127 PLAINS ROAD WEST – PARKING SUPPLY JUSTIFICATION

Mixed-Use Development
City of Burlington

February 6, 2025

Prepared for:
Losani Homes

Prepared by:
Stantec Consulting Ltd.

Project Number:
165001355

127 Plains Road West – Parking Supply Justification

February 6, 2025

Revision	Description	Author	Date	Quality Check
0	First Submission	AM	February 6, 2025	MB

February 6, 2025

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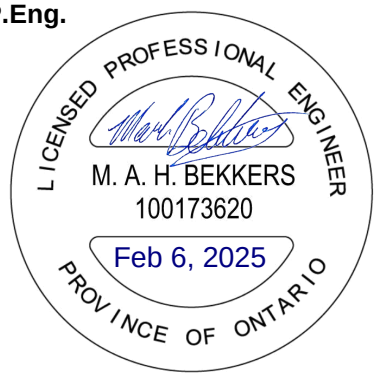


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1.0 INTRODUCTION

Losani Homes is planning to construct a high-rise condominium residential building with retail outlets at the property municipally known as 127 Plains Road West, in the Aldershot neighbourhood of the City of Burlington. As per the City of Burlington's zoning by-law 2020, the proposed site is situated within an MXG (mixed-use general) zone; this parcel is identified within the boundary of a primary growth area and the Aldershot GO Major Transit Station Area (MTSA) Special Planning Area in Schedules B-1 and G of this by-law.

The building is proposed to include 240 condominium residential units with 475m^2 of ground-floor commercial area and 160 parking spaces provided by an underground structure and a surface-level parking lot. Pedestrian access to the building will be provided on both the south and east frontage of the property; bicycle access and parking will also be available. Vehicular access to the underground parking structure is proposed via Howard Road; with access to the surface-level parking spaces provided by Plains Road West and Howard Road (exit only).

Justification for the proposed parking supply is provided in the following report. The site is located within the Aldershot MTSA, in which there are no minimum requirements for vehicle parking spaces. The proposed parking supply for this site is described herein, along with several aspects and characteristics of its location to justify this proposal. The development is expected to be completed in 2026. A copy of the site plan is provided in Appendix A.

2.0 MINIMUM REQUIRED PARKING SUPPLY

Situated within a primary growth area and the Aldershot major transit station special planning area, the proposed development at 127 Plains Road West is planned to consist of 240 residential units with 475m^2 of ground-floor commercial units. Table 2.1 below describes the required number of parking spaces according to Zoning By-law 2020, Part 1 General Conditions and Provisions, Section 2.25 Off-Street Parking and Loading Requirements, Table 1.2.6 Off-Street Parking Standards.

Table 2.1) Minimum Parking Requirements

Land Use	Parking Rate	Units/Floor Area	Parking Spaces Required
Apartment Building within Primary Growth Area	1.25 spaces per unit inclusive of visitor parking.	240 units	300 resident spaces
Retail Store	3.5 spaces per 100m^2 gross floor area.	475 m^2	17 spaces
Bicycle Parking	N/A	N/A	N/A
Total			**317 vehicle parking spaces**

While these requirements are specific to primary growth areas, there is also a Community Planning Permit By-law that addresses the parking requirements for sites within a major transit station area (MTSA). This by-law is not yet in effect and its regulations are not in force for the subject site at the time of submitting this report. They are included to illustrate the City's vision for MTSA planning regulations and in anticipation of their adoption.

The by-law proposes the removal of minimum requirements for vehicle parking spaces within the MTSA planning area, with the goal of encouraging the construction of transit-supportive housing in proximity to major transit stations. The objective for the development of these neighbourhoods is that future residents will use public transit and active transportation as their primary mode of transportation. The rates from tables 5.2 and 5.3 describing the vehicle and bicycle parking requirements of this by-law that are applicable to this site are summarized in Table 2.2 below:

Table 2.2) Burlington MTSA Community Planning Permit By-law Parking Requirements

Land Use	Parking Rate	Units/Floor Area	Parking Spaces Proposed
Residential	Maximum 1.20 parking spaces per dwelling unit (no minimum) Maximum 0.15 visitor spaces per dwelling unit (no minimum)	240 units	147 resident and visitor spaces (maximum 324 spaces permitted)
Non-Residential (Retail Outlets)	Maximum 4.4 spaces per 100m^2 gross floor area (no minimum)	475 m^2	13 retail spaces (maximum 21 spaces permitted)
Bicycle Parking	0.1 short-term bicycle spaces per dwelling unit (min. 2 spaces) 0.5 long-term bicycle spaces per dwelling unit (min. 2 spaces)	240 units	24 short-term resident bicycle spaces 120 long-term resident bicycle spaces
	0.2 short-term bicycle spaces per 100 m^2 retail GFA (min. 3 spaces) 0.1 long-term bicycle spaces per 100 m^2 retail GFA (min. 2 spaces)	475 m^2	3 short-term retail bicycle spaces 2 long-term retail bicycle spaces
Total			**160 vehicle parking spaces** **27 short-term bicycle spaces** **122 long-term bicycle spaces**

3.0 SITE CONTEXT

3.1 Active Transportation

The subject site of this study has direct access to Plains Road West – a multi purpose arterial road. The pedestrian and cycling pathways in this corridor are well-maintained and cleared of snow by the City during the winter. Furthermore, the site's central location within the Aldershot area places it in close proximity to nearby businesses and amenities. These factors increase the attractiveness of walking and cycling as a primary means of transportation. Active transportation has many benefits, some of which include the savings associated with not owning a vehicle, numerous health benefits, and reduced parking requirements at destinations.

