35
PLAINS ROAD EAST

Burlington - Ontario - Canada

URBAN DESIGN BRIEF

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1. INTRODUCTION

1.1 PURPOSE

KFA Architects + Planners Inc. has been retained as the planning and architectural consultant for the registered owner for the property municipally known as 35 Plains Road East in the City of Burlington (herein referred to as the 'subject property').

This Urban Design Brief prepared by KFA Architects + Planners Inc. supports a proposed mixed-use development ('the Proposal'). The planned development was seen at a pre-application meeting with City of Burlington staff on August 9th, 2023 for an 11-storey, 92 residential unit iteration of the design. The subject property previously obtained a Zoning By-law Amendment from City of Burlington Zoning By-law 2020 for a 9-storey mixed-used building with 72 residential units.

The subject property is located northeast of the Plains Road East and Waterdown Road intersection, in the City of Burlington's west end, at the northwest corner of Plains Road East and Cooke Boulevard. The site is rectilinear in shape and has an area of approximately 1992.0 square metres (0.49 acres) with approximately 32.53 metres of frontage along Plains Road East. The property is currently vacant and has an even grading. The City of Burlington Urban Design Guidelines for Mid-rise Mixed-use Buildings recommend a built form that frames the street and adds to the existing character of the area.

To ensure that the proposed built form is compatible with its surrounding built context and the planned future development, this Urban Design Brief will provide an analysis on the following aspects of the proposal:

- Site and surrounding context and a description of land-use and built form;
- Radial mapping of the community services and transportation network in the vicinity;
- Review of the policy framework and Urban Design Guidelines providing an analysis of the design response;
- Description and analysis of the urban design characteristics relative to the built form and landscaping of the site; and,
- Description of the sustainable characteristics of the proposed development.

KFA Architects + Planners Inc., on behalf of the applicant, have prepared this Urban Design Brief to illustrate how the proposal responds to the criteria set out in the Design Guidelines for Mixed-use and Residential Mid-rise Buildings, The City of Burlington Official Plan, The New Official Plan, the Aldershot GO Mobility Hub study, the Plains Road Corridor Urban Design Guidelines, and the Sustainable Building and Development Guidelines.

This Urban Design Brief has been prepared in support of a combined OPA/ZBA development application with the City of Burlington, and should be read in conjuction with the architectural drawing package as well as the other materials submitted as part of this application.

1.2 PROJECT DESCRIPTION

The subject property is located north-east of the Plains Road East and Waterdown Road intersection, in the City of Burlington's west end. The development proposes a 12-storey mixed use building. The City of Burlington Mid-rise Mixed-use Guidelines identify a mid-rise building as having a maximum of 11 storeys. The proposed development at 12 storeys shares the typological characteristics of a mid-rise building, and as this report will discuss, is sensitive to the adjacent development context. Therefore it should be considered as a 'mid-rise' building as it pertains to the urban design analysis of the proposed development.

The building has been placed perpendicularly on site relative to its Plains Road East frontage. The building also fronts onto Cooke Boulevard to the east. The proposal will be comprised of a total of 161 dwelling units with multiple commercial retail units at-grade. The total gross floor area is 12,588.22 square metres, with the retail component accounting for 452.78 square metres of the total. The proposed floor area ratio is 6.80 times the net lot area.

Vehicular parking is located within two levels of below-grade parking and at-grade, totaling 116 total spaces. The residential parking ratio is 0.68 / unit. The parking breakdown is 110 residential spaces, and 6 commercial / visitor spaces. Included in the total are 5 accessible spaces and 2 carshare spaces. Of the 116 spaces, 6 parking spaces are located at-grade. Bicycle parking is proposed at-grade and within the P1 level, totalling 101 total spaces. There are 20 bicycle parking spaces proposed at-grade and 81 resident bicycle parking spaces to be located within the P1 level.

The building has three components – a base, middle, and top. The base delineates the pedestrian-scaled component and maintains a larger storey height of 6 metres. Glazed materials allow for an integrated relationship between the main entrance, retail units, and the public realm and passersby. Uses at-grade include commercial / retail units and the main entrance and lobby, providing for a positive interface between the built form and public realm. The middle of the building is categorized by a light-coloured brick façade, with black window accents. The form has been broken up by pushing and pulling the massing at strategic instances through the use of inset and projected balconies. These balconies provide for private amenity area, a relationship with the public realm below, and visual variation. The building steps back at its front façade at the 7th, 8th, and 9th storeys to allow for visual interest and to transition to adjacent lots. The top of the building uses black aluminum paneling that signals a culmination of its form. Glazing is also used as an accent material relative to the light brick. A rooftop terrace includes amenity area (both indoor and outdoor) as well as a green roof, plantings and a seating area. The mechanical penthouse has been concealed within the building's massing.

An enhanced streetscape design is proposed within the public realm, both along Plains Road East and Cooke Boulevard. The landscape design includes unit pavers, pedestrian seating, and landscaping features. Landscaping will also include low-lying plantings within the public realm and at the foot of the base building. The Cooke Boulevard right-of-way will also include pavers and areas for commercial parking and drop-off.

Access to the loading will be at-grade. Parking and the underground parking ramp are located at the rear of the building footprint, visually screened and located away from the Plains Road East frontage, accessible from Cooke Boulevard.

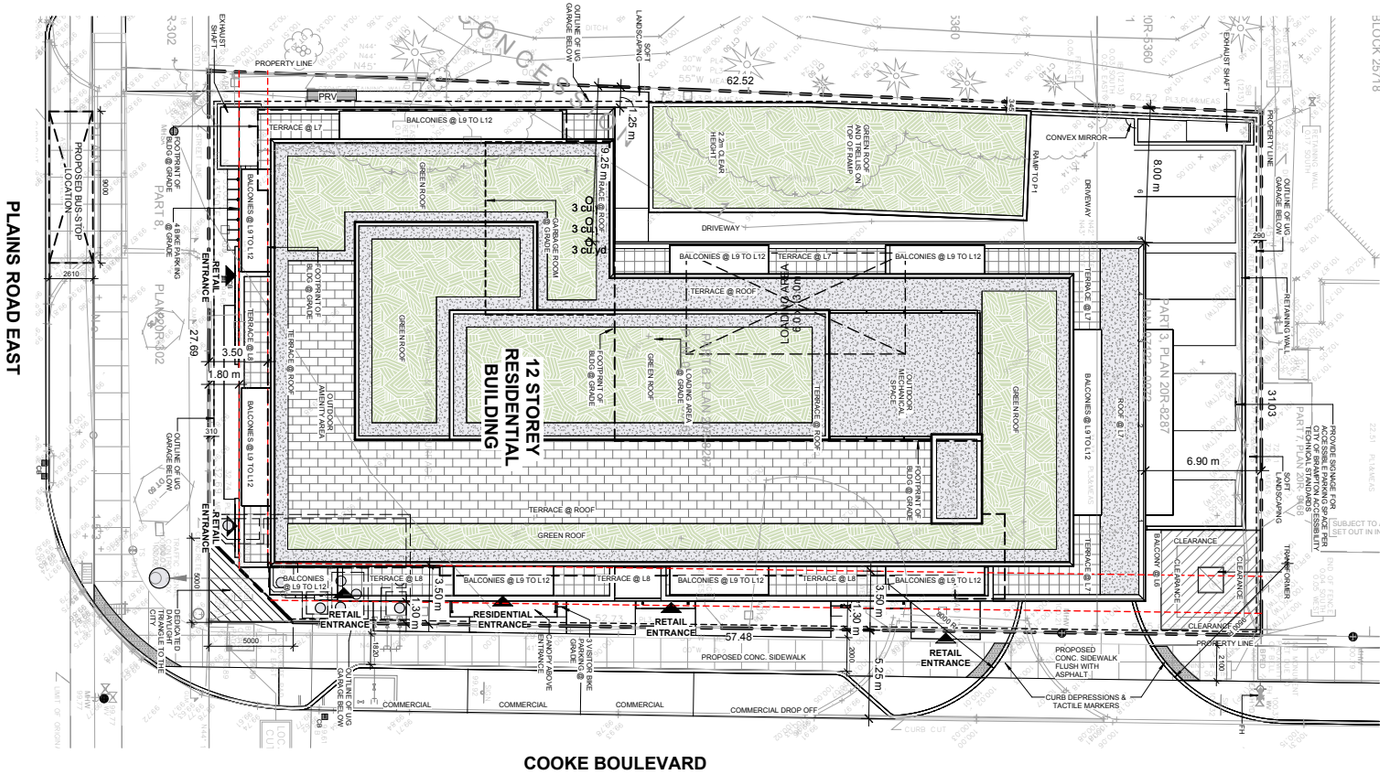


Figure 1: Proposed Site Plan, by KFA Architects + Planners Inc.

1.3 PROJECT VISION AND OBJECTIVES

The design vision is to create a transit-supportive development that will take advantage of the site's proximity to the Aldershot GO Station, which is classified as a Major Transit Station Area. The following urban design objectives are intended to implement the above vision:

- Provide a scale and density that is supportive of the existing higher-order transit (Aldershot GO Station);
- Provide a building whose form, massing, and material are of a high design quality relative to both aesthetic and functional aspects;
- Foster a pedestrian-oriented environment and scale along Plains Road East and Cooke Boulevard with an active private / public interface at-grade;
- Provide publicly accessible benches and landscaping, and upgrade the existing public right-of-way with unit pavers;
- Provide infrastructure such as parking and storage for bicycles in anticipation for the planned bike-lane along Plains Road; and,
- Mitigate wind and shadow conditions along the public realm and atop the roof amenity area for pleasant user experience.



Figure 2: Rendered View of Massing

2. SITE AND SURROUNDING CONTEXT

2.1 SITE ANALYSIS

The subject property is municipally known as 35 Plains Road East and is located on the north-west corner of Plains Road East and Cooke Boulevard in the City of Burlington.

The site is rectilinear in shape and has an area of approximately 1992.0 square metres (0.49 acres) with 32.53 metres of frontage along Plains Road East. The property is currently a vacant lot. The legal description of the subject property is as follows:

PLAN OF SURVEY AND TOPOGRAPHIC PLAN OF PART OF LOT 6, CONCESSION 1, CITY OF BURLINGTON, REGIONAL MUNCIPALITY OF HALTON

The subject property is located along the Plains Road Corridor. The Plains Road corridor has an existing built-form of commercial strip malls, vacant lots, and a mostly low-rise built form [see Figures 4-7].



Figure 3: Subject Property Aerial View

2.2 SURROUNDING CONTEXT AND SERVICES

The land uses surrounding the subject property are as follows:

North: Low-rise commercial built form. The Aldershot GO Station is located northeast of the site at a distance of approximately 600 metres.

West: Along Plains Road East exists a low-rise commercial typology with many surface parking lots. Waterdown Road has a similar built profile.

East: Plains Road East includes a built form of commercial / retail predominantly on the north of Plains Road East, and low-rise residential housing on the south of Plains Road East.

South: Directly south of the subject lands, on the south side of Plains Road East, there is a gas station, a restaurant, surface parking and a 6-storey mixed use residential building.

The surrounding neighbourhood features an abundance of community facilities and services including public and private schools, daycares, libraries, long term care, retirement centres, restaurants, and retail businesses, along with community parks and green space [see Figure 8].

Residents of the proposed development will be well served by the nearby community services. Figure 8 illustrates the distribution of the existing community services within the surrounding neighbourhood context.

2.3 TRANSPORTATION NETWORK

The subject property's frontage along Plains Road East is identified as *Multi-purpose Arterial* per schedule J of the Burlington Official Plan, 1997 (BOP), and Schedule O-1 of the New Burlington Official Plan, 2020 (NBOP). This classification provides for a mix of functions and typically connects major arterials through urban areas to surrounding nodes. These streets may contain bus-only lanes or high occupancy vehicle lanes. Transit supportive land uses are to be encouraged along the right of way in the Urban Area. Additionally on-street parking is generally prohibited.

The BOP also classifies Plains Road East and Waterdown Road as Primary Bus Service, as indicated in Appendix A, Schedule 1 – *Long Term Transit Service Network* [see Figure 10]. Policy 3.4.2 states, *"Primary Bus Services provide peak period service frequencies of 15 minutes or better, while Secondary Bus Services offer peak period frequencies greater than 15 minutes."* Plains Road East and Waterdown Road are well serviced by inter-city bus routes, which connect the subject site to the rest of the City of Burlington and the Aldershot GO and VIA station.

Appendix A, Schedule 2 – Long Term Cycling Master Plan of the BOP and Schedule P of the NBOP signifies that Plains Road East frontage adjacent to the Subject Lands is planned to have a Bike Lane [see Figure 9]. This was confirmed during conversations with City of Burlington Planning staff with regards to the previously approved rezoning application. Additionally, the access ramp to Provincial Highway 403 exists approximately 600 metres from the subject lands at the Highway 403 and Waterdown Road intersection. This provides the area with intra-regional connections.

The subject lands are well serviced with transportation infrastructure, given the amount and variety of existing and planned for transportation infrastructure.



Figure 4: Subject Property Street View (Source: Google Maps)



Figure 5: Nearest Major Intersection - Waterdown Rd & Plains Rd E (Source: Google Maps)



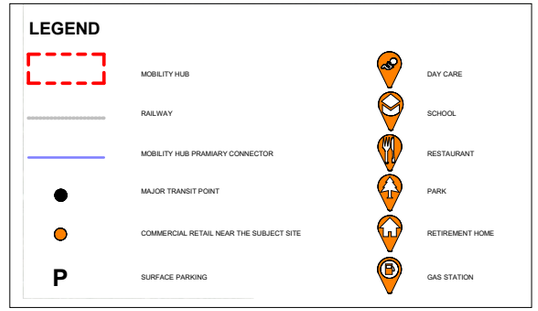
Figure 6: Built Development Context - Plains Rd E (Source: Google Maps)



Figure 7: Streetscape East of Site - Plains Rd E (Source: Google Maps)



Figure 8: *Community Services and Context Map*



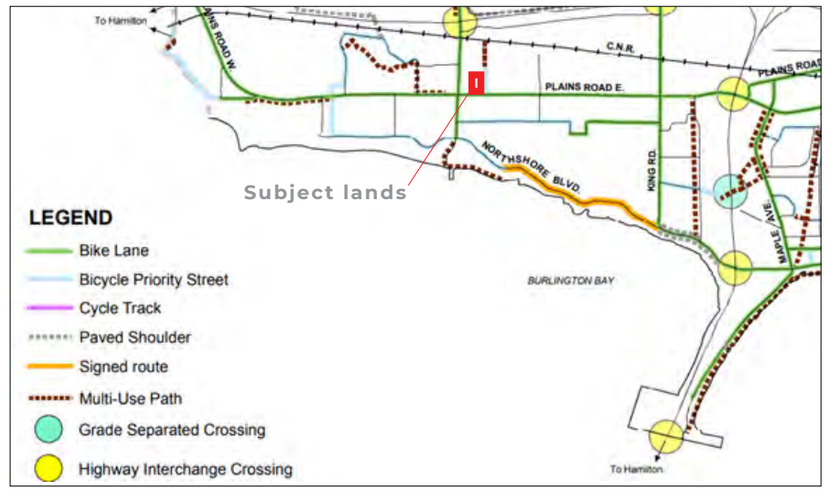


Figure 9: *BOP Appendix A Schedule 2 - Long Term Cycling Master Plan*



Figure 10: *Burlington Transit System Map*

2.4 SURROUNDING DEVELOPMENT CONTEXT

The subject lands are currently located in a Major Transit Station Area (Aldershot GO station). A large amount of development is currently being proposed to the City of Burlington Planning department and some recent built-form has already been constructed [see Figure 11].

34 Plains Road East

This building was constructed in 2017. The condominium is 6-storeys tall and includes 41 units. The aesthetic is traditional.

18 Plains Road West

This building was constructed in 2008 and employs a neo-traditional design aesthetic. The building is 6-storeys in height and is advertised as a Retirement Living Centre.

1029-1033 Waterdown Road

The proposal contemplates the development of a 29-storey, 295 unit mixed-use building. A 4-storey podium is proposed as part of the building design and will incorporate ground floor retail and amenity area, with the remainder to be comprised of a parking structure. The proposal was appealed by the OLT.

1062-1074 Cooke Boulevard

This proposal is seeking approval for two towers with heights of 30 and 32 storeys, on a shared 6-storey podium. This development would include 809 residential units. The proposal was appealed by the OLT and reached settlement in Spring of 2024.

1120 Cooke Boulevard

This application has been approved by Burlington staff and City Council. The current revision proposes a 33-storey tower on a 12-storey podium, a 29-storey tower on a 6-storey podium, and a 31-storey tower on a 6-storey podium. The total number of proposed residential units is 1,165.

1085 Clearview Avenue

This approved application contemplates a 6-storey residential apartment featuring 160 units.

92 Plains Rd East

Official Plan and Zoning Bylaw amendment applications have been approved permit a six storey, 49 unit apartment building with ground floor office/commercial uses.

40-70 Plains Rd. East

Development applications have been approved to amend the Official Plan and Zoning By-law to permit a 12-storey residential apartment building that includes 389 units.

53-71 Plains Road East, 1025 Cooke Boulevard

The redevelopment proposes two mixed-use, mid-rise buildings of 18 and 9 storeys with retail and service commercial uses at the street level and 555 residential units above. Official Plan and Zoning Bylaw amendment applications have been approved.

Given the above built and planned for projects, there appears to be an increasing amount of development activity within the near context of the subject lands.



Figure 11: Development Context Map

3. CITY OF BURLINGTON POLICY

3.1 CITY OF BURLINGTON OFFICIAL PLAN, 1997

The City of Burlington Official Plan, office consolidation October 2019, was approved by the Ontario Municipal Board (OMB) on October 24th, 2008. The intent of the Official Plan is to guide the City's planning direction into the medium and long term to meet the needs of the community.

Housing Intensification Policy

The following policy applies to housing intensification development within the City of Burlington.

Policy 2.5.1(a) encourages residential intensification as a means of increasing the amount of available housing stock, including infill, redevelopment, provided the housing is compatible with the scale, urban design and community features of the neighborhood.

Proposal

The proposal meets this policy by intensifiying the existing site to increase the amount of available housing in a form that is compatible with the scale, urban design, and community features of the neighbourhood.

Policy 2.5.2(a) provides criteria that shall be considered when evaluating intensification within established neighbourhoods, which includes:

(iv) the proposal is in proximity to existing or future transit facilities;
(v) compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided;
(vi) effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary, to assist in maintaining neighbourhood character; and,
(vii) significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level."

Proposal

The proposed development is located within an existing Major Transit Station Area, the Aldershot Go station. As such, the proposal takes advantage of existing and future transportation infrastructure. The proposal is compatible with the existing neighbourhood character in terms of scale, massing, height and siting, setbacks, coverage, parking and amenity space. The proposal provides for a built frontage with a designed public realm to facilitate pedestrian engagement. The building will stand 12-storeys and provide a more a modest scale relative to other currently ongoing development applications.

Policy 2.5.4(b) states that new infill development shall be compatible with the surrounding development in terms of scale, massing, setbacks, coverage and amount of open space, while Policy 2.5.4(c) states "that the creation of new housing that is compatible with existing neighbourhoods shall be encouraged".

Proposal

The proposed development is compatible with surrounding development in terms of scale, massing, setbacks coverage and amount of open space. Also, 161 units of residential housing will be provided.

Mixed Use Corridor Policy

The Official Plan outlines policy pertaining to the development of mixed use along corridors. As such Plains Road East is a designated *Corridor* as stated within the BOP.

Policy 5.3.1 outlines, the need for identifying suitable locations along multi purpose arterial roads that can serve as areas of concentration for mixed use developments with high-density residential, retail, and service commercial uses in a transit-supportive and pedestrian-oriented manner. Particularly when the site is located in the vicinity of a major transit station. The general policies under 5.3.2, in particular policy criteria (a), outlines the following permitted uses as being permitted within the *Mixed-Use Corridor – General* designations:

"ii. high density residential uses. Policy 5.3.2(d)(i) refers to the zoning regulations that apply to Mixed Use Corridors which establishes a maximum floor area ratio of 1.5:1 on any given site. Council may consider higher floor area ratio in conjunction with a site-specific rezoning application, subject to satisfying servicing, parking, public realm, built form and other compatibility criteria."

Policy 5.3.2(d)(iv), states building entrances shall be provided from the façade closest to the corridor street (Plains Road East).

Policy 5.3.2(g) speaks to design elements of the site plan which should be taken into consideration to ensure compatibility between *Mixed-Use Corridor* uses and adjacent residential land, including the following factors that shall be taken into account when reviewing a proposal for a *Mixed-Use Corridor* use:

"(i) buildings should be located so as to be in proximity to the street, to provide a sense of human comfort and pedestrian scale and interest, and should be in close proximity to transit services;
(ii) the site plan includes features that integrate the development with surrounding uses;
(iv) the number and location of vehicular access points shall be limited to minimize disruption to traffic flows and to minimize the impact on local streets;
(v) wherever possible, off-street parking should be located in the side and rear yards and away from adjacent residential uses. Off-street parking areas, loading areas and service areas shall be screened and landscaped and located to minimize adverse impacts on adjacent residential uses;

(viii) lighting is directed to minimize impacts on adjacent residential uses."

Proposal

The proposal provides for human comfort and scale along the Plains Road East frontage as part of its public / private design interface. The mixed-use, mid-rise proposal will integrate modestly within the existing and future context of the area. All vehicular access points have been placed at the rear of the site. Additionally, off-street parking will not be located along Plains Road East as this will be saved for planned for a bicycle lane. Street parking has been located away from Plains Road East and instead placed along Cooke Boulevard.

Policy 5.3.2 (h) states that transit-supportive and pedestrian oriented urban design shall be required in the development of *Mixed-Use Corridor* sites. The Official Plan states:

"*Planning and development practices which make transit viable and improve the quality of the experience of using transit. When used in reference to development, it generally refers to compact, mixed use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it generally refers to design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/ rear of buildings; and improved access between arterial roads and interior blocks in residential areas.*"

Policy 5.3.2(l) states that infilling of existing linear *Mixed Use Corridors* shall be encouraged rather than the designation of new areas.

Proposal

The proposal provides for the above policy direction as outlined in Section 5.3.2 of the BOP, through providing density to justify the planned transportation improvements viability and support a friendly pedestrian environment.

Also, the subject lands are suitable for mid-rise development given the presence of existing servicing, proposed onsite parking, access to public transit, vehicular access not affecting local streets, and traffic capacity. The proposal will provide for multiple retail units at-grade for a positive and engaging pedestrian environment.

3.2 CITY OF BURLINGTON NEW OFFICIAL PLAN, 2020

As of the May 16, 2023 update on the Burlington Official Plan appeals process, Chapter 7 - Design Excellence of the Burlington New Official plan, 2020 is still under general appeal and not in-effect. However, it should be considered an informative document and as such is discussed below.

Chapter 7, Design Excellence, speaks to the practice of urban design and policies related to urban design that can impact and influence the built environment in terms of the design of buildings, public spaces, modes of transportation, services and amenities at various scales. Chapter 7 speaks to the design of the city future and existing communities, public realm and buildings.

Section 7.1.2 provides policy framework that is related to design, which include among others:

(a) The design policies contained in this section shall be considered in the review and approval of all development applications;
(d) Design guidelines may be developed for certain types of building forms, land uses, streetscapes, streets, and roads or specific areas in the city and that council approved design guidelines will be utilized in the review and evaluation of development applications; and,
(e) Development proponents may be required to prepare and implement an urban design brief to the satisfaction of the City that demonstrates how the proposed development meets the policies of this Plan and addresses the relevant design guidelines.

Public Realm Policies

Section 7.2, The Public Realm, speaks to policy that focuses on quality design relative to the public realm. The New Official Plan describes the public realm as the space of the city that draws people together and provides a setting for daily interactions. This section focuses on policies that provide attention to design of the public realm quality, enhancement connectivity, sustainability, and aesthetics of streetscapes.

Policy 7.2(a) states:

The design of the public realm shall address considerations such as, but not limited to, the following:

i. improving the quality of public spaces;
ii. providing treatments for streetscape elements such as sidewalks, lighting, signage, and street trees, among others;
iii. improving the quality and convenience of active transportation;
iv. creating attractive and comfortable environments for pedestrian movements;
v./vi. implementing AODA design measures along with applying Universal Design principles relative to the design of the public realm;
vii. improving multi-modal transportation and public space needs;
viii. improving the quality of streets, sidewalks and walkways and cycling facilities;
ix. improving the aesthetic qualities of intersections and links to existing public areas;
xiv. promoting pedestrian scale and public safety; incorporating CPTED principles; and,
xiii. designing safe and cost-effective infrastructure.

Design Response

The proposed development improves the public realm through landscaped design of plantings, pavers, and seating. The design of the public realm will allow for a legibility for pedestrians looking to navigate the sidewalk. Access to retail will be well signed and the sidewalk will be well lit. Accessible design standards will also be provided. The design of the ground storey street frontage will allow for a definition of the street wall given its larger height of 6 metres, and use of glazed materiality. Bike parking located at-grade will provide for enhanced multi-model transportation infrastructure relative to the planned for bike lane along Plains Road East. Finally, these public realm enhancements will also be included along the Cooke Boulevard frontage. Enhanced connections to the public realm off the Plains Road Corridor are provided. The design at-grade will enhance the quality, improved aesthetic, comfort, safety, accessibility and use of transportation infrastructure.

Urban Design and Built Form Policies

Section 7.3 speaks to urban design policies relating to building design and their placement to help the physical character of an area. Characteristics such as, siting, access, servicing and parking arrangement, can contribute to the success of the public realm and complement and enhance the surrounding context.

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

(i) The design of development in *Primary* and *Secondary Growth Areas* shall address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:

a. locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;
c. massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;
d. locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;
e. including direct pedestrian access, including barrier free access from grade-level, to the primary public entrances located on the building façade;
f. screening or integrating roof top mechanical equipment within the overall composition of the building;
g. creating an attractive and connected interface between the private and the public realms;
h. creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and,
i. providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.

(ii) development in *Primary* and *Secondary Growth Areas* should locate and organize parking, access and service areas to minimize their impact on surrounding properties and the public realm. The design of vehicle parking, access and service areas shall address considerations such as:

a. locating off-street parking in the side and/or rear yards, in underground or structured parking where appropriate, away from the street edge and adjacent residential uses;
b. integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;
c. limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;
d. screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;

e. locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;
f. incorporating landscaped islands and pedestrian walkways; and
g. incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the development.

Design Response

The proposal responds to the above urban design and built form policies through a variety of design strategies. The building has been situated to frame the public realm along both Plains Road East and Cooke Boulevard frontages. Main entrances to the building lobby and retail frontages are signified clearly and located to be accessible from the public realm. The interface has been designed to allow for a seamless transition between private and public, but also delineates the change in space through plantings and paving. These spaces are also fully accessible areas. Finally, private amenity areas are provided at the roof top along with the many private balconies located along the front and side building façade.

Additionally, the proposal meets many of the policies relevant to access, loading and parking. All parking at-grade and loading is located behind the retail units and lobby area and are screened. Access to the internal building footprint and below-grade parking is located to the rear from Cooke Boulevard and is largely screened from view from the public realm – more specifically, the access, parking, and loading is not visible at all from Plains Road East. Access has also been located so as to minimize the impact on the public realm and from major corridors where traffic patterns may be affected. Pedestrian walkways within the built envelope at-grade are also incorporated to allow for a clearly delineated area and separation from vehicle and parking areas. Finally, as shown in the east elevation, the built frontage screens all parking and loading areas that are at-grade and internal to the building [see Figure 16]. The at-grade vehicular parking spaces at the rear of the building footprint will be screened from view of the adjacent property to the north.

3.3 MAJOR TRANSIT STATION AREA (MTSA) AREA SPECIFIC PLANNING STUDY FOR ALDERSHOT GO

In 2017, work began on area-specific plans (ASPs) for the areas around the Aldershot, Burlington and Appleby GO Stations in Burlington. The project was called the Mobility Hubs Study. City staff worked on several technical studies and engaged with the public, stakeholders and agencies throughout visioning, development of the draft concepts and draft precinct plans.

In July 2018, staff brought draft precinct plans to Council for feedback. In January of 2022 Council endorsed in principle the Recommended Preferred Precint Plans for Burlington's Major Transit Station Areas.

The Council endorsed Recommended Preferred Precinct Plan for the Aldershot GO Station places the subject property in the *Aldershot Main Street* precinct.

Precinct Directives

Design Directives within the precinct are as follows:

i) The precinct will consist of mid-rise building forms along Plains Road. This precinct is planned to advance the historic Plains Road Village Vision to establish a continuous retail frontage and main-street pedestrian experience along Plains Road;
ii) Permitted uses include residential (with the exception of standalone ground-oriented dwellings) with retail and commercial uses required at-grade;
iii) Maximum building heights of 6-11 storeys are to be achieved; and,
iv) Developments should reflect the Design Guidelines for Mixed-use and Residential Mid-rise Buildings where compatible with the additional policies for the precinct.

The Proposal

The proposed development will conform to the goals of the Aldershot GO ASP by providing a continuous retail street frontage and a pedestrian friendly streetscape. Additionally, the proposed uses are perfectly in line with the precinct vision. Although the height of the proposal is one storey greater than the recommended height, the typology is consistent with a mid-rise form and is compatible within the context of the area. The proposal considers many aspects of the Mixed-use and Residential Mid-rise Buildings guidelines, as will be discussed below.

3.4 DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS, 2019

The City of Burlington Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (the "Mid-Rise Guidelines") were approved by Burlington City Council on March 25, 2019. As stated in Section 1 of the report, the City of Burlington Design Guidelines for Mixed-use and Residential Mixed-Use Buildings sets out a framework for urban design policy. "These Guidelines represent best practices to inform the urban design aspects of mixed-use and residential mid-rise buildings and implement the City's Official Plan objectives and policies related to design excellence and the creation of a high-quality built environment that supports complete, compact, and sustainable communities."

The proposed mixed-use mid-rise building at 35 Plains Road East will adhere to these guidelines wherever most applicable to the design and placement of the building. The following design guidelines apply:

Building Placement

Section 2.1 addresses design guidelines that speak to how building placement influences many aspects of the overall design and helps the building fit with the broader context. The following guidelines apply:

1) In general, buildings should be placed parallel to streets or public open spaces (within or along the edge of the site) to frame and define these spaces (Fig. 2.1). This will also increase the amount of private open space behind the building and separation from neighbouring properties;
2) Consider the building's orientation to maximize south-facing walls for optimal access to sunlight of habitable rooms and other environmental benefits such as energy conservation, solar access to open spaces or areas for stormwater management and planting;
3) On corner sites, the building should frame both streets (see Sections 2.1.4 - 2.1.6. above for guidance on alignment). The placement of corner buildings may be subject to a daylight triangle; and,
4) All buildings should have a public front ('face') and private back. Buildings should not expose their back onto the front of a neighbouring building to minimize impacts such as "back of house" activities on adjacent properties.

Design Response

The placement of the proposal creates 2 built faces edges with Plains Road East and Cooke Boulevard. This frames both of the streets providing for a urban "main street" condition. Both the south and east building faces are designed with glazing and balconies to respond to the morning sunlight condition for these residential units. Additionally, the ground floor main entrance and retail units, with their glazed exteriors, will also have access to optimal morning light access. The building placement on a corner site means that the main entrance to the larger retail unit has a wraparound glazed entrance feature to respond to both street faces. Translucent glazing and commercial signage will be utilized to respond to this dual-frontage condition. The proposal also provides a public frontage with balconies, translucent materiality, signage, and programming along the street faces, while "back of house" activities such as parking, loading, and access are located behind the more prominent areas.

Built Form: Height & Massing

Section 2.3 addresses Built Form: Height & Massing. This section emphasizes the overall size and shape of the building. As these are critical to determining the impact on the built context. The following guidelines apply.

1) Design buildings so that the massing reinforces the street edge;
2) In general, a building's form should reflect the existing and planned context in terms of street character (including the planned street function and right-of-way width), land use, and built form;
3) Pushing (projecting) and pulling (recessing) building volumes from the main building form is encouraged to help break down the mass of larger buildings;
4) Balconies are encouraged and should be integrated into the building design and massing with inset or Juliette balconies. Projecting balconies should not be within the streetwall to avoid negative impacts to the public realm including additional building massing and shadowing; and,
5) A variety of scales, colours, and textures should be used to create visual interest across the building façades.

Design Response

The proposal's massing has been situated to frame both the Cooke Boulevard and Plains Road East frontages. The proposal's massing and program have been designed to reflect existing and new construction in the area along Plains Road East, as well as the Official Plan and Design Guideline policies of a mid-rise mixed-use corridor. The building massing has been inset along both the Plains Road east and Cooke Boulevard frontage to allow for a more pedestrian scale closer to the street. As the building rises above the eighth storey, the form is stepped back to appear less as a single mass. Balconies have been utilized as part of the site design. These include both inset and projecting types. Projected balconies have been placed so as to complement the corner of the site, drawing the eye and placing visual interest at this significant location. The projected balconies above the middle component share a materiality with the facade to appropriately blend them in with the upper floors. Inset balconies in the middle portion create visual interest and reduce the weight of the structure where it is most perceived by the pedestrian perspective.

As explained in section 4.1.2 - Materiality, a restrained colour and material palette have been utilized to provide a variety of textures but not to over complicate the form. Railings, mullions and aluminum paneling all provide a contrast to the light coloured brick façade. Glazing allows for a lighter feeling in contrast to the heavier brick and

paneling. A variety of scales have been achieved through the pedestrian oriented six metre tall first storey, and the clearly delineated middle and top components of the building through massing step backs, articulation, and materiality and lighting.

Street Level Design, Façade Articulation & Materials

Section 2.4 speaks to guidelines relating to the design of the street and how it is essential for establishing a positive first impression and successful interface between the public street and private building. The way a building performs in this regard is strongly influenced by the quality of its ground floor design, façade articulation, material use, and the location and treatment of building entrances. The following guidelines apply:

1) The lower building should be constructed with the highest quality of architectural design and materials;
2) Where ground floor commercial / retail uses are required, the ground floor should be a minimum floor-to-floor height of 4.5 metres to accommodate internal servicing and loading areas, and active uses (Fig. 2.12);
3) Where ground floor commercial / retail uses are required, the ground floor should be predominantly clear-glazed;
4) Façade design should use architectural elements as well as materials to define unique components within the building and to create vertical and horizontal articulation;
5) In general, use quality materials that are long lasting, can be easily maintained, and wear well with age. Whenever possible, source local and/or recycled materials with a low embodied energy;
6) Use architectural elements and expressions such as canopies, doors, windows, lively colours and the highest quality materials at street level to highlight individual units, differentiate between residential and nonresidential entrances in mixed-use buildings, and engage the street;
7) Design the main entrance to be clearly distinguishable from other entrances through its architectural design and treatment, high visibility, wayfinding and direct pedestrian access;
8) Ensure that all main entrances are barrier free from the public sidewalk and on-parking areas. Level access is preferred, where possible;
9) Emphasize grade-related entrances with high quality landscape design; and,
10) On corner sites, the main entrance should be located at the corner. Where this is not possible, the building should address the street corner, both streets, and prioritize the primary street for the main pedestrian access.

Design Response

The building base uses high quality design materials to elevate the built interface between private and public realm. The ground floor commercial / retail uses measure a floor to ceiling height of 6.0 metres. The ground floor will be predominantly clear-glazed. The façade design uses architectural elements as well as materials to define entranceways and maintain a pedestrian scale. In general, quality materials are to be used for aging well and easy maintenance. Architectural elements such as canopies, doors, windows, and the highest quality materials at street level are used to differentiate between residential and non-residential entrances in this mixed-use building, and to engage the street. The design of the main entrance is clearly distinguishable from other entrances through its architectural design and treatment, high visibility, wayfinding and direct pedestrian access. All main entrances are barrier free from the public sidewalk and at-grade parking areas. Grade-related entrances with high quality landscape design are used. To emphasize the corner site condition, the main entrance is located adjacent to the corner of the building [see Figure 12].

