

# 789-795 Brant St Burlington

SEPTEMBER 2022

## URBAN DESIGN BRIEF

File No. 20329E

MHBC | PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

# CONTENTS


| | | |
|---|---|---|
| 1.0 | INTRODUCTION | 4 |
| 2.0 | HOW TO READ THIS BRIEF | 5 |
| 3.0 | EXISTING CONTEXT ANALYSIS | 6 |
| 4.0 | THE PROPOSAL | 8 |
| 5.0 | POLICY CONTEXT, DESIGN PRINCIPALS & OBJECTIVES | 10 |
| 6.0 | SITE DESIGN, AND ORIENTATION | 14 |
| 7.0 | BUILT FORM AND MASSING | 20 |
| 8.0 | VEHICULAR AND PEDESTRIAN CIRCULATION | 25 |
| 9.0 | ARCHITECTURAL DESIGN | 28 |
| 10.0 | LANDSCAPE DESIGN, PUBLIC REALM & OPEN SPACES | 32 |
| 11.0 | SITE SERVICING & PARKING | 36 |
| 12.0 | SUSTAINABILITY & MICROCLIMATE | 39 |
| 13.0 | CONCLUSION | 47 |
| 14.0 | BUD COMMENTS RESPONSE MATRIX | 48 |
| 14.0 | DESIGN TERMS | 51 |



Rendering view from northwest corner on Brant Street

# 1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Camarro Development (hereinafter referred to as the "Owner") to prepare an Urban Design Brief for the redevelopment of the properties municipally addressed as 789-795 Brant Street in the City of Burlington (hereinafter referred to as the "Site" or the "Subject Lands"). The purpose of the Urban Design Brief is to illustrate how the proposal will implement design objectives provided for the Downtown Urban Growth Center by the City of Burlington to facilitate a mixed-use development on the Subject Lands, consisting of one residential tower at the height of 31-storeys. The development includes 356 new residential units and 485 square metres of ground-floor retail.

The proposed redevelopment represents revitalization and intensification of under-utilized lands located in the City of Burlington Urban Centre within a 500-meter distance from Major Transit Station Area (MTSA)(including BUS, GO and VIA Rail services). The Subject Lands is located along an MTSA Primary Connector and a Mixed Use Street (Brant Street) and is surrounded by established and interim high-density mixed-use development.

**THE POLICY FRAMEWORK**

The Subject Lands are designated 'Mixed Use Activity Areas', specifically 'Mixed Use Corridor – General' and as part of 'Downtown Urban Growth Centre Boundary' and within the defined Burlington GO Major Transit Station Area (MTSA) in the City of Burlington Official Plan. The Subject Lands are zoned 'Mixed Use Corridor' (MXG) under the City of Burlington Zoning By-law..

**OUR APPROACH**

In response to the vision for the Subject Lands, MHBC on behalf of the Applicant have prepared this Urban Design Brief to illustrate how the proposed development is in accordance with the design objectives of both the in-effect Official Plan and the new Official Plan, where specific relevant policies of these plans will be evaluated, and the City's Tall Building Guidelines.

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

Yours truly,
**MHBC**



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

Mahshid Fadaei

Mahshid Fadaei
BArch, MArch, MPlan
Intermediate Planner and Urban Designer

# 2.0
# HOW TO READ THIS BRIEF

Response to design policy and guidelines

Design policy and guidelines from the municipality




Figure illustrating adherence where applicable

Reference to key design principle being acknowledged

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

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

# 3.0
# EXISTING CONTEXT ANALYSIS

The Subject Lands are located on the southeast corner of the intersection of Brant Street and Prospect Street. The Subject Lands include two adjacent parcels of approximately 0.22 hectares (0.55 acres). 795 Brant Street is approximately 0.13 hectares (0.33 acres) with approximately 28.35 metres of frontage. 789 Brant Street is approximately 0.089 hectares (0.22 acres) with approximately 22.2 metres of frontage. The Subject Lands are currently accessed via Brant Street and Prospect Street and are occupied by two two-storey buildings that contain commercial units. Subject Lands are surrounded by established and interim high-density mixed-use development to the west and high to medium-density residential units to the east. Immediately north of the Site are high to mid density residential areas, Burlington GO station, and VIA/GO Transit Rail.

The Subject Lands are surrounded by a mix of uses as summarized below:

**NORTH** Immediate to the north is a Medical office building and lands designated as Urban Corridor across Prospect Street. Further to the northeast across Fairview Street is the Burlington Go Station and Surface Parking Lot.

**EAST** Immediate to the east are Residential uses include an 8 storey apartment building, 3 Storey apartment building, and duplex dwellings. Further east is a Residential area with a mix of residential typologies including high medium and low density.

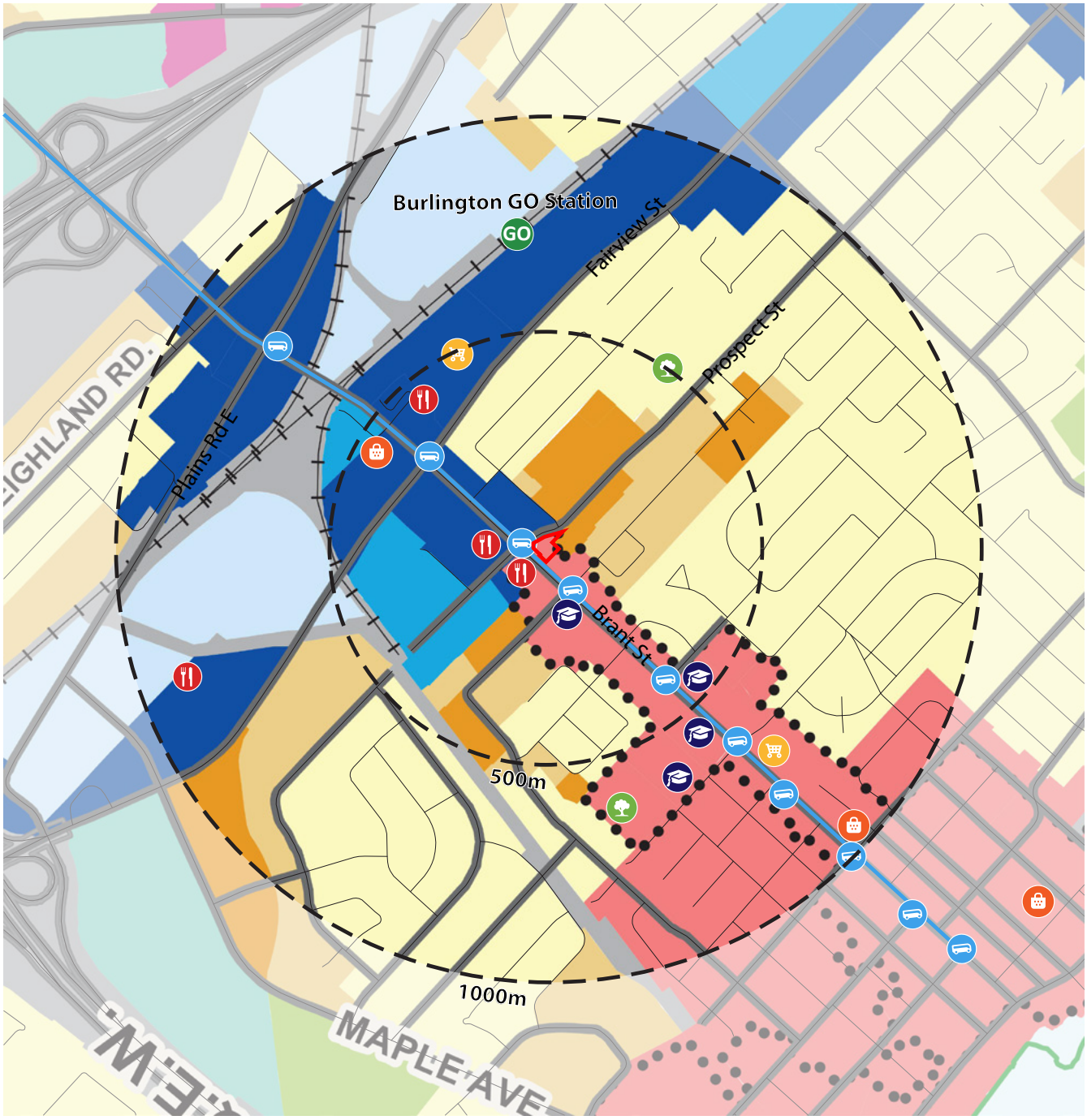
**SOUTH** Immediate to the south is a one-storey retail commercial unit in a single-detached house. Further south is the Burlington Square Plaza including high density residential and Mixed-use corridor along Brant Street.

**WEST** Immediately to the west and across Brant street are retail commercial units and a mixed-use 3 storey building.

There are various active mixed-use development proposals within the Planning Area with heights ranging from 6-28 storeys, including two 25-storey and a 27-storey residential mixed-use buildings few blocks south along Brant Street.

The Subject Lands are directly served by Burlington Transit Route 2 and 80 and are within a 15-minute walk to the Burlington GO Station, which connects to Aldershot Go Station to the east and Appleby Go station to the west. Burlington GO provides additional connections to Hamilton via Hamilton Street Railway Route and surrounding Greater Toronto Area Municipalities via the Lakeshore West GO Train Line. Brant Street is identified as Green Street with potential for active transportation connections, including bike lanes and enhanced sidewalks. The Site is also adjacent to multiple existing and proposed amenity, retail and commercial service uses located in the Urban Center Area and along the Mixed-use Corridor. In addition, the Site is directly connected to the City of Burlington Busway network, having the primary Bus Service route passing along Brant Street. The proximity of these identified infrastructures, services, and facilities will play a key role in establishing a well-connected and convenient commercial and residential complex.

The Subject Lands are also designated as Mixed-Use lands within the intensification Corridor, which serves the emerging Employment Area to the north and responds to the growing population, economic activities, and transportation infrastructure investment in the Urban Area.




Subject Lands
Urban Centres
Urban Corridor
Urban Corridor - Employment
General Employment
Residential - Low Density
Residential - Medium Density
Residential - High Density
Urban Growth Centre Boundary
Bus Route
Bus Stop
GO Train Station
Grocery
Park
School
Restaurant
Retail

**Figure 3.1** - Context Map

# 4.0
# THE PROPOSAL

## THE PROPOSED DEVELOPMENT

The Subject Lands are located on the southeast corner of the intersection of Brant Street and Prospect Street with a primary frontage off of Prospect Street. The Subject Lands include two adjacent parcels of approximately 0.22 hectares (0.55 acres). The Subject Lands are immediately bound by Prospect Street to the north, Brant Street to the east, a Low–rise commercial unit to the south, and residential apartments to the east. The Subject Lands are currently accessed via Brant Street and Prospect Street.

The proposal seeks to establish a higher density, transit-supportive, and pedestrian-oriented mixed-use development along a Mixed-use Corridor. Given the Subject Lands are within Downtown Urban Growth Center and an MTSA, the proposal provides opportunities for a complete community through a compatible development that supports the emerging growths in the area.

The proposal is to facilitate the redevelopment of the Subject Lands with a mixed-use building at the height of 31-storeys. The tower portion of the building is on top of a 7-storey podium with 485 square metres of retail on the ground floor fronting Brant Street. The proposal has a total of 356 residential units ranging from one to three-bedroom units as well as indoor amenities in the form of private indoor spaces and outdoor amenity spaces in the form of green roofs and roof terraces. A total Gross Foor Area of 30,637 square metres is proposed, with a residential FSI of 12.47.

The residential lobby fronts Prospect street, and the Site has given vehicular access through an at-grade underpass off Prospect Street. An internal driveway provides access to the service, waste, and loading zone and the underground ramp, which are consolidated in one spot and contained within the podium. A drop-off area has been contemplated to minimize traffic impact and pedestrian-vehicular conflict on the public street. The provision of a drop-off area will support multi-modal transportation initiatives. A site total of 279 parking spaces are provided through 5 levels of underground parking, including 53 retail/visitor spaces and 226 residential parking spaces.

The proposed development will provide a total of 178 bicycle parking spaces in the form of long-term and visitor parking spaces to support active transportation within the City's Urban Area.

Recognizing the importance of Brant Street as a Mixed-Use Street and an MTSA Primary Connector, the proposed massing integrates generous setbacks along the west frontage to allow for public realm expansion, landscaping, and commercial spaces to spill out.

The development's sculptural status and architectural design climbing the southeast corner of the intersection will promote the Site as a focal point and landmark in the Downtown Urban Growth Centre, contributing to Burlington's urban area character. The building will be articulated with high-quality design and material to support the surrounding public streets, public realm network, and the UGC skyline. The podium design

featuring active uses on the ground floor contributes to the pedestrian-oriented and engaging streetscape. The generous setback and high-quality landscaping will support walkability, social interaction, strong retail visibility and space for retail display in the interface between the building and sidewalk.