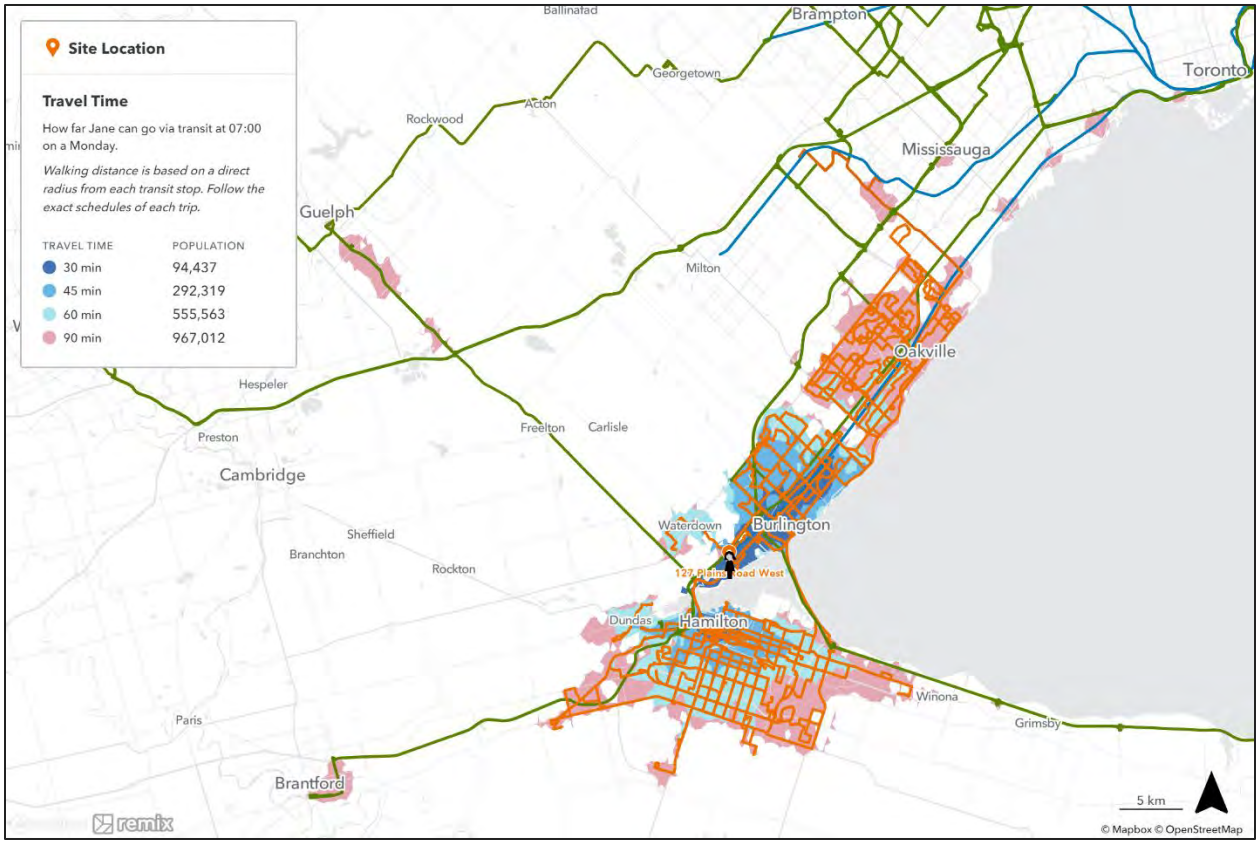
As seen in the City's *Integrated Mobility Plan (2023)*, active transportation is expected to increase over time. Corridors that provide desirable active transportation facilities – such as those on Plains Road West – will likely experience a more rapid increase in pedestrian and cyclist volumes than the City as a whole due to the ease of access to these pathways. Therefore, the minimum parking supply requirements as stated in the applicable zoning by-law are believed to be generous for this site and it is likely that the required spaces will not be occupied. The space recovered by the reduced parking supply is better allocated to providing housing and retail stores to the community.

3.2 Public Transit

Plains Road West is served by Burlington Transit Route 1 Plains/Fairview, an all-day bus route that operates with a headway of 10 minutes during peak hours and 15 minutes during off-peak hours. This high-frequency route provides residents and workers in the area with fast and reliable public transit service. Along the route are several intersections with other arterial roads with transit service, presenting many opportunities to connect with other transit routes.

Also served by Route 1 Plains/Fairview are Burlington GO station and Appleby GO station; these higher-order transit stations provide riders with access to regional train service provided by GO Transit and national train service provided by VIA Rail Canada. Appleby GO station is the western terminus of Oakville Transit Route 14/14A Lakeshore West, giving passage to local transit in Oakville as well. Additionally, the western terminus of Route 1 Plains/Fairview is situated in the downtown area of Hamilton. This area receives a high level of transit service from the Hamilton Street Railway (HSR). Figure 3.1 below shows the total area that can be reached by local and regional transit within 90 minutes of travel time according to timetables using the Jane feature of the Remix platform – a service that allows users to import the General Transit Feed Specification (GTFS) data from transit agencies. Local bus routes are shown in orange, regional bus routes are shown in green, and rail routes are shown in blue.

