BOUSFIELDS INC.
PLANNING | DESIGN | ENGAGEMENT

Urban Design Brief

2030 Caroline Street
City of Burlington

Prepared For
Inaria Burlington Inc.
June 2024

BOUSFIELDS INC.

Job Number
23308

www.bousfields.ca

Urban Planning
Urban Design
Community Engagement

Toronto Office

3 Church Street, Suite 200
Toronto, ON
M5E 1M2

T. 416.947.9744

Hamilton Office

1 Main Street East, Suite 200
Hamilton, ON
L8N 1E7

T. 905.549.3005

Table of Contents

1 Introduction 1

2 Site & Surroundings 3

2.1 Subject Site 4
2.2 Site History 5
2.3 Surroundings 5
2.4 Immediate Surroundings 7
2.5 Transportation Context 8
Road Network 8
Transit Network 8
2.6 Urban Design Context 10

3 Design Vision and Approach 11

3.1 Urban Design Vision 12
3.2 Urban Design Strategies 12

4 Development Concept 13

4.1 Description of Proposal 14
4.2 Base Building 15
4.3 Tower 16
4.4 Tower Top 16
4.5 Parking, Loading, and Servicing 17
4.6 Response to Burlington Urban Design Advisory Panel 17

5 Urban Design Policy Context 18

5.1 City of Burlington Official Plan 19
5.2 Burlington Official Plan (2020 Council Approved), Partially In-Force 26
5.3 Halton Region Offical Plan Amendment 48 (ROPA 48) 29
5.4 Downtown Burlington Urabn Design Guidelines 30
5.5 Talling Building Guidelines (2017) 32
5.6 Downtown Streetscape Guidelines 34

6 Urban Design Analysis 35

6.1 Site Organization 36
6.2 Built Form 36
Massing 36
Height 37
Transition 39
6.3 Architectural Articulation 41
6.4 Public Realm 42
6.5 Circulation 45
Pedestrian Circulation 45
Vehicular Access, Parking, Loading & Servicing 46

7 Conclusion 47

A Appendix A: Angular Plane Study 49

This Urban Design Brief has been prepared by Bousfields Inc. to describe the urban design vision, strategy and rationale for the form and pattern of development being proposed by Inaria Burlington Inc. for the lands located at 2030 Caroline Street in the City of Burlington.

1

Introduction

The development proposal is for a 28-storey residential building with a 3-storey podium connected to a 6-storey above grade parking garage on the existing vacant portion of a city block bounded by Caroline Street, John Street, Elizabeth Street and Maria Street. The proposal is situated on a site which received previous approvals for a 6-storey parking garage and an 8-storey office building. A 17-storey building immediately south of the Subject Site has been constructed. The proposal would permit the development of a mixed use building instead of the previously approved commercial building in conjunction with an above-grade parking garage with a rooftop outdoor amenity space.

It is our opinion that the form and pattern of development being proposed represent good urban design practice and are appropriate within the existing and emerging built form context. From an urban design perspective, the proposed development, given its location within Burlington's Downtown, will reinforce the urban structure. The proposal will provide for an appropriate built form relationship and streetscape along the three street frontages. The proposal will also provide a compact built form that fits within the emerging pattern of heights in the area and provides for a compatible relationship with the surrounding context.

2

Site and Surroundings

2.1 Subject Site

The proposed development seeks to redevelop the lands municipally known as 2030 Caroline Street, herein referred to as the “Subject Site”.

The Subject Site is located on the south side of Caroline Street between John and Elizabeth Street. It is generally rectangular in shape with a total area of 0.278 hectares and has frontages of 40.26 metres along Caroline Street, 69.00 metres along John Street and 69.21 metres along Elizabeth Street.

The Subject Site is currently vacant, used by the City of Burlington as a temporary public parking lot and there is no vegetation. Previous uses were demolished in conjunction with the redevelopment and construction of 2025 Maria Street. Prior to the commencement of the redevelopment of the southerly portion of the block, the land uses included small offices, retail uses, and surface parking lots. Topographically, the Subject Site is generally flat.

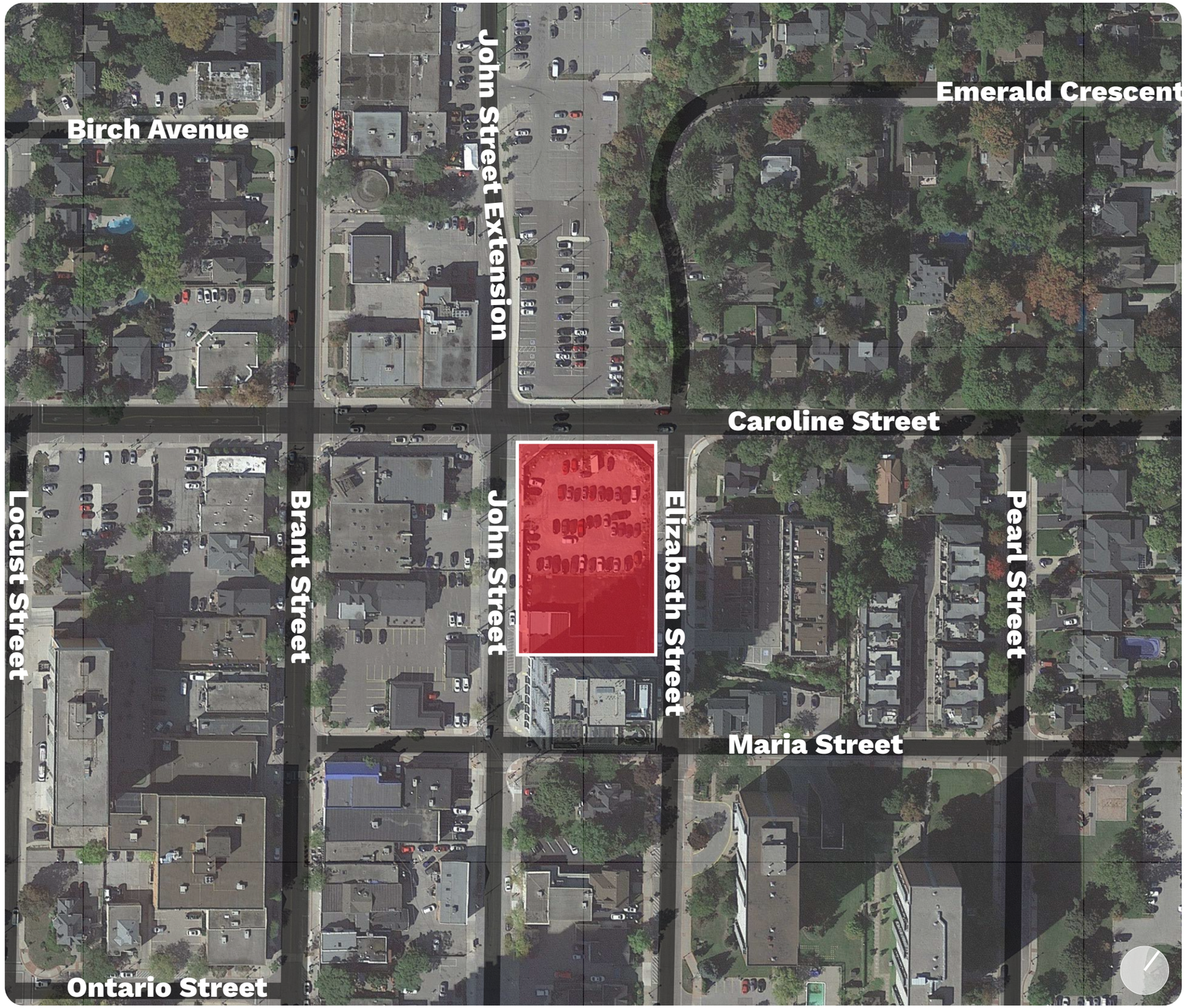


Figure 1 - Subject Site

2.2 Site History

In July 2010, Council approved the applications for Official Plan and Zoning Bylaw amendments for the entirety of the block on the lands known municipally as 2025 Maria Street, 510 Elizabath Street and 2030 Caroline Street. The applications included an 8-storey medical office building, 6-storey parking garage as well as the now completed 17-storey apartment building with ground floor commercial space. Please see the accompanying Planning Rationale also prepared by Bousfields Inc. for further details on the background and history of the Subject Site.

From an urban design perspective, the 17-storey apartment building which was completed in 2019 was designed with a party wall condition on the north façade up to and including level 6 to permit the future redevelopment of the remaining lands. The approval of 2025 Maria Street included an underground parking garage that extended north wiith the portion of the Subject Site. The building is a tower podium configuration with a 3-storey base. The tower component has an 874 square metre floor plate configuration with corner balconies that extend beyond the face of the podium. The tower component has a lighter materiality as it relies more heavily on glazing whereas the podium uses more masonry and spandrel panel. Grade related uses include office, however, some remain vacant. It should be noted that the design of the Berkeley predates the City's Tall Building Design Guidelines.

2.3 Surroundings

The Subject Site is located within the City of Burlington Downtown Mixed Use Centre, identified in Schedule B of the Official Plan. Historically, this area has typically consisted of low-rise commercial buildings with large surface parking lots. Despite much of the existing low-rise commercial context in the area, the 1997 Burlington Official Plan developed a policy framework that would see much of the Downtown Mixed Use Centre change to high density forms in support of provincial growth objectives and desired increases in transit use. As a result, the Downtown Mixed Use Centre is now characterized by a mix of low-, mid- and high-rise form buildings. Much of the recent development activity consists of tall buildings with a tower/podium configuration. The south portion of the Subject Site was redeveloped as a tower/podium configuration also.

Recent development activity in the area includes the following:

- **535-551 Brant Street** - 27-Storeys Mixed Use (approved)
- **409 Brant Street** - 17-Storey Mixed Use (under construction)
- **2107 Old Lakeshore Rd 2119 Lakeshore Rd** - 27-storeys mixed use (approved)
- **2020 Lakeshore Rd (appealed)** - 30 and 35 storey towers mixed use (active application that is before the Ontario Land Tribunal)
- **2069 Lakeshore Road** - 30 storeys (under construction, tallest building in the Downtown)
- **421 Brant Street** - 23 storeys (recently completed)

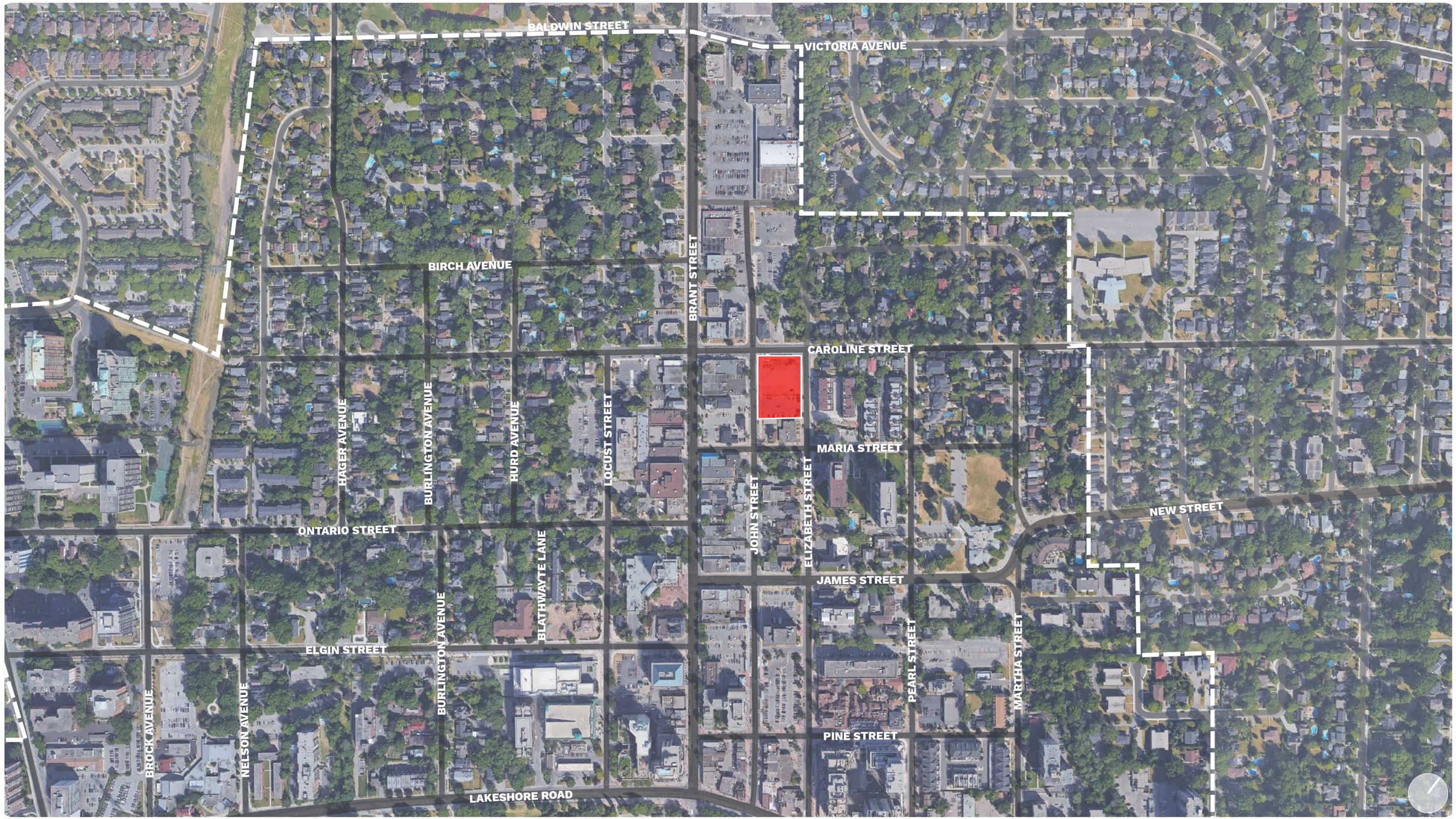


Figure 2 - Surrounding Area

2.4 Immediate Surroundings

Explanatory Note: While Caroline Street follows a northwest-southwest orientation, for the purpose of this report and ease of description, we have assumed that Caroline Street is oriented in an east-west direction.

East

Immediately east of the Subject Site, on the opposite side of Elizabeth Street and on the north and south sides of Caroline Street is the Emerald Neighbourhood Precinct. This area, located within the Downtown Mixed Use Centre, includes a series of multiple four storey townhouse dwellings immediately to the east of the Subject Site and 1- and 2- storey single detached residential dwellings on the north and south frontages of Caroline Street.

West

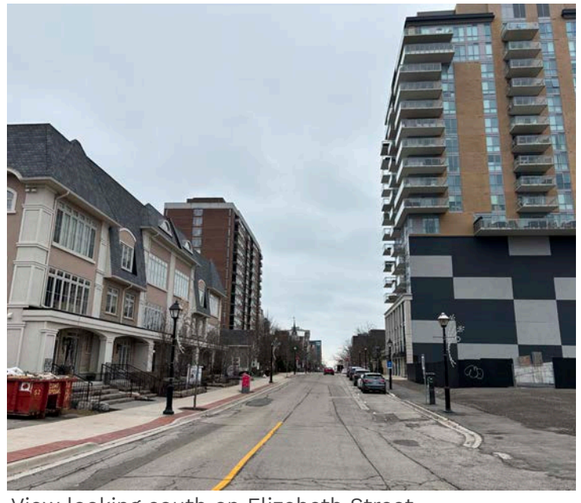
To the west of the Subject Site and along the frontage of Brant Street are a series of low-rise commercial buildings. The rear portion of these lots front onto John Street and this rear portion serves as a primary service and parking area for the existing commercial establishments. This form continues along Brant Street to the north and south.

North

Directly north of the Subject Site, on the north side of Caroline Street is a City of Burlington owned surface parking lot servicing the 1- and 2- storey commercial uses along Brant Street, a retail shopping plaza to the north and the downtown. Additionally, north of Caroline Street, lining the western edge of Emerald Crescent and continuing northward, is Rambo Creek-a narrow diversion channel with vegetation that creates a buffer between the commercial uses on Brant Street and the residential neighbourhood to the east.

South

To the south of the Subject Site, on the opposite side of Maria Street are low-rise commercial dwellings. Directly south of the Subject Site is the existing 17-storey mixed use building (Phase 1).



