ADDENDUM TO PLANNING AND URBAN DESIGN RATIONALE (NOVEMBER 2018)

1157–1171 NORTH SHORE BOULEVARD EAST

CITY OF BURLINGTON

PREPARED FOR:
SPRUCE PARTNERS AND
AMICO PROPERTIES INC.

August, 16 2019

BOUSFIELDS INC.
PLANNING | DESIGN | ENGAGEMENT

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[1.0] INTRODUCTION

We are the planning consultants for Spruce Partners and Amico Properties Inc. (the "owners") with respect to Official Plan and Zoning By-law Amendment applications (herein referred to as the "Applications") which seek to redevelop the property municipally known as 1157-1171 North Shore Boulevard East (the "subject site"). On behalf of our client, we are pleased to submit this Planning and Urban Design Rationale Addendum letter in support of the revised development proposal.

The purpose of this letter is to provide an assessment of the revised development proposal within the context of the applicable planning framework and urban design guidelines, which have been made in an effort to respond to issues raised throughout the application review process by the City, Region, and community. Subject to the additional comments set out herein, the findings and analysis set out in our November 2018 Planning and Urban Design Rationale report continue to be relevant and accurate.

As set out below, it is our opinion that the revised proposal is appropriate and desirable in land use planning and urban design terms. This revised proposal will facilitate intensification of an underutilized site in Downtown Burlington, a Provincially recognized *Urban Growth Centre*, with a seniors' living campus, providing a variety of programs and patient care services including memory care services, assisted living, and independent seniors living in the form of purpose-built rental units.

[2.0] APPLICATION BACKGROUND

As you are aware, prior to the submission of the Applications, the owners met with City staff as part of a pre-application meeting on March 21, 2018. Following the pre-application meeting, the Owners met with the Burlington Urban Design Advisory Panel on July 17, 2018. The Applications were filed with the City Planning Department and deemed complete on November 13, 2018. The City's Neighborhood Meeting was held on January 9, 2019 followed by the Statutory Public Meeting on February 5, 2019. Over the course of this timeframe, the Owners and their advisors had numerous discussions with staff regarding the development proposal. Formal comments were received from City staff in March 2019 followed by a meeting with planning and urban design staff to discuss possible revisions in an effort to resolve those comments, which would form the basis of a formal resubmission of the Applications.

[3.0]
DESCRIPTION OF THE REVISED PROPOSAL



Figure 1 - Rendering

There have been a number of changes to the proposed development as a result of feedback received from the City, the Region and the community during the application review process. In general, the revised proposal includes a significant reduction to the overall massing of the seniors living campus through the reduction in the amount of stepping along the rear of the building, the creation of a lowered base podium, and the distinction between the mid-rise and tall building elements which rise to 12 and 17-storeys. To the rear of the site, the building continues to step down to a 2-storey element nearest the rear property line and provides a significant rear yard setback increase adjacent the R2 zone.

Above the 6-storey podium, a 7th level "sky lounge" connects the two taller elements rising from the podium, creating a glass enclosing with views to the north and south. Refinements to the articulation of the building has resulted in a built form that is more slender in appearance, particularly as a result of the reduction in the amount of stepping to the rear, the lowering of the base element, the re-orientation of the 17-storey tower element, and the shifting of the westerly 12-storey mid-rise element. The results of these revisions provide for greater access to skyview for residents to the north, reduced shadow impacts, and improving compatibility of the proposal within the existing and planned context. **Figure 2** shown below contains the north elevation comparing the original proposal shown in a blue dashed outline to the revised proposal, exhibiting the improvements to the overall massing.