Figure 3.1) Transit Network Analysis



Plains Road West is also planned to receive improved service from a future Bus Rapid Transit (BRT) system. Along with dedicated transit lanes, the BRT will provide residents on and around Plains Road West with options that are more reliable than current service. The dedicated transit lanes with cause transit vehicles to experience less impedance from other vehicles, thereby reducing travel time even further. As a product of the current transit service and planned service enhancements, it has been determined that the proposed parking supply is sufficient to support the parking requirements of the proposed development.

4.0 TELECOMMUTING

Section 3.4.1 of the accompanying report *127 Plains Road West – Transportation Impact Study* cites telecommuting (working from home) as a factor of reduction used in trip generation. As shown by the increased rates of telecommuting in Halton Region, the need to travel for work is reduced; this has a direct impact on the demand for parking supply at the subject site. A diminished need to travel correlates to a reduced need for car ownership and storage. Though some residents may still require a vehicle for personal use, it is equally probable that many will forego car ownership in favour of the cost savings and

health benefits of a lifestyle centred on active transportation habits. Therefore, it is believed that the proposed parking supply is cognizant of current and future needs of Burlington residents and is aligned with the goal of reducing dependence on cars as a primary means of transportation.

5.0 LOW RISK OF PARKING INFILTRATION

The parking supply proposed for this site would be contained entirely within the structure. This reduces its visibility from Plains Road West; the impeded visibility of parking spaces on site will reduce the probability of opportunistic parking – a kind of parking infiltration. Opportunistic parking occurs when a driver parks on a site that is not their intended destination. This phenomenon is exacerbated by the visibility of street-level parking lots, where empty parking spaces can easily be seen by a driver. The result of opportunistic parking is negative to users of the site, who are the intended occupants of these parking spaces.

Opportunistic parking can be incorrectly observed by parking occupancy studies and result in higher-than-necessary parking supply estimates. This can be further mitigated by the installation of gates that restrict access to the parking structure to site users either with transponders for residents and employees and a fee system for the retail parking areas or parking validation (ie. waived parking fee for customers/visitors). This results in decreased infiltration of parking within the site, reducing the need for parking spaces.

6.0 PROPOSED PARKING SUPPLY

The site at 127 Plains Road West is surrounded by a comprehensive and continuous network of active transportation facilities that provide a safe and healthy alternative to personal vehicles. Supported by the extensive network of local and regional bus routes with the nearby Lakeshore West rail route, commuters in this area have a high degree of access to efficient means of travel that reduce the strain on roadways in the area. Benefits of this include relief of congestion, reduced load and maintenance on existing roads, and an improvement to the air quality and noise levels within the community. Furthermore, future policies such as the Community Planning Permit by-law encourage the development of transit-supportive housing within areas surrounding major transit stations. Future developments in these areas are intended to increase the utility of these transit stations and reduce the strain on other infrastructure caused by high traffic volumes by offering policy-supported facilities such as bicycle parking and reduced vehicle parking.

Considering the advantageous placement of this site, its proposed parking supply differs from that required by the applicable by-law regulations. The proposed parking rate and supply are shown in Table 6.1 below. In total, 160 spaces are proposed for the development (0.67 spaces per unit), of which 147 spaces will be dedicated to residents and the remaining 13 spaces shared between visitors of the residential and retail components of the site. The bicycle parking supply rates do not deviate from those suggested by Burlington's Community Planning Permit By-law for MTSAs (see Table 2.2); the long-term and short-term bicycle parking will be required to support the reduced parking rate for residents.

Table 6.1) Proposed Parking Rates and Supply

Land Use	Parking Rate	Units/Floor Area	Parking Spaces Proposed
Mixed-use Apartment Building	0.61 resident parking spaces per unit	240 units	147 resident spaces
Retail	2.7 parking spaces per 100 m^2 GFA	475 m^2	13 visitor spaces (shared between retail and residential visitor)
Bicycle Parking	0.1 short-term bicycle spaces per dwelling unit (min. 2 spaces) 0.5 long-term bicycle spaces per dwelling unit (min. 2 spaces)	240 units	24 short-term resident bicycle spaces 120 long-term resident bicycle spaces
	0.2 short-term bicycle spaces per 100 m^2 retail GFA (min. 3 spaces) 0.1 long-term bicycle spaces per 100 m^2 retail GFA (min. 2 spaces)	475 m^2	3 short-term retail bicycle spaces 2 long-term retail bicycle spaces
Total			**160 vehicle parking spaces** **27 short-term bicycle spaces** **122 long-term bicycle spaces**

APPENDICES

APPENDIX A | SITE PLAN

OUTDOOR AMENITY
(2,076ft²)

RAMP DOWN

LOADING / GARBAGE AREA

10 SHORT-TERM BIRKE PARKING

TRANSFORMER (SIZE TO BE CONFIRMED)

EXIT

DROP OFF

6000 mm
19' - 8 1/4"

2750 mm
9' - 1/4"

4500 mm 501 mm 4500 mm 630 mm 6000 mm
14' - 9 1/8"1' - 7 3/4"14' - 9 1/8"2" + 0 3/4" 19' - 8 1/4"

PART 1, PLAN 20R-14832
PIN 07124-0144 (LT)

