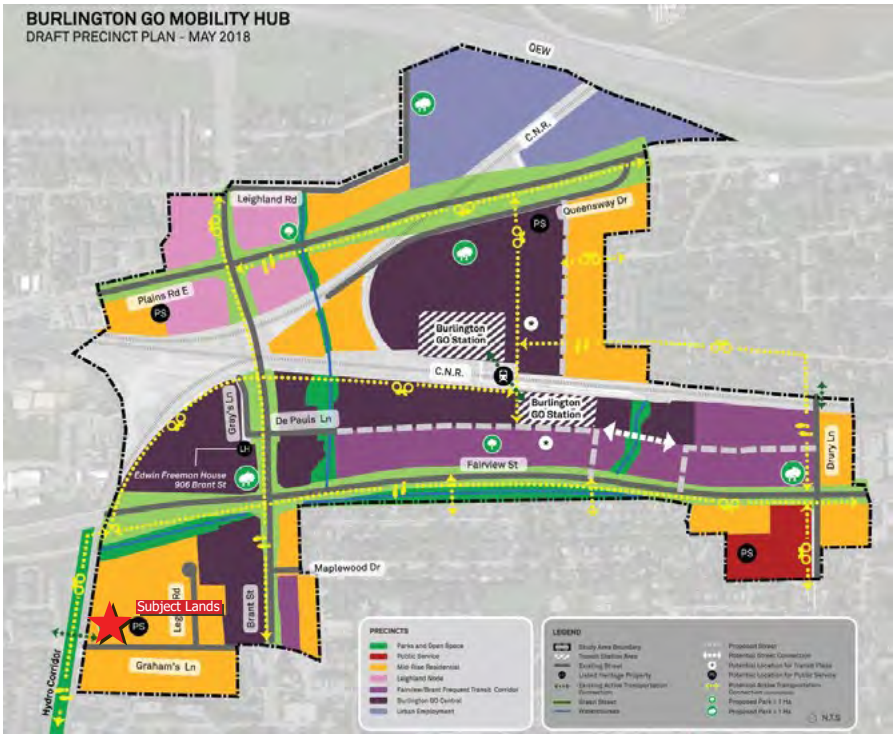


Figure 13.1 : Burlington GO Major Transit Station Area-Specific Plan Study



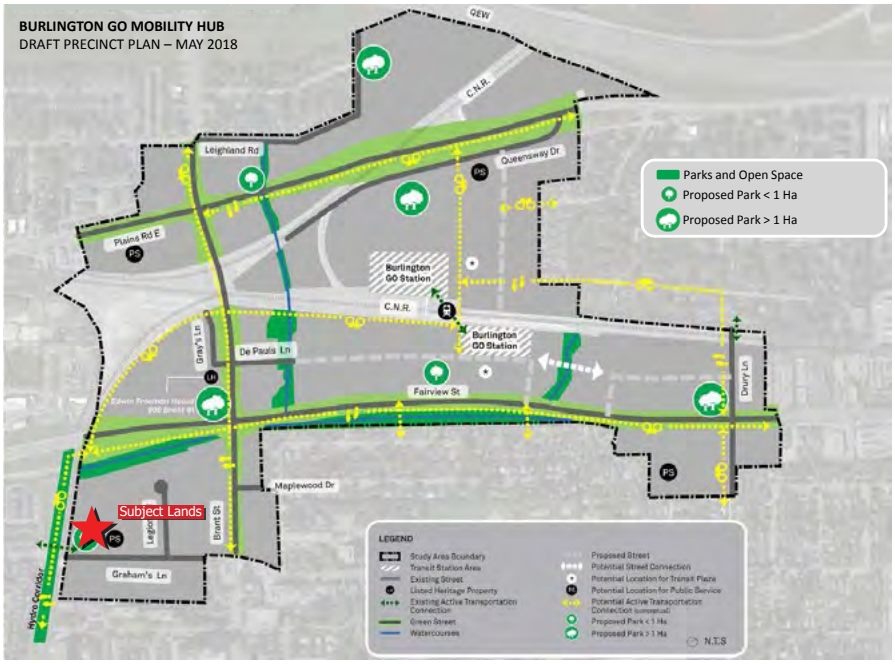


Figure 13.1 : Burlington GO Draft Precinct Plan, Appendix B

This precinct is planned to support the central precinct with 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 6-11 storeys where appropriate and compatible is directed in this area. In terms of built form, stacked townhouses, mid-rise buildings and tall buildings are proposed within these areas.

