

355 PLAINS ROAD E. & 1010 DOWNSVIEW DRIVE
BURLINGTON

URBAN DESIGN BRIEF

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FILE NO. 20391F

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

CONTENTS

1.0 INTRODUCTION

2.0 HOW TO READ THIS BRIEF

3.0 EXISTING CONTEXT ANALYSIS

4.0 THE PROPOSAL

5.0 POLICY CONTEXT, DESIGN PRINCIPLES & OBJECTIVES

6.0 SITE DESIGN AND ORIENTATION

7.0 BUILT FORM, MASSING & BUILDING HEIGHT

8.0 VEHICULAR AND PEDESTRIAN CIRCULATION

9.0 ARCHITECTURAL DESIGN

10.0 LANDSCAPE DESIGN, PUBLIC REALM & OPEN SPACES

11.0 SITE SERVICING & PARKING

12.0 SUMMARY

13.0 SUMMARY

APPENDIX A: DESIGN TERMS

APPENDIX B: ANGULAR PLANE ANALYSIS

APPENDIX C: BUILDING ELEVATIONS

APPENDIX D: PRELIMINARY LANDSCAPE CONCEPT

APPENDIX E: SHADOW STUDY

APPENDIX F: BURLINGTON URBAN DESIGN PANEL COMMENTS & RESPONSES

1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Coletara Development (hereinafter referred to as the "Owner") to prepare an Urban Design Brief for the redevelopment of the properties municipally addressed as 355 Plains Road and 1010 Downsview Drive in the City of Burlington (hereinafter referred to as the "site" or the "subject lands"). The purpose of the Urban Design Brief is to illustrate how the proposal will implement the design objectives provided by the City of Burlington in effect and new Official Plan.

The proposed redevelopment represents revitalization and intensification of a currently under-used property within the City of Burlington Urban Boundary. The proposed development will promote multi-modular and active transportation options and will support the use of local and regional transit services.

THE POLICY FRAMEWORK

The subject lands are currently designated as a 'Mixed-Use Corridor-General", in the in-effect City of Burlington Official Plan ("OP"). Within the Grow Bold OP (currently under appeal) the subject lands are designated as 'Urban Corridor'. The design proposal outlined herein is in keeping with the general intent of the Mixed-Use Corridor and Urban Corridor designations.

OUR APPROACH

In response to the vision for the subject lands to accommodate intensification, MHBC on behalf of the Owner has prepared this Urban Design Brief to illustrate how the proposed development is in accordance with both the in-effect Official Plan and the new Official Plan, where specific relevant policies of these plans will be evaluated. This Urban Design Brief also demonstrates how the proposed development has responded to relevant design guidelines.

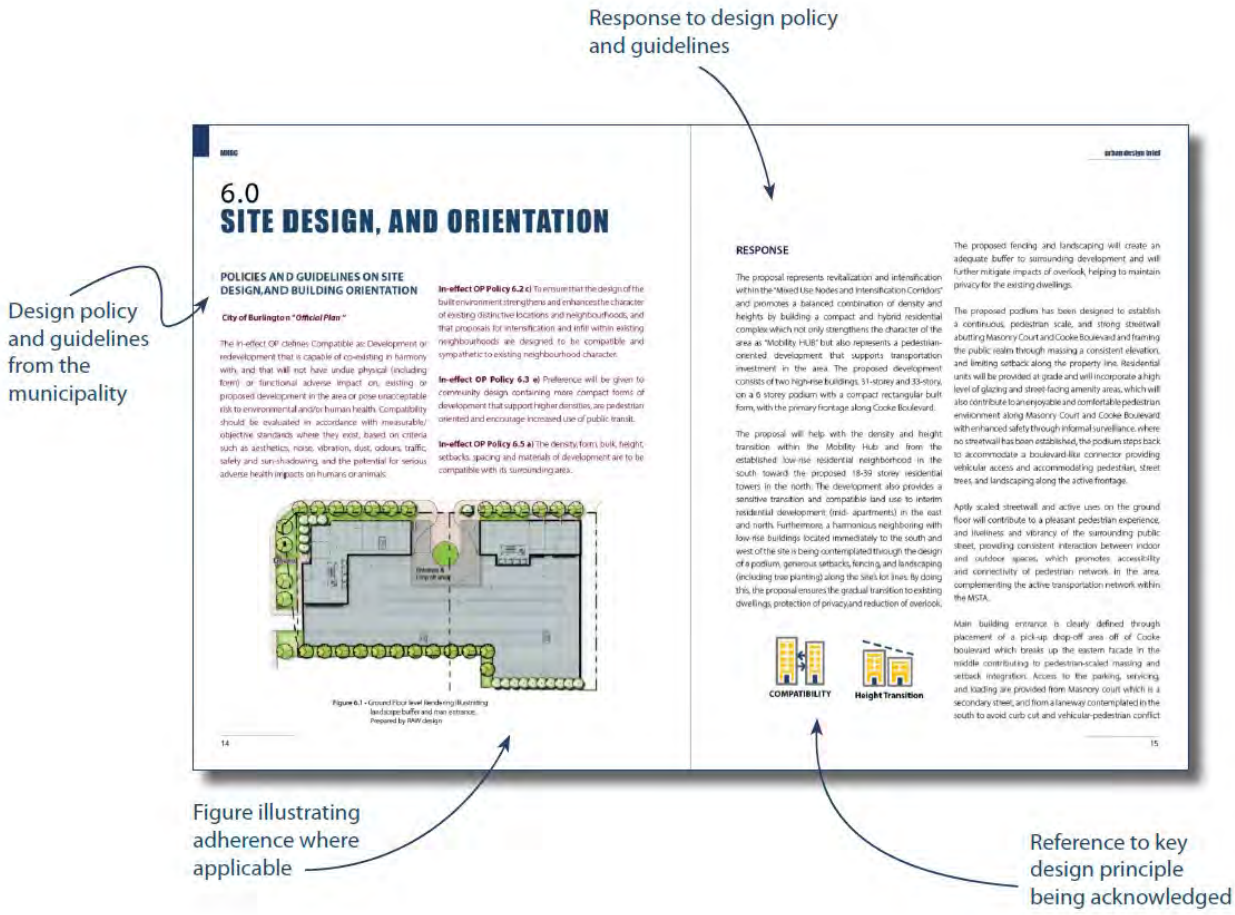
Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact the undersigned.

Yours truly,
MHBC



Andrea Sinclair
MUDS, MCIP, RPP
Partner & Urban Designer

2.0
HOW TO READ THIS BRIEF



This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence to those principles is provided. In some cases where strict compliance is not feasible, a design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.

3.0
EXISTING CONTEXT ANALYSIS

The Subject Lands are located in the City of Burlington and are within the City's Urban Area boundary. The Subject Lands are comprised of two properties located on the north side of Plains Road East on either side of Downsview Drive. 1010 Downsview Drive is located on the west side of Downsview Drive and measures approximately 0.76 ha in size. 355 Plains Road East is located on the east side of Downsview Drive and is approximately 0.73 ha in size. Both properties are developed with a single storey commercial plaza and surface parking.

The Subject Lands are immediately bound by residential development to the north, institutional development to the east, Plains Road East to the south, and residential development to the west. The immediate surrounding land uses are illustrated on the following page.

The Subject Lands are served by Burlington Transit Routes 1 and 4 and are within 2.5 kilometres of the Aldershot Go Station. An existing transit stop is located directly in front of 355 Plains Road East. The subject lands are located directly across from mid-rise mixed use development and are in proximity to multiple existing and proposed amenity, retail and commercial service uses located along Plains Road East. In addition, the subject lands are located in close proximity to existing parks and trails including Aldershot Park (700 m), Kiwanis Park (1.2 km), Lasalle Park (1.9 km), Bayshore Park (1.9 km).

The Subject Lands are also located close to existing and emerging mixed-use and residential communities, including proposed developments located east and west of the subject lands along Plains Road.



The Subject Lands are surrounded by a mix land uses as summarized below:

NORTH

The properties immediately to the north are of the subject lands are developed with single detached dwellings fronting onto Downland Crescent. These dwellings form part of a larger low-rise residential neighbourhood located between the GO rail line and the Plains Road mixed-use corridor.



EAST

East Plains United Church is located immediately east of the 355 Plains Road. A child care centre (EPUC Child Care Centre) is located within the church. A four-storey residential development is located further to the east along with a mix of non-residential uses located along the north side of Plains Road East.



SOUTH

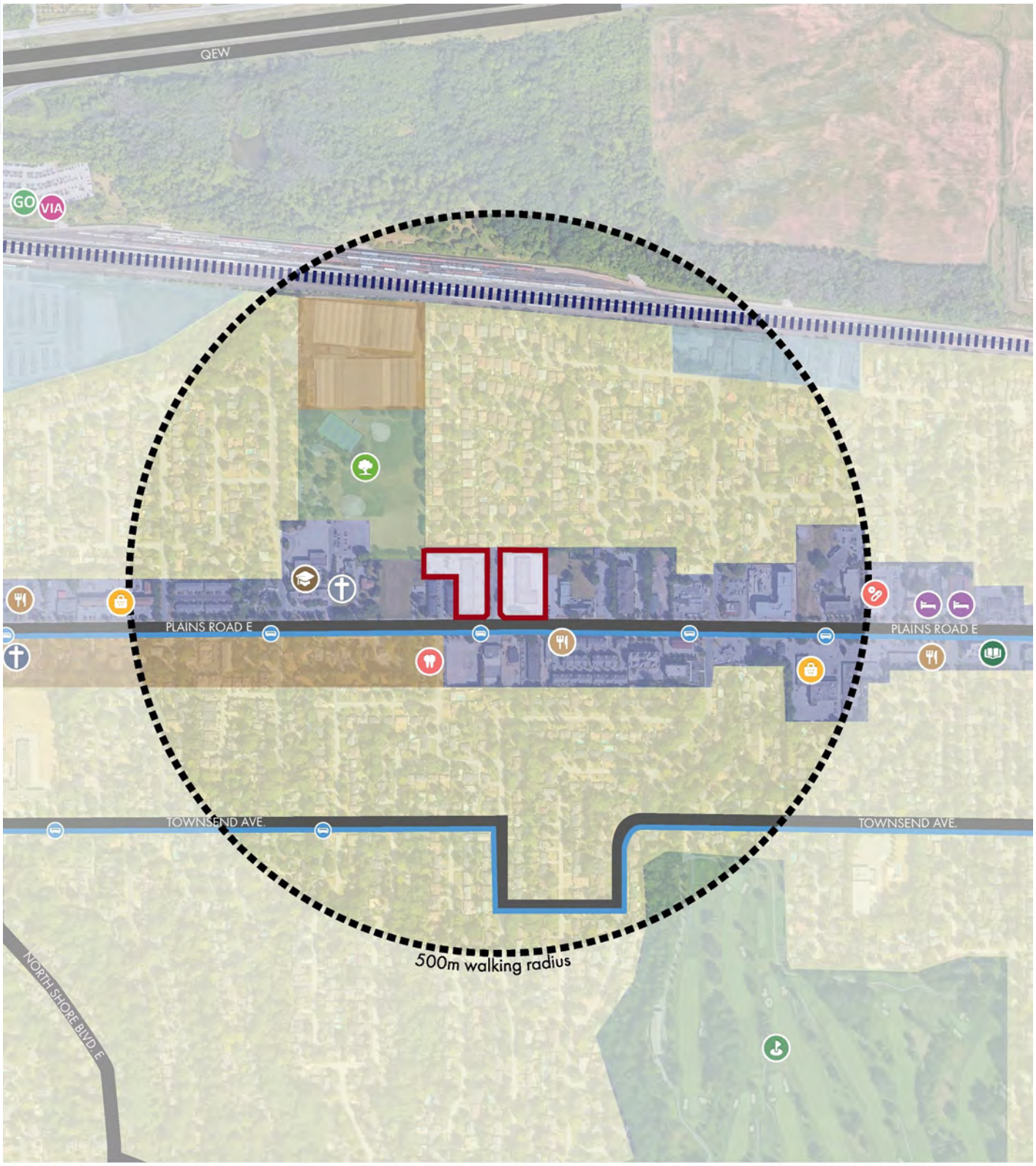
Plains Road East forms the southern boundary of both sites. Lands on the opposite side of Plains Road, directly across from the subject lands, have been recently redeveloped with mid-rise mixed use development. The waterfront and its associated trail and park network is located approximately 1.6 kms south of the subject lands.



WEST

Three storey townhouse units are located immediately west of 1010 Downsview Drive. Beyond the townhouse development there is a vacant parcel. A range of other land uses, including multiple proposed developments are located further west along Plains Road.




QEW
GO
VIA
PLAINS ROAD E
PLAINS ROAD E
TOWNSEND AVE.
TOWNSEND AVE.
NORTH SHORE BLVD E
500m walking radius
Subject Lands
Urban Corridor
General Employment
Residential - Low Density
Residential - Medium Density
C.N.R, VIA Rail & GO Train
Bus Route
Bus Stop
Park
School
Dining
Retail
Pharmacy
Hotel
Dentist
Library
Golf
Church

4.0
THE PROPOSAL

THE PROPOSED DEVELOPMENT

The applicant is proposing to redevelop the two commercial properties with a number of mixed-use and multiple residential buildings. Specifically the following is proposed for each property:

1010 DOWNSVIEW DRIVE

The proposed development for 1010 Downsview includes an eight-storey multiple residential building oriented towards Downsview Drive and Plains Road and two stacked townhouse blocks located at the rear of the site (adjacent existing low-rise residential development).

The multiple residential building has been designed to achieve a height transition towards the townhouse located to the west by stepping down the building height from eight storeys to two storeys. By designing the building with multiple step backs it provides an opportunity for multiple outdoor terraces providing amenity space for future residents. An outdoor amenity area is also provided at grade. A total of 141 units are proposed within this building.

The stacked townhouse blocks located at the rear of the site have also been designed with stepbacks in order to transition the height to the low-rise residential uses to the north. The townhouse blocks are three storeys adjacent to the north lot line and step up to four storeys.

The majority of parking for 1010 Downsview is located underground. In addition to the underground parking there are 46 surface parking spaces proposed. The proposed development includes secure bicycle parking, including bicycle parking within the ground floor.

The ground floor of the mixed-use building also contains two commercial units oriented towards Plains Road East and a live/work unit oriented towards Downsview Drive.

355 PLAINS ROAD EAST

Similar to 1010 Downsview, the proposal for 355 Plains Road includes a mixed-use building and stacked townhouse blocks. The proposed 347 unit mixed-use building is oriented towards the surrounding public streets and contains two "towers" on top of a shared podium base. The two towers are designed to be 11 and 9 storeys in height which provides for a transition of height across the property. The mixed-use building includes a large terrace on the third level of the podium providing outdoor amenity space to future residents.

The majority of parking for the development is located underground and within the podium structure. A small (21 stall) surface parking lot is proposed between the mixed-use building and the stacked townhouse blocks.

The propose development includes indoor secure bicycle parking and four commercial units facing Plains Road East.

Similar to 1010 Downsview, the development proposal for 355 Plains Road East includes two stacked townhouse blocks. A total of 40 townhouse units are proposed as part of the development.

Overall the proposed development has been designed to:

- Support existing transit and provide density in close proximity to major transit (Aldershot GO);
- Provide for appropriate height transitions and context sensitive design;
- Design to ensure active street frontages along Plains Road and Downsview Drive;
- Support active transportation by providing secure bicycle parking; and
- Provide a high quality design which better utilizes the two properties.

TRANSITION TO SURROUNDING DEVELOPMENT

The City's "Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings" state that where the building is on a site that is transitioning to a low-rise residential neighbourhood area (including properties designated Residential – Low Density and – Medium Density, Natural Heritage System, Parks and Open Space) a 45-degree angular plane should be applied from the shared property line.

The west building transitions to a low-rise residential (townhouse) development. And as such the angular plane was applied and the building proposed for 1010 Downsview was designed accordingly. The same condition does not exist to the east, where the property is zoned MXG.

Notwithstanding, the proposed building on the east parcel (355 Plains Road East) meets (and in most cases exceeds) the sideyard setback requirement of the zoning by-law. Additionally, a stepback is provided above the 6th storey.

