

Urban Design Brief

1335 – 1355 Plains Road East
Townhouse Development

DVLP Property Group

City of Burlington

Official Plan Amendment

Zoning By-law Amendment

December 2017

GSP group

Chamberlain Architects Constructors Managers

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APPENDIX A Shadow Impact Modelling

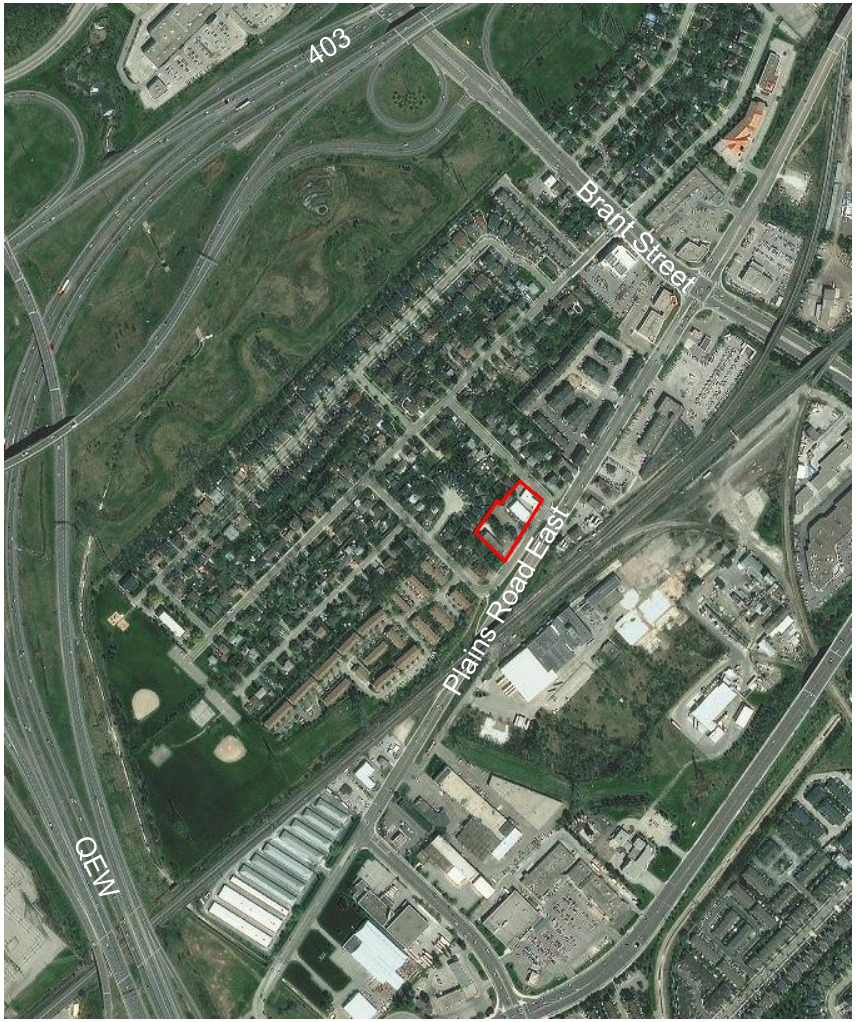
1. Background & Purpose

DVLP Property Group is proposing a mixed townhouse development on a site at the corner of Glendor Avenue and Helena Street in Burlington (although the site is addressed as Plains Road East). The development consists of 36 townhouse units in total, comprised of 9 3-storey standard townhouses and 26 3-storey back-to-back townhouse units, with a common private roadway accessed from the public street.

The site is part of the "Mixed Use Corridor - General" designation in the Burlington Official Plan, which intends for mixed-use, transit-supportive developments with opportunities for a range of non-residential and higher intensity residential uses. Stand-alone townhouse developments are generally not intended for this designation, but rather part of mixed-use developments. An Official Plan Amendment and corresponding Zoning By-law Amendment would be required to permit the proposed development.

This Urban Design Brief has been prepared by GSP Group as part of the requirement for a complete application. It:

- Outlines the existing physical conditions of the site and that of the surrounding context (Section 2);
- Describes the general details of the proposed development (Section 3); and,
- Identifies the relevant applicable policies and guidelines affecting the site and assesses how the proposed development responds to those policies and guidelines (Section 4).