As mentioned previously, the proposed development will be in the form of tall/mid rise residential buildings and contribute towards the creation of a lively, vibrant and people-oriented place. A maximum height of 20 storeys is proposed.

It is our opinion that the proposal for a high/mid rise, transit-supportive development on the Subject Lands will optimize the use of an underutilized site and support the general intent and design direction of the Draft Burlington GO Precinct Plan. The plan, once in effect, will support this proposal for introducing high-density transit-oriented development and promoting growth around the Burlington GO Station through intensification, open space and circulation.

As noted before, the proposed development achieves compatibility with emerging developments in the area, achieving a level of density appropriate for a Transit Oriented Development (TOD). The Key achievement of this development will be reaching a level of attainable housing by introducing a range of unit types and sizes to accommodate a wide range of demographics projected for the area.

Supporting the existing and emerging commercial uses is another key focus for this proposal to create a vibrant hub consistent with the vision. As previously mentioned, a 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 connectivity 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 precinct, 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 Burlington GO Precinct Plan, the Burlington GO Mobility Hub (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 "Burlington Go Major Transit Station Area (MTSA)" and will help achieve the vision and objectives of a complete community. 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 Burlington GO Mobility Hub.

The proposal will create a well-defined pedestrian-friendly streetscape for Grahams Lane. 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 Grahams Lane. 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 a planned transition to the surrounding neighbourhoods while contributing to placemaking in the community.

15.0

BUD COMMENTS RESPONSE

PANNEL COMMENTS	RESPONSE
Context and Public Realm	
• The Panel encouraged the team to look at the opportunities to move Building B north to be closer to Building C.	The proposed development addresses this comment by adjusting the space between Building B and C. This space is reduced from 15.05m to 11.22m, while increasing the southern setback of Building B to 6.45m along Graham's Lane. This allows for more space for landscaping and an outdoor amenity to be proposed at the southwestern corner of the Subject Lands, accessible and visible from Grahams Lane.
• The Panel recommended that team look into opportunities to relocate the private outdoor space closer to Graham's Lane and to consider merging the public park and the private amenity space.	The outdoor amenity space is proposed to the south of building B, adjacent to Grahams Lane. It is important to establish a distinction between public and private spaces, including park and private amenity. For this reason, a landscaped area is proposed between the public park and the outdoor amenity space, defining and delineating the boundaries between the public and private realms. Pedestrian walkways are provided on both sides, offering direct access from Grahams Lane for the convenience of all residents and visitors.
• The Panel advised the team to create a detailed urban design tertiary plan as it will help understand how the proposed development fits within its context.	Preparation of a Tertiary Plan of Legion Node is a requirement within the proposed OPA for this MTSA, which is not yet in effect. Therefore, we decided not to address this comment.

• The Panel feels that this proposal does not meet MTSA transition principles in terms of building form or height. • The panel recommended that the team revisit their massing concept and look for ways to reduce the building heights, shrink the building massing to align with the guidelines, and increasing the separation distances between the buildings.	While we age in agreement that transition is important, context is always important. In this case, the Subject Lands are uniquely buffered by a hydro corridor to the west, establishing a substantial buffer between existing townhouses to the west and this proposal. As such, the opportunity to maintain taller buildings differs from other parts of the MTSA, will not result in unacceptable adverse impacts and address housing demand while also balancing sufficient provision of outdoor amenity space and landscaped areas to cater to the needs of all user. With respect to the massing, the tower components maintain a substantial separation between each other (57m from tower A to tower C), which is an approach used to support larger floor plates, and therefore demonstrating compliance based on best practices.
Site Design and Built Form	
• The Panel suggested that further refinements in configuration, function and materials are needed for this area to truly reflect the vision for the woonerf. The Panel encouraged the team to look at reducing the number and form of balconies proposed.	The proposed outdoor amenity areas will benefit from generous planting beds and highly programmed landscaped areas. Seating is complemented through coniferous and deciduous trees framed by decorative paving to provide all-season activity. The amenity area links to the west between Buildings B and C seamlessly through the woonerf as an extension. Elements such as shade structure canopy, unit paving, and tactile warning indicators are incorporated along the woonerf, in conjunction with thoughtfully chosen planting material, accommodating a variety of activities, achieving a harmonious balance between soft and hardscapes, emphasizing pedestrian safety, while reflecting the character of woonerf.

