

urban design brief

1989 APPLEBY LINE, BURLINGTON

MAY
2022

MHBC | PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

Urban Design Brief

1989 APPLEBY LINE, BURLINGTON

Date:
May, 2022

Prepared for:
Latch Developments

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1.0

Introduction

This Urban Design Brief ("UDB") has been prepared in support of a proposed Official Plan and Zoning By-law Amendment to facilitate the redevelopment of the property located at 1989 Appleby Line, in the City of Burlington (the "Subject Lands").

The Subject Lands are located within the Urban Core, at the intersection of Appleby line and Upper Middle Road. The neighbourhood is characterized by mid-rise and tall building development closer to these major arterials, and low density residential neighbourhoods consisting of one and two storey detached dwellings. To the north, the Subject Lands are just outside of the Orchard Neighbourhood, which is a low density residential neighbourhood. The location benefits from being in close proximity to a number of existing and planned public transit routes, including connections to GO Transit, Burlington Transit, as well as nearby commercial and employment areas. The Subject Lands are in an area that has experienced significant residential and employment growth in the past 10 years and is a site designated for intensifications.

Latch Developments have undertaken considerable review and analysis of the redevelopment options for the Subject Lands to address the physical and policy context. The proposed redevelopment includes demolition of the existing gas station and the construction of two 20-storey condominium buildings connected by a 6-storey podium with at-grade retail.

This report provides a comprehensive urban design assessment and rationale for the proposed redevelopment and requested approvals, in the context of the existing physical location as well as the current policy and regulatory framework and design guidance.

1.1 Our Approach

In response to this design vision, MHBC, on behalf of the Owner, has prepared this Urban Design Brief to illustrate how the proposed development has responded to the Official Plan design policies and the Urban Design Guidelines applicable to the Subject Lands.

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

Sincerely;

MHBC



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2.0

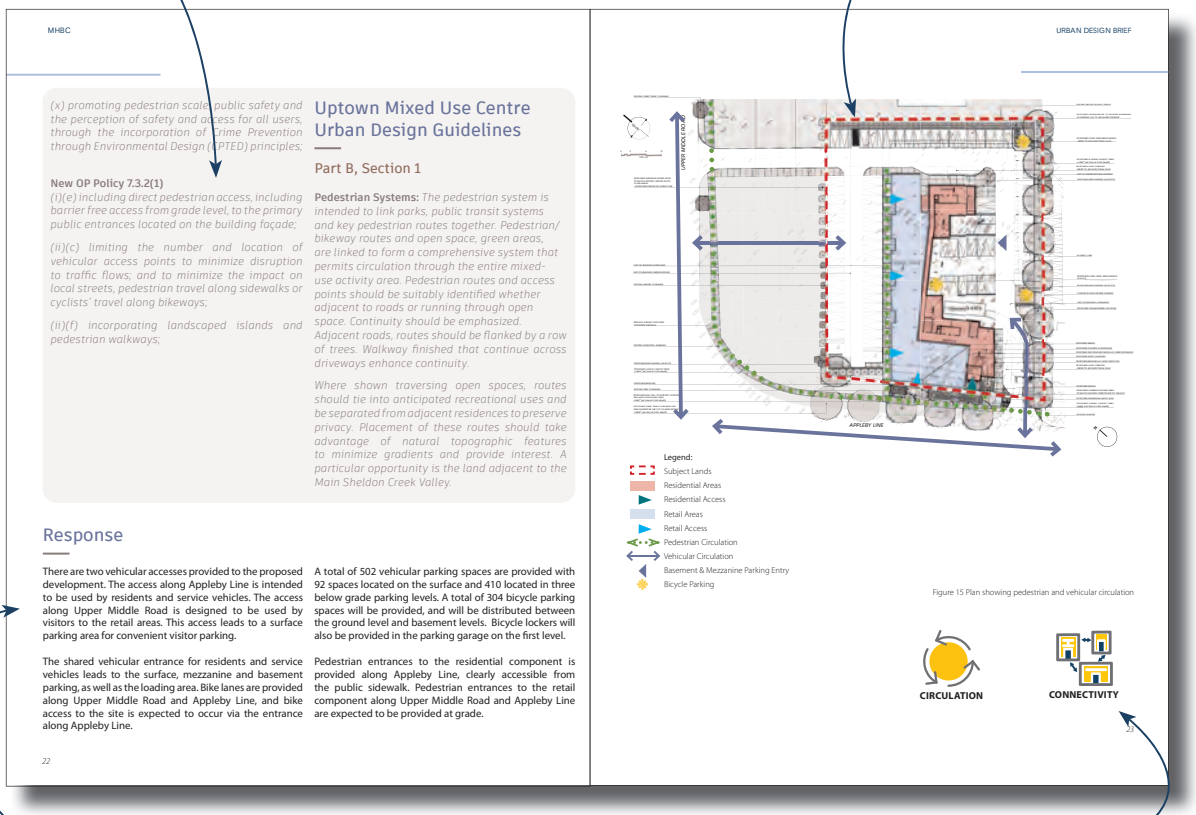
How to Read This Document

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.

Design policy and guidelines from the city

Figure illustrating adherence where applicable



MHBC

(x) promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles;

New OP Policy 7.3.2(1)

(i)(e) including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;

(ii)(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;

(ii)(f) incorporating landscaped islands and pedestrian walkways;

Uptown Mixed Use Centre Urban Design Guidelines

Part B, Section 1

Pedestrian Systems: *The pedestrian system is intended to link parks, public transit systems and key pedestrian routes together. Pedestrian/ bikeway routes and open space, green areas, are linked to form a comprehensive system that permits circulation through the entire mixed-use activity area. Pedestrian routes and access points should be suitably identified whether adjacent to roads or running through open space. Continuity should be emphasized. Adjacent roads, routes should be flanked by a row of trees. Walkway finished that continue across driveways enhance continuity.*

Where shown traversing open spaces, routes should tie into anticipated recreational uses and be separated from adjacent residences to preserve privacy. Placement of these routes should take advantage of natural topographic features to minimize gradients and provide interest. A particular opportunity is the land adjacent to the Main Sheldon Creek Valley.

Response

There are two vehicular accesses provided to the proposed development. The access along Appleby Line is intended to be used by residents and service vehicles. The access along Upper Middle Road is designed to be used by visitors to the retail areas. This access leads to a surface parking area for convenient visitor parking.

The shared vehicular entrance for residents and service vehicles leads to the surface, mezzanine and basement parking, as well as the loading area. Bike lanes are provided along Upper Middle Road and Appleby Line, and bike access to the site is expected to occur via the entrance along Appleby Line.

A total of 502 vehicular parking spaces are provided with 92 spaces located on the surface and 410 located in three below grade parking levels. A total of 304 bicycle parking spaces will be provided, and will be distributed between the ground level and basement levels. Bicycle lockers will also be provided in the parking garage on the first level.

Pedestrian entrances to the residential component is provided along Appleby Line, clearly accessible from the public sidewalk. Pedestrian entrances to the retail component along Upper Middle Road and Appleby Line are expected to be provided at grade.

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URBAN DESIGN BRIEF

Figure 15 Plan showing pedestrian and vehicular circulation

CIRCULATION

CONNECTIVITY

23

Response to design policy and guidelines

Design terms referenced

Existing Site & Context

3.1 Site Description

As shown in Figure 1, The Subject Lands are located just outside the Orchard neighbourhood of Burlington (Ward 5). The Subject Lands are approximately 6,029 m2 in area, with approximately 69 m of frontage along Appleby Line (Line 1). The Subject Lands are adjacent to a hydro corridor to the northeast. The hydro corridor will remain undeveloped as part of this development proposal.

Currently this parcel contains a single- storey convenience store and gas station with a car wash facility and surface parking. Driveway access is located on both Appleby Line and Upper Middle Road.

3.2 Surrounding Land Uses

The Subject Lands are generally surrounded by the following land uses:

North

1 North of the Subject Lands is the Orchard Neighbourhood, which consists of residential uses, schools and a number of smaller residential parks.

2 Further north is Corpus Christi Catholic Secondary School and Bronte Creek Provincial Park, which can be accessed off of Burloak Drive from Upper Middle Road.

East

3 East of the Subject Lands is a large neighbourhood are a number of residential uses including row townhouses mid-rise apartment buildings, and duplexes.

4 In the middle of the neighbourhood is Desjardines Park, and further east is Lampman Park adjacent to Mainway.

South

5 Immediately south of the Subject Lands are smaller commercial plazas with drive aisle access to Appleby Line and Ironstone Drive.

6 Further south along Ironstone Drive towards Corporate Drive are a number of employment and industrial uses.

West

7 A large commercial plaza consisting of large retail uses, restaurants, a grocery store, and a liquor store is located to the west of the Subject Lands.

8 Further west is Millcroft Park and a residential neighbourhood consisting of single-detached residential uses.



Figure 1 Map showing the subject lands location context



View of the site along Appleby Line



View of the site from the driveway along Upper Middle Road



View of the development to the north of the site, along Upper Middle Road



View of the entrance to the commercial plaza, north-west of the site, along the intersection between Appleby Line and Upper Middle Road



View of the abutting development to the south of the site, along Appleby Line



View of the development to the west of the site, along Appleby Line

Figure 2 Images of the site and context, courtesy Google Earth

3.3 Neighbourhood Context

The Subject Lands are located within the Urban Core, at the intersection of Appleby line and Upper Middle Road. The neighbourhood is characterized by mid-rise and tall building development closer to these major arterials, and low density residential neighbourhoods consisting of one and two storey detached dwellings. To the north, the Subject Lands are just outside of the Orchard Neighbourhood. The row townhouse lots in the neighbourhood to the east are quite uniformly in lot area with the average being 165 m^2. The Orchard Neighbourhood was formerly a fruit orchard farm, with farming operations maintained in the area until the 1990s when the present day neighbourhood was developed. The intersection of Upper Middle Road and Appleby Line have experienced significant redevelopment since the 1990s with the introduction of the adjacent residential tower and commercial plazas in the past 20 years.

Commercial uses, including grocery stores, restaurants, and retail shopping are located within walking distance along Appleby Line and Upper Middle Road. Employment uses are located along Corporate Drive, Mainway, and Heritage Road to the south. The Subject Lands are located in close proximity to a number of community facilities, retail services, parks and recreation facilities, as seen in Figure 4

3.4 Transportation Context

The Subject Lands are serviced by two existing bus routes as shown in Figure 4. Route 11 (Sutton-Alton) has a service frequency of 30 minutes and operates between Appleby GO Station and the Dundas Street @ Hwy 407 Park & Ride. Route 12 (Upper Middle) generally runs every 30 minutes with more frequent services in the afternoon. Route 12 operates between Burlington GO Station and SmartCentres Burlington North. Services east of the Route 11 are operated by Oakville transit services.

Appendix A Schedule 1 - Long Term Transit Service Network of the in-force OP identifies Primary Bus Service on Appleby Line. Secondary Bus Service is identified on Upper Middle Road, Corporate Drive, and Mainway.
While not in full form and effect, Schedule B-2 – Growth Framework and Long Term Frequent Transit Corridors of the council-adopted OP identifies Appleby Line as a MTSA Secondary Connector and a Frequent Transit Corridor (Figure 3). Upper Middle Road is identified as a Transit Support Corridor adjacent to the Subject Lands and as a Candidate Frequent Transit Corridor towards the east.

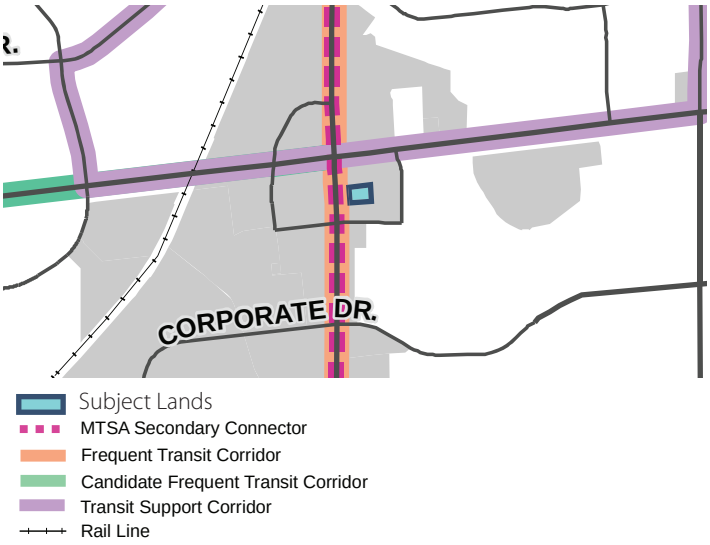


Figure 3 Schedule B-2 – Growth Framework and Long Term Frequent Transit Corridors

Road Network

Appleby Line and Upper Middle Road are classified as a Major Arterial Road in the Council Adopted Official Plan Schedule B Urban Structure. The streets surrounding the Subject Lands, namely, Imperial Way and Ironstone Drive are classified as Neighbourhood Connectors, and Mainway and Corporate Drive east of Appleby Line are classified as Industrial Connectors (Figure 8 on page 13). The current approximate widths of these streets is 9.75 m for Imperial Way, 10.25 m for Ironstone Drive, 13.45 m for Corporate Drive and 25.5 for Appleby Line.

