WESTON CONSULTING

URBAN DESIGN BRIEF

284 PLAINS ROAD DEVELOPMENT INC. (CORLEY DEVELOPMENTS)

284-292 PLAINS ROAD EAST

CITY OF BURLINGTON

SEPTEMBER 2021
WESTON FILE # 8583-2

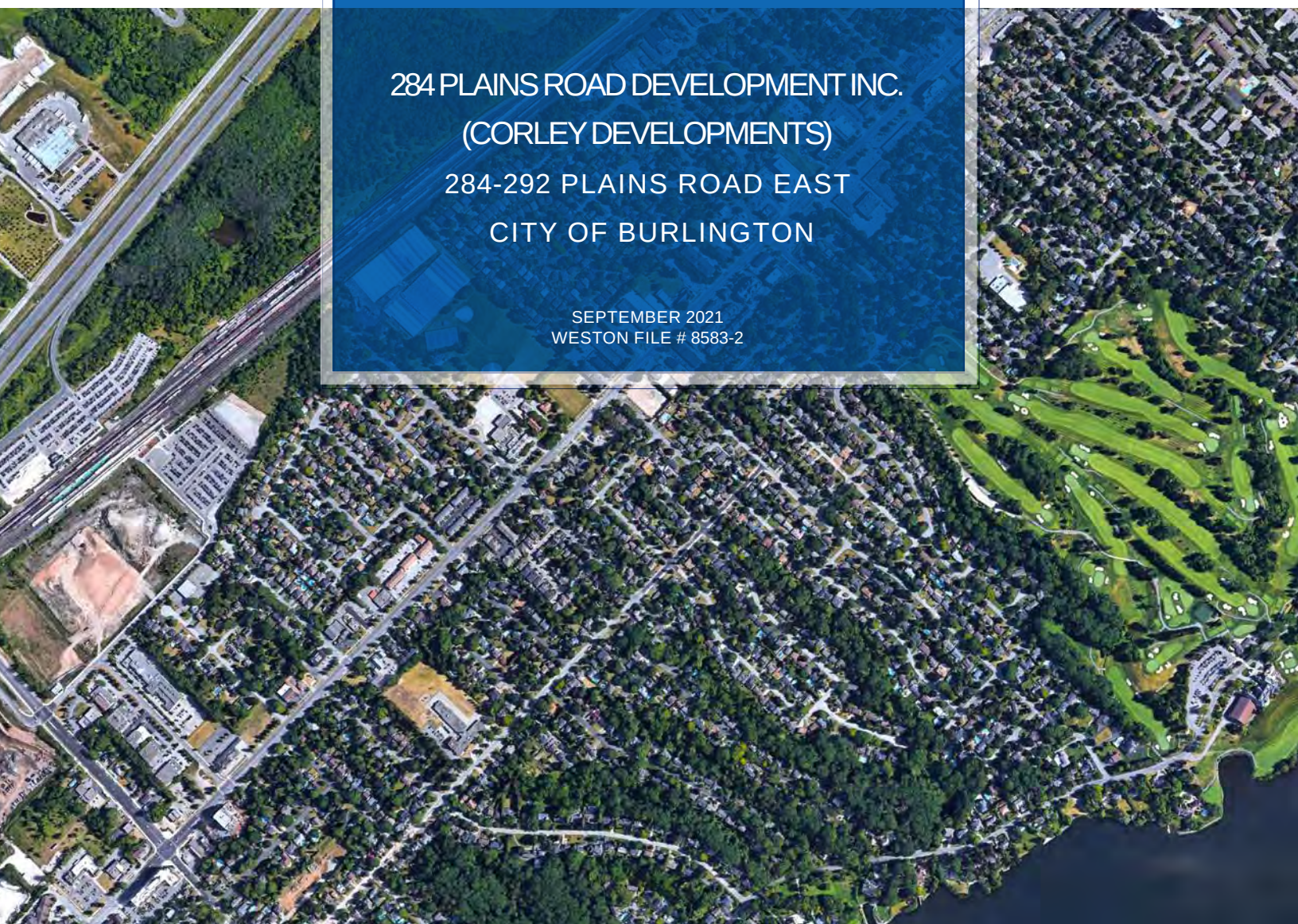


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OMC LANDSCAPE ARCHITECTURE

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1.
INTRODUCTION

This Urban Design Brief [the Brief] has been prepared by Weston Consulting on behalf of 284 Plains Road Development Inc.(Corley Developments). The Brief is required to demonstrate the proposed design of a multi-unit residential building, its compatibility with the surrounding context, and to address City policy. This includes the City of Burlington's planning and urban design principles and objectives as outlined in the City of Burlington Official Plan [BOP] (2019), including the Mid-Rise Design Guidelines (2019), Plains Road Corridor Urban Design Guidelines (2006), the Sustainable Building and Development Guidelines (2019) and the Lighting Design Guidelines (2008).

This Brief has been prepared in support of applications for an Official Plan Amendment and Zoning By-law Amendment. The development includes a six-storey residential apartment building. Since its inception, the design has changed significantly, taking public feedback from the virtual pre-application consultation meeting dated April 20, 2021. The reduced building height addresses concerns in regards to density and massing impacts. Our professional opinion is that the proposed six-storey building design will be an appropriate fit and integrate well with the surrounding neighbourhood while accommodating residential intensification along the urban corridor of Plains Road East.

2.
CONTEXT

2.1 THE SITE

The subject property is located on the south side of Plains Road East, west of Filmandale Road. The site is rectilinear in shape and has a lot area of 3,131.4m2. The depth of the property is approximately 53 metres (173 feet) and lot frontage along Plains Road East is 59 metres (194 feet).

The subject property is currently occupied by two single-detached dwellings. The property to the east is utilized as a medical office building. The property further west at the intersection of Plains Road East and Filmandale Road is another medical office building.

The BOP designates Plains Road East as a *Major Road*. The newly adopted Official Plan designates the subject property as an *Urban Corridor*. The City of Burlington Zoning By-law 2020 zones the properties as Medium Density One (RM1-346) which currently permits a maximum building height of 2.5 storeys.



Figure 1: Air photo

The Site

2.2 THE SURROUNDINGS

The adjacent land uses to the subject property are primarily low-rise residential. The neighbourhood is characterized by single-detached homes located to the south of the subject property.

The prevailing built form along the south side of Plains Road East is low-rise residential units, though many have been converted to office and commercial space. On the north side of Plains Road East is Aldershot Park which has a baseball diamond, a playground and includes the Aldershot Tennis Club. Also located to the north is Holy Rosary Church and Holy Rosary Catholic Elementary School. Properties along Plains Road East are primarily commercial and retail spaces.

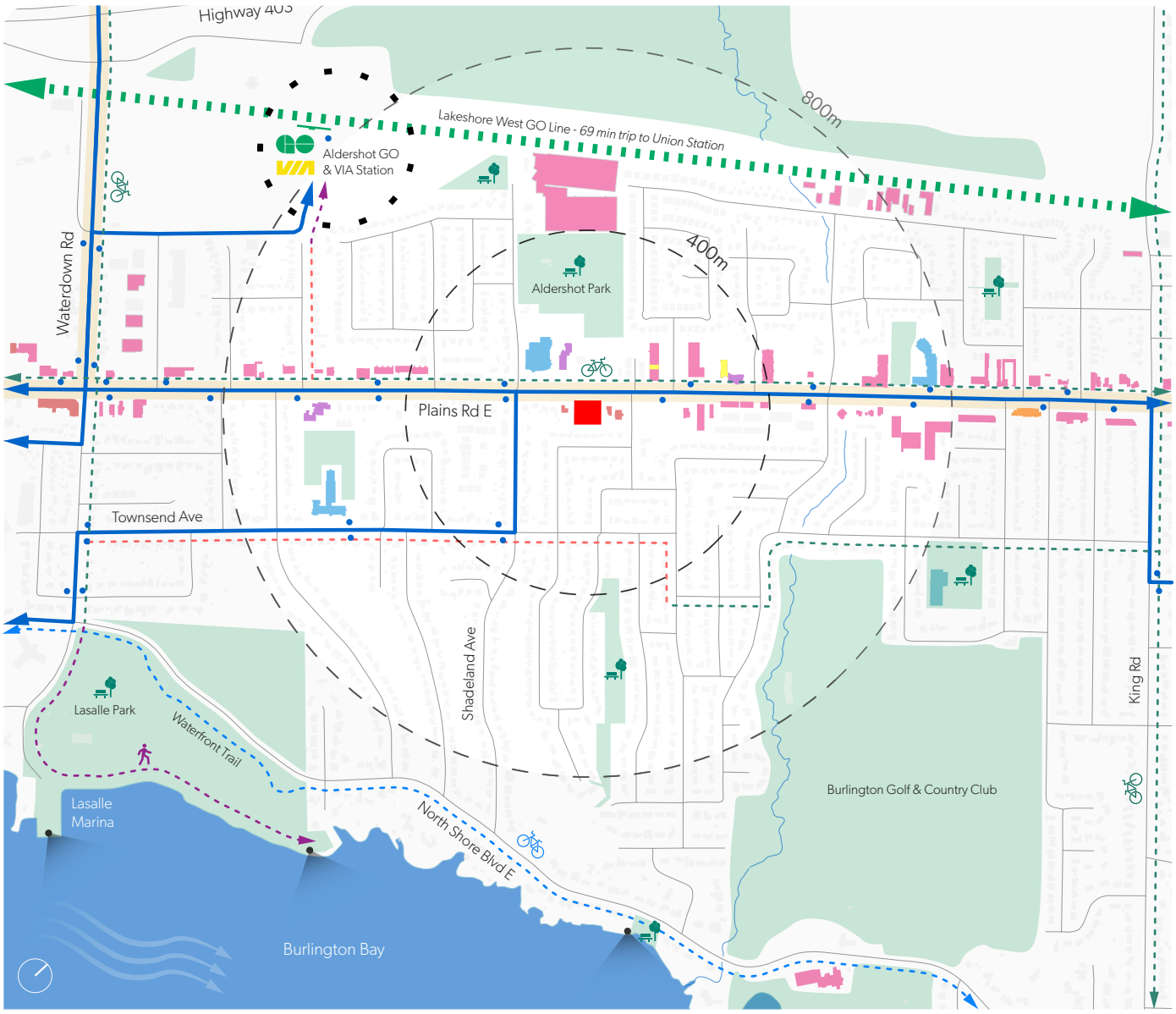


Figure 2: 800 metre Context Map

2.3 LOCAL DEVELOPMENT APPLICATIONS

Several mid-rise, mixed-use redevelopment projects have been approved within a 1.5 km radius of the subject property of comparable use and scale to the proposed design, prepared by SRM Architects, dated April 22nd, 2021. These applications are the following:

484-490 Plains Road East

Official Plan and Zoning By-law amendment applications have been approved to permit two eight-storey condominium apartment buildings (with 9th storey rooftop amenity), with commercial uses on the ground floor and 276 residential units above, and 110 stacked townhouse units.

