URBAN DESIGN BRIEF

PREPARED FOR:

Official Plan Amendment and Zoning By-law Amendment
Miura Development Group
84-104 Plain Rd East and
990 Glenwood Avenue
Burlington, ON
File No. 2448 B

May, 2025



Your Vision

Designed | Planned | Realized

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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84-104 Plain Rd East and 990 Glenwood Avenue
City of Burlington

Date:
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Prepared for:
Miura Development Group

Prepared by:
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Table of Contents

1.0 Introduction 4

2.0 How To Read This Brief 5

3.0 Site & Context Analysis 6

3.1 Subject Lands & Surrounding Context 6

3.2 Context Within Walking Distance 9

4.0 Urban Design Policy and Guidelines 10

4.1 City Of Burlington Official Plan 10

4.2 Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings 12

4.3 Plains Road Corridor Urban Design Guidelines 13

5.0 The Design Proposal 15

5.1 Site Design and Orientation 20

5.2 Built Form and Massing 22

5.3 Architectural Design 28

5.4 Vehicular & Pedestrian Circulation 30

6.0 Landscape Design & Public Realm 32

6.1 Sustainability and Microclimate 35

6.2 Signage And Lighting 35

6.3 Site Servicing & Parking 36

6.4 Aldershot GO Major Transit Station Area 38

7.0 Conclusion 40

8.0 Design Terms 41

9.0 UDP- Comments & Response 42

1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Miura Development Group (hereinafter referred to as the "Owner") to prepare an Urban Design Brief in support of Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") applications to permit the redevelopment of the lands municipally addressed as 84-104 Plains Road East and 990 Glenwood Avenue in the City of Burlington (hereinafter referred to as the "Site" or the "Subject Lands"). The Proposed Development redevelops the Subject Lands with an 11-storey mixed-use building containing residential and commercial uses at-grade, and residential uses in the above ground levels. The proposed height is 35.4 metres from the established grade, exclusive of mechanical penthouse.

The purpose of the Urban Design Brief is to illustrate how the proposal will implement design objectives provided by the City of Burlington in effect and the new Official Plans as well as Aldershot GO Major Transit Station Area (MTSA).

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 supports the general intent and policy direction of the proposed Aldershot GO "Major Transit Station Area (MTSA)".

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

Yours truly,

MHBC



Eldon C. Theodore, BES, MUDS, MLAI, MCIP, RPP
Partner | Planner | Urban Designer

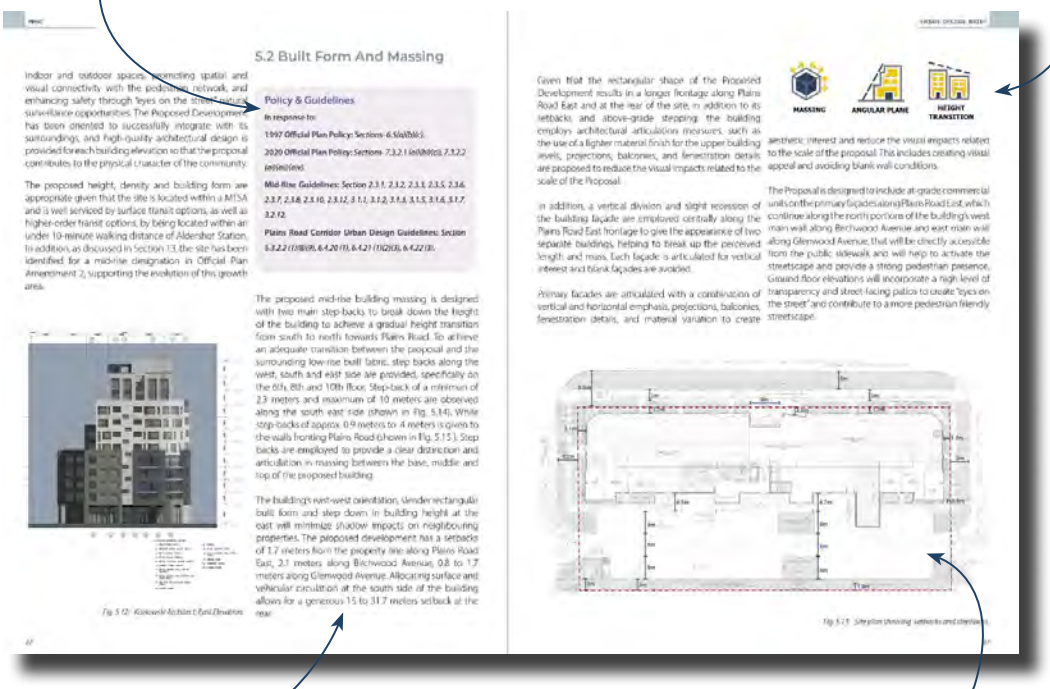


Giuliana Costanzo, BDes, MLA
Urban Designer

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 with those principles is provided. In some cases where strict compliance is not feasible, 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 Site & Context Analysis

3.1 Existing Context

The Subject Lands are located on the north end of a block bounded by Glenwood Avenue to the east, Plains Road East to the north, and Birchwood Avenue to the west, in the Aldershot area, in the City of Burlington.The Subject Lands consist of an assembly of four contiguous properties which are municipally known as: 84, 92 and 104 Plains Road East and 990 Glenwood Avenue. The Subject Lands are legally described as: Parts of Lots 33, 34, 35, 36, 37 AND 38 REGISTERED PLAN 725PF.

The Subject Lands are rectangular in shape and are approximately 4,747 square meters in area, with approximately 48.71 meters of frontage along Birchwood Avenue, 98.76 meters of frontage along Plains Road East, and 46.88 meters of frontage along Glenwood Avenue. The Subject Lands are part of a Major Transit Station Area (MTSA) as the existing Aldershot Transit station is located 575 meters north. The Burlington Transit routes, Lakeshore West GO, VIA Rail, and multiple service types operate in the area. The surrounding land uses within the immediate context of the Subject Lands are as follows:

NORTH: North of the Subject Lands is Plains Road East. Oriented along the north side of Plains Road East to the east of Clearview Avenue are low-rise commercial and mixed-use buildings. Oriented along the north side of Plains Road East to the west of Clearview Avenue is a vacant lot, which in assembly with the properties at 53-71 Plains Road East and 1025 Cooke Boulevard were subject to OLT-approved Official Plan Amendment and Zoning By-law Amendment applications to facilitate the development of 9 and 18 storey mixed-use buildings. Located further north along Clearview Avenue are low-rise dwellings.

EAST: East of the Subject Lands is Glenwood Avenue, followed by low-rise dwellings oriented along the east side of Glenwood Avenue. Located further east, oriented along the south side of Plains Road East, is St. Matthew's Anglican Church, a place of worship with associated cemetery, followed by low-rise dwellings.

SOUTH: South of the Subject Lands are low-rise dwellings oriented along both sides of Glenwood Avenue and Birchwood Avenue.

WEST: West of the Subject Lands is Birchwood Avenue, followed by low-rise dwellings, which are oriented along the west side of Birchwood Avenue. Located further west, oriented along the south side of Plains Road East, are low-rise dwellings.

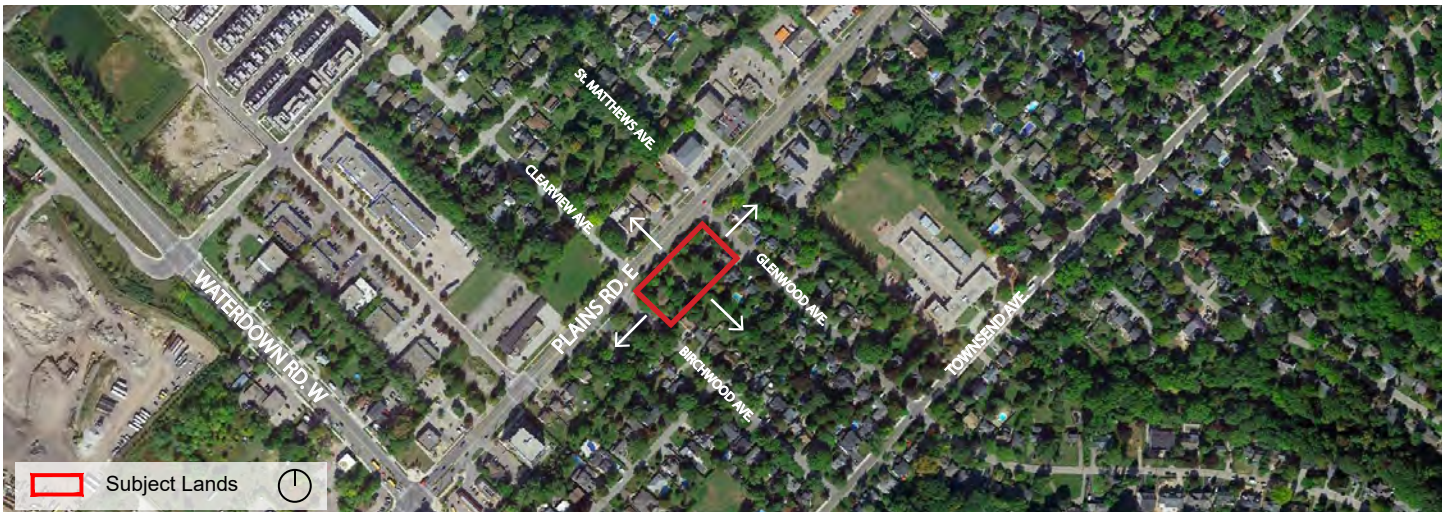


Fig. 3.0: Aerial view of the Subject Lands within the context. Source: Google Earth 2024















Fig. 3.1-3.7: Aerial 3D map with photographs of the context. Source: Google Earth 2024

3.1 Existing Context Site Map



Subject Land

0 125 250 500 M

LAND USE:

- Residential
- Mixed-Use Corridor
- Employment Zone
- Commercial Zone
- Development & Utility Services
- Holding Zone Provisions
- Parks and Open Space

SURROUNDING FACILITIES:

- Doctors
- Pharmacy
- Dentist
- Schools
- Places of Worship
- Banks
- Fast Food
- Restaurants
- Coffee
- Gym
- Cemetery
- Parks
- Fire Departments
- Go Station

Fig. 3.8 : Existing Context Map showing land use and key elements within a 500m and 800m radius. Source: City of Burlington Esri, HERE, Garmin, INCREMENT P, NGA, USGS, NR-Can.

3.2 Surrounding Roads and Transit Network

The Subject Lands are generally located to the south-east of the Plains Road East and Waterdown Road intersection. As seen in Figure 9 (left), amenities and facilities are available within an immediate context- 5 min walking distance, including retail, office, food service, fitness and sports center, medical services, industrial and manufacturing facilities. Within an 800m radius, or can be perceived as a 10-minute walking distance, more amenities are provided, such as educational institutions, a place of worship parks, and natural areas.

Significant development activity continues to take place within the Subject Lands' immediate context, which is rapidly evolving from a mid-century suburban form of development that is oriented towards automobile use, consisting of a mix of industrial, retail, and residential uses in predominantly low-rise built forms. More recently, there has been significant development along the Plains Road and Waterdown Road corridors in the form of mid-rise and tall residential and mixed-use buildings.

This trend of development, as directed and encouraged by the land use planning framework, will likely continue to occur in the area given its desirability as a place to live and work in a more mixed-use, pedestrian-oriented environment, with access to a range of surface transit and higher-order transit options, as well as an assortment of community services, facilities, and amenities, including schools, parks and open green spaces. The designation of this area as a Major Transit Station Area ("MTSA") has accelerated this trend over recent years.

The Subject Lands are located within a 575 metre distance of the Aldershot Station MTSA Area, which provides higher-order transit access to both GO Transit and VIA Rail. The Subject Lands are well served by four (4) separate transit routes, providing accessible connections to both surface transit and higher-order transit services, while reducing people's dependency on private automobile use. The proximity of these identified infrastructures, services and facilities will play a key role in establishing a well-connected and convenient mixed-use complex.



Fig. 3.9: Road Network Map. Source: City of Burlington Esri, HERE, Garmin, INCREMENT P, NGA, USGS, NR-Can.



Fig. 3.10: Rapid Transit Network. Source: City of Burlington Esri, HERE, Garmin, INCREMENT P, NGA, USGS, NR-Can.

4.0 Policy Context & Design Direction

4.1 City of Burlington Official Plan - 1997

The City of Burlington Official Plan 1997 (the "1997 OP") was approved by Halton Region, with modifications, on March 5, 1997. Due to a number of appeals, certain parts of the plan were referred to the Ontario Land Tribunal (formerly the Ontario Municipal Board) for a decision. The following 1997 OP documents were approved by the Ontario Land Tribunal in 2008. Content and maps were updated in 2019. The 1997 OP is in-force and effect, and forms the majority of the policy review with respect to the local land use policy framework as well as the scope of the applications to permit residential development on the Subject Lands.

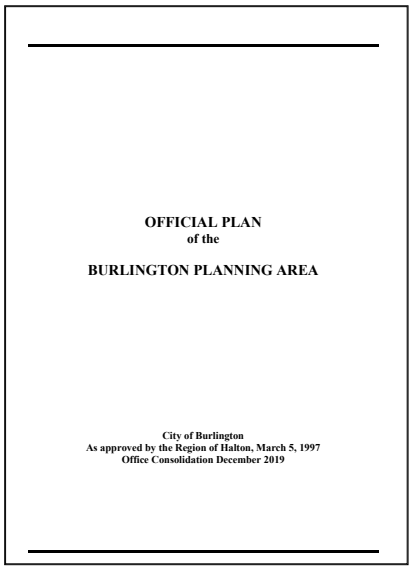


Fig. 4.0 : City of Burlington – Front Cover of Official Plan, 1997

The Subject Lands are identified on two (2) schedules in the 1997 OP:

• 84 & 108 Plains Road East and 990 Glenwood Avenue are designated **Residential Areas** and 94 Plains Road East is designated **Mixed Use Activity Areas** on Schedule A – Settlement Pattern; and,

• 84 & 108 Plains Road East and 990 Glenwood Avenue are designated **Residential-Medium Density** and 94 Plains Road East is designated **Mixed Use Corridor –** General on Schedule B – Comprehensive Land Use Plan – Urban Panning Area.

Residential-Medium Density Areas – are permitted to contain detached and semi-detached homes, townhouses, street townhouses and stacked townhouses, back to back townhouses, attached housing and walk-up apartments, with densities ranging between 26 and 50 units per net hectare.

Mixed Use Corridor – General are planned locations along multi-purpose arterial or major arterial roads that are encouraged for higher intensity, transit-supportive and pedestrian-oriented mixed-use development, which are to be developed in a compact urban form that retains compatibility with nearby land uses. Lands which are subject to development and re-development within a MTSA shall achieve a higher intensity of re-development and consist of transit supportive uses, shall permit only transit-supportive uses, have a minimum floor space index of 0.5, and a minimum building height of 2-storeys. The 92 Plains Road East Property contains site-specific permissions for a mixed-use building consisting of residential and at-grade office uses, with a maximum density of 234 units per hectare and a maximum building height of 7 storeys being permitted.

Higher intensity, transit supportive and pedestrian oriented mixed use development is encouraged along Mixed Use Corridors, including land in the vicinity of a MTSA, while retaining compatibility with nearby land uses.

4.1 City of Burlington Official Plan - 2020

The City of Burlington Official Plan 2020 (the "2020 OP") was approved by Halton Region on November 30, 2020, and was subsequently appealed by multiple parties to the OLT. The 2020 OP's policies and mapping largely continue to be under appeal, apart from specific sections which were confirmed to be in-effect by way of OLT decisions dated January 04, 2023, April 13, 2023, February 16, 2024, and April 2, 2024.

The Subject Lands are identified on three (3) schedules in the 2020 OP:

- Designated **Mixed Use Intensification Areas** and Mixed Use Nodes and Intensification Corridors on Schedule B: Urban Structure;

- Designated **Primary Growth Areas** on Schedule B-1 – Growth Framework; and,

- Designated **Urban Corridor** on Schedule C – Land Use – Urban Area.

Mixed Use Intensification Areas will contain a range and intensity of uses, which will be developed with transit-supportive densities in compact built forms. Walking, biking, transit and other transportation demand management measures will be prioritized. Mixed Use Intensification Areas will offer substantial development opportunities and represent a key element in the 2020 OP's strategy to accommodate and direct growth in the city over the planning horizon and beyond. Mixed Use Nodes and Intensification Corridors will be a focus of reurbanization, with some areas being planned to evolve with higher residential intensities and a full mix of uses, in a manner that supports frequent transit corridors, providing focal points of activity and a vibrant pedestrian environment and facilitate active transportation through careful attention to urban design, while enhancing the opportunities for the location of public service facilities and institutional uses.

Primary Growth Areas are recognized as a distinct area within the City's Urban Area accommodating the majority of the city's forecasted growth and consequently will experience the greatest degree of change, shall be regarded as the most appropriate and predominant location for new tall buildings, and shall support the frequent transit corridors and accommodate development that is compact, mixed use, and pedestrian-oriented in nature

Lands part of the **Urban Corridor** designation are locations in the city along major arterial streets that will serve as areas of concentration for mixed-use development in a compact built form, which will be provided in a higher intensity, transit-supportive and pedestrian-oriented manner, while maintaining compatibility with the surrounding area. The designation permits a maximum building density of 2.0 FSI and building heights between 2-6 storeys, with additional terracing on the above-ground floors to ensure compatibility. Retail and service commercial uses and other pedestrian-oriented uses shall be located on the ground floor of office or residential buildings and should be permitted above or below the first storey of buildings.

