

2093, 2097 & 2101 OLD LAKESHORE ROAD
2096 & 2100 LAKESHORE ROAD

Urban Design Brief

22 August 2019

core
Development Group

URBAN STRATEGIES INC



TABLE OF CONTENTS

PROJECT SUMMARY

1.0 INTRODUCTION & THE SUBJECT SITE **1**
1.1 Introduction 1
1.2 Description of the Subject Site & Surrounding Context 2

2.0 POLICY CONTEXT OVERVIEW **4**
2.1 Provincial Policy 4
2.2 Regional Policy 5
2.3 Municipal Policy 6
2.4 Further Background to the Subject Application 8
2.5 City of Burlington Zoning By-Law 2020 9
2.6 Design Guidelines 9

3.0 URBAN CONTEXT AND SITE ANALYSIS **12**
3.1 Urban Structure 12
3.2 Existing Built Form Context 14
3.3 Emerging Built Form Development Context 16
3.4 Existing Views to the Site 19
3.5 Site Opportunities & Constraints 22

4.0 URBAN DESIGN PLAN **28**
4.1 Urban Design Principles 28
4.2 Building Location and Massing 30
4.3 Urban Design Concept 36
4.4 Key Views and Rationale 39

5.0 PROPOSED DEVELOPMENT CONCEPT **44**
5.1 Proposed Development Description 44
5.2 Burlington Urban Design Panel 46
5.3 Architectural Expression 46
5.4 Key Views 46

6.0 SUN SHADOW ANALYSIS **52**

7.0 LANDSCAPE STRATEGY **55**
7.1 Vision for the Public Realm 55
7.2 Proposed Conceptual Landscape Plan 56
7.3 Public Realm Connections 57
7.4 Public Realm Design: Key Design Elements 58
7.5 Other Landscape Design Details 62

8.0 TRANSPORT AND CONNECTIVITY **65**
8.1 Introduction 65
8.2 Existing Networks 65
8.3 Proposed Development 70

9.0 SUSTAINABILITY **71**
9.1 Sustainable Building Design

10.0 **CONCLUSIONS** **73**

APPENDIX 1
Burlington Urban Design Panel Minutes


Subject Site

1.0 INTRODUCTION

1.1 Introduction

This Urban Design Brief has been prepared by Urban Strategies on behalf of Core FSC Lakeshore GP Inc (Core), in support of their proposed development at the following municipal addresses: 2093, 2097 & 2101 Old Lakeshore Road, 2096 & 2100 Lakeshore Road (the Subject Site), shown in red on the adjacent aerial.

Core is proposing a residential-led mixed use development, overlooking Lake Ontario, located in the heart of Burlington's Downtown. The Subject Site totals 0.33ha and includes the properties at 2093, 2097 & 2101 Old Lakeshore Road and 2096 & 2100 Lakeshore Road, located within the parcel of land between Old Lakeshore Road to the south of the Subject Site and Lakeshore Road running east-west to the north of the Subject Site. The Subject Site includes the municipally listed Chrysler Carriage House heritage building located on the south side of the site.

The proposed development will contribute to the transformation of Burlington's Downtown and waterfront by delivering a high quality and distinctive 27-storey building providing 310 residential units (22,034.7 sqm residential floorspace) and 707.1 sqm of commercial floorspace. Below grade vehicle parking will be located over four floors.

High quality public realm improvements will be integrated throughout the development, most notably on the west side of the site creating a view corridor from Martha Street looking south to Lake Ontario. Landscape and streetscape interventions at the pedestrian scale will frame the site along the west and south edges providing an important space where Burlington's community can relax, congregate and play. Outdoor amenity spaces will also be provided for residents at the 7th floor of the tower.

The proposed development exhibits high quality urban design and architecture, integrated with a carefully considered public realm plan, generating new homes and jobs for the Downtown and bringing life and vitality to Burlington's waterfront.

Document Intent

The Urban Design Brief provides an analysis of and demonstrate how the proposed development concept relates to Provincial, Regional and City policy, and meets the City's Urban Design Guidelines.

Section 1 presents an introduction to the proposed development concept, identifies the document's intent and introduces the Subject Site and surrounding context.

Section 2 sets out the relevant policy context and urban design guidelines.

Section 3 considers and analyses the existing Subject Site and the surrounding context, and identifies opportunities and constraints.

Section 4 identifies the key urban design principles arising from the identified opportunities, that shape the development concept.

Section 5 introduces the evolution of the proposed development concept, by describing a set of massing guidelines, and how those relate to the City's design guidelines.

Section 6 details the built form, architectural expression and relationship of the building to the street and adjacent properties, including a summary of the Sun Shadow Analysis.

Section 7 presents the public realm and landscape strategy, including a conceptual landscape plan, and proposed streetscape enhancements.

Section 8 describes transport and connectivity around and through the site, including proposed parking.

Section 9 identifies the proposed sustainability features to be incorporated within the proposed development.

Section 10 summarizes the conclusion.

1.2 Description of the Subject Site & Surrounding Context

The Subject Site

The Subject Site, located within Downtown Burlington comprises the following municipal addresses: 2093, 2097 & 2101 Old Lakeshore Road 2096 & 2100 Lakeshore Road, bound by Lakeshore Road running along the north side of the properties and Old Lakeshore Road to the south. Old Lakeshore Road curves at each end to meet Lakeshore Road creating an enclosed parcel of land, within which the Subject Site is centrally located and therefore not bound by any road on the east and west sides. The north west corner of the Subject Site is located at the foot of Martha Street which extends north from Lakeshore Road.

The Subject Site is 0.33ha in area and is approximately 50 metres from Lake Ontario measured from the south side of the Subject Site. The Subject Site comprises two parking lots and four 1-2 storey buildings on the site (on five municipal addresses) measuring approximately 61 metres x 58 metres. Three of these buildings front Old Lakeshore Road (2093, 2097 and 2101 Old Lakeshore Road), one of these buildings fronts Lakeshore Road (2096 Lakeshore Road). 2100 Lakeshore Road is an empty lot, adjacent to 2096 Lakeshore Road. There are a number of trees that line the Subject Site on the west side running north to south between Lakeshore Road and Old Lakeshore Road.

There are no designated heritage buildings on the Subject Site, however 2101 Old Lakeshore Road also known as"Chrysler Carriage House" is listed and is the only building on the Subject Site included on the Municipal Property Register. City Staff identified in their application pre-consultation comments that there are a number of other properties on the Subject Site which are neither designated nor listed, but are kept on the City's Inventory as legacy listings and are identified in design guideline documents. These are properties that in the past the heritage committee or heritage staff have flagged for heritage value, but were never officially approved to be incorporated into the Register when that was developed after the changes to the Ontario Heritage Act in 2005. The following properties on the Subject Site identified on the legacy inventory are: 2097 Old Lakeshore Road, 2093 Old Lakeshore Road and 2096 Lakeshore Road.

Heritage Staff comments from the pre-consultation advise that an assessment must be undertaken of the impacts of the development on all properties on the Municipal Register or on the City's Heritage Inventory. GCBA, the Heritage consultant retained by Core are in the process of undertaking this assessment, the results of which will be included within the Heritage Impact Statement/Assessment submitted with the development application.



The Surrounding Context

Within the enclosed parcel of land between Lakeshore and Old Lakeshore Road, and adjoining the Subject Site, is a one storey commercial building to the east and a two-storey commercial building to the west, with associated parking lots which abut the Subject Site.

To the immediate south of Old Lakeshore Road are a number of low-rise properties fronting Lake Ontario, including heritage buildings. To the immediate north and east of the Subject Site, on the north side of Lakeshore Road are a mid-rise residential apartment blocks, as well as an empty lot on the west corner where Martha Street meets Lakeshore Road- planned for development of the approved 26 storey, residential tower by ADI Development Group.

To the west of the enclosed parcel of land is the under construction Bridgewater development, which is almost near completion and will deliver a development at a max of 22 storeys comprising a hotel, office and residential uses. Further east of the Bridgewater development is Spencer Smith Park which extends west along the waterfront for over 800 metres, and includes a pedestrian walkway known as the Waterfront Trail, and incorporates the Brant Street Pier approximately 400 metres from the Subject Site.

The Subject Site is situated in wider Downtown Burlington which is characterized by a mix of uses, including predominantly commercial, retail and also residential uses, with Brant Street identified as the focus for activity, including the City Hall building.



Looking south from Lakeshore Road (rear of 2097 Old Lakeshore Road)



Looking south east from Lakeshore Road (2096 Lakeshore Road and trees along the west edge of the Subject Site



Looking east down Old Lakeshore Road



View of Bridgewater development looking West down Lakeshore Road



View from the waterfront looking north (2093,2097 and 2101 Old Lakeshore Road)



Rear of the Chrysler Carriage House



Spencer Smith Park and Bridgewater development in the background



Looking south from Lakeshore Road- adjacent site and Emma's Back Porch

2.0 POLICY CONTEXT OVERVIEW

This Section provides an overview of the policy framework applicable to the Subject Site. A more in depth policy review is provided within the Planning Justification Report (Section 4.0), that also supports this application.

2.1 Provincial Policy

The Provincial Policy Statement, 2014 (PPS)

The PPS sets out an overall vision for Ontario's land use planning system at Part IV which identifies that the long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment and a strong and competitive economy.

Section 1.1 of the PPS seeks to manage and direct land use to achieve efficient and resilient development and land use patterns. Policy 1.1.1 identifies a number of ways in which healthy, livable and safe communities are sustained. These include but are not limited to:

- Promoting efficient development and land use patterns which sustain the financial well-being of the province over the long term;
- Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society; and
- Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate change.

Policy 1.1.3.1 states that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted while Policy 1.1.3.2 promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development provides a mixed use development in a compact form, representing an efficient use of land by increasing density on an underutilized site. The development promotes vitality and supports planned transit in Downtown Burlington, a provincially designated growth area.

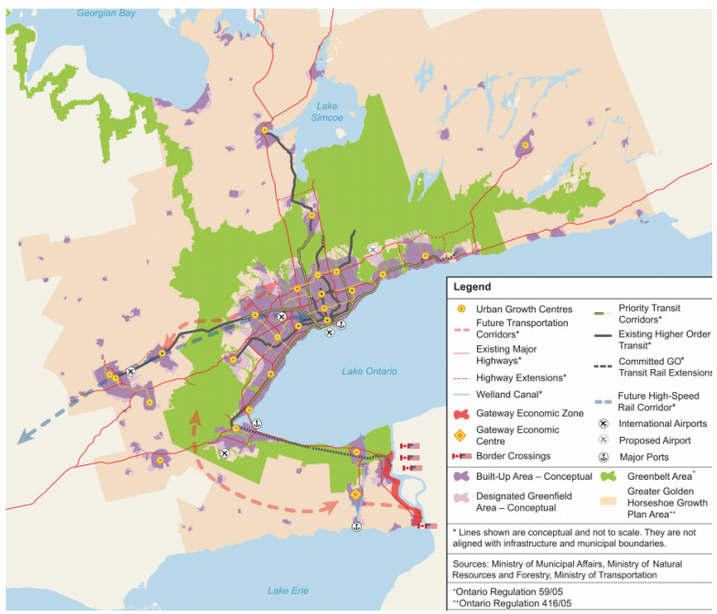
A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) is a Provincial Plan that directs how growth should occur in the Greater Golden Horseshoe (GGH). The Government of Ontario first released the original Growth Plan in 2006 under the terms of the provincial Places to Growth Act, 2005 and updated the plan in 2017, and then again on 16 May 2019. The Places to Grow Act states that all decisions by municipalities under the Planning Act shall conform to the Growth Plan.

Section 1.2 establishes the Vision for the GGH including that its communities will be supported by a strong economy, a clean and healthy environment and social equity. Urban centres will be vibrant and characterized by more compact development patterns that support climate change mitigation and adaptation and provide a diversity of opportunities for living, working and enjoying culture.

The guiding principles set out in Policy 1.2.1 provide that municipalities should prioritize intensification and higher densities to make efficient use of and infrastructure and support transit viability. It also supports a range and mix of housing options to serve all sizes, incomes and ages of households and conservation and promotion of cultural heritage resources.

Section 2.2 of the Growth Plan provides policies for where and how growth should occur within the GGH. Policy 2.2.1.2(c) provides that growth will be focused in delineated built up areas, strategic growth areas and locations with existing or planned transit (with a priority on higher order transit where it exists or is planned). Policy 2.2.1(4) supports the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, convenient access to local stores, services and public services and facilities, improve social



Schedule 2: A place to grow concept (Growth Plan 2019)

equity and overall quality of life, including human health, and provide a diverse mix of housing options.

Policy 2.2.3.1 identifies that Urban Growth Centres will be planned as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural and entertainment uses; will accommodate and support the transit network; serve as high-density major employment centres; and accommodate significant population and employment growth. Policy 2.2.3(2) states that Urban Growth Centres will be planned to achieve by 2031 or earlier a minimum density target of 200 residents and jobs combined per hectare for Downtown Burlington.

Policy 2.2.4.3 identifies a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit, while Policy 2.2.4.9 identifies that within all Major Transit Station Areas, development will be supported, where appropriate, by planning for a diverse mix of uses, to support existing and planned transit service levels; providing alternative development standards, such as reduced parking standards; and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Subsection 2.2.6 provides direction for municipalities on developing housing strategies. This includes a strategy that supports the achievement of the minimum intensification and density targets in the Plan.

Section 4.2 seeks to protect what is valuable. Policy 4.2.5 identifies that municipalities are encouraged to develop a system of publically-accessible parkland, open space and trails. Policy 4.2.7 seeks to protect cultural heritage resources, and sets out that they will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

The proposed development will be located within an Urban Growth Centre, and within a Major Transit Station Area, and therefore the Subject Site is an appropriate location for intensification and a range of units on site. The proposed development will support the minimum density targets for Downtown Burlington, and conserves the existing heritage building on site.

2.2 Regional Policy

Halton Region Official Plan

The Halton Region Official Plan, Office Consolidation June 2018, is based on the 1995 Regional Plan, which was adopted by Halton Regional Council on March 30, 1994. Halton Region is currently undertaking a review of the Regional Official Plan.

The Plan designates the Subject Site as being located within the Urban Area, and Policy 72 identifies the objectives for the Urban Area, including:

- To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.
- To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.
- To facilitate and promote intensification and increased densities.

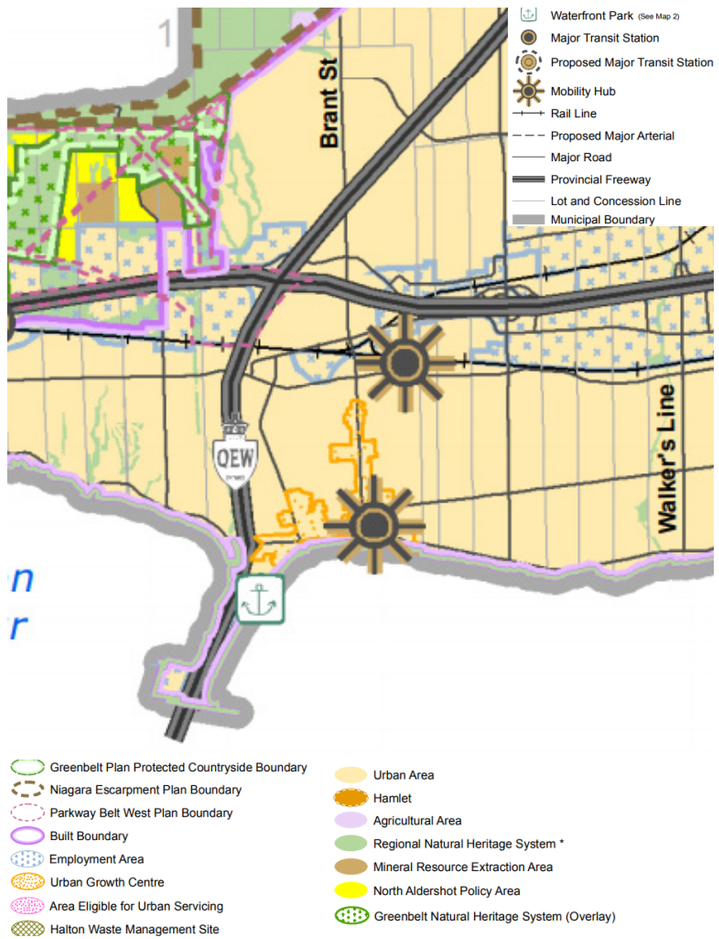
Policy 80 identifies that Intensification Areas are part of the Urban Area and consist of Urban Growth Centres and Major Transit Station Areas (including Metrolinx designated Mobility Hubs). Policy 81(1) states that it is the policy of the Region to direct development with higher densities and mixed uses to Intensification Areas, while Policy 81.3(1) reiterates the Growth Plan stating that it is the policy of the Region to require Urban Growth Centres to achieve a minimum development density target of 200 residents and jobs combined per gross hectare by 2031 or earlier.

Policy 81.1 sets out the objectives of the Urban Growth Centres to serve as focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and

entertainment uses, to accommodate and support major transit infrastructure, to serve as high density major employment centres that will attract provincially, nationally or internationally significant employment uses, and to accommodate a significant share of population and employment growth. Policy 81.3 identifies that it is the policy of the Region to require Urban Growth Centres to achieve a minimum development density target of 200 residents and jobs combined per gross hectare by 2031 or earlier.

Policy 85 sets out the Region's objectives for housing which includes to promote residential intensification through the development or redevelopment of brownfield and greyfield sites.

The Subject Site is located within a designated Urban Area and Major Transit Station Area and Mobility Hub, as well as an Urban Growth Centre.The proposed development will accommodate growth expected in the Urban Growth Centre, through appropriate intensification, providing a new mixed use development and waterfront destination for the community.



Excerpt from the Halton Region Official Plan- Map 1 Regional Structure

2.3 Municipal Policy

Burlington Official Plan

The Burlington Official Plan was adopted in 1994, approved by the Region in 1997, and approved at the OMB in 2008. The document sets out the broad land-use vision and strategy for Burlington with a focus on housing, municipal servicing, growth, community improvement, and community identity and place-making through urban design.

The Subject Site is designated within the Downtown Mixed Use Centre. Part III, Policy 5.5.1 sets out the principles of the Downtown Burlington Urban Growth Centre, including that the area shall accommodate a significant share of the population and employment growth within the City, that as a mixed use centre the Downtown shall take advantage of its unique qualities, including the waterfront location and related activities, historic buildings, streetscapes and development pattern, cultural activities, pedestrian orientation and recognition as a centre of business and civic activity.

The Downtown is also identified as a lively, vibrant people place with a wide variety of employment, shopping, leisure, residential and tourism opportunities. The policy states that new development shall be of high quality design to maintain and enhance the Downtown's image as an enjoyable, safe, pedestrian oriented place. The Downtown should be redeveloped 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 a Provincial Growth Centre, ensuring that such development shall encourage transit use and that an adequate supply of parking is provided.

The Subject Site is located within the 'Old Lakeshore Road Mixed Use Precinct' within which the key objectives, as set out in Part III, Policy 5.5.7 are to provide an area in the Downtown for high intensity, mixed use development that is transit-supportive

which helps meet Provincial Growth objectives and provides for a transition from the highest density mixed use area (Wellington Square Precinct) to the more residential areas to the east. The Precinct is an area intended for mixed use development consisting primarily of residential uses in conjunction with specialty retail and service commercial uses and entertainment uses to serve the Downtown residents, employees and visitors. The policy requires a high standard of design that has a sense of pedestrian scale and comfort that is compatible with existing development and reflects the unique character of precinct.

The Precinct is split into three Sectors, A (West Sector), B (East Sector) and C (South Sector). The Subject Site is approximately two thirds in Sector B (East Sector) and one third in Sector A (West Sector).

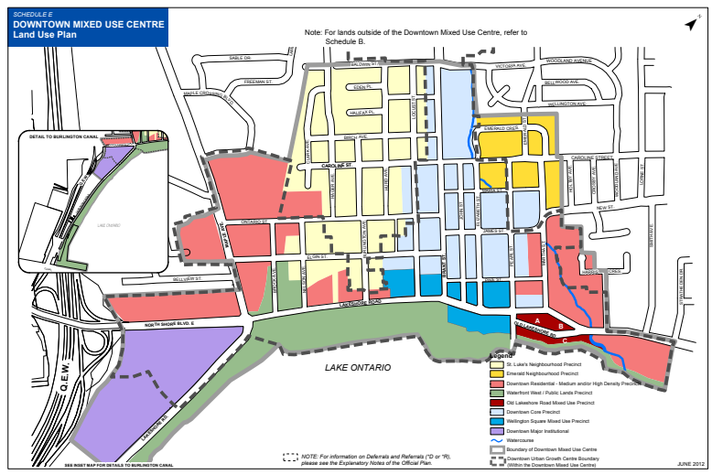
The West Sector allows a maximum height of 10 storeys, and the East sector allows a maximum height of 6 storeys, but permit up to 15 storeys and 8 storeys respectively, where there is compatibility with surrounding land uses, a sense of pedestrian scale by the use of building design incorporating a ground level, street-oriented podium, and the following details:

- Assembly of lands from the Martha Street alignment to Waterfront East.
- Provision of a view corridor from Martha Street to Lake Ontario.
- Provision of enhanced public spaces.
- Preservation or relocation of significant cultural heritage resources within the precinct.
- Submission of an angular plane study, identifying visual, sun shadowing and wind impacts and demonstrating how such impacts can be mitigated.
- Provision of retail or service commercial uses are required continuously at grade along public streets in residential or office buildings.
- Buildings shall be constructed close to the street line with no surface parking permitted, except for loading and emergency vehicles.

While the policies also speak to the potential closure of Old Lakeshore Road and the southerly extension of Martha Street, such changes to the street system are not contemplated in the current proposal, for reasons described in Section 2.4 of this document.

Section 6.0 of Part II of the Official Plan sets out policies related to design, and key objectives are set out at 6.2 including:

- To ensure that the design of the built environment enhances heritage features.
- To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic the existing neighbourhood character.
- To ensure that the design of the built environment in new communities integrates with the natural setting and provides a diverse social setting that is well served by public transit, and by attractive and well-developed pedestrian environments.
- To achieve a high quality of design within the public realm.
- To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.
- To ensure that the principles of Sustainable Development are considered in the design of the built environment.



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

Policy 6.5 sets out design guideline policies, and establishes that the density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area; the design of all buildings must recognize pedestrian scale; and that the continuation 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.

The proposed development is located within the Downtown Mixed Use Centre, an Urban Growth Centre and therefore intensification of this underutilized land is appropriate in an area which is required to accommodate a significant share of the population and employment growth in the City. The development represents a mixed use development, as called for in the framework, that is within a major station area, within 500 metres of planned transit, and helps to meet the minimum growth targets of Downtown Burlington. The provision of residential and commercial uses will provide both living and employment opportunities, as well as providing a gathering destination for the community, and bring vitality to Downtown Burlington and the waterfront.

The proposed development provides a high quality, sustainable design, celebrating the municipally listed heritage building, while providing a distinct landmark building fronting the waterfront. Urban Design principles have been applied to ensure pedestrian scale and key views to and through the site have been respected. The buildings overall massing has been carefully considered, in compliance with the Official Plan's design objectives. While the proposal presents a tall slender tower above the heights articulated within the policy language, it respects pedestrian scale and delivers a view corridor down Martha Street, and a significantly enhanced open space and public realm, in accordance with the Old Lakeshore Road Precinct policies.

Grow Bold: Burlington's new Official Plan

Burlington's new Official Plan was adopted in April 2018, and was sent to Halton Region for review and final decision. Core have proposed a modification to the new adopted Official Plan, which is discussed within Section 2.4 of this Urban Design Analysis. Halton Region advised in December 2018 that the city's adopted Official Plan does not conform with the Regional Official Plan.

City Staff's application pre-consultation comments dated 16 January 2019 state that "Planning policy for downtown Burlington is in flux. While development applications will continue to be processed under the current Official Plan 1994, staff is encouraging applicants to conform to the objectives of the Downtown Mobility Hub in the proposed new Official Plan." City Staff have also identified that the new Official Plan policies "represent the Planning Department's current position on the most appropriate form of redevelopment in the downtown."

Since these comments were received, on February 7 2019, Burlington City Council voted to re-examine the policies in Burlington's Official Plan. The motion directs Burlington's Director of City Building to immediately commence a process to re-examine the policies of the new adopted Official Plan policies in their entirety related to matters of height and intensity and conformity with provincial density targets. On this basis, the proposed development has been presented in relation to the in-force Official Plan policies and not the adopted 'Grow Bold' Official Plan.

The adopted 'Grow Bold' Official Plan identifies the Subject Site as being located within the 'Old Lakeshore Road Precinct' as well as within a Mobility Hub Area. The policies related to the Old Lakeshore Road Precinct and therefore the subject site are similar to those detailed within the Burlington Official Plan.

2.4 Further Background to the Subject Application

Since March of 2018, Core Development Group and Urban Strategies have been in conversation with City of Burlington staff regarding the policy framework applicable to the Subject Site overall, and the wording within the new Official Plan document (Grow Bold: Burlington's Official Plan) specifically. This policy framework has not been updated since 2008 and imposes significant challenges to the development of the Subject Site and immediate surrounding area (known as the Old Lakeshore Road Precinct). More specifically, the new Burlington Official Plan established a requirement for preparation of an Area Specific Plan for the Precinct, and the City indicated it had no capacity to undertake such an Area Specific Plan for at least five years.