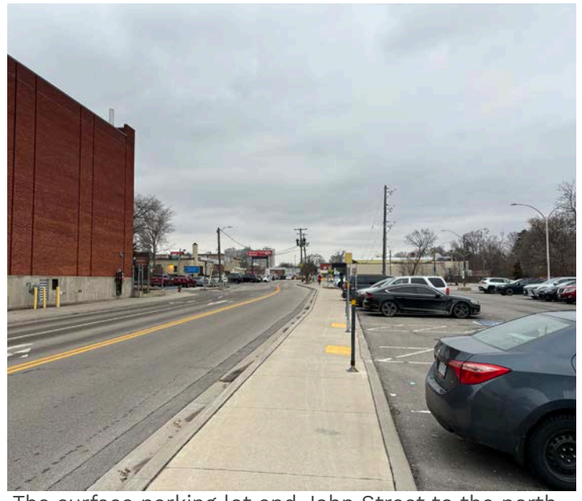
View looking south on Elizabeth Street.



2025 Maria Street consists of the first phase of development on the block.



View looking south on Elizabeth Street.



The surface parking lot and John Street to the north of the subject site.

2.5 Transportation Context

2.5.1 Road Network

Caroline Street provides general east and west vehicular and cycling connections culminating at Central Park to the east and a multi-use trail to the west. Caroline Street, John Street, and Elizabeth Street are classified as Collector Roads according to Schedule K of the Official Plan. The right of way along Caroline Street consists of one travel lane in each direction as well as a signed cycling route and is approximately 20 metres wide. Sidewalks are provided on either side of all three streets.

2.5.2 Transit Network

The Subject Site is well served by public transit. It is located within 100 metres of bus stops for 2- Brant Downtown Bus route which operates along Brant Street from Guelph Line to Brant Street and from John Street to Dundas Street, with connections to Burlington GO Station and Highway 407 GO Station. As a result of the Subject Site's location within 400 metres of the Downtown bus terminal, which is located north of Pine Street on the west side of John Street, the Subject Site benefits from convenient access to 6 additional bus routes that provide connections throughout the city and to neighbouring municipalities. These routes include:

- 3 Guelph-Downtown operating along Guelph Line from Lakeshore Road to Dundas Street and the Highway 407 GO Station.
- 4 Central operating from John Street to Appleby GO Station.
- 10 New-Maple operating along New Street from Appleby GO Station to Burlington GO Station.
- 50 Burlington South operating along North Shore Boulevard and Plans Road East from Burloak Drive to Maple Avenue.
- 52 Burlington Northwest which provides service along Brant Street and Guelph Line from Dundas Street in the north to New Street in the south.
- 300 Community Connection operating twice weekly at off-peak times and provides service to community facilities throughout the city.

In addition to local bus services provided in proximity to the Subject Site, the Subject Site is well situated for regional transit as it is approximately 1.5 kilometers from the Burlington GO Train Station on Fairview Street. The Station offers regional connections to the west towards Niagara and to the east towards Toronto.

The in-force Official Plan, in particular, Appendix A – Schedule 1 – Long-Term Transit Service Network, identifies Brant Street as a Primary Bus Service route which is planned to provide peak period services frequencies of 15 minutes or better. With respect to the cycling network, on Appendix A – Schedule 2 – Long-Term Cycling Master Plan of the Official Plan, Brant Street is identified to have bike lanes north of Caroline Street and is identified as a bicycle priority street from Caroline Street to Lakeshore Road. Caroline Street is also identified as a bicycle priority street.

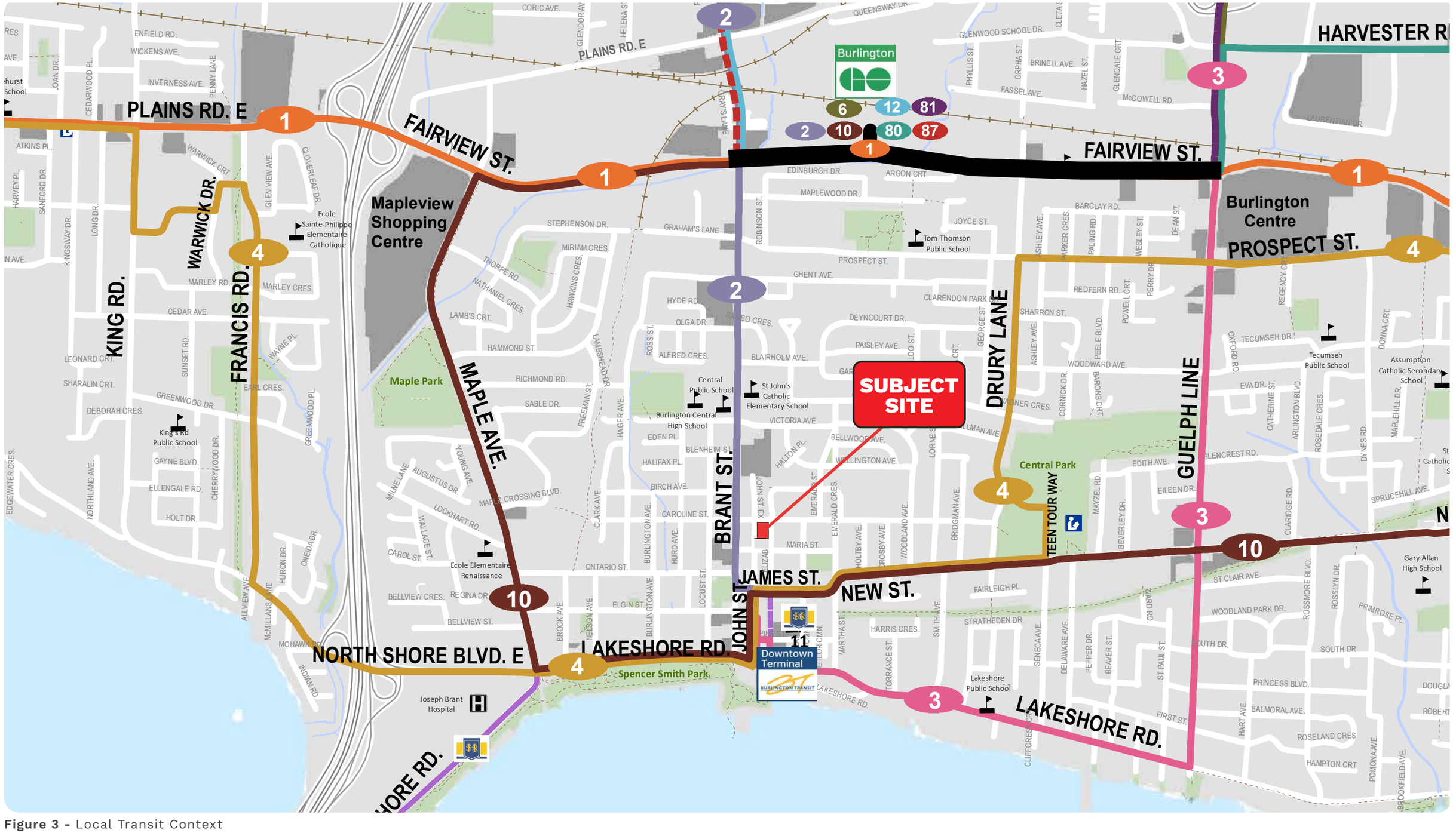


Figure 3 - Local Transit Context

2.6 Urban Design Context

The Subject Site is situated in the City's Downtown along one of its principal east-west streets one block east of Brant Street which functions as one of the Downtown's main corridors and organizing elements. The Burlington Downtown is characterized by a mix of low-, mid-, and high-rise buildings. Tall buildings are scattered throughout the Downtown area. The tallest buildings include a 29-storey approval at 2069 Lakeshore Road but taller buildings are proposed at the intersection of Brant and Lakeshore. The proposal fits within this emerging pattern of tall building development.

Within the immediate context, the Subject Site is situated on a block that already accommodates a tower to the south. Other high-rise developments include two existing high-rises along Elizabeth Street to the southeast. The Subject Site is also situated across the street from a low-rise residential neighbourhood, identified as the Emerald Neighbourhood Precinct in the Official Plan. This area consists of a mix of single detached dwellings and townhomes and, along with the St. Luke's Neighbourhood Precinct, is identified as one of two residential neighbourhoods within the Downtown Mixed Use Centre. Historically, these residential neighbourhoods co-existed with some of the more intense forms of development in the Downtown.

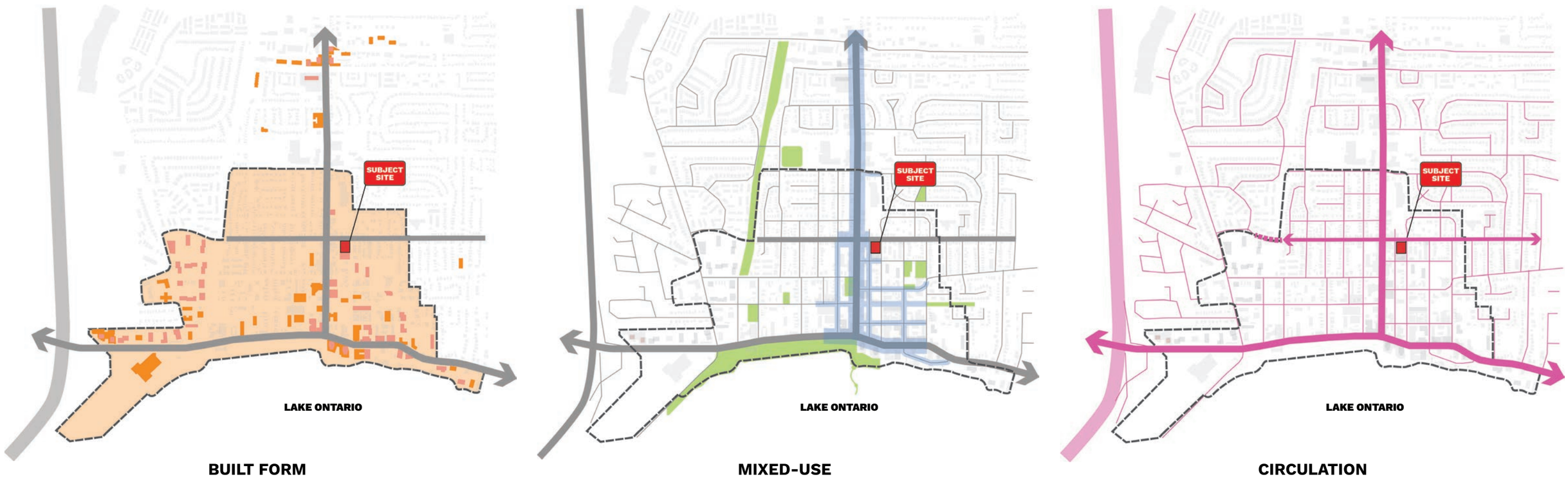


Figure 4 - Urban Design Context

3

Design Vision & Approach

3.1 Urban Design Vision

The proposed development will complete the redevelopment of a larger urban block with an appropriately scaled building that will contribute to an improved public realm.

The vision for the proposal is to develop the site with a pedestrian-oriented and street-related built form and scale that is suited to the Subject Site's location within the Downtown. The proposed development will provide an urban design response that both embraces the emerging urban structure of the Burlington Downtown while simultaneously implementing strategic design measures to transition and relate to existing lower density forms to the east. Further, the proposal will expand upon the existing surrounding public realm by providing strong built form relationships along Caroline Street, Elizabeth Street, and John Street.

3.2 Urban Design Strategies

Street-Related Built Form & Compact Urban Form

- Locating the base building along the street frontages to create a consistent street wall.
- Providing a well-articulated, 3-storey podium to frame the streets with an appropriate scale.

Enhance Public Realm and Streetscape

- Providing a setback along Caroline Street to expand the boulevard zone.
- Incorporating grade related commercial uses to help animate the public realm.

Compatibility

- Providing a lower scaled podium to establish a compatible relationship with lower scaled residential uses to the east and northeast.
- Locating, orienting, and articulating the tower to mitigate any potential impacts on the surrounding context.
- Appropriately expanding upon and relating to the existing, 17-storey tower at 2025 Maria Street by providing adequate tower separation distance, residential views, and a connected and contiguous street wall between buildings.

Contribute to the Existing and Emerging Urban Structure of Downtown Burlington

- Fitting in with the existing and emerging pattern of tall buildings.
- Contributing to the City's skyline.

4

Development Concept

4.1 Description of Proposal

The proposed development, designed by Chamberlain Architects provides a 28-strorey (94.55 metres including mechanical penthouse) mixed-use building fronting onto three public streets as well as a 6-storey parking garage extending south to the existing 17-storey tower at 2025 Maria Street. The building will have a total Gross Floor Area of 23,900 square metres. The development will have a Floor Area Ratio (FAR) of approximately 8.6.

The development proposes a total of 302 residential units, 62 below grade private parking stalls, and 215 public parking stalls contained within the above grade garage. It includes a mix of unit sizes and types. There are 2 commercial units fronting onto John Street for a total of 383 square metres of commercial area. 311 square metres of indoor amenity will be provided. This includes an indoor amenity space on the 7th floor directly connecting to a 649.04 square metre flexible and programmed common outdoor rooftop amenity space. The outdoor amenity space is situated atop the 6-storey parking garage

The overall massing of the proposed building is articulated by a base building (podium), a building middle (tower), and a building top (mechanical penthouse) based on the current policy and guideline direction.

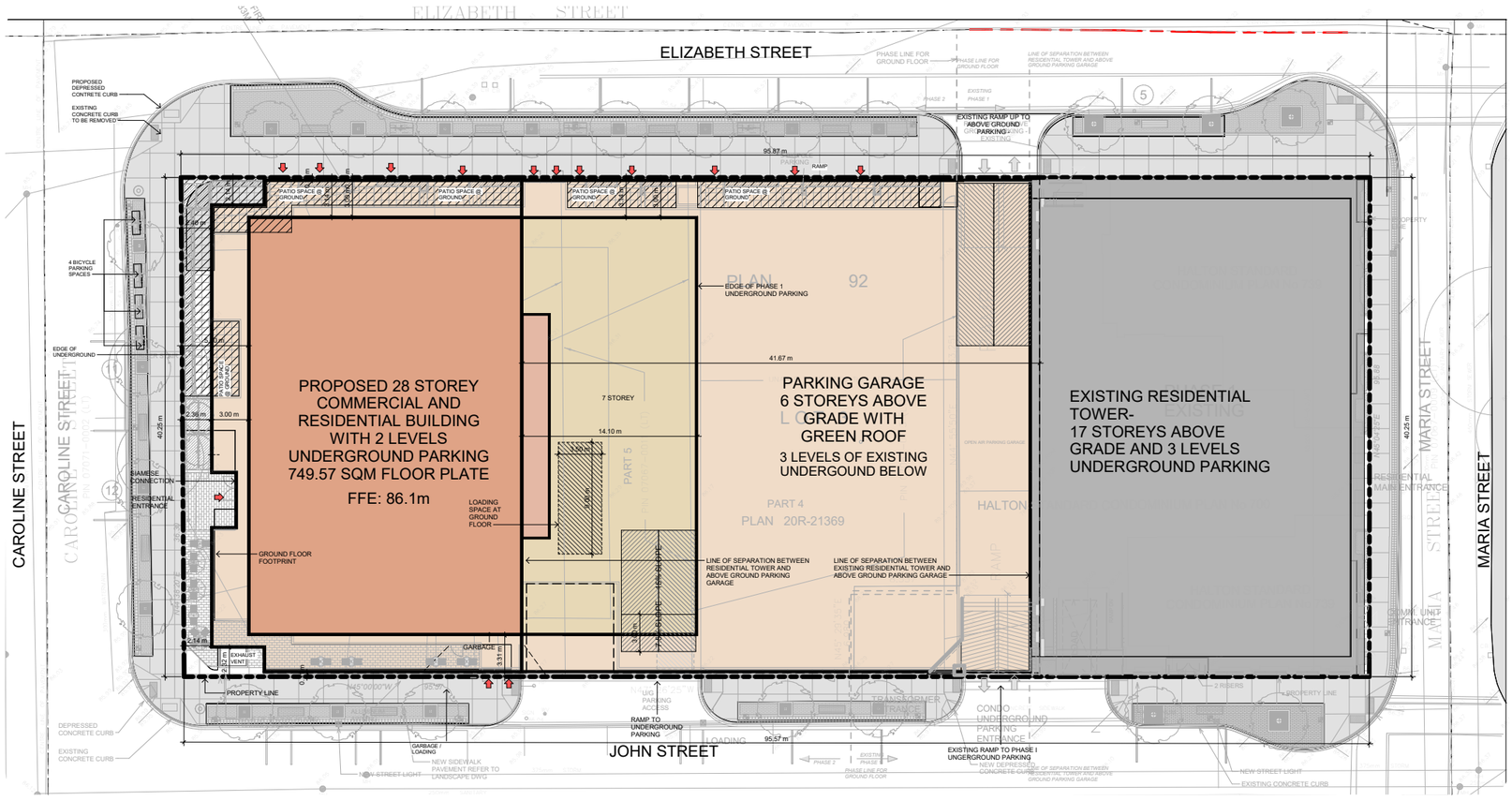


Figure 5 - Site Plan

4.2 Base Building

The base is designed in a three-storey configuration as a low scale element to establish a compatible relationship with the residential neighbourhood to the east and northeast. The east façade incorporates grade related units and is articulated as a series of individual residential units. Along John Street, the base includes commercial units to promote the city's desire to establish more commercial character of the street. The main entrance to the residential lobby is located along Caroline Street, the principal street of the three street frontages.

