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Urban Design Brief

441 Maple Ave.,
Burlington, Ontario

Prepared for

Better Life Retirement Residence Inc.



December 05, 2018
MSAi Project Number C6075

TABLE OF CONTENTS

1.0	INTRODUCTION	3
2.0	2.0 SITE AND SURROUNDING AREA	4
	2.1 Site and Immediate Context	
3.0	PROPOSAL	6
4.0	BUILT FORM COMPATIBILITY	11
	4.1 Base	
	4.2 Middle	
5.0	POLICY ANALYSIS AND DISCUSSION	13
	5.1 Official Plan	
	5.2 Downtown Urban Design Guidelines	
	5.3 OP Design Excellence Response	
6.0	CONCLUSION	22
7.0	RESPONSE TO BUD MEETING MINUTES	23

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1.0 INTRODUCTION

MSAi were retained by Better Life Retirement Residence Inc. (BLRR) to examine the development potential of their property at 441 Maple Ave. in downtown Burlington. BLRR currently operate a long-term care facility on the subject site known as Maple Villa Long Term Care Centre.

As part of their development plan BLRR will replace the long-term care beds on another site and propose to develop the subject site as a mid-rise condominium residence.

Several development options were considered for the site including both mid-rise and tall building concepts. Based on feedback received to date, the preferred option, given this location in Burlington, is a stepped 11 storey mid-rise building which is similar to and compatible with the existing built from context which ranges from 6 to 15 storeys for apartment form buildings.

The development statistics for the subject site area as follows:

Site Area		2863.19sm (2995.8sm incl. easements)	
Gross Construction Floor Area		15,018.00sm	
Building Height		11 Storeys	37m (excluding mechanical penthouse) 42m (including mechanical penthouse)
Unit Count	1 bedroom	30	
	1 bedroom + den	56	
	2 bedroom	40	
	3 bedroom	27	
	Total	153 units	
Floor Space Index		5.24 (4.8 incl. easements)	
Parking Provided		179 cars – 1.17 car per unit 164 on site (underground) and 15 off site.	
Building Coverage at Grade		1,230.00sm	52.7%
Paved Traffic Area		485.00sm	17.8%
Landscaped Open Space at Grade		897.60sm	29.5%

This Urban Design Brief is submitted as part of the submission to Burlington's Urban Design panel as well as complete applications for Official Plan and Zoning By-law Amendments.

2.0 SITE AND SURROUNDING AREA

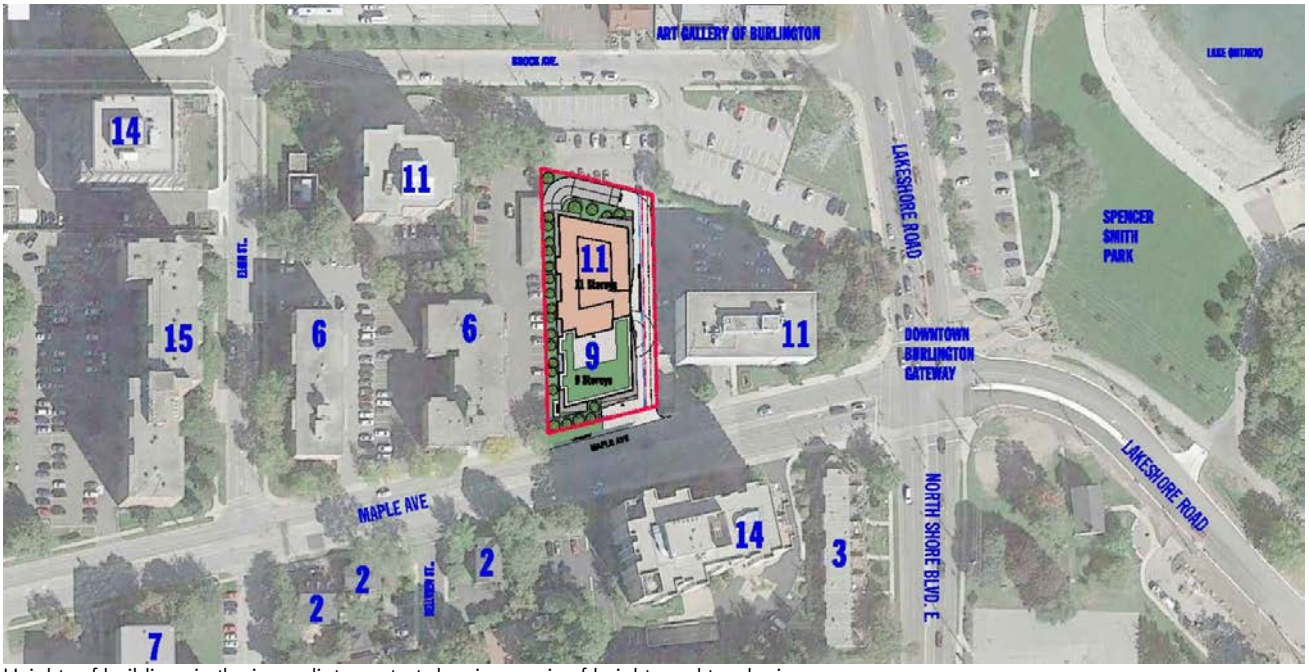
2.1 Site and Immediate Context

North- To the immediate north of the subject site there is a group of mid-rise apartment buildings ranging in height from 6 to 15 storeys. Further north, above Ontario St. there is a sector of tall buildings ranging from 18 to 20 storeys establishing an urban height node along Maple Ave.

West – To the west across Maple Ave. there are 2 mid-rise buildings at 7 and 14 storeys. Between these buildings are 3 single detached dwellings at 2 storeys. Further west, additional single detached lots are predominant in the context. To the southwest along North Shore Blvd East, there are 11 storey apartment buildings.