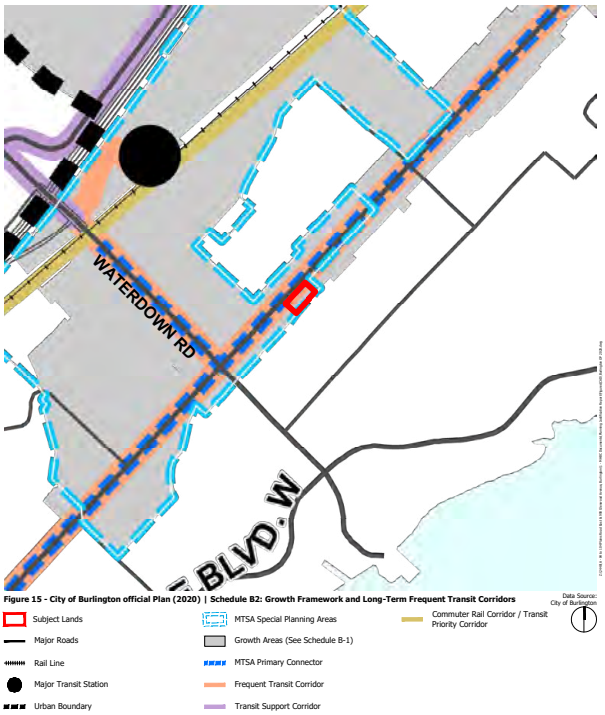


Fig. 4.1: - Burlington OP 2020-Schedule B2 (Growth Framework and Long Term Frequent Transit Corridors)

4.2 Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings



Fig. 4.2: City of Burlington – Front Cover of Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings, 2019.

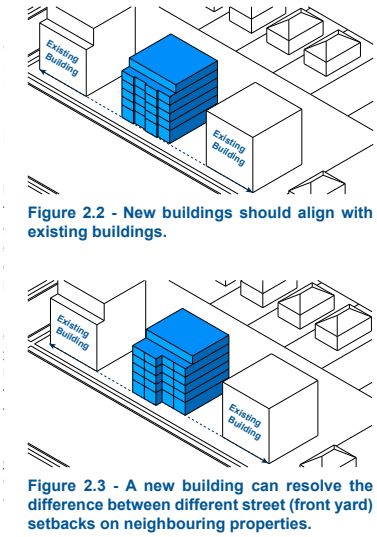


Fig. 4.3: City of Burlington DGMR, B2.1 uilding Placement Figures; pg.7

The Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (March 2019) (the "Mid-Rise Guidelines") provide direction for building placement, separation and spacing, height and massing, street level design, façade articulation and materials, site design, open space and streetscaping, built form transitions, and upper façade roof design, articulation and materials.

The Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (March 2019) (the "Mid-Rise Guidelines") provide direction for building placement, separation and spacing, height and massing, street level design, façade articulation and materials, site design, open space and streetscaping, built form transitions, and upper façade roof design, articulation and materials.

The proposed development effectively adhered to these guidelines, through the careful architectural design of the building in relation to its surrounding landscape and context. (Further details noted under section 5.0)

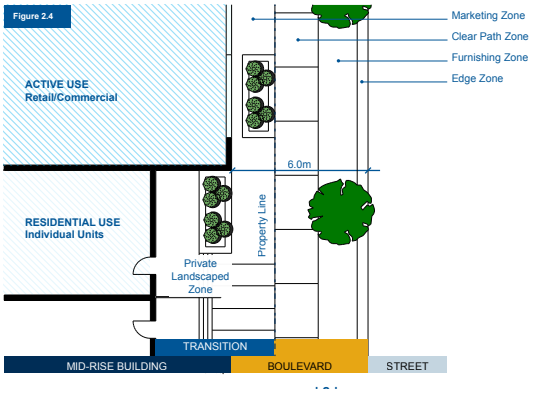


Fig. 4.4: City of Burlington DGMR, 2.1 Building Placement : Setbacks; Figures; pg.8

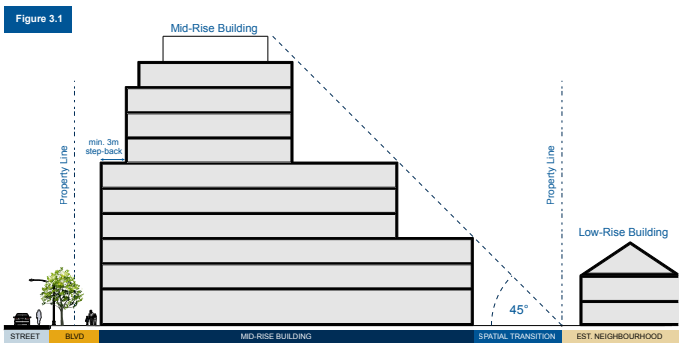


Fig. 4.5: City of Burlington DGMR, 3.0 Built Form: Transitions Figures; pg.21

4.3 Plains Road Corridor Urban Design Guidelines



Fig. 4.6: City of Burlington – Front Cover of Plains Road Corridor Urban Design Guidelines, 2006.

The Plains Road Corridor Urban Design Guidelines (June 2006) (the "Plains Road Guidelines") provide direction for development along the Plains Road corridor as it relates to general streetscape, district and site planning, and built form design guidelines.

The Design goals and objectives for this guideline are rooted in the Official Plan and were further developed during the study process, incorporating feedback from public consultations with key stakeholders, the business community, and City staff. The four primary goals for the Plains Road corridor are as follows:

1. To make Plains Road an enjoyable and attractive place to live and a destination that can attract tourism and business.

2. To preserve the green 'verdant' parkway character of the corridor where it exists today and to expand the 'greening strategy' along the length of the corridor.

3. To enhance the aesthetics of the streetscape by improving the public realm.

4. To create an urban design strategy that can be implemented over time and that all stakeholders can embrace and work towards.

The Proposed Development is under the Shadeland District, under section 5.2.5 of the guidelines (see Fig. 15). The Shadeland District is characterized by an array of land uses along the north side of the corridor, while the south side is predominantly residential and home office spaces. One of the key sites listed includes the Subject

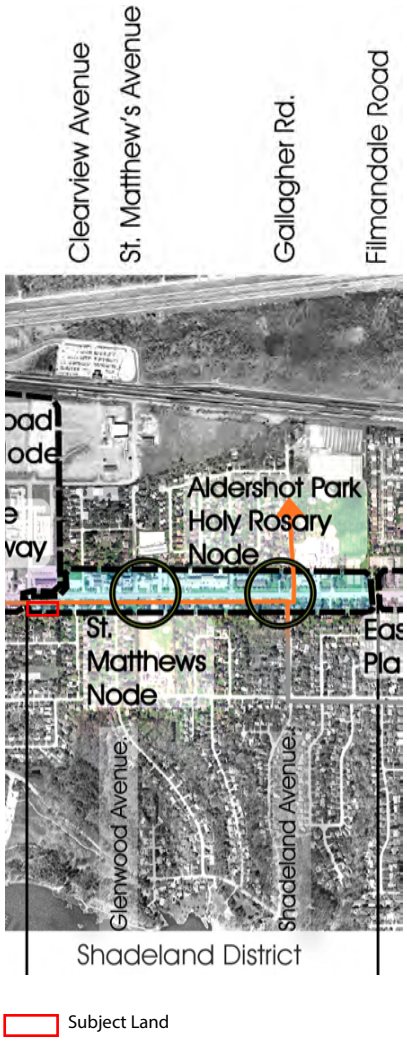


Fig. 4.7: Image of Shadeland District where subject lands falls into. Source : Plains Road Corridor Urban Design Guidelines

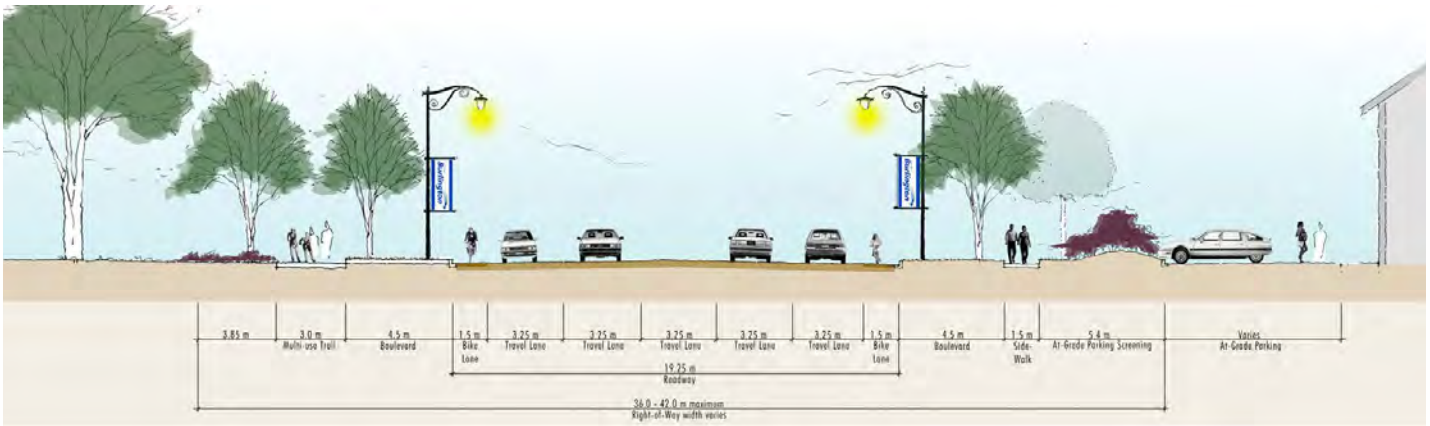
Lands as "Vacant and underutilized sites at corner of Cooke & Plains".

The guideline further states that "Urban design objectives should concentrate on consolidating and infilling commercial/industrial uses and preserving and enhancing the residential and home commercial uses. Mature boulevard shade trees and existing landscaping along the corridor should be protected. The underutilized sites at Cooke Boulevards and Plains Road could be redeveloped to provide an improved gateway/ entry point to the industrial park. Redevelopment should capitalize on the attractive landscaping along Cooke Boulevard. At-grade parking along the frontage of commercial properties should be screened with low growing vegetation to improve the appearance of the corridor."

The Proposed Development effectively meets the standard through the redevelopment of residential property with a new mid-rise building containing residential and commercial uses at-grade, and residential uses in the above ground levels. The building features an attractive active ground-level frontage along Plains Road East, Birchwood Avenue, and Glenwood Avenue, incorporating commercial spaces, a residential lobby, and both indoor and outdoor amenity areas.

The development also proposes extending the municipal sidewalk to 3 meters wide to accommodate active transportation like cycling. Also, it extends the north landscape buffer to 5-meters wide landscaping from the sidewalk to enhance the streetscape experience and maintain street character. It also provides a 3-meter landscape buffer along the south property line to maintain privacy with neighboring property. That said, these design decisions successfully meet all four primary goals of this guideline.

The Proposed Development effectively upholds the standard of section 5.3.2.2 Medium and High Density Residential, where it maintains visual relation, and orientation to the streetscape; locates surface parking and underground parking access towards the rear-end of the building. It also limits vehicular access from the adjacent roads (i.e Birchwood and Glenwood Ave.) and provides paved walkway entrances from public sidewalks to the main entrance. Furthermore, the proposed building maintains the current streetscape character of the corridor by preserving existing landscaping elements, adhering to setbacks, and respecting the height and massing of nearby buildings, as detailed in Section 6.3 District-Specific Recommendations. and 6.4 Site Planning & Built Form.



Shadeland District Cross Section

Fig. 4.8: Refrence cross-section of Shadeland District and perfered streetscape design.

5.0 Design Proposal

The Proposed Development redevelops the Subject Lands with an 11-storey mixed-use building containing residential and commercial uses at-grade, and residential uses in the above-ground levels. The Proposed Development contains a total gross floor area ("GFA") of 18,568 square metres, consisting of 1,045.01 square metres of commercial GFA and 17.522.99 square metres of residential GFA. The Proposed Development contains a total building height of 35.4 meters, exclusive of mechanical penthouse.

At-grade, the Proposed Development contains distinct commercial and residential building components. The building's residential component contains a total of 253 dwelling units, comprising of, 3 (1%) studio, 160 (63%) one-bedroom, 48 (19%) two-bedroom, and 42 (17%) three-bedroom unit sizes. The Proposed Development contains a total of 3,901.45 square metres of common amenity space consisting of 691.95 square meters of indoor amenity space, 814.34 square metres of outdoor amenity space and 2,312.15 square metres of private balcony and terrace amenity space.

The Proposed Development contains multiple grade-related entrances comprising of one (1) primary entrance to the building's residential component along Plains Road East, and seven (7) distinct commercial entrances which are oriented along Plains Road East and Birchwood Avenue. The primary pedestrian access is provided from Plains Road East to the residential lobby with a barrier-free design for users of all ages and abilities. Six (6) independent entrances are provided to each of the at-grade residential units, which are oriented along the Birchwood Avenue, Glenwood Avenue, and the building's south main wall. To the rear of the building loading and servicing that are accessible via the driveway and will be appropriately screened from adjacent properties and public realm.

The Proposed Development contains both indoor and outdoor amenity areas. A total of 741.94 square metres outdoor amenity space is provided at grade, located mainly on the rear-side of the building. Indoor amenity space is provided on the ground floor, centered to include the residential lobby area. Outdoor amenity terraces areas are provided along the south wall on the



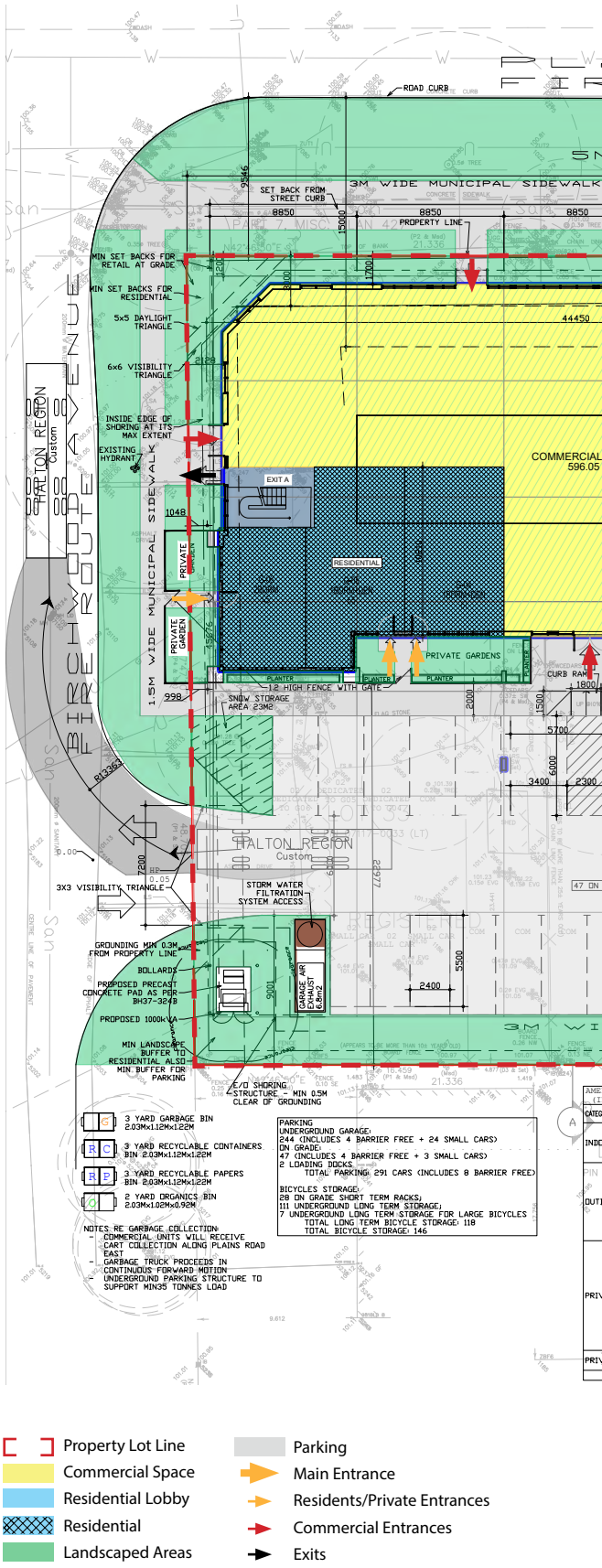
Fig. 5.0: Visual Solutions Studios Inc. , Rendered North-View of Proposed Development.

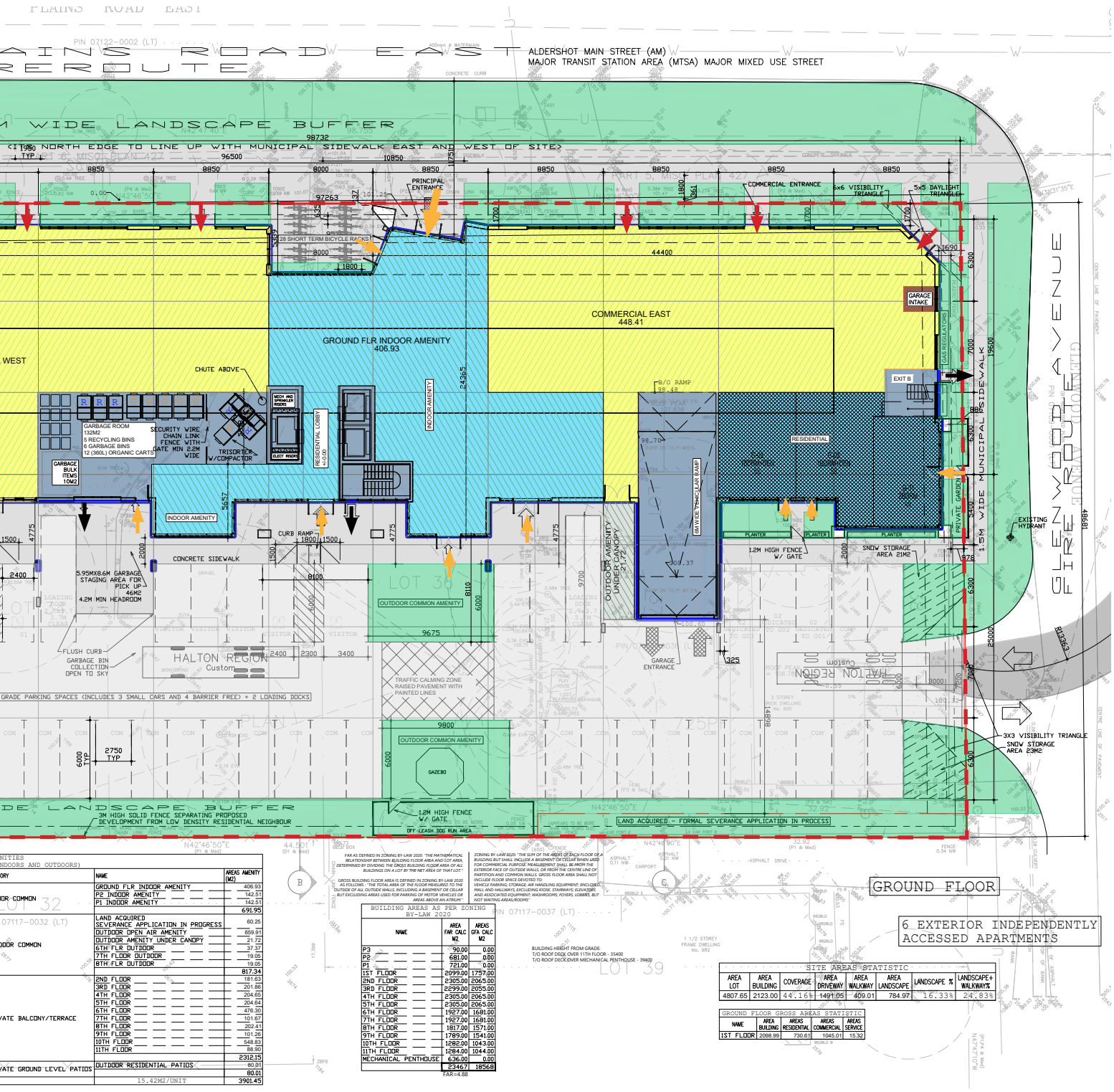
building's 6th, 7th and 8th floors. The majority of the residential units within the proposed building will have dedicated access to private balconies or terraces. This building represents an active frontage at the ground level along Plains Road East, as well as along Birchwood Avenue and Glenwood Avenue, with commercial uses, a residential lobby, and indoor and outdoor amenity areas. The extension of the municipal sidewalk to include shared 'active transportation' or multi-use pathway will further link the south residential area of Plains Road to the local roads network, connecting to the City's open space system. The Proposed Development contains a high-quality facade and material finish, providing an attractive contemporary architectural design and a dynamic range of materials to contribute to the existing and planned character of the surrounding neighbourhood.