92 Plains Road East

Official Plan and Zoning By-law amendment applications have been approved to permit a six storey, 49 unit apartment building with ground floor office/commercial uses.

1085 Clearview Avenue

As of January 29th, 2021, LPAT approved a 7-storey, 164 unit residential apartment building. 181 parking spaces are provided in a below-grade parking structure.

1200 King Road

Application of Subdivision for a 49-hectare parcel of land located north of the CN Rail tracks between King Road and the Aldershot GO Transit Station. This application has been appealed to the Ontario Land Tribunal (OLT).

101 Masonry Court

Site Plan Approval for 140 stacked townhomes, 58 back to back townhomes, 35 regular townhomes, 16 rear lane townhomes, and 172 apartment units. The proposal also includes apartment units located in two 6 storey buildings and underground parking. There will also be a new neighbourhood park to be dedicated to the city.

53-71 Plains Road East, 1025 Cooke Boulevard

The proposal includes the redevelopment of two mixed-use, mid-rise buildings of 10 and 12 storeys with retail and service commercial uses at the street level and 450 residential units above. Official Plan and Zoning Bylaw amendment applications have been submitted. The applications have been appealed to OLT.

35 Plains Road East

Official Plan amendment and rezoning to facilitate the development of an eight storey building with 72 residential units and commercial uses on the street level. This has been approved by the Local Planning Appeal Tribunal (LPAT).

610 Surrey Lane

The redevelopment proposes the successive demolition of the existing townhouse units and their replacement with new apartments and townhouse blocks. Official Plan Amendment, rezoning and draft plan of subdivision applications have been submitted. A total of 1450 new rental units are proposed, with a mix of townhouses and mid and high-rise apartment buildings. Low-rise street townhouses and back-to-back townhouses of up to three storeys are proposed along the outer perimeter of the site. Mid-rise buildings of generally up to eight storeys, with one at 11 storeys, are proposed central to the site to frame a new central park area. Three taller buildings of 16, 19 and 20 storeys are proposed at the northerly portion of the site. A total of 200 townhouse units are proposed, along with 1250 apartment units. portion of the site. A total of 200 townhouse units are proposed, along with 1250 apartment units.



Rendering of 35 Plains Road East



Rendering of 610 Surrey Lane



Rendering of 53-71 Plains Road East

Figure 3: Images of surrounding development proposals. Sourced from the City of Burlington website

3. DESCRIPTION OF THE PROPOSED DEVELOPMENT

3.1 OVERVEIW OF THE PROPOSED DEVELOPMENT

The proposed development is for a six-storey building (plus mechanical penthouse), with a total of 117 residential units. The design includes two levels of underground parking with minor surface parking. There will be a total of 147 parking spaces provided, including five accessible spaces and six 'Small Car' spaces. The development takes into consideration the surrounding context, proposing a height and density which speak to the prominent location along a Major Road and Urban Corridor.

The design establishes a strong edge condition through the built form massing and articulation. It also promotes an active street frontage accomplished through the orientation of the building and the multiple access points that link directly to the public sidewalk. The design creates opportunities for streetscape enhancements through building setbacks which allow for landscaping and street trees.

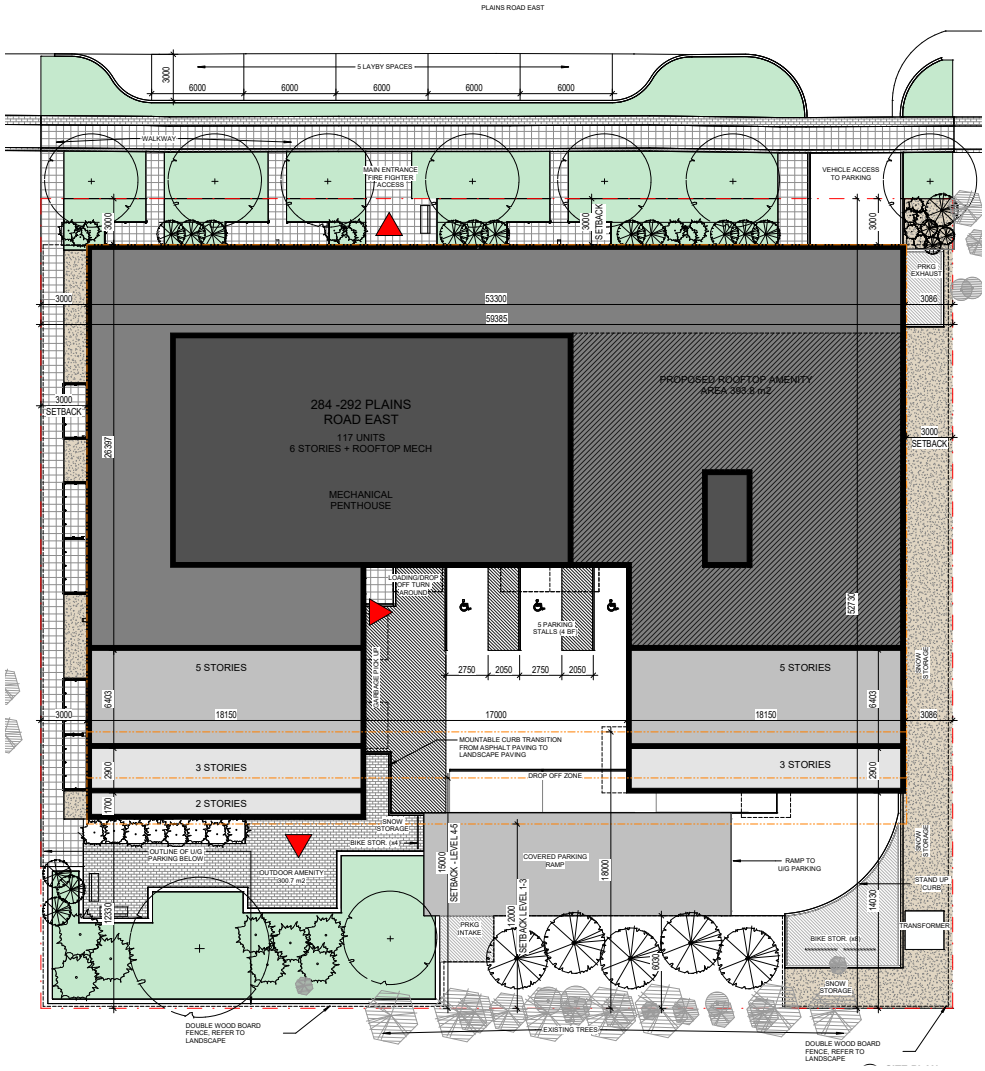


Figure 4: Proposed Site Plan. Courtesy of SRM Architects Inc.

3.2 CONNECTIVITY

Pedestrian circulation is well integrated into the design. The main entrance to the building is proposed along the street facing, northern edge of the property. With the primary access point to the building oriented towards the road, the building contributes to an active street front, encouraging pedestrian traffic and providing opportunities for place-making. Ground floor units along the north side also include a unique design aspect, maintaining an interface with the public realm. The units that front onto Plains Road East will have designated and direct access to the municipal sidewalk.

Pedestrian access is also proposed along the east and west sides of the building. Access is proposed along the eastern edge of the building, which will lead pedestrians from the public walkway to the drop-off and parking area as well as the rear building entrance. A second walkway is proposed along the western edge of the building and provides direct access to ground level units on this side of the building.