The Caroline Street frontage includes a minimum 2.14 metre setback and articulated podium emphasizing the main residential entrance. This serves to enhance visual accessibility to the main building entrance and improve the pedestrian experience along Caroline Street through the provision of new street lighting fixtures, bicycle parking facilities and weather protection architectural elements such as awnings. The ground floor of the proposed development contains residential units lining most of the Elizabeth Street frontage. These units will include a 2.0 metre setback to accommodate private residential patio space, creating a buffer from the public realm while also activating the Elizabeth Street frontage with uses compatible with the residential environment of Elizabeth Street.

The commercial retail units closest to the Caroline Street and John Street intersection will include up to a 2.59 metre setback on the ground floor along John Street and at least a 2.14 metre setback along Caroline Street to allow for commercial patio space and expand upon the public realm.



Figure 6 - Proposed Development looking Southeast

4.3 Tower

Above the 3-storey base building, the tower is a well-articulated and slender 25-storey element with an approximate floor plate of 749.54 square metres. The tower steps back 3.0 metres from the base along Caroline Street, Elizabeth Street and John Street. The proposed tower has a 41.29 metre separation distance from the existing 17-storey tower to the south. The proposed development responds positively to the City of Burlington Tall Buildings Guidelines.

4.4 Tower Top

The tower top consists of a well-integrated mechanical penthouse with respect to the overall architectural treatment and massing configuration. The mechanical steps back from the edges of the tower floorplate below except along the north and west facades.

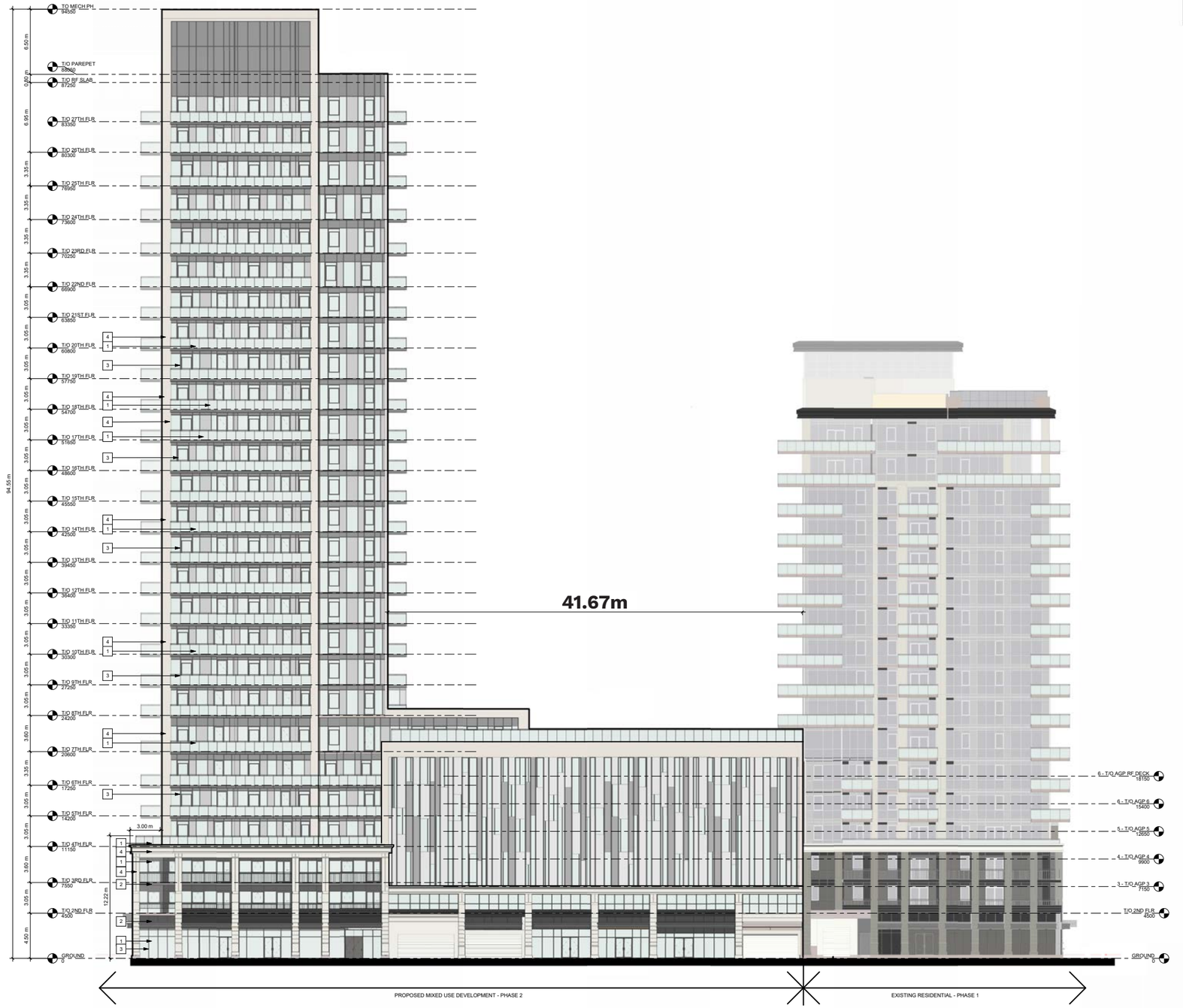


Figure 7 - West Elevation

4.5 Parking, Loading & Servicing

The proposed development scheme locates parking on 3 levels below-grade and within a 6-storey above-grade parking garage for a total of 277 parking spaces. Access and egress to these facilities are located midblock via Elizabeth Street and John Street to minimize any potential impacts on the surrounding public realm. The 6-storey parking garage features at-grade residential and commercial-retail uses as well as architectural detailing to enhance its visual presence from the street level. The garage incorporates architectural treatments designed to complement and provide visual cohesion between the proposed residential building and existing 17-storey mixed use building. Further, the outdoor amenity space, situated on the roof of the parking garage provides a visual connection to Elizabeth Street and John Street. Loading and garbage collection is provided at-grade within the podium via John Street.

4.6 Response to The Burlington Urban Design Advisory Panel

A preliminary meeting with the Burlington Urban Design Advisory Panel ("BUD") was held on November 16th, 2023. The Panel had questions regarding the relationship between the proposed building and the surrounding public realm, ground floor architectural articulation, vehicular and pedestrian circulation, and landscape enhancements. The City provided notes through the minutes of the meeting. However, the Owner and project architect, who attended and presented at the meeting, identified several areas of inconsistency between the minutes of the meeting and what was discussed at the meeting. To provide additional clarity and areas where the Owner and project architect disagree with the minutes of meeting, affidavits from a representative of the Owner and the project architect have been provided to BUD.

Several revisions were made to address the Panel's comments. This includes the introduction of 2.59 metre ground floor setback along John Street to accommodate commercial patio space and expand upon the John Street public realm. Similarly, the provision of a 2.14 to 2.4 metre base building setback along Caroline Street provides space for landscape enhancements including bicycle parking, commercial patio space, pedestrian lighting, and awnings.

Additionally, revisions to the loading and garbage access were introduced to maximize the commercial frontage along John Street and mitigate the adverse impacts of curb cuts along John Street. Revisions to the design of the podium were made to emphasize the mixed use characteristics of the proposal.

The Panel discussed the height of the proposed building, noting that the proposal fits within the skyline, shows good intentions vertically, provides an "elegant" tower floorplate that meets the City of Burlington Tall Building Guidelines, and satisfies the City and Region's intent of focusing development within priority growth areas and around transit.

5

Urban Design Policy Context

5.1 City of Burlington Official Plan (1997)

The City of Burlington Official Plan ("BOP"), office consolidation December 2019, was approved by the Ontario Municipal Board (now Ontario Land Tribunal) on October 24th, 2008. The intent of the Official Plan is to guide the City's land-use strategy to ensure that future planning and development will meet the specific needs of the community.

On Schedules A – Settlement Area and B – Comprehensive Land Use Plan, the Subject Site is identified as a Mixed Use Activity Area and Mixed Use Centre respectively. On Schedule E – Downtown Mixed Use Centre Land Use Plan, the Subject Site is located within the Downtown Urban Growth Centre and is designated Downtown Core Precinct, for which policies are laid out in Part III Section 5.5.8 of the BOP. For a detailed discussion of the relevant and applicable land use planning policy framework, please refer to the Planning Rationale also prepared by Bousfields Inc. and the Economic Analysis, Redevelopment of 2030 Caroline Street, City of Burlington prepared by KPEC Planning and Economics in support of this official plan and zoning amendment application.

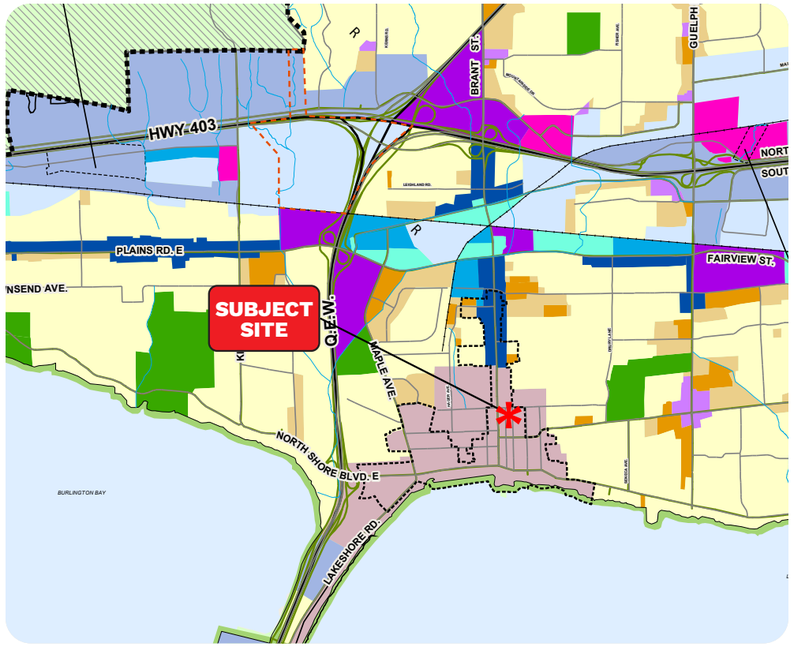


Figure 8 - Burlington Official Plan Schedule B - Comprehensive Land Use Plan - Urban Planning Area

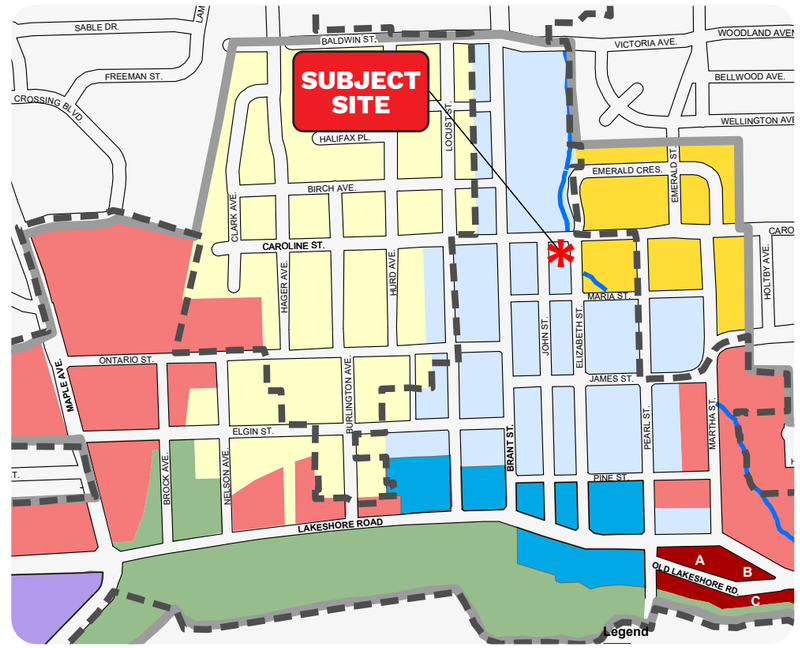


Figure 9 - Burlington Official Plan Schedule E - Downtown Mixed Use Centre Land Use Plan

Part II

Part II of the BOP includes functional policies, in which there is policy direction on the design of development within the City. Specifically, Section 6.0 emphasizes the increasing importance of design as a component of the planning process and an element that is necessary to achieve an aesthetically pleasing visual character for development, the downtown and the City of Burlington as a whole. To that end, it is identified that the City of Burlington is committed to a high standard of design and architecture and will bring this significance to the approval process for all land use. To achieve an efficient and attractive urban form, Policy 6.1 sets forth the City's design principle that:

> *"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".*

Objectives set forth in Policy 6.2 include:

- To ensure that the design of the built environment preserves, enhances and connects natural features and landscapes.
- To ensure that the design of the built environment enhances heritage features.
- 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 to be compatible and sympathetic to existing neighbourhood character.
- To achieve high quality design of the public realm.
- To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.
- To integrate urban design into the full range of decision-making activities to assist in achieving the design objectives of the Plan.
- To ensure that the principles of sustainable development are considered in the design of the built environment.

Responses to the Objectives:

- *The proposed development presents no negative impacts on surrounding natural features including Rambo Creek to the north and east.*
- *The Subject Site is currently used as a temporary, at grade parking lot and does not include any designated or non-designated heritage features or vegetation.*
- *The proposed development enhances the character of surrounding neighbourhoods by improving the streetscape conditions on Caroline Street, Elizabeth Street and John Street, all streets onto which the property fronts. The proposed development incorporates materials, landscape features and a well-defined, 3-storey building base to ensure compatibility and transition to surrounding context.*
- *Pedestrian-scaled articulation within the podium in addition to the incorporation of glazing to activate the frontage at grade. The proposal will also introduce public realm improvements including, street trees, bicycle parking, new street lighting, and well-integrated commercial-retail patio space along Caroline Street and John Street.*
- *The architectural design is compatible with the surrounding existing and planned development context and will be a high-quality addition to the Burlington Downtown through the strategic choice of materials and architectural articulation within a contemporary design treatment to create a positive contribution to the skyline.*
- *From an urban design perspective, the proposed development considers sustainability objectives in a variety of ways including but not limited to redeveloping an under-utilized site into a pedestrian-oriented built form typology that is supportive of transit and active transportation, providing bike racks, introducing landscaping at grade as well as 649.04 square metres of outdoor amenity space on the 7th level rooftop that includes softscaping and rooftop trees.*

Policy 6.3 deals with existing and new communities, emphasizing enhancements to existing community identities (Policy (a)), identification of gateways/ landmark locations (Policies (b) and (c)), requirements for design plans (Policy (d)) and the preference for compact development that is pedestrian-oriented and encourages the increased use of public transit (Policy (e)).

Response:

- *The proposed development will enhance the community identity along Caroline Street by providing a well-articulated, fine-grain building base that appropriately frames and addresses the surrounding streets. In addition, the proposal provides a tower that is stepped back and appropriately scaled to respect and provide transition towards the existing low-rise residential neighbourhood to the northeast and the east.*
- *The proposal represents compact and transit-supportive built form. It introduces a pedestrian-scale base building with active uses at-grade that are compatible with and enhance the characters of all three street frontages.*

Policy 6.4 deals with public realm, encouraging the enhancement of public realm quality (Policy (a)), streetscape improvements (Policy (e)) through design opportunities and safety (Policy (g)).