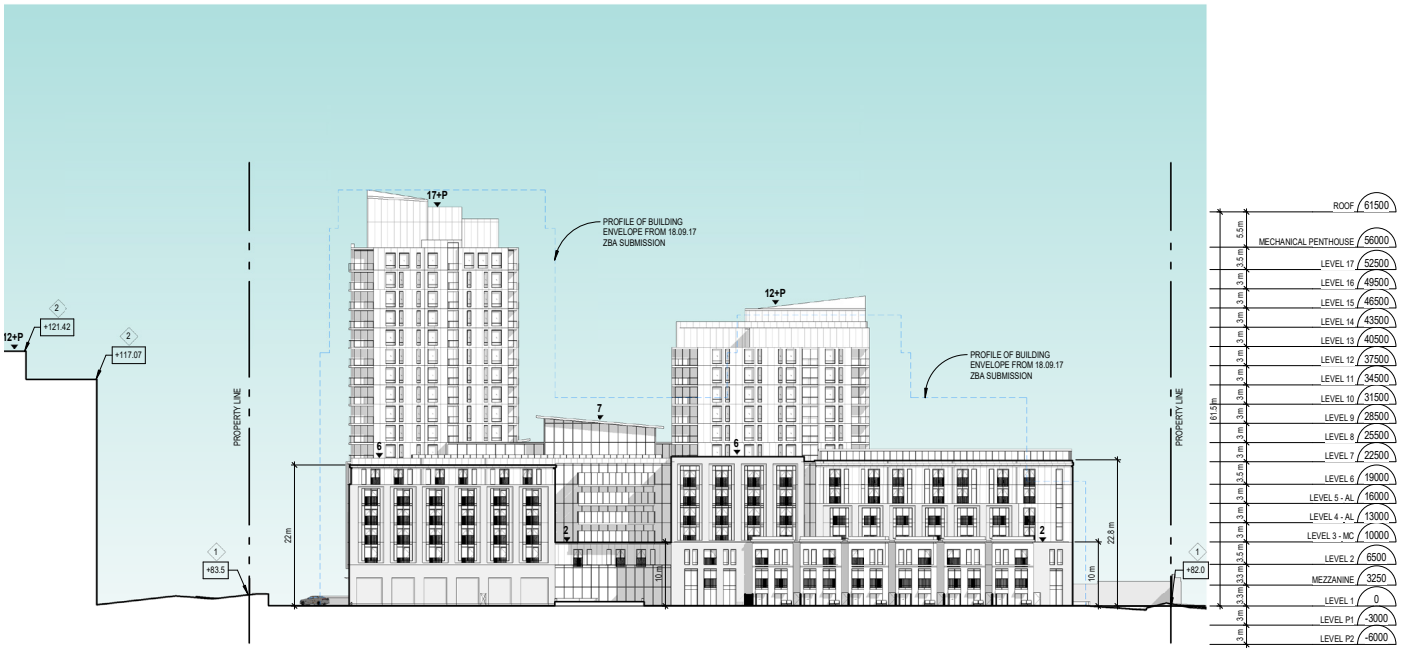


Figure 2 - North Elevation

At grade, the rear easterly portion of the building has been further set back from the rear property line, increasing from 7.5 metres to 15 metres in accordance with the underlying zoning provisions. As a result, the rear massing of the building has been broken into two distinct elements, reducing the overall length of the rear wall from one block with a length of approximately 106 metres to two blocks with lengths of 62.45 metres for the westerly portion and 32.64 metres for the easterly portion. Between the two rear blocks, a second at-grade outdoor amenity courtyard has been added with direct connections through the ground level of the building to the south outdoor amenity courtyard.