LVL 7-24 (OVERHANG)

RESIDENTIAL CONDO
24 STORIES
240 UNITS
19,050m² / 205,049ft²

PART 2
PLAN 20R-14832
PIN 07124-0143 (LT)

CONCESSION 1

LVL 1 - 6

LVL 7-24

12000

18000

2193 mm
7' - 2 3/8"

6000 mm
19' - 8 1/4"

780 mm 4000 mm
2' - 6 3/4"13' - 1 1/2"

6000 mm
19' - 8 1/4"

8409 mm
27' - 7 1/8"

9889 mm
32' - 5 3/8"

1500 mm
4' - 11"

55630 mm
182' - 6 1/8"

ENTRANCE/EXIT TO PLAINS ROAD

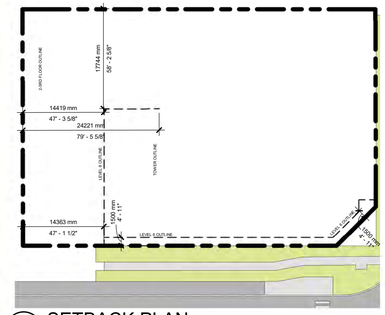
FIRE ROUTE AT 12m

PART 2, PLAN 216 MISC.

WIDENING BY PLAN 153 MISC.

PLAINS ROAD WEST

SITE STATISTICS			
DESCRIPTION	AREA (SM)	AREA (SF)	PERCENTAGE
BUILDING FOOTPRINT			
BUILDING FOOTPRINT	1,017.89 m²	10,956 ft²	27.9%
	1,017.89 m²	10,956 ft²	27.9%
HARD LANDSCAPE			
ASPHALT	853.67 m²	9,189 ft²	23.4%
CURB	94.72 m²	1,020 ft²	2.6%
PAVER STONES	115.24 m²	1,240 ft²	3.2%
SIDEWALK	840.55 m²	9,048 ft²	23.1%
	1,904.18 m²	20,496 ft²	52.3%
SOFT LANDSCAPE			
LANDSCAPE	719.75 m²	7,747 ft²	19.8%
	719.75 m²	7,747 ft²	19.8%
	3,641.82 m²	39,200 ft²	100.0%
OVERALL SITE	2,610.93 m²	28,104 ft²	100.0%



2 A001 SETBACK PLAN
1 : 500

SITE PLAN LEGEND

PRIMARY ENTRANCE / EXIT	PROPERTY LINE
SECONDARY ENTRANCE / EXIT	6TH FLOOR OUTLINE
BUILDING SETBACK	DESIGNATED BARRIER-FREE PARKING SPACE
TOWER OUTLINE	6m WIDE FIRE ROUTE WITH HEAVY DUTY ASPHALT
4TH-5TH FLOOR OUTLINE	SIAMESE CONNECTION
PROPOSED BUILDING	PROPOSED FIRE HYDRANT
EXISTING BUILDING	LIGHT STANDARD
ASPHALT	PROPOSED PAD MOUNTED TRANSFORMER (REFER TO ELECTRICAL DRAWINGS)
LANDSCAPE / SOD AREA	DEPRESSED CURB
CONCRETE SIDEWALK c/w SIDEWALK	PARKING COUNT
PEDESTRIAN CROSSWALK	

SITE PLAN LEGEND
1 : 200

Chamberlain
Architects
Constructors
Managers

Chamberlain Architect Services Limited

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Burlington, Ontario. L7M 0W9
CANADA

Phone: 905.631.7777

www.chamberlainIPD.com

NO.	ISSUED	DATE
1	CLIENT REVIEW	2024-10-17

Plains Road- Option 01 Updates-2024.08.02
- The geometry of the podium was adjusted according to the new survey and setback lines and therefore total areas of some rooms have been slightly reduced.
- The geometry of units on level 7-26 were changed to accommodate the new survey and setback lines and therefore some total areas of some rooms have been slightly reduced.
- The roof plan was adjusted according to the new setback lines and survey.
- The property and setback lines were updated according to the new survey.
- The fire route which is located on Plains Road was highlighted.

DO NOT SCALE DRAWINGS. USE ONLY DRAWINGS MARKED "ISSUED FOR CONSTRUCTION". VERIFY CONFIGURATIONS AND DIMENSIONS ON SITE BEFORE BEGINNING WORK. NOTIFY ARCHITECT IMMEDIATELY OF ANY ERRORS, OMISSIONS OR DISCREPANCIES.

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CHAMBERLAIN ARCHITECT SERVICES LIMITED HAS COPYRIGHT. CONSTRUCTING A SUBSTANTIALLY SIMILAR BUILDING WITHOUT PERMISSION MAY INFRINGE THE COPYRIGHT OWNER'S RIGHTS. MAKING MINOR CHANGES TO PLANS DOES NOT NECESSARILY AVOID COPYRIGHT INFRINGEMENT. INNOCENT INFRINGEMENT IS NOT A DEFENSE TO COPYRIGHT INFRINGEMENT. ©