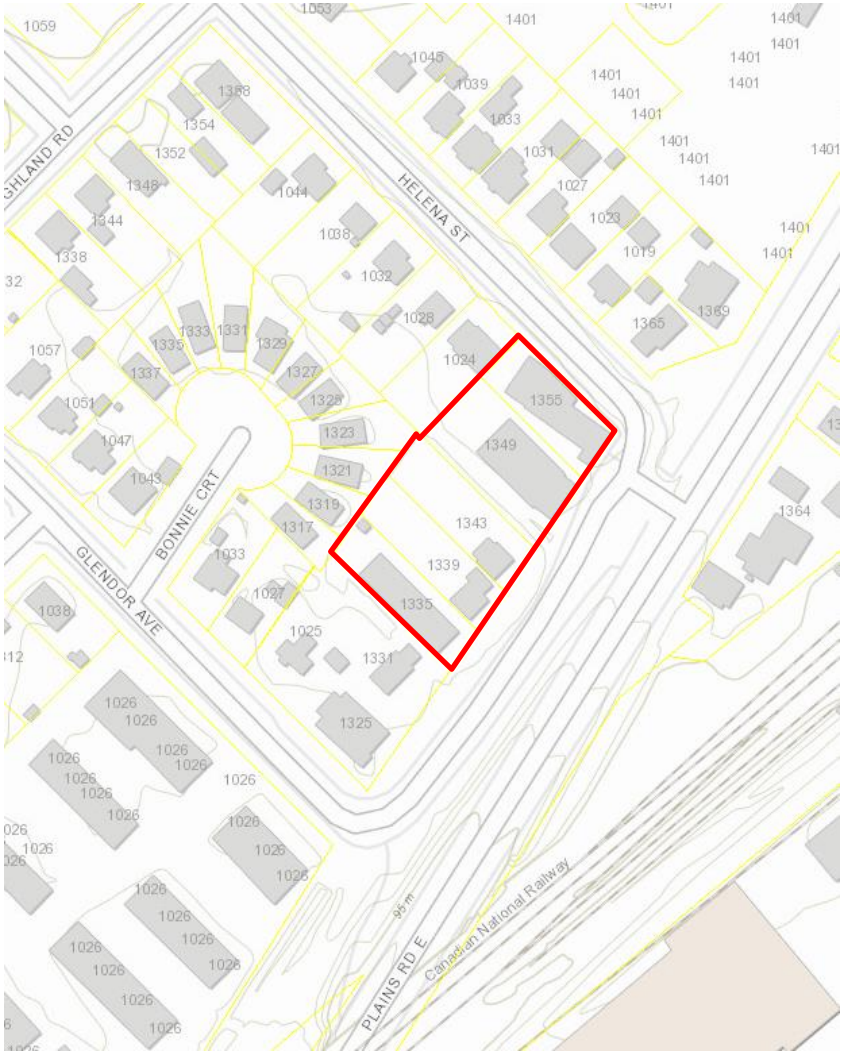


2. Site Conditions and Context

Existing Site Conditions

The subject site is 0.46 hectares in size and has approximately 93 metres of frontage on Glendor Avenue and 43 metres of flankage on Helena Street. It is an assembly of five separate properties each with frontage and access directly on Glendor Avenue, known municipally as 1335, 1339, 1343, 1349, and 1355 Plain Road East. The general existing conditions of each of the five parcels is as follows:

- **1335 Plains:** contains an existing rectangular 2-storey (day nursery school) with surface parking between the building and Glendor Avenue.
- **1339 Plains:** contains a surface parking area for the building at 1335 Plains and a rear open space (a building was previously removed to accommodate the parking area)
- **1343 Plains:** contains a 1-storey detached dwelling with surface parking between the building and Glendor Avenue as well as within most of the rear yard space.
- **1349 Plains:** contains a 1-storey non-residential building (day nursery school) with a larger 1 to 2-storey addition at the back with surface parking the rear and a fenced in amenity space to the west of the building.
- **1355 Plains:** contains a rectangular 1-storey non-residential building (office spaces) with surface parking in the rear yard space.







Top Photo: view of building at 1335 Plains.

Bottom Photo: view of surface parking area at 1339 Plains (let of photo) and building at 1343 Plains (right of photo).

Top Photo: view of buildings at 1343 Plains (left of photo) and 1349 Plains (right of photo).

Bottom Photo: view of streetscape looking to the east along Glendor Avenue.

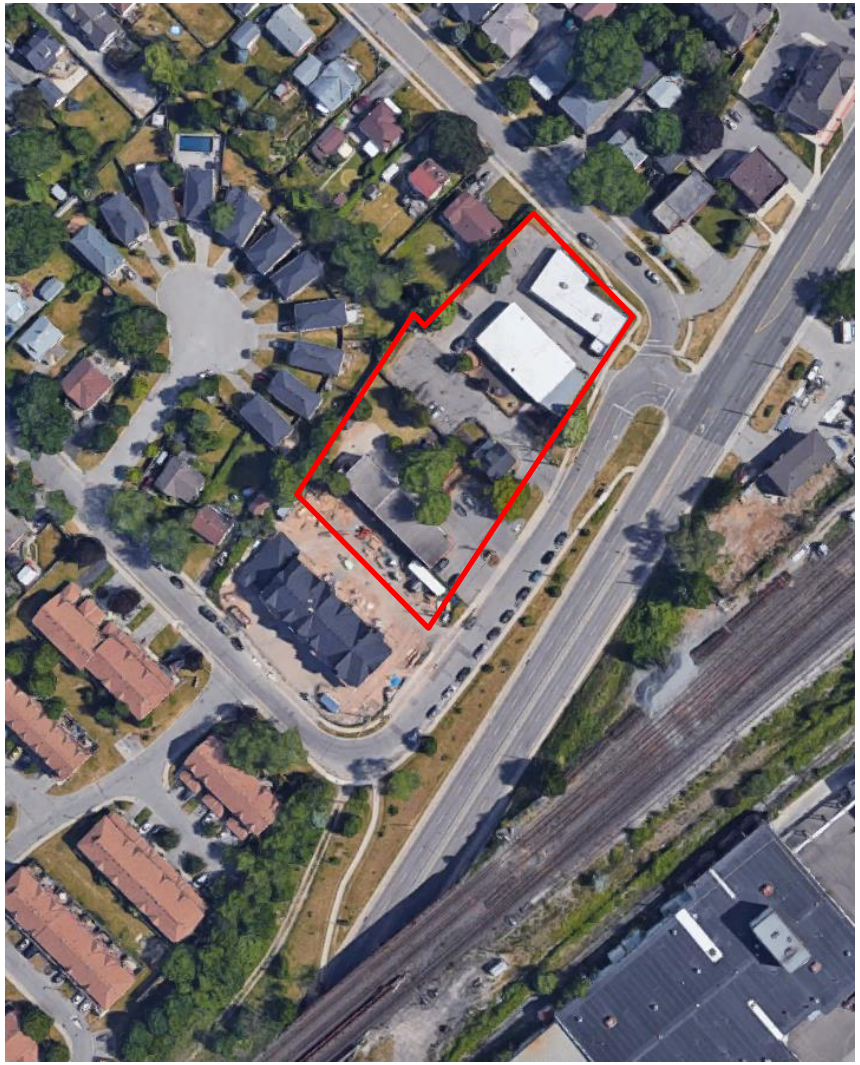




Surrounding Neighbourhood Context

The site is located within an area of Burlington generally situated north of the Downtown, west of the Brant Street corridor, surrounded by the QEW and Highway 403 to the west and north respectively, and crossed by two rail lines. This area contains a mixed composition of land uses and design contexts. The site's immediately abutting context is representative of this mixed composition, including:

- **North:** the western portion of the site's northern property line is shared with the rear yards of four properties containing detached dwellings fronting onto Bonnie Court; the eastern portion is shared with the side yard of a property containing a detached dwelling fronting onto Helena Street.
- **East:** a 2-storey multiple residential building and a 1-storey detached dwelling face the site from the east of Helena Street, beyond which is a larger mixed-use development fronting onto Plains Road East.
- **South:** the site abuts Glendor Avenue, beyond which is the Plains Road East right-of-way with a significant drop in grade.
- **West:** a 3-storey townhouse development that faces onto the north-south leg of Glendor Avenue, with its surface parking area facing the site, abuts the western side of the site.



Below Photos: view of 3-storey townhouse development abutting the west side of the site (top); and view of Plains Road East looking east near the site's frontage (bottom).









Above Photos: view of building on the east side of Helena Street facing site (top); and view of detached dwellings sharing the northern rear property line with the site (bottom).

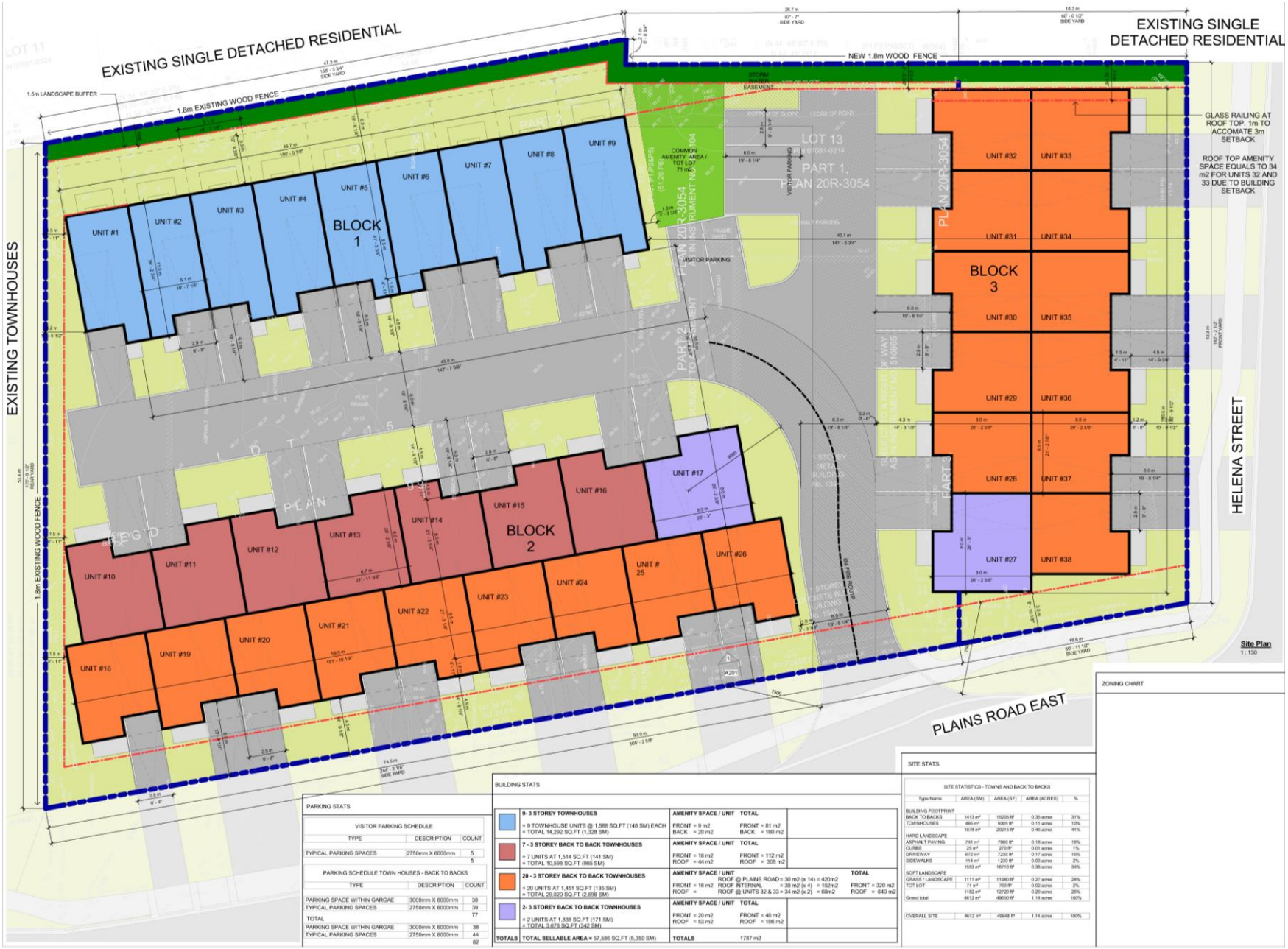
3. Proposed Development Details

The proposed development is a mixed 38-unit townhouse development containing a combination of standard townhouses and back-to-back townhouses. The development contains two blocks of 3-storey back-to-back townhouses containing 29 units that line Glendor Avenue and Helena Street frontages, and one block of 3-storey standard townhouses that are internal to the site aligned along the northern property line.

A single access from Glendor Avenue provides a private roadway access to the internal townhouse units within the site, while the street-facing townhouse units have individual driveways from Glendor Avenue or Helena Street. Each townhouse unit provides parking for two vehicles, one in the garage and one in the driveway, and there are five parking spaces off the internal private roadway for visitors.