The Proposed Development gains vehicular access by way of two (2) entrances, consisting of a 6.0-metre wide driveway entrance off Glenwood Avenue and 6.0-metre wide driveway entrance off Birchwood Avenue, which connect to a surface parking lot and two (2) loading/ service areas located along the south edge of the building, and further to the underground parking ramp. The Proposal also provides access the garbage room, which is connected to the loading area. The primary pedestrian access is provided from Plains Road East to the residential lobby with a barrier-free design for users of all ages and abilities.

The Proposed Development provides a total of 291 vehicular parking spaces, comprising 47 surface parking spaces, and 244 underground parking spaces, consisting of 112 spaces on the 1st underground level, 116 spaces on the 2nd underground level, and 16 spaces on the 3rd underground level. For bicycle storage, the Proposal provides a total of 146 bicycle storage spaces, 118 long-term storage and 28 short-term bike racks on grade.

The Property Owner has entered into a formal agreement to acquire a 60.31 square meter portion of land from the 982 Glenwood Avenue property located to the south of the Subject Lands (the "Acquisition"). The Acquisition will contribute a 32.92 meter long by 1.83





NAME	AREAS AMENITY (M2)
GROUND FLR INDOOR AMENITY	406.93
P2 INDOOR AMENITY	142.51
P1 INDOOR AMENITY	142.51
	691.95
LAND ACQUIRED SEVERANCE APPLICATION IN PROGRESS	60.25
OUTDOOR OPEN AIR AMENITY	659.91
OUTDOOR AMENITY UNDER CANOPY	21.72
6TH FLR OUTDOOR	37.37
7TH FLOOR OUTDOOR	19.05
8TH FLR OUTDOOR	19.05
	817.34
2ND FLOOR	181.63
3RD FLOOR	201.86
4TH FLOOR	204.65
5TH FLOOR	204.64
6TH FLOOR	476.30
7TH FLOOR	101.67
8TH FLOOR	202.41
9TH FLOOR	101.26
10TH FLOOR	548.83
11TH FLOOR	88.90
	2312.15
OUTDOOR RESIDENTIAL PATIOS	80.01
	80.01
15.42M2/UNIT	3901.45

BUILDING AREAS AS PER ZONING BY-LAW 2020

NAME	AREA FAR CALC M2	AREAS GFA CALC M2
P3	90.00	0.00
P2	681.00	0.00
P1	721.00	0.00
1ST FLOOR	2099.00	1757.00
2ND FLOOR	2305.00	2065.00
3RD FLOOR	2299.00	2055.00
4TH FLOOR	2305.00	2065.00
5TH FLOOR	2305.00	2065.00
6TH FLOOR	1927.00	1691.00
7TH FLOOR	1927.00	1691.00
8TH FLOOR	1817.00	1571.00
9TH FLOOR	1789.00	1541.00
10TH FLOOR	1282.00	1043.00
11TH FLOOR	1284.00	1044.00
MECHANICAL PENTHOUSE	636.00	0.00
	23467	18568

FAR=4.88

FAR AS DEFINED IN ZONING BY-LAW 2020: "THE MATHEMATICAL RELATIONSHIP BETWEEN BUILDING FLOOR AREA AND LOT AREA DETERMINED BY DIVIDING THE GROSS BUILDING FLOOR AREA OF ALL BUILDINGS ON A LOT BY THE NET AREA OF THAT LOT."

GROSS BUILDING FLOOR AREA IS DEFINED IN ZONING BY-LAW 2020 AS FOLLOWS: "THE TOTAL AREA OF THE FLOOR MEASURED TO THE OUTSIDE OF ALL OUTSIDE WALLS, INCLUDING A BASEMENT OR CELLAR BUT EXCLUDING AREAS USED FOR PARKING OF MOTOR VEHICLES OR AREAS ABOVE AN ATRIUM."

ZONING BY-LAW 2020: "THE SUM OF THE AREAS OF EACH FLOOR OF A BUILDING BUT SHALL INCLUDE A BASEMENT OR CELLAR WHEN USED FOR COMMERCIAL PURPOSE. MEASUREMENT SHALL BE FROM THE EXTERIOR FACE OF OUTSIDE WALLS, OR FROM THE CENTRE LINE OF PARTITION AND COMMON WALLS. GROSS FLOOR AREA SHALL NOT INCLUDE FLOOR SPACE DEVOTED TO: VEHICLE PARKING, STORAGE, AIR HANDLING EQUIPMENT, ENCLOSED MALL AND HALLWAYS, EXCLUDING KIOSK, STAIRWAYS, ELEVATORS AND ASSOCIATED EQUIPMENT; WASHROOMS, FOYERS, LOBBIES, BUT NOT WAITING AREAS/ROOMS."

BUILDING HEIGHT FROM GRADE
T/O ROOF DECK OVER 11TH FLOOR - 35400
T/O ROOF DECK OVER MECHANICAL PENTHOUSE - 39400

GROUND FLOOR

6 EXTERIOR INDEPENDENTLY ACCESSED APARTMENTS

SITE AREAS STATISTIC

AREA LOT	AREA BUILDING	COVERAGE	AREA DRIVEWAY	AREA WALKWAY	AREA LANDSCAPE	LANDSCAPE %	LANDSCAPE+ WALKWAY%
4807.65	2123.00	44.16%	1491.05	409.01	784.97	16.33%	24.83%

GROUND FLOOR GROSS AREAS STATISTIC

NAME	AREA BUILDING	AREAS RESIDENTIAL	AREAS COMMERCIAL	AREAS SERVICE
1ST FLOOR	2098.99	730.61	1045.01	15.32

Fig. 5.1: Kozlowski Architect, Site Plan.

metre wide portion of land, generally rectangular in shape, to the Subject Lands, thereby adjusting the rear lot line to enable a consistent 3.0 metre wide landscape buffer along its full extent. A future Consent application is anticipated to facilitate the lot line adjustment.

The Proposed Development will be designed to support sustainability through various measures, including a mix of hard and soft landscaping interventions, tree planting, and the provision of a green roof. Moreover, the Proposed Development will feature low impact development stormwater management design practices including an orifice control in conjunction with a cistern to provide storage, peak flow control and a reservoir for stormwater re-use to minimize risks to human health and the environment, as per the Functional Servicing & Stormwater Management Report prepared by Trafalgar Engineering.

The Proposed Development will additionally support a robust Transportation Demand Management ("TDM") program, as is discussed within the Transportation Import Study, prepared by Stantec, which includes: unbundled parking; fee-based parking; bicycle parking areas; transit schedules and route maps, trail maps, and cycling route map; and transit and active transportation advocacy initiatives. The TDM strategy is expected to provide site users with a net-positive transportation experience, providing incentive to choose other modes of travel, while contributing towards improving people's quality of life. As noted previously, the Proposal is in an area that contains excellent access to a range of transit services, including surface and higher-order transit options located in less than a ten-minute walking distance of the Subject Lands.

Overall, the Proposal will serve to redevelop and intensify the Subject Lands, while integrating with the existing and planned developments in the surrounding area. The proposed scale, height and massing of the proposal is consistent and complementary to the surrounding existing and proposed residential, commercial and mixed-use buildings in proximity to the Subject Lands.

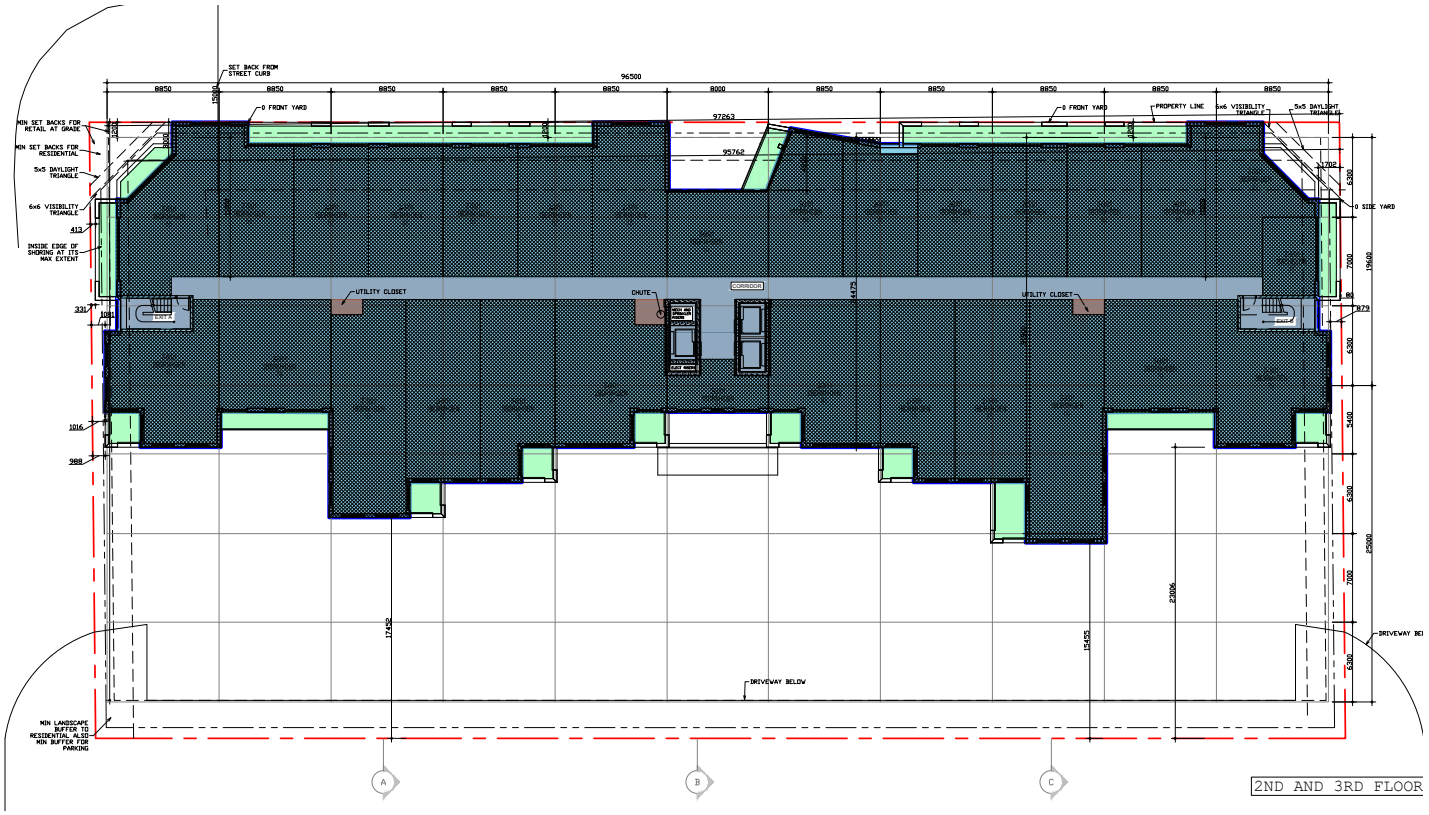


Fig. 5.2: Kozlowski Architect, 2nd and 3rd Floor Plan.

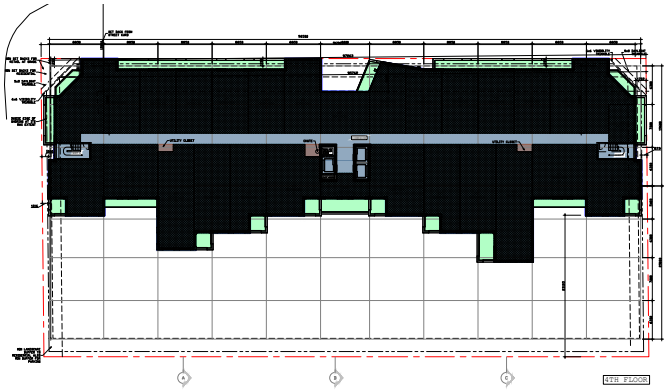


Fig. 5.3: Kozlowski Architect, 4th Floor Plan.



Fig. 5.4: Kozlowski Architect, 5th Floor Plan.

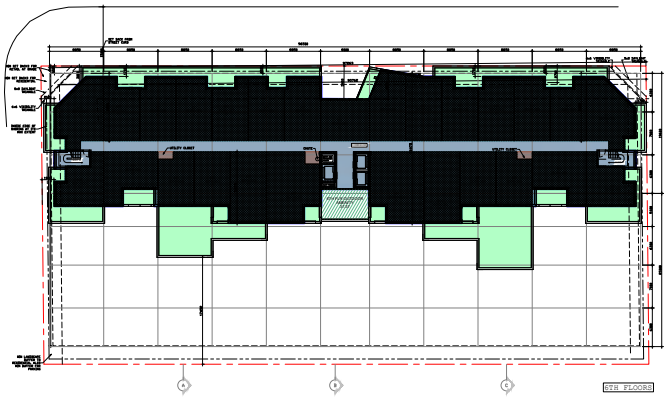


Fig. 5.5: Kozlowski Architect, 6th Floor Plan.

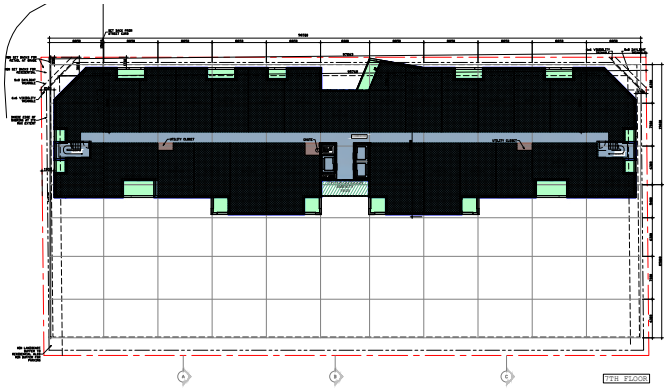


Fig. 5.6: Kozlowski Architect, 7th Floor Plan.

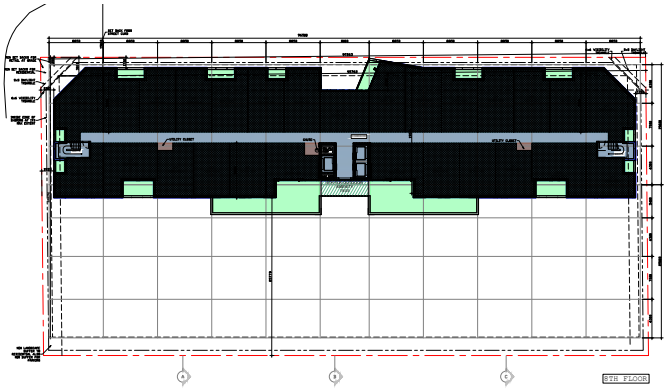


Fig. 5.7: Kozlowski Architect, 8th Floor Plan.

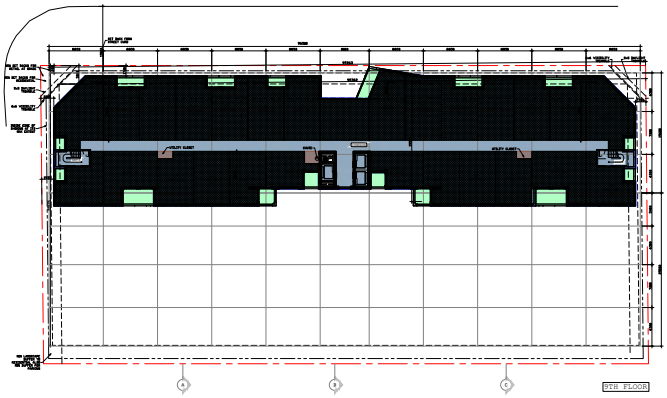


Fig. 5.8: Kozlowski Architect, 9th Floor Plan.

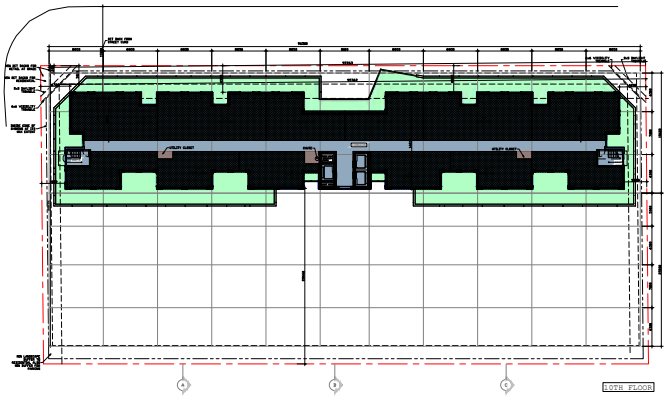


Fig. 5.9: Kozlowski Architect, 10th Floor Plan.