• The Panel recommended that if the team choose to proceed with the heavy material elements on top, further exploration of architectural articulations and inclusion of larger step-backs of the tower portions will be required to help break up the massing. • The Panel encouraged the team to look at reducing the number and form of balconies proposed.	As you are aware, building material choice is not a land use planning matter as per Bill 23. Having said this, and with respect to building massing, the proposal incorporates strategic setbacks, stepbacks, and articulation to break up the overall massing. Variation in Architectural details and setbacks within the podium design introduce breaks in the primary facades, contributing to a pedestrian-friendly scale that supports the woonerf and pedestrian realm. Additionally, a distinction in architectural treatment between the podium and the middle sections of the towers creates a vertical transition in the massing, helping to mitigate the perception of height. The facades on all sides of the development will be treated with various architectural elements, including recesses, projections, balconies, patios, and rooftop details. These elements eliminate blank walls and foster visual interest.
• The Panel also recommended that at this height, the team should consider looking at other precedents rather than those shown in the presentation for inspiration, as the ones shown are primarily mid-rise and not tall buildings.	The proposed development addresses these comments by considering both mid and high-rise precedents with similar built-form and architectural details, shown in the Urban Design Brief on page 33.
• The Panel recommended that the team investigate incorporation of clear street address and recognizable front doors with a design to act as the public access point and transition to the private space.	The main entrance, situated off Grahams Lane, will be delineated and easily identifiable with distinctive design details and landscape treatment. It will also feature wayfinding signage designed according to universal design principles, ensuring accessibility for all residents and visitors, and providing concise and informative guidance.

• The design team was also encouraged by the Panel to explore the addition of ground level bicycle parking.	To address this comment, the proposal incorporates 36 ground-level bicycle parking spaces. These spaces will be distributed as follows: 14 spaces to the south of Building A, 12 spaces to the south of Building B, and 10 spaces to the south of Building C. The bicycle parking will be provided in the form of bike racks, ensuring convenient and short-term storage for visitors.
Outdoor Amenity Space and Landscaping	
• The Panel recommended that a walking loop be included to help provide for that feel and effect, this can be achieved if the parking on the north part of the site is designed to directionally face north-south rather than east-west.	The proposed development addresses this comment by enhancing the design of the landscaped area/outdoor amenity space west of Building A. This upgrade will include the integration of a well-designed walkway system capable of seamlessly extending to the west between Buildings B and C, ultimately linking to the proposed public park and open spaces. Pedestrian crossings will be considered wherever feasible, accompanied by landscape elements designed to calm vehicular flow, slowing it down to prioritize pedestrian safety.
• The Panel encourages the team to include active uses rather than passive uses as they will help animate the space and provide for a successful woonerf.	The proposal will feature multiple shared outdoor amenity areas distributed across the Subject Lands, including the largest central amenity space adjacent to the woonerf. This area will be equipped with outdoor furniture, such as tables and seating, and well-integrated with the central landscaped area. The proposed outdoor amenity areas will be highly programmed with passive and active use opportunities, ensuring varied preferences and activities of residents and visitors will be fulfilled, achieving active functions contemplated by this comment.

• The Panel recommended that the team look at exploring the integration of other ground related uses, such as retail, live/work units, day care, fitness centre and/or office space to contribute to the community rather than having a fully residential complex.	The ground-level podium design integrates active uses such as the residential lobby, amenity areas, and street-facing residential spaces, animating the public realm and enhancing the experience of users along the surrounding public sidewalks. Additionally, the Subject Lands are located in close proximity to a number of retail stores, grocery, food services, institutional facilities, community facilities, parks and recreation facilities. This convenient accessibility enables residents and visitors to easily fulfill their various needs and preferences.
• The Panel also encouraged that surface parking be placed underground and the surface space be used as green space instead.	The proposed development maintains the original concept of short-term surface parking situated east of Building C, designed for the convenience of visitors. This surface parking area will incorporate accessible parking spaces and will be thoughtfully buffered through the integration of landscape elements along the property line. In our opinion, there is sufficient public and privately owned green spaces contemplated within this development.
• The team is encouraged to explore ideas on how to reallocate Building B's massing to help open-up the space and allow for a better connection.	The proposed development responds to this comment by repositioning Building C towards the west, thereby creating additional space for the outdoor amenity area of Building C. This adjustment facilitates increased exposure to natural sunlight and ensures a more comfortable and inviting environment for users of the outdoor amenities.

