Urban Design Brief

198-200 & 206 Plains Road East, Burlington

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1.0 Introduction

Landwise was retained by Concept Lines Inc. on behalf of the landowners to prepare an Urban Design Brief for lands municipally known as 198-200 and 206 Plains Road East in the City of Burlington ("subject lands") as part of a complete Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") application.

1.1 Purpose

This Urban Design Brief is provided in support of the OPA and ZBA application. In accordance with the Burlington Urban Design Advisory Panel (BUD) Terms of Reference, an Urban Design Brief is intended to be a design tool to "provide an analysis and demonstrate how the proposed development meets the urban design objectives and policies of the Official Plan and any relevant approved urban design guideliness". This Urban Design Brief will describe the overall architectural expression, building relationship to streetscape and adjacent properties, connections for pedestrian, cycling, and transit, sustainable building elements and, identify how the design of the proposed development is in keeping with the Region and City's design objectives, policies, and guidelines within the Halton Region Official Plan, City of Burlington Official Plan, 1997 (in-effect), the City of Burlington Official Plan, 2020 (appealed), the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings, and the Plains Road Corridor Urban Design Guidelines. Additionally, the Sustainability Building and Development Guidelines have been reviewed.

The Burlington Urban Design Advisory Panel meeting took place on August 21, 2025, between the retained agent, Landwise, landowner representative, Concept Lines Inc., City of Burlington Planning staff and the Urban Design Advisory Panelists. Design review comments were issued by the Urban Design Advisory Panel where the agent and landowner have provided responses in **Appendix A**.

Architectural drawings have been prepared by Hatem Nassif Architects Inc. The Landscape Plan has been prepared by SDG Landscape Architects. Renderings of the proposal have been prepared by Concept Lines Inc.

The streetview images included within this report have been retrieved and annotated by Landwise.

1.2 Planning Applications

An Official Plan Amendment ("OPA") and a Zoning By-law Amendment ("ZBA") is required to facilitate the proposed redevelopment of 198-200 and 206 Plains Road East. The subject lands are proposed to be re-designated from "Residential Medium Density" to "Mixed Use Corridor – General" in the Burlington Official Plan, 1997, and rezoned from "Residential – Medium Density (RM2-119) Zone, Modified," and "Residential – Medium Density (RM1-346) Zone, Modified," to a new site specific "General Mixed Use (MXG) Zone, Modified," in the City of Burlington Zoning By-law No. 2020. The OPA and ZBA are required to permit a 6-storey mixed-use building on the subject lands. A subsequent Draft Plan of Condominium Application and Site Plan Control Application will be required.

1.3 Content

This Urban Design Brief is aligned with the City's Burlington Urban Design Advisory Panel (BUD) Terms of Reference and is organized into the following sections:

- **Section 2.0 Site and Surrounding Context** provides a description of the physical conditions of the site and its context within the community and neighbourhood.
- **Section 3.0 Design Requirements** provides a description of the City of Burlington's applicable urban design policies, objectives, and guidelines.
- **Section 4.0 Design and Intent** provides a description of the proposed development and design vision.
- **Section 5.0 Design Analysis** provides a professional analysis of how the proposal achieves the general intent of the applicable urban design policies and guidelines.

2.0 Site and Surrounding Context

2.1 Site Attributes

198-200 and 206 Plains Road East, Burlington ("subject lands") is in the Aldershot community located in west Burlington, situated south of the Plains Road East and White Oak Drive intersection (Figure 1). The subject lands are legally described as Lots 3, 4, & 5 of Registered Plan PF803, in the City of Burlington, Regional Municipality of Halton.

The subject lands are rectangular in shape, with a lot area of 2,893.10 m^2 (0.715ac) and frontage of 54.86m (±180ft) onto Plains Road East.

198-200 Plains Road East contains a multi-unit residential dwelling and an accessory shed, and 206 Plains Road East contains a 3-unit residential dwelling and a detached garage (Figure 2).

Each parcel is accessed by a driveway from Plains Road East. Parking is situated between the front lot line and the front facades of each structure, and towards the rear.

The subject lands' topography is generally flat with a slight slope downwards towards the rear lot line. Vegetation consists of a few mature trees throughout the subject lands. Hedges and bushes are found primarily along the west lot line and as front yard landscape features. The north and south sides of the buildings have grass lawns and paved parking areas.

Figure 1: Aerial view of subject lands



Figure 2: Subject lands from Plains Road East at White Oak Drive



2.2 Surrounding Context

2.2.1 Community Context

198-200 and 206 Plains Road East is located in Burlington's west end, on the shore of Burlington Bay of Lake Ontario. The community is made up of a mix of land uses that are part of a complete community including residential, local commercial, industrial uses, and community and public uses.

The subject lands have frontage on Plains Road East (Multi-Purpose Arterial) along the northwest property line. The primary function of a Multi-Purpose Arterial road is to serve a mix of functions of Major Arterials and Minor Arterials, which both serve regional and local travel demands, accommodate high density, mixed-use development and, active transportation (Halton Region Official Plan, Part IV, Table 3).

White Oak Drive intersects with Plains Road East across from the subject lands. White Oak Drive is classified as a local street, with the primary function of accommodating low volumes of vehicular traffic in addition to providing property access (Burlington Official Plan, 1997, Part VII, Table 1).

The subject lands are located approximately 820m southeast of a Highway 403 on-ramp, a Provincial Freeway, which serves mainly inter-regional travel demands, carrying high volumes of traffic (Burlington Official Plan, 1997, Part VII, Table 1).

The community offers access to a variety of commercial, institutional and recreational uses within 1km of the subject lands. The commercial plaza immediately northwest of the subject landsprovides a range of retail and service uses, ranging from a dry cleaner to a hair salon, medical office and pharmacy, and various retail stores (Figure 3), along with other businesses along Plains Road East. The subject lands are supported by a number of community uses and parks including Aldershot Park, Grove Park, Lasalle Park and Teal Greenway Park. Several institutional uses are within walking distance, including Glenview Public School, Holy Rosary Catholic Elementary School, Aldershot Elementary School, Aldershot High School, the Aldershot Library, and several Places of Worship.

Figure 3: Commercial plaza northwest of the subject lands on Plains Road East



2.2.2 Neighbourhood Context

Currently used for residential purposes, the subject lands are immediately surrounded by commercial uses to the northwest, low density residential uses (townhouses and single detached dwellings) to the northeast, low density residential uses (single detached dwellings) to the southeast, and low-density residential uses (single detached dwellings, some with commercial units), to the southwest (Figures 5-8).

The subject lands have frontage on Plains Road East, an important mixed-use corridor connecting the east and west ends of Burlington.

All bounding streets are urbanized with sidewalks on both sides of the right-of-way. The intersection at Plains Road East and White Oak Drive is traffic controlled by way of a Stop sign on White Oak Drive.

Existing bus stops are located along Plains Road East where Burlington Transit bus routes #1 and #4 operate with connections to various destinations within the City in addition to route #1 transferring passengers to downtown Hamilton. Several bus stops are within a few minutes' walk from the subject lands.

