

2412947 Ontario Limited

URBAN DESIGN BRIEF

141 - 153 PLAINS ROAD WEST
CITY OF BURLINGTON

Prepared for:

2412947 ONTARIO LIMITED

Prepared by:

JOHN G. WILLIAMS LIMITED
ARCHITECT

1st SUBMISSION DATE: APRIL 5, 2023
2nd SUBMISSION DATE: FEBRUARY 1, 2024
3rd SUBMISSION DATE: SEPTEMBER 13, 2024

FILE NO.: W-2677

THIS PAGE INTENTIONALLY BLANK

TABLE OF CONTENTS

1 INTRODUCTION 1

1.1 Purpose of the Urban Design Brief 1
1.2 Location, Site Description and Community Context 1
1.3 Design Vision 5
1.4 Design Principles 5

2 POLICY 6

2.1 Halton Region Official Plan 6
2.2 City of Burlington Official Plan 1997 6
2.3 City of Burlington Official Plan 2020 8
2.4 Plains Road Corridor Urban Design Guidelines 12
2.5 Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings 12
2.6 Major Transit Station Areas, Area Specific Planning Study & Final Report (Final) - June 2022 12

3 DESIGN CONSIDERATIONS 14

3.1 Proposed Site Plan 14
3.2 Public Realm 16
3.2.1 Roads, Site Access, Circulation and Transit 16
3.2.2 Safety 16
3.2.3 Streetscape Elements 18
3.3.2.1 Plains Road West Streetscape Treatments 18
3.2.4 Trees and Landscape Treatments 20
3.2.5 Entry Feature 20
3.2.6 Amenity Areas 21
3.2.7 Community Mailbox 21
3.2.8 Fencing / Screening/Retaining Walls 21
3.2.9 Lighting 22
3.2.10 Utilities and Service Areas 22
3.2.11 Parking Areas and Garages 22
3.3 Private Realm 24
3.3.1 Proposed Built Form 24
3.3.2 Massing and Building Placement 24
3.3.2.1 Building Height 24
3.3.2.2 Transition in Scale & Building Step-Backs 25
3.3.2.3 Shadow Impacts 25
3.3.3 Architectural Style 26
3.3.4 Building Design and Facade Development 26
3.3.5 Materials and Colour Palette 33
3.3.6 Building Lighting 34
3.3.7 Signage 34
3.4 Response to Burlington Urban Design Advisory Panel 35

4 SUSTAINABILITY 37

5 DESIGN APPROVAL PROCESS 38

5.1 Implementation 38

APPENDIX 1 - SHADOW STUDY 39

APPENDIX 2 - B.U.D. MEETING MINUTES 43

THIS PAGE INTENTIONALLY BLANK

SECTION 1

INTRODUCTION

1.1 PURPOSE OF THE URBAN DESIGN BRIEF

This Urban Design Brief ("UDB") has been prepared on behalf of 2412947 Ontario Limited for their proposed development consisting of an 11-storey mixed-used building with 150 residential units and 180.51m^2 of ground floor commercial/ retail space located in the City of Burlington. The purpose of the UDB is:

- to illustrate the design for the proposed development;
- to demonstrate the proposed development's regard for the objectives detailed in the City of Burlington's Official Plan (2020) as well as the design direction and standards outlined in the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (March 2019), the Plains Road Corridor Urban Design Guidelines (June 2006), and Major Station Areas, Area Specific Planning Study & Final Report - Section 3.3.3.2 (June 2022); and,
- to address site specific design elements of the proposal and describe how they will relate to the existing neighbourhood context.

As required by the City, an Urban Design Brief shall be prepared as part of the development application submission to address the following:

"Analysis and demonstrate how the proposed development meet the urban design objectives and policies of the Official Plan and any relevant approved urban design guidelines. Description of overall architectural expression; building relationship to streetscape and adjacent properties; pedestrian, cycling, and transit connections; sustainable building elements; other urban design features that ensure design excellence."

The UDB should be read in conjunction with Planning Justification Report for the subject lands prepared by Evans Planning.

1.2 LOCATION, SITE DESCRIPTION AND COMMUNITY CONTEXT

- The subject lands, 141 - 153 Plains Road West, comprise an area of 0.24 hectares (0.59 acres) within a Mixed Use Node and Intensification Corridor area in the Aldershot Village community of Burlington. The site is situated on the north side of Plains Road West, just west of Howard Road.
- Presently, the site contains two detached dwellings of 1 and 1.5 storeys and a 2-storey dental office. The two dwellings have a shared driveway access from Plains Road W. and the dental office has a single driveway access from Plains Road W. and surface parking located at the front and rear of the building.
- The site is bounded by:
  - North: Existing employment use (Ippolito Group - Howard Road Facility) accessed from Howard Road.
  - East: Existing 2-storey multi-tenanted commercial building fronting onto Plains Road W.; further east is Howard Road.
  - South: Plains Road W.; opposite is an existing condominium apartment complex containing seven buildings ranging between 6 and 12-storeys in height.
  - West: Existing 2-storey building containing the Burlington and Area Midwives; further west are existing commercial, office and residential uses contained in a variety of standalone and attached building forms ranging from 1 to 3-storeys in height.
- Site topography is generally level and there are no adverse grade conditions that would negatively impact the proposed built form.
- There are two mature trees located along Plains Road W. and trees of varying maturity located in the northern half of the properties, typically found along property lines. In order to facilitate the development, all existing vegetation will be removed or relocated as necessary.

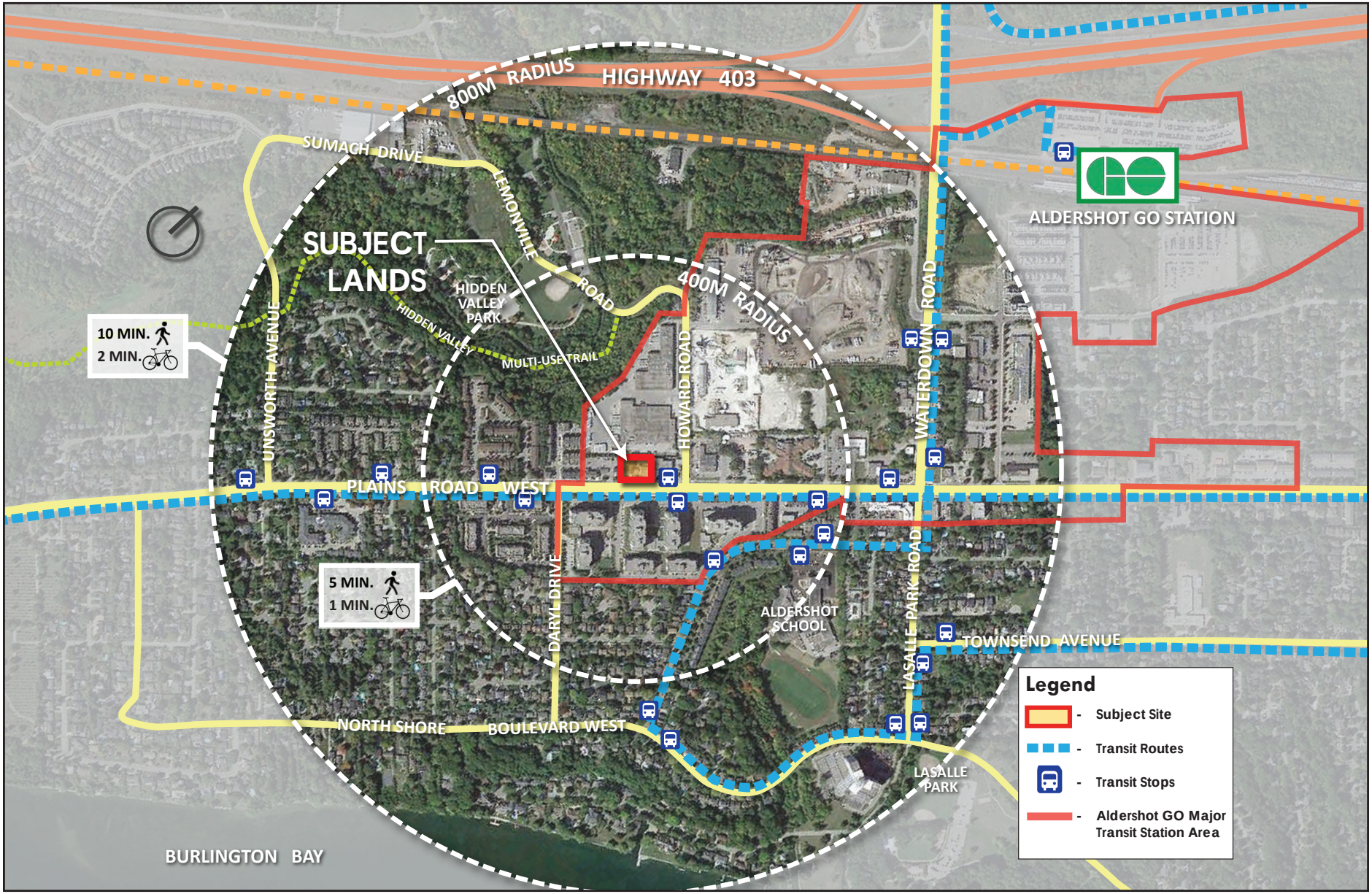


Fig. 1.2a - Key Plan of Subject Lands

- 141 Plains Road W. contains an existing 2-storey, stucco clad dental office that was constructed in the 1970s. The building is serviced by a driveway access from Plains Road W. with surface parking located at the front and rear of the building.
- 147 Plains Road W. contains an existing single storey detached dwelling and 153 Plains Road. W. contains a 1.5-storey single detached dwelling. These properties have a shared driveway access onto Plains Road W. and contain a variety of cladding materials (masonry and siding) and were constructed in the 1950s.
- All existing structures on 141, 147 and 153 Plains Road W. will be demolished.
- The Plains Road W. corridor is characterized by suburban commercial and residential uses that generally have the buildings set back from the street and parking areas along street frontages. However, over the past 10 years there has been an influx of new development along this corridor, which generally involves the intensification of under utilized properties for more dense/ compact commercial, residential and mixed-use forms (refer to figure 1.2a).
- Along the Plains Road W. corridor, within close proximity to the site are commercial buildings ranging between 1 and 2-storeys in height, residential buildings ranging between 1 and 12-storeys in height, and mixed-use buildings (commercial/ residential or commercial/office) ranging between 2 and 3-storeys in height.
- North of the subject lands is an existing employment area focused around the Howard Road corridor. The site abutting the subject lands to the north contains a single storey distribution centre constructed in the 1960s.
- The subject lands are well serviced by existing bus routes along Plains Road W. in addition to the Aldershot GO Station located approximately 1.7km northeast of the site. Further, the site is situated in the Aldershot GO MTSA Special Planning Area which permits a wide variety of land uses, building types and densities that are oriented to support and facilitate transit and active transportation.
- 660m north of the subject lands is Hidden Valley Park and the Hidden Valley Multi-use Trail system.
- Proximity to urban amenities such as public transit, parkland, recreational facilities, retail and institutional uses provides an excellent opportunity for mixed-use intensification and less reliance on automobile trips.



Fig. 1.2b - Examples of recent development along the Plains Road West corridor, east of the subject lands

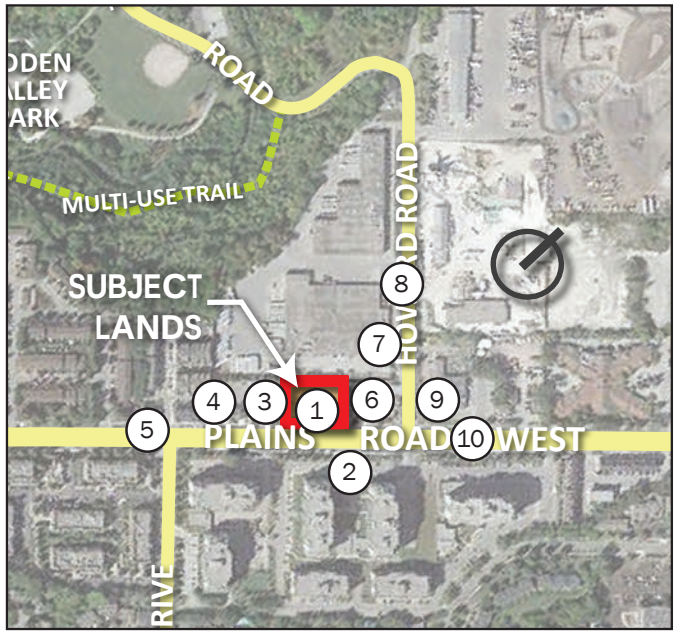


Fig. 1.2c - Images of site context and existing built form in proximity to the Subject Lands



View of the subject lands from Plains Road W.



View of existing apartment buildings to the south

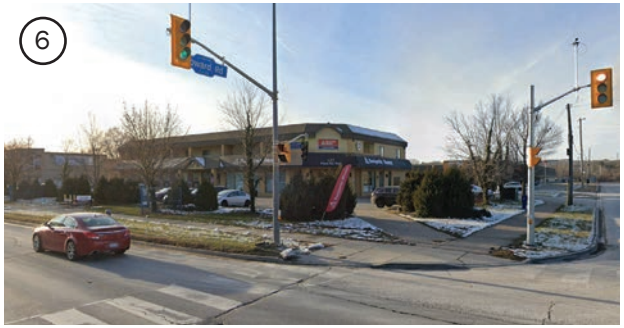




View of existing commercial, mixed-use and residential uses to the west



View looking west along the Plains Rd. W. corridor



View of existing commercial plaza to the east



View of existing employment building to the north



View looking north along the Howard Rd. corridor



View of existing commercial at the northeast corner of Plains Rd. W. & Howard Rd.



View looking east along the Plains Rd. W. corridor

1.3 DESIGN VISION

The design vision for the mixed-use development at 141 - 153 Plains Road W. is to create a vibrant, transit-supportive development with a compact urban form that employs a high standard of built form and landscape design quality, contributes to an active pedestrian-oriented urban lifestyle, and becomes a vital component of the Mixed Use Node and Intensification Corridor along Plains Road W. The intent is to intensify these underutilized properties to create an efficient development that supports a healthy, liveable, sustainable, and safe community, and appropriately integrates into the existing neighbourhood, and meets the intent of the City's urban design policies.

1.4 DESIGN PRINCIPLES

The following design principles were used to support the design vision and to guide urban design decisions related to the proposed development:

- To promote a high quality public realm and private realm character through appropriate architectural and landscape design.
- To provide a pedestrian-scaled, transit-supportive mixed-use development that appropriately integrates with the surrounding commercial, employment and residential uses.
- To provide 'missing middle' housing and commercial opportunities that will help sustain local and regional transit initiatives while respecting the existing and emerging character of Aldershot Village.
- To broaden the range of affordable accommodation options and housing choices, and to offer a variety of commercial platforms to serve the surrounding community.
- To encourage a harmonious and attractive building design through attention to building articulation, balconies and openings, building materials, colour palette, and landscaping.
- To provide high quality contemporary architecture to promote place-making and to reinforce an attractive animated streetscape along Plains Road W.
- To employ sensitive building design techniques, setbacks and stepbacks that will minimize impacts on surrounding uses.
- To encourage safe, pedestrian-friendly streetscapes by promoting the principles of CPTED (Crime Prevention Through Environmental Design).
- To minimize the visual impact of garages and parking areas within the streetscape through use of an underground parking structure and limited surface parking.



Fig. 1.3a - Conceptual Design Vision Images

SECTION 2

POLICY

This UDB should be read in conjunction with the following policy documents and guidelines, as well as other relevant City standards, plans, and by-laws.

2.1 HALTON REGION OFFICIAL PLAN

Within the Halton Region Official Plan, the subject lands are identified as being within the (Burlington) Urban Area land use designation. The goal of this designation is to manage growth in order to achieve complete communities, improving the mobility across the Region, focus on mitigating climate change, and work towards improving housing affordability, sustainability and economic prosperity.