Through several subsequent communications between Core Development Group and City of Burlington staff, options were explored to pursue a 'Special Study' for the entire Lakeshore Road Precinct in lieu of an Area Specific Plan, to be funded and lead by Core in order to allow development to proceed. In November of 2018, following conversations with a number of other landowners within the Old Lakeshore Road Precinct, and research into Conservation Halton regulations applicable to the precinct, Core advised the City of Burlington that a Special Study could not be successful for the following reasons (paraphrased):

- Certain owners, located south of Old Lakeshore Road, seek to consolidate their properties with lands located north of Old Lakeshore to overcome requirements restricting development within the area regulated by Conservation Halton;
- Conservation Halton's regulation changed in 2006, as did their approach to calculating the extent of shoreline hazards. As a result, the landward extent of the shoreline hazards within the Old Lakeshore Road Precinct is such that significant new development or re-development south of Old Lakeshore Road will not be possible.

- The majority of policies for the Old Lakeshore Road Precinct Area contained within the new Official Plan are the same as those contained within the in-force Official Plan, have not been updated since approved in 2008 and are therefore not consistent/in conformity with essential provisions of Provincial and Regional policy that call for increased densities and intensification on our client's lands due to their location within the provincially designated Downtown Burlington Urban Growth Centre and Mobility Hub.
- Both the in-force and new Official Plan policy frameworks are too restrictive and provide significant obstacles to development and intensification within this area; and
- Other owners of significant land within the study area have confirmed to us that they are not willing to participate in the Special Study as defined by the City.

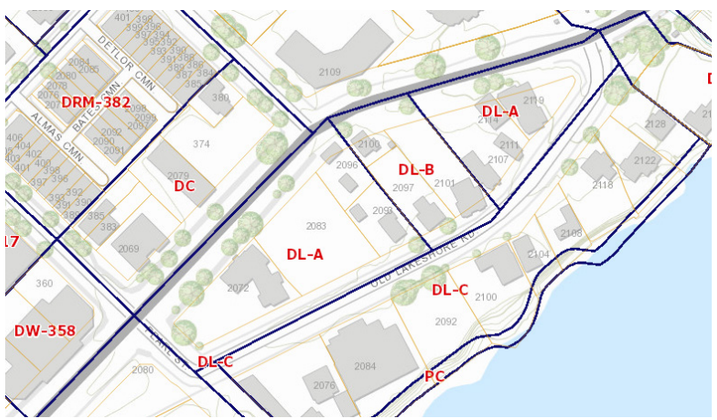
A pre-consultation meeting with City of Burlington staff took place on 16 January 2019 and staff have confirmed that an application for Official Plan Amendment (to the in-force City of Burlington Official Plan) and Zoning By-law Amendment will be required to enable the proposed development. These applications are currently being prepared.

2.5 City of Burlington Zoning By-Law 2020

The Subject Site is zoned majority DLB and partly DL-A. The zoning allows for some retail commercial and service commercial including convenience and specialty food stores, restaurants and fast food restaurants, community institutions, office uses, hotels, convention centres and entertainment/recreational uses. Residential uses including apartment buildings and retirement homes are also allowed. The ground floor within 15 metres of a public street must only be used for retail or service commercial uses.

Other requirements set out by the Zoning By-Law include:

- Minimum building height of 2 storeys
- Maximum height of 10 storeys in the DL-A zone and 6 storeys in DL-B zone
- Maximum floor area ratio and density of 4.5:1 in DL-A zone and 3.25:1 in DL-B zone.
- 1.25 parking spaces per apartment dwelling unit.
- 20m2 amenity area per apartment dwelling unit.



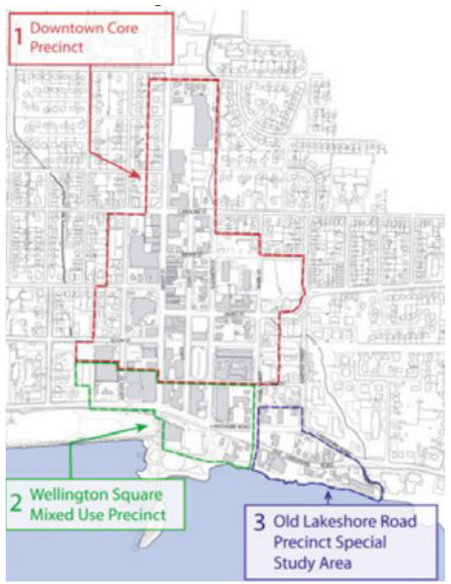
Zoning By-Law 2020- Map

2.6 Design Guidelines

Downtown Urban Design Guidelines (2006)

The 2006 Downtown Urban Design Guidelines identify the 'Old Lakeshore Road Precinct Special Study Area' (shown on the map below). Block Plans are provided across the Downtown, with the exception of the blocks within the Old Lakeshore Road Precinct, for which separate guidelines were prepared.

The guidelines identify key assets of the Downtown including having a stable and healthy adjacent residential fabric, and a walkable and permeable fabric. Heritage buildings, views, parking lots, open/civic spaces and pedestrian networks are also identified as important elements of the urban structure. Guidelines recommend specific furniture , planting and streetscape materials as well as expected setbacks and materials.



Downtown Urban Design Guidelines - Figure 2.

Old Lakeshore Road Precinct Phase II: Urban Design Guidelines (2009)

The 2009 OLRP- Phase II Urban Design Guidelines pertain specifically to the Subject Site and the surrounding area. The guidelines have not been updated since 2009.

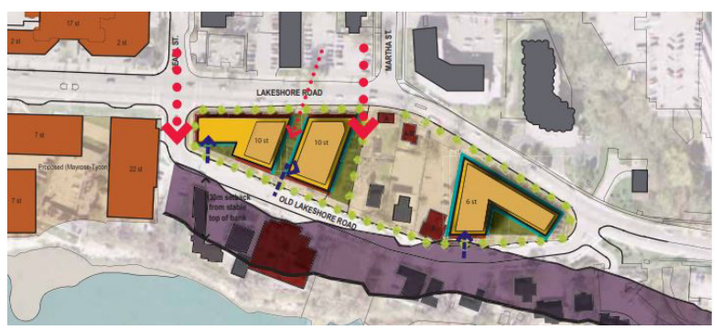
The guidelines identify existing conditions, including a number of key cultural heritage resources located on the Subject Site. The guidelines suggest that alignments of Pearl and Martha Streets create views to the Lake and that these views and vistas should be protected and framed through new development.

Two development options are identified. Development Option 1 retains heritage properties and surface parking and does not develop the Subject Site, while Option 2 proposes a Martha Street connection down to Old Lakeshore Road , and development up to 15 storeys in the west sector and 8 storeys in the east sector. This option closes a portion of Lakeshore Road in the west.

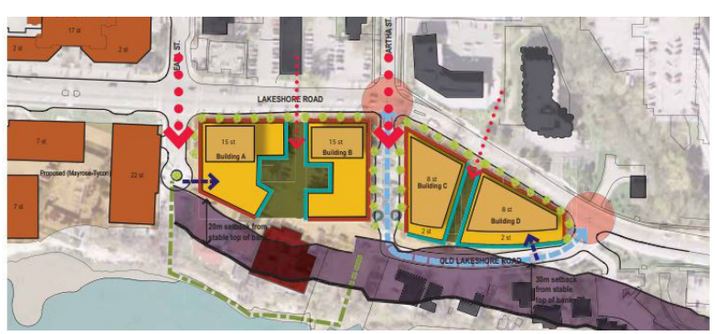
The guidelines pertaining to built form refer to permitted heights in the zoning and Official Plan and therefore refer to mid-rise buildings. It is identified that 'taller buildings may be appropriate in the West Sector while still incorporating appropriate massing, building projections, at-grade recesses, lower storey design and open space treatments.

Other key requirements set out in the guidelines are:

- Views down Martha and Pearl Street should be protected and framed through new development.
- The OLRP through redevelopment should integrate a contemporary streetscape theme (as opposed to traditional heritage)
- The orientation and location of buildings should encourage visual transparency and allow for the public realm to filter through the block.
- Easy and accessible pedestrian connections and circulation routes should be provided through the precinct.
- Open spaces within the precinct should provide opportunities for walking and cycling.
- Sustainable practices and methods of construction should be incorporated.



Development Option 1- (OLRP Phase II - Urban Design Guidelines)



Development Option 2- (OLRP Phase II - Urban Design Guidelines)

Tall Building Guidelines (2017)

The Burlington Tall Building Guidelines, 2017 provide design direction for new buildings greater than 11 storeys in height, applicable across the City wherever tall buildings are permitted. The Guidelines provide direction for the design of podiums, towers, and building tops, with respective chapters for each. The most relevant provisions are detailed below.

Guidelines regarding the building base (podium) set out in Chapter 2 include the following guidelines:

- The podium shall be located to frame the street. On corner lots, the podium shall be located to frame both streets;
- On sites with multiple towers, mid-block pedestrian connections should be provided through the podium to enhance permeability, break-up the podium, and create additional corner conditions;
- The maximum height of the podium shall be 80% of the adjacent right-of-way width, up to a max of 20 metres.
- 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);
- Above the podium, stepbacks should be provided on all sides to clearly differentiate between the building podium and tower;
- Portions of the podium that are not occupied by a tower should be used as outdoor amenity space to provide casual surveillance and interesting views from the street;
- Parking, servicing and loading shall be accommodated internally within the building podium and screened from the street;
- Within a retail podium, the ground floor shall be predominantly clear-glazed to provide visual connections

between public and private realm and enhance safety.

- Mixed-use buildings with retail at grade should incorporate vestibules, frequent building entrances, canopies and structural overhangs to provide weather protection for the length of the street.
- Access to parking, servicing and loading shall be provided from the rear of the building, or a laneway where possible; and
- Publicly-accessible private open space, including courtyards and plazas, parkettes, or Neighbourhood Parks (where site size permits) should be encouraged.
- Public art should be encouraged within tall building sites where appropriate (ie. on corner sites/ sites with publically accessible open spaces).

Guidelines regarding the building middle (tower) are contained in Chapter 3, including the following direction:

- The placement of the tower shall have no adverse impacts on adjacent Residential Neighbourhood Areas, parks, open spaces, or natural areas;
- A minimum separation distance of 25 metres shall be provided between towers to maximize privacy and sky views, and to minimize the cumulative shadow impacts of multiple tall buildings. Balconies may be provided within this separation distance provided they do not excessively contribute to a buildings massing.
- Where no towers exist proposed towers should be set back 12.5 metres from adjacent property lines to protect for a future 25 metre separation distance (split between each property).
- The tower should be stepped back at least 3 metres from the podium to differentiate between the building podium and tower, and to ensure usable outdoor amenity space (i.e. patios);
- For design flexibility, a portion of the tower may extend to the edge of the podium without a stepback provided it can be demonstrated that there are no adverse wind and shadow impacts.
- The total height of the tower (including the top) shall ensure no adverse impacts on adjacent Residential Neighbourhood Areas, parks, open spaces, or natural areas;
- 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.
- The tower portion of a tall building should be slender and should not exceed 750 square metres, excluding balconies; and
- A shadow study shall be provided with tall building applications to demonstrate the impacts at the equinoxes (March 21 and September 21).

Guidelines relating to the tower top are set out in Chapter 4 and include the following:

- Design the upper floors of tall building to clearly distinguish the top of the building from the tower, to reduce the building profile and achieve a distinct skyline;
- 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;
- Where possible outdoor amenity space should be included within the top of the building.

The proposed development has applied the Tall Building Guidelines to the redevelopment of the Subject Site and the design of the proposed tower. The suggested building setbacks and stepbacks, as well as the maximum suggested tower floorplate within the Tall Building Guidelines have all been incorporated into the tower design. This is set out in more detail at Section 4.0 of this Urban Design Analysis. The proposed development also provides publicly accessible, open space, and suggests public art within this, in keeping with the guidelines suggestions for the building base. A Sun Shadow Analysis has been prepared based on the proposed development and is included at Section 5 of this Analysis.

3.0 URBAN CONTEXT AND SITE ANALYSIS

The Urban Context and Site Analysis identifies and analyses the key features of the Subject Site and its surrounding context. It sets out the urban structure of Downtown Burlington, the built form of the existing and emerging development context, and identifies key views to the site. This analysis allows us to set out key constraints and opportunities which drive the key urban design principles, and resultant design concept for the Subject Site.

3.1 Urban Structure

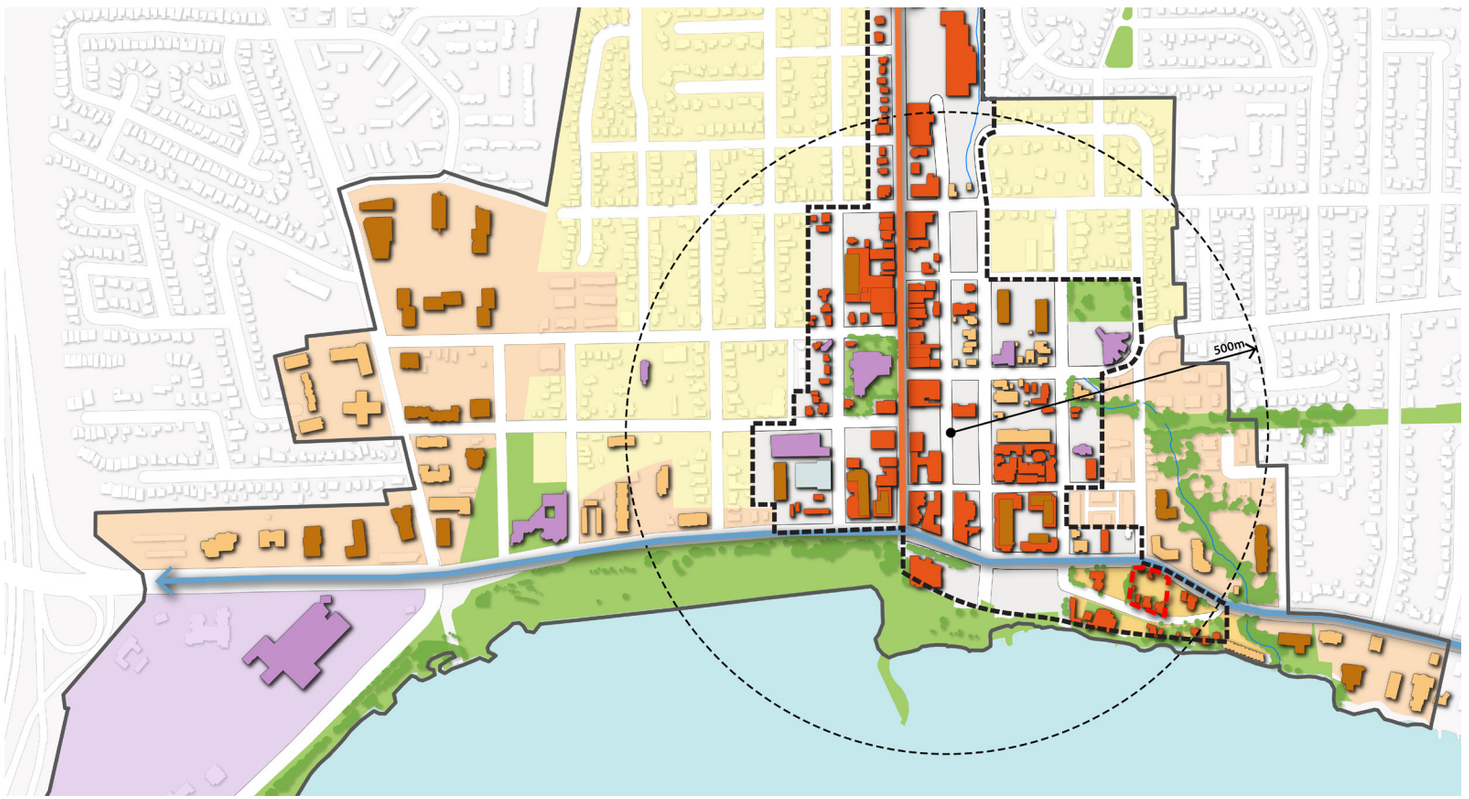
At the heart of Downtown Burlington's Urban Structure is a clearly defined 'Downtown Core' with a distinct mixed use character. The Downtown Core area is dominated by commercial retail and restaurant uses, but also includes residential buildings and a number of civic buildings. The Subject Site is located within this Downtown Core area and is clearly distinct from the abutting low density and more single purpose residential areas which are located primarily to the west and north of the Downtown Core.

The Downtown Core is anchored by two spines, running north-south and east-west. A central spine through the downtown runs north-south down Brant Street, characterized by a concentration of commercial activity along both its east and west sides, and acting as the main vehicular route into and out of downtown. Lakeshore Road acts as the waterfront spine, running east-west along the north side of the site, and connecting the downtown to cities further east such as Hamilton and Toronto in the west.

The Subject Site is located within 500 metres of planned transit, in a Major Transit Station Area, and a Mobility Hub Area- which has a provincially required minimum target of 160 residents and jobs per hectare. This 500 metre radius is shown on the map to the right.

The Subject Site is also located within an Urban Growth Centre, which is not shown here, but covers a greater area than the Downtown Core area shown on the Urban Structure Map. The Urban Growth Centre calls for a minimum of 200 people and jobs per hectare.

Beyond the Downtown Core are mid- high rise residential areas, adjacent to the Subject Site, and lower rise residential areas beyond the Core to the west, clearly distinguishable from the Downtown Core Area as the centre of activity within Downtown Burlington.





Brant Street



Lakeshore Road



Spencer Smith Park



Bus stops on John Street- Transit Hub



Burlington City Hall



Burlington Performing Arts Centre

3.2 Existing Built Form Context



Existing Building
Recent Development

The existing built form of Downtown Burlington is characterized by a range of building heights , from high-rise and mid-rise to low-rise buildings. These building heights vary across the City and between blocks, with no clear uniformity in height in any specific location. There are tall buildings located throughout the downtown, both toward the south near to Lakeshore Road and the waterfront, as well as further north where they intersperse with lower rise buildings.

The Subject Site is located within the Old Lakeshore Road Precinct area which is low rise in nature, but high rise buildings (and some mid-rise buildings) characterize the areas immediately adjacent to the Precinct. In particular, to the immediate north of the Subject Site on the north side of Lakeshore Road, there are mid and high rise buildings, as well as the under construction Bridgewater development located to the immediate west of the Precinct area, fronting Lake Ontario.

It is important to identify that Burlington's existing built form context is changing, and the following pages will highlight the extent of recent and proposed changes in Downtown Burlington, and how these changes are shaping the City's built form.



360 Pearl Street



Looking east down Lakeshore Road



The under construction Bridgewater development



Lakeshore Road looking east



View from the adjacent site



Looking north from Old Lakeshore Road

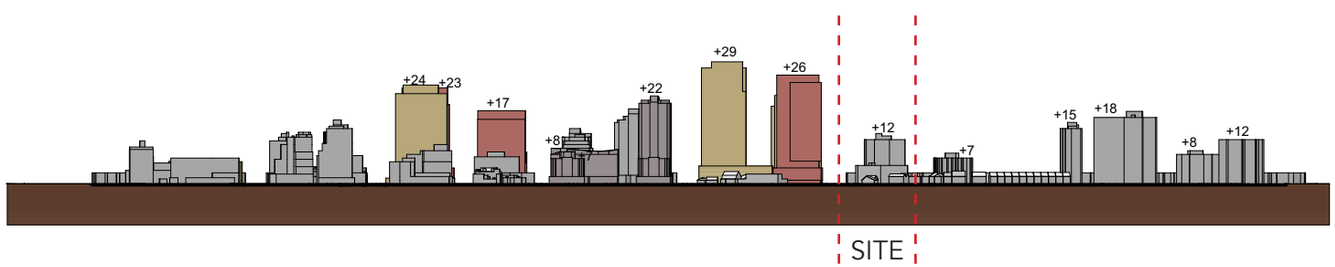
3.3 Emerging Built Form Development Context



There has been significant recent development activity within Burlington's Downtown. Many of these new developments are recently approved and many are proposals which are currently still under review by the City. The most significant of these approved, proposed and recently constructed developments are shown in the 3D image and section below, colour coded by their current status, and their proposed building heights identified.

There is a clear trend that a number of the new developments coming foward are high-rise buildings, and the emerging level of intensification that can be seen in downtown Burlington is consistent with the expected trend for development within a provincially designated Urban Growth Centre, Major Transit Station Area and Mobility Hub.

Most notably, and in close proximity to the Subject Site, are the approved development 26-storey development at 374 Martha Street (ADI Development Group) to the immediate north east of the Subject Site, and the under construction 7, 9 and 22-storey Bridgewater development to the west of the Old Lakeshore Road Precinct. In addition a 29 storey tower is proposed by Carriage Gate adjacent to the approved ADI Development which is currently under review by the City.





Nearby Development Proposals and Approvals in Focus

The location of nearby proposals and approvals are shown on the map. The 374 Martha Street (ADI Development Group) development which was approved by LPAT February 18. 2019 is located to the immediate north of the Subject Site on the north side of Lakeshore Road and shown on the map. The under construction Bridgewater development is located to the west of the parcel of land enclosed by Old Lakeshore and Lakeshore Road. The development statistics for these two developments are set out below:

1. 374 Martha Street Development Statistics:

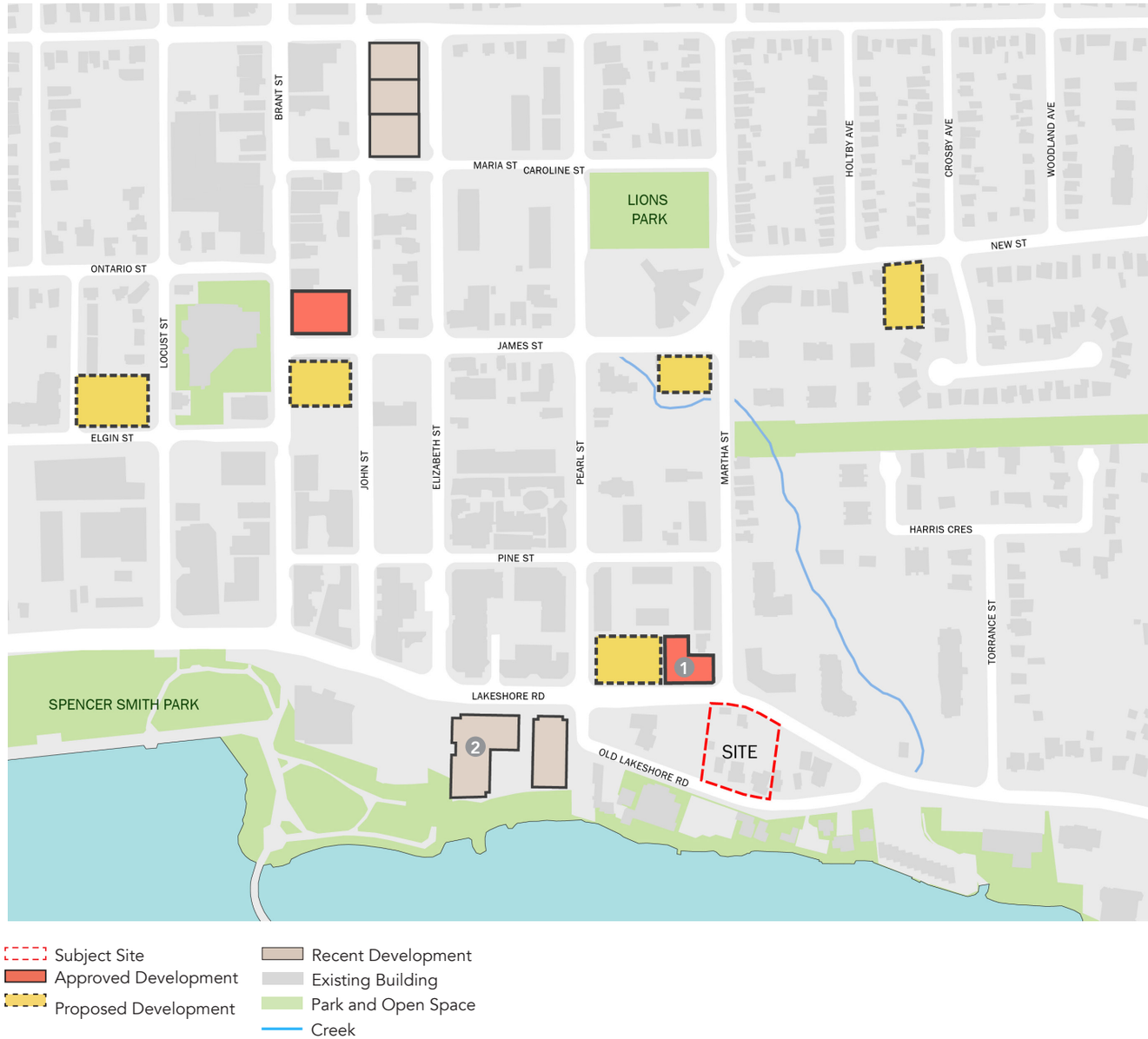
Site Area: 1,701 sqm
Total GFA: 19,159.21 sqm
Total FSI: 11.26
Tower floorplate: 706-715sqm (887 at ground)
Max height: 26 storeys (83 metres excluding mechanical)
Podium height: 4- 5 storeys
Residential units: 241