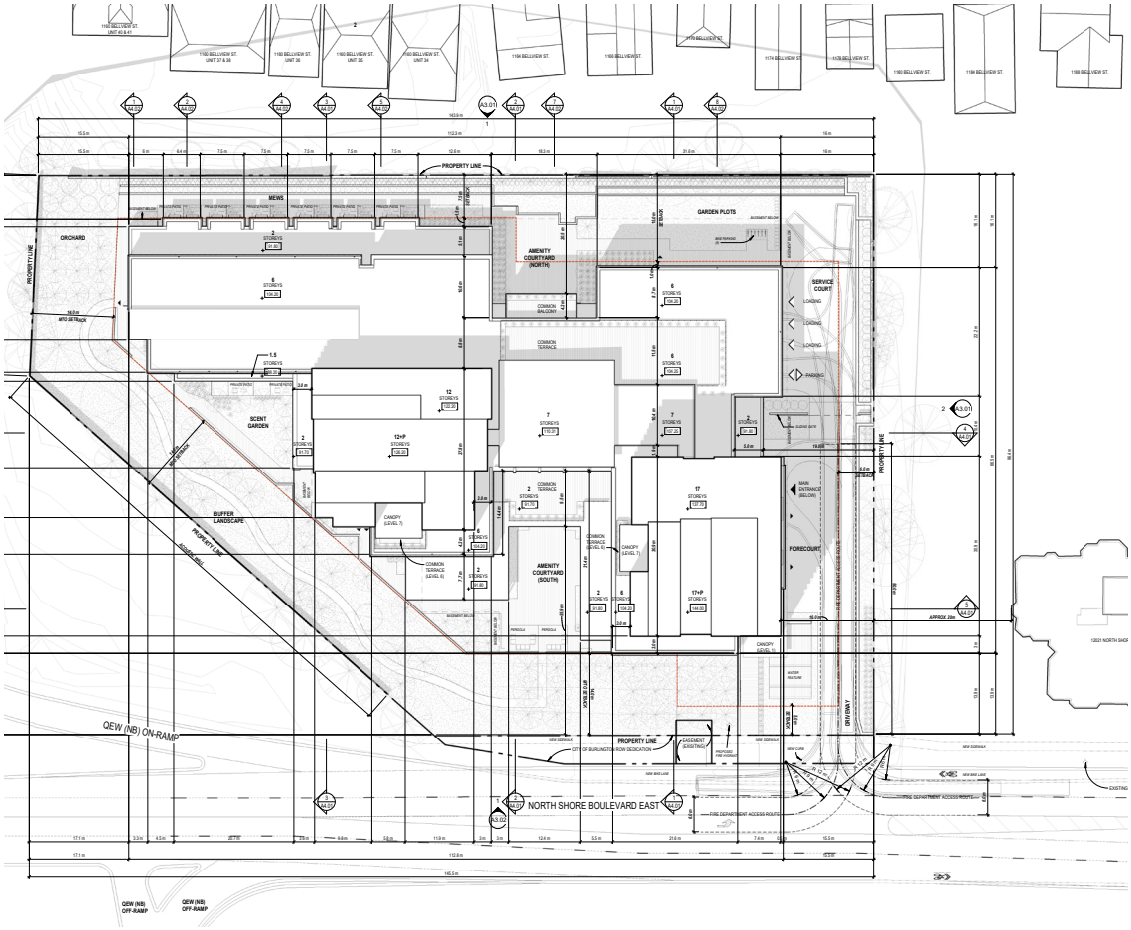


Figure 3 - Site Plan

From a building height perspective, the revised proposal continues to provide an appropriate transition of height in a campus style form consisting of a 17-storey tower element fronting onto North Shore Boulevard, furthest from the low-rise neighborhood, and stepping down to a 6- and 2-storey element along the rear of the site. The 17-storey tower element has been reduced from 58.5 metres (64.5m including mechanical penthouse) to 56.0 metres (61.5m including mechanical penthouse. The mid-rise element, which previously consisted of two elements of 11-storeys and 39.0 metres and 12-storeys and 42.0 metres has been reduced to a single 12-storey (40.5m) mid-rise element. At the northwest corner of the site, nearest the low-rise neighbourhood to the north, the 2-storey low-rise element now contains a mezzanine level which includes suites but continues to be within a 10.0 metre high volume as originally proposed.

Other notable revisions to the revised proposal include:

- A reduction in the floorplate of the 17-storey tower from 808 square metres to 750 square metres;
- The inclusion of a 1.8m walkway within the property boundaries (not on MTO lands) around the perimeter of the site;
- Reduction in the number of seniors living units from 475 units to 419 units;
- A slight increase in gross floor area from 41,925 square metres to 42,532 square metres;
- Improved pick-up/drop off conditions within the forecourt including 3 at-grade short term parking spaces, additional landscaping, and maintaining of existing mature trees along the east property line;
- Revisions to the service court area including the introduction of a service gate and landscaping, providing a contained area.
- An increase in parking spaces from 220 to 244 spaces;
- The addition of 90 bicyle parking spaces

A summary setting out a comparison of the revised design to the original proposal is provided in **Table 1.**

Table 1 - Statistical Comparison

	Original Submission (November 2018)	**Resubmission (August 2019)**
Site Area	**12,186 SM (1.218ha)**	**12,186 SM (1.218ha)**
Building Height	**Tower:** 17-storeys 58.5 m (64.5 including mechanical penthouse) **Mid-Rise:** 11-storeys (39.0m) 12-storeys (42.0m) **Low-Rise:** 2-storey (10.0 metres)	**Tower:** 17-storeys 56.0m (61.5 including mechanical penthouse) **Mid-Rise:** 12-Storeys (40.5m) **Low-Rise:** 3-storey (10.0 metres)
Proposed Residential GFA	41,925 SM	42,532 SM
Overall Density: OP Definition ZBL Definition	 332 UPH 3.54 FAR	 299 UPH 3.59 FAR
Suite Mix: Memory Care Assisted Living Independent Living Total Suites	 71 suites 95 suites 309 suites 475 suites	 55 suites 155 suites 209 suites 419 suites
Residential Amenity Space		
Indoor Outdoor Total per unit	Not determined Not determined Not determined	5,133.45 SM 2,517.49 SM 18.26 sm per suite
Total Vehicular Parking **Total Bicycle Parking**	220 spaces 0 spaces	244 spaces 90 spaces
Total Loading	1 Type 'B' 1 Type 'C' 1 Type 'G'	 2 Type 'C' 1 Type 'G'

[4.0]

POLICY & REGULATORY CONTEXT CHANGES

Since the Applications were filed and deemed complete on November 13, 2018, a number of policy and regulatory context changes have occurred. Firstly, in light of the Region's findings of non-conformity with the City Council's adopted Official Plan (2018), Council advised that the 2018 Official Plan is not to be used in the evaluation of development proposals. Secondly, City Council passed an interim Control By-law for the Downtown and have advised that as a result staff are not processing applications to their completion. Thirdly, the Province passed Bill 108 which will change the planning "tests" that applications are to be evaluated by, including the test of "good planning". Finally, the Province replaced the 2017 Growth Plan with a new 2019 Growth Plan. All of these changes have been reviewed in detail and inform the opinions within this addendum letter.