South - To the immediate south is an 11 storey apartment building at the corner of Maple Ave at Lakeshore Rd. South of Lakeshore Rd. there is a gateway sign marking the entry to downtown Burlington. Further south is Spencer Smith Park fronting on Lake Ontario.

East- To the immediate east is a surface parking lot under a high tension Hydro corridor crossing Brock Ave. Across Brock Ave. is the Art Gallery of Burlington and two 1 storey commercial buildings. A large surface parking area lies to the north.

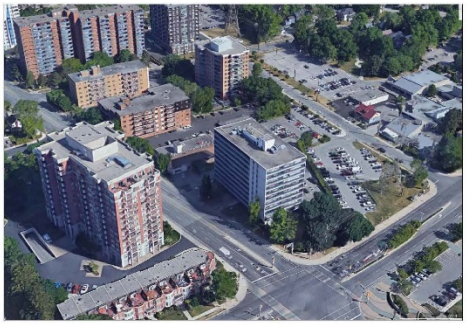


Heights of buildings in the immediate context showing a mix of heights and typologies

The subject site falls within a block of buildings at the western edge of the Downtown Mixed Use Centre, where there has been a history of mid-rise and tall building intensification over the past 5 decades. This sector recognizes a transition of building heights from the tallest buildings centred on Brant St. in the Downtown Core and the Maple Ave./ Ontario St. node, to the stable residential low-rise built form to the west of Maple Ave.

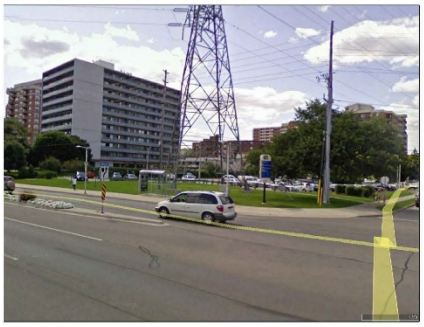


View 03





View 02



View 04





View 01

Views of the immediate site context



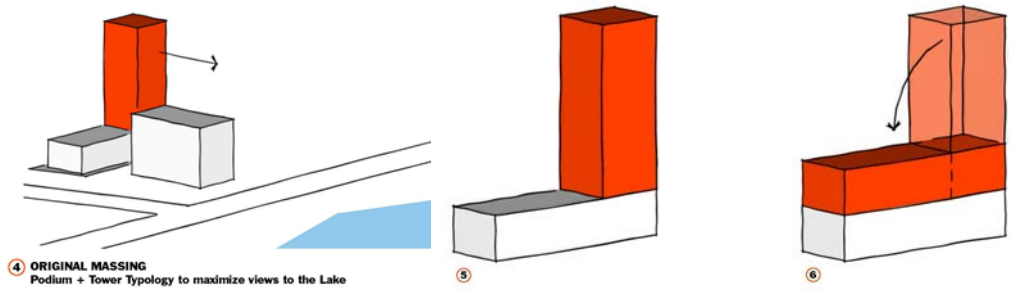
Building Heights Existing and Proposed in the Downtown. Maple Ave includes buildings ranging from 2 to 20 storeys

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3.0 PROPOSAL

Several massing options were considered before arriving at the preferred plan. A tall building concept was considered with a slender tower on a low-rise podium. As there are existing heights in the sector at 15 storeys, with 18 to 20 storeys further to the north, a slender tower at a height of 19 to 22 storeys was considered as a reasonable compatible massing option. The advantage of this option is the reduction of blocked views for adjacent apartments, preserving views to Lake Ontario. Upon analysis under Tall Building Guidelines, setbacks to the property line and tower separations to existing buildings could not be provided given the site size and configuration

This sector of the downtown core is not considered a location for 'tall buildings' as defined in the Tall Building Guidelines for Burlington. For the purposes of the City of Burlington Tall Buildings Guidelines, tall buildings are defined "***as any building over 11 storeys***" in height. Given this policy and guideline direction a preferred option was developed at 9 to 11 storeys in height.



Massing considerations and evolution of typology

Instead of a tall building concept, a stepped mid-rise building was explored and preferred for the following reasons. As proposed the building steps down from 11 to 9 storeys from east to west, presenting a lower mid-rise scale and height to the Maple Ave. public realm. The 9 storey streetwall inserts itself between the existing 11 storey building to the south and the 6 storey building to the north.



Maple Ave. view showing transition in height from Lakeshore Rd. toward the north



View 03





View 02







View 01

Various views of the proposed development in the context. View 2 shows the Maple Ave. contextual fit

Maple Avenue Public Realm

The building face along Maple Ave. is setback 4.5m from, and parallel to, the property line creating a public realm boulevard area of approximately 9.3m from the curb to building face. This area would be dedicated to landscaping and the municipal sidewalk, except for a single mutual driveway access along the south boundary

The sidewalk location and width match the existing sidewalk to either side of the subject site. The sidewalk is located adjacent to the Maple Ave. curb.

An expanded stone-paved forecourt has been created in front of the building's entry lobby, giving prominence to the building's address on Maple Ave. Vehicular drop-off and loading areas are located to the east of the entry lobby, screened from public view.

Interior amenity areas are located along the Maple Ave. frontage, bringing transparency and active animation to the streetscape experience.