The east wing, including a residential lobby and residential units, will also play a key role in animating Prospect Street as a neighbourhood connector while promoting the quality and safety of the surrounding public realm.

Overall, the proposed development will support the population and employment distribution within the "Major Transit Station Area (MTSA)" designation and improve access to multi-modal transportation options. It responds to public investment in an area served by higher-order frequent rapid transit, generating transit-supportive growth along a 'Frequent Transit Corridor' (Brant Street) and a 'Neighborhood Connector' (Prospect Street). The proposal will also encourage using local and regional transit services (including BUS, GO and VIA Rail services) that connect to the Aldershot GO Station, Downtown Terminal, and Appleby Go station.

The proposal will be compatible with the New Official Plan vision for the Mixed Use Nodes and Intensification Corridors, including "Major Transit Station Area (MTSA)" and will adhere to the City of Burlington "in effect" and "new" OP policies.

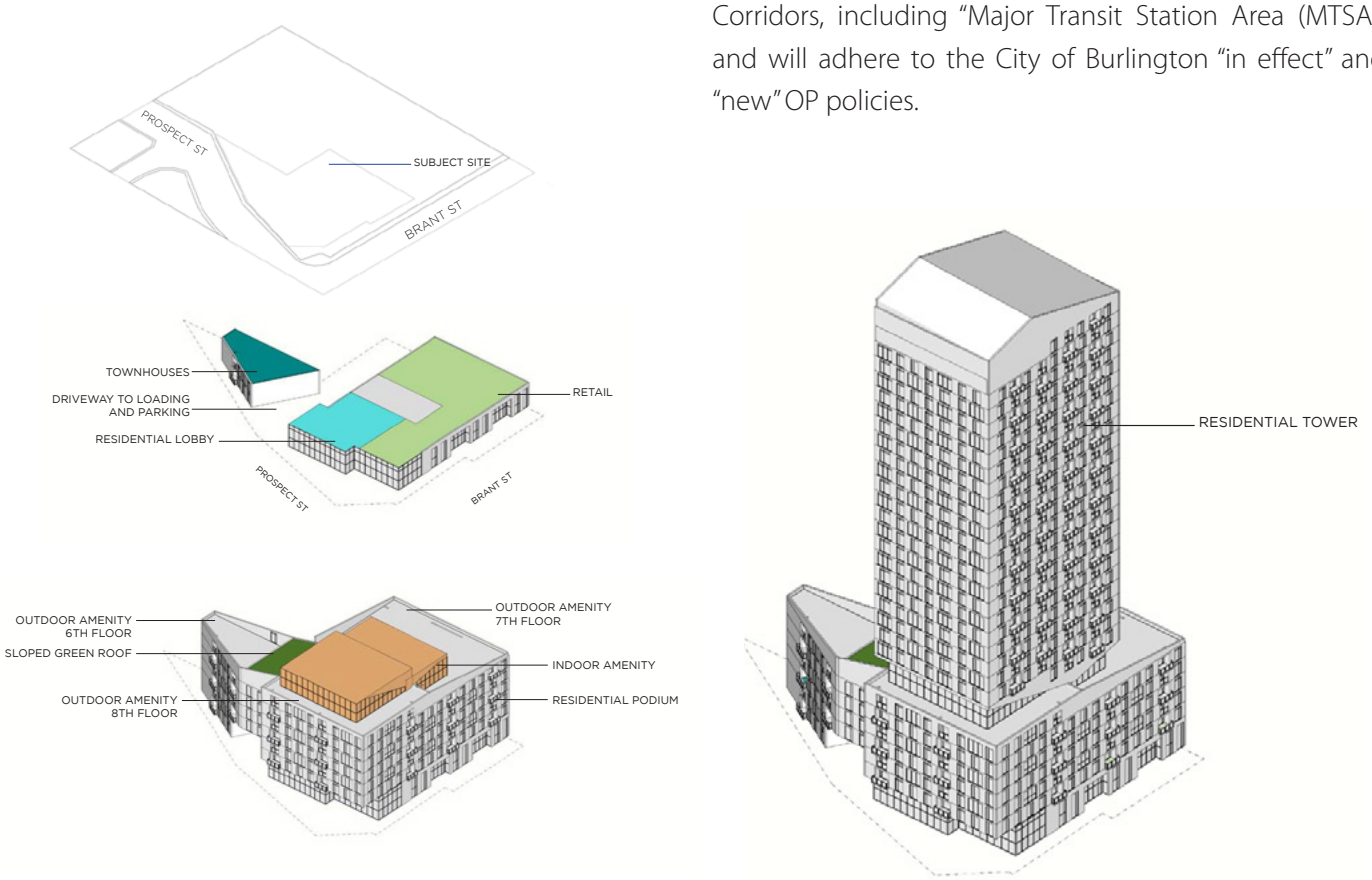



**Figure 4.1 -** Conceptual Design Process, Prepared by RAW Design

# 5.0 POLICY CONTEXT, DESIGN PRINCIPLES & OBJECTIVES

## CITY OF BURLINGTON OFFICIAL PLAN (IN-FORCE)

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

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

- **"Mixed Use Activity Area"** in Schedule A (Settlement Pattern)
- **"Mixed Use Corridor - General"** in Schedule B (Comprehensive Land Use Plan - Urban Planning Area) "Mixed Use Corridors" provide locations along multi-purpose arterial or major arterial roads that will serve as areas of concentration for mixed use developments with high density residential, retail, service commercial, office, entertainment, community facilities and institutions, and open space uses (Policy 5.3.1 a)). Higher intensity, transit supportive and pedestrian-oriented mixed use development is encouraged along Mixed Use Corridors, including land in the vicinity of a MTSA, while retaining compatibility with nearby land uses.
- Part of **'Downtown Urban Growth Centre Boundary'** per Schedule B (Comprehensive Land Use Plan – Urban Planning Area)
- Brant Street is identified as a **'Minor Arterial Road',** and Prospect Street identified as a 'Collector Street' per Schedule J – Classification of Transportation Facilities.

## GROW BOLD (2020 COUNCIL-ADOPTED OFFICIAL PLAN)

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

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

- **Urban Area** in Schedule A (City System)
- **Urban Growth Centre Boundar** in Schedule A-1 ( City System – Provincial Land Use Plans and Designation)
- **Urban Centres** and also within **500 metres of Major Transit Station Area** in Schedule B (Urban Structure
- Primary Growth Area – Schedule B-1 – Growth Framework)
- Located on a **MTSA Primary Connector and Frequent Transit Corridor (**Brant Street) in Schedule B-2 (Growth Framework and Long Term Frequent Transit Corridors)
- **Urban Centres in Mixed Use Intensification Areas** in Schedule C (Land Use – Urban Area)
- **Upper Brant Precinct** in Schedule D (Land Use –

Downtown Urban Centre)

- **Mixed Use Street** in Schedule D-1( Downtown Urban Centre Retail Streets)
- **Max. Height of 25 Storeys** in Schedule (D-2 – Maximum Building Heights)

## TALL BUILDING URBAN DESIGN GUIDELINES

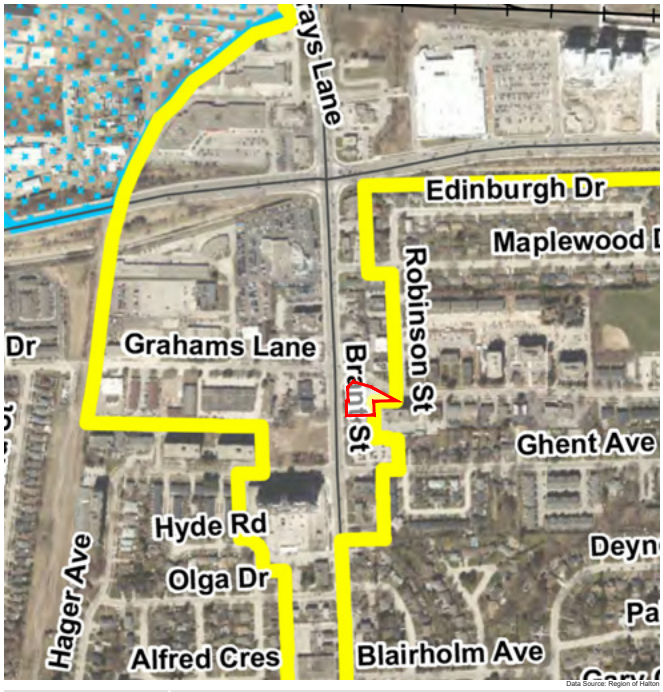
The Tall Building Design Guidelines (May 2017) provide direction for podium design, site design, open space and streetscaping, tower design and rooftop design.

## Guiding Principles and Objectives

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

## LAND USE FIGURES

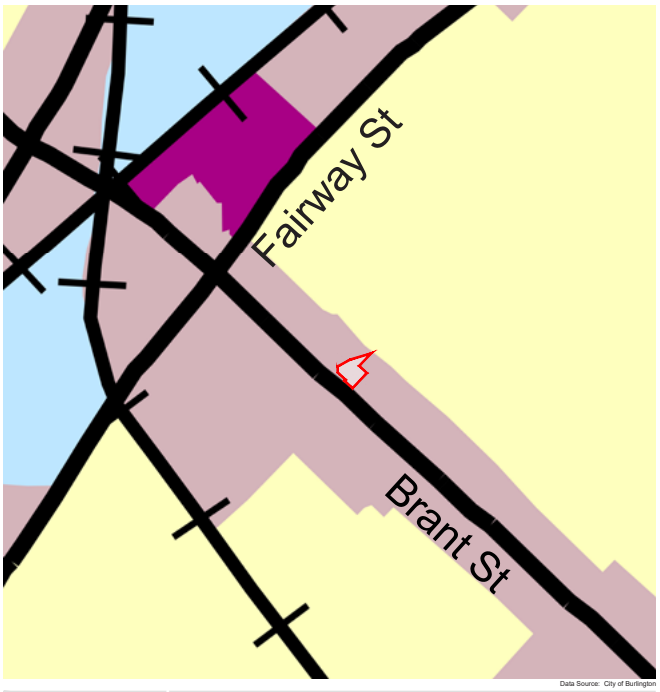
Applicable Land Use and Zoning figures to the Subject Lands are found on Page 12 and 13.




**Halton Region Municipal Comprehensive Review**
Burlington Urban Growth Centre Map
**789-795 Brant St, Burlington, Ontario**

LEGEND
- Subject Lands
- Major Transit Station Area (MTSA)
- Regional Employment Area

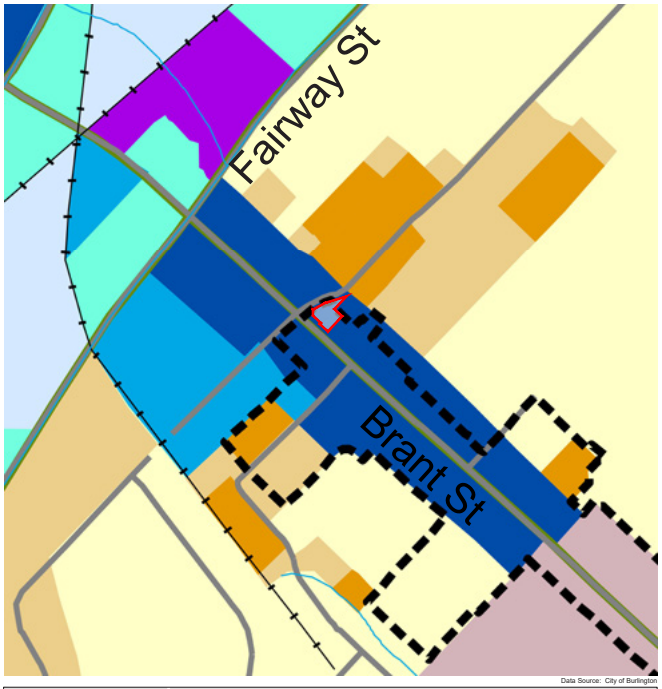
DATE: March 5, 2021 SCALE: 1:5000




**City of Burlington In-Effect Official Plan**
Schedule A - Settlement Pattern
**789-795 Brant St, Burlington, Ontario**

LEGEND
- Subject Lands
- Residential Areas
- Employment Lands
- Major Retail Areas
- Mixed Use Activity Areas