CITY OF BURLINGTON NEW OFFICIAL PLAN (ADOPTED APRIL 2018)

Shortly prior to the application for the proposed development, City Council adopted a New Official Plan for the City of Burlington on April 26, 2018. The new Official Plan (2018) required approval from the Region of Halton and was currently under review by the Region at the time of submission. As a result, our Planning Rationale provided an opinion on the adopted but not yet in force and affect policies within the new Official Plan (2018) as it applied to the development proposal. However, on February 7, 2019, City Council approved a motion that would direct the Director of City Building to immediately commence a process to re-examine the policies of the Official Plan adopted on April 26, 2018 in their entirety related to matters of height and intensity and conformity with provincial density targets and direct that until such time as the modifications that result from the work being undertaken as part of the re-examination be brought forward and adopted by Council and sent to the Region for approval, that the Adopted 2018 Official Plan policies not be given weight in evaluating development applications that may be processed in the interim period.

In this regard, the new Official Plan (2018) has not been given any weight in the evaluation of the revised development proposal. The Official Plan approved by the LPAT on October 24th, 2008 and which will manage and direct development and planning of land uses for a period extending to the year 2021, continues to be the in force and effect municipal Official Plan.

CITY OF BURLINGTON INTERIM CONTROL BY-LAW (ADOPTED MARCH 2019)

In addition to Council's direction that the recently adopted 2018 Official Plan not be used, Council passed an Interim Control By-law (ICBL) on March 5, 2019 restricting the development of lands within the Downtown Urban Growth Centre and lands in proximity to the Burlington GO Station for a period of one year. During the one year freeze, the City will complete a land-use study to:

- Assess the role and function of the downtown bus terminal and the Burlington GO station on Fairview Street as Major Transit Station Areas
- Examine the planning structure, land use mix and intensity for the lands identified in the study area
- Update the Official Plan and Zoning bylaw regulations as needed for the lands identified in the study area.

The above noted applications were well advanced through the OPA/ZBA review process at the time the ICBL was passed by Council. A request to exempt the proposed development from the ICBL study was made in recognition of the progress made to date with City and Regional staff, as well as in light of the proposed seniors' residence land use, however, the request was denied by City Council.

GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

The new Growth Plan (A Place to Grow: The Growth Plan for the Greater Golden Horseshoe) came into effect as of May 16, 2019. The Growth Plan (2019) includes significant new policies addressing employment areas, designated greenfield areas and settlement area boundary expansions. Within "strategic growth areas", including "urban growth centres" and "major transit station areas", minor policy adjustments have been made to strengthen the applicable intensification policies.

The general framework in the Growth Plan (2019) seeks to build upon the progress made since the first Growth Plan in 2006 through the achievement of complete communities, compact built forms and the importance of integrating transportation and land use planning to achieve broader intensification objectives. As noted in the introductory text in Sections 1.2 and 2.1:

> *"Since the introduction of the Growth Plan for the Greater Golden Horseshoe in 2006, the region has seen a shift to more compact development patterns, a greater variety of housing options, more mixed-use development in urban growth centres and other strategic growth areas, and greater integration of transit and land use planning. Despite these early successes, there is still more work to do. Now is the time to build on the progress that has been made towards the achievement of complete communities that are compact, transit-supportive, and make effective use of investments in infrastructure and public service facilities".*

> *"The Growth Plan, 2006 identified 25 urban growth centres and this Plan continues to recognize those urban growth centres as regional focal points for accommodating population and employment growth. The continued revitalization of urban growth centres as meeting places, locations for cultural facilities, public institutions, and major services and transit hubs with the potential to become more vibrant, mixed-use, transit supportive communities is particularly important."*

Similar to the Provincial Policy Statement, the Growth Plan supports mixed-use intensification within built-up urban areas, as a method to accommodate forecasted growth in complete communities. As noted in Section 2.1 of the Plan:

> *"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."*

The subject site would be considered to be part of a "strategic growth area" pursuant to the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). "Strategic growth areas" include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. The subject site falls within the Downtown Burlington *Urban Growth Centre*.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, including public open spaces, and mitigate and adapt to climate change impacts and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, encourage intensification generally throughout the delineated built-up area, and ensure lands are zoned and development is designed in a manner that supports the achievement of *complete communities*.

Policy 2.2.3 provide that *Urban Growth Centres* will be planned to accommodate significant population and employment growth with a minimum density target of 200 residents and jobs combined per hectare for Downtown Burlington by 2031 or earlier.

Section 2.2.6 deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Building upon the housing policies in Section 2.2.6, the Growth Plan introduction Section 1.1 provides that:

> *People over the age of 60 are expected to comprise over 25% of the population by 2041, which will result in the need for more age-friendly development that can address their unique needs and circumstances. This will include a more appropriate range and mix of housing options, easier access to health care and other amenities, walkable built environments, and an age-friendly approach to community design that will meet the needs of people of all ages.*

The infrastructure policies set out in Chapter 3 of the Growth Plan (2019) place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

> *"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."*

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and
- offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

Based on the foregoing analysis, it is our opinion that the revised proposal conforms with the Growth Plan (2019) and, in particular, the policies encouraging growth and intensification in "strategic growth areas", including "urban growth centres" and providing a diverse range and mix of housing options, in helping achieve complete communities.