Response:

- *The proposed development will provide enhanced streetscaping along Caroline Street and John Street by providing wide pedestrian boulevards, landscaping and high-quality pedestrian amenities such as bike racks, lighting fixtures, landscape enhancements and weather protection canopies.*
- *The proposed building will enhance the public realm by activating the street with pedestrian-scaled design elements along its three street frontages to improve walkability and vibrancy in the area. These include commercial patio spaces on John Street and Caroline Street, the widening of the clear path on Caroline Street and an expanded landscaped boulevard on Elizabeth Street.*
- *The proposed building utilizes transparent materiality, active ground floor commercial uses, and outdoor amenity as a means of improving visibility and promoting public safety, particularly along John Street.*

General design guidance is contained in Policy 6.5 where the following is included:

- The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area. (Policy (a))
- The compatibility of adjacent residential and non-residential development is encouraged through site design and buffering measures, including landscape screening and fencing. (Policy (b))
- 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. (Policy (c))
- The creation of a continuous, harmonious streetscape is encouraged with emphasis on maintaining the continuity of grade-related activity, both inside and outside of buildings. (Policy (d))
- All developments should 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. (Policy (e))
- Design plans that promote public safety and security, with adequate visibility and lighting and the avoidance of secluded areas, should be provided. (Policy (f))
- The location, amount, position and design of parking areas should be designed to minimize the quality of the public streetscape and lessen their visual impact. (Policy (g))

- The streetscape appearance of major, multipurpose, and minor arterial roads and collector streets should be enhanced by encouraging the location of main entrances to buildings facing the streetscape with improved treatment (Policy (h))
- Reverse lotting patterns and blank walls facing the streetscape should be avoided. Additionally, side and end elevations of buildings facing major, multi-purpose and minor arterial and collector roads should be designed with an upgraded level of architectural treatment. Building setbacks from the street are to be minimized along pedestrian and transit-oriented streets. (Policy (i))
- Servicing, loading, waste and mechanical areas should be screened to minimize visual impact. (Policy (j))
- The impact of lighting associated with new development should be minimized to lessen the sky glow and the intrusion of unwanted lighting into adjacent properties. (Policy (k))
- All development shall be designed having regard for Sustainable Development considerations as set out in Part II, Subsection 2.7.3 of the Plan.

Response:

- *The proposed development is compatible with the height and scale of the surrounding buildings. It is located within the Downtown Mixed Use Centre in an area that has existing and emerging high-rise character. The proposed building takes the form of a point tower atop a pedestrian scaled podium and is consistent with contemporary tower design practices*
- *The proposal provides a contiguous street wall along Elizabeth Street and John Street including the incorporation of 2.0 metre deep private residential patios for grade-related residential units along Elizabeth Street as well as commercial patio space along John and Caroline Steet. This serves to enhance the character of downtown and provide buffering measures, creating an appropriate urban design response for in the surrounding context.*
- *The building has been designed to incorporate a pedestrian-scale 3-storey base building that is set back to maintain views down John Street. With respect to safety and access, the proposal locates loading and parking functions within the podium with access/egress at midblock locations away from the public realm.*
- *Ground floor incorporates grade-related uses that help animate the public realm. These grade-related uses transition from commercial use to the west to townhouse residential use to the east to create a transition in uses that reflects the commercial character of John Street and residential character of Caroline Street and Elizabeth Street..*
- *The proposed development has been designed with accessibility in mind and provides accessible walkways and entrances along both frontages. Pedestrian entrances are located at Caroline Street to minimize the distance to/from nearby public transit.*
- *The proposed development incorporates transparent glazing and pedestrian-scaled lighting near its entrances to promote safety and security and ensure the ground floor design does not provide secluded or obscured areas.*
- *The proposal locates parking below grade or in an architecturally treated screened parking garage accessible midblock away from public view to limit visual impacts and encourage a pedestrian friendly streetscape.*
- *The main residential entrance is provided along the Caroline Street frontage to support functions of the public realm and is clearly visible and accessible from the public sidewalk. The entrance also incorporates a canopy to provide weather protection and add articulation to the façade.*

- *The ground floor of the base building is setback 2.14 to 2.40 metres from the property line at Caroline Street to expand the Caroline Street boulevard. The base building is setback 2.0 metres on the ground floor on the Elizabeth Street Frontage to provide a patio space and buffer for ground oriented residential units. The majority of the ground floor along John Street is setback 2.59 metres to form a collonade in which the patio space for the ground floor commercial uses are situated. Levels 2 and 3 of the base building are set back 0.31 metres on John Street to align with the existing building base at 2025 Maria Street and create a contiguous streetwall for the entirety of the block.*
- *Servicing, loading, waste and mechanical areas are located internally within the building and are therefore screened from the public realm.*
- *Ornamental lighting is not incorporated within the proposed tower design to minimize sky glow.*
- *Sustainability has been considered in the building design through the provision of measures such including but not limited to:*
  - *Geothermal heating and cooling;*
  - *Improved Green roof water balance performance than previously approved development;*
  - *Inclusion of EV ready parking spaces;.*
  - *Rainwater harvesting and re-use;*
  - *Bicycle Parking at grade*
  - *Ground floor bicycle storage facilities; and*
  - *LEED equivalent design and construction standards*

With respect to the design policies outlined within Section 6.5, the proposed development introduces design interventions that improve upon the architectural and streetscape conditions of the originally approved Block Plan. Such improvements include but are not limited to:

- *Larger ground floor setbacks accommodating commercial patio space, landscape enhancements and an expansion of the surrounding pedestrian boulevards.*
- *Ground floor uses that animate and more appropriately respond to the character of each street frontage.*
- *A well-articulated base building that is compatible in scale with the immediate context.*

Part III

Further design guidance relating to each land use designation in the Urban Planning Area is provided in Part III of the BOP. Policy 5.5.1 of Part III establishes design principles for the Downtown Mixed Use Centre. With respect to urban design, Policy 5.5.1 (g) outlines that new development shall be of high-quality design to maintain and enhance the Downtown's image as an enjoyable, safe, pedestrian-oriented place, and designed and built to complement pedestrian activity and historical attributes as outlined in the Downtown Urban Design Guidelines.

Policy 5.5.8 of Part III is specific to the Downtown Core Precinct. Policy 5.5.8.1 (a) and (b) provide that the objectives for the Precinct are to designate the inner core area of the Downtown for higher density development consistent with the role of Brant Street as a major spine of the Downtown Mixed Use Centre, to meet Provincial Growth objectives and to help support increased transit use, and to require a high standard of design for new buildings in order to provide a sense of place, compatibility with existing development and a sense of pedestrian scale and comfort.

With respect to height, Policy 5.5.8.2 (b) permits a maximum building height of up to 4 storeys and allows up to 8 storeys (29 metres) where “compatibility with surrounding land uses and a sense of pedestrian scale by the use of terracing above the second floor and subject to the community benefits provisions of Part VI, Subsection 2.3 of this Plan”. Policy 5.5.8.2 further provides that retail or service commercial uses are required continuously at grade along public streets in residential buildings, except where bordering residential precincts (5.5.8.2(d)); buildings shall be required to be constructed to the street line with no surface parking permitted, except for loading and emergency vehicles (5.5.8.2(d)); and on-site parking is not required for non-residential uses (5.5.8.2(f)). Policy 5.5.8.2 goes on to say that applications for increased building heights for mid to high rise buildings in the Downtown Core Precinct may be required to provide an angular plane study, identifying visual, sun shadowing, and wind impacts and demonstrating how such impacts can be mitigated to acceptable levels.

Response:

- *The proposed development represents appropriate scale for the Downtown and the Subject Site. The height permissions within the Official Plan, including the site-specific permissions within OPA 78, are not reflective of the height and scale of development occurring within the Downtown. The site is centrally located and adequately sized to provide appropriate separation distance between the proposed tower and the low-rise residential uses to the north and east. The Subject Site is an appropriate location for a tall buildings given the existing and emerging built form pattern, which includes approved towers at various locations with heights of up to and above 28 storeys. The proposed building is comparable in height and scale to other recent tall building approvals within the area and is compatible with the built form context of the Downtown.*
- *The development proposal does not include any surface parking and locates loading and servicing within the podium and away from the public realm and street frontages.*
- *The proposed development satisfies the criteria of the Burlington Shadow Study Guidelines Terms of Reference as illustrated in the Shadow Study prepared by R. Bouwmeester & Associates. The proposed development also includes setbacks, stepbacks and tower separation distances greater than those recommended by the City of Burlington Tall Building Guidelines to ensure potentially adverse privacy and sky view impacts are mitigated to acceptable levels.*
- *As illustrated in the Pedestrian Wind Study prepared by SLR Consulting, the on-site wind conditions are generally suitable for the intended use throughout the year. In both the existing and proposed configuration, two off-site areas exceed the wind safety criterion. This includes the 7th floor outdoor amenity terraces. SLR Consulting recommends addressing any adverse wind conditions at the Site Plan Approval Stage (SPA). Through a more detailed design process the team will determine the specific architectural details required to effectively mitigate wind conditions, where necessary.*

With respect to the subject site, which is designated as Downtown Mixed Use Centre, Policy 5.5.12 provides the urban design policy framework for the Downtown, including the following relevant directives:

- Establish pedestrian corridors between retail areas in the Downtown (Policy (b))
- Active grade-related uses (Policy (c))
- Pedestrian scaled buildings and public areas, designed with regard for comfort, safety and access (Policy (d))
- Preservation of views to the Lake (Policy (e))
- Cohesive design and location of street furniture, lighting, decorative planting to link to the Downtown and the waterfront (Policy (i))
- Location of utilities underground to not visually detract from the Downtown (Policy (j))
- Attractive store fronts, open space and parking areas along pedestrian walkways to encourage pedestrian activity (Policy (n))
- Compatibility of new construction with cultural heritage resources and the existing streetscape to add to the area's character in the Downtown (Policy (q)).

Response:

- *The proposed development enhances the existing pedestrian realm along Caroline Street, by providing streetscaping improvements and introducing an architectural treatment that provides inviting entrances, incorporates glazing and pedestrian-scaled expressions that will activate the frontage.*
- *The proposed development lines the Caroline Street, Elizabeth Street, and John Street frontages with active grade-related uses including commercial space and a residential lobby.*
- *The proposed tower has a slender floor plate of approximately 750 square metres with 3.0 metres stepbacks along Caroline Street, John Street and Elizabeth Street supporting access to sky view.*
- *The proposal provides a 3-storey pedestrian scaled base building to frame and provide a contiguous street wall along Caroline Street, John Street and Elizabeth Street. Pedestrian comfort, safety and access have been addressed through the central placement of entrances, provision of weather protection features and separation of pedestrian and vehicular circulation by locating all vehicular functions within the building.*
- *The street furniture, lighting and landscape design and location have been coordinated with the existing and planned streetscape improvements along Caroline Street and John Street. Further streetscape and public realm design details will be refined through the site plan approval process.*
- *The proposal screens all utilities and servicing functions from public view to not detract from the Downtown.*

5.2 City of Burlington Official Plan (2020) Council Approved, (Partially in Force)

On November 30th, 2020, City's new Official Plan (Burlington Official Plan, 2020) was approved by Halton Region. Parts of the Burlington Official Plan, 2020 are under appeal with the Ontario Land Tribunal (2020) including the proponent. Until all broad appeals to the Region's approval of the Burlington Official Plan, 2020 are resolved, the interim working version may be considered on an informative, but not determinative, basis and the City of Burlington Official Plan, 1997 remains in force and effect. Notwithstanding this, the Burlington Official Plan, 2020 represents City Staff and Council's vision for Burlington regarding future development.

No policies from the City of Burlington Official Plan (2020) discussed in this Urban Design Brief are currently in force. Policies that are in full and force and effect are covered in the Planning Rationale.

Policies discussed below with regards to the New OP remain under appeal, including by the owner on a site-specific basis for the Subject Site, at the Ontario Land Tribunal, and thus are not in force. These policies have been reviewed as they represent the most recent council direction with regards to planning matters for the Subject Site but should not be viewed as policies which are determinative, nor as policies which should be relied on due to the significant discrepancies between the New OP and more recent Provincial and Regional policy directives.

Schedule B – Urban Structure indicates the Subject Site as Urban Centre and Mixed Use Intensification Area. Schedule B-1 – Growth Framework displays the Subject Site's location within the City's Primary Growth Area.

On Schedule D – Land Use – Downtown Urban Centre the Subject Site is identified as Downtown East Precinct. Schedule D-1 – Downtown Urban Centre Retail Streets indicates John Street and Maria Street as Mixed Use Streets. Further, Schedule D-2 – Maximum Building Heights indicates the Subject Site as Mid-rise Buildings, up to 11 storeys. The Berkeley is identified as a "tall building" site of up to 17 storeys. Schedule D-2 does not appear to indicate a pattern or hierarchy of height. The height range of 3 to 22 storeys appears arbitrary and is not reflective of existing or approved building heights in the Downtown except where it implements and existing or approved condition.

In terms of Urban Design and Built Form Policy 7.3.2 states that in areas identified on Schedule B-1: Growth Framework, and subject to the policies of Subsection 2.4 of this Plan, development shall address considerations such as, but not limited to the following: ensuring site and building design are compatible with the surrounding area; providing appropriate built form transition in scale between buildings, public realm, and abutting development through design methods such as angular planes, step backs, and building orientation; provide appropriate screening, landscape buffering, and other design measures to minimize impacts; provide pedestrian comfort and human scale at the street level reflecting the established and planned streetscape to frame the public realm, through various design methods including the use of podiums in tall buildings; provide façade articulation that achieves a scale of development that is attractive to pedestrians and avoids the use of blank walls; designing and orienting development that face public open spaces to contribute to the public realm and pedestrian environment; and implementing measures that adequately limit any resulting shadowing, uncomfortable wind conditions on the streetscape, neighbouring properties, and parks and open spaces.

Furthermore, Policy 7.3.2(1)(a) states that in Primary Growth Areas as shown on Schedule B-1: Growth Framework, development shall promote a transit-supportive and pedestrian-oriented environment and ensure compatibility with adjacent land uses. Policy 7.3.2(1)(a)(i) provides that the design of development in Primary Growth Areas shall address the policies of Subsection 7.3.2(a) as noted above, but also have additional consideration such as, amongst others:

- locating buildings generally parallel to the public street to define the street edge and in close proximity to the street and transit services;
- providing appropriate transitions to adjacent land uses; massing new buildings to frame adjacent streets in a way that respects the existing and planned street width and also provides a pedestrian-scale environment;
- locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;
- including direct pedestrian access including barrier free access from grade level to the primary public

entrances located on the building façade;

- screening or integrating roof top mechanical equipment within the composition of the building;
- creating an attractive and connected interface between the private and public realms; creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of the buildings; and providing appropriate outdoor amenity areas and open space.

Policy 7.3.2(1)(a)(ii) further provides that development is Primary Growth Areas should locate and organize parking, access, and service areas to minimize their impact on surrounding properties and the public realms. The design of vehicle parking, access, and service areas shall address considerations such as, but not limited to:

- 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;
- Integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;
- 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 traveling along bikeways;
- Screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;
- Locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic and away from adjacent residential uses and adjoining streets;
    - Incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the development.

Section 8.1.1 (3.9) outlines the policies for the Downtown East Precinct within the Downtown Urban Centre, stating:

“The Downtown East Precinct will serve as the pre-eminent destination for *office* and *major office* uses, post-secondary educational and other learning facilities and provide significant opportunities for residential uses within mixed-use developments. Retail and *service commercial* uses will be the predominant use at grade along Mixed Use Streets, as shown on Schedule D-1: Downtown Retail Streets, of this Plan to serve the day-to-day needs of Downtown residents and employees. In addition, the precinct will be a focus for the provision of public use parking to support retail and *office* uses throughout the Downtown.

Development will primarily be in the form of *tall buildings* which are informed by historical development patterns and precedent within the precinct. However, development will be expected to transition to, as well as achieve compatibility with, the adjacent Low-Rise Neighbourhood Precincts, as shown on Schedule D: Land Use – Downtown Urban Centre of this Plan.”

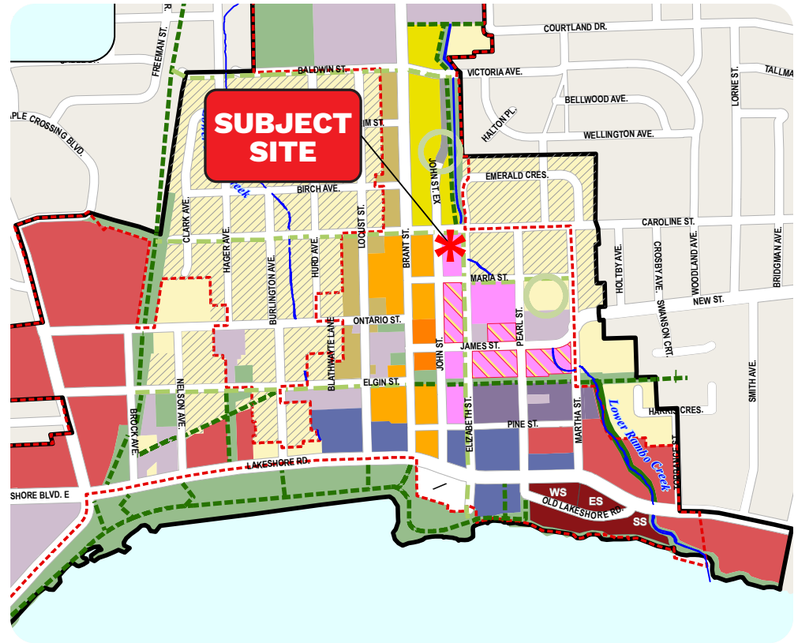


Figure 10 - Burlington Official Plan (2020) Schedule D - Land Use - Downtown Urban Centre

Response:

The proposed development appropriately addresses the intended outcome of the urban design policy direction of the Burlington Official Plan, 2020. The proposed development provides commercial units at-grade, lining the Subject Site's Mixed Use Street frontage along John Street. This expands upon the existing, at-grade, John Street facing commercial space provided at 2025 Maria Street. These dedicated retail, office and service commercial uses, situated along the block's designated Mixed Use Street frontage will adequately serve the day-to-day needs of residents and employees of the Downtown. Further, in accordance with the Burlington Official Plan, 2020, the proposed development provides a parking garage that is well designed, contributing an improved streetwall condiction. The proposed 28-storey tower is informed by the emerging patterns of development within the Downtown Urban Centre and/or Downtown East Precinct including the recently completed 23-storey mixed-use tower at 421 Brant and proposed 18-storey residential tower at 409 Brant.