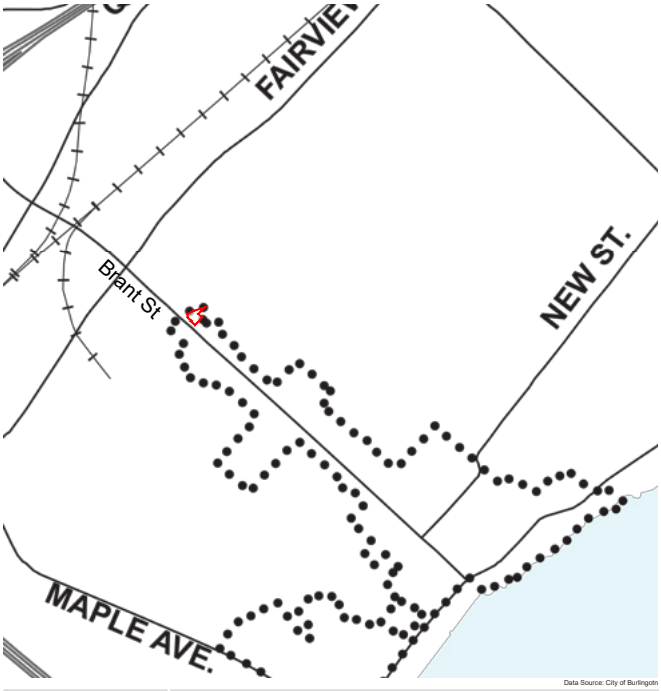
DATE: March 4, 2021 SCALE: 1:5000




**City of Burlington In-Effect Official Plan**
Schedule B - Comprehensive Land Use Plan - Urban Planning Area
**789-795 Brant St, Burlington, Ontario**

LEGEND
- Subject Lands
- Residential - Low Denisity
- Residential - Medium Density
- Residential - High Density
- Mixed Use Centre
- Mixed Use Corridor - General
- Mixed Use Corridor - Employment
- Mixed Use Corridor - Commercial Corridor
- Watercourses (conceptual, refer to Part III, S6.4.2d)
- Downtown Urban Growth Centre Boundary

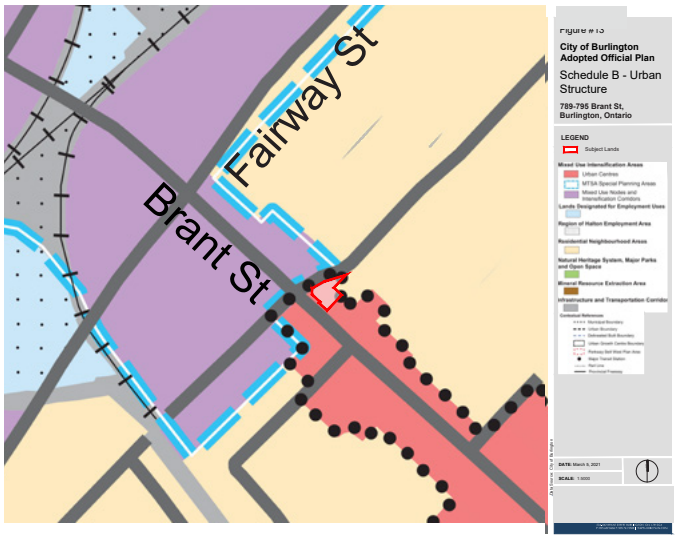
DATE: March 4, 2021 SCALE: 1:5000

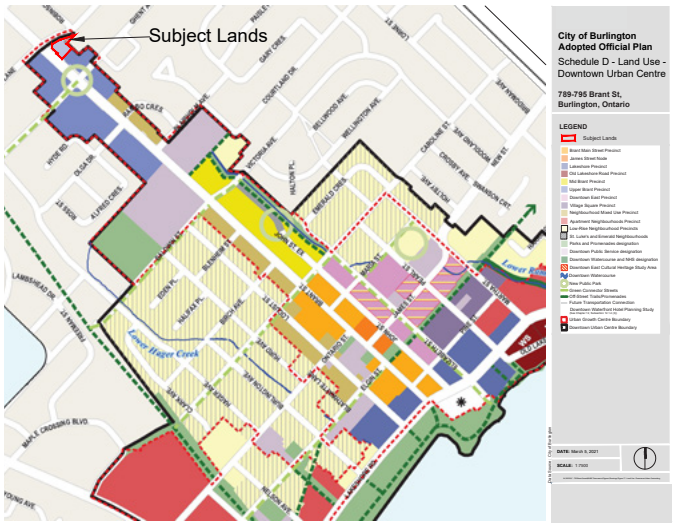


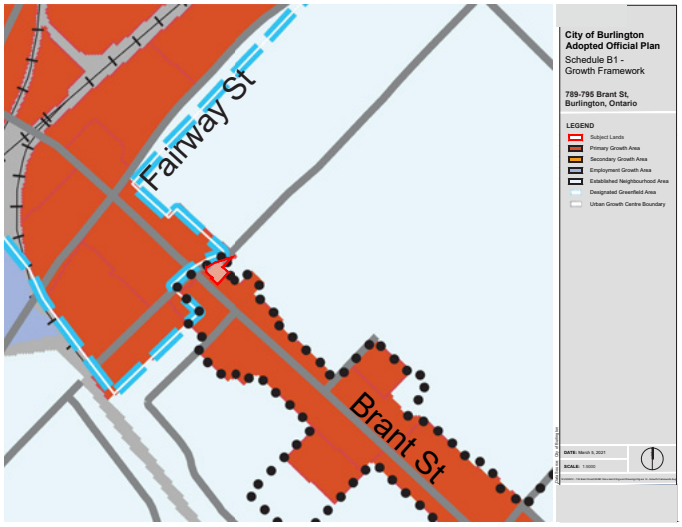

**City of Burlington In-Effect Official Plan**
Schedule A1 -City System - Provincial Land Use Plans
**789-795 Brant St, Burlington, Ontario**

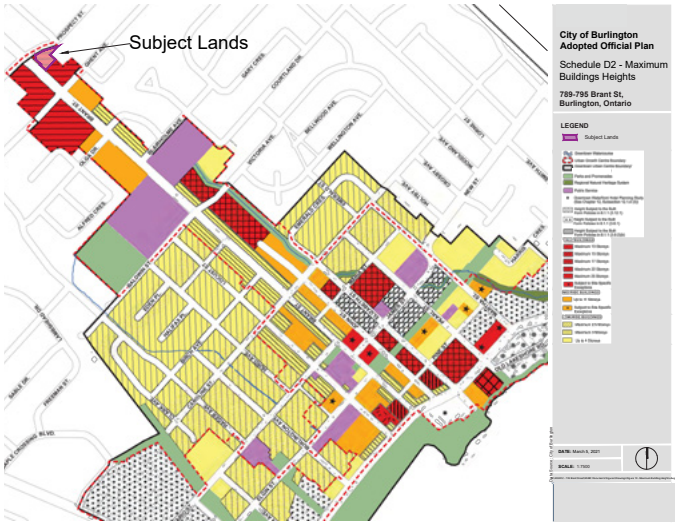
LEGEND
- Subject Lands
- Urban Growth Centre Boundary

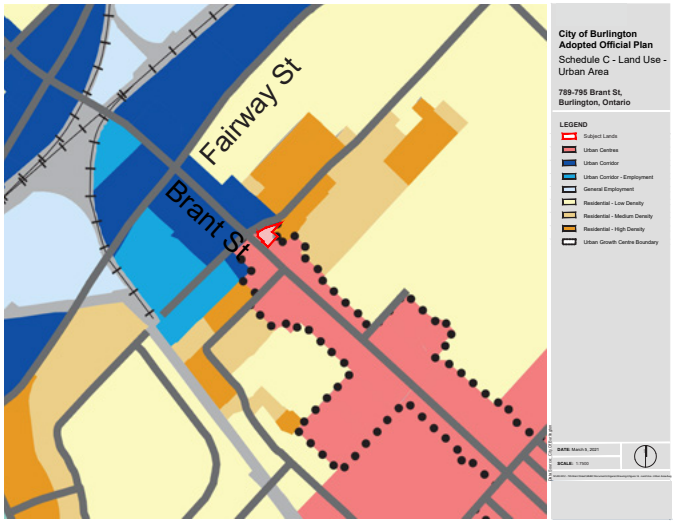
DATE: March 5, 2021 SCALE: 1:10000


Fairway St
Brant St
City of Burlington
Adopted Official Plan
Schedule B - Urban Structure
789-795 Brant St, Burlington, Ontario
LEGEND
Subject Lands


Subject Lands
City of Burlington
Adopted Official Plan
Schedule D - Land Use - Downtown Urban Centre
789-795 Brant St, Burlington, Ontario
LEGEND
Subject Lands


Fairway St
Brant St
City of Burlington
Adopted Official Plan
Schedule B1 - Growth Framework
789-795 Brant St, Burlington, Ontario
LEGEND
Subject Lands
Primary Growth Area
Secondary Growth Area
Employment Growth Area
Established Neighbourhood Area
Designated Greenfield Area
Urban Growth Centre Boundary


Subject Lands
City of Burlington
Adopted Official Plan
Schedule D2 - Maximum Buildings Heights
789-795 Brant St, Burlington, Ontario
LEGEND
Subject Lands


Fairway St
Brant St
City of Burlington
Adopted Official Plan
Schedule C - Land Use - Urban Area
789-795 Brant St, Burlington, Ontario
LEGEND
Subject Lands
Urban Centres
Urban Corridor
Urban Corridor - Employment
General Employment
Residential - Low Density
Residential - Medium Density
Residential - High Density
Urban Growth Centre Boundary

# 6.0
# SITE DESIGN, AND ORIENTATION

## POLICIES AND GUIDELINES

**City of Burlington "*Official Plan* "**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**New OP Policy 8.1.1(3.21.1) f)**
**iv)** Increase setbacks adjacent to the street in order to expand the pedestrian realm and provide opportunities for patios and pedestrian amenities;
**v)** Restrict, where possible, residential lobbies along Retail Main Street frontages and direct them to side streets or rear entrances;
**vi)** Provide servicing, loading and parking access from a rear public lane, shared private lane and/or shared driveways where possible and not from the Retail Main Street frontage;
**vii)** Support walkability, social interaction strong retail visibility and space for retail display in the interface between the building and sidewalk;

**City of Burlington "*Tall Building Guideline*"**

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

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

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

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

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

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

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

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

## RESPONSE

The proposal represents revitalization and intensification within the "Mixed Use Intensification Area - Urban Center" and the "Upper Brant Precinct", and promotes a balanced combination of density along the "MTSA Primary Connector" highlighting walking distance to higher-order transit at the Burlington GO station. This compact transit-supportive development contributes to creating transit, pedestrian, and cycling-oriented areas while achieving compatibility with adjacent density areas. The proposed development consists of a high-rise building, a 31-storey tower, on top of a 7-storey podium with a compact rectangular built form. The podium features active frontage, including retail uses along Brant Street and residential units along Prospect Street.

The proposal integrates horizontal and vertical setbacks and maintains a low-rise relationship at grade to establish a pedestrian scale built form along a neighbourhood corridor. The tall component is oriented and massed to provide a context-sensitive transition in height toward the existing and interim development (high and mid- apartments in the south, north, and east). The ground-level uses maintain land use compatibility with the surrounding and along the "Mixed Use Street". Furthermore, a harmonious neighbouring relationship with low-rise buildings located immediately to the Site has been protected through the design of the podium, recession in the built form, fencing, and landscaping (including tree planting) that buffers the Property's lines. By doing this, the proposal ensures the gradual transition to existing dwellings, protection of privacy, and minimal visual impact.

The podium helps to mass a consistent elevation and limits setback along the property line where it meets Brant Street to establish a continuous, pedestrian scale and engaging streetwall that frames the public realm on both respective streets. Once at the corner, the building sets back from the property line to avoid visual obstruction and allow for a barrier-free pedestrian sidewalk and uninterrupted public realm.

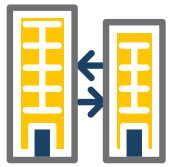
Taking advantage of the land's irregular shape, the podium has been extended to the east to contain multi-storey residential units, developing the east portion of the land along Prospect street. Given that Prospect Street is designated as Neighborhood Corridor, these residential units will incorporate a high level of glazing and street-facing private outdoor areas which will also liven up the public realm and contribute to an enjoyable and comfortable pedestrian environment along Prospect

Street with enhanced safety through informal surveillance. The high-quality and engaging building frontages will contribute to a pleasant pedestrian experience, liveliness and vibrancy of the surrounding public street, and provide consistent interaction between indoor and outdoor spaces.

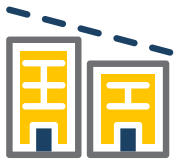
Main vehicular and pedestrian entrances are located along Prospect Street, a collector street, and are clearly defined and distinguished through setbacks, heights and architectural treatments.

Parking ramp, servicing, and loading areas are consolidated in a single spot and accessed through a shared driveway to avoid extra curb cuts and vehicular-pedestrian conflict on the primary frontage. Parking, servicing, and loading areas are contained within the podium and screened from the surrounding public streets.

The overall podium and tower massing contribute to the built-form compatibility with the surroundings and promote visual connectivity of both streets at the intersection. The proposed podium maintains a height-width relationship with both streets and steps back in an angular form toward adjacent low-rise buildings along Prospect street to provide a respectful transition in height.