2.The Bridgewater Development Statistics:

22 storey building:
Podium height: 7 storeys
Approx 800sqm floorplate
- 100 residential units
- 1170sqm of gf commercial

7 storey condo building:
- 50 residential units
- 750sqm of gf commercial

9 storey hotel building:
- 130 units
- 855sqm of gf commercial

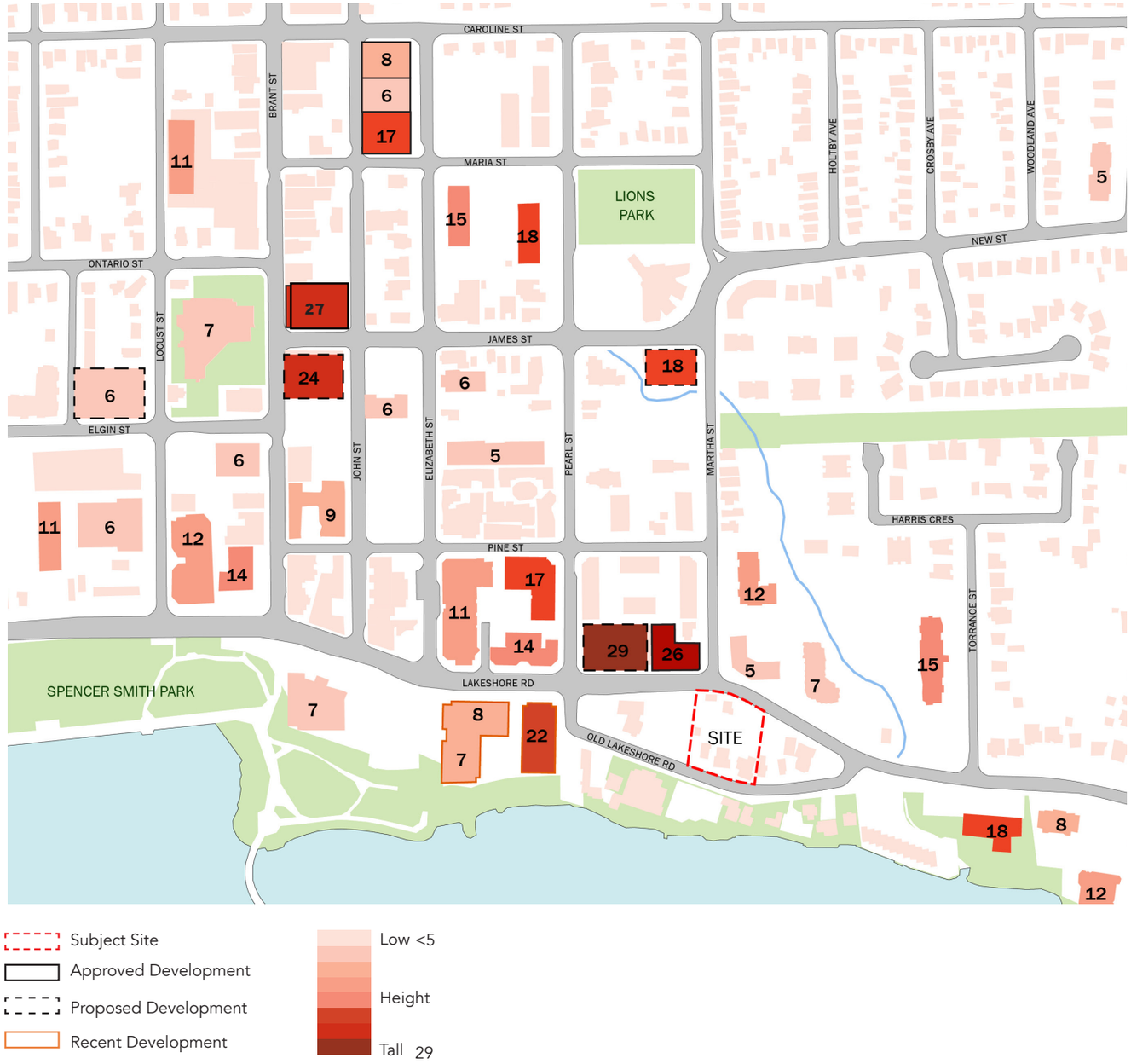


Building Height Heat Map

The heat map shows the existing, approved and proposed heights of buildings in Downtown Burlington.

There is a clear trend towards and concentration of taller buildings located towards the waterfront, in close proximity to the Subject Site, represented by the darkest colours on the map. This trend is as expected within a downtown location, and in an Urban Growth Centre, where intensification should come forward in accordance with the minimum growth target of 200 people and jobs per hectare.

Immediately north of the Subject Site is the approved 26 storey ADI Development- expected to begin construction soon, and the under construction 22-storey Bridgewater Development to the west. A 29 storey mixed use building is proposed immediately to the west of the ADI Development.



3.4 Existing Views to the Site

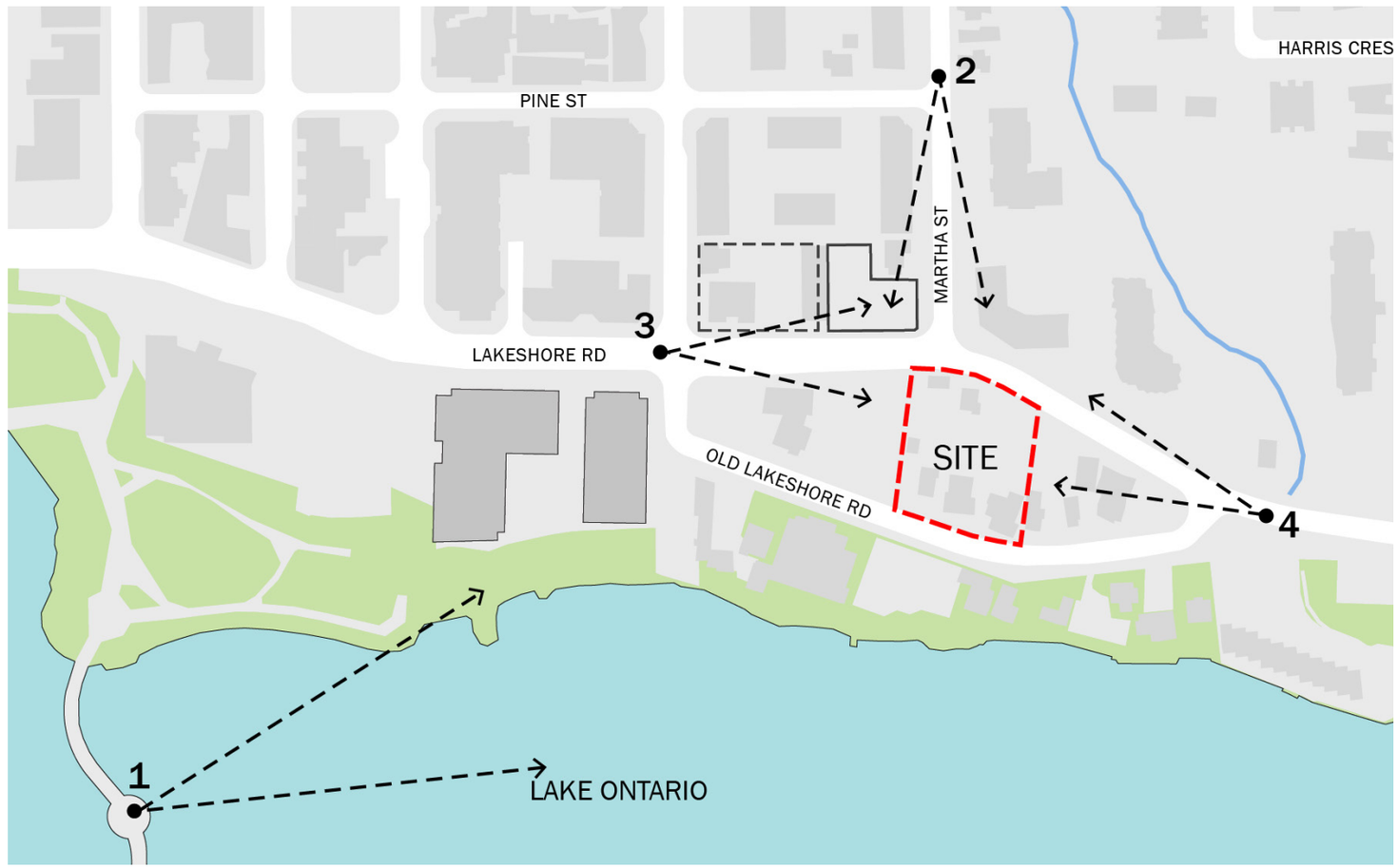
There are a number of key existing views to the Subject Site, which are an important part of the Urban Context Analysis in order to understand the significant site lines to the Subject Site, as viewed from the surrounding context, at street level. These are identified on the map, and explored in more detail on the following pages.

View 1: View from the Brant Street Pier

View 2: View looking south down Martha Street

View 3: View looking east down Lakeshore Road

View 4: View looking west down Lakeshore Road



Map of Existing Views to the Subject Site



View 1 (view from the Brant Street Pier), shows the 22-storey under construction Bridgewater development in the foreground, as the existing highest peak as viewed from the pier. A transition line has been applied to this view showing a trajectory and transition in height from the Bridgewater building moving along the waterfront to the 18-storey buildings further east. The location of the Subject Site is identified on the image and any new development there should fall within this transition line and not establish a new height peak along this view corridor.

View 2 looks south down Martha Street showing that the existing condition does not provide an unobstructed view to the Lake due to the existing buildings on the Subject Site. The approved ADI development has been ghosted to convey a sense of the massing and location once the building is constructed.

View 3 looks east down Lakeshore Road and shows a representation of the location and massing of the ADI development and the Subject Site is located on the opposite side of Lakeshore Road. The approved ADI development has been ghosted to convey a sense of massing and location once the building is constructed.

View 4 looks west down Lakeshore Road shows the Bridgewater development in the distance and a representation of the location and massing of the ADI development on the north side of Lakeshore Road, while the Subject Site is located on the south side of Lakeshore Road. The approved ADI development has been ghosted to convey a sense of massing and location once the building is constructed.



View 2: looking south down Martha Street



View 4: looking west down Lakeshore Road



View 3: looking east down Lakeshore Road

3.5 Site Opportunities & Constraints

The Erosion Hazard Limit

Conservation Halton's approximate erosion hazard limit runs along the south side of the Subject Site, and included within it are the properties to the south of Old Lakeshore Road.

Conservation Halton's regulation changed in 2006, as did their approach to calculating the extent of shoreline hazards. As a result, the landward extent of the shoreline hazards within the Old Lakeshore Road Precinct is such that significant new development or re-development south of Old Lakeshore Road will not be possible. Conservation Halton has further confirmed that the Bridgewater project (located at the southwest corner of Lakeshore Road and Pearl Street), utilized Conservation Halton's pre-2006 method for determining the furthest landward extent of shoreline hazards and, if that project was proposed as a new development today on that property, it would be subject to the post-2006 method for determining the further landward extent of shoreline hazards and, as a result, would not be permitted to be located this close to Lake Ontario under today's policies.

Core were informed at the application pre-consultation meeting by City Staff that Conservation Halton have indicated that Core's proposed development is not affected by the erosion hazard limit, and that therefore any development application submitted for development on the Subject Site will not be subject to review by Conservation Halton.



Extend the Waterfront Experience Creating a Significant Streetscape along Old Lakeshore Road

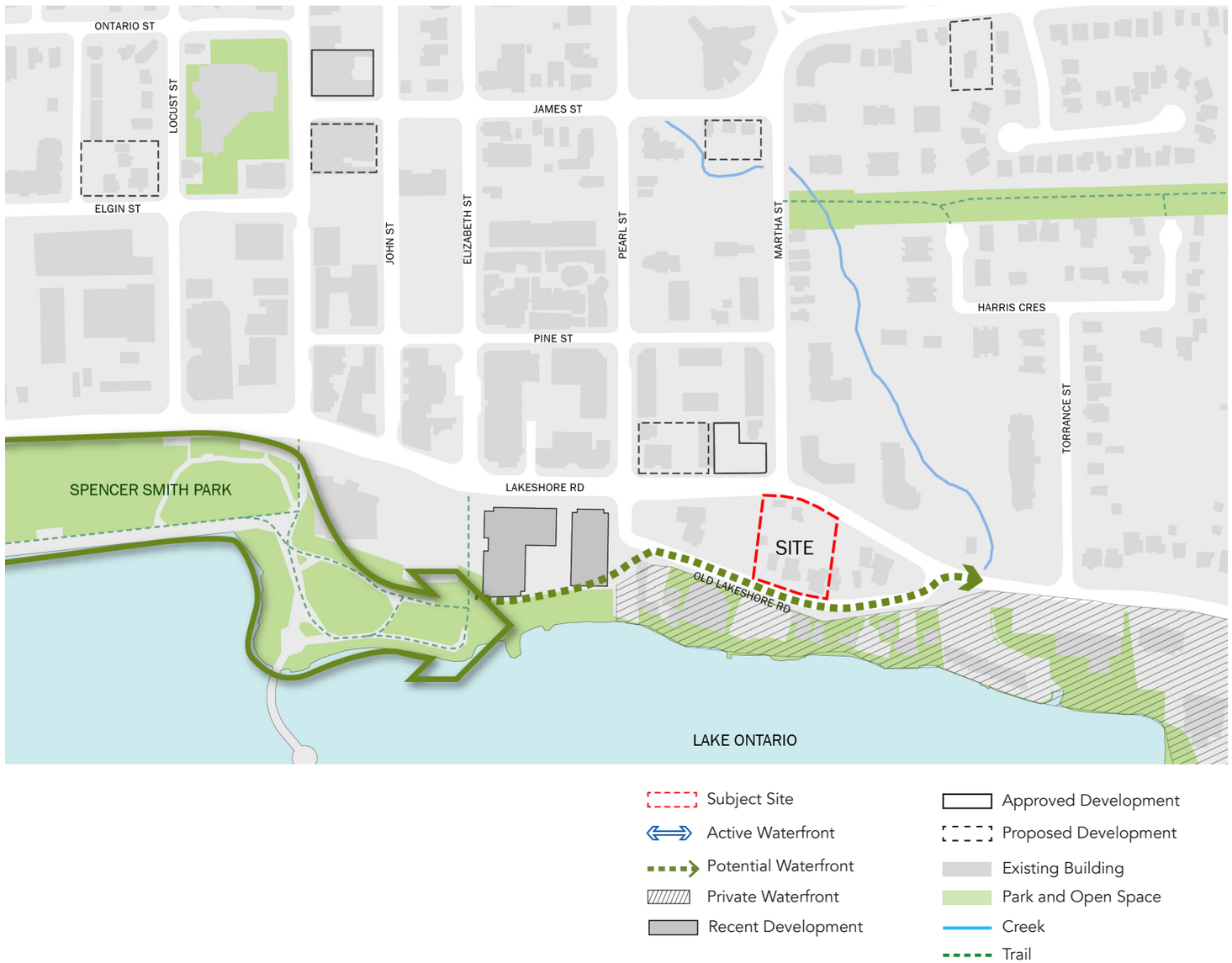
Conservation Halton's erosion hazard limit will determine the redevelopment potential for the lands south of Old Lakeshore Road. There may be a future opportunity to extend the waterfront experience by making a significant green connection from Spencer Smith Park (from the west) to the Subject Site. There is also the potential to extend this green connection further west beyond the Subject Site, through a significant streetscape promenade extending along Old Lakeshore Road along the south side of the Subject Site. This green connection and streetscape improvements will lead to a high quality public realm and a positive pedestrian experience close to the waterfront, while also fostering an opportunity to develop a significant streetscape improvement on the north side of Old Lakeshore Road, fronting the Subject Site and enhancing the character of the heritage building (Chrysler Carriage House).



Spencer Smith Park



Existing Waterfront Trail



Enhance the Quality of the Public Realm along Lakeshore Road

Through redevelopment of the Subject Site there is an opportunity to provide significant public realm and streetscape improvements along the south side of Lakeshore Road, fronting the north side of the Subject Site. This includes the provision of building setbacks that will achieve a more generous public realm than the existing condition, allowing for wider sidewalks and therefore more planting and streetscape features which will improve the setting of the proposed development overall. The streetscaoe treatment could be expanded through the redevelopment of the properties to the east and west to create a cohesive public realm within the Old Lakeshore Road Precinct.

The sections on the opposite page show how the improvements to the public realm on both Lakeshore Road and Old Lakeshore Road could be implemented, leading to a significantly enhanced experience for pedestrians walking along these routes.

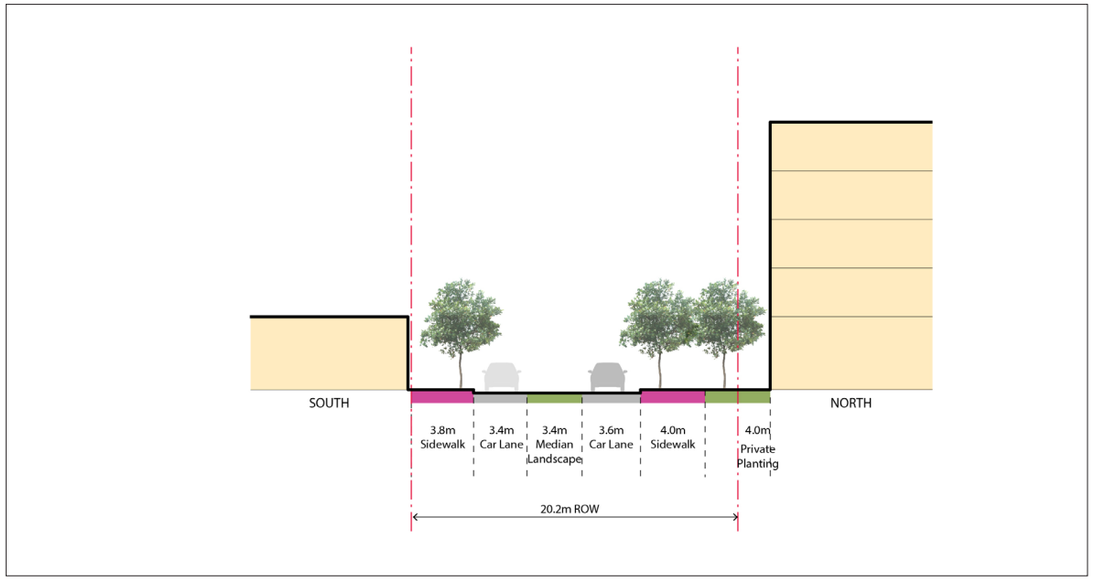


Existing Lakeshore Road

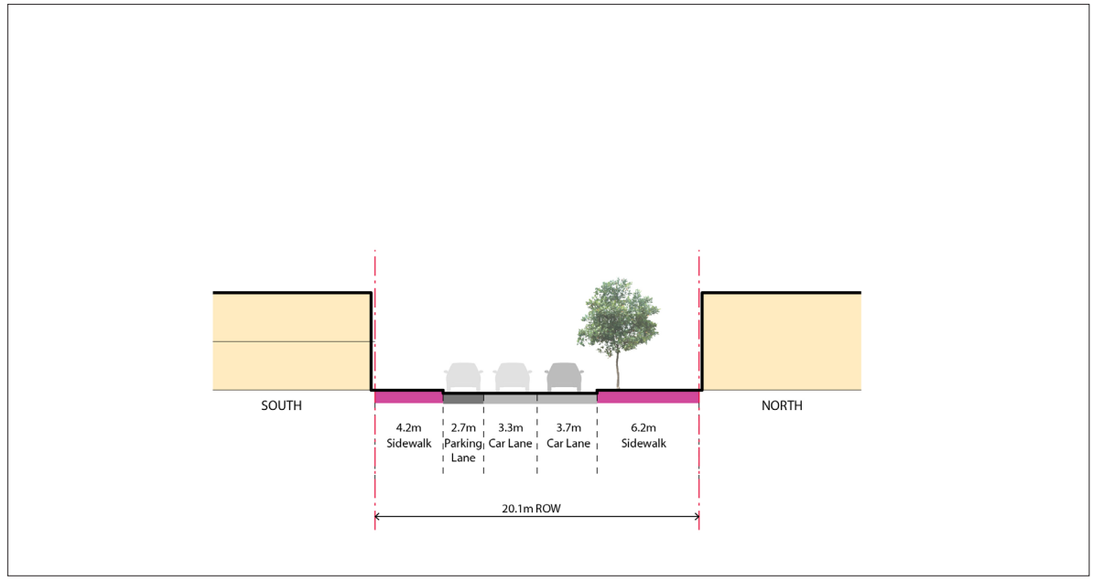


Existing Lakeshore Road

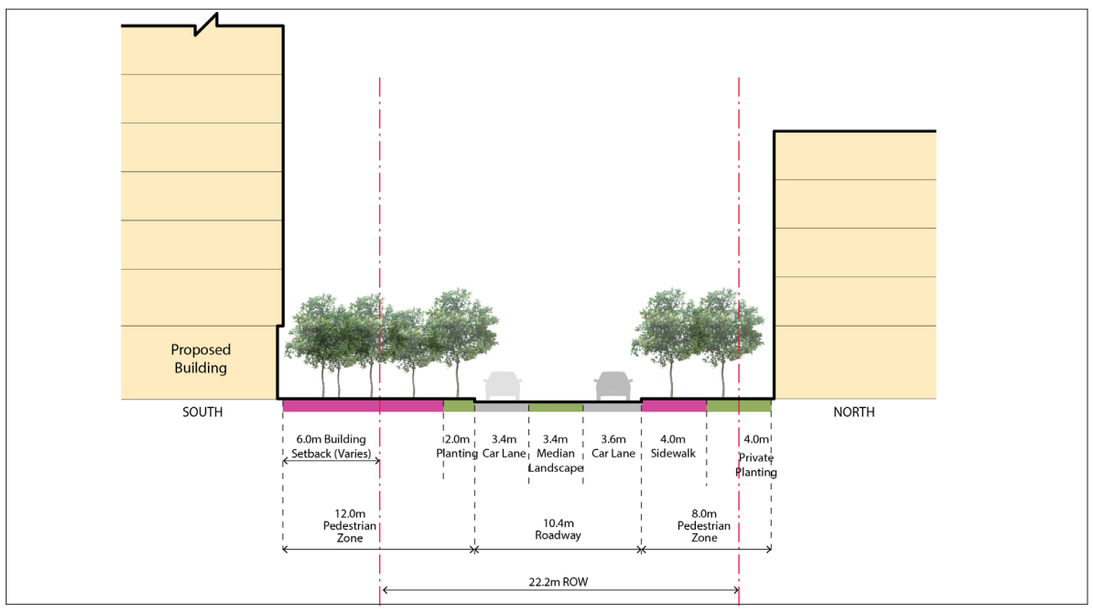




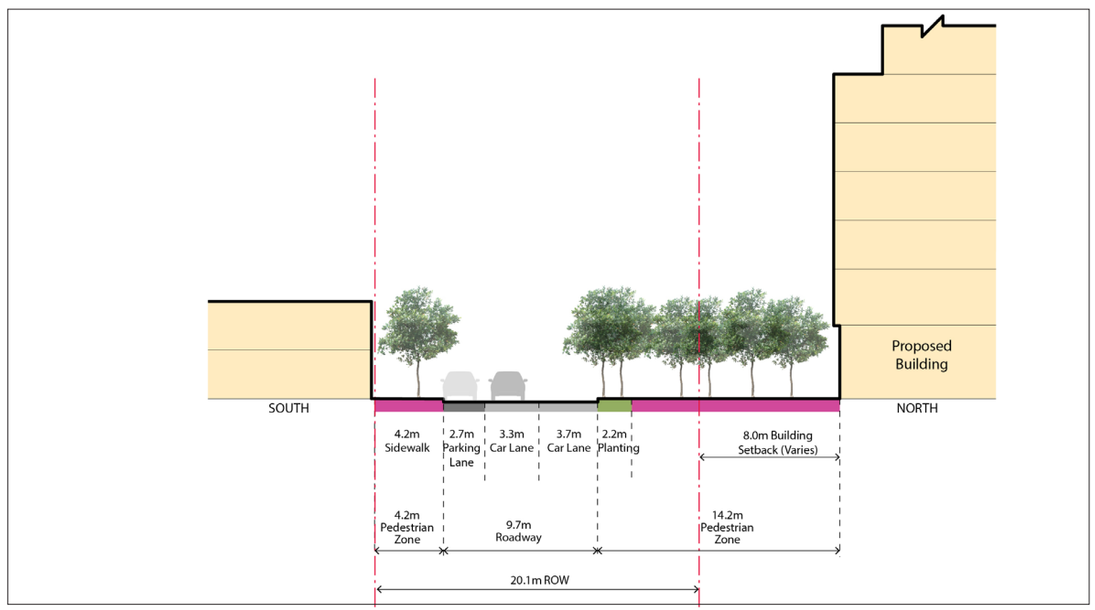
Existing Lakeshore Road Section



Existing Old Lakeshore Road Section



Proposed Lakeshore Road Section



Proposed Old Lakeshore Road Section

Establish a View Corridor and Open Space Connection from Martha Street to Old Lakeshore Road

Today there is currently no direct pedestrian connection from Lakeshore Road down to Old Lakeshore Road and to the waterfront. There is an opportunity to open up the west side of the Subject Site to create both an area of open space and new pedestrian connection from Lakeshore Road at the south of Martha Street, down to Old Lakeshore Road. This open space connection would provide a significant and meaningful area public realm space, and new gathering location for the community, and draw pedestrians from downtown to the waterfront- activating this currently underutilized area.