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APPENDIX

City Of Burlington Urban Design Advisory Panel Meeting Minutes

Obtained from The City of Burlington Staff on October 19, 2023

Community Planning Department
Burlington Urban Design Advisory Panel (BUD)

MINUTES

October 19, 2023
3:00 p.m.
Virtual Meeting

Members of BUD

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

Item #2: 1393 Graham's Lane

Design Review: First Review

Application: Pre-Consultation for OPA & ZBA

Presentations:

City Staff: Thomas Douglas, Community Planning

Design Team: North Stone Capital Partners
Katherine Rauscher – MHBC
Eldon Theodore - MHBC
Andrea Nagy – Kohn Partnership
Sean Lawrence – Kohn Partnership
Joel Aguilar– Kohn Partnership
Alireza Takook – Altus Group
Mark Potter – Altus Group
Matt Christie – Northstone Group
Mark Partin – Northstone Group
Yun Liu – Nak Design
Paul DiProfio – Nak Design



Disclosure of conflict-of-interest

None.

City Staff Overview

City staff provided an overview of the application's status, as it came through a Pre-consultation for an Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBA). In the presentation, staff provided a brief overview of the proposed development, project details, the surrounding context, amenities, transportation and mobility, as well as future development context in relation to the Burlington GO Major Transit Station Area (MTSA).

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

1. Context and Public Realm

Please comment on the relationship between the proposed building and the surrounding context, particularly with respect to the proposed setbacks, and the relationship of the proposed design to Graham's Lane and the rail corridor.

2. Site Design and Built Form

Please comment on the overall site circulation, building sitting and massing for the proposed development, with attention to elements such as building entrance, balconies, tower step-backs and setbacks.

3. Outdoor Amenity Space and Landscaping

Please comment the project's articulation of building materials from a design and sustainability perspective, the proposed amenity space and landscaping.

Design Team Presentation

The design team provided a detailed description of the development proposal, referencing the site context, applicable policy, and development details. The team began by explaining that the proposal is located south of Fairview Street and west of Brant Street. Immediately adjacent to the site are low-rise commercial buildings with industrial components such as auto repair shops. Immediately west of the site is the hydro corridor with the interconnected trail network leading to the waterfront, and continuing west is a low-rise residential community. There is also an existing pedestrian connection located towards the southwest corner of the site that provides connectivity to the trail network and the low-rise residential neighbourhood. The site is currently occupied by a small storage facility that fronts on to Graham's Lane and the remaining portion of the site is undeveloped and asphalted. Majority of the surrounding context is residential in nature. There are currently several residential developments along Brant Street that are proposed, ranging in height between 18- and 31-storeys in height.

During the team's initial assessment of the site, the team took guidance from the Official Plan and the strategic priorities that the city has outlined, as well as the zoning (principle and the site-specific permissions) and bylaws that are applicable to the site and surrounding properties. The team identified that the site is located within an Urban Growth Center and a Major Transit Station Area, and as such is identified as an ideal site for intensification. The site is approximately a 15-minute walk from the Burlington GO station. In addition to policy context, the team recognised that intensification on this site needs to be done in a sensitive manner to the surrounding context. The subject site is approximately 1.0 hectare, which is a very large site. The team aimed to provide relief in the massing and take advantage of the large area of the site.

The team also explained that in consultation with their landscape architects and other consultants, they have worked to maximize green space, communal areas as well as outdoor amenity areas on the site. The team is proposing the use of diverse tree species and planting, as well as high quality landscapes, softscape and hardscape treatments. The proposal also includes a plethora of bike parking locations on the property, which would be covered to protect from the elements. Additionally, pedestrian shelter areas and canopies are proposed on site. The team also stated that as the design progresses further, they will be looking at utilising sustainable and thermally efficient materials on the exterior cladding. The team also aims to increase the percentage of wall to window in this project as shown in the renderings, specifically on the upper floors. Additionally,

energy efficient HVAC systems are proposed as part of the sustainability measures for this project.