Cycling

There are currently bike lanes along Appleby Line and Upper Middle Road. Appendix A Schedule 2 – Long Term Bikeway Network of the in-force OP identifies the entirety of Appleby Line as well as Upper Middle Road in the City of Burlington as a Bike Lane. Sections of Appleby Line (from Upper Middle Road to Mainway) are identified as a Multi-Use Path with shared biking and pedestrian sidewalks.

On Schedule P – Long Term Cycling Master Plan of the council-adopted OP, the section of Appleby Line from Upper Middle Road to Mainway are identified as a Boulevard Trail in the Regional Bike Network (Figure 9 & Figure 10 on page 13).

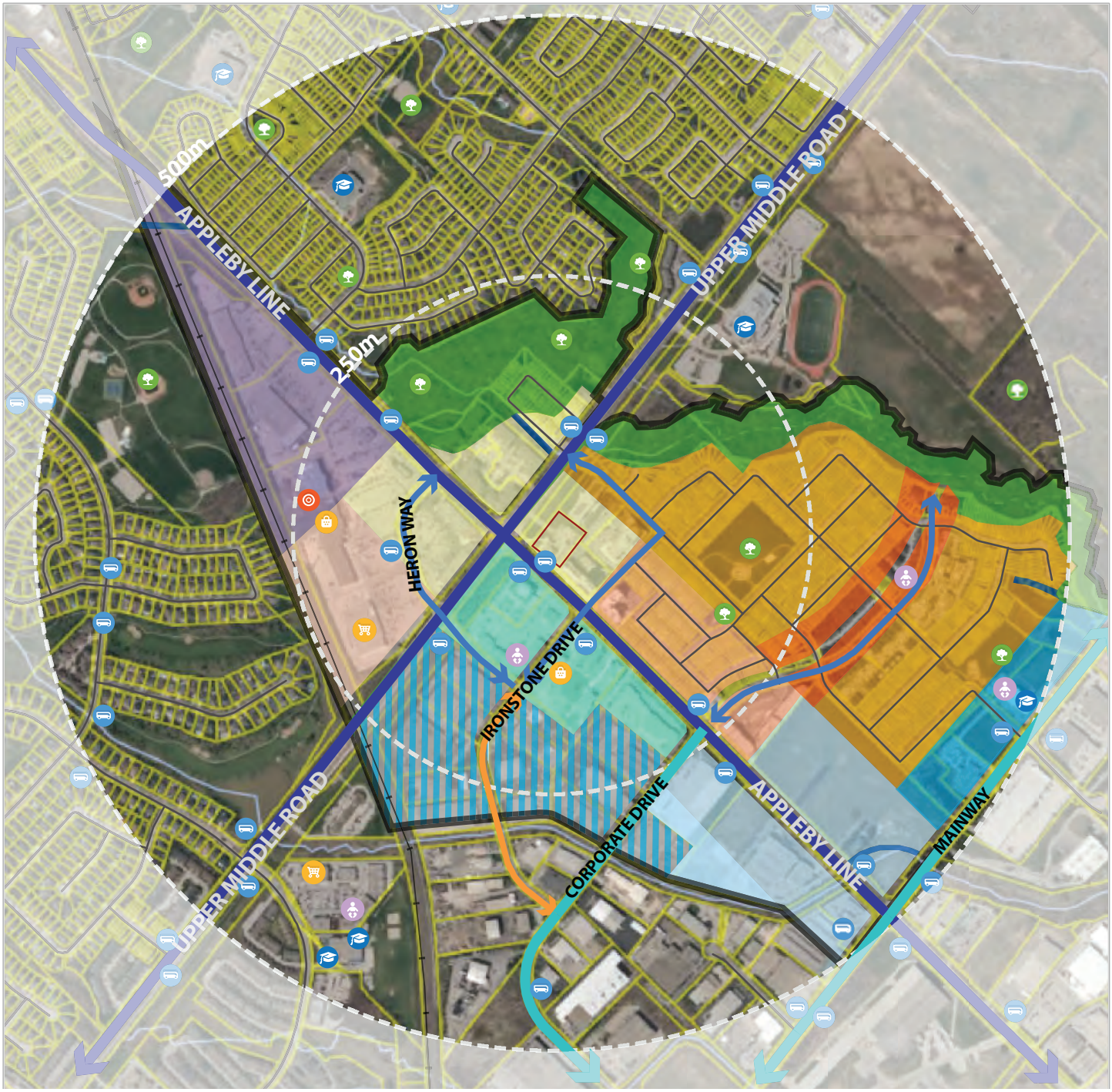


Figure 4 Context Map

The Proposal

The proposed redevelopment is designated a Mixed Use Area within the Uptown Core. The development proposes to intensify the Subject Lands in a manner that will act as a transition from the surrounding low-rise and mid-rise residential uses to the east and the commercial uses to the south. The site is located at the intersection of Appleby Line and Upper Middle Road and will represent the highest intensity development, as per the council-adopted OP.

The proposal consists of two 20-storey (65.3 m) high-rise condominium buildings connected by a 6-storey podium with at grade retail for a total of 475 residential units, 871m^2 of at-grade retail space, 502 vehicular parking spaces at grade and over three basement floors, and 304 bicycle parking spaces at grade and in the basement. A bicycle repair room will also be provided in the parking garage.

The preliminary intended unit breakdown is noted as 180 one-bedroom units, 290 two-bedroom units and 5 three-bedroom units.

The site will be accessed via two driveways, with one driveway off of Upper Middle Road and the other driveway off of Appleby Line. Limited surface parking is located at the east, north and south sides of the building, including one loading area.

A significant number of trees will line the perimeter of the site along Appleby Line. An amenity area is provided at the rear of the building which is also fronted by the ground level internal amenity area. The building contains 3 levels of stepbacks at the easterly edge of the building while colour and material changes are used to differentiate the 6-storey podium from the two towers.

The design of the proposal has also been guided by the local context and the evolving policy and regulatory framework including the Council-adopted OP and the recommendations of staff.

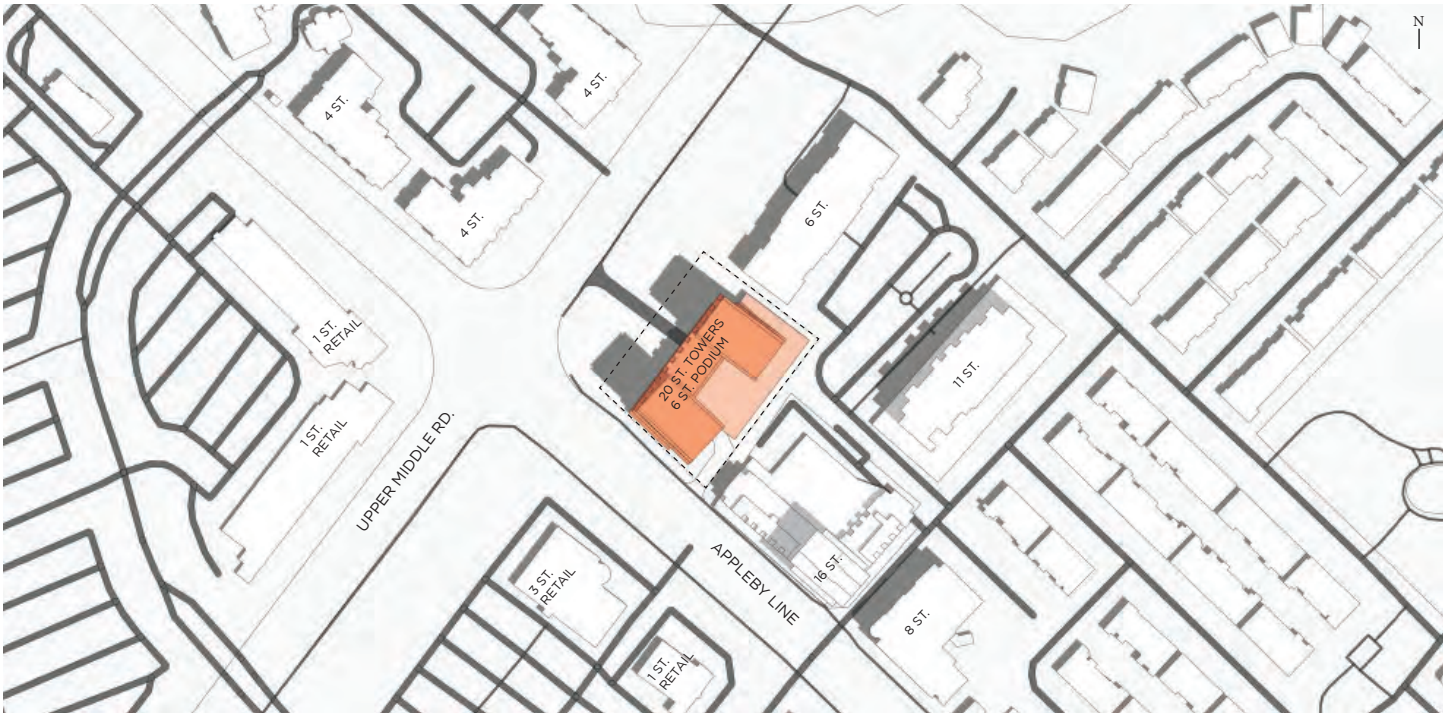


Figure 5 Site Plan of the proposed development prepared by RAW Architects



Figure 6 Render of the proposed development prepared by RAW Architects

Policy Context

The following section provides a review and assessment of the land use policy and regulatory framework related to the Subject Lands and the proposed redevelopment. Each subsection describes the applicable policies and regulations, and the subsequent chapters identify how the proposed redevelopment complies with the policies and guidelines.

5.1 Council-Adopted City of Burlington Official Plan (2018)

In April 2016, the City of Burlington approved a new Strategic Plan which established a 25-year blueprint for city-building and was intended to be the framework for critical decision-making over the lifespan of the strategy. An Official Plan Review was initiated to implement the city-building directions of the Strategic Plan.

A number of draft versions of the new OP were prepared over the past few years with the final version adopted by Council on April 26, 2018. The Council-adopted OP was forwarded to the Region of Halton for approval on May 11, 2018.

5.2 The New Burlington Official Plan (Burlington Official Plan, 2020)

This document is an interim working version of the new Burlington Official Plan (the "new Official Plan") adopted by City Council on April 26, 2018 and approved, with modifications, by the Region of Halton on November 30, 2020.

In the new Official Plan, the Subject Lands are designated as:

- Urban Area in Schedule A (City System)
- Urban Growth Centre Boundary in Schedule A-1 (City System – Provincial Land Use Plans and Designation)
- Urban Centre in Schedule B (Urban Structure Primary Growth Area – Schedule B-1 – Growth Framework)
- Primary Growth Area in Schedule B-2 (Growth Framework)
- Located along MSTA Secondary Connector (Appleby Line) and Transit Support Corridor (Upper Middle Road) in Schedule B-2 (Growth Framework and Long Term Frequent Transit Corridors)
- Urban Centres in Schedule C (Land Use – Urban Area)
- Uptown Core in Schedule E (Land Use - Uptown Urban Centre) (Figure 7)
- Located along two Major Arterial Roads (Appleby Line and Upper Middle Road) in Schedule O-4 (Classification of Transportation Facilities - Uptown Urban Centre), (Figure 8).
- According to Schedule P (Long Term Cycling Master Plan), (Figure 9) and Schedule Q (Trails Strategy), (Figure 10), Proposed Multi-Use/ Boulevard Trails run along Appleby Line and Upper Middle Road, along the Subject Lands.