The open space connection, provides a balance to the built development on the Subject Site,while also complementing it. Providing a wide area of open space, will improve the currently obstructed view down Martha Street to the waterfront, by facilitating a view corridor looking south down Martha Street, re-establishing a key view to the Lake. The provision of this view corridor achieves one of the City's primary objectives identified within the Official Plan, for the Old Lakeshore Road Precinct.

The proposed open space could be expanded to the west through the redevelopment of the property immediately to the west of the Subject Site, to create a larger and more significant open space and view corridor from Martha Street to the waterfront.



Existing View down Martha Street



Improve the Setting of the Municipally Listed Heritage Building

The Chrysler Carriage House (2101 Old Lakeshore Road is located on the south east side of the Subject Site and is a municipally listed heritage building (Grade A). The building was constructed in 1859, with more recent additions and modifications to the rear of the building which are not considered to hold the same heritage value as the front part of the building.

There is an opportunity to improve the building's setting through a high quality public realm, and also to create a positive relationship between the heritage building and a new building on the site, which can complement and celebrate the existing building.

There are a number of other properties on the Subject Site which are neither designated nor listed, but are kept on the City's Inventory as legacy listings and are identified in design guideline documents. These are properties that in the past the heritage committee or heritage staff have flagged for heritage value, but were never officially approved to be incorporated into the Register. Heritage Staff comments from application pre-consultation advise that an assessment must be undertaken of the impacts of the development on all properties on the Municipal Register or on the City's Heritage Inventory. GCBA, the Heritage consultant are in the process of undertaking this assessment.



The Chrysler Carriage House: Front



The Chrysler Carriage House: Rear



4.0 URBAN DESIGN PLAN

4.1 Urban Design Principles

The following key urban design principles arise from the Urban Context & Site Analysis, and identified site opportunities and constraints. These are the guiding urban design principles that shape the proposed development.



1. Position the site to support existing and planned transit use and growth in the Downtown and Urban Growth Centre.

Intensification of the underutilized Subject Site within Downtown Burlington represents an appropriate level of development located within a Mobility Hub Area and Urban Growth Centre that will respond to and encourage growth in line with provincial objectives.



2. Contribute to the public realm through the creation of a privately-owned, publicly accessible open space.

Redevelopment of the site provides an opportunity to provide a high quality public realm that exhibits state of the art design and pedestrian amenities, as well as the provision of a view corridor from Martha Street to Lake Ontario. This open space would be situated north-south creating an open space connection linking Martha Street to Old Lakeshore Road, close to the waterfront. The space will contribute a number of innovative design and pedestrian amenities that will become a new treasured gathering space adjacent to the waterfront.



3. Undertake new streetscape improvements along Old Lakeshore Road and Lakeshore Road.

High quality public realm improvements along both the north and south of the Subject Site streetscapes will lead to a more attractive, more useable public realm, and provide a distinctive streetscape experience for pedestrians, adjacent to the waterfront.



4. Preserve and enhance the setting of the municipally listed heritage building.

Redevelopment of the Subject Site should ensure the celebration of the Chrysler Carriage House through preservation of its heritage value and through design of adjacent buildings and the public realm to compliment the heritage resource.



5. A focus on design and architectural excellence.

High quality architecture and public realm design will ensure a landmark building and place and destination that is both durable and timeless, enhancing Burlington's waterfront and overall image of the Downtown. Adherence to the City of Burlington's urban design guidelines will ensure a high quality built form addition to the downtown, adding people and vibrancy to complement and support downtown businesses.



6. Incorporate commercial uses at grade.

The provision of retail and commercial uses at grade, many of which will open onto the new open space, will create opportunities for outdoor patios associated with restaurant uses, and other amenities such as fountains and seating areas. These features will increase activity and animate the streets and public realm, bringing vitality to this waterfront location.



7. Integrate sustainable building design and landscape features.

Ensuring appropriate sustainability measures and features are incorporated within both the design of the building and through landscape features will ensure energy efficiency and a range of healthy community benefits from the proposed development.

4.2 Building Location and Massing

The Urban Design Plan identifies the key considerations for building location and massing in development of the proposed development concept. The application of the key design principles and the City's Tall Building Guidelines have shaped the proposed concept guiding building siting, orientation and overall development and building massing.

As-of-Right Building Envelope

The building envelope with the as-of-right building heights applied (as per Zoning By Law 2020) , has been modelled on the Subject Site. The model also applies the minimum sideyard setbacks of 5.5 metres from the east and west property lines as identified in the City's Tall Building Guidelines 2017. The as-of-right condition provides an envelope of 6 storeys, (the as of right condition on the 'East Sector'), increasing to an envelope of 10 storey as-of-right condition on the 'West Sector'.

The as-of-right building envelope creates a development with a GFA of 195,223 sqft, however the envelope does not represent a functioning mixed use and residential building typology that could be built, nor does it provide the basis for good urban design. The as-of-right envelope does not create a positive setting for the existing registered heritage building on the Subject Site. This is demonstrated on the 3D context image on the opposite page where it can be seen that the as of right condition envelope provides a squat building which is disproportionate, clumsy and far too close and overwhelming to the heritage resource.





Approved Development
Proposed Development
Recent Development
As Of Right Building

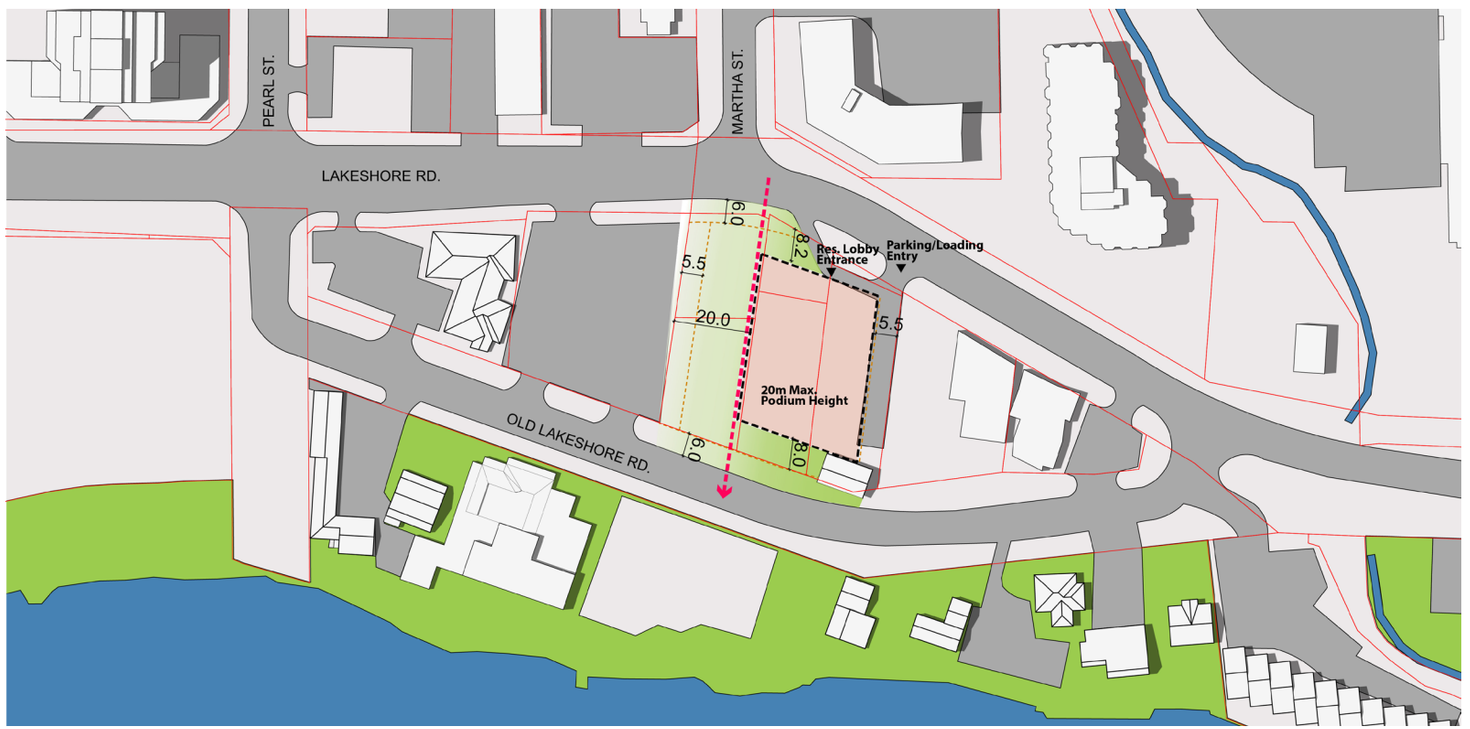
Urban Design Direction: The Podium

A set of massing guidelines have been developed to guide the proposed development and the design of the tower on the Subject Site. These massing guidelines incorporate good urban design principles and conform with the City's Tall Building Guidelines (2017).

In accordance with the City's policy objectives for the Old Lakeshore Road Precinct, the urban design direction for the position of the podium element of the building, has been guided by the opportunity of providing an open space connection along the west side of the Subject Site from Lakeshore Road to Old Lakeshore Road and a view corridor from Martha Street looking south to Lake Ontario. This open space connection has the potential to be a wonderful gathering space for the community, and to complement the proposed building.

In order to provide sufficient space for a meaningful and useable public realm, as well as provide a sufficient view corridor to the Lake from Martha Street, it is recommended that a signficant area be provided to ensure that the open space connection can function as both a movement corridor and a place of community gathering. The view corridor therefore determines a podium control line, which sets the limit of the podium to the west to ensure that sufficient view and open space can be provided. The provision of this open space provides a setback from the western property line to the podium of 20 metres, far exceeding the 5.5 metre setback to the property line, required by the City's Tall Building Guidelines. This setback dimension will create a space with many creative design possibilities as will be shown through the landscape plans.

On the east side the podium is setback 5.5 metres from the adjacent property, and the podium is well within the City's setbacks guidelines on the north and south sides of the Subject Site, providing 8.2 metres and 8 metres respectively. These setbacks allow for the public realm to be extended on Lakeshore Road, as well as providing sufficient space for residential and vehicle entrances . It also allows for a more significant public realm on Old Lakeshore Road on the south side of the Subject Site, while also providing a more respectful and positive setting for the municipally listed heritage building that fronts Old Lakeshore Road.

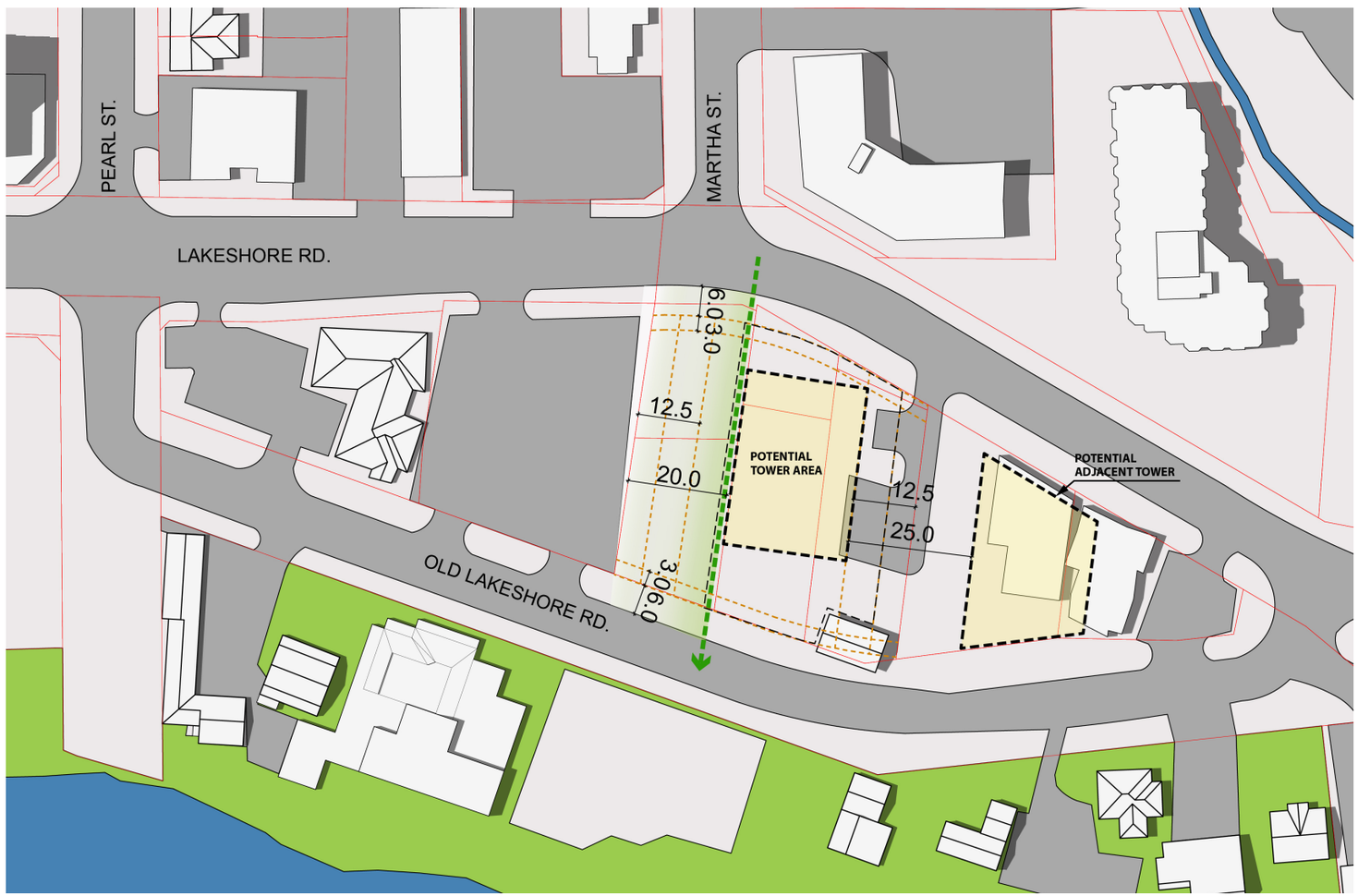


Urban Design Direction: The Tower

The City's Tall Building Guidelines suggest setbacks for the tower portion of the building from both the adjacent properties, other towers on adjacent properties as well as stepbacks on the podium. Stepping the tower portion back 3 metres from the podium on the west side, establishes a control line which enhances the generosity of a sufficient view corridor from Martha Street looking south toward Lake Ontario.

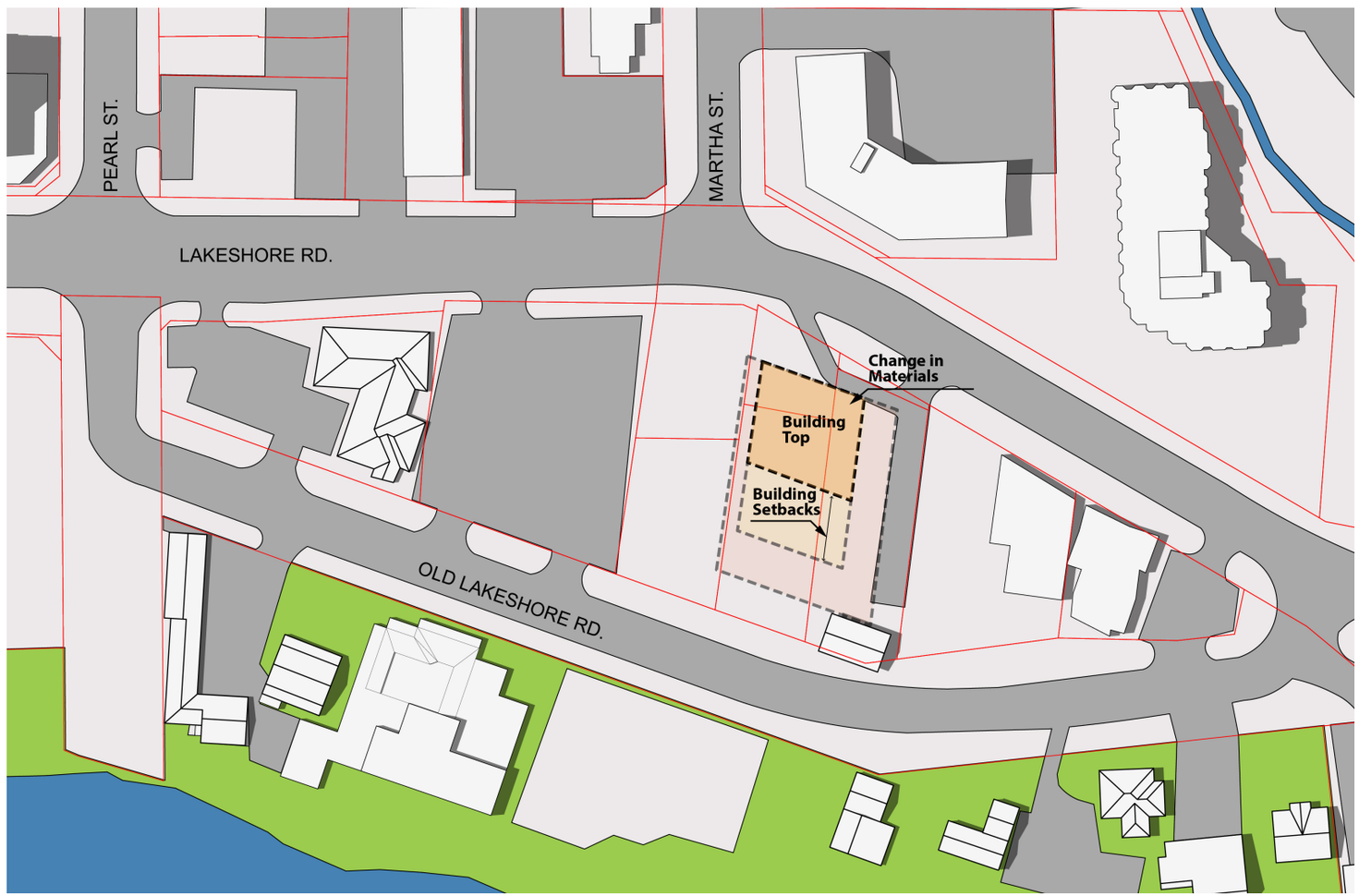
The tower element has been positioned 8.8 meters back from the southern edge of the podium to give the heritage building room and space so that it is not overwhelmed by locating the tower too close to the historic resource. In addition, pushing the southern face of the tower north serves to visibly widen the sky view as seen from Martha Street looking south. As such, the northern location of the tower is pushed to the furthest extent possible north, to accommodate these goals. We do not anticipate adverse wind or shadow impacts as result. By pushing the tower to the north, the 8.8 metres stepback from the edge of the podium also facilitates a generous outdoor amenity space on the roof of the podium, which benefits from a beautiful view over the waterfront. The positioning of the tower element also creates a more distinctive landmark building when viewed from Lakeshore Road- a gateway road into Downtown Burlington.

A setback of 12.5 metres, in line with the Tall Building Guidelines is applied from the tower to the property line to the east which would allow for a 25 metre tower separation distance if a tower was proposed on the adjacent site to the east. A 12.5 metre setback from the shared property line has also been applied on the adjacent property to east, showing the 25 metres separation distance that would potentially be required, if a tall building were to be proposed on their lands. This urban design direction suggests the provision of a tower which is well proportioned in relation to the podium, and does not preclude the future development of adjacent properties for tall buildings.



Urban Design Direction: The Building Top

The building top should be clearly separate from the tower portion of the building to ensure a distinctive building design, in accordance with the provisions set out in the Tall Building Guidelines. The building top should be stepped back from the tower portion of the building and positioned toward the north of the Subject Site, closer to Lakeshore Road. The building top is positioned towards Lakeshore Road (the gateway to Burlington), and serves to punctuate this by creating a landmark building at a key entrance and exit point along the waterfront spine.



Urban Design Direction: The View to the Site

The view from the Brant Street Pier (View 1) provides an important conceptual transition line from the highest foreground building (Bridgewater development) to the buildings further away, further east along the waterfront. In order to guide the overall height of the proposed building, the preferred urban design direction is that the proposed new building on the Subject Site should fall under this line, in order to respect the transition of building heights from this view. The location of the site (shown in orange) and the expected shape of a building here is shown under the line, demonstrating that a building on the Subject Site would appear commensurate to the nearby Bridgewater building when viewed from this perspective. This will help to create an attractive sky line from a key view, the Brant Street Pier helping to establish what will become one of the City's signature city views.



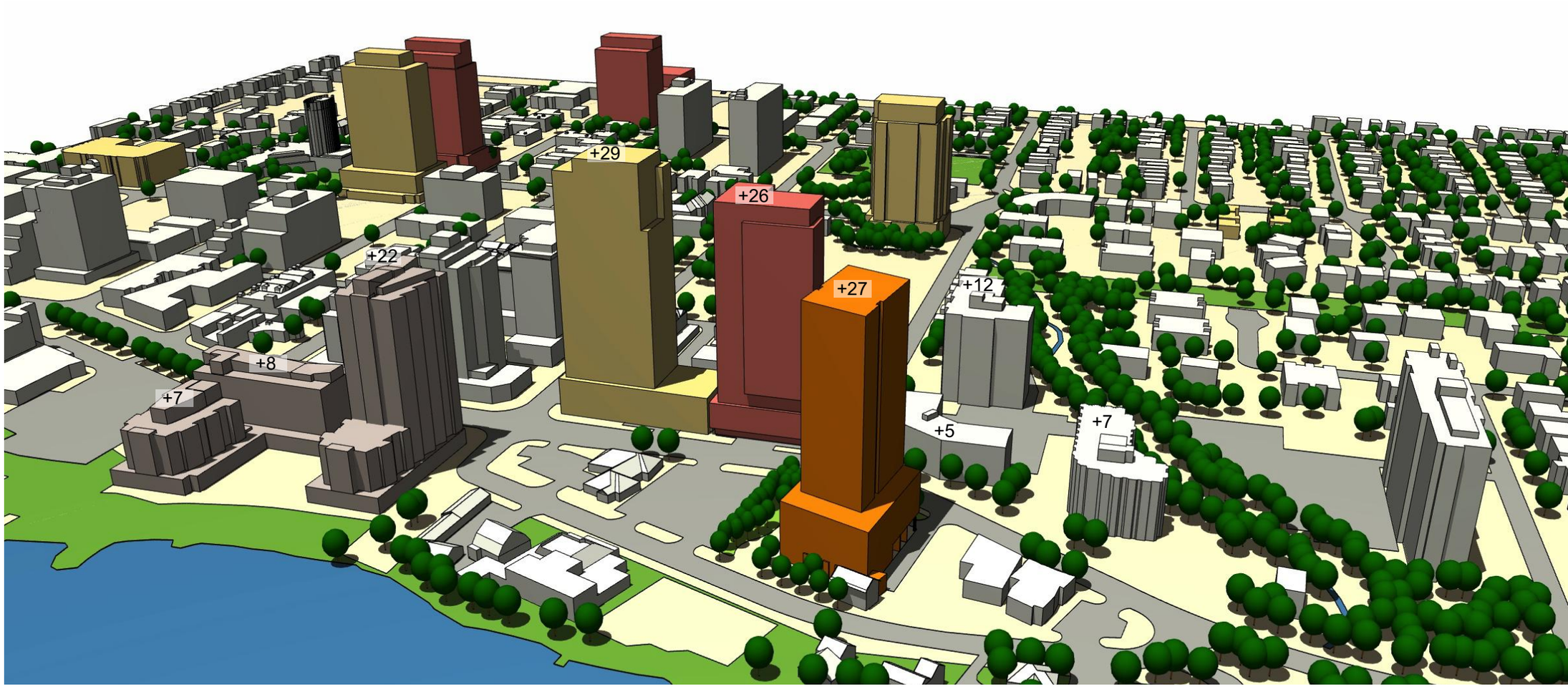
4.3 Urban Design Concept

Based on the urban design direction, which provides guidance as to the preferred location of the building podium and tower, and signature open space and view corridor, an urban design concept plan has been produced to guide the proposed development. Applying the suggested setbacks and stepbacks set out by the urban design direction, and the City's Tall Building Guidelines, as well as considering the surrounding development context and key views to the Subject Site, the urban design concept plan proposes a signature mixed use 27 storey building on the Subject Site. The height of the tower on the Subject Site matches the height of the building recently approved to the north of the Subject Site at 374 Martha Street (shown in red on the adjacent plan), and therefore is in keeping with the surrounding urban context.