In terms of building design consideration, the team took guidance from City policies, with respect to required step-backs. The proposed development includes increased step-backs to the upper portion of the building to reduce the sense of scale. The team then referred to a precedent midrise building that they had developed and related it to the proposed development through its massing and design components. The team explained that the other method used in the proposed development to help reduce scale, especially at the pedestrian level, is establishing podiums with varying heights and creating segments of different façades along the lengths of the buildings.
At the pedestrian level, the team is proposing to integrate 2-storey townhouse units that would front onto Graham's Lane or internal critical sidewalks within the project, to help animate sidewalks and provide additional eyes on the streets and green spaces proposed on-site. The units are also proposed to have dual entrances. Additionally, the team is proposing shared vehicular and pedestrian connections, i.e., a woonerf located in the centre of the site. The intent is to create a sense of a pedestrian-friendly and walkable site and provide linkages through the site from east to west. The woonerf is also proposed as a traffic calming measure within the site.

The development concept contemplates 668 units, all proposed to be housed in three buildings at the heights of 9-,16-, and 20-storeys. The team stated that the proposed development offers a large range of unit types and sizes ranging from studio to 3-bedroom units. The concept also proposes a blended parking ratio of 0.95 spaces per unit. This ratio was explained by the team as in-keeping with other developments in the area that are both under-review and approved. This supply of parking is proposed to be accommodated within two levels of underground parking with additional surface parking for convenience use.

The team then took the Panel through their design evolution through the pre-consultation stage and noted that City staff had emphasised that the mass and length of the buildings needed to be broken up. As such the team is proposing two buildings on the western portion of the site to allow for the creation of a street edge and creating pedestrian access and pathway through the site from east to west. This east-west connection is proposed to tie into the central amenity space being proposed on the east side of the site, framed by Building A. Also, the team noted that originally, they had proposed a continuous greenspace along the hydro corridor, to which City staff have advised the team that it is prudent to propose converting this space to parkland area. The team have since incorporated that concept into their plans and have proposed the east west

connection to create fully encompassing uses and connections through the site. The design of the parkland will be further explored by the team in collaboration with city staff. The team has also worked on reducing the width of their buildings and included several building articulations and step-backs to add visual interest and to provide opportunities for private outdoor space. Podium elements were also defined, and aesthetic articulations using material treatments, colours, textures were also added to define key areas within the buildings. Examples of this includes: the addition of the canopy at the main entrances, and the use of the checkered board look at the pedestrian level to distinguish it from upper levels. Also at the ground level, further refinements have been made to allow for the shared vehicular and pedestrian zones. Finally, the massing was also re-distributed form Building B on the southwest corner from the site to Building A on the east portion of the site, to alleviate shadow impacts on the central courtyard space.

Panel Questions:

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

- What is the floor plate of the 20-storey building? Is it approximately 1,000 sq. m.?
    - The team did not have an answer to this question at hand.
- Can you explain why is a 20-storey building being proposed? Can you explain the rationale behind the height and what it is transitioning to?
    - The transition is based on the low-rise residential neighbourhood to the west. Hence why there was a shift in massing from Building B to Building C to reduce Building B's height. Similarly at the east end of the site, Building B was also reduced in height to allow for transition to the neighbourhood. At the north end of the site is Fairview Street, which is a vehicular throughfare and so the highest density is proposed at the northern end of the site. The height rationale was also based on the shadow study analysis and the impact that height had on the spaces that would be used by residents throughout the year.
- The current site condition is industrial, are there any environmental issues that exist on site e.g., water, soil, pollution, existing vegetation? What is the grading of the site, flat or slopped?
    - The team is currently surveying the site; however, the site is relatively flat. The team believes that there is an existing creek to the north of the site. As part of this application the team will be reviewing environmental report that are currently being prepared. As for the rail line, it is a spur line that is used to turn the trains around and is not a high velocity line. It does not have any

direct impact on the proposed design. Also, as part of the application, the team will be undertaking a Record of Site Condition since it is amore sensitive use.