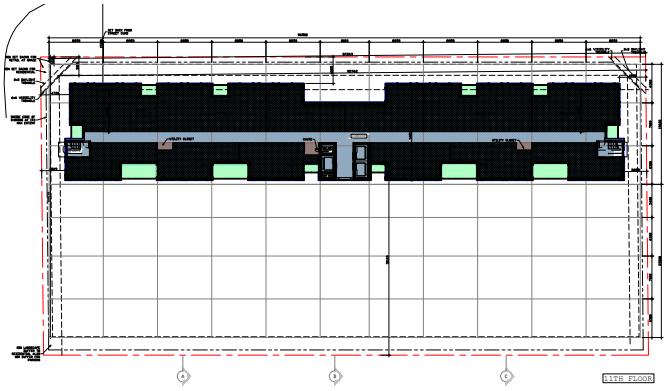


Fig. 5.10 Kozlowski Architect, 11th Floor Plan.

5.1 Site Design & Orientation

Policy & Guidelines

In response to:

1997 Official Plan Policy: *Sections- 6.2 (c)(d), 6.3 (e), 6.5(a)(b)(c).*

2020 Official Plan Policy: *Sections- 7.1.1(c)(e), 7.3.2.1(a)(b)(d)(e)(h), 7.3.2(ai)(aii)(aiii)(aviii).*

Mid-Rise Guidelines: *Section 2.1.1, 2.1.2, 2.1.6, 2.1.6, 2.1.7, 2.1.8, 2.1.9, 2.2.2.*

Plains Road Corridor Urban Design Guidelines: *Section 3.5, 4.1, 5.2.5, 5.2.5.1, 5.3.2, 5.3.2.2 (1)(7), 6.4.20 (1).*



The Proposed Development embodies a revitalization and intensification approach focused on the Mixed Use Nodes and Intensification Corridors. It promotes a balanced combination of density and heights by building a compact residential complex, reinforcing the area's character as a Major Transit Station Area (MTSA). The Proposal represents a pedestrian-oriented development that supports multi-modal transportation within the area.

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 an 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, odors, traffic, safety and sun-shadowing, and the potential for serious adverse health impacts on humans or animals. The Proposed Development consists of an 11-storey mid-rise building with a compact rectangular built form, where the primary frontage along Plains Road East, and secondary frontages along Birchwood Avenue and Glenwood Avenue.

The Proposed Development embodies a revitalization and intensification approach focused on the Mixed Use Nodes and Intensification Corridors. It promotes a balanced combination of density and heights by building a compact mixed-use building, which reinforces the area's character as a MTSA. The Proposed Development represents a pedestrian oriented development that supports multi-modal transportation within the area.

The Proposed Development provides a sensitive transition between the proposed mid-rise built form and the established neighbourhood to the south, including south-east, and south-west which are located along Birchwood Avenue and Glenwood Avenue. The Proposed Development achieves transition to the surrounding single-detached dwellings by providing setbacks, step-backs and other relevant massing and design interventions at the rear and side yards to provide appropriate transition to the surrounding low-rise single detached dwellings. Moreover, the Proposed Development achieves transition by providing an assortment of hard and soft landscaping interventions, including tree planting and fencing, to ensure an appropriate transition is achieved. The rear yard setback provided ensures that the proposed building is generally contained within a 45-degree angular plane cast from

the rear property line, apart from smaller portions of the upper three levels and mechanical penthouse minimally encroaching into the plane, allowing for the protection of privacy, reduction of overlook and gradual transition to existing dwellings to the south. The slender rectangular building envelope and east-west orientation of the proposed development will also help to minimize shadow impacts on adjacent streets, buildings and properties.

The Proposed Development has been designed to frame Plains Road East through a consistent elevation and limited setback, creating a defined streetwall which will contribute to a pedestrian-oriented environment. Commercial uses are provided at-grade along the Plains Road East frontage and along the northern portions of the east and west main walls, incorporating a high level of glazing and street-facing amenity areas, which will also contribute to an enjoyable and comfortable pedestrian environment along Plains Road East and surrounding two street frontages, with enhanced safety through informal surveillance. The at-grade residential units are provided near the south-west and south-east corners of the building. Strategic design interventions, including unit orientation and entrance location, in addition to landscaping interventions, are used to soften the transition between the building's at-grade commercial component and residential component.

The active uses such as the residential lobby, amenity areas, and street-facing commercial uses will be incorporated into ground-level design, contributing to public realm animation and an optimized users' experience along the surrounding public sidewalks. At-grade elevations are designed with a significant amount of glazing to accommodate constant interaction of

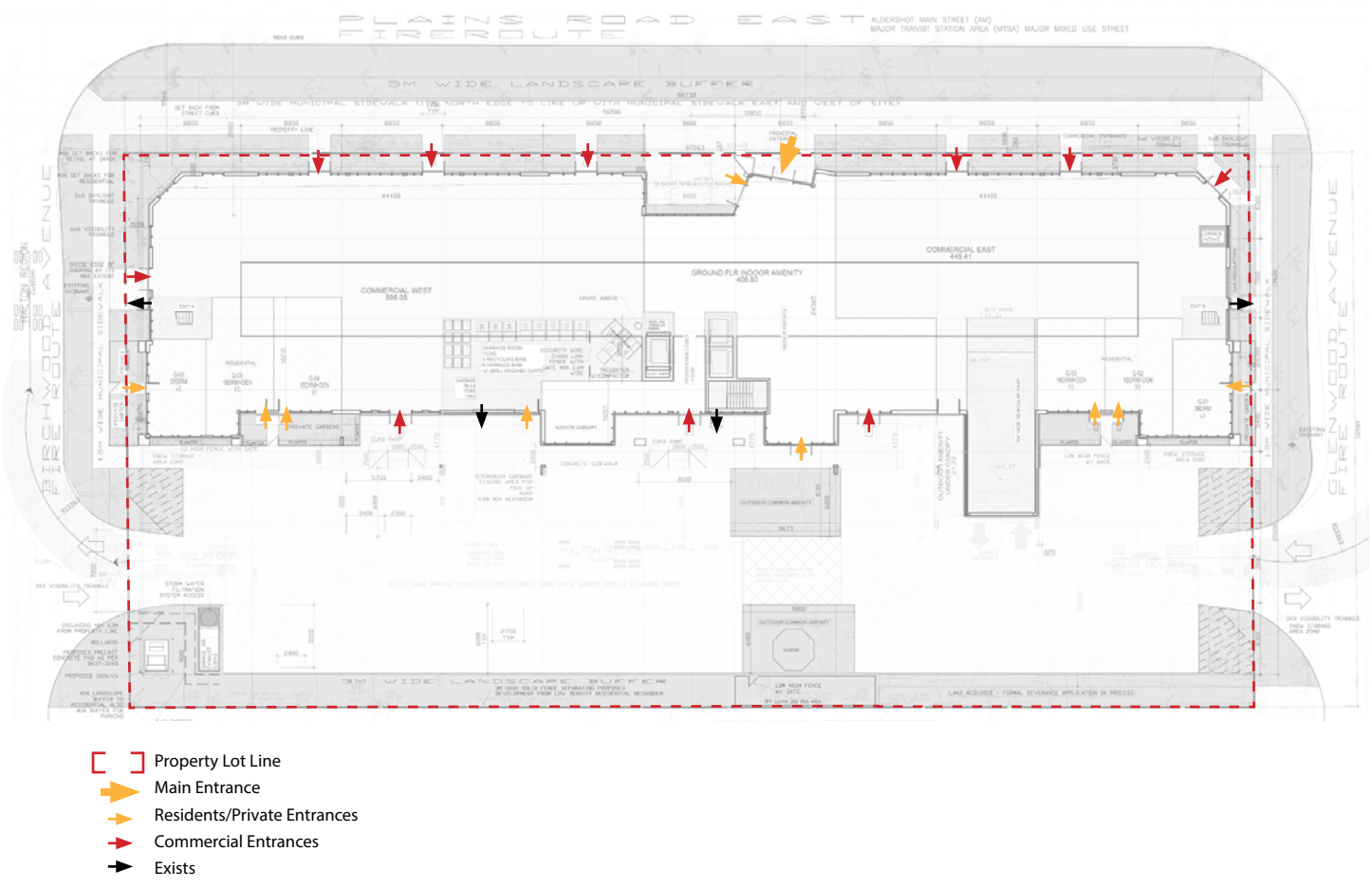


Fig. 5.11: Site Plan showing street level connection and design.

indoor and outdoor spaces, promoting spatial and visual connectivity with the pedestrian network, and enhancing safety through "eyes on the street" natural surveillance opportunities. The Proposed Development has been oriented to successfully integrate with its surroundings, and high-quality architectural design is provided for each building elevation so that the proposal contributes to the physical character of the community.

The proposed height, density and building form are appropriate given that the site is located within a MTSA and is well serviced by surface transit options, as well as higher-order transit options, by being located within an under 10-minute walking distance of Aldershot Station. In addition, as discussed in Section 13, the site has been identified for a mid-rise designation in Official Plan Amendment 2, supporting the evolution of this growth area.



Fig. 5.12: Kozlowski Architect, East Elevation.

5.2 Built Form And Massing

Policy & Guidelines

In response to:

1997 Official Plan Policy: *Sections- 6.5(a)(b)(c).*

2020 Official Plan Policy: *Sections- 7.3.2.1 (ai)(bi)(ci), 7.3.2.2 (ai)(aii)(aiv).*

Mid-Rise Guidelines: *Section 2.3.1, 2.3.2, 2.3.3, 2.3.5, 2.3.6, 2.3.7, 2.3.8, 2.3.10, 2.3.12, 3.1.1, 3.1.2, 3.1.3, 3.1.5, 3.1.6, 3.1.7, 3.2.12.*

Plains Road Corridor Urban Design Guidelines: *Section 5.3.2.2 (1)(8)(9), 6.4.20 (1), 6.4.21 (1)(2)(3), 6.4.22 (3).*

The proposed mid-rise building massing is designed with two main step-backs to break down the height of the building to achieve a gradual height transition from south to north towards Plains Road. To achieve an adequate transition between the proposal and the surrounding low-rise built fabric, step backs along the west, south and east side are provided, specifically on the 6th, 8th and 10th floor. Step-back of a minimun of 2.3 meters and maximum of 10 meters are observed along the south east side (shown in Fig. 5.14). While step-backs of approx. 0.9 meters to 4 meters is given to the walls fronting Plains Road (shown in Fig. 5.15). Step backs are employed to provide a clear distinction and articulation in massing between the base, middle and top of the proposed building.

The building's east-west orientation, slender rectangular built form and step down in building height at the east will minimize shadow impacts on neighbouring properties. The proposed development has a setbacks of 1.7 meters from the property line along Plains Road East, 2.1 meters along Birchwood Avenue, 0.8 to 1.7 meters along Glenwood Avenue. Allocating surface and vehicular circulation at the south side of the building allows for a generous 15 to 31.7 meters setback at the rear.

Given that the rectangular shape of the Proposed Development results in a longer frontage along Plains Road East and at the rear of the site, in addition to its setbacks and above-grade stepping, the building employs architectural articulation measures, such as the use of a lighter material finish for the upper building levels, projections, balconies, and fenestration details are proposed to reduce the visual impacts related to the scale of the Proposal.

In addition, a vertical division and slight recession of the building façade are employed centrally along the Plains Road East frontage to give the appearance of two separate buildings, helping to break up the perceived length and mass. Each façade is articulated for vertical interest and blank façades are avoided.

Primary facades are articulated with a combination of vertical and horizontal emphasis, projections, balconies, fenestration details, and material variation to create aesthetic interest and reduce the visual impacts related to the scale of the proposal. This includes creating visual appeal and avoiding blank wall conditions.



The Proposal is designed to include at-grade commercial units on the primary façades along Plains Road East, which continue along the north portions of the building's west main wall along Birchwood Avenue and east main wall along Glenwood Avenue, that will be directly accessible from the public sidewalk and will help to activate the streetscape and provide a strong pedestrian presence. Ground floor elevations will incorporate a high level of transparency and street-facing patios to create "eyes on the street" and contribute to a more pedestrian friendly streetscape.

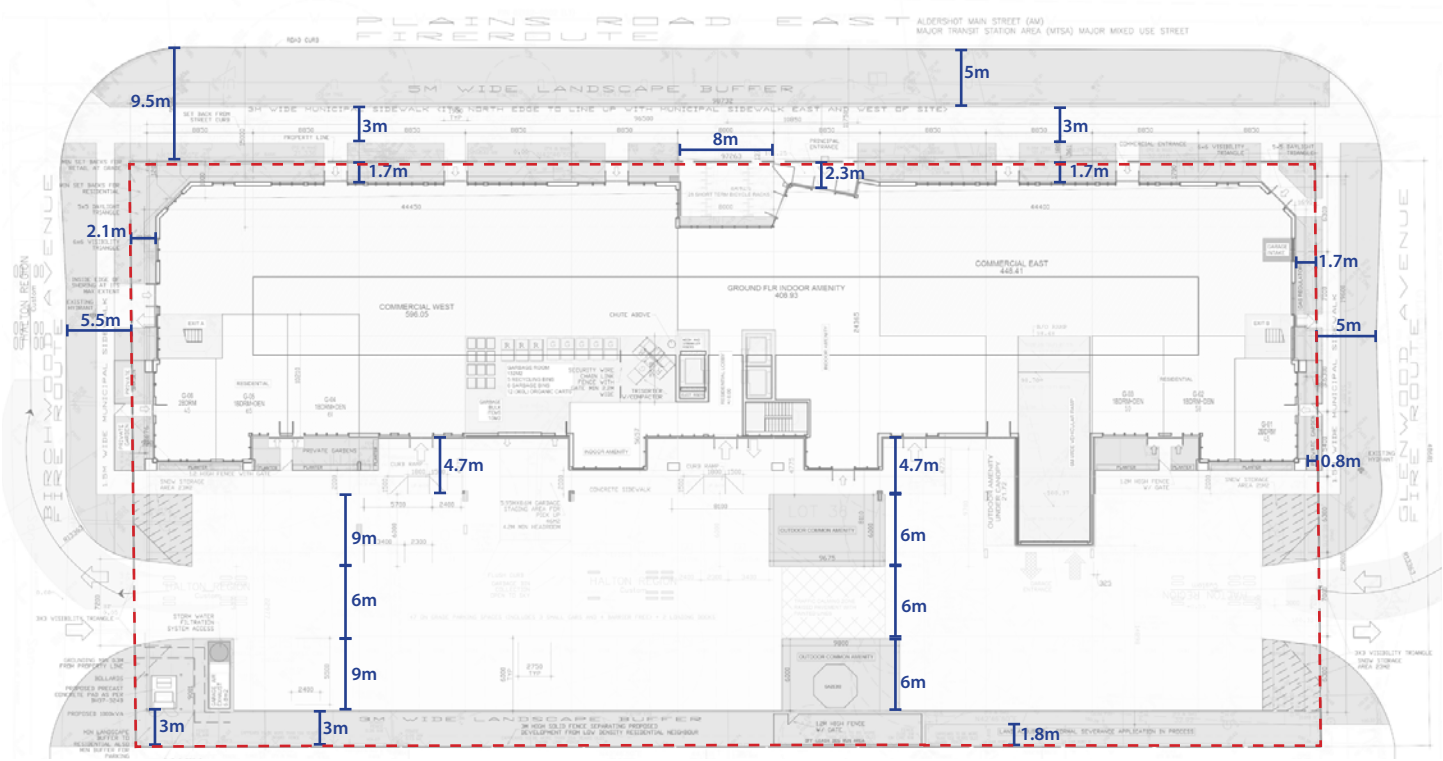


Fig. 5.13: Site plan showing setbacks and stepbacks.

Balconies will be designed using a light transparent material to not excessively add to the massing of the tower. The podium will use heavier materials such as brick and precast concrete to ground the development. The podium will be broken up into smaller perceivable pockets using window fenestration and architectural treatment. This expression both sculpts the building massing and perception of scale away from the street itself.

The overall massing limits setbacks at-grade and along primary frontages to bring the building close to the street. The building's massing is defined clearly through articulation of the building's lower portions, creating a vertical transition in the massing as it relates to the street and helping to break up the height. The Shadow Study (shown on Figures 5.16 to 5.18) prepared by Kozlowski Architect provides further analysis of anticipated impacts of the proposed development and demonstrates that minimal shadow impacts are expected on adjacent properties.

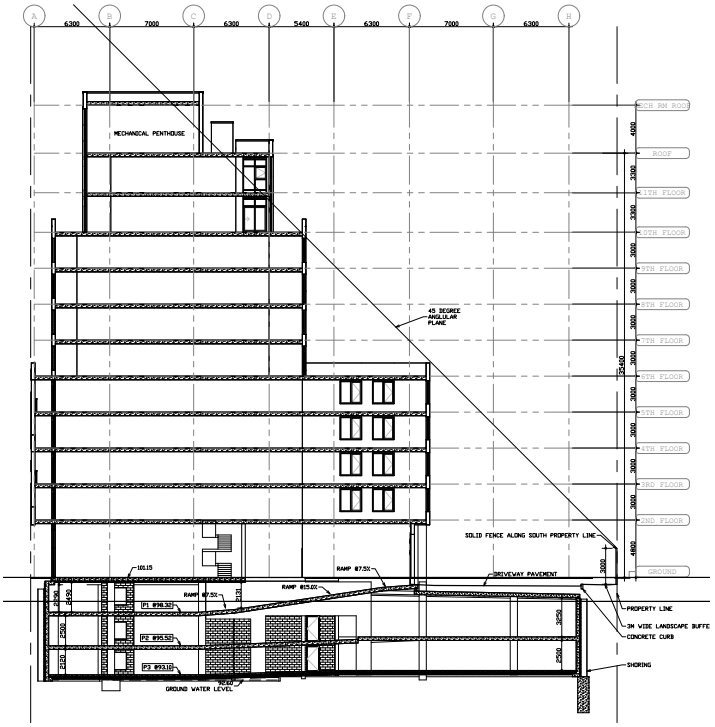


Fig. 5.14: Kozlowski Architect, Section at underground garage entrance.