The east building steps back a minimum of 1.5 meters above the sixth storey. The average setback of the podium, level from the eastern property boundary is 3.57 meters. For levels above the podium, the average setback is 5.07 meters.

The angular plane is intended to be used for mid-rise projects (defined as buildings between 5 and 11 storeys). The townhouse component of the development is considered a low-rise development and as such, is not subject to the 45 degree angular plane requirement. Notwithstanding, stepbacks have been introduced within the townhouse blocks to allow for a transition in height from the adjacent low-rise residential development. The fourth storey of the townhomes is subject to an additional stepback.

The rear of the Townhouses is intended to be private amenity space. All townhouse units are accessed from the front yard.

AMENITY SPACE

The proposed development includes multiple forms of amenity space, including indoor amenity areas, private balconies, ground floor outdoor amenity space, and amenity terraces.

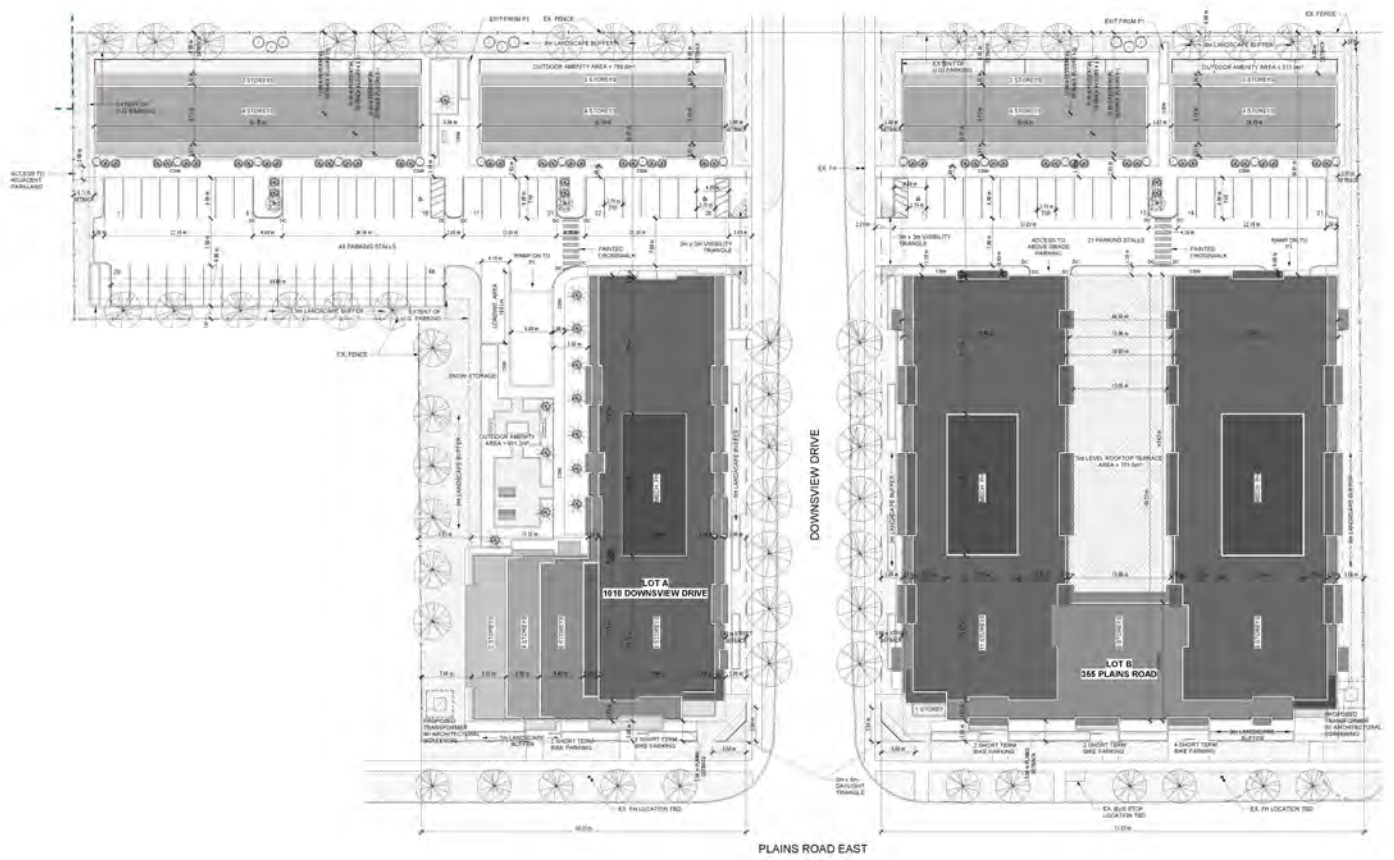
Both properties are designed to provide for party room, gym, and shared workspace amenity areas for resident use. These areas will provide different forms of programming to maximize the usability of the amenity spaces.

Within the eastern site, a large elevated terrace is proposed. While a portion of the 3rd floor terrace will experience shadows, the portions that face south, along with the south-facing terrace on the 7th floor, will receive full sun for the majority of the day in the summer and for several consecutive hours in the fall and spring.

On the ground floor of the western site, there is a proposed outdoor amenity area, which can be programmed for resident use as a dining and lounging area. On the 3rd floor of the site, there is a west-facing terrace that is connected to the proposed party room and gym spaces.

Overall, the various outdoor amenity spaces will be designed and programmed according to the microclimate condition, with uses more appropriate in shaded areas located in the rear amenity space.

SITE PLAN CONCEPT





View of the proposed development looking north down Downsview Drive. The above rendering illustrates the height transitions across both sites.



Preliminary rendering showing proposed development. The above graphic shows the terracing of the mid-rise building on 1010 Downsview which steps down to two storeys in height adjacent to the existing townhomes to the west.



The proposed development includes townhouse units at the north of both properties. The townhomes provide for a transition of height and massing from the Plains Road to the low rise residential community to the north.



Building entrances have been located in prominent locations and have been designed with weather protection. Large ground floor windows and landscaping provide an attractive, pedestrian friendly streetscape.

5.0
POLICY CONTEXT, DESIGN PRINCIPLES & OBJECTIVES

CITY OF BURLINGTON OFFICIAL PLAN (IN-FORCE)

The subject lands are located within a delineated "Mixed -Use Activity Area" and are designated "Mixed Use Corridor – General" in the current Official Plan (OP). Policies for the Mixed-Use Corridor-General designation are found in Part III, section 5.3.2 of the OP. This designation permits a wide range of retail, service commercial, and personal service uses; financial institutions and services; a broad range of office uses; entertainment, recreation, and other community facilities such as day care centres; and small scale motor vehicle dealerships. High-density residential uses and a full range of office uses are also permitted. Retail and service commercial uses permitted and are to be located at street level in office or residential buildings. Townhouses may be permitted on part of a site as a component of a larger development. Under the current Official Plan the maximum building height is 6 storeys. While the proposed development is generally in keeping with the planned function of the "Mixed-Use Corridor—General" designation, an Official Plan Amendment is required to increase the height beyond 6 storeys.

CITY OF BURLINGTON NEW OFFICIAL PLAN (UNDER APPEAL)

Burlington's new Official Plan was adopted by City Council on April 26, 2018 and approved, with modifications, by Halton Region on Nov. 30, 2020 . Significant portions of the Official Plan remain under appeal.

In the new Official Plan the subject lands are located within a delineated 'Mixed Use Node', are located along an Intensification Corridor, and are designated "Urban Corridor". The Urban Corridor designation permits mixed-use development at a maximum height of six-storeys.

The lands are immediately outside of the Aldershot GO MTSA and are designated as a Secondary Growth Area.

DESIGN GUIDELINES

There are a number of design guideline documents applicable to the proposed development including:

- Design guidelines for Mixed-Use and Residential Mid-Rise Buildings
- Plains Road Corridor Urban Design Guidelines
- Shadow Study Guidelines
- Pedestrian Level Wind Study Guidelines and Terms of Reference
- Sustainable Building and Development Guidelines
- Stormwater Management Design Guidelines

For the purpose of this design brief the focus is primarily on the first two guideline documents noted above as well as the OPA/ZBA relevant sections of the Sustainable Building and Development Guidelines. The more technical guideline documents will be reviewed in greater detail at the site plan stage of development.

GUIDING PRINCIPLES AND OBJECTIVES FOR THE MIXED USE ACTIVITY AREA AND MIXED USE CORRIDOR – GENERAL DESIGNATION

The following is a summary of guiding principles and objectives for Mixed Use Activity Areas and the Mixed Use Corridor –General designation.

- Mixed Use Activity Areas provide alternatives to low density, suburban development and encourage the efficient use of physical resources and municipal services.
- The design and development of Mixed Use Activity Areas provide opportunities to create and/or maintain a special community identity and a focal point for a variety of City-wide, community and neighbourhood functions.
- Mixed Use Activity Areas address the demand for higher intensity employment, shopping and residential areas within the City.
- The Objectives for Mixed Use Activity Areas encourage comprehensively planned mixed use employment, shopping and residential areas.
- Mixed Use Activity Areas are to be developed in a compact urban form that is pedestrian-oriented and highly accessible by public transit.
- Mixed Use Corridor designations are intended to provide locations along multi-purpose arterial or major arterial roads that will serve as areas of concentration for mixed use developments with high density residential, retail, service commercial, office, entertainment, community facilities and institutions, and open space uses.
- Within the Mixed Use corridors, higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact urban form is encouraged, while retaining compatibility with nearby land uses.

RESPONSE

The following summarizes how the adjacent principles and objectives have been positively considered in the design of the development proposal:

- The proposed development efficiently uses physical resources and municipal services by providing a compact development.
- The proposed development provides an opportunity for a focal point at the intersection of Plains Road East and Downsview Drive. The proposed development, together with the recent mixed use development on the south side of Plains Road will form a mixed-use activity node at this intersection.
- The proposed development addresses the demand for higher intensity residential development.
- The proposed development is compact, pedestrian oriented and highly accessible by public transit. An existing transit stop is located adjacent to 355 Plains Road.
- The proposed development includes a concentrated mixed-use development with a combination of high density residential and non -residential uses.
- The proposed development has been designed with a series of height transitions to ensure compatibility with nearby land uses, while at the same time recognizing the location along a transit route and within a mixed-use corridor.

6.0 SITE DESIGN AND ORIENTATION

The following is a summary of relevant Official Plan policies and guidelines related to site design and orientation, followed by a summary response explaining how the design of the proposed development has considered these policies and guidelines.

CITY OF BURLINGTON OFFICIAL PLANS

In effect OP policy 6.2 c) To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character.

In effect OP policy 6.3 e) Preference will be given to community design containing more compact forms of development that support higher densities, are pedestrian oriented and encourage increased use of public transit.

In effect OP policy 6.5 a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.

In effect OP policy 6.5 b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.

In effect OP policy 6.5 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.

In effect OP policy 6.5 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.

New OP Policy 7.1.1 e) To create safe, vibrant, socially active places that people are drawn to.

New OP Policy 7.3.2 (1) (i)

- 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;
- providing appropriate transitions to adjacent land uses, particularly residential uses;
- locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;
- including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;
- creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings;

New OP Policy 7.3.2 a) (i) Ensuring site and building design are compatible with the surrounding area and considering how it contributes to maintaining and enhancing the physical character of the surrounding area.

New OP Policy 7.3.2 a) (ii) providing appropriate built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass;

New OP Policy 7.3.2 a) (iii) Providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts.

New OP Policy 7.3.2 a) (viii) Implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape, neighbouring properties, parks and open spaces and natural areas.

New OP Policy 8.1.1(3.21.1) f)

- Increase setbacks adjacent to the street in order to expand the pedestrian realm and provide opportunities for patios and pedestrian amenities;
- Restrict, where possible, residential lobbies along Retail Main Street frontages and direct them to side streets or rear entrances;
- Provide servicing, loading and parking access from a rear public lane, shared private lane and/ or shared driveways where possible and not from the Retail Main Street frontage;
- Support walkability, social interaction strong retail visibility and space for retail display in the interface between the building and sidewalk;

DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS

Section 2.1 Building Placement

- In general, buildings should be placed parallel to streets or public open spaces (within or along the edge of the site) to frame and define these spaces. This will also increase the amount of private open space behind the building and separation from neighbouring properties.
- Consider the building's orientation to maximize south-facing walls for optimal access to sunlight to habitable rooms and other environmental benefits such as energy conservation, solar access to open spaces or areas for stormwater management and planting.
- Placement should consider existing site conditions and look to retain and enhance certain features as assets such as mature trees and topography.
- Where there is no consistent pattern of street setbacks, the building should be set back to create a boulevard that can accommodate wider sidewalks, street trees, landscaping, and active uses to establish a more pedestrian oriented relationship between the building and the sidewalk. On streets where commercial / retail uses are required at the ground floor level, a minimum 6.0 metre boulevard is preferred, except where existing conditions preclude The intent is that a road widening will not be required to specifically achieve this guideline.
- On corner sites, the building should frame both streets. The placement of corner buildings may be subject to a daylight triangle.
- All buildings should have a public front ('face') and private back. Buildings should not expose their back onto the front of a neighbouring building to minimize impacts such as "back of house" activities on adjacent properties.

Section 2.2 Building Separation & Spacing

- Where a continuous streetwall is desirable, side-yard setbacks are usually not required. Continuous streetwalls are generally desirable within areas designated for mixed use, except where special site or block conditions require breaks to access mid-block connections, public courtyards, or other open spaces.
- On sites with multiple buildings, a minimum separation distance of 15.0 metres should be provided between buildings that face each other. This area should be clear of building projections such as balconies and cantilevers to allow sunlight to access the lower levels of the building. Depending on the building form wider separation distances may be appropriate, especially if there are residential units at or below the ground floor level.
- Where a site is large enough to support multiple buildings consider offsetting or angling the buildings away from each other to improve privacy between facing units.

PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES

Section 5.3.2.2 Medium and High Density Residential

- Site planning should locate built form, having a clear visual relation to the street and direct access for vehicles and pedestrians.
- Large site developments proposing higher density buildings whose form, orientation or location does not adequately address the streetscape or the block structure of the community are discouraged.
- Surface parking areas should be located mainly in side yard or rear yard areas.
- For corner lot developments, below-grade parking access and egress should be where possible provided from the adjacent local street, not from Plains Road.
- Provide paved walkways from the main building entrances to the public sidewalk.

SUSTAINABLE BUILDING AND DEVELOPMENT GUIDELINES

- Site Connections: Provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites in accordance with Official Plan policies.
- Bicycle Storage: Provide bicycle parking spaces in accordance with the Zoning By-law and Official Plan Policies.

RESPONSE

The In-effect OP defines Compatible as: Development or redevelopment that is capable of co-existing in harmony with, and that will not have undue physical (including form) or functional adverse impact on, existing or proposed development in the area or pose unacceptable risk to environmental and/or human health. Compatibility should be evaluated in accordance with measurable/objective standards where they exist, based on criteria such as aesthetics, noise, vibration, dust, odours, traffic, safety and sun-shadowing, and the potential for serious adverse health impacts on humans or animals.

The proposed mixed-use development is inherently compatible with surrounding residential, institutional and mixed-use development and poses no risk in relation to noise, vibration, dust, odour or safety. Building placement, heights and orientation have bene designed to minimize sun shadow impacts on surrounding properties (as illustrated in Section 12.0 of this Brief). Transitions in building height across the sites, as well as the use of stepbacks within the mixed-use buildings help to ensure that the development is compatible with surrounding development and in particular surrounding residential development.

The proposal represents revitalization and intensification within a mixed-use corridor and along an existing transit route. This compact transit-supportive development contributes to the creation of a transit, pedestrian, and cycling oriented area while achieving compatibility with adjacent properties areas. The proposed development consists of two mid-rise, mixed-use buildings, and four low-rise stacked townhouse blocks. The mid-rise mixed-



The above themes are all discussed in responding to City of Burlington policies and guidelines related to site design and orientation.

use buildings have been designed with a compact built form, with active frontage featuring retail uses along Plains Road East and residential units along Downsview Avenue.