The proposed development implements strategic measures to achieve an appropriate degree of transition and compatibility to the adjacent low-rise Neighbourhood Precinct to the east. The building's point-tower form includes a well-articulated, human scaled podium as well as a slender, stepped back tower treated with translucent materiality. Furthermore, as illustrated in the Shadow Study prepared by R. Bouwmeester & Associates, there are no adverse shadow impacts.

5.3 Halton Region Official Plan (November 2022 Office Consolidation), ROPA 48

ROPA 48, approved on November 10th, 2021, establishes an updated vision to the regional urban structure and growth strategy for the Halton Region. ROPA 48 provides an update to the current Halton Region urban structure. ROPA 48 establishes a series of regional nodes which identify strategic growth areas to accommodate mixed-use intensification in support of the regional transit network at a scale appropriate to its context. ROPA 48 identifies the Subject Site as being within the Downtown Urban Centre Secondary Regional Node (see Figure 12).

Within the Downtown Urban Centre Secondary Regional Node, the Subject Site is situated amongst a series of existing and planned, tall, mixed-use buildings. The proposed development implements several urban design interventions to appropriately respond to its immediate context. Additionally, the proposed development provides a scale and form that supports the established structural context of the Downtown Urban Centre Secondary Node.

Further details regarding the Halton Region Official Plan and ROPA 48 is provided in the Planning Rationale Report accompanying this Urban Design Brief.

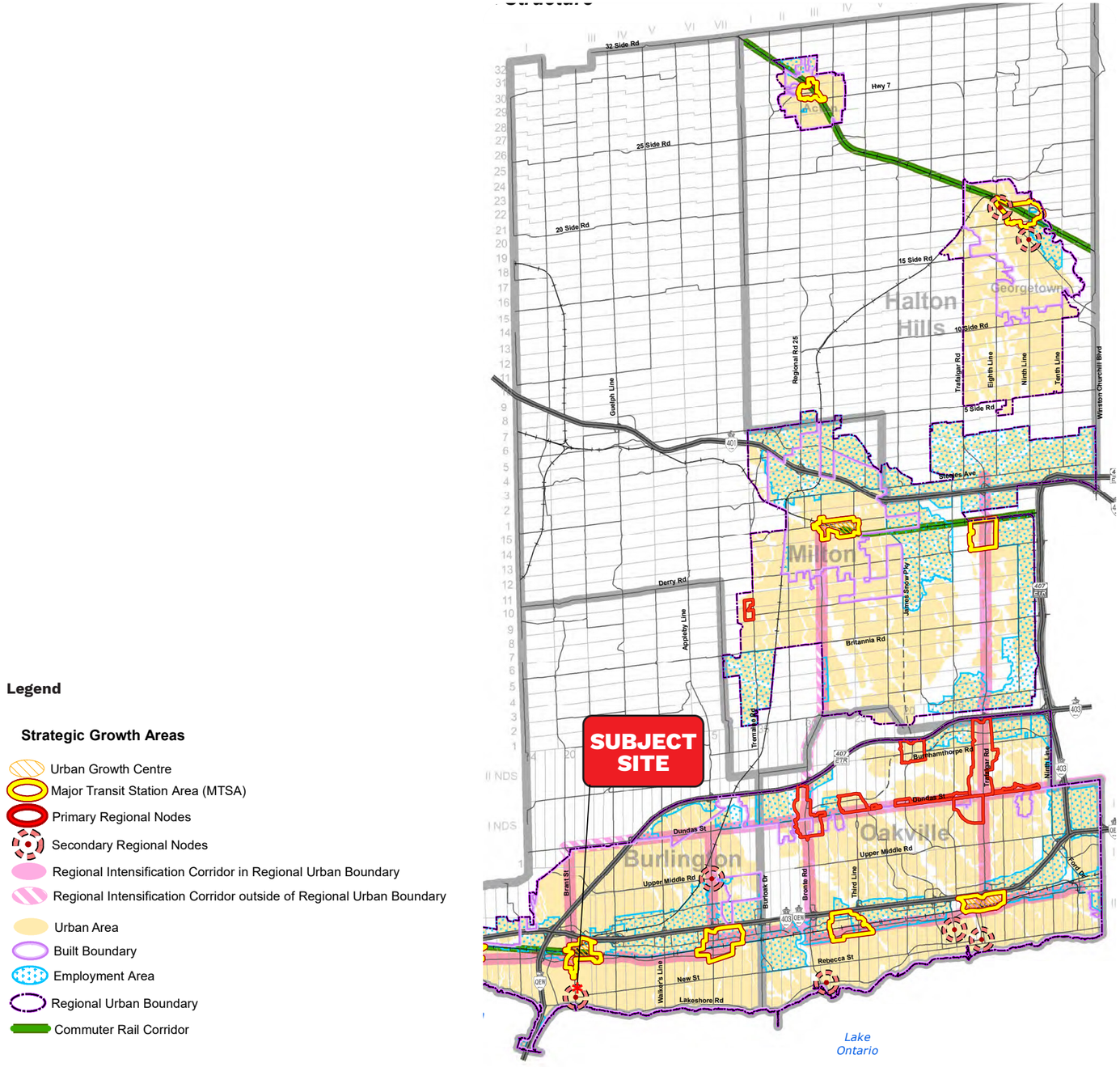


Figure 11 - Burlington Official Plan (2020) Schedule D - Regional Urban Structure

5.4 Downtown Burlington Urban Design Guidelines (2006)

The City of Burlington Downtown Urban Design Guidelines were prepared by Brook McIlroy Planning and Urban Design and were approved by Council on October 10, 2006. The Urban Design Guidelines were prepared in response to growing development activity in Downtown Burlington, particularly in the form of residential mid-rise and high-rise buildings in addition to the ongoing improvements to the Burlington Waterfront. The Burlington Downtown Urban Design Guidelines (UDGs) are intended to supplement the Official Plan and Zoning By-law by providing property owners, developers, and City staff with additional detail on what constitutes desirable built form in the Downtown. Furthermore, as the UDGs are not themselves a part of the Official Plan or Zoning By-law, they must be understood as a guiding document only without force of policy. It should be noted that aspects of the City of Burlington Downtown Urban Design Guidelines are outdated and have been superseded by newer documents such as the City of Burlington Tall Building Guidelines and Downtown Streetscape Guidelines.

As provided by Section 1.3 – Existing Character of the UDGs, the intent of the guidelines is not to prevent all development, restrict development to low-rise buildings or make any new building adopt a “heritage style”. Instead, the guidelines provide a set of recommendations to ensure that new development protects the most crucial aspects of Downtown Burlington’s existing character including: the relationship of buildings to streets and open spaces; the articulation of facades; the relationships of buildings to one another; the protection of important views; the fine-grained pedestrian network with its shortcuts and urban paths; and the palette of materials. As per Section 2.2 of the Downtown UDGs, the site is located within the Downtown Core Precinct. The following Downtown UDGs are applicable to the proposed redevelopment of the site:

- Guideline 4.2.2 Furnishing Recommendations

- Bike racks, benches and waste receptacles are consistent throughout the site and have a contemporary, classic design.

- Guideline 4.2.3 Streetscape Paving Materials

- Sidewalks include large format concrete pavers as well as a feature paving material surrounding treed, landscaped areas. Sidewalks and curbs are graded and scored to provide barrier-free access.

- Guideline 4.2.2 Planting Recommendations

- Trees along streets are consistently planted at 7.0 metre intervals along Elizabeth Street, 7.5 metres along John Street and 9.75 metres along Caroline Street.

- Guideline 5.3.1 Parking

- The development scheme does not include surface parking and proposes 288 parking spaces located in 4 levels of below-grade parking. The ramp to the underground parking structure is located within the interior of the building, away from the public interface to minimize any visual impacts.

- Guideline 5.3.2 Loading and Service Areas

- Loading and servicing areas are located interior to the site within the podium at the ground level and will not be visible from the public view or create any visual impacts.

- Guideline 5.4.1 Setbacks

- The proposed building provides a 2.14 metre ground floor setback from Caroline Street which will allow for quality design of the boulevard and sidewalk that can accommodate a variety of soft and hard streetscapes.

- Guideline 5.4.2 Street wall

- The street wall is designed with a high degree of architectural articulation and materials to relate to the human scale and pedestrian environment. Glazing will be used to promote visibility and provide “eyes on the street”.

- Guideline 5.4.3 Entrances

- Canopies and/or overhangs will be provided for the main residential lobby and retail entrances to allow for weather protection.

- Guideline 5.4.4 Design of the first floor

- The first floor of the building provides transparency and multiple access points serving to animate the ground floor.

- Guideline 5.4.5 Weather Protection

- A canopy is provided on the northwest and northeast corner of the building to provide weather protection.

- Guideline 5.4.6 Materials

- The design of the podium incorporates “opaque” materials such as concrete to add prominence to the street-related elements of the building and to provide contrast with the “lighter” translucent materials of the tower.

- The use of glass will be prominent along the Caroline Street and John Street frontages to animate the proposed commercial frontages and activate the surrounding streetscapes.

- The selected materials reflect a variety of colours and textures to add diversity to the facades and create visual interest when viewed from the public realm.

- Guideline 5.5.5 Massing Stepbacks

- The building proposes stepbacks at Level 4 to differentiate the podium and the tower components.

- Guideline 5.6.1 Heights – Minimum and Maximum

- The proposed building height fits within existing and emerging pattern of the Downtown in which the Lakeshore-Brant intersection holds “peak” heights and heights gradually descend towards low-rise areas. The proposed building height appropriately considers the Subject Site’s location within the Downtown urban structure as well as its high level of accessibility and proximity to transit.

- Guideline 5.6.6 Roofs

- A total of 649.04 square metres of outdoor amenity space is provided on the roof of the parking garage at Level 7.

- The mechanical penthouse is setback 10.13 metres from east of the tower top to mitigate the tower’s perception of height and mass and limit its visual impact.

- Guideline 5.5.7 Separation between Tall Elements

- The proposed tower provides 41.67 metres of separation from the existing 17-storey tower built located at 2025 Maria Street.

- Guideline 5.7.1 Design Principles

- The building base achieves human scale as it proposes an appropriate podium height that is compatible to surrounding context and street right-of-way.

- The proposed building massing and design establishes a strong relationship to the surrounding streetscape through the provision of strategically situated entrances with canopies, large areas of glazing and setbacks to accommodate private residential and commercial patio space.

- Guideline 5.7.2 High Rise Building Massing

- The proposed high-rise is compatible with existing and approved building heights in the emerging Downtown area, proposes a 3-storey podium, setbacks and stepbacks are integrated into the design to preserve views and mitigate against adverse impacts such as, wind and shadowing.

- Guideline 5.7.3 High Rise Building Articulation

- High-rise building articulation has been carefully considered with the use of vertical and horizontal building elements, use of similar materials and colours, balcony placement, and a combination of glazing and spandrel glass.

- The building incorporates articulation on all facades with an emphasis on activation of the Caroline Street façade (the primary frontage) by incorporating substantial glazing at grade and throughout the podium design to activate the public realm.

- Guideline 5.7.4 High Rise Building Detailing

- The proposed building seeks to achieve a unique expressive identity by creating a sense of arrival with clearly identified entrances, weather protection, window and balcony detailing, and use of amenity areas on multiple levels.

- The design incorporates glazing to promote transparency and visibility, varying architectural materials and textures, rhythm of cohesive and complimentary architectural elements.

- Additional architectural detail specifications will be provided during Site Plan Approval.

5.5 Tall Building Design Guidelines (May 2017)

The City of Burlington, in conjunction with Brook McIlroy, prepared the Tall Building Design Guidelines, dated August 2016 and approved by Council on October 3, 2016, as “interim guidelines”. The purpose for the “interim” status was to accommodate further consultation with the public and development industry and to facilitate revisions, as needed, prior to enacting the guidelines on a permanent basis.

Following public and industry workshops in January 2017, revised Tall Building Design Guidelines were prepared in April 2017. A final roundtable discussion was organized by City staff with the development industry on May 15, 2017 which led to the preparation of the final Tall Building Design Guidelines, dated May 2017 and approved by City Council on July 10, 2017.

It should be noted that the Tall Building Guidelines are a set of tools to assist in design and evaluation of tall buildings and do not have the status of policy.

The intent of Burlington’s Tall Building Design Guidelines is to 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 and what was then described as mobility hub planning. The guidelines are applicable to all buildings (over 11-storeys) across the entire City and are broken down to address design preferences for tall buildings including : building base (podium); building middle (tower); and, building top.

As such, the following guidelines apply to the redevelopment of the Subject Site:

Section 2.0 – Building Base (Podium)

The podium of a tall building anchors the tower and defines the pedestrian experience at the street. Its location and height should frame and create a positive relationship to the street. It should be carefully designed, including a mix of horizontal and vertical elements, to reinforce a human scale.

As such, the following guidelines regarding the podium apply to the Subject Site:

- Guideline 2.1 – Podium Location

- Caroline Street is identified as a mixed-use street. As such, the podium has been massed and located to frame the street and help establish a street wall by incorporating a 2.14 to 2.4 metre setback from the north (front) lot line to expand upon the Caroline Street public realm. A 0.14 metre setback is provided from the east lot line as well as a 0.31 metre setback from the west lot line to seamlessly align with the existing building base provided in phase one.

- Guideline 2.2 – Podium Height and Massing

- The proposed street wall height reflects the streetwall condition of the existing Berkeley condo to the south and provides for an appropriate relationship with lower scaled residential uses to the east and northeast.

- The proposed floor-to-ceiling height of the ground floor is 4.5 metres which meets the minimum recommended 4.5 metres to accommodate active commercial uses at-grade.

- Guideline 2.4 – Podium Design and Articulation

- All sides of the podium have been designed with a high-quality architectural expression and materials;

- The podium proposes materials that anchor the building, complement the character of the street and support a fine-grain ground floor facade;

- The portion of the podium roof on level 7 proposes outdoor amenity area to provide views from the street;

- The mixed-use podium is visually broken up into smaller components through the use of vertical expressions to reflect the proposed residential and commercial uses at-grade;

- Setbacks are included along John Street to- provide commercial patio space, expanding and animating the John Street public realm

- The main building entrances are clearly distinguished through architectural elements;

- The articulation and materiality of the podium will create diversity and highlight individual units;

- The ground floor retail podium consists of clear-glazing to provide visual connections between the public and private realm;

- The ground floor provides multiple entrances with canopies to provide weather protection for pedestrians.

- 2.2 metres inset balconies and residential patios within the podium have been proposed.

o Guideline 2.5 – Site Design, Open Space, and Streetscaping

- The proposed parking and loading spaces are proposed internally and are screened from the street.
- Access to parking and servicing is provided midblock from John Street and Elizabeth Street entrances that are well integrated into the building frontage.

Section 3.0 – Building Middle (Tower)

The tower is the most substantial and impactful component of a tall building as it enhances the skyline. The towers design and massing should be carefully considered to minimize adverse impacts on adjacent neighbourhoods, parks, and open spaces, and to maximize sky views and access to sunlight through slender floor plates and setbacks.

As such, the following guidelines are implemented within the proposed development concept:

o Guideline 3.1 – Tower Location

- The proposed tower is situated on the north portion of the Subject Site to address all three of the Subject Site's frontages. The tower steps back 3.0 metres along all street frontages of the podium to differentiate between the building and podium, as well as mitigate the visual presence of the tower from the public realm.
- The proposed tower provides for a 41.67 metre separation distance from the existing 17-storey tower to the south, exceeding the minimum recommended standard of 25 metres to accommodate a larger podium rooftop outdoor amenity space, minimize overlook between towers, and maximize views from both the public realm and the north facing units of the 17-storey tower to the south.

o Guideline 3.2 – Tower Height and Massing

- The proposed height and massing of the tower incorporates mitigation measures such as building setbacks, tower stepbacks, and tower floorplate size to ensure that there no adverse shadow, wind, or privacy impacts on surrounding Residential Neighbourhood Areas, parks, open spaces, or natural areas.
- The Subject Site is an appropriate location for a tall building and provides for an appropriate transition in height to mitigate potential impacts on the adjacent context.
- The proposed floor plate of 749.54 square metres achieves a slender point tower form.

o Guideline 3.4 – Tower Design and Articulation

- The tower design and materials incorporate horizontal and vertical accents to create visual interest and minimize the perceived mass of the tower;
- The tower design utilizes glass to minimize its perceived mass while using heavier, vertical accents to enhance the slender appearance of the tower.