As indicated on Map 1h (Regional Urban Structure) and Map 6d (Aldershot GO MTSA), the subject lands are located within the Major Transit Station Area. As per Table 2B - Strategic Growth Area Targets, within the Aldershot GO MTSA, the Official Plan seeks to establish a minimum density target of 150 residents and jobs combined per hectare. This is further split into general target proportions of 80% residents and 20% jobs.

The development proposal will meet/ exceed these targets, and complies with the applicable objectives of the Urban Area land use designation, and the Strategic Growth objectives for the Major Transit Station Areas as stipulated in item 81.

2.2 CITY OF BURLINGTON OFFICIAL PLAN 1997

The subject lands are designated "Mixed Use Corridor - General" within Schedule B; Comprehensive Land Use Plan - Urban Planning Area (refer to figure 2.2a on the following page).

Under Part III, Section 5.3; Mixed Use Corridors (General , Employment and Commercial Corridor), the objectives are to encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development along multi-purpose arterials, major arterial roads, or areas in the vicinity of a major transit station area, while retaining compatibility with nearby land uses. Under this land use category, the proposed mixed-use development, which includes residential and retail uses is permitted and meets the applicable objectives and policies.

Part II, Section 6 of the Official Plan provides design principles, objectives and polices to direct new built form, as well as policies to direct the public realm. The following applicable design guideline policies have been considered in the design of the mixed-use development at 141 - 153 Plains Road W.:

Compatibility

a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.

Buffering and landscaping

b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.

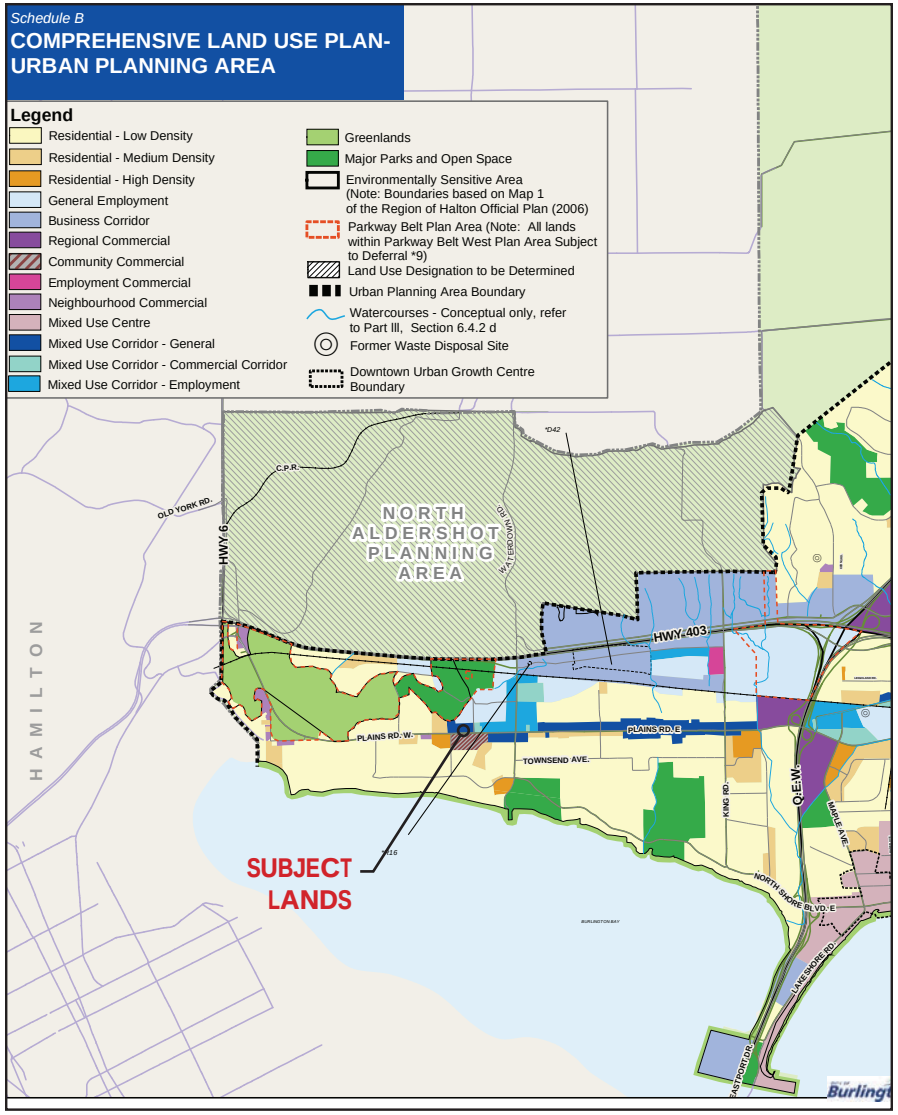


Fig. 2.2a - Location of the Subject Lands within Schedule B; Comprehensive Land Use Plan - Urban Planning Area from the City of Burlington's Official Plan 1997

Scale, comfort and safety

c) The design of all buildings must recognize pedestrian scale, safety and the perception of safety and access and the preservation of public vistas and views.

Street level activity

d) The creation of a continuous and harmonious streetscape environment shall be encouraged with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings.

Access to public transit

e) All developments shall be designed having regard for public transit accessibility in the Urban Planning Area, convenience and comfort, and access and parking for the physically challenged, and to ensure that the needs of persons with disabilities and other special needs groups are addressed.

Personal safety

f) City Council shall require that design plans promote public safety and security, with adequate visibility and lighting and the avoidance of secluded areas.

Buildings to road

h) The streetscape appearance of major, multi-purpose and minor arterial roads and collector streets shall be enhanced by encouraging buildings to present their main building facades to these roads or to enhance their treatment to avoid the appearance of blank buildings at service entrances.

Parking areas

g) The location, amount, position and design of parking areas shall be reviewed to minimize their potential to erode the qualities of the public streetscape, and to lessen their visual impact. City Council shall require landscaped islands and screening in the design of large parking lots.

Reverse frontages and side elevations

i) Reverse frontage lotting patterns and the use of acoustical walls next to major, multi-purpose and minor arterial and collector roads should be avoided. In addition, side and end elevations of buildings facing major, multi-purpose and minor arterial and collector roads should be designed with an upgraded level of

architectural treatment for the purpose of avoiding the use of blank walls facing these roads. Building setbacks from the street are to be minimized along pedestrian and transit-oriented streets.

Site services and facilities

j) The functional and visual impact of site servicing, loading, air conditioning and ventilation equipment and waste handling facilities shall be minimized, by integrating them into the building's main structure, by screening or by site design.

Lighting

k) The City shall review and adopt lighting standards for City streets and facilities in order to minimize sky-glow while not compromising public safety. The impact of lighting associated with new development shall also be reviewed during the site plan approval process to minimize the intrusion and impacts of unwanted lighting into adjacent properties and to minimize sky glow.

Gated communities

l) Residential neighbourhoods shall be designed to allow freedom of public access and the development of 'gated' residential communities, which restrict public access and circulation through neighbourhoods by means of security gates, walls or similar barriers, should be avoided.

Sustainable Development

m) All development shall be designed having regard for Sustainable Development considerations as set out in Part II, Subsection 2.7.3 of this Plan.

Greater design direction and details regarding the above design policies can be found in Section 3 of this Urban Design Brief.

2.3 CITY OF BURLINGTON OFFICIAL PLAN 2020

As per Schedule B; Urban Structure, the subject lands are located within the "MTSA Special Planning Areas" and "Mixed Use Nodes and Intensification Corridors" (refer to figure 2.3a on the following page). Both of the Urban Structure categories promote a variety of land uses, building types, and densities that will be oriented to support and facilitate transit and active transportation. The use of higher intensity and mixed-use, transit-supportive development is promoted to accommodate a significant share of the City's future population and employment growth.

Under Schedule C; Land Use - Urban Area, the subject lands are designated "Urban Corridor" (refer to figure 2.3b on the following page). The proposed mixed-use development will generally comply with the objectives and policies in Section 8.1.3(7). Identified below are policies in which the development proposal does not fully comply:

f) A maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor designation are maintained.

Response: The proponent will submit applications to amend the Official Plan and Zoning By-law to permit the increased floor area ratio. Further justification is found within the Planning Justification Report by Goldberg Group Land Use Planning and Development.

g) The minimum building height shall be two (2) storeys and the maximum building height shall not exceed six (6) storeys. Where required to ensure compatibility, four (4) to six (6) storey buildings may be required to be terraced back from adjacent residential areas and/or the street.

Response: The City of Burlington has prepared a Major Transit Station Area (MTSA), Area Specific Planning Study and Final Report (Final) dated June 2022 for the Aldershot GO MTSA. The subject lands are located within the Aldershot GO MTSA and will be subject to recommendations within the report once fully approved. One of the recommendations, which is illustrated in

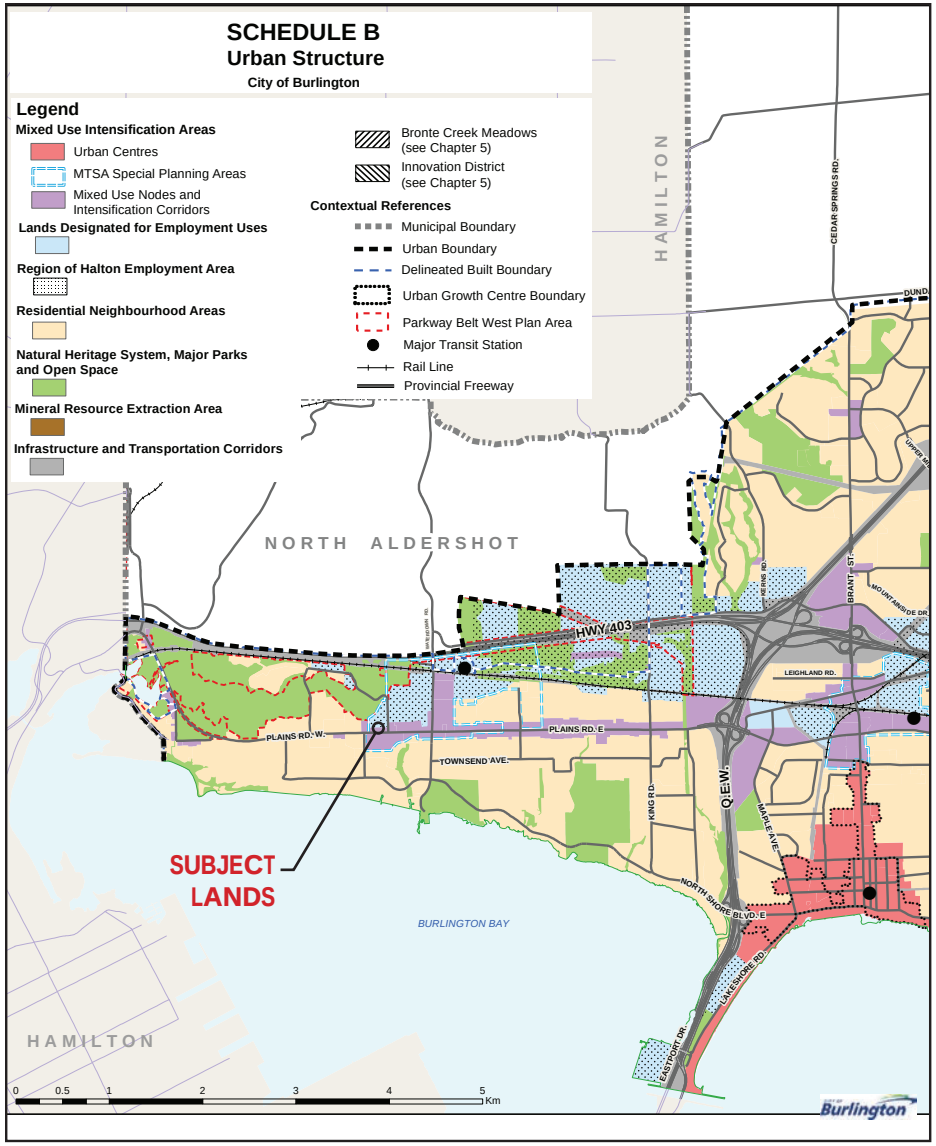


Fig. 2.3a - Location of the Subject Lands within Schedule B; Urban Structures plan from the City of Burlington's Official Plan 2020

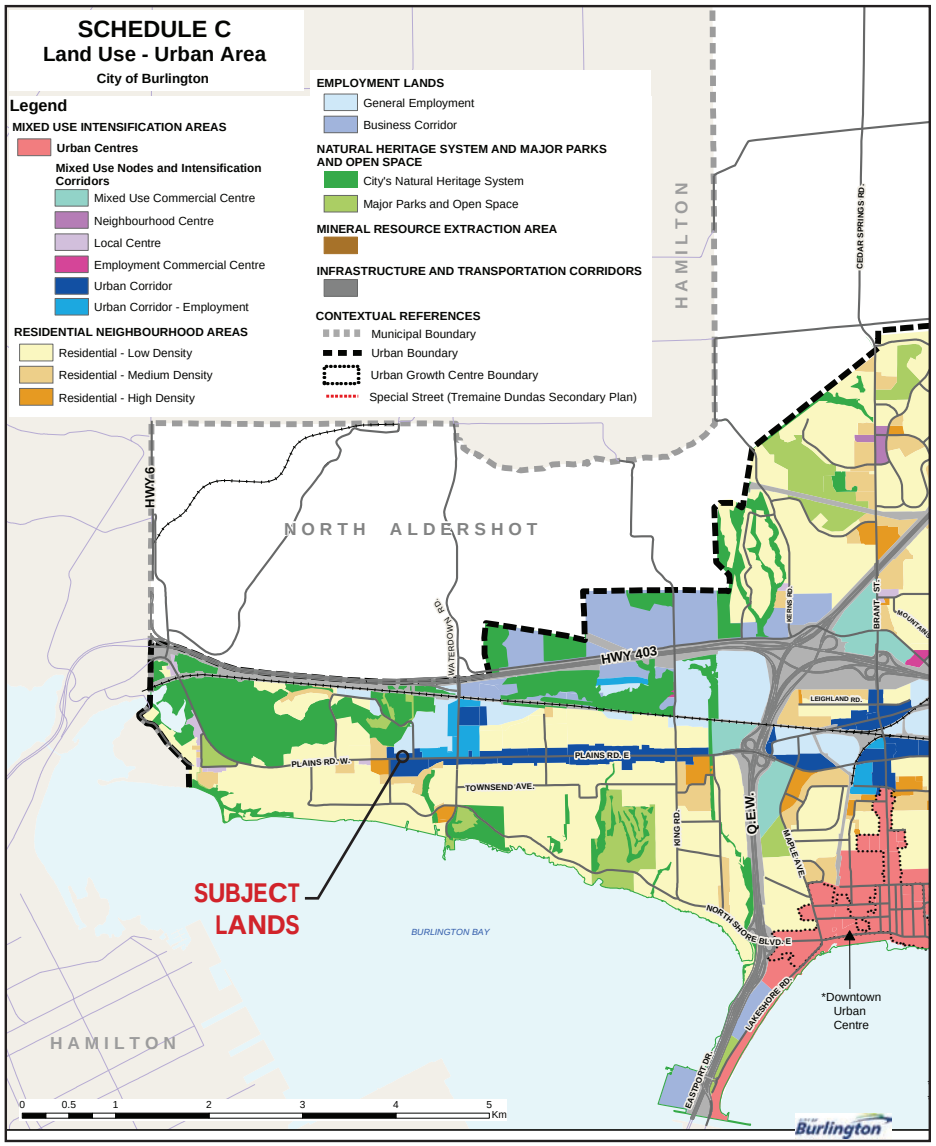


Fig. 2.3b - Location of the Subject Lands within Schedule C; Land Use - Urban Area plan from the City of Burlington's Official Plan 2020

Figure 6.2 - Aldershot GO MTSA Maximum Heights, proposes 11-storey building heights for the subject lands.