**Compatibility**



**Height Transition**

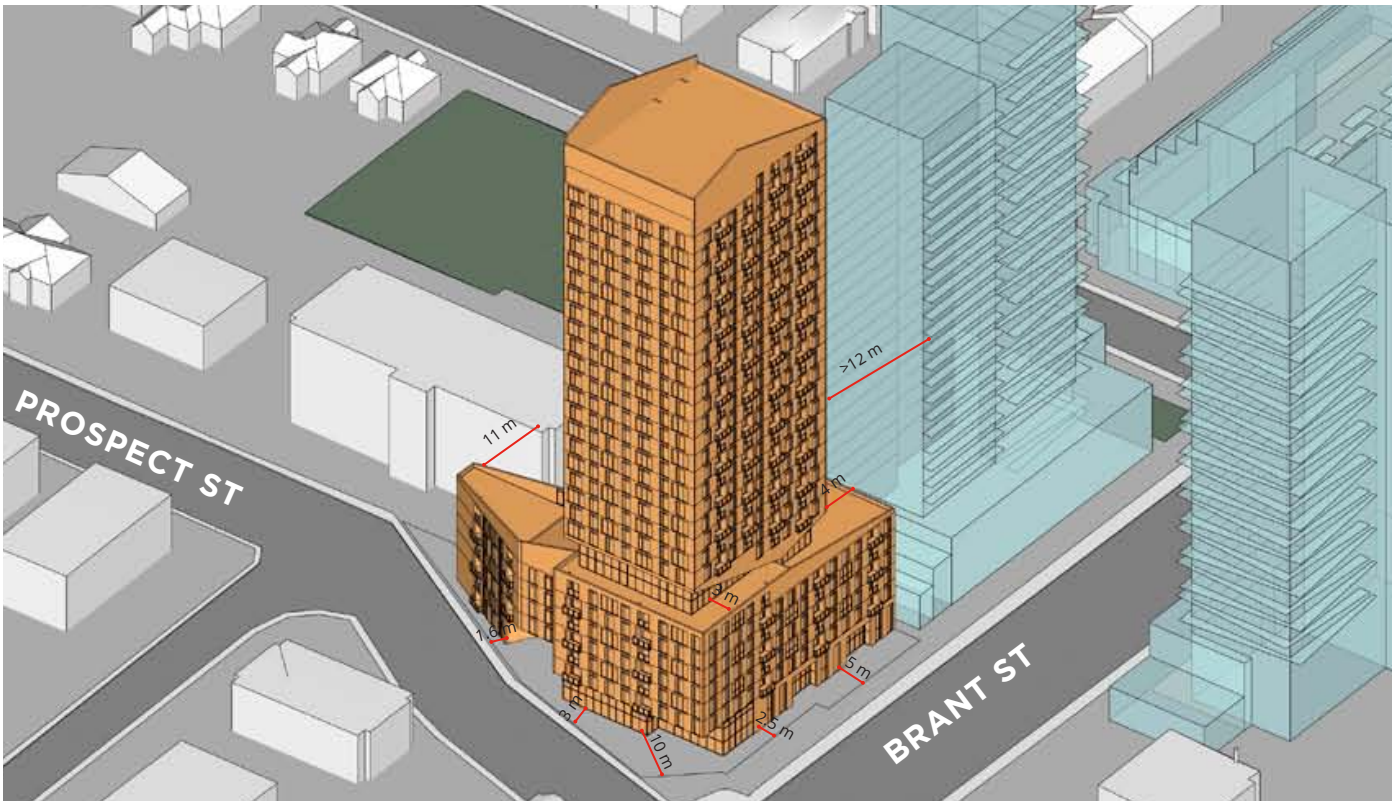



**Figure 6.1 -** Rendering Perspective of the Proposed Development-illustrating setbacks from adjacent properties and public street, Prepared by RAW design

The proposed tower is oriented to integrate into the surrounding developments while framing Brant Street as a Minor Arterial. It is designed in a slender rectangular envelope to minimize shadow impacts and uncomfortable wind conditions on adjacent streets and buildings.

The tower and podium will be treated with high-quality design, architectural treatment and material so that the proposed development enhances the Downtown skyline and contributes to the physical characteristics of the community.

The proposed height, density, and form are appropriate given that the Site is located in the Urban Center and Upper Brant Precinct and will support connectivity to higher-order transit that is accessible within walking distance from Brant Street. In addition, as noted, the Site has been identified for a high-rise designation in the Schedule (D-2 – Maximum Building Heights), supporting the evolution of this growth area.

Overall, the development will promote accessibility and connectivity of the pedestrian network in the area and complement the active transportation network within the MTSA.



**Figure 6.2 -** The Proposed Development- viewed from Prospect Street illustrating main entrances, pedestrian realm, and building facade articulation, Prepared by RAW Design

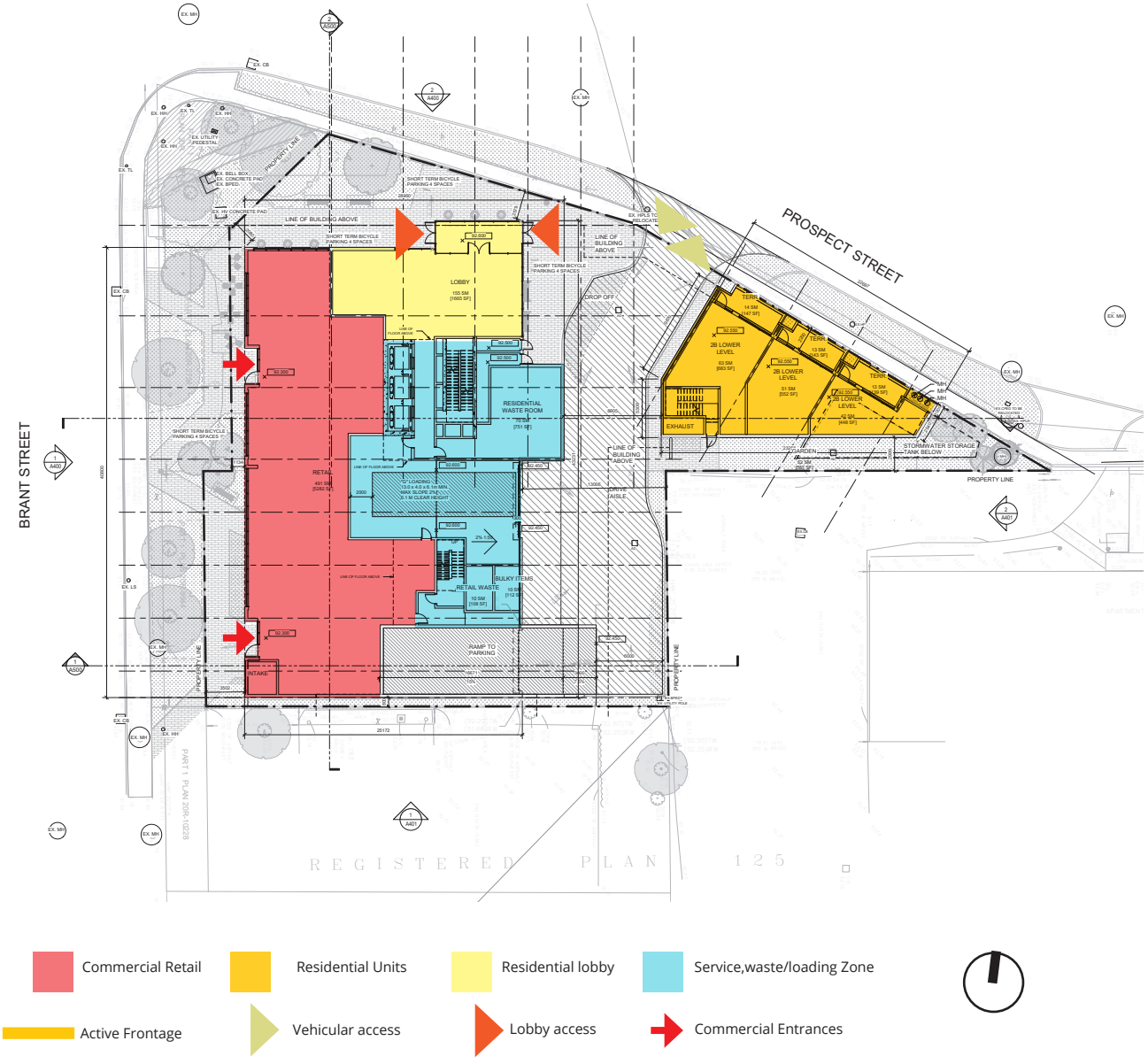



**Figure 6.3 -** Ground Floor Plan illustrating active frontage and pedestrian and vehicular access points, Prepared by RAW design



# 7.0 BUILT FORM AND MASSING

## POLICIES AND GUIDELINES

**City of Burlington "*Official Plan* "**

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

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

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

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

**New OP Policy 8.1.1 2) (b)**The design and development of Urban Centres shall promote these areas as multi-functional activity centres and focal points for a variety of activities that are characterized by a mixed use and compact built form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development.

**New OP Policy 8.1.1 2) (c)** The design and development of Urban Centres shall ensure compatibility between the Urban Centre uses and surrounding areas.

**New OP Policy 8.1.1 2)(g)** Multi-unit residential developments in Urban Centres should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

**New OP Policy 8.1.1 3.8) (d)**New development shall generally be comprised of tall buildings at the northern end of the Precinct and mid-rise buildings at the south according to the maximum heights set out in Schedule D-2: Downtown Urban Centre Heights, of this Plan.

**New OP Policy 8.1.1 3.18.3) (b)** Tall buildings shall consist of a base building (podium), a middle (tower), and a tower top, which should be designed as an integrated whole.

**New OP Policy 8.1.1 3.18.3) (d)** The design of balconies should maximize usability, comfort, and building performance, while minimizing negative impacts on the buildings mass, public realm, and natural environment by:
i. Avoiding placement that significantly increases the physical and apparent massing of the building; and
ii. Providing for appropriate minimum depths that offer privacy and comfort.

**City of Burlington *"Tall Building Guideline"***

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

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

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

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

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

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

**Guideline 2.4(e)** Large podiums shall be visually broken into smaller components. Mixed-use podiums shall reflect multiple retail units, while residential buildings shall provide individual entrances for ground floor units. In the downtown, podiums shall reflect the traditional 7-10 metre lot width.

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

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

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

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

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

## RESPONSE

The proposal ensures a compact, transit-supportive, pedestrian oriented built form. As the building climbs the corner, overall massing sets back through reduced gross floor areas, opening space for outdoor amenity areas on multiple levels.

The proposal ensures a gradual transition toward existing dwellings in the surrounding areas by representing a compact built form and decreasing gross floor area as the building climbs the corner. As mentioned before, the podium provides low-rise relationship along the frontages, assisting with height and density transition. The total building floor area decreases through built form recession as the building climbs the corner to further mitigate negative visual impact of the tall component. The landscaping buffer, contemplated at the site boundaries, secures privacy and prevents trespassing and overlooking. The Site has two active frontages facing public streets. The podium is designed as a multi-function receptacle that frames adjacent public streets and programs internal spaces while animating the public realm with retail facing the "Mixed-use Street" (Brant Street) and residential units fronting the "Neighbourhood Connector". The residential lobby at the corner mediates the intersection and creates a sense of arrival.

Ground floor retail units will incorporate a high level of transparency and provide opportunities for indoor spaces to spill out into the public realm and create an engaging, vibrant, and pedestrian-friendly experience along Brant Street, a Primary Transit Connector. This design feature contributes to constant indoor and outdoor interaction



**Figure 7.1** - Rendering perspective showing vertical and horizontal emphasis, recession, projections, balconies, fenestration details, and material changes, Prepared by RAW design

and makes "eyes on the street, " enhancing streetscape safety.

The proposed building is articulated through variation in form and material, which distinguish the building's base, middle, and top. There will be a distinction in architectural treatment between the podium and the tower, creating a vertical transition in the massing as it relates to the street. This makes a unique architectural expression at the southeast corner of Brant Street and Prospect Street, responding to the planned context along Brant Street.

The vehicular and pedestrian entrances are defined in visible and barrier-free locations, accentuating the Site's permeability. In addition, at-grade retail units present entrances on both Brant Street, directly accessible from the public sidewalk, helping to activate the streetscape and adding to the edge porosity.

Given that the Site is located on the corner lot, architectural articulation and measures such as a combination of vertical and horizontal emphasis, recession, projections, balconies, fenestration details, and material changes are proposed to reduce the visual impacts related to the scale of the proposal and avoid the creation of blank façades.

This also helps to create a visually interesting development that will complement the overall skyline of the Urban Centre. The proposed building will represent a focal point at the edges of the Downtown, helping with the legibility and connectivity of the surrounding public streets.