Section 4.0 – Building Top

The top of the building defines the tower while further distinguishing a unique and interesting skyline. Roof top amenity areas are recommended to create activity at the upper levels and it is important to consider how the mechanical penthouse integrates into the theme of the building so as not to be visible from the ground level.

As such, the following guidelines apply to the Subject Site:

o Guideline 4.1 – Rooftop Design and Articulation

- The mechanical penthouse has been stepped back from the tower portion of the building along the south and north façades building to reduce the building profile;
- The mechanical penthouse has been designed to appear as an extension of the principal tower;

o Guideline 4.2 – Mechanical Penthouse

- The mechanical penthouse has been designed, located to be screened from view in order to protect or enhance views from other buildings and the public realm;
- The mechanical penthouse has been stepped back from all sides of the Subject Site to minimize adverse shadow impacts and maximize sky view.

The proposed tall building, at its various base, tower, and top building levels achieves the intent and purpose of the Tall Building Design Guidelines as described above and further expanded in Section 5 of this report.

5.6 Downtown Streetscape Guidelines

On September 23, 2019, Burlington City Council approved the new streetscape guidelines for downtown Burlington, replacing the previous 1981 streetscape guidelines. The new guidelines established a new vision, framework, and a set of design principles and strategies that will provide guidance for a consistent redevelopment and renewal of downtown Burlington's streetscape. These guidelines are intended to promote pedestrian activity, enhance and strengthen the public realm and contribute to the Downtown as an accessible, cohesive, identifiable, and vibrant destination within the city.

The Downtown Streetscape Guidelines provide guidance to different components of the boulevard but do not have the status of policy.

The study provides design principles that will guide and support the creation of an accessible, walkable, and attractive public realm that integrates with the existing urban fabric. These principles are based on key strategic directions of a city that moves, a healthy and greener city, and an engaging city, which were established by the City of Burlington through its Strategic Plan.

The design principles outlined are:

- **Pedestrian – First Focus**: Design streetscapes to be safe and comfortable for all users
- **Green and Sustainable**: Improve environmental quality through living assets and responsible design.
- **Easy to Use and Equitable:** Design streetscapes for all ages, abilities, and modes of travel.
- **Long Lasting:** Provide a high quality of design using durable materials and construction practices.
- **Connect and Integrate:** Design streetscapes to be context-sensitive and reflect the character of the street.

Section 2.3 of the guidelines organizes the downtown into four Character Areas, each designed to reflect the unique qualities of each. In this case, the Subject Site falls within the Mixed-Use Commercial District and is bordered by a Residential District. Section 3.4 further explains that the Mixed-Use Commercial District offers a mix of uses including cultural, entertainment, residential, and commercial retail and includes key transit access to the Downtown and features the Village Square.

Furthermore, Section 3.3 presents design guidelines for streetscape development within the Study Area, which include, among others, accessibility; pedestrian crossings; mid-block bump outs; transit stops, tree planting and placement; and colour and finishes. The guidelines suggest that tree spacing will vary depending on the desired size and form and species of trees. In addition, the study recommends that the minimum widths of a boulevard within the Mixed-Use Commercial District is 1.8 metres for the clear path zone, 1.2 metres for the furnishing zone, and a typical size of 0.4 metres for the edge zone.

Response:

Caroline Street: *the boulevard consists of a 2.14 metre marketing zone, a 2.57 metre clearway zone, 1.2 metre furnishing zone and a 0.5 metre curb zone. There is an additional setback at the main residential entrance.*

Elizabeth Street: *Grade related residential units are setback 2.14 metres to accomodate patios and planters for privacy. A 3.575 metre clearway zone and a 1.2 metre streetscape zone are also included. Finally, there is a 0.5 metre curb zone.*

John Street: *John Street is designed with a minimum 2.14 metre marketing zone closer to Caroline Street. This is followed by a 2.55 metre clearway zone, 1.2 metre furnishing zone and 0.5 metre curb zone. The building pulls back closer to the street line to the south to align more closely to the Berkeley.*

6

Urban Design Analysis

6.1 Site Organization

The site is organized to accommodate a tall building at the north end of a larger development block and in doing so, maximize separation distance from the existing 17-storey building. The parking function of the development is situated in a mid-block location allowing its rooftop space to be utilized as outdoor amenity for residents. The building will occupy virtually all of the developable land creating continuous streetwall edges along the perimeter of the site contributing to the continuity of the public realm including streetscape. The development is oriented along Caroline Street with the main residential entry and lobby facing north in the centre of the block.

6.2 Built Form

6.2.1 Massing

The proposal is reflective of a tower/podium configuration. The proposed parking garage will function as a connecting element between the existing Berkeley condo and the proposed residential tower. Atop the 6-storey garage is a partial 7th & 8th floor that extends south from the proposed tower.

The proposed base building contributes to the creation of a continuous pedestrian-scaled street wall and helps achieve a transition of scale between the tower and the existing residential neighbourhoods. At 3 storeys, the podium creates a compatible relationship with lower scaled residential uses to the east and northeast. The podium pulls back at the northeast and northwest corners of the site to open up views and improve pedestrian circulation. The tower steps back from the podium above to ensure a clear distinction between the two building elements and establish a pedestrian environment at grade.



Figure 12 - Proposed Development Rendering

6.2.2 Height

From an urban structure perspective, the Subject Site is an appropriate location for a tall building within the context of the Downtown Mixed Use Centre which is characterized by a mix of building forms including towers. Within the immediate context, a tower configuration already exists at the south end of the block at 2025 Maria Street. Given the evolving context of tall buildings in the area, including recent approvals to the north along Brant Street with heights of up to 27 storeys, a taller building height has been considered on the Subject Site.

Although the proposed development exceeds the height limit established by the in-force Official Plan, it is compatible with the existing and emerging tall building development context and offers a significant opportunity to positively contribute to Downtown Burlington's broader urban structure.

The proposed height has also been considered in terms of any potential impacts such as shadowing and privacy. In that regard, the shadow study prepared by Bouwmeester and Associates illustrates that shadows have been limited, satisfying the Burlington Sun/Shadow Study Terms of Reference criteria. In terms of privacy, the tower is situated sufficient distance away from the low rise residential properties to the north and provides 41.67 metres of seperation from the tower at 2025 Maria, exceeding the typical tower seperation distance of 25.0 metres.



Figure 13 - Height Map

The proposed height will make a positive contribution to the skyline and fit within the existing and emerging context of tall buildings. In that regard, as illustrated in Figure 16 the proposal fits within the general distribution of height to the north and south with tallest towers currently under construction along Lakeshore Road. While the proposed development is taller than the existing Berkeley condo to the south, its form is reflective of the current design standards for a more slender configuration that provides for a reduction in any potential impacts including sky view and shadowing. Furthermore, there is not a defining pattern of height, except to note that the tallest towers are currently proposed at the intersection of the Downtown's two principal streets at Lakeshore and Brant which is also a landmark location. Throughout the rest of the Downtown, tall building heights vary and do not appear to create a well defined pattern.



Figure 14 - Proposed Rendering looking East

6.2.3 Transition

The proposed development incorporates multiple urban design elements to ensure an appropriate transition to the existing low-rise neighbourhood precincts located within the Downtown Urban Centre, including setbacks, building orientation, tower stepbacks, the mix of uses and the mass of the building. A well-articulated, 3-storey podium provides a human-scaled base that is compatible with the height and scale of the surrounding built form context – both existing and approved. Tower stepbacks above the podium serve to emphasize the podium's scale while also mitigating the tower's visual mass. These measures combine to effectively achieve the elements of an appropriate transition in scale from low-rise neighbourhood areas located within the Downtown Urban Centre.

Amongst existing and emerging tall buildings within the Burlington Downtown, the height of the proposed development fits within the emerging pattern of height within the Downtown.



Figure 15 - Proposed Elizabeth Street Townhouse Units Rendering

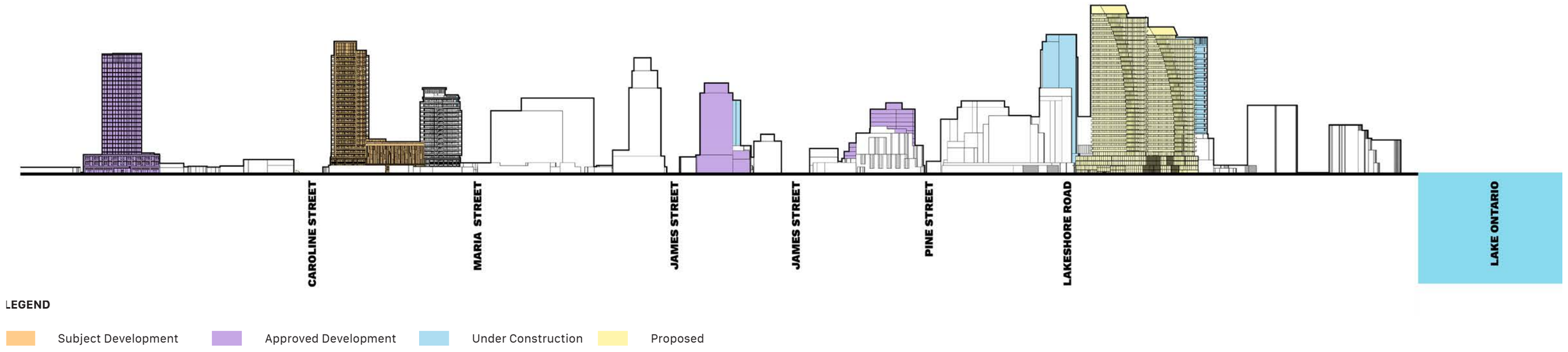


Figure 16 - Brant Street Skyline Illustration, looking East

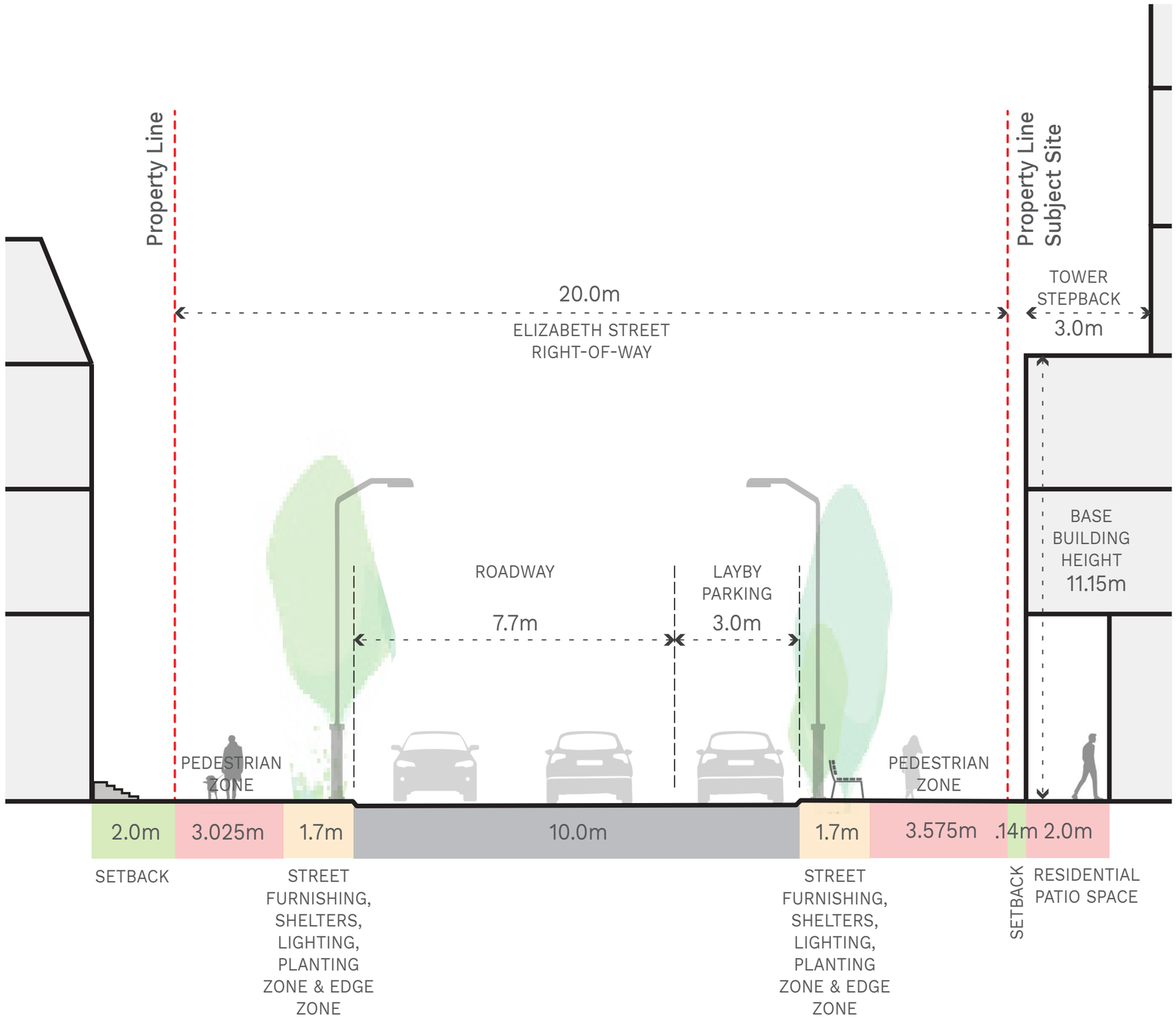


Figure 17 - Proposed Elizabeth Street Section, looking South

6.3 Architectural Articulation

The proposed building has been visually coordinated with the existing Berkeley condos to the south while ensuring that each building element is expressed individually. In that regard, there is a clear distinction between the architectural articulation of the parking garage and the corresponding residential building on either side. The proposed podium element picks up on the theme of masonry and spandrel panel of the Berkeley condo, however, the proposed tower has a more slender configuration with balconies that do now wrap the corners to further diminish the overall massing of the tower. The parking garage has a more distinct design to create a visual break between the two corresponding residential podiums. Nevertheless, some of the cornice lines extend visually across the three buildings for cohesion.

The design of the podium appropriately addresses each street frontage but has a more masonry look and feel overall grounding the building visually. Along Elizabeth Street, grade related units have a more individual expression in the façade to establish a finer grain rhythm. It should be noted that the parking garage is designed with residential units fronting onto Elizabeth Street at grade. The Caroline Street frontage has more of a mixed-use feel due to a combination of commercial and residential units and a lobby. The John Street façade is dominated by glazing due to the commercial nature of the units at grade.

The proposed tower is articulated with a rhythm of vertical and horizontal panels and is dominated by glazing resulting in a lighter materiality overall. The more opaque vertical spandrel panels are used to visually break up the tower.