- Can you please elaborate on how your development relates to the context, being the first to develop within this area?
    - The site has been designated within the MTSA and so warrants intensification. There is currently a significant demand for housing and it is not easy to find opportunities that offer sensible higher density developments in different parts of the city. The location of this development being next to a hydro corridor provides the opportunity to allow for reasonable density and fulfill the City's aspirations for housing needs. Also, other parts of the MTSA are being developed with the same goals in mind and they are at much higher densities than what is being proposed on this site.
- In terms of the open space, how much of it is considered public space and how much is private space?
    - Based on the MTSA Public Realm, Mobility Network and Precincts map, we are to provide publicly accessible green strips of land along certain creek lines and along this trail-corridor. According to the proponent's design team this justifies the siting of the proposed building and the presence of the parkland dedication along the western property line. This will open a lot of opportunity for other sites to develop in-kind and create this continuous outdoor space that can be accessible for all.
- Is the parkland dedication for the site all located on the west? And is the parkette within the site private or POPS?
    - Yes, the area on the west is all parkland dedication and the parkette is proposed for private use by the residence of the site. It however will have access points and connection to the public spaces.
- Did you have conversations with the city about having the western strip as parkland dedication?
    - Yes, the size of the proposed linear parkland dedication is the size that the city has requested for this specific site and the city has encouraged the team to locate the parkland as far west as possible to create this continuous connection to the trail network.

- On the south frontage of the site, the plan shows that there will be streetscaping, can you elaborate on how this will be done? Will this be done by the team or the city?
    - Typically, as part of the applications, the applicant is usually asked to facilitate upgrades to the boulevard. So, the team will be upgrading this boulevard and will be proposing city trees and lighting throughout.
- Has there been any updates to the plan that would remove the underground parking from the future parkland dedication area?
    - This is something that the team is investigating in consultation with the city. There may be opportunities to stratify this area in terms of the legalities and the extend of the underground garage. However, it is an ongoing discussion as part of the application preparation.

Panel Advice:

1. Context and Public Realm

Please comment on the relationship between the proposed building and the surrounding context, particularly with respect to the proposed setbacks, and the relationship of the proposed design to Graham's Lane and the rail corridor.

The Panel commended the team on proposing a public park along the western portion of the site. However, the Panel encouraged the team to look at opportunities to move Building B north to be closer to Building C. This would allow a wider open space to be created on the southwestern corner of the site, which will be accessible and visible from Graham's Lane for pedestrians. This will also allow for more daylight access into the proposed interior court of the site. The Panel also questioned the usefulness and programming of the proposed public park from a design perspective, being narrow and long with a hydro corridor on one side, while the playground and other programming is proposed on the private outdoor amenity space. The Panel recommended that team look into opportunities to relocate the private outdoor space closer to Graham's Lane and to consider merging the public park and the private amenity space. This will allow for a more integrated and meaningful parkland space with public amenities that is easily accessed from the street. Also, this merging of green space will allow the trees to survive and thrive as they would not be planted on top of the underground parking garage and will connect to the pedestrian realm on Graham's Lane. The Panel cautioned that

since the public park is next to a rail line, a berm or crash wall may be required, which does not create for the most effective public space and noise impacts may need to be considered by the team as their concept develops.

The Panel also commented on the development's status being the first development in the area, it poses both advantages and disadvantages. The Panel noted that being first to develop means that this development will set a precedent for other developments in the area in terms of setbacks, step-backs, tower and podium heights, material treatment, and pedestrian connections. Thus, the Panel advised the team to create a detailed urban design tertiary plan as it will help understand how the proposed development fits within its context. The Panel also noted that the proposed development contemplates tall buildings which contrasts with the inspiration images that the team had shown in their presentation as mid-rise buildings. As such the Panel recommended that the team continue to have further discussions with City staff to better understand the overall vision for this area. Also, in terms of context, the Panel pointed out that the location of the proposed development is at the edge of the MTSA boundary, which means that the neighbourhood to the south is less likely going to experience change. The Panel discussed that typically within an MTSA, density is encouraged closer to the transit station, and it transitions in height to the surrounding neighbourhoods. However, the Panel feels that this proposal does not meet these transition principles in terms of building form or height. The Panel was also concerned about the size of the proposed tower floor plates as they are larger than the maximum of 750 square metre as required in the Burlington Tall Building Guidelines and recommended that the team revisit their massing concept and look for ways to reduce the building heights, shrink the building massing to align with the guidelines, and increasing the separation distances between the buildings.

2. Site Design and Built Form

Please comment on the overall site circulation, building sitting and massing for the proposed development, with attention to elements such as building entrance, balconies, tower step-backs and setbacks.