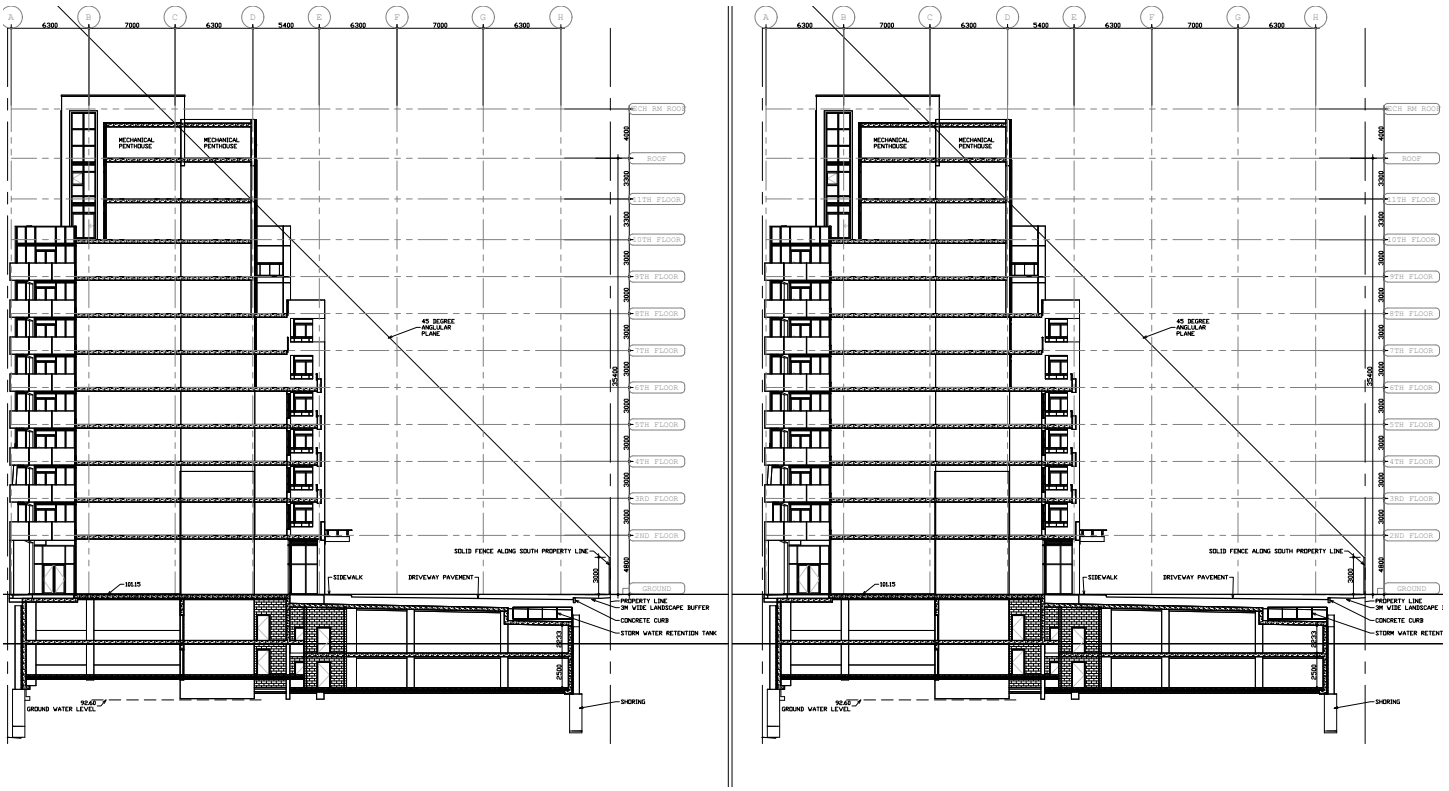
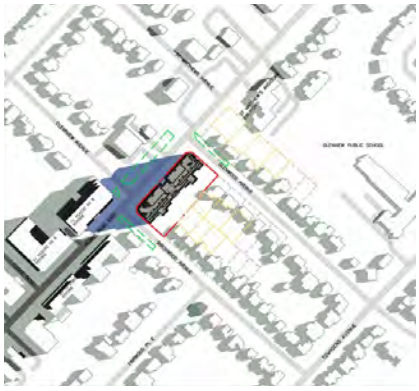
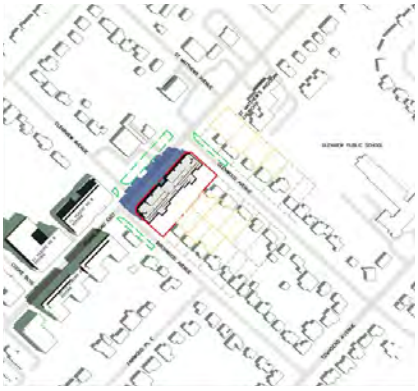


Fig. 5.15: Kozlowski Architect, Section at Commercial Unit (Left), Section at Entrance Lobby (Right).

Summer Solstice (June 21st)



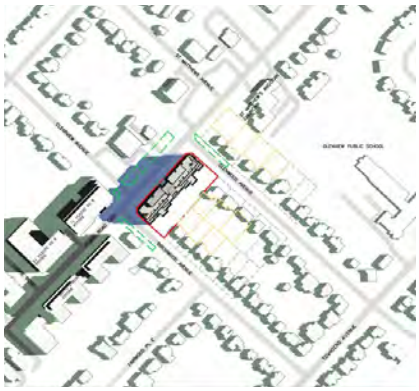
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11AM



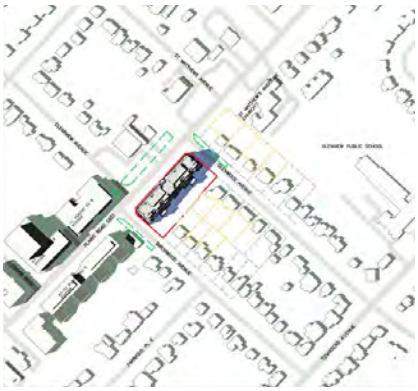
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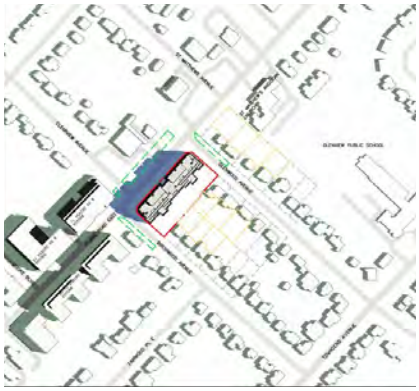
9AM



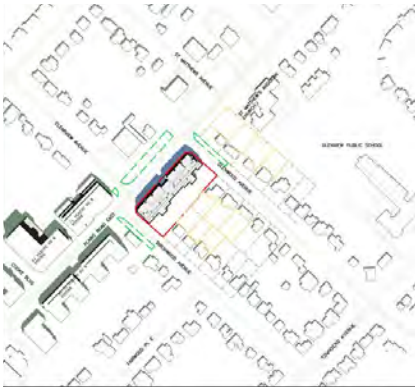
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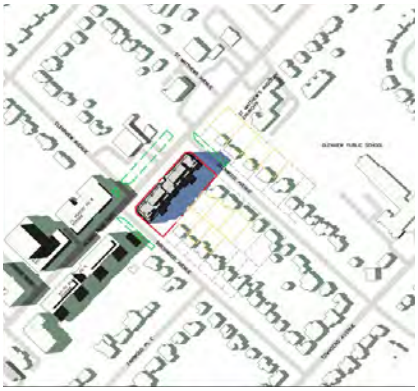
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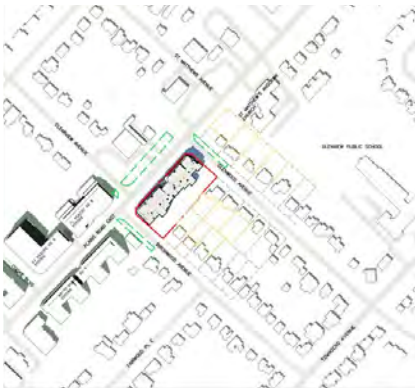
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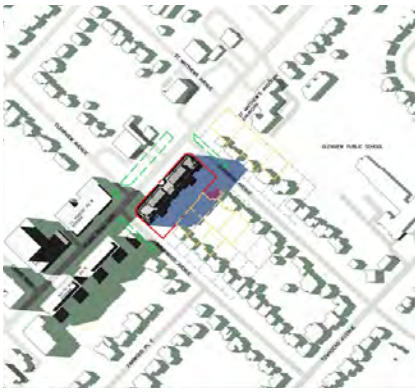
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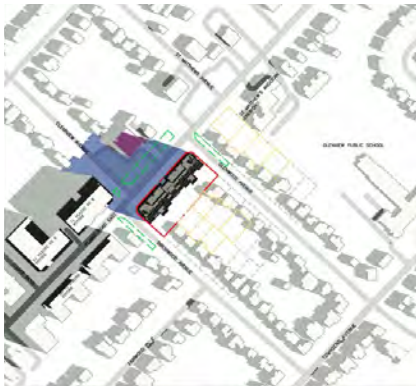


6PM

Property Lot Line
Public realm and sidewalk
Private outdoor amenity Space
Shadow cast on-ground
Shadow cast on roof

Fig. 5.16: Kozlowski Architect, Shadow Study June 21st

Autumnal Equinox (September 21st)



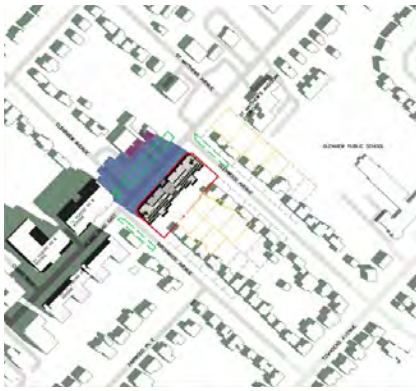
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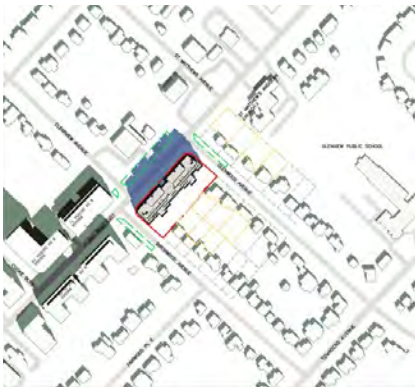
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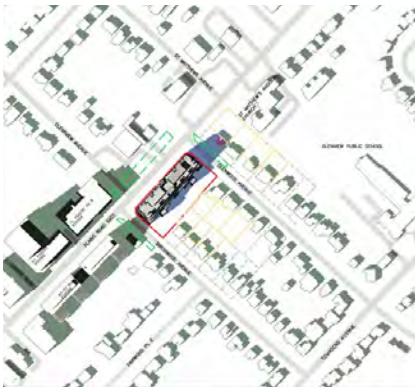
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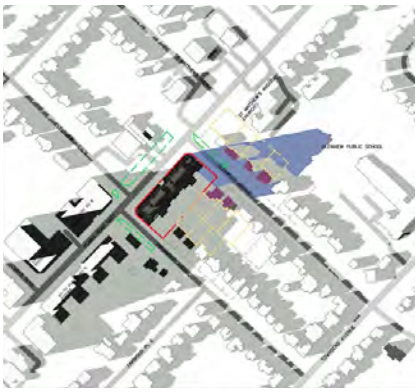
1PM



5PM



2PM



6PM

Property Lot Line
Public realm and sidewalk
Private outdoor amenity Space
Shadow cast on-ground
Shadow cast on roof

Fig. 5.17 : Kozlowski Architect, Shadow Study September 21st

Winter Solstice (Dec. 21st)



11AM



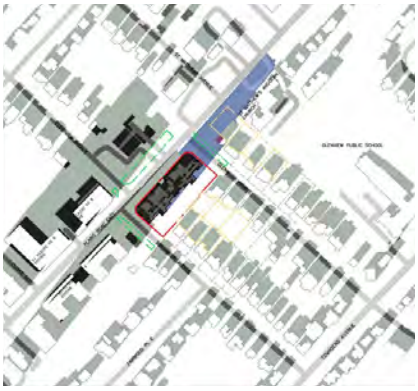
12PM



1PM



2PM



3PM

Property Lot Line
Public realm and sidewalk
Private outdoor amenity Space
Shadow cast on-ground
Shadow cast on roof

Fig. 5.18: Kozlowski Architect, Shadow Study Dec. 21st

5.3 Architectural Design

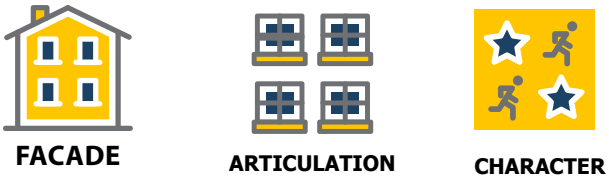
Policy & Guidelines

In response to:

1997 Official Plan Policy: *Sections- 6.2 (f)*

2020 Official Plan Policy: *Sections-7.1.1 (g)(h), 7.3.2 (avi), 7.3.2 (1i)(1f)(1ig)*

Mid-Rise Guidelines: *Section 2.3.11, 2.4.1, 2.4.2, 2.4.3, 2.4.4, 2.4.5, 2.4.5, 2.4.7, 2.4.9, 2.4.10, 2.4.11, 3.2.2, 3.2.3, 3.2.4, 3.2.5, 3.2.6, 3.2.7, 3.2.10.*



The Proposal contemplates a high-quality architecture compatible with and complements the emerging context of the area while enhancing the streetscape appearance along Plains Road East and surrounding two street frontages. The proposed massing, design, and material selection allow for variation in form and create a diverse architectural expression. Enhanced treatments such as recessions, projections, balconies, and a distinctive roofline articulate the façades on all sides of the development, eliminating the presence of blank walls and creating visual interest. As noted previously, setbacks, step-backs, and architectural design interventions and finishes are used to clearly define the lower (street wall) and upper portions of the building.

The at-grade commercial component and residential lobby is articulated with a high level of glazing, further architectural details, landscaping and overhangs to provide weather protection and a sense of arrival.
The building's lower levels, including first five levels along Plains Road East, contain a dark grey brick and masonry gloss finish visually emphasizing the building's streetwall and relationship with the edges of the surrounding public realm. The building's upper levels, in contrast, contain a lighter material finish which assists with reducing the visual perception of the building mass.

Balconies will be built with high-quality transparent material, additional articulation, and a light appearance for the building. Building materials have been selected for quality, durability and sustainability. The primary materials proposed are brick, vision glass, metal and panelling with a high level of glazing provided at-grade to enhance the pedestrian realm and for informal surveillance. A significant amount of brick is incorporated, as brick is the most common material seen throughout the surrounding established neighbourhoods

Rooftop mechanical equipment will be screened from view to facilitate a positive visual contribution to 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.



Fig. 5.19: Visual Solutions Studios Inc. ,Rendered South-West View.

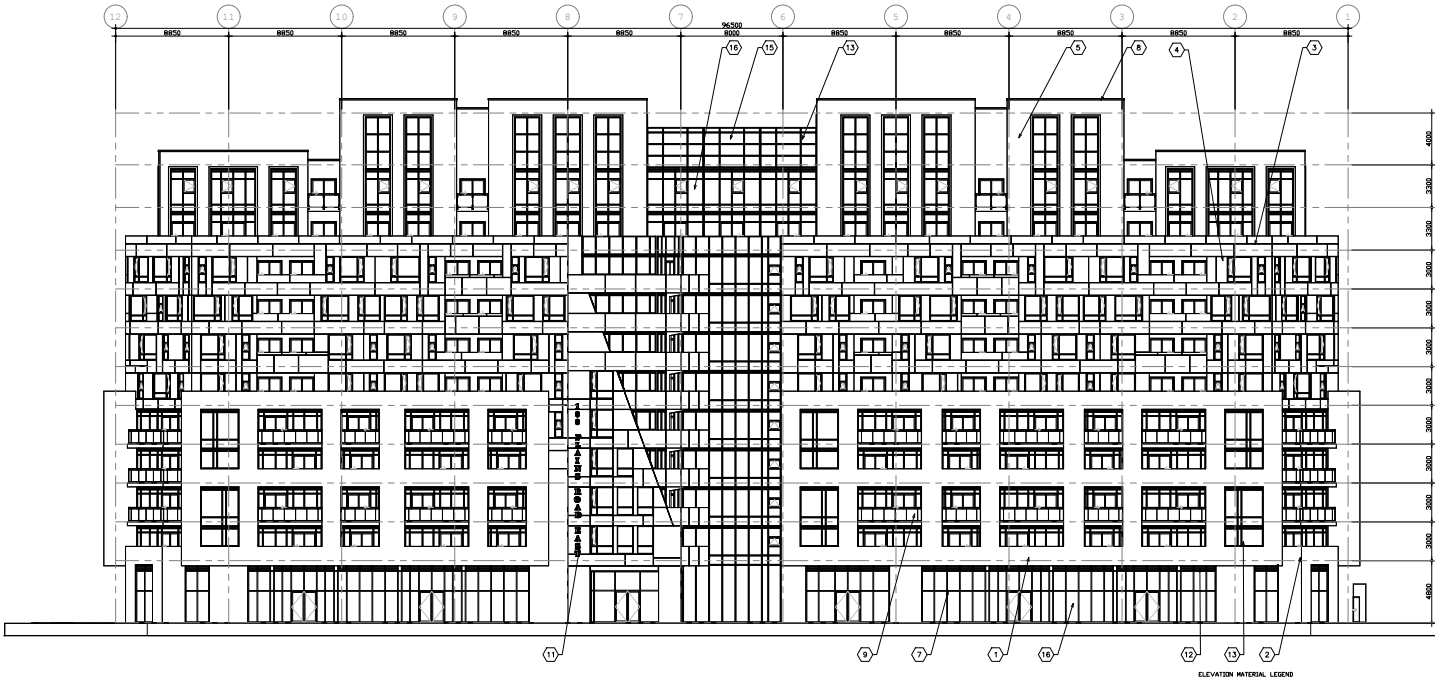




Fig. 5.20 & 5.21 : Kozlowski Architect, (top) Front Elevation; Visual Solutions Studios Inc. (bottom) Rendered North East Perspective .