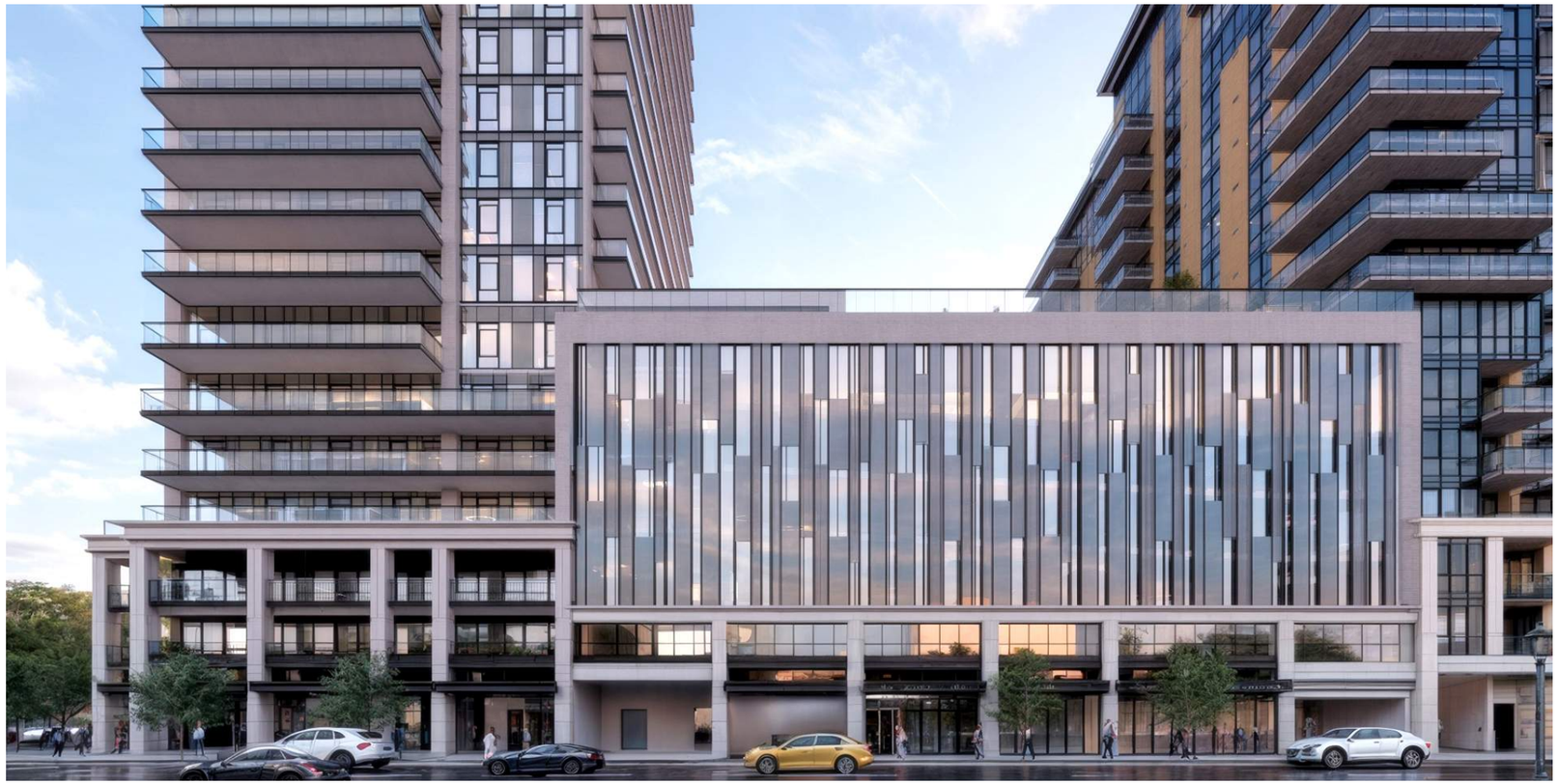


Figure 18 - Proposed Rendering, looking East

6.4 Public Realm

Caroline Street is one of the main east-west streets in the Downtown and is identified as a bicycle priority street. The proposed minimum 2.14m ground floor building setback from the Caroline Street property line will expand and enhance the boulevard adding to the pedestrian environment and encourage activity. Similarly, the introduction of a compact built form with commercial-retail units at grade along John Street will provide opportunities for increased pedestrian activity. Ground floor setbacks of 2.59 metres along John Street allow for patio space for the proposed development's commercial units, enhancing the John Street public realm and animating the commercial frontages. Comparatively, the Elizabeth Street frontage is lined with residential units, each with a 2.0 metre private patio. This offers a buffer between the proposed residential units and the Elizabeth Street public realm while simultaneously enhancing the residential character of the Elizabeth Street public realm

The architectural treatment of the proposed building's 3-storey podium reinforces a pedestrian scale. The proposed setbacks along Elizabeth Street and John Street will align with the podium of 2025 Maria Street, creating a consistent street wall that frames the streets and promotes street activity and safety. In conjunction with other pedestrian amenities such as weather protection canopies, landscape features, and lighting. These urban design decisions support and improve upon the character and pedestrian experience of the existing downtown public realm.



Figure 19 - Proposed Rendering from Elizabeth Street and Caroline Street

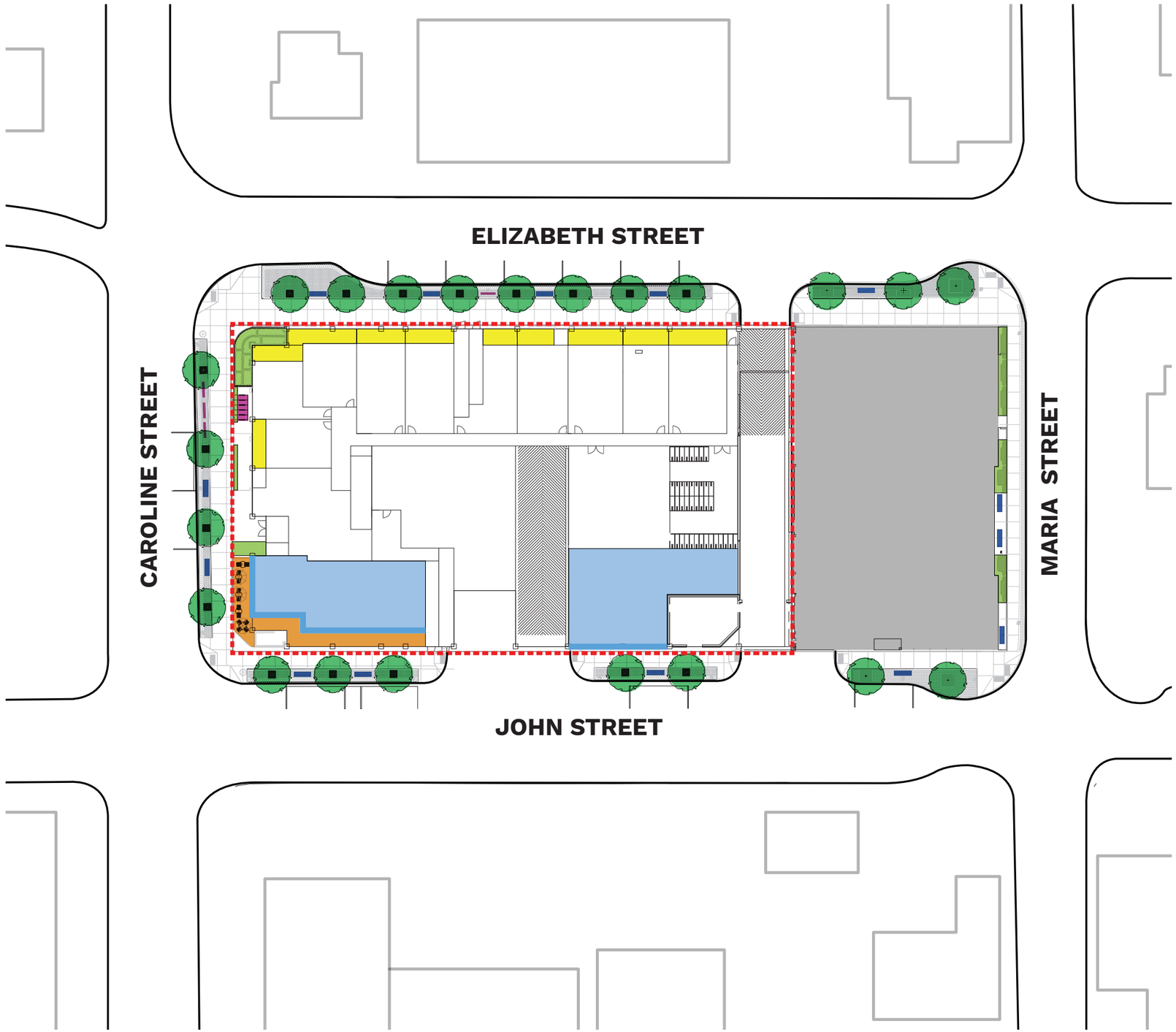
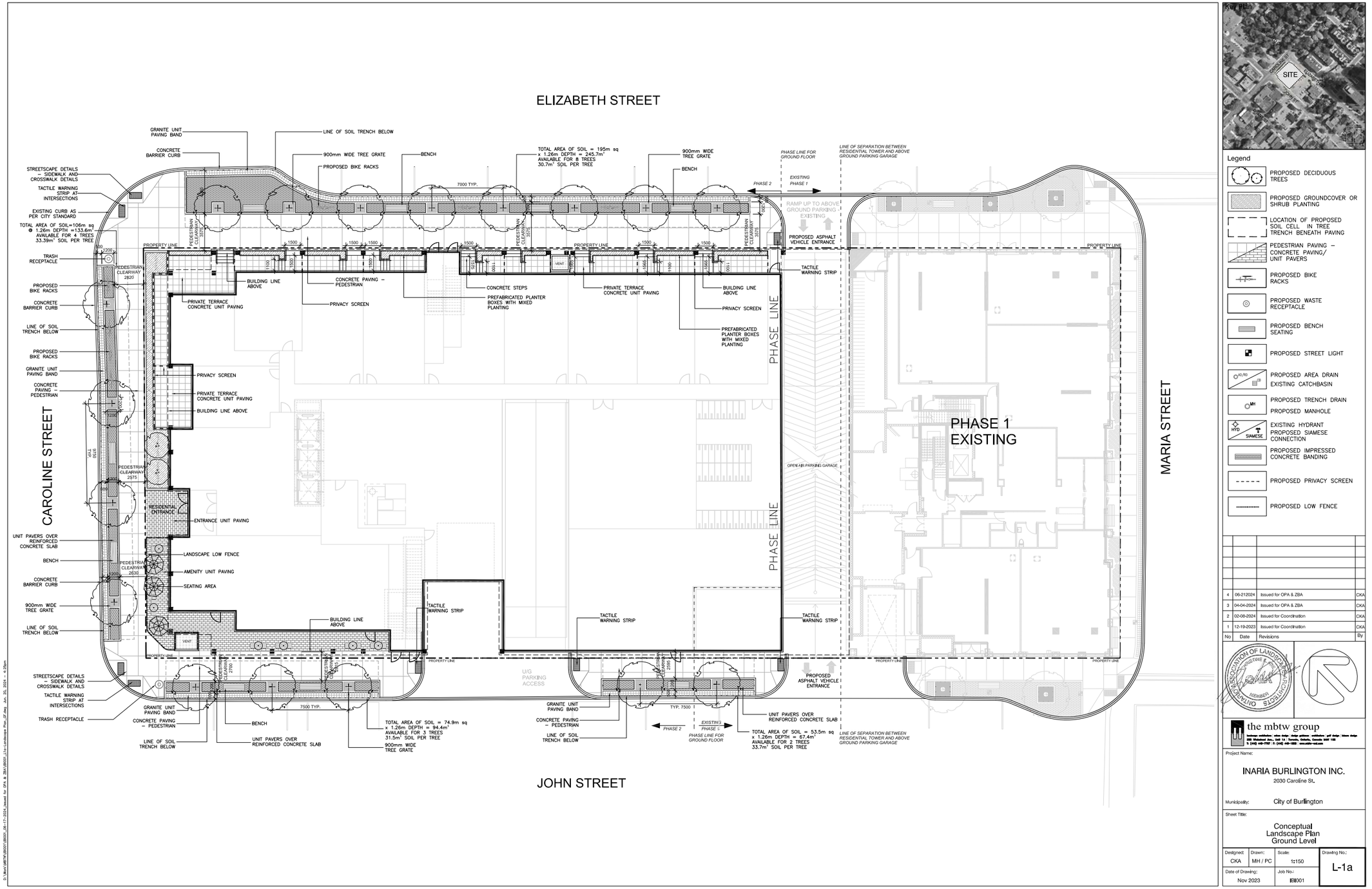


Figure 20 - Public Realm Diagram



Key Plan

Legend

- PROPOSED DECIDUOUS TREES
- PROPOSED GROUNDCOVER OR SHRUB PLANTING
- LOCATION OF PROPOSED SOIL CELL IN TREE TRENCH BENEATH PAVING
- PEDESTRIAN PAVING – CONCRETE PAVING/ UNIT PAVERS
- PROPOSED BIKE RACKS
- PROPOSED WASTE RECEPTACLE
- PROPOSED BENCH SEATING
- PROPOSED STREET LIGHT
- PROPOSED AREA DRAIN / EXISTING CATCHBASIN
- PROPOSED TRENCH DRAIN / PROPOSED MANHOLE
- EXISTING HYDRANT / PROPOSED SIAMESE CONNECTION
- PROPOSED IMPRESSED CONCRETE BANDING
- PROPOSED PRIVACY SCREEN
- PROPOSED LOW FENCE

No	Date	Revisions	By
4	06-21/2024	Issued for OPA & ZBA	CKA
3	04-04-2024	Issued for OPA & ZBA	CKA
2	02-08-2024	Issued for Coordination	CKA
1	12-19-2023	Issued for Coordination	CKA

the mbtw group

Project Name:

INARIA BURLINGTON INC.
2030 Caroline St.

Municipality: City of Burlington

Sheet Title:

Conceptual Landscape Plan Ground Level

Designed:	Drawn:	Scale:	Drawing No.:
CKA	MH / PC	1:150	L-1a
Date of Drawing: Nov 2023		Job No.: IB1001	

Figure 21 - Proposed Landscape Plan

6.5 Circulation

6.5.1 Pedestrian Circulation

In addition to the streetscape and public realm enhancements discussed, the proposed development will improve pedestrian circulation by including pedestrian access points to all three of the Subject Site's street frontages. This includes direct residential unit access on Elizabeth Street, main residential lobby entrance on Caroline Street and commercial units fronting on John Street with secondary lobby access.

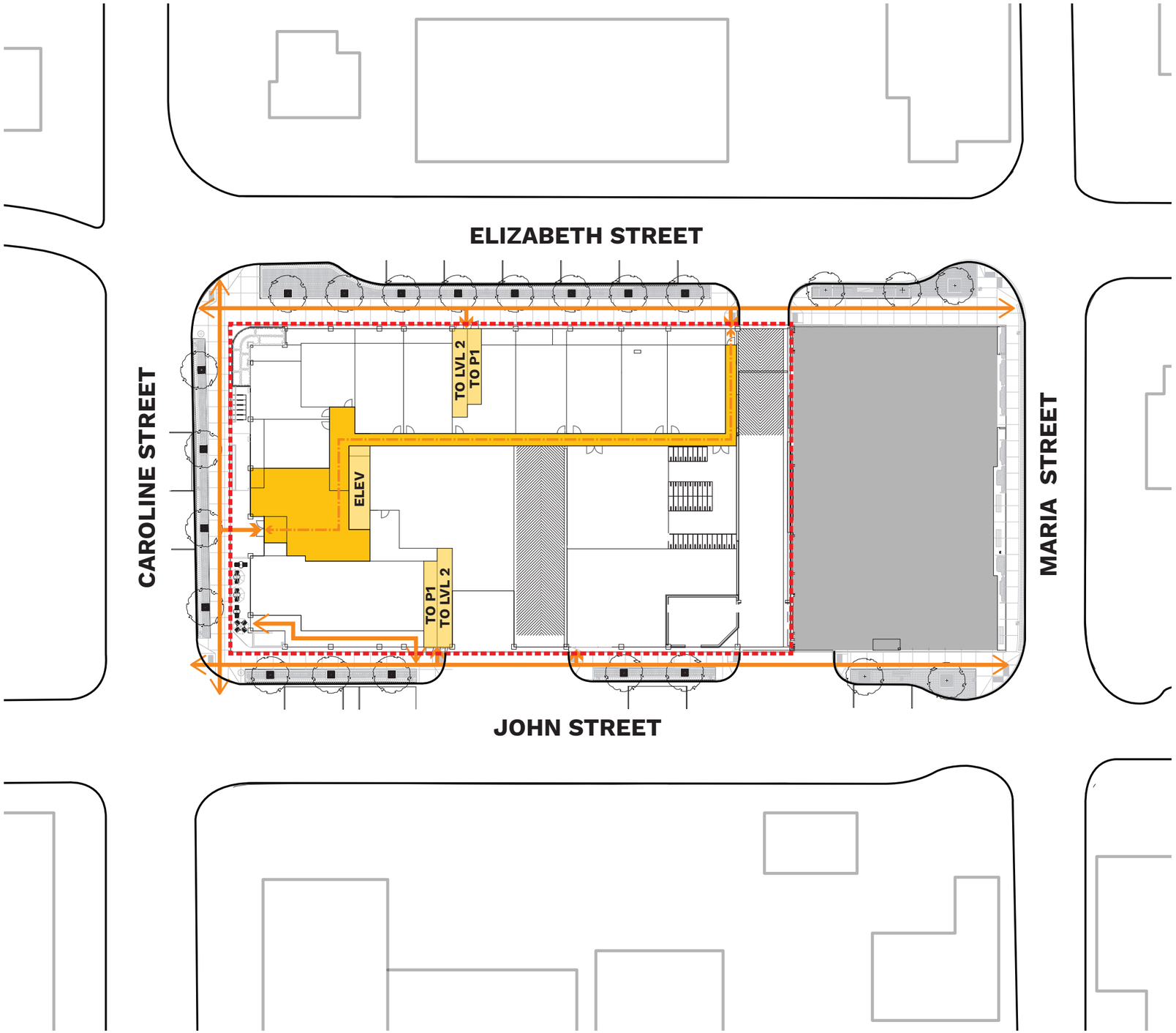


Figure 22 - Pedestrian Circulation Diagram

6.5.2 Vehicular Access, Parking, Loading & Servicing

The proposed development strategically locates parking, loading and servicing to reduce any potential impacts on the public realm. The design eliminates surface parking entirely, instead distributing parking within 3 levels of underground parking as well as within a 6 level above-grade parking facility. Parking ramps are accessed mid-block from John Street and Elizabeth Street to minimize their visual presence on the surrounding pedestrian environment. The 6-storey parking structure is maintained from the previous approval is integrated within the design of the existing and proposed podiums. Vertical articulations on the parking garage façade provide visual interest and place visual emphasis on the large rooftop outdoor amenity space above.