[5.0]

PLANNING AND URBAN DESIGN ANALYSIS

INTENSIFICATION

As set out in our Planning and Urban Design Rationale report (2018), it is our opinion that the proposed intensification on the subject site is supportive of numerous policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe (2019) and the Region of Halton Official Plan, all of which promote intensification on sites within built-up urban areas, with a particular focus on sites located within "*strategic growth areas*", including urban growth centres, which will accommodate a significant share of the population and employment growth. The subject site is located at the western gateway entry into the Downtown Burlington *Urban Growth Centre*.

Furthermore, the City of Burlington Official Plan supports intensification of the subject site through its designation of the site as 'Downtown Medium and/or High Density Precinct, which provides for future medium or high density residential development or redevelopment which is compatible with the existing development. The term 'compatible' is defined within the City's Official Plan as:

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

The term compatible does not require future redevelopment to be 'the same as' the existing or proposed development in the area, but rather that is capable of co-existing in harmony without undue adverse impact. It is our opinion, that the proposal continues to be compatible with the mid and tall-building context to the east of the site fronting onto North Shore Boulevard, while also appropriately transitioning down to the lower scale residential neighbourhood to the north. Furthermore, the revised proposal will continue to result in the redevelopment of an underutilized site within an *Urban Growth Centre*, resulting in a gateway building at the western entry into the City's downtown. It is our opinion that the revised proposal will not result in any undue adverse impacts on existing or future development in the surrounding area and is an appropriate and desirable form of intensification for the subject site.

LAND USE

As previously noted in our Planning and Urban Design Rationale report (2018), the proposed seniors residential proposal conforms with the land use permissions in the Official Plan and Zoning By-law, both of which permit a wide range of residential uses on the subject site.

In particular, Policy 5.5.5 b) of the Official Plan permits *"...ground and non-ground oriented housing including assisted and special needs housing such as group homes, retirement homes and long term care facilities. Special needs housing includes housing that is designed to accommodate individuals with specific needs beyond economic needs, and includes, but is not limited to, needs such as mobility requirements or support functions required for daily living. Examples include, amongst others, housing for persons with disabilities such as physical, sensory or mental health disabilities, housing for the elderly, and independent permanent living arrangements where support services such as meal preparation, grocery shopping, laundry, housekeeping, respite care and attendant services are provided"*.

The City's Official Plan contains policy which focuses on maintaining a supply of and integrating special needs housing in all neighbourhoods. The proposed land use helps to achieve this policy direction. Furthermore, and as discussed later in this addendum letter, the Official Plan also provides that special needs housing without full culinary and sanitary facilities may be excluded from density provisions of the Plan.

HEIGHT, MASSING AND DENSITY

In our opinion, and as noted in our Planning and Urban Design Rationale report (2018), the subject site is an appropriate location for significant intensification in land use policy terms. From a built form perspective, the subject site is a contextually appropriate location for a tall building given its location within the Downtown Burlington *Urban Growth Centre*, its location along a major street at a gateway entry into the downtown, its proximity to a variety of transportation options, services and land uses, and its relationship to the surrounding built form context.

With respect to height, the revised proposal has resulted in the reduction of tower height from 58.5 metres (64.5m including mechanical penthouse) to 56.0 metres (61.5m including mechanical penthouse). The overall reduction of 3.0 metres is equivalent to the reduction of one residential storey. In addition to the lowering of the tower height, an overall reduction of the building massing has been achieved, further improving the relationship between the revised proposal and the surrounding context. The proposed height is based on several considerations including an evaluation of the existing height context along North Shore Boulevard, which consists of residential apartment buildings between 9 to 14 storeys in height, the application of a 45 degree angular plane from the low-rise residential neighbourhood to the north in order to provide an appropriate transition in scale, the size of the site which can comfortably accommodate the revised proposal while providing appropriate setbacks and separations distances to adjacent developments, and recognition of the site's location at the western gateway entry into Downtown Burlington. In our opinion, the overall height of the revised proposal continues to be compatible with the surrounding height context.

From a massing perspective, the revised proposal has been redesigned to provide further articulation of the various building elements in order to achieve a clear distinction between the taller 12 and 17-storey elements and to reduce the overall bulk of the massing at the lower levels. In this regard, the 17-storey tower floorplate has been reduced in size and rotated 90 degrees, providing a thinner north-south façade while maintaining a 25 metre separation distance to the westerly 12-storey element. The base building height has been lowered to a consistent 6-storey base, significantly reducing the overall mass of the building. Along the rear façade, the previous single block element has been broken into two smaller blocks, with varied heights of 2 and 6-storeys with varied rear yard setbacks. These changes result in an improvement to the scale of the development, particularly when viewed from the north, resulting in an interesting and highly articulated built form. Above the 6-storey base building, a new sky lounge has been introduced, connecting the two taller elements while allowing for sunlight access in and through the space.