Furthermore, the podium's height in relation to the adjacent right of ways' maintains a human scale development and creates a pleasant and comfortable pedestrian experience on the ground floor, promoting the pedestrian network within the 500 meters of the MTSA.

The tower is articulated using materials such as pre-framed metal and vision glass to incorporate a light appearance, and balconies are designed using light transparent materials to not excessively add to the massing. The podium will use heavier materials such as brick and precast concrete to highlight the development frontage but will be broken up into smaller perceivable pockets using window fenestration and material change.

The tower's relatively small footprint and slender rectangular built form will also minimize shadow impacts on neighbouring properties. The Shadow Impact Study prepared by RAW Design provides further analysis of anticipated impacts of the proposed development and shows that minimal shadow impacts are expected on adjacent low-density development as a result of the proposal.

The orientation and location of the tower will maximize privacy and skyview and allow for a shared outdoor amenity to emerge on top of the podium (6th floor). This amenity space overlooking public streets will help reduce possible visual impact, enhance public realm quality, and adds to informal surveillance.



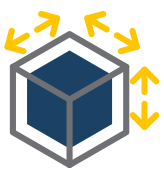
**HEIGHT TRANSITION**



**SETBACK**



**Articulation**



**MASSING**



**Façade**

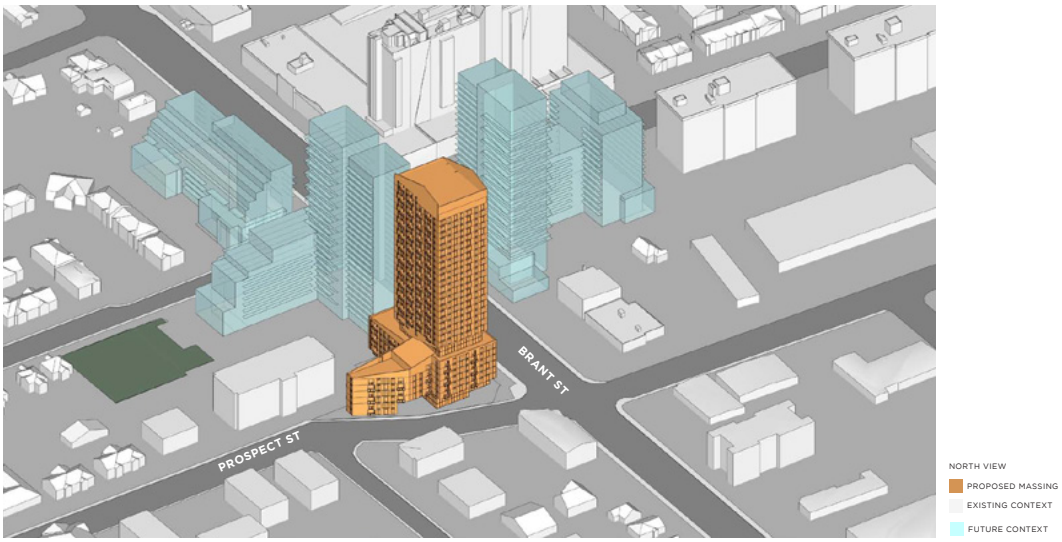



**Figure 7.2 -** Perspective Rendering from north illustrating overall built form and setbacks along Prospect Street, Prepared by RAW Design




**Figure 7.3 -** Perspective Rendering from west illustrating overall built form and setbacks along Brant Street, Prepared by RAW Design

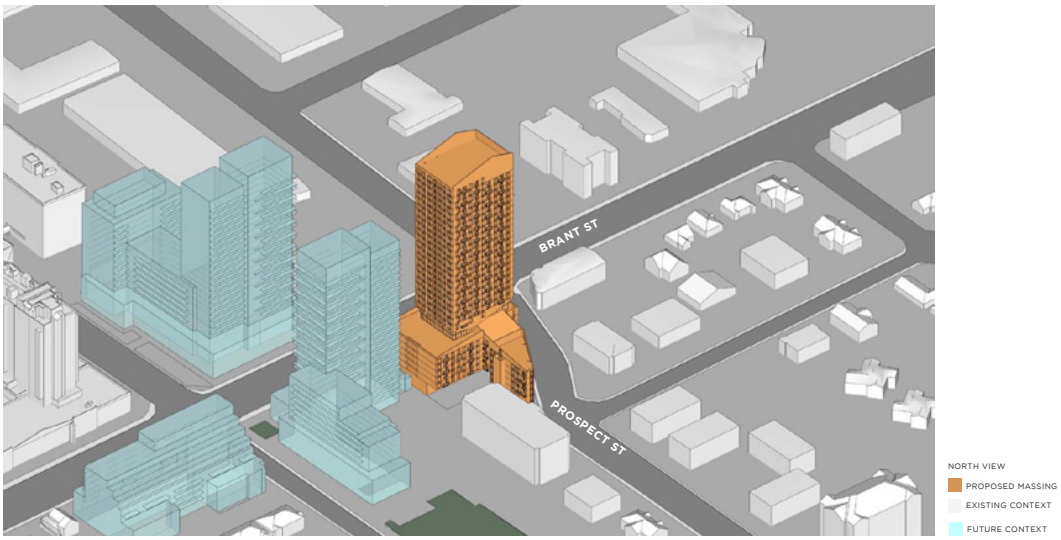



**Figure 7.4 -** Perspective Rendering from east illustrating overall built form at the rear side of the Site, Prepared by RAW Design

# 8.0 VEHICULAR AND PEDESTRIAN CIRCULATION

## POLICIES AND GUIDELINES

**City of Burlington *"Official Plan"***

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

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

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

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

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

.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**RESPONSE**

The development proposes a higher intensity, transit-supportive, and pedestrian-oriented mixed-use development along the MTSA Primary Connector connecting Downtown Terminal to Go station and within 500 walking distance from Burlington Go Station, responding to population and employment growth and promoting a transit-supportive community within Downtown Urban Growth center.

The proposed development will result in a pedestrian-oriented, walkable, enjoyable, and safe street experience by providing a well-connected circulation network that will tie into and enhance the area's public realm and mobility network. This will improve the feasibility of multi-modal transportation options and accessibility and connectivity of the pedestrian network within the "Major Transit Station Area (MTSA)".

The proposed development represents active uses and outdoor amenity spaces at grade that will enhance the existing pedestrian realm and contribute to the quality and walkability of the surrounding street, creating opportunities for active transportation and public realm safety and convenience within the MTSA area.

As mentioned before, the development integrates setbacks along the Site's perimeters and at the corner to allow for continuous, barrier-free, and interactive pedestrian circulation around the development, enhancing the connectivity of the existing public realm.

The proposed retail uses at grade will have direct access from the pedestrian walkway and the building entrances will be defined clearly through pavement, height, and materiality to add to the legibility of the Site's circulation network. The proposed walkway will be barrier-free, designed to AODA standards, and will be well-lit for enhanced safety and visibility. A pedestrian crosswalk will be provided where the curb cut occurred to maintain a continuous pedestrian route around the building.

The top and base components of the development will be designed and articulated to enhance the surrounding streetscape. The northwest corner of the Site will be promoted through architectural treatment as an inviting focal point or a wayfinding landmark, creating a sense of arrival and augmenting the legibility of the public realm.

Access to parking, servicing, and loading areas is provided from the north's collector street and through an at-grade underpass. To minimize curb cuts and limit conflicts with pedestrian movement, vehicular circulation within the Site will be limited to an internal driveway accessing the parking ramp and loading area. The parking entrance, loading and servicing area are contained within the podium and screened from the public to reduce visual impact.

Bike parking is provided in the form of long-term residential and short-term visitors and is located on-surface and underground to facilitate multi-modal and active transportation within the area. The drop-off and pickup area supports the car-sharing program.

Overall, the proposed development has been designed to incorporate multi-modal movement on-site, and will support existing local and regional transit services within walking distance, including Burlington GO Station.

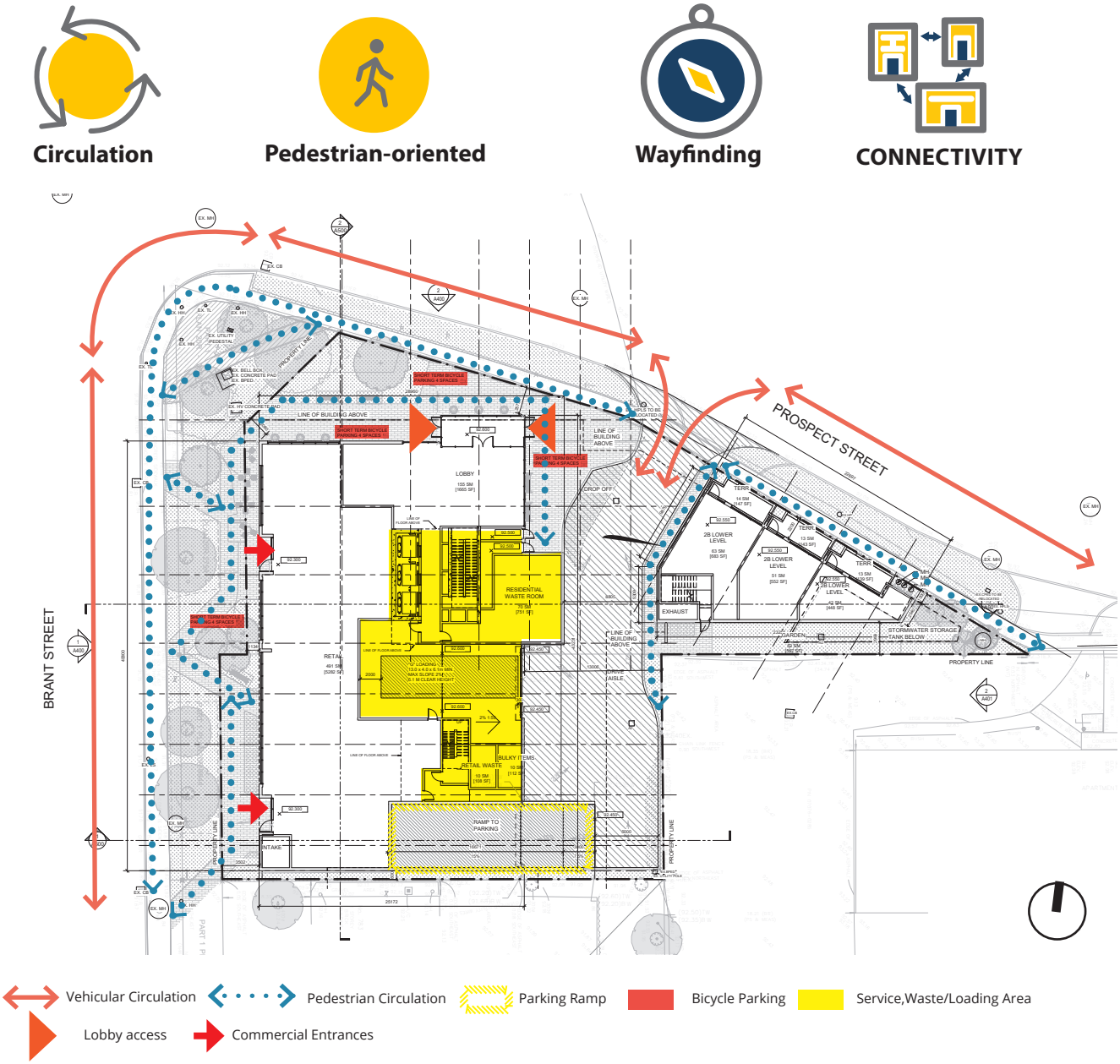



Figure 8.1 Pedestrian circulation and location of main and secondary building entrances.

# 9.0 ARCHITECTURAL DESIGN

## POLICIES AND GUIDELINES

**City of Burlington *"Official Plan"***

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

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

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

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

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

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

**New OP Policy 8.1.1 (3.21.1))**

**ii)** Maintain a fine grain of entrances along the street edge that reflects the character and rhythm of the street;

**iii)** Contain clear glazing on windows and doors along front facades to ensure active store frontages;

**viii)** Articulate storefront window treatments;

**ix)** Provide articulation with awnings, arches, canopies and colonnades where appropriate;

**City of Burlington *"Tall Building Guideline"***

**Podium Design and articulation**

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

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

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

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

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

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

**Tower Design and articulation**

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

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

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

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

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

**Rooftop Design and articulation**

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

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

**RESPONSE**

A high-quality façade design has been contemplated to integrate with and complement the surrounding neighbourhood and enhance the streetscape appearance along both frontages while allowing for diverse design expression. Enhanced treatments such as recessions, projections, balconies, patios, and distinctive rooftop amenities will articulate the façades on all sides of the development, eliminating the presence of blank walls and creating visual interest.