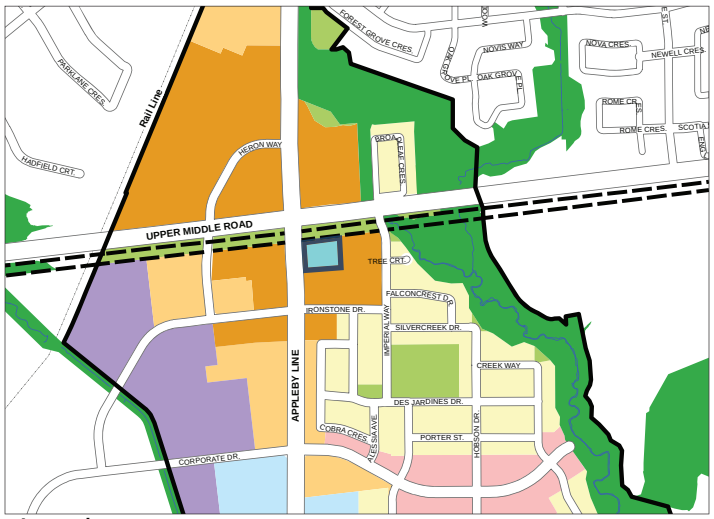
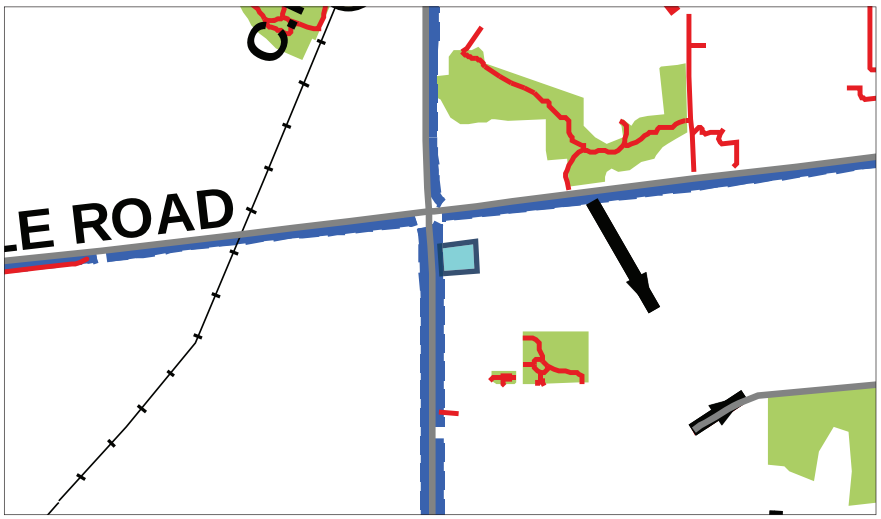


Figure 7 Schedule E Land Use - Uptown Urban Centre



Figure 8 Schedule O-4 Transportation Facilities - Uptown Urban Centre





LEGEND

City Bike Network
- Bike Lane
- Bicycle Priority Street
- Paved Shoulder
- Signed route
- Multi-Use Path
- Grade Separated Crossing
- Highway Interchange Crossing

Regional Bike Network
- Bike Lane
- Buffered Bike Lane
- Boulevard Trail
- Boulevard Multi-Trail
- Waterfront Trail
- Paved Shoulder
- Interchange Improvement

Contexual References
- MajorTransit Station
- Go Transit Car Pool Lot
- Regional Road
- Municipal Boundary

Figure 9 Schedule P Long Term Cycling Master Plan

Legend

Existing Trails
- Existing Multi-Use Trail (Within Road Right-of-Way)[1]
- Existing Off-Road Multi-Use Trail (Outside of Road Right-of-Way)[2,3]
- Existing Off-Road Trail (Outside of Road Right of Way) Trail and Surface Type Varies

Other Regional Trails / Routes[3,4]
- Existing Bruce Trail and Side Trail[4]
- Waterfront Trail / Trans Canada Trail
- Greenbelt Cycling Route

Proposed Trails and Critical On-Road Connections[5,6]
- Proposed Multi-Use Trail Connection (Within Road Right-of-Way)
- Proposed Multi-Use Trail Connection (Outside of Road Right-of-Way)
- Proposed On Road Connections - Proposed in Community Trails Strategy[7]
- Proposed On Road Connections Per Cycling Master Plan[8]
- Connection Points to Surrounding Municipalities (Identified in Surrounding Municipal/Regional Plans)
- Parks
- Proposed Bridge
- Existing Mid-Block Crossing of Collector or Arterial (eg. Mid-Block Pedestrian Signal or Median Island)
- Mid-Block Crossing Locations Suggested for Improvement (eg. Mid-Block Pedestrian Signal or Median Island)
- Rail Crossings and conections in Mobility Hubs as per City of Burlington Official Plan Review: Mobility Hubs Opportunities and Constraints Study (May 2014)
- Major Transit Station
- Go Transit Car Pool Lot
- Connection Points to Surrounding Municipalities
- Future Trail Connections
- Municipal Boundary
- Subject Lands

Figure 10 Schedule Q Trails Strategy

5.3 City of Burlington Tall Building Guidelines

The City's Tall Building Guidelines document, in effect since May 2017, define the guiding principles for buildings over 11 storeys. The Tall Building Guidelines provide guidance for developers and architects designing tall buildings in the City of Burlington, and will be used by City staff as one tool in evaluating development applications.

The following sections address the guidelines and provide a rationale for the proposed redevelopment, which consists of two tall buildings.

5.4 City of Burlington Sustainable Development Guidelines

The Sustainable Development Guidelines document dated April 2019 provides essential direction for the design and implementation of ecologically sensitive and sustainable developments in the City of Burlington, and is in alignment with Burlington's Strategic Plan 2015-2040. Burlington's Strategic Plan encourages energy efficient buildings and other on-site sustainable features, and sets a net carbon neutral goal for the community.

Chapter 12 of this document responds to the applicable guidelines and principles that ensure the proposed redevelopment produces the lowest possible emissions.

5.5 Uptown Mixed Use Centre Urban Design Guidelines

The Uptown Mixed Use Centre Urban Design Guidelines have been in effect since March 1994 and have been considered within this brief per the recommendation of City staff.

The intent of the guidelines are to ensure an improvement in the public realm surrounding a new development, by establishing parameters that allow this focus.

The following sections of this brief demonstrate how the proposed redevelopment creates an urban, walkable, pedestrian focused public realm that revitalizes the intersection.

6.0

Site Design & Orientation

GENERAL GUIDELINES

City of Burlington Official Plan

In-effect OP Policy 6.1(a) *The tangible elements of the urban form, consisting of a combination of the built environment and open space that form the urban landscape, shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community and to reflect the vision of this Plan.*

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

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

In-effect OP Policy 6.5(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.*

In-effect OP Policy 6.6(f) *The needs of persons with disabilities shall be considered in each development, and universal physical access features should be incorporated in all new buildings*

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

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

New OP Policy 7.3.2(a)(vii) *designing and orienting development in locations such as corner lots, view terminus lots, and lots facing public open spaces to contribute to the public realm and pedestrian environment and provide definition at these locations;*

New OP Policy 7.3.2(a)(xi) *implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;*

New OP Policy 7.3.2(1)(a)(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;*

New OP Policy 7.3.2(1)(a)(i)(b) *providing appropriate transitions to adjacent land uses, particularly residential uses;*

New OP Policy 7.3.2(1)(a)(i)(c) *massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;*

New OP Policy 7.3.2(1)(a)(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;*

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

New OP Policy 7.3.2(1)(a)(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;*

New OP Policy 7.4.1(a)(iii) *on-site bicycle facilities;*

Tall Building Guidelines

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

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. The intent is that a road widening will not be required to specifically achieve this 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.*

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.*

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.*

3.1(e) *For design flexibility, a portion of the tower (i.e. up to 20%) may extend to the edge of the podium without a stepback provided it can be demonstrated that there are no adverse wind and shadow impacts.*

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.*

3.2(c) *The massing of the tower, and its relationship to the building base, shall not result in adverse wind effects at the street level.*

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

3.3(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.*

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

Response

The proposal represents a reasonable amount of intensification on an underutilized parcel of land while maintaining compatibility with the existing low-rise, mid-rise and tall buildings through a number of design measures.

The proposed mixed-use redevelopment features two 20-storey condominium buildings connected by a 6-storey podium with at-grade retail, with frontage onto Appleby Line. The presence of active retail use will aid in cultivating a comfortable, animated and pedestrian-friendly streetscape; and the proposed height of 20 storeys, with adequate stepbacks, will help to create a sense of enclosure through a defined streetwall.

Strategically placed landscape elements will be used to mitigate noise from the main roads, as well as create a sense of privacy and enclosure from neighbouring developments.

The building uses high-quality façade materials that provide definition at the corner, and places this building as a landmark location for the neighbourhood.

The proposed building has a setback of 0.9m along Appleby Line, bringing the building at close proximity to the road edge and aligning the façade with the street so that active uses frame the public realm. The building has a setback of 19 metres along Upper Middle Road, which accommodates a landscaped area and surface parking to service the ground floor retail.

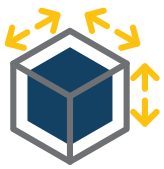
The proposed development maintains a setback of 19 metres (inclusive of a 3 metre landscape buffer) from the property boundary along Upper Middle Road, and a 10.9 metre side setback to the property in the south, as demonstrated in Figure 11 on page 18.

The existing grading is relatively flat and will be maintained across the property to preserve existing topography. All mechanical equipment will be located at the penthouse, and will be screened from public view to not negatively impact views from the public realm.

The main entrances to the building will be clearly demarcated with appropriate signage, lighting and paving, and will be located at grade along Appleby Line, connected by a pedestrian sidewalk. The retail uses are accessed at grade as well along Appleby Line and Upper Middle Road.

All walkways and building entrances will be barrier-free, consistent with the Accessibility for Ontarians with Disabilities Act and other applicable provincial legislation guidelines, and designed in accordance with the principles of universal design.

A shadow analysis, included in Chapter 13 of this report, has been completed in support of the application and notes that there will be minimal shadowing impacts to surrounding properties and public areas.



MASSING



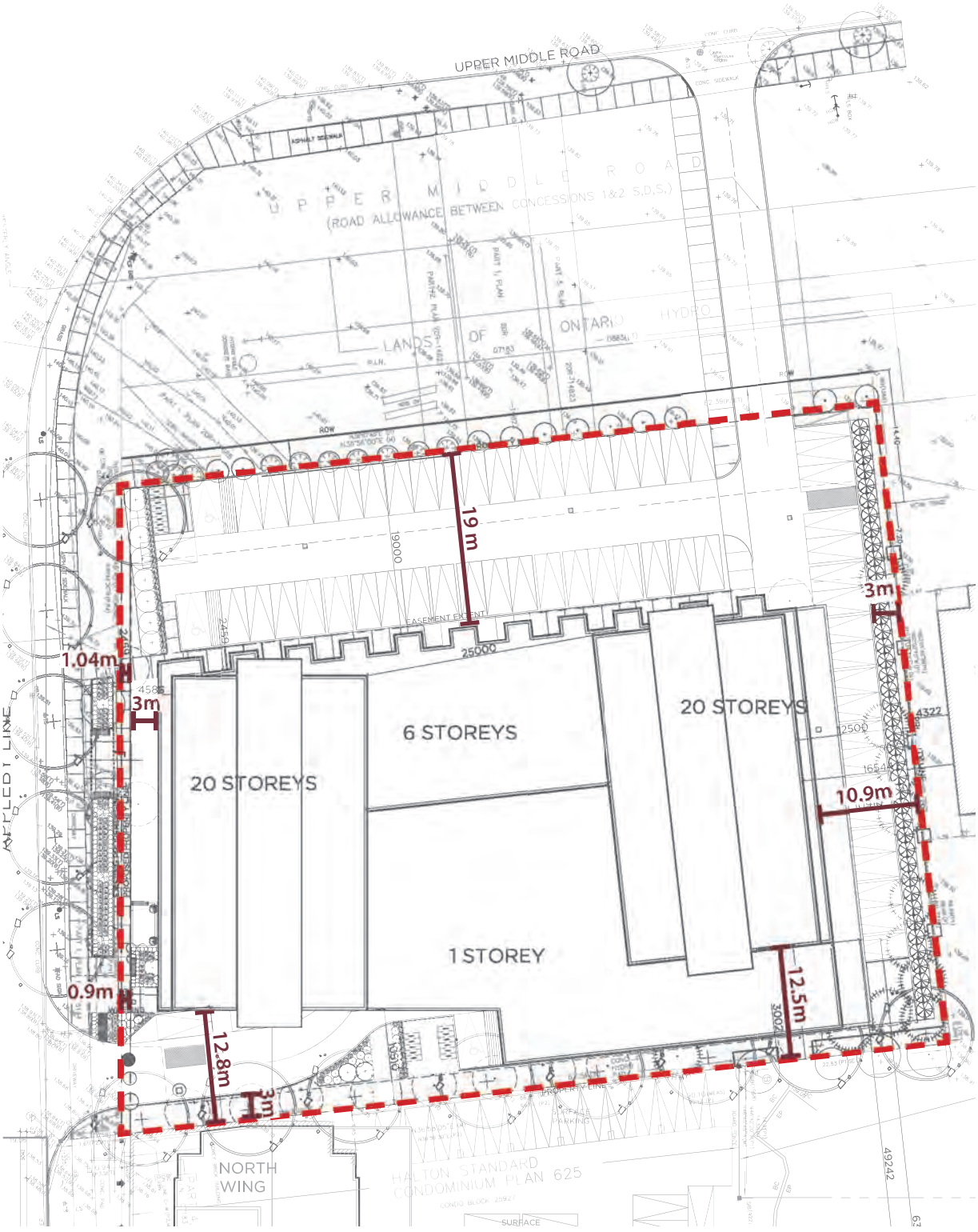
ANIMATION



STREETWALL



ACCESSIBILITY



SETBACK

Legend:

Subject Lands

Setbacks

Figure 11 Ground Flor Plan showing setbacks

COMPATIBILITY

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

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

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

New OP Policy 7.3.2(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;*

Response

The proposed development takes advantage of an underutilized site by providing new retail and residential uses in a developing area. The proposal is compatible with the existing medium and high density residential and retail uses, that are already common throughout the area. The height and scale of the proposed built form is appropriate for this area and in conformity with City guidelines, and therefore not expected to result in any negative impacts on the abutting properties and established neighbourhoods.