In our opinion, the significant reduction in the overall massing of the building has resulted in improved sky views in-between and around the varied built form elements, particularly for neighbouring residents to the north, including greater sunlight penetration between the mid-rise and tall building elements.



Figure 4 - North and South Elevations

From a density perspective, and as previously noted in our 2018 Rationale, the Official Plan would permit a total of 225 units on the subject site, based on a maximum density of 185 units per hectare. In this regard, an Official Plan Amendment is required to permit an increase to the number of units permitted on the subject site. The revised proposal continues to conform with all other policies of the Official Plan.

The revised proposal reduces the number of units on the site, from 475 to 419 units. For the purposes of calculating density based on the Official Plan's definition of *Special Needs Housing*, the 55 memory care units would be exempt as they do not contain full culinary and sanitary facilities. In this regard, the density calculation is based on a total unit count of 364 units, resulting in a density of 299 units per hectare, or 74 units per hectare greater than the current Official Plan permissions.

Despite the proposal having a larger number of units than contemplated in the Official Plan, it is our opinion that the proposed increase in density is appropriate and desirable for the site and would result in the optimization of an underutilized site. Furthermore, it is important to understand that the proposed seniors care facility is designed and operates differently than a traditional residential condominium or apartment building. In this regard, the proposal contains a large number of smaller suites catered to both memory care and assisted living residents, while providing and an abundance of shared amenity areas, providing specific programming and care for the residents. In this regard, the average size of a memory care or assisted living suite in the revised proposal is approximately 475 square feet per unit. Overall, including independent living suites, the average unit size for the entire development proposal is 558 square feet.

In our opinion, and as previously noted in our Planning and Urban Design Rationale report (2018), the Official Plan prescribes a density maximum based on a maximum number of units rather than on total gross floor area, which is generally a more common approach to evaluating density in recent Official Plans and Zoning By-laws. In this regard, one could combine several smaller units into larger units, resulting in a lower unit count to meet the Official Plan permissions, while still providing for the exact same gross floor area within the same built form.

It remains our opinion however, that irrespective of how density is calculated, it is appropriate to establish an appropriate density based on specific design, context, and urban structure considerations, rather than based purely on a numerical calculation. In this regard, it is our opinion that the revised proposal continues to result in a density that is appropriate and desirable for the subject site, and which will optimize density on a site located within an *Urban Growth Centre*.

BUILT FORM IMPACTS

Light, View and Privacy

Light, View and Privacy ("LVP") impacts are generally addressed through a combination of spatial separation, setbacks, building orientation and mitigating measures between buildings. The revised proposal is evaluated below with respect to the relevant LVP criteria and directions set out in the City-wide Tall Building Design Guidelines, as summarized in our Planning and Urban Design Rationale.

As part of the revised proposal, changes to the tower orientation, base building setbacks, and building step backs have been incorporated to provide for appropriate separation and transition to the varying scale of existing development abutting the subject site. To the north, the easterly portion of the base building has increased from 7.5 metres to 15 metres from the rear property line, in accordance with the underlying zoning provisions. In this regard, the site is zoned DRH – Downtown High Density Residential Zone and requires a minimum rear yard setback of 15 metres to abutting lands zoned R1, R2, R3 or DRL, and 7.5 metres to all other zones. A portion of the subject site abuts an R2 zone to the north and a portion abuts an RM1 zone. The revised proposal conforms with the rear yard setback provisions which would permit a building height of 22 metres (7-storeys) within 7.5 and 15 metres of the rear property line.