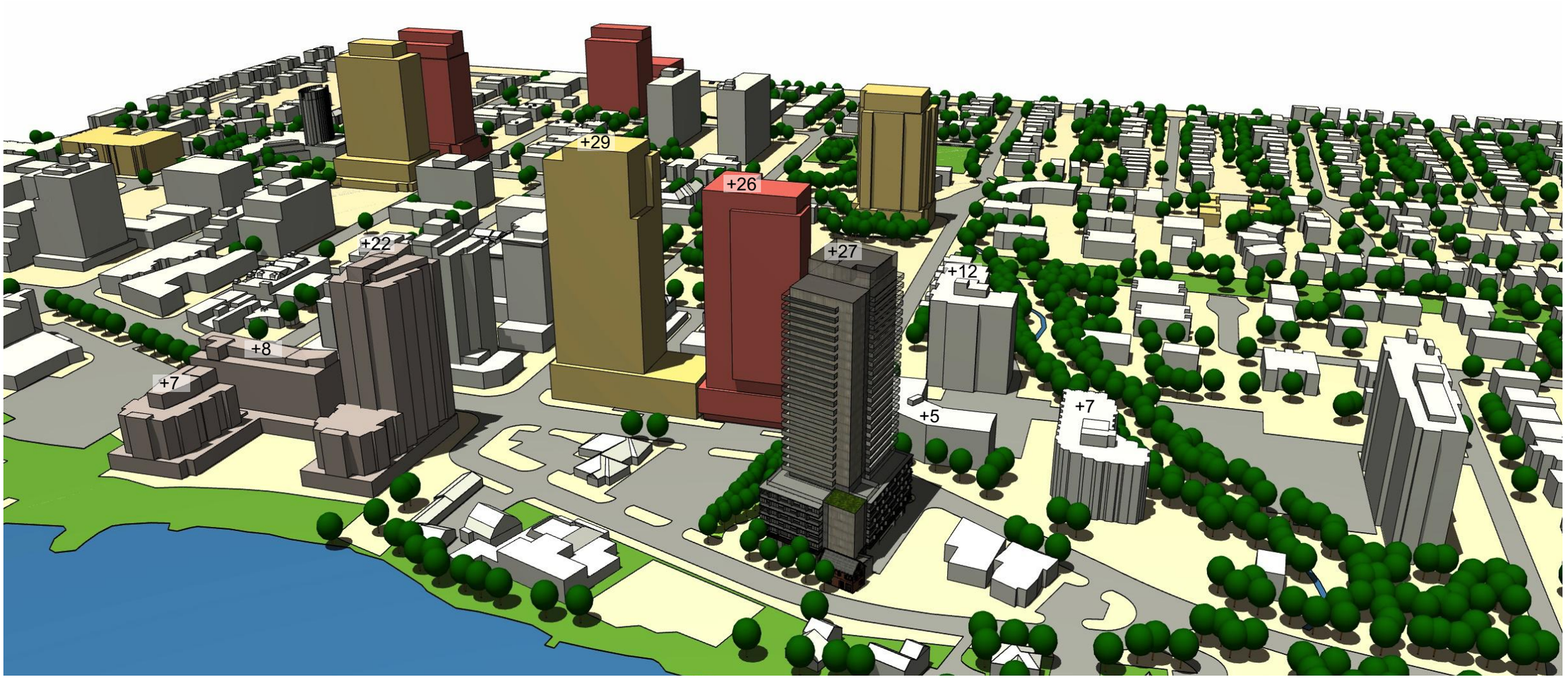
The building is positioned to the east of the Subject Site to allow for the provision of an open space connection on the west site, as well as a view corridor looking south down Martha Street to Lake Ontario. Significant areas of public realm can be enhanced around the Subject Site, and the building will connect to the existing heritage building while respecting its setting. The southern face of the podium has been substantively set back allows the full western front of the heritage building to be seen in a substantive and enhanced public realm setting.

The building as viewed in context of the emerging built form context in Downtown Burlington is shown on the opposite page.





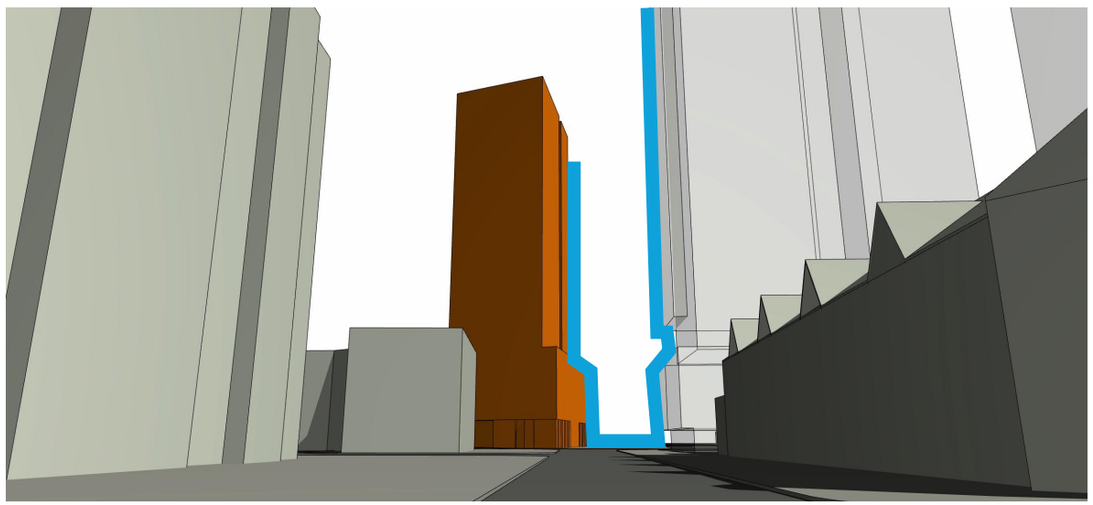
Approved Development
Proposed Development
Recent Development
Proposed Building



Approved Development
Proposed Development
Recent Development

4.4 Key Views and Rationale

View Looking South down Martha Street



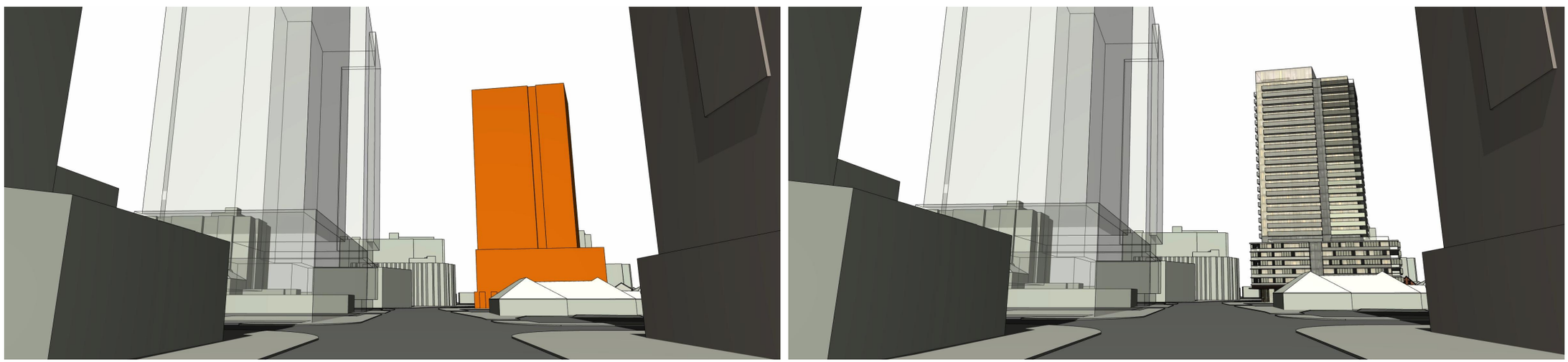
View looking south down Martha Street (Proposed ADI Development shown)



Architectural Concept- View looking south down Martha Street (Proposed ADI Development shown)

One of the key views identified in the urban context analysis is the view looking south down Martha Street towards Lake Ontario. The creation and maintenance of this view as part of any development on the Subject Site is an essential part of the proposed development to achieve one of the key urban design principles. The building podium and tower has been carefully positioned and oriented to ensure that there is a significant area of open sky view (shown with the blue line) between the proposed building and the approved ADI development at 374 Martha Street. The view will look directly towards the open space connection to be provided on the west side of the Subject Site. Provision of this view corridor achieves an important urban design principle, and creates a sense of openness, in keeping with the Subject Site's proximity to the waterfront. Provision of this view ensures achievement of one of the City's key policy objectives of the provision a view corridor down Martha Street.

View Looking East down Lakeshore Road

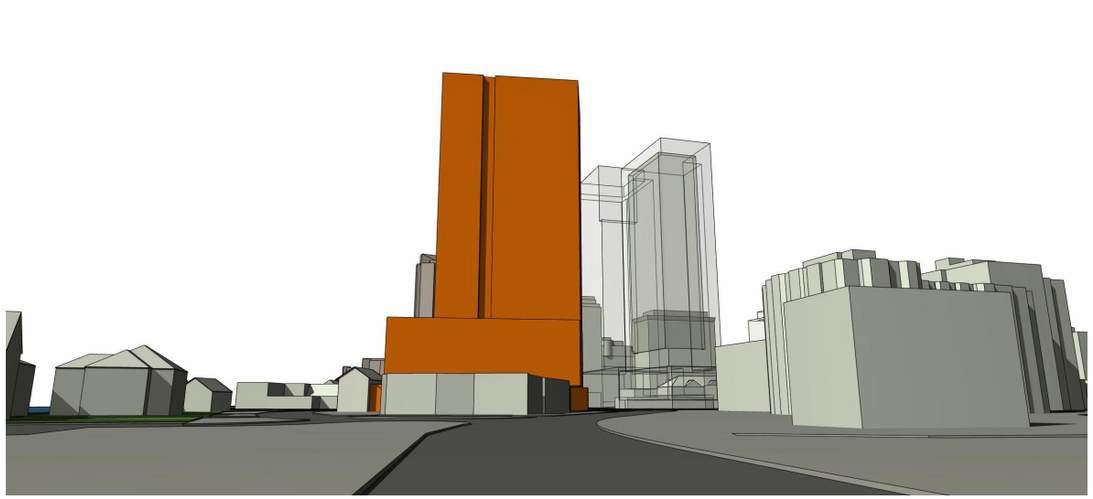


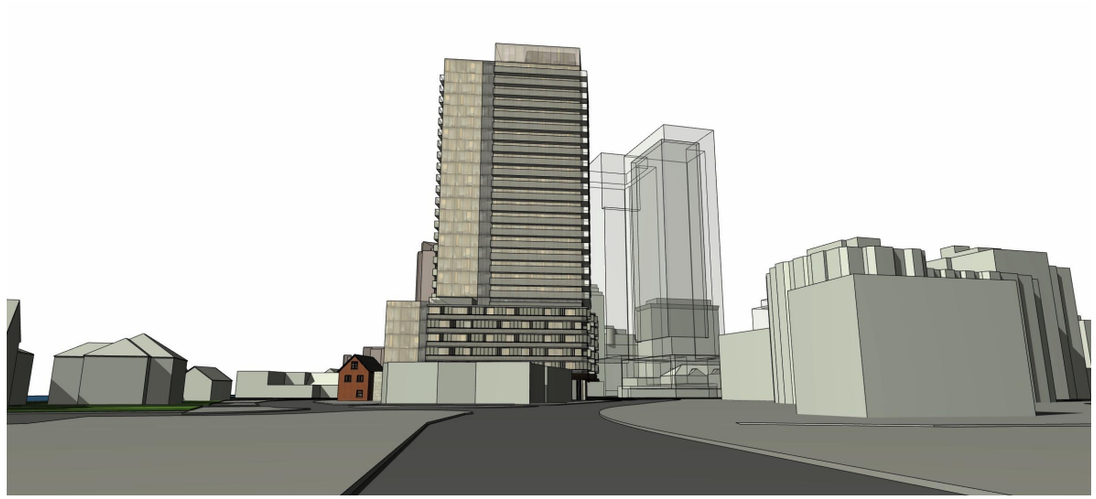
The view looking east down Lakeshore Road shows the proposed building located on the south side of Lakeshore Road, in context to the existing and emerging built form. The tower portion of the building has been sited to reinforce the Lakeshore Road street line with an appropriate setback for both the podium and tower elements. The podium height viewed in context to the mid rise buildings across the street shows that it respects the height of the surrounding context, considering pedestrian scale. The tower appears commensurate in relationship to the approved buildings opposite, including the approved ADI development at 374 Martha Street, located on the north side of Lakeshore Road. The proposed building presents as a slender tower which fits into the surrounding urban context and is in keeping with the scale of surrounding buildings.

In viewing the architectural rendering to the right, the absence of balconies and the glass wall treatment of the amenity area on the seventh floor clearly help to distinguish the podium from the tower element as does the shifted location of podium balconies in comparison to tower balconies. The location of the tower will create a remarkable outdoor amenity space on the top of the podium at the seventh floor with wonderful views over the lake the Lake.

The alignment of the podium, tower and building top in a relatively vertical arrangement on Lakeshore road serves to reinforce and assert the primacy and importance of this street within the downtown which will be further enhanced through expanded streetscape treatment.

View Looking West down Lakeshore Road



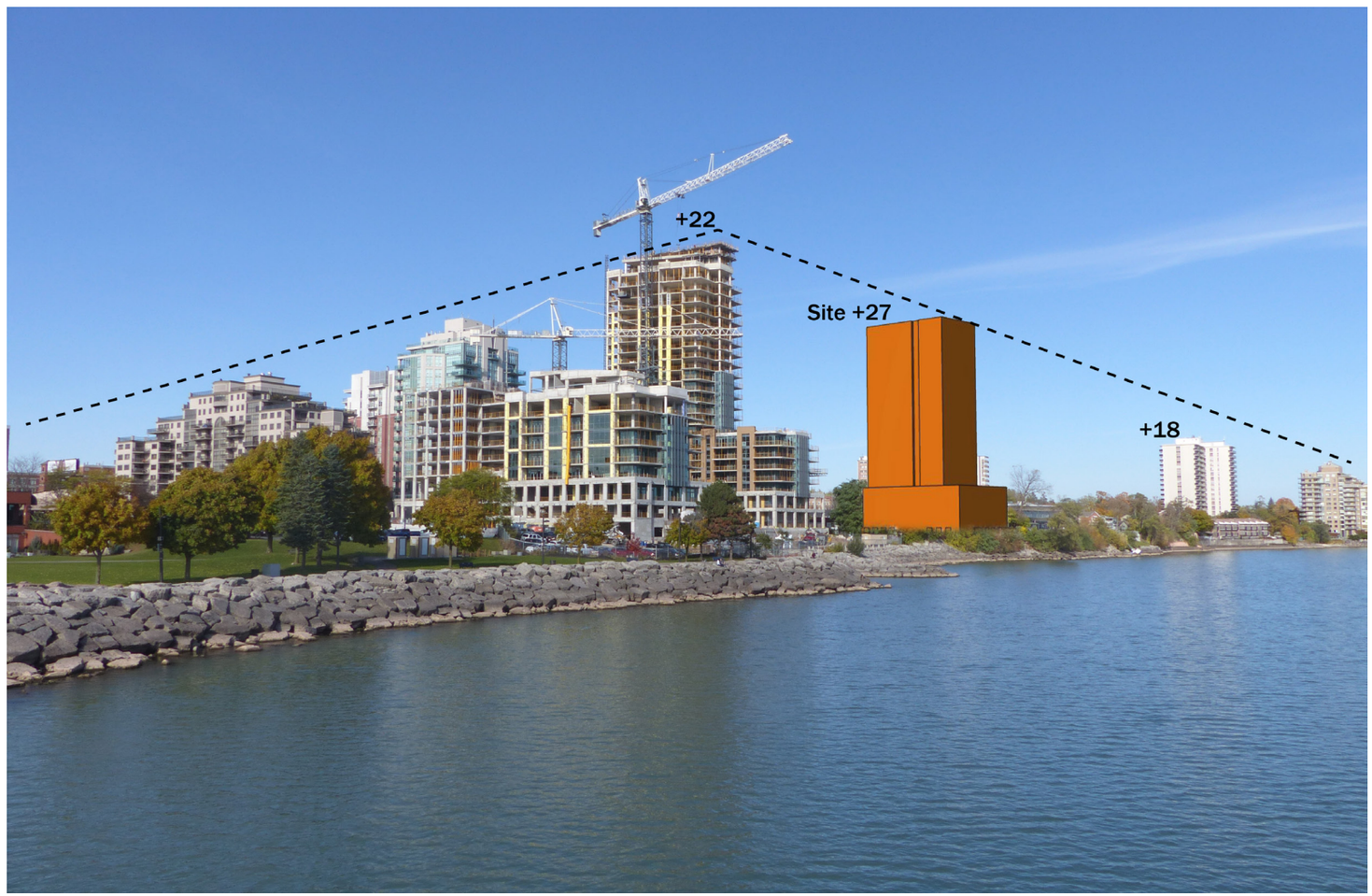


The view looking west down Lakeshore Road shows Lakeshore Road curving round, and the proposed building presents as a central and distinctive landmark when people arrive into Downtown Burlington along Lakeshore Road. The massing has been carefully defined between the podium and the tower portion to ensure proportionality with the surrounding context, while stepping down on the south facade to the heritage structure and low rise buildings south of Old Lakeshore Road. This will create a distinct building that sits at the gateway to Burlington's downtown, and provides a memorable entrance to the City.

View from the Pier

The view from the Brant Street Pier is a significant way in which we have defined the maximum height of the proposed building, and the view from the pier is identified as being a key view when looking eastwards along the waterfront, and towards the Subject Site. The proposed concept model and architectural concept demonstrate that a 27 storey tower fits comfortably underneath the transition line that is drawn from the under construction, 22-storey Bridgewater building eastwards along the waterfront to the buildings in the distance.

The placement of the architectural concept under the transition line demonstrates that the 27 storey height is an optium height to ensure a gradual and proportioned transition in building height as viewed from the pier, reinforcing a well designed skyline and positive urban context along this important sight line along the waterfront.



View from the Pier



5.0 PROPOSED DEVELOPMENT

5.1 Proposed Development Description

The Urban Design Plan provides the foundation for the proposed development, ensuring that the proposed development achieves the key urban design principles, and is developed as per the urban design direction.

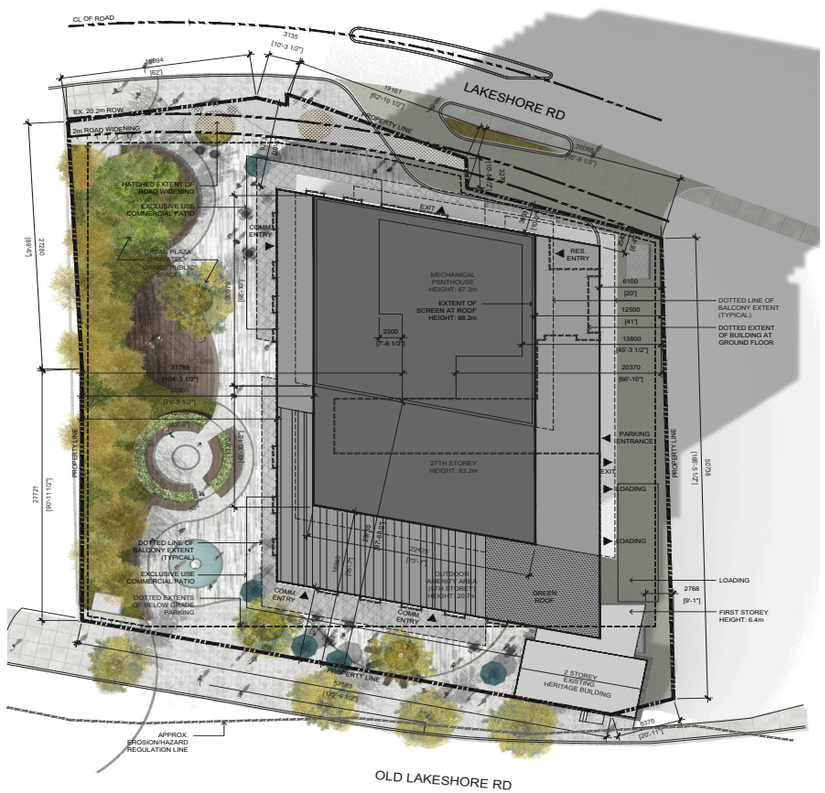
The proposed development will deliver a high quality and distinctive 27-storey, mixed use building located in Burlington's downtown close to the waterfront. The proposal will provide a mixed-use development providing 310 residential units (19,267sqm residential floorspace) over floors 2 to 27, providing a range of unit sizes, each with private balconies. A communal outdoor amenity space area will be provided at 7th floor level, incorporating landscaping and green roof elements.

The development will also provide 707.1 sqm of commercial floorspace located at ground floor of the building, which will activate the development at ground floor where it meets the public realm and along Lakeshore and Old Lakeshore Road, bringing the Subject Site to life.

High quality public realm improvements will be integrated throughout the development, most notably on the west side of the Subject Site, creating a view corridor from Martha Street looking south to Lake Ontario. Landscape and streetscape interventions at the pedestrian scale will frame the site along the west and south edges providing an important space where Burlington's community can relax, congregate, interact and play.

Below grade vehicle parking will be located over four floors to include a total of 344 vehicle parking spaces- comprised of 294 residential parking spaces, 4 car share spaces (effective 16 resident spaces), 4 small/compact spaces, and 30 visitor spaces. Bicycle parking will be provided on the streets throughout the Subject Site.

The proposed development exhibits a high quality urban design and architecture, integrated with a carefully thought-out public realm plan. The level of intensification proposed is consistent with the Subject Site's location within an Urban Growth Centre and the proposed development generates new homes and jobs for the Downtown, while bringing life and vitality to Burlington's waterfront.



Key Development Statistics*

Commercial Floorspace	707 sqm
Residential Floorspace	19,267 sqm
Total GFA	22,742 sqm
Density (FAR)	7.64
Residential Units	310 units

*Full development statistics are provided within the architectural drawing set.

5.2 Burlington Urban Design Panel

As part of the proposed development's evolution, the project team presented the proposed development to the Burlington Urban Design Panel on March 19, 2019. The Panel members were asked by City Staff to comment on the proposed development's Site Organization, Tower Massing and Preservation/Integration of Heritage. The Panel were very supportive of the development and a summary of the key highlights from the Minutes (also included at Appendix 1 of this report) and the response related to the proposed development are detailed below.

Site Organization

- Support for overall site organization and public realm contribution.
- Support for the size and location of the POPS to provide a public view corridor.
- Support for the indoor publicly accessible space for all-season use providing flexibility.
- Suggestion that pedestrian crossings across Lakeshore Road should be reviewed to ensure pedestrian safety.

  The pedestrian crossings are a potential future improvement. Further study is being undertaken regarding their safety.
- Suggestion that Old Lakeshore Road should be designed as the main pedestrian-oriented street.

  Old Lakeshore Road will provide a very high quality pedestrian experience, through wider sidewalks and other streetscape improvements along the frontage of the Subject Site.

Tower Massing

- Support for the massing of the tower and simple aesthetic expression.
- Support for the mechanical penthouse design which is appropriate and understated.
- Support for no tower step-back from Lakeshore Road.
- Suggestion to locate enclosed balconies in more of a randomized manner away from building corners.

  The proposed development will create a gradient as the balconies move higher up the building; more opaque above the podium and gradually increasing in transparency higher up the tower. This will visually de-emphasize the height of the building. No balcony enclosures will be available above the podium level, in order to minimize tower bulk.
- Suggestion to provide some variation to the building elevations and balconies and visual interest at Martha Street.

  The proposed design pulls the balcony expression away from the northwest corner, in order to reveal a glass corner. This will be prominently visible from Martha Street.

Preservation/Integration of Heritage

- Support for the integration of the heritage building with the overall site.
- Suggestion to provide more of a backdrop to create a sense of more space around the heritage building.

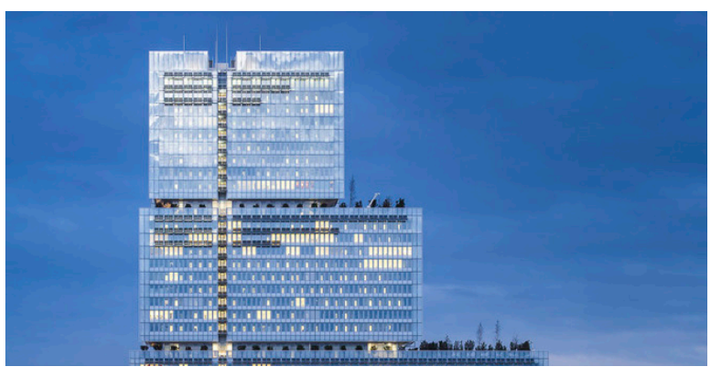
  The building façade behind the heritage building is kept intentionally simple (curtainwall glazing) so that the heavy masonry character of the heritage property may stand out from the newer, contemporary building beyond.

5.3 Architectural Expression

The architectural proposal responds to 3 important scales – the city, the immediate local area, and that of the pedestrian. The architectural expression of the building at tower, podium and street level has been designed to consider each of these scales.