Each of the units has individual amenity spaces. The standard townhouses have rear yards facing the shared property line, while the back-to-back townhouse have rooftop amenity areas. Together with these individual spaces, there is a communal amenity space on the east side of the standard townhouse block near the visitor parking spaces.




EXISTING SINGLE DETACHED RESIDENTIAL
1.5m LANDSCAPE BUFFER
1.8m EXISTING WOOD FENCE
EXISTING TOWNHOUSES
1.8m EXISTING WOOD FENCE
NEW 1.8m WOOD FENCE
EXISTING SINGLE DETACHED RESIDENTIAL
GLASS RAILING AT ROOF TOP. 1m TO ACCOMATE 3m SETBACK
ROOF TOP AMENITY SPACE EQUALS TO 34 m2 FOR UNITS 32 AND 33 DUE TO BUILDING SETBACK
BLOCK 1
BLOCK 2
BLOCK 3
UNIT #1
UNIT #2
UNIT #3
UNIT #4
UNIT #5
UNIT #6
UNIT #7
UNIT #8
UNIT #9
UNIT #10
UNIT #11
UNIT #12
UNIT #13
UNIT #14
UNIT #15
UNIT #16
UNIT #17
UNIT #18
UNIT #19
UNIT #20
UNIT #21
UNIT #22
UNIT #23
UNIT #24
UNIT # 25
UNIT #26
UNIT #27
UNIT #28
UNIT #29
UNIT #30
UNIT #31
UNIT #32
UNIT #33
UNIT #34
UNIT #35
UNIT #36
UNIT #37
UNIT #38
COMMON AMENITY AREA / TOT LOT 71 m2.
VISITOR PARKING
HELENA STREET
PLAINS ROAD EAST
Site Plan
1 : 130
ZONING CHART
PARKING STATS
BUILDING STATS
SITE STATS



1 A201 FRONT ELEVATION (PLAINS ROAD)
1 : 85



4. Policy & Guideline Basis

The site is located within the "Mixed Use Corridor - General" designation on Schedule B of the Burlington Official Plan, which is intended for "*higher intensity, transit-supportive and pedestrian-oriented mixed use development … in a compact urban form, while retaining compatibility with nearby land uses*". The designation permits a range of non-residential uses and higher intensity residential uses as part of mixed-use developments. Townhouses are allowed as part of a mixed-use development on a site where they do not abut the Plains Road frontage and where they support the long-term objectives of the designation.

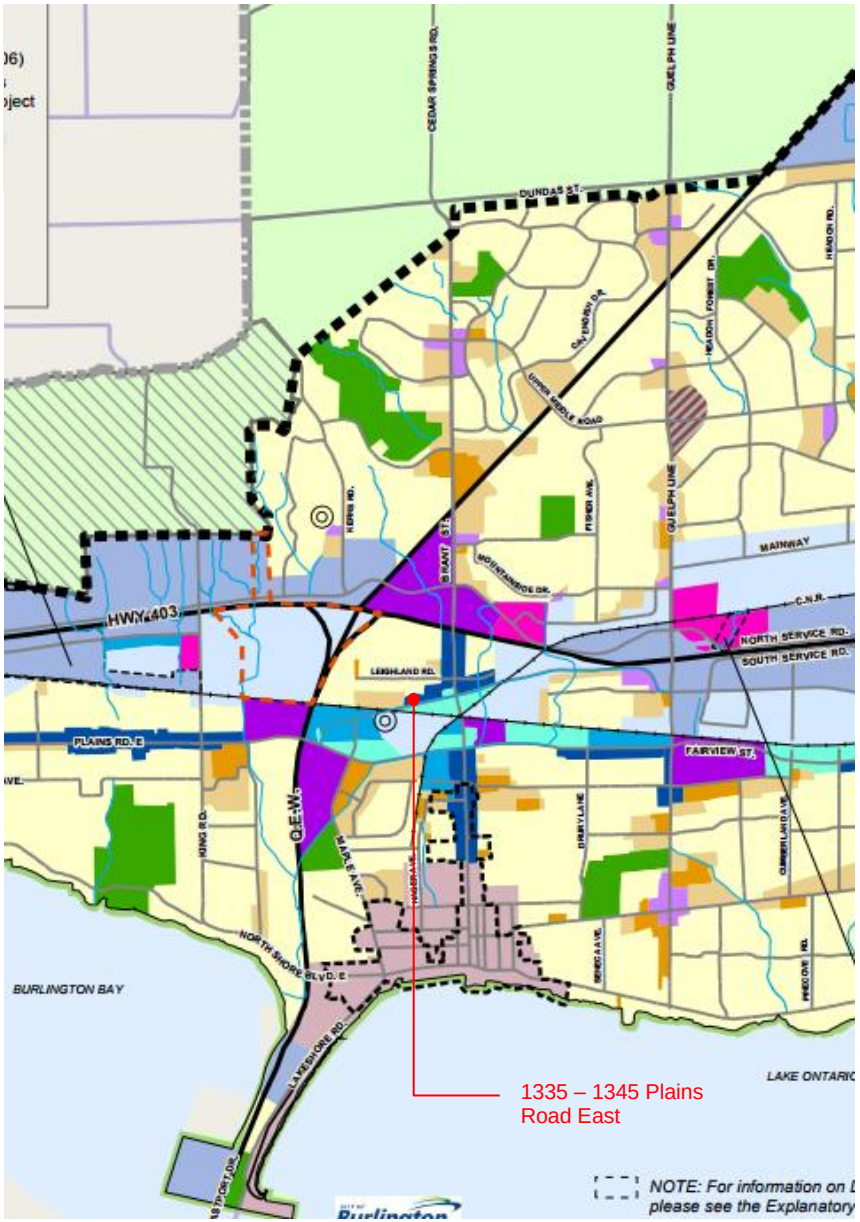
The following design-related policies and guidelines inform the proposed development of the site:

(a) City of Burlington Official Plan

- Part 2, Section 6.2, Design Objectives
- Part 2, Section 6.5, Design Guideline Policies
- Part 2, Section 2.7, Sustainability Design Policies
- Part 3, Section 5.3, Mixed Use Corridor Policies

(b) Plains Road Corridor Design Guidelines

- Section 4.1, Goals and Objectives
- Section 4.2, Strategies
- Section 5.1, General Streetscape Guidelines
- Section 5.3.2, Residential Areas Design Guidelines



The below provides an assessment of how the proposed development plan responds to the main themes of the relevant policies and guidelines.