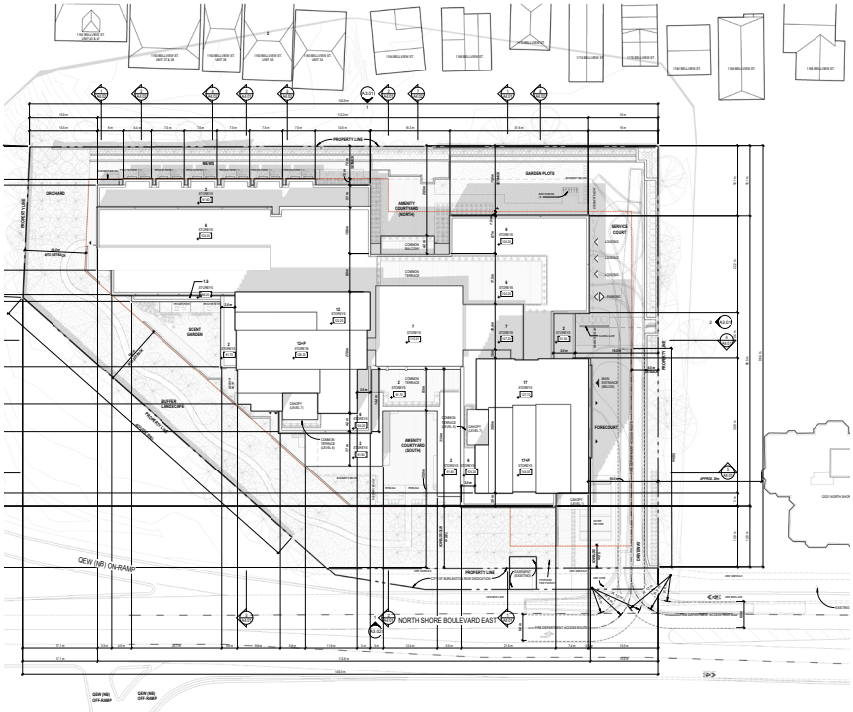


Figure 5 - Site Plan

To the east, the tower has been rotated 90 degrees to a north-south alignment rather than the previous east-west alignment. As a result, the tower is set back 16 metres from the east property line, exceeding the minimum standard of 12.5 metres recommended in the City's Tall Building Guidelines. Furthermore, the adjacent 12-storey residential building is set back approximately 17.7m from its westerly property line (according to City of Burlington online mapping), resulting in an approximate separation distance of 33.7 metres and exceeding the minimum 25 metre tower separation distance recommended in the City's Tall Building Guidelines. Furthermore, the tower floorplate has been reduced from 808 square metres to 750 square metres, in accordance with the recommendations in the Tall Building Guidelines.

With respect to transition, and as discussed above and in our Planning and Urban Design Rationale report (2018), the proposed built form is guided by a 45 degree angular plane taken from the elevation of the adjacent properties to the rear. As a result, the revised proposal continues to fall within the angular plane, save for very minor projections. The elevation of the neighbouring properties to the north generally increases from east to west between 1.95 metres to 4.80 metres. In this regard, the angular plane is taken from two different elevations as shown on the east and west elevations in **Figures 6 and 7**.