5.4 Vehicular & Pedestrian Circulation

Policy & Guidelines

In response to:

1997 Official Plan Policy: *Sections- 2.7.2 (b), 3.6.2 (f), 6.5 (e),*

2020 Official Plan Policy: *Sections-6.2.1 (1f), 6.2.3.1 (e), 6.2.4 .1(d)(h)(1j), 7.1.1 (d)(j), 7.3.2 (av), 7.3.2 (1id)(1ie)(1iiib)(1iiic)*

Mid-Rise Guidelines: *Sections- 2.4.12, 2.4.13, 2.4.14, 2.4.16, 2.5.2, 2.5.3.*

Plains Road Corridor Urban Design Guidelines: *Section-5.1.2.1*

ANIMATION

ACTIVE

ACCESSIBILITY

TRANSIT ORIENTED COMMUNITY

The Proposed Development enhances walkability and safety along Plains Road East, Glenwood Avenue, and Birchwood Avenue by introducing a 3-meter-wide multi-use walkway along Plains Road. It also maintains AODA standards, by designing barrier-free and well-lit walkways to enhance safety and visibility. These pathways connect to the building's entrances and existing 1.5-meter sidewalks along Birchwood and Glenwood Avenue, fostering an engaging and accessible pedestrian experience.

The building entrance will be prominently defined within the public realm through thoughtful pavement treatments, height variations, and material selection. The development also provides two (2) 5.0 meter long

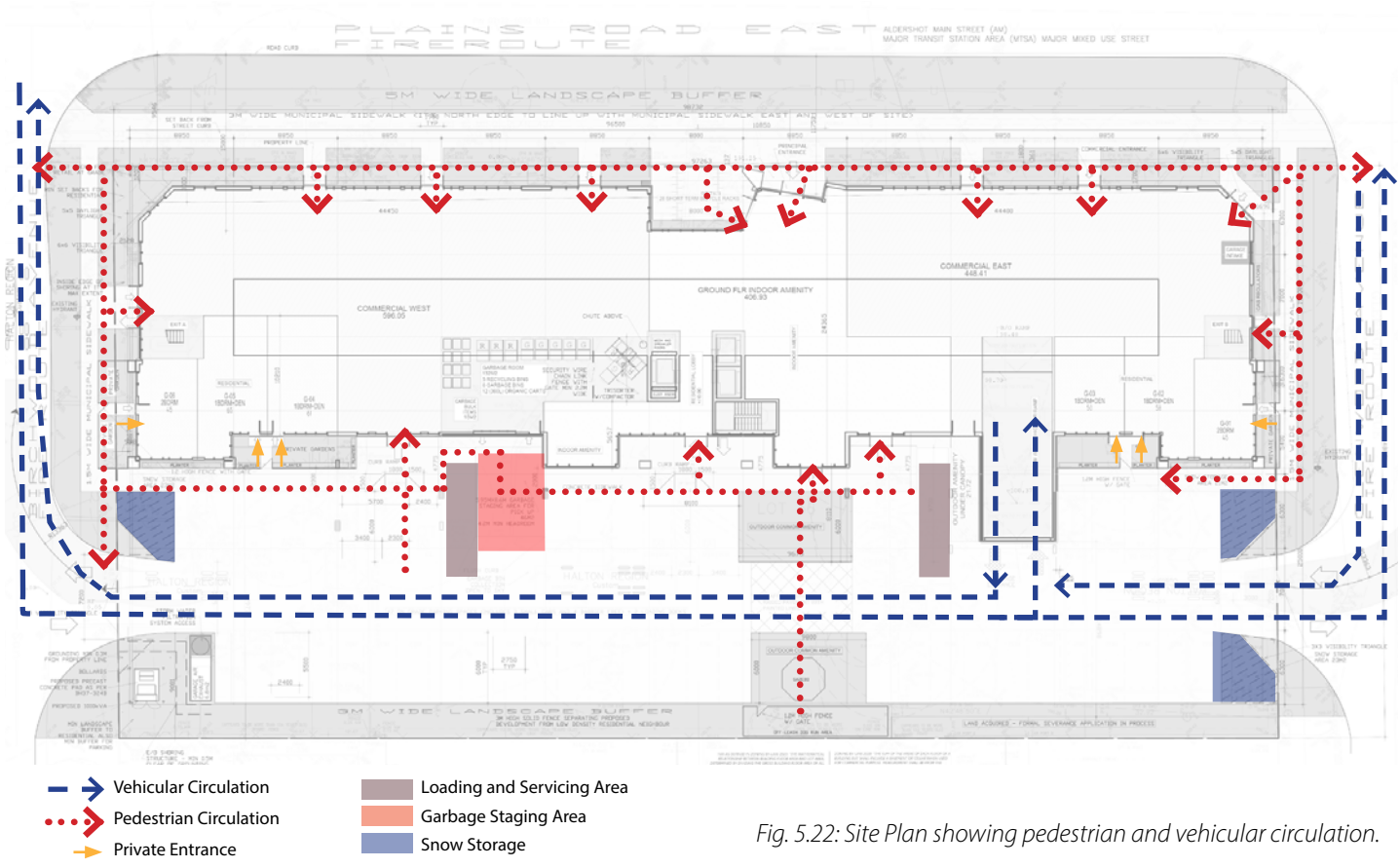


Fig. 5.22: Site Plan showing pedestrian and vehicular circulation.

by 5.0 meter wide day light triangles on the north-east (Plains Road East and Glenwood Avenue) and north-west (Plains Road East and Birchwood Avenue) corners of the site, which will offer improved street conditions through enhanced pedestrian accessibility, as well as by improving pedestrian and vehicular visibility.

Active at-grade commercial program is used to animate the streetscape, promoting interaction with surrounding property and future expansion within the MTSA. Bicycle parking is provided in the form of long-term residential underground storage lockers to facilitate multi-modal and active transportation within the area. As well as short term, in the form of bike racks located at the front of the building adjacent to the main entrance.

Vehicular access is provided via two 6.0-metre-wide driveways, one on Glenwood Avenue and one on Birchwood Avenue. These access points enable safe vehicular circulation, including designated zones for resident and utility pick-up/drop-off, discreetly located away from public view. Access from adjacent streets also helps reduce congestion along Plains Road East.

As noted previously, the Proposed Development has been designed to incorporate multi-modal movement, and therefore will support existing local and regional transit services within walking distance, in particular the Aldershot Station, through the provision of high-density development and improved pedestrian connections. The Proposed Development will result in a more pedestrian-oriented, walkable, enjoyable, and safe street experience along Plains Road East and in the Aldershot MTSA. By putting in the framework for a well-connected and porous community that will connect to and enhance the public realm and circulation network in the area.



Fig. 5.23: Visual Solutions Studios Inc, Rendered south east view .

6.0 Landscape Design & Public Realm

Policy & Guidelines

In response to:

1997 Official Plan Policy: *Sections- 6.2 (e), 6.5 (b)(d)*

2020 Official Plan Policy: *Sections- 7.2 (ai,ax), 7.1.1 (f), 7.3.2 (aiii)(aiv)(aviii), 7.3.2.1(aig)(aii)*

Mid-Rise Guidelines: *Sections- 2.1.3, 2.4.15, 2.4.16, 2.4.18, 2.4.19, 2.4.22, 2.4.28.*

Plains Road Corridor Urban Design Guidelines:

Sections- 5.1.1.1, 5.1.1.2, 5.1.3.1, 5.1.3.2, 5.1.3.3, 5.1.5.1, 5.1.5.2, 5.2.5.2.

The Proposal contemplates an enhanced landscaped design that will provide a high level of comfort and visual aesthetics and will complement the streetscape design to contribute to the MTSA image while reinforcing the legibility of the site and location.

High-quality landscape design and details are proposed to achieve a unique sense of place and local identity. The building's main entrance and connecting walkways will be equipped with landscape features to create a comfortable and well-defined pedestrian arrival and departure experience for residents and visitors, as well as increase the site's visual interest.

That said the Proposed Development proposes an outdoor amenity space of approximately 138 square meters, including the 12m by 1.8m off-leash dog area. It is located at the rear-end of the building, extending from the secondary south entrance, towards the south landscape buffer.



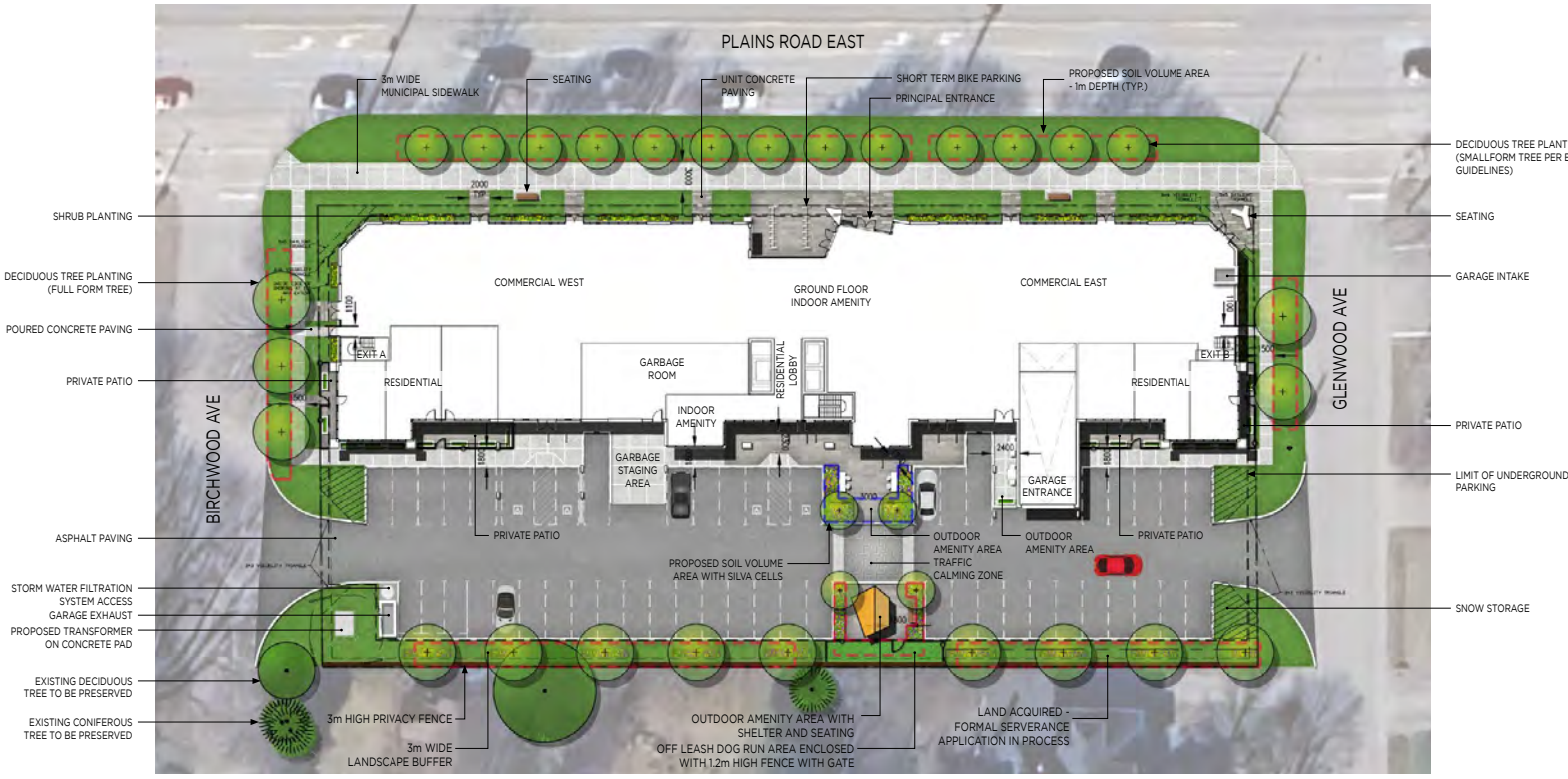


Fig. 6.0 : Cosburn Nauboris Ltd., Conceptual Landscape Plan

The outdoor amenity cuts through the surface parking area, effectively helping to calm traffic. The space will feature raised pavement with painted lines to provide visual and tactile guidance. This outdoor amenity space will act as a place of leisure for residents when they are arriving or when they are departing. In addition, two separate amenity areas are provided along the south main wall on the building's 6th floor, both of which contain indoor amenity areas which are continuously linked with outdoor amenity terraces. Furthermore, the majority of the residential units within the proposed building will have dedicated access to private balconies or terraces.

The landscape materials are proposed to maintain views into activity areas, including the commercial areas, residential lobby, windows, and walkways, to promote natural surveillance and ensure users' safety. High-quality landscaping will be provided in order to vertically screen the service areas and enhance visual interest along the street frontage, softening the existing hard edges.

The future acquisition of a 60-square-meter landscape buffer to the south would enhance privacy and create a more cohesive landscape treatment. A 3-meter-high fence is also proposed, complemented by plantings of tall deciduous trees, shrubs and perennial beds to provide adequate separation from the south adjacent properties.

An assortment of trees and perennial beds is proposed to be planted along all four property lot lines to visually frame and maintain the neighbourhood's street character. The proposed landscape plantings will be consistent with local tree and plant species which will be native, low maintenance, drought and disease-tolerant, withstanding seasonal changes and roadside conditions.

Changes in paving material and pattern will be used to mark essential site thresholds and programmatic changes to increase the development's legibility and distinguish outdoor activity and rest areas. An alternative pavement will be introduced to the sidewalks where

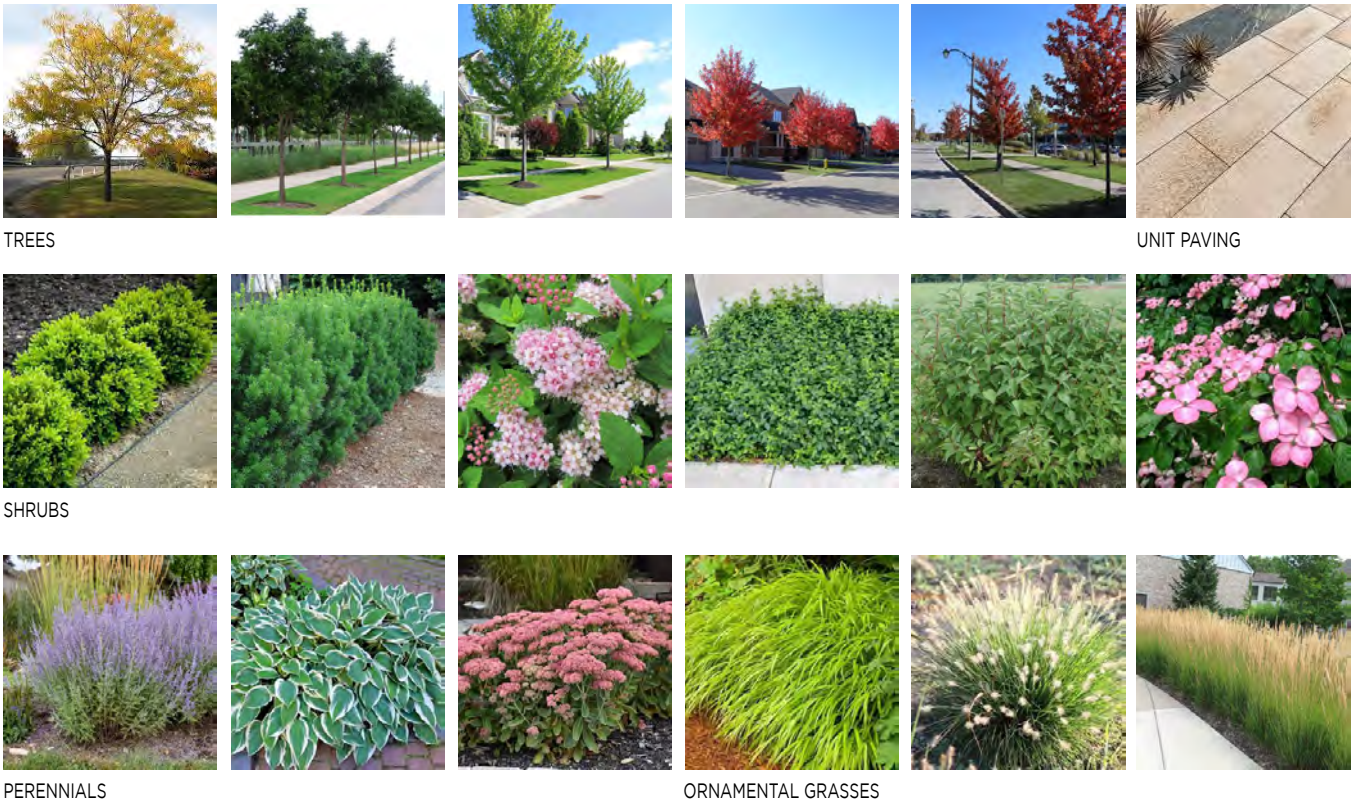


Fig. 6.1 : Cosburn Nauboris Ltd., Precedent Plant Selection

the indoor activities spill out to leverage public realm spaces for temporary or permanent programming or transformation of spaces. Moreover, surface finish materials will be selected to display harmonious texture/ pattern per the neighbourhood's visual definition. The landscape design of the site and the exterior amenity areas ensure resiliency in use while reducing the urban heat island effect using elements including raised planters, shade with seating, and unit paved banding. The design provides a balance between soft and hard-paved elements, as well as a dynamic interplay of textures and functions at various levels, creating a solid greenery connection and diverse users' experiences.



Fig. 6.2 : Visual Solutions Studios Inc, Rendered view showing south entry

6.1 Sustainability & Microclimate

Policy & Guidelines

In response to:

1997 Official Plan Policy: *Sections- 2.7.2 (a), 2.7.3 (f)(m)*

2020 Official Plan Policy: *Sections- 7.1.1 (mi)(mii)(miii), 7.4.1 (ai)(aiii)(aiv)(av)(avi)(avii)(aviii)(aix)(ax), 7.4.1 (b)*

The Proposed Development assists with the reduction of the urban heat island effect throughout the site by incorporating an assortment of hard and soft landscaping interventions.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

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. The development partially consists of white metal panels; hence it deploys high-albedo materials and colours to reduce the urban heat island effect
Energy-efficient practices will be encouraged where feasible, including:

- Use of LED lighting with occupancy sensors;
- Bird-friendly glazing;
- Low VOC finishes (pains, cabinets, flooring);
- High R-value insulation;
- Use of permeable pavers on roads and walkways;
- Energy star rated appliances

The Proposed Development orientation maximizes compatibility with the surrounding area in terms of mitigating shadow impacts. Overall, the shadow study indicated that the adjacent public sidewalks and public realm 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 and the surrounding lower-density developments, and provide acceptable solar access for the public realm and adjacent properties.