Section 7 of the Official Plan contains general urban design and built form policies to direct new developments within various settings, and achieve a high standard of urban design, architecture and place-making. As shown in Schedule B-1; Growth Framework (refer to figure 2.2c), the subject lands are located within a "Primary Growth Area" and are subject to the following policies:

Policy 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, development shall promote a transit-supportive and pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly Established Neighbourhood Areas.

Response: The development proposal consists of an 11-storey mixed-use building on a compact site that is well serviced by existing transit routes and nearby Aldershot GO Station. The proposed building design, layout, function and uses will promote a pedestrian-oriented environment along Plains Road W. and is designed to ensure compatibility with the adjacent uses. Refer to Section 3 of this Urban Design Brief for more information.

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

a. locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;

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

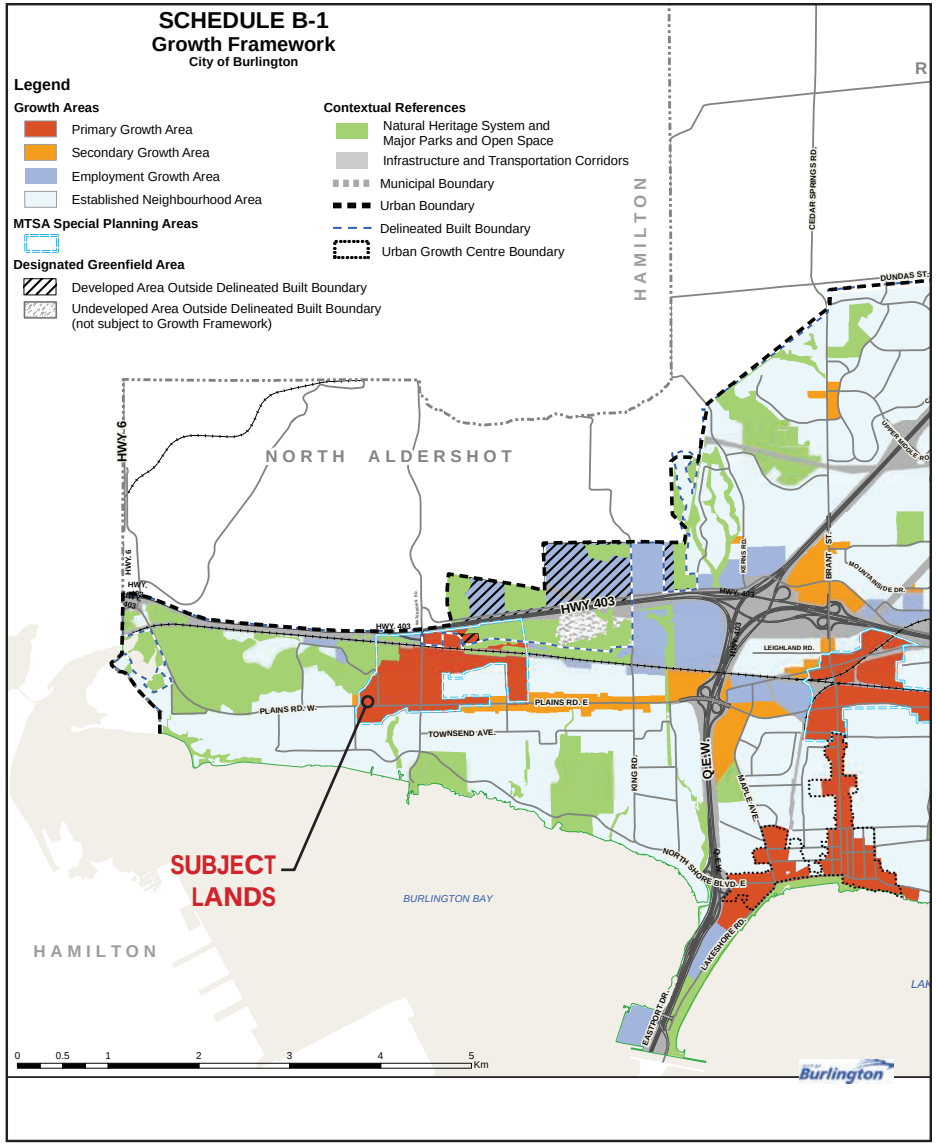


Fig. 2.3c - Location of the Subject Lands within Schedule B-1; Growth Framework plan from the City of Burlington's Official Plan 2020

located at grade towards a public right-of-way and visible and accessible from the public sidewalk;

e. including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;

f. screening or integrating roof top mechanical equipment within the overall composition of the building;

g. creating an attractive and connected interface between the private and the public realms;

h. creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and

i. providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.

Response: The proposed mixed-use development accounts for the above design considerations, including the applicable policies of Subsection 7.3.2 a). Section 3 of this Urban Design Brief provides additional guidance for these items in terms of site design, building location, massing, compatibility, site circulation and connectivity, building accesses, and amenity spaces.

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

Response: Items relating to the design of parking, access and service areas have been thoughtfully considered in the design of the 11-storey mixed-use development. This includes provisions for underground and limited at grade parking areas that are located away from the Plains Road W. frontage and integrated into the overall building design. Site and building accesses are well defined and clearly delineated to promote wayfinding and accessibility for site users. All loading/ servicing elements are discretely located within the site and pose no impact to the public realm/ Plains Road W. Further design guidance and details can be found in Section 3.2 of this Urban Design Brief.

2.4 PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES JUNE 2006

The proposed development is subject to the Plains Road Corridor Urban Design Guidelines, dated June 2006. As indicated in Figure 1 - Conceptual Framework - Plains Road Urban Design Guidelines Study, the subject lands are located within the Lasalle District & the Waterdown Road Village Node, and just west of the Howard Road Node. The development proposal complies with the general Site Planning & Built Form Guidelines and the front yard interface with Plains Road W. will be designed to accommodate planned/ existing boulevard enhancements within the Right-of-Way. Site specific design guidance is provided in Section 3 of this Urban Design Brief, as well as the detailed landscape plan for the development.

2.5 DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS MARCH 2019

The proposed 11-storey mixed-use building is subject to the City of Burlington's Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (dated March 2019). This document provides guidance for developers, builders and architects designing mixed-use and mid-rise buildings in the City of Burlington, and is used as a tool by City staff to evaluate development proposals. These guidelines apply to buildings that are between 5 and 11-storeys in height.

Guidelines for mix-use and mid-rise buildings are broken down into two components; "Lower Building" and "Upper Building". The lower building contributes to a positive pedestrian experience at ground level and it is important that the location and height of the lower building responds positively to the surrounding context to define the street edge and reinforce a human-scale. The upper building contributes to the overall massing of the building form and its impact on the skyline and neighbouring properties. A variety of architectural and design elements should be employed, including horizontal and vertical articulation, upper floor step-backs, colour and materials. The upper portion should also architecturally integrate or hide structuring elements such as the mechanical penthouse, elevator shaft, and telecommunication equipment from street level.

The mixed-use development proposal for 141 - 153 Plains Road W. has been designed in conformity with the objectives and design criteria outlined in the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings. The development proposal provides for excellence in design from a public and private realm perspective in order to reinforce a compact, human-scale, innovative and transit-supportive development along the evolving Plains Road corridor and within the Aldershot GO MTSA.

2.6 MAJOR TRANSIT STATION AREAS, AREA SPECIFIC PLANNING STUDY & FINAL REPORT (FINAL) - JUNE 2022

Although not currently in affect, the development proposal takes into consideration the applicable Urban Design directions found in Section 3.3.3 of the Major Transit Station Areas, Area-Specific Planning Study Final Report (Final) I Downtown Burlington UGC/ Burlington GO MTSA & Aldershot GO MTSA.

Under Section 3.3.3.2 Retail Streets, various policies are provided to ensure new development contributes to a vibrant street life, provides space for pedestrians to enjoy shopping and leisure, and promotes designs that attributes to safe, accessible, and welcoming environments. As per Figure 3.8 Retail Streets, the subject lands are designated Mid-Rise Residential (M), and are located along a portion of Plains Road West that is classified as "MTSA General Mixed Use Streets".

The following policies are applicable to the proposed development:

> *a) Along Retail Main Streets and MTSA Mixed Use Major Streets, existing retail and service commercial gross floor area shall at a minimum be replaced in any new development. Development shall demonstrate how the proposed retail and service commercial GFA proposed will support the Retail Streets policies and the specific precinct policies.*
>
> Response: Although the subject lands do not occur along the portion of Plains Road West that is designated "MTSA Retail Main Street" or "MTSA Mixed Use Major Streets", the existing dental office located on the subject lands will demolished and

replaced with 180.51m^2 of commercial/ retail space on the ground level of the proposed mixed use building. Although this represents a decrease in commercial gross floor area, the overall objectives of the MTSA are met, which encourage mixed use development, including promoting purpose-built rental housing. Furthermore, there is potential to accommodate remote workers through versatile and transformative amenity areas that may provide for communal work spaces with potential access to high-speed internet, printers, private call room, desks, etc. The potential workspace promotes the employment benefits of the development proposal, in addition to the proposed commercial/ retail space.

h) Retail buildings and the ground floor of mixed-use buildings should be designed to:

i. Promote community identity and character, especially along MTSA Retail Main Streets through distinct design of each individual retail and service commercial unit;

ii. Create a fine grain of entrances along the street edge that supports the character and rhythm along the streets;

iii. Contain clear glazing on windows and doors along front facades to ensure active store frontages;

iv. Increase setbacks adjacent to the street in order to expand the pedestrian realm and provide opportunities for patios and pedestrian amenities;

v. Restrict, where possible, residential lobbies along MTSA Retail Main Street and MTSA Mixed Use Major Street frontages and direct them to side streets or rear entrances;

vi. Provide servicing, loading and parking access from a rear public lane, shared private lane and/or shared driveways where possible and not from the MTSA Retail Main Street frontage;

vii. Support walkability, social interaction strong retail visibility and space for retail display in the interface between the building and sidewalk;

viii. Articulate storefront window treatments;

ix. Provide articulation with awnings, arches, canopies and colonnades where appropriate; and,

x. Accommodate different space needs of changing retail and service commercial tenants including restaurants with minimal re-construction.

Response: Overall, the ground floor of the proposed mixed use building has been designed to account for these design policies. The only policy that is not fully met is item v. The development proposal does not include a side street, therefore, the residential lobby/ entrance has been oriented towards Plains Road West. However, to ensure the retail entrances remain prominent from the street, the main lobby area is setback from the commercial space, and a secondary rear entrance is provided. Refer to the architectural plans and elevations, and to Sections 3.2 and 3.3 of this Urban Design Brief for further detail.

SECTION 3

DESIGN CONSIDERATIONS

The following section describes the design rationale for development of the subject lands and addresses the urban design polices as set out in the Official Plan, the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings, and the Plains Road Corridor Urban Design Guidelines to ensure that a high quality of site, building and landscape design is attained.

3.1 PROPOSED SITE PLAN

- Built form will portray an innovative contemporary architectural character. An array of high quality landscape treatments will complement the built form to create a vibrant public realm.
- A thoughtful approach has been undertaken in the layout of private driveway, parking, building orientation / massing and common outdoor/ indoor amenity areas to achieve a cohesive development that respects the site grading conditions and adjacent context while responding to City policies, density targets and transit-supportive initiatives.
- The proposed development will include the following elements:
  - An 11-storey mixed-use building that contains 150 residential units and 180.51m^2 of commercial/ retail space on the ground level.
  - A variety of bachelor, and one, two and three bedroom residential suites will be offered, some of which include dens. Private amenity space for each unit will occur in the form of balconies or terraces.
  - The 11-storey building is sensitively placed to maximize separation from existing employment uses to the north and maintaining a separation from existing commercial buildings to the east and west to accommodate the potential redevelopment of these sites.
  - The north face of the building requires a sensitive design strategy to mitigate noise impacts from the adjacent employment uses to the north. In this location, all wall openings are skewed to the northwest and no window openings are proposed to face north. These design measures assist in limiting noise impacts within the residential unit.
  - A variety of indoor and outdoor amenity spaces will be provided on the seventh floor and the amenity and mechanical penthouse level.
  - The private driveway and walkways provide for logical and efficient pedestrian, cyclist and vehicular circulation\ through the development site.
  - A total of 112 parking spaces are provided. This includes 100 spaces within a two-level underground parking structure and 12 surface level parking spaces are provided for the residents, visitors and commercial users, including 5 accessible (barrier free) parking spaces.
  - Accommodated within the underground parking structure are bicycle parking areas and storages lockers. Additional short term and long term bike parking is located at the ground level near the main and secondary building entrances.
  - Surface level parking is placed within the western portion of the property, and is partially located under the building. The proposed building design and landscape treatments will assist in mitigating views into this area from Plains Road W.
  - The loading space and garbage handling room is located at the rear of the building and is screened from Plains Road W.
  - The site plan will utilize a single 6.5m wide private driveway access from Plains Road W.
- Refer to Fig. 3.1a - Conceptual Site Plan on the following page.