The subject lands are within 800 metres of the Aldershot GO Station, and are immediately adjacent to the proposed Aldershot GO Major Transit Station Area (MTSA), an area designated for growth and intensification. The Aldershot GO Station provides services from GO Transit, VIA Rail, Burlington Transit and Hamilton Street Railway (HSR). The GO Transit buses and trains provides service around the Golden Horseshoe and VIA Rail provides train service between other cities and provinces. Burlington Transit provides bus connections within Burlington and the HSR connects passengers to Waterdown.

While not directly connected to the subject lands, Plains Road East has a painted bicycle lanes on either side of the street between Shadeland Avenue and Brant Street, which then has other types of bicycle lanes to the end of Fairview Street in Burlington's east end. Plains Road and Fairview Street serve as an important spine to connect to other existing and future bike lanes across the City.

Figure 5: Existing buildings northeast of the subject lands along Plains Road East



Figure 6: Existing buildings southeast of the subject lands along Filman Place



Figure 7: Existing buildings southwest of the subject lands along Plains Road East



Figure 8: Existing buildings north of the subject lands along Plains Road East



2.2.3 Streetscape Context

The subject lands have frontage on Plains Road East, a Multi-Purpose Arterial with a two-way, four-lane road with a middle turning lane, urbanized with sidewalks.

The Plains Road East streetscape consists of commercial uses, mixed-use buildings and residential dwellings of a varying styles. Residential properties include 1.5-2.5-storey single detached dwellings with gabled roofs, 2-storey townhouse blocks with gabled roofs, and low-rise apartment buildings with flat roofs. Commercial properties include 3-storey commercial strip malls with residential units above the ground level, along with home businesses within single detached dwellings. The lots found along Plains Road East are wide with large setbacks between the buildings and street line. Residential buildings are set further from the street and generally have long driveways. A 6-storey multiple dwelling exists to the east at the intersection of Plains Road East and Filmandale Road (Figure 9). Some single detached dwellings within the vicinity contain commercial units, which may have parking situated within the front or rear yards. Sole commercial uses, such as the small strip mall cata-cornered to the subject lands, generally have surface parking within the front yard. The neighbourhood features a mixture of architectural styles and varying exterior building materials, including stone, brick, wood, and vinyl siding.

The subject lands are located along an established corridor in the Aldershot neighbourhood. A number of properties in the neighbourhood having been inventoried for potential cultural heritage significance. A notable example is the The Scheer - Read Farmhouse at 192 Plains Road East, a heritage inventoried property adjacent to the subject lands, which has a Victorian architectural style (Figure 10), and 242 Plains Road East, a Dutch Colonial style residence.

Figure 9: Apartment building northeast of the subject lands, at Plains Road East and Filmandale Road



Figure 10: 192 Plains Road East southwest of the subject lands



3.0 Design Requirements

The proposed development is subject to the urban design policies as outlined in the:

1. Halton Region Official Plan
2. Burlington Official Plan, 1997
3. Burlington Official Plan, 2020
4. Plains Road Urban Design Guidelines (2006)
5. Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (2019)
6. Sustainable Building and Development Guidelines (2021)

3.1 Halton Region Official Plan

Effective July 1, 2024, legislative changes through Bill 185 declared Halton Region, along with select upper-tier municipalities, as an "upper-tier municipalities without planning responsibilities." As a result, lower-tier municipalities, including Burlington, have assumed primary authority over planning matters within their jurisdictions, except where Provincial approval is required. During this transitional period, the Halton Region Official Plan (ROP) is deemed an official plan of each of the lower-tier municipalities in Halton until local official plans are updated to align with the updated Provincial policy framework.

The subject lands are identified within "Urban Area" (Map 1 – Regional Structure) and further designated as "Strategic Growth Area: Regional Intensification Corridor in Regional Urban Boundary" (Map 1h – Regional Urban Structure). Plains Road East is classified as Multi-Purpose Arterial (Map 3 – Functional Plan of Major Transportation Facilities). For the purposes of this Urban Design Brief, the Halton Region Official Plan is included as a formality as urban design policies are broad at the regional level and are refined at the local municipal level.

The subject lands are within a Strategic Growth Area, which is prioritized for urban development to accommodate projected population growth (ROP, 79.3 (7.2)). The Plains-Fairview corridor is identified as a Regional Intensification Corridor, which is planned for higher order transit, higher-density mixed-use development to ensure the viability of existing and planned transit infrastructure and service appropriate to the existing context (ROP, 82.3 (1), (2)).

The proposed 6-storey mixed-use building presents an opportunity to increase the housing stock through high-quality urban design, enhancing Plains Road East as an important connector between the Major Transit Station Areas (MTSAs), and contribute to an active, pedestrian-friendly streetscape. This proposal aligns with the Region's preferred housing typologies as a multi-storey building in an Urban Area while supporting sustainable, transit-oriented growth.

3.2 City of Burlington Official Plan, 1997

Part II, Subsection 6.0 of the City of Burlington Official Plan, 1997 (BOP 1997) provides urban design policies that apply to all development and redevelopment within Burlington's urban area. The intent of the BOP 1997 is to provide a built form that enhances the identity of Burlington's communities with quality public and private space that is inclusive, transit-supportive, and environmentally sustainable while respecting the character of existing neighbourhoods. Below are the relevant built form and urban design policies in Part II of the BOP 1997.

6.1 Principle

a) The tangible elements of the urban form, consisting of a combination of the built environment and open space that form the urban landscape, shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community and to reflect the vision of this Plan.

6.2 Objectives

a) To ensure that the design of the built environment preserves, enhances and connects natural features and landscapes.

b) To ensure that the design of the built environment enhances heritage features.

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.

g) To integrate urban design into the full range of decision-making activities to assist in achieving the design objectives of this Plan.

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

6.4 The Public Realm Policies

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.

b) *Existing streets shall be examined for their qualities as pedestrian spaces and visual links as well as carriers of traffic, and guidelines may be adopted to enhance these qualities.*

c) *"Traffic-calming" measures shall be implemented in certain areas to enhance the potential for pedestrian activity, through methods such as reduced speeds and road widths and on-street parking.*

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.*

f) *City Council shall place particular emphasis on the design of intersections of major roads in the City as marking major entrances into nearby neighbourhoods, and may require design measures that define these intersections.*

g) *The design of all municipal undertakings shall promote adequate visibility of isolated areas from high traffic areas in order to promote public safety.*

6.5 Design Guidelines Policies

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

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

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

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

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

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

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

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

i) *Reverse frontage lotting patterns and the use of acoustical walls next to major, multi-purpose and minor arterial and collector roads should be avoided. In addition, side and end elevations of buildings facing major, multi-purpose and minor arterial and collector roads should be designed with an upgraded level of architectural treatment for the purpose of avoiding the use of blank walls facing these roads. Building setbacks from the street are to be minimized along pedestrian and transit-oriented streets.*

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

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

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

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

Below are relevant residential intensification policies under Part III, Section 2.5 of the BOP 1997 in context with the proposed development.