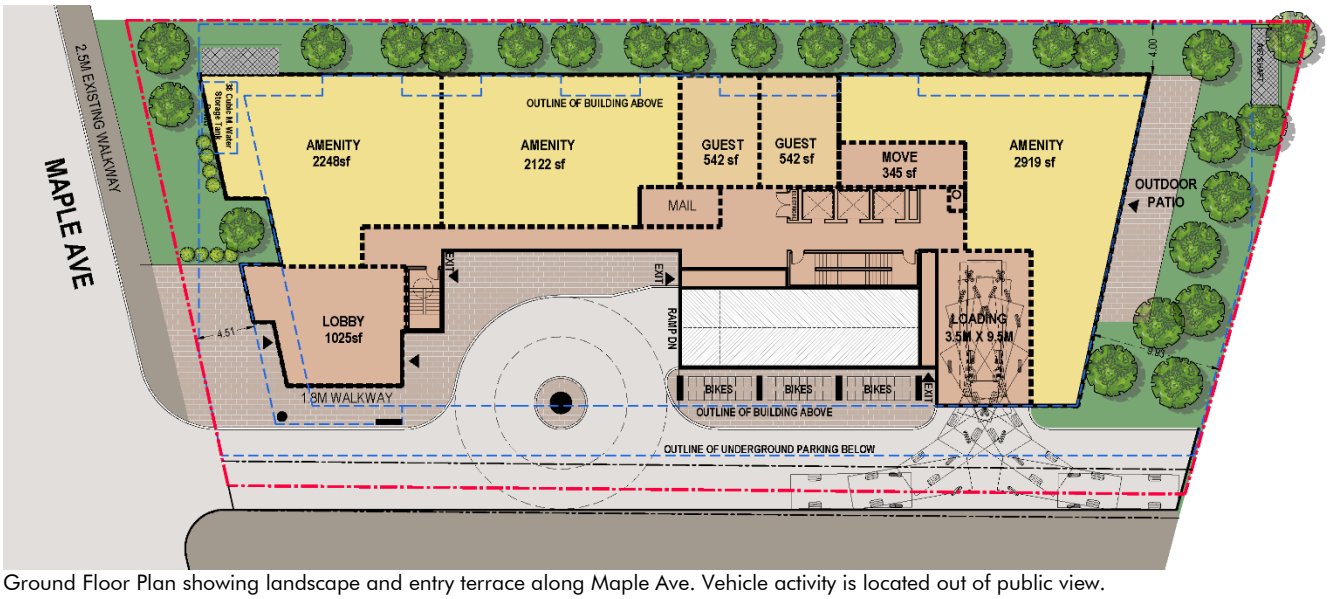
Trees and shrub planting are proposed within the front yard, pairing up with existing municipal street trees and shrubs.

The Maple Ave. streetwall is composed of 2 distinct components, a 2-storey masonry base establishing a human scale echoing the house forms on the west side of Maple Ave. and 7 additional floors comprising the upper part of the streetwall at a mid-rise scale.

The streetwall is articulated into 2 distinct panels through the use of shaped balconies further breaking down the perceived scale of the wall. The 2 storey base is physically broken by a green space indentation, further defining the street edge at a finer scale.

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The Maple Ave. right-of-way consists of 5 drive lanes with a centre turning lane and bicycle lanes on both sides.



Ground Floor Plan showing landscape and entry terrace along Maple Ave. Vehicle activity is located out of public view.



View to southeast from Maple Ave. showing balcony articulation and massing components.



View to southwest from Brock Ave South Lot. showing balcony articulation and massing components.

Building Massing

The proposed massing strategy seeks to articulate the edges of the rectangular/ rhomboid footprint, by creating several discrete planes. The building footprint has a frontage on Maple Ave. of 24m with a depth of 55m to 65m. The typical floorplate size is 1507sm up to the 9th floor. Floors 10 and 11 have floorplates of about 866sm, significantly removing their visibility from Maple Ave. by way of a stepback from Maple Ave. of about 30m.

Each building face is subdivided through the use of sculpted balcony projections giving an undulating pattern to each face. Balcony faces include opaque and transparent railings to further articulate the façade and emphasize the building corners, enhancing views toward the lake.

A contrasting 2 storey base projects 3m from the main wall above to create a pedestrian scaled base using natural masonry materials near the ground plane as a form of simplified rustication.

A contrasting coloured frame highlights the building entry creating a visible point of entry for pedestrians, clearly marking the building's address on Maple Ave.



View to northeast from Maple Ave showing the 9 storey component of the building and prominent entrance feature.


View to northwest from Brock Ave South Lot showing the 9 storey component of the building and prominent entrance feature.



South Elevation **West Elevation**

South and West Elevations showing stepped profile from 11 to 9 storeys and balcony articulation.



North Elevation **East Elevation**

North and East Elevation with 2 storey masonry base on all sides.

4.0 BUILT FORM COMPATIBILITY

"Compatibility" is a recurring keyword in both Burlington's current in-force Official Plan and its Council approved but not-in-force Grow Bold OP, when describing urban design objectives for this sector (see Section 5- Policy Review). The design approach for this building seeks to create a compatible built form that recognizes the built and planned context in scale, while reflecting current contemporary architectural character. The building to the immediate south reflects a mid-century modern character with simple detailing and continuous horizontal balcony projections. The context also reveals more traditional architecture with stone and brick detailing. In response, the subject design seeks to reference both influences through the inclusion of distinct façade components, identified as "base" and "middle".