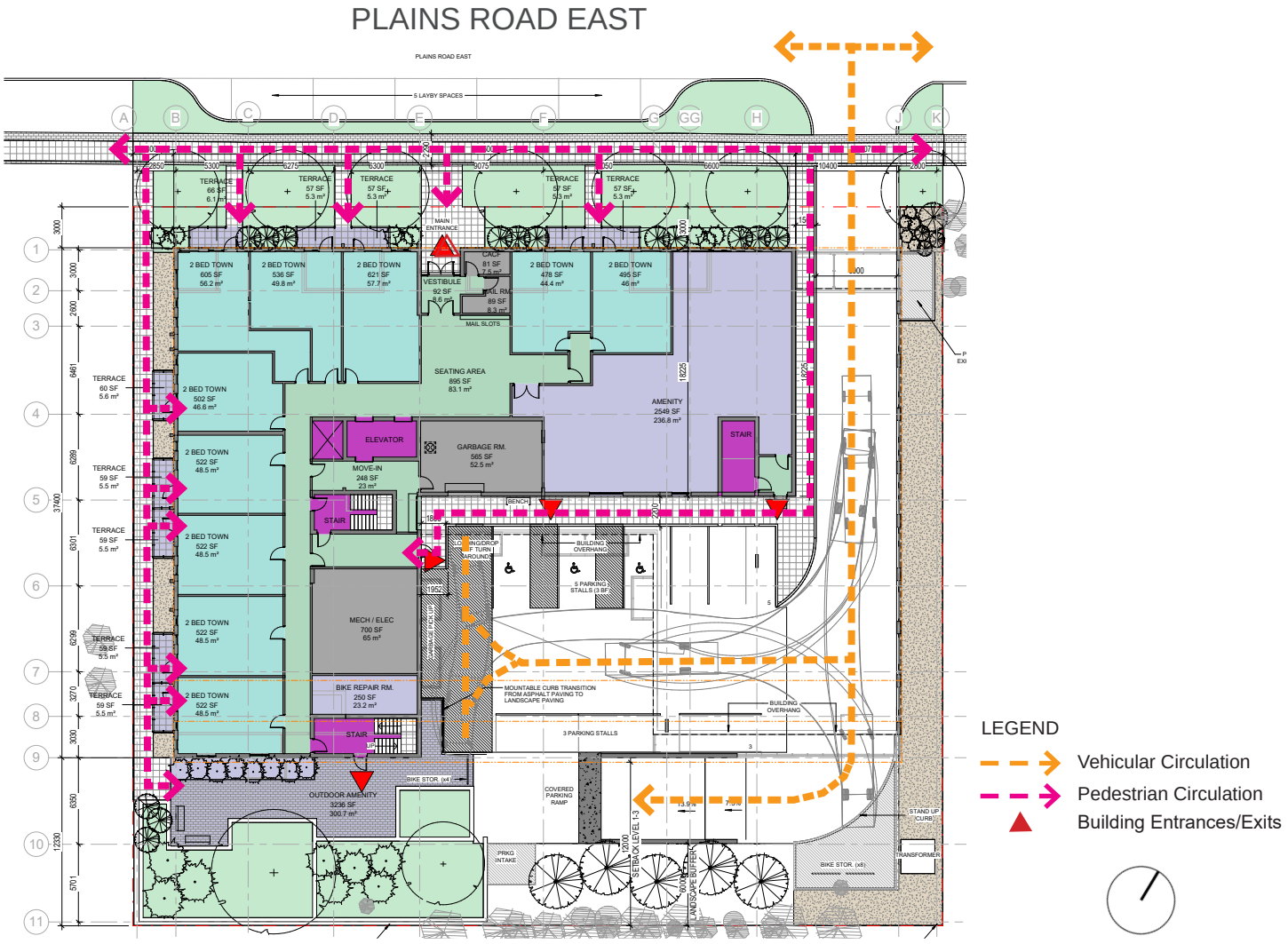


Figure 5: Ground Level Circulation Diagram, prepared by SRM Architects Inc. and Weston Consulting

3.3 PARKING AND LOADING AREAS

The parking areas within the proposed development are located away from the public realm, providing safety and security for residents. Parking is located at the rear of the building, accessible via a 5.9 metre private laneway connecting to Plains Road East. Situated behind the building, eight parking spaces are contained within the building envelope at grade, screened from the public realm to preserve pedestrian zones. The streetfront includes five lay-by parking spaces.

Also located towards the rear of the proposed building will be the loading and drop off areas. This location allows for convenient access to the garbage facilities and rear building entrance (with access to the elevator).

Access to the underground parking is situated at the rear of the site. The covered ramp is hidden from the view of the roadway. Landscape buffering will allow space for tree planting to shield the ramp from properties located towards the south. Trees and vegetation in this buffer area will also reduce vehicle noise and light tresspass from headlights onto adjacent residential properties.

The vehicular access establishes a distinct circulation pattern. The organization ensures convenient access and separation from pedestrian pathways.

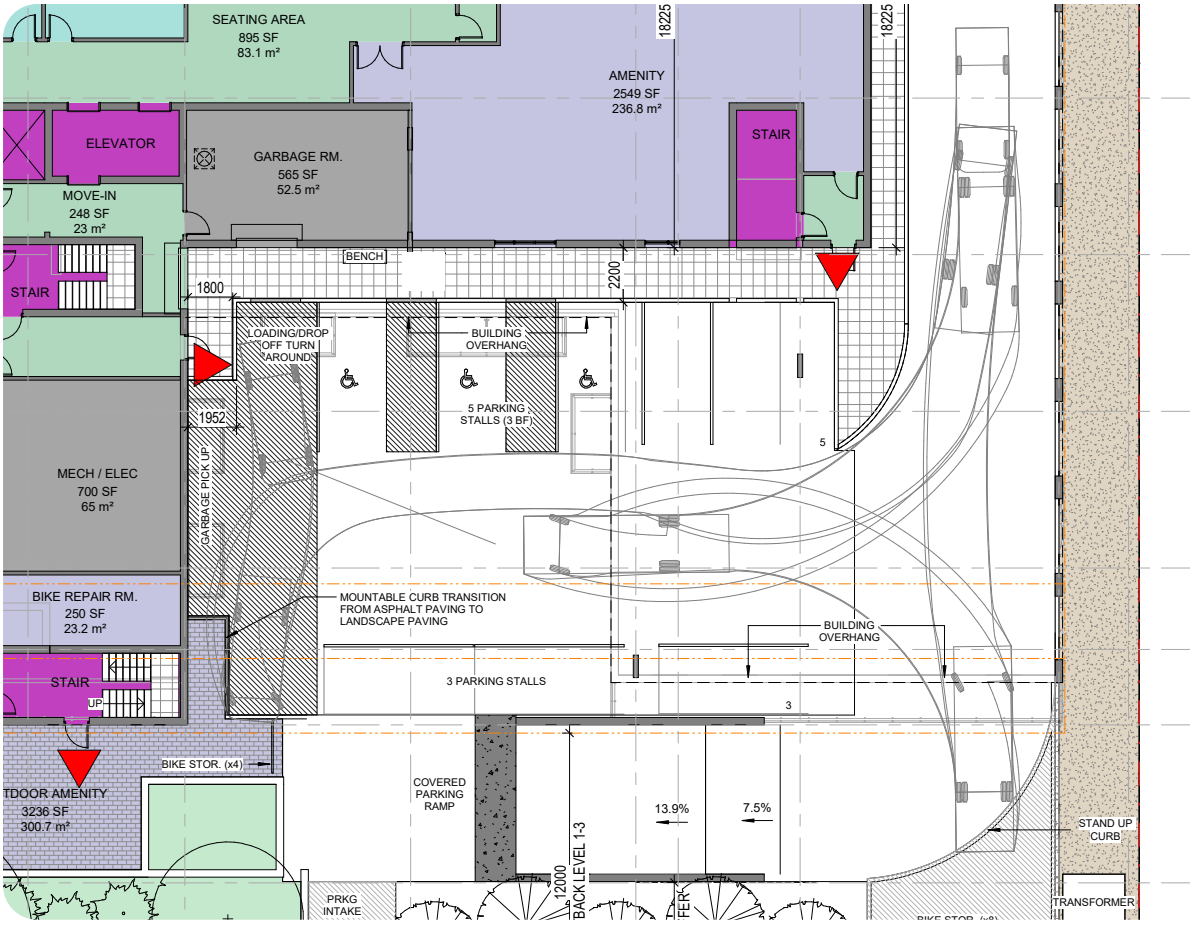


Figure 6: Parking and loading area at grade. Courtesy of SRM Architects Inc.

3.3 BUILT FORM MASSING

The massing of the proposed development incorporates various design details to define specific areas of the building and transition appropriately to the surrounding area. Building recesses have been included in various locations. The building entrance is setback from the main facade to help distinguish the main access to the building. A projected canopy is provided in the entrance area for weather protection. The driveway from Plains Road East is through recessed building mass, with floor levels two to six extending above. Recessed balconies are incorporated in all floors to further break down the mass.

The building is 'U'-shaped and incorporates terraced stepbacks at the rear to meet the 45 degree angular plane requirements. Terraces provide residents with outdoor amenity spaces. Most residential units will also have access to a private balcony.

The built form is also accentuated by the material selection which helps to clearly distinguish the massing. Further details regarding the architectural expression are provided in Section 3.4.



Figure 7: Built Form Massing-north elevation view. Courtesy of SRM Architects Inc.

3.4 ARCHITECTURAL EXPRESSION

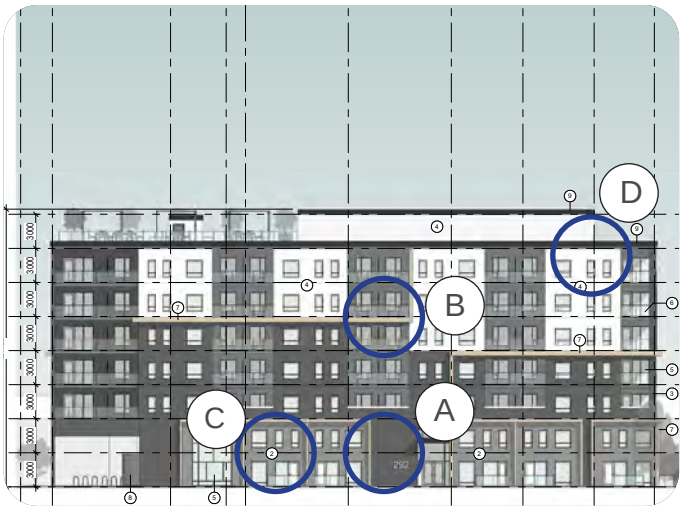
The materiality of the proposed development plays with contrasting colour and material to distinguish architectural elements of the design. Pre-cast concrete in monochromatic shades are used on the facade. The variations of grey material are used specifically on the lower portion of the building with upper floors mostly using white concrete. The juxtaposing of white and grey pre-cast concrete create a balanced composition of light and shade. The light brown pre-cast canopies provide vicual accents around the edges of the building. The canopies serve for weather protection. The top floor and mechanical penthouse are defined by the metal cap finishing which is in a dark grey colour. This creates a defined edge that coincides with the darker colours used on the lower levels.

Glazing is used to preserve views and establish high visibility between the interior and exterior. Balcony railings are designed with frosted safety glass to allow for clear outward views. The ramp to the underground parking facility will also be a dark grey colour, corresponding with the lower half of the building.

EXTERIOR FINISH LEGEND	
20042 - 284-292 Plains Road E.	
1 PRECAST CONCRETE COLOUR: DARK GREY - HORIZONTAL LINEAR PATTERN TYPE / MANUFACTURER: TO BE DETERMINED	5 CLEAR GLASS GLAZING UNIT COLOUR: CLEAR GLASS, DOUBLE GLAZED TYPE / MANUFACTURER: TO BE DETERMINED
2 PRECAST CONCRETE COLOUR: LIGHT GREY - BRICK PATTERN TYPE / MANUFACTURER: TO BE DETERMINED	6 BALCONY RAILINGS COLOUR / MATERIAL: FROSTED SAFETY GLASS & GREY ANODIZED METAL GUARD RAIL SYSTEM.
3 PRECAST CONCRETE COLOUR: GREY - BRICK PATTERN TYPE / MANUFACTURER: TO BE DETERMINED	7 PRECAST CANOPY COLOUR: LIGHT BROWN
4 PRECAST CONCRETE COLOUR: WHITE TYPE / MANUFACTURER: TO BE DETERMINED	8 PRECAST CONCRETE COLOUR: VARIES - RELIEF PANEL PATTERN
	9 PREFINISHED METAL CAP FLASHING COLOUR: DARK GREY



Figure 8: South Elevation, prepared by SRM Architects Inc.