2.5 Housing Intensification

2.5.2 General Policies

Evaluation Criteria

(a) The following criteria shall be considered when evaluating proposals for housing intensification within established neighbourhoods:

(i) adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland;

(ii) off-street parking is adequate;

(iii) the capacity of the municipal transportation system can accommodate any increased traffic flows, and the orientation of ingress and egress and potential increased traffic volumes to multi-purpose, minor and major arterial roads and collector streets rather than local residential streets;

(iv) the proposal is in proximity to existing or future transit facilities;

(v) compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided;

(vi) effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character;

(vii) significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level;

(viii) accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care;

(ix) capability exists to provide adequate buffering and other measures to minimize any identified impacts;

(x) where intensification potential exists on more than one adjacent property, any re-development proposals on an individual property shall demonstrate that future re-development on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate;

(xi) natural and cultural heritage features and areas of natural hazard are protected;

(xii) where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g) and m); and

(xiii) proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi-purpose arterial roads and only provided that the built form, scale and profile of development is well integrated with the existing neighbourhood so that a transition between existing and proposed residential buildings is provided.

Below are relevant Mixed Use Activity Area policies under Part III, Section 5.0 of the BOP 1997 in context with the proposed development.

5.1 Principles

a) Mixed Use Activity Areas provide alternatives to low density, suburban development and encourage the efficient use of physical resources and municipal services.

b) The design and development of Mixed Use Activity Areas provide opportunities to create and/or maintain a special community identity and a focal point for a variety of City-wide, community and neighbourhood functions.

c) Mixed Use Activity Areas address the demand for higher intensity employment, shopping and residential areas within the City.

5.2.1 Objectives

a) To encourage comprehensively planned mixed use employment, shopping and residential areas that provide for the integration of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space in a compact urban form, while retaining compatibility with nearby land uses.

b) To ensure Mixed Use Activity Areas are developed in a compact urban form, are pedestrian-oriented and highly accessible by public transit, and foster community interaction.

5.3 Mixed Use Corridors (General, Employment and Commercial Corridor)

5.3.1 Objectives

a) To provide locations along multi-purpose arterial or major arterial roads that will serve as areas of concentration for mixed use developments with high density residential, retail, service commercial, office, entertainment, community facilities and institutions, and open space uses.

b) To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development, including land in the vicinity of a major transit station area, such as a GO Transit station, in a compact urban form, while retaining compatibility with nearby land uses.

c) To permit mixed use developments on individual sites where various combinations of residential, retail, office and other uses are located, or on different sites where residential, retail, office and other uses are located next to one another.

5.3.2 General Policies *R16

f) The design and development of Mixed Use Corridors shall ensure compatibility between the Mixed Use Corridor uses and adjacent land uses, particularly residential uses. The following factors shall be considered in reviewing proposals for new and/or expanding Mixed Use Corridor uses:

(i) buildings should be located so as to be in proximity to the street, to provide a sense of human comfort and pedestrian scale and interest, and should be in close proximity to transit services;

(ii) the site plan includes features that integrate the development with surrounding uses;

(iii) the site plan promotes safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses and to and from transit stops;

(iv) the number and location of vehicular access points shall be limited to minimize disruption to traffic flows and to minimize the impact on local streets;

(v) wherever possible, off-street parking should be located in the side and rear yards and away from adjacent residential uses. Offstreet parking areas, loading areas and service areas shall be screened and landscaped and located to minimize adverse impacts on adjacent residential uses;

(vi) the site plan promotes public safety;

(vii) outdoor storage areas shall be fenced and/or screened;

(viii) lighting is directed to minimize impacts on adjacent residential uses.

i) The design and development of Mixed Use Corridors shall encourage the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and shall maximize personal safety by encouraging site plan features such as:

(i) buildings should be oriented to the street and transit services, and buildings should be located so as to be in proximity to, and face the street, to provide a sense of human comfort and pedestrian scale and interest;

(ii) safe and convenient access shall be provided for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities; and […]

j) Proposals for the re-designation of lands to Mixed Use Corridor from another designation shall require an amendment to the Plan and shall be evaluated based on the following criteria:

(i) the impact of the proposal on adjacent land uses, particularly residential;

(ii) adequate municipal services are available;

(iii) sufficient on-site parking is provided;

(iv) the site is served by efficient peak period public transit;

(v) vehicular access to and from the site does not adversely affect local streets; and

(vi) the site is located on a multi-purpose arterial or major arterial road that can accommodate the anticipated traffic.

k) Retail, service commercial and other pedestrian-oriented use shall be encouraged at the street level.

Refer to Section 5.0: Design Analysis for discussion of the above mentioned urban design and built form policies.

3.3 City of Burlington Official Plan, 2020

The City of Burlington Official Plan, 2020 (BOP 2020) was approved by Halton Region on November 30, 2020. Since then, several appeals were filed with the Ontario Land Tribunal (OLT). Until all broad appeals are resolved, portions of the Burlington Official Plan, 1997 (BOP 1997) remain in effect. However, the BOP 2020 is provided as information and will guide future development/redevelopment within the City. The BOP 2020 builds on the policies from the BOP 1997 and has renewed policies regarding urban design. Chapter 7, Section 7.3 – Urban Design and Built Form provides urban design policies that apply to all development and redevelopment within Burlington's urban area. The intent of the BOP 2020 is to provide a built form that enhances the identity of Burlington's communities with quality public and private space that is inclusive, transit-supportive, and environmentally sustainable while respecting the character of existing neighbourhoods. The subject lands are designated "Urban Corridor" on Schedule C – Land Use – Urban. Below are the relevant Urban Corridor policies of the BOP 2020.

8.1.3 MIXED USE NODES AND INTENSIFICATION CORRIDORS

The lands identified as Mixed Use Nodes and Intensification Corridors, on Schedule C: Land Use – Urban Area, of this Plan, provide locations where mixed commercial, residential and employment uses will be developed and integrated in a compact built form and at greater development intensities, encouraging the efficient use of physical resources and municipal infrastructure.

Permitted uses within Mixed-Use Nodes and Intensification Corridors vary but the range of uses shall only be permitted in accordance with the underlying land use designations.

The different land use designations are based on spatial distribution, the planned commercial function, the range of uses permitted, and the scale and intensity of the development allowed.

The lands identified as Intensification Corridors are varied. The Intensification Corridors are located along Multi-Purpose Arterials and in some cases along Major Arterials. The Intensification Corridors are organized into two land use designations: Urban Corridor and Urban Corridor – Employment Lands.

The Urban Corridor designation recognizes the diversity of the lands along the corridor and establishes policies allowing for flexibility. Key intersections and areas within Major Transit Station Areas are identified as having the potential to develop into full mixed-use areas, while general areas along the corridor may develop for single use, including residential.

8.1.3(7.2) POLICIES

a) *Transit-supportive and pedestrian-oriented design shall be required in the development of Urban Corridor sites.*

b) *Urban Corridor lands are intended to provide for the day-to-day and goods and service needs of residents and employees within and in proximity to the Corridor and may also serve a broader city-wide market.*

c) *The following uses may be permitted on lands designated Urban Corridor:*

   (i) retail and service commercial uses;
   (ii) automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect;
   (iii) residential uses with the exception of single-detached and semi-detached dwellings;
   (iv) office uses
   (v) entertainment uses;
   (vi) recreation uses.

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

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

h) *To ensure compatibility with adjacent residential areas the maximum six (6) storey building height may not be permitted on sites that are small in size, have insufficient depth, are adjacent to areas designated Residential-Low Density, or front local streets.*

j) *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. A limited amount of office uses may also be permitted on the ground floor.*

l) *Development along Urban Corridors may be required to provide a minimum floor-to-floor height at grade, as established in the Zoning By-law, to facilitate land use flexibility and adaptability over time.*

m) *Any proposed development of sites designated Urban Corridor shall retain the planned commercial function of the site, in accordance with the objectives of Subsections 8.1.3(7.1) b) and f), of this Plan, to the satisfaction of the City.*

Below are the relevant built form and urban design policies of the BOP 2020.