4.1 Base

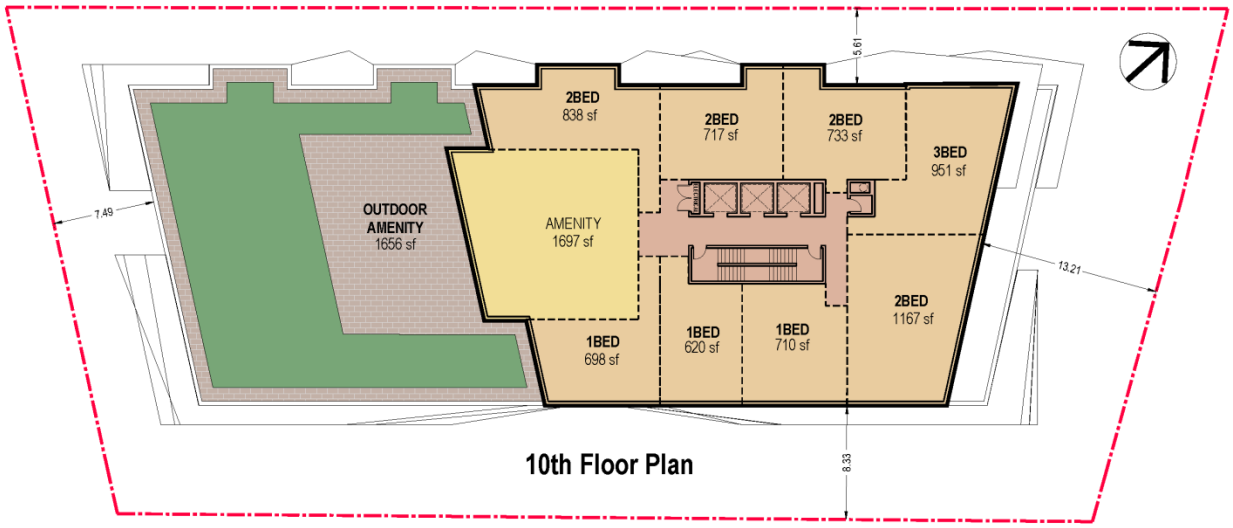
The base seeks to use masonry materials and punched window configurations to reflect a more traditional built form character evident in the context. The texture and materiality of the base can be appreciated by pedestrians through a more direct close relationship to this element. In conjunction with foreground planting, the ground effect will be most directly experienced and appreciated from the passing sidewalk.

4.2 Middle

Above the base a more contemporary treatment is proposed using window wall panels and projecting balconies. This middle section reflects the contemporary architecture of

nearby buildings. The balconies project at varying distances and angles to create an undulating appearance referencing breaking waves.

The entire composition is topped with a floor of window wall, visually contrasting with the balconies below. The roof terrace created by the stepping back of floors 10 and 11 offers a very desirable outdoor amenity area appropriately landscaped and directly connected to interior amenity rooms. This landscaped terrace will create a green roof cap to the mid-rise building.



10th floor plan showing indoor amenity area and adjacent exterior rooftop amenity and green roof area.



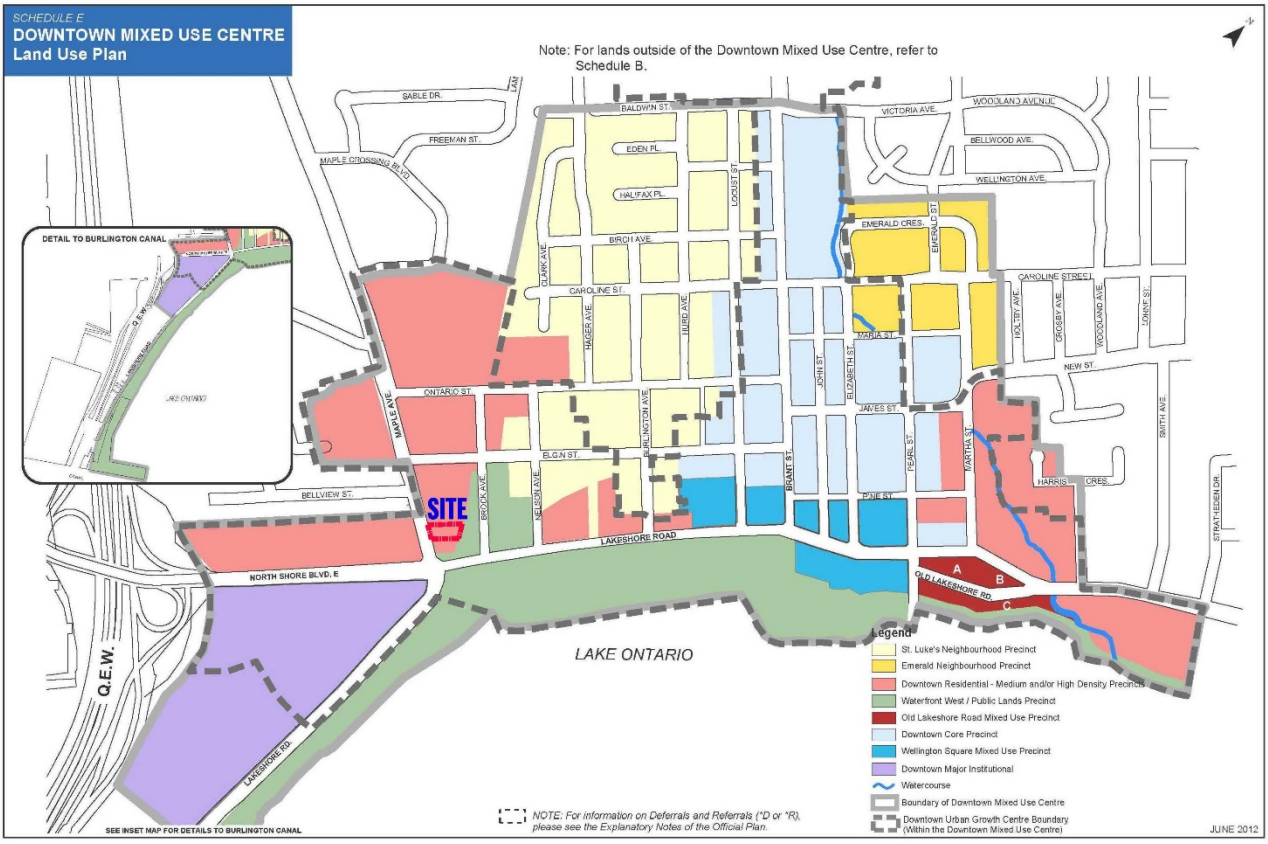
Floor Plans

5.0 POLICY ANALYSIS AND DISCUSSION

The City policy documents and guidelines support the proposed development as described below. Key Official Plan policies are highlighted in italics with a design response and compliance strategy noted afterward.