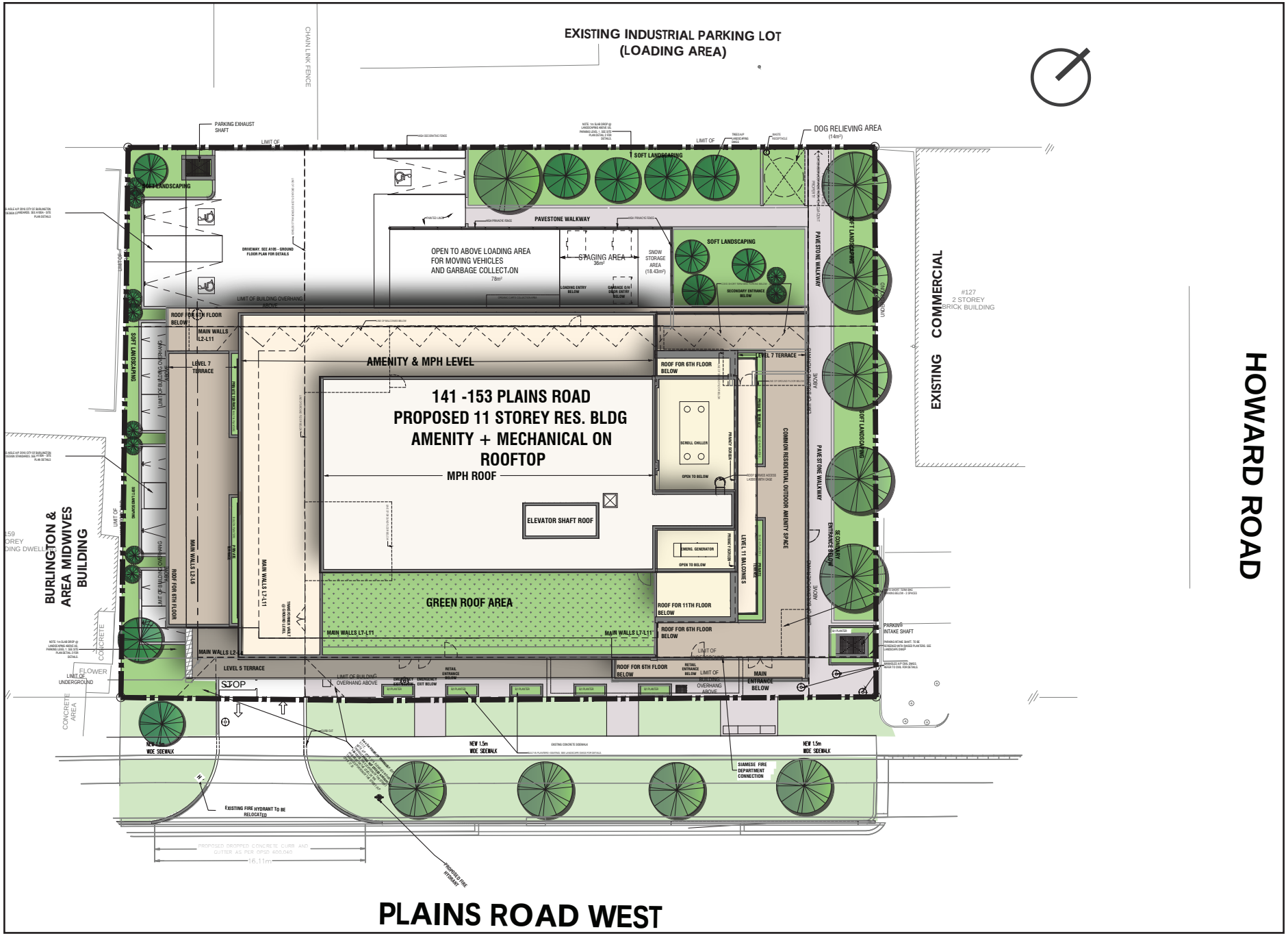


Fig. 3.1a - Conceptual Site Plan

3.2 PUBLIC REALM

3.2.1 Roads, Site Access, Circulation and Transit

- Access to the site occurs from Plains Road W. via a 6.5m wide private driveway. This entrance will provide access to limited surface level parking spaces, the loading space, and ramp to the underground parking structure.
- The main building entrance and commercial/ retail entrances are located facing Plains Road W. Secondary entrances to the main residential lobby are located at the side and rear of the building and is accessible from the internal surface parking area and walkway that runs along the north and eastern edges of the site.
- Hard surface walkways are provided along Plains Road W. to form an extension of the existing sidewalk within the boulevard, and along the east side of the building. These walkways provide connections to building entrances, parking areas, loading/ garbage handling areas, Plains Road W., and also offers a future connection to the adjacent property to the north.
- Clear pedestrian route markings will be provided through the use of alternate paving material or painted markings to visually contrast with the asphalt roadway.
- Existing Burlington Transit bus stops are located immediately east of the site on Plains Road W., and the development will have direct access to bus route 1. Further east towards Waterdown Road (approximately 530m) is bus route 4, which provides access to the nearby Aldershot GO Station (approximately 1.7km). In addition, there is a GO Bus route along Plains Road W.
- Bike lanes are proposed/ being constructed along Plains Road W. and forms part of the larger cycling network through out the City of Burlington. These bike lanes provide linkages to nearby open space amenities, institutional uses, parks and trail systems. Refer to the City of Burlington's Long Term Cycling Master Plan (Schedule P of the Official Plan) for details.
- Bicycle parking areas will be located within the underground parking structure. Short and long term bicycle parking is provided at grade near the main and secondary building entrances. The design layout for bicycle racks should be in accordance with the Association of Pedestrian and Bicycle Professionals (Bicycle Parking Guidelines, 2nd Edition).
- Vehicular routes shall be designed to permit appropriate site access and turning movements for emergency and service vehicles while maintaining safe sight lines and minimizing conflicts with pedestrians / cyclists.
- Refer to Figure 3.2.1a - Linkages and Circulation Plan on the following page.

3.2.2 Safety

In order to promote a safe, pedestrian-friendly development, the following principles of CPTED (Crime Prevention Through Environmental Design), have been incorporated into the design of the subject site:

- The mixed-use building will be designed and sited to maximize observation of public areas such as Plains Road W., rear and side yards, and parking areas.
- Ample fenestration, balconies, and terraces facing public areas will be provided to promote neighbourhood safety through 'eyes on the street' and passive surveillance from within the apartment units, lobby and commercial space.
- The visual presence of parking areas will be diminished within the streetscape by limiting the amount of surface parking spaces and locating a majority of parking within the underground parking structure or at the rear of the site.
- Balconies, terraces and large store front windows will be provided to promote interactive outdoor spaces and an active street edge.
- The main lobby entrances will be clearly visible and given design emphasis facing Plains Road W. and the internal parking area. All building entrances, stairwells and parking areas will be well lit.
- Adequate lighting will be provided along private driveways and walkways to ensure pedestrian comfort and safety.



Fig. 3.2.2a - Lighting, Fenestration and Balconies Should Be Designed To Provide A Safe and Comfortable Pedestrian Environment

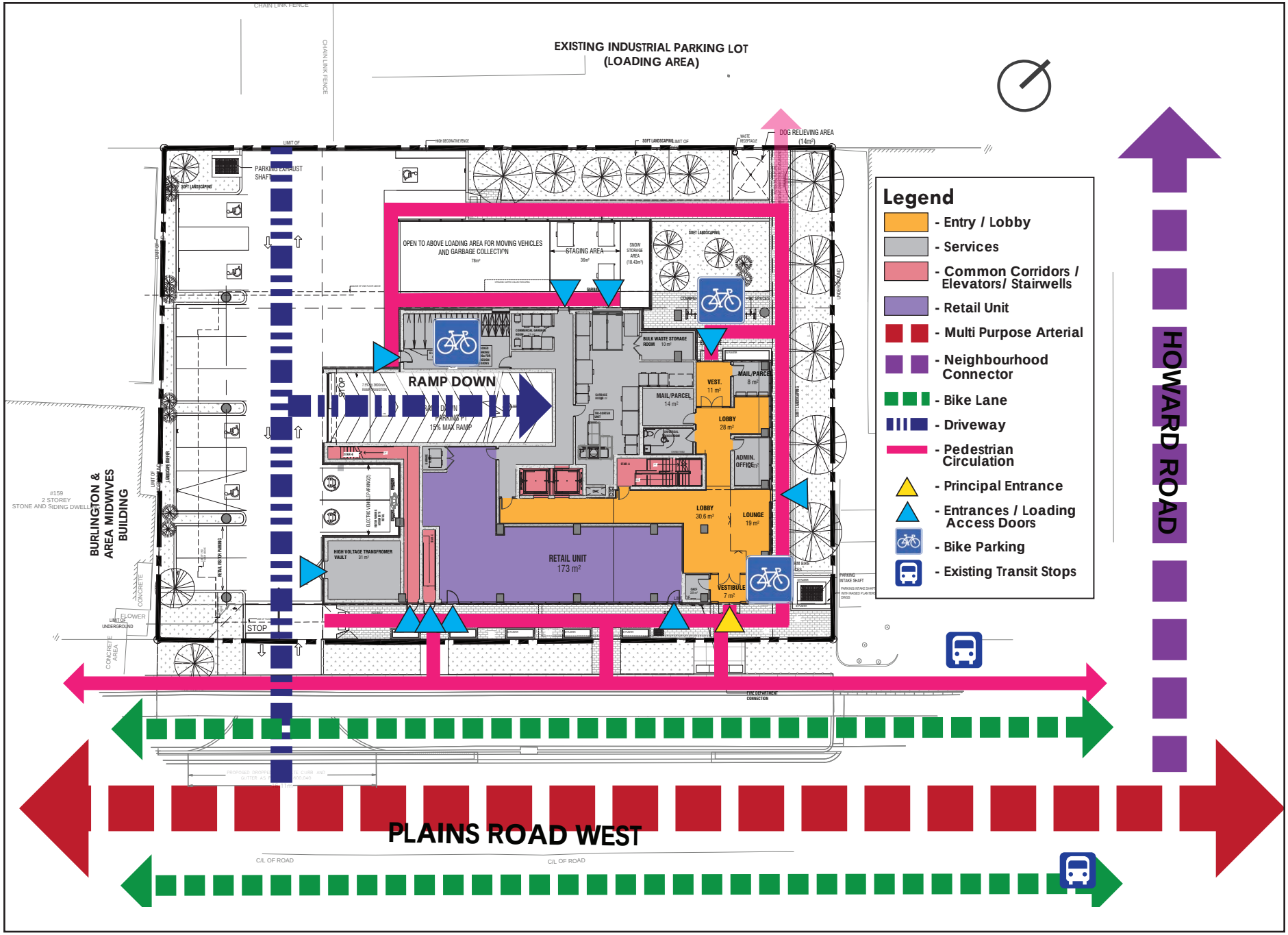


Fig. 3.2.1a - Linkages and Circulation Plan (Ground Floor)

3.2.3 Streetscape Elements

- The streetscape involves the combination of landscape elements including street trees, entry features, community mailboxes, fencing, site furniture, lighting and utilities elements, in addition to built-form elements.
- These elements will provide unification to the proposed development, create visual interest, and provide shade, resulting in a comfortable pedestrian atmosphere.
- A consistent approach to the design and placement of streetscape elements will be provided to foster a high quality character and image for the development and should be coordinated with City staff to create a unified design approach along Plains Road W.
- These elements shall work well in consideration of safety and functional objectives to complement the proposed built form and provide comfort for pedestrian activities.

3.2.3.1 Plains Road West Streetscape Treatment

- Plains Road W. frames the southern boundary of the site.
- Convenient pedestrian connections are provided from the subject site to the municipal sidewalk along Plains Road W.
- The mixed-use building will have commercial/ retail frontage and the main residential lobby facing Plains Road W. Building entrances shall be clearly defined with decorative paving and planters that can accommodate ornamental planting/ trees and benches.
- A prominent main building entrance shall be provided which addresses the Plains Road W. interface. This entrance shall



Fig. 3.2.3a - Conceptual Images of Proposed Site Furniture



Fig. 3.2.3b - Conceptual Images of Streetscape Treatments along King Street E. and Morgan Avenue

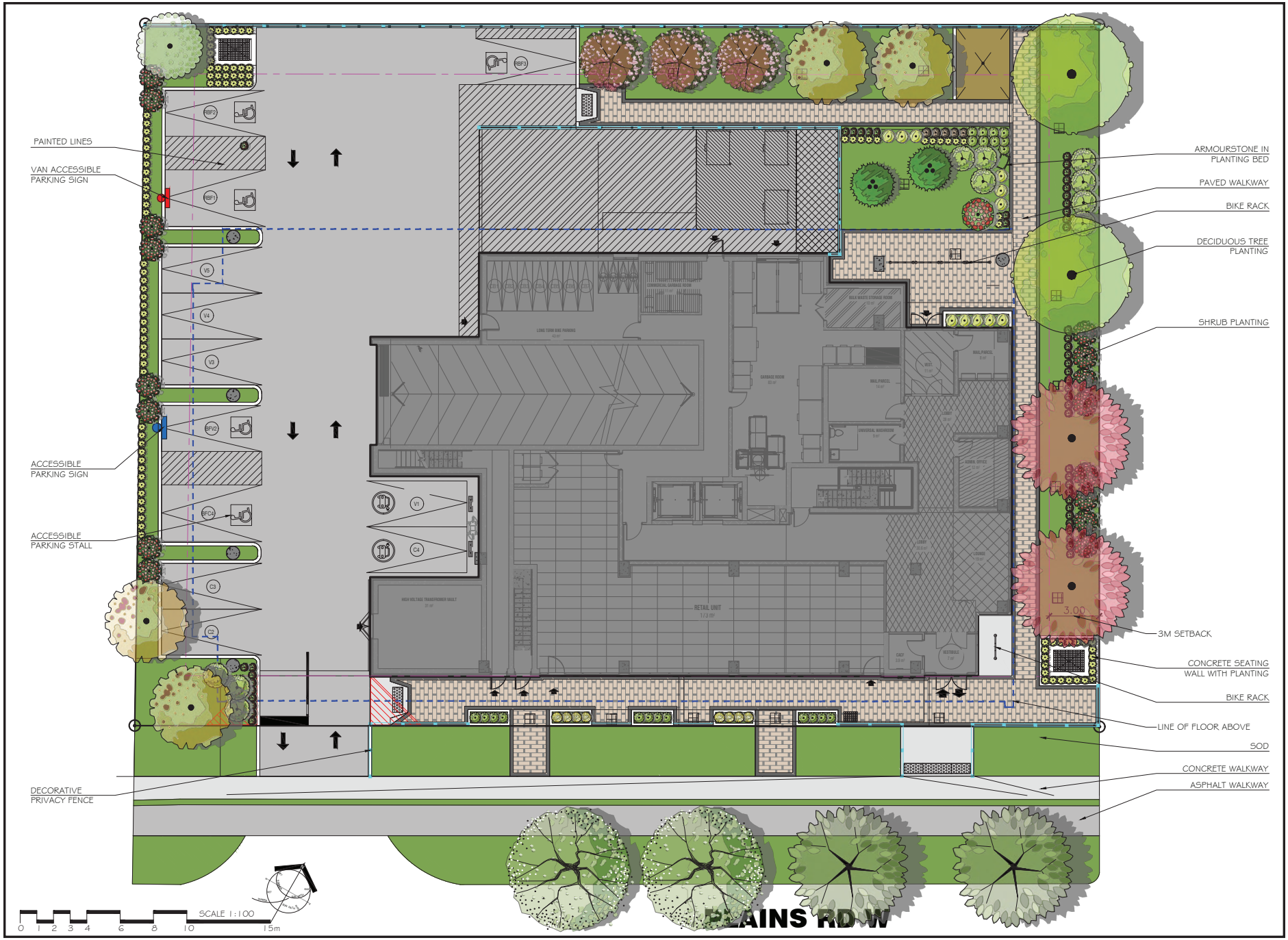


Fig. 3.2.4c - Landscape Concept Plan - Prepared by HKLA - Henry Kortekaas & Associates Inc.

include high quality landscape features such as decorative paving, ornamental planting and site furnishings to reinforce its importance and establish a strong streetscape presence.

- Site furnishings (benches, bike parking and trash receptacles) shall complement the style and character of the proposed building. Strategically located benches and site furnishings will provide opportunities for a passive pedestrian experience and will contribute to an enhanced pedestrian environment.
- Additional planters and a row of large canopy deciduous trees may be proposed within the Plains Road W. Right-of-Way, as per the "Plains Road Corridor Urban Design Guidelines - Lasalle District & the Waterdown Road Village Nodes Design Guidelines" subject to Region and City approval. Trees will provide shade, creating a comfortable pedestrian realm.

3.2.4 Trees and Landscape Treatments

- Trees are important in creating a softer urban character and to lessen the massing of the proposed built form. Where feasible, trees will be located along the Plains Road W. frontages, adjacent to parking areas, and along property boundaries, dependant upon City tree spacing requirements and ensuring no conflicts with street furniture, utilities or paved areas.
- Species selection will be of a native shade tree variety however, ornamental or narrow form trees may be included where conditions necessitate as part of the landscape design. A variety of species will be incorporated to ensure future health and diversity.
- Ornamental shrub planting beds will be provided in key areas throughout the site to foster an attractive landscape appearance. This will include around the building perimeter, around the main building entrance and adjacent to surface parking areas.
- A variety of tree and ornamental planting should be provided to create visual interest year round.
- Refer to Fig. 3.2.4c Landscape Concept Plan on the previous page for details.

3.2.5 Entry Feature

- Landscaped features may be provided at key locations such as the main building entrance or driveway access from Plains Road W. to highlight the entry to the mixed-use development, and to convey the first impression of its image and character. Entry features may also include signage to assist site users in wayfinding.
- Entry features may include, raised planters, lighting, signage, decorative paving and planting beds to add visual interest to the streetscape.
- Quality durable materials shall be used as the primary material for the signage walls and shall complement the proposed buildings.





Fig. 3.2.4a - Conceptual Image of Site Landscaping





Fig. 3.2.5a - Conceptual Image of Entry Feature

3.2.6 Amenity Areas

- Common outdoor amenity spaces are located on the seventh floor and the amenity and mechanical penthouse level of the mixed-use building. The seventh floor will contain two outdoor amenity areas at the east and west ends of the building. At the amenity and mechanical penthouse level, indoor amenity rooms, a generous sized terrace, and green roof are proposed that offers overlooking the Niagara Escapement and Burlington Bay. Along Plains Road W. the boulevard will be extended into the site and will sever as a secondary outdoor amenity space overlooked by the commercial/retail unit and main building entrance/ lobby. Programing for the indoor amenity spaces will be subject to the condominium board, however, the outdoor spaces at the seventh and amenity and mechanical penthouse levels may include the following:
  - Dining areas: Dining areas may be provided and will range in size and configurations to allow small or large gatherings. BBQs / outdoor kitchen spaces should be located throughout the terraces.
  - Lounge areas: The lounge areas shall range in size and configurations to allow for small or large gatherings. A combination of low planting and privacy screens shall be used to create separate zones.
  - Trellis' and ornamental planting should be provided to create shade which will contribute to a comfortable environment within the amenity area.