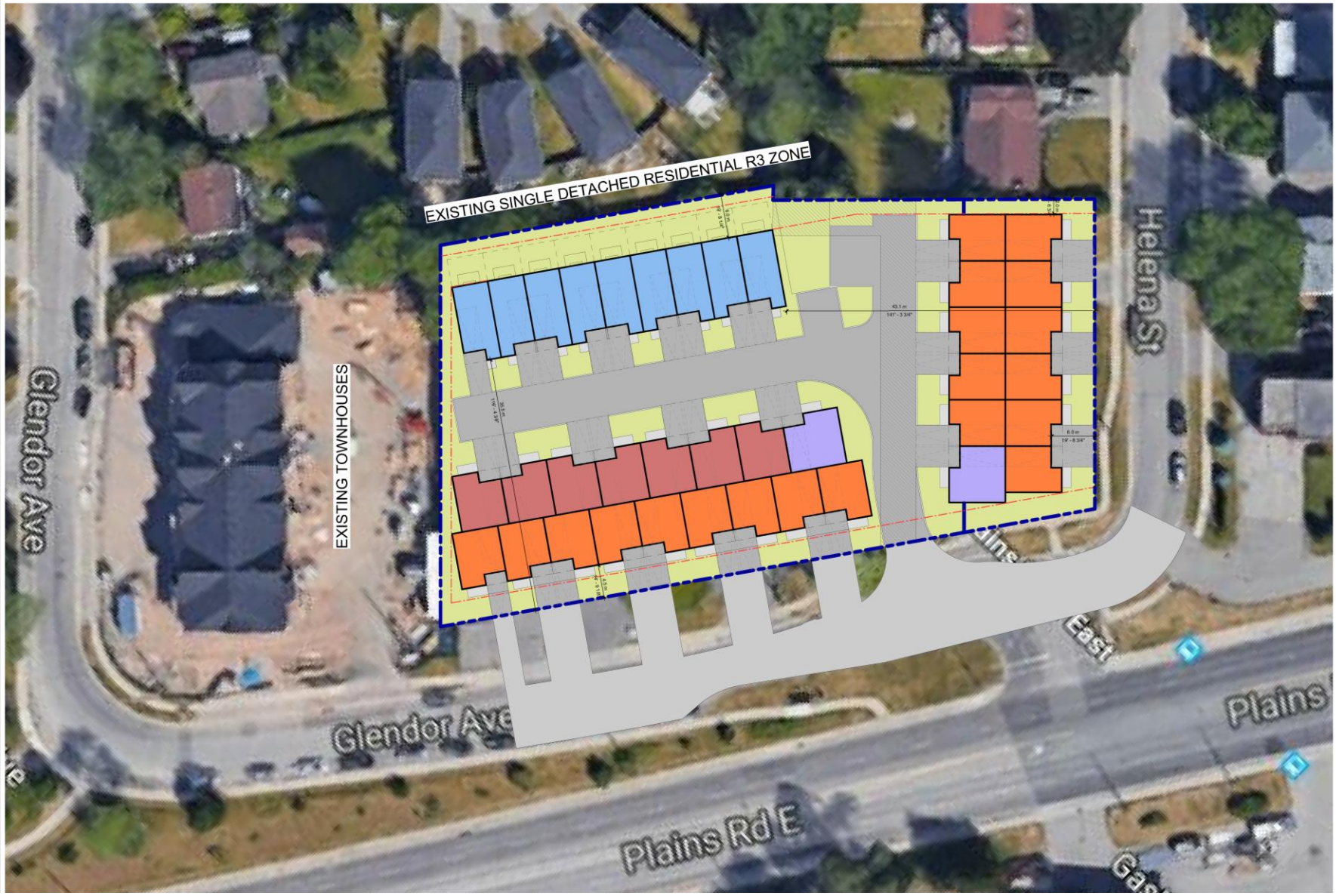
1. Convenient and Direct Access to Site

Units facing Glendor Avenue (Units 10 to 26) or Helena Street (Units 33 to 38) have driveways directly accessing the public streets, with pedestrian walkways connecting the driveway and unit entrance. The remainder of units (Units 1 to 9 and 27 to 32) are accessed from an internal private roadway that has a single access point for vehicles from Glendor Avenue. Garages for these units are accessed from this private roadway, and there are curb-side walkways on those sides of the roadway that provide direct access to individual unit entrances. Defined crossings are accentuated through pavement markings leading to the Glendor Avenue public sidewalk.

2. Street-Oriented Building Massing

The two street-facing back-to-back buildings are oriented parallel to the site's property lines along Plains Road East and Helena Street to provide a strong physical and visual relationship between the development and the abutting public street edges. The main wall of the two buildings facing the public streets are set back 4.5 metres with 6 metre to the garage portion, which provides an appropriate relationship for the living portions of the dwelling while recessing the vehicle portion. This setback generally follows the pattern of the properties on the west side of Helena Street which generally range from 5.5 to 8.5 metres from the property line.