The podium and tower massing will work together, distinguishing through setbacks and material selection. The continuous balconies will emphasize the tall components, while the podium will create a vertical transition through window fenestration to clearly define the base. To distinguish the two volumes and transform consistently from the building base to the top portion, the middle portion will be given a transparent expression helping the podium to integrate into the surrounding low-rises and the floating tower to appear lighter from the pedestrian perspective and fit into the skyline.

The application of 'grounded' materials is also proposed within the podium and the extended portion to the east to anchor the building on the ground, whereas lighter materials are applied to the tower to minimize the perceived mass. The material selection allows for context-sensitive development that fits proportionally and visually to the surrounding area.

Moreover, the proposal provides built-form articulation and variation by breaking up the building mass and façade with visual, material, and functional transitions. The use of fenestration in the base building and glazing in the tower components provide further visual transparency toward the public realm and helps the building fit into the emerging skyline. In addition, the base building mass is divided into smaller functional units via entrance setbacks, window fenestration, and material transition to create an interactive pedestrian-scale streetwall.

The podium massing wraps around the vehicular entrance and drop-off area to screen these areas from public view. The residential lobby and retail entrances are protected by the upper floors cantilevering over the ground floor. These edges create weather protection features and a sense of enclosure that allows indoor spaces to spill out. The main pedestrian entrances will be articulated with a high level of glazing and the main vehicular underpass will accommodate appropriate height to mark the site's entry point.

Given that the site is located on a corner lot, the sides of the podium fronting the public realm are articulated in detail with various architectural elements and expressions to reflect its importance as a focal point. All sides of the tall components enjoy high-quality design and material, creating an interesting and varied skyline.

Balconies have been proposed on the tall components to provide private amenity spaces and will be built with high-quality transparent material to obtain a light appearance for the towers. This design feature extends continuously around the building, delineating each floor and adding to the horizontal emphasis and visual interest.

Building materials for the proposed development will be selected for quality, durability, and sustainability. The building will include a high level of fenestration provided at-grade to enhance the private and public realm interaction and for informal surveillance.

Rooftop mechanical equipment will be screened from view to enhance the visual quality of other adjacent buildings and the surrounding public realm. The proposed architectural design and finishes are conceptual at this stage and will be further refined through the Site Plan process.



**Figure 9.1** Precedents for podium design and rooftop amenities.



**Figure 92** Precedents for tower and podium design.







**Figure 9.3** Perspective Rendering showing variation in form and material selection.

# 10.0 LANDSCAPE DESIGN, PUBLIC REALM AND OPEN SPACES

## POLICIES AND GUIDELINES

**City of Burlington *"Official Plan"***

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

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

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

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

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

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

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

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

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

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

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

**New OP Policy 8.1.1 (3.21.1) (f)**
**iv)** Increase setbacks adjacent to the street in order to expand the pedestrian realm and provide opportunities for patios and pedestrian amenities;

**vii)** Support walkability, social interaction strong retail visibility and space for retail display in the interface between the building and sidewalk;

**City of Burlington "*Tall Building Guideline*"**

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

## RESPONSE

The proposed development represents areas at grade and outdoor amenities at different levels that can support landscaping to provide for open space connection and transition to the public street and adjacent uses. The development offers a total of 959 m2 of outdoor amenity spaces in the form of landscape amenity areas at grade, green rooftops and active terraces. Landscaping is also proposed throughout the Site to enhance the visual appearance of the Site's edges and interiors while creating buffers that promote privacy and limit visual and physical trespass.

On-site landscaping will include deciduous and ornamental tree planting within the setback from the municipal sidewalk and along the active frontage to the west and north. Shrub planting, planted strips, beds, and wooden fencing are also contemplated along the side and rear boundaries of the Site to provide an adequate transition between the proposed development and adjacent properties. Existing trees will also be maintained along the primary frontages.

As mentioned, landscaping setbacks are provided in front of the retail and residential units and between the municipal sidewalk and building line. These setbacks ornaments waiting areas and private patios and will be filled with planting beds, shrubs, and planters projected into the sidewalk to enhance the streetscape, create a more pedestrian-friendly environment, and maintain constant interaction of the private and public realm. The resulting informal surveillance also augments the safety of the surrounding public street.

These landscape initiatives will buffer the property line and help mitigate issues of privacy and overlook as well as wind and shadow impacts. They will also articulate the active frontages and mark building entrances, providing a more legible site design.

An interconnected pedestrian walkway network provides direct access to the main retail and lobby entrances. The walkways will be animated through a high level of glazing and street-facing active uses and patios. This interactive and porous streetwall will contribute to a pedestrian-friendly and comfortable streetscape. The pedestrian walkway and landscaping will continue around the building, providing a clear linkage to the lobby entrance on the corner.

The landscaping within this area will prioritize pedestrian over vehicular circulation and create an inviting environment. The primary pedestrian accessway and entrances will enjoy high-quality, durable decorative paving (concrete unit paving).

Overall, the soft and hard landscaping along the Site's boundaries will promote connectivity of the pedestrian network in the neighbourhood and support active transportation in the area. It will also improve the quality

of the public realm network and support connection to the surrounding open spaces by encouraging the green corridors along the primary transit connector.

In addition, amenity spaces will be provided outdoors in the form of a green roof and active terrace accessible on floors 6th, 7th, and 8th of the podium which overlooks the main entrance and Prospect Street. Given the corner lot, the proposed landscape amenity area framing the intersection to the southeast will create interesting public views and vistas and help to maintain the Site's visual linkage to the surrounding open space network. This outdoor amenity will also represent a focal point on the street level and a wayfinding landmark in the skyline.

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

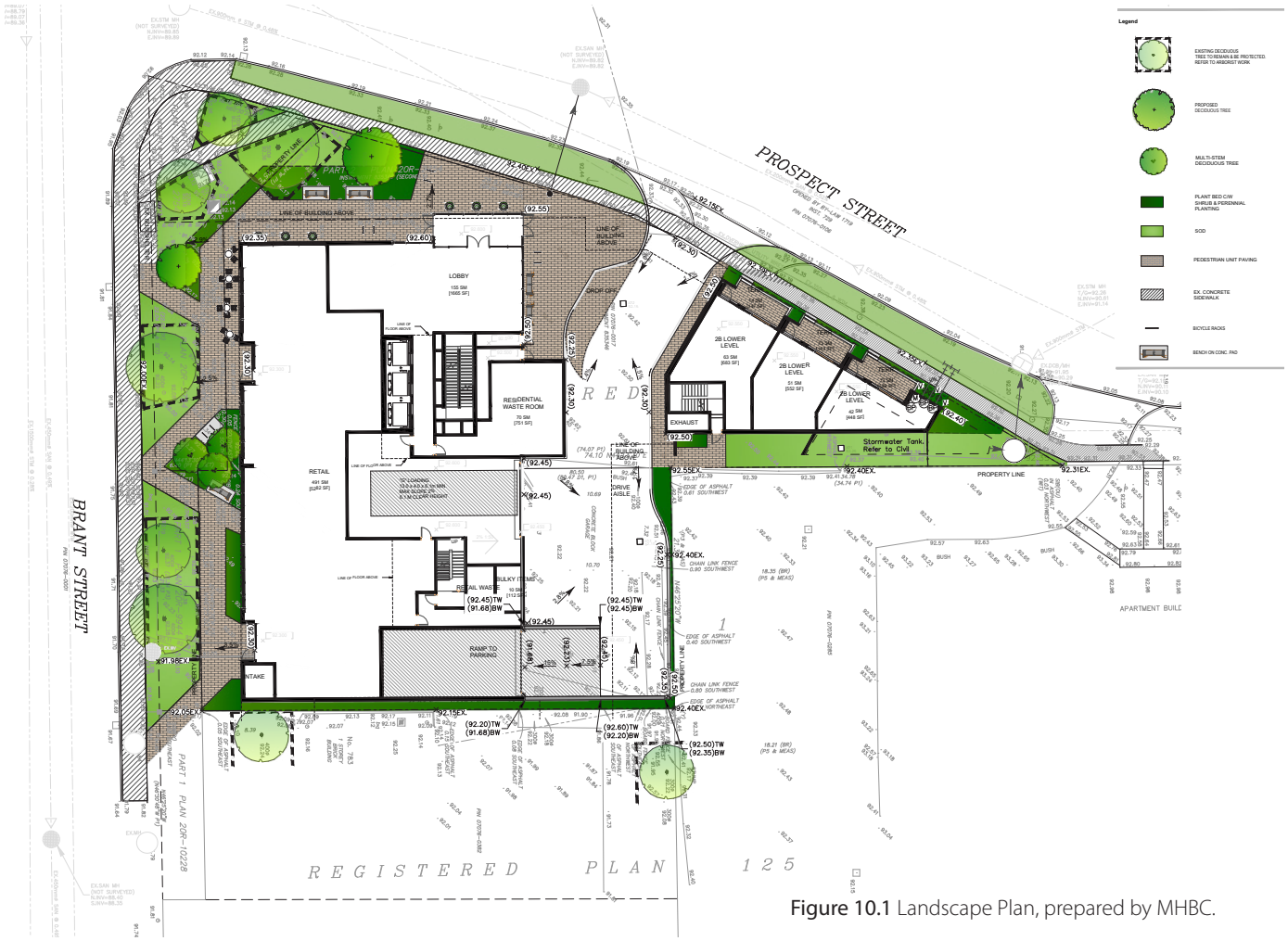



**Figure 10.1** Landscape Plan, prepared by MHBC.



Figure 10.2 Example of landscape treatment with a hierarchy of hardscape and softscape materials.



Figure 10.3 Example of a building entrance enhanced through landscaping and paving




Figure 10.4 Examples of furniture shown in Outdoor Amenity Area Plans.

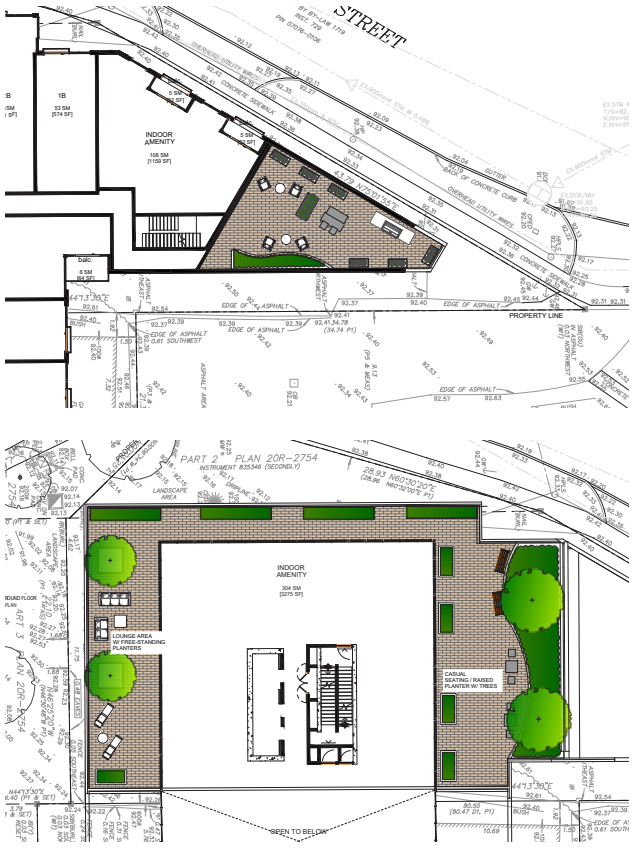



Figure 10.5 Proposed Outdoor Amenity Areas, prepared by MHBC.

# 11.0
# SITE SERVICING AND PARKING

## POLICIES AND GUIDELINES

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

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

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

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

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

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

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

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

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

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

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

**New OP Policy 8.1.1(3.21.1 1) (f)**

**vi)** Provide servicing, loading and parking access from a rear public lane, shared private lane and/or shared driveways where possible and not from the Retail Main Street frontage;

**City of Burlington "*Tall Building Guideline*"**

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

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

## RESPONSE

The proposed development will be serviced by 5 levels of underground parking, providing 275 parking spaces accessible via a ramp within the podium.

Vehicular entrances to parking, servicing, and loading areas are provided via an at-grade underpass off Prospect Street, a collector road to the north. This entrance will be clearly defined by appropriate setbacks, variation in height, and alternative pavement. Within Site, vehicle circulation will be limited to an internal two-way drive aisle and a drop-off and pick-up area. Curb cuts have been consolidated to one access point to limit conflicts with pedestrian movement. Servicing and loading areas are consolidated and contained within the building to minimize vehicular circulation and visual impact.

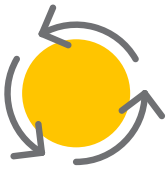
The safety of the parking area will be enhanced through lighting and signage identifying the building entrances, stairways, and exit routes. The parking ramp, loading and servicing areas are located internal to the Site, away from the public realm and will be screened and buffered from public view and neighboring buildings through landscape beds, shrub planting, and wooden fencing.