The proposal will establish a compact built form that promotes density and height transition along the "Mixed-use Corridor" integrating horizontal and vertical setbacks and maintaining a low-rise feel for pedestrian at grade. The mid-rise building height, position, and orientation help with context-sensitive transition to existing residential development while the ground level retail uses will assist in animating Plains Road. A harmonious neighbouring relationship with low-rise buildings located immediately adjacent to the subject lands is being protected through the transitioning of height away from these properties, and by incorporating building stepbacks and, for 1010 Downsview, a terraced building design. By doing this, the proposal ensures the gradual transition to existing dwellings, protection of privacy, and minimal visual impact .

Given that Plains Road East is designated as a "Mixed-use Corridor", the mixed-use buildings are oriented towards the street and are located in close proximity to the sidewalk. Along Downsview Drive a continuous streetwall is achieved and ground floor residential units activate the streetscape.

The high-quality and engaging building frontages will contribute to a pleasant pedestrian experience, and liveliness and vibrancy of the surrounding public street and provides consistent interaction between indoor and outdoor spaces.

Main vehicular entrances are located along Downsview Drive and are appropriately distanced from the intersection of Downsview Drive and Plains Road. Multiple pedestrian connections are provided to both Plains Road and Downsview Drive. The building entrance and pedestrian connections to 355 Plains Road East have been located in close proximity to the existing transit stop. The proposal includes indoor secure bicycle parking which will encourage active transportation use.





Preliminary renderings illustrating height transitions and building stepbacks across the site. The lowest building heights are adjacent the residential uses to the west of 1010 Downsview and to the north of 1010 Downsview and 355 Plains Road. The mixed-use building on 355 Plains Road also steps down in height towards the adjacent church.



Preliminary renderings illustrating the continuous street wall achieved along Plains Road, the wide boulevard and pedestrian connections to the public sidewalk system.

Parking ramp, servicing, and loading areas have been designed to avoid vehicular-pedestrian conflict. Where possible loading areas and service areas have been located within the structured parking. In general parking, servicing, and loading areas are contained within the podium and underground parking areas or are otherwise separated from and screened from the surrounding public streets.

The buildings have been designed to maximize south facing exposures which allows for optimal access to sunlight to habitable rooms and other environmental benefits such as energy conservation and solar access. Both mixed-use buildings have been designed to maximize the south frontage along Plains Road and the stacked townhouse blocks are all oriented to be south facing.

The site design achieves the recommended 15.0 metre distance between buildings with the proposed stacked townhouse blocks being more than 15.0 metres from the mid-rise buildings.

The proposed height, density, and form are appropriate given surrounding and proposed development along Plains Road, the location along an existing transit route, and the proximity to the Aldershot GO station and community amenities. While the current designation limits height to 6 storeys, the proposed height increases to 8 storeys (1010 Downsview) and 11 storeys (355 Plains Road) can be appropriately accommodated on the site without adverse impact on surrounding uses.

Overall, the development will promote accessibility and connectivity of pedestrian network in the area ,and complement the active transportation network within the MSTA.



SITE DESIGN CONSIDERATIONS

☆ PEDESTRIAN CONNECTIONS TO PUBLIC SIDEWALK SYSTEM

1. RETAIL UNITS FACING PLAINS ROAD
2. GROUND FLOOR RESIDENTIAL UNITS FACING DOWNSVIEW DRIVE.
3. CONTINUOUS STREETWALL
4. SOUTH FACING ELEVATIONS
5. LOADING/SERVICE AREAS LOCATED TO AVOID PEDESTRIAN CONFLICT AND SCREENED FROM VIEW

7.0
BUILT FORM AND MASSING

The following is a summary of relevant Official Plan policies and guidelines related to built form and , followed by a summary response explaining how the design of the proposed development has considered these policies and guidelines.

CITY OF BURLINGTON OFFICIAL PLANS

New OP Policy 7.3.2 (1) (i)

- 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;
- providing appropriate transitions to adjacent land uses, particularly residential uses;
- 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;
- locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;

New OP Policy 7.3.2 a) (i) Ensuring site and building design are compatible with the surrounding area and considering how it contributes to maintaining and enhancing the physical character of the surrounding area.

New OP Policy 7.3.2 a) (ii) Providing appropriate built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass.

New OP Policy 7.3.2 a) (iv) Providing pedestrian comfort and human scale at the street level reflecting the established and planned streetscape to frame the public realm, through a variety of design methods including the use of a podium in mid-rise and tall buildings.

New OP Policy 8.1.1 3.18.3) (d) The design of balconies should maximize usability, comfort, and building performance, while minimizing negative impacts on the buildings mass, public realm, and natural environment by: avoiding placement that significantly increases the physical and apparent massing of the building; and providing for appropriate minimum depths that offer privacy and comfort.

DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS

Section 2.3 Built Form: Height & Massing

- Design buildings so that the massing reinforces the street edge.
- In general, a building's form should reflect the existing and planned context in terms of street character (including the planned street function and right-of-way width), land use, and built form.
- Where a streetwall is established, the lower building height and upper building step-backs should reinforce the existing streetwall to create a consistent streetscape.
- Where a streetwall is not established, the streetwall for new mid-rise buildings should be limited to a height of 80% of the street width (up to a maximum of 6-storeys) with additional storeys stepping-back a minimum of 3 metres

above the streetwall to maintain a human scale and minimize shadowing.

- On streets with a planned right-of-way width of 26 metres or more, new mid-rise buildings up to 6 -storeys do not require an upper building step-back.
- In general, the building should not exceed a length of 60.0 metres apart from L-shaped building forms. Longer buildings, approaching and exceeding 60.0 metres, should either be broken up physically or visually using architectural and design elements that sufficiently differentiate the building mass to appear as separate building forms. This should include step-backs, colour and material variations, and unique building articulation.
- Pushing (projecting) and pulling (recessing) building volumes from the main building form is encouraged to help break down the mass of larger buildings.
- Balconies are encouraged and should be integrated into the building design and massing with inset or Juliette balconies. Projecting balconies should not be within the streetwall to avoid negative impacts to the public realm including additional building massing and shadowing.
- Stepping back upper level building volumes is encouraged to assist with transitions between neighbouring buildings with lower heights
- A variety of scales, colours and textures should be used to create visual interest across the building façades.
- The height and massing of the building should ensure a minimum of five hours of consecutive sunlight on the sidewalk across the street at the spring and fall equinoxes (approximately March 21 and September 21, respectively).

Section 3.1 Built Form Transitions

- When deciding on overall and upper building height and massing consider the following: the permitted minimum and maximum heights set out in the Official Plan and Zoning By-law; the physical character of the surrounding area including the height and scale of adjacent buildings; and the potential shadowing and pedestrian level wind impacts on neighbouring properties and private and public open spaces – taller elements should be arranged accordingly.
- Where the building fronts a street, step-back the upper floors a minimum of 3.0 metres above the streetwall to protect access to sunlight and sky view for streets while limiting shadowing. An additional step-back should be considered for buildings taller than seven (7) storeys in height. This additional step-back may be a minimum of 1.5 metres.
- Where the building is on a site that is transitioning to a low-rise residential neighbourhood area (including properties designated Residential – Low Density and – Medium Density, Natural Heritage System, Parks and Open Space) a 45-degree angular plane should be applied from the shared property line. The building form should fit entirely within this angular plane and utilize setbacks and step-backs to ensure any impacts related to the change in height, overlook, and shadowing, and pedestrian level wind impacts are mitigated. In cases where a Natural Heritage System requires an additional buffer, the angular plane should be measured from the original boundary of the identified natural heritage feature or area unless otherwise specified in an Environmental Impact Assessment
- When site topography results in a different grade at the street frontage than along the rear property line, the above angular plane direction should always be applied from the lowest grade elevation along the shared property line. This will

ensure that properties with lesser scaled built environments are not subject to additional shadow impacts resulting from changes in grade.

- Design the upper building to clearly distinguish it from the lower building and to further reduce the upper level building massing. This should include step-backs, colour and material variations, and unique articulation.
- The design and placement of upper storeys should be carefully considered to minimize the size of shadows on neighbouring properties. A shadow study should be provided with mid-rise building applications in compliance with the Shadow Study Guidelines and Terms of Reference.

Section 3.2 Upper Façade / Roof Design, Articulation & Materials

- The upper building should be constructed with the highest quality of architectural design and materials and complement the lower building façades.
- In general, lighter materials such as glass are encouraged in the design of the upper storeys to minimize perceived mass. Heavier materials such as metal, brick, or stone may be used to define unique components within the building elevations and to create vertical and horizontal articulation.
- Use architectural elements and expressions such as balconies, windows, and recesses and projections to highlight individual units and reinforce a variety of scales and textures within each component of the building.
- Balconies are encouraged within the upper building to provide private outdoor amenity areas and additional articulation. They may be inset or project but should have a minimum depth of 1.5 metres to provide functional space. Generally, balconies should be sized according to the number of residents the unit is intended to house.
- Balconies and other projections should be contained within all angular planes and setbacks and shall not protrude into the public realm (over sidewalks).
- Design the building top to clearly distinguish it from the lower portions and to further reduce the building massing. This should include additional physical building setbacks, stepbacks, colour and material variations, and unique articulation.
- Building tops and mechanical equipment should be designed to integrate with the overall architectural expression of the building.
- Where possible, rooftop amenity areas are recommended to create activity at the upper storeys of the building and be appropriately set back from the roof edge.

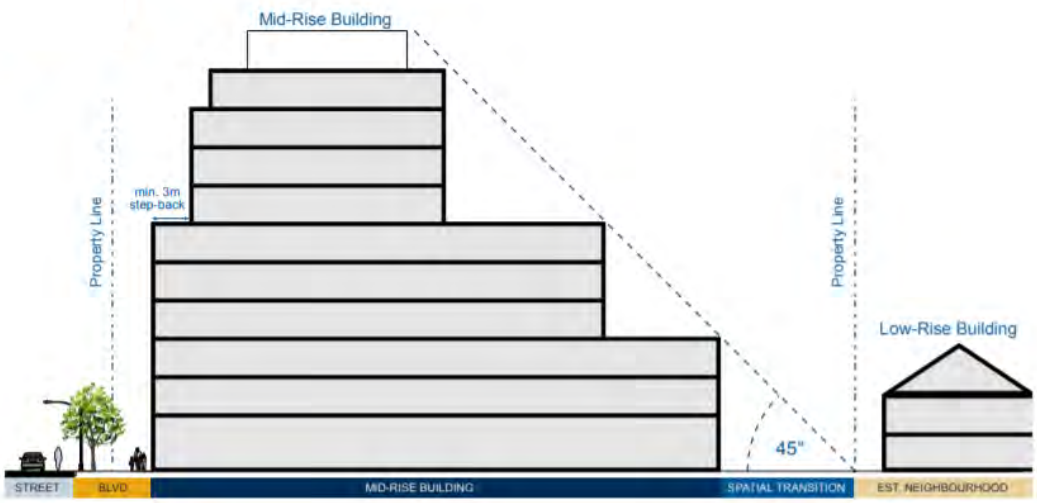


Figure 3.1 (shown on the left) of the City's Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings illustrates the angular plane concept, which is one strategy for providing appropriate built form transition in scale between buildings .

- Rooftop mechanical equipment should be architecturally screened from public view to protect or enhance views from other buildings and the public realm.
- Rooftop mechanical equipment should be set back, on all sides, no less than 3.0 metres from the edge of the floor below, and where an angular plane applies, fit within all angular planes.

RESPONSE

The proposal ensures a compact, transit-supportive and pedestrian oriented built form through the provision of high quality mid-rise built form; a range of unit types and a mix of uses including non-residential units at-grade.

The subject lands have two active frontages facing public streets. The mid-rise buildings have been designed to frame the public streets and to animates the public realm with retail facing the "Mixed-use Corridor" (Plains Road), and residential units fronting onto Downsview Drive. The residential lobbies are oriented to the intersection where they are highly visible. The mixed-use buildings have been designed to provide facades that are parallel to the surrounding public streets, consistent with municipal design direction.

Ground floor commercial units will incorporate a high level of transparency and will be provided with opportunities for indoor spaces to spill out to create an engaging, vibrant, and pedestrian-friendly experience along Plains Road. In general a high level of glazing has been incorporated into the ground floor. This, combined with balconies and rooftop terraces create "eyes on the street" to enhance streetscape safety.

The development will frame the Plains Road and Downsview Drive intersection by oriented the mixed-use buildings on each site towards the intersection.

The design of the mixed-use buildings has incorporated multiple design strategies in order to break up the overall building mass. This includes vertical and horizontal articulation; stepbacks in building height; changes in building materials and colours; the use of projections and recessions; varying window sizes and variation to the roofline.

The designated road allowance for Plains Road is such that stepbacks of floors above the 6th floor is not required. Notwithstanding, the upper levels of the mixed-use building on 355 Plains Road have been setback above the podium base. For 1010 Downsview, the shorter of the two mid-rise buildings,, rather than stepping height back from the street, the height is transitioned from surrounding development, including the townhouse development to the west, the low-rise residential area to the north, and to a lesser extent, the church to the east.

While the 60 metre building length guideline does not apply to L-shaped buildings, efforts have been made to generally keep within a 60 metre building length along Plains Road. The building on 1010 Downsview has a length less than 60 metres, and the building on 355 Plains Road has a length of just over 60 metres. In both instances the mass of the buildings has been broken up physically and visually using architectural and design elements that sufficiently differentiate the building mass.



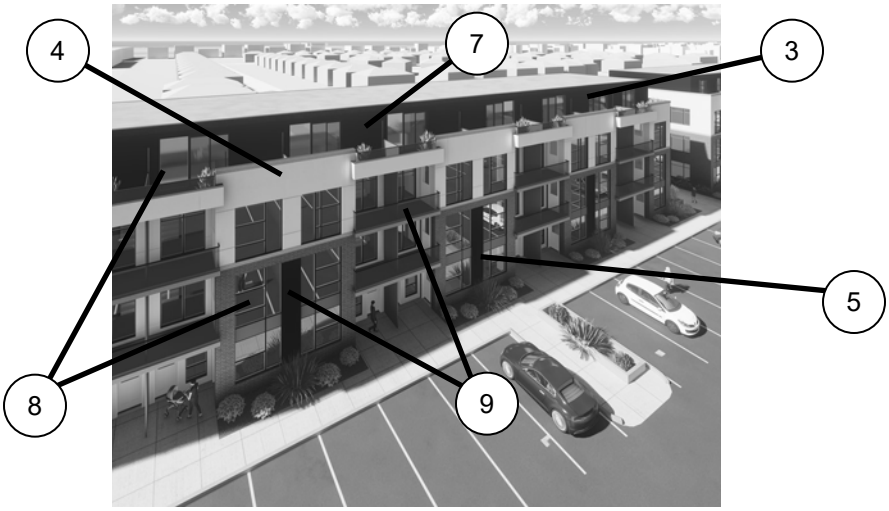
The above themes are all discussed in responding to City of Burlington policies and guidelines related to built form and massing.

MASSING STRATEGIES



1. Variation in roofline
2. Stepbacks in building height
3. Setback of upper storeys
4. Horizontal articulation
5. Vertical articulation
6. Projection
7. Recession
8. Variation in window sizes
9. Changes in building materials/colours

As illustrated in the above diagram, the design of the mixed-use buildings has incorporated multiple design strategies in order to break up the overall building mass. This includes vertical and horizontal articulation; stepbacks in building height; changes in building materials and colours; the use of projections and recessions; varying window sizes and variation to the roofline. Similar strategies, to a lesser extent, have been used to break up the mass of the townhouse units, as shown below.



The proposed development provides for built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass.

The proposed development has been designed with consideration to the angular plane as illustrated on the following page and included as Appendix C.

The design of balconies minimizes negative impacts on the buildings mass, public realm, and natural environment by: avoiding placement that significantly increases the physical and apparent massing of the building; and providing for appropriate minimum depths that offer privacy and comfort.

The vehicular and pedestrian entrance points are defined in a visible and barrier-free location accentuating the site permeability. In addition to the main entrances, the retail units and residential units have entrances on both Plains Road and Downsview Drive and are directly accessible from the public sidewalk.

Given that both sites are located on corner lots, architectural articulation and measures such as a combination of vertical and horizontal emphasis, recession, projections, balconies, fenestration details, and material changes are proposed to reduce the visual impacts related to the scale of the proposal and avoid the creation of blank façades.