The Tower

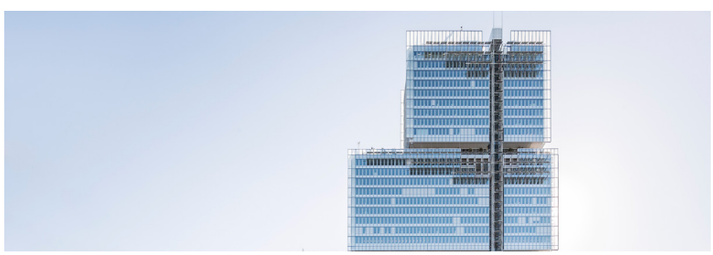
The tower height and massing respects and follows the transition line of the surrounding existing and proposed buildings, as seen from the Brant Street Pier. The architectural massing has been broken down to create two thinner, more slender volumes and topped with a transparent screen so that from the wider urban area, including the Skyway Bridge, the project will have a unique presence. At the top of the building, a transparent screen will visually extend the height of one of the volumes to further their distinct characters, and feature lighting will be incorporated to enhance the skyline.



At night, the screen will have unique lighting to create a presence on the waterfront skyline



Residential balconies with varying levels of opacity will define the tower portion of the building



A screen will visually extend the height of the building



The Proposed Development- View from Old Lakeshore Road

The Podium

At the neighbourhood level, there is a strong existing and emerging datum at a height of 6 storeys (20.7m) that the building podium responds to. An expression of wrap-around balconies, with an optional glass enclosure system, creates a unique and varied podium façade with depth and activity. At the podium roof level, a large outdoor amenity space provides green roof opportunities with views over the lake and down to the new POPS area at grade.

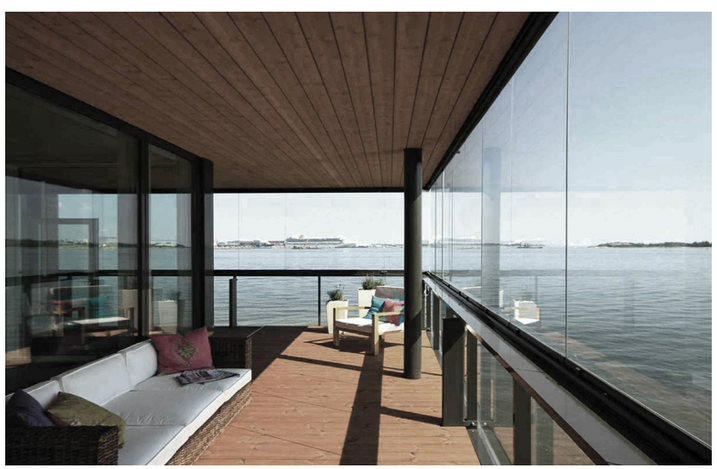
Enclosed Balcony Design



Balcony enclosure system at the podium



Linear frit options for bird friendly glazing at podium



Interior of enclosed balcony area



The Proposed Development- View of the podium in relationship to surrounding building context



The Proposed Development- View of the podium from Old Lakeshore Road

The Street Level

The street level of the building provides pedestrian-scaled spaces on 3 frontages: both Lakeshore and Old Lakeshore Road, as well as a third frontage across a wide landscaped open space that extends the 20m Martha St view corridor through the site to the lake. Rich, tactile materials such as stone, wood, and bronze metal are incorporated at the ground level and articulated through a rhythm of openings into the retail spaces.

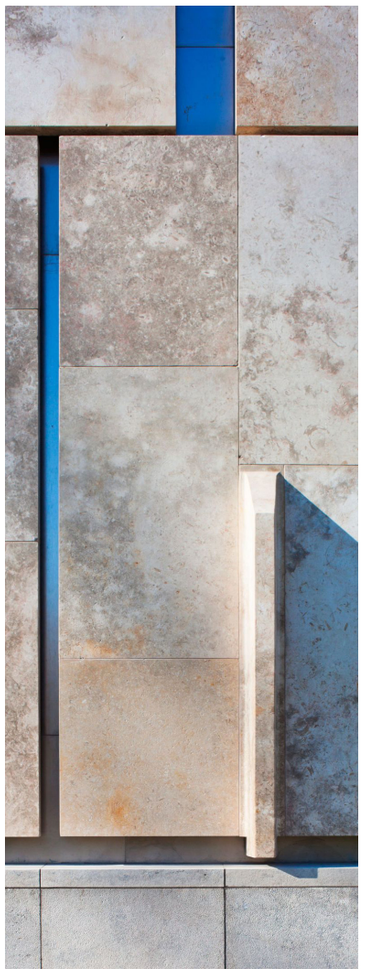
Above, an overhang clad in wood as well as canopies with signage and wayfinding lower the perceived height of the ground floor and reinforce the human scale. The articulated ground floor expression also incorporates anticipated outdoor commercial patio areas to create a unique urban space blending inside and outside, and further supports the pedestrian-level features of the proposal.



Signage and retail frontage below overhead canopy



Articulation of stone/masonary at retail frontage



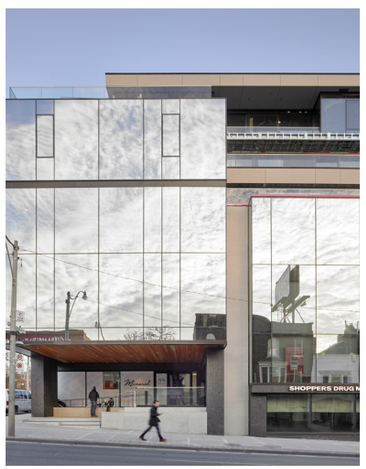
High quality stone masonary facade at grade



Proposed Development- View from Old Lakeshore Road



Example of retail signage



Wood Soffit over retail frontage



Retail spaces at grade

5.4 Key Views: The Proposed Development

View Looking South down Martha Street



View Looking East down Lakeshore Road



Looking West down Lakeshore Road



6.0 SUN SHADOW ANALYSIS

The building has been designed to provide a tower that is slender, with a 750sqm floorplate, a stepped back building top and with the building oriented so as to minimize shadow impacts on the surrounding context. The following pages show the expected shadows from the proposed building at the Subject Site.



MARCH 21ST 9:30 AM



MARCH 21ST 3:30 PM



MARCH 21ST 12:30 PM



MARCH 21ST 5:30 PM

N

PROPOSED DEVELOPMENT

SHADOW CAST BY PROPOSAL

AS-OF-RIGHT MASSING ENVELOPE

SHADOW CAST BY AS-OF-RIGHT MASSING

SUBJECT SITE

APPROVED APPLICATION



JUNE 21ST 9:30 AM



JUNE 21ST 3:30 PM



JUNE 21ST 12:30 PM



JUNE 21ST 5:30 PM

N

PROPOSED DEVELOPMENT

SHADOW CAST BY PROPOSAL

AS-OF-RIGHT MASSING ENVELOPE

SHADOW CAST BY AS-OF-RIGHT MASSING

SUBJECT SITE

APPROVED APPLICATION



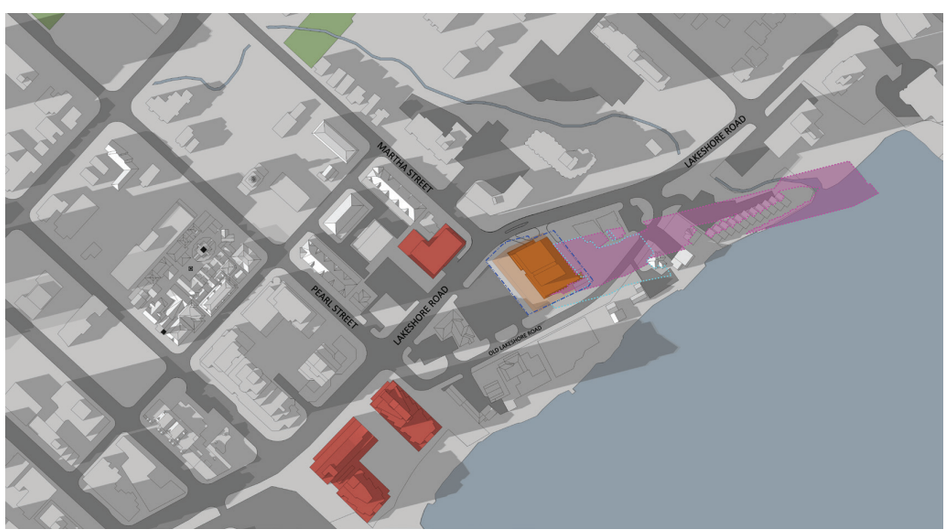
SEPTEMBER 21ST 9:30 AM



SEPTEMBER 21ST 3:30 PM



SEPTEMBER 21ST 12:30 PM



SEPTEMBER 21ST 5:30 PM

N

PROPOSED DEVELOPMENT

SHADOW CAST BY PROPOSAL

AS-OF-RIGHT MASSING ENVELOPE

SHADOW CAST BY AS-OF-RIGHT MASSING

SUBJECT SITE

APPROVED APPLICATION

7.0 LANDSCAPE STRATEGY

7.1 Vision for the Public Realm

A number of landscape goals and objectives have been identified which shape the vision for the public realm at the Subject Site. The proposed public realm will allow for a physical and visual connection to the waterfront, while creating a rich palette of materials that enhances the interest and attractiveness of the site and adds a signature new place within the downtown adjacent to the waterfront.

Areas of rest and interaction will be provided for all users, with a focus on accessibility for all. The public realm will seek to be diverse in its use, and allow for spontaneous programs as well as provide a meaningful space that can be utilized not only by the adjacent residents, but attracts users from all areas of the City. The space will therefore act as an important waterfront destination for all of Burlington's community to enjoy.









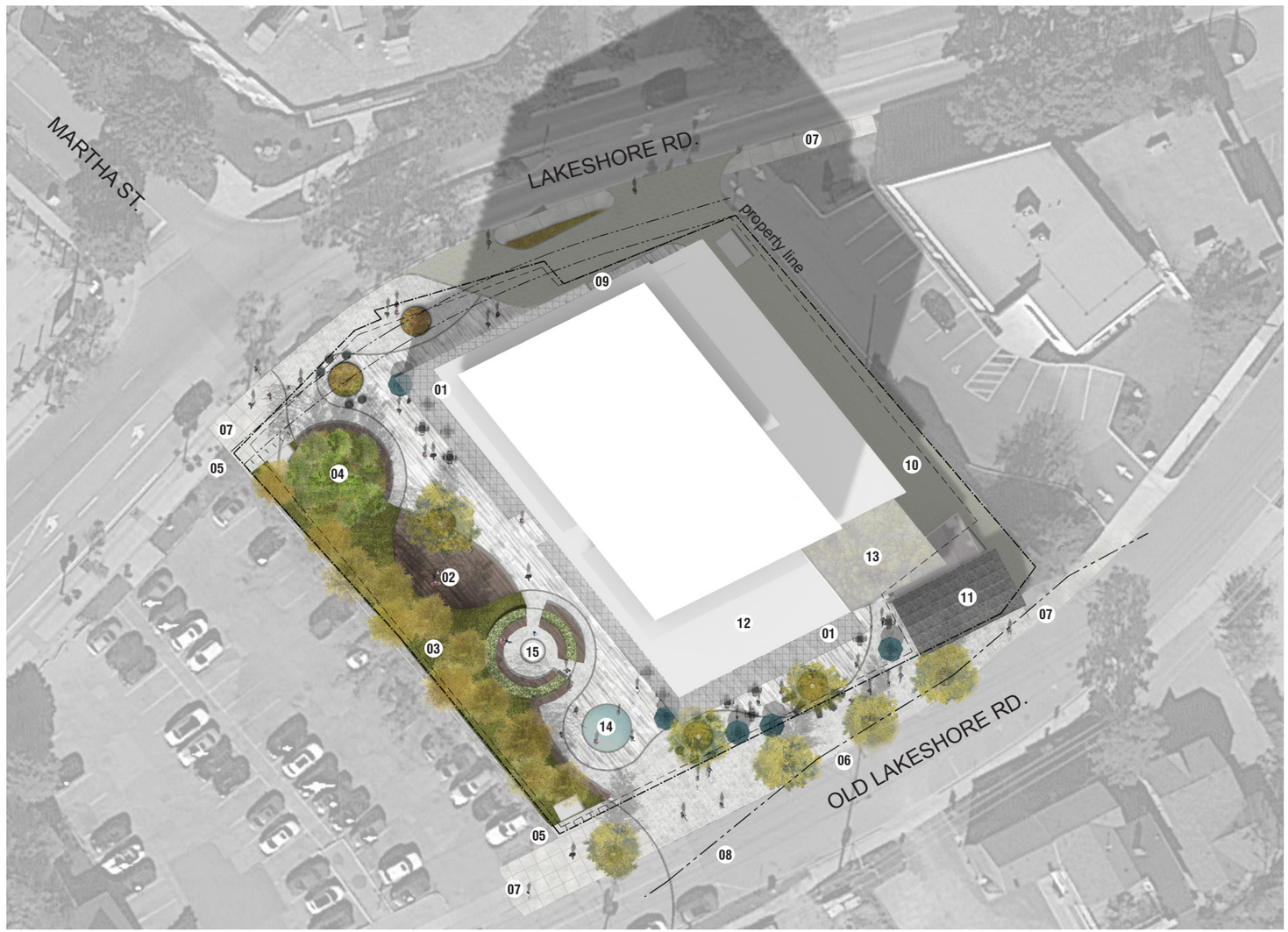
7.2 Proposed Conceptual Landscape Plan

Key Features of the Conceptual Landscape Plan

The proposed landscape plan seeks to provide a connection between the proposed development and the public realm. The Plan will create an enriched experience that draws people to the waterfront and connects to the downtown The proposed landscape plan provides an integration of privately owned public space (POPS) and surrounding open space into the existing and future public realm while allowing the POPS to act as a meeting and gathering space that will serve to integrate the surrounding context around a highly attractive and contemporary place.

The concept envisions the Martha Street view corridor as both a clear view comprised of primarily hard surface elements and amenities located adjacent to the building to support indoor and outdoor use, as well as a softer green landcape with a range of amenities including an ampitheatre to enhance pedestrian use and comfort. Key features of the landscape plan are identified below and on the adjacent concept plan.

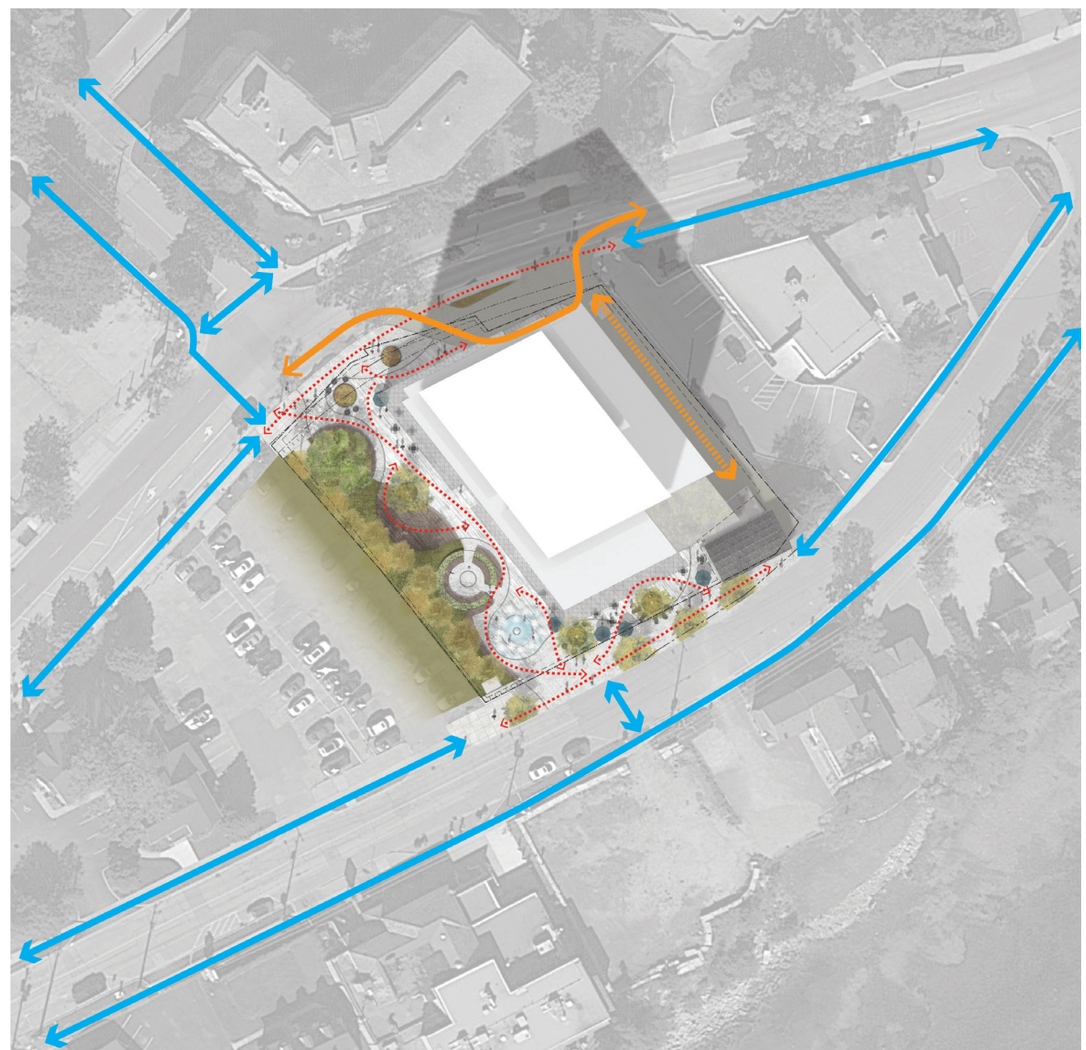
01 Patio Spill Out Spaces
02 Multi Use Amphitheater
03 Landscape Buffer And Accessible Lawn
04 Mounded Aspen Grove
05 Bike Racks
06 Food Trucks / Programmable Frontage
07 Connections To Existing Paths
08 Approximate Erosion Hazard Regulation Line
09 Lobby & Drop Off
10 Loading Zone
11 Heritage Building
12 Amenity Level
13 Green Roof
14 Potential Feature
15 Seating Node



7.3 Public Realm Connections

The public realm plan seeks to enable connections through and around the Subject Site, and this has been incorporated into the design of the conceptual landscape plan. Connections to the public realm have been considered from the east and west along Lakeshore and Old Lakeshore Roads towards the site, as well as north-south down from Martha Street to the public realm where it fronts Lakeshore Road. Connections have also been provided from the south side of the public realm, connecting across Old Lakeshore Road.

Movement and circulation within the public realm is facilitated by the design of the public realm, along the frontages and around key public realm features within the open space connection on the west side of the Subject Site.



7.4 Public Realm Design: Key Design Elements

Overview Looking North

The proposed landscape design elements shown on the overview looking north are:

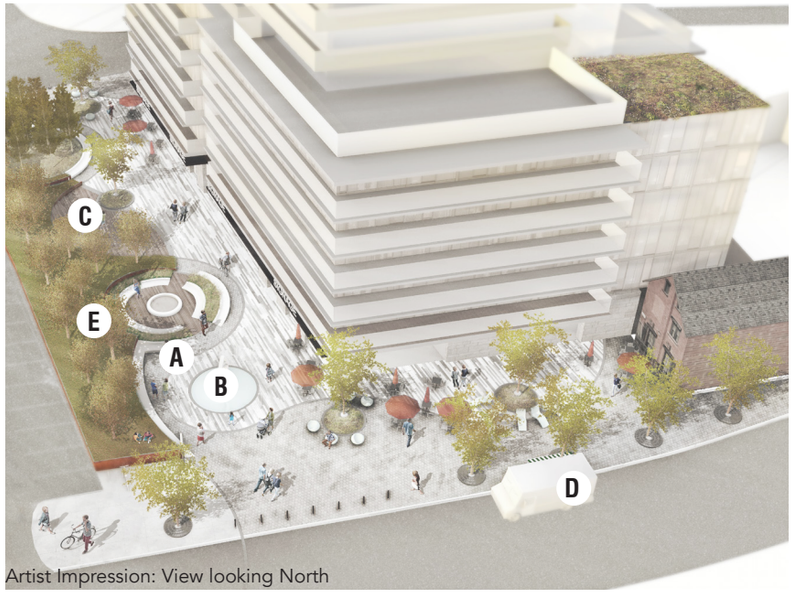
A: Precast concrete seating and features

B: Playful water feature attracts interaction and acts as a visual beacon to the site

C: Wooden amphitheater allows for both active and passive uses

D: Space provided for programs such as food trucks and markets

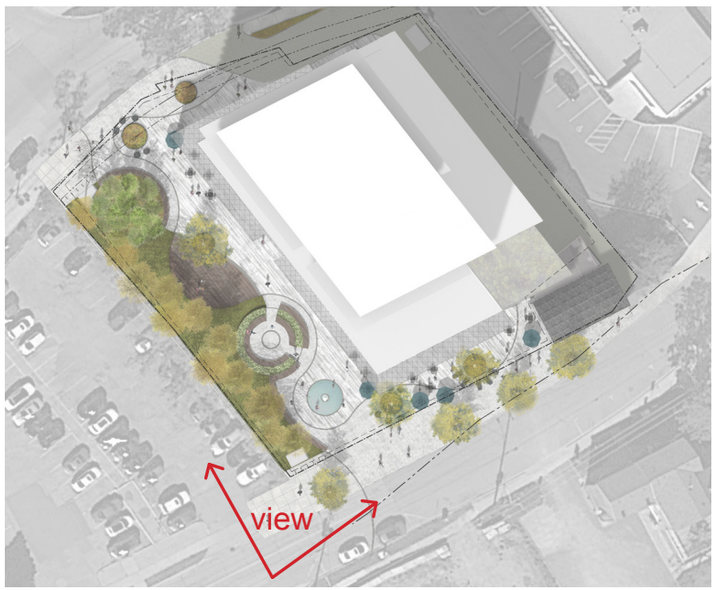
E: Birch grove will provide a landscape buffer while allowing for sunlight and visibility