EXISTING SINGLE DETACHED RESIDENTIAL R3 ZONE
EXISTING TOWNHOUSES
Glendor Ave
Helena St
Glendor Ave
Plains Rd E
Plains

3. Pedestrian-Scaled Building Design and Articulation

The proposed building design strives for a coherent, contemporary architectural expression along the vertical and horizontal planes of the townhouse blocks. Distinct vertical bays are created through recessions and are accentuated with subtle changes to materials and colours throughout different elevation bays to differentiate individual units and break up the building length. There are significant proportions of transparent glazed windows on the frontage elevations promote visual interaction between the building and streetscape at the pedestrian level. Recessions of the garage doors (1.5 metres) behind the main building wall prominently display the unit entrances, which are supported by appropriate lighting fixtures and walkway and overhanging canopies. A regular rhythm of windows on the upper storeys provide variations in shape and surrounding materials. A contemporary parapet finish to the roofline provides an appropriate cap to the building elevations, together with views and from the rooftop amenity spaces for the back-to-back townhouse units as they face the public streets.



4. Compatibility of Built Form

Mass and Setbacks:
To the front, the street-facing back-to-back townhouses are oriented parallel to the site's property lines along Plains Road East and Helena Street to provide a strong physical and visual relationship with the abutting public street edges. The main wall of the two buildings facing the public streets are set back 4.5 metres, with 6 metres to the garage portion, which provides an appropriate relationship for the living portions of the dwelling while recessing the vehicle portion. Along the Helena Street, the setback pattern of 6 metres generally follows the pattern of the properties on the west side of Helena Street which generally ranging from 5.5 to 8.5 metres from the property line.

To rear, the standard 3-storey townhouses oriented along the northern property line are meant to match the interface to the rear by providing a rear-to-rear context of backyard amenity space and fencing together with a similar set back of 6 metres to the those abutting detached dwelling lots that are closest to the property line.

Height:
The proposed low-rise form height fits with the surrounding immediate context, including the two-storey mixed-use form facing the site along the Plains Road corridor, the one to two-storey forms along the Helena Street, the two-storey form to the rear on Bonnie Court, and, the three-storey townhouse form to the west.

Design:
The proposed design employs a contemporary arrangement of finishes, materials, and colours to fit within a surrounding that is characterized by a mixed character and form.

Screening and Buffering:
The proposed design internalizes much of the vehicular function on the site with buildings lining this space. The northern and western property lines provide sufficient space for property line fencing and supporting plantings to provide an attractive edge to the abutting properties.



5. High Quality Building Materials

The proposed design employs a contemporary and varied palette of materials, finishes, and products in varying colours to establish visual depth and interest along the length of the buildings.



6. Transit-Supportive Development

The proposed building would support public transit use by residents and visitors with existing transit stops surrounding the Plains Road East and Glendor Avenue intersection (Routes 1, 10, and 50), which connect to higher order GO Stations within the region and Downtown Hamilton. The building's positioning tight to the public sidewalk along Plains Road East and Helena Street assists in providing a comfortable experience for transit users entering and exiting the site.

7. Safe and Secure Development

Building positioning facing the abutting public streets together with ample fenestration on the front elevations (and side where applicable) provide natural surveillance opportunities to the public sidewalks and streetscape. Landscape details can assist in defining public versus private realms along the public streets. Lighting plans at the time of Site Plan Approval for the site will emphasis the ground floor pedestrian zone with the intent of minimizing light spillover on surrounding properties in keeping with dark sky principles.

8. Minimized View of Parking Areas

The site organization and back-to-back townhouse form places more than half of the garages and driveways either hidden (Units 1 to 17) or obscured (Units 27 to 32) from public views from the abutting public streets. The visual impact of garages and driveways on the public streetscapes is minimized through twinning of driveways that provides more space for landscaping and consolidation of unit entrances; minimal width garages relate to the width of the unit elevation; and, recession of the garage door of 1.5 metres behind the main wall.



9. Sustainable Design Elements

The proposed development incorporates sustainability elements owing to its location and its surrounding context, as well as sustainable measures that can be incorporated and refined through design choices at the time of detailed design. Sustainable design elements for the site and proposed development include:

- Compact, Mixed Use: the proposed development represents a compact and efficient site layout and building forms that is part of a broader mixed-use corridor along Plains Road East, and the larger shopping and employment opportunities on nearby Brant Street and Fairview Street.
- Transit Support: opportunities for reduced car use living are supported with the existing transit stops surrounding the Plains and Glendor intersection, which connect to GO Stations within the region.
- Active Transportation: there is a system of sidewalks surrounding the site on Plains Road East, Glendor Avenue, and Helena Street that support active transportation options for residents and visitors.
- Water Efficiency: the buildings will satisfy the Ontario Building Code in terms of water efficiency and the use of water efficient fixtures for all buildings.
- Energy Efficiency: the building will satisfy the Ontario Building Code in terms of energy efficiency and the use of energy efficient fixtures and appliances for all buildings.
- Landscaping: planting plans will emphasize the use of native and drought-tolerant species with minimal irrigation requirements as much as practical.
- Waste Management: opportunities for waste management at the time of construction planning will be explored.
- Materials: the use of local manufacturers or suppliers of construction materials will be sourced as much as possible

11. Shadow Impacts

Chamberlain Architect Services Limited prepared the shadow impact model for the proposed development. The model demonstrates the shadows cast at 9:30am, 12:30pm, and 3:30pm time periods for Spring (March 21), Summer (June 21) and Winter (December 21) seasons (full versions contained in **Appendix A** of this Urban Design Brief). The modelling demonstrates that shadows cast by the three townhouse buildings are entirely contained on the subject site for all three seasons, except for a minimal shadow cast in the December afternoon on the side yard of 1024 Helena Street.