The townhouse units have been designed to complement the mixed-use buildings by incorporating similar building materials and a similar contemporary style. The townhomes are sufficiently separated from the mid-rise buildings by the small surface parking lots, and act as a buffer from the low-rise community to the north.

The entire development has been designed to complement the recent contemporary development on the opposite side of Plains Road East. Together the two developments help to revitalize this section of the mixed-use corridor.



The buildings have been designed with equal attention to both abutting public streets. Detailing in the roofline accentuates the corner locations.



The larger building on 355 Plains Road has been designed with changes in building materials/colours and upper storey setbacks. The result is a building mass that has been successfully broken up in to smaller components. The stepping back of the upper levels helps to maintain a human scale along Plains Road East.

ANGULAR PLANE ANALYSIS 355 PLAINS ROAD



1 EW ANGULAR PLANE - THROUGH BLDG 1



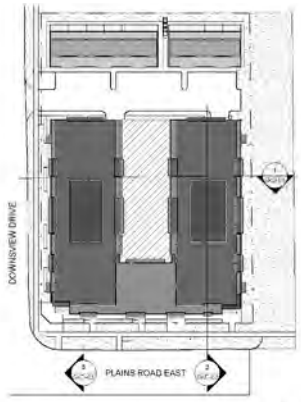
2 NS ANGULAR PLANE - THROUGH BLDG 1 TOWER 1



3 NS ANGULAR PLANE - THROUGH BLDG 1 TOWER 2

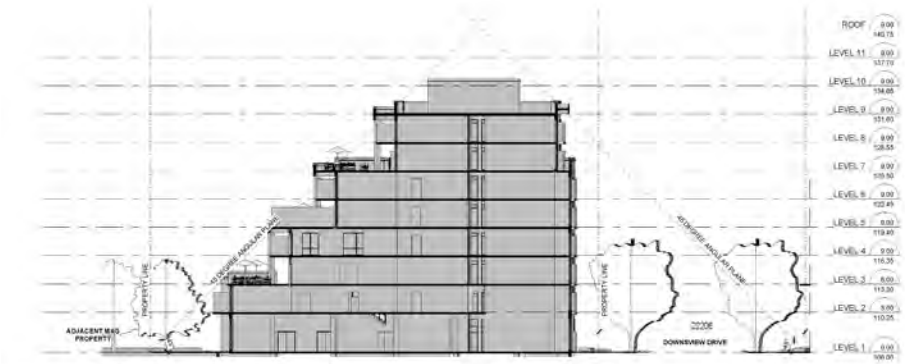
The above angular plane diagrams illustrate that with respect to adjacent properties, the proposed development falls within the 45 degree angular plane. The first diagram shows the angular plane analysis relative to the adjacent church. The entirety of the proposed building (save and except for a minor encroachment, falls within the 45 degree angular plane. The mechanical penthouse is also within the 45 degrees.

The second and third diagrams shows the angular plane relative to the low-density residential development to the north. In both cases the angular plane is achieved, and the building height is within the 45 degree angular plane (including mechanical penthouses). It is noted that the townhouse buildings are slightly within the 45 degree angular plane. However, it is further noted that these buildings are considered low-rise and therefore the angular plane consideration of the Mixed-Use and Residential Mid-Rise Buildings guidelines do not apply.



4 BUILDING 1 ANGULAR PLANE KEYPLAN

ANGULAR PLANE ANALYSIS 355 PLAINS ROAD



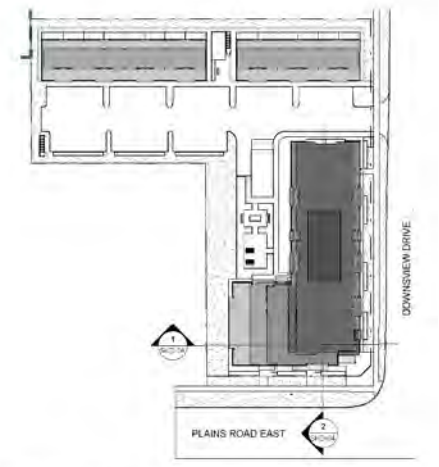
1 EW ANGULAR PLANE - THROUGH BLDG 2
1 : 250



2 NS ANGULAR PLANE - THROUGH BLDG 2
1 : 250

The first angular plane diagram for 1010 Downsview, shows that the proposed building slightly encroaches beyond the 45 degrees. This is measured from the property line of the abutting townhomes. It is noted that while there is a slight deviation, the townhouse development is not located within a stable residential neighbourhood, but rather are located within the Mixed-Use Corridor. Efforts have been made to step the building height down towards the townhomes, and at the closest point the building is lower in height than the townhomes.

The second angular plane diagram measures the angular plane from the shared property line with low-rise residential located to the north. The entirety of the building, including the mechanical penthouse falls within the 45 degrees.). It is noted that the townhouse buildings are slightly within the 45 degree angular plane. However, it is further noted that these buildings are considered low-rise and therefore the angular plane consideration of the Mixed-Use and Residential Mid-Rise Buildings guidelines do not apply.



3 BUILDING 2 ANGULAR PLANE KEYPLAN
1 : 1000



Affinity Condominiums (320-385 Plains Road East)

The recently developed Affinity Condominiums are located on the south side of Plains Road directly across from the subject lands. The proposed development has a contemporary style which complements this existing development. Together the two developments frame the intersection of Plains Road East and Downsview Drive and revitalize this section of the Mixed-Use Corridor which was previously underutilized (land in the case of the subject lands is currently underutilized).



Proposed development

8.0 VEHICULAR AND PEDESTRIAN CIRCULATION

The following is a summary of relevant Official Plan policies and guidelines related to vehicular and pedestrian circulation , followed by a summary response explaining how the design of the proposed development has considered these policies and guidelines.

CITY OF BURLINGTON OFFICIAL PLANS

In-effect OP Policy 2.7.2 b) To encourage, wherever possible, development to be accessible by pedestrians, cyclists and public transit.

In-effect OP Policy 3.6.2 f) At the site plan application stage, proposed developments shall be required to provide direct, safe, convenient and attractive interior pedestrian access through the site.

In-effect OP Policy 6.5 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.

New OP Policy 6.2.1(1) f) To support the creation of urban environments that support multi-modal transportation with an emphasis on pedestrians, cyclists and public transit, connecting people and places.

New OP Policy 6.2.3(1) a) To promote the use of transit and reduce reliance on the private automobile by making transit an attractive and convenient transportation option by encouraging transit-supportive land use.

New OP Policy 6.2.4(1) d) To promote and support walking and cycling as viable and safe mobility options for commuting, recreation and other travel.

New OP Policy 6.2.4(1) g). To require that new development provides adequate active transportation connections to a public-right-of-way.

New OP Policy 6.2.4(1) h) To consider safety and all ages and abilities in the planning, design and implementation of active transportation infrastructure.

New OP Policy 6.2.4(2) j) Streets, sidewalks and walkways shall be designed to provide more direct active transportation access from the interior of blocks to transit locations and public rights of way. At the site plan application stage, proposed development shall be required to provide direct, safe, convenient and attractive interior pedestrian access through the site.

New OP Policy 7.1.1 d) To design places that support public transit and active transportation through the design of attractive and well-developed pedestrian and cycling environments.

New OP Policy 7.1.1 j) To ensure that buildings and open spaces are accessible to people of all ages and abilities.

New OP Policy 7.3.2 a) (v) Providing safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses, between buildings, parking areas and other facilities, to public streets, and to and from transit facilities.

New OP Policy 7.3.2 (1) i)

- locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;
- including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;

New OP Policy 7.3.2(1) iii)

- integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;
- 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 cyclist travel along bikeways.

SUSTAINABLE BUILDING AND DEVELOPMENT GUIDELINES

Accessibility: Design on-site sidewalks, crosswalks and walkways to be continuous, universally accessible, barrier-free and clearly delineated in accordance with Official Plan Policies, Accessibility for Ontarians with Disabilities Act & City of Burlington Accessibility Design Standards.



The above themes are all discussed in responding to City of Burlington policies and guidelines related to vehicular and pedestrian circulation.

RESPONSE

The proposed development will result in a pedestrian-oriented, walkable, enjoyable, and safe street experience along an existing transit route (just outside the MTSA), through the provision of a well-connected circulation network and porous site design which will tie to and enhance the public realm and mobility network in the area.

The development proposes a higher intensity, transit-supportive, and pedestrian-oriented mixed-use development along the Plains Road Mixed-Use Corridor and within close distance to the Aldershot Go Station, responding to population and employment growth.

The articulated facades, active ground floor uses, and outdoor amenity space will enhance the pedestrian realm in an area served by transit and this positive contribution to the quality and walkability of the surrounding street creates opportunities for active transportation and augments public realm safety and convenience within the Plains Road mixed-use corridor.

As previously noted, the development includes multiple pedestrian connections to the surrounding public sidewalk system. The building entrance for 355 Plains Road has been positioned in close proximity to the existing transit shelter.

The retail and residential units on the ground floor will have direct access from the pedestrian walkway and the building entrances will be defined clearly through building design and materiality to add to the legibility of the site's circulation network. Internal walkways and sidewalks will be barrier-free, designed to AODA standards, and will be well-lit for enhanced safety and visibility.

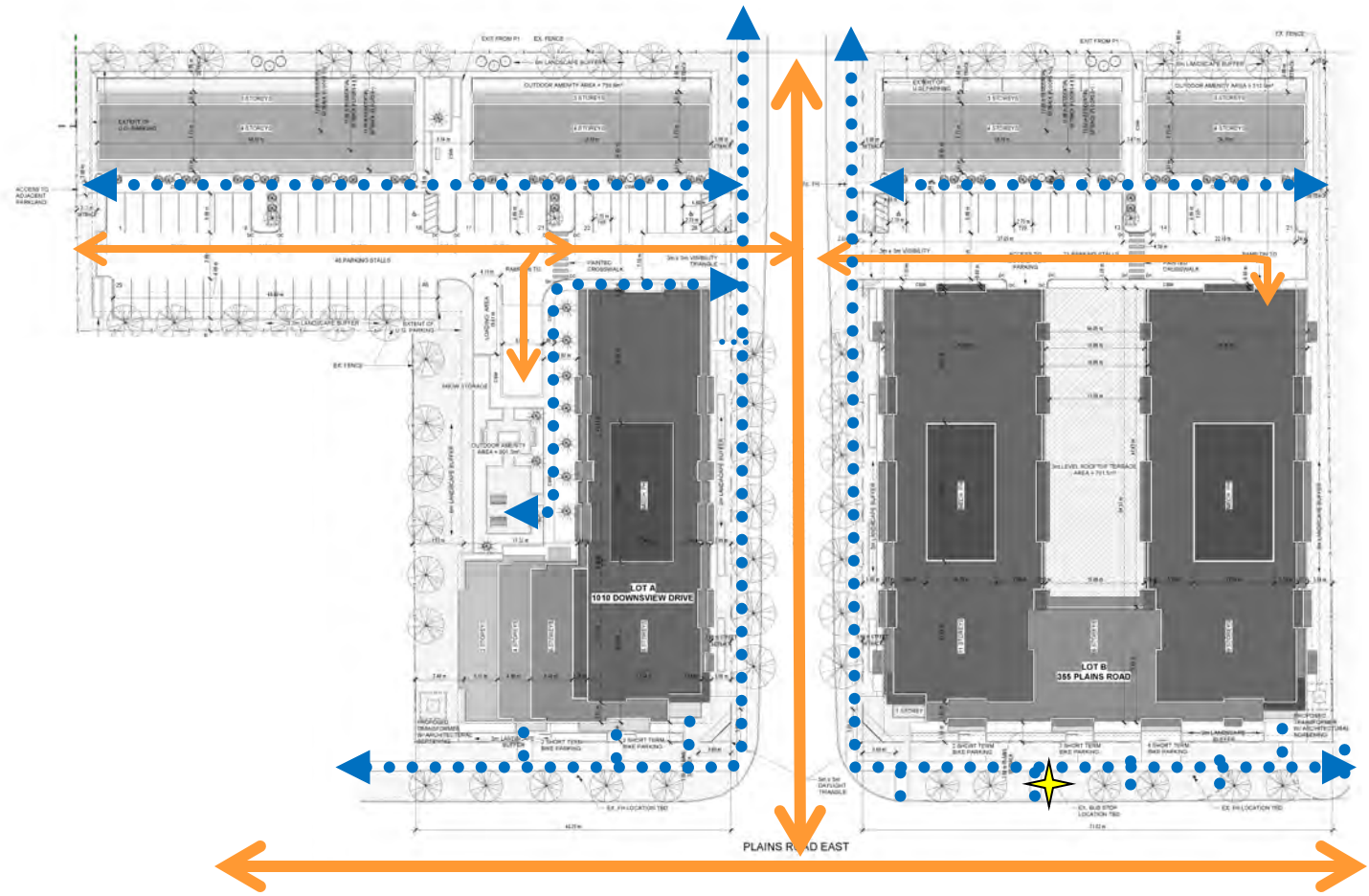
The site has been designed to minimize pedestrian and vehicular conflicts, and the vehicular accesses have been set back from the intersection to allow for clear sight lines for turning. The entrances to each site are located opposite each other to again allow for safe movements in and out of each site.

Access to parking, servicing, and loading areas have been located to limit conflicts with pedestrian movement. Vehicular circulation within the sites will be limited to an internal driveway accessing the parking ramp and loading area. The parking entrance, loading and servicing area for 355 Plains Road are contained within the podium and screened from the public to reduce visual impact.

Indoor secure bicycle parking will be provided within the mixed-use buildings and outdoor short-term visitor parking will be located at-grade and will be determined through the site plan process. .

Overall, the proposed development has been designed to facilitate pedestrian connectivity; to encourage active transportation; and to minimize impacts between vehicles and pedestrians. The proposed development will support existing local and regional transit services within walking distance, including the Aldershot GO Station.

PEDESTRIAN AND VEHICULAR CIRCULATION



LEGEND

PEDESTRIAN CIRCULATION

VEHICULAR CIRCULATION

EXISTING TRANSIT STOP

9.0 ARCHITECTURAL DESIGN

The following is a summary of relevant Official Plan policies and guidelines related to architectural design , followed by a summary response explaining how the design of the proposed development has considered these policies and guidelines.

CITY OF BURLINGTON OFFICIAL PLANS

In-effect OP Policy 6.2 f) To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.

New OP Policy 7.1.1 g) To promote public interest and achieve a high quality and diverse design expression with respect to the built environment.

New OP Policy 7.1.1 h) To ensure compatibility and quality in the built environment while allowing for diverse design expression.

New OP Policy 7.3.2 a) (vi) Providing façade articulation that achieves a scale of development which is attractive to pedestrians and avoiding the use of blank façades facing a public street or public open space.

New OP Policy 7.3.2 1) (i) f) screening or integrating roof top mechanical equipment within the overall composition of the building;

New OP Policy 7.3.2 1) (i) g) creating an attractive and connected interface between the private and the public realms;

New OP Policy 8.1.1 (3.21.1))

- Maintain a fine grain of entrances along the street edge that reflects the character and rhythm of the street;
- Contain clear glazing on windows and doors along front facades to ensure active store frontages;
- Articulate storefront window treatments;
- Provide articulation with awnings, arches, canopies and colonnades where appropriate;

DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS

Section 2.4 Street Level Design Façade Articulation & Materials

- The lower building should be constructed with the highest quality of architectural design and materials.
- Where ground floor commercial / retail uses are required, the ground floor should be a minimum floor-to-floor height of 4.5 metres to accommodate internal servicing and loading areas, and active uses.
- Where ground floor commercial / retail uses are required, the ground floor should be predominantly clear-glazed (i.e. 50 – 70 per cent of the building wall) to provide visual connections and interest between the public and private realms, enhance safety and a sense of pedestrian scale along the street. Similarly, public elements of a mid-rise building with residential uses at grade, such as lobbies or amenity areas, should be predominantly clear-glazed.
- Materials should reflect their intended use and complement the established physical character of the streetscape where appropriate. Do not use materials that mimic other materials (e.g. stucco made to look like stone) or which deteriorate quickly. The use of EIFS and stucco is strongly discouraged.
- The use of 'heavy' materials such as brick, stone, and metal should be used within the lower

building to anchor the building. Other natural and sustainable materials such as wood is strongly encouraged.