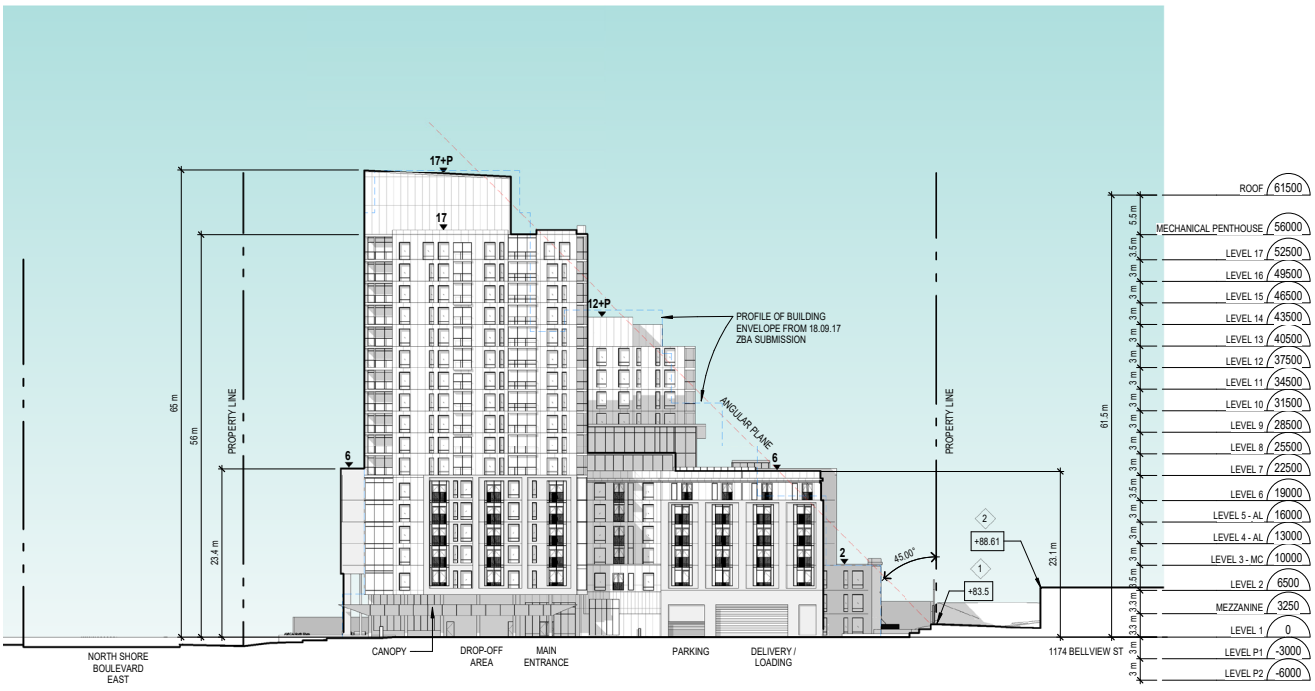


Figure 6 - East Elevation

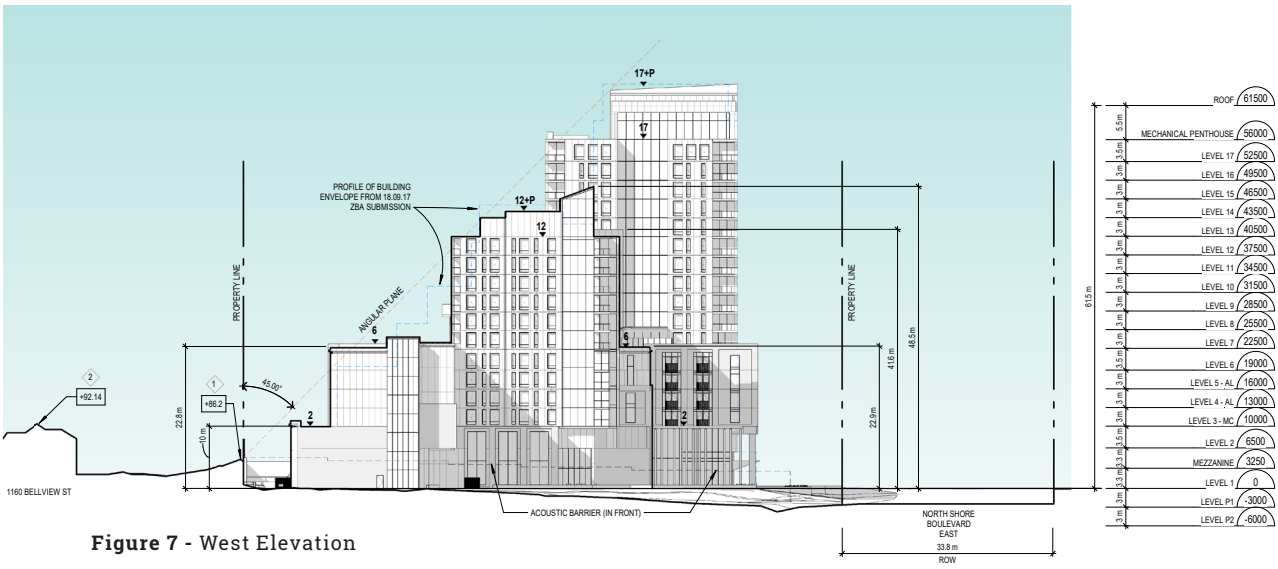


Figure 7 - West Elevation

Shadow Impact

A revised Shadow Study was prepared by IBI Montgomery Sisam for March 21st/September 21st from 9:18 a.m. to 5:18 p.m. in order to assess the incremental shadow impact of the revised proposal with particular attention on the adjacent low-rise neighbourhoods to the north.

The revised proposal continues to adequately limit shadow impact on the streetscape and neighbouring properties by carefully considering the design and placement of the proposal building, and in particular, the tower element to minimize the size of shadows. In this regard, the tower has been rotated 90 degrees in order to place the widest edge of the tower to the east and west, minimizing shadow impacts in accordance with Section 3.3 of the Tall Building Guidelines. Furthermore, increases to the separation distance between the proposed tower and the adjacent 12-storey building to the east, the corresponding decrease in the tower floorplate size to 750 square metres, and overall reduction in the massing of the building design has resulted in improved sun/shadow conditions on neighbouring properties.

Between 9:18 a.m. and 12:18 p.m., neighbouring properties to the immediate north and fronting onto the south side of Bellview Street will experience improved incremental shadow impacts on the rear yards compared to the initial proposal as a result of the design revisions. The shadows will be fully removed from those properties shortly after 12:18 p.m., providing 5 hours of sunlight during the spring and fall equinoxes.

To the east, there are significant improvements to the shadow impacts on the amenity space to the rear of 1201 North Shore Boulevard between 12:18 p.m. and 5:18 p.m. compared to the initial proposal as a result of the reduction of the building massing, particularly along the rear of the building.

Based on the foregoing, it is our opinion that the shadow impacts continue to be adequately limited and will not result any unacceptable adverse impacts on surrounding properties, streets, and open spaces.

[6.0]
CONCLUSIONS

Based on the analysis set out above and in our Planning and Urban Design Rationale report, it is our opinion that the revised proposal is appropriate and desirable in both land use planning and urban design terms. It is our opinion that the proposed development is in keeping with the planning and urban design framework set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Halton Official Plan, and the City of Burlington Official, as well as the applicable urban design guidelines.

The revised proposal will provide for the intensification on an underutilized site located within the Downtown Burlington *Urban Growth* Centre and introduce new seniors housing providing a continuum of care for residents.

We trust that this letter is satisfactory to your needs at this time. Should you have any questions and/or comments regarding this addendum letter, please do not hesitate to contact the undersigned at your convenience.

Yours very truly,

Bousfields Inc.



Tyler Grinyer MCIP, RPP



BOUSFIELDS INC.