Loading bays are concealed within the building podium along John Street to reduce their impact on the surrounding streetscape.

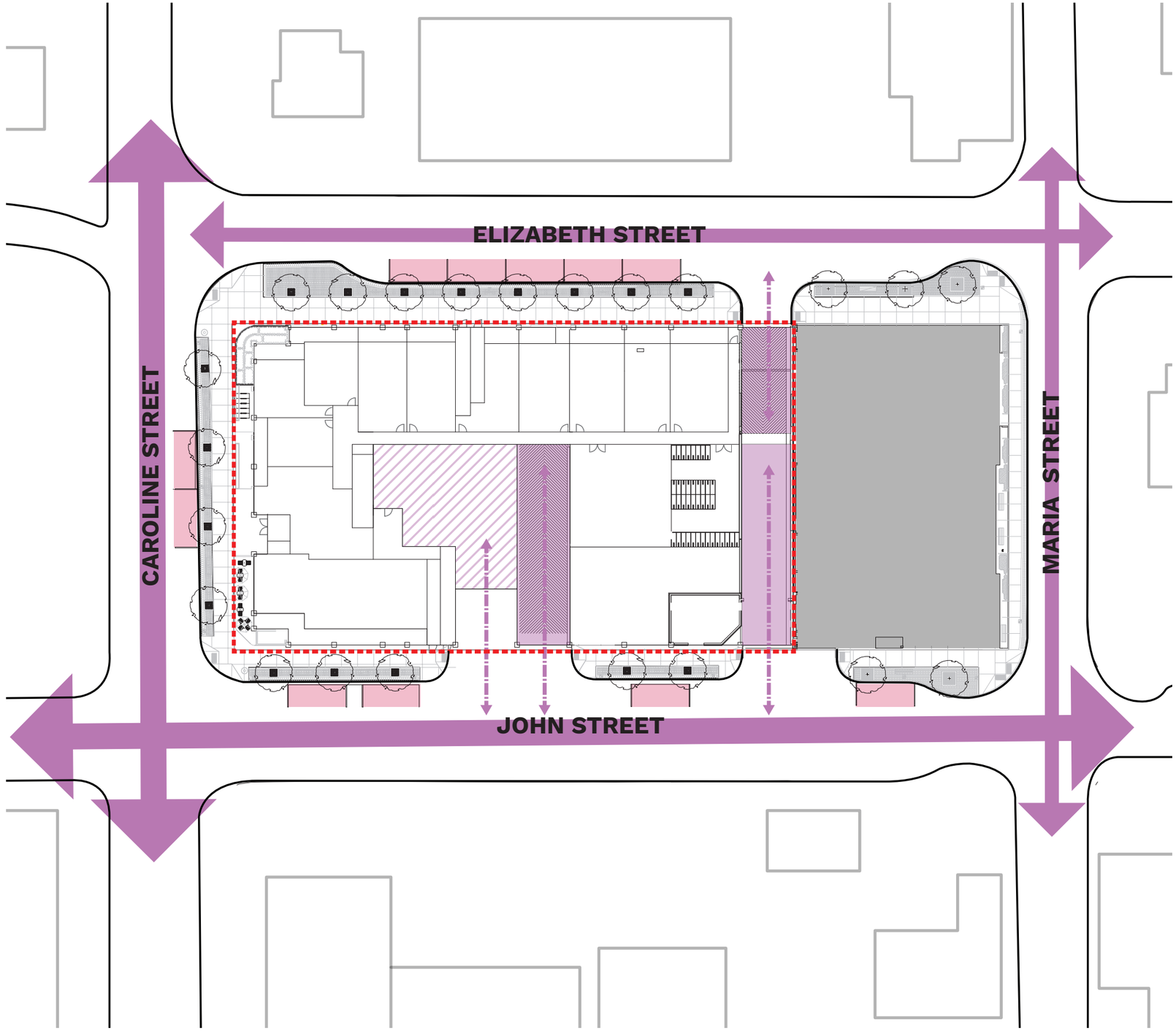


Figure 23 - Vehicular Circulation Diagram

7

Conclusion

In our opinion, the form and character of the proposed development represents good urban design. The mixed-use proposal of residential combined with commercial retail brings additional vitality and complementary activity to its downtown and will be highly compatible with adjacent land uses.

The proposal's 3-storey, well-articulated podium creates a high quality and contemporary façade that appropriately addresses the unique contexts on each of the Subject's Site's three street frontages. The tower is well set back from the podium edge to establish a pedestrian-scaled street wall, mitigate shadow and wind impacts and provide separation and transition to the surrounding low-rise uses. The proposed building effectively frames the streets, creating a contiguous street wall containing active, at-grade uses that animate the streetscape.

The proposal meets the intent of the Burlington Tall Buildings Guidelines and appropriately addresses the policy objectives Official Plan.

For the reasons set out in this Brief, it is our opinion that the Official Plan and Zoning amendments for its proposed height and density are warranted and should be approved.

A

Appendix A: Angular Plane Study

As noted in policy 5.5.8.2 i) of the in-force OP, applications for increased building heights for mid to high rise buildings in the Downtown Core Precinct may be required to provide an angular plane study, identifying visual, sun shadowing and wind impacts, and demonstrating how such impacts can be mitigated to acceptable levels. A series of angular plane sections was prepared illustrating that although the proposal and other existing buildings on the block project into a 45 degree angular plane, there are no unacceptable impacts. As demonstrated in the accompanying reports, there are no resulting unacceptable shadowing or pedestrian level wind impacts. Furthermore, there will be no unacceptable overlook impacts on the surrounding area as existing lower scaled uses to the east and northeast have a fronting relationship with the subject site whereas any private yards are situated sufficient distance away.

It should be noted that the lower scaled residential uses across the street from the subject site that are located in the Emerald Neighbourhood Precinct are also situated within the Downtown Mixed Use Centre where lower scaled buildings co-exist with taller, more intense buildings.

LEGEND

Proposed Development

45 Degree Angular Plan from Low-Rise Residential Property

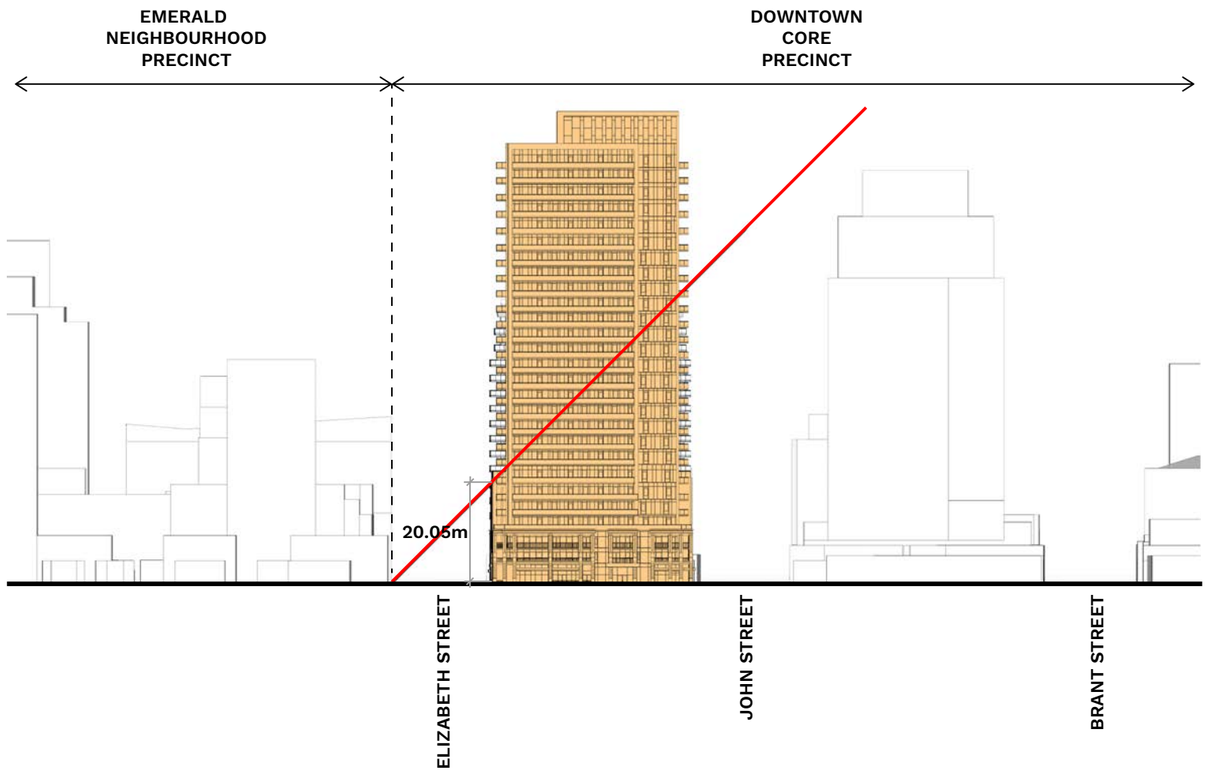


Figure 24 - Proposed Development - 45-Degree Angular Plane Study - Looking South

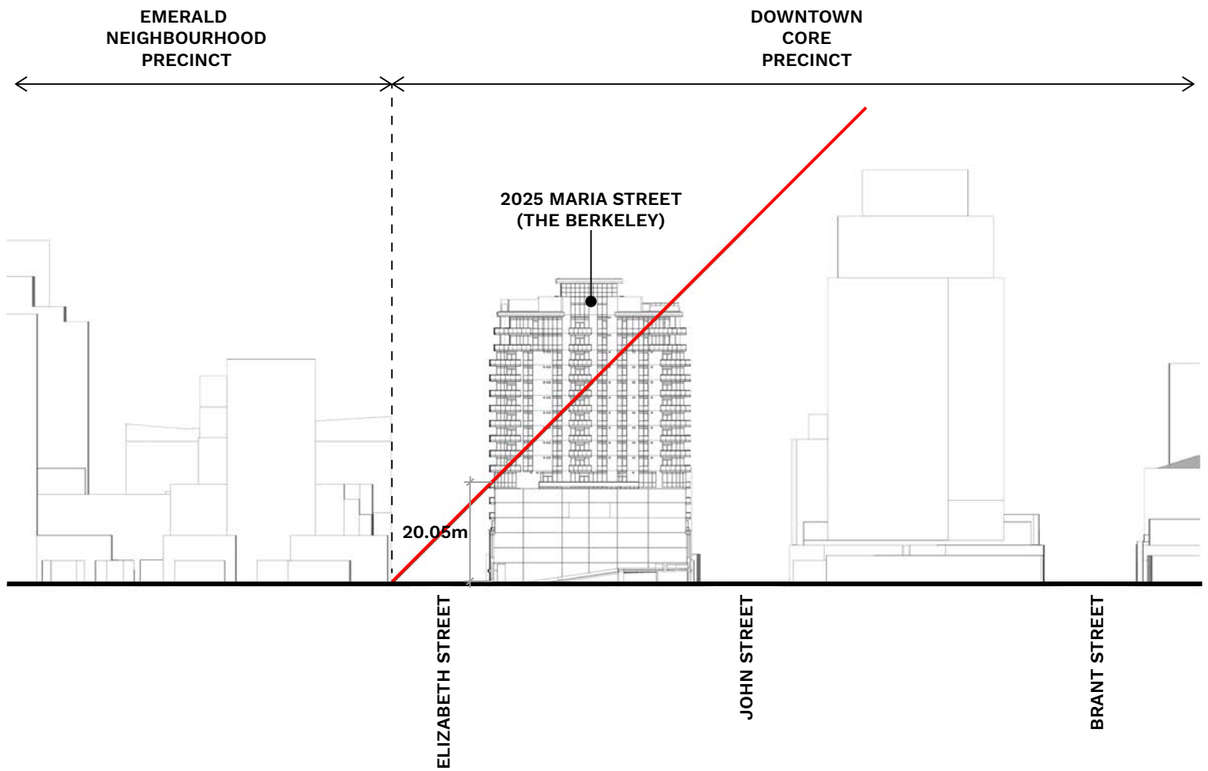


Figure 25 - 2025 Maria Street (The Berkeley) - 45-Degree Angular Plane Study - Looking South

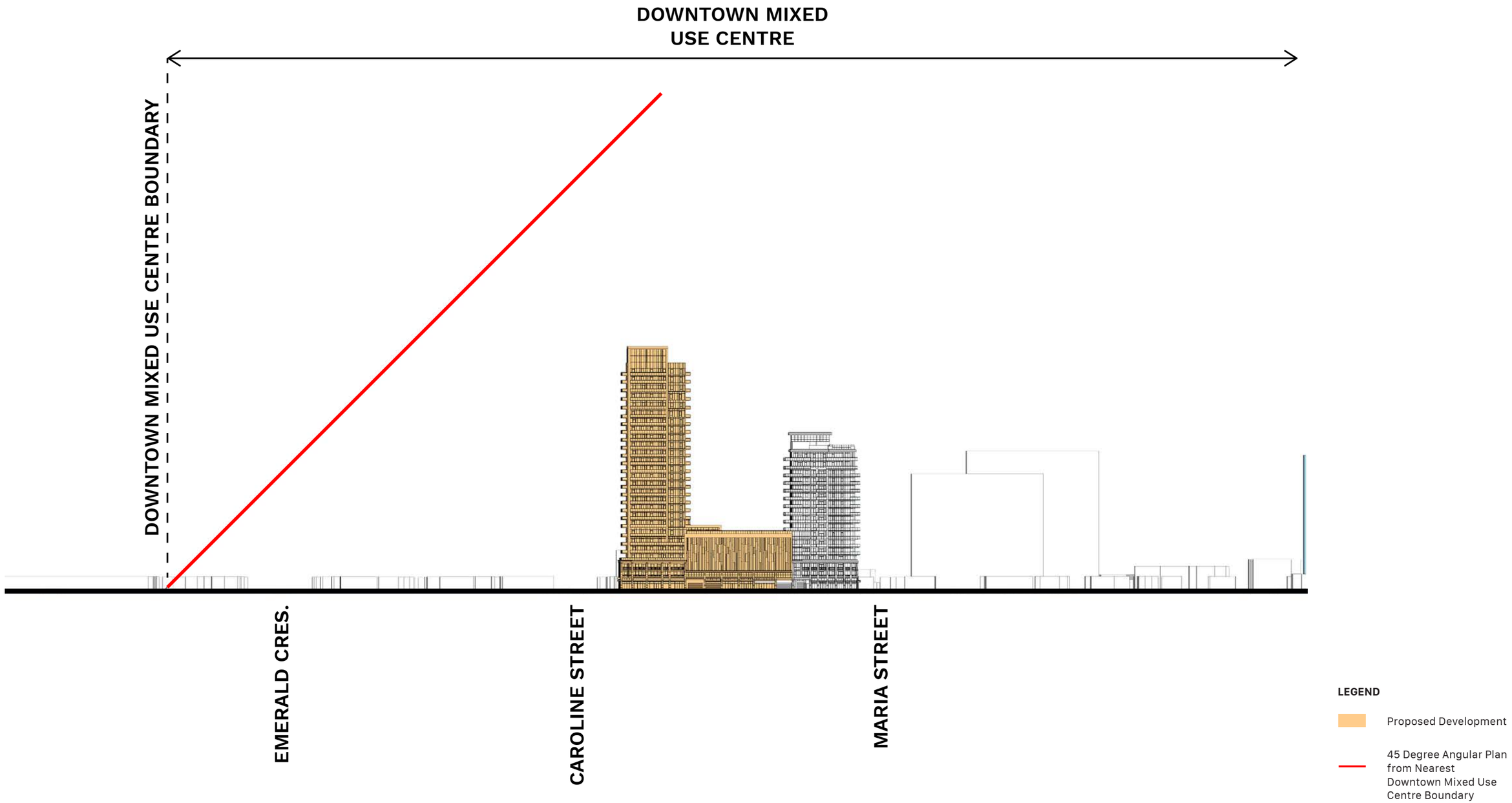


Figure 26 - Proposed Development - 45-Degree Angular Plane Study - Downtown Mixed Use Centre - Looking East

BOUSFIELDS INC.

PLANNING | DESIGN | ENGAGEMENT