5.1 Official Plan

The site is within the Downtown Mixed Use Centre and within the Downtown Urban Growth Centre Boundary. The subject site is designated as "Downtown Residential Medium and/or High Density Precincts".



Schedule E to the Official Plan- Downtown Mixed Use Centre- Land Use Plan

Part II of the Official Plan describes the general design intentions for the city as follows:

> *6.0 DESIGN*
> *Design is an increasingly important part of the planning process. It refers to the organization and appearance of functional elements in three dimensions so as to achieve a coherent and aesthetically pleasing visual character and form.*

In response, the design approach seeks to convey a contemporary design that reflects modern design elements in the upper floors and a traditional masonry base for the lower floors.

The OP also provides compatibility direction with respect to character and massing as follows:

> 6.2 Objectives
> *Neighbourhood character*
> *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.*
>
> *Diverse design*
> *f) To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.*
>
> *6.5 Design Guidelines Policies*
> *Compatibility*
> *a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.*
>
> *Street level activity*
> *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.*
>
> *Parking areas*
> *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.*

The above policy directions are met in the proposed design through:

- recognition of the context scale and character with a sensitive infill massing.
- introducing a fresh design and diverse image that is related to the design character of adjacent buildings in the context.
- use of materials such as masonry and glass that exist in the context and are compatible in their deployment on the building.
- provision of a consistent streetscape that is continuous with adjacent conditions, while enhancing the setback and landscape amenity along Maple Ave.
- Parking is located away from view with the majority provided underground.

Section 5.5 of **Part III** of the OP describes sector-specific policies related to the subject site as follows:

> *5.4 Mixed Use Centre*
> *5.4.1 Objectives*
>
> *Higher intensity development*
> *b) To encourage higher intensity, transit-supportive and pedestrian-oriented development within Mixed Use Centres while retaining compatibility with nearby land uses.*

5.4.2 Policies
Urban design
g) New development shall be of high quality design to maintain and enhance the Downtown's image as an enjoyable, safe, pedestrian-oriented place, and designed and built to complement pedestrian activity and historical attributes as outlined in the Downtown Urban Design Guidelines referenced in Part III, Subsection 5.5.11 a) of this Plan.

Re-development and parking
h) The Downtown shall be re-developed through the infilling of existing surface parking lots, the rehabilitation of existing buildings and the intensification of under-utilized lands and buildings, in keeping with its role as Provincial Growth Centre, ensuring that such development shall encourage transit use and that an adequate supply of parking is provided.

The above policies are met in the following ways:

- Appropriate compatible intensification has been created in this transit-supportive context.
- A high quality design approach has been proposed with generous glazing and balconies suiting this lakeside context
- The development replaces an underutilized site in the downtown with appropriate height, density and character with 153 new residential units with a rich mix (35%) of larger units with 2 and 3 bedrooms.

The subject site lies within a precinct that anticipates High Density development in the downtown area. The following precinct policies apply.

5.5.5 Downtown Residential Medium and/or High Density Precincts
Objective

a) To recognize the variety of the existing residential medium and/or high density development that currently exists within these precincts and to provide for future medium or high density residential development or re-development which is compatible with the existing development.

Compatibility
a) All development and re-development shall be compatible with the existing character of these precincts and the neighbouring precincts with respect to such matters as heights, setbacks, massing, design and community features.

The proposed high density re-development recognizes the south Maple Ave. context as described earlier in this document as a mixed height context with high density, high-rise buildings further to the north on Maple Ave. The proposed height and massing achieves a transition between the higher lakefront properties on Lakeshore Rd, to the lower 6 storey mid-rise buildings to the north. The development is compatible with the existing and evolving character of the precinct within downtown Burlington. It is a good urban design response at a mid-rise height stepping from 9 storeys up to 11 storeys.

5.2 Downtown Urban Design Guidelines Appendix B to the Official Plan

The city has developed Urban Design Guidelines for the Downtown. The subject site, while within the Downtown Growth Area, is not included within the boundaries of Downtown Guidelines. The Guidelines

however, do contain principles for mid-rise built form that can be applied to the subject site with respect to massing. The following Guideline sections are applicable to the proposed mid-rise building.

5.4.4 Design of first floor

The first floor requires transparency and access to animate the public realm and should generally correspond to existing at-grade uses and street character. Façades facing a public street or public area should incorporate 60% glazing at-grade to encourage pedestrian interaction and safety. The floor to ceiling height of the ground floor should be of a minimum of 4.5 metres. Height limits expressed in metres and numbers of storeys in the Zoning Bylaw should accommodate a tall ground floor.

- The ground floor height is proposed at 6.0m exceeding the guideline, with dominant glazing in the that storey.

5.4.5 Weather Protection

Colonnades, covered walkways and porticoes are recommended as a means of weather protection and add articulation to the building elevation. These building projections should be allowed to project beyond the minimum front setback line, but should not extend beyond the front property line. Lighting and landscape elements should be incorporated into the design of these structures to promote their use. Pillars should convey a sense of solidity yet promote visual contact with storefronts.

- The building entrance is framed by a projecting canopy that wraps around the southwest corner of the building at grade, clearly marking the entry point and defining the building's address on Maple Ave..

5.4.6 Materials

Under current legislation, municipalities cannot regulate materials. However, the palette of materials used in a given geographic area greatly contributes to its character. Key principles should include the following:

• Cladding materials should be used in their natural state and include brick, stone, metal, wood, glass and concrete. Materials should be selected for their durability and compatibility with surrounding buildings.

• Materials used at the base of a building should be durable, convey permanence and contrast with higher sections of the building in the case of a tall building (i.e. taller than 7 storeys).

• Glass should be the dominant material on façades facing a public street.

• The use of stucco is generally undesirable, particularly on the first 3 floors of a building. Stucco ages poorly, is damaged easily and is not a traditionally widespread material in Ontario.