Bike parking is provided in the form of long-term residential and short-term visitors and is located at grade near the building's entrances and underground to support multi-modal and active transportation within the area. The drop-off and pick-up area also support sustainable transportation, including car-sharing initiatives.

As noted, the proposed development has been designed to incorporate multi-modal movement. It will support existing local and regional transit services within walking distance, including Burlington GO Station.



Figure 11.1 An example of a well designed and accessible underground parking with pedestrian mark-ups.



CIRCULATION



PEDESTRIAN-ORIENTED



ACCESSIBILITY

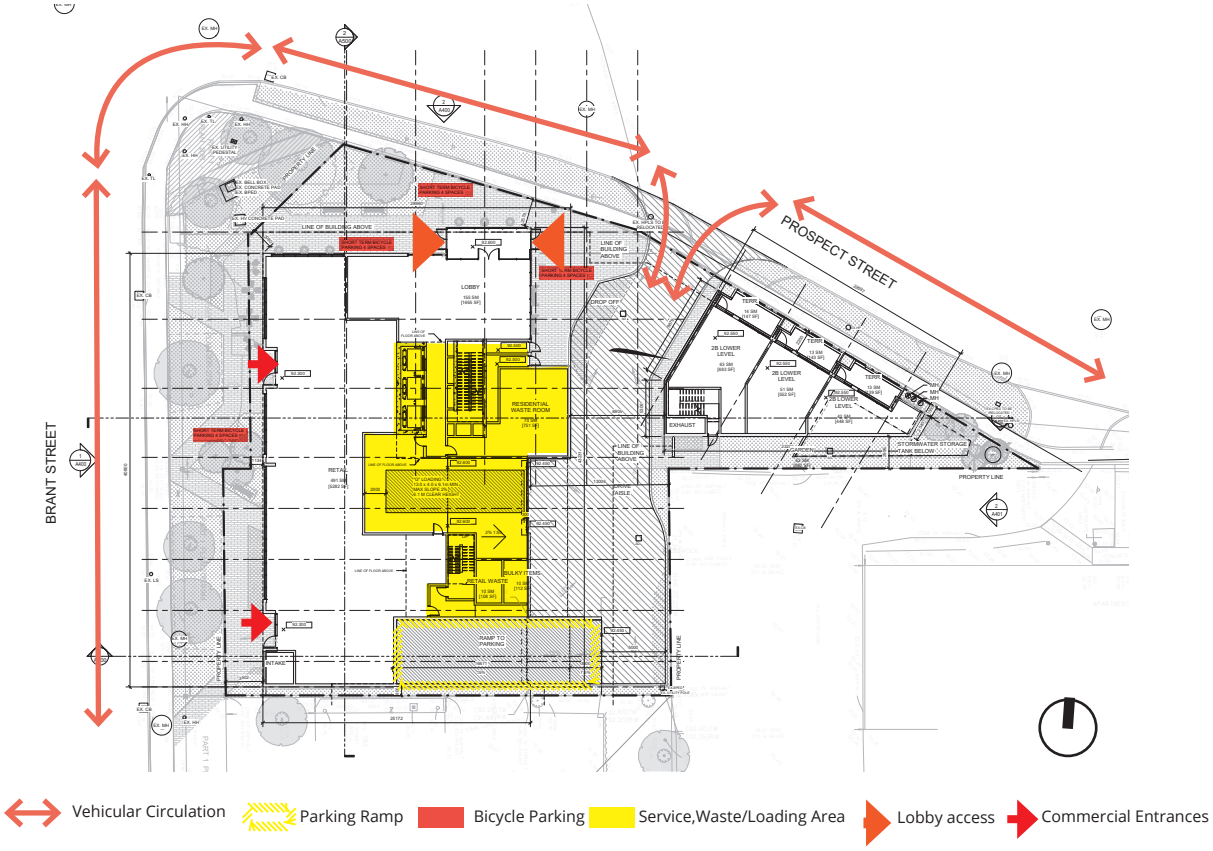



Figure 11.2 Ground Floor Plan illustrating the location of parking ramp, service/waste and loading area in relation to building entrances and overall movement within the Site.

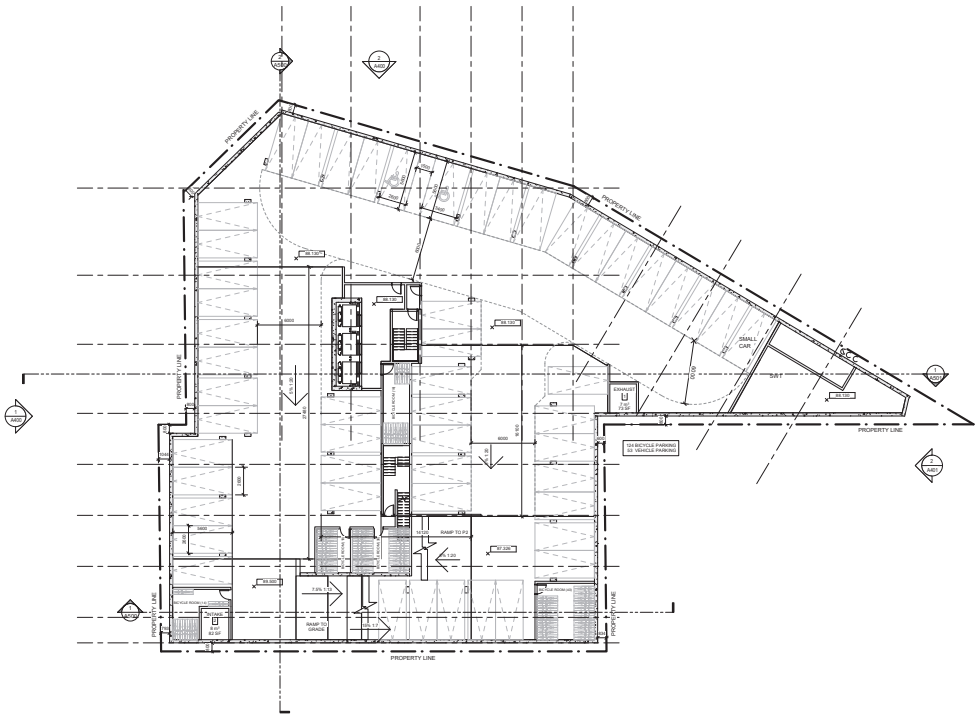



Figure 11.3 Underground Parking Plan.

# 12.0 SUSTAINABILITY AND MICROCLIMATE

## POLICIES AND GUIDELINES ON

**City of Burlington *"Official Plan"***

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

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

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

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

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

i. increase active transportation and transit use;

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

iii. improve water quality and drainage;

iv. implement effective waste and resource management;

v. reduce waste, energy and water consumption; and

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

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

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

iii. on-site bicycle facilities;

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

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

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

vii. storm water quality, quantity, erosion control and



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



Figure 12.2 Promote active transportation by providing bike parking



Figure 12.3 Example of energy efficient LED lighting.



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

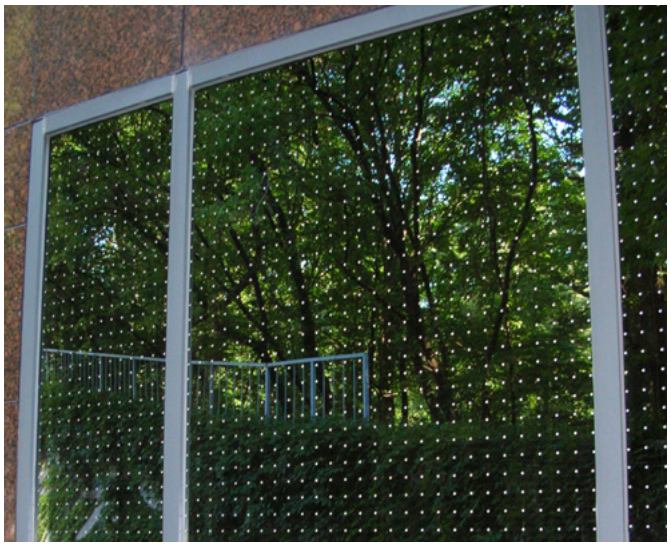


Figure 12.5 Example of bird friendly glazing / translucent surfaces to reduce flight path collision.



Figure 12.6 Example of pedestrian walkway with permeable surfaces.

drainage measures;

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

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

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

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

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

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

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

iv. sustainable building materials and resources;

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

vi. other innovative sustainable design approaches or technologies

**City of Burlington "*Tall Building Guideline*"**

**Shadows/Sky Views**

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

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

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

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

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



**Sustainability**



**Connectivity**

## RESPONSE

The proposal will involve a high-density mixed-use development within the "Major Transit Station Area (MTSA)" and is within 500 meters walking distance from Burlington Go Station. The development will support creating a sustainable community by introducing density to an area with higher order rapid transit that leverages public investment and responds to transit-oriented growth within the Downtown Burlington Growth Center.

In addition, the proposed development will promote the quality of the public realm and the connectivity of the pedestrian network within the area while encouraging the use of active transportation facilities and public transit. The development will also help to mitigate greenhouse gas emissions and climate change effects.

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

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

The proposal assists with reducing the urban heat island effect throughout the Site by incorporating outdoor amenity areas in the form of green and active roof terraces and proposing a significant amount of soft landscaping at grade. In addition, the development deploys high-albedo materials and colours to reduce the urban heat island effect. This design feature is also encouraged on the building's rooftop to decrease cooling demands in the summer months.