TRANSIT ORIENTED COMMUNITY



SUSTAINABILITY

6.2 Signage &Lighting

When exploring signage options for the Site, attention will be placed on ensuring a complementary design, in accordance with the development's cohesive visual character and material palette. The entrance and walkways will be accompanied by signage designed in compliance with universal design principles and standards set by the Accessibility for Ontarians with Disabilities Act ("AODA").

Where possible, signage will be augmented to reflect the Site's urban character, creating a positive aesthetic contribution. These design features will increase the legibility and inclusivity of the development, making it welcoming to people of all ages and abilities.

Appropriate lighting will be provided at the proposed access points, around the parking ramp and loading/ service areas and along pedestrian pathways within the Site to contribute to wayfinding, safety and pedestrian comfort. On-site lighting will be selected to complement the design and material palette of the Proposed Development and will be designed to reduce glare and light trespass onto adjacent properties. The placement and design of lighting, utilities and street furniture will be further established through the detailed design stage of Site Plan Approval.

6.3 Site Servicing & Parking

Policy & Guidelines

In response to:

1997 Official Plan Policy: *Sections- 6.5 (b)(f)(g)(j)*

2020 Official Plan Policy: *Sections- 7.3.2 (1)(ax)(axii)(ia)(ib)(id)(ie)*

Mid-Rise Guidelines: *Sections- 2.5.4, 2.5.7, 2.5.9, 2.5.13.*

Plains Road Corridor Urban Design Guidelines:

Sections- 5.1.6.1, 5.1.6.2, 5.1.6.4, 5.1.6.5, 5.1.6.6.

The Proposed Development gains vehicular access by way of two (2) entrances, consisting of a 6.0 meter wide driveway entrance off Glenwood Avenue and 6.0 meter wide driveway entrance off Birchwood Avenue, which connect to a surface parking lot and to two (2) loading/service areas located along the south edge of the building, and further to the underground parking ramp.

The Proposed Development provides a total of 291 vehicular parking spaces, comprising 47 surface parking spaces and 244 underground parking spaces, consisting of 112 spaces on the 1st underground level, 116 spaces on the 2nd underground level, and 16 spaces on the 3rd underground level. A total of 146 storage bicycle parking spaces are provided across the underground levels. The parking ramp is partially enclosed within the proposed building and is located away from the adjacent public realm and from on-site areas with high foot traffic. Servicing and loading areas are consolidated and limited to two (2) spaces which are located internal to the site, along the buildings south main wall.

An efficient site design and layout, as well as landscaping interventions and fencing, will ensure that the proposed parking ramp and servicing/loading areas are appropriately screened and buffered from adjacent properties and the public realm. As noted, the Proposed Development has been designed to support multi-modal transportation, and will support existing surface transit, and in particular, higher-order transit options, which are located within walking distance of the site.

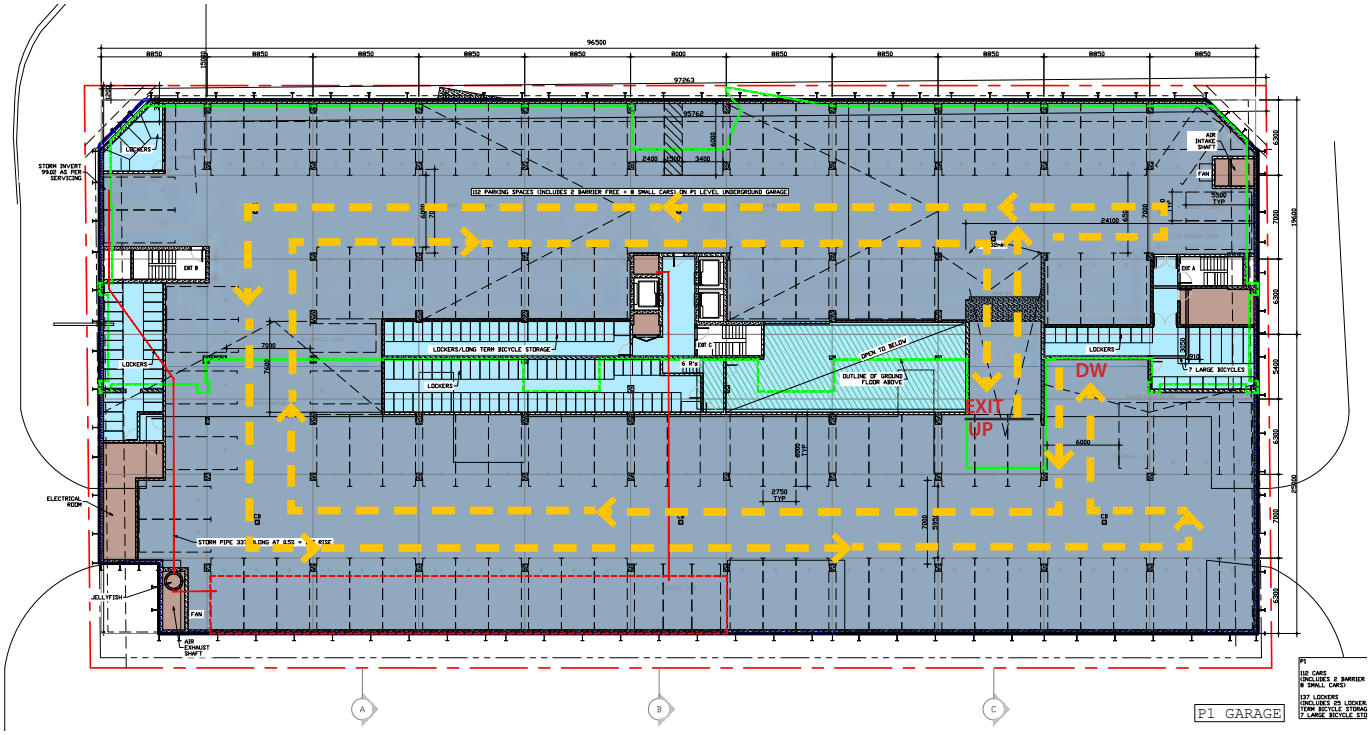


Fig. 6.3 : Kozlowski Architect, P1 Garage Plan

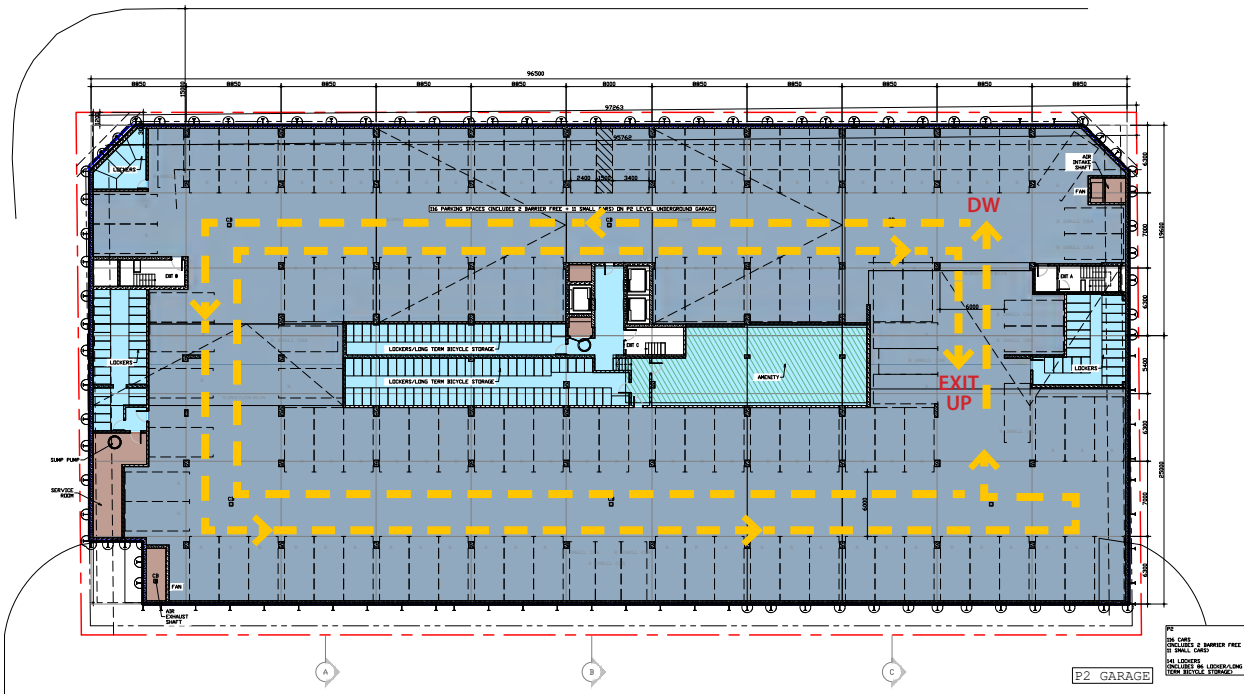


Fig. 6.4 : Kozlowski Architect, P2 Garage Plan

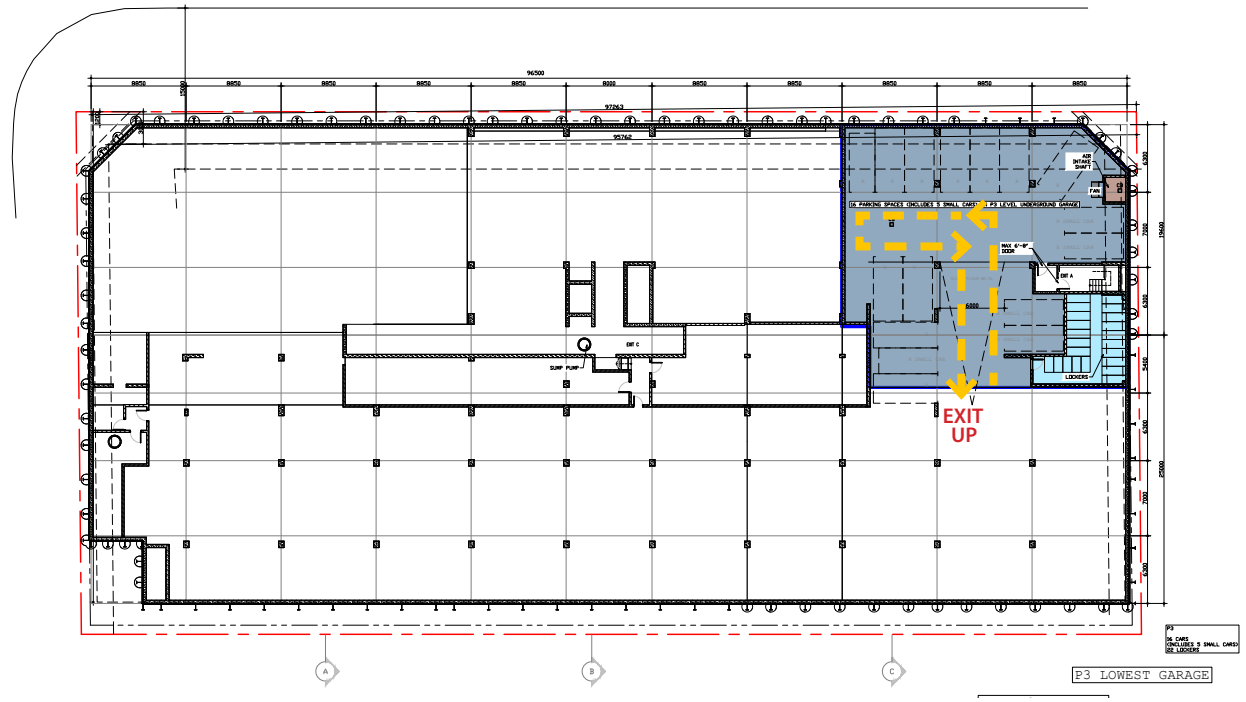


Fig. 6.5 : Kozlowski Architect, P3 Garage Plan

6.4 Aldershot Major Transit Station Area

City of Burlington Council-adopted Official Plan Amendment 2 (the "OPA 2") on June 18, 2024, amending portions of the Burlington 2020 OP. Among some of its key directives, OPA 2, identifies Aldershot GO as a Protected Major Transit Station Area ("PMTSA"), and establishes the boundaries and density targets for the PMTSA, and further implements changes to the authorized land uses in the PMTSAs to allow for a mix of residential and non-residential uses and identifies a new transportation network. The Subject Lands are within the Aldershot PMTSA, which is planned to become a significant mixed-use and employment destination within the City of Burlington. OPA 2 is presently being considered by the Minister of Municipal Affairs and Housing and is not in-force and effect.

OPA 2 directs that Aldershot GO will accommodate a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. These areas are a significant share of the City's future population and employment growth. OPA 2 also states that in Burlington there are three Protected Major Transit Station Areas identified by the City and the Region around the Downtown Burlington Urban Growth Centre/Burlington GO, Aldershot GO and Appleby GO Stations.



Fig. 6.7 : Schedule G1: Aldershot Go MTSA Transportation Network

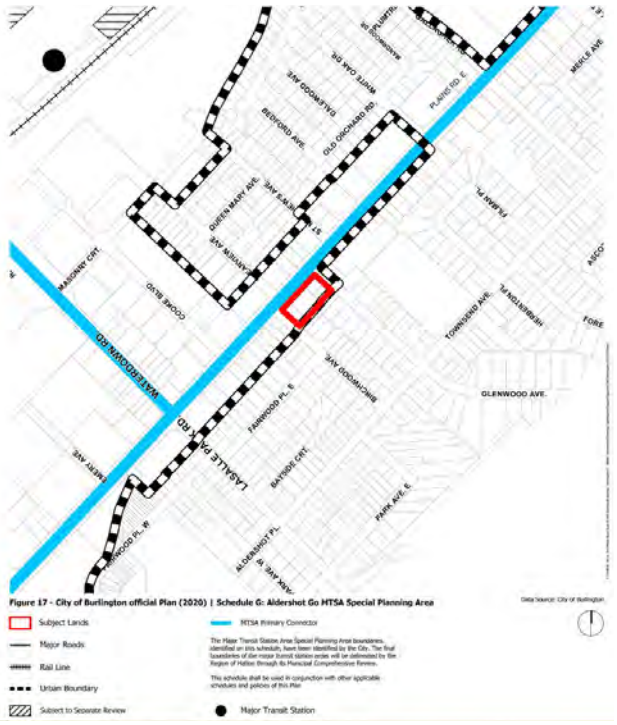


Fig. 6.6 : Schedule G: Aldershot Go MTSA Special Planning Area

OPA 2 encourages the redevelopment of the PMTSAs into complete communities that are mixed-use to provide a range of retail and service commercial uses that serve the needs of residents, intense, transit-supportive, safe, and respectful of surrounding areas including natural heritage system, parks and open space, and existing neighbourhoods. It encourages the highest intensity of development in the MTSAs where it is in the closest proximity to major transit stations and current or planned frequent transit and directs development to ensure that an appropriate transition in scale, intensity, height, massing and spacing of development by including appropriate transitions between various land uses and built forms.

OPA 2 directs that development within the Aldershot GO Major Transit Station Area boundary shall be planned to achieve a minimum density of 150 residents and jobs, which corresponds to a population of approximately 15,249 residents and 2,565 jobs, at a proportional target of approximately 80% residents and 20% jobs per hectare.

The Subject Lands are designated along Aldershot Main Street on Schedule G: Land Use – Aldershot GO Major Transit Station Area. The proposal involves a high-density development and is located within 575 meters of walking distance from Aldershot Station and surrounded by proposed walking and biking paths. Introducing density to a transit-oriented development area supports investment and infrastructure improvement, promotes the quality of the public realm and connectivity of the pedestrian network, and encourages the use of active transportation facilities and public transit.

Aldershot Main Street is envisioned as a mid-rise precinct that advances the historic, neighbourhood driven-Plains Road Village Vision and establishes a unique community destination with a focus on a continuous retail frontage and main-street pedestrian experience along the frequent transit corridors of Waterdown Road and Plains Road (East and West). It is our opinion that the proposal for a mid-rise, transit-supportive development on an underutilized site supports the general intent and design direction for the Aldershot PMTSA.

The Proposed Development responds to these emerging directives by providing an appropriately massed and scaled mid-rise building, which generally aligns with the vision for Aldershot area and responds to the area's development context, achieves compatibility with emerging developments in the area, and contribute towards meeting and exceeding the minimum planned densities for Aldershot Station.

The Proposal also enhances the quality and safety of the pedestrian network and public realm in the area and supports active transportation, providing high-quality landscaping, outdoor amenities, and an active and engaging streetscape. Overall, the development will enhance the character of the Aldershot PMTSA, creating a complete community with a strong sense of belonging.

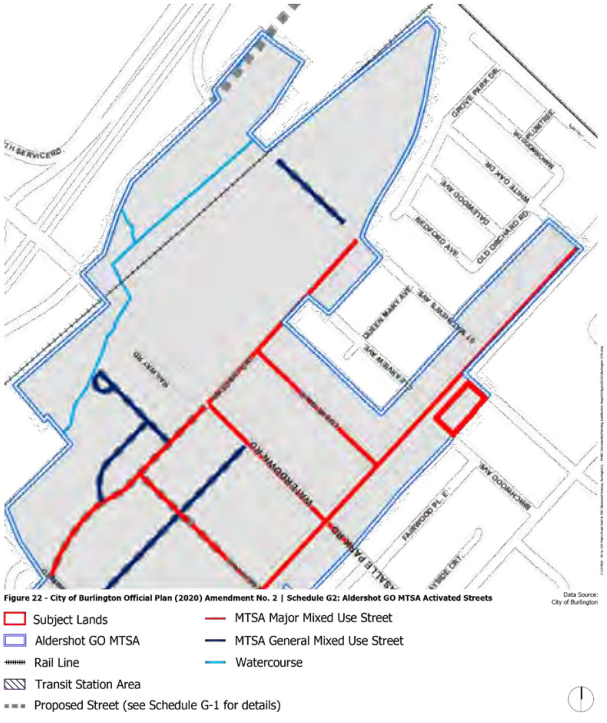


Fig. 6.8 : Amendment No.2 Schedule G2: Aldershot Go MTSA, Activated Streets



TRANSIT-ORIENTED COMMUNITY

7.0 Conclusion

Based on our review of the in-effect and new council-adopted City of Burlington Official Plans and the Aldershot Major Transit Station Area (MTSA), it is our opinion that the proposal adheres to the vision and design direction for this area. The Proposal represents a compact transit-supportive development which will contribute towards the efficient use of existing services, facilities, and infrastructure located within the Aldershot area, including surface and higher-order transit options part of the Aldershot MTSA, contributing towards achieving the vision and objectives of a complete community.