In the presentation the design team had mentioned the use of woonerfs as part the proposed design, to which the Panel commented that the proposed design as currently depicted, demonstrates a driveway with a curve, which does not achieve the intent of woonerf vision. A properly designed woonerf typically creates the sense of a pedestrian focused space and aims

to slow traffic so that pedestrians can share the street, however, in this concept vehicles will not be moving at the expected slow speeds and will be driving through the pedestrian connection areas to get to the parking spaces to the north. Thus, the Panel suggested that further refinements in configuration, function and materials are needed for this area to truly reflect the vision for the woonerf.

The Panel also commented that although from a sustainability perspective the team have opted to have the top portions of the building to have more wall than window, this has resulted in a very heavy looking building massing. As such, the Panel recommended that if the team choose to proceed with the heavy material elements on top, further exploration of architectural articulations and inclusion of larger step-backs of the tower portions will be required to help break up the massing. Also, the Panel noted that the site includes buildings at different heights, which may need to be treated differently and do not need to look the same. Architectural elements introduced such as the orange colour need to also be cohesive in their placement to tell a story rather than arbitrary. The Panel also recommended that at this height, the team should consider looking at other precedents rather than those shown in the presentation for inspiration, as the ones shown are primarily mid-rise and not tall buildings. The proposed continuous balconies were also noted by the Panel to diminish the effect of the step-back and creates for a massive building look. Thus, the Panel encouraged the team to look at reducing the number and form of balconies proposed.

The Panel was also expressed concerns regarding the access to and the addressing of the proposed units and recommended that the team investigate incorporation of clear street address and recognizable front doors with a design to act as the public access point and transition to the private space.

The design team was also encouraged by the Panel to explore the addition of ground level bicycle parking.

3. Outdoor Amenity Space and Landscaping

Please comment the project's articulation of building materials from a design and sustainability perspective, the proposed amenity space and landscaping.

Again, the Panel stressed that the design of the woonerf needs further exploration from the team as it currently is in a state of a drive aisle and does not meet the vision. The Panel recommended that a walking loop be included to help provide for that feel and effect, this can be achieved if the parking on the north part of the site is designed to directionally face north-south rather than east-west. This could also be used as a tricycle trail for kids connecting to the central space within the development, and which could be used by residents for a variety of other uses. The Panel encourages the team to include active uses rather than passive uses as they will help animate the space and provide for a successful woonerf. Also, to help animate the site, the Panel recommended that the team look at exploring the integration of other ground related uses, such as retail, live/work units, day care, fitness centre and/or office space to contribute to the community rather than having a fully residential complex. The Panel stressed the importance of the relationship between the ground floor uses and the amenity spaces as well as the programming of theses spaces to be a key element in the success of this development and to help set the tone for the future developments in this area. The Panel also noted that the proposed parking to the north does not have any buffer to the property line, which would typically be required. The Panel also encouraged that surface parking be placed underground and the surface space be used as green space instead.