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

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

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



**Figure 12.7** Examples of glazing at grade and sustainable planter beds.

## March 21st

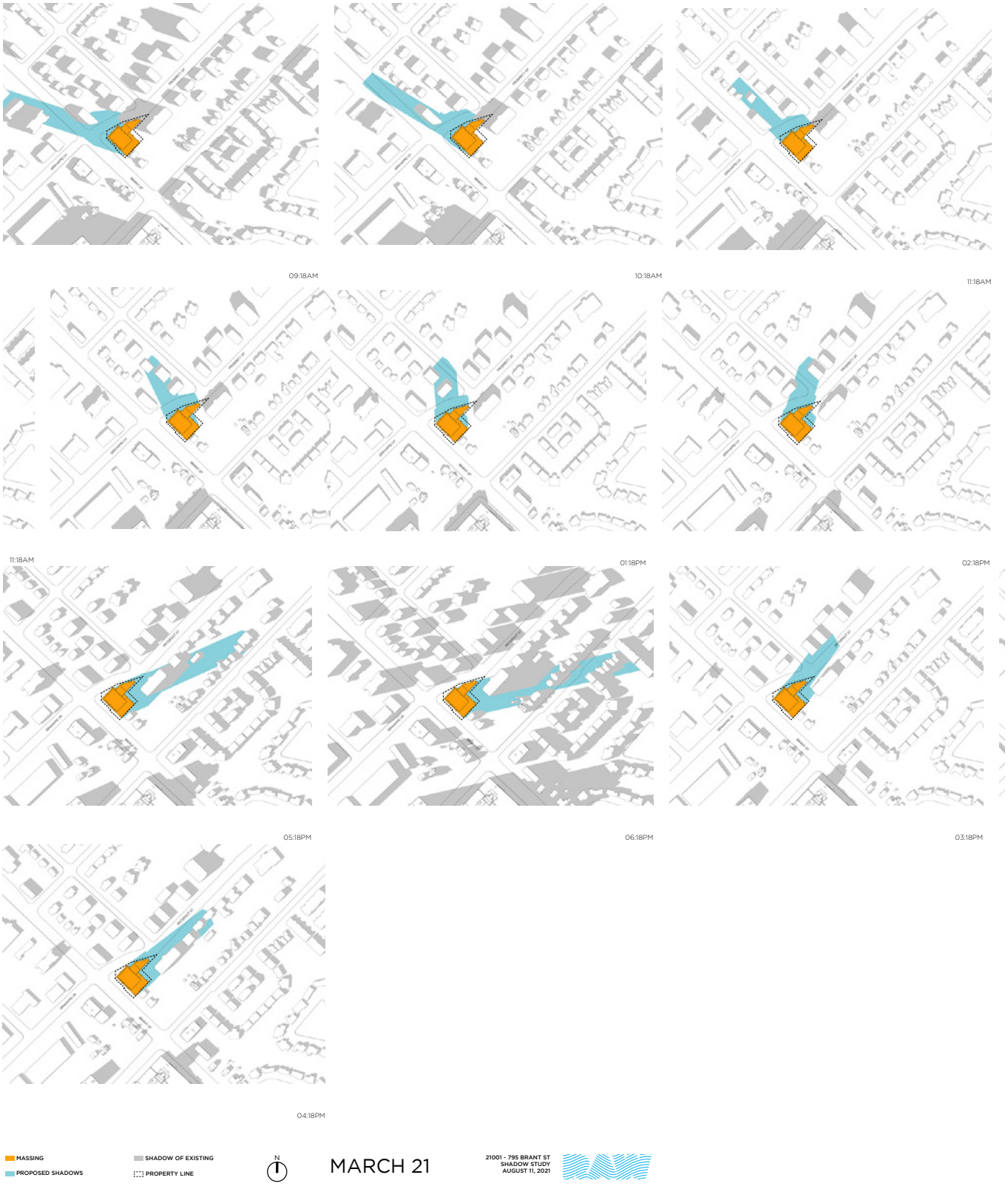



**Figure 12.8** Shadow Impact Study of the Proposed Development.

# June 21st




**Figure 12.9** Shadow Impact Study of the Proposed Development.

## Sep 21st




**Figure 12.10** Shadow Impact Study of the Proposed Development.

# Dec 21st

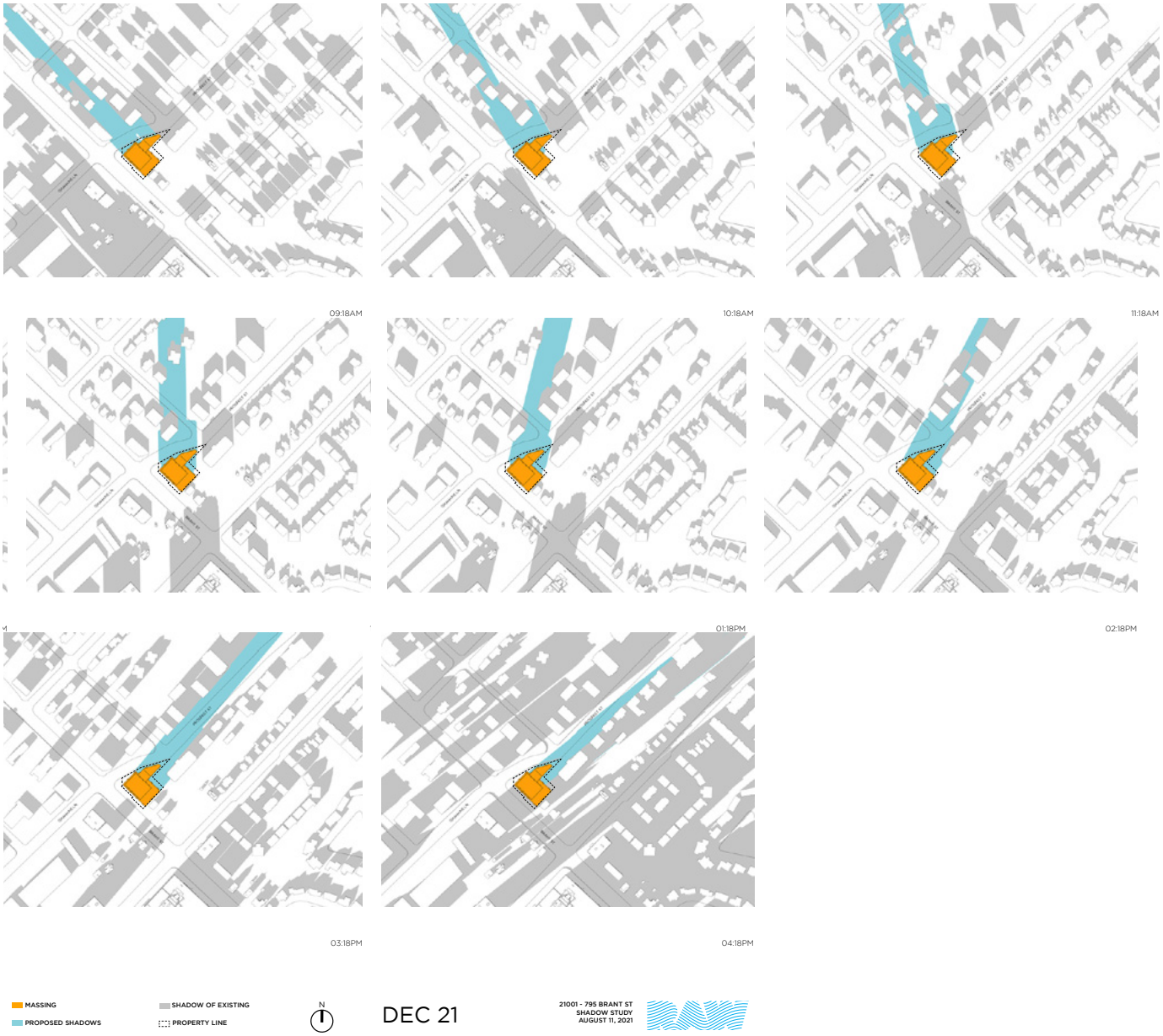



**Figure 12.11** Shadow Impact Study of the Proposed Development.

# 13.0 CONCLUSION

Based on our review of the in-effect OP and the new Council-adopted City of Burlington Official Plan, it is our opinion that the proposal adheres to the vision and design direction for this area.

The proposal represents a compact, Mixed-use transit-supportive development within the "Mixed-use Node and Intensification Corridor" that will bring density and vibrancy to Burlington's "City Centre" and "Primary Growth Area" along the "Mixed-use Street" and "MTSA Primary Connector" and will help achieve visions and objectives of a complete community within the "Upper Brant Precinct".

The proposal provides high-quality design and architecture and promotes visual interest and a well-defined pedestrian-friendly streetscape along both Brant Street and Prospect Street.

The development also assists with the quality, accessibility, and connectivity of the surrounding streets to the existing transit services and future trails and encourages the use of sustainable transportation modes. The proposal carefully considers building articulation, orientation, and massing to ensure the development is well-integrated into the context.

The development uses enhanced landscaping and high-quality architectural design to create visually appealing frontages scaled and oriented to develop a low-rise feeling and define the street edges to embrace people passing by and visitors. The building's articulation and use of materials will help establish a wayfinding and landmark feature on the southeast corner of Brant Street and Prospect Street intersection.

The proposal enhances natural features on-site by maintaining existing trees, planting deciduous and ornamental trees, and contemplating landscape beds within the setback from the municipal sidewalk that define the street edge and create space for pedestrian gathering, passive recreation, and stormwater management/ infiltration.

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

# 14.0
# BUD COMMENTS RESPONSE MATRIX

| Item Description | Response |
|---|---|
| Burlington Urban Design Advisory Panel (BUD) Panel Advice | |
| **Question #1:** Response to Context – Please comment on the interface with, and transition to, neighbouring properties to the east and south, with consideration for the existing and planned context. | |
| The Panel commented that the architectural design of the building is well done, but the building is too large for its context. The afternoon shadows that will be cast on the surrounding residential neighbourhoods are not insignificant and are indicative of massing that is too much for the site. It was also noted that existing apartment buildings surrounding the site have large setbacks and greenspace around them. A similar approach should be considered here by providing greater setbacks and reducing the overall size of the building. Also, more information is needed to justify why the Prospect/Brant intersection is considered a major intersection that warrants the proposed height, compared to other intersections in the area. | Prospect and Brant intersection is one of the few locations in the Downtown that repre-sent the intersection of a main street and a neighbourhood collector road, giving the corner a higher level of priority. Furthermore, the approach of Prospect toward Brant curves away, allowing for the proposal on the subject lands become a landmark view head-ing west along Prospect Street. Finally the subject lands are at a gateway location to the Downtown, rather than directly in the core. These unique circumstances provide an op-portunity for height and density that can be uniquely different than any other location in the Downtown. The shadow study demon-strates the slender tower will have minimal impact on the surrounding residential neighbourhood with quick moving shadows that do not result in unacceptable adverse impact of a planning nature. |
| Specifically, regarding transitions to the east, the height and scale of the townhouse section of the podium could be reduced or stepped down with green roofs and greenspace. Also, the Panel not-ed that due to the bend in Prospect Street, light trespass from vehicle headlights may be a con-cern for units in this section of the podium. A direct view down Prospect should be provided in the formal submission to illustrate how the build-ing transitions down Prospect. | The townhouse component of the podium appropriately reflects a modest stepping up of height from the existing apartment to the east, providing a reasonable transition threshold before introducing the tower component. Given the shallow angle of prospect street to the townhouse units, any light impacts from oncoming vehicles will be limited within the units and can be controlled internally. |
| Regarding transitions to the south, the Panel noted that the success of the building depends largely on what will happen on the adjacent property. As the context to the south is still being defined, effort should be made to coordinate with the neighbours to the south to ensure that the podium heights will create a consistent streetwall. The Panel advised that the podium is currently too tall but also cautioned that the effectiveness of the podium shape may be reduced if the podium becomes too short | We disagree, the podium wall maintains a blank wall condition to the south allow for a continuous street wall construction when the lands to the south redevelop. The tower protects for the appropriate tower separation should another tower be contemplated on the lands to the south. |

| Item Description | Response |
|---|---|
| It was also noted that careful attention should be paid to ensure that appropriate separation distances are provided to the adjacent property to the south. The Panel was concerned that the Urban Design Brief refers to a 12 m separation between the subject building and proposed building to the south but were pleased to hear clarification from the Project Architect that the separation will be 12.5 m from the lot line. The Panel commented that a 12.5 m tower setback from the south property line should be provided. | The separation has been improved to achieve a 12.5m separation from the south property line. |
| **Question #2:** Built Form (Massing and Articulation) – Please comment on the scale, massing, and design of the podium and tower, with consideration for how the building will appear from multiple angles, including as a terminating view for public views looking west along Prospect Street toward Brant Street. | |
| The Panel reiterated that the building is large for the context and should be reduced. However, in terms of design, the Panel commented that the building is elegant and attractive and complimented the material selection and punch window pattern | In our opinion, the elegance and design of the building works most effectively when deployed with the height as proposed. Any reduction in height would diminish the same qualities the Design Review Panel appreciated. We are also f the opinion that this is a landmark location that benefits from the height and massing as proposed, outside of the downtown core where increased height and density is greatly restricted. |
| The Panel suggested exploring opportunities to further emphasize and give presence to the corner. For example, consider providing more dramatic angles down towards the south and west sides of the podium and incorporating a double height glass feature in the corner. Detailing at the street level could also be explored further, along with a reduction in the tower height. | The design has incorporated enhanced glazing along the ground floor, and has maintained the angled transitions to the south and east as a stepdown of the podium. This in combination with landscaping treatment at the ground level achieve a landmark built form and public realm that complements the prominence of this location. |
| The depth of the podium was noted as being quite deep, with some units being approximately 13 m deep. Trimming that portion of the podium may be necessary. | While some units are deep, this allows for larger units to incorporate dens or offices where residents can work from home easily, responding to the post-COVID reality of employment. |
| It was also suggested that more windows could be provided facing Brant Street, as currently there are several blind walls proposed. | The façade provides a significant number windows facing Brant Street, while meeting appropriate percentage of wall openings relative to building operations that are mindful of energy efficiency. |

| Item Description | Response |
|---|---|
| Lastly, the Panel noted that the way the tower hits the podium via the glazed amenity area is a very successful part of the design and should be retained in the future. The slope of the white shape and materials were also commended and could be further enhanced by sloping the ceiling and illuminating the soffit of the amenity area at night. | Noted. |
| **Question #3:** Landscape and Public Realm Design – Please comment on streetscape, land-scaping, and amenity spaces. | |
| The proposed 1.2 m sidewalk should be made wider. Opportunities to incorporate patios and provide a sidewalk/flex space should also be explored. | Sidewalks around the site has been widened to a minimum 2m, and on average 3m with widths that can accommodate spill-out patios and other flex spaces. |
| Also, a more regular rhythm of street trees should be provided. The landscape plan and design of the walkways along Brant could be adjusted to provide a more standard spacing of street trees along this frontage. | The proposed street trees weave between the pedestrian walkways to create visual interest while working with existing trees along the public realm, creating an irregular but appropriate response along Brant Street. |
| It was noted that the proposed streetscape is appropriately urban given the amount of space proposed in front of the retail units. However, consider providing a continuous walkway at-grade adjacent to Brant Street rather than the zigzag shown on the landscape plan to provide more efficient travel routes. A continuous walkway would also allow for a more standard rhythm of street trees. | Efforts have been made to reduce the amount of zigzags along the Brant Street frontage down to one, and maintaining a continuous walkway along the majority of the building frontage. |
| Lastly, the Panel noted that the servicing is well hidden on site and is successfully designed. | Noted**.** |

# 15.0 DESIGN TERMS



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



**ADAPTIVE REUSE**
Converting an existing building into a new use



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



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



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



**BUILT FORM**
The physical shape of developments including buildings and structures



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



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



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



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



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



**FACADE**
The exterior wall of a building exposed to public view



**FIGURE GROUND**
The visual relationship between built and unbuilt space



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



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



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



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



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



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



**NODE**
A place where activity and circulation are concentrated



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



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



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



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



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



**STREETWALL**
The consistent edge formed by buildings fronting on a street



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



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



**URBAN FABRIC**
The pattern of lots and blocks in a place



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



**VISTA**
Direct and continuous views along straight streets or open spaces



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

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE