

URBAN DESIGN BRIEF

Official Plan and Zoning By-law Amendment

235 PLAINS ROAD EAST & 1022 GALLAGHER ROAD
CITY OF BURLINGTON

MARCH 2026
WESTON FILE #10386-1

WESTON CONSULTING

TABLE OF CONTENTS

1.0 INTRODUCTION 3

2.0 CONTEXT. 4

- 2.1 Subject Property 4
- 2.2 Surrounding Context 5
- 2.3 Site and Surrounding Area Photos 6

3.0 PROJECT DESCRIPTION AND RESPONSE TO DESIGN REVIEW PANEL 8

- 3.1 Description of Proposed Development 8
- 3.2 Context and Public Realm 9
- 3.3 Built Form and Site Design 10
- 3.4 Open Space and Sustainability 10

4.0 URBAN DESIGN POLICIES AND GUIDELINES DISCUSSION. 11

- 4.1 City Of Burlington Official Plan (Approved 2020). 11
- 4.2 Design Guidelines for Mixed-use and Residential Mid-rise Buildings (MARCH 2019) 14
- 4.3 Plains Road Corridor Urban Design Guidelines (JUNE 2006). 15
- 4.4 Sustainable Building and Development Guidelines (DECEMBER 2021) 16

5.0 DESIGN DEVELOPMENT AND ANALYSIS. 17

- 5.1 Site Design 17
- 3.2 Connectivity 18
- 3.3 Built Form and Architectural Expression 19
- 3.4 Angular Plane Analysis Study 20
- 3.6 Landscaping and Building Relationship to Street 21
- 3.7 Shadow Study 22

5.0 CONCLUSION 24

LIST OF FIGURES

Figure 1: View from southeast prepared by Lima Architects Inc. 3
Figure 2: Aerial Photo prepared by Weston Consulting 4
Figure 3: Context Map prepared by Weston Consulting 5
Figure 4: Key Map of Site Photos 6
Figure 5: Existing Site Photos and Surrounding Street Views. 6
Figure 6: View from northwest prepared by Lima Architects Inc. 8
Figure 7: Site Context Plan prepared by Lima Architects Inc. 9
Figure 8: Burlington Official Plan - Schedule C Land Use 11
Figure 9: Burlington Official Plan Schedule B-1 Growth Framework 13
Figure 10: Building Structure with Upper and Lower Building Components 14
Figure 11: Plain Road Corridor Conceptual Framework and Districts - Corridor Urban Design Guidelines 15
Figure 12: Site Plan - Prepared by Lima Architects Inc. and Annotated by Weston Consulting 17
Figure 13: Pedestrian circulation based on site plan prepared by Lima Architects Inc. 18
Figure 14: View from southwest prepared by Lima Architects Inc. 19
Figure 15: North elevation illustrating angular plane application prepared by Lima Architects Inc. 20
Figure 16: Conceptual landscape plan prepared by Weston Consulting. 21
Figure 17: Shadow Study prepared by Lima Architects Inc. 22

1.0 INTRODUCTION

Weston Consulting has prepared this Urban Design Brief ("UDB" or "Brief") in support of applications for an Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") for the lands municipally known as 235 Plains Road East and 1022 Gallagher Road (the "Subject Property"). These applications are submitted in accordance with the Planning Act and the City of Burlington's policies, and are accompanied by the technical reports and studies identified during the City's Pre-Consultation meeting held on June 18, 2025.

The proposal was reviewed by the Burlington Urban Design Advisory Panel ("BUD") on July 24, 2025. Following consultation and Panel review, the design has been refined to address built-form, massing, transition, and site-organization considerations. The current proposal contemplates an 8-storey seniors apartment building that contributes to the evolving Plains Road corridor while providing a sensitive transition to the adjacent low-rise neighbourhood and nearby heritage property. It is anticipated that a future Site Plan Approval application will be required at the appropriate stage to advance detailed design and implementation.

This Urban Design Brief should be read in conjunction with the Planning Justification Report prepared by Weston Consulting, which provides the comprehensive planning policy analysis in support of the proposed amendments. The focus of this Brief is to demonstrate how the architectural concepts prepared by Lima Architects Inc., together with the landscape design prepared by Weston Consulting, respond to the City's urban design policies and applicable guidelines.

This UDB evaluates the proposal against the relevant urban design policies of the Burlington Official Plan (2020) and applicable design guidelines, including:

- Plains Road Corridor Urban Design Guidelines (2006);
- Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (2019); and
- Sustainable Building and Development Guidelines (2021).

The Brief outlines the evolution of the proposal and demonstrates how the refined design supports intensification objectives while ensuring an appropriate transition to surrounding residential areas.



Figure 1: View from southeast prepared by Lima Architects Inc.

2.0 CONTEXT

2.1 SUBJECT PROPERTY

The Subject Property is located at the southwest corner of Plains Road East and Gallagher Road within the Aldershot community of the City of Burlington. The lands comprise two adjoining parcels municipally known as 235 Plains Road East and 1022 Gallagher Road, forming an L-shaped lot with frontage on both streets.

The site has a total area of approximately 2,878.4 m² (0.28 hectares), with approximately 32 metres of frontage along Plains Road East and 22.94 metres along Gallagher Road, and an overall depth of approximately 71 metres.

The property is currently occupied by two single-detached dwellings and associated accessory structures, which are proposed for removal to facilitate redevelopment. Vehicular access is presently provided from both Plains Road East and Gallagher Road.

Plains Road East is identified as a Major Road on Schedule A – City System of the Burlington Official Plan (July 2024 Consolidation). The Subject Property is designated Urban Corridor on Schedule C – Land Use (Urban Area), reflecting its role in accommodating mid-rise intensification along the Plains Road corridor.



Figure 2: Aerial Photo prepared by Weston Consulting

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2.2 SURROUNDING CONTEXT

The Subject Property is located within the Plains Road East corridor, an arterial corridor undergoing gradual intensification consistent with its Urban Corridor designation. Plains Road East accommodates a mix of mid-rise residential buildings, townhouse developments, and commercial uses, reflecting its evolution toward a more urban, mixed-use character.

Gallagher Road serves as a transition to the established interior neighbourhoods to the north and east, characterized predominantly by single-detached dwellings and stable, low-density residential uses.

The surrounding land uses are summarized as follows:

North: Low-density residential neighbourhoods comprised of single-detached dwellings. Grove Park is located further north along Gallagher Road. Beyond the neighbourhood is an east–west rail corridor utilized by CN, CP, and Metrolinx.

South: Plains Road East forms the southern boundary of the site and is characterized by a mix of residential, commercial, and service-oriented uses consistent with its function as a Major Road and intensification corridor.

East: Holy Rosary Catholic Elementary School and Holy Rosary Church are located directly across Gallagher Road, representing significant institutional uses within the immediate context.

West: A two-storey townhouse-style condominium community abuts the western property line, forming a stable multi-unit residential interface.

The broader area is supported by several public open spaces, including Aldershot Park (approximately 170 metres north), Grove Park, and Teal Greenway Park (approximately 200 metres east), contributing to the neighbourhood's recreational network and mature tree canopy.

The Aldershot GO and VIA Rail Station is located within approximately 800 metres of the Subject Property, providing regional transit access and reinforcing the corridor's role in supporting transit-oriented intensification.

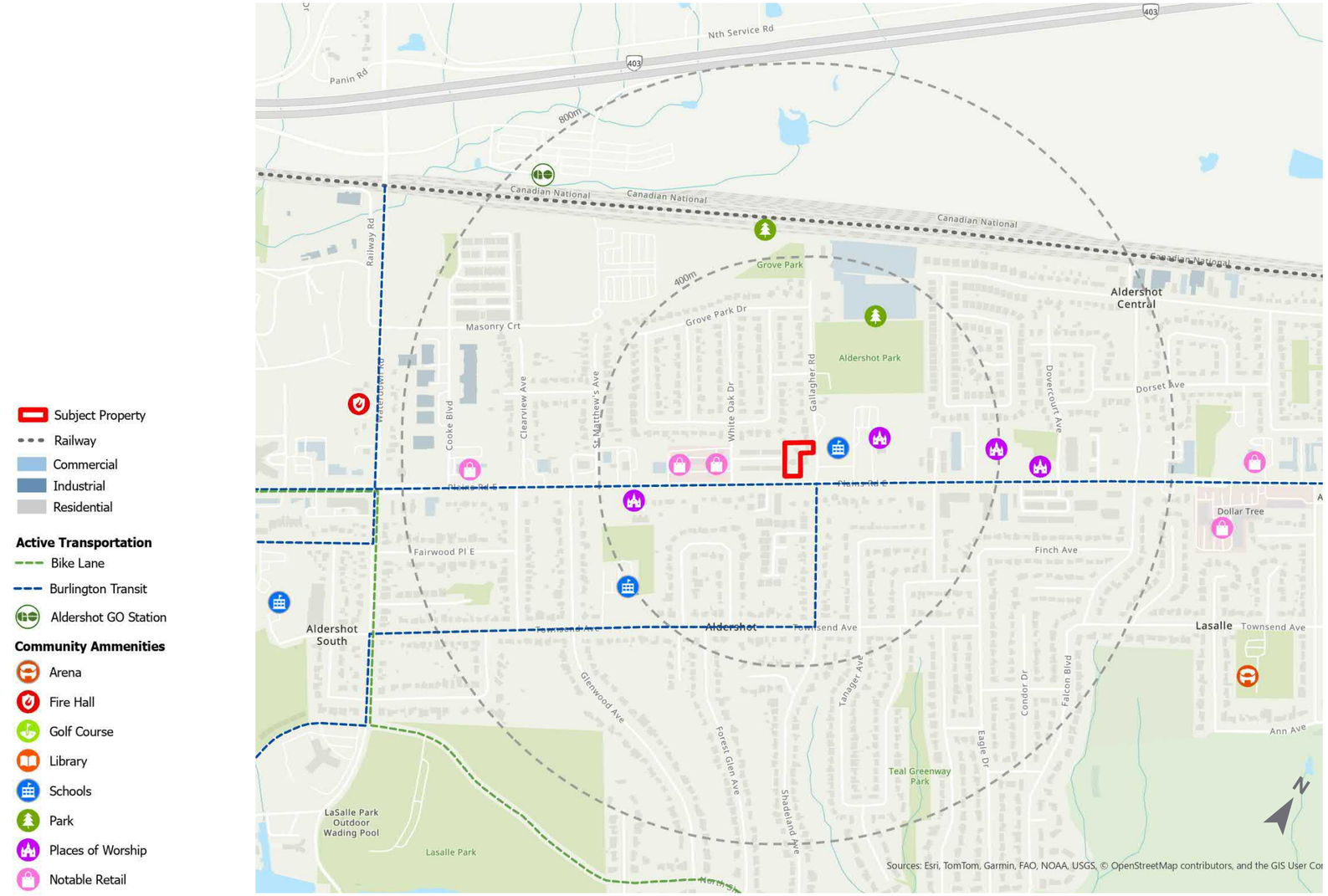


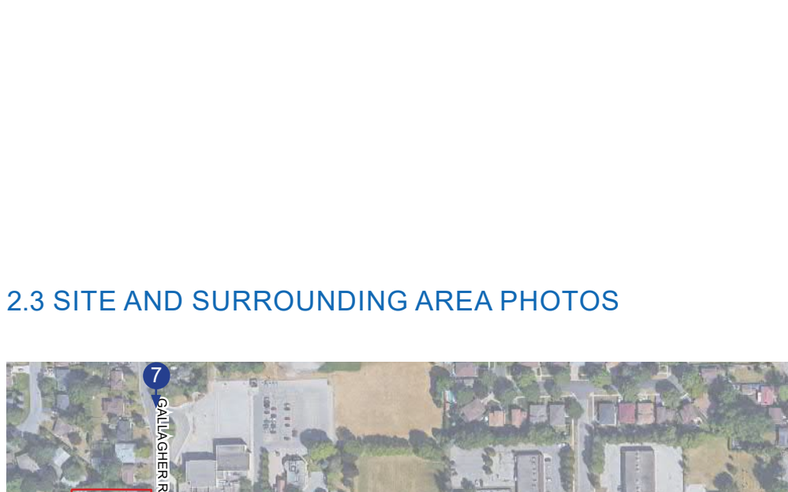
Figure 3: Context Map prepared by Weston Consulting

2.3 SITE AND SURROUNDING AREA PHOTOS

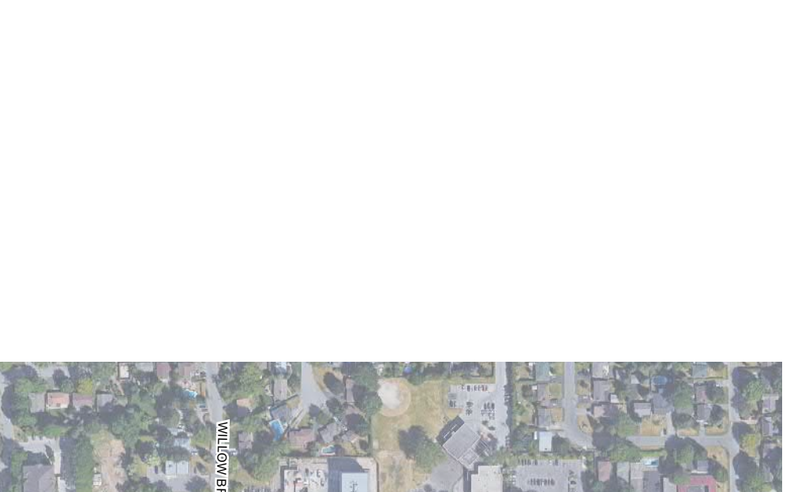


Figure 4: Key Map of Site Photos

Existing Site Photos - Photos Taken Jun 2025



View of 235 Plains Road East



View of 1022 Gallagher Road



Adjacent property to the east-235 Plains Road East



Existing streetscape and bus stop in front of 235 Plains Road East_Google earth

Figure 5: Existing Site Photos and Surrounding Street Views

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Existing low-rise residences on Manorwood Dr.-north of Subject Property



Existing streetscape along Plains Road East-to the west of Subject Property



Existing streetscape along Gallagher Road



Residential Apartment (Aldershot Village Residence)-540 Plains Road East



8-storey mixed-use building under construction (Northshore Condos) - 490 Plains Road East



Existing mixed-use building - 457 Plains Road East

3.0 PROJECT DESCRIPTION AND RESPONSE TO DESIGN REVIEW PANEL

3.1 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development consists of an 8-storey seniors apartment building with a total Gross Floor Area (GFA) of 6,701.89 square metres, resulting in a Floor Space Index (FSI) of 2.33. A total of 134 residential units is proposed, with unit sizes ranging from 256 to 434 square feet.

The ground floor includes an entrance vestibule, lobby/lounge, office, community room, hobby rooms, wellness/examination room, bicycle storage area, laundry facilities, and a garbage room.

The building is sited to provide setbacks on all sides to support streetscape improvements and mitigate privacy and overlook impacts on adjacent properties. A 3.0-metre front yard setback is provided along Plains Road East to accommodate landscaping and reinforce a pedestrian-oriented streetscape. Floors 3 through 8 are stepped back an additional 8.3 metres from the street to reduce the perceived mass at grade.

A setback of approximately 6.74 metres is provided along the west interior side yard, accommodating a landscaped buffer and pedestrian walkway and providing separation from the adjacent townhouse development. A similar 5.0-metre setback is provided along the east property line.

At the rear of the site, a setback of approximately 13.98 metres is maintained to provide transition to the adjacent low-rise neighbourhood. This area includes a 6.0-metre-wide landscaped buffer to protect existing vegetation and support new planting. A fenced outdoor amenity area is located within the rear yard and is directly accessible from the building. Parking is accommodated in one underground level to maximize landscaping opportunities at grade and reinforce a pedestrian friendly environment.



Figure 6: View from northwest prepared by Lima Architects Inc.

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3.2 CONTEXT AND PUBLIC REALM

The revised proposal has been refined to address the Panel's comments regarding height, massing, transition, and relationship to the surrounding context, including the adjacent low-rise neighbourhood and nearby heritage property.

The updated proposal comprises an 8-storey form, which falls within the six- to nine-storey range identified by the Panel as more appropriate for the corridor. The building height aligns with the long-term policy direction for Plains Road East as an Urban Corridor intended to accommodate mid-rise intensification. The overall massing has been refined to reduce visual bulk through increased stepbacks and articulation.

In response to comments regarding the need for a stronger podium expression, the lower floors have been re-articulated to create a more defined base condition. The building now reads as a distinct podium with upper storeys stepped back above, reinforcing a transition in scale toward the adjacent low-rise context and heritage property. This approach strengthens the relationship to the pedestrian realm and improves proportional compatibility with neighbouring built form.

The building footprint and vertical massing have been adjusted to reduce perceived bulk. Stepbacks are provided from the 8th floor to the 4th floor along the east elevation and from the 8th floor to the 3rd and 1st floors along the west elevation. These transitions reduce the apparent height when viewed from adjacent properties and the public realm, creating a graduated form rather than a continuous vertical plane.

An updated shadow analysis demonstrates improved shadow performance relative to the previous submission. The refined massing and stepbacks reduce shadow impacts on the adjacent residential neighbourhood and heritage property, particularly during morning equinox hours. While some shadowing is expected in an urban corridor context, the revised design mitigates impacts to the extent feasible within the permitted mid-rise framework.

Given the proximity of the adjacent heritage property, the building mass has been refined to provide increased separation and visual transition. The stepped form and strengthened podium condition establish a clear base and reduce the perceived scale of the building in relation to the heritage structure. This approach maintains the prominence and legibility of the heritage resource while allowing appropriate intensification along Plains Road East.

The revised proposal balances the City's intensification objectives for the Plains Road corridor with a measured response to the surrounding low-rise neighbourhood and heritage context. The building massing, stepbacks, and articulated base collectively improve integration into the existing urban fabric.

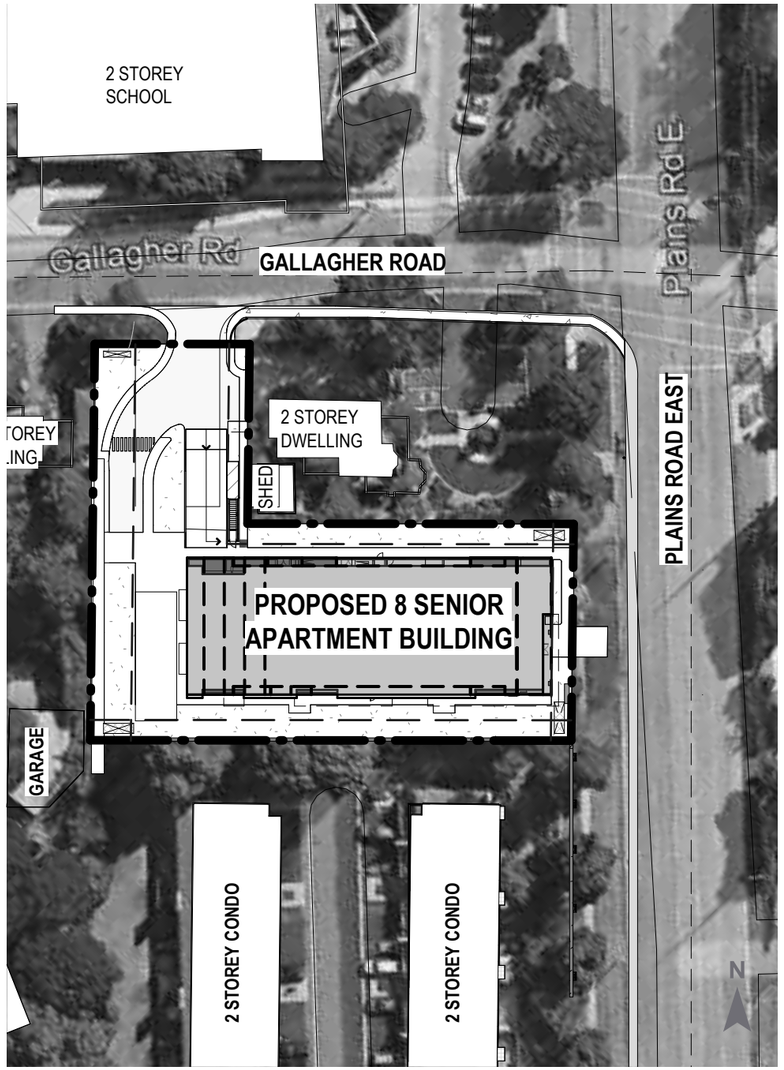


Figure 7: Site Context Plan prepared by Lima Architects Inc.

3.3 BUILT FORM AND SITE DESIGN

The site layout and built form have been refined in response to Panel comments regarding podium definition, ground floor programming, circulation strategy, material expression, and activation of side yard conditions. The podium has been further articulated to establish a clearer base condition. The entrance to the underground parking garage has been relocated and consolidated toward the north side of the site, allowing vehicular access, loading, and servicing functions to be concentrated at the side of the building, towards Gallagher Road. This reorganization strengthens the podium expression, reduces visual interruption, and provides improved opportunity for landscape treatment and outdoor amenity space.

Vehicular circulation is now limited to the north side of the building, reinforcing a pedestrian-oriented frontage along Plains Road East and adding outdoor amenity space to the rear. The consolidation of access points improves clarity of movement and reduces conflicts between vehicles and pedestrians. The at-grade bicycle storage remains directly accessible from the exterior, maintaining convenient access without requiring residents to traverse the interior of the building or underground parking.

The ground floor layout has been revised to improve the relationship between indoor and outdoor amenity areas and to enhance usability of side yard spaces. The outdoor amenity area has been expanded and relocated to the rear yard, benefitting from increased separation from adjacent properties and improved access from interior common areas.

Building services, including the garbage room, have been repositioned to align more closely with the vehicular access and loading area, minimizing their visibility from primary pedestrian frontages and improving the quality of adjacent amenity spaces.

The revised plan strengthens the landscape buffer along the entire perimeter of the site, increasing green area at property edges and reinforcing separation from adjacent residential uses. A private outdoor patio is provided at the rear of the building, integrated within the expanded landscaped area. Walkways are provided around the building perimeter, ensuring safe and direct connections between Plains Road East and Gallagher Road, as well as to the building entrance and outdoor amenity area.

In response to comments regarding the visibility of side elevations along the Plains Road corridor, the architectural treatment has been refined to ensure consistent articulation and detailing on all building faces. Material transitions have been simplified to reduce visual complexity, and the podium detailing has been strengthened using a restrained material palette more consistent with the surrounding residential character.

While the proposal represents the tallest building within its immediate block, the refined massing strategy, including defined podium expression and upper-storey stepbacks, reduces perceived height and bulk from the street and adjacent properties. The building form is intended to signal the evolving corridor condition along Plains Road East while maintaining a measured transition toward the stable low-rise neighbourhood.

The floor plan has been reviewed to improve efficiency. Locker storage has been consolidated to reduce redundancy and optimize residential gross floor area, consistent with typical multi-residential design practice.

3.4 OPEN SPACE AND SUSTAINABILITY

The proposal has been refined to strengthen both environmental and social sustainability components, while recognizing that detailed technical design will be further advanced through the future Site Plan Approval process. The revised plan increases landscaped area along the site perimeter and reinforces buffering to adjacent residential properties. A private outdoor amenity patio is located at the rear of the building, directly accessible from interior common areas, supporting daily use by residents.

Landscape design prioritizes meaningful soil volumes to support long-term tree canopy growth. Tree planting is concentrated along property edges and within the rear yard to strengthen the green character of the site and improve microclimatic conditions. Opportunities for green roof areas have been identified and will be further evaluated during the Site Plan phase to contribute to stormwater management performance and increase total landscape area on site.

The development will incorporate on-site stormwater management measures consistent with the City's Sustainable Building and Development Guidelines. Detailed stormwater strategies, including grading, infiltration, and potential green roof integration, will be confirmed through supporting technical submissions at the Site Plan stage.

Material selection has been reviewed in response to Panel comments. The architectural expression has been simplified, and opportunities to reduce reliance on less durable façade systems will continue to be assessed through detailed design to improve long-term environmental performance.

As a seniors-oriented development, the building is designed to promote social interaction and accessibility. Ground floor programming includes shared community spaces that connect directly to outdoor amenity areas, supporting informal gathering and daily activity. Barrier-free access is provided throughout the site and building.

The landscape and circulation design prioritize safety, visibility, and ease of movement, reinforcing a supportive residential environment for aging-in-place. Further refinement of landscape detailing, sustainability measures, and amenity programming will be advanced through the Site Plan Approval process to ensure alignment with City standards and best practices.

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4.0 URBAN DESIGN POLICIES AND GUIDELINES DISCUSSION

4.1 CITY OF BURLINGTON OFFICIAL PLAN (APPROVED 2020)

The City of Burlington's new Official Plan ('BOP') was approved with modifications on November 30, 2020 and came into effect on December 22, 2020. The BOP sets out long-term policies and guidelines for directing future growth and development within the City. It sets out a clear vision for a broad range of areas including sustainable growth, complete communities, environment and sustainability, economic activity, infrastructure, design excellence, land uses and public participation.

Overall, the intention of the BOP is to support the transition of Burlington from a suburban to an urban community by **accommodating more density** though **intensification** and developing **complete** and **sustainable** communities.

Section 7.1.1 Objectives

c) To ensure that the design of the built environment contributes to a sense of belonging by enhancing the physical character of established neighbourhoods.
d) To design places that support public transit and active transportation through the design of attractive and well-developed pedestrian and cycling environments.
e) To create safe, vibrant, socially active places that people are drawn to.
f) To achieve a high quality of design within the public realm.
h) To ensure compatibility and quality in the built environment while allowing for diverse design expression.
j) To ensure that buildings and open spaces are accessible to people of all ages and abilities.

Section 7.2: The Public Realm

Section 7.2 includes urban design policies pertaining to the quality of the public realm. Key urban design objectives outlined in this section include the following:

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

> *(i) improving the quality of public spaces as community destinations and public gathering places through the design of public realm facilities, such as public squares, parkettes or promenades;*
> *(ii) providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping;*
> *(iii) improving the quality and convenience of active transportation;*
> *(iv) creating an attractive and comfortable environment for pedestrian movement while preserving and complementing existing natural features;*
> *(v) implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial Legislation*
> *(vi) designing public realm facilities to perform their diverse roles, balancing the spatial needs of people of all ages and abilities, through the application of the principles of Universal Design;*
> *(vii) improving multi-modal transportation and public space needs in the design of streets and roads;*
> *(viii) improving the quality of streets, sidewalks and walkways, and cycling facilities to provide more direct active transportation access to transit facilities;*
> *(ix) enhancing the aesthetic and functional quality of intersections, as marking major entrances into areas and neighbourhoods, where appropriate;*
> *(x) creating, maintaining and enhancing public views and vistas of significant natural and built features;*
> *(xiv) recognizing and promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles; and*
> *(xv) designing safe, reliable and cost-effective infrastructure and minimizing their visual impact.*

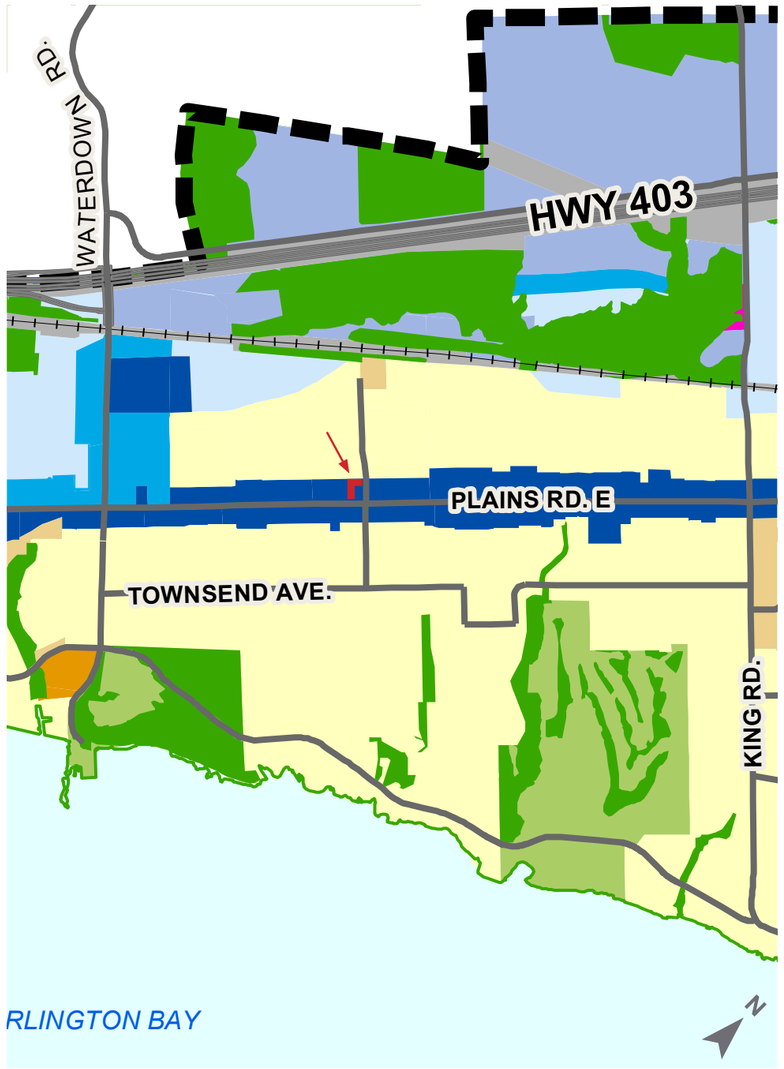


Figure 8: Burlington Official Plan - Schedule C Land Use

Discussion

The proposed development strengthens the public realm along Plains Road East through a defined street edge, enhanced landscaping, and a clearly articulated podium condition. A 3.0-metre front yard setback accommodates street tree planting and contributes to the existing boulevard condition, reinforcing a pedestrian-oriented streetscape. The building entrance is prominently located and directly accessible from the public sidewalk, supporting an active and legible frontage.

Perimeter walkways provide continuous pedestrian connections between Plains Road East and Gallagher Road and ensure safe access to the building entrance and outdoor amenity areas. At-grade bicycle storage is directly accessible from the exterior, supporting active transportation. The site maintains direct connectivity to the existing bus stop on Plains Road East, encouraging transit use by future residents.

The building massing incorporates a defined base and upper-storey stepbacks to provide a measured transition to the adjacent low-rise neighbourhood. Stepbacks from the 8th floor to the 4th floor along the west elevation and from the 8th floor to the 3rd and 1st floors along the east elevation reduce perceived height and mitigate overlook and shadow impacts. The two-storey podium establishes a human-scaled street wall consistent with the evolving mid-rise character of the Plains Road corridor.

The landscape strategy reinforces buffering along all property lines and includes a private rear outdoor amenity area directly accessible from interior common spaces. Increased landscaped areas support long-term tree canopy growth and improve edge conditions adjacent to neighbouring properties.
The site and building have been designed to meet the Accessibility for Ontarians with Disabilities Act (AODA) and applicable accessibility standards. Barrier-free access is provided throughout the site and building, consistent with the seniors-oriented program.

Crime Prevention Through Environmental Design (CPTED) principles inform the design through clear sightlines, a glazed main entrance, active common areas at grade, and regular window openings along all elevations, contributing to passive surveillance and natural oversight of public and semi-public areas.

Section 7.3 Urban Design and Built Form

The subject property is located in the *Secondary Growth Area* as per Schedule B1 of the BOP. The relevant policies pertaining to urban design within *Secondary Growth Areas* are provided below:

7.3.2(1) Primary and Secondary Growth Areas

a. In Primary and Secondary Growth Areas, as shown on Schedule B-1: Growth Framework, of this Plan, pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly Established Neighbourhood Areas.

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;

b. Providing appropriate transitions to adjacent land uses, particularly residential uses;
c. Massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;
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. 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.

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, but not limited to, the following:

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.

Discussion

The main façade of the building is oriented parallel to Plains Road East to reinforce the street edge and provide direct connections to nearby transit stops. The main entrance is clearly visible and accessible from the public sidewalk, supporting a legible and pedestrian-oriented frontage.

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The building massing transitions toward the adjacent low-rise neighbourhood through increased rear yard setbacks and upper-storey stepbacks. Angular plane considerations and graduated reductions in height mitigate overlook and shadow impacts. A pedestrian-scaled environment is achieved through a defined two-storey podium and stepped-back upper levels, reinforced through façade articulation and material differentiation.

Pedestrian circulation is clearly organized, with defined walkways connecting Plains Road East and Gallagher Road to the building entrance and outdoor amenity areas. These routes are designed to ensure safe and direct movement throughout the site. Wayfinding and signage will be incorporated to support clear identification of entrances and service areas.

The relationship between the building edge and the street is strengthened through landscaping, active common areas at grade, and transparent glazing at the lobby. These elements create a defined interface between the public and private realms while maintaining sensitivity to the surrounding residential context.

All resident parking is located underground, consistent with the City's parking strategy and corridor intensification objectives. Vehicular access is provided from Gallagher Road, consolidating servicing functions away from Plains Road East to minimize disruption to pedestrians, cyclists, and vehicular traffic along the arterial corridor.

The loading and servicing areas are located along Gallagher Road and surrounded by landscape treatment to limit visibility from the public realm. Rooftop mechanical equipment will be integrated within the building envelope and screened as part of the overall architectural composition.

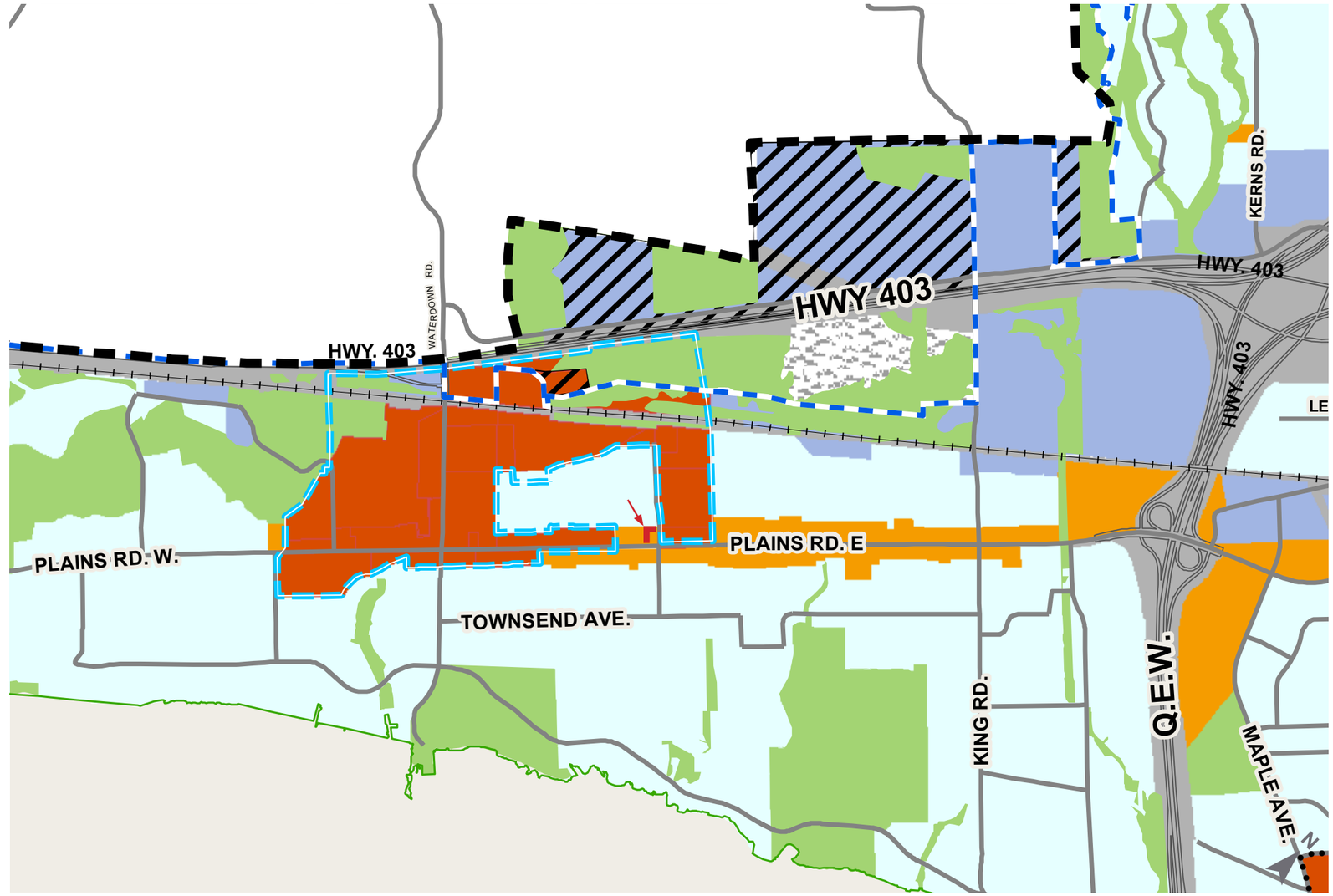


Figure 9: Burlington Official Plan Schedule B-1 Growth Framework

4.2 DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS (MARCH 2019)

According to the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (MUR Guidelines), mid-rise buildings are defined as 'five (5) to eleven (11) storeys in height' that serve to transition to lower scale residential neighbourhoods.

The MUR Guidelines identify two major components of mid-rise developments: the lower building and the upper building. The following outlines the major design objectives, as discussed in the Guidelines, for each building section.

Lower Building

The building is oriented parallel to Plains Road East to reinforce and frame the street edge. The main façade faces Plains Road East and establishes a clear public presence. The main entrance is highly visible, directly accessible from the sidewalk, and defined through glazing and landscape treatment. Back-of-house functions are internalized and screened within the building envelope and by landscape treatment to minimize visibility from the public realm.

The lower building is two storeys in height and set back 3.0 metres from the street, establishing a defined street wall while maintaining a pedestrian-scaled frontage. The ground floor has a floor-to-floor height of approximately 4.5 metres and incorporates transparent glazing to provide visual connection between interior common areas and the public realm, enhancing passive surveillance and safety.

The façade incorporates articulation and material differentiation to break down perceived mass and reinforce the podium condition. Balconies are integrated into the overall composition and set back from the street frontage to maintain a consistent and orderly building edge.

Upper Building

The upper portion of the building comprises floors 3 through 8 and is set back from the two-storey podium to reduce perceived mass at the street level and reinforce the base condition along Plains Road East.

Upper-storey stepbacks are provided to moderate the building's scale in relation to adjacent properties. Along the west elevation, the mass transitions from the 8th floor to the 4th floor through a series of stepbacks. Along the east elevation, additional reductions from the 8th floor to the 3rd and 1st floors create a graduated transition toward the street and the heritage building at the corner. These measures reduce the visual impact of the upper storeys and mitigate overlook and shadow effects.

Architectural articulation and material differentiation distinguish the upper levels from the podium while maintaining a cohesive overall expression. Balconies are integrated within the façade composition and positioned to avoid excessive projection beyond the building face.

The building mass is contained within a 45-degree angular plane measured from the rear property line adjoining the existing low-rise residential area, ensuring appropriate transition and compliance with applicable mid-rise design guidelines.

Rooftop mechanical equipment and the mechanical penthouse will be integrated into the building form and screened as part of the overall architectural composition. The penthouse is set back from roof edges and contained within the established angular plane.



Figure 10: Building Structure with Upper and Lower Building Components

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4.3 PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES (JUNE 2006)

Among the seven districts identified in the Plains Road Corridor Urban Design Guidelines (PRCUD), the subject property is located in the Shadeland District. This district extends between Cook Boulevard and Filmendale Road and is characterized by *"an eclectic mix of land uses on the north side of the corridor and primarily residential and home office uses on the south side".*

The proposed development supports the Shadeland District design guidelines by:

- Enhancing pedestrian connectivity through defined sidewalk connections to Plains Road East and Gallagher Road, improving access to nearby institutional and recreational destinations, including Holy Rosary School and Aldershot Park.
- Strengthening the public realm by introducing new street trees and perimeter landscaping that contribute to the greening of the Plains Road corridor and reinforce its evolving urban character.
-
- The site design prioritizes safe pedestrian movement, reinforces street definition, and supports the corridor's long-term intensification objectives while maintaining compatibility with surrounding residential uses.

<u>Site Planning and Built Form Guidelines - Medium and High Density Residential</u>

- The proposed building is positioned 3.0 metres from Plains Road East to establish a defined street edge and maintain a clear visual and physical relationship with the public realm. The primary entrance is located along Plains Road East and is directly connected to the public sidewalk. Pedestrian connections are provided through defined walkways surfaced with unit pavers.
- The building massing is organized into a two-storey podium and stepped-back upper levels to achieve appropriate scale and transition. The podium (ground and second floors) maintains the 3.0-metre setback to reinforce the street wall and pedestrian scale. Upper storeys (floors 3 through 8) are stepped back from the podium to reduce perceived mass and visual impact from the street and adjacent properties.
- Additional stepbacks along the east and west elevations further moderate the building's scale in relation to neighbouring low-rise development, consistent with mid-rise design principles and angular plane considerations.

<u>General Streetscape Recommendations</u>

- The proposed design enhances pedestrian conditions within the Aldershot / Holy Rosary node by strengthening connections to the existing public sidewalk network along Plains Road East and Gallagher Road. Clearly defined walkways connect the building entrance to the public realm and are surfaced with unit pavers to differentiate pedestrian routes from vehicular areas.
- The main entrance fronts onto Plains Road East and provides a direct and visible connection to the corridor. The glazed main entrance is recessed from the primary street wall to create a defined entry condition and weather protection. Landscaping is integrated adjacent to the entrance to frame the entry and reinforce the street edge.
- Perimeter landscaping and street tree planting contribute to the greening of the corridor and improve the quality of the streetscape. Architectural detailing and material selection reinforce a defined podium condition and a coherent street-facing façade consistent with the corridor's evolving character.

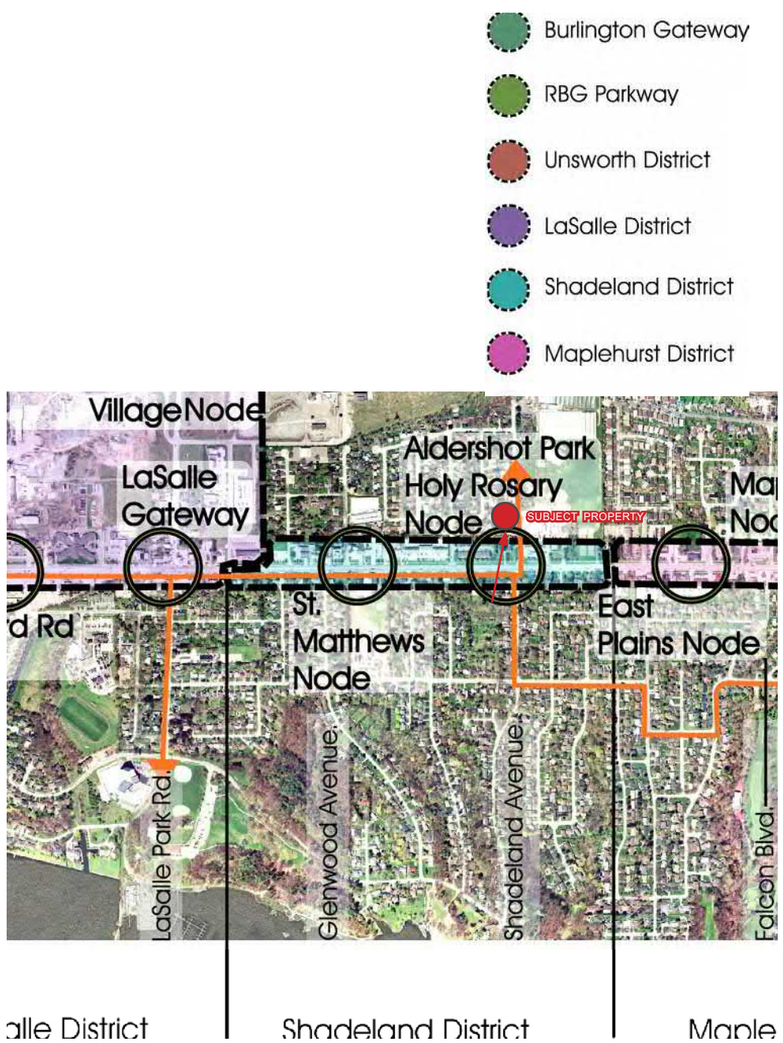


Figure 11: Plain Road Corridor Conceptual Framework and Districts - Corridor Urban Design Guidelines

4.4 SUSTAINABLE BUILDING AND DEVELOPMENT GUIDELINES (DECEMBER 2021)

The Sustainable Building and Development Guidelines ('SBDG') were released by City Staff in December 2021 to encourage sustainable design approaches for future developments in Burlington. The purpose of the SBDG is to provide developers and architects with key design considerations that will contribute to 'building excellence' within the City. While the guidelines are administered primarily through major Site Plan applications, a review of the guidelines is also required as part of Official Plan and Zoning By-law amendment applications to ensure items can be implemented at Site Plan. Upon development application submission, City Staff will utilize these Guidelines as a comprehensive checklist and tool to review various elements of sustainable building practices for new developments to ensure they align with Burlington's Strategic Plan 2015-2040.

As part of the OPA and ZBA process, the proposed development is subject to the following 'Required Guidelines' as per the SBDG:

- **2.1 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.*
- **2.3 Bicycle Parking:** *Provide bicycle parking spaces in accordance with the Zoning By-law and Official Plan Policies.*
- **4.1 Stormwater Quality:** *Achievement of a level one/enhanced stormwater treatment for all stormwater runoff.*
- **5.1 Urban Heat Island:** *Provide vegetated landscape areas in hard surface areas as per the Zoning By-law.*
- **6.1 Waste Management Plan:** *Provide and implement a waste management plan in accordance with Regional requirements.*

The proposed development contributes to the City's sustainability objectives through the following measures:

- Landscape and Microclimate: Extensive perimeter landscaping supports stormwater infiltration, contributes to urban cooling, and improves microclimatic conditions. Landscaped buffers also provide visual screening and separation from adjacent properties. Street tree planting along Plains Road East will strengthen the urban tree canopy.
- Stormwater Management: Stormwater quality and quantity controls will be implemented through a Stormwater Quality and Management Strategy, to be finalized during future development-stage applications, including Site Plan Approval.
- Active Transportation: Both short-term and long-term bicycle parking facilities are provided. A secure ground-floor bicycle storage room will accommodate 64 long-term spaces, and a bicycle rack near the main entrance will provide short-term parking. The site maintains direct pedestrian connections to the public sidewalk network along Plains Road East and Gallagher Road.
- Public Realm and Accessibility: A public sidewalk connection extending from Plains Road East through the site to Gallagher Road improves pedestrian continuity and accessibility within the area.
- Servicing and Utilities: Utilities and servicing areas are consolidated and screened to maintain functional efficiency while minimizing visual impact on the public realm.
- Waste Management: A ground-level waste collection area is provided within the building and is sized to accommodate required bins and carts for the anticipated resident population.
- Further refinement of sustainability measures, including detailed stormwater, grading, and landscape design, will be advanced through the Site Plan Approval process.

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5.0 DESIGN DEVELOPMENT AND ANALYSIS

5.1 SITE DESIGN

The site plan prepared by Lima Architects places and articulates the building to reinforce the Plains Road East street edge while consolidating vehicular and servicing functions to the rear of the property towards Gallagher Road.

The main façade is oriented parallel to Plains Road East with a clearly defined and recessed main entrance directly connected to the public sidewalk. Vehicular access is provided from Gallagher Road, with underground parking access and loading located toward the interior of the site to prioritize pedestrian conditions along the primary frontage and around the building.

Perimeter walkways provide continuous pedestrian connections between Plains Road East and Gallagher Road and ensure safe access to the building entrance and outdoor amenity area. The circulation network clearly distinguishes pedestrian and vehicular movements while maintaining permeability through the site. At-grade bicycle storage is directly accessible from the exterior, supporting active transportation without reliance on underground parking access.

Landscape buffering is provided along all property lines to strengthen separation from adjacent residential uses and improve microclimatic conditions. A private rear outdoor amenity area is integrated within the landscaped setback, benefiting from increased depth and reduced exposure to the public realm. The overall site layout balances corridor intensification objectives with a measured transition toward the surrounding low-rise neighbourhood through setbacks, stepbacks, and strategic landscape placement.

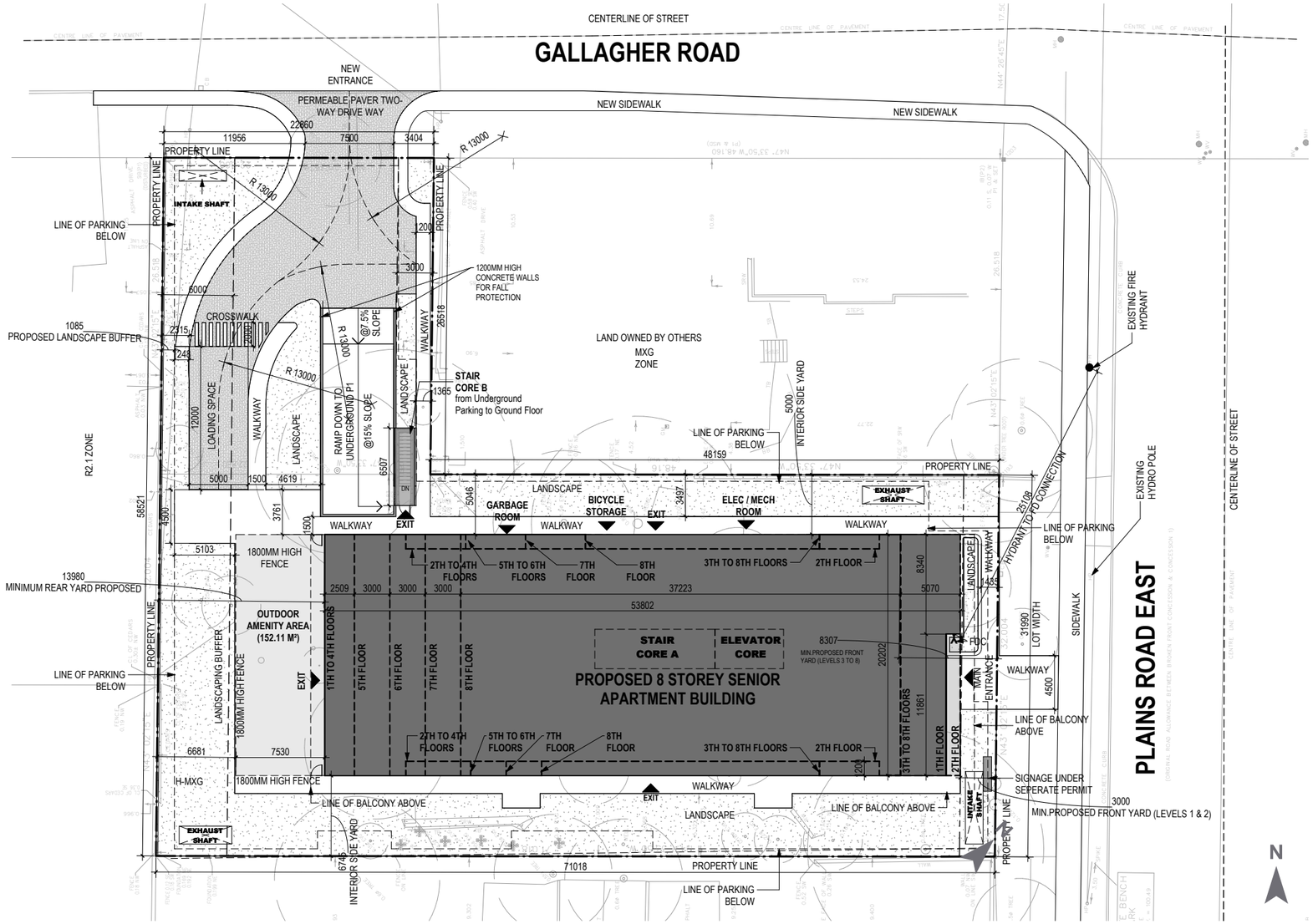


Figure 12: Site Plan - Prepared by Lima Architects Inc. and Annotated by Weston Consulting

3.2 CONNECTIVITY

Vehicular Circulation and Access

The vehicle access is provided from Gallagher Road with the circulation being limited to the east and north parts of the site to minimize conflict with pedestrians. The two-way driveway off Gallagher Road provides access to the ramp to underground parking, and the loading area. The loading area maintains a distance of 13.69 m from the residential property to the north. The vehicle driveway is featured with permeable pavers for storm water infiltration.

Pedestrian Circulation and Access

Safe and accessible pedestrian circulation is achieved on-site through paved walkways that connect to street sidewalks. The main pedestrian access is off Plains Road East leading to the front lobby. Walkways extend all around the building connecting to ground floor units and other amenities. Another walkway is provided from Gallagher Road. The walkways will be designed with concrete unit paving, conforming with applicable accessibility design standards, considering the grading conditions of the site and appropriate connections to the street sidewalks. Internal walkways along the east and west sides of the building are designed with a wider pedestrian pathway (3.2m). On-site bicycle racks are located near the main entrance area. A bicycle locker room is located along the east walkway. These are provided to facilitate the bicycle circulation between the proposed development and the cycling route along Plains Road East, encouraging sustainable transportation options.

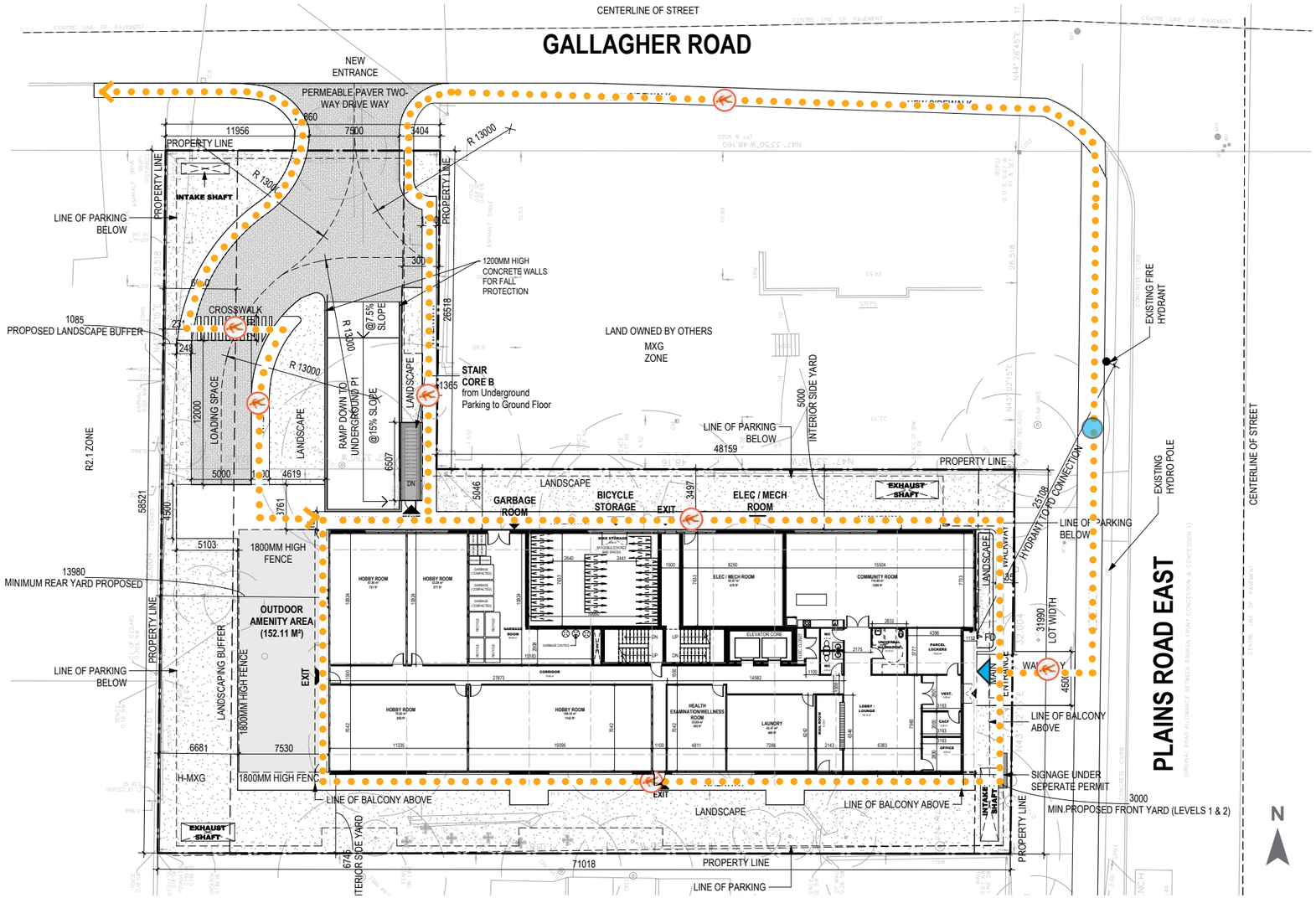


Figure 13: Pedestrian circulation based on site plan prepared by Lima Architects Inc.

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3.3 BUILT FORM AND ARCHITECTURAL EXPRESSION

Built Form

The proposed building is 8 storeys in height and organized as a two-storey podium with stepped-back upper levels. Along Plains Road East, the podium establishes a defined street wall at a 3.0-metre setback, reinforcing the street edge and creating a pedestrian-scaled frontage. The upper storeys (floors 3 through 8) are stepped back 8.3 metres from the podium to reduce perceived mass at grade and moderate the building's visual impact from the public realm.

The building mass is further articulated through graduated stepbacks along the east and west elevations to ensure compatibility with adjacent low-rise development. Along the west elevation, the mass transitions from the 8th floor to the 4th floor through incremental reductions. Along the east elevation, additional stepbacks from the 8th floor to the 3rd and 1st floors create a more pronounced transition toward the neighbouring townhouse development. The building is contained within a 45-degree angular plane projected from the rear property line adjoining the low-rise residential neighbourhood, ensuring appropriate separation and mitigating overlook and shadow impacts.

Architectural expression distinguishes the podium from the upper levels through material differentiation and façade articulation while maintaining a cohesive overall composition. Transparent glazing at the ground floor enhances visual connection to the public realm. Building setbacks accommodate landscaped buffers along the site perimeter, providing screening, supporting tree planting, and reinforcing the residential character of the surrounding area.

The building materiality reinforces the massing strategy and podium expression. The base (levels 1-3) is clad in brick to establish a grounded, durable street presence consistent with the surrounding residential context. Above, the upper storeys are framed within a lighter architectural expression, with stepbacks at the rear and along the side elevations that visually reduce bulk. The combination of brick volumes and glazed balconies creates contrast and depth within the façade, articulating the building form and mitigating perceived mass along the street and adjacent properties.



Figure 14: View from southwest prepared by Lima Architects Inc.

3.4 ANGULAR PLANE ANALYSIS STUDY

The proposed 8-storey development has been designed to comply with the applicable 45-degree angular plane requirement measured from the rear property line adjoining the existing low-rise residential neighbourhood.

The angular plane is projected from grade at the rear property line and establishes the maximum permissible building envelope to ensure appropriate transition in scale. The building mass is stepped back progressively at the upper levels to remain fully contained within this plane. These stepbacks reduce perceived height and visual bulk when viewed from the adjacent neighbourhood and mitigate overlook and shadow impacts.

The massing strategy incorporates graduated reductions above the lower storeys to maintain compatibility with the adjacent low-rise context. The building envelope has been shaped to ensure that upper floors recede from the rear property line, providing increased separation and reinforcing a measured transition between the Urban Corridor designation and the stable Neighbourhood area.

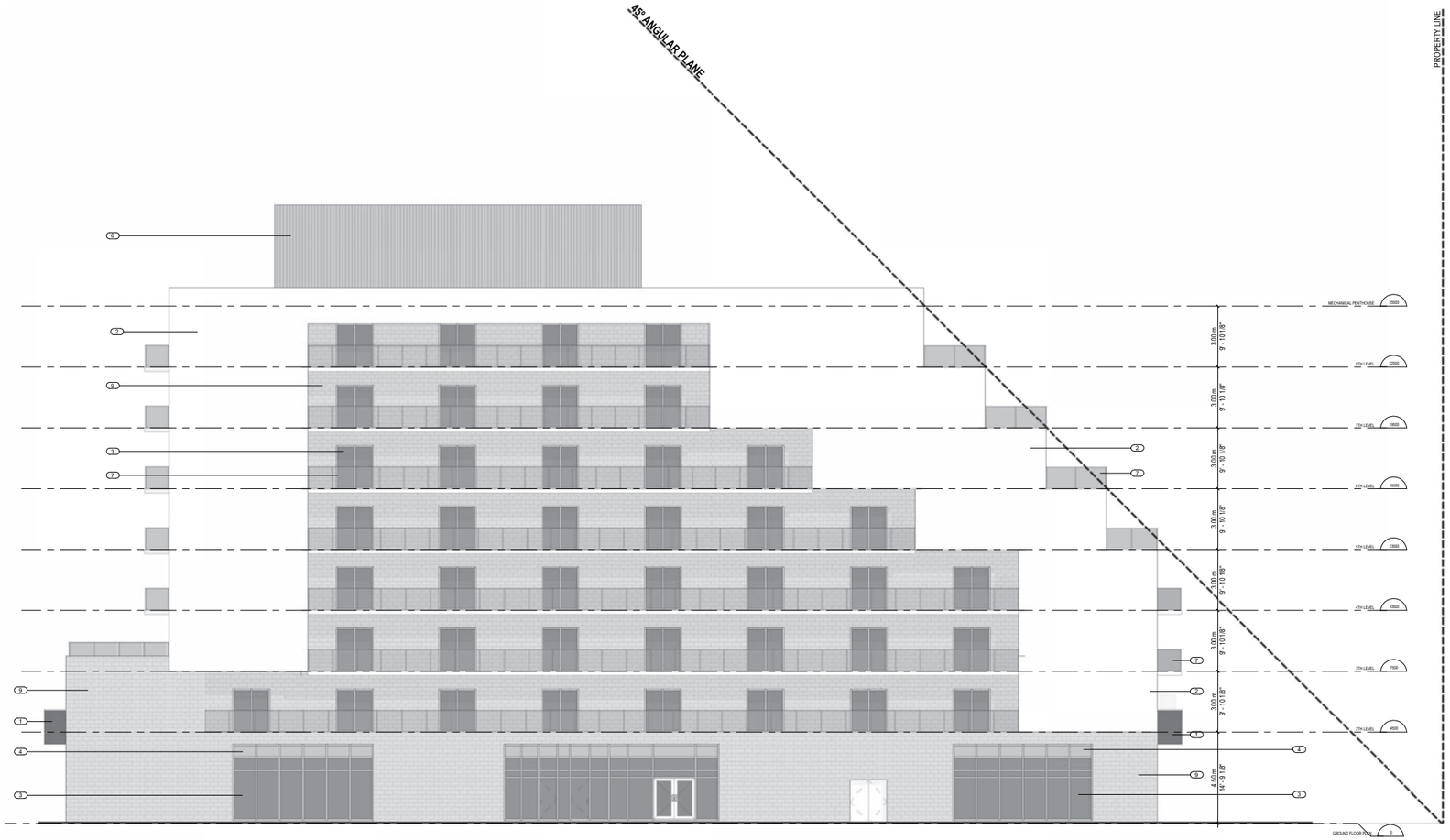


Figure 15: North elevation illustrating angular plane application prepared by Lima Architects Inc.

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3.6 LANDSCAPING AND BUILDING RELATIONSHIP TO STREET

A Landscape Plan prepared by Weston Consulting illustrates the proposed hard and soft landscaping treatments across the site. The landscape strategy integrates planting areas at grade to complement the building form, define pedestrian routes, and provide usable outdoor space for residents.

Along Plains Road East, street trees and a sodded boulevard reinforce the public realm and contribute to the continuity of the corridor's urban canopy. Planting adjacent to the main entrance frames the entry condition and strengthens the relationship between the building and the sidewalk.

Perimeter landscaping includes a combination of canopy trees and understorey planting to provide buffering from adjacent properties and support long-term tree growth. The landscape design maintains a defined green edge along all property lines and contributes to stormwater infiltration and urban tree canopy objectives.

The proposed development reinforces a defined urban edge along Plains Road East through a two-storey podium set back 3.0 metres from the street line. The existing sidewalk will be complemented by new street tree planting and a sodded boulevard to strengthen the corridor's tree canopy. The front setback incorporates a combination of hard and soft landscaping, with defined walkway connections linking the building entrance directly to the public sidewalk. This configuration establishes a pedestrian-scaled street wall and a clear transition between the public and private realms.

Vehicular access and loading functions are located at the rear of the site towards Gallagher Road. A landscaped boulevard and perimeter planting reinforce the residential character of the street. A secondary pedestrian connection links the building to the sidewalk network along Gallagher Road, improving overall site permeability while maintaining clear separation between pedestrian and vehicular movements.

The streetscape treatments along Plains Road East and Gallagher Road create a cohesive public realm strategy that prioritizes pedestrian movement, reinforces the street edge, and contributes to the greening of the corridor. involves the creation of an urban edge with a human-scaled street wall and green transitioning between the public and private realms.

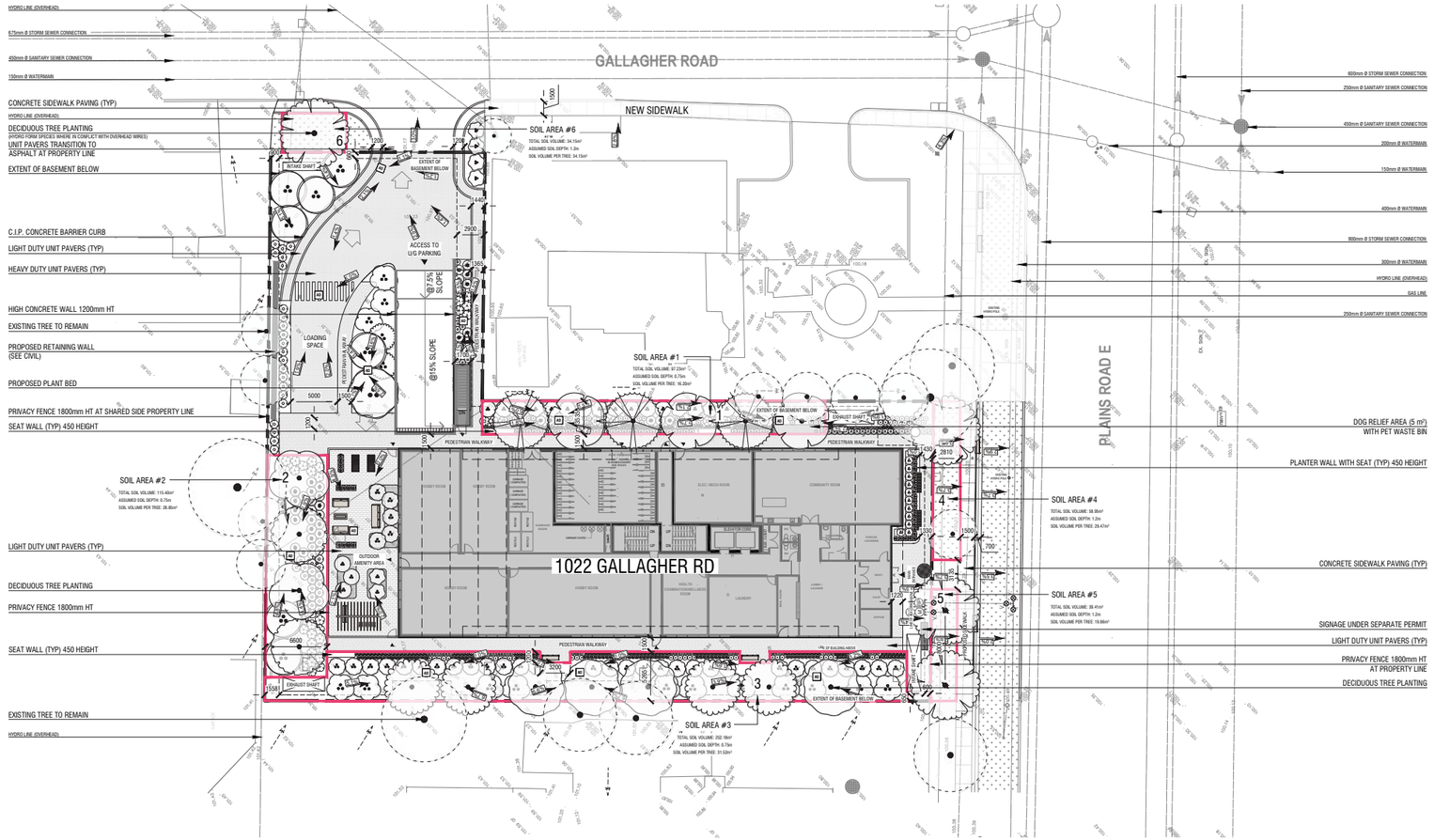


Figure 16: Conceptual landscape plan prepared by Weston Consulting

3.7 SHADOW STUDY

The Shadow Impact Assessment prepared by Lima Architects evaluates the proposed development at 1022 Gallagher Road for compliance with the City of Burlington's shadow impact criteria. The analysis demonstrates that the proposal satisfies the minimum sun access requirements for private outdoor amenity areas and public sidewalks.

Private Outdoor Amenity Areas

On March 21 (9:00 a.m. to 6:00 p.m.), the minimum required sun access factor is 0.22. While portions of adjacent residential rear yards experience partial shadow during morning hours, the overall daily sun access factor is approximately 0.67, significantly exceeding the required threshold.

Public Realm and Sidewalks

For public sidewalks, the minimum sun access factor required is 0.50 (50% sunlight coverage or duration between 9:00 a.m. and 6:00 p.m.). Although some shadow occurs between 4:00 p.m. and 6:00 p.m., both Gallagher Road and Plains Road East sidewalks receive full sunlight for approximately 66% of the day. The combined sun access factor for surrounding sidewalks is calculated at 0.94, well above the minimum requirement.

Cumulative Shadow Conditions

Seasonal cumulative shadow analysis (March 21, June 21, September 21, and December 21) indicates typical urban shadow movement patterns, with early-morning impacts generally occurring to the northwest and evening impacts occurring to the east or southeast of the site. No undue adverse impacts were identified.

The proposed development complies with the City of Burlington's shadow criteria. Required minimum sun access factors are achieved or exceeded, and no additional mitigation measures are necessary to satisfy municipal standards.

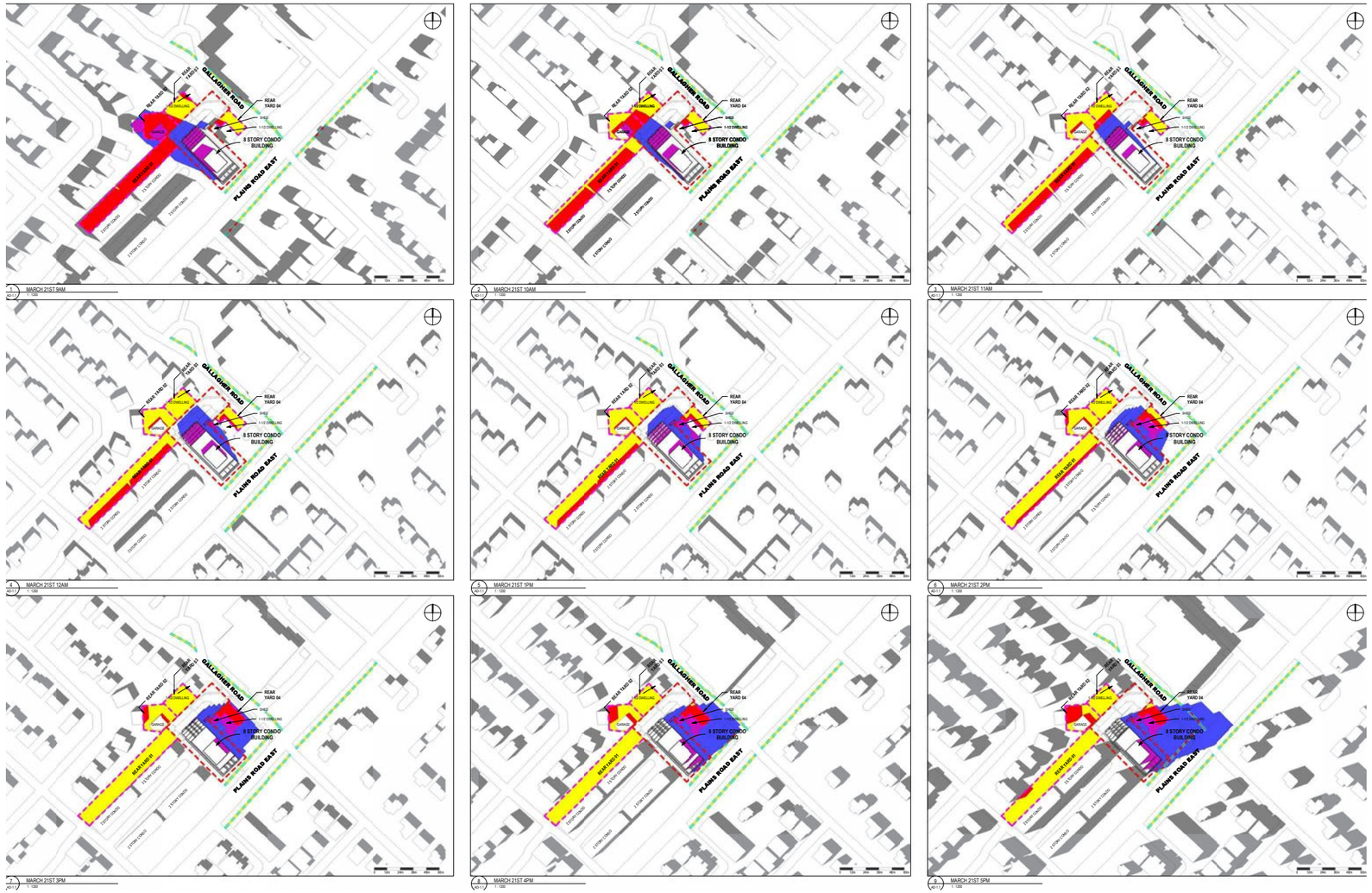


Figure 17: Shadow Study prepared by Lima Architects Inc.

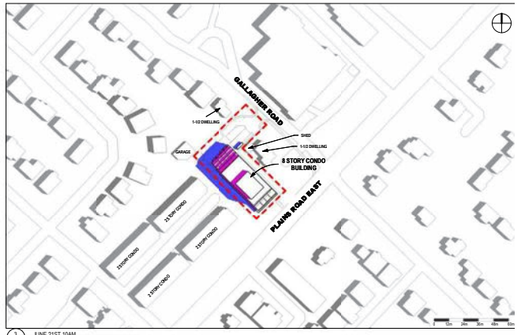
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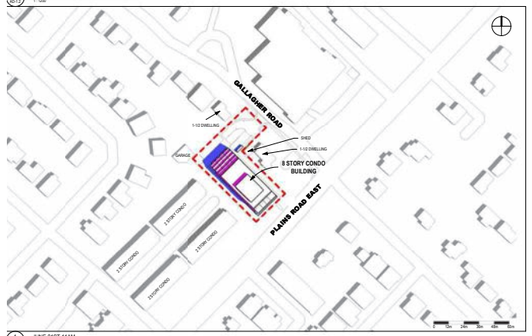
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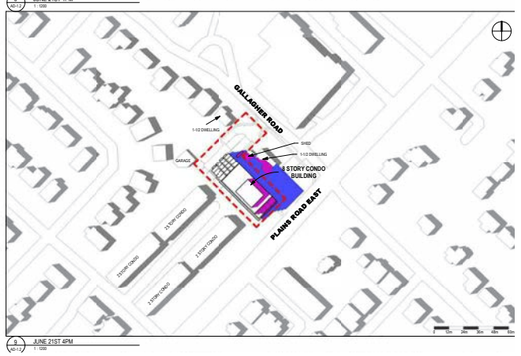
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5.0 CONCLUSION

The proposed 8-storey seniors apartment building supports the City of Burlington's vision for intensification along the Plains Road East Urban Corridor while providing a measured transition to the adjacent low-rise residential neighbourhood. The building massing incorporates a defined two-storey podium along Plains Road East and graduated upper-storey stepbacks, ensuring containment within the applicable angular plane at the rear of the suite and mitigating shadow, overlook, and visual impacts. The proposal reinforces a pedestrian-oriented street edge, consolidates vehicular access from Gallagher Road, enhances perimeter landscaping, and strengthens the public realm through improved streetscape conditions and tree planting.

Following review by the Burlington Urban Design Advisory Panel, the design has been refined to address comments related to height, podium articulation, side elevation treatment, site organization, and sustainability. The updated proposal falls within the mid-rise range identified by the Panel and complies with the City's shadow impact criteria and applicable urban design guidelines, including the Mid-Rise Building Design Guidelines, the Plains Road Corridor Urban Design Guidelines, and the Sustainable Building and Development Guidelines. The development represents a balanced approach to corridor intensification that integrates with its surrounding context while contributing to the evolving character of Plains Road East.

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