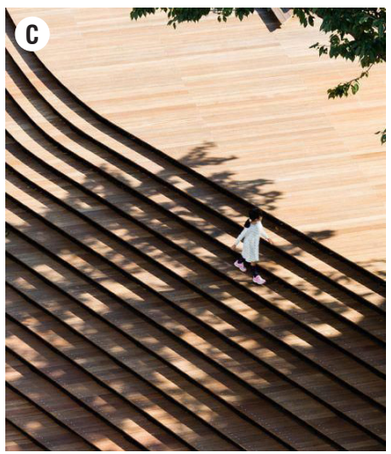


Artist Impression: View looking North

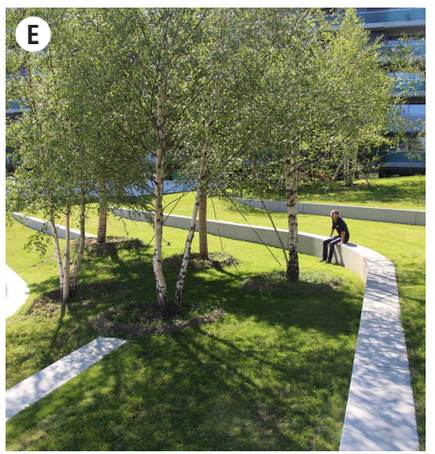


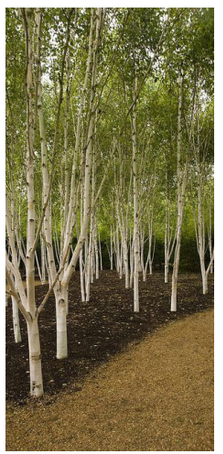




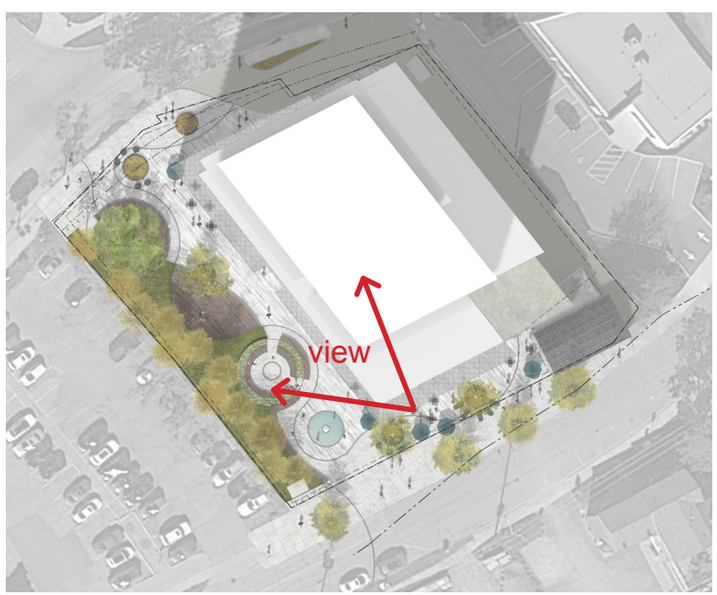


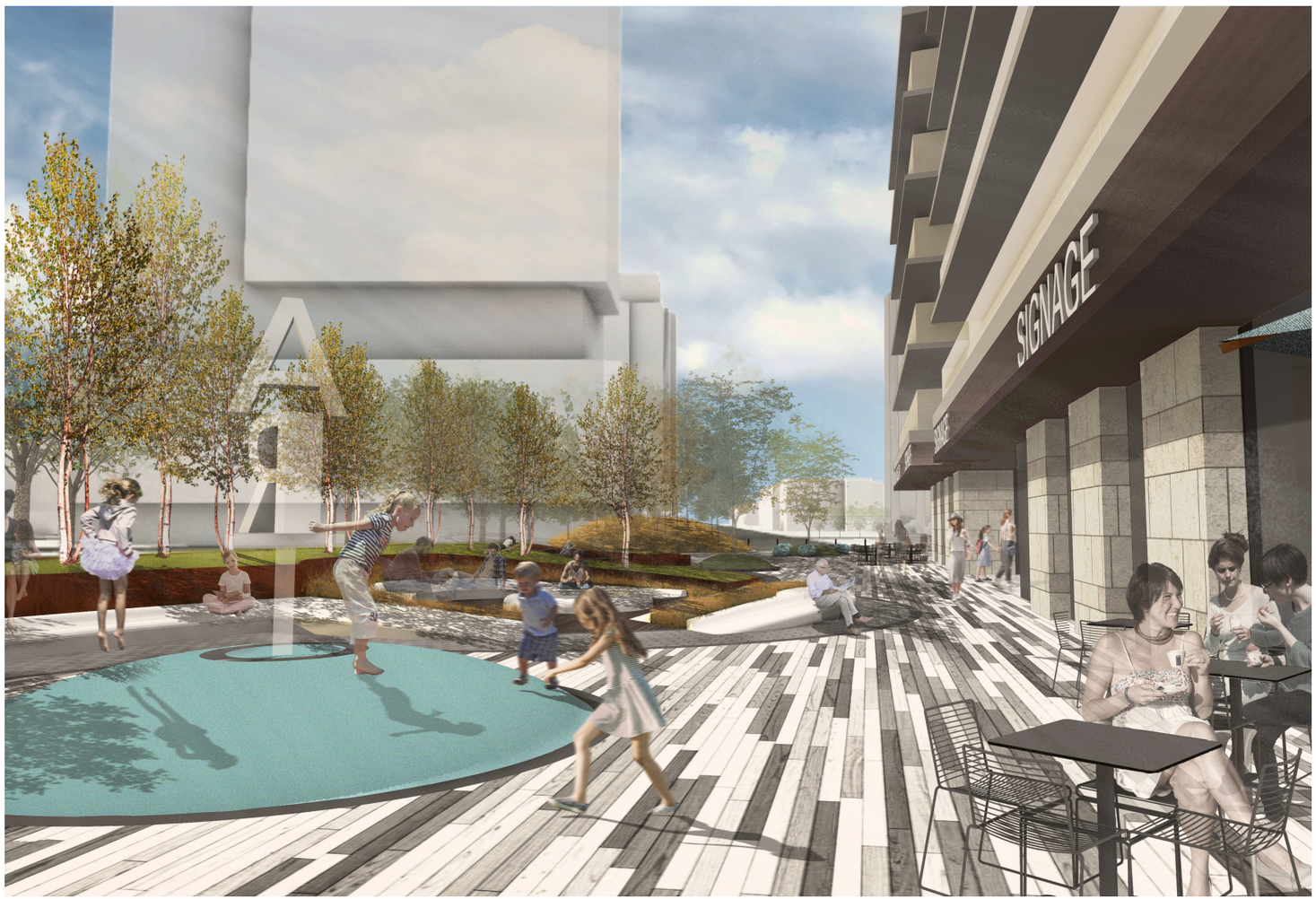






View Looking North





Artist Impression: View looking North

Overview Looking South

The proposed landscape design elements shown on the overview looking south are:

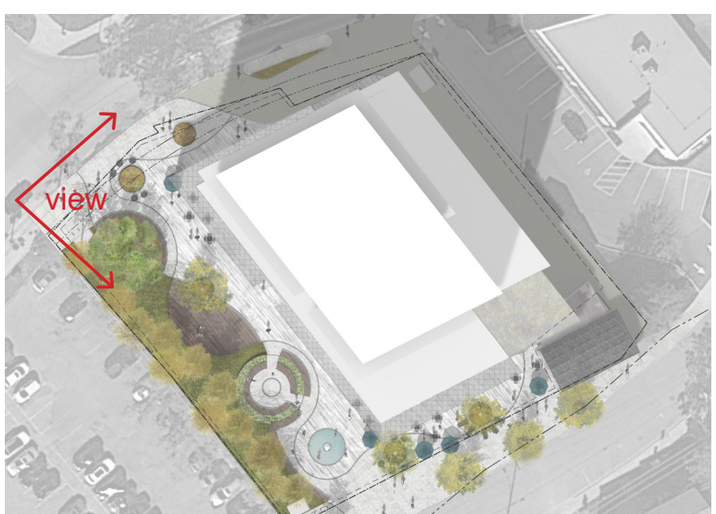
A: Fun, playful seating features that encourage play and use

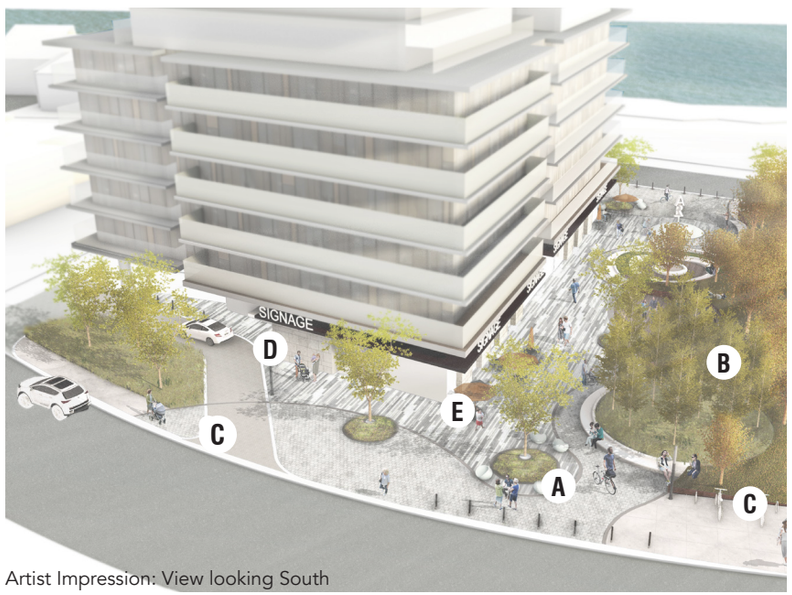
B: Aspen grove planted on mounted feature acts as a landmark and attracts users

C: Corten planters provide height and interest throughout the site and acts as a buffer and a place for inhabitation

D: Rich materiality and texture in paving pattern supports both pedestrian and vehicular traffic and ensures a safe interaction between the two users

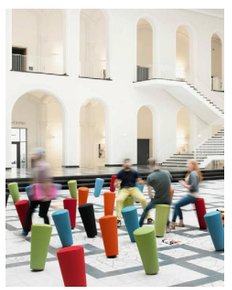
E: Flexible furnishing promotes use and supports retail activities provided by the proposed development





Artist Impression: View looking South





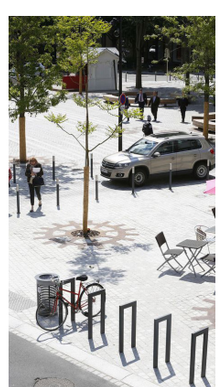




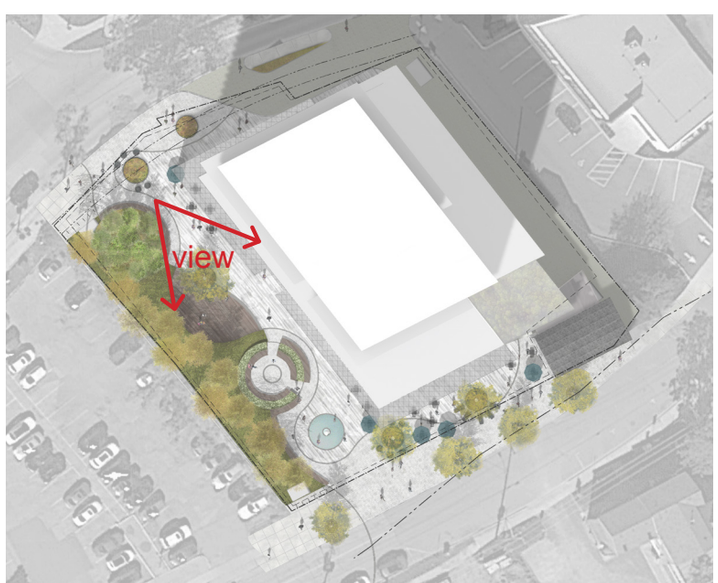








View Looking South



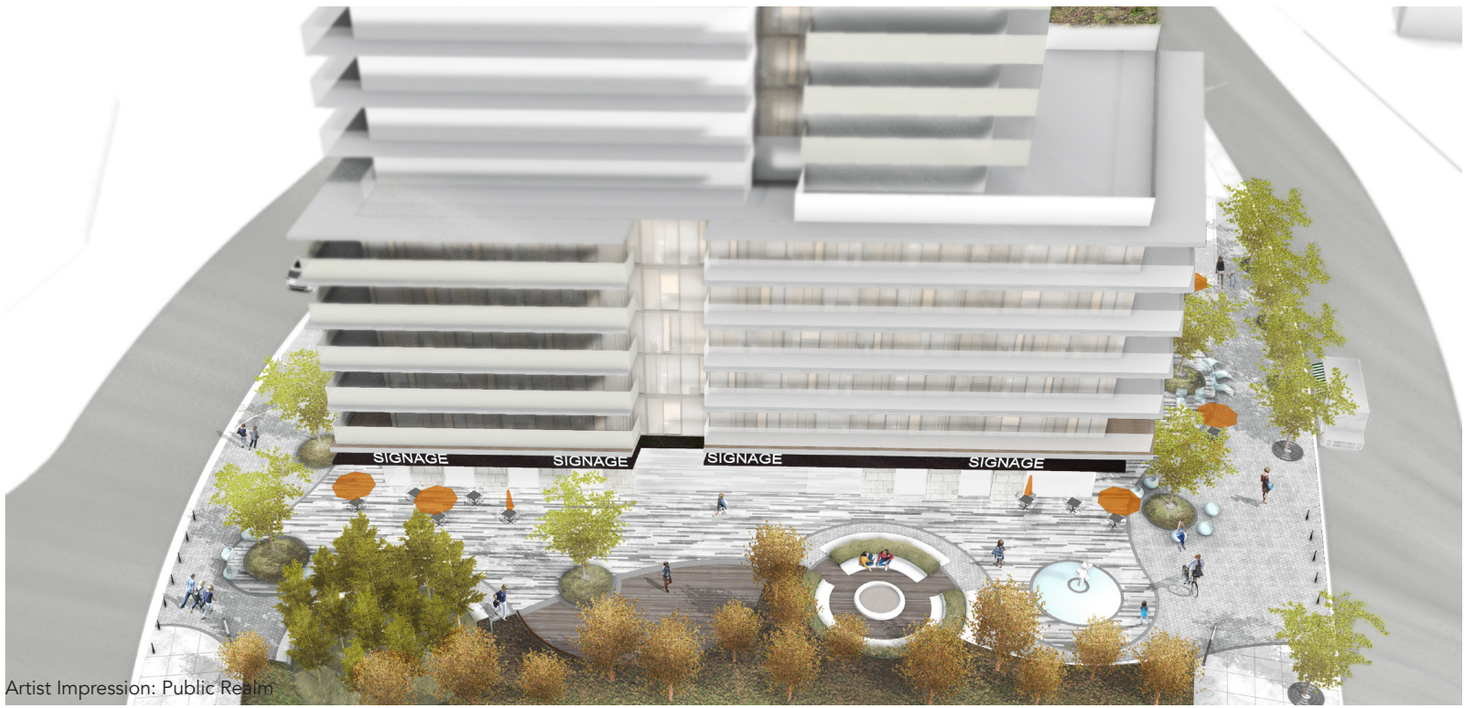


Artist Impression: View looking South

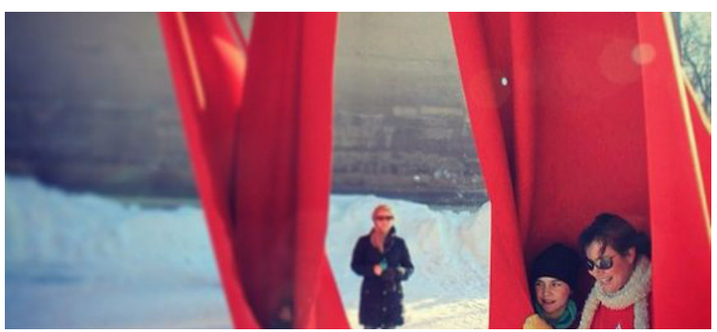
7.5 Other Landscape Design Details

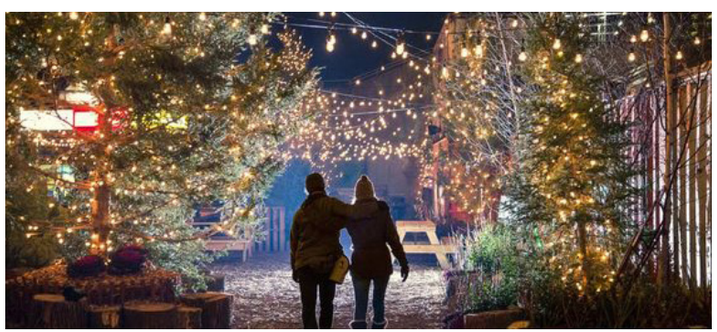
A Public Realm for all Seasons

The public realm has been designed so that it is adaptable for the seasons, with potential for both winter and summer activities. These could include bonfires/fire pits in spring, summer or autumn, or adaptations to allow for winter holiday activities.



Artist Impression: Public Realm





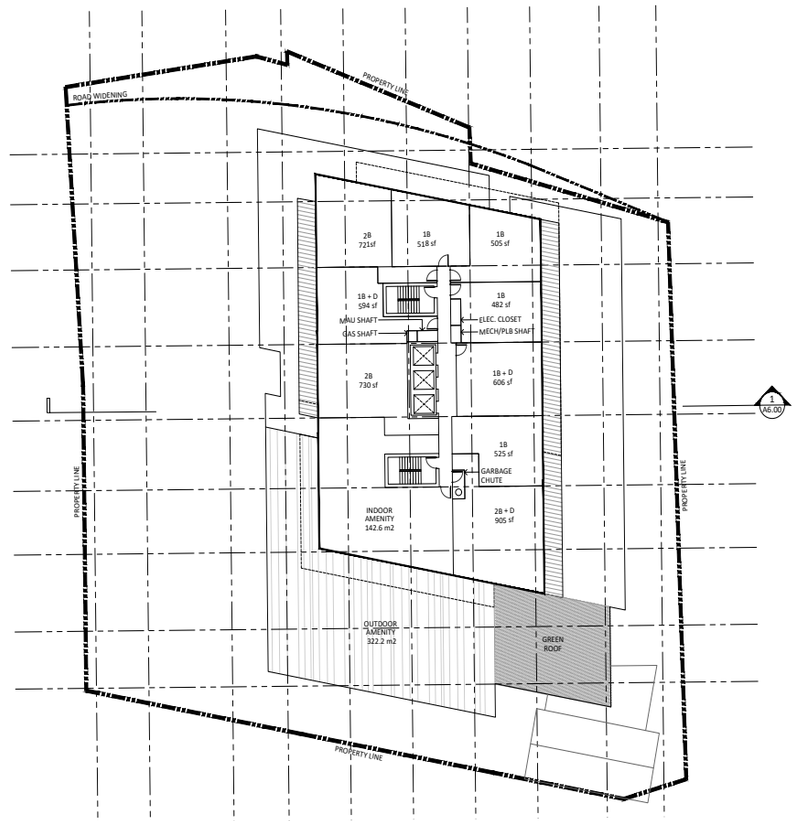


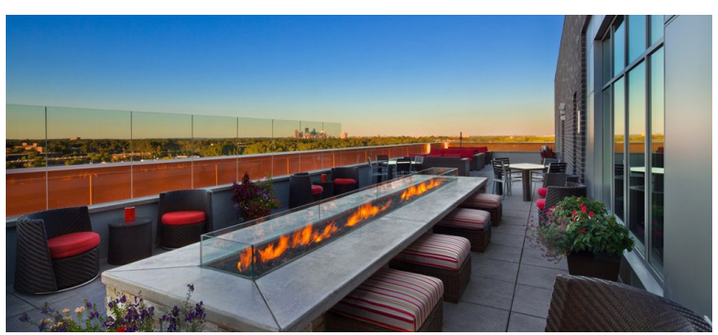
Amenity Spaces

Outdoor amenity space will be provided at 7th floor level as shown on the 7th floor plan to the right. This space would be used by the residents of the proposed buildings and would look out to the waterfront. There is an opportunity to provide green roof elements, planting, and possible seating and barbecue areas.





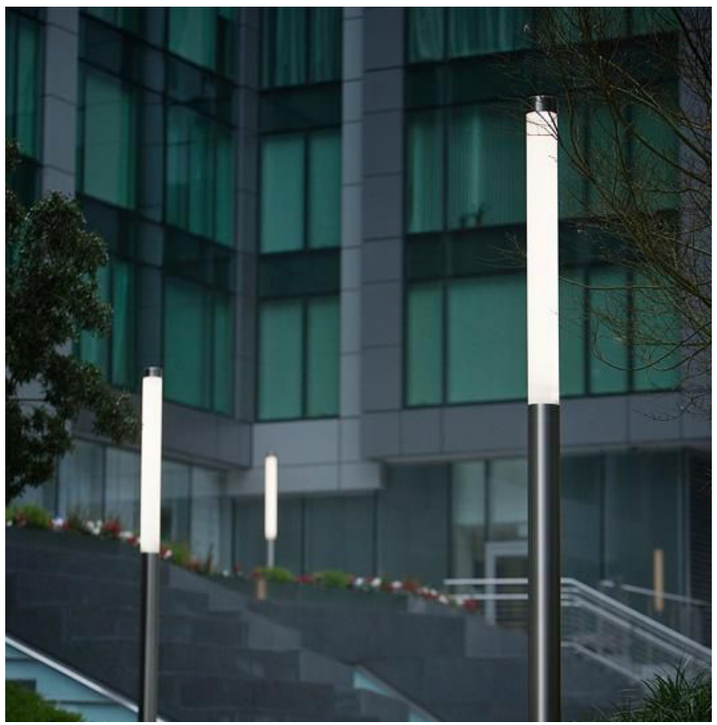
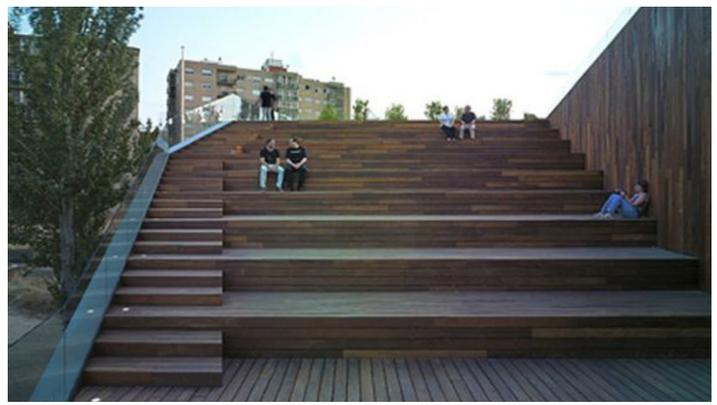
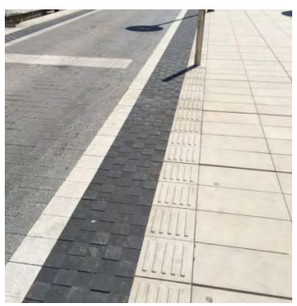




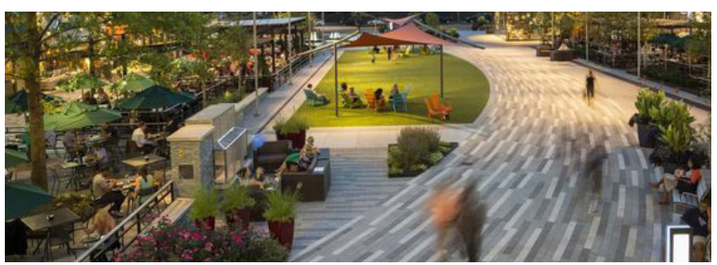


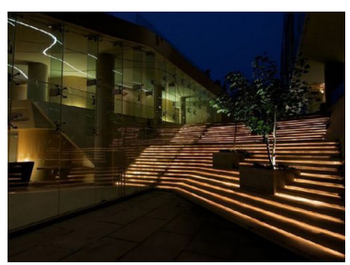


Streetscape Features and Materiality





8.0 TRANSPORT AND CONNECTIVITY

8.1 Introduction

The Burlington Transportation Plan "Go Bold" is built around eight new directions for Transportation facilities in the City of Burlington, to provide a wide range of options for getting around regardless of age, means or ability, including walking, cycling, public transit and automobiles. Some of these key directions include:

- Make Walking More Enjoyable: Walking is the foundation of the transportation system. Design streets that are safe, vibrant, active and easy to navigate.
- Make Biking More Enjoyable: Design streets with biking infrastructure that provides a safe, well connected system throughout the city. In the rural areas, encourage development of biking opportunities over time with infrastructure where strategically appropriate.
- Make Public Transit Enjoyable: Implement significant and strategic improvements to transit in order to improve experience and increase ridership. The result is a transit network that offers quick, reliable and more frequent transit service.

To align with these directions and strategies, the proposed development has integrated several features to provide support for pedestrian, cyclist and transit accessibility. Each of the three modes are discussed below, detailing existing conditions and the measures that the proposed development are taking to enhance or improve conditions.

It is noted that many of the priority actions of Go Bold are almost exclusively within the purview of the City to implement, and that individual development applications can only provide certain measures to improve conditions.

Within that context, the proposed development is aligned to support the priority actions outlined in the plan, which promote the use of walking, cycling and transit over the construction of additional infrastructure for the private vehicle. The site is well located within the City, being a walkable distance to many amenities and being located close to the waterfront.

Future Plans for the Old Lakeshore Road Precinct

The City of Burlington has noted significant pedestrian and cyclist plans for the area, especially along the Old Lakeshore corridor, as per the Old Lakeshore Road Precinct Urban Design Guidelines. Pedestrian priority areas have been noted along Lakeshore Road and Old Lakeshore Road, and a fully accessible connection to the Waterfront is available at the Pearl/Lakeshore/Old Lakeshore intersection. The north-south connection at Martha Street has also been noted to be desirable, given the existing barrier along Lakeshore Road. Also noted as a priority for the area is the creation of open spaces to provide additional pedestrian space, north-south circulation and visual views.

8.2 Existing Networks

Transit

The subject site is served by Burlington Transit bus network. The following routes are located within close proximity of the subject site. The subject site is also located within in 15-20-minute bus ride from the Burlington GO Transit.

Guelph – Downtown (Route 3)
This route contains two different buses – 3 and 3A. The 3 Guelph Downtown operates seven days a week, including holidays. The 3A Guelph Downtown only operates from Monday to Friday. It covers the major roads of Brant Street, Lakeshore Boulevard, and Guelph Line, stopping by Burlington Go and Aldershot GO. The nearest bus stop is located on Lakeshore Road, a 1-minute walk to 2100 Lakeshore. The remaining routes have stops located within a five minute walk of 2100 Lakeshore.

Central (Route 4)
This route operates everyday, seven days a week, excluding holidays. The 4 Central covers the main roads of New Street and Drury Lane, stopping by Aldershot GO. The closest bus stop is located on James Street and Pearl Street, a 5-minute walk to the subject site.

Francis – Downtown (Route 5)
The 5 Francis – Downtown operates six days a week, from Monday to Saturday. It is a relatively short route compared to other lanes, covering all of Francis Road and partially of North Shore Boulevard East. The closest stop to the subject site is at John Street Terminal (Downtown Terminal), which is approximately a 5-minute walk to the subject site.

New – Maple (Route 10)
The 10 New – Maple is available seven days a week, including the holidays. It covers the main roads of Plains Road East, Maple Avenue, and New Street, stopping by Burlington GO and Appleby GO. The nearest bus stop is at John Street Terminal (Downtown Terminal), a 5-minute walk to the subject site.

Burlington South (Route 50)
The 50 Burlington South is a late-night service route, operating on the days of Monday to Saturday from 10:55 PM to 1:16 AM. It covers Maple Avenue, Brant Street, and Plains Road East, which stops by Burlington GO. The nearest bus stop is John Street Terminal (Downtown Terminal), a 5-minute walk to the subject site.