- Façade design should use architectural elements as well as materials to define unique components within the building and to create vertical and horizontal articulation.
- In general, use quality materials that are long lasting, can be easily maintained, and wear well with age. Whenever possible, source local and/or recycled materials with a low embodied energy.
- Use architectural elements and expressions such as canopies, doors, windows, lively colours and the highest quality materials at street level to highlight individual units, differentiate between residential and non-residential entrances in mixed -use buildings, and engage the street.
- Design the main entrance to be clearly distinguishable from other entrances through its architectural design and treatment, high visibility, wayfinding and direct pedestrian access.
- Ensure that all main entrances are barrier free from the public sidewalk and on-site parking areas. Level access is preferred, where possible.
- Emphasize grade-related entrances with high quality landscape design.
- Buildings should maintain an appropriate relationship to the existing grade, especially at property lines. Design with existing grades and step buildings where there is a significant grade difference across a site. Avoid artificially raised or lowered grades, where possible.
- Where there are residential uses on the ground floor, design their principal entrance from the street. An elevated grade difference is appropriate to increase privacy for the building occupants, however, the change in grade from the public sidewalk to the front entrance should balance between privacy and maintaining an appropriate relationship to the street. Additionally, privacy should be considered through careful landscaping such as low fencing/walls, raised planters, railings and lighting to clearly define the public, semiprivate and private spaces.
- The main building entrance should be designed to be pedestrian- and cycle-friendly with convenient, well-lit, and safe access. The main entrance should also provide for shelter from wind and rain through well integrated weather protection elements such as canopies, extended eaves and overhangs. Canopies should be located above the ground floor and provide a width of at least 1.5 metres.
- The location of building entrances should consider the location of adjacent transit stops.
- On corner sites, the main entrance should be located at the corner. Where this is not possible, the building should address the street corner, both streets, and prioritize the primary street for the main pedestrian access.

RESPONSE

A high-quality façade design has been contemplated that will integrate with and complement the surrounding neighbourhood and enhance the streetscape appearance along both frontages while allowing for diverse design expression. Enhanced treatments such as recessions, projections, balconies, patios, and distinctive rooftop amenities will articulate the façades on all sides of the development, eliminating the presence of blank walls and creating visual interest.



The above themes are all discussed in responding to City of Burlington policies and guidelines related to architectural design.

The application of 'grounded' materials are proposed within the base of the two buildings, whereas lighter materials are applied to the upper levels to minimize the perceived mass. The selection of the material allows for context-sensitive development that fits proportionally and visually to the surrounding area.

Moreover, the proposal provides built-form articulation and variation through breaking up the building mass and façade with visual, material, and functional transitions. The use of fenestration in the base building and glazing provide further visual transparency toward the public realm. In addition to variation in form, the base building mass is divided into smaller functional units via entrance setbacks, window fenestration, and material transition to create interactive pedestrian-scale streetwall.

Primary building entrances are designed with architectural elements that provide a sense of enclosure and weather protection. The main pedestrian entrances will be articulated with a high level of glazing.

The proposed design has considered the corner lot locations and as result, building elevations are designed to provide equal design attention along both public streets.

Balconies have been proposed to provide private amenity spaces and will be built with high-quality transparent material to obtain a light appearance for the towers. They also add to the horizontal emphasis and visual interest.

Building materials for the proposed development will be selected for quality, durability, and sustainability. The building will include a high level of fenestration provided at-grade to enhance the private and public realm interaction and for informal surveillance.

Rooftop mechanical equipment will be screened from view to enhance the visual quality of other adjacent buildings and the surrounding public realm. The proposed architectural design and finishes are conceptual at this stage and will be further refined through the Site Plan process.



Preliminary building elevations are included as Appendix C of this Brief. As illustrated above the façades facing Plains Road have been designed with repeating elements creating a strong rhythm and pattern along the streetscape. The use of contrasting building materials/colours helps to break up the mass into smaller components. Balconies provide horizontal articulation which helps to balance the vertical height of the building.



The townhouse units have also been designed with a distinct rhythm and pattern. Vertical and horizontal articulation combined with variations in building materials and colours assist in breaking up the mass of these blocks.

10.0
LANDSCAPE DESIGN, PUBLIC REALM AND OPEN SPACES

The following is a summary of relevant Official Plan policies and guidelines related to landscape design, public realm and open spaces , followed by a summary response explaining how the design of the proposed development has considered these policies and guidelines.

CITY OF BURLINGTON OFFICIAL PLANS

In-effect OP Policy 6.2 e) To achieve a high quality of design within the public realm.

In-effect OP Policy 6.5 b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.

In-effect OP Policy 6.5 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.

New OP Policy 7.2 ix) Enhancing the aesthetic and functional quality of intersections, as marking major entrances into areas and neighbourhoods, where appropriate;

New OP Policy 7.2 x) Creating, maintaining and enhancing public views and vistas of significant natural and built features;

New OP Policy 7.1.1 f) To achieve a high quality of design within the public realm.

New OP Policy 7.3.2 a) (iii) Providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts.

New OP Policy 7.3.2 a) (iv) Providing pedestrian comfort and human scale at the street level reflecting the established and planned streetscape to frame the public realm, through a variety of design methods including the use of a podium in mid-rise and tall buildings.

New OP Policy 7.3.2 a) (viii) implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape, neighbouring properties, parks and open spaces and natural areas;

New OP Policy 7.3.2 1a) (i) g) Creating an attractive and connected interface between the private and the public realms;

New OP Policy 7.3.2 1a) (i) 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.

New OP Policy 8.1.1 (3.21.1) (f)
Increase setbacks adjacent to the street in order to expand the pedestrian realm and provide opportunities for patios and pedestrian amenities;

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

DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS

Section 2.5 Site Design, Open Space & Streetscaping

- In general, maximize outdoor amenity areas at grade. The width to depth proportion of this area should not exceed 4:1 and it should be provided in one contiguous area to ensure the space is functional.
- When outdoor amenity area is provided at grade, design it to: be in a highly visible area to enhance the sense and perceptions of personal safety and minimize potential for crime and vandalism through natural surveillance; have consideration for micro-climatic conditions such as access to sky-views and sunlight as well as shade in the summer; be animated and framed by buildings with active uses such as at grade cafés; include multiple activities and functions such as a play area, dog run, seating, shade structure, or water features; incorporate high-quality landscaping to define areas and screen them from surface parking, mechanical equipment and other servicing areas to minimize noise and air quality impacts; and where possible connect to abutting open spaces.
- In general, the City encourages the creation of at grade amenity areas as privately owned publicly accessible spaces (POPS) such as courtyards, mid-block connections, urban squares and parkette features.



- Common outdoor amenity areas should be located next to interior amenity facilities with direct physical and visual access between these spaces through doors and windows.
- All common outdoor amenity areas should apply the principles of universal design and must comply with the City's Accessible Design Standards.
- The roof of a lower building can be landscaped and used as common and private outdoor amenity area for the residents of a development.
- Where possible utilize building rooftops as green roofs and/or usable private and shared outdoor amenity areas such as gardens.
- Locate private outdoor amenity areas for family-sized units so that they have views and access to outdoor play areas, where possible

PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES

Section 5.2.6 Maplehurst District Design Guidelines (Street Trees)

A continuous row of street trees should be planted in sodded boulevards whenever conditions permit. Where this is not possible due to paving requirements, trees should be planted in irrigated and drained tree pits containing structural soil.

Trees planted in front of retail storefronts should be high branching with a light canopy in order to allow for safe pedestrian movement underneath and maintain visibility to the storefront and signage. Recommended species include Honey Locust (shown left) and Common Hackberry.

SUSTAINABLE BUILDING AND DEVELOPMENT GUIDELINES

Native Species: As per Official Plan policy, use native, non-invasive species within the Natural Heritage System and related buffers, and use non-invasive species in all other areas.

PRELIMINARY LANDSCAPE CONCEPT



RESPONSE

The proposed development includes landscaping and outdoor amenities at different levels including ground floor landscaping/amenity and above grade terraces and outdoor amenity areas. Landscaping is proposed throughout the site to enhance the visual appearance of the site's edges and interiors while creating buffers that promote privacy and limits visual and physical trespass. A preliminary landscape concept is included as **Appendix D** of this Brief and is shown in part above.

On-site landscaping will include deciduous and ornamental tree planting within the setback from municipal sidewalk and along the active frontage to the west and north. Shrub planting, planted strip, beds, and wooden fencing are also contemplated along the side and rear boundaries of the site to provide an adequate transition between the proposed development and adjacent properties.

As previously noted, landscaping setbacks are provided in front of the retail and residential units and in between the municipal sidewalk and building line. These setbacks allow for waiting areas, space spill-out, and private patios and will be filled with planting beds, shrubs, and planters projected into the sidewalk to enhance the streetscape, create a more pedestrian-friendly environment, and maintain constant interaction of the private and public realm. Detailed planting will be determined through the site plan stage.

The landscape initiatives described herein will buffer the property lines and help mitigate issues of privacy and overlook as well as wind and shadow impacts. They will also articulate the active frontages and mark building entrances providing for a more legible site design.

A pedestrian walkway will be defined along the respective public streets which will provide direct access to the main retail and lobby entrances. The walkway will be animated through a high level of glazing and street-facing active uses and patios. This interactive and porous streetwall will contribute to a pedestrian-friendly and comfortable streetscape.

The landscaping within this area will prioritize the pedestrian over vehicular circulation and create an inviting environment.

Overall, the soft and hard landscaping along the site's boundaries will promote connectivity of the pedestrian network in the neighbourhood and support active transportation in the area. It will also improve the quality of the public realm network and support connection to the surrounding open spaces by encouraging the green corridors along the primary transit connector.

In addition, amenity spaces will be provided outdoor in the form of active roof and podium terraces. These areas, combined with the proposed balconies will ensure sufficient outdoor amenity areas for all future residents.

Through the site plan process opportunities for tree planting will be explored. At a minimum trees will be provided along the Plains Road and Downsview Drive street frontages in accordance with City standards.

All landscape material on the site, will be of high quality and comparable with those of the building edges. Use of native, non-invasive vegetation and water conservation practices will be incorporated in the landscaping wherever possible. Consideration will be given to the inclusion of rain gardens and/or pollinator gardens.

Landscape planting will ensure a clear view through to maintain interaction and promote Crime Prevention through Environmental Design (CPTED) principles. Careful consideration will be given to the height of shrubs and location of shrubs to ensure that visibility is maintained throughout the site.

Landscape plans will identify locations for outdoor bicycle parking and other street furniture.





Native, drought tolerant plantings will be incorporated into detailed landscape plans.



Precedent image of rooftop terrace. The design of the various above grade amenity areas will be finalized through the site plan process and will include seating areas and shade elements.

11.0
SITE SERVICING AND PARKING

The following is a summary of relevant Official Plan policies and guidelines related to site servicing and parking , followed by a summary response explaining how the design of the proposed development has considered these policies and guidelines.

CITY OF BURLINGTON OFFICIAL PLANS

In-effect OP Policy 6.5 b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.

In-effect OP Policy 6.5 f) City Council shall require that design plans promote public safety and security, with adequate visibility and lighting and the avoidance of secluded areas.

In-effect OP Policy 6.5 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.

In-effect OP Policy 6.5 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.

New OP Policy 7.3.2 a) (x) promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles.

New OP Policy 7.3.2 a) (xii) considering the needs of persons of all ages and abilities, including new and renovated buildings, parking lots and open spaces through the application of the principles of Universal Design.

New OP Policy 7.3.2 1) (ii)

- 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;
- integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;
- screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;
- locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;

New OP Policy 8.1.1(3.21.11)(f) 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 Retail Main Street frontage;

DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS

Section 2.5 Site Design, Open Space & Streetscaping

- All access points to the site should be located and designed to respond to the street and existing mobility networks beyond the site.
- Pedestrian access should always be prioritized for the safety and enjoyment of residents and visitors.
- Reduce the number and width of vehicle access points to avoid conflicts between pedestrian and vehicle traffic.
- Access to parking, servicing and loading should be provided at the rear of the building, or a laneway if possible.
- On corner sites, access should be provided from secondary streets provided the entrance facilities are well integrated into the rest of the frontage.
- At the block level, vehicular access should be consolidated where possible to serve multiple buildings within each block to minimize the number of interruptions in the streetwall and to reduce the number of potential conflicts with pedestrians and cyclists.
- Servicing and loading should be accommodated internally within the building.
- Recess and screen garage doors and service openings from public view. When they face public streets and public or private open spaces design them using high quality doors and finishes that complement the architecture of the building. Avoid freestanding parking ramps.
- Limit the extent of site area dedicated to servicing by using shared infrastructure and efficient layouts.
- Most on-site parking should be provided underground. In general underground or structured parking is encouraged before surface parking. 10)Underground parking structures should not encroach into required landscape buffers to ensure the long-term viability of mature trees and vegetation. Where underground parking structures must unavoidably encroach beyond the building footprint or into a landscape buffer, provide a minimum depth of 1.0 metre of uncompacted soil below grade to support opportunities for tree planting and other landscaping along the streetscape.
- Where parking is provided within an above ground structure, it should be wrapped with retail / commercial or residential units along the street frontage.
- Surface parking should be limited to visitor and retail / commercial parking and located at the rear of the building to be hidden from public view. Whenever possible, provide visitor parking in a convenient underground parking area adjacent to an elevator.
- Any surface parking areas visible from the street should be buffered and screened with high quality architectural elements, setbacks or landscaping. On larger sites with surface parking areas, incorporate landscaped islands and high-quality landscaping to create comfortable and safe pedestrian walkways and amenity areas.
- Provide for safe pedestrian and cyclist access to underground parking by using clearly visible, well -lit, convenient, and easily accessible access points from the street. Signage should indicate the barrier free path of travel.

PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES

Section 5.1.6 Parking

- New parking areas adjacent to the Plains Road corridor should be discouraged.
- Visible parking spaces should be minimized and screened from view with a landscape buffer

consisting of both evergreen and deciduous trees and shrubs. Parking lots should include planted islands and provide pedestrian walkways (min. 1.2m wide) between the sidewalk and buildings.

- Where roadside at-grade parking areas exist, trees and shrubs should be planted to screen the cars and help define the pedestrian space. Screening can be accomplished with plant material of sufficient height (1.0 m) and density to block views to parked cars, while remaining porous enough to allow sightlines for pedestrian safety and traffic safety.
- Plant materials appropriate for screening parking include medium height shrubs (1.0 m) and shade trees with a minimum branching height of 1.5 m. This combination of plant materials permits views into the parking lot and to businesses while screening the view of parked cars. For effective screening throughout the year, the selection of plant materials should include some evergreen species.
- Screening planting should be accommodated in continuous planting beds with a minimum width of 2.0 m.
- Trees should be planted in all parking lots to provide shade, visual relief, and screening. These trees should be planted in curbed islands at the ends of parking aisles. Tree locations and species of appropriate height should be coordinated with retail signage placement to ensure signage is not obscured by vegetation.

RESPONSE

The proposed development will primarily be serviced by underground and structured parking accessible via a ramp located at the rear of each mixed-use building.

Vehicular entrances to parking, servicing, and loading areas are provided off of the secondary street (Downsview Drive) and is limited to one entrance per site.

Within each site, vehicle circulation will be limited to an internal two-way drive aisle. Curb cuts have been consolidated to one access point for each property to limit conflicts with pedestrian movement. Servicing and loading areas are consolidated and, where possible, contained within the building to minimized vehicular circulation and visual impact.

The limited surface parking is located towards the rear of the site and is buffered from Plains Road East by the mid-rise buildings. The surface parking will be screened from residential buildings to the north b y the proposed townhouses and will be screened from adjacent properties through privacy fencing and landscaping. Landscaping along Downsview Drive will be designed to soften the visual impact of the surface parking lots.

The safety of the parking area will be enhanced through lighting and signage identifying the building entrances, stairways, and exit routes. The parking access ramp will be located away from the public realm and internal to the site.

Bike parking is provided in the form of long-term residential and short-term visitor and is located on-surface and within the podium/underground parking levels to facilitate multi-modal and active transportation within the area.

As previously noted, the proposed development has been designed to incorporate multi-modal movement on-site, and will support existing local and regional transit services including the Aldershot GO Station.