Site Design, Open Space & Streetscaping

Section 2.5 outlines guidelines that speak to the importance that site design, open space, and streetscaping have toward the character and quality of mid-rise development. Elements like access, parking landscaping and servicing should be well-designed to limit their impact on the aesthetic quality and function of the site. The following guidelines apply.

1) Pedestrian access should always be prioritized for the safety and enjoyment of residents and visitors;
2) Reduce the number and width of vehicle access points to avoid conflicts between pedestrian and vehicle traffic;
3) Access to parking, servicing and loading should be provided at the rear of the building, or a laneway if possible (Fig. 2.15). On corner sites, access should be provided from secondary streets provided the entrance facilities are well integrated into the rest of the frontage;
4) Servicing and loading should be accommodated internally within the building;
5) Most on-site parking should be provided underground. In general underground or structured parking is encouraged before surface parking;
6) Where parking is provided within an above ground structure, it should be wrapped with retail / commercial or residential units along the street frontage;
7) Provide for safe pedestrian and cyclist access to underground parking by using clearly visible, well-lit, convenient, and easily accessible access points from the street. Signage should indicate the barrier free path of travel;
8) Common outdoor amenity areas should be located next to interior amenity facilities with direct physical and visual access between these spaces through doors and windows;
9) All common outdoor amenity areas should apply the principles of universal design and must comply with the City's Accessible Design Standards;

10) Where possible utilize building rooftops as green roofs and/or usable private and shared outdoor amenity areas such as gardens;
11) Use well-designed, high-quality site elements with long lasting materials and detailing, particularly where there is an interface with the public realm;
12) Locate all utilities within the building, at the back of the building (rear yard) or underground. When not located within the building or underground, ensure these elements are away from public view, organized neatly in discreet areas, and screened with high-quality architectural elements and landscape design. Options include recessing into the building façade, fencing, screening with landscaping or low walls;
13) Avoid locating utilities and other equipment in areas that may impact pedestrian walkways, public or private open spaces, and the ability of trees to grow to maturity;
14) Where landscaping may impact sight lines, keep shrubs below 1.0 metre in height above the ground level and prune trees so that the lowest branches will be at least 2.0 metres above ground level. Limit any other landscape features that might cause obstructions to a maximum height of 1.0 metre; and,
15) Design outdoor bicycle parking areas to be consistent with the overall building and landscape design.

Design Response

The proposal reduces the amount of vehicular access points to one, located away from the Plains Road East main pedestrian frontage. The vehicle access point is placed within the building's façade to not break up the street wall design of the massing at-grade, through their positioning beneath a port cochere. Additionally, access to at- and below-grade parking, servicing and loading are located within the one vehicular access point at the rear of the building's ground floor plate along its secondary frontage of Cooke Boulevard. Servicing and loading has been accommodated within the building. Most on site vehicular parking has been provided below grade, however, some at-grade parking is provided internally and is mostly screened from view, away from the public realm, as it is wrapped by the retail and main entrance programming as well as opaque sections of the building exterior. Safe access to underground bicycle parking is provided through the main entrance, and additional staircases. Pedestrian walkways are delineated for these access areas. Both indoor and outdoor amenity spaces are located on the roof top area. Both spaces are designed to relate with one another through proximity, use, and visual presence. Both green roof areas and plantings have been used atop the roof areas to take advantage of unused space. Well-designed, high-quality seating, and planting features are used to mark significant entry areas or to provide accents for more opaque sections of the street walls. High-quality seating elements are also employed along the Plains Road East pedestrian right-of-way. Utilities will be located at inconspicuous areas so to not garner undesired attention. These utility objects will be located out of pedestrian walkway and private / public open spaces. Shrubs will be kept below 1.0 metres in height to allow for direct line of sight along public realm areas. At-grade bicycle parking will be placed adjacent to landscaped areas so not to crowd.

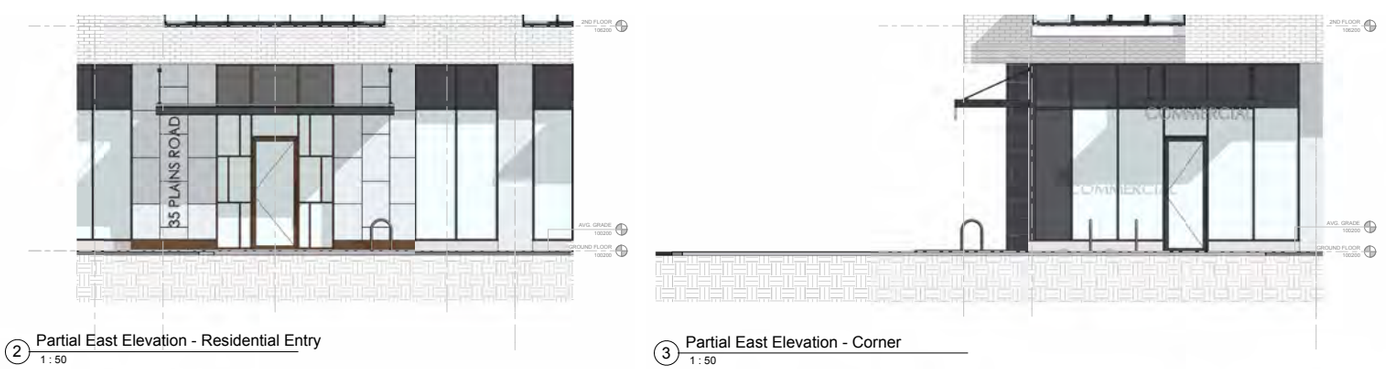


Figure 12: Entrance Details

Built Form Transition

Section 3.1 outlines guidelines that speak to the importance of built form transitions. Transitions should be designed to reduce potential impacts related to a change in building height and massing such as shadowing and pedestrian level wind impacts. As such, appropriate transitions are to be managed through upper massing step-backs among other tactics. The following guidelines apply:

1) Design the upper building to clearly distinguish it from the lower building and to further reduce the upper level building massing. This should include step-backs, colour and material variations, and unique articulation;
2) The design and placement of upper storeys should be carefully considered to minimize the size of shadows on neighbouring properties. A shadow study should be provided with mid-rise building applications in compliance with the Shadow Study Guidelines and Terms of Reference;
3) The upper building should be constructed with the highest quality of architectural design and materials and complement the lower building façades;
4) Use architectural elements and expressions such as balconies, windows, and recesses and projections to highlight individual units and reinforce a variety of scales and textures within each component of the building (Fig. 3.4);
5) Balconies are encouraged within the upper building to provide private outdoor amenity areas and additional articulation. They may be inset or project but should have a minimum depth of 1.5 metres to provide functional space. Generally, balconies should be sized according to the number of residents the unit is intended to house;
6) Balconies and other projections should be contained within all angular planes and setbacks and shall not protrude into the public realm (over sidewalks);
7) Design the building top to clearly distinguish it from the lower portions and to further reduce the building massing. This should include additional physical building setbacks, step backs, colour and material variations, and unique articulation;
8) Building tops and mechanical equipment should be designed to integrate with the overall architectural expression of the building;
9) Where possible, rooftop amenity areas are recommended to create activity at the upper storeys of the building and be appropriately set back from the roof edge; and,
10) Rooftop mechanical equipment should be architecturally screened from public view to protect or enhance views from other buildings and the public realm.

Design Response

The building's top component has been delineated using darker aluminum paneling to distinguish itself from the podium component and provide for a visual culmination point of the form. Additionally, step-backs are also provided variably at the 7th, 8th, and 9th storeys to further accentuate this top component. The design and placement of upper storeys have been considered to minimize the size of shadows on neighbouring properties through using above mentioned setbacks. A shadow study and analysis has been provided as part of the urban design review panel submission (see chapter 4.3). The upper building is to be constructed using high-quality aluminum paneling to accentuate this visually prominent portion, as well as contrast with the middle building (brick component) while referencing the materiality of the at-grade street interface. Architectural elements and expressions such as balconies, windows, and recesses are used in an effort to highlight individual building elements such as bays and units. Inset and projecting balconies are provided throughout the building faces for private outdoor amenity areas at a minimum depth of 1.55 metres. Balconies and other projections are contained generally within all angular planes and entirely within all setbacks.

As mentioned, the building top has been designed to clearly distinguish itself from the middle portions and relate to the at-grade portion. This top portion utilizes a change in material, colour, and form (set-backs) to achieve this delineation. The mechanical box has been integrated within the top of the building to be aware of its role within the massing and overall architectural expression. Indoor and outdoor rooftop amenity areas are proposed to create activity at the upper storeys of the building.

3.5 SUSTAINABLE BUILDING AND DEVELOPMENT GUIDELINES (DECEMBER 2021)

The Sustainable Building and Development Guidelines have an aim to provide guidance for sustainable design approaches through development applications. The guidelines address approaches related to the following:

- site design;
- transportation;
- the natural environment;
- water;
- energy and emissions;
- waste and building materials; and,
- maintenance, monitoring, and communication.

The guidelines are presented in a checklist format and are broken down into two categories – voluntary and required.

The proposal meets all required measures and also voluntary measures. The following measures apply to the Proposal:

Sustainable Building and Development Guidelines Checklist			
Section 2: Transportation			
Item	Required or Voluntary	OPA/ZBLA Guidelines	Response
2.1	Required	Site Connections: Provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites in accordance with Official Plan policies.	The proposal provides for site connections with the public realm and internally with the building to program located at-grade. Also, the proposal provides pedestrian and cycling connections via pedestrian walkways from entrance and egress points to the public realm. Additionally, the proposed bicycle path that is planned to run along Plains Road East will further increases the impact of the development contribution and use of cycling infrastructure and encouragement for active transportation.
2.3	Required	Bicycle Storage: Provide bicycle parking spaces in accordance with the Zoning By-law and Official Plan Policies.	Bicycle Storage is provided in accordance with the MTSA policy guidelines. Bicycle parking provides reduction in emissions, encourages a healthy mode of transportation, and takes advantage of the planned bike lane along Plains Road East.
2.6	Voluntary	Bicycle Storage (Visitor): Provision of bicycle parking spaces in a weather protected area at grade near the main entrance or easy to identify area.	Visitor short-term bicycle parking space is located at the front of the building adjacent to the retail entrance.
Section 4: Water Conservation and Quality			
4.1	Required	Stormwater Quality: Achievement of a level one/enhanced stormwater treatment for all stormwater runoff.	Stormwater Quality will achieve a level of one/enhanced stormwater treatment for all stormwater run-off.
Section 5: Energy and Emissions			
5.1	Required	Urban Heat Island: Provide vegetated landscape areas in hard surface areas as per the Zoning By-law.	Urban Heat Island: Vegetation is used along with green roof technology to reduce the urban heat island effect of the proposal. This will improve human comfort and energy efficiency within the building and surrounding area.
Section 6: Waste and Building Materials			
6.1	Required	Waste Management Plan: Provide and implement a waste management plan in accordance with Regional requirements.	The Waste Management Plan is provided as part of the development application to plan for the storage and removal of waste from the storage area.

Figure 13: Sustainable Building and Development Guidelines Table

Given the above required and voluntary sustainable design measures, the proposal strives to meet many of the guidelines and provide an altogether sustainable development.

3.6 PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES

The subject property is located within the LaSalle District & the Waterdown Road Village Node area, as identified in the Plains Road Corridor Urban Design Guidelines, published June 2006.

Strategies identified for this area include:

- Encouraging intensified mixed-use, pedestrian focused redevelopment; and,
- Creating an urban design feature at the LaSalle Park intersection.

In general, this document also recommends the following guidelines for medium and high density residential uses:

- Locate built form with clear visual relation to the street and direct access for vehicles and pedestrians;
- Surface parking areas should be oriented to the side or rear yards; and,
- For corner locations, vehicular access should be provided from the side street where possible.

The Proposal

The proposed development conforms with the Plains Road Guidelines as they relate to clear orientation to the street, pedestrian access, and vehicular access.

The proposal also supports this document's overall goals of achieving a pedestrian-oriented and safe streetscape experience along the length of Plains Road.

3.7 SHADOW STUDY GUIDELINES AND TERMS OF REFERENCE, JUNE 2020

These guidelines provide a best practices approach to Shadow Studies, promoting high-quality development proposals that ensure adequate access to sunlight is maintained for the enjoyment of public and private spaces alike throughout the City. As stated in Section 1.2, a shadow study may be required as part of a Site Plan Approval application when buildings are planned for 5 storeys or taller. As stated in the report, shadows should be limited from areas that include, Key Civic and Cultural Spaces, Private Outdoor Amenity Spaces, Parks and Open Spaces, Places where Children Play, and Public Realm and Sidewalks.

Please see chapter 4.3.4 below for the Shadow Study analysis.

4. URBAN DESIGN ANALYSIS

The following section provides an Urban Design analysis for the proposal. The building will be analyzed based on components relating to Built form, Landscape and its relationship to the public realm. Additionally, the building will also be considered through the lense of sustainable design. Facets such as compact development, active transportation, low-impact design, and hard- and softscaping will all be investigated and analyzed.



Figure 14: Rendered View along Cooke Blvd, by KFA Architects + Planners Inc.

4.1 BUILT FORM

4.1.1 Height and Massing

Analysis of the building's built form has been reviewed through categories relating to height and massing, materiality, and the at-grade relationship with the public realm.

The height and massing have been designed to fit proportionally within the existing right-of-way width of Plains Road East. The building has been designed and placed on site to take advantage of the rectilinear site and to maximize the floor plate area. The height and massing articulation provide a comfortable built condition relative to the public sidewalk at-grade. Generally, the form of the building can be understood by its three components – base, middle, and top.

The base of the building includes the portion located at grade, which engages with the public realm. This first floor measures 6 metres in height, providing for a spacious entrance condition to the lobby, along with an optimal retail unit space. The base of the building will be inset. Much of the portion of the building's skin will be transluscent and promote a relationship between the inside of the commercial units and the outside public realm [see Figure 18].

Commercial signage will be prominently placed to signify retail areas, and the entry lobby will be signified using a pronounced doorway.
The middle of the building will be occupied by inset and projecting balconies, window bays, and brick paneling façade. Floors 2-7 of the building are considered the middle.

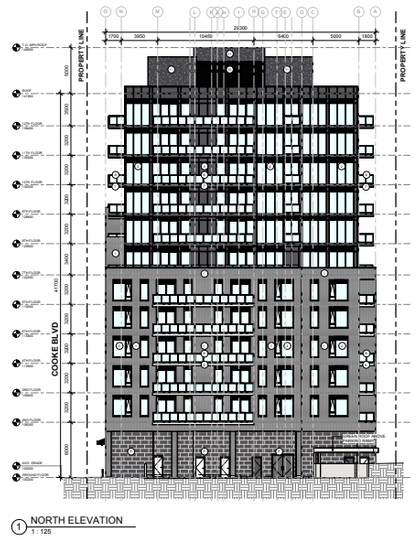
The projecting balconies provide engagement with the public realm at-grade. The building steps back in various instances, most notably, along the Plains Road East frontage at the 7th and 8th storeys. This breaking up of the visual impact and heft of the massing signifies the beginning of the buildings top.

The top of the building commences where the middle step backs from the outward most face. These spaces create spacious terraces for the units. A dark aluminum panel is used as a contrast with the middle of the building and acts as a culmination to the buildings form for a formal balance.

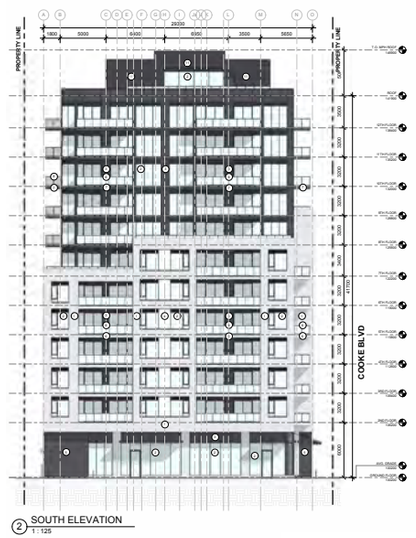


Figure 15: Render of Rooftop Terrace View









MATERIAL LEGEND	
1	BRICK VENEER - WHITE
2	GLAZING IN ALUMINUM FRAME - CHARCOAL GREY
3	SPANDREL GLASS PANEL - CHARCOAL GREY
4	SPANDREL GLASS PANEL - WHITE
5	ARCHITECTURAL BLOCK - CHARCOAL GREY
6	ALUMINUM SLAB EDGE COVER - WHITE
7	ALUMINUM SLAB EDGE COVER - CHARCOAL GREY
8	GLASS + ALUMINUM RAILING - CHARCOAL GREY
9	PRECELAIN TILES - MARBLE FINISH
10	METAL LOUVERS - CHARCOAL GREY
11	EIFS - CHARCOAL GREY

Figure 16: Building Elevations (North, South, East, and West).

4.1.2 Material and Colour Palette

As previously mentioned, a varied amount of materials make up the building's material palette. The building's design utilizes a dichromatic interplay that produces a high level of contrast. Dark aluminum paneling, mullions and railings contrast with the lighter concrete slab and brick façade. Glazed windows are used evenly throughout the building facade, while larger window panes at-grade and at the top will provide for more translucence.

High-quality, accented walls will be used at the outer wall of the main entrance lobby to signify a space of elevated importance. Finished concrete block materials will also be used at the ground level for opaque building faces [see Figures 17, 18].



Figure 17: Material - Differentiation



Figure 18: Material - Entrance Detail

4.1.3 Site Organization

The building is organized to front orthogonally onto both the Plains Road East and Cooke Boulevard frontage. From plan view, the building notches in at the west to provide for spacing with the adjacent property as the form moves away from the Plains Road East frontage. Both frontages are occupied by the retail units. The lobby and entrance way is located at the Cooke Boulevard frontage. Garbage and loading area are located further to the rear of the building and loading is located centrally within the building. Parking is also located at the rear of the building at-grade. In total, 6 vehicular parking spaces are located at-grade. Access to the building parking is located from Cooke Boulevard at the rear of the building and the access ramp is located adjacent to the west property line. Based on the design recommendations outlined in the Wind Impact Study, mitigation measures have also been considered and implemented into the finalized site organization. The parking ramp has been revised to a fully enclosed structure to mitigate the wind entering the site from the west [see Figure 16].

4.1.4 Access and Parking

The design of the access driveway and parking spaces within the proposed building is shown as a fairly standard configuration for this type of mid-rise mixed-use typology. Six (6) vehicular parking spaces are located at-grade at the rear of the building and tucked in behind the two retail units. These parking spaces will have direct access to the buildings core [see Figure 19].

Two additional floors of below-grade parking are proposed. The P2 level has 64 spaces of vehicular parking while the P1 level has 46 spaces. Additionally, bicycle parking hangers are proposed on the P1 level. There are also 22 bicycle parking spaces at-grade. 8 are located along the Plains Road East building face and 12 are located at the east face of the building, with the final 2 in an enclosed room meant for long-term commercial uses.

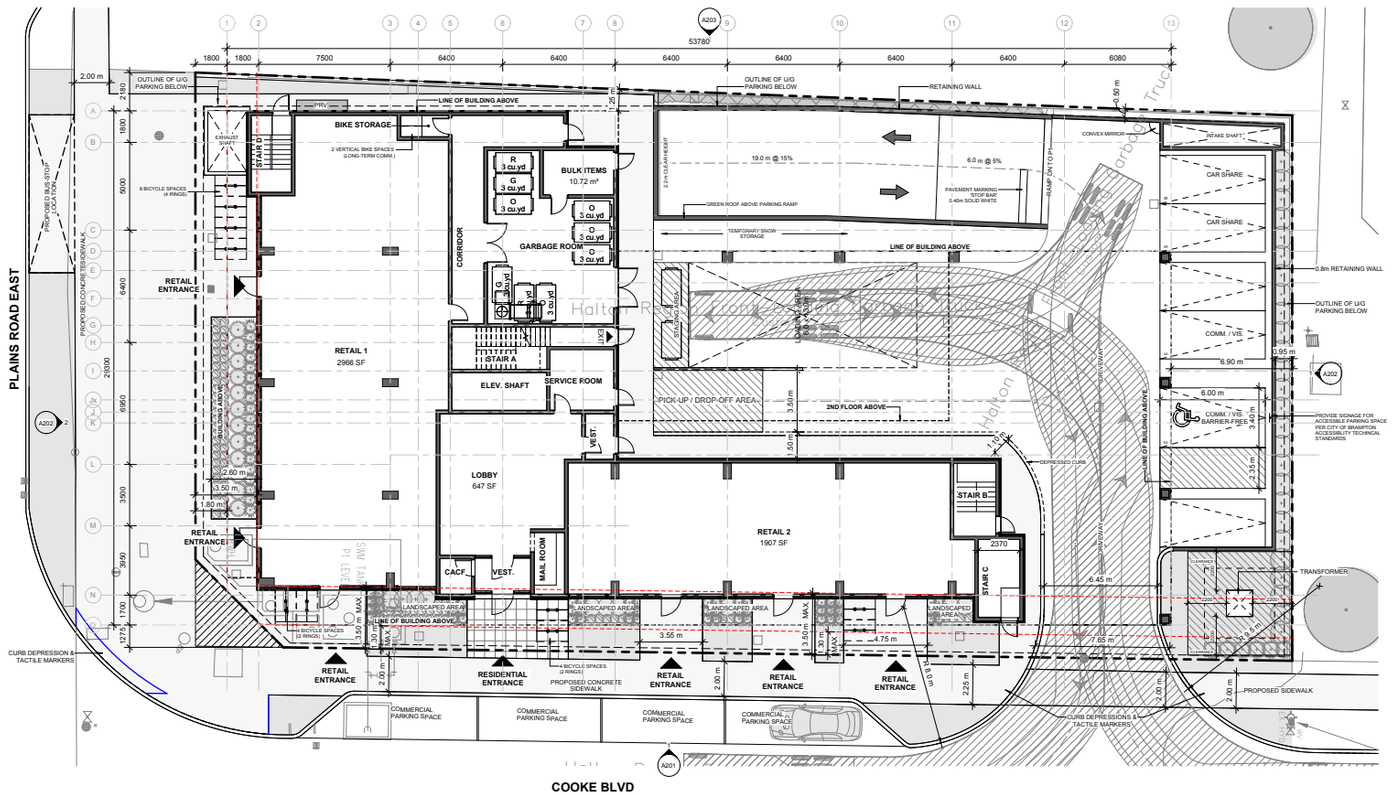


Figure 19: Ground Floor Program Plan

4.2 SITE DESIGN

4.2.1 Landscape Design and Public Realm

During a previous development application it was requested by city staff that the proposed street trees with planters along the Plains Road East pedestrian right-of-way be removed. This was to ensure that future streetscape improvements could be made by the City without intrusion. As such, the landscape plan does not propose planters or street trees adjacent to Plains Road East. If City staff request this feature to return in future, the planting beds will be designed to the City of Burlington Standard per detail D2, L-3.

The landscape plan, prepared By Adesso Design Inc., locates planters flush with the Plains Road East and Cooke Boulevard building faces. These will be located beneath the building overhang. [see Figure 20].

These plantings will provide for a definition and separation between the private / public interface and provide a softening of the built wall. Shrubbery will also be located at the rear of the property to buffer the view of the parking and service areas from the adjacent property to the rear.

Concrete slabs will be utilized for the pedestrian walkway. The Plains Road East pedestrian walkway has been designed with a generous width to both provide comfort and access to those walking past and to the site, and also to accommodate future City of Burlington streetscape improvement projects.

4 surface parking spots are located along the Cooke Blvd public right-of-way. However, no surface parking is located along Plains Road East as to prioritize the pedestrian and bicycle use.

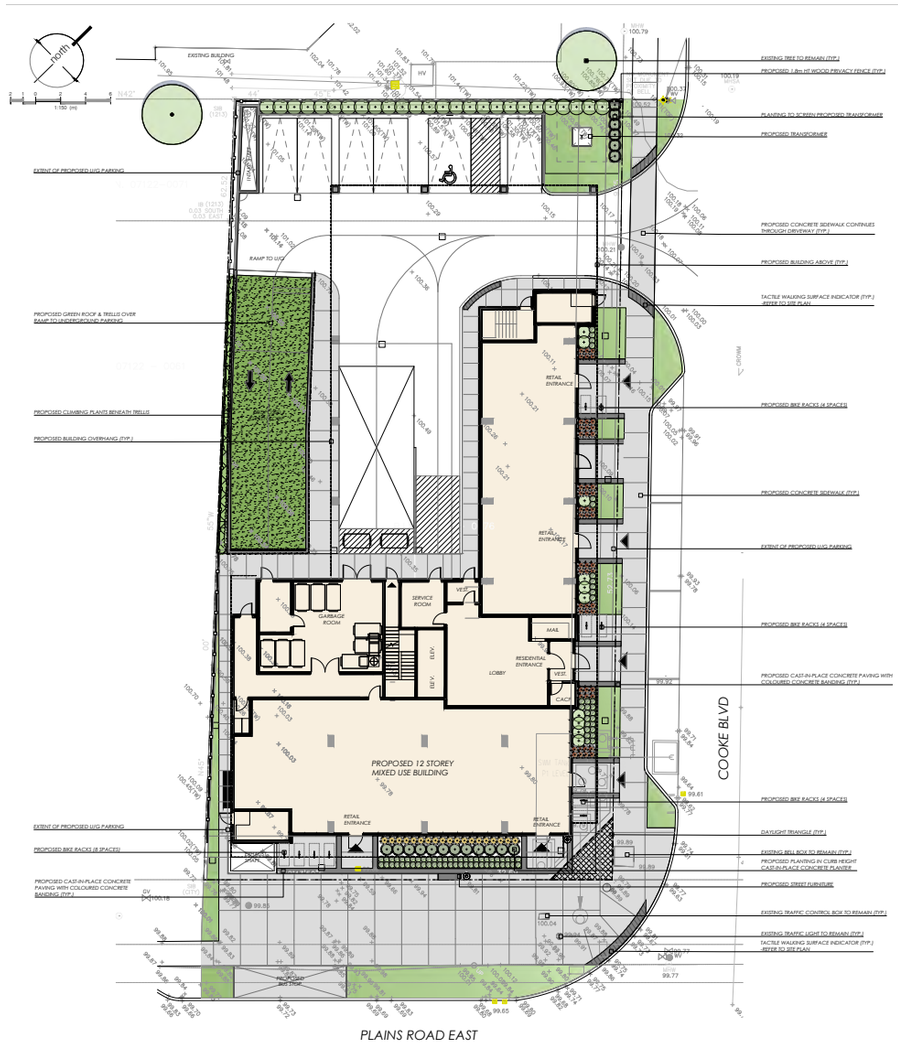


Figure 20: Lanscape Plan, by Adesso Design Inc.

4.2.2 Roof Plan

A Roof plan has also been provided by Adesso Design Inc. as it features both green roofs and amenity spaces [see Figure 21]. The roof has been designed to include both indoor and outdoor amenity spaces available to residents of the building. Along the Cooke Boulevard portion of the roof there will be lounge furniture, lighting, and ornamental plantings [see Figure 15]. This will allow this area to take advantage of the access to sunshine from the southeast, while also providing a space comfortable into the evening hours. The Plains Road East area will include four separate tables and chairs. Two separate paving styles will be provided to delineate on the roof plan allowing for a visual delineation between type of space.

The green roof sections are proposed to provide for a minimization of the urban heat island effect. The green roof will be broken up into separate components / areas and will also include green roof on top of the mechanical penthouse and indoor rooftop amenity [see Figure 1]. Combined with the green roof provided above the parking ramp, a total area of 520.77 square metres of green roof is being provided. Planting details will be provided in the Landscape Architectural drawing set as a part of formal OPA/ZBA submission.

As mentioned previously, the design recommendations put forth in the Wind Impact Study were also incorporated into the finalized roof plan. Recommendations included wind mitigation measures around pedestrian sensitive areas such as placing a windscreen on the rooftop.

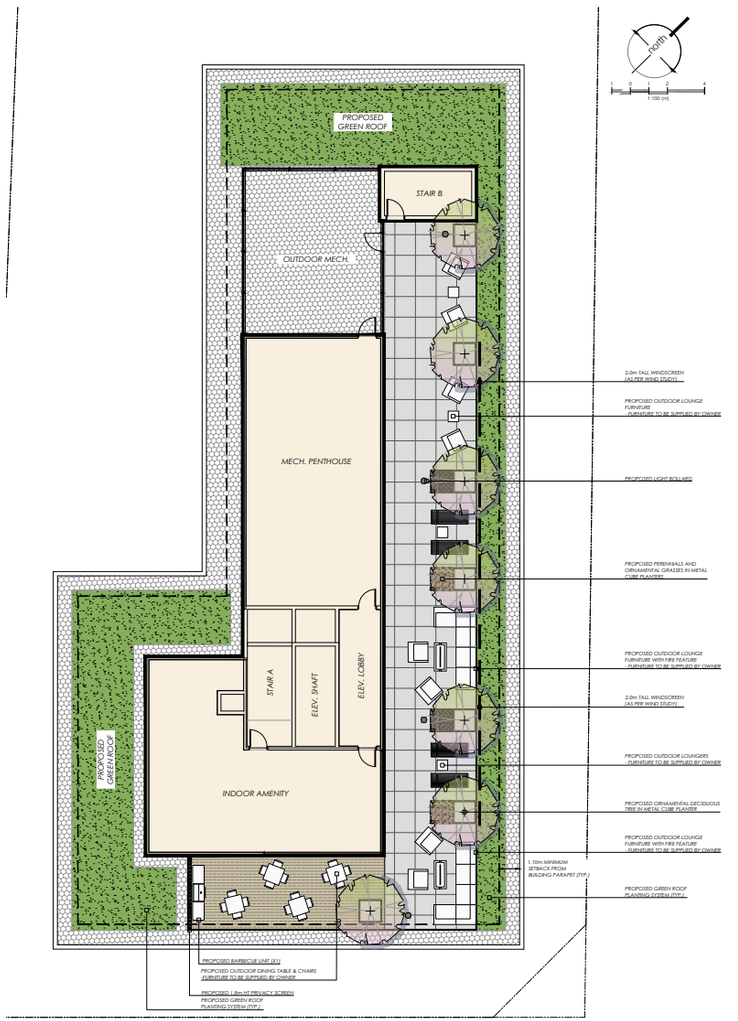


Figure 21: Roof Plan, by Adesso Design Inc.

4.3 DEVELOPMENT IMPACTS

4.3.1 Angular Plane Study

An angular plane study and overlook study have been provided in Figure 22 to explore the proposal's impact onto the public realm.

The angular plane study is required to identify potential visual, sun/shadow, and privacy concerns wherein a proposed tall building or mid-rise building abuts a lot in a low-density residential area.

Within the site context, no portion of the mid-rise building abuts a low-rise neighbourhood. Figure 22 illustrates the adherence to the 45 degree angular plane from the nearest mixed-use, mid-rise building located adjacent to the site along Plains Road East. Overall, the 45 degree angular plane demonstrates an appropriate transition between the proposed building and the neighbouring residences.

4.3.2 Overlook Study

The Overlook Study in Figure 23 demonstrates that the proposed rooftop amenity will not have an adverse visual overlook onto any low-rise neighbourhoods.

The adjacent approved developments within the area are generally equal to or greater than the heights of the subject property. The existing mixed-use property adjacent to the site is lower in height, however it falls within the denoted 45 degree angular plane as illustrated in Figure 22. The overlook impact is therefore limited to approved, high-density developments and will not impact any low-rise residential properties.

In addition, the proposed development's rooftop amenity and balconies will provide natural visibility onto the public right of ways in the area, creating for "eyes on the street" to improve the safety of the Plains Road public realm at waking hours.

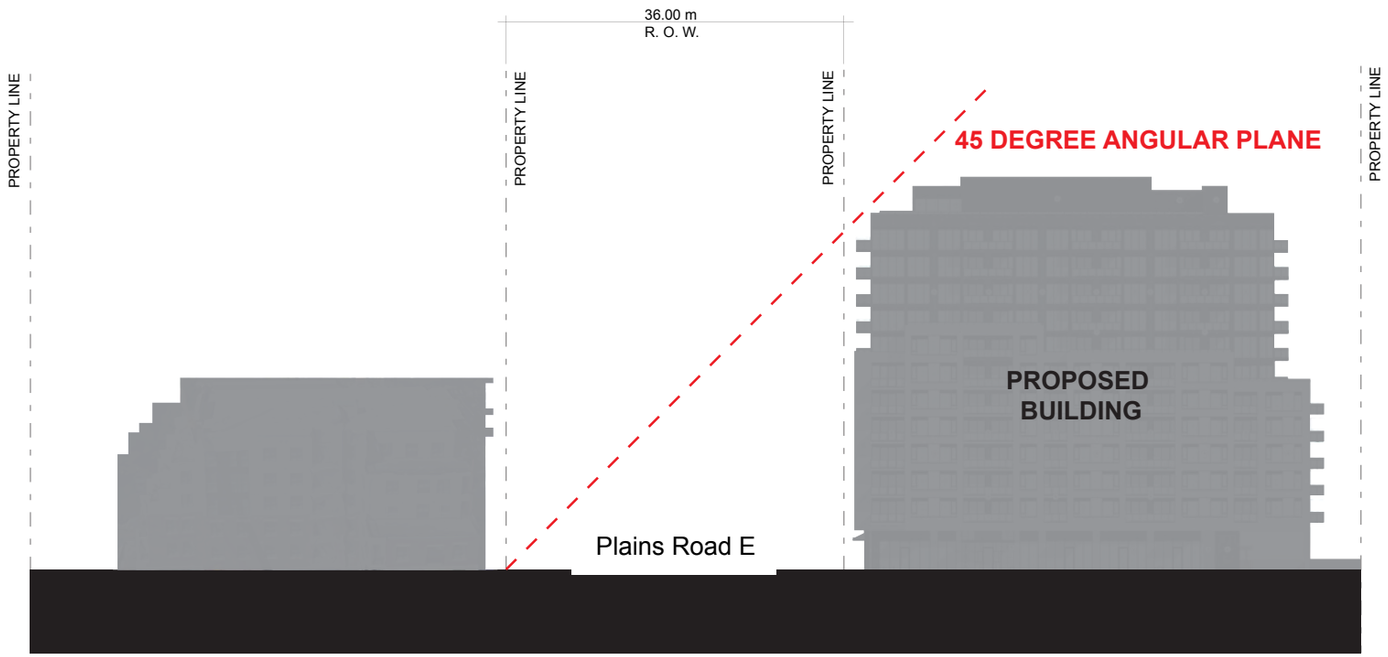


Figure 22: Angular Plane Study



Figure 23: Overlook Study

4.3.3 Streetscape Context

The Streetscape Context Study shown in Figure 24 below was prepared to visualize the proposed development within the context of the surrounding area growth, specifically along Plains Road East. It shows the proposal in the context of the adjacent, approved development located at 53-71 Plains Road East.

Despite the differences in height between the building components of the two proposals, there is a consistent character to how the two developments interact. There is a gradual rise in the horizontal rhythm of the base, middle, and top building components as they move eastward towards the development to the east, which itself gradually lowers across the length of the site.

This is an appropriate transition as the neighbouring development is proposed on a much larger plot of land, with greater potential to develop height and density.

The proposed development at 35 Plains Road East is more modestly scaled, and has been designed for a greater level of transition to the existing low-rise commercial developments to the west and to the north.

Overall, the proposed development will integrate appropriately into the ongoing development context of Plains Road East, and will meaningfully contribute to the enhancement of this Corridor's pedestrian realm.

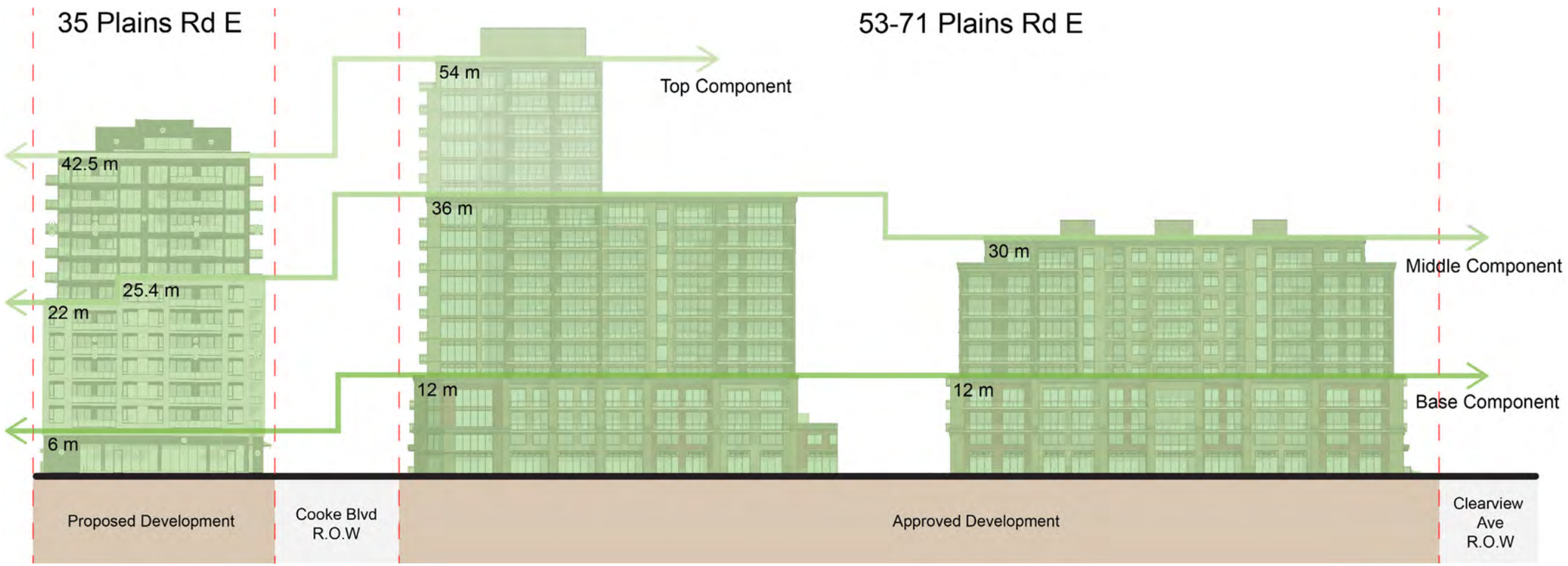


Figure 24: Streetscape Context Study

4.3.4 Sun / Shadow Study

Further to Section 3.7 of this report, a Sun / Shadow study was prepared by KFA Architects and Planners to measure the proposed built-form's effect on the following types of spaces: Key Civic and Cultural Spaces, Private Outdoor Amenity Spaces, Parks and Open Spaces, Places where children play, Public Realm and Sidewalks.

Key Civic and Cultural Spaces

Proposed developments should not cast any net new shadows on Key Civic and Cultural Spaces between 10:00 and 16:00 on the following dates:

- March 21; and.
- September 21.

Analysis

The closest Key Civic and Cultural Space to the subject property are located at the northwest corner of the Plains Road East and Waterdown Road intersection. This space is a public plaza with seating and an art piece. This site is located outside of the test area and therefore no shadows from the proposal are cast upon this space.

Private Outdoor Amenity Spaces

To maximize the usability of private outdoor amenity areas such as rear yards, decks, and (rooftop) patios, including common outdoor amenity areas, shadows from proposed developments should not exceed 2 hours in duration, between 09:00 and 18:00 on:

- March 21

Analysis

The test date of March 21st was analyzed for shadow impact on private outdoor amenity spaces by the proposed development. It was observed that from 3 pm to 6 pm, shadows were cast different parts of the planned for development at 53 Plains Road East. As noted, the building has not yet been constructed. Additionally, these shadows are cast on a minor portion of the built envelope.

Parks and Open Spaces

Shadows cast by all existing buildings and proposed developments onto lands designated or used for Parks and Open Spaces must allow for either: a) full sunlight 50 per cent of the time; or b) 50 per cent sun coverage at all times during the specified periods.

- March 21st (09:00 to 18:00);
- September 21st (09:00 to 18:00); and,
- December 21st (11:00 to 15:00).

Analysis

The test date of March 21st, September 21st, and December 21st were analyzed for shadow impact on private outdoor amenity spaces by the proposed development. Given that no Parks or Open Spaces are located within the test area, or area within the shadow catchment of the proposal, no Parks or Open Spaces were affected.

Places Where Children Play

Places where children play are categorized as spaces including school yards, playgrounds and park features such as wading pools or other outdoor shadow-sensitive activity areas as identified by the City of Burlington. In this category, the guidelines call for a) full sunlight 50 per cent of the time; or b) 50 per cent sun coverage always during the specified periods. This must be achieved during the following test times.

- March 21st (09:00 to 18:00);
- September 21st (09:00 to 18:00); and,
- December 21st (11:00 to 15:00) - applies to school yards and playground areas only.

Analysis

The test area was observed for Places where Children Play as is defined by the guidelines. As the subject lands do not include any of these types of areas within the near vicinity, this section does not apply to the analysis.

Public Realm and Sidewalks

Areas categorized as Public Realm and Sidewalks exist throughout the test area as the proposal is located within an urban area. The proposed built form casts shadow on these areas at various times. As stated, on March 21st, shadows cast by all existing buildings and proposed developments onto the full extents of the boulevard and sidewalk on the opposite side of the adjacent right-of-way, must allow for either a) full sunlight 50 per cent of the time; or b) 50 per cent sun coverage at all times between 09:00 and 18:00.

Analysis

Given this criterion, design mitigation measured have been utilized such as building massing adjustment.

March 21st - At 12:00 pm, shadows begin to be cast on the public right-of-way adjacent to Cooke Boulevard at the west side. The shadows move gradually in a clockwise direction. During this time, and from 1:00 pm to 6:00 pm, shadows are cast on the sidewalk on either side of Cooke Boulevard.

Summary

Given the above analysis, the proposal achieves the intent and purposes of the guidelines and any shadow casting that occurs should be viewed as acceptable. The Sun / Shadow drawings have been provided under separate cover as part of this application submission.

4.4 BUD MEETING RESPONSE

This Brief builds on the Urban Design Brief ("UDB") presented to the Burlington Urban Design ("BUD") Panel on May 30th, 2024. Section 4.5 of this Brief responds to the feedback and notes from City Staff and the BUD Panel.

City Staff were seeking the Panel's advice on the three main concerns of:

1) Building Massing - Please comment on the overall building massing, height of the podium and scale, and tower design (incl. balconies, building setbacks and tower step-backs). How does the proposed building setbacks, particularly to the north impact future development and context? Does the proposal address the corner of Plains Road and Cooke Boulevard successfully?

2) Site Circulation and Entrances - Please comment on the proposed site circulation, particularly with respect to pedestrian circulation along Cooke Blvd and Waterdown road, the proposed pathway towards the western property line of the site and proposed access to the residential lobby.

3) Public Realm and Shadows - Please comment on the overall shadow impacts on the public realm as it relates to the Sun Access Factor at 0.26 and pedestrian comfort.

The following key comments were considered in the final design:

Building Massing	
Panel Advice	Response
The panel advised that the materiality could be better adjusted for a more sustainable design and mentioned that there is too much glazing and dark materials being used on the lower levels, particularly the ground floor.	The architectural team has revised the drawing set to include more variability within the building materials. This was addressed by replacing the ground floor charcoal grey spandrel glass panels to an alternation between marble finish porcelain tiles [see Figure 16]. The redesign aids in accentuating the streetwall so users can easily identify doors and entrances into the residential and non-residential spaces.
The panel felt that the projected balconies at the building's tower level weakened the separation between the tower and podium levels. They suggested changing the pushing and pulling on the vertical elements on the upper portions of the building.	The building design has been revised to break up the top edge of the podium into a hierarchy of levels. The podium heights have been changed from a straight projection at the 8th floor (25.4 metres) to extend an additional vertical portion to the 9th floor (28.8 metres) [see Figure 14].
The panel highlighted that a unit located on the North side may be impacted by the proposed development adjacent to the site. They suggested revising the site design to focus on more sun access to the unit.	Site design has been revised to allocate more sun access and outdoor amenity space within the unit by adding a private balcony.
Site Circulation and Entrances	
The panel commented that the design seems to limit the flexibility of retail units, as it seems to accomodate only one retail entrance. They recommended the team consider the flexibility of the retail setup, particularly focusing on the one facing Cooke Boulevard.	The retail set up has been revised and includes an increase in the number of retail entrances from 2 to 4 along Cooke Boulevard. This will improve circulation around the site and will aid in diverting any retail traffic away from main street of Plains Road onto Cooke Boulevard.
Public Realm and Shadows	
The panel noted that the majority of comments for this section have been covered in the above sections.	

Figure 25: BUD Panel Comments and Design Response Table

5. CONCLUSION

The proposed mixed-use mid-rise building provides an appropriate response to the various policy and design guidelines that apply to the subject property, including both the in-force and new City of Burlington Official Plans, Design Guidelines for Mixed-use Mid-rise Buildings, and Sustainable Building and Development Design Guidelines. Additionally, the proposal adheres generally to the Shadow Study Guidelines and Terms of Reference analyzing all shadows cast from the building. The 12-storey building engages the corner site with both its street frontages along Plains Road East and Cooke Boulevard, with Plains Road East being the primary frontage, and Cooke Boulevard the secondary.

The built-form responds to the existing and planned context and will serve to transform the intersection and Plains Road East into an urban, pedestrian-oriented corridor. The development will provide an appropriate level of density at the site, located along a corridor and within a Major Transit Station Area. Given the above design rationale, it is our opinion that the proposal is an example of good urban design and seeks to improve the built environment of the site and surrounding context.

APPENDIX A

Community Planning Department
Burlington Urban Design Advisory Panel (BUD)

MINUTES

May 30, 2024
2:30 p.m.
Virtual Meeting

Members of BUD

	present	absent / regrets
Jessica Hawes (Chair)	✓	
Matt Reid (Vice Chair)	✓	
David deGroot	✓	
Mike Flint	✓	
Nigel Tai	✓	
Alexandru Taranu	✓	
Jackie VanderVelde	✓	
Christopher Moise	✓	
Timmithea Chan	✓	

Item #2: 35 Plains Road East

Design Review: First Review

Application: Pre-Consultation for OPA & ZBA

Presentations:

City Staff: Alicia West, Community Planning

Design Team: Kregg Fordyce, KFA Architects
Luca Chandler, KFA Architects
Nick Sampogna – KFA Architects
Diego Canneri – KFA Architects
Matt Madigan – Adesso Design



Disclosure of conflict-of-interest

None.

City Staff Overview

City staff provided an overview of the pending application's status, as it came through a Pre-consultation request for proposed applications for an Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBA). In the presentation, staff provided a brief overview of the proposed development, project details, the surrounding context, Aldershot MTSA vision, amenities, transportation, and mobility, as well as future development context.

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

1. **Built Form**
   Please comment on the overall building massing, height of the podium and scale, and tower design (incl. balconies, building setbacks and tower step-backs). How does the proposed building setbacks, particularly to the north impact future development and context? Does the proposal address the corner of Plains Road and Cooke Boulevard successfully?
2. **Site Circulation and Entrance**
   Please comment on the proposed site circulation, particularly with respect to pedestrian circulation along Cooke Blvd and Waterdown road, the proposed pathway towards the western property line of the site and proposed access to the residential lobby.
3. **Public Realm and Shadows**
   Please comment on the overall shadow impacts on the public realm as it relates to the Sun Access Factor at 0.26 and pedestrian comfort.

Design Team Presentation

The design team provided a brief history of the project stating that the developer has been before the panel with a previous application. The property was put on the market over the past year and a half, but a re-evaluation of the project became necessary due to a lack of market response to the original plan, which included several large units. Additionally, there were a number of changes that took place such as the development of the MTSA that prompted the reassessment of the project. The team also gave a brief explanation of the surrounding neighbourhood context by showing images of the northwest and southwest views as well as views along Plains Road.

The team provided a summary of the proposed development and emphasised the change in height from the original proposal of 9 storeys to the proposed 12 storeys, which the team believe is consistent with the MTSA context. The team acknowledged that the proposal is higher by one storey than that indicated as the maximum envisioned height of the MTSA at 11 storeys and stated that it is a fairly reasonable ask in terms of the context of mid-rise in the GTA. The overall proposed height is now at 42.5 metres and the Floor Space Index (FSI) has increased to 6.7. The total number of units has also increased to yield a total of 161 units which consists of a mix of studios, 1 bedroom, 2 bedrooms, and three bedrooms. The proposal also includes 2

levels of underground parking with 110 residential spaces and 109 bicycle parking spaces. Amenity space is also provided at 9.0 square metres per unit. In terms of setbacks, the team stated that majority of the grade conditions and setbacks have remained consistent with the original application. Majority of the changes that were made are in relation to the building massing rather than the site plan.

The team then walked the Panel through the conceptual site plan and explained that the drawings provided are not as progressive as they could have been and highlighted the boxes drawn on the site plan as representative of planters that are proposed although they are not shown on the landscape plan. The team also noted that the soft scaping that was proposed in the original scheme has now also been change to hardscape. Entrances to the retail spaces are proposed along Plains Road, with planters proposed between the entrances. There are also retail entrances proposed along the Cooke Boulevard frontage. The residential entrance is proposed along Cook Boulevard, in between the two retail entrances. Vehicular access is also provided from Cooke Boulevard. At grade parking is provided at the rear of the site towards the northern property line. The garbage and loading area are located central to the site.

In terms of green roofs, the proposed ramp to the underground parking is covered by a green roof. Amenity space is also planned on the roof top, with a green roof that is not accessible. This is similar to what was presented in the original plan. The aim is to work towards integrating a storm water management system. The development includes an indoor amenity area, which provides access to an adjacent patio space with barbecues. This space extends along the Cooke Blvd. frontage, featuring large planters and seating. Additionally, a screen has been installed behind the barbecues for privacy. The amenity areas are designed facing south to take advantage of the views to the Lake.

As for the proposed building materials, the base is cladded with commercial glazing and darker material, above which brick is being proposed for the remaining floors of the podium. Higher floors are proposed to be constructed using metal panel and glass window walls. The team is proposing dark materials such as stucco and metal screening for the top of the building around the mechanical penthouse. The entrance along Cooke Boulevard is proposed to be articulated with porcelain tiles. Short term bicycle parking is also provided near the entrance. Canopies above the residential entrance and along the retail frontage are also proposed to help create a more pedestrian friendly environment at grade. The design subtly enhances the corner of the building to emphasize its prominence.

As for the shadow study, the team demonstrated the shows for March 21st and explained that the shadow impacts are negligible as the property to the north bears majority of the impact, however it is a commercial property. The shadow impacts are reduced in June, with the sun being at a higher angle.

PANEL QUESTIONS:

The Panel asked the design team the following questions of clarification:

- Can you please provide clarification about the comments in the urban design brief that state that the city has requested that the planters and trees along Plains Road be removed?
    - In the first submission to the municipality in the previous application had a streetscape, but then we were asked to just show concrete because there's an overall design happening on Plains Road.
    - Bike lanes were recently installed on the south side of Plains Road as part of the overall master plan.
- Can you please elaborate on the use of large radius for the access? Have you considered using tighter curves?
    - Yes, this was included as part of the first submission, however, it was vetted by transportation and the changes made were accordingly.
- Is the on-grade parking provided to the north of the site meant for visitors?
    - Yes, that is correct.
- Can you please provide commentary on the building interface on the west side as it seems very tight? Are there any requirements to providing buffering? Are there any existing vegetations? Are there any grading issues?
    - There is a narrow landscape strip between the visitor parking spaces and the property line. At the back of the parking spaces there is a low retaining wall.
    - There is a difference in elevation between the site and the neighbor to the north.
- Is there a fence proposed to the north?
    - Yes, there is.
- Can you please elaborate on your use of sustainable measures and incorporation of sustainable design within this project?
    - Part of the client group is a mason; hence brick is proposed for the exterior cladding system, which is a more sustainable product than others in terms of embodied carbon.
    - Other sustainable elements include storm water management through the areas such as the green roofs on parking and species selection. Planting species have not been selected at this stage yet but will be at the SPA stage. It is envisioned that they would all be native, drought tolerant, and salt tolerant. Pollinator flowers may also be proposed.
    - There are currently no trees proposed but the aim is for the green roof to be a sustainable factor of the overall design to offset the heat and cooling needs of the building.
- To clarify, this project had an approval of 9 storeys and the only difference now is that there is an additional 3 storeys added on top?
    - Correct, however this is not the only difference. The aesthetic of the building has changed slightly through refinements and simplification of the building massing.
    - The original design was more sculpted at the 7th,8th and 9th storey, while this design is more diluted. This design is a fairly handsome resolution for the subtle height increase.
    - The materiality has relatively remained the same.
- Were the 9-storey building approved?
    - Yes, it is approved.

PANEL ADVICE:

1. Built Form

Please comment on the overall building massing, height of the podium and scale, and tower design (incl. balconies, building setbacks and tower step-backs). How does the proposed building setbacks, particularly to the north impact future development and context? Does the proposal address the corner of Plains Road and Cooke Boulevard successfully?

The Panel appreciated the team's presentation and commented that it would have been helpful to see a side-by-side comparison of the approved project at 9 storeys in contrast with the proposed 12 storey building to better understand the changes that are proposed. The following are areas that the Panel encouraged the team to consider:

Context: The Panel recommended that additional analysis be conducted to the specific context of the site with its surrounding properties to better understand the existing and planned context and how the site will impact the surrounding sites. The Panel noted that the scale of the podium expression might suit the scale of the building as a whole but it is currently shown in isolation. However, it needs to consider the future development of the block and whether a more appropriately scaled podium at 4th storeys, with an incorporated setback at a lower height, would be suitable. A Panel member noted that overall the proposed built form and height of the development feels comfortable. The Panel appreciated the team's efforts in the design of the proposal especially in the ground floor design, and the pedestrian experience through the retail fronting on all the streets.

Built Form: The Panel commended the team on their design of the L shaped building. A Panel member commented that the proposed development is an oversimplification of the built form in comparison to the previous submission. It has lost some of its character that made the original submission more unique particularly with the angulation and the pushes and pulls on the vertical elements of the upper portions of the building, and with some elements that were taller than others. The Panel member advised the team to consider bringing back some of these elements in the new proposal. The Panel also noted that this is a corner site and advised the team to work with the white frame and to consider the use of special treatments to help make the corner stand out. The Panel highlighted that this was one of the comments they had made previously about this building in the last meeting. The Panel commented that the simplicity of the built form

is considered a positive attribute and commended the team on their choice of brick for the podium and their choice of terraces as usable spaces. The Panel however commented on the proposed balconies at the tower level, noting that the projecting balconies diminish the separation of forms between the tower and the podium portion. The Panel recommended that the balconies be further stepped back to reduce its impact.

The Panel also noted that the proposed proportions of the base of the building massing need to be further considered as the proposed building design created awkward proportions and does not follow the typical base, middle and top typology. The Panel recommended that the team consider increasing the height of the building base to allow for better building proportions. The Panel also advised the team to review the design of the ground floor, specifically on the Plains Road frontage to see if additional details and fine-tuning could be added to ensure the building elegance is expressed at that level and that pedestrian experience is truly emphasized. The Panel advised the team to explore using signage, lighting and wood materials to further soften the look and feel of the lower levels, particularly the ground floor.

A Panel member also commented that the amount of parking provided should be considered, especially since the proposed parking may not accommodate every unit, particularly with the proposal including two or three bedrooms. The Panel also suggested that the parking ramp be moved closer to the back of the retail and swapping its location with the loading zone so that the residents can quickly get out of the site everyday without passing through the entire site.

Setbacks: The Panel raised concerns about southwest setback specifically with regards to the bachelor suite on the first six storeys that faces and relies exclusively on the side yard for light exposure. The Panel noted that if this condition was replicated to the neighbouring property it would result in uncomfortable conditions. The Panel recommended splitting the unit into two units that can have access to both the front and back side of the site as opposed to having the current unit squeezed in between.

Sustainability: The Panel highlighted that the development consists of extensive use of window walls, and glass, which is not a very sustainable solution to use. The Panel also noted that the use of dark materials will result in a lot of heat gain, which again is not sustainable and may contribute to higher energy consumption for cooling, ultimately having a negative impact on the climate. The Panel commented on the number of proposed balconies and recommended that the team consider reducing the number of balconies proposed at the tower level as traditional

cantilevered balconies are not particularly sustainable or environmentally friendly. The Panel also noted that the design of the building is repetitive and suggested that the team consider using mass timber for construction purposes, which is permitted by code up to 12 storeys in height. This form of construction is highly sustainable from an embodied carbon standpoint.

2. Site Circulation and Entrance

Please comment on the proposed site circulation, particularly with respect to pedestrian circulation along Cooke Blvd and Waterdown road, the proposed pathway towards the western property line of the site and proposed access to the residential lobby.

Similar to the commentary provided by the Panel on the original application, the Panel agreed that the proposed site circulation is positive with traffic being diverted from the main street (Plains Road) to the side street, as well as placement of building access points. The Panel however encouraged the team to consider the following:

Landscape Design: The Panel questioned the landscape's soft buffer along the retail line, particularly focusing on the one facing Cooke Blvd. Currently, it appears to severely limit flexibility for future retail endeavors, as it seems to accommodate only one retail entrance. The Panel suggested the team consider the flexibility of accommodating various retail setups such as having two retail shops rather than one. The Panel advised the team to consider the design and type of landscaping around the retail area, and recommended the use of landscaping that is short and can be combined with seating areas. Seating areas can be used by people waiting for friends and families while shopping, thus providing a practical and functional use to the area as well as animating the pedestrian realm.

The Panel also commented on the area fronting the proposed lobby and encouraged the team to explore the addition of seating areas and enlarging the space in front of the lobby as currently, the planters appear to be positioned very close to the entrance of that space.

Parking: With regards to the four parallel parking spaces provided along the Cooke Boulevard frontage, A Panel member questioned whether this was proposed by the City or the design team and encouraged the team to look at opportunities to replace these spaces with green space and trees, which if implemented would not require compensation through the use of sod in front of the retail area. A Panel member differed in opinion about the parking spaces stating that it is beneficial for visitors visiting the commercial use or the development in general.

However, the Panel agreed that an increase in the landscape buffer along Cooke Boulevard would be beneficial. Integrating the landscaping with the public realm would be the key to achieving consistency along the boulevard and achieving a good quality public realm.

Materials: The Panel acknowledged adjusting the turning radius to access the proposed building may be too late in the process. However, the Panel noted that there is a lot of asphalt being proposed on site, which counters the promotion of active transportation on site. The Panel recommended that if policies regarding this is not present within the MTSA policy, that a set of specific urban standards be developed. The Panel also recommended the team consider the use high quality paving materials for the surface parking and the loading area, to promote a more pedestrian priority area.

3. Public Realm and Shadows

Please comment on the overall shadow impacts on the public realm as it relates to the Sun Access Factor at 0.26 and pedestrian comfort.

The Panel noted that majority of the comments for this question have been covered during the previous comments. However, the Panel commended the team on their efforts on extending the retail along Cooke Boulevard as opposed the original submission that proposed a large garbage room along this frontage.

End...Item #2

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