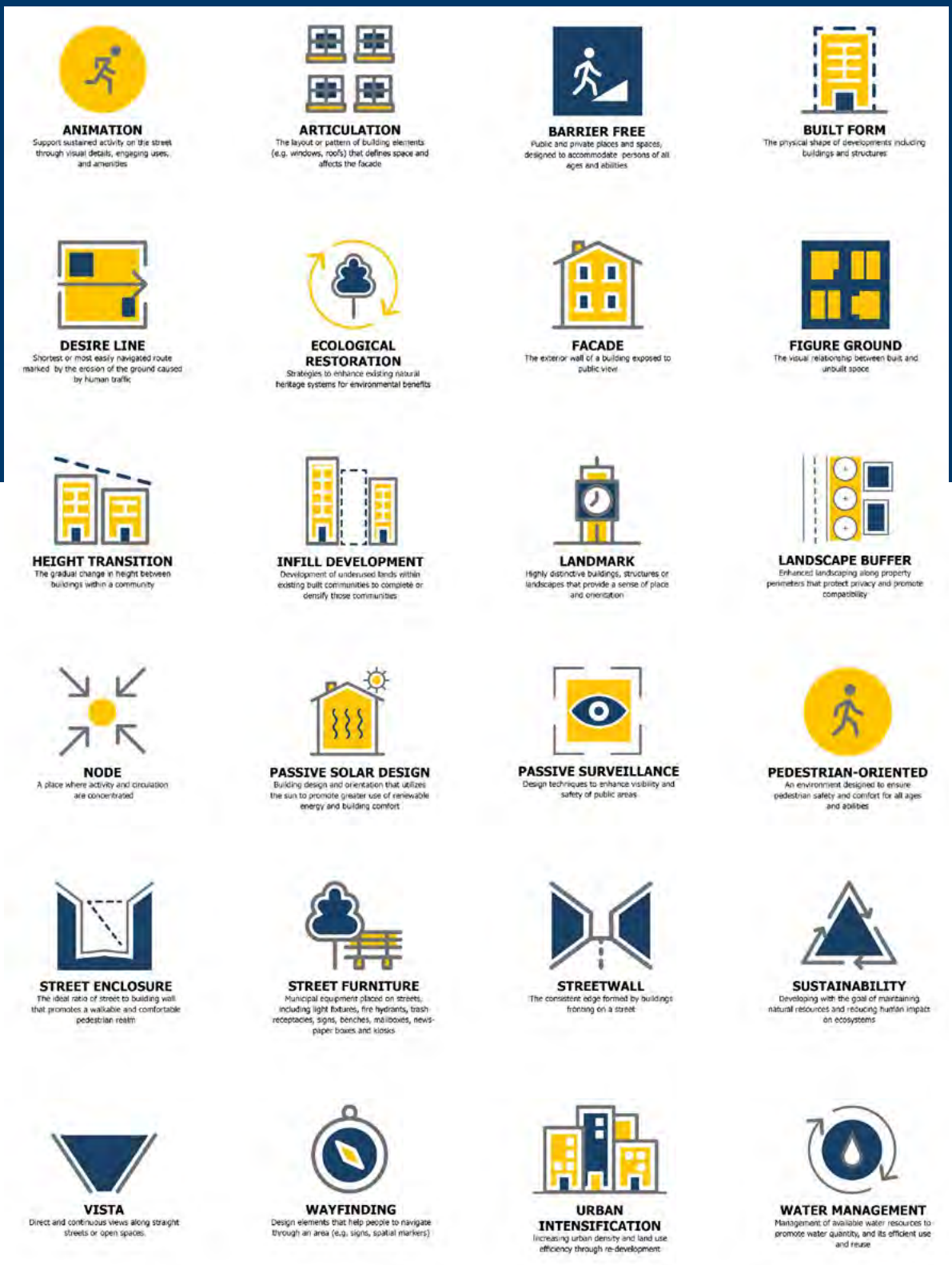
The Panel commended the team on their choice of location for the outdoor amenity of Building B. Building C's amenity space on the other hand is hidden and will be shaded much of the time. As such, the team is encouraged to explore ideas on how to reallocate Building B's massing to help open-up the space and allow for a better connection. Also, the site is large and incorporation of sustainable measures such as the inclusion of fauna friendly and bee friendly gardens could turn this industrial land into a positive environmental contribution.

End...Item #2

Meeting Adjourned

Design Terms




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
BARRIER FREE
Public and private places and spaces, designed to accommodate persons of all ages and abilities
BUILT FORM
The physical shape of developments including buildings and structures
DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic
ECOLOGICAL RESTORATION
Strategies to enhance existing natural heritage systems for environmental benefits
FACADE
The exterior wall of a building exposed to public view
FIGURE GROUND
The visual relationship between built and unbuilt space
HEIGHT TRANSITION
The gradual change in height between buildings within a community
INFILL DEVELOPMENT
Development of underused lands within existing built communities to complete or densify those communities
LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation
LANDSCAPE BUFFER
Enhanced landscaping along property perimeters that protect privacy and promote compatibility
NODE
A place where activity and circulation are concentrated
PASSIVE SOLAR DESIGN
Building design and orientation that utilizes the sun to promote greater use of renewable energy and building comfort
PASSIVE SURVEILLANCE
Design techniques to enhance visibility and safety of public areas
PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities
STREET ENCLOSURE
The ideal ratio of street to building wall that promotes a walkable and comfortable pedestrian realm
STREET FURNITURE
Municipal equipment placed on streets, including light fixtures, fire hydrants, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks
STREETWALL
The consistent edge formed by buildings fronting on a street
SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems
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)
URBAN INTENSIFICATION
Increasing urban density and land use efficiency through re-development
WATER MANAGEMENT
Management of available water resources to promote water quantity, and its efficient use and reuse



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