SEAL

CONSTRUCTION NORTH

TRUE NORTH

127 PLAINS ROAD (OPTION 2)

127 PLAINS ROAD,
BURLINGTON, ON

SHEET NAME

SITE PLAN

START DATE	APRIL 2024
DRAWN BY	HK/BE/MW/ MR
CHECKED BY	CMC/JM
SCALE	As indicated
PROJECT NO.	122010
DRAWING	A001

C:\Users\mtrot\Documents\Revit Local Files\122010 - 127 Plains Road - Site - RVT24-Option 02 - 2024.08.08_mtrotWJTLO.rvt
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Gross Floor Area
The sum of the areas of each floor of a building, but shall include a basement or cellar when used for commercial purpose. Measurement shall be from the exterior face of outside walls, or from the centre line of partition and common walls. Gross Floor Area shall not include floor space devoted to:

- Vehicle Parking
- Storage
- Air Handling Equipment
- Enclosed mall and hallways, excluding kiosk, stairways
- Elevators and associated equipment
- Washrooms
- Foyers, lobbies, but not waiting areas/rooms

Landscape Area
An area of land within a lot dedicated to the planting of trees, shrubs, flower beds, or a combination thereof and which may include other decorative landscape features. A Landscape Area may be crossed by a driveway or walkway provided it is substantially perpendicular to the Landscape Area. A ground sign may be located within a Landscape Area. A Landscape Buffer may be included in the calculation of Landscape

PARKING REQUIREMENTS:

APARTMENT BUILDING
WITHIN A PRIMARY GROWTH AREA AS IDENTIFIED ON SCHEDULE B-1 OF THE CITY OFFICIAL PLAN (2020), AS APPROVED BY HALTON REGION ON NOVEMBER 30, 2020, AND AS MAY BE FURTHER AMENDED:

- 1.25 SPACES PER UNIT INCLUSIVE OF VISITOR PARKING.

THIS IS AN INTERIM RATE AND IS SUBJECT TO FURTHER STUDY TO BE UNDERTAKEN BY THE CITY. AN APPLICATION TO REDUCE THIS PARKING RATE WILL BE REQUIRED TO BE SUPPORTED BY A PARKING JUSTIFICATION STUDY DEEMED ACCEPTABLE BY THE CITY.

WITHIN A SECONDARY GROWTH AREA AS IDENTIFIED ON SCHEDULE B-1 OF THE CITY OFFICIAL PLAN (2020), AS APPROVED BY THE HALTON REGION ON NOVEMBER 30, 2020, AND AS MAY BE FURTHER AMENDED:

- 1.25 SPACES PER UNIT INCLUSIVE OF VISITOR PARKING

FOR ALL AREAS OUTSIDE OF PRIMARY AND SECONDARY GROWTH AREA AS IDENTIFIED ON SCHEDULE B-1 OF THE CITY OFFICIAL PLAN (2020), AS APPROVED BY HALTON REGION ON NOVEMBER 30, 2020, AND AS MAY BE FURTHER AMENDED:

- 1 OCCUPANT SPACES PER ONE-BEDROOM UNIT
- 1.25 OCCUPANT SPACES PER TWO-BEDROOM UNIT
- 1.5 OCCUPANT SPACES PER THREE OR MORE BEDROOM UNIT
- 0.25 VISITOR SPACES PER UNIT
- 1 ADDITIONAL SPACE PER 75 UNITS FOR THE USE OF MAINTENANCE VEHICLES SERVICING THE SITE.

RETAIL STORE
- 3.5 SPACES PER 100M2 GROSS FLOOR AREA

PARKING STRUCTURES

(I) ANY PART OF AN ENCLOSED PARKING STRUCTURE THAT PROJECTS 1.6 M OR MORE ABOVE GRADE SHALL BE SUBJECT TO THE YARD REQUIREMENTS OF THE ZONE DESIGNATION.

(II) ENTRANCE AND EXIT RAMPS TO BELOW GRADE AND ABOVE GRADE PARKING STRUCTURES OR BUILDINGS SHALL BE SETBACK 7.5 M FROM A STREET LINE.

(III) BELOW GRADE PARKING STRUCTURES SHALL NOT EXTEND INTO A REQUIRED LANDSCAPE BUFFER AND SHALL BE SETBACK 3 M FROM ALL OTHER PROPERTY LINES AND STREET LINES.

REQUIRED PARKING DESIGNATED ACCESSIBLE PARKING SPACES

5 TO 50 SPACES = 1 DESIGNATED ACCESSIBLE PARKING SPACE
51 TO 90 SPACES = 2 DESIGNATED ACCESSIBLE PARKING SPACES
OVER 90 SPACES = 3% OF REQUIRED PARKING

BICYCLE PARKING

BICYCLE PARKING SPACES SHALL BE PROVIDED IN CONJUNCTION WITH OFFICE, RETAIL AND SERVICE COMMERCIAL, INDUSTRIAL AND INSTITUTIONAL DEVELOPMENTS, IN ACCORDANCE WITH TABLE 1.2.8 AND (10)(A):

USE	REQUIRED BICYCLE PARKING
RETAIL	2 SPACES PLUS 1 SPACE / 1000 M2 GFA

A) EACH BICYCLE PARKING SPACE SHALL BE 60 CM X 1.8 M IN SIZE.