Burlington Northwest (Route 52)
The 52 Burlington Northwest is a late-night service route, operating on the days of Monday to Saturday from 10:55 PM to 1:16 AM. It runs along the roads of Brant Street, New Street, and Guelph Line, stopping by Burlington GO. The closest bus stop is located at James Street and Pearl Street, a 5-minute walk to the subject site.

Aldershot (Route 300)
The 300 Aldershot is a community connection route that only operates on weekdays from 10:29 AM to 1:57 PM. It only has 6 bus stops on this route, covering the most demanding areas for a specific group of demographic, which includes the Seniors Centre, Downtown Terminal, Joseph Brant Hospital, and Mapleview Mall. The nearest bus stop is John street Terminal (Downtown Terminal), a 5-minute walk to the subject site.



Existing Transit Network (Image: Burlington Transit)



Transit Network

Legend

- Study Area
- Recent Development
- Approved Development
- Proposed Development
- Park and Open Spaces
- Creek
- Bus Stops

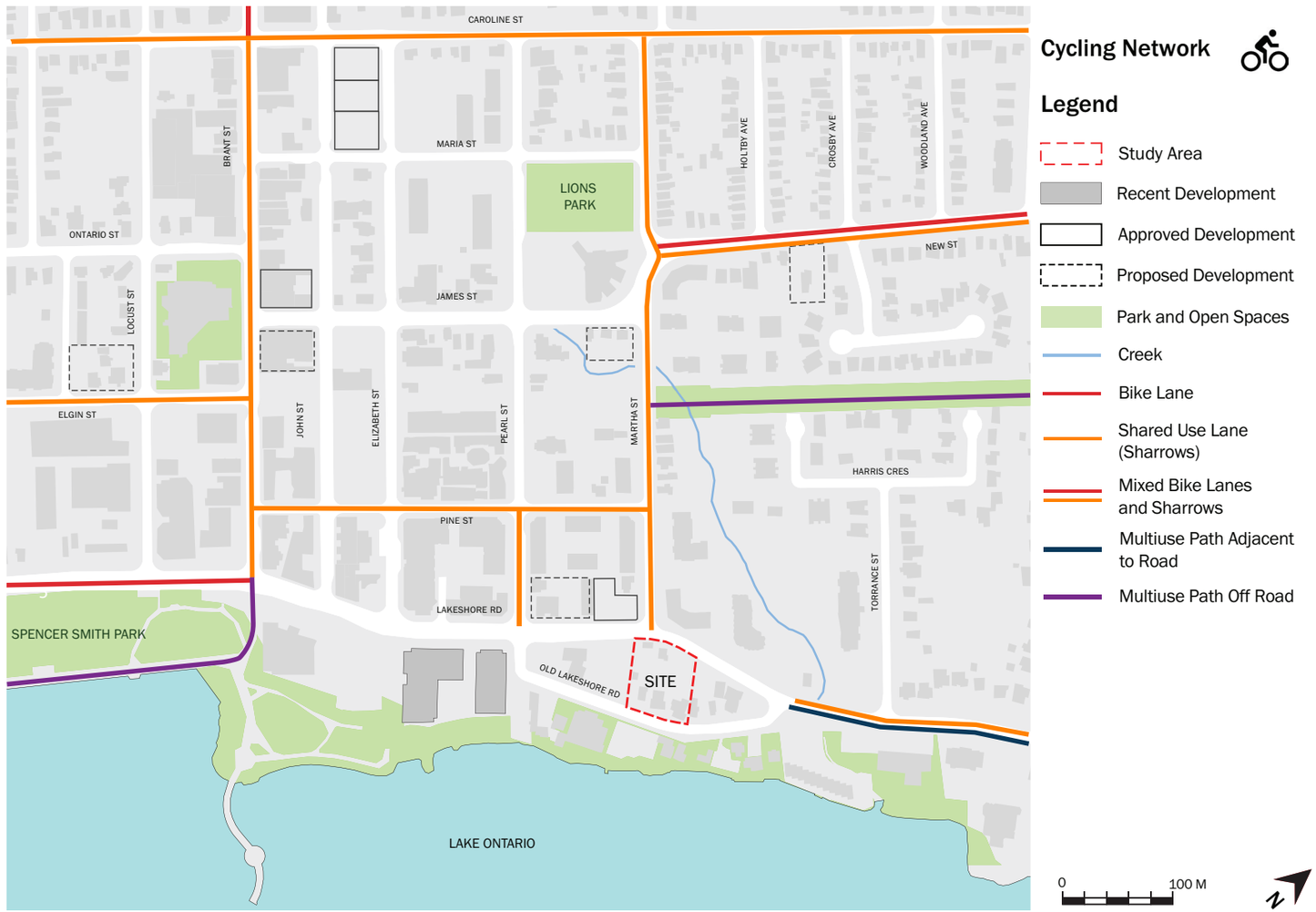
Routes

- 3 - Guelph Downtown
- 4 - Central
- 5 - Francis Downtown
- 10 - New Maple
- 50 - Burlington South
- 52 - Burlington Northwest
- 300 - Aldershot

0 1 M

Cycling

Currently, there are no designated bike lanes within the study area. Cyclists share the roadway right-of-way with cars and other vehicles. The closest bike lane runs on Lakeshore Boulevard, starting about 430m west of the subject site (estimated from Google Maps). Even though there are no bike lane installations in proximity to the subject site, nearby shared use lanes are provided for cyclists. Lakeshore Road has an east-west shared lane, stopping about 100m east from the subject site. Perpendicular to the Lakeshore Road, Martha Street, Brant Street, and Pearl Street provide about 550m, 500m, and 100m of north-south shared use lanes, respectively. New Street has a bike lane running from east to west, but has a shared use lane with the cyclists from west to east.

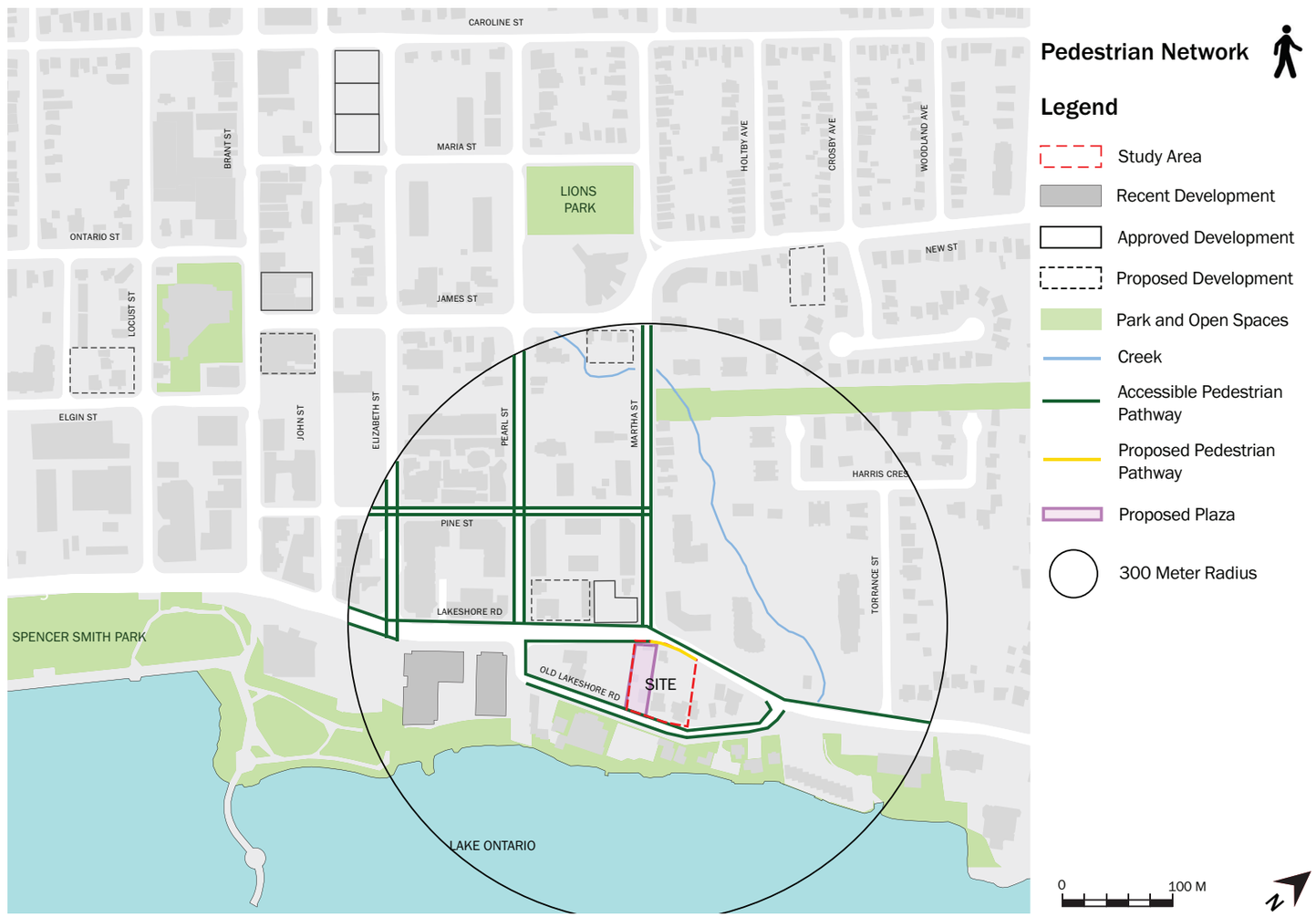


Pedestrian

Currently, the provision of sufficient sidewalk width and considerate pedestrian facilities end at Martha Street. East of there, and along the current subject site the sidewalks provided on the south side are narrow and end abruptly at a driveway. No crossing is provided at the east side, despite the provision of a bus stop on the north-east corner of Martha and Lakeshore, connecting to Route 3 of Burlington Transit. While pedestrian volumes observed during the October survey period were low, during the summer and during festival events pedestrian volumes are noted to be significant in the area. Just west of the subject site, there are connections to the Burlington Waterfront and the downtown core via Pearl Street and John Street.

Parking

The recent city-wide parking review conducted in 2017 for the City of Burlington provided parking standards to reflect a balance of parking supply with urban placemaking and land use intensity needs of the City. The proposed development has incorporated 340 spaces overall, and a supply of residential parking which will satisfy parking needs while not creating an oversupply that would encourage additional vehicle use. A car-share space is proposed for the building, which are demonstrated to replace vehicle trips in urban cores and provide options for a car free lifestyle. The remaining parking will be available for visitors and commercial parking users.



8.3 Proposed Development

Given the immediate proximity to the Burlington waterfront, the proposal has been designed to be pedestrian and cyclist supportive and limit its reliance on the private automobile. In addition, the open space proposed as a continuation of the Martha Street corridor view will provide significant north-south pedestrian connection and will provide additional connectivity for cyclists as well.

Additionally, to provide connectivity of the overall public realm, there are proposed north-south pedestrian crossing included on Lakeshore Road and Old Lakeshore Road, continuing the Martha Street corridor. A treatment such as the pavement markings provided on the west and north legs of the intersection with Lakeshore Road (shown in the image) will provide a visual cue to pedestrians and drivers that pedestrian crossings will occur here.

To provide additional east-west pedestrian connections, the proposed development will upgrade and extend the existing sidewalk on the north side of the property. The existing sidewalk on the south side of the property will be upgraded and connected to the Martha Street POPS plaza on the west side of the property.

The development supports the Go Bold directions through a number of design elements including:

- The proposed supply of resident parking spaces and large supply of bicycle parking spaces;
- The proposed enhancements to the pedestrian network (including the new Martha Street open space and the new pedestrian connections through the building) will contribute to the walkability and connectivity surrounding the subject site, and will further enhance access to the Burlington Waterfront.



Pavement pedestrian treatment on Lakeshore Road at Martha Street, looking east

9.0 SUSTAINABILITY

9.1 Sustainable Building Design

Core are committed to providing a sustainable development, and therefore a number of sustainable measures will be integrated into the design of the building while also providing sustainable landscaping features on the the building and around the development. The proposed development will therefore represent a development which achieves high sustainability standards.

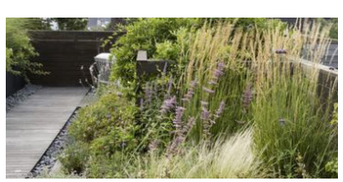
Green Roof
There are opportunities for both extensive green roofing which would manage storm-water run off, and also opportunities to integrate intensive green roofing for residential amenity, and also to provide insulation value.

Passive Solar Shading
Expansive windows to capture lake views are protected from excessive solar heat gain through deep balcony overhangs as well as high-quality insulated glazing units .

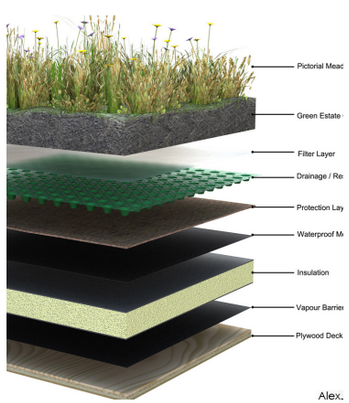
Geothermal Energy
Latent heat stored in the earth is used to provide mechanical heating and cooling, reducing reliance on traditional energy sources.



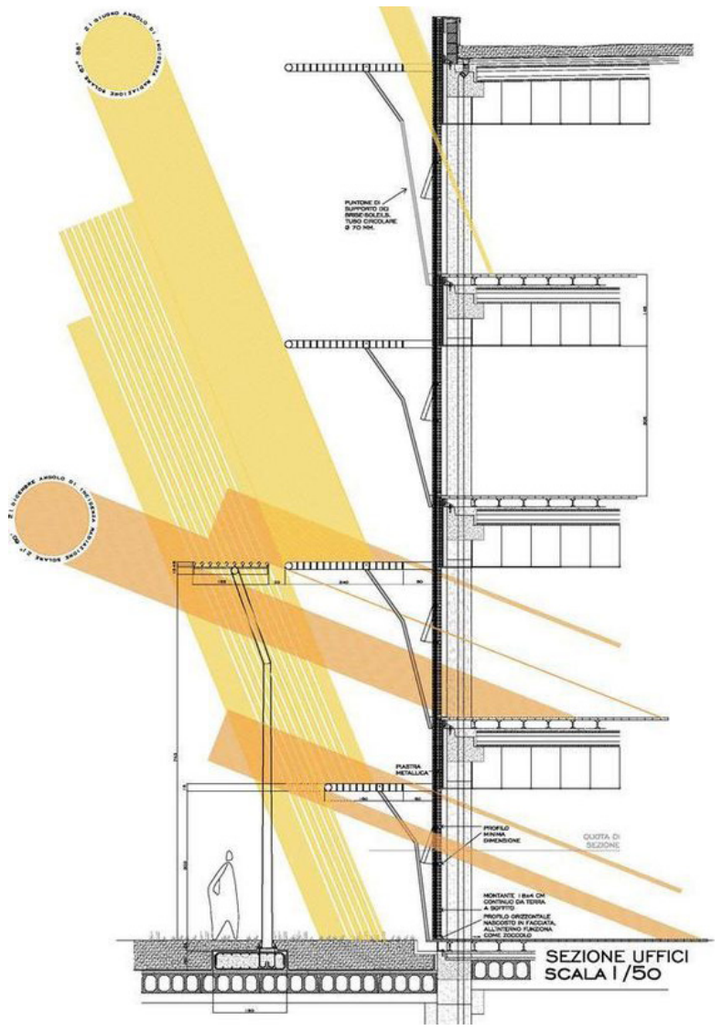
Extensive Green Roof



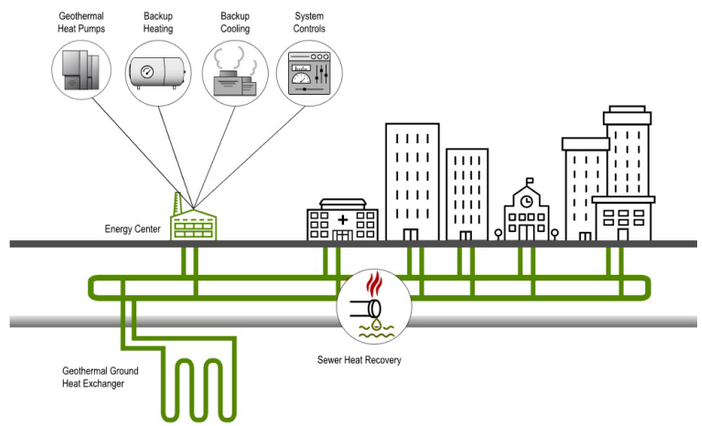
Intensive Green Roof



Example of Green Roof Construction



Passive Solar Shading Diagram



Geothermal Energy Diagram



10.0 CONCLUSION

This Urban Design Brief provides a framework for the proposed development's design evolution, and considers the proposed development in its surrounding context. The Subject Site exhibits a number of opportunities to create a high quality development, including opportunities to create a positive streetscape experience along Old Lakeshore Road, enhance the quality of the quality of the public realm along Lakeshore Road, establish a view corridor and significant north south open space connecting Martha Street to Old Lakeshore Raod, and improve the setting of the heritage building.

The proposed development incorporates a thoughtful design and massing approach, representing excellent urban design and architecture, and respecting the setbacks and stepbacks set out within the City's Tall Building Guidelines. The proposed 27-storey tower height is in keeping with the emerging built form context within Downtown Burlington, and has been articulated and oriented to consider key views to the Site from the pier, Lakeshore Road, and also to the waterfront. The proposed development conserves and enhances the setting of the heritage building through careful design that creates a lightweight backdrop.

Designed to a high quality, the proposed development exhibits a sensitive and scaled architectural expression, incorporating a number of key sustainable building design measures. The proposal provides a new and distinctive development that will enliven Burlington's Downtown and waterfront, while also enhancing its skyline.

APPENDIX 1- Burlington Urban Design Panel Meeting Minutes

Department of City Building
Burlington Urban Design Advisory Panel (BUD)

MINUTES

March 19, 2019, 2:00 pm
414 Locust Street, 2nd floor boardroom.

Members of BUD

	present	absent / regrets
Ken Coit (Chair)	✓	
Jana Kelemen (Vice Chair)		regrets
Naama Blonder		regrets
Wai Ying Di Giorgio		regrets
Jessica Hawes	✓	
Matt Reid	✓	
Nigel Tai	✓	
Alexandru Taranu		regrets

Item # 1: 2093, 2097 & 2101 Old Lakeshore Road, 2096 & 2100 Lakeshore Road

Design Review: First Review

Application: Pre-consultation

Presentations:

City Staff:	Jamie Tellier
Applicant:	Core Development Group
Architect:	Studio JCI
Landscape Architect:	Terraplan



Disclosure of conflict-of-interest

None

City Staff Overview

City staff outlined the project details, site context and planning framework.

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

1. **Site Organization:** Please comment on the integration of the proposed open space connection as a publicly owned park with no privately-owned parking below. How can this be designed to seamlessly incorporate the public realm components and programming of the private development such as spill out uses from the commercial and retail uses at grade. Also, please comment on the location of the private driveway from Lakeshore Road.

2. **Tower Massing:** Please comment on the tower's massing including design features such as the inclusion of wrap-around balconies and lack of a step-back from Lakeshore Road. In addition to breaking down the longer tower edges to create two volumes, what other design measures would help to reduce the overall bulk of the east/west elevations? Additionally, is using the view from the Brant Street Pier an appropriate approach to defining a maximum height and conceptual transition line?

3. **Preservation/Integration of Heritage:** Please comment on how the overall site and building design integrates the on-site heritage building(s). Does the design successfully respect and complement the on-site heritage building(s)?

Applicant / Design Consultant Presentation

The developer gave an overview of the values and objectives of Core Developments and for the proposed development.

The project planner provided the Panel with an overview of the proposal including the existing and emerging built form context, the site's location within an Urban Growth Centre (UGC) and in close proximity to a Major Transit Station Area (MTSA), a comparison of the building height to the approved ADI development (574 Martha Street), view corridors, building setbacks with consideration of the heritage building, Conservation Halton regulation limits, a comparison of as-of-right permissions with the proposed development, urban design principles, building materials, and how the proposed building height fits within a transition line from the Brant Street Pier, which positions the Bridgewater Development as the height peak.

The project planner also provided an overview of the open space connection, the proposed privately-owned publicly accessible space (POPS), and the Martha Street view shed to Lake Ontario, which was achieved by establishing a building side yard setback of 20m from the west lot line. In addition, the building was moved further north to allow the heritage building to stand free and unencumbered and to provide an enhanced streetscape along Old Lakeshore Road.

Lastly, the Panel was informed that conversations with the adjacent land owners have occurred to explore and coordinate opportunities for a shared access and loading area and continuity of streetscape elements.

Panel Questions:
The panel asked questions of clarification on the following topics:

- Height of the building's mechanical penthouse.
- Materiality building elements.
- Success of the proposed privately-owned publicly accessible space (POPS) and potential outcomes if adjacent landowners do not share the same vision for the streetscape and public realm along Old Lakeshore Road and Lakeshore Road.
- Who will operate and maintain the proposed POPS (both external and internal spaces) after the building becomes a condominium?

Panel Advice:

Question #1: **Site Organization:** Please comment on the integration of the proposed open space connection as a publicly owned park with no privately-owned parking below. How can this be designed to seamlessly incorporate the public realm components and programming of the private development such as spill out uses from the commercial and retail uses at grade. Also, please comment on the location of the private driveway from Lakeshore Road.

The Panel agreed that the overall site organization has been done well and makes an important contribution to the public realm design objectives of the Downtown. Overall, the Panel felt that the proposed size and location of the POPS is a generous piece of the site to provide a public view corridor from Martha Street to Lake Ontario.

The Panel recommended incorporating spill-out uses at-grade to encourage active use year-round including winter programming. Further, to draw people to the site and to ensure the success of the retail and commercial uses, the uses need to be robust and community-based and not tailored to the building's residents. The programming and design of the POPS and ground floor commercial uses should be considered carefully.

The Panel indicated that the indoor publicly accessible space is a good design feature for all-season use and provides flexibility. It was also suggested to orientate the amphitheatre towards the water to provide views and overlook of the water.

It was noted that the applicant and City staff will need to work closely and collaboratively to address concerns respecting long term maintenance, public access and ownership of the open space. This type of public space is not typical in Burlington and new approaches should be considered by staff. An unencumbered parkland dedication instead of a POPS could have a significant impact on the overall development configuration.

It was noted by the Panel that pedestrian crossings across Lakeshore Road could be an issue and should be looked at further to improve pedestrian safety and connectivity.

The Panel was encouraged by the conversations taking place between the adjacent landowners to establish a shared access, loading area, and enhanced streetscape to minimize the number of curb cuts on Old Lakeshore and Lakeshore Roads. To further improve the streetscape, the Panel recommended minimizing the curb-cuts for the drop-off area to one.

The Panel suggested that Old Lakeshore Road should be designed as the main pedestrian-orientated street given that it is south-facing and closer to the waterfront, which is where people will want to be.

Question #2: **Tower Massing:** Please comment on the tower's massing including design features such as the inclusion of wrap-around balconies and lack of a step-back from Lakeshore Road. In addition to breaking down the longer tower edges to create two volumes, what other design measures would help to reduce the overall bulk of the east/west elevations? Additionally, is using the view from the Brant Street Pier an appropriate approach to defining a maximum height and conceptual transition line?

The Panel agreed that the massing of the tower is generally successful with a simple aesthetic expression. The mechanical penthouse design is understated and appropriate.

It was noted by the Panel, however, that some elevations are repetitive due to the balcony treatment and that the proposed potential for all balconies to be enclosed creates too much bulk. To provide variation in the building elevations and better manage massing, the Panel recommended adding a design element in the middle of the building and locating the potential enclosed balconies in more of a randomized manner away from the building corners. Enclosed balconies on the corners will make the building look wider than it should. It is important to identify on the plans which balconies will be enclosed.

The Panel emphasized that the Martha Street elevation is the only elevation that can be viewed by anyone as the future development of adjacent properties will block views of the building from the west and east. Views from the south will

primarily be experienced from the Lake. To provide visual interest on the Martha Street elevation, it was recommended to create some variation by providing a corner feature as currently proposed on the south side of the building.
To inform the design of the west and east elevations, the Panel further suggested modeling what the building will look like when buildings on the adjacent properties are built.

Overall the Panel agreed that a tower step-back from Lakeshore Road is not necessary as the building has a generous street setback and in this case, the lack of a tower step-back actually grounds the tower of the building.

The Panel agreed that using the view from the Brant Street Pier and transition lines from the Bridgewater Development is not a sound argument to justify the proposed height of a building.

Question #3: **Preservation/Integration of Heritage:** Please comment on how the overall site and building design integrates the on-site heritage building(s). Does the design successfully respect and complement the on-site heritage building(s)?

The Panel noted that the applicant has shown a strong commitment to integrate the heritage building within the overall site through building setbacks, a peek-through space behind the heritage building, and programming of the terrace adjacent to the heritage building. However, the Panel agreed that the heritage building still feels like it is attached to the building. To further complement the heritage building and to make it appear to stand independent of the building it was suggested to provide more of a backdrop to create the sense of more space around the building to make it pop.

End...Item 1

URBAN
STRATEGIES
INC .