The proposal also supports the planned context for Appleby Line and Upper Middle Road, and the policies of the OP by providing a mix of transit-supportive uses along an identified Transit Support Corridor (Upper Middle Road) and an MSTA Secondary Connector (Appleby Line).

The proposed building will use materials that reflect the architectural character of the surrounding neighbourhood. The building uses precast glass and metal spandrels covering the slab edge. The 6-storey building podium levels are differentiated by a clay colour brick cladding, using a mix of light and dark tones; and provides for a smooth height transition as the proposed building will serve as a defining feature of this Uptown Urban Centre.

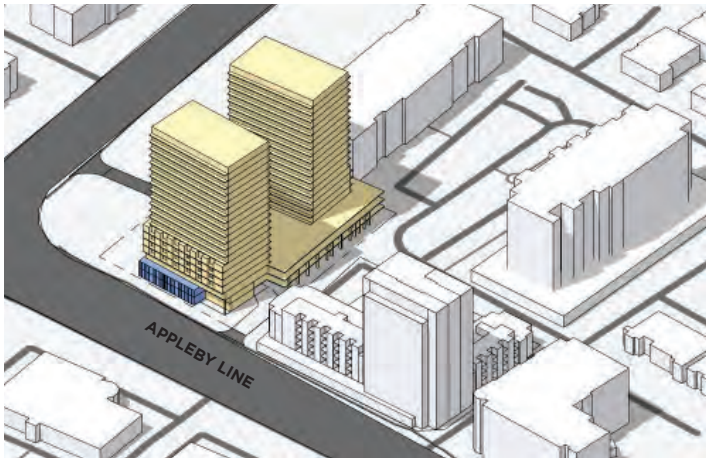
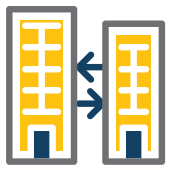
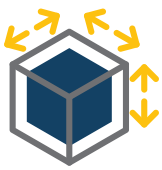


Figure 12 Conceptual massing showing the fit of the proposal within its context



COMPATIBILITY



MASSING

SAFETY

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

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.*

Response

The proposal adheres to the principles of Crime Prevention Through Environmental Design (CPTED) in order to promote a safe environment for residents and visitors.

The proposed building façade features glazing along the public realm, allowing visibility between the interior and exterior uses of the building for passive surveillance. The proposed residential units are also oriented to front onto Appleby Line and Upper Middle Road, and include balconies that directly overlook the public realm, enhancing the perception of safety through community vigilance.

Building entrances are easily identifiable, directly accessible from the street and will be well-lit. Appropriate lighting will be used along pedestrian paths of travel to signify designated areas of passage and ensure safe circulation.



Figure 13 Example of a clearly defined and well-lit entrance.



Figure 14 Example of an active commercial use at-grade providing informal surveillance.



CHARACTER



FACADE

7.0

Site 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.*

In-effect OP Policy 6.6(f) *The needs of persons with disabilities shall be considered in each development, and universal physical access features should be incorporated in all new buildings.*

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

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

New OP Policy 6.2.3(1)(f) *To ensure that new development provides adequate on site connections to transit, such as pedestrian pathways that connect to the public right-of-way.*
New OP Policy 6.2.4(1)(d) *To promote and support walking and cycling as viable and safe mobility options for commuting, recreation and other travel*

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

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

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

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

(j) To ensure that buildings and open spaces are accessible to people of all ages and abilities.

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

(x) promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles;

New OP Policy 7.3.2(1)

(i)(e) including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;

(ii)(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;

(ii)(f) incorporating landscaped islands and pedestrian walkways;

Uptown Mixed Use Centre Urban Design Guidelines

Part B, Section 1

Pedestrian Systems: *The pedestrian system is intended to link parks, public transit systems and key pedestrian routes together. Pedestrian/ bikeway routes and open space, green areas, are linked to form a comprehensive system that permits circulation through the entire mixed-use activity area. Pedestrian routes and access points should be suitably identified whether adjacent to roads or running through open space. Continuity should be emphasized. Adjacent roads, routes should be flanked by a row of trees. Walkway finished that continue across driveways enhance continuity.*

Where shown traversing open spaces, routes should tie into anticipated recreational uses and be separated from adjacent residences to preserve privacy. Placement of these routes should take advantage of natural topographic features to minimize gradients and provide interest. A particular opportunity is the land adjacent to the Main Sheldon Creek Valley.

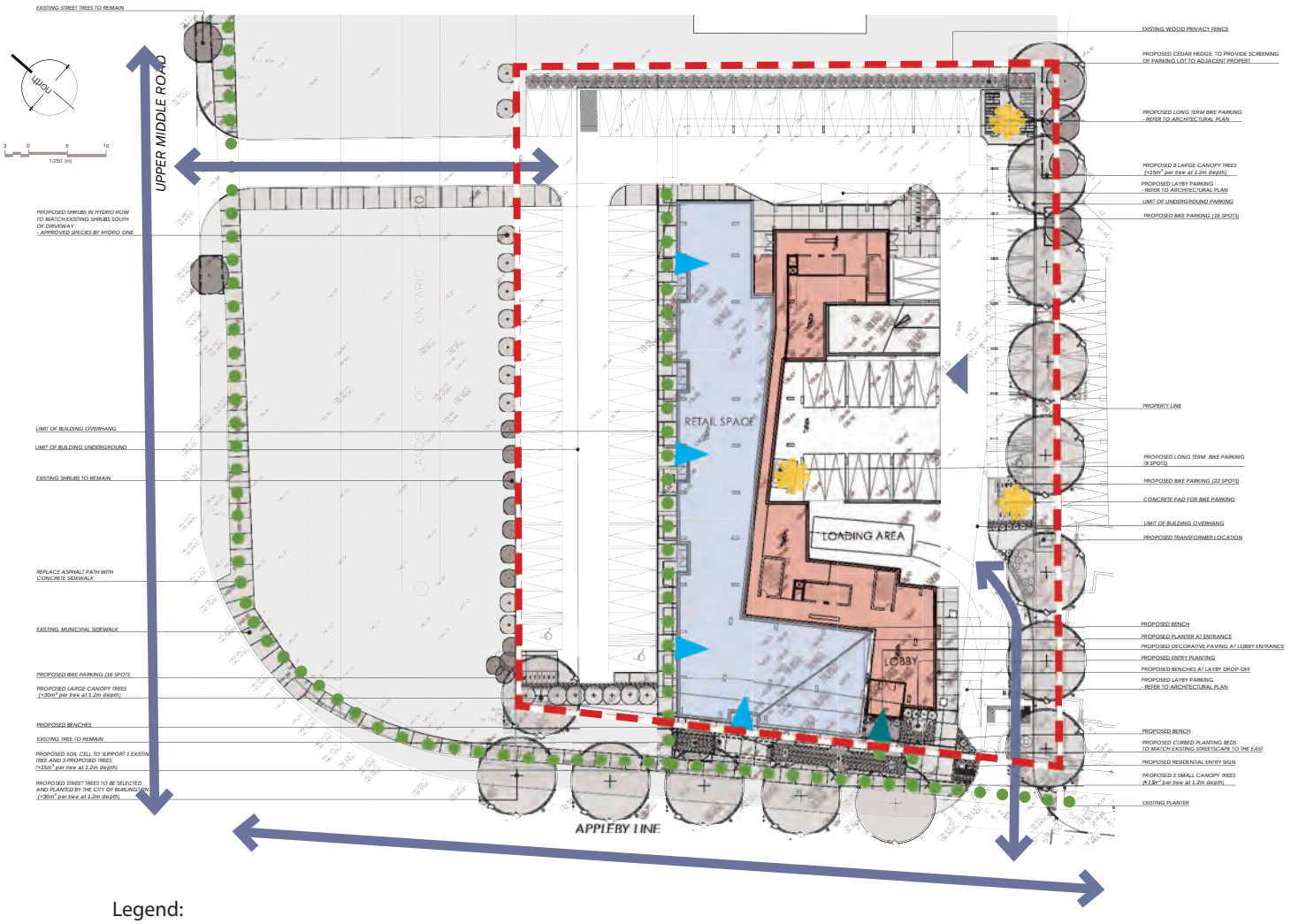
Response

There are two vehicular accesses provided to the proposed development. The access along Appleby Line is intended to be used by residents and service vehicles. The access along Upper Middle Road is designed to be used by visitors to the retail areas. This access leads to a surface parking area for convenient visitor parking.

The shared vehicular entrance for residents and service vehicles leads to the surface, mezzanine and basement parking, as well as the loading area. Bike lanes are provided along Upper Middle Road and Appleby Line, and bike access to the site is expected to occur via the entrance along Appleby Line.

A total of 502 vehicular parking spaces are provided with 92 spaces located on the surface and 410 located in three below grade parking levels. A total of 304 bicycle parking spaces will be provided, and will be distributed between the ground level and basement levels. Bicycle lockers will also be provided in the parking garage on the first level.

Pedestrian entrances to the residential component is provided along Appleby Line, clearly accessible from the public sidewalk. Pedestrian entrances to the retail component along Upper Middle Road and Appleby Line are expected to be provided at grade.



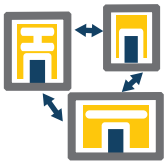
Legend:

- Subject Lands
- Residential Areas
- Residential Access
- Retail Areas
- Retail Access
- Pedestrian Circulation
- Vehicular Circulation
- Basement & Mezzanine Parking Entry
- Bicycle Parking

Figure 15 Plan showing pedestrian and vehicular circulation



CIRCULATION



CONNECTIVITY

Built Form & Massing

City of Burlington Official Plan

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

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

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

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

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

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

New OP Policy *7.3.2(1)(a)(i)(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;*

Tall Building Guidelines

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

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.*

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.*

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.*

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).*

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*

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.*

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.*

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.*

3.1(e) *For design flexibility, a portion of the tower (i.e. up to 20%) may extend to the edge of the podium without a stepback provided it can be demonstrated that there are no adverse wind and shadow impacts.*

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.*

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

Uptown Mixed Use Centre Urban Design Guidelines

Part B, Section 1

Massing and Landscaping: *Overshadowing and incompatible massing are not inherent problems within the study area as there will be proposed to avoid particular conflicts and landscaping solution can further alleviate potential scale problems between the proposed high and low rise uses.*

Multi family, mid rise housing is usually ringed by its secondary requirements such as parking, loading bays, mechanical equipment and the like. Careful consideration should be given to their placement.

Servicing paraphernalia on the unit and in common areas should be incorporated into the architecture and landscape design schemes.

Architectural solutions to possible incompatibility in the scale should also be considered. For instance, buildings higher than two storeys should have a clearly expressed two or three storeys base of similar design, material, treatment and scale to residential clusters adjacent to them. Low walls parallel to the face of the building create semi private and public zones which can tie back into the street system and help integrate the building with the site.

Part B, Section 2

High Density Housing:

- Long Buildings: The face of long buildings should be broken up by stepping or other form of plan articulation

- Roof: The roof or "capping" of the building mass should be considered when integrating the building with the surrounding uses. Rooftop servicing paraphernalia should be should be considered as some of the most visible components of the building and therefore it is necessary they be integrated into the building design.

Response

The proposed development will complement the scale and character of development along Appleby Line, while achieving the intensification and density targets of the City.

The proposal introduces a high-quality built form that will add to the visual appeal and sense of identity of the neighbourhood and will help define the planned character of the area as the neighbourhood intensifies. The proposed development fronts onto Appleby Line and upper Middle Road, and contributes to a defined streetwall edge that will help enhance these corridors.

The proposed development exhibits a podium with an elongated rectangular form that is consistent with the scale and massing of existing buildings seen along Appleby Line. The proposed podium massing is articulated through a variety of materials and architectural design elements that add visual interest and clearly indicate a change in use between the ground floor commercial and residential uses on the upper storeys. The material choice is in accordance with the materials and colours used in the surrounding area, to create a seamless experience in the neighbourhood.

The towers achieve the minimum 25m distance between each other, aligning with the Tall Buildings Guidelines. The lowest floors of the towers are recessed and treated with glazing to create a break and a sense of visual lightness in the massing, thus reducing the impact of the massing from the streets. The floor plate of the towers do not exceed 750m^2

The overall height, scale and massing of the proposed mixed-use development will establish continuity with neighbouring commercial and other planned uses.



Figure 16 Rendering of the proposal, by RAW Architects

The proposed development will support active transportation in the area through a human-scaled design that creates a pleasant interface between the building and the existing streetscape.