The Proposal provides high-quality architecture and an overall design that will achieve a sense of arrival at the corner and be recognized as a focal point and new visual interest for the area. The Proposal will create a well-defined pedestrian-friendly streetscape for Plains Road East and surrounding two street frontages.

The development also assists with the quality, accessibility and connectivity of the surrounding streets to existing transit services and future trails 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 Proposed Development uses enhanced landscaping and high-quality architectural design to create a visually appealing built form that is pedestrian-scaled and oriented to define the street edge. The building's articulation and use of high-quality materials with a defined colour palette help establish a wayfinding and landmark feature along Plains Road East. The Proposal enhances natural features on-site by providing a landscape design that defines the street edge and creates space for social gathering, passive recreation, and reduced height island effect.

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

8.0 Urban Design Terms

URBAN DESIGN DICTIONARY

49 TERMS YOU SHOULD KNOW



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



ADAPTIVE REUSE
Converting an existing building uses 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 on streets, including light fixtures, fire hydrants, 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)



PASSIVE SURVEILLANCE
Design techniques to enhance surveillance and visibility and safety of public areas



LANDSCAPE BUFFER
Roadside landscaped areas along property perimeter designed for privacy, noise reduction, aesthetics, and sustainability



STREET ENCLOSURE
Urban elements that creates walkable, safe and interactive street enclosure



CPTED PRINCIPLES
Crime Prevention Through Environmental Design is design strategies to promote community well-being



MICROCLIMATE DESIGN
Creating comfortable outdoor conditions for year-round use



NATIVE PLANTING
Native plant use to reduce maintenance, improve biodiversity and soil health, and conserve water



ECOLOGICAL RESTORATION
Restoration strategies to enhance ecosystems for sustainable benefits to nature and human communities



ACTIVE TRANSPORTATION
The use of human-powered transportation as alternative to motorized-transportation

BARRIER FREE
Accessible building, facilities, or structure for persons with disabilities

TRANSIT-ORIENTED DEVELOPMENT
Compact, mixed-use, pedestrian-friendly communities near public transit

URBAN INTENSIFICATION
Increasing urban density and land use efficiency through re-development

MAJOR TRANSIT STATION AREA
500-800 metre radius (or 10-minute walk) of an existing or planned transit station

INFILL DEVELOPMENT
Development of underused lands to density urban lands near existing infrastructure

PASSIVE SOLAR DESIGN
Building design utilizing solar heat for energy efficiency and comfort

HEAT ISLAND EFFECT
Urbanized areas that retain and re-emit the sun's heat, increasing temperature

TREE CANOPY
Cover created by tree branches and layers of foliage

WATER MANEGEMENT
Management of water resources for sustainability, water quantity, efficiency

9.0 Urban Design Pannel Review Matrix: Comments & Response

On November 21, 2024, at 2:00 p.m., a virtual meeting was held with the Burlington Design Advisory Panel (BUD) and the design team. This meeting marked the first review of the pre-consultation for the OPA and ZBA application for 84-104 Plains Road East and 990 Glenwood Avenue. Below is a matrix summarizing the City Panel's comments and the design team's responses.

Item Description	Response
CONTEXT & THE PUBLIC REALM **1)** Please comment on the relationship between the proposed building and the surrounding context, as well as other public realm considerations. Does the proposed development respond well to the existing and emerging context of the Aldershot MTSA and the Plains Road Corridor?	
The Panel acknowledged that the proposed height of 11-storeys is in keeping with the context of surrounding development proposals on Plains Road, specifically 53-71 Plains Road East and 1025 Cooke Blvd., and 40 to 70 Plains Road East. The Panel noted that it would be beneficial to include a series of longer views, even if speculative, to better illustrate how the project relates to the surrounding area and aligns with the current planning framework. These views don't necessarily need to be detailed renderings but could simply be massing studies to show the broader context. The Panel encouraged the team to demonstrate how the development will contribute to both the primary street and the side streets. The Panel noted that mid-rise developments like this often have a significant impact, and the design should reflect this consideration. The Panel encouraged the team to emphasize how the project integrates with its context, showing how it responds to neighboring developments, particularly in terms of the building base and articulation.The Panel noted that the site plan should not only depict the development itself but also address the adjacent properties and pedestrian experience, especially in relation to street crossings.The Panel highlighted the importance on focusing on urban design considerations, rather than only architectural or landscape aspects, to ensure the development contributes positively to the broader urban environment.	Further landscape and design elements will be identified and refined at a later SPA stage. The building's massing has received positive feedback, contributing to its role in anchoring Plain Road and creating an attractive linkage towards Plain Road West. The mixed-use building will also increase the area's walkability and activate the streetscape through the inclusion of ground-level retail stores. The location and architectural detailing make this development unique. The thoughtful selection of materiality, including brick, masonry blocks, white and brown metal panelling and a combination of spandrel and vision glass creates an attractive and distinct building. Details regarding material sources will be further explored at a later stage. Situated within a Strategic Growth Area, MTSA, and mixed-use corridor, this development offers a unique and desirable living experience for future residents.

The Panel emphasized the importance of considering the level of development happening in the area and its context. While there are several high and medium-density projects in the vicinity, the Panel noted that this proposal lacks a clear differentiator that would make this development stand out to potential residents. The Panel encouraged the team to consider what makes this project unique and special for residents. This could include unique amenities, distinctive ground floor treatments, or other elements that create a unique residential experience.The Panel emphasized the importance of incorporating elements that reflect the local character of Burlington, such as preserving existing trees, using brick colours from nearby buildings, or integrating salvaged materials like bricks into the new development. The Panel also suggested considering public art or other design features that could help ground the project in its specific context.	
Transition to the South The Panel raised concerns about the proposed buffer provided for the residential low-rise to the south, noting that it is quite narrow. The Panel highlighted that, given the excess of parking spaces, there may be an opportunity to open up some of these spaces to create outdoor amenities or planting islands between the parking area and the residential properties. Additionally, the Panel suggested that narrowing the building footprint slightly could help provide a more substantial buffer. The Panel expressed concern that the current massing and parking configuration is maximized on site, leaving little room for the residents to the south. They recommended considering a balance between density and providing adequate space for neighbouring residents.	The latest site plan proposes adding an outdoor amenity space at the rear of the building to create a welcoming area for leisure, enhancing the experience for those arriving at or departing from the site. This outdoor amenity cuts through the surface parking area, effectively helping to calm traffic. The space will feature raised pavement with painted lines to provide visual and tactile guidance. Considerations include the addition of a shaded gazebo and a designated fenced-off, off-leash dog area, offering a convenient and comfortable space for residents with pets. Furthermore, the potential acquisition of a 60-square-meter landscape buffer to the south would enhance privacy and create a more cohesive landscape treatment. A 3-meter-high fence is also proposed, complemented by plantings of tall deciduous trees, shrubs and perennial beds to provide adequate separation from the south adjacent properties. An assortment of trees and perennial beds is proposed to be planted along all four property lot lines to visually frame and maintain the neighbourhood's street character.
Transition to the East The Panel recognized that the cemetery to the east clearly marks the end of the MTSA and suggested that the team explore the possibility of reducing the building massing as it moves eastward, creating variation in massing and stepping down towards the neighborhood, which is unlikely to undergo further transformation.	We disagree, in our opinion the podium component of the building appropriately reflects a modest stepping up of height from the existing apartments across the site. The Proposed Development's contributes an appropriately massed and scaled built form which is reflective of the area's evolving nature comprising of higher intensity and scale of development in the form of mid-rise and tall residential and mixed-use buildings. The building provides a reasonable south transition threshold before introducing the tower component.

Ground Floor The Panel noted that the team's efforts to include commercial space that fronts on Plains Road East is in line with the Aldershot MTSA vision for the context. However, the Panel encouraged the team to further develop the design of the proposed public realm by including additional areas such as a seating space or a terrace area in front of the commercial units rather than only a 1.8 metre walkway. The Panel also encouraged the team to extend this along the Glenwood Avenue and Birchwood Avenue rather than only along Plains Road. The Panel acknowledged that it may be early in the process but encouraged the team to focus on detailing the ground floor design, especially regarding the massing and commercial entrances. The Panel noted that while the massing at the Glenwood Plains Road East corner suggests an important commercial entrance, the actual commercial entrance appears to be further west, which could create confusion. The Panel stressed the importance of detailing of the ground floor design, specifically the integration of the commercial units to ensure their success and the overall ground-level experience.	The updated site plan includes a 3-meter-wide multi-use walkway along Plains Road, a 5-meter-wide landscaped buffer adjacent to the road, and a 3.2-meter-wide landscaped area between the sidewalk and the building. Maintaining and enhancing pedestrian circulation was a top priority when determining the locations of residential and commercial access points. In response to feedback, the design team revised the plan to relocate the northern commercial entrance to the corner of Glenwood Avenue and Plains Road East. Additional details regarding the ground floor layout, including bench seating locations, will be explored and finalized at a later SPA stage.
BUILT FORM AND SITE CIRCULATION **2)** Please comment on the overall building massing and height, scale and design (incl. balconies, building setbacks and step-backs), with particular focus on the proposed ground floor units. Does the proposed development provide appropriate pedestrian access to and circulation within the site?	
Site Circulation The Panel echoed concerns about site circulation, highlighting the need to clarify and improve pedestrian, cyclist, and vehicle movements. The Panel raised concerns that the pedestrian circulation on the south side of the building is problematic, particularly where the parking ramp intersects with the pedestrian path. The Panel cautioned that this could create a safety concern, especially for families with young children and strollers. The Panel questioned the number of surface parking spaces on the south end of the building, suggesting that prioritizing vehicles in every available space limits the ability to design for pedestrian-friendly spaces.	As noted, the latest site plan reflects a reduction in surface parking spaces to prioritize pedestrian-friendly and accessible outdoor amenity areas. Efforts were made when designing pedestrian circulation along the rear side of the building to ensure it does not intersect or conflict with vehicular movement. A change in paving material has been incorporated to demarcate the dedicated pedestrian crosswalk, enhancing the visibility and safety of residents.

The Panel suggested that the parking ramp could be glazed to improve visibility for both pedestrians and drivers, addressing the safety issue of cars exiting the ramp into the pedestrian path of travel. The Panel noted that: the rear area of the development was noted as being overly asphalt-heavy, with large turning radii for trucks contributing to a lack of pedestrian-friendly design; and there is ambiguity around the role of the multi-use path, its connections to sidewalks, and its integration with commercial spaces, such as potential patios or other urban design features. The Panel recommended the team consider eliminating some parking spaces in favour of adding landscape or outdoor amenity space, which could improve circulation, safety, and the overall pedestrian experience. This could also benefit from better sun exposure, particularly in the morning. They also recommend consolidating the back-of-house functions to create a more efficient site plan that is less focused on vehicular circulation. Positioning the garbage and service areas along Glenwood Avenue, allowing for a more efficient entry for larger vehicles like garbage trucks, and keeping the Birchwood Avenue side dedicated to visitor parking and outdoor amenity spaces; and reducing asphalt, continuing sidewalks in concrete to slow down vehicles, and increasing the buffer zones between vehicles and pedestrians to improve safety and walkability.	Additionally, the municipal sidewalk has been widened to 3 meters, offering a more practical solution compared to the previous 1.8-meter active transportation lane. During earlier discussions with city staff, concerns were raised about the viability of the narrower lane. As a result, adjustments were made to merge and expand the existing walkways, creating a more functional multi-use sidewalk.
Built Form The Panel expressed that the building's form generally fits within the context but suggested the team work on refining the articulation of the front elevation design to better break up the building's massing and improve its relationship to the surrounding context. The Panel noted that the massing on the south side appears to be broken down into smaller sections, making it feel more like a series of smaller buildings, which in contrast, the front elevation's horizontal strategy, with its three-part division, gives the building a long, unbroken appearance that feels out of scale.	In our opinion, the elegance and design of the building works most effectively when deployed with the height as proposed. Any reduction in height would diminish the same qualities the Design Review Panel appreciated. The front elevation and podium are contextually appropriate, given the location of the subject site along a mixed-use corridor and along a road planned for residential intensification at high densities that are well-served by transit. That said the 6-storey podium will complement the numerous approved active- developments along Plains Road East and reinforce the urban structure of this major road.

The Panel recognized the teams' efforts to break down the building's front elevation into smaller pieces. However, noted that the angled design of the front entrance disrupts this attempt, undermining the intent to create a more segmented, human-scale façade. The Panel suggested that the approach to breaking the façade into two sections could benefit from further refinement, such as dividing it into three parts to achieve a rhythm and scale more consistent with surrounding developments. The Panel noted that the proposed window wall system gives the building an institutional or office-like feel rather than a residential character. The Panel recommended the team re-examine the material palette and articulation to ensure a more inviting and appropriate residential aesthetic. The Panel emphasized the significance of the building's eastern elevation, noting its prominence as the endpoint of the MTSA and its visibility due to adjacent lower-density development. The Panel encouraged the team to adopt a fine-grained design approach to enhance the articulation of this façade and ensure its seamless integration into the surrounding context; and the importance of simplifying the material palette to strengthen the building's massing. The Panel noted that while the massing already includes strong design elements, the use of multiple materials detracts from the clarity and strength of the massing. The Panel recommended the use of inset terraces as a strong and livable design feature, which is preferred over narrow, exposed balconies; and the incorporation of canopies, enhancing retail rhythm, and encouraged the team to consider the use of color to break up the monotony of the façade.	We respectfully disagree with the comment regarding the monotony of the façade. The proposed development incorporates a variety of materials and colours that divide the massing into two distinct components: the lower half and the upper half. The recessed treatment of the ground floor emphasizes the building's commercial program, enhancing public interest and drawing attention to the on-grade commercial spaces. Additionally, the design retains the option to maintain both types of balconies cantilever and inset to increase and maximize indoor living space. The extended balconies would also maximize access to natural sunlight, ensuring these spaces remain well-lit throughout the day, which contributes to a healthier living environment and reduces reliance on artificial lighting.
Ground Floor Residential Units The Panel raised concerns about the grade-level residential units facing the side streets and the south, questioning their appropriateness and potential challenges. The Panel noted that these units currently read as extensions of the commercial spaces wrapping around the east and west corners of the building, which may be problematic if not carefully distinguished. The Panel noted that if the units are permitted and retained, it is recommended that the team explore opportunities to design them at a scale distinct from the commercial spaces to improve their integration and functionality.	The Proposed Development distinguishes the at-grade commercial component and residential lobby through a deliberate use of contrasting materials. The residential units are defined by light grey masonry blocks, while the commercial spaces are highlighted with dark grey brick. The decision to include on-grade residential units stems from the goal of providing accessible options for residents who prefer ground-level living. To further enhance the residential experience, considerations are being made to include a 1.2-meter-high fence, along with tall shrubs or planters, to create a more private and appealing environment for these units.

The Panel raised concerns regarding units directly facing the parking lot, as this location is not seen as conducive to successful residential living and the current design including the patch of grass is insufficient as a buffer between the parking lot and these units. The Panel suggested that the overall site plan might benefit from the removal of grade-level residential units altogether. However, if retained, reducing their number, and providing more robust design solutions, such as enhanced landscaping or private amenity spaces, was strongly encouraged.	
LANDSCAPING AND SUSTAINABILITY **3)** Please comment on the proposed landscape design, including indoor and outdoor amenity areas as well as the proposed sustainability and microclimate strategy.	
The Panel noted the presence of mature trees on-site and suggested the team explore opportunities to retain some of the trees. While underground parking's proximity to the property line presents challenges, the Panel recommended reducing the extent of underground parking might allow for tree preservation and enhanced landscaping. The Panel recommended reevaluating parking needs, particularly considering the excess parking currently provided. The Panel recommended making adjustments such as reorganizing vehicular parking or incorporating double-stacked bike parking, to free up space at grade. Again, the Panel recommended increasing setbacks for properties to the south to provide better screening and a more effective transition between the development and adjacent residential areas.	The Proposed Development includes a parking supply of 1.08 spaces per unit for residents (inclusive of visitor parking) and 3.92 spaces per 100 square meters of GFA for the building's commercial component. A reduced parking supply is appropriate for the proposed development, considering the availability of alternative transportation options such as the area's pedestrian network, trails, local transit, higher-order transit, and cycling infrastructure. These options help reduce dependency on private automobile use, supporting the viability of the reduced parking provision. Additionally, a comprehensive TDM program will incentivize active transportation and public transit use while discouraging private automobile reliance, ultimately enhancing the quality of life for building and area residents.
The Panel highlighted the current imbalance, with an overemphasis on hardscape elements. The Panel recommended the team reevaluate the large asphalt area at the rear of the property and consider incorporating additional soft landscaping to improve the site's permeability and overall aesthetic, as well as reduce impervious surfaces and enhance green space. The Panel highlighted the need for accessible outdoor spaces for families, including areas for children to play and amenities for pets. The Panel also suggested exploring the potential of rooftop spaces to ensure these amenities are conveniently located for residents.	As noted previously, the addition of an outdoor amenity space at the rear of the building prioritizes resident interests by addressing safety, creating space for social gathering, and providing a dedicated area for pets. Further details regarding the programming of indoor and outdoor amenity spaces will be explored during the detailed design stage at Site Plan Approval. Considerations will include multipurpose rooms, outdoor seating areas, and recreational facilities to create a balanced and engaging environment for future residents and visitors.

The Panel expressed concerns that without proper outdoor space, areas right outside the front doors could become makeshift dog runs, leading to unpleasant odors. The Panel encouraged a holistic approach to outdoor space, treating it as an integral design element rather than a leftover area. The Panel suggested transforming portions of the asphalt-heavy parking lot into multipurpose outdoor spaces, such as a flexible piazza that can serve as parking when needed but function as a community gathering area for events or leisure. The Panel recommended the incorporation of greenery, seating, and functional areas for recreation to make outdoor amenity areas more inviting and versatile.	

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