3.2.7 Community Mailbox

- A centralized Community Mailbox will be located internal to the building in a safe and visible area within the lobby.
- Its final location and design will be determined in consultation with Canada Post and the City.

3.2.8 Fencing / Screening / Retaining Walls

- Several types of fencing may be required depending on the need for privacy, containment, and/or noise attenuation. These may include: decorative metal fence, privacy screens, wood acoustic fence, and chainlink fence.
- Where retaining walls are required, the walls should reflect the building's character and colour.
- The location of and specifications for new fencing, where provided, shall comply with the City's fencing requirements and by-laws and will be detailed on the Landscape Plans for the development.
- Privacy screens should be located between adjacent balconies or terraces.



Fig. 3.2.6a - Conceptual Images of the Terrace Amenity Space

3.2.9 Lighting

- Lighting is an integral component of streets and public spaces within the proposed development. The use of upgraded, pedestrian-level light fixtures will reinforce the high quality character and image of the mixed-use development.
- Streetlights will be located to take in consideration of their visual impact on the development and adjacent properties. Light spillover onto the commercial or employment properties adjacent or nearby the subject lands will be avoided.
- Pedestrian routes throughout the site will be well-lit to promote pedestrian safety and use of public spaces.

3.2.10 Utilities and Servicing Areas

- Utility meters, transformers and HVAC equipment should be located away from public views or appropriately screened with landscaping, or located internal to the building, where feasible.
- HVAC exhaust vents/grilles shall be incorporated as part of the overall façade design.
- Rooftop mechanical and telecommunications equipment shall be screened from public view and integrated into the design of the building.
- Ventilation shafts, vents and other above-ground mechanical equipment or site servicing elements should be located away from public sidewalks and other public or private outdoor amenity areas.
- A designated loading space is located behind the building (on the north side of the building), and is discretely placed behind the proposed retail unit/ ramp to underground parking structure, and is fulled screened from Plains Road W. The service area, including garbage handling will be located away from public view and integrated into the building design.

3.2.11 Parking Areas and Garages

- The development proposal provides a combination of limited surface parking and a two-level underground parking structure. The ramp to the below ground parking areas is centrally located between the rear wall of the commercial/ retail unit and loading area.



Fig. 3.2.8a - Example of Noise Attenuation and Screening Treatments



Fig. 3.2.9a - Examples Site Lighting

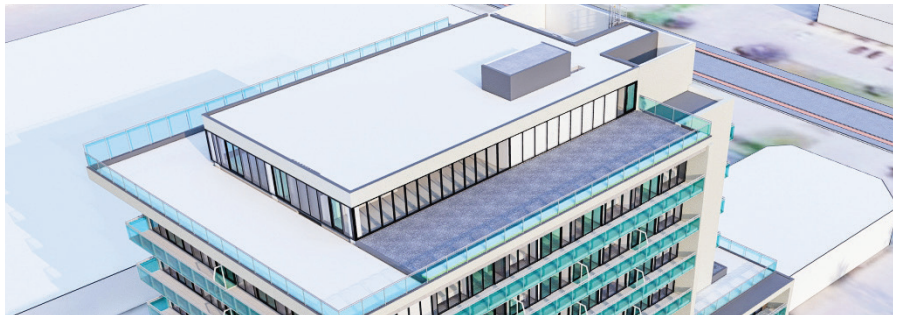


Fig. 3.2.10a - Rendering Showing the Amenity and Mechanical Penthouse Design

- 12 surface parking spaces, including 5 barrier-free spaces, are located at the rear (north side) and side (west side) of the 11-storey mixed-use building and will be screened by the commercial/ retail unit and located partially underneath the building. In addition, the surface level parking drive aisles area is fully or partially located beneath the building and will be fully screened from Plains Road W. by way of the building design and landscaping. These spaces are generally reserved for commercial users, delivery services, and resident visitors.
- The two-level underground parking structure will contain 100 parking spaces and is generally used by residents of the building.
- In total, 112 parking spaces, including 22 electric vehicle parking spaces, are provided for the mixed-use development. Based on the current parking standards, the following rations are used:
  - 1 Bedroom Unit: Min. 0.8 spaces/ unit + Min. 0.15 spaces for visitor;
  - 2 & 3 Bedroom Units: Min. 1 space/ unit + Min. 0.15 spaces for visitor;
  - Min. 1.5 spaces/ 100m^2 GFA
  - The required parking spaces for the residential units applies a 30% deduction as per the City of Burlington's draft community permit by-law October 2023, 5.19.1 (a), which allows a 30% reduction for residential units that qualify as an affordable dwelling unit.
- The ground level parking area will be screened from public views by situating active uses (commercial/ retail and lobby) facing Plains Road W.
- Bicycle parking spaces are proposed in the underground parking structure and on the ground level near the main and secondary building entrances. Short term bicycle parking at grade is located near the main building entrance facing Plains Road W.



Fig. 3.2.11a - The Parking Structures Shall be Well-lit to Promote Safety



Fig. 3.2.11b - Ventilation Associated with the Underground Parking Structure should be Discreetly Located into the Landscape and/or Building Design

3.3 PRIVATE REALM

3.3.1 Proposed Built Form

- Proposed for the subject lands is an 11-storey mixed-use building containing 150 residential units and 180.51m^2 of commercial/ retail space located on the ground level. The mixed-use development is appropriate for this location, which is located within a Mixed Use Node and Intensification Corridor, and is also situated within the Aldershot GO MTSA Special Planning Area. The subject lands are situated close to transit opportunities and proximity to Burlington and Hamilton's downtown urban centres.
- The 11-storey mixed-used building will be sited to maximize separation from the existing employment use to the north, and to create comfortable side yard setbacks adjacent to existing commercial uses to the east and west.
- Building setbacks and height shall be in accordance with the approved zoning by-law as determined through the zoning by-law amendment application.

3.3.2 Massing and Building Placement

3.3.2.1 Building Height

- The proposed mixed-use building will be 11-storeys in height (36.96m).
- The ground floor will have a height of 6.0 metres. The upper floors (levels 2 - 10) will have heights of 3.1 metres, and level 11 will have a floor height of 3.4m.

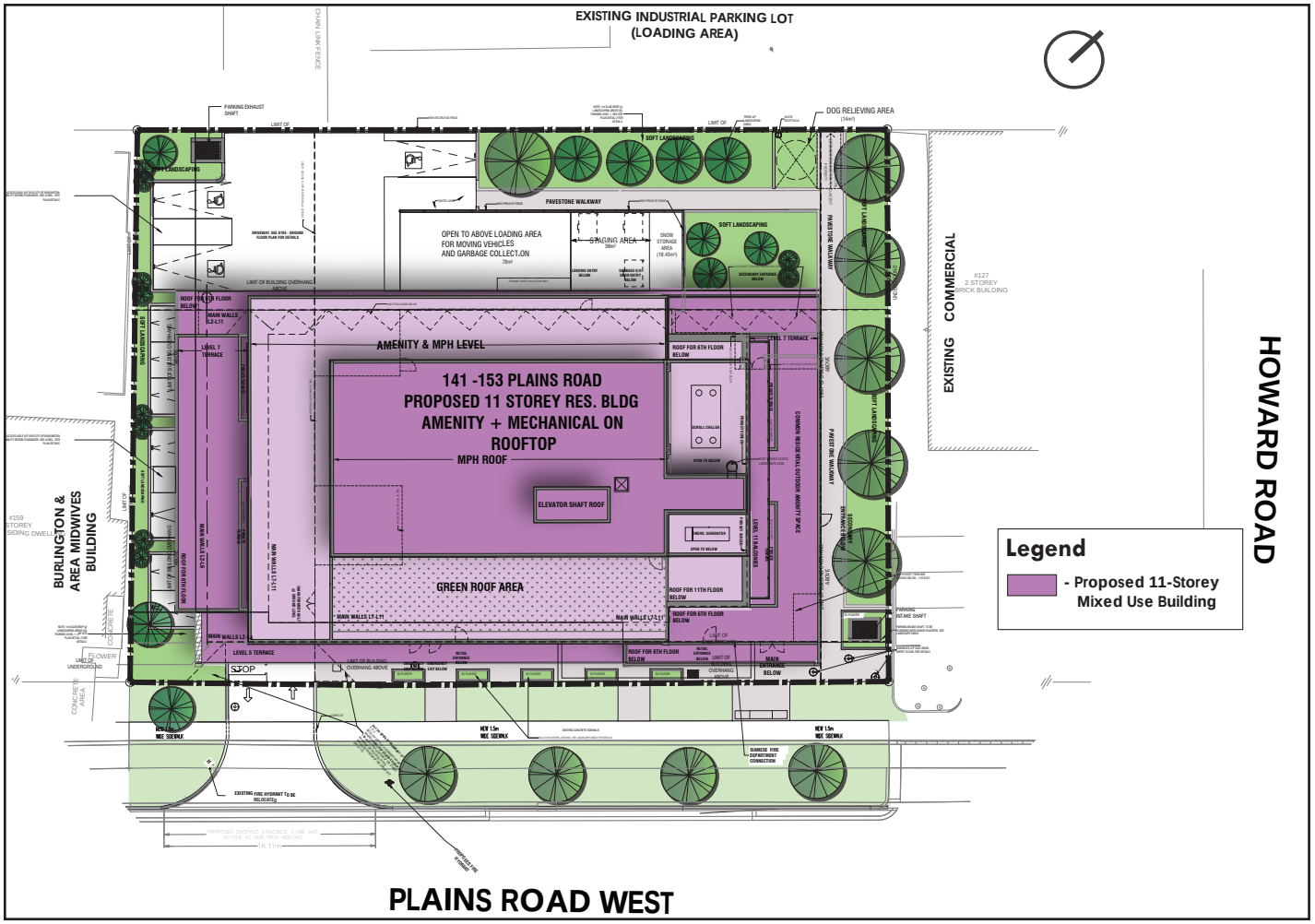


Fig. 3.3.1a - Built Form Plan

3.3.2.2 Transition in Scale & Building Step-Backs

- The proposed building massing and composition for the 11-storey building is designed to focus the main building mass in the centre of the site, and gradually stepping down the building massing to form a compatible transition with the existing commercial and employment uses to the north, east and west.
- The proposed building massing, which consists of a 4 - 6-storey podium feature, and architectural design features with a variety of defining vertical and horizontal elements help establish a comfortable pedestrian scale along Plains Road W.
- Presently, built form to the north, east and west consists of 1 to 2-storey building heights, and on the south side of Plains Road W. are apartment buildings of 12-storey in heights. The proposed building will create a suitable massing transition with the existing commercial uses along Plains Road W. through the use of a generous side yard setback along the east and west boundaries and will also feature a pedestrian scaled podium feature of 4 - 6-storeys in height. Facing Plains Road W., the 11-storey tower is further setback from the podium an estimated 3.1 metres, with an additional setback of 2.9 metres at the eleventh floor.
- The following setbacks are proposed:
  - Front Yard Setback (South): 3.0m;
  - Rear Yard Setback (North): 13.71m;
  - Side Yard Setback (East): 5.09m; and,
  - Side Yard Setback (West): 4.43m.
- The amenity and mechanical penthouse level is further setback to help alleviate the perceived massing of the building.
- The proposed building has been designed to ensure adequate sunlight, sky views and privacy are maintained for the surround uses to the north, east and west.
- Another unique aspect of the development proposal is the design ingenuity required to mitigate noise impacts from the adjacent employment uses to the north. In this regard, the north wall face of the building is designed to restrict window opens facing north, rather, the wall segments that contain openings and balconies are angled to face northwest. This design feature will assist in mitigating noise impact from the adjacent employment uses.

3.3.2.3 Shadow Impacts

- The size, shape and orientation of the building has been designed to take into consideration minimizing its impact on neighbouring properties with respect to overshadowing, blocking sky views and diminishing privacy. Refer to Appendix 1 of this UDB for the detailed shadow study prepared by aaa architects.



Fig. 3.3.2.2a - Example of Pedestrian Scaled Building Massing facing Plains Road W.



Fig. 3.3.2.2b - Example of Building Step-Backs

3.3.3 Architectural Style

- The proposed architectural style for the new 11-storey mixed-use building will be influenced by contemporary/ modern architectural precedents. Excellence of building design shall be exhibited to assist with the City's place-making goals.
- The intent is to create a compact, mixed-use development with a sophisticated urban character that will promote an attractive, pedestrian-oriented streetscape and complement the evolving character of the Plains Road W. corridor (Mixed Use Node and Intensification Corridor).
- Facades will be well-articulated and provide ample fenestration facing public areas. A greater proportion of wall openings (windows, doors) to solid will be provided where there are no noise mitigation requirements.
- Architectural design treatment (wall/roof articulation, doors, fenestration, cladding, detailing, character lighting) will be consistent on all elevations to avoid uninteresting or blank façades.
- Refer to Fig. 3.3.4a-h for conceptual renderings and building elevations.

3.3.4 Building Design and Facade Development

- The proposed building employs a contemporary character defined by generous amounts of glazing, balconies and terraces, articulated facades, high quality cladding materials, and a signature roof form feature.
- A total of 150 residential units are proposed within the 11-storey mixed-use building. The following unit types are provided:
  - 20 bachelor suites
  - 32 one-bedroom suites;
  - 88 two-bedroom suites; and,
  - 10 three-bedroom suites.
- The ground floor level will contain a 180.51m^2 commercial/ retail space facing Plains Road W.
- The total Gross Floor Area is 9,675 sq.m. (104,140.80 sq.ft.).
- A Floor Space Index ratio of 4.82 is provided based on the gross site area of 2,418 sq.m. (26,027.14 sq.ft.).
- The shape and design of the floor plates result from required yard



Fig. 3.3.4a - View of the Mixed-Use Building from Plains Road W. looking northwest

setbacks, to maintain adequate separation from the surrounding commercial and employment uses, and to mitigate noise impacts from the employment lands to the north.

- The main residential lobby entrance will be designed as a focal point of the building to create a strong sense of entry from Plains Road W. The entrance will be covered/ recessed for weather protection and will provide for barrier-free access. In addition, the commercial/ retail unit accesses shall also be barrier-free.
- A combination of common and private amenity spaces will be provided. The common outdoor amenity areas will occur on the seventh and amenity and mechanical penthouse levels, and offer overlook of the Niagara Escarpment and portion of Burlington Bay. Indoor amenity spaces is located on the amenity and mechanical penthouse level. Private amenity areas will occur in the form of balconies and terraces.
- Privacy screening shall be provided between adjacent private amenity spaces. And where private or common outdoor amenity spaces face existing employment use, on the 7th and amenity and mechanical penthouse levels, a 1.6m high acoustic barrier is proposed for the outdoor amenity areas on the north side of the building; refer to the Acoustic Study by aercoustics for details.
- An animated ground level is provided through the generous use of glazing, a prominent entrance feature to the residential lobby, and entrances to commercial/ retail unit. The main lobby and commercial/ retail unit will occupy a majority of the ground floor level facing Plains Road W., with the exception of the driveway entrance. This will afford welcoming views of the building from Plains Road W., and will create a sense of pedestrian safety, activity, and connectivity that will encourage usage at all times of the day.