12.0
SUSTAINABILITY AND MICROCLIMATE

The following is a summary of relevant Official Plan policies and guidelines related to sustainability and microclimate, followed by a summary response explaining how the design of the proposed development has considered these policies and guidelines.

CITY OF BURLINGTON OFFICIAL PLANS

In-effect OP Policy 2.7.2 a) To ensure through the site planning process that building layout and urban form is consistent with Sustainable Development principles so that new development is efficient, safe, accessible, affordable and energy efficient.

In-effect OP Policy 2.7.3 f) Energy conservation shall be encouraged through community and site planning, design, and the use of energy-efficient materials and landscaping. When development applications are reviewed, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, walkability and decreased automobile dependency, and the use of landscaping and building materials.

In-effect OP Policy 2.7.3 m) Practices that reduce the pollution of air, soil and water and that have beneficial effects on aquatic and terrestrial ecosystems, such as the preservation and planting of trees, shall be encouraged.

New OP Policy 7.1.1 m) To promote sustainable site and building design in keeping with the Sustainable Building and Development Guidelines, in order to:

- increase active transportation and transit use;
- contribute to an enhanced natural environment and public realm;
- improve water quality and drainage;
- implement effective waste and resource management;
- reduce waste, energy and water consumption; and
- enhance air quality, mitigate greenhouse gas emissions and adapt to climate change.

New OP Policy 7.4.1 a) Official Plan Amendments, Zoning By-law Amendments and site plan applications for high and medium density residential, mixed use, commercial industrial, office, institutional and public service facilities shall address the following sustainable design measures:

- measures to prioritize pedestrian movement within the site, to the street and to adjacent buildings, sites and neighbourhoods, and other improvements to the public realm to facilitate pedestrian use;
- on-site bicycle facilities;
- measures to reduce reflected/waste light to mitigate adverse impacts on the night sky;
- parking lot design and landscaping to minimize the urban heat island effect;
- tree protection measures and planting of non-invasive trees and other vegetation;
- storm water quality, quantity, erosion control and drainage measures;
- identification of appropriate snow storage areas to reduce the adverse impacts of salt and de-icing practices;

New OP Policy 7.4.1 b) Through the review of Official Plan Amendments, Zoning By-law Amendments, plans of subdivision and site plan applications, the proponent will be encouraged to consider sustainable design considerations such as, but not limited to:

- energy efficiency, passive design measures, renewable energy sources and other low carbon building strategies;
- innovative storm water management techniques such as Low Impact Development measures;
- additional sustainable transportation measures such as electric vehicle charging stations that exceed the requirements of the Building Code;
- sustainable building materials and resources;
- additional measures to mitigate the urban heat island effect;
- other innovative sustainable design approaches or technologies

DESIGN GUIDELINES FOR MIXED-USE AND RESIDENTIAL MID-RISE BUILDINGS

When deciding on lower building height and massing consider the following:

- the potential shadowing impacts on neighbouring properties and adjacent public spaces – taller elements should be arranged accordingly; and
- the micro-climate (particularly pedestrian level wind impacts created by wind);

When deciding on overall and upper building height and massing consider the following:

- the potential shadowing and pedestrian level wind impacts on neighbouring properties and private and public open spaces – taller elements should be arranged accordingly.
- The design and placement of upper storeys should be carefully considered to minimize the size of shadows on neighbouring properties. A shadow study should be provided with mid-rise building applications in compliance with the Shadow Study Guidelines and Terms of Reference.

SHADOW STUDY GUIDELINES AND TERMS OF REFERENCE

- Shadow Studies are generally required for development proposals with building heights of 5-storeys or more.
- To maximize the usability of private outdoor amenity areas such as rear yards, decks, and (rooftop) patios, including common outdoor amenity areas, shadows from proposed developments should not exceed 2 hours in duration, between 09:00 and 18:00 on March 21st.
- On the following date, shadows cast by all existing buildings and proposed developments onto the full extents of the boulevard and sidewalk on the opposite side of the adjacent right-of-way, must allow for either a) full sunlight 50 per cent of the time; or b) 50 per cent sun coverage at all times between 09:00 and 18:00 on March 21st.
- Where shadow impacts are considered unacceptable for the given Shadow Impact Criteria, mitigation strategies must be developed and tested. Test results must demonstrate the resultant conditions meet the applicable Shadow Impact Criteria.
- Unacceptable shadow impacts occur when an area is being partially or fully shadowed for a duration and extent such that the use and enjoyment of the space is impeded. The definition of unacceptable will vary based on use, location, and the specific metrics used in defining the acceptability of conditions.

- The most effective shadow impact mitigation measures involve adjustments to the building and site design early in the design process. This may include: Lot assembly; Reduced building footprints; Building massing adjustments including but not limited to building setbacks and stepbacks; Reduction in building height; and, Building placement and orientation.

SUSTAINABLE BUILDING AND DEVELOPMENT GUIDELINES

- Provide pedestrian and cycling connections from on-site buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites in accordance with Official Plan policies.
- Provide bicycle parking spaces in accordance with the Zoning By-law and Official Plan Policies.

RESPONSE

Given that the proposal will involve a high-density mixed-use development along an existing transit route and within close proximity to the Aldershot Go Station, the development will support the creation of a sustainable community by introducing density to an area with a variety of transit options The proposed development will promote the quality of the public realm and the connectivity of the pedestrian network within the area while encouraging the use of active transportation facilities and public transit. The development will also help to mitigate greenhouse gas emissions and climate change effect.





Promote the use of the local transit network and linkages to the nearby Aldershot GO station.



Example of energy efficient LED lighting.



Promote active transportation by providing indoor and outdoor bicycle parking.

Multiple pedestrian connections are proposed to the surrounding public sidewalk and road system providing opportunities for active transportation including cycling and walking. The proposed development is located along Plains Road East, an existing transit route. An existing transit stop is located directly in front of 355 Plains Road East. To further support active transportation, bicycle parking is proposed. The proposed development is located within 2.5 kms of the Aldershot GO Station (a 9 minute bike ride).

The subject lands are comprised of two underutilized sites in an identified mixed-use and growth area. The proposed development includes a compact urban form which better utilizes the land area.

The development has been oriented with south facing windows and as such, achieves the benefits of passive solar orientation, including reduced heating and cooling costs.

The proposal assist with the reduction of the urban heat island effect throughout the site by incorporating outdoor amenity areas in form of at-grade landscape and amenity areas and active roof terraces and proposing a significant amount of glazing and soft landscaping.

Tree planting is proposed to reduce pollution, improve air quality and enhance the sustainability of the community. Native and drought-tolerant species will be preferred for the proposed development. Local tree species will also be selected to thrive on-site.

Energy-efficient practices will be encouraged where feasible, including:

- use of LED lighting with occupancy sensors;
- low VOC finishes (pains, cabinets, flooring);
- high R-value insulation;
- energy star rated appliances;
- Water conservation features such as low-flow toilets and water efficient appliances.
- Use of high quality windows to reduce thermal loss.

Shadow Studies have been completed and are attached as **Appendix E** to this report. The proposed development's orientation maximizes compatibility with the surrounding area in terms of mitigating shadow impacts. There are limited to no impacts from the proposed mid-rise buildings on the residential properties to the north and west of the subject lands. Morning shadows from the proposed townhouse blocks will impact the rear yard of low-rise residential uses to the north, however this does not exceed the two hour time period in the City's Shadow Guidelines.

Overall, the shadow study indicated that the adjacent public sidewalks and public realm along Plains Road East will receive at least 5 hours of continuous sunlight per day on March 21, June 21, and September 21. The proposal will result in an acceptable level of shadow impact relative to the public sidewalks on Downsview Drive thought it is noted that the public realm on this street will experience shadows in the afternoon. There are no impacts on public parks or public open space. The proposed outdoor amenity area on 1010 Downsview Drive will experience full sun for the majority of time periods and dates tested.

Sustainability measures will be established in more detail at the Site Plan approval stage to ensure the sustainability objectives of the City of Burlington are met.

13.0
SUMMARY

Based on our review of the in-effect OP and new Council adopted City of Burlington Official Plan, it is our opinion that the proposal adheres to the vision and design direction for this area. In our opinion the increased building height is appropriate and the impacts of height have been appropriately mitigated through height transitions, building orientation and setbacks.

The proposal represents a compact, Mixed-use transit-supportive development within the "Mixed Use Corridor – General" that will bring density and vibrancy to a secondary growth area along an existing transit corridor.

The proposal provides for high-quality architecture and design that will help the corner lots be recognized as focal points, and adds visual interest and a well-defined pedestrian-friendly streetscape to Plains Road East and Downs view Drive.

The development also assists with the quality, accessibility, and connectivity of the surrounding streets to existing transit services and encourages the use of sustainable transportation modes.

The proposal carefully considers building articulation, orientation, and massing to ensure that the development is well-integrated into the context character.

The development will use enhanced landscaping and high-quality architectural design to create visually appealing frontages that are scaled and oriented to create a low-rise feeling and define the street edges to embrace people passing by and visitors. The building's articulation and use of high-quality materials help establish a wayfinding and landmark feature at the Plains Road/Downsview Drive intersection.

Overall, the proposal represents high-quality design that promotes intensification and revitalization and will provide a sensitive transition to the surrounding neighbourhoods while contributing to placemaking in the community.



APPENDIX A

DESIGN TERMS

DESIGN TERMS



ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places



ADAPTIVE REUSE
Converting an existing building into a new use



ANGULAR PLANE
A geometric measurement that maintains solar access and height transition



ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities



ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade



BUILT FORM
The physical shape of developments including buildings and structures



CHARACTER
The look and feel of an area, including activities that occur there



CIRCULATION
The movement patterns of people and vehicles through a site or community



COMPATIBILITY
Similar size, form and character of a building relative to others around it



CONNECTIVITY
The ease of movement and access between a network of places and spaces



DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic



FACADE
The exterior wall of a building exposed to public view



FIGURE GROUND
The visual relationship between built and unbuilt space



FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment



FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker



GATEWAY
A signature building or landscape to mark an entrance or arrival to an area



HEIGHT TRANSITION
The gradual change in height between buildings within a community



LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings



NODE
A place where activity and circulation are concentrated



PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities



PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs



RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest



SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape



STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge



STREETWALL
The consistent edge formed by buildings fronting on a street



STREET FURNITURE
Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks



SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems



URBAN FABRIC
The pattern of lots and blocks in a place



VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks



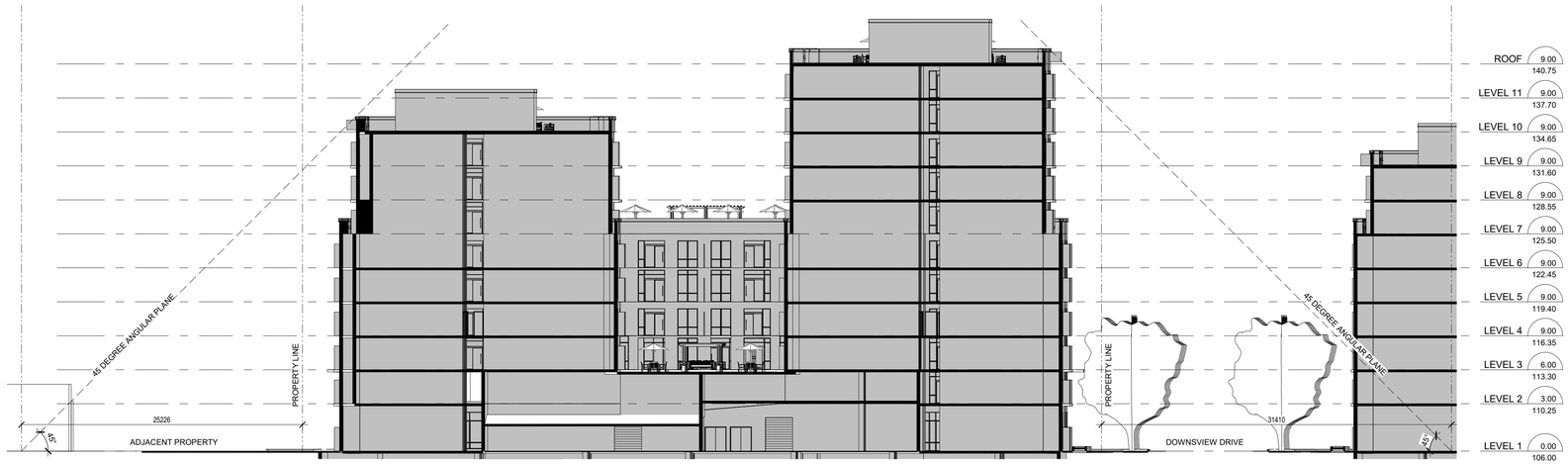
VISTA
Direct and continuous views along straight streets or open spaces



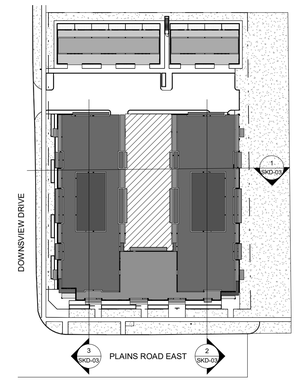
WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

APPENDIX B

ANGULAR PLANE ANALYSIS



1 EW ANGULAR PLANE - THROUGH BLDG 1
1 : 250



4 BUILDING 1 ANGULAR PLANE KEYPLAN
1 : 1000

GENERAL NOTES

1. **DO NOT SCALE DRAWINGS**. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
2. ALL WORK SHALL COMPLY WITH THE 2012 ONTARIO BUILDING CODE AND AMENDMENTS.
3. CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND SPECIFICATIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
4. ALL CONTRACTORS AND SUB-CONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.
5. ALL DOCUMENTS REMAIN THE PROPERTY OF THE ARCHITECT. UNAUTHORIZED USE, MODIFICATION, AND/OR REPRODUCTION OF THESE DOCUMENTS IS PROHIBITED WITHOUT WRITTEN PERMISSION. THE CONTRACT DOCUMENTS WERE PREPARED BY THE CONSULTANT FOR THE ACCOUNT OF THE OWNER.
6. THE MATERIAL CONTAINED HEREIN REFLECTS THE CONSULTANTS BEST JUDGEMENT IN LIGHT OF THE INFORMATION AVAILABLE TO HIM AT THE TIME OF PREPARATION. ANY USE WHICH A THIRD PARTY MAKES OF THE CONTRACT DOCUMENTS, OR ANY RELIANCE ON/OR DECISIONS TO BE MADE BASED ON THEM ARE THE RESPONSIBILITY OF SUCH THIRD PARTIES.
7. THE CONSULTANT ACCEPTS NO RESPONSIBILITY FOR DAMAGES, IF ANY, SUFFERED BY ANY THIRD PARTY AS A RESULT OF DECISIONS MADE OR ACTIONS BASED ON THE CONTRACT DOCUMENTS.



2 NS ANGULAR PLANE - THROUGH BLDG 1 TOWER 1
1 : 250

No.	Date	Revision
1	2022-05-12	ISSUED FOR ZBA



3 NS ANGULAR PLANE - THROUGH BLDG 1 TOWER 2
1 : 250

srm ARCHITECTS INC.