AMENITY AREA REQUIREMENTS

15m² PER EFFICIENCY DWELLING UNIT
20m² PER ONE-BEDROOM DWELLING UNIT
35m² PER TWO OR MORE BEDROOM DWELLING UNIT

AMENITY AREA REQUIRED

199 ONE BEDROOM UNITS x 20m² = 3,980m²
41 TWO BEDROOM UNITS x 35m² = 1,435m²

TOTAL AMENITY AREA REQUIRED: 5,415m² (1,343m² DEFICIENT)

AMENITY SPACES

Name	Count	Area (m²)	Area (ft²)
INDOOR AMENITY			
INDOOR AMENITY	2	558 m²	6002 ft²
		558 m²	6002 ft²
OUTDOOR AMENITY			
OUTDOOR AMENITY	5	812 m²	8742 ft²
		812 m²	8742 ft²
PRIVATE AMENITY			
BALCONY	255	2841 m²	30584 ft²
		2841 m²	30584 ft²
		4211 m²	45328 ft²

SITE STATISTICS

DESCRIPTION	AREA (SM)	AREA (SF)	PERCENTAGE
BUILDING FOOTPRINT			
BUILDING FOOTPRINT	1,017.89 m²	10,956 ft²	37.3%
	1,017.89 m²	10,956 ft²	37.3%
HARD LANDSCAPE			
ASPHALT	853.67 m²	9,189 ft²	31.3%
CURB	30.93 m²	333 ft²	1.1%
PAVER STONES	115.24 m²	1,240 ft²	4.2%
SIDEWALK	391.01 m²	4,209 ft²	14.3%
	1,390.84 m²	14,971 ft²	51.0%
SOFT LANDSCAPE			
LANDSCAPE	318.98 m²	3,433 ft²	11.7%
	318.98 m²	3,433 ft²	11.7%
	2,727.71 m²	29,361 ft²	100.0%
OVERALL SITE	2,610.93 m²	28,104 ft²	100.0%

PARKING SCHEDULE - FLOOR

Type	DESCRIPTION	COUNT
T/O GROUND FLOOR		
ACCESSIBLE PARKING	4.75M X 6.0M	2
TYPICAL PARKING	2.75M X 6.0M	3
		5
T/O P1		
ACCESSIBLE PARKING	4.75M X 6.0M	1
PARALLEL PARKING	2.75M X 7.2M	2
TYPICAL PARKING	2.75M X 6.0M	45
		48
T/O P2		
ACCESSIBLE PARKING	4.75M X 6.0M	1
PARALLEL PARKING	2.75M X 7.2M	2
TYPICAL PARKING	2.75M X 6.0M	50
		53
T/O P3		
ACCESSIBLE PARKING	4.75M X 6.0M	1
PARALLEL PARKING	2.75M X 7.2M	2
TYPICAL PARKING	2.75M X 6.0M	51
		54
		160

PARKING SCHEDULE - OVERALL

Type	DESCRIPTION	COUNT
ACCESSIBLE PARKING	4.75M X 6.0M	5
PARALLEL PARKING	2.75M X 7.2M	6
TYPICAL PARKING	2.75M X 6.0M	149
		160

RESIDENTIAL REQUIRED PARKING

1 BR = 102 X 1 (102)
1 BR + DEN = 97 X 1 (97)
2 BR = 41 X 1.25 (52)
TOTAL = 251 (PARKING REQUIRED)

REQUIRED VISITOR PARKING

217 (UNITS) X .25 = 55

TOTAL PARKING SPACES NEEDED = 311 NEEDED

ACCESSIBLE PARKING SPACES

311 X 0.03 = 9.33 (10) SPACES NEEDED

RETAIL REQUIRED PARKING

392m² / 100 = 3.9 X 3.5 = 13.65 (14) SPACES NEEDED

TOTAL PARKING NEEDED = 325 (164 DEFFICIENT)

PROPOSED PARKING

147 RESIDENTIAL SPACES
14 RETAIL SPACES

ACCESSIBLE PARKING SPACES
(INCLUDED IN TOTAL)

161 X 0.03 = 4.83 (5) SPACES PROPOSED

RETAIL REQUIRED PARKING

392m² / 100 = 3.9 X 3.5 = 13.65 (14) SPACES PROPOSED

TOTAL PARKING PROPOSED = 147+14=161 (0.67 PARKING PER UNIT)

PARKING EFFICIENCY:

6997m² (PARKING LEVEL GFA) / 159 (UG PARKING) = 44.00m² / STALL

REQUIRED BICYCLE PARKING

SHORT TERM (24 REQUIRED)
0.1 SHORT-TERM BICYCLE SPACES PER DWELLING UNIT
240 UNITS x 0.1 = 24 SHORT TERM SPACES

0.2 SHORT-TERM BICYCLE SPACES PER 100m² RETAIL GFA (MIN 2 SPACES)

LONG TERM (111 REQUIRED)
0.5 LONG-TERM BICYCLE SPACES PER DWELLING UNIT
240 UNITS x 0.5 = 120 LONG TERM SPACES

0.1 LONG-TERM BICYCLE SPACES PER 100m² RETAIL GFA (MIN 2 SPACES)

BIKE PARKING SCHEDULE

Comments	Count
SHORT TERM	10

UNIT MATRIX - PER LEVEL

Name	AREA SF	Count	%
LVL 2			
1 BR	539 ft² ... 669 ft²	4	1.7%
1 BR + DEN	553 ft² ... 880 ft²	6	2.5%
1 BR SMALL	440 ft² ... 585 ft²	3	1.3%
2 BR	740 ft²	1	0.4%
		14	5.8%
LVL 3			
1 BR	539 ft² ... 669 ft²	4	1.7%
1 BR + DEN	553 ft² ... 880 ft²	6	2.5%
1 BR SMALL	440 ft² ... 585 ft²	3	1.3%
2 BR	740 ft²	1	0.4%
		14	5.8%
LVL 4			
1 BR	539 ft² ... 669 ft²	4	1.7%
1 BR + DEN	553 ft² ... 880 ft²	6	2.5%
1 BR SMALL	440 ft² ... 585 ft²	3	1.3%
2 BR	740 ft²	1	0.4%
		14	5.8%
LVL 5			
1 BR	539 ft² ... 669 ft²	4	1.7%
1 BR + DEN	553 ft² ... 880 ft²	6	2.5%
1 BR SMALL	440 ft² ... 585 ft²	3	1.3%
2 BR	740 ft²	1	0.4%
		14	5.8%
LVL 6			
1 BR	532 ft² ... 536 ft²	2	0.8%
1 BR + DEN	659 ft²	1	0.4%
2 BR	892 ft²	1	0.4%
		4	1.7%
LVL 7			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%

UNIT MATRIX - PER LEVEL

Name	AREA SF	Count	%
LVL 8			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 9			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 10			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 11			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 12			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 13			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%

UNIT MATRIX - PER LEVEL

Name	AREA SF	Count	%
LVL 14			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 15			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 16			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 17			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 18			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 19			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%

UNIT MATRIX - PER LEVEL

Name	AREA SF	Count	%
LVL 20			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 21			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 22			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 708 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 23			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 710 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
LVL 24			
1 BR	536 ft² ... 541 ft²	3	1.3%
1 BR + DEN	655 ft² ... 710 ft²	4	1.7%
1 BR SMALL	448 ft²	1	0.4%
2 BR	803 ft² ... 884 ft²	2	0.8%
		10	4.2%
Grand total: 240		240	100.0%

UNIT MATRIX

Name	Area	Count	COUNT %
1 BR	532 ft² ... 669 ft²	72	30%
1 BR + DEN	553 ft² ... 880 ft²	97	40%
1 BR SMALL	440 ft² ... 585 ft²	30	13%
2 BR	740 ft² ... 892 ft²	41	17%
Grand total: 240			100%

1BR + DEN MATRIX

Name	Area Range (ft²)	Count	COUNT %
1 BR + DEN	550-600	4	4.1%
1 BR + DEN	600-650	8	8.2%
1 BR + DEN	650-700	41	42.3%
1 BR + DEN	700-725	44	45.4%
Grand total: 97			100.0%

1BR MATRIX

Name	Area Range (ft²)	Count	COUNT %
1 BR	480-520	8	7.8%
1 BR	520-550	64	62.7%
1 BR SMALL	400-480	30	29.4%
Grand total: 102			100.0%

2BR MATRIX

Name	Area Range (ft²)	Count	COUNT %
2 BR	725-800	4	9.8%
2 BR	800+	37	90.2%
Grand total: 41			100.0%

GFA

Level	Area (m²)	Area (ft²)
LVL 1	1018 m²	10956 ft²
LVL 2	958 m²	10313 ft²
LVL 3	958 m²	10313 ft²
LVL 4	958 m²	10313 ft²
LVL 5	958 m²	10313 ft²
LVL 6	720 m²	7748 ft²
LVL 7	710 m²	7641 ft²
LVL 8	710 m²	7641 ft²
LVL 9	710 m²	7641 ft²
LVL 10	710 m²	7641 ft²
LVL 11	710 m²	7641 ft²
LVL 12	710 m²	7641 ft²
LVL 13	710 m²	7641 ft²
LVL 14	710 m²	7641 ft²
LVL 15	710 m²	7641 ft²
LVL 16	710 m²	7641 ft²
LVL 17	710 m²	7641 ft²
LVL 18	710 m²	7641 ft²
LVL 19	710 m²	7641 ft²
LVL 20	710 m²	7641 ft²
LVL 21	710 m²	7641 ft²
LVL 22	710 m²	7641 ft²
LVL 23	710 m²	7642 ft²
LVL 24	710 m²	7642 ft²
T/O ROOF DECK	451 m²	4852 ft²
TOTAL	18799 m²	202346 ft²

GFA - INCLUDING UG PARKING

Level	Area (ft²)	Area (m²)
Not Placed	0 m²	0 ft²
LVL 1	1018 m²	10956 ft²
LVL 2	958 m²	10313 ft²
LVL 3	958 m²	10313 ft²
LVL 4	958 m²	10313 ft²
LVL 5	958 m²	10313 ft²
LVL 6	720 m²	7748 ft²
LVL 7	710 m²	7641 ft²
LVL 8	710 m²	7641 ft²
LVL 9	710 m²	7641 ft²
LVL 10	710 m²	7641 ft²
LVL 11	710 m²	7641 ft²
LVL 12	710 m²	7641 ft²
LVL 13	710 m²	7641 ft²
LVL 14	710 m²	7641 ft²
LVL 15	710 m²	7641 ft²
LVL 16	710 m²	7641 ft²
LVL 17	710 m²	7641 ft²
LVL 18	710 m²	7641 ft²
LVL 19	710 m²	7641 ft²
LVL 20	710 m²	7641 ft²
LVL 21	710 m²	7641 ft²
LVL 22	710 m²	7641 ft²
LVL 23	710 m²	7642 ft²
LVL 24	710 m²	7642 ft²
T/O P1	2354 m²	25337 ft²
T/O P2	2391 m²	25732 ft²
T/O P3	2371 m²	25516 ft²
T/O ROOF DECK	451 m²	4852 ft²
TOTAL	25914 m²	278931 ft²