7.3 URBAN DESIGN AND BUILT FORM

a) *In Primary and Secondary Growth Areas, as shown on Schedule B-1: Growth Framework, of this Plan, development shall promote a transit- supportive and pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly Established Neighbourhood Areas.*

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

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

b. *providing appropriate transitions to adjacent land uses, particularly residential uses;*

c. *massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;*

d. *locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;*

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

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

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

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

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

(ii) *development in Primary and Secondary Growth Areas should locate and organize parking, access and service areas to minimize their impact on surrounding properties and the public realm. The design of vehicle parking, access and service areas shall address considerations such as, but not limited to, the following:*

a. *locating off-street parking in the side and/or rear yards, in underground or structured parking where appropriate, away from the street edge and adjacent residential uses;*

b. *integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;*

c. *limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;*

d. *screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;*

e. *locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;*

f. *incorporating landscaped islands and pedestrian walkways; and*

g. *incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the development.*

Below are relevant Sustainable Design policies found in Chapter II, Section 7.4 of the BOP 2020 in context with the proposed development.

7.4 SUSTAINABLE DESIGN

7.4.1 POLICIES

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

(i) *measures to prioritize pedestrian movement within the site, to the street and to adjacent buildings, sites and neighbourhoods, and other improvements to the public realm to facilitate pedestrian use;*

(ii) *safe and direct on-site connections to public transit where available;*

(iii) *on-site bicycle facilities;*

(iv) *measures to reduce reflected/waste light to mitigate adverse impacts on the night sky;*

(v) *parking lot design and landscaping to minimize the urban heat island effect;*

(vi) *tree protection measures and planting of non-invasive trees and other vegetation, in accordance with Section 4.3, Urban Forestry, of this Plan;*

(vii) *storm water quality, quantity, erosion control and drainage measures, in accordance with Subsection 4.4.2(2) of this Plan;*

(viii) *identification of appropriate snow storage areas to reduce the adverse impacts of salt and de-icing practices;*

(ix) *a waste management plan with appropriate facilities in accordance with the Region of Halton's requirements; and*

(x) *bird-friendly design measures for buildings adjacent to the Natural Heritage System and the Lake Ontario shoreline.*

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

(i) *energy efficiency, passive design measures, renewable energy sources and other low carbon building strategies;*

(ii) *potable water conservation;*

(iii) *innovative storm water management techniques such as Low Impact Development measures;*

(iv) *additional sustainable transportation measures such as electric vehicle charging stations that exceed the requirements of the Building Code;*

(v) *sustainable building materials and resources;*

(vi) *indoor environmental and air quality;*

(vii) *additional measures to mitigate the urban heat island effect;*

(viii) *maintenance, monitoring and communication of sustainable building features; and*

(ix) *other innovative sustainable design approaches or technologies.*

c) *The Sustainable Building and Development Guidelines provide detailed direction for the implementation of the policies in this section. A development application shall be deemed to have met the policies in Subsections 7.4.1 a) and b) of this Plan, if it meets the requirements of the Sustainable Building and Development Guidelines adopted by the City.*

d) *The City will consider the provision of non-financial incentives, such as an urban design award, as part of the implementation of Subsection 7.4.1 b) of this Plan, to encourage the voluntary components of the Sustainable Building and Development Guidelines.*

e) *The City will consider the provision of financial incentives as part of the implementation of Subsection 7.4.1 b) of this Plan, to encourage the voluntary components of the Sustainable Building and Development Guidelines, through tools including, but not limited to, Community Improvement Plans.*

f) *The Sustainable Building and Development Guidelines may be reviewed and revised periodically without the need for an amendment to this Plan, to respond to innovation and regulatory changes.*

g) *Building layout shall be reviewed for accommodating waste management and waste reduction activities for the use(s) that will be located in the building, in accordance with the Region of Halton's Solid Waste guidelines.*

h) *Proponents of major development shall have regard for Region of Halton Healthy Communities Guidelines.*

3.4 Plains Road Corridor Urban Design Guidelines (2006)

The Plains Road Corridor Urban Design Guidelines (2006) was established by the City to guide and direct redevelopment adjacent to the road corridor that is Plains Road. These guidelines aim to provide high-quality design that encourages pedestrian usage, provides traffic calming and enhances the visual elements along the right-of-way.

The subject lands are identified within the Shadeland District, defined as the segment of Plains Road East between Cooke Boulevard and Filmandale Road.

Below are the relevant urban design policies from the Plains Road Corridor Urban Design Guidelines.

4.0 URBAN DESIGN GOALS, OBJECTIVES & STRATEGIES

4.1 Goals and Objectives

- *To make Plains Road an enjoyable and attractive place to live and a destination that can attract tourism and business.*
- *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.*
- *To enhance the aesthetics of the streetscape by improving the public realm.*
- *To create an urban design strategy that can be implemented over time and that all stakeholders can embrace and work towards.*

5.2.5 Shadeland District Design Guidelines

The Shadeland District is characterized primarily by high quality residential development on the south side that reflects the residential character of the Aldershot area and a mix of commercial and

institutional uses on the north. The intent of the streetscape design guidelines for this District are to preserve and enhance the mature boulevard landscapes associated with the south side residential properties and to improve the streetscape character along the north side of the corridor.

5.2.5.1 Sidewalks and Multi-use Pathways

The multi-use pathway on the south side of the corridor connects northwards to Holy Rosary School and Aldershot Park. This is a major intersection and requires way-finding signage. The trail continues after turning south along Shadeland Avenue where it carries on eastwards along Townsend Avenue.

5.2.5.2 Street Trees

Existing street trees should be retained and inter- planted with new trees spaced at 8 metres to "green" the corridor and to assist in traffic calming.

Recommended species include Oak, Maple, and Ash.

The landscape treatment on private property should be harmonious with the existing character of the streetscape and should reflect and complement the existing residential properties.

5.3 Site Planning & Built Form Guidelines

5.3.1 Commercial Area Design Guidelines

Design of commercial areas should be based on design principles intended to generate lively, street-focused activity of traditional main streets and shopping districts. Commercial built form and site planning should define the street edge and enhance the appearance of the streets. This section includes design guidelines that address issues of site planning, built form, parking, servicing and signage that are applicable to all commercial development or redevelopment sites. Design guidelines following this section are specific to the type of commercial (Regional, Local, Village/Nodal) and shall be read in conjunction with these general guidelines.

5.3.1.1 Site Planning

Built form should be located closer to the front property line and oriented to create a well-defined street edge and more attractive streetscape. Site planning should also recognize pedestrian and vehicular movement.

1. *Mixed-use development that animates the streetscape and provides a variety of uses is encouraged, particularly at village nodes.*
2. *The front building face and entrances to buildings should be oriented to Plains Road.*
3. *Where adjacent land use is sensitive (residential or other non-commercial), increased side-lot setbacks and/or landscape buffers may be required.*
4. *A paved, illuminated pedestrian walkway, should be provided from main building entrances to parking areas.*
5. *Pedestrian walkway paving should use attractive materials or paving patterns.*
6. *Pedestrian walkways should be clearly demarcated with curbs, changes in paving material or other suitable means where they cross vehicular routes.*

5.3.1.2 Built Form

The design of built form should contribute to a more attractive, lively streetscape.

1. *The primary building face should be oriented to Plains Road and have store entrances and display windows, with glazed apertures and appropriate architectural detailing that respects the scale of the building and the public realm.*
2. *Built form on corner properties at important street intersections such as the King Road Node and the Waterdown Road Node should be located at or near the minimum allowable setback; the design should address both street frontages and receive special attention to detailing to reflect the importance of the corner location.*
3. *Elements that relate to a pedestrian scale and promote pedestrian comfort, such as canopies, awnings or projecting display windows should be incorporated in the building design.*
4. *Blank facades shall be avoided through the use of fenestration, changes in wall plane, cornices, canopies or signage features.*
5. *Mechanical equipment shall be screened from view in a manner consistent with the materials and architectural style of the building.*

5.3.1.3 Parking

The integration of parking in commercial areas is an important consideration for attractive site development and streetscapes. While some visibility of parking is important for retailers, large expanses of asphalt parking visible from the street, which are unattractive and push buildings well back from the street, should be avoided.

1. *Major parking areas should be located to the side and/or to the rear of buildings; some short term or visitor parking may be permitted in front of regional or local commercial uses (refer to appropriate sections).*

2. *Vehicular and service access from residential streets should be minimized.*

3. *Parking areas should be well illuminated.*

4. *Curbed, landscaped islands should define the ends of parking aisles.*

5.3.1.4 Service and Loading

The overall visual impression of new development along Plains Road to both pedestrians and motorists should be a well-defined streetscape featuring building fronts with attractive façades and entrances. Service, loading and waste storage areas shall not be visible from the street.

1. *Building design and site planning should locate loading, service and garbage areas at the side or rear of the building.*

2. *Where service and loading areas are visible due to site planning limitations, they shall be screened from view with landscaping or built structures whose design is compatible with the form and materials of the building.*

3. *Where street-related commercial development has no alternative but to locate loading doors at the street façade, such doors should be recessed from the façade to minimize their visual impact.*

4. *Waste areas and storage shall not face any public street. Such areas should be incorporated inside the building.*

5. *Site planning and built form design should ensure that servicing does not impede pedestrian and vehicular movement, and loading activities and that no waste is stored within the public R.O.W. at any time.*

5.3.2.2 Medium and High Density Residential

Where higher intensity uses such as senior's housing, medium or high density residential or mixed uses occur in existing residential areas, the following guidelines should be observed, in addition to the guidelines for low density residential above:

1. *Site planning should locate built form, having a clear visual relation to the street and direct access for vehicles and pedestrians.*

2. *Large site developments proposing higher density buildings whose form, orientation or location does not adequately address the streetscape or the block structure of the community are discouraged.*

3. *Surface parking areas should be located mainly in side yard or rear yard areas.*

4. *Were surface parking extends to the front of the lot, it should be set back from the front lot line by a minimum 3.0m buffer, landscaped in coordination with the landscape plan for the adjacent boulevard.*

5. *Surface parking areas should include treed islands and paved, illuminated pedestrian paths.*

6. *For corner lot developments, below-grade parking access and egress should be where possible provided from the adjacent local street, not from Plains Road.*

7. *Provide paved walkways from the main building entrances to the public sidewalk.*

8. *Built form located 4.0m or less from the minimum front lot setback should have a 3 storey base; the next 3 storeys above that should be set back further by an additional 3.0 m. minimum. The storeys above that should be set back not less than an additional 2.0 m.*

9. *Built form located more than 4.0m from the front lot setback, can have a 4 storey base and the storeys above that should be set back an additional 3.0 m minimum.*

3.5 Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (2019)

The Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings was approved by City Council in March 2019, and provides guidance for developers and architects in designing mid-rise buildings throughout the city. These guidelines provide best practices for design and built form to promote and encourage high quality development/redevelopment.

The following sections include relevant guidelines to the proposed 6-storey mixed-use building.

2.0 Lower Building

The lower part of the building contributes to a positive pedestrian experience at the ground level. It is important that the location and height of the lower building responds to its context to define the street edge and reinforce a human scale. Street level design elements such as clear glazing, and the organization of entrances and internal uses, further define the appearance of the building and create physical and visual connections between the private and public realms while promoting vibrancy and activity throughout the day.

2.1 Building Placement

Building placement influences many aspects of the ultimate building design and its fit within the site and broader context. Placement can help to define the edges of streets and open spaces, reinforce a consistent streetscape, and provide for high quality connections and open spaces.

1) *In general, buildings should be placed parallel to streets or public open spaces (within or along the edge of the site) to frame and define these spaces (Fig. 2.1). This will also increase the amount of private open space behind the building and separation from neighbouring properties.*

2) *Consider the building's orientation to maximize south-facing walls for optimal access to sunlight to habitable rooms and other environmental benefits such as energy conservation, solar access to open spaces or areas for stormwater management and planting.*

3) *Placement should consider existing site conditions and look to retain and enhance certain features as assets such as mature trees and topography.*

4) *Where there is a consistent pattern of street setbacks that is not planned to change, the building should be set back to align with its neighbours (Fig. 2.2).*

5) *Where street setbacks are established but differ on each side of the development site, the building should reconcile the different setbacks (Fig. 2.3).*

9) *All buildings should have a public front ('face') and private back. Buildings should not expose their back onto the front of a neighbouring building to minimize impacts such as "back of house" activities on adjacent properties.*

2.3 Built Form: Height & Massing

Built form refers to the overall size and shape of the building. Height and massing are critical to determining the degree of impact a building will have on neighbouring properties. For this reason, the building form must respond sensitively to its context to arrive at a high-quality design outcome.

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

   - *the permitted minimum and maximum heights set out in the Official Plan and Zoning By-law;*
   - *the physical character of the surrounding area including the height and scale of adjacent buildings and the immediate streetscape;*
   - *the views into, out of, and through the site;*
   - *the potential shadowing impacts on neighbouring properties and adjacent public spaces - taller elements should be arranged accordingly;*
   - *the micro-climate (particularly pedestrian level wind impacts created by wind); and*
   - *the relationship of the building height to building depth and lot width. Use site characteristics such as width (narrow or wide), depth (deep or shallow) and number of frontages to inform an appropriate built form.*

2) *Design buildings so that the massing reinforces the street edge.*

3) *In general, a building's form should reflect the existing and planned context in terms of street character (including the planned street function and right-of-way width), land use, and built form.*

4) *Where a streetwall is established, the lower building height and upper building step-backs should reinforce the existing streetwall to create a consistent streetscape.*

5) *Where a streetwall is not established, the streetwall for new mid-rise buildings should be limited to a height of 80% of the street width (up to a maximum of 6-storeys) with additional storeys stepping-back a minimum of 3 metres above the streetwall to maintain a human-scale and minimize shadowing. On streets with a planned right-of-way width of 26 metres or more, new mid-rise buildings up to 6-storeys do not require an upper building step-back.*

6) *In general, the building should not exceed a length of 60.0 metres apart from L-shaped building forms. Longer buildings, approaching and exceeding 60.0 metres, should either be broken up physically or visually using architectural and design elements that sufficiently differentiate the building mass to appear as separate building forms. This should include step-backs, colour and material variations, and unique building articulation.*

7) *Pushing (projecting) and pulling (recessing) building volumes from the main building form is encouraged to help break down the mass of larger buildings.*

8) *Balconies are encouraged and should be integrated into the building design and massing with inset or Juliette balconies. Projecting balconies should not be within the streetwall to avoid negative impacts to the public realm including additional building massing and shadowing.*

10) *Stepping back upper level building volumes is encouraged to assist with transitions between neighbouring buildings with lower heights (Fig. 2.11 bottom image).*

11) *A variety of scales, colours and textures should be used to create visual interest across the building façades.*

12) *The height and massing of the building should ensure a minimum of five hours of consecutive sunlight on the sidewalk across the street at the spring and fall equinoxes (approximately March 21 and September 21, respectively).*

13) *When adjacent to a public space such as a park, the height and massing of the building should ensure a minimum of five consecutive hours of sunlight over more than 60 per cent of the public space at the spring and fall equinoxes (approximately March 21 and September 21, respectively).*

2.4 Street Level Design, Façade Articulation & Materials

How the building addresses the street is essential for establishing a positive first impression and successful interface between the public street and private building. The way a building performs in this regard is strongly influenced by the quality of its ground floor design, façade articulation, material use, and the location and treatment of building entrances.

1) *The lower building should be constructed with the highest quality of architectural design and materials.*

2) *Where ground floor commercial / retail uses are required, the ground floor should be a minimum floor-to-floor height of 4.5 metres to accommodate internal servicing and loading areas, and active uses (Fig. 2.12).*

3) *Where ground floor commercial / retail uses are required, the ground floor should be predominantly clear-glazed (i.e. 50 - 70 per cent of the building wall) to provide visual connections and interest between the public and private realms, enhance safety and a sense of pedestrian scale along the street. Similarly, public elements of a mid-rise building with residential uses at grade, such as lobbies or amenity areas, should be predominantly clear-glazed (Fig. 2.12).*

4) *Materials should reflect their intended use and complement the established physical character of the streetscape where appropriate. Do not use materials that mimic other materials (e.g. stucco made to look like stone) or which deteriorate quickly. The use of EIFS and stucco is strongly discouraged.*

5) *The use of 'heavy' materials such as brick, stone, and metal should be used within the lower building to anchor the building. Other natural and sustainable materials such as wood is strongly encouraged.*

6) *Façade design should use architectural elements as well as materials to define unique components within the building and to create vertical and horizontal articulation.*

7) *In general, use quality materials that are long lasting, can be easily maintained, and wear well with age. Whenever possible, source local and/or recycled materials with a low embodied energy.*

8) *Use architectural elements and expressions such as canopies, doors, windows, lively colours and the highest quality materials at street level to highlight individual units, differentiate between residential and non-residential entrances in mixed-use buildings, and engage the street.*

Building Entrances

9) *Design the main entrance to be clearly distinguishable from other entrances through its architectural design and treatment, high visibility, wayfinding and direct pedestrian access (Fig. 2.13).*

10) *Ensure that all main entrances are barrier free from the public sidewalk and on-site parking areas. Level access is preferred, where possible (Fig. 2.14).*

11) *Emphasize grade-related entrances with high quality landscape design.*

12) *Buildings should maintain an appropriate relationship to the existing grade, especially at property lines. Design with existing grades and step buildings where there is a significant grade difference across a site. Avoid artificially raised or lowered grades, where possible.*

15) *The location of building entrances should consider the location of adjacent transit stops.*

2.5 Site Design, Open Space & Streetscaping

Site design, open space and streetscaping are imperative to the character and quality of a mid-rise development, its ability to fit within the surrounding area and enhance the public realm. This section includes guidelines that address specific elements of site design, open space and streetscaping such as access, parking, landscaping, and servicing. These elements should be well-designed and located to minimize their impact on the aesthetic quality and function of the site, neighbouring properties and the public realm.

Site Access & Servicing

1) *All access points to the site should be located and designed to respond to the street and existing mobility networks beyond the site.*

2) *Pedestrian access should always be prioritized for the safety and enjoyment of residents and visitors.*

3) *Reduce the number and width of vehicle access points to avoid conflicts between pedestrian and vehicle traffic.*

4) *Access to parking, servicing and loading should be provided at the rear of the building, or a laneway if possible (Fig. 2.15). On corner sites, access should be provided from secondary streets provided the entrance facilities are well integrated into the rest of the frontage (Fig. 2.16).*

5) *At the block level, vehicular access should be consolidated where possible to serve multiple buildings within each block to minimize the number of interruptions in the streetwall and to reduce the number of potential conflicts with pedestrians and cyclists.*

6) *Servicing and loading should be accommodated internally within the building.*

7) *Recess and screen garage doors and service openings from public view (Fig 2.17). When they face public streets and public or private open spaces design them using high-quality doors and finishes that complement the architecture of the building. Avoid free-standing parking ramps (Fig. 2.18).*

8) *Limit the extent of site area dedicated to servicing by using shared infrastructure and efficient layouts.*

Parking

9) *Most on-site parking should be provided underground. In general underground or structured parking is encouraged before surface parking.*

10) *Underground parking structures should not encroach into required landscape buffers to ensure the long-term viability of mature trees and vegetation. Where underground parking structures must unavoidably encroach beyond the building footprint or into a landscape buffer, provide a minimum depth of 1.0 metre of uncompacted soil below grade to support opportunities for tree planting and other landscaping along the streetscape.*

12) *Surface parking should be limited to visitor and retail / commercial parking and located at the rear of the building to be hidden from public view. Whenever possible, provide visitor parking in a convenient underground parking area adjacent to an elevator.*

13) *Any surface parking areas visible from the street should be buffered and screened with high quality architectural elements, setbacks or landscaping. On larger sites with surface parking areas, incorporate landscaped islands and high-quality landscaping to create comfortable and safe pedestrian walkways and amenity areas.*

14) *Provide for safe pedestrian and cyclist access to underground parking by using clearly visible, well-lit, convenient, and easily accessible access points from the street. Signage should indicate the barrier free path of travel.*

Outdoor Amenity Area

15) *In general, maximize outdoor amenity areas at grade. The width to depth proportion of this area should not exceed 4:1 and it should be provided in one contiguous area to ensure the space is functional.*

16) *When outdoor amenity area is provided at grade, design it to:*

- *be in a highly visible area to enhance the sense and perceptions of personal safety and minimize potential for crime and vandalism through natural surveillance;*
- *have consideration for micro-climatic conditions such as access to sky-views and sunlight as well as shade in the summer;*
- *be animated and framed by buildings with active uses such as at grade cafés;*
- *include multiple activities and functions such as a play area, dog run, seating, shade structure, or water features;*
- *incorporate high-quality landscaping to define areas and screen them from surface parking, mechanical equipment and other servicing areas to minimize noise and air quality impacts; and*
- *where possible connect to abutting open spaces.*

17) *In general, the City encourages the creation of at grade amenity areas as privately owned publicly accessible spaces (POPS) such as courtyards, mid-block connections, urban squares and parkette features.*

18) *Common outdoor amenity areas should be located next to interior amenity facilities with direct physical and visual access between these spaces through doors and windows.*

19) *All common outdoor amenity areas should apply the principles of universal design and must comply with the City's Accessible Design Standards.*

Site Elements

22) *Site elements that require careful attention to location and design include but are not limited to: surface treatments such as walkway paving, ramps, stairs and steps, grates and vents; access stairwells, entry gates, privacy fences and screens, railings, decorative features, bike racks, mailboxes, garbage cans/chutes, pet waste collectors, ventilation shafts, and utilities such as transformers, gas meters, communication boxes, hydro poles, HVAC units, gas regulators, hydro meters, etc.*

23) *Use well-designed, high-quality site elements with long lasting materials and detailing, particularly where there is an interface with the public realm.*

24) *Locate all utilities within the building, at the back of the building (rear yard) or underground. When not located within the building or underground, ensure these elements are away from public view, organized neatly in discreet areas, and screened with high-quality architectural elements and landscape design. Options include recessing into the building façade, fencing, screening with landscaping or low walls (Fig. 2.20).*

25) *Avoid locating utilities and other equipment in areas that may impact pedestrian walkways, public or private open spaces, and the ability of trees to grow to maturity.*

26) *Where landscaping may impact sight lines, keep shrubs below 1.0 metre in height above the ground level and prune trees so that the lowest branches will be at least 2.0 metres above ground level. Limit any other landscape features that might cause obstructions to a maximum height of 1.0 metre.*

27) *Mechanical systems for individual units, such as air conditioners, should not be placed on porches or balconies where it will impact the usability of these spaces.*

28) *Design outdoor bicycle parking areas to be consistent with the overall building and landscape design (Fig. 2.21).*

Cultural Heritage & Public Art

29) *All mid-rise developments should respect and be sensitive to cultural heritage resources including on-site resources and/or neighbouring resources.*

3 Upper Building

The upper part of the building contributes to the overall massing of the building form and its impact on the skyline and neighbouring properties. A variety of architectural and design elements such as horizontal and vertical articulation, upper floor step-backs, colour and materials should be used to visually describe the upper building and differentiate it from the components of the lower building. It is strongly recommended to architecturally integrate or hide structural elements such as the mechanical penthouse, elevator shafts, and telecommunication equipment from street-level.

3.1 Built Form: Transitions

Like the lower building form, the upper building form should respond to its context to ensure high-quality design outcomes. Transitions should be used to reduce potential impacts related to a change in building height and massing such as shadowing, pedestrian level wind impacts, and overlook on neighbouring properties. Appropriate transitions are managed through upper massing step-backs, angular planes, and setbacks (in addition to building placement and separation).

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

   - *the permitted minimum and maximum heights set out in the Official Plan and Zoning By-law;*
   - *the physical character of the surrounding area including the height and scale of adjacent buildings; and*
   - *the potential shadowing and pedestrian level wind impacts on neighbouring properties and private and public open spaces – taller elements should be arranged accordingly.*

2) *Where the building fronts a street, step-back the upper floors a minimum of 3.0 metres above the streetwall to protect access to sunlight and sky view for streets while limiting shadowing (refer to Sections 2.3.3 - 2.3.5 and Fig. 3.1). An additional step-back should be considered for buildings taller than seven (7) storeys in height. This additional step-back may be a minimum of 1.5 metres.*

3) *Where the building is on a site that is transitioning to a low-rise residential neighbourhood area (including properties designated Residential – Low Density and -Medium Density, Natural Heritage System, Parks and Open Space) a 45-degree angular plane should be applied from the shared property line (Fig. 3.1). The building form should fit entirely within this angular plane and utilize setbacks and step-backs to ensure any impacts related to the change in height, overlook, and shadowing, and pedestrian level wind impacts are mitigated. […]*

5) *Above the streetwall, or the sixth storey for taller buildings, a minimum building separation distance of 20.0 metres should be provided to reduce impacts such as overlook and shadowing (refer to Fig. 2.6, top of page 9).*

6) *Design the upper building to clearly distinguish it from the lower building and to further reduce the upper level building massing. This should include step-backs, colour and material variations, and unique articulation.*

7) *The design and placement of upper storeys should be carefully considered to minimize the size of shadows on neighbouring properties. A shadow study should be provided with mid-rise building applications in compliance with the Shadow Study Guidelines and Terms of Reference.*

3.2 Upper Façade / Roof Design, Articulation & Materials

The arrangement of upper building elements, façade articulation and the use of high-quality materials provide a sense of scale and create visual interest. Each building façade should have varied treatment that complements the overall building design while responding to the conditions of the facing conditions. Avoid blank façades facing public streets or public open space.

Materials

1) *The upper building should be constructed with the highest quality of architectural design and materials and complement the lower building façades.*

2) *In general, lighter materials such as glass are encouraged in the design of the upper storeys to minimize perceived mass. Heavier materials such as metal, brick, or stone may be used to define unique components within the building elevations and to create vertical and horizontal articulation (Fig 3.3).*

Façade Articulation

3) *Use architectural elements and expressions such as balconies, windows, and recesses and projections to highlight individual units and reinforce a variety of scales and textures within each component of the building (Fig. 3.4).*

Balconies

4) *Balconies are encouraged within the upper building to provide private outdoor amenity areas and additional articulation. They may be inset or project but should have a minimum depth of 1.5 metres to provide functional space. Generally, balconies should be sized according to the number of residents the unit is intended to house.*

5) *Balconies and other projections should be contained within all angular planes and setbacks and shall not protrude into the public realm (over sidewalks).*

6) *Design the building top to clearly distinguish it from the lower portions and to further reduce the building massing. This should include additional physical building setbacks, step-backs, colour and material variations, and unique articulation.*

Roof Design

7) *Building tops and mechanical equipment should be designed to integrate with the overall architectural expression of the building.*

8) *Where possible, rooftop amenity areas are recommended to create activity at the upper storeys of the building and be appropriately set back from the roof edge.*

9) *Telecommunication and cell phone towers on mid-rise buildings are strongly discouraged given their aesthetic impact on building design and visibility from the public realm. Where they are provided they must be either appropriately screened or set back so as not to be visible from public view.*

10) *Rooftop mechanical equipment should be architecturally screened from public view to protect or enhance views from other buildings and the public realm.*

11) *Where possible, rooftop mechanical equipment should be wrapped by residential units, or other occupiable space such as outdoor amenity areas.*

12) *Rooftop mechanical equipment should be set back, on all sides, no less than 3.0 metres from the edge of the floor below, and where an angular plane applies, fit within all angular planes (Fig. 3.5).*

An analysis of the proposed development against the guidelines outlined above is included in Section 4.0 and Section 5.2.

3.6 Sustainable Building and Development Guidelines (2021)

The Sustainable Building and Development Guidelines (2021) provide sustainable design approaches for proposed development/redevelopment in Burlington through Planning Act applications. The City has declared itself as a sustainable community, aligning with Burlington's Strategic Plan 2015-2040. The goals of the Sustainable Building and Development Guidelines include encouraging energy efficient building, integrating sustainable site features, and a net carbon neutral community. A discussion of the applicability of the proposed development's sustainable measures is provided in Section 4.5 of this report.

4.0 Design and Intent

Site and building design are informed by Official Plan policies, the City's Plains Road Corridor Urban Design Guidelines and Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings Guidelines. The general design goal for new development is to create a sense of place, promote environmental sustainability and ensure a high quality of life through the built environment. The following sections will outline the constraints and opportunities that have contributed to the design and describe the proposed site and building design through the categories of the City's Design Guidelines.

4.1 Proposed Development

The proposed development is for a 6-storey mixed-use building with 66 dwelling units and two (2) commercial units (183.1m^2) (Figure 12). The proposed building height is 21.4m with an additional 5.0m for mechanical equipment. The 6th floor terraced from the side lot lines with a 6.5m stepback to break up the building massing towards the abutting low-rise buildings.

The ground floor is proposed to be bisected by the proposed vehicular access, with the centreline aligning with White Oak Drive's across the right-of-way (Figure 13). The westerly portion is proposed with commercial units, waste storage room, while the easterly portion contains the principal residential entrance, management office and indoor amenity spaces. Levels 2 to 5 are proposed with 14 residential dwelling units each, including 3 barrier free units on each floor, and level 6 is proposed with 10 residential dwelling units. The dwelling units mix includes 46 1-bedroom units and 20 2-bedroom units, ranging from 63.0m^2 to 83.3m^2 in gross floor area.

A total of 1,637.6m^2 of amenity area is proposed, divided between the indoor and outdoor amenity spaces. The indoor amenity spaces consist of a wellness centre, multi-purpose amenity room, while outdoor amenity spaces include an at-grade outdoor amenity space, and a shared rooftop amenity area atop the 6th floor. Each unit is proposed to be equipped with private balconies. The outdoor amenity areas are to be furnished with patio seating, tables, artificial turf, and the rooftop amenity area includes an outdoor kitchenette.

Parking spaces are proposed at grade and within two (2) underground parking levels to support the mixed-use development, for a total of 94 parking spaces. The proposed surface parking lot contains 19 parking spaces, including two (2) accessible parking spaces. Underground level 1 has 36 parking spaces, including one (1) accessible parking space, and underground level 2 has 39 parking spaces. A vehicular entry/exit ramp will provide access to the underground parking levels from the surface parking lot.

36 long-term bicycle parking spaces are proposed in a dedicated storage room within the underground parking level, along with nine (9) bicycle parking spaces at-grade divided between two (2) bicycle racks, with one located near a secondary tenant entrance, and another rack placed near the retail entrances.

4.2 Architectural Expression

The proposed development's architectural expression establishes a contemporary contrast with the surrounding context, characterized by clean lines, flat roof profiles, and rectangular forms (Figures 14-17). This creates a distinctive streetscape, differentiating the building from its older neighbours while maintaining a neat and modern appearance. The building's footprint reflects the lot's shape, which makes construction more economical, while the 6th-floor stepback (6.5m), creates a terraced effect that mitigates the building mass while also adding visual interest when viewed from the street.

At the ground level, the design distinguishes between the commercial and residential functions through materiality and architectural expression. Metal canopies mark the residential access, while recessed entries are cantilevered by the building above. The proposed design differentiates the mixed-use programming while ensuring cohesion. The parking is proposed towards the rear and primarily underground, minimizing their visibility from the public realm.

The upper levels are articulated through vertical and horizontal changes in materiality, with balconies recessed in the building façade, creating breaks in the building massing. The proposal brings a contemporary style that is sensitive to the existing surrounding land uses and built forms.

Figure 11: Rendering of proposed development from Plains Road East



Figure 12: Site Plan (Hatem Nassif Architects Inc.)

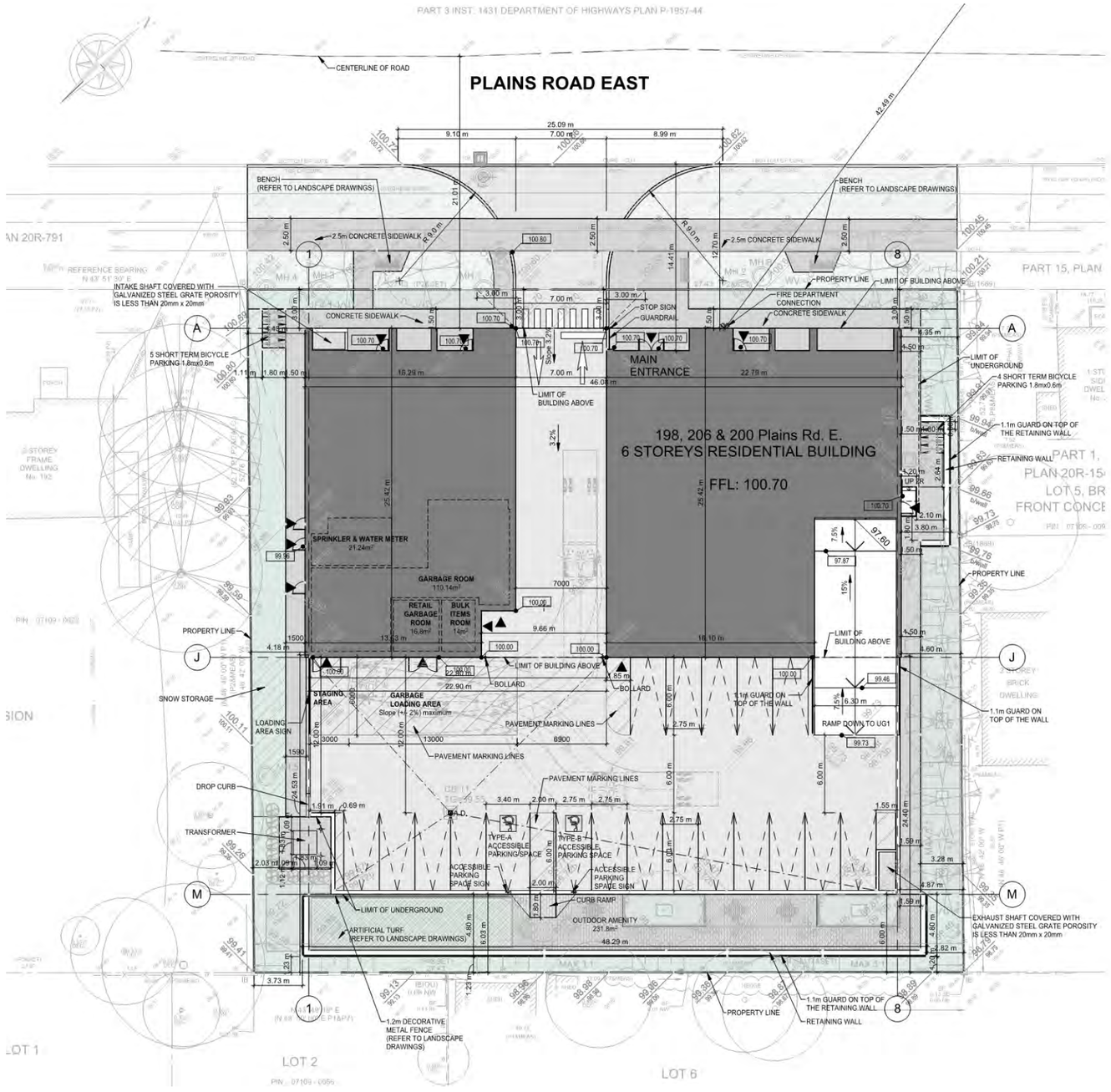


Figure 13: Ground floor plan (Hatem Nassif Architects Inc.)