Fig. 3.3.4b - View of the Mixed-Use Building from Plains Rd. W. looking north

- The upper levels/ middle portion of the building is well-articulated through the use of balconies, terraces, ample glazing, building step-backs and a materials.
- The top portion of the building is defined through the amenity and mechanical penthouse level with a wraparound canopy/ glass railing feature.
- A vibrant exterior colour scheme will provide visual interest and the interplay of materials, glazing and balconies/ terraces will establish an appropriate pedestrian scale for the development.
- Bird-friendly building design strategies will be considered in the design of the mixed-use building. This may include:
  - Creating visual markers and/or muting reflections on glass surfaces, particularly for the first 12 metres or so above grade to avoid the reflection of adjacent trees in the windows.
  - Eliminating upward projecting light pollution and reducing spillover lighting.
- Refer to Fig. 3.3.4 a-h on the following pages for perspective views of the development and detailed building elevations.





Fig. 3.3.4c - View of the Mixed-Use Building from Plains Rd. W. looking east



Fig. 3.3.4d - View of the Rear Facade looking southwest(upper) and south (lower)



South Elevation

Fig. 3.3.4e - Conceptual Building Elevations Prepared for 2412947 Ontario Limited by aaa architects



East Elevation

Fig. 3.3.4f - Conceptual Building Elevations Prepared for 2412947 Ontario Limited by aaa architects



North Elevation

Fig. 3.3.4g - Conceptual Building Elevations Prepared for 2412947 Ontario Limited by aaa architects



West Elevation

Fig. 3.3.4h- Conceptual Building Elevations Prepared for 2412947 Ontario Limited by aaa architects

3.3.5 Materials and Colour Palette

High quality materials and colours will be employed to provide a distinctive character, well-suited to the building architecture. The following main wall cladding materials are proposed:

- Masonry Veneer Cladding, Brampton Brick 'Nueva Collection' in Windsor Standard Colour;
- Face-mounted, pre-finished aluminium and translucent acid etched glass balcony railing;
- Pre-finished aluminium window wall framing (dark charcoal) with insulated glazing units and guardian glass SN-68 Low E Film;
- Fiber cement cladding - Ceraclad 'Pearl' with Cashmere smooth finish;
- Fiber cement cladding - Ceraclad 'Almond' with Rustic Wood textured finish - vertical orientation; and,
- Fiber cement cladding - Ceraclad 'Saffron' with Cashmere smooth finish - reveals and panel spacing tbd.

The colour palette will be selected to ensure visual interest and harmony within the streetscape and to be compatible with the established visual context of the surrounding area. Application of



Fig. 3.3.5a - Examples of Exterior Finishes

main wall cladding materials will be consistent on all elevations of the building. Finished wall materials should extend close to finished grade to minimize exposed concrete foundation walls.

3.3.6 Building Lighting

- High quality outdoor lighting will be integrated into the building architecture and located strategically throughout the site to ensure nighttime safety, security and enjoyment while preserving the ambiance of the night.
- Outdoor lighting shall be selected and located to reduce light pollution and avoid light spillage or glare on nearby properties and those living in the building above.
- Outdoor building lighting should be task oriented and not excessive. Use of full cut-off light fixtures that cast little or no light upward in public areas is encouraged.
- Energy efficient lighting should be utilized to conserve resources.
- Protecting the natural environment from the damaging effects of night lighting helps to preserve the dark sky and reduces the effect of unnatural lighting on birds and animals, preserves views of the night sky, and considers human wellbeing.



Fig. 3.2.6a - Example Images of Building Lighting

3.3.7 Signage

- Signage should be designed to be characteristic of the architectural identity of proposed building. All proposed signage shall be of a high design quality and shall at all times be in compliance with the City of Burlington's signage by-laws.
- Signage should be an integral element of the building's façade and may be internally or externally illuminated. Cut-out letter signage is preferred.
- Plastic backlit box signage, up-lit signage and tall, freestanding pylon signage are discouraged.
- Where freestanding signage is proposed, it should be ground-related with a horizontal form and consist of materials complimentary to the building design. Ground-related signage should be designed to incorporate landscaping / planting beds.
- The building address must be clearly identifiable from the street and should be provided at the main entrances to the building.



Fig. 3.3.7a - Examples of Building Signage

3.4 RESPONSE TO BURLINGTON URBAN DESIGN ADVISORY PANEL

The proposal was subject to review by the Burlington Urban Design Advisory Panel on April 20, 2023 (see Appendix 2 - BUD Meeting Minutes). The panel provided several comments and recommendations which have been considered in the updated Architectural Plans. A summary of the modifications in response to Burlington Urban Design Advisory Panel is provided below:

Question #1: Context and Circulation

1. The Panel commented that it is important to consider both the existing and future context of this proposal. In terms of the future context, the building proposal aligns with the context and the 11-storey height is consistent with the direction of the policies. Also, with the building being located at the edge of the MTSA on the eastern end of the neighbourhood, it can act as the higher point transitioning to the other properties to the west

Response: Acknowledged

2. The building's position close to the street is consistent with the range of setbacks in the area. On the south side of Plains Road, apartment buildings are setback further from the street while the building to the north of the street are closer to the street. Also, while there is a transition on the west side building structure, the Panel cautioned that the building structure is very close with minimal setbacks to the east and west property lines, with a 6-storey podium on the west side. This may affect development potential of surrounding properties in the future.

Response: We comply with minimum setbacks, on the west side as well. On level 7 we provide 3.49 setback.

3. The panel believes that the building's circulation and parking features are too exposed. From the perspective of a pedestrian approaching the building at the west corner, the internal circulation of the building is highly visible. More screening is recommended to help hide the loading area and parking.

Response: Screening provided on west side and parking moved to the north only.

4. The ground floor is heavily dominated by vehicular circulation. The proposed design has a midrise built form but a suburban ground floor and parking condition. The Panel recommends that the team look at this in greater detail and better configure these two components. If the proposed design of the parking at grade was to be mirrored to all the properties surrounding the proposed building, this would not result in a positive outcome to the context. The Panel advised the design team to re-examine the configuration of the ground floor to reduce the amount of parking, allow for greater tree planting opportunities and to add space for cyclist circulation.

Response: Reduced amount of parking and vehicular circulation. More soft landscaping on West side and long and short-term bike parking on ground floor. Refer to A105 for details and Site plan for bike count table.

5. The Panel also recommended that a ground floor bike room be provided as to allow for ease of cyclists to navigate through.

Response: We provided a long-term bike room on ground floor – 16 spaces.

6. The Panel also recommended that the design team consider the future development of this area, and its connectivity and walkability being as part of the MTSA. The Panel advised the team to incorporate more pedestrian connections through the extension of the proposed north south connection on the east side to provide and protect for connectivity between sites in the future.

Response: We provided soft landscaping and pavestone on west and east sides of building for future connections. 2 extra paverstone walkways on the north, and potential future connection to the south adjacent property. Refer to Site Plan and A105 for details.

Question #2: Site Design and Built Form

7. The Panel commended the team on their choice and use of design elements to create a building that stands out rather than fitting in. The Panel cautioned the team that having a standout design like the one proposed may result in challenging public consultations down the road, as well as other renters in the area feeling left out and/or future tenants feeling singled out. When considering built form, the Panel agreed that the proposed height is appropriate for the area. The Panel also agreed that the podium's basic geometry and proposed setbacks of the building are appropriate. However, there are privacy issues regarding the east and the west side of the building that need to be considered.

Response: The privacy concern can be diminished with the use of panels/motored blinds to be considered down the line.

8. As for the balconies that are proposed facing Plain Road West, although they may look good on a 3D model from a functional perspective, a balcony that has the dimensions of 6 ft deep and 1.4 metres wide is not enough functional space as it can only fit one chair and that will be half of the circulation in the space. Also, some of the units seem to have multiple adjacent balconies (east facing units on the 4th floor plan have 6 balconies!), which is not very functional or practical. The Panel advise that the design team reexamine their design proposal from a functional and practical use perspective to find a good balance between form and function. The Panel also recommended that the balconies become more continuous to allow for better function.

Response: We modified balconies to be continuous on the units, and provided correct dimensioning and area for reference.

9. The Panel recognises that the team propose an innovative solution to the noise issues faced to the north of the property. However, the proposed units at the rear of the building are approximately 12 meters deep, which raises concerns of daylighting penetration into the units. This is especially a concern for the 2-bedroom units, as this results in an interior bedroom with a 45-degree window. The Panel recommends that the team consider the depth of these proposed units in relation to daylight access through simplification of the proposed design elements. The Panel also recommended that the design team look at refining the interior layout so that the units are shallower rather than having a mirrored depth to the unit layout.

Response: Sizes of units were accommodated and reduced on the rear side of building.

SUSTAINABILITY

Sustainability includes the interface of environmental, social, economic and cultural influences that ensure a community remains balanced and productive. The objective is to create a sustainable urban form that supports compact mixed-use development, active transportation, transit use, intensification versus sprawl, building in harmony with the surrounding environment and a greater use of existing infrastructure.

Sustainability will be promoted in both the design of the site and the building in the following manner:

- The proposed development makes efficient use of existing infrastructure and facilities.
- Mixed-use buildings encourage a healthy, pedestrian-oriented lifestyle by providing a smaller footprint to house a larger number of people than a typical low density neighbourhood and offers commercial services and employment opportunities.
- A range of residential and commercial unit sizes that satisfy the varied needs of residents and tenants will be provided.
- The building design is cost effective to construct, operate and maintain.
- Water conservation and energy efficiency will be promoted.
- A reduction in automobile usage will be encouraged through ease of access to existing public transit at the doorstep, by provision of long-term and short-term bicycle parking integrated into site design and through the integration of residential and commercial uses.
- Green roof technologies and a reflective, light coloured rooftop may be utilized to reduce solar heat absorption and building energy demand.
- Light-coloured paving alternatives that allow for increased permeability and infiltration while lessening the urban heat island effect will be encouraged.
- Double-glazed windows and use of balcony overhangs will reduce energy, heating and cooling loads.
- Deciduous canopy trees, with adequate soil volume, will be strategically placed to let sunlight and warmth into the building, outdoor amenity spaces and walkways during winter, while in summer creating a canopy that shields people and buildings from sun, glare and heat, and allows breezes to flow through.
- Drought tolerant vegetation will be specified.
- Energy efficient LED full cut-off lighting will be used to achieve a balance between safety and security, reduce energy consumption and avoid light spillage on adjacent properties.
- Access to the building will be barrier-free.
- Bird-friendly glazing techniques will be utilized.

DESIGN APPROVAL PROCESS

5.1 IMPLEMENTATION

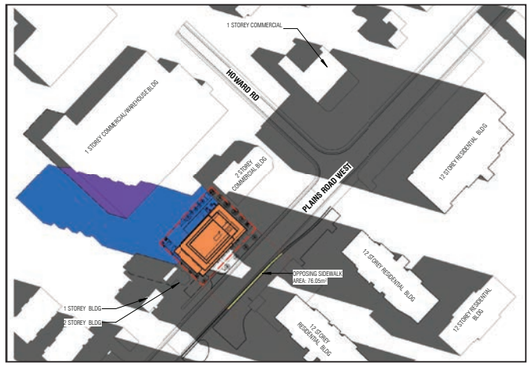
This Urban Design Brief provides a conceptual design approach for design of the private and public realms within the proposed 2412947 Ontario Limited mixed-use condominium development.

The guidelines contained herein and their interpretation by City staff are not intended to discourage design creativity or innovation. Proposed designs that are not in total compliance with the guidelines may be considered by the City, based on their merits, and may be approved where the spirit and intent of the guidelines is preserved.

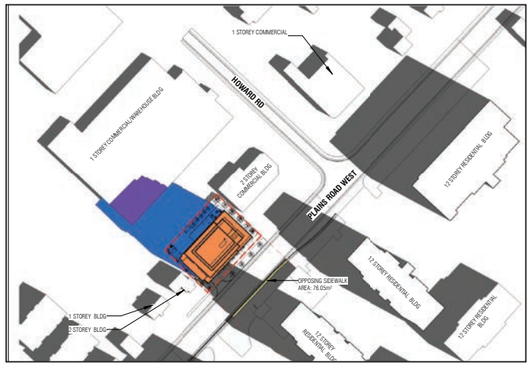
Development of the subject lands will require a Site Plan Approval process to be administered by the City of Burlington and is also subject to the Urban Design Advisory Panel. Detailed landscape and architectural drawings, based upon the concepts and design guidelines within this Urban Design Brief, shall be submitted as part of the Site Plan application.