Signage opportunity to further define the main entrance to the building.



Contrasting materials that distinguish and define architectural features.



Glazing at grade to promote high visibility between interior and exterior areas.



Defining elements that distinguish the built form.

Figure 9: North Elevation and detailed views. Courtesy of SRM Architects Inc.

3.5 LANDSCAPE PLAN

The landscape concept plan, prepared by OMC Landscape Architects, dated September 2021 illustrates a design that seeks to enhance public realm areas, define private outdoor amenity spaces and provide screening between the subject property and surrounding buildings. Along the north side of the subject property, proposed street trees will provide shading and build an attractive streetscape. Additional plantings will help to define building entrances. The east and west sides of the property will incorporate decorative mulch. The detailed design will comply with the City's applicable standards for public realm design.

The outdoor amenity area at the rear of the subject property includes raised planters and trees along the south property line which will help to enhance the privacy of the space. The design proposes a paved area with space for seating (including bench seating), as well as an area for sod. The raised planter wall will provide some variation in height for plants. This secluded space offers residents a balance of hardscaping and landscaping. The buffer of trees will extend beyond the amenity area along the southern property line up to the underground parking ramp. This will assist in shielding it from the view of neighbouring buildings, and to preserve the privacy of adjacent parcels.

Figure 10 illustrates the conceptual streetscape condition and Figure 11 the landscape concept.



Figure 10: Perspective view illustrating streetscape. Courtesy of SRM Architects Inc.

Legend

EXISTING PROPERTY LINE

EXISTING DECIDUOUS TREE TO BE RETAINED

EXISTING CONIFEROUS TREE TO BE RETAINED

PROPOSED CONIFEROUS TREE

PROPOSED DECIDUOUS TREE

PROPOSED ASPHALT PAVING

PROPOSED UNIT PAVING

PROPOSED SODDED AREA

PROPOSED DECORATIVE MULCH

BICYCLE RACKS

TABLE AND CHAIRS

PROPOSED BENCH SEATING (PRIVATE)

B

PROPOSED BENCH SEATING FOR PUBLIC REALM
BENCH - HAUSER 6' ENGLISH GARDEN (PLAINS RD. CORRIDOR URBAN DESIGN GUIDELINES 2006)

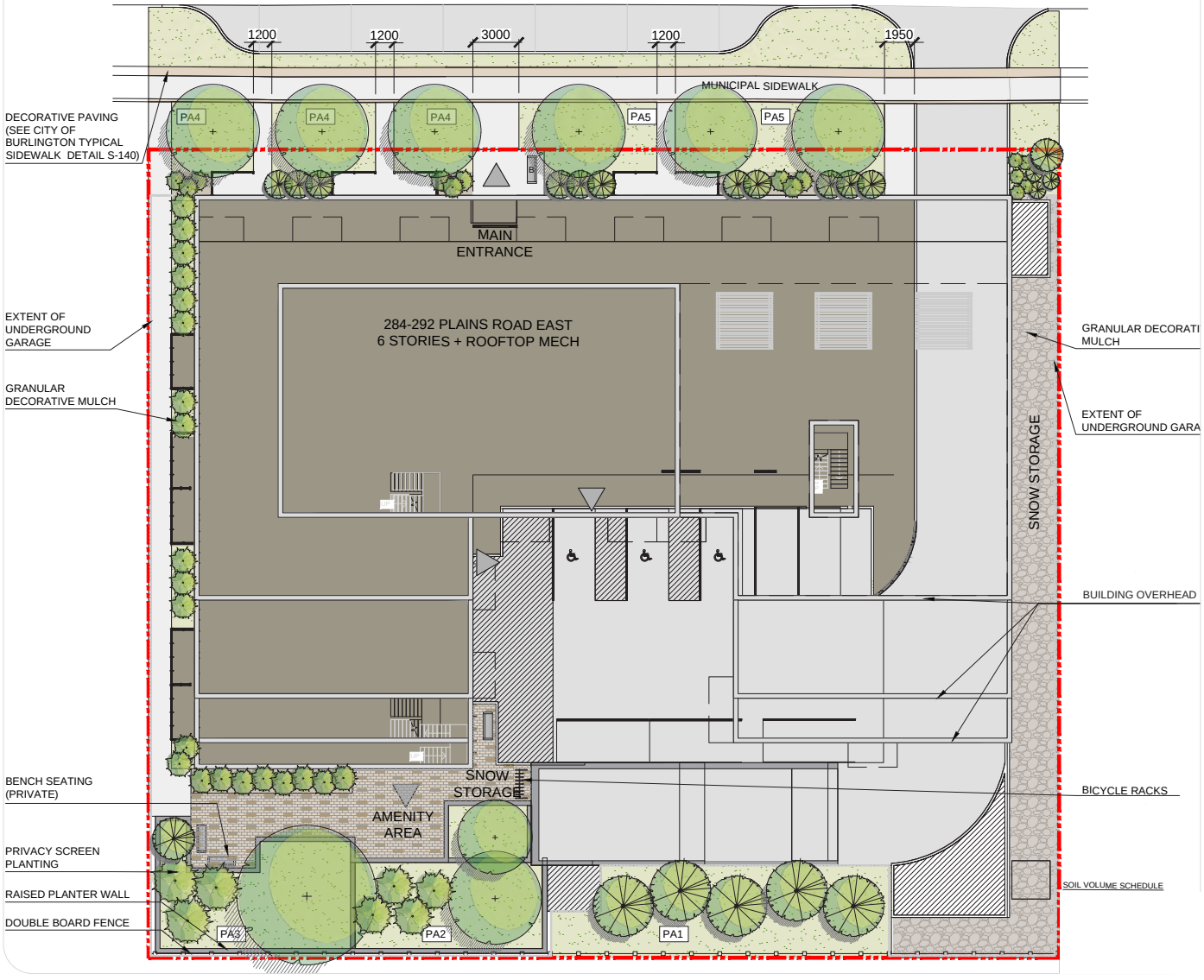


Figure 11: Landscape Concept Plan by OMC Landscape Architects

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4.
URBAN DESIGN POLICY AND OBJECTIVES

4.1 THE BURLINGTON OFFICIAL PLAN (2019)

The City of Burlington Official Plan (OP), was adopted by City Council on December 2019. There is an interim working version of a new Official Plan dated February 2021, however the document is not yet fully in force and so has not been referenced in this section. The policies of the OP encourage development that prioritizes accessible and attractive spaces which enhance the well-being of residents.

Chapter 6 of the OP highlights the importance of high-quality built environments, articulating the importance of a well-integrated development. More specifically, the OP outlines the following objectives:

Objectives

c) To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character.
d) To ensure that the design of the built environment in new communities integrates with the natural setting and provides a diverse social setting that is well served by public transit, and by attractive and well-developed pedestrian environments.

e) To achieve a high quality of design within the public realm.

f) To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.

h) To ensure that the principles of Sustainable Development are considered in the design of the built environment.

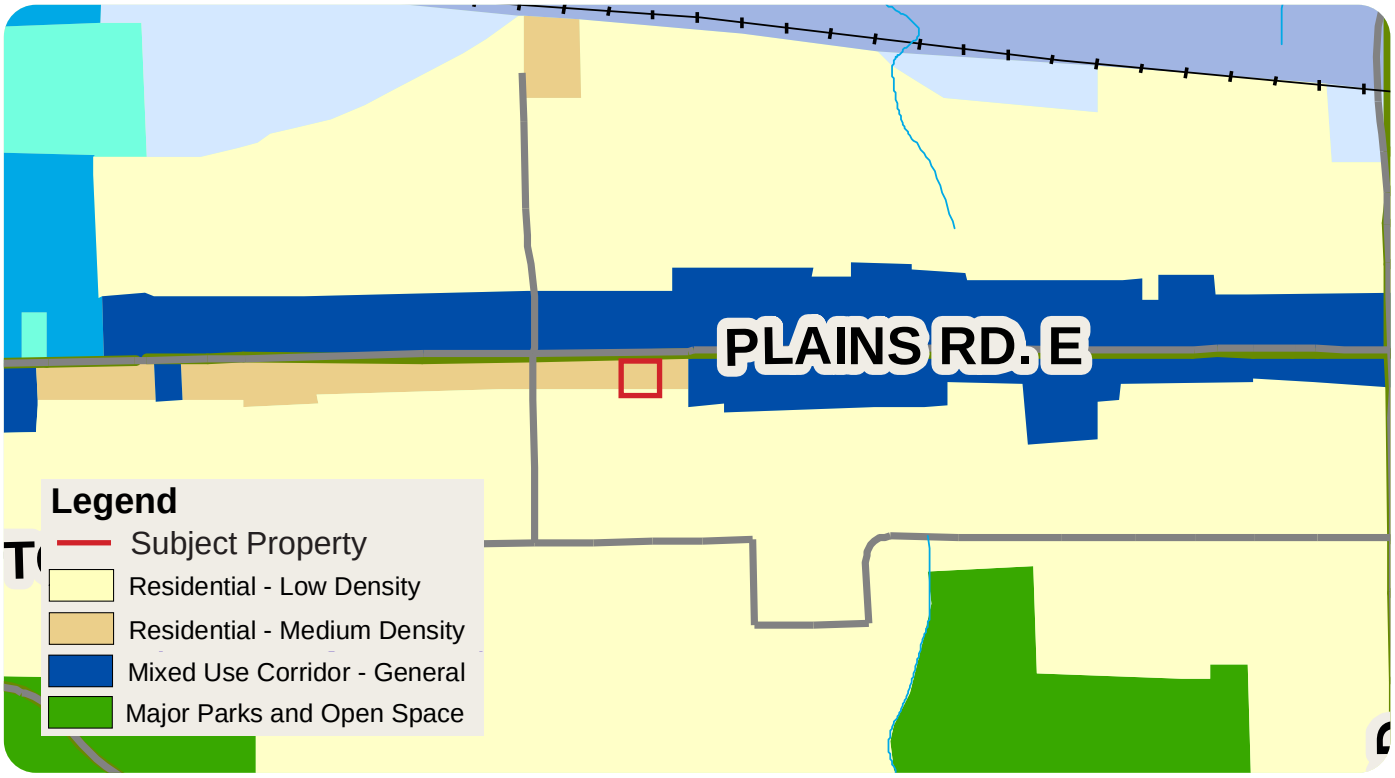


Figure 12: Official Plan Schedule B - Comprehensive Land Use Plan - Urban Planning Area

The Public Realm

a) Design opportunities to enhance the quality of the public realm shall be encouraged as a part of the design of all municipal undertakings, including public parks and buildings, public streets, natural areas and all municipal engineering projects related to public spaces.

d) Design opportunities to introduce or improve links where existing areas are inadequately connected to each other or between important public areas shall be encouraged.

e) Improvements to existing streetscapes shall be encouraged when reconstruction occurs and shall be implemented in accordance with Council-approved Urban Design Guidelines, where such guidelines exist.