GFA - PARKING LEVELS

Level	Area (m²)	Area (ft²)
T/O P1	2289 m²	24636 ft²
T/O P2	2350 m²	25291 ft²
T/O P3	2330 m²	25076 ft²
TOTAL	6968 m²	75003 ft²

SELLABLE VS NON SELLABLE - WITHOUT ROOFTOP

Name	Area	AREA SF	AREA %
NON SELLABLE			
CACF	5 m²	53 ft²	0%
CORRIDOR	1071 m²	11532 ft²	6%
ELEC	71 m²	766 ft²	0%
ELEV	620 m²	6669 ft²	3%
GARBAGE / LOADING	142 m²	1529 ft²	1%
INDOOR AMENITY	370 m²	3977 ft²	2%
LOBBY	138 m²	1482 ft²	1%
MECH	90 m²	969 ft²	0%
MOVING	20 m²	213 ft²	0%
OFFICES	32 m²	340 ft²	0%
RETAIL GARBAGE	29 m²	315 ft²	0%
STAIR	806 m²	8671 ft²	4%
VEST.	27 m²	294 ft²	0%
NON SELLABLE	3420 m²	36810 ft²	19%
SELLABLE			
1 BR	3687 m²	39684 ft²	20%
1 BR + DEN	6179 m²	66512 ft²	34%
1 BR SMALL	1305 m²	14047 ft²	7%
2 BR	3179 m²	34219 ft²	17%
RETAIL	475 m²	5115 ft²	3%
SELLABLE	14825 m²	159578 ft²	81%
Grand total	18245 m²	196388 ft²	100%

SELLABLE VS NON SELLABLE - WITH ROOFTOP

Name	Area	AREA SF	AREA %
NON SELLABLE			
CACF	5 m²	53 ft²	0%
CORRIDOR	1090 m²	11729 ft²	6%
ELEC	71 m²	766 ft²	0%
ELEV	645 m²	6947 ft²	3%
GARBAGE / LOADING	142 m²	1529 ft²	1%
INDOOR AMENITY	558 m²	6002 ft²	3%
LOBBY	138 m²	1482 ft²	1%
MECH	90 m²	969 ft²	0%
MECH PENTHOUSE	191 m²	2058 ft²	1%
MOVING	20 m²	213 ft²	0%
OFFICES	32 m²	340 ft²	0%
RETAIL GARBAGE	29 m²	315 ft²	0%
STAIR	833 m²	8966 ft²	4%
VEST.	27 m²	294 ft²	0%
NON SELLABLE	3871 m²	41662 ft²	21%
SELLABLE			
1 BR	3687 m²	39684 ft²	20%
1 BR + DEN	6179 m²	66512 ft²	33%
1 BR SMALL	1305 m²	14047 ft²	7%
2 BR	3179 m²	34219 ft²	17%
RETAIL	475 m²	5115 ft²	3%
SELLABLE	14825 m²	159578 ft²	79%
Grand total	18696 m²	201240 ft²	100%

Chamberlain
Architects
Constructors
Managers

Chamberlain Architect Services Limited

4671 Palladium Way (Unit 1)
Burlington, Ontario. L7M 0W9
CANADA

Phone: 905.631.7777

www.chamberlainIPD.com

NO.	ISSUED	DATE
1	CLIENT REVIEW	2022-02-23
2	CLIENT REVIEW	2022-03-09
3	CLIENT REVIEW	2022-03-11
4	CLIENT REVIEW	2024-03-26
5	CLIENT REVIEW	2024-03-27
6	CLIENT REVIEW	2024-04-12
7	CITY SUBMISSION	2024-04-19
8	CLIENT REVIEW	2024.08.02
9	CLIENT REVIEW	2024.08.12
10	CLIENT REVIEW	2024.09.09
11	CLIENT REVIEW	2024.10.17

Plains Road- Option 01 Updates-2024.08.02
- The geometry of the podium was adjusted according to the new survey and setback lines and therefore total areas of some rooms have been slightly reduced.
- The geometry of units on level 1-26 were changed to accommodate the new survey and setback lines and therefore some total areas of some rooms have been slightly reduced.
- The roof plan was adjusted according to the new setback lines and survey.
- The property and setback lines were updated according to the new survey.
- The fire route which is located on Plains Road was highlighted.

DO NOT SCALE DRAWINGS. USE ONLY DRAWINGS MARKED "ISSUED FOR CONSTRUCTION". VERIFY CONFIGURATIONS AND DIMENSIONS ON SITE BEFORE BEGINNING WORK. NOTIFY ARCHITECT IMMEDIATELY OF ANY ERRORS, OMISSIONS OR DISCREPANCIES.

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10/18/2024 8:44:08 AM

127 PLAINS ROAD (OPTION 2)

127 PLAINS ROAD,
BURLINGTON, ONTARIO

SHEET NAME

PROJECT STATS

START DATE: FEB 2022
DRAWN BY: HK/BE/MW
CHECKED BY: CMC/JM
SCALE:
PROJECT NO.: 122010
DRAWING:

A.002