SHADOW STUDY

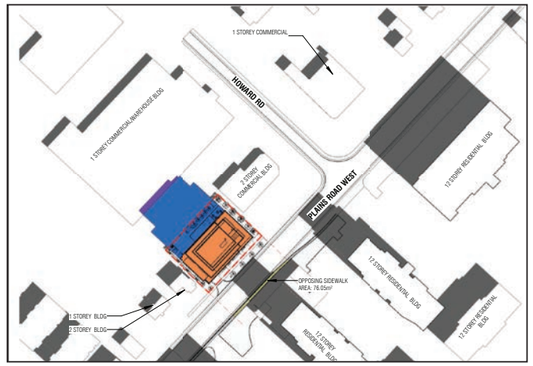
March 21st



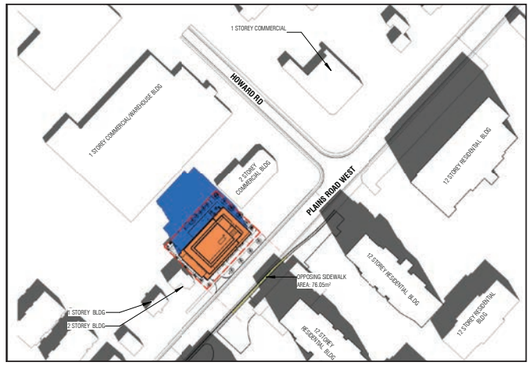
9:00



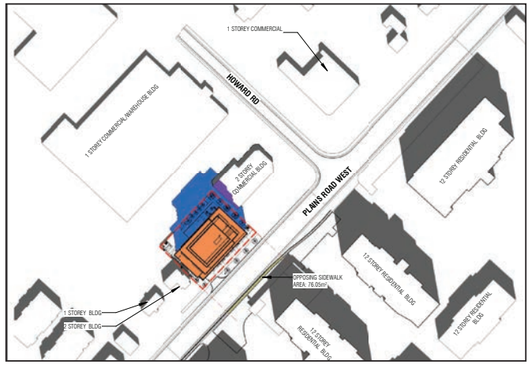
10:00



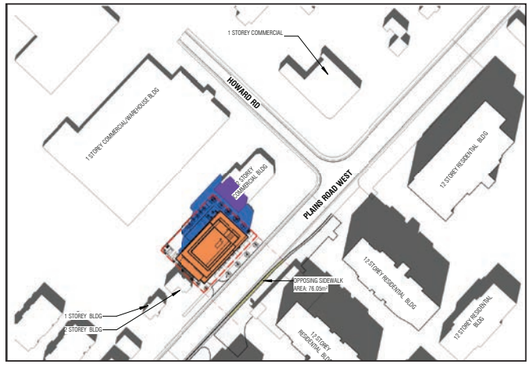
11:00



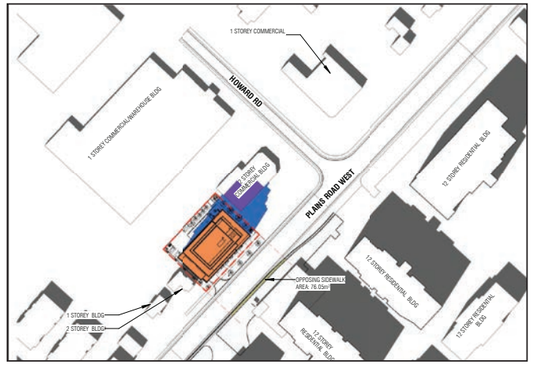
12:00



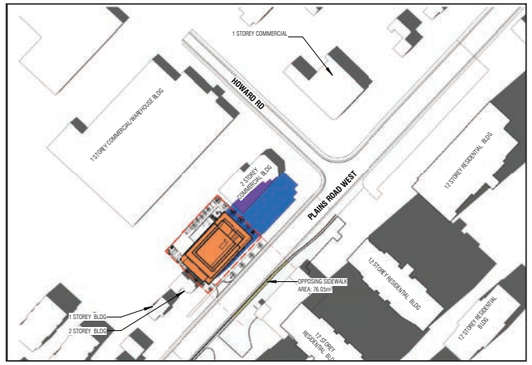
13:00



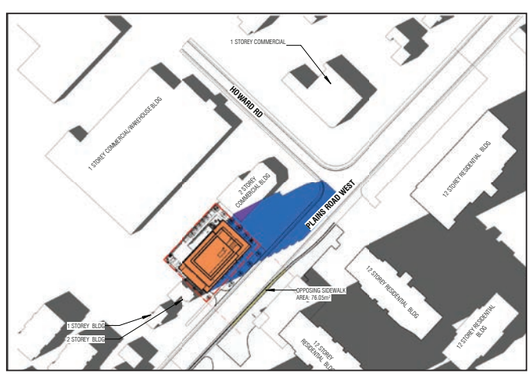
14:00



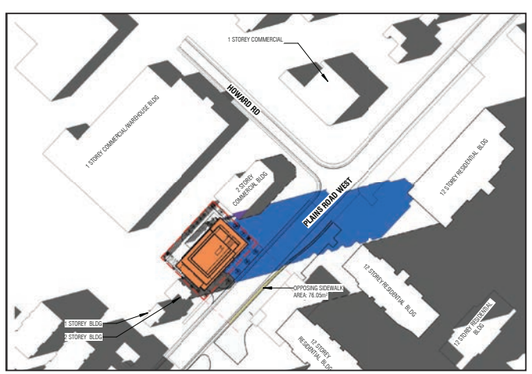
15:00



16:00



17:00

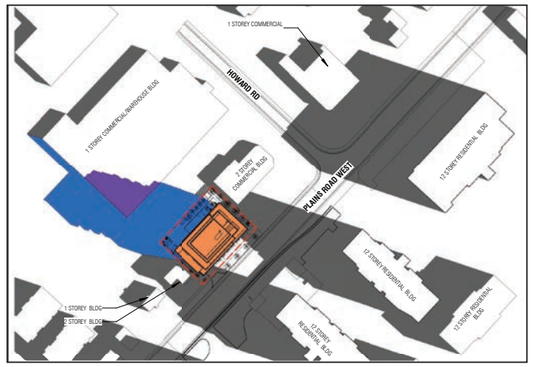


18:00

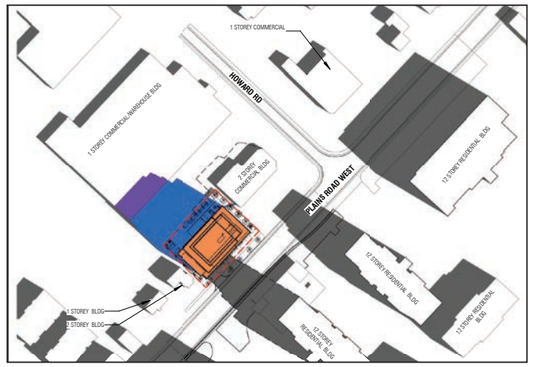


APPENDIX 1 - SHADOW STUDY (CONTINUED)

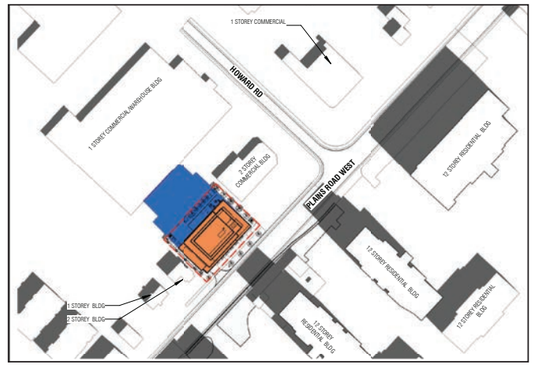
September 21st



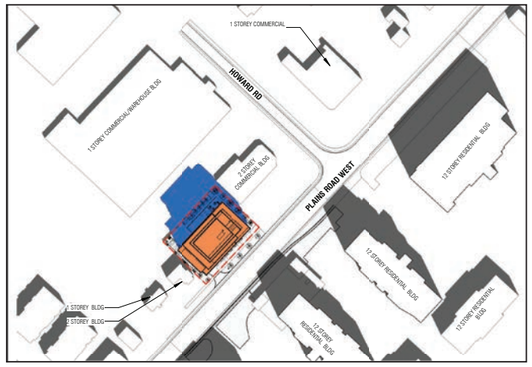
9:00



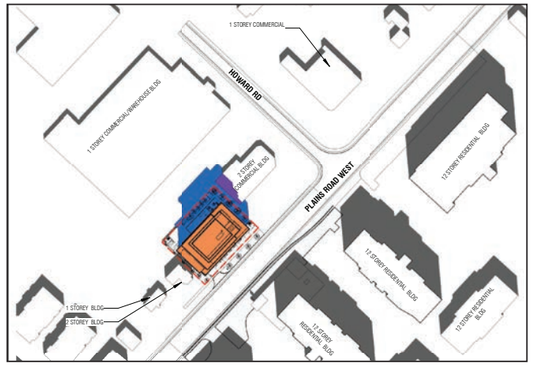
10:00



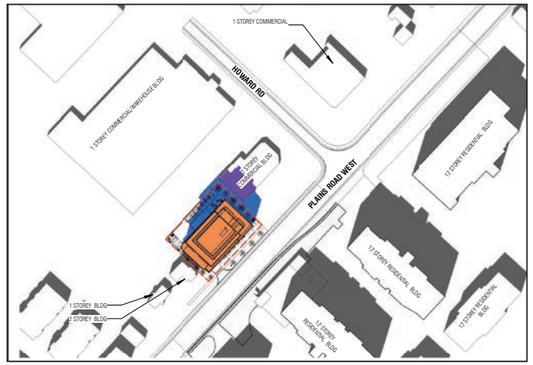
11:00



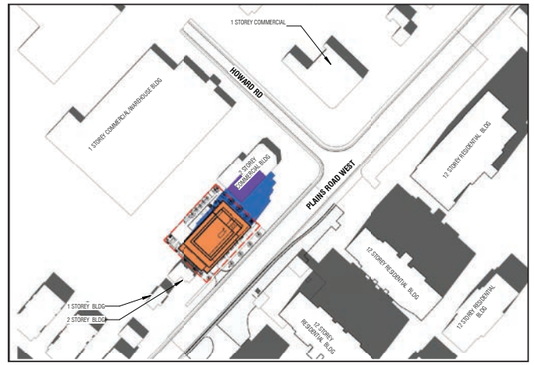
12:00



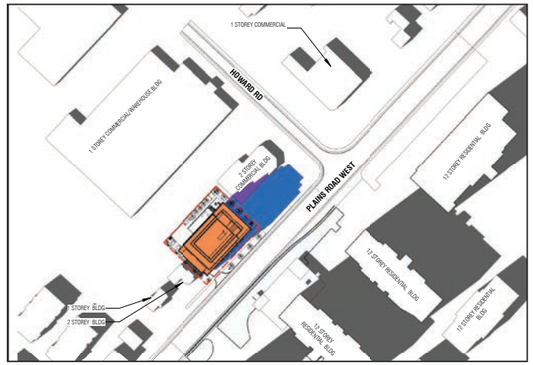
13:00



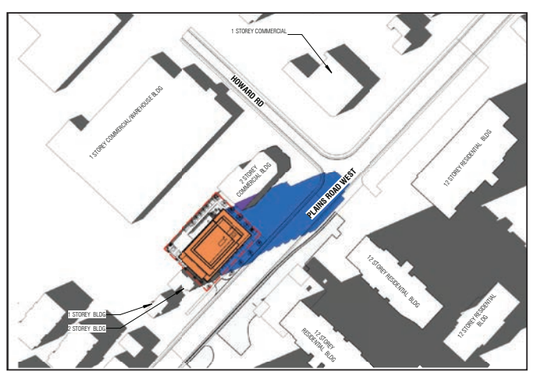
14:00



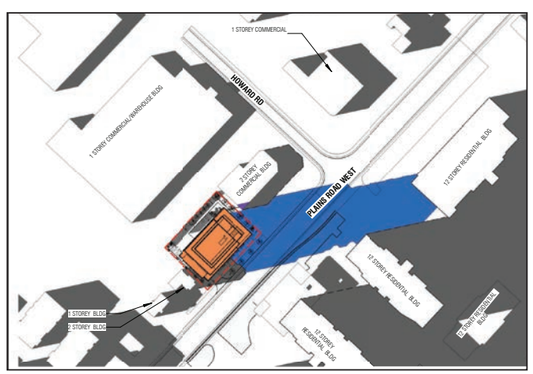
15:00



16:00



17:00

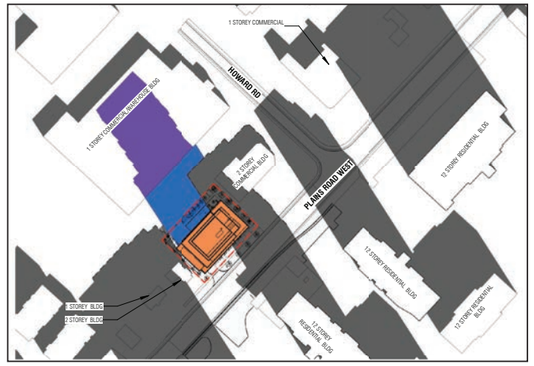


18:00

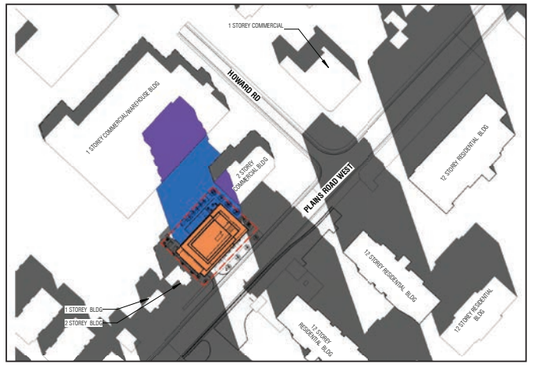


APPENDIX 1 - SHADOW STUDY (CONTINUED)

December 21st



11:00



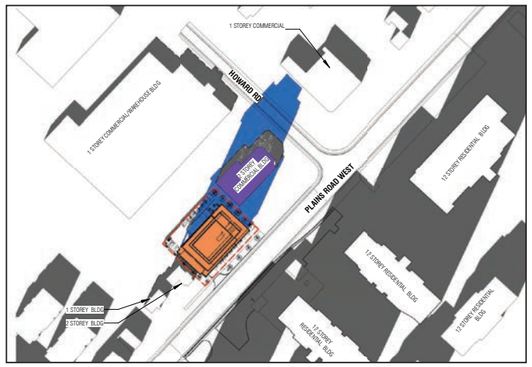
12:00



13:00



14:00

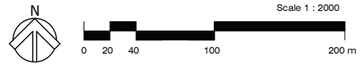


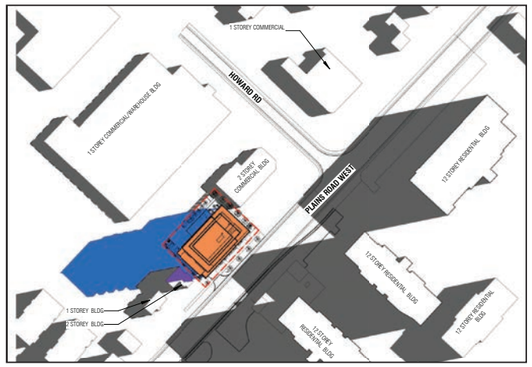
15:00



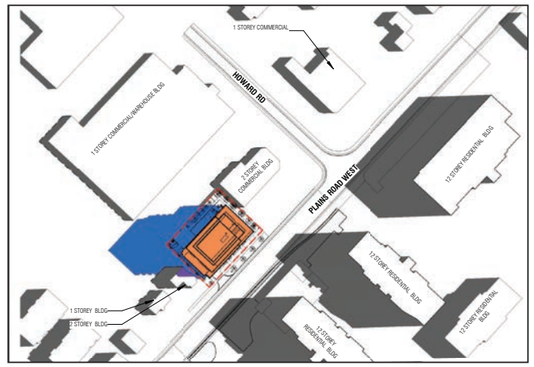
APPENDIX 1 - SHADOW STUDY (CONTINUED)