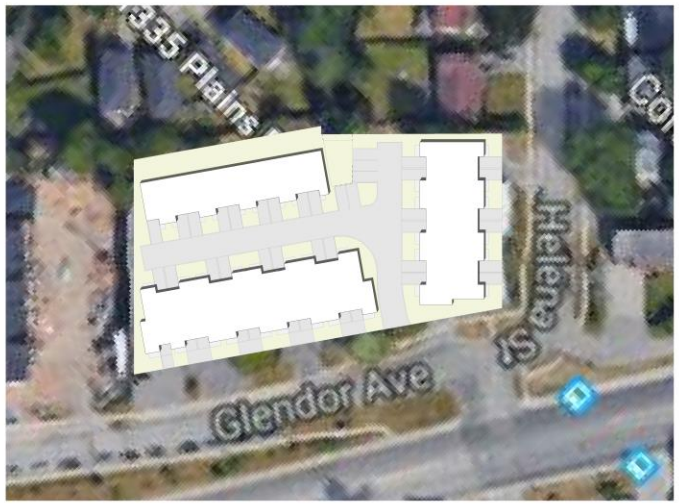
5. Summary

The proposed development provides a design that appropriately responds to the surrounding neighbouhrood context and the applicable design policy and guidelines direction from the City of Burlington. Particularly, the design:

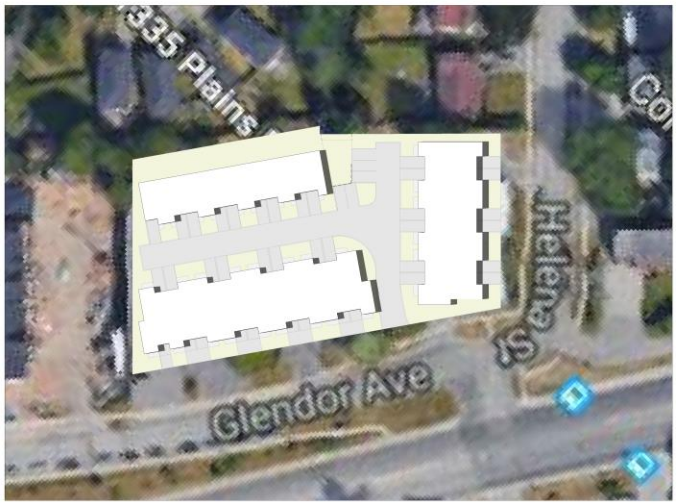
- Contributes to the broader higher-intensity, mixed-use vision for this portion of the Plains Road corridor, recognizing that a stand-alone townhouse development is appropriate for the site given the context of Glendor Avenue in relation to Plains Road East;
- Incorporates a low-profile form that provides a balanced, context-appropriate level of intensification recognizing the surrounding lower building forms that are one to three storeys in height;
- Positions buildings on the site to provide a strong building edge to both abutting public streets, together with an architectural approach for the building elevations that emphasizes living and pedestrian space over garages;
- Provides an attractive, varied, and distinct contemporary architectural finish that provides a positive image for redevelopment along the Plains Road East corridor; and,
- Provides an appropriate interface to the abutting detached dwellings on Bonnie Court with “standard” townhouses that provide similar rear yard setbacks and facing rear yard amenities spaces.

APPENDIX A

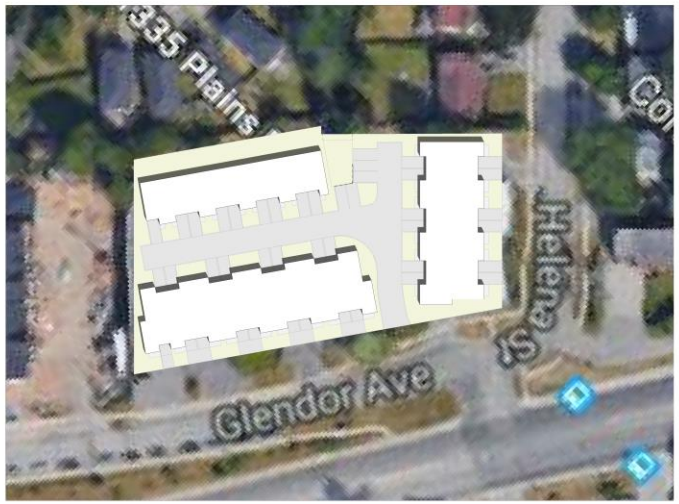
Shadow Impact Modelling



SHADOW STUDY - MARCH 21 @ 12.30pm
1 : 500



SHADOW STUDY - MARCH 21 @ 3.30pm
1 : 500



SHADOW STUDY - MARCH 21 @ 9.30am
1 : 500

Chamberlain Architects Constructors Managers

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NO.	ISSUED	DATE
1	CLIENT REVIEW	OCT. 27 2017

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SEAL

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PLAINS ROAD

1335 - 1355 PLAINS ROAD EAST

SHEET NAME

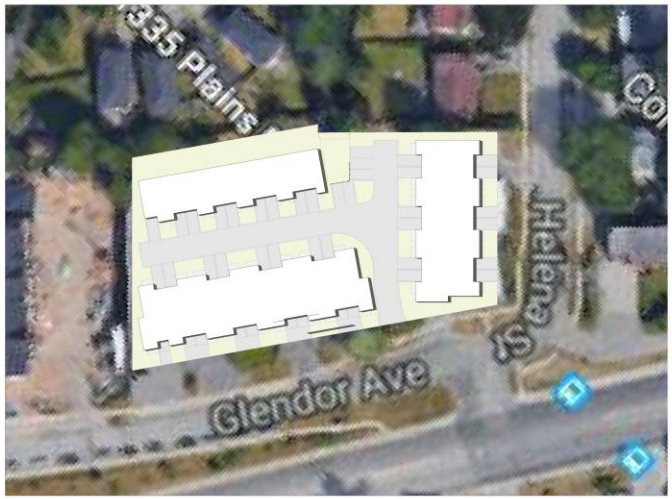
SHADOW STUDY - MARCH 21

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CHECKED BY	JM
SCALE	1 : 500
PROJECT NO.	116044
DRAWING	A801