Project No	22008
Project Date	
Drawn by	Author
Checked by	Checker
Plot Date / Time	2022-05-12 3:48:12 PM

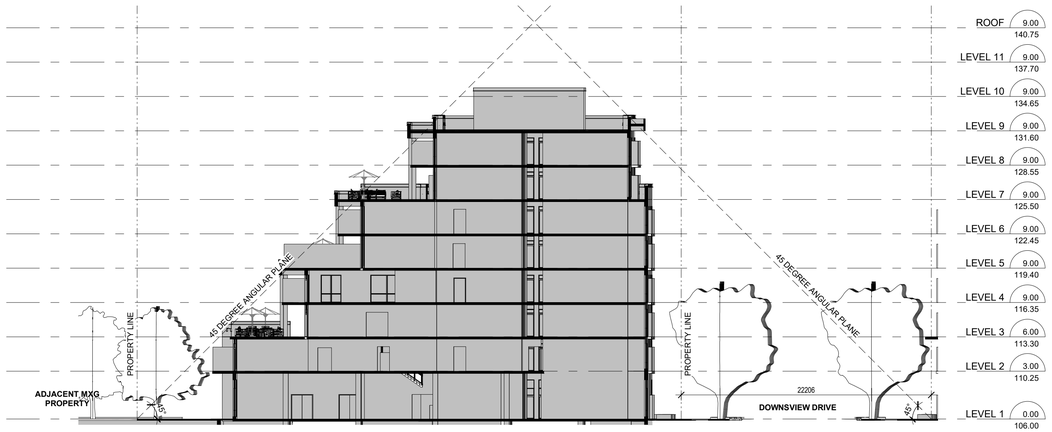
355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

ANGULAR PLANE DIAGRAMS

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale	As indicated
Status	
Drawing No.	SKD-03
Revision No.	r1

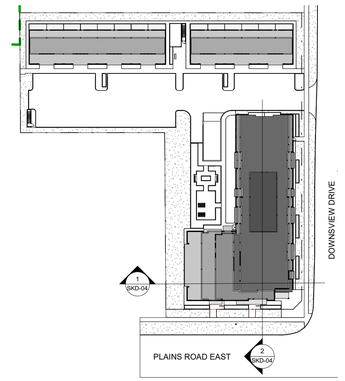
C:\Users\jfarquharson\Documents\22008_355 Plains Road, Burlington_JfarquharsonPHRRL.rvt



1 EW ANGULAR PLANE - THROUGH BLDG 2
1 : 250



2 NS ANGULAR PLANE - THROUGH BLDG 2
1 : 250



3 BUILDING 2 ANGULAR PLANE KEYPLAN
1 : 1000

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No.	Date	Revision
1	2022-05-12	ISSUED FOR ZBA

srm ARCHITECTS INC.

Project No 22008
Project Date
Drawn by Author
Checked by Checker
Plot Date / Time 2022-05-12 3:48:25 PM

355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

ANGULAR PLANE DIAGRAMS

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale As indicated
Status
Drawing No. SKD-04 Revision No. - r1

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APPENDIX C

BUILDING ELEVATIONS

MATERIALS LEGEND		
1		BLACK MASONRY
2		WHITE PRECAST CONCRETE
3		METAL PANEL
4		WINDOW GLAZING
5		BALCONY GLAZING



1 **01 D3 ELEVATION - NORTH**
1 : 250



2 **01 D3 ELEVATION - SOUTH**
1 : 250

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No.	Date	Revision
1	2022-05-12	ISSUED FOR ZBA

srm ARCHITECTS INC.

Project No 22008
Project Date
Drawn by Author
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Plot Date / Time 2022-05-12 2:50:46 PM

355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

ELEVATIONS

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale As indicated
Status
Drawing No. D3.1 Revision No. - r1

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MATERIALS LEGEND		
1		BLACK MASONRY
2		WHITE PRECAST CONCRETE
3		METAL PANEL
4		WINDOW GLAZING
5		BALCONY GLAZING



1 01 D3 ELEVATION - BLDG A EAST
1 : 250



2 01 D3 ELEVATION - BLDG A WEST
1 : 250

GENERAL NOTES

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3 01 D3 ELEVATION - BLDG B EAST
1 : 250



4 01 D3 ELEVATION - BLDG B WEST
1 : 250



5 01 D3 ELEVATION - BLDG B EAST INTERIOR
1 : 250



6 01 D3 ELEVATION - BLDG B WEST INTERIOR
1 : 250

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No.	Date	Revision
1	2022-05-12	ISSUED FOR ZBA

srm ARCHITECTS INC.

Project No 22008
Project Date
Drawn by Author
Checked by Checker
Plot Date / Time 2022-05-12 2:55:53 PM

355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

ELEVATIONS

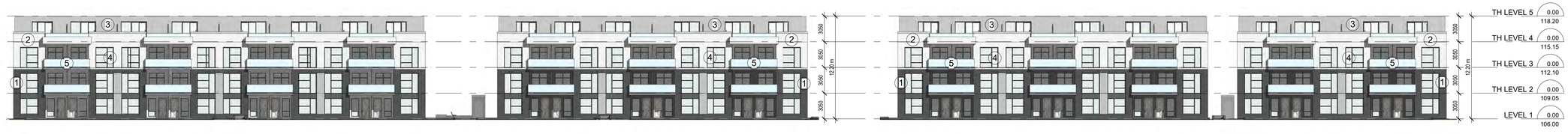
ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale As indicated
Status
Drawing No. D3.2 - r1
Revision No.

MATERIALS LEGEND		
1		BLACK MASONRY
2		WHITE PRECAST CONCRETE
3		METAL PANEL
4		WINDOW GLAZING
5		BALCONY GLAZING



1 TOWNHOUSE NORTH ELEVATION
1 : 250



2 TOWNHOUSE SOUTH ELEVATION
1 : 250



3 TOWNHOUSE 1 WEST ELEVATION
1 : 250



4 TOWNHOUSE 1 EAST ELEVATION
1 : 250



5 TOWNHOUSE 2 WEST ELEVATION
1 : 250



6 TOWNHOUSE 2 EAST ELEVATION
1 : 250



7 TOWNHOUSE 3 WEST ELEVATION
1 : 250



8 TOWNHOUSE 3 EAST ELEVATION
1 : 250



9 TOWNHOUSE 4 WEST ELEVATION
1 : 250



10 TOWNHOUSE 4 EAST ELEVATION
1 : 250

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No.	Date	Revision
1	2022-05-12	ISSUED FOR ZBA

srm ARCHITECTS INC.

Project No: 22008
Project Date:
Drawn by: Author
Checked by: Checker
Plot Date / Time: 2022-05-12 2:56:38 PM

355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

ELEVATIONS

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale: As indicated
Status:
Drawing No.: D3.3
Revision No.: - r1

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APPENDIX D

PRELIMINARY LANDSCAPE CONCEPT



Unit Paver
Unilock Umbriano



Bench
Hauser



Picnic Table
Hauser



Waste Receptacle
Hauser



Bike Rack
Hauser





Terrace Paving
Best Way Stone - Flagstone



Bistro Set
Hauser



Grand Pergola
Hauser



Sofa Set
Hauser



Skyline Honeylocust
Gleditsia tricanthos 'Skyline'



Bur Oak
Quercus macrocarpa



Autumn Blaze Maple
Acer freemanii



Ivory Silk Lilac
Syringa reticulata 'Ivory Silk'



Serviceberry
Amelanchier Canadensis



Colorado Blue Spruce
Picea pungens



Dense Yew
Taxus × media 'Densiformis'



Annabelle Hydrangea
Hydrangea arborescens 'Annabelle'



Bush Honeysuckle
Diervilla lonicera



Feather Reed Grass
Calamagrostis x acutifolia



Black Eyed Susan
Rudbeckia hirta



Daylily
Hemerocallis 'Stella D'Oro'

DATE : Febuary 3, 2022
SCALE : NTS
SUBJECT TO CHANGE DURING DESIGN DEVELOPMENT AND CONSTRUCTION

355 PLAINS ROAD& 1010 DOWNSVIEW DRIVE | LANDSCAPE CONCEPT

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

APPENDIX E

SHADOW STUDIES



6 **SHADOW STUDY MAR 21 2PM**
1 : 2000



5 **SHADOW STUDY MAR 21 1PM**
1 : 2000



4 **SHADOW STUDY MAR 21 12PM**
1 : 2000



3 **SHADOW STUDY MAR 21 11AM**
1 : 2000



2 **SHADOW STUDY MAR 21 10AM**
1 : 2000



1 **SHADOW STUDY MAR 21 9AM**
1 : 2000

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TRUE NORTH

GENERAL NOTES

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LEGEND

- SITE BOUNDRY
- OPEN SPACES
- PRIVATE OUTDOOR AMENITY SPACE
- PUBLIC REALM AND SIDEWALKS
- NET NEW SHADOWS CAST ON GROUND SURFACES
- NET NEW SHADOW CAST ON ROOF SURFACES
- AREA EXPOSED TO SUNSHINE ($A_{S(TEST)}$)
- AREA IN SHADOW

No.	Date	Revision
1	2022-05-12	ISSUED FOR ZBA

srm ARCHITECTS INC.

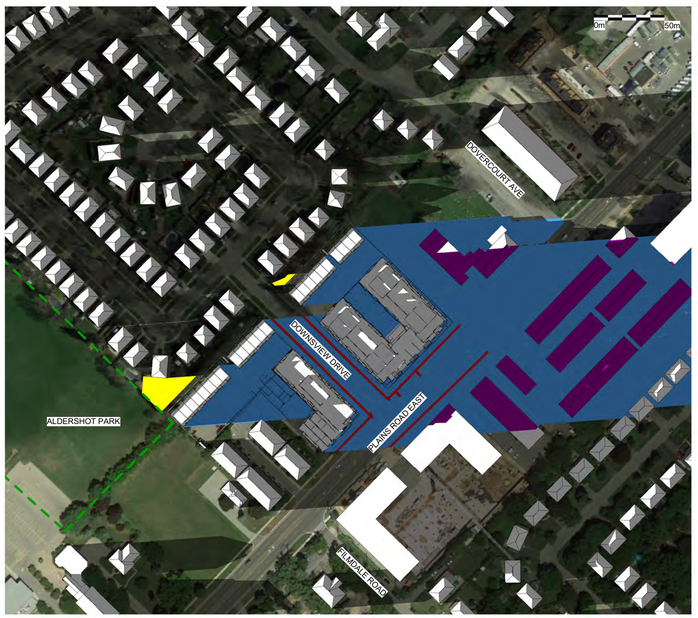
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Project Date
Drawn by JKM
Checked by TJM
Plot Date / Time 2022-05-12 3:04:48 PM

355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

SHADOW STUDY - SPRING EQUINOX

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale 1 : 2000
Status
Drawing No. D4.1 - r1
Revision No.



4 **SHADOW STUDY MAR 21 6PM**
1 : 2000



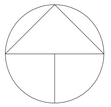
3 **SHADOW STUDY MAR 21 5PM**
1 : 2000



2 **SHADOW STUDY MAR 21 4PM**
1 : 2000



1 **SHADOW STUDY MAR 21 3PM**
1 : 2000



TRUE NORTH

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LEGEND

SITE BOUNDRY

OPEN SPACES

PRIVATE OUTDOOR AMENITY SPACE

PUBLIC REALM AND SIDEWALKS

NET NEW SHADOWS CAST ON GROUND SURFACES

NET NEW SHADOW CAST ON ROOF SURFACES

AREA EXPOSED TO SUNSHINE ($A_{S(TEST)}$)

AREA IN SHADOW

No.	Date	Revision
1	2022-05-12	ISSUED FOR ZBA

srm ARCHITECTS INC.

Project No	22008
Project Date	
Drawn by	JKM
Checked by	TJM
Plot Date / Time	2022-05-12 3:10:39 PM

355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

SHADOW STUDY - SPRING EQUINOX

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale	1 : 2000
Status	
Drawing No.	Revision No.

D4.2 - r1

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6 SHADOW STUDY SEP 21 2PM
1 : 2000



5 SHADOW STUDY SEP 21 1PM
1 : 2000



4 SHADOW STUDY SEP 21 12PM
1 : 2000



3 SHADOW STUDY SEP 21 11AM
1 : 2000



2 SHADOW STUDY SEP 21 10AM
1 : 2000



1 SHADOW STUDY SEP 21 9AM
1 : 2000

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TRUE NORTH

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- OPEN SPACES
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- PUBLIC REALM AND SIDEWALKS
- NET NEW SHADOWS CAST ON GROUND SURFACES
- NET NEW SHADOW CAST ON ROOF SURFACES
- AREA EXPOSED TO SUNSHINE ($A_{S(TEST)}$)
- AREA IN SHADOW

No.	Date	Revision
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srm ARCHITECTS INC.

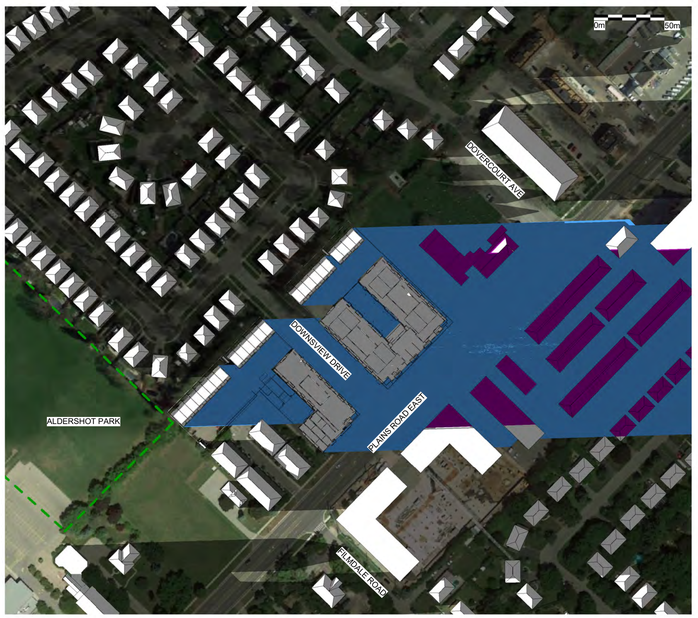
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Project Date
Drawn by JKM
Checked by TJM
Plot Date / Time 2022-05-12 3:18:43 PM

355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

SHADOW STUDY - FALL EQUINOX

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale 1 : 2000
Status
Drawing No. D4.3
Revision No. - r1



4 **SHADOW STUDY SEP 21 6PM**
1 : 2000



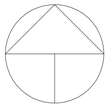
3 **SHADOW STUDY SEP 21 5PM**
1 : 2000



2 **SHADOW STUDY SEP 21 4PM**
1 : 2000



1 **SHADOW STUDY SEP 21 3PM**
1 : 2000



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LEGEND

SITE BOUNDRY

OPEN SPACES

PRIVATE OUTDOOR AMENITY SPACE

PUBLIC REALM AND SIDEWALKS

NET NEW SHADOWS CAST ON GROUND SURFACES

NET NEW SHADOW CAST ON ROOF SURFACES

AREA EXPOSED TO SUNSHINE ($A_{S(TEST)}$)

AREA IN SHADOW

No.	Date	Revision
1	2022-05-12	ISSUED FOR ZBA

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Project No 22008
Project Date
Drawn by JKM
Checked by TJM
Plot Date / Time 2022-05-12 3:24:37 PM

355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

SHADOW STUDY - FALL EQUINOX

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale 1 : 2000
Status
Drawing No. D4.4 Revision No. - r1

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5 **SHADOW STUDY DEC 21 3PM**
1 : 2000



4 **SHADOW STUDY DEC 21 2PM**
1 : 2000



3 **SHADOW STUDY DEC 21 1PM**
1 : 2000



2 **SHADOW STUDY DEC 21 12PM**
1 : 2000



1 **SHADOW STUDY DEC 21 11AM**
1 : 2000

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TRUE NORTH

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SITE BOUNDRY

OPEN SPACES

PRIVATE OUTDOOR AMENITY SPACE

PUBLIC REALM AND SIDEWALKS

NET NEW SHADOWS CAST ON GROUND SURFACES

NET NEW SHADOW CAST ON ROOF SURFACES

AREA EXPOSED TO SUNSHINE ($A_{S(TEST)}$)

AREA IN SHADOW

No.	Date	Revision
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srm ARCHITECTS INC.

Project No	22008
Project Date	
Drawn by	JKM
Checked by	TJM
Plot Date / Time	2022-05-12 3:31:54 PM

355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

SHADOW STUDY - WINTER SOLSTICE

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale	1 : 2000
Status	
Drawing No.	Revision No.

D4.5 - r1



6 SHADOW STUDY JUN 21 1PM
1 : 2000



5 SHADOW STUDY JUN 21 12PM
1 : 2000



4 SHADOW STUDY JUN 21 11AM
1 : 2000



3 SHADOW STUDY JUN 21 10AM
1 : 2000



2 SHADOW STUDY JUN 21 9AM
1 : 2000



1 SHADOW STUDY JUN 21 8AM
1 : 2000

TRUE NORTH

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- PUBLIC REALM AND SIDEWALKS
- NET NEW SHADOWS CAST ON GROUND SURFACES
- NET NEW SHADOW CAST ON ROOF SURFACES
- AREA EXPOSED TO SUNSHINE ($A_{S(TEST)}$)
- AREA IN SHADOW

No.	Date	Revision
1	2022-05-12	ISSUED FOR ZBA

srm ARCHITECTS INC.