A shadow analysis has been completed in support of the application and notes that there will be minimal shadowing impacts to surrounding properties and public areas, and can be found Chapter 13 of this report.



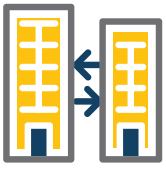
HEIGHT TRANSITION



STEP BACK



PEDESTRIAN-ORIENTED



COMPATIBILITY



CIRCULATION



CHARACTER



ANIMATION

9.0

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*

In-effect OP Policy 6.2(h) *To ensure that the principles of Sustainable Development are considered in the design of the built environment.*

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

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

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

Tall Building Guidelines

Podium Design and Articulation:

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

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.*

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

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.*

2.4(i) *Within a retail podium, the ground floor shall be predominantly clear-glazed to provide visual connections between public and private realm and enhance safety. Similarly, public elements of a residential podium (i.e. lobby, amenity space) shall be predominantly clear-glazed.*

2.4(l) *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. Weather-protection elements may encroach in building setbacks and should not encroach into the public right-of-way.*

2.4(m) *Projecting balconies should not be provided in podiums. Inset and/or Juliette balconies are appropriate within the podium.*

Tower Design and Articulation:

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.*

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

3.4(c) *Lighter materials, such as glass, are encouraged in the design of the tower to minimize the perceived mass.*

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.*

3.4(e) *Balconies are encouraged within the tower to provide amenity space and additional articulation. They may be inset or extruding, but should be a minimum of 1.5 metres to provide usable outdoor amenity space.*

Rooftop Design and Articulation

4.1(a) *Design the upper floors of tall building to clearly distinguish the top of the building from the tower, to further reduce the building profile, and to achieve a distinct skyline. This may include stepbacks, material variations, and/or unique articulation.*

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.*

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.*

4.1(d) *Where possible, outdoor amenity space should be included within the top of the building, including balconies and patios, terraces, rooftop gardens, pools, etc.*

4.1(e) *Decorative lighting could be included within the tower design but over lighting or up lighting should be avoided.*

Mechanical Penthouse

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.*

4.2(b) *Where possible, rooftop mechanical equipment should be wrapped by residential units, or other occupiable space (i.e. amenity areas).*

4.2(c) *Rooftop mechanical equipment should be stepped back, on all sides, no less than 3 metres from the edge of the floor below. Equipment should be screened from view.*

Uptown Mixed Use Centre Urban Design Guidelines

Part B, Section 3

Building Components:

- **Facades:** *Changes of material, if applicable, should not happen at the outside corners of buildings but should change at building elements or at inside corners.*

- **Windows:** *Windows should be grouped to form larger glazed areas where possible. On multi-family buildings, the largest practical window sizes should be used where possible.*

Response

The proposed development will contribute to defining a unique identity for the neighbourhood through a high quality and distinctive contemporary architectural design that employs innovative design elements and enhances the visual appeal of the area.

The building uses precast glass and metal spandrels covering the slab edge. The building podium levels are differentiated by a clay colour brick cladding, using a mix of light and dark tones. The proposed materials will specifically highlight the podium provided and will help facilitate and active and vibrant streetscape and retail experience. The 6-storey building podium provide for a smooth height transition as the proposed building will serve as a defining feature of this Uptown Urban Centre. The use of lighter and darker building materials for the upper and lower portions of the building, as well as the centre, help break up the building mass.

A high percentage of glazing is deployed at grade for the retail uses, to create a vibrant frontage along Appleby Line and Upper Middle Road. These features will work in unity to enhance the building's articulation, create zones of interest that break up the massing of the building and achieve a well-articulated rhythm.

The proposed main building entrances to the development's retail component Appleby Line and Upper Middle Road. Pedestrian-scaled lighting, clear signage and landscaping will be used to promote an attractive and safe pedestrian pathway to and from the entrances. The pathways will connect the building entrances directly to the public sidewalk. A high percentage of glazing is featured at grade to ensure visibility between exterior and interior uses of the building, animating the streetscape as well as providing a means of informal surveillance. The proposal will help to establish an animated streetwall on a rapidly transforming corridor.

The main building entrance serving the residential component of the proposed development is provided along Appleby Line, and service access will be provided to the south of the building. These entrances will be well-lit with direct sightlines to the public street.

All glazing up to 12m will be bird-friendly, to minimize the risk of collisions.

The proposed buildings' massing includes an articulated projection that wraps around the building from the north facade to the south, and climbs along the roof. The mechanical functions are integrated into this projection, out of pedestrian view.

Signage for the proposed mixed use building will be well-integrated into the overall massing and architectural style of the building. Signage is contemplated on the ground floor level only, above the retail entrance, to clearly indicate the use. Signage will be limited to this location to minimize visual clutter.

Signage will be scaled so that it does not obscure any important building features or pedestrian sightlines, while being clearly readable from a range of distances. Signage will incorporate high quality design and materials to complement and promote the character of the neighbourhood and add vibrancy to the streetscape.

The design and placement of building signage will be further established through the detailed design stage.



ANIMATION



PUBLIC REALM



PEDESTRIAN-ORIENTED

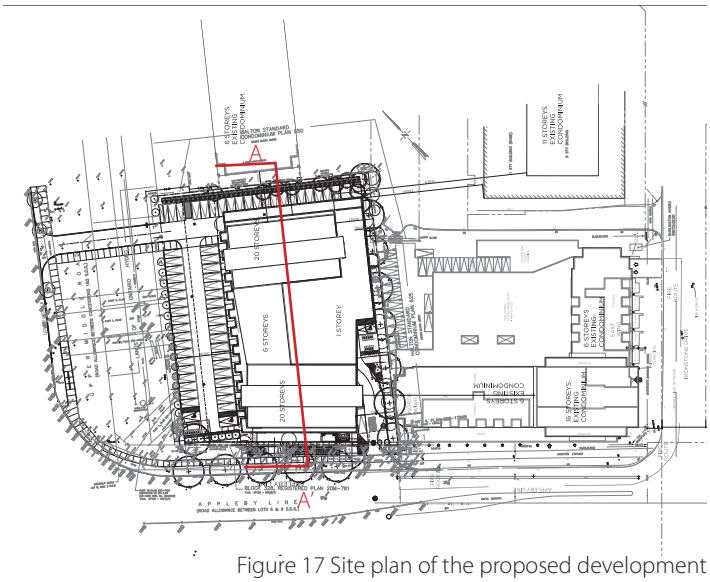


Figure 17 Site plan of the proposed development

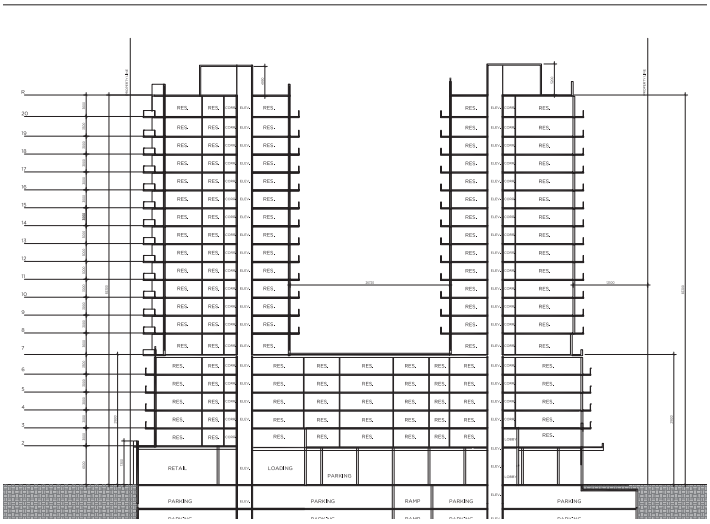


Figure 18 Section AA through the buildings

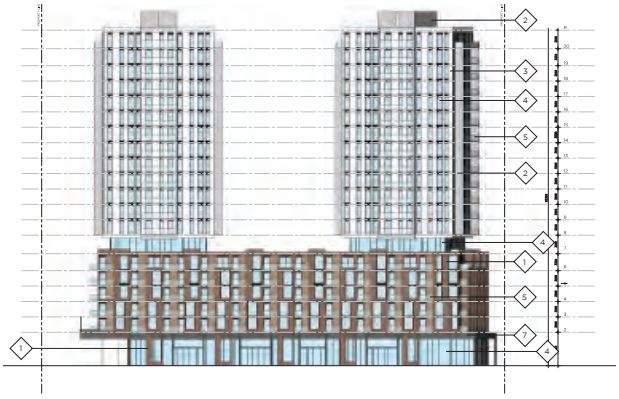


Figure 19 North Elevation

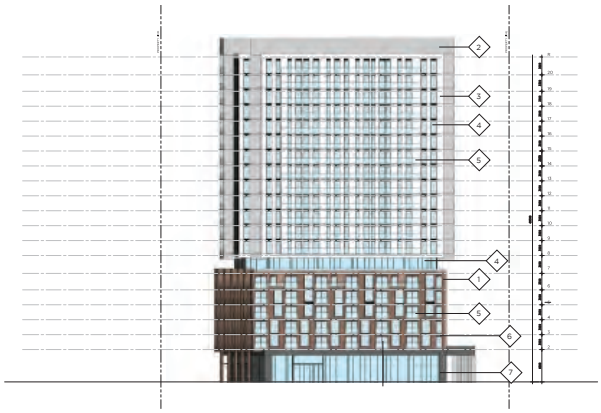


Figure 20 West Elevation

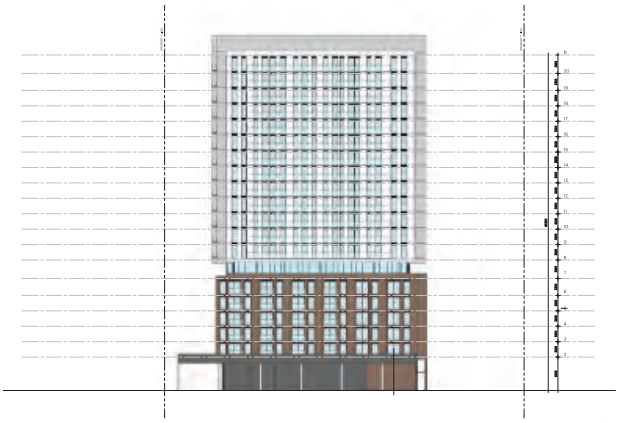


Figure 21 East Elevation

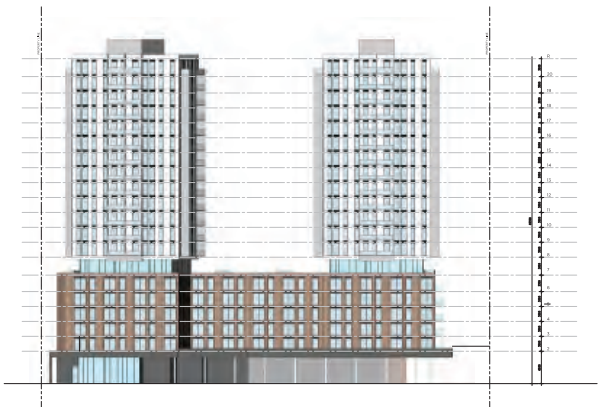


Figure 22 South Elevation



ARTICULATION



CHARACTER



LANDMARK



FACADE

10.0

Landscape Design & Public Realm

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 6.4(d) *Design opportunities to introduce or improve links where existing areas are inadequately connected to each other or between important public areas shall be encouraged*

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.*

In-effect OP Policy 6.5(h) *The streetscape appearance of major, multi-purpose and minor arterial roads and collector streets shall be enhanced by encouraging buildings to present their main building facades to these roads or to enhance their treatment to avoid the appearance of blank buildings at service entrances.*

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

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

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

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

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

New OP Policy 7.3.2(1)(a)(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*

Tall Building Guidelines

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.*

2.5(c) *Publicly-accessible privately owned open space, including courtyards, plazas, and parkettes should be encouraged where appropriate within tall building sites through applicable planning tools (i.e. Section 37 of the Planning Act).*

2.5(d) *Publicly-accessible privately owned open spaces shall be designed and located to encourage public use, provide connections to the broader open space network, and/or highlight important site characteristics (i.e. plazas at corner sites).*

2.5(e) *Publicly-accessible privately owned open spaces should be used to provide mid-block pedestrian connections through the site and create short block lengths (80-120 metres).*

2.5(f) *Public art should be encouraged within tall building sites where appropriate (i.e. on corner sites, sites with publicly-accessible private open spaces, etc.) through applicable planning tools (i.e. Section 37 of the Planning Act). The selection and location of public art should reinforce the objectives of the City's Public Art Master Plan.*

4.1(d) *Where possible, outdoor amenity space should be included within the top of the building, including balconies and patios, terraces, rooftop gardens, pools, etc.*

Uptown Mixed Use Centre Urban Design Guidelines

Part B, Section 3

Landscaping: *The total streetscape should be considered as a whole. All streets are to be landscaped with shade trees on the boulevards.*

Street Lighting: *Special provisions should be made to ensure well lit pedestrian zones at night. Lighting should be uses to enhance the subdivision appearance at night as well as to provide an adequate sense of address to each unit. Outdoor areas should be lit to maintain there usability and to prevent security problems. Car should be taken to relate the height and frequency of lighting standards and bollards to the scale and function of specific locations.*

Response

The proposal promotes a pedestrian-oriented environment by generating an active public realm along Appleby Line. A direct and clearly legible pedestrian connection is provided between the public sidewalk and the primary building entrance. In addition, the proposed development will help to enhance the streetscape condition along Upper Middle Road by providing landscaping, signage and enhanced paving alongside the retail areas. The placement of landscaping and street furniture will be coordinated with the location of existing and planned utilities.