• Materials including vinyl siding, plastic, plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners should never be used in the Downtown.

• Materials should be one-tone only (e.g. brick).

• To avoid monotony, a variety of complementary materials and colours should be encouraged on the same block frontage or series of block frontages.

5.6.6 Roofs

Roofs and terraces should be useable for private and communal outdoor patios, decks and gardens. Green roofs are encouraged as a means of retaining stormwater, improving air quality and adding visual interest.

Rooftop mechanical penthouses and machinery should be included within the allowable building height to ensure developers consider the appearance of such items early in the design process. Rooftop mechanical penthouses should be screened from public view.

The subject building responds to these guidelines as follows:

- The development includes a well-defined distinct 2 storey masonry base and a 3m stepback above the second floor.
- The upper walls are predominantly glass.
- The building design is unique and contemporary, yet reflects the built form patterns in this mixed context.
- Transparent glazing and active uses dominate the Maple Ave. frontage.
- The main entrance is articulated with a large wrap around canopy, and the building is set back to allow for a covered pedestrian walkway further into the site.
- All proposed materials are of high quality and are selected for longevity and appropriate for their application.
- A large roof terrace and green roof are provided on the roof of the 9th floor along Maple Ave.
- The mechanical penthouse is clad in materials matching the main body of the building.

Section 5.8 of the guidelines also provide direction on articulation and architectural detailing of mid-rise buildings as follows:

5.8.3 Mid Rise Building Articulation

New developments should be composed of a base at street level and a main body form above. Building façades should be articulated with architectural features such as awnings, pilasters, bay windows, a distinct base, recessed display windows, a cornice or varied roof line.

• New developments should seek to achieve a unique expressive identity respectful of context. Fitting developments within more historic contexts should be achieved with compatible building proportions, replicating rhythms of vertical and horizontal lines and through the use of materials and colouring complimentary of context.

• Blank façades should be avoided and must not face a public street or public space.

• Façades facing a public street or public area should incorporate 60% glazing at-grade and the first two storeys to encourage pedestrian interaction and safety. Transparent areas should allow views into the structure or into display windows from outside.

5.8.4 Mid Rise Building Detailing

New developments should seek to achieve a unique expressive identity respectful of context. The ground floor of buildings should be designed to express the individuality of the commercial or residential use through architectural expression of doors and windows addressing the street.

• The sense of arrival to a building should be expressed through the design and detailing of its entrance. Canopies extending towards the street providing weather protection should be provided at all principal entries, where possible.

• The detailing of window elements is important to avoid a dull appearance. The use of recessed or projecting windows will create a more solid expression and increase shadow lines.

• Balconies should be provided for residential units, wherever possible. Balconies should be designed as an integral part of the building rather than appearing to be unresolved additions.

• Roofs and terraces should be useable for private and communal outdoor patios, decks and gardens. Green roofs are encouraged as a means of retaining stormwater, improving air quality and adding visual interest.

The design responds to the above guidelines as follows:

- A clear and well-defined entrance treatment addresses the Maple Ave. frontage through a coloured frame and weather protection, with a landscaped forecourt terrace.
- The base is differentiated from the body of the building through the use of punched windows contrasting with window wall panels on upper floors.
- Large balconies are provided for all units, and are an integral part of the design expression of the building.

INSPIRATION - ENTRANCE DESIGN



One Workplace Headquarters
Santa Clara, California, United States



Indiana University Cyberinfrastructure Building
Bloomington, Indiana, United States



Entry treatment precedents using a wrap around frame/ canopy

Shadow Impacts

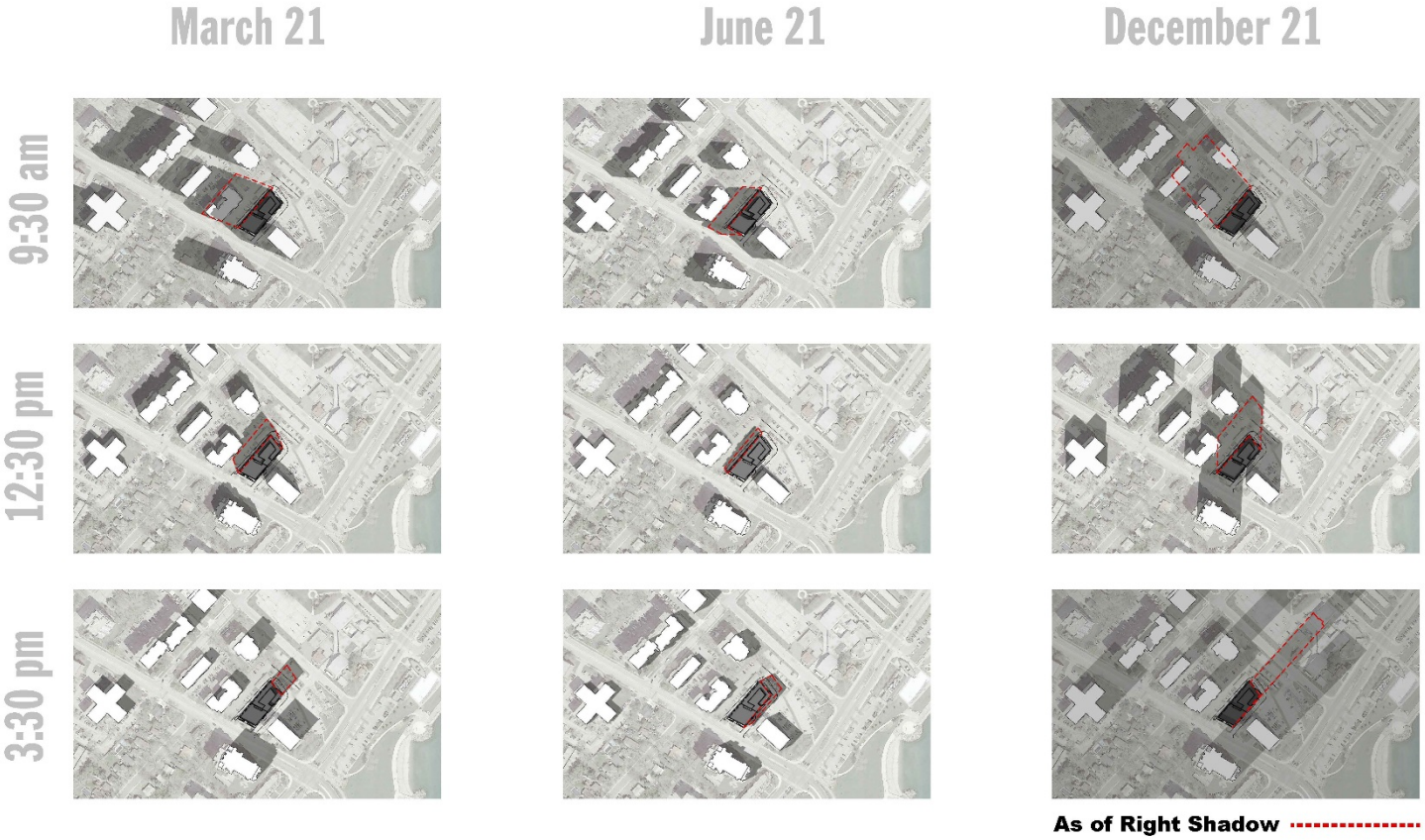
In order to assess potential impacts, shadow studies were prepared for 3 time periods between 9:30am and 3:30pm on March 21, June 21, and December 21. The as-of-right shadows are based on a 7 storey (22m high) building complying with current zoning setback standards. The shadow impacts are greatest at 9:30am for both scenarios and generally fall on surface parking areas. After 12 noon the shadows quickly fall away from adjacent building faces allowing sunlight to reach unit windows.