Discussion:

The proposed development will have a positive impact on the public realm in its contributions to the street condition. The building is setback 3 metres from the property line creating a connection between the subject property and the public sidewalk. This setback also creates opportunities for street planting and landscaping on site.

The main entrance to the building is proposed on Plains Road East, accessible via the public sidewalk. This location will encourage more traffic on the *Major Road* and contribute to an active sidewalk. The balconies fronting Plains Road East will provide additional security on the road, encouraging 'eyes on the street.' Ground level units fronting onto Plains Road East will have a point of access via a private pathway which connects directly to the public sidewalk. The subject property also proposes two sidewalks to extend along the east and west edges of the building, creating clear pedestrian access to all areas. These pathways contribute to the greater network promoting active transportation.

With the exception of the street lay-by parking spaces, the surface parking stalls within the site are located at the rear of the building to create privacy for visitors and residents, and maintain an attractive streetscape. The remainder of parking is contained within two levels of underground facilities, minimizing surface parking.



Figure 13: Proposed P1 and P2 Parking Plan. Courtesy of SRM Architects Inc.

The massing of the proposed design is sympathetic to the surrounding built form as it terraces down to the rear property line towards the existing low-rise buildings on Merle Avenue. This design strategy will minimize adverse impact generated by shadow and overlook.

Design Guidelines

The proposed development takes into consideration the surrounding context, proposing a density and form that is compatible with adjacent buildings.

The height and setbacks of the proposed development speak to the site location on a Major Road and surrounding context of primarily low-rise residential neighbourhoods. This is demonstrated by;

- A 3 metre setback along the frontage of Plains Road East, and the minimal step backs of the facade, creating a strong street edge condition.
- The consideration of the 45 degree rear angular plane through the building step backs at the south demonstrates the generous transition between the proposed building and the neighbouring low-rise buildings.

The design responds to the pedestrian scale through the building orientation, the ground floor street facing units, the facade treatment on the ground and second floors, the materiality, and the proposed walkways which connect the main building entrance and the individual unit entrances directly to the public sidewalk.

Landscaping will be incorporated to create a harmonious streetscape and integrate the public-private realm.

The design is based on Crime Prevention through Environmental Design (CPTED) principles by incorporating balconies along the north facade, creating clear views to Plains Road East and northward towards the ravine open space network.

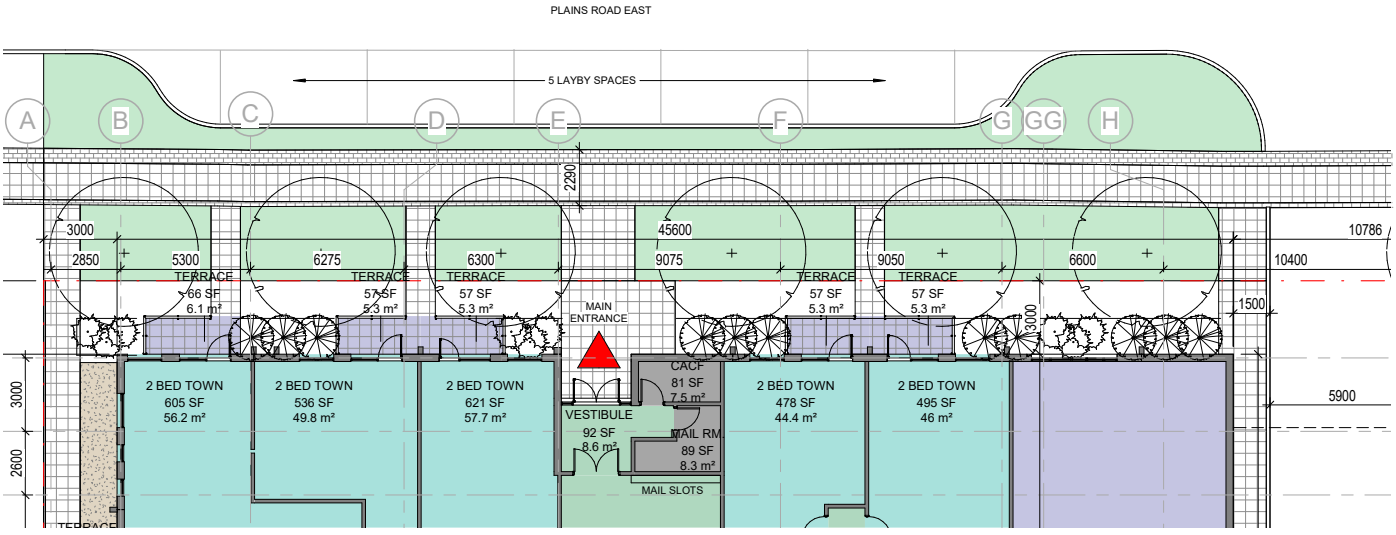


Figure 14: Proposed street edge along Plains Road East. Courtesy of SRM Architects Inc.

Long Term Transit

The proposed development is a compact design which provides higher density, aligning with the new Official Plan designation for urban corridors. The design supports future and existing transit infrastructure by promoting incremental density. Pedestrian linkages will also help to create and strengthen the connections between the subject site and the public realm.

Figure 13 illustrates the Long Term Transit Service Network. Plains Road East is planned to be the location of Primary Bus Services. Within close proximity of the subject property lies the Commuter Rail Station and the VIA/GO Transit Lakeshore Rail.

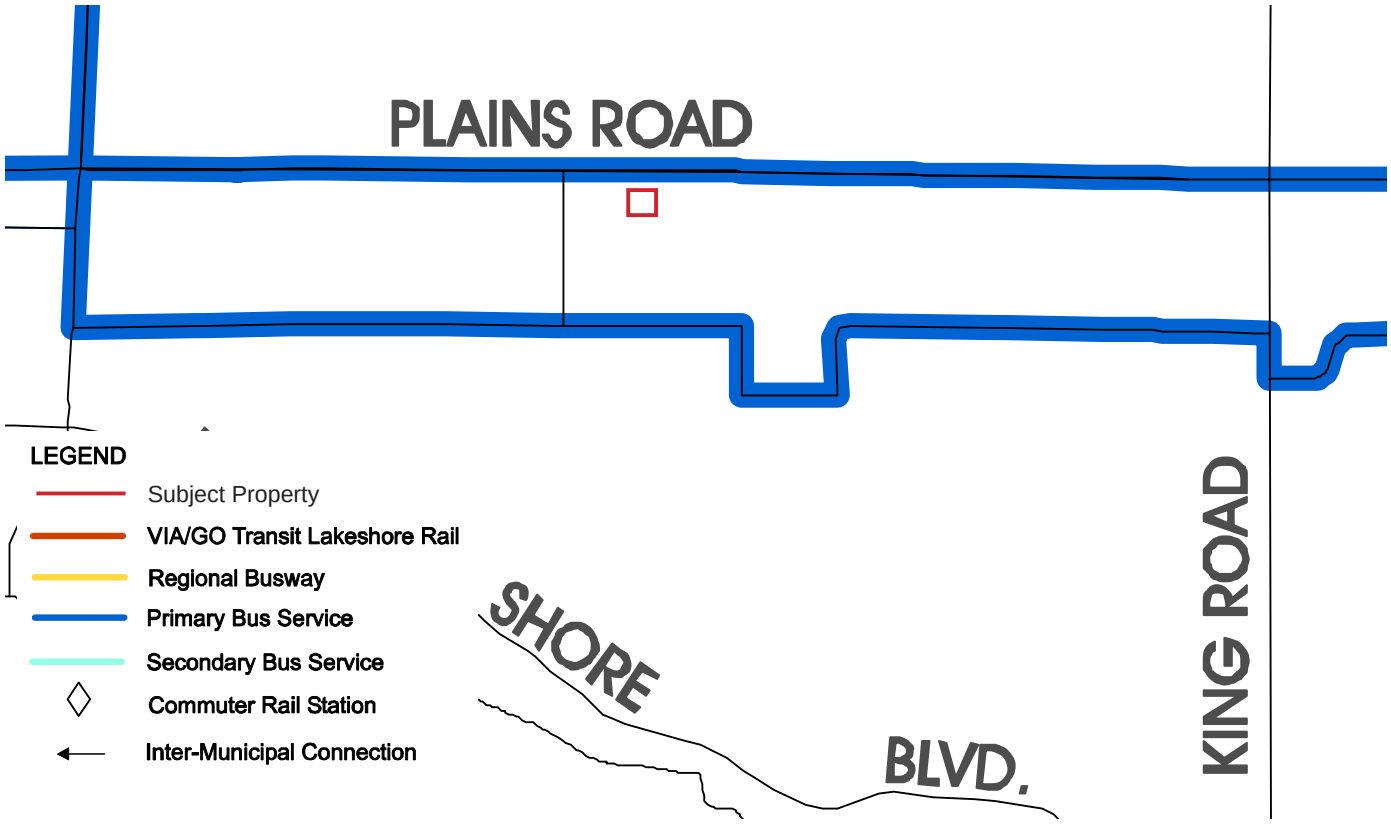


Figure 15: Official Plan Schedule 1 - Long Term Transit Service Network

4.2 MID-RISE DESIGN GUIDELINES (2019)

The City of Burlington Mid-Rise Design Guidelines sets out best practices, developed to inform the urban design aspects of mixed-use and residential mid-rise buildings. They are intended to implement the City's Official Plan objectives and policies related to design excellence and the creation of a high-quality built environment.

Building Placement

The building is oriented towards Plains Road East which is designated as a *Major Road*. The central placement of the building on the site maximizes the available area and facilitates a highly-accessible and permeable circulation system. The placement allows for a three metre setback from the public sidewalk, and incorporates the main entrance off of the high-traffic area. Situating the building parallel to the road helps to strengthen the edge condition. The majority of the required parking is proposed to be located at the rear of the building and in underground facilities to maintain a pedestrianized street edge. The lay-by parking spaces at the front are separated from the street sidewalk to maintain the pedestrian flow and safety.

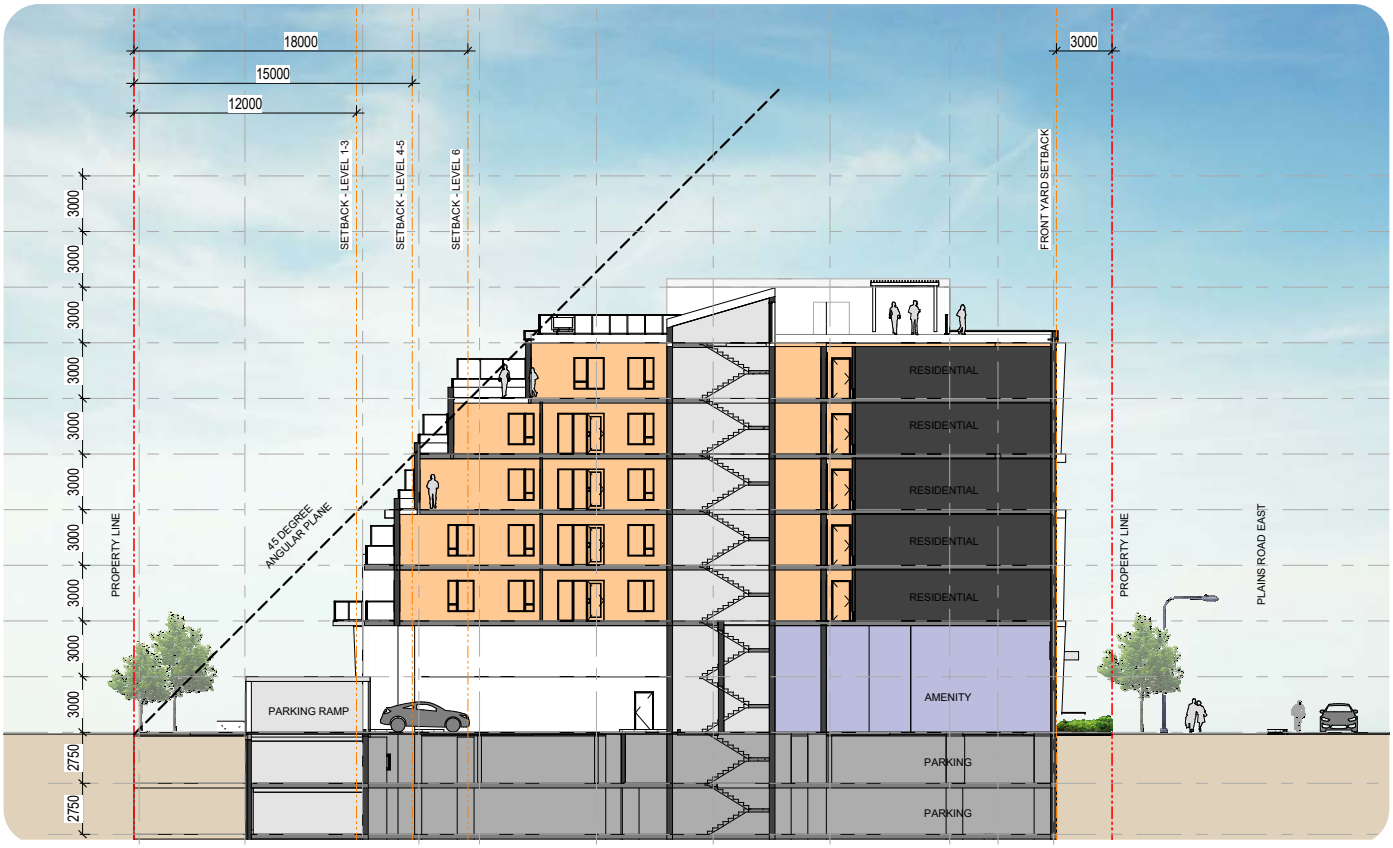


Figure 16: Building cross-section illustrating angular plane considerations. Courtesy of SRM Architects Inc.

Building Separation and Spacing

The proposed design will maintain a minimum of three metres interior side yard setbacks. This setback complies with the zoning requirements for the *RM1-346 zone*, and in our opinion, provides adequate separation between the existing dwellings on both sides of the subject site. In addition, the proposed building is significantly set back from the rear property line, conforming to angular plane considerations to establish a gradual transition to the existing low-rise residences on Merle Avenue. The minimum rear yard setback is 12.33 metres from the two-storey mass at the southwest side. The setback increases with building height and is 21.1 metres for the six-storey mass. Thus the gradually increasing setbacks and stepping back of the built form will ensure adequate separation from the existing dwellings on Merle Avenue.

Built Form: Height and Massing

The Mid-Rise Design Guidelines establish design criteria for the upper and lower portions of buildings. The lower section, or ground floor, is prominently articulated and will have a minimum three metre setback from the north property line. The lower portion contributes to a positive pedestrian experience responding to the context, defining the street edge and reinforcing a human scale.

The upper portion of the building contributes to the overall massing of the built form, and its impact on the skyline and neighbouring properties. The design of the six-storey building (not including mechanical penthouse), takes into consideration the low-rise residential neighbourhood to the south adhering to a 45 degree angular plane. The rear of the building utilizes setbacks at grade and step backs at the upper levels to mitigate the impacts of shadowing, as well as provide transition to the low-rise neighbourhoods.

Both recessed and projected balconies provide outdoor amenity space for residents as well as views all around. In addition, the balconies help to scale down and articulate the overall mass.

Street Level Design, Facade Articulation and Materials

The lower portion of the building will be distinguished by a grey material palette. The majority of the facade will incorporate a dark grey pre-cast concrete in a brick pattern. The fenestration of the ground and mezzanine floors will be highlighted with light grey pre-cast concrete to distinguish from the dark grey background. The lower portion of the building will also be articulated through a pre-cast canopy in a light brown shade. This will contrast and highlight the podium section of the building and build on and enhance the human-scale of the development. Extensive glazing will be concentrated at grade and will create clear views between the interior and exterior conditions. See Figures 8 and 9.

Site Design, Open Space and Streetscaping

The setback from the public realm creates opportunities for landscaping and street planting. This will help to enhance the streetscape, creating a more visually attractive pedestrian environment. The landscape concept plan in Figure 11 illustrates the proposed details for the site which include proposed street trees and smaller plantings to accentuate entrances located on Plains Road East.

The rear of the building will feature an open amenity area which will provide additional landscaping opportunities. This area is designed as a private communal space with landscape buffering around the perimeter for separation and privacy. The building's rooftop will also be utilized for amenity purposes with trellises, seating arrangements and BBQ facilities (Figure 17).

Built Form Transitions Upper building

As illustrated in Figure 16, the proposed building design will adhere to a 45 degree angular plane. This will create a terracing at the rear of the building which will establish an appropriate transition to the low-rise residential neighbourhood to the south.

Upper Facade/Roof Design, Articulation and Materials

Material selection will play with contrasting colours which will help to distinguish both the lower and upper levels. A pre-finished metal cap flashing in dark grey will be used at the top of the building, and the mechanical penthouse. The metal cap will define the top floors and contrast with the white facades of the upper levels. The light brown coloured canopy feature defines certain floors and adds visual accents. Materiality at the upper levels of the building will serve to reduce the visual impact of height and bulk. Glazing will be consistent throughout, to promote views and maintain high visibility.

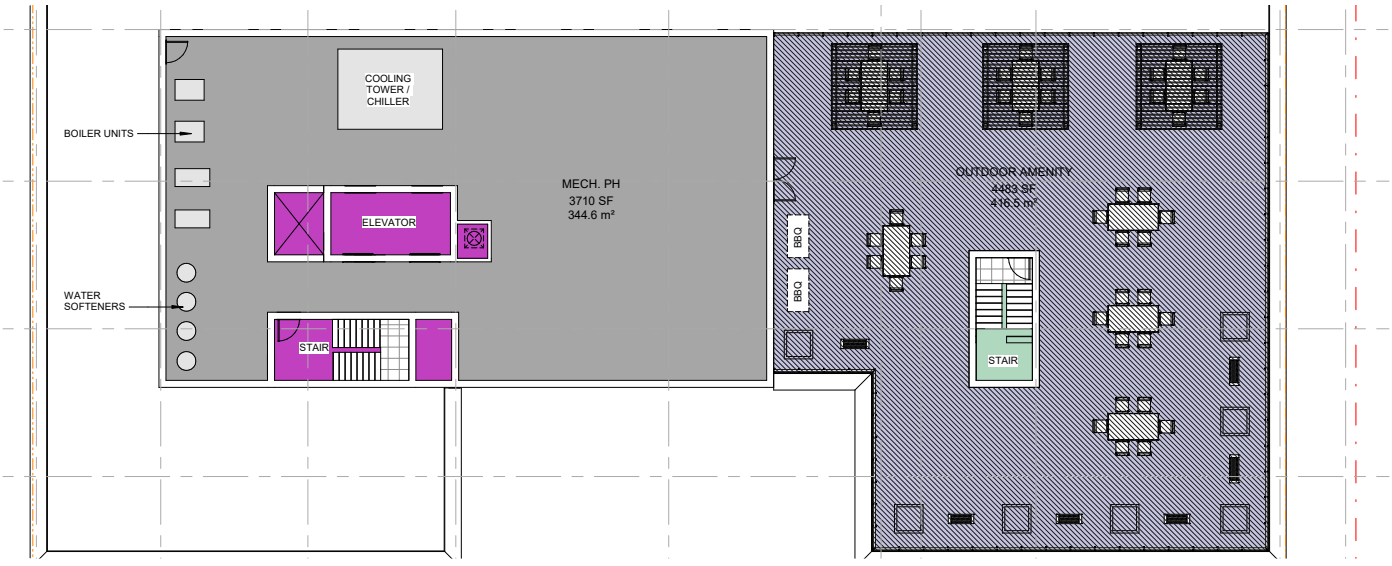


Figure 17: Proposed rooftop amenity area. Courtesy of SRN Architects Inc.

4.3 SUSTAINABLE BUILDING AND DEVELOPMENT GUIDELINES (2019)

The 2019 Sustainable Building and Development Guidelines (SBDG) are intended to encourage sustainable design approaches with the City's goal of creating sustainable communities. The SBDG guidelines apply city-wide to development applications that include high and medium denisty residential buildings. Although, the SBDG guidelines are administered primarily through Site Plan applications, a review is also required as part of Official Plan and Zoning By-law amendment applications. The following are the relevant sustainable design guidelines that impact the site layout and design:

Snow Management: For sites with surface parking, identify a designated snow storage area in an area that will reduce salt and contaminant impacts to vegetation, groundwater and surface water. Appropriate on site snow storage is preferable to off-site snow removal

Site Connections: Provide pedestrian and cycling connections from buildings to off-site public sidewalks, pedestrian paths, trails, open space, active transportation pathways, transit stops and adjacent buildings and sites in accordance with Official Plan policies.

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

Bicycle Storage: Provide bicycle parking spaces in accordance with the Zoning By-law and Official Plan Policies.

Bicycle Storage (Occupants): Locate occupant/ employee bicycle parking near the main entrance or easy to identify area, in a weather protected area with controlled access or secure enclosures.

Bicycle Storage (Visitor): Provision of bicycle parking spaces in a weather protected area at grade near the main entrance or easy to identify area.

Discussion:

The outdoor amenity area, located at the rear of the site, contributes to urban cooling and micro-habitat creation. The area is located at the south and will benefit from southern passive solar gain. Landscape buffers may contain a range of planting to create screening and privacy for residents. Streetscape enhancements will be incorporated along the front edge of the site, where street trees will add to the urban canopy. Additional planting will help to further distinguish and define entries to the building and will contribute to an attractive environment.

Pedestrian pathways extend from the public sidewalk along both side yards of the proposed building. The pathway along the eastern edge will connect to the rear/parking area of the site establishing accessibility and creating efficient access, while the pathway along the western edge will provide private access to ground floor units. Walkways will be designed with universal accessibility design features as required.

A total of 12 bicycle parking spaces are provided. Bicycle Storage is provided at the southeast corner of the site as well as near the outdoor amenity space. This location removes the bicycles from the view of the public sidewalk while separating them from the parking areas. This infrastructure encourages active transportation and multi-modal transportation.

Material selection for the facade will include bird friendly glazing.

The utilities for the proposed development are sensitively located and screened to provide efficient access and maintain an attractive appearance on site. The snow storage area, transformer and exhaust systems are located along the east side of the building, hidden from main areas of visibility near to the surface parking area.

4.4 PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES (2006)

The Plains Road Corridor Urban Design Guidelines is intended to assist the City of Burlington in guiding the future redevelopment of the roadway and adjacent lands. The subject property falls within the *Shadeland District* which is identified as the segment of the Plains Road corridor between Cooke Boulevard and Filmandale Road. This area is characterized by an assortment of land uses on the north side of Plains Road and primarily residential and offices/ commercial on the south side.

Section 3.5 of the Guidelines contain guidance for new development in the *Shadeland District.* The guidelines state 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.*

Discussion:

The proposed development enhances the residential character of the area by introducing a mid-rise residential building. The subject property is well situated in terms of its proximity to commercial and transit services, as well as public park amenity spaces. This means that a residential mid-rise building will be well accommodated.

The design takes into consideration the existing context, proposing a compact built form which incorporates opportunities for improving the streetscape. As illustrated in Figures 10 and 11, landscaping design considerations include enhancements for the public sidewalk through new planting along Plains Road East. The proposed street trees will build on and strengthen the urban canopy, provide shade for pedestrians, and improve the visual character of the street.



Figure 18: Shadeland District - Plains Road Corridor Urban Design Guidelines

4.5 LIGHTING GUIDELINES

Appropriate exterior lighting conditions will be furnished to ensure visibility, safety at night, and increase the quality of the exterior spaces. Details of on-site and building lighting will be provided at a more advanced stage of the development application process. The following are areas for specific consideration:

- The pathways located off Plains Road East may incorporate lighting to create safe and welcoming spaces. This type of lighting is typically a smaller scale than street lighting which will also contribute to the human-scaled space.

- The private vehicular entrance located off Plains Road East may incorporate overhead lighting for residents and visitors. This could ensure clear visibility for vehicular traffic and present a defined point of entrance.

- The outdoor amenity area may also include soft lighting so as to not impact the surrounding homes. This will improve the visibility of the amenity space and add to the quality of the design.
- The lighting design will consider minimal impact on neighbouring properties in terms of reducing glare and the spillage of light.







Figure 19: Lighting Precedents

5.
SUPPORTING STUDIES

5.1 SHADOW STUDY

A Shadow Study has been prepared by SRM Architects dated September 14, 2021. In accordance with the 2020 Shadow Study Guidelines and Terms of Reference (TOR 2020). This study illustrates the shadows for the proposed development on March 21, June 21 and December 21. The report concludes that the shadow impacts of the proposed development are largely mitigated by the reduced building height, step-backs and terracing from the rear property line.

A summary of each of the studied times is provided below.

March 21st Shadow Impacts

During the early hours, shadows are cast across Plains Road East and moderately impact the nearby Church site. These shadows do interfere with the public realm, however are cast for only a short period of the day. For the remainder of the day, these areas receive adequate sunlight. Into the evening, shadows extend into residential neighbourhoods to the southeast. It is our opinion that the impacts of these shadows are minimal as they resemble similar casting patterns of neighbouring buildings along Plains Road East.

June 21st Shadow Impacts

For the majority of the day the shadows cast fall only within the subject property. During the early evening minor shadow impacts are visible on adjacent properties. They are affected for no more than an hour.

December 21st Shadow Impacts

The shadows cast in December are generally longer. In the early morning, shadows extend across Plains Road East, onto the property where the church is located. By early afternoon, the shadow primarily impacts the roadway and public sidewalk. During the evening properties to the east receive shadow impacts, however this is only evident near to sundown.

Summary

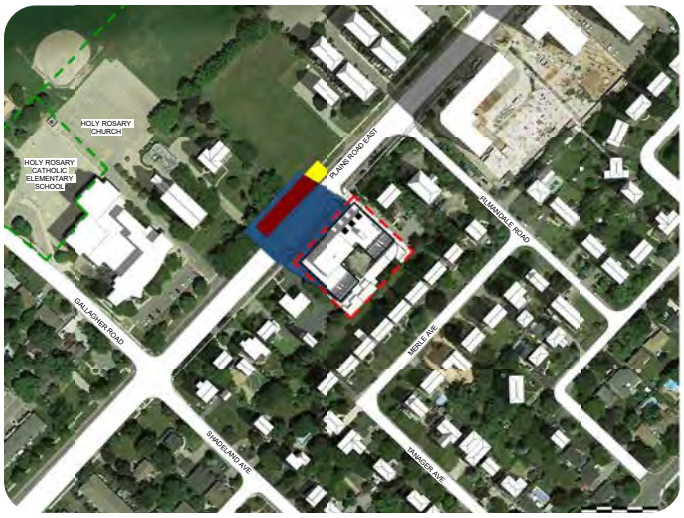
It is our opinion that shadow impacts caused by the proposed development are acceptable as there is minimal impact on neighbouring residential, commercial and public realm properties. While there are instances of shadows being cast onto these spaces, they move quickly across the surrounding context. The duration of shadows on neighbouring residential private outdoor amenity spaces is no longer than two hours in March 21. Private rear yards of residential properties on Merle Avenue are affected from 5pm to 6pm as per Figure 19. Similar impacts are observed in June 21 and September 21 from 5 pm to 6 pm (Figures 20 and 21). These areas will receive adequate sunlight for the majority of the day.

The two neighbouring medical office buildings located east of the site will be impacted. However, the shadowing will not impact the function of these facilities and the majority of the shadow is cast onto the parking spaces and driveways. Given the stated local planning and urban design objectives to develop the Urban Corridor, there is an implicit expectation of slightly increased shadow cover.

As per Section 4.6 of the TOR 2020, the boulevard and sidewalk on the opposite side of Plains Road East receives full sunlight for six hours in March 21 as the ROW is impacted only during the first half of the day between 9 pm to 12 pm.

The development does not impact any Key Civic and Cultural Spaces as outlined in Section 4.2 of the TOR 2020. Additionally, the development does not impact any parks, open spaces, and children's play areas as outlined in Section 4.4 and 4.5 of the TOR 2020.

Please refer to the Shadow Impact Study Report prepared by SRN Architects Inc, dated September 14, 2021.



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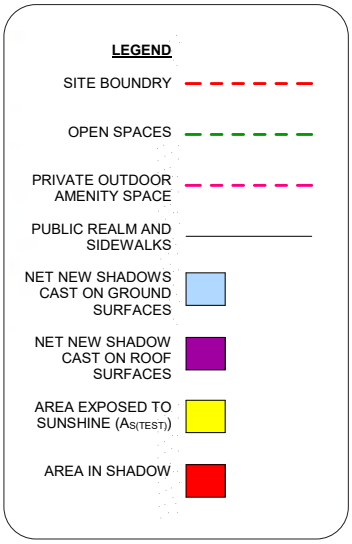


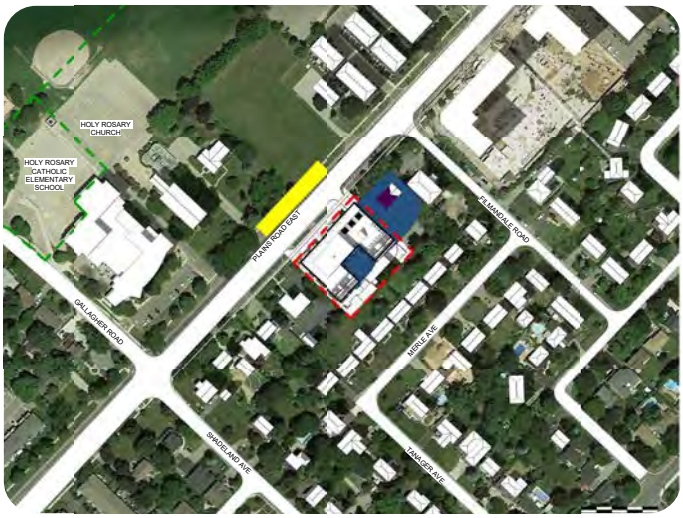
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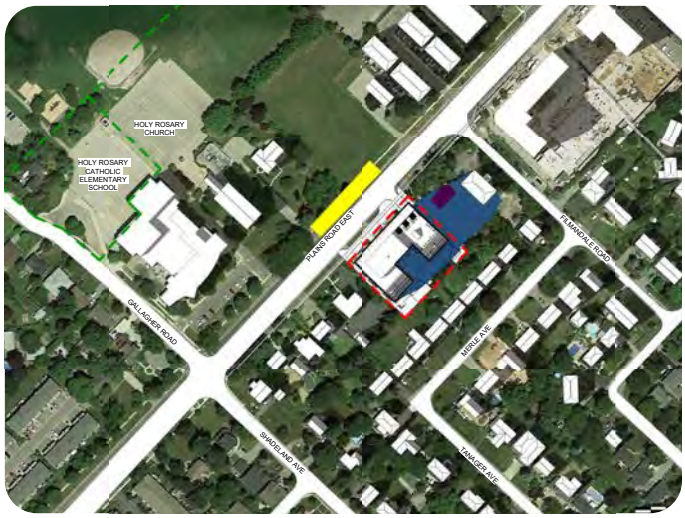
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Figure 20: March 21 shadow diagrams. Courtesy of SRM Architects Inc.





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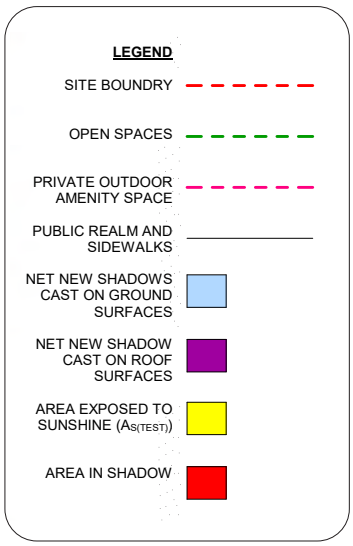


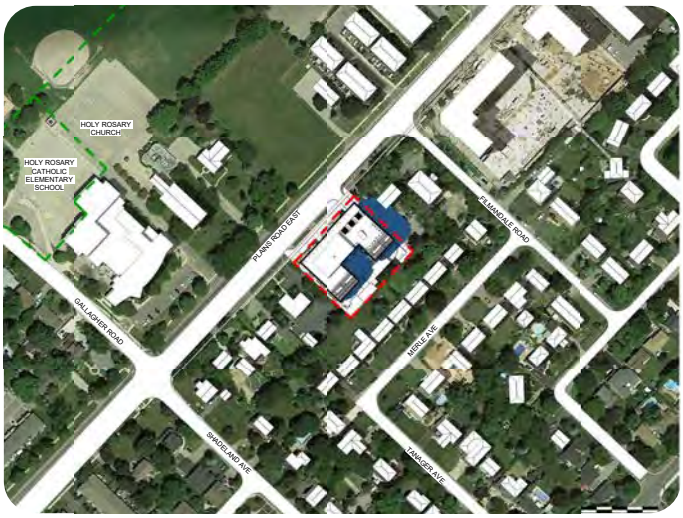
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Figure 21: June 21 shadow diagrams. Courtesy of SRM Architects Inc.





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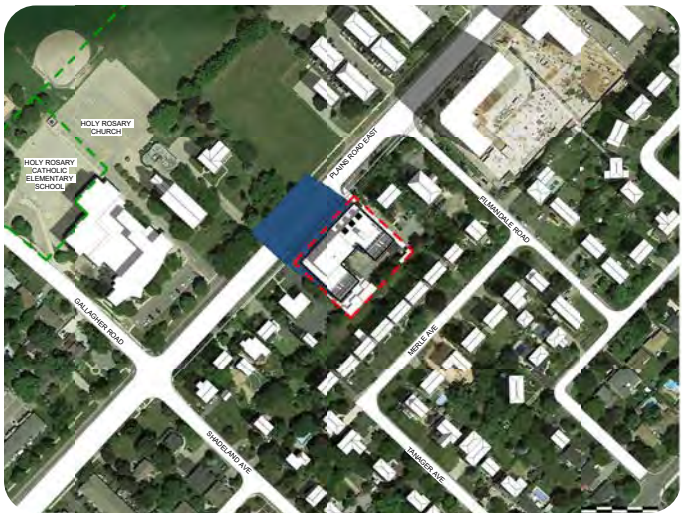
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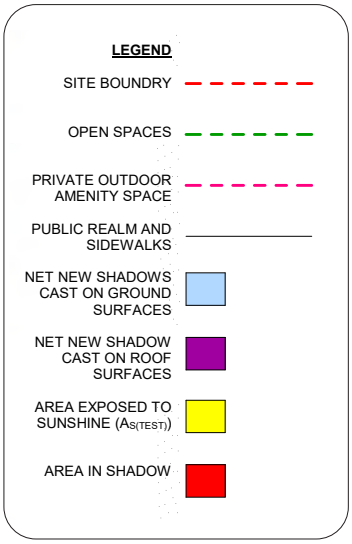


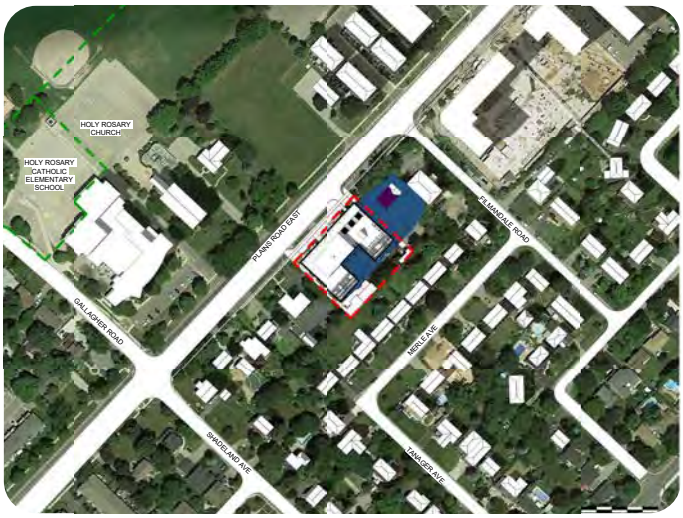
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Figure 22: September 21 shadow diagrams. Courtesy of SRM Architects Inc.





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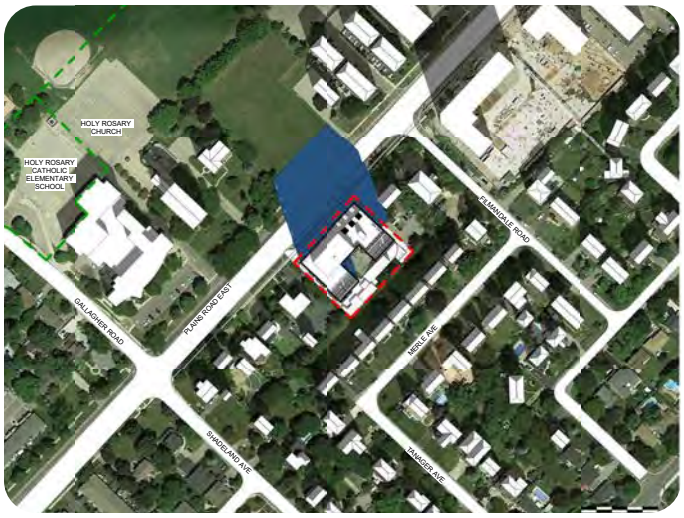
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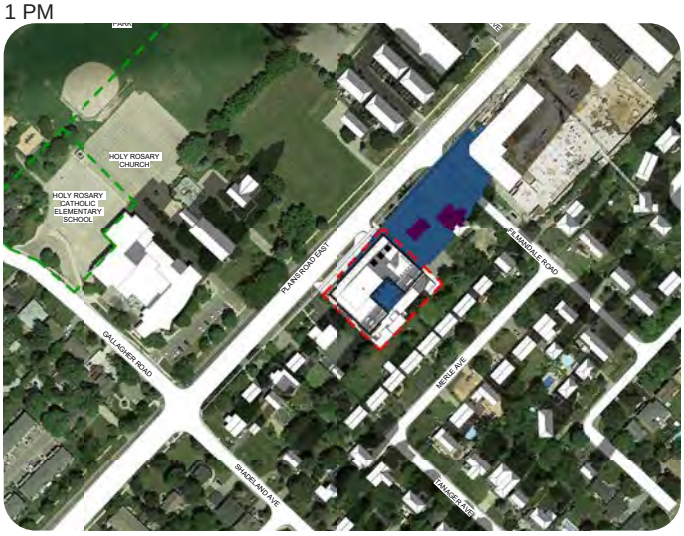
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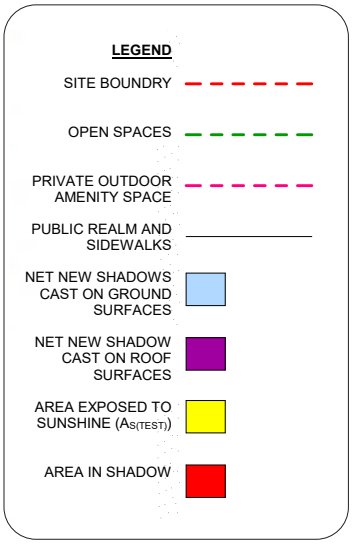


Figure 23: December 21 shadow diagrams. Courtesy of SRM Architects Inc.

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5.
SUMMARY AND CONCLUSION

The proposed development is consistent with the City of Burlington's vision for new development and progresses the development of the *Urban Corridor*. The design aligns with the Mid-Rise Design Guidelines, Sustainable Building and Development Guidelines, and Plains Road Corridor Design Guidelines in the consideration for the surrounding context while contributing to and building a walkable and transit-friendly environment.

The development proposes a six-storey building, which promotes density within the area, increasing the residential offer. The compact design provides appropriate transitioning to the surrounding neighbourhoods while effectively improving the public realm interfacing along Plains Road East. The proposal additionally enhances the streetscape through landscape improvements.



Figure 24: Perspective view looking west. Courtesy of SRM Architects Inc.


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