Appropriate lighting will be provided at the proposed primary and secondary entrances, around the parking entrance area and along pedestrian pathways 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.

Parking and loading is located to the rear of the site and screened by the proposed building and landscaping to avoid having any visual impact on the public realm.

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



PEDESTRIAN-ORIENTED



PUBLIC REALM



STREET FURNITURE



ANIMATION



CHARACTER

Landscaping is provided within the front yard setback and as a continuous buffer along the southern and eastern site perimeter to enhance transition and buffering from adjacent properties. Landscaping will aid in beautifying the proposed development and framing the building and site edges.

Landscaping will incorporate trees and a variety of plantings that will contribute to a comfortable pedestrian realm by providing shade, a buffer from wind and visual interest within and around the site. Landscaping is used to screen the entrance to the underground parking, and the service area at the rear of the proposed development from neighbouring properties, maintaining a sense of privacy.

Landscape species will be selected for their drought tolerance, salt resistance and ease of maintenance. Landscaping will include primarily native species that will exhibit seasonal variety.

Private amenity space is also provided for the residential use in the form of balconies, offering additional opportunity for landscaping, as well as a shared indoor and outdoor amenity space at the roof of the building.

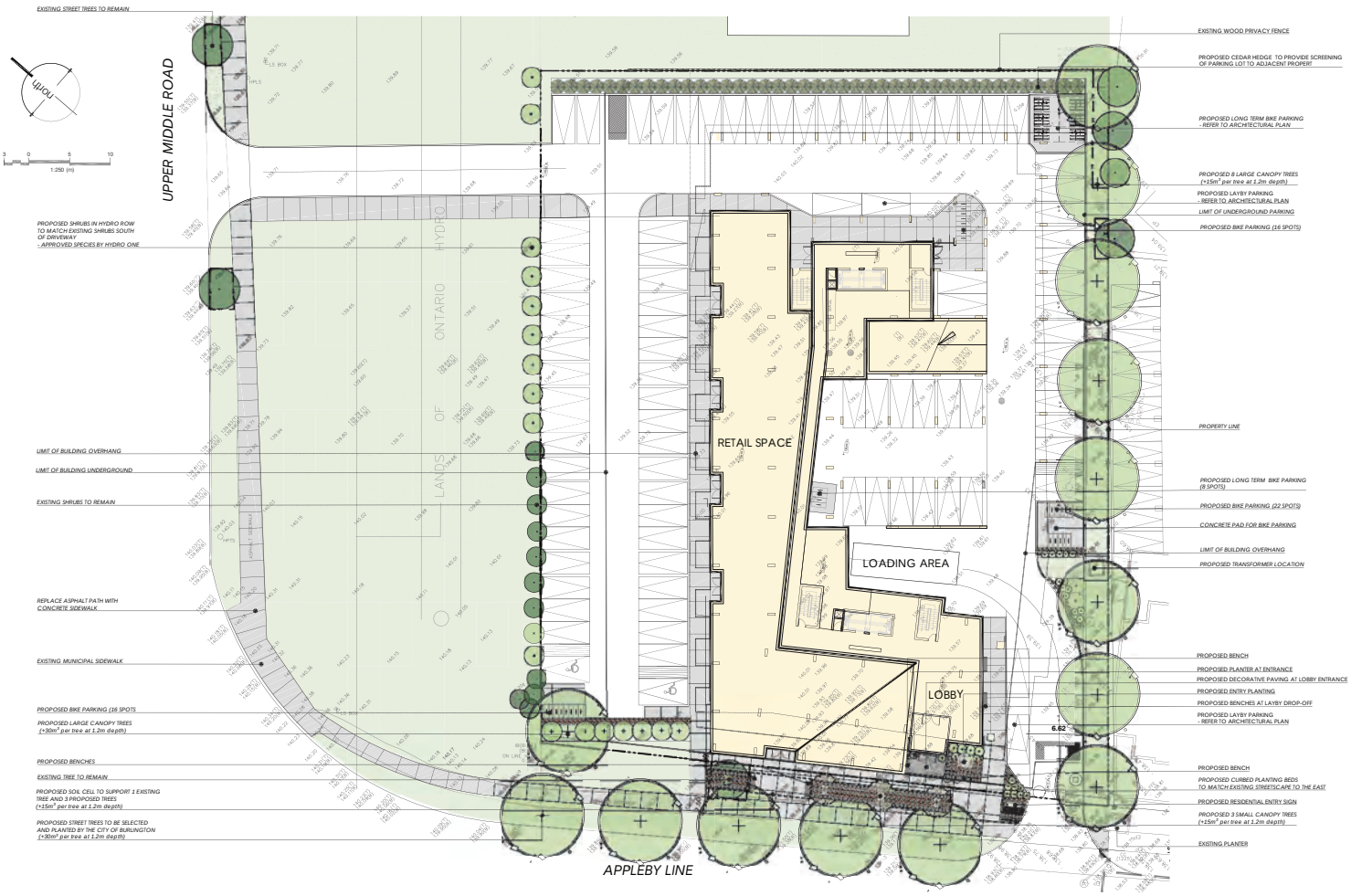


Figure 23 Landscape Layout Plan prepared by Adesso Design Landscape Architects

Parking, Servicing & Loading

City of Burlington Official Plan

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

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

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

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

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

New OP Policy 7.3.2(1)(a)(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;*

New OP Policy 7.3.2(1)(a)(ii)(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;*

New OP Policy 7.3.2(1)(a)(ii)(d) *screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;*

Tall Building Guidelines

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

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.*

Uptown Mixed Use Centre Urban Design Guidelines

Part B, Section 1

Vehicular Routing and Parking: *The internal street system must integrate with the street grid set up by the adjacent mixed use blocks. Unit layout should minimize block size and permit a reasonable amount of flank age space on the streets between driveways, unit blocks and on the side of housing units.*

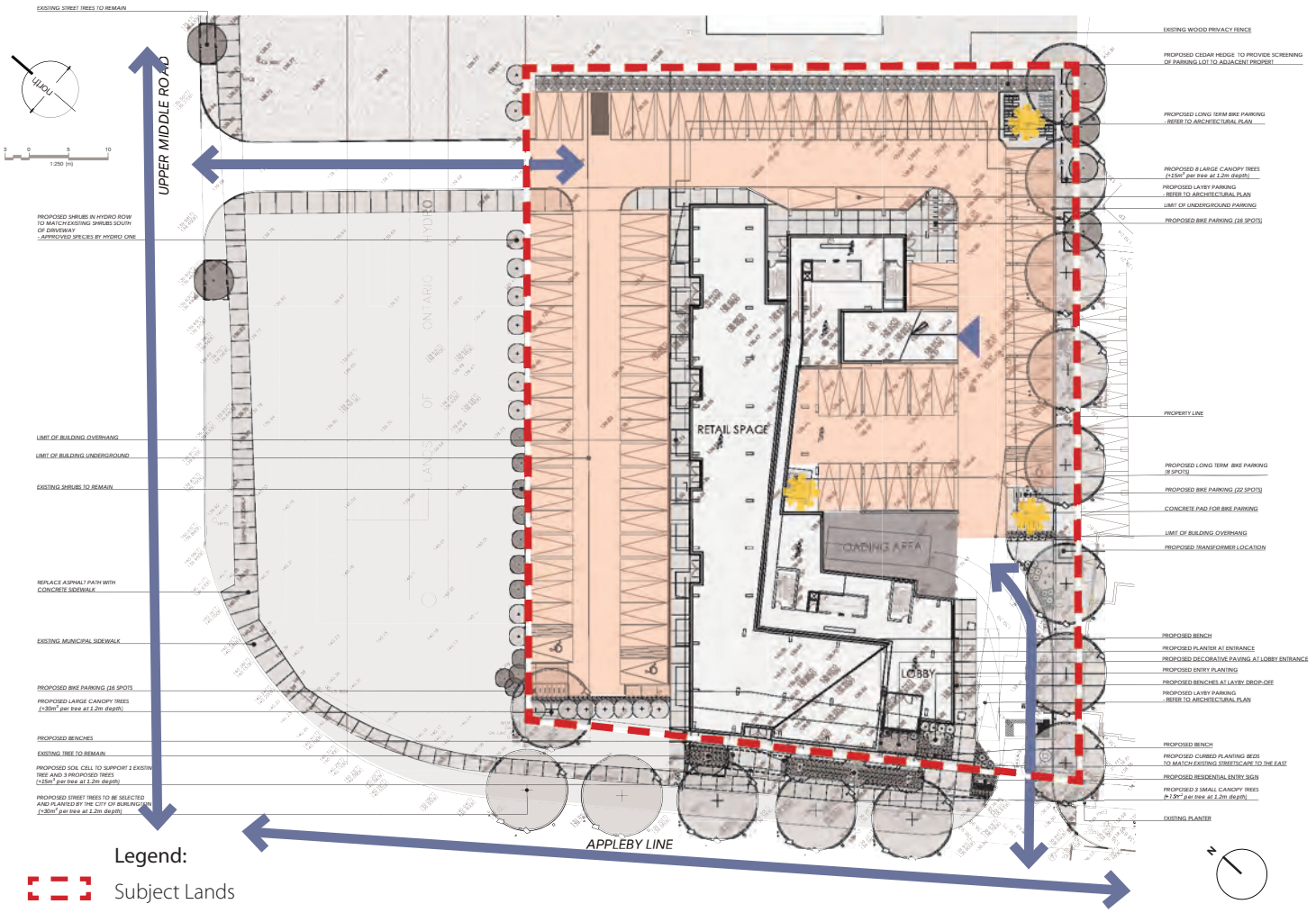


Figure 24 Plan showing vehicular circulation & loading areas



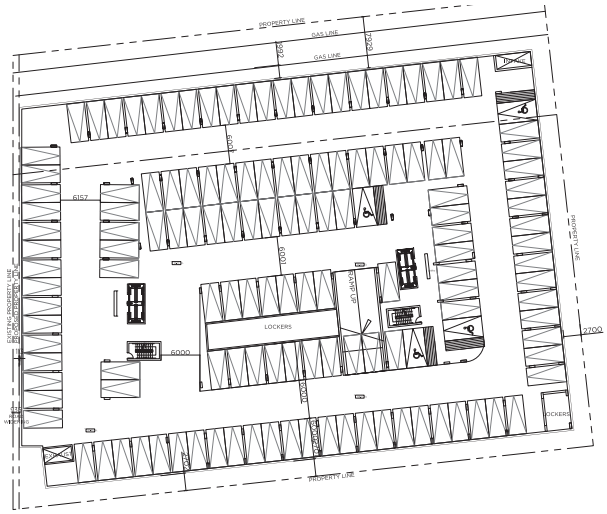
Response

Residential parking associated with the proposed development is located on three basement levels, with the entrance to the rear of the property away from public view. A total of 502 vehicular parking spaces are provided with 92 spaces located on the surface and 410 located on three below grade parking levels, as seen in Figure 25 on page 36.

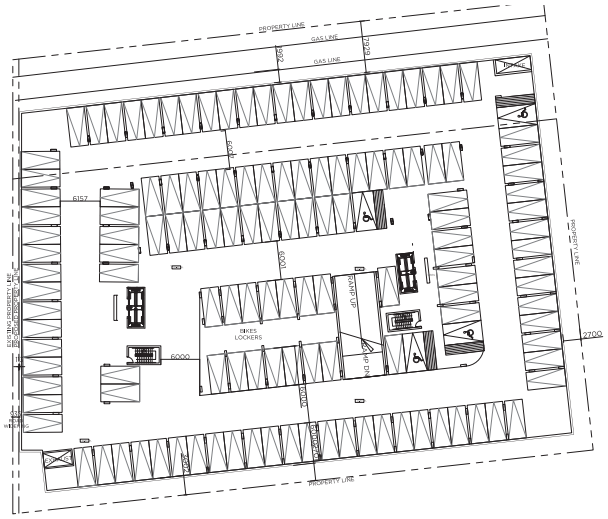
A total of 304 bike parking spaces will be provided, and will be distributed between the ground level and basement levels. Bike lockers will also be provided in the parking garage on the first level. Figure 24 shows the vehicular circulation and loading strategy.