The diagram below illustrates the proposed shadow impacts, and the variation between the proposed and as-of-right shadows shown in a dashed red outline. This shadow analysis indicates there are no negative impacts on the surrounding neighbourhood due to the increased shadow from the subject proposal.

Appendix B includes the following guidance:

> *5.5.4 Shadowing Impact*
> *Buildings should be sensitive to casting shadows on low rise residential neighbourhoods, open spaces and pedestrian areas or streets where a high degree of sun penetration exists.*

No shadows fall onto low rise residential neighbourhoods, open spaces and pedestrian streets, or other shadow sensitive spaces.



Proposed shadows compared with as-of-right shadow studies for 3 time periods. New shadows fall mainly on surface parking areas.

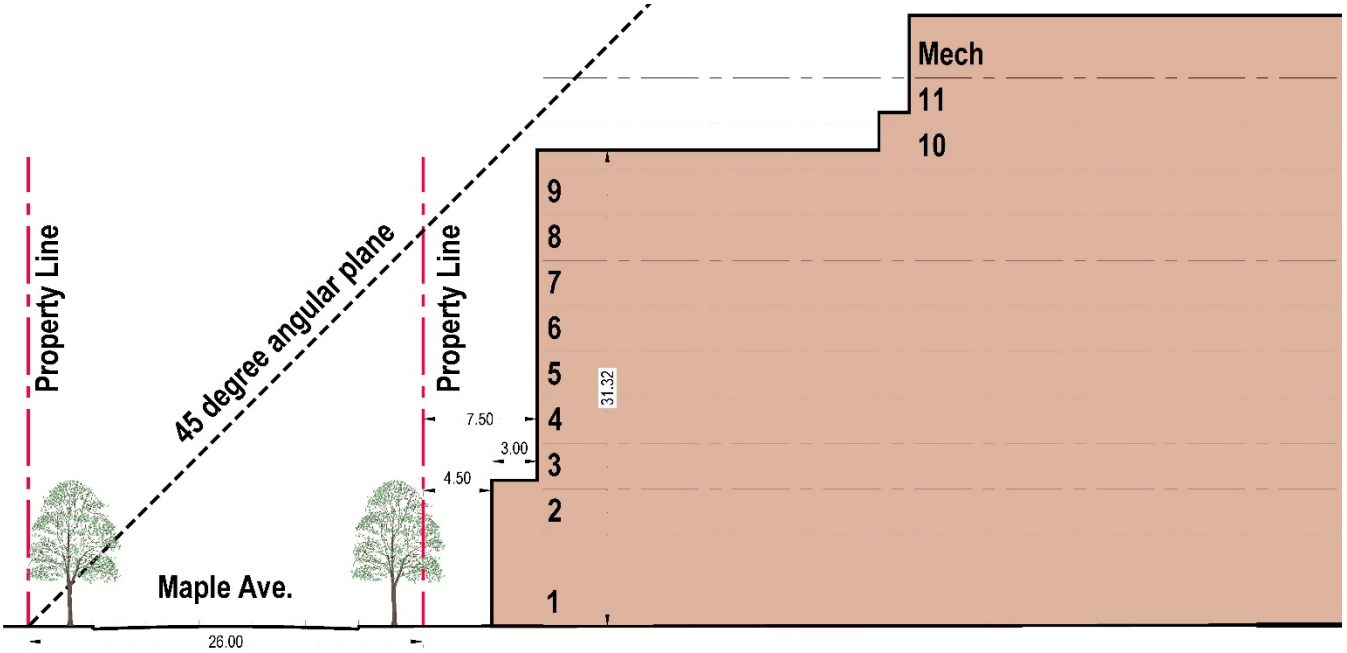
Angular Plane Analysis

The Downtown Urban Design Guidelines (Appendix B) provide guidance on maximum building height related to context and street width. In this context, with a mix of single detached low rise lots and apartment forms, the 45 degree angular plane test was used to limit building height along Maple Ave.