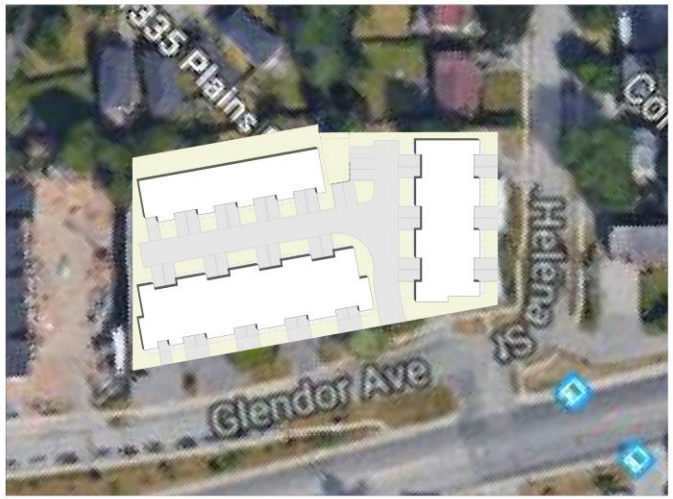
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11/30/2017 4:39:06 PM



SHADOW STUDY - JUNE 21 @ 12.30pm
1 : 500



SHADOW STUDY - JUNE 21 @ 3.30pm
1 : 500



SHADOW STUDY - JUNE 21 @ 9.30am
1 : 500

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PLAINS ROAD

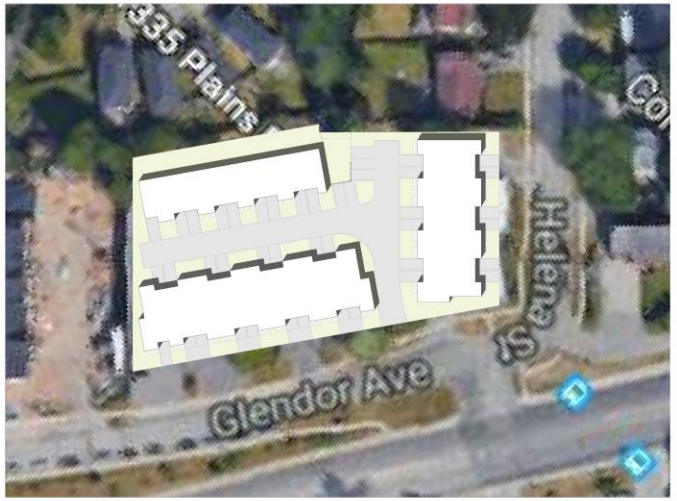
1335 - 1355 PLAINS ROAD EAST

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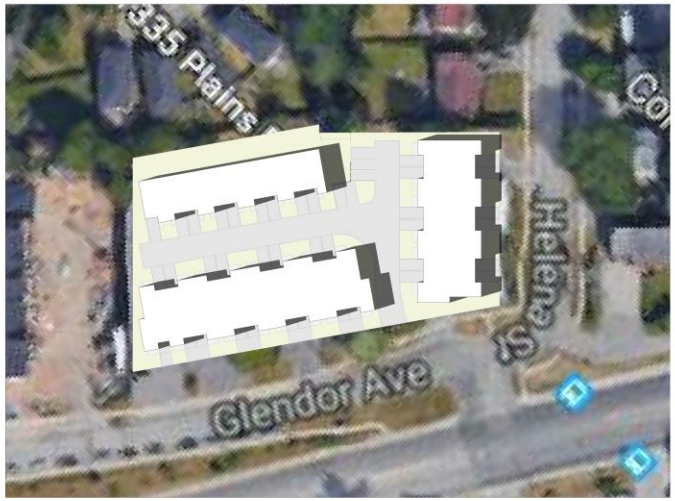
SHADOW STUDY - JUNE 21

START DATE	MAY 2017
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PROJECT NO.	116044
DRAWING	A802

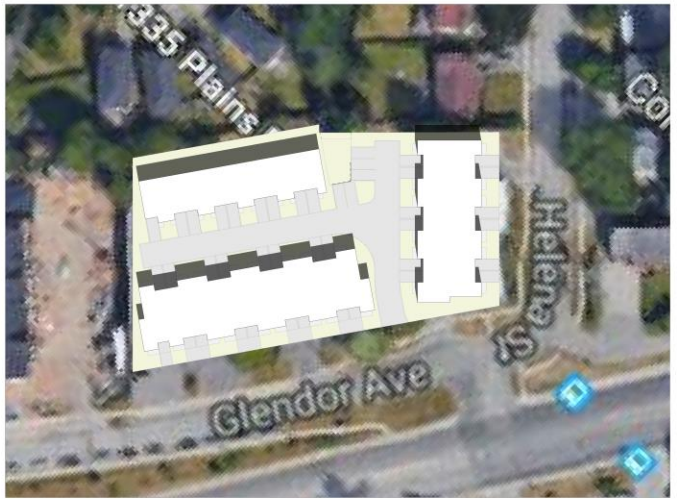
C:\Users\mcmacmillan\Documents\PLAINS RD EAST - Current_2017 - Ma3k_Ayub_Revit_mcmacmillan.rvt



SHADOW STUDY - DECEMBER 21 @ 12.30pm
1 : 500



SHADOW STUDY - DECEMBER 21 @ 3.30pm
1 : 500



SHADOW STUDY - DECEMBER 21 @ 9.30am
1 : 500

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PLAINS ROAD

1335 - 1355 PLAINS ROAD EAST

SHEET NAME

SHADOW STUDY - DECEMBER 21

START DATE	MAY 2017
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SCALE	1 : 500
PROJECT NO.	116044

DRAWING

A803

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