The retail area is accessed via a driveway from Upper Middle Road, and residential parking, basement access and loading is accessed via a driveway from Appleby Line. Limited surface parking is located at the north, west, and east of the building, including one loading area that will primarily serve the retail uses. A significant number of trees will line the perimeter of the site along Appleby Line.

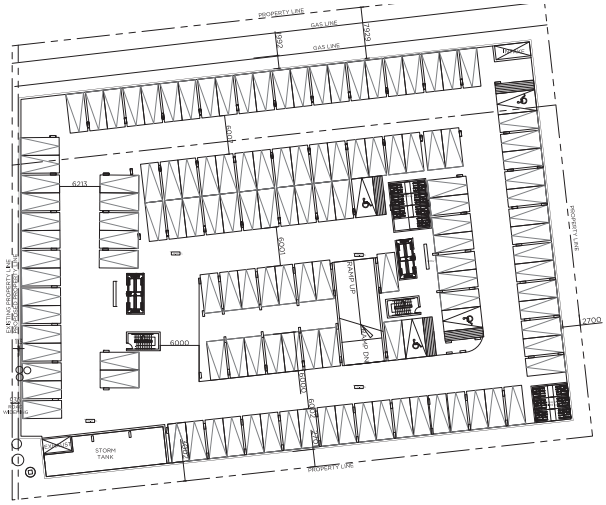
Garbage storage and loading areas are located at the rear of the proposed building and are enclosed within the building envelope so as not to be visible from the public realm.



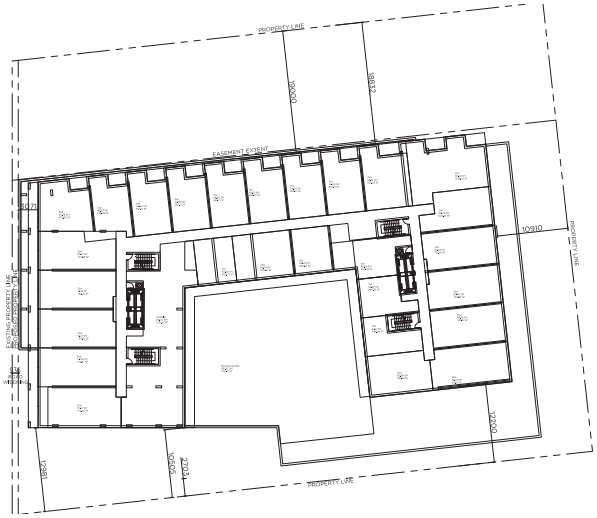
Parking Level 3 Plan



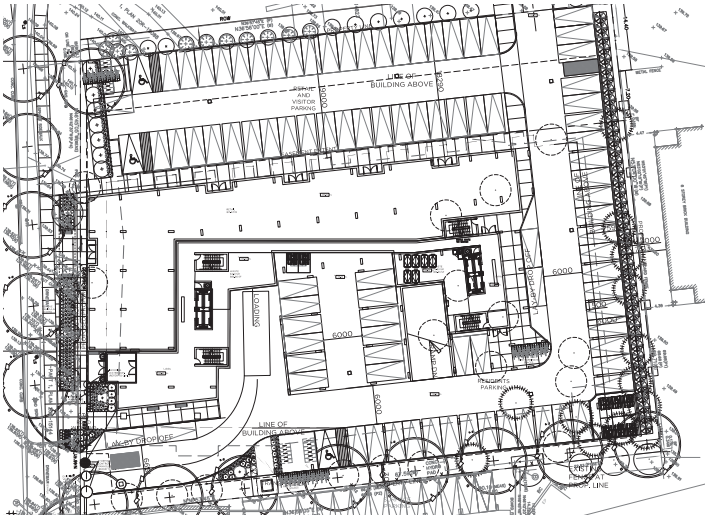
Parking Level 2 Plan



Parking Level 1 Plan



Mezzanine Level Plan



Ground Floor Plan

Figure 25 Basement, Ground and Mezzanine Level Parking Plans created by RAW Architects

12.0

Sustainable Initiatives

City of Burlington Official Plan

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 2.7.2(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 2.7.2(m) *Practices that reduce the pollution of air, soil and water and that have beneficial effects on aquatic and terrestrial ecosystems, such as the preservation and planting of trees, shall be encouraged.*

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

(i) increase active transportation and transit use;

(ii) contribute to an enhanced natural environment and public realm;

(iii) improve water quality and drainage;

(iv) implement effective waste and resource management;

(v) reduce waste, energy and water consumption; and

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

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

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

(iii) *on-site bicycle facilities;*

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

(v) *parking lot design and landscaping to minimize the urban heat island effect;*

(vi) *tree protection measures and planting of non-invasive trees and other vegetation, in accordance with Section 4.3, Urban Forestry, of this Plan;*

(vii) *storm water quality, quantity, erosion control and drainage measures, in accordance with Subsection 4.4.2(2) of this Plan;*

(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 of Halton's requirements; and*

(x) *bird-friendly design measures for buildings*

adjacent to the Natural Heritage System and the Lake Ontario shoreline.

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

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

(ii) *potable water conservation;*

(iii) *innovative storm water management techniques such as Low Impact Development measures;*

(iv) *additional sustainable transportation measures such as electric vehicle charging stations that exceed the requirements of the Building Code;*

(v) *sustainable building materials and resources;*

(vi) *indoor environmental and air quality;*

(vii) *additional measures to mitigate the urban heat island effect;*

(viii) *maintenance, monitoring and communication of sustainable building features; and*

(ix) *other innovative sustainable design approaches or technologies.*

Tall Building Guidelines

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*

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

3.3(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.*

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

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

Uptown Mixed Use Centre Urban Design Guidelines

Part B, Section 3

Street Furniture: *Benches, bike racks and other street furniture should be provided at convenient intervals to argument pedestrian uses. Car should be taken in its placement to assure its usefulness and to justify its maintenance cost.*

Sustainable Building and Development Guidelines

1.1 Augment Topsoil: Maintain a minimum 15 cm/6" quality topsoil. (Required)

1.2 Snow Management: For sites with surface parking, identify a designated snow storage area in an area that will reduce salt and contaminant impacts to vegetation, groundwater and surface water. Appropriate on site snow storage is preferable to off-site snow removal. (Required)

1.8 Accessible Units: In ground oriented residential developments such as townhomes, 15% of units are constructed as visitable housing. Features include: one zero-step entrance, wider doorways and clear passage on the main floor, a main floor bathroom or powder room. (Voluntary)

2.1 Site Connections: Provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites in accordance with Official Plan policies. (Required)

2.2 Accessibility: Design on-site sidewalks, crosswalks and walkways to be continuous, universally accessible, barrier-free and clearly delineated in accordance with Official Plan Policies, Accessibility for Ontarians with Disabilities Act & City of Burlington Accessibility Design Standards. (Required)

2.3 Bicycle Storage: Provide bicycle parking spaces in accordance with the Zoning By-law and Official Plan Policies.

2.4 Transportation Demand Management: Provision and implementation of a Transportation Demand Management Plan. Required for parking reductions and required in Primary, Secondary and Employment Growth areas as per Official Plan policy. (Voluntary)

2.5 Bicycle Storage (Occupants): Locate occupant/employee bicycle parking near the main entrance or easy to identify area, in a weather protected area with controlled access or secure enclosures, at no extra charge to the occupant/employee. (Voluntary)

2.6 Bicycle Storage (Visitor): Provision of bicycle parking spaces in a weather protected area at grade near the main entrance or easy to identify area. (Voluntary)

2.8 Electric Vehicles: A minimum of 3% of parking spaces provide charging stations to accommodate electric vehicles and design additional areas to be EV conversion ready.

2.10 Bike Share: Provision of an on-site bike share available for owners/tenants to use. (Voluntary)

2.11 Car Share: Provision of an on-site car share service available to owners/tenants and the public. (Voluntary)

3.1 Light Pollution: Minimization of light pollution in accordance with the city's Guidelines for Outdoor Lighting and Official Plan Policies. (Required)

3.2 Native Species (NHS): As per Official Plan policy, use native, non-invasive species within the Natural Heritage System and related buffers, and use non-invasive species in all other areas. (Required)

3.4 Bird Friendly Design: Incorporate bird friendly design measures. Required for glass buildings and buildings adjacent to the Natural Heritage System and the Lake Ontario shoreline, as per Official Plan Policy. (Voluntary)

3.5 Low Maintenance Landscaping: All landscaping is low maintenance and drought resistant (i.e. Xeriscaping) that does not require a permanent potable water based irrigation system (except for initial watering to establish plants). (Voluntary)

3.6 Tree Planting (quantity): Submit a Canopy Cover Plan that demonstrates 20% canopy cover of non-building hard surfaces at two thirds mature size. (Voluntary)

3.8 Enhanced Tree Preservation: Maintain existing on-site trees that are 30 cm or more DBH (diameter at breast height) OR Maintain 75% of healthy mature trees greater than 20 cm DBH. Note: Tree preservation requirements will be determined by Official Plan urban forestry policies. (Voluntary)

3.10 Community Gardens: For development containing residential units, provide community garden plots for residents in a common amenity area. (Voluntary)

4.1 Stormwater Quality: Achievement of a level one/enhanced stormwater treatment for all stormwater runoff. (Required)

4.2 Water Conservation Systems: implementation of systems to retain and reuse water, such as grey water recycling, rainwater harvesting systems, cisterns and rain barrels. (Voluntary)

4.3 Pervious Surfaces: minimization of impervious surfaces and stormwater runoff through the use of Low Impact Development (LID) measures, such as:

- *permeable pavement;*
- *bioswales;*
- *infiltration trenches/bioretention areas;*
- *rain gardens;*
- *draining roofs to pervious areas, and;*
- *other innovative stormwater management strategies*

5.1 Urban Heat Island: Provide vegetated landscape areas in hard surface areas as per the Zoning By-law (Required)

5.2 Urban Heat Island (non-roof): efforts to reduce urban heat island effect using light coloured materials/white paving and/or enhanced landscaped parking for at least 50% of non-roof hardscape (Voluntary)

5.3 Urban Heat Island (roof): Use Cool roofing materials for 75% of the roof area OR Install a Green Roof with 50% minimum coverage OR use a combination of green roof and cool roof material for a minimum of 75% of the roof (Voluntary)

6.1 Waste Management Plan: Provide and implement a waste management plan in accordance with Regional requirements. (Required)

6.2 Waste Management Facilities: Provision of recycling, garbage and composting facilities (beyond those required by Halton Region) which are easily accessible for all occupants (in an attached building) (Voluntary)

Response

The proposed redevelopment intensifies an underused parcel by adding an appropriate density for this neighbourhood. As per the OP Long Term Cycling Master Plan (Figure 9 on page 13) and the Trails Strategy, (Figure 10 on page 13), trails and bike paths have been planed to run along Appleby Road and Upper Middle Road along the Subject Lands, ensuring adequate active connections to the site. Both these roads have been identified as transit support corridors, and have transit stops in close proximity to the Subject Lands, this easing the dependency on personal vehicular transportation. Adequate pedestrian and bicycle connections are provided at grade to the public sidewalks to ensure the development is well integrated into the system.

Furthermore, the proposal provides safe, covered bicycle parking and storage at grade along Appleby Line close to the main entrance, as well as to the east of the site.

The landscape design strategy includes maintaining 17 of the 53 existing trees in and around the property boundary. The landscape planting palette includes native and non-invasive species that ensure the longevity of the landscape design.

Vegetated areas are provided as much as possible to prevent Urban Heat Island effect.

All glazing up to 16m will be bird-friendly, to minimize the risk of collisions.

Other measures such as high quality and energy efficient heating and cooling systems, smart hydro metres for each unit, tri-sorter for waste management, low flow bathroom fixtures, rainwater harvesting measures, electric vehicle charging spaces, etc. will be contemplated and detailed at the development approval stage.



SUSTAINABILITY

13.0

Shadow Study

The proposed redevelopment is located and oriented to minimize negative impacts of shadows on adjacent land uses. This has been done through proposing slender tower floor plates, building setbacks and stepbacks, and orienting the buildings to allow for adequate sunlight. The development has also been oriented to minimize shadow impact and accommodate for solar access to surrounding uses as per the shadow study prepared by RAW Architects

The prepared study reviews the anticipated shadows from the proposed development on the adjacent land uses and structures. As demonstrated in the Shadow Study, shadows will be cast on Upper Middle Road during the spring and fall equinox at 9:00 am, and decrease in the afternoon at 12:00 pm. The shadows cast on the development to the north are after 1:00 pm on the abutting facade, representing little significant impact.

During the Summer Solstice the projected shadows are acceptable, as they do not impact the surrounding developments, except for some shadows cast on buildings to the south after 6pm.

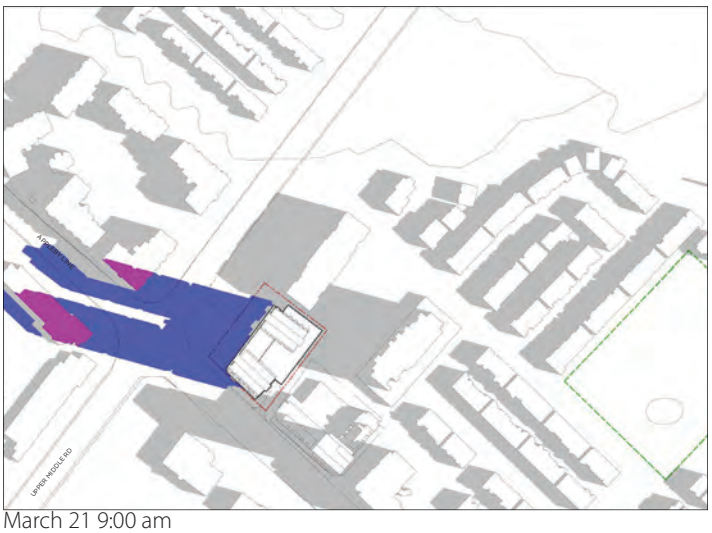
It is noted that for the purpose of analyzing shadow impacts, the equinoxes are relied on more than the summer and winter solstices as minimal impacts are generally experienced in high angle of the sun in the summer, and all properties are subject to shadow during the winter regardless of new development.

A Pedestrian Wind Study has also been conducted by SLR Consulting to assess pedestrian comfort in and around the site. The report concludes and recommends wind control measures at the north-west corner of the proposed development, as well as two sidewalk locations along Appleby Line, and on the 6th floor amenity terrace.

Wind control measures are also recommended for the main entrance area. Other building entrances are found to be adequately safeguarded against wind conditions.

Since the terraces of the proposed development are prone to wind exposure and are planned for passive recreational activities, wind mitigation measures have also been recommended for the terraces. More refined wind control measures will be investigated at the detailed design stage.

For more details, refer to the Pedestrian Wind Study.



March 21 9:00 am



March 21 10:00 am



March 21 11:00 am



March 21 12:00 pm



March 21 01:00 pm



March 21 02:00 pm

NET NEW SHADOWS CAST ON ROOF SURFACES

NET NEW SHADOWS CAST ON GROUND SURFACES

SHADOWS CAST BY EXISTING BUILDINGS ON ALL SURFACES

SITE BOUNDARY

OPEN SPACE





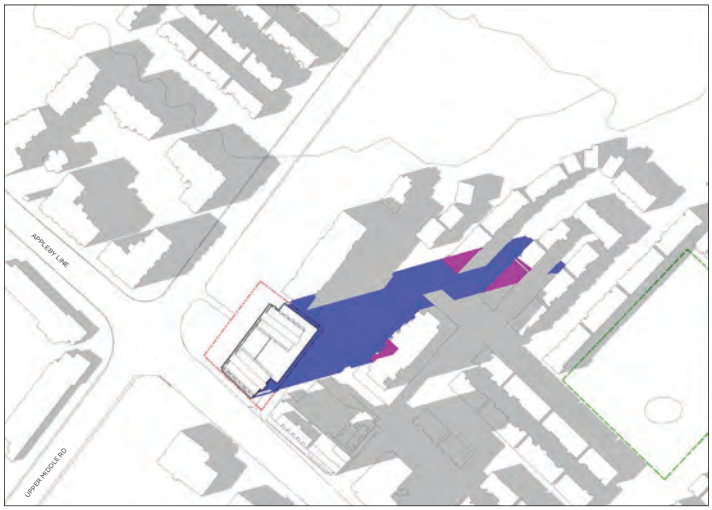
March 21 03:00 pm



March 21 04:00 pm



March 21 05:00 pm



March 21 06:00 pm

NET NEW SHADOWS CAST ON ROOF SURFACES

NET NEW SHADOWS CAST ON GROUND SURFACES

SHADOWS CAST BY EXISTING BUILDINGS ON ALL SURFACES

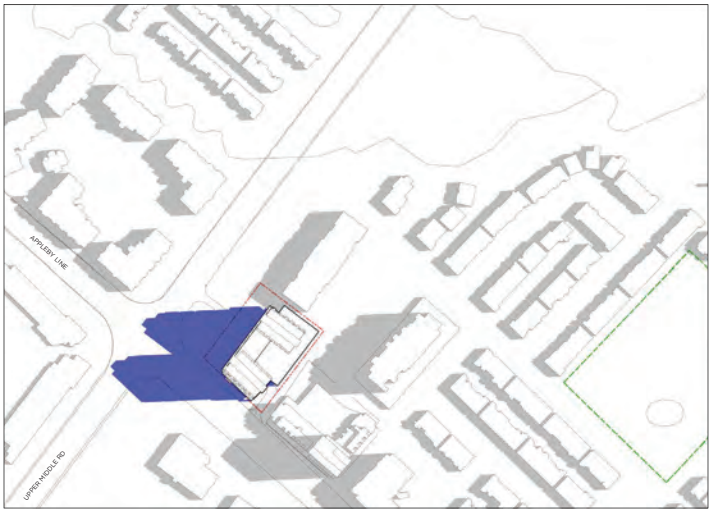
SITE BOUNDARY

OPEN SPACE

N



June 21 8:00 am



June 21 9:00 am



June 21 10:00 am



June 21 11:00 am



June 21 12:00 pm



June 21 01:00 pm

NET NEW SHADOWS CAST ON ROOF SURFACES

NET NEW SHADOWS CAST ON GROUND SURFACES

SHADOWS CAST BY EXISTING BUILDINGS ON ALL SURFACES

SITE BOUNDARY

OPEN SPACE

N



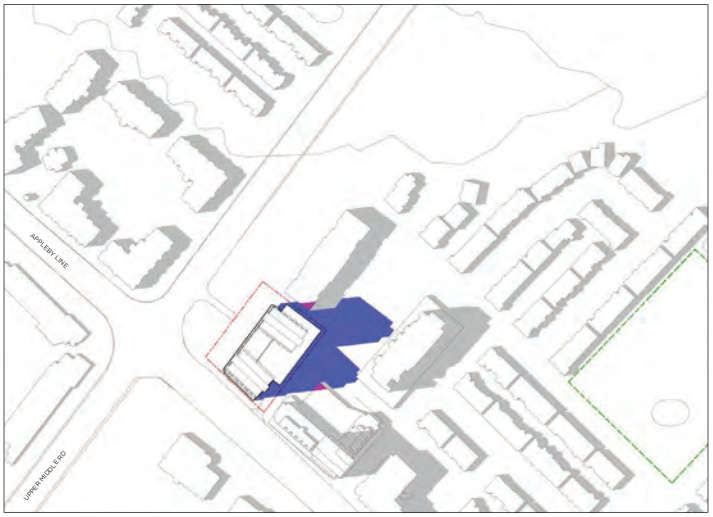
June 21 02:00 pm



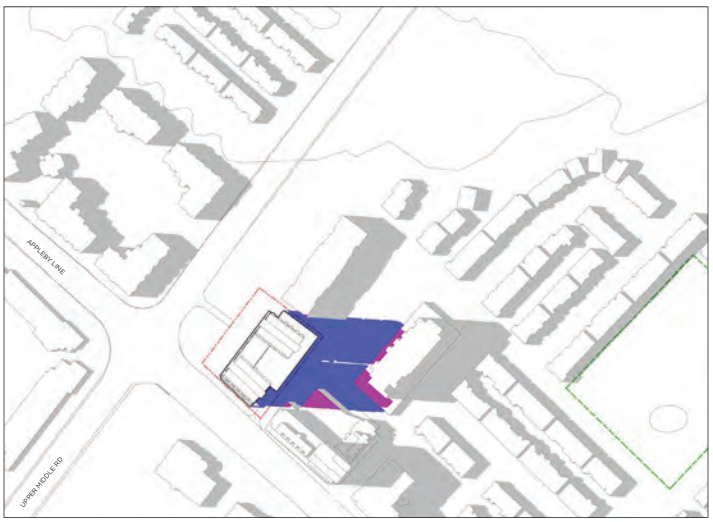
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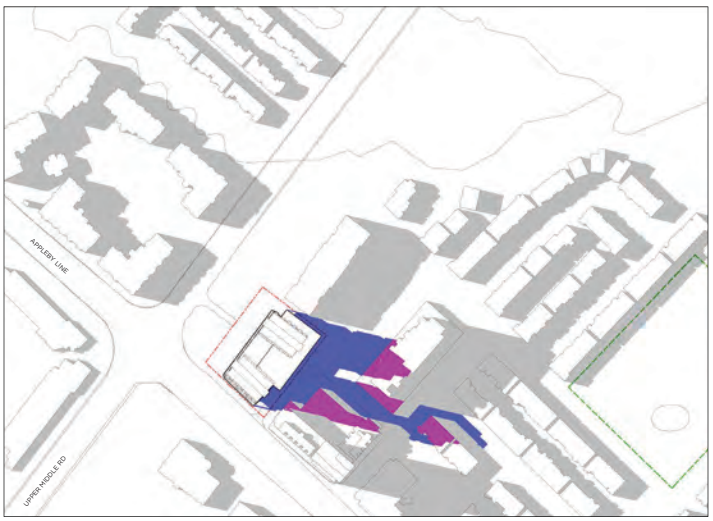
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June 21 06:00 pm



June 21 07:00 pm

NET NEW SHADOWS CAST ON ROOF SURFACES

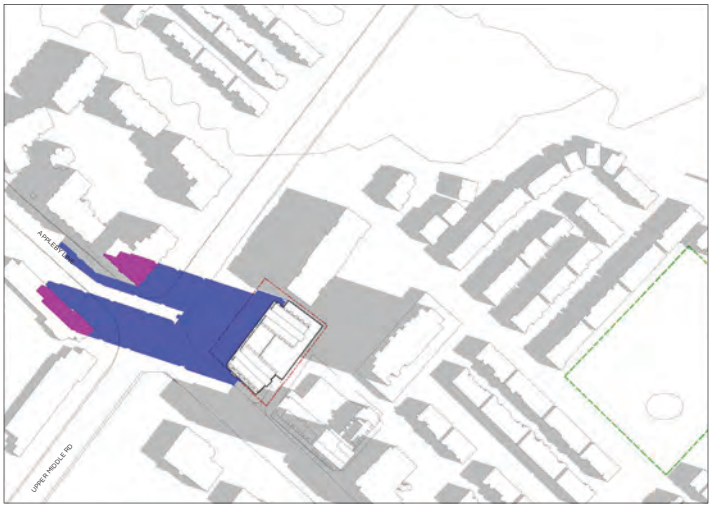
NET NEW SHADOWS CAST ON GROUND SURFACES

SHADOWS CAST BY EXISTING BUILDINGS ON ALL SURFACES

SITE BOUNDARY

OPEN SPACE

N



September 21 9:00 am



September 21 10:00 am



September 21 11:00 am



September 21 12:00 pm



September 21 01:00 pm



September 21 02:00 pm

NET NEW SHADOWS CAST ON ROOF SURFACES

NET NEW SHADOWS CAST ON GROUND SURFACES

SHADOWS CAST BY EXISTING BUILDINGS ON ALL SURFACES

SITE BOUNDARY

OPEN SPACE





September 21 03:00 pm



September 21 04:00 pm



September 21 05:00 pm



September 21 06:00 pm

NET NEW SHADOWS CAST ON ROOF SURFACES

NET NEW SHADOWS CAST ON GROUND SURFACES

SHADOWS CAST BY EXISTING BUILDINGS ON ALL SURFACES

SITE BOUNDARY

OPEN SPACE

N



December 21 11:00 am



December 21 12:00 pm



December 21 01:00 pm



December 21 02:00 pm



December 21 03:00 pm

NET NEW SHADOWS CAST ON ROOF SURFACES

NET NEW SHADOWS CAST ON GROUND SURFACES

SHADOWS CAST BY EXISTING BUILDINGS ON ALL SURFACES

SITE BOUNDARY

OPEN SPACE



14.0

Conclusion

Based on our review of the City of Burlington Official Plans, the Tall Building Guidelines, the Sustainable Development Guidelines and the Uptown Mixed Use Centre Urban Design guidelines, it is our opinion that the proposal adheres to the vision and design direction for the neighbourhood

Overall, the proposal represents an exemplary design that promotes intensification and a mix of uses, and provides sensitive transition to the surrounding neighbourhoods while contributing to placemaking in the community.

15.0

Design Terms

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

ADAPTIVE REUSE
Converting an existing building into a new use

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

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

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

BUILT FORM
The physical shape of developments including buildings and structures

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

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

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

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

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

FACADE
The exterior wall of a building exposed to public view

FIGURE GROUND
The visual relationship between built and unbuilt space

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

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

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

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

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

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

NODE
A place where activity and circulation are concentrated

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

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

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

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

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

STREETWALL
The consistent edge formed by buildings fronting on a street

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

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

URBAN FABRIC
The pattern of lots and blocks in a place

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

VISTA
Direct and continuous views along straight streets or open spaces

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

Figure 26 The Urban Design Dictionary by MHBC Planning.



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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