> *5.6.2 Visual Angular Plane*
> *Areas identified as low-rise generally correspond to areas where existing low-rise form is a general characteristic of the area. Building over the 2-4 storey low-rise height may require a building stepback that makes the upper storeys less perceivable from the street. The visual angular plane test is intended to be used in association with other visual means of testing building height suitability such as sun/shade analysis, 3D modeling, etc.*
> *'Visual Angular Plane Analysis' should be used for determining the appropriate building envelope for a specific site. Visual Angular Plane Analysis determines the building envelope utilizing a site*

cross-section and drawing a 45-degree angle measured from the property boundary located directly across the street of the proposed development. The line extension of this angle determines the overall maximum building massing along that frontage. Additional building height can be achieved with stepbacks. (Figure 17).

The following section looking north on Maple Ave. shows that the proposed heights are well within this angular plane control. Maple Ave. has a planned right-of-way width of 26 metres.



45 Degree angular plane line showing that the proposed building height conforms in this context.

Burlington's Grow Bold Official Plan- Adopted but not yet Approved

In the review of policy direction, it was noted that Burlington Council has adopted a new Official Plan that is not yet approved at the Regional level and therefore not yet in force. This plan implements Burlington's Strategic Plan. In that regard it does have some significance in reflecting council's current policy direction, although not in force officially.

In this Burlington growth area context, the Plan identifies many of the same urban design policies noted above in the current in-force OP, with an emphasis on compatibility with existing contexts and the creation of transition down to areas of lower built form.

On Schedule B-2, Maple Ave. is designated as a "Frequent Transit Corridor" and a "Secondary Mobility Hub Connector". Maple Ave. is also designated as an "**Urban Avenue**" on Schedule O-3, Classification of Transportation Facilities, within the "Downtown Urban Centre". Urban Avenues are identified as candidate sites for residential intensification as follows:

c) proposals for residential intensification in the form of non-ground oriented buildings shall be permitted only at the periphery of existing neighbourhoods and only where:
*(i) the subject property is abutting, and has direct vehicular access to, a Major Arterial or Multi-Purpose Arterial Street, **Urban Avenue**…*

On Schedule D the subject site is designated as "Downtown Mid-Rise Residential Precinct" which allows heights from 5 to 11 storeys. Given the defined role of Maple Ave. and the proximity of the subject site, the proposed level of intensification meets the policy intention of this adopted Official Plan.

From an urban design perspective, the proposed development meets these general criteria and has been designed with a view to creating an excellent and compatible urban infill design in this established context.

The Plan also identifies Sustainable Design as a key priority policy. Through the Site Plan process details of deliverable sustainable initiatives and materials will be developed. The current design includes a significant green roof area with storm water retention. The Ontario Building Code now includes several energy efficiency requirements, aligning with municipal objectives in this regard.

5.3 OP Design Excellence Response

Section 7 or the recently adopted Official Plan contains policies in regards to 'Design Excellence.' Our proposal response to the policies by providing the following:

- Connection to the Public realm, through the use of both hard and soft landscaping
- 2 Storey pedestrian scaled podium, providing an appropriate transition to the neighbourhood
- The main entrance is fully accessible and addresses Maple Ave.
- Pedestrian connectivity throughout the site, complies with AODA requirements.
- Adherence to the CPTED design policies
- Roof mechanical equipment is located within a mechanical penthouse, or screened to match the building.
- Providing outdoor amenity areas both on site with access to green space, and private terraces
- Locating parking underground, with an inconspicuous underground ramp, located within the building structure as to not interrupt the public or private amenity spaces on site.

6.0 CONCLUSION

Burlington has identified the subject site as a potential development site for high density development within this transit-supportive context. In response to the character and massing evident in the neighbourhood context, the proposed development complies with Burlington's Policy and Guideline direction as a compatible built form that fits well in this south Maple Ave. downtown context.

The project includes streetscape improvements with a generous building setback along Maple Ave. that is well landscaped and inviting. A prominent pedestrian entrance is featured with a welcoming landscape forecourt terrace.

The building massing features a 2 storey masonry base with a 3m stepback applied to the upper 7 floors. Floors 10 and 11 are set back approximately 30m from the Maple Ave. property line making these levels barely visible from Maple Ave. Shadow studies reveal no negative shadow impacts on adjacent areas.

This mid-rise development proposal represents good urban design and excellent architecture that recognizes the various design influences in the downtown over the past several decades.

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7.0 RESPONSE TO BUD MEETING MINUTES

In accordance with the requirements for a complete submission identified at the pre-consultation, a presentation of the development concept was made to the City of Burlington Urban Design Advisory Panel on September 18, 2018.

At the BUD meeting, staff sought panel advice on balconies, building composition, and streetscape. As a result of comments received at the BUD, the following revisions to the plan were made:

Site Plan/ Ground Floor:

1. Location of the UG ramp has been relocated below the building, allowing for more green space at grade, and better connection to interior amenity space.
2. The garbage room has been relocate to P1 Parking Level which frees up the area for amenity space.
3. The rear yard has been reprogramed to accommodate more landscape features and an outdoor patio adjacent to the amenity space.
4. The ground floor has been extended by 3.0m to provide a step-back condition on the 10th floor.
5. The bulk of the ground floor is now dedicated to resident amenity.
6. Walkway connection has been added from street sidewalk into the site (entering through the front entrance feature).

Floors 2-9

1. Additional articulation of the building envelope – by adding inset balconies, and sculptural balconies throughout.
2. Balconies on North façade have been revised to reflect the language on the remainder of the building. This change best represented in the above renderings.
3. Typical floors increased by 3.0m to the rear portion.
4. The angles of the balconies facing Maple Ave have been reduced.

A copy of the BUD minutes are included in the Planning Justification Report submitted in support of this application and can be found at appendix 5 of that document.