June 21st

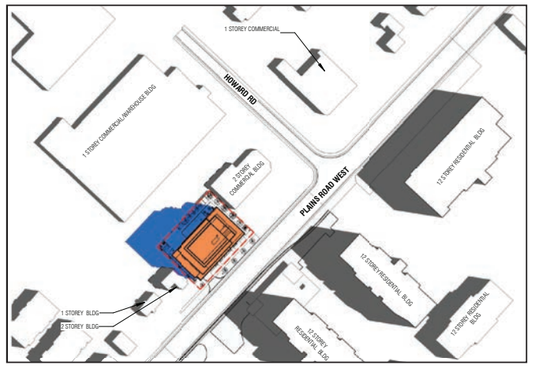




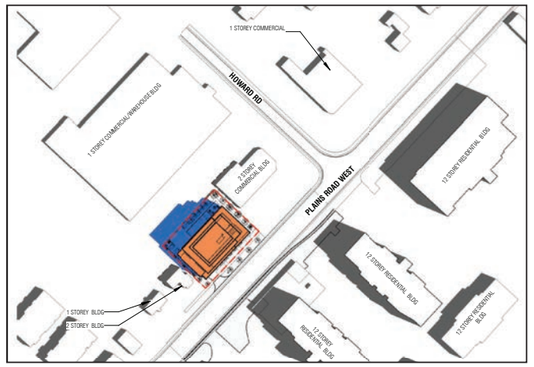
8:00



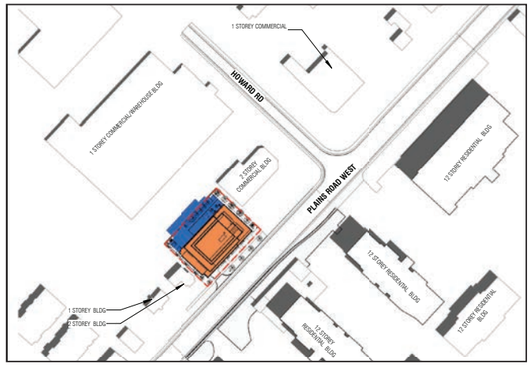
9:00



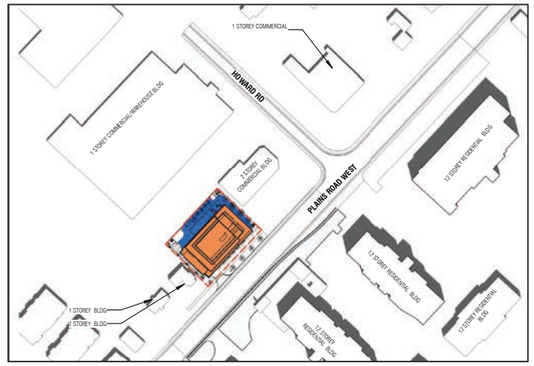
10:00



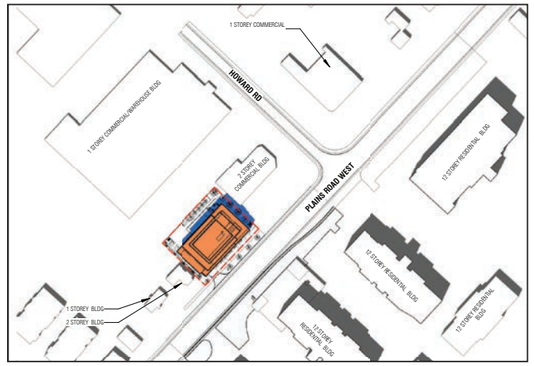
11:00



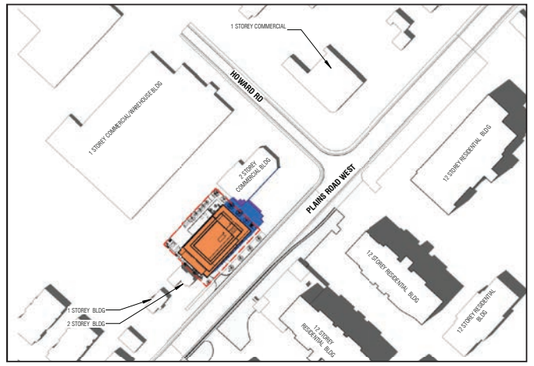
12:00



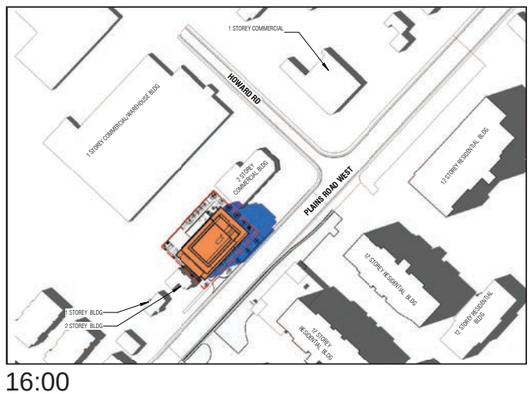
13:00



14:00



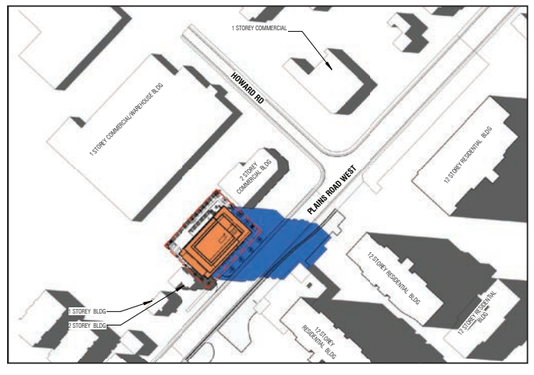
15:00



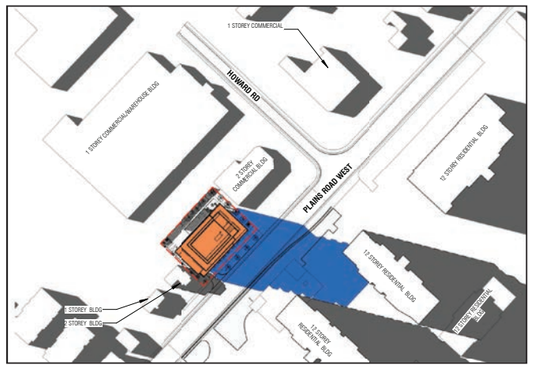
16:00



17:00



18:00



19:00

B.U.D. MEETING MINUTES

Community Planning Department
Burlington Urban Design Advisory Panel (BUD)

MINUTES

April 20, 2023
1:30 p.m.
Virtual Meeting

Members of BUD

	present	absent / regrets
Jessica Hawes (Chair)	✓	
Matt Reid	✓	
David deGroot	✓	
Mike Flint	✓	
LeAnn Seely	✓	
Nigel Tai	✓	
Alexandru Taranu		regrets
Jackie VanderVelde		regrets

Item #1: 141-153 Plains Road West

Design Review: First Review

Application: Pre-consultation

Presentations:
City Staff: Elyse Meneray, Community Planning

Design Team: Atif Aqeel, AAA Architects
Frank Venditti, Evans Planning



Disclosure of conflict-of-interest

None.

City Staff Overview

City staff provided an overview of the application's status, as it came through a Pre-consultation for an Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBA). In the presentation, staff outlined the surrounding context, transportation and mobility network, project details, as well as the existing and planned context.

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

1. Context and Circulation

Please comment on the relationship between the proposed building and the surrounding context, particularly with respect to the overall building design, and existing and future development context. Does the proposed development support context sensitive design in relation to the Aldershot MTSA and to the character of Plains Road West?

2. Site Design and Built Form

Please comment on the overall site design, particularly with respect to the building mass, setbacks, proposed balconies/ terraces, functionality of space and internal circulation, location of parking and building utilities. Does the building massing affect the surrounding context in terms of setbacks and privacy? Does the proposed development contribute positively to the pedestrian realm and enhance the pedestrian's experience on Plains Road West?

3. Landscaping and Sustainability

Please comment on the project's articulation of building materials from a design and sustainability perspective, the proposed landscaping scheme, as well as the location and design of the proposed outdoor/ indoor amenity space. Do you have any comments or suggestions for the integration of amenity space or landscape space for use by the residents?

Design Team Presentation

The design team provided a detailed description of the development proposal through a presentation of the proposed building in a 3D model format. The proposed building is 11 storeys in height, with a tiered podium form design. The tiered podium ranges in height between 4 and 6 storeys, to avoid creating a monotonous building form.

The design team explained the proposal from a built form perspective, highlighting that the design of the building is dramatic in its architectural expression with the inclusion of vertical elements in the podium. To create visual interest on the east and west facades, vertical slits/ panel elements are proposed to emulate the skin of the building being peeled back to show the building form within. This architectural element articulation allows for penetration of daylighting and allows for the introduction of balconies to the structure. Also, on the front façade of the building, similar insert panels are proposed, as well as staggering balconies from the podium to add to the dramatic effect of the façade. The design of this building is innovative in comparison to the typical generic building that are seen within the city. This dramatic design is based on precedents from projects that are designed by famous architects such as MVRDV architects in Europe within urban contexts.

The top portion of the proposed development is stepped back from the podium and consists of glazing, spandrel panel and more balconies that wrap around the building. To the rear of the building, the team mitigated noise concerns from the abutting industrial properties to the north, by introducing a series of angled walls that almost create a blank façade when viewed from an elevation perspective. The angled walls also help direct views of the units towards Hidden Valley Park and to the natural heritage system.

To maximize parking availability without having 3 levels of underground parking, the team proposes a mezzanine level as part of the building podium. Parking is proposed at grade and at the second floor, toward the rear of the building. A number of green roof top amenity spaces are also proposed at the top of the building and at the podium level, however, were not displayed in the 3D model presented.

APPENDIX 2 - B.U.D. MEETING MINUTES (CONTINUED)

Panel Questions:

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

- How big are the balconies facing Plains Road West and the balconies facing the rear of the building?
    - The balconies facing the street project from the façade by approximately 6 feet or 1.2 metres
    - The balconies to the rear are approximately 1.7 metres in depth and are approximately 1.7 metres in width
- Have there been any discussions with the neighbours of the property, specifically the owner to the north regarding access to the property from the north?
    - Yes, there have been discussions with all the adjacent neighbours of the property as this is an area in transition. However, not with the owner to the north.
- The terraces were mentioned as looking underwhelming in the model, Can you speak to the plan for these spaces?
    - The intention is to have outdoor amenity spaces; however, the design of these spaces is not developed. Development of the outdoor amenity space is contemplated at the site plan stage.
- Can you talk about the choice of colours and materials? Why were these colours chosen, and how does it fit into the context?
    - The colours have not been finalized, specifically the choice of red colour. The intent is to create a strong contrast as though something has cut through the building skin and the building is exposed. Hence the red colour is chosen as a dramatic colour. There are also discussions with the owner regarding softening the red tone. Other colours that are used are meant to be earthly, and warm in tone with glass added in. The intent is to have a cool toned building with glass and grey colours that would tie in with the red tone using the warm toned elements such as wood texture panels and frosted glazing on the balconies. The red tone is also meant to bring out and add to the warm tone of the building.
- Can you speak to any sustainability features that are being considered as part of this building? Is there any affordable component that is being considered as part of this proposal?
    - This is a rental building that is going through the CMHC rental program for housing, thus affordability is a main characteristic of this building. The building is not proposed as a condominium.

    - Also, the MLI Select program for CMHC requires the exceeding the Ontario Building code requirements to achieve compliance and gain points. This will result in the building being more efficient that the typical requirement by the building code. The amount by which it will be efficient is under negotiation with CMHC.

Panel Advice:

Question #1: **Context and Circulation –** *Please comment on the relationship between the proposed building and the surrounding context, particularly with respect to the overall building design, and existing and future development context. Does the proposed development support context sensitive design in relation to the Aldershot MTSA and to the character of Plains Road West?*

The Panel commented that it is important to consider both the existing and future context of this proposal. In terms of the future context, the building proposal aligns with the context and the 11-storey height is consistent with the direction of the policies. Also, with the building being located at the edge of the MTSA on the eastern end of the neighbourhood, it can act as the higher point transitioning to the other properties to the west. The building's position close to the street is consistent with the range of setbacks in the area. On the south side of Plains Road, apartment buildings are setback further from the street while the building to the north of the street are closer to the street. Also, while there is a transition on the west side building structure, the Panel cautioned that the building structure is very close with minimal setbacks to the east and west property lines, with a 6 storey podium on the west side. This may affect development potential of surrounding properties in the future.

The Panel commended the team on their proposal being a rental building in tenure and for going through the CMHC process. The panel believes that the building's circulation and parking features are too exposed. From the perspective of a pedestrian approaching the building at the west corner, the internal circulation of the building is highly visible. More screening is recommended to help hide the loading area and parking. The ground floor is heavily dominated by vehicular circulation. The proposed design has a midrise built form but a suburban ground floor and parking condition. The Panel recommends that the team look at this in greater detail and better configure these two components. If the proposed design of the parking at grade was to be mirrored to all the properties surrounding the

proposed building, this would not result in a positive outcome to the context. The Panel advised the design team to re-examine the configuration of the ground floor to reduce the amount of parking, allow for greater tree planting opportunities and to add space for cyclist circulation. The Panel also recommended that a ground floor bike room be provided as to allow for ease of cyclists to navigate through. The Panel also recommended that the design team consider the future development of this area, and its connectivity and walkability being as part of the MTSA. The Panel advised the team to incorporate more pedestrian connections through the extension of the proposed north south connection on the east side to provide and protect for connectivity between sites in the future.

Question #2: **Site Design and Built Form –** *Please comment on the overall site design, particularly with respect to the building mass, setbacks, proposed balconies/ terraces, functionality of space and internal circulation, location of parking and building utilities. Does the building massing affect the surrounding context in terms of setbacks and privacy? Does the proposed development contribute positively to the pedestrian realm and enhance the pedestrian's experience on Plains Road West?*

The Panel commended the team on their choice and use of design elements to create a building that stands out rather than fitting in. The Panel cautioned the team that having a standout design like the one proposed may result in challenging public consultations down the road, as well as other renters in the area feeling left out and/or future tenants feeling singled out. When considering built form, the Panel agreed that the proposed height is appropriate for the area. The Panel also agreed that the podium's basic geometry and proposed setbacks of the building are appropriate. However, there are privacy issues regarding the east and the west side of the building that need to be considered.

As for the balconies that are proposed facing Plain Road West, although they may look good on a 3D model from a functional perspective, a balcony that has the dimensions of 6 ft deep and 1.4 metres wide is not enough functional space as it can only fit one chair and that will be half of the circulation in the space. Also, some of the units seem to have multiple adjacent balconies (east facing units on the 4th floor plan have 6 balconies!), which is not very functional or practical. The Panel advise that the design team re-examine their design proposal from a functional and practical use perspective to find a

good balance between form and function. The Panel also recommended that the balconies become more continuous to allow for better function. The Panel recognises that the team propose an innovative solution to the noise issues faced to the north of the property. However, the proposed units at the rear of the building are approximately 12 meters deep, which raises concerns of daylighting penetration into the units. This is especially a concern for the 2-bedroom units, as this results in an interior bedroom with a 45-degree window. The Panel recommends that the team consider the depth of these proposed units in relation to daylight access through simplification of the proposed design elements. The Panel also recommended that the design team look at refining the interior layout so that the units are shallower rather than having a mirrored depth to the unit layout.

The Panel advised the team to work on the detailing of the outdoor amenity space on the rooftop, as the proposed massing shows clean, thin profiles as roof tops. However, if this space was programmed for use by the residents, as a roof terrace and an amenity space there will be requirements of rail guards, and wind guards, etc. This will result in much thicker profiles than those proposed.

The Panel encouraged the design team to take a closer look at the proposed ground floor from a pedestrian and cyclist perspective. This includes looking at additional detailing like inclusion of signage and screening so that the parking area is not too prominent and helps enhance the pedestrian experience. The aim here would be to align the proposal with the vision of this area to be pedestrian and cycling focused rather than car focused. Also, this proposal would be setting a precedent for future developments in the area, as such it is strongly recommended that further exploration be made into the treatment of the ground floor uses to be more inviting and precedent setting in terms of best practices for future uses in the area. The Panel also noted that the use of high-quality materials and details for both the internal layout and exterior design of this proposal is highly recommended as it forms a major part in the success of its objectives and design.

Question #3: **Landscaping and Sustainability –** Please comment on the project's articulation of building materials from a design and sustainability perspective, the proposed landscaping scheme, as well as the location and design of the proposed outdoor/ indoor amenity space. Do you have any comments or suggestions for the integration of amenity space or landscape space for use by the residents?

> The Panel found it difficult to comment on the proposed amenity space as no details were provided by the design team regarding the programming and design of such spaces at this stage. The Panel however sees great opportunity and highly recommends the inclusion of roof top and ground floor amenity space and further detailing of its design and programming out as part of the proposed development.
>
> From a streetscape perspective, the Panel recommends that the design team think about the details of the pedestrian realm as there is no amenity space provided at the ground plane. Although the proposed design is innovative in its design elements, the Panel advises the team to reconsider the design of the ground plane to accommodate more ground floor amenities and landscaping opportunities for better pedestrian experience and user interface. The Panel also recommends the inclusion of large or medium stature trees to create inviting pedestrian realm where possible, as well as enhancing the pedestrian connection on the east side of the site to allow for connectivity. The proposed design contemplates a 0.0.m lot line, as such the Panel advises the team to look further into the depth that is required to provide adequate soil volume to provide trees especially on the north and east sides of the property. Also, further screening and softening is recommended on the north side of the property.
>
> As for sustainability, the Panel highlighted that the proposed window to wall ratio is high and needs further examination as this adds to the overall thermal load of the building in terms of heating and cooling. The Panel also suggested the use of pre-fabricated new technology balcony systems such as the Sapphire Glide-On, which has a better thermal bridging performance. This will also assist in achieving the CMHC requirements from a sustainability perspective. The Panel encourages the design team to think of the drainage flow from the roof gardens, how does rain travel through the building and can rainwater be guided to the roof so that residents can use it to plant on the roof gardens. The Panel also recommends the inclusion of a centralized laundry facility paired with

communal amenity space such as a roof top garden is the perfect combination to encourage socialization and mingling opportunities for the residents as well increase the energy performance of the building through minimization of heat penetration of the envelope in individual units and enable heat recovery through a centralized system. Reducing thermal loads of the building can also result in rent saving or operational cost saving. Finally, the Panel commended the design team for going through the CMHC funding program for housing and for having an affordable component included in it. The Panel recommended that the team explore the application process further as there are portions of the application benefiting high efficiency buildings with forgivable loans, assisting with additional cost of the high efficiency and reducing the long-term operational cost of the building.

The Panel commended the design team on taking the risk on a unique and interesting building and advised that the team continue to take similar risks in the design of the amenity spaces such as inclusion of urban agriculture, roof gardens, etc, rather than the typical standard condominium amenity space. It is important to keep in mind that residents will be renting in this building for a long time and efforts put in these spaces will help enhance the community and by extension the broader area.

End...Item #1

Meeting Adjourned