Project No 22008
Project Date
Drawn by JKM
Checked by TJM
Plot Date / Time 2022-05-12 3:39:43 PM

355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

SHADOW STUDY - SUMMER SOLSTICE

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale 1 : 2000
Status
Drawing No. D4.6
Revision No. - r1

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1 : 2000



5 SHADOW STUDY JUN 21 6PM
1 : 2000



4 SHADOW STUDY JUN 21 5PM
1 : 2000



3 SHADOW STUDY JUN 21 4PM
1 : 2000

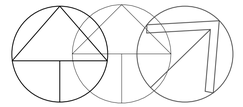


2 SHADOW STUDY JUN 21 3PM
1 : 2000



1 SHADOW STUDY JUN 21 2PM
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GENERAL NOTES

1. **DO NOT SCALE DRAWINGS**. WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS.
2. ALL WORK SHALL COMPLY WITH THE 2012 ONTARIO BUILDING CODE AND AMENDMENTS.
3. CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND SPECIFICATIONS AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
4. ALL CONTRACTORS AND SUB-CONTRACTORS SHALL HAVE A SET OF APPROVED CONSTRUCTION DOCUMENTS ON SITE AT ALL TIMES.
5. ALL DOCUMENTS REMAIN THE PROPERTY OF THE ARCHITECT. UNAUTHORIZED USE, MODIFICATION, AND/OR REPRODUCTION OF THESE DOCUMENTS IS PROHIBITED WITHOUT WRITTEN PERMISSION. THE CONTRACT DOCUMENTS WERE PREPARED BY THE CONSULTANT FOR THE ACCOUNT OF THE OWNER.
6. THE MATERIAL CONTAINED HEREIN REFLECTS THE CONSULTANTS BEST JUDGEMENT IN LIGHT OF THE INFORMATION AVAILABLE TO HIM AT THE TIME OF PREPARATION. ANY USE WHICH A THIRD PARTY MAKES OF THE CONTRACT DOCUMENTS, OR ANY RELIANCE ON/OR DECISIONS TO BE MADE BASED ON THEM ARE THE RESPONSIBILITY OF SUCH THIRD PARTIES.
7. THE CONSULTANT ACCEPTS NO RESPONSIBILITY FOR DAMAGES, IF ANY, SUFFERED BY ANY THIRD PARTY AS A RESULT OF DECISIONS MADE OR ACTIONS BASED ON THE CONTRACT DOCUMENTS.

LEGEND

SITE BOUNDRY

OPEN SPACES

PRIVATE OUTDOOR AMENITY SPACE

PUBLIC REALM AND SIDEWALKS

NET NEW SHADOWS CAST ON GROUND SURFACES

NET NEW SHADOW CAST ON ROOF SURFACES

AREA EXPOSED TO SUNSHINE ($A_{S(TEST)}$)

AREA IN SHADOW

No.	Date	Revision
1	2022-05-12	ISSUED FOR ZBA

srm ARCHITECTS INC.

Project No	22008
Project Date	
Drawn by	JKM
Checked by	TJM
Plot Date / Time	2022-05-12 3:47:47 PM

355 PLAINS ROAD & 1010 DOWNSVIEW DRIVE

SHADOW STUDY - SUMMER SOLSTICE

ONTARIO ASSOCIATION OF ARCHITECTS
EDWARD THOMAS LICENCE 5572

Drawing Scale	1 : 2000
Status	
Drawing No.	Revision No.

D4.7 - r1

APPENDIX F

BURLINGTON URBAN DESIGN PANEL

COMMENTS & RESPONSES

	BUD Panel Comment	*Response*
	Question #1: Response to Context	
1.1	The Panel agreed that the notwithstanding the height at 8-storeys, the west building is making an appropriate effort to transition by stepping back as the building form moves from west to east and maintain the 45-degree angular plane. However, the proposal is less successful on the other side of the site, where the east building is lacking the same level of articulation. It was agreed that an appropriate transition for the east building needs to think about what could happen on the neighbouring property. Additionally, the Panel agreed that the church property likely has some redevelopment potential and a 3 metre setback on the subject site likely compromises that potential.	The City's "Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings" state that where the building is on a site that is transitioning to a low-rise residential neighbourhood area (including properties designated Residential – Low Density and – Medium Density, Natural Heritage System, Parks and Open Space) a 45-degree angular plane should be applied from the shared property line. The west building transitions to a low-rise residential (townhouse) development. And as such the angular plane was applied and the building was designed accordingly. The same condition does not exist to the east. Notwithstanding, the proposed building meets (and in most cases exceeds) the sideyard setback requirement of 0m in the Zoning By-law and the 3m setback design guideline, with an additional stepback provided above the 6th storey. The east building steps back a minimum of 1.5 meters above the sixth storey. The average setback of the podium, level from the eastern property boundary is 3.57 meters. For levels above the podium, the average setback is 5.07 meters.
1.2	The Panel commented that the proposed townhouses along the rear property line create an odd front-to-rear condition and doesn't meet the 45-degree angular plane requirement. It was recommended that this condition be improved to be more sensitive to the existing conditions.	The angular plane is intended to be used for mid-rise projects (defined as buildings between 5 and 11 storeys). The townhouse component of the development is considered a low-rise development and as such, is not subject to the 45 degree angular plane requirement. The rear of the Townhouses is intended to be private amenity space and in that regard will function similar to a traditional townhouse that would have its amenity space located in the rear. All townhouse units are accessed from the front yard off of the provided surface parking.
1.3	A Panel member commented that the proposal is context-creating, not just responding to context, it is creating a minor node to a certain extent, which needs to be consistent with the existing and planned street wall, and that everything above the	The 6-storey of the proposed buildings will provide for a similar street wall as the recently constructed 6-storey building on the south side of Plains Road East, immediately across from the Subject Lands.

	street wall must adhere to the proper application of 45-degree angular planes	The 3 m stepback for the floors above the podium will reduce the massing along the Plains Road East streetwall.
1.4	The Panel observed that if the east tower elements were similar in width to the west building than more space would be provided for the internal courtyard and may result in less shadow and a better integrated development with the surroundings.	The width of the west tower is impacted by the angular plane requirement, and as a result the interior layout has some inefficiencies. As previously noted there is a different context to the east of the proposed development. Rather than providing an inefficient layout for the east towers, the amenity above the podium space has been designed to include a south facing portion. This portion of the outdoor amenity area receives full sun during the summer periods, and full sun for the morning and early afternoon during the spring and fall time periods. The space will be designed and programmed according to the sun/shadow conditions. For example, the shaded areas will work well for outdoor work stations. Reducing the width of the towers has minimal to no impact of the shadowing of the rear courtyard and surrounding area.
1.5	In terms of materials, the Panel encouraged the proponent and their design team to think about bringing the buildings more in alignment with the surrounding buildings – think about the brick next door, using materials that are more contextual and impact on sustainability. Keep as many trees on site as possible, by increasing setbacks, particularly any trees of value.	The proposed buildings facades consist of 3 primary materials selected to enhance the massing forms. Conventional masonry is utilized at the building base / podiums to provide viewers with a sense of scale and texture relating to the surrounding neighborhood. Above the masonry through the upper storeys of the buildings a Panelized smooth textured façade is used to lighten up the massing providing a transition to sky views. Window glazing and Glass railings are arranged rhythmically around the buildings providing transparency identifying the interior uses. Metal and Aluminum accents are uses at various point of the building to signify primary entry locations as well as transitions between materials and changes in form. Final materials and material colours will be determined through the detailed site plan stage.
1.6	The Panel felt that the general form of the buildings (i.e. mid-rise and townhouses to transition to existing low-rise buildings) is going in right direction, but there is too much on the site with the presented plan. Through better transitions on all sides, including the use of more setbacks and stepbacks, there should be less abrupt transitions for example from the proposed townhouses to the 8-	The panels comments have been taken into account and the site has been modified to increase separation between the Townhome buildings and the parking areas. This has allowed us to introduce additional planting areas in front of the townhome units along with a continuous 1.6 meter wide sidewalk buffer. We believe that the +17 meter separation between the proposed townhome

	storey mid-rise buildings. Additionally, the Panel commented on the condition at the front of the townhouses where they front onto a parking lot, which feels too much like a motel, with a narrow strip of pavement between the parking lot and front doors.	building and the mid-rise buildings provides ample transition between the masses.
1.7	The Panel noted that there should be an east and west connection from the subject site to the existing [Aldershot] park, perhaps between the front of the townhouses and the parking lot with plantings to help reduce the massing of two larger buildings.	The subject site does not immediately abut Aldershot Park. The lands immediately adjacent (connecting to Aldershot Park) are privately owned. We will explore the potential connection with the adjacent property owner at the Site Plan stage.
1.8	The Panel also made a point to note that affordable housing is reliant on an appropriate unit mix and tenure, which the submission materials, namely, the urban design brief is silent on – density doesn't solve the affordable housing problem.	We understand that there are a number of components that factor into the housing crisis. However, there is an opportunity on this site to provide a variety of housing options and sizes both in townhouse and apartment style units, all of which are more affordable forms of housing when compared to single-detached dwellings Suite data is located on the site plan. There are currently 209 1-bedroom apartment-style units, 279 2-bedroom apartment-style units, and 96 2-bedroom townhouse-style units being proposed. This is subject to change in the detailed site plan stage. It is noted that the building modifications required in order to meet the angular plane, add considerable cost to the project, which in turn raises the cost of the units for purchase, impacting the affordability of the units.
	Question #2: Public and Private Realm (Streetscape)	
2.1	The Panel agreed that the width of courtyard is problematic and should be a minimum of 20 metres to be successful. The Panel pointed to the shadow study drawings in terms of impacts to public and private realm, which tells the storey that most of site is in darkness most of the time. It was suggested that increased setbacks, separations and additional stepbacks should be considered in areas to provide sun access on the ground plane.	A 15 metre separation is required for building on the same lot, which has been provided. We understand that the rear portion of the courtyard is impacted by shadow, however, there are a number of south facing roof top amenity spaces provided on 7th, 10th and 11th floor. These areas will also provide different forms of programing to maximize the usability of the amenity space in difference seasons and times of day. The south facing portion of the outdoor amenity space receives full sun for the majority of the day in the summer and for several consecutive hours in the fall and spring.
2.2	The Panel also noted that the size and scale of the non-residential ground floor uses is small and doesn't provide enough space to be feasible. The Panel supports an increase to the size and scale of	The retail unit sizes are spec units and allow for multiple units to be lease for one tenant.

	the commercial/retail spaces to be viable and accommodate basic services such as a hardware or grocery store.	A traditional grocery or hardware store required a large floor area as well as ample parking area. The size of the subject lands in not appropriate for this form of use. Should a small scale grocery or hardware store have interest in this location, again, a number of retail units can be leased to one tenant. There is an existing Fortino's and Longo's within a 5 minute drive (25 minute walk of the subject lands). Additionally, there is a Shopper's Drug Mart and Dollar Tree, which also carry groceries within a 2 minute drive (9 minute walk). West of the Subject Lands is an existing Home Hardware within a 3 minute drive (20 minute walk) from the Subject Lands. The Subject Lands have a number of existing available amenities in the surrounding area.
2.3	The Panel acknowledged that the parking at grade is driving a lot of the site conditions and the plan layout. Moreover, there is a large amount of surface parking and it was suggested that a reduction is needed to create space for other at-grade uses and to reduce the overall feeling of tightness on the site.	The intention of the surface parking is to provide for retail, visitor, and residential spaces. Surface parking is critical to the feasibility of at-grade retail in this location.
2.4	The Panel commented that the front yard entrances on Downsview Drive need more character and should feel more like a front yard with front door access, gardens, and yards for example to provide more character. The Panel cited the development at the northeast corner of Bloor Street West and Pacific Avenue (in Toronto) as a precedent for how the proposal could turn a corner from retail to a residential side. Moreover, it was commented that the building façade should create an accent on the street and it was cautioned that live/work units as a transition only work in some contexts.	Although front door access to residential suites is not being provided along Downsview Drive a combination of residential patios and raised planting beds create a transition from commercial frontages on Plains Road into the single detached dwelling community further north on Downsview. The use of landscape and the proximity of the building frontages to the street enhance activity and contribute to a safe public realm.
2.5	The Panel suggest a raised crossing on Downsview to create more opportunities for people spaces.	We will review this comment with our transportation consultant. A raised crossing can be considered during the detailed site plan stage.
2.6	The Panel strongly encouraged a sustainable approach to the design and treatment of the entire site from pavement to a whole rainwater strategy including looking at the amenity roofs, vegetation coverage, opportunities to reduce heat island effects. For example, the Panel commented that the use of black as a material is overused and causes overheating, the heat gain is tremendous, and to also apply lessons learned from the pandemic such	The proposed buildings facades consist of 3 primary materials selected to enhance the massing forms. Conventional masonry is utilized at the building base / podiums to provide viewers with a sense of scale and texture relating to the surrounding neighborhood. Above the masonry through the upper storeys of the buildings a Panelized smooth textured façade is used to lighten up the massing providing a transition to sky views. Window glazing

	as the need to access open space. The Panel lamented that the you can't design these features into building after the fact, and if the proposal is planning to use more than 40% glazing it won't be able to meet sustainable goals. There is an individual responsibility to deliver on these goals and the Panel challenged the group to apply a sustainable lens to bring the project forward and support each other.	and Glass railings are arranged rhythmically around the buildings providing transparency identifying the interior uses. Metal and Aluminum accents are uses at various point of the building to signify primary entry locations as well as transitions between materials and changes in form.
	Question #3: Outdoor Amenity Spaces	
3.1	It should be noted that these questions have in many respects been addressed through the Panel's responses to the previous questions. Notwithstanding, the Panel provided several more examples of how to improve the quality of the proposed outdoor spaces:	As previously noted, portions of the amenity space will receive full sun for the majority of the daytime hours. The spaces will be designed and programmed according to the condition, with uses more appropriate in shaded areas located in the rear amenity space).
3.2	The courtyard could face south to provide better solar access, and if designed at grade it could become a public place lined with commercial uses as well as a gathering space for the broader community. A south orientation extends the season for outdoor uses;	Courtyard can not be provided at grade as the parking structure provides for 2 levels of above grade parking, Additionally, retail is provided along the street wall at grade. The elevated courtyard does face south and will receive consecutive periods of full sun. There are a number of south facing roof top amenity spaces provided on 7th, 10th and 11th floor. These areas will also provide different forms of programing to maximize the usability of the amenity space in difference seasons and times of day.
3.3	The corners of Plains Rd. E. and Downsview present an opportunity for public art and gathering spaces;	Public art is not being considered at this stage.
3.4	With 500+ units proposed, the development needs open spaces that are designed and programmed intentionally to support the level of intensification, each space should have multiple functions with a clear definition of which space accommodates which use;	Complete programming of the outdoor amenity spaces has not been finalized at this stage in the design. However amenity spaces will include Outdoor working spaces, Lounge and sun bathing areas, Dining spaces, Seating and congregating areas.
3.5	Increase the at-grade open space by reducing surface parking – this is a very important piece in the puzzle;	The intention of the surface parking is to provide for retail, visitor, and residential spaces. Surface parking is critical to the feasibility of at-grade retail in this location.
3.6	Provide an open space connection to the abutting park;	As previously noted, the lands immediately adjacent are privately owned and do not form part of Aldershot Park. We will explore the potential connection with the adjacent property owner at the Site Plan stage
3.7	The relationship between the mid-rise buildings and townhouses presents an opportunity for a better	Since this comment has been received, a wider walkway with landscaped areas have been added in

	shared street design; currently it is essentially a parking lot with townhouses in it;	front of the townhouses. A connection to the large open park space west of the site has been proposed by way of the sidewalk fronting the townhome buildings. Landscaped peninsulas have also been incorporated to break up the surface parking areas.
3.8	Balconies create and act as thermal bridges and should be consider in the design and buildings energy performance;	Noted.
3.9	Move more parking underground to improve ground plane and open spaces.	The intention of the surface parking is to provide for retail, visitor, and residential spaces. Surface parking is critical to the feasibility of at-grade retail in this location. The underground parking levels are fully utilized with limited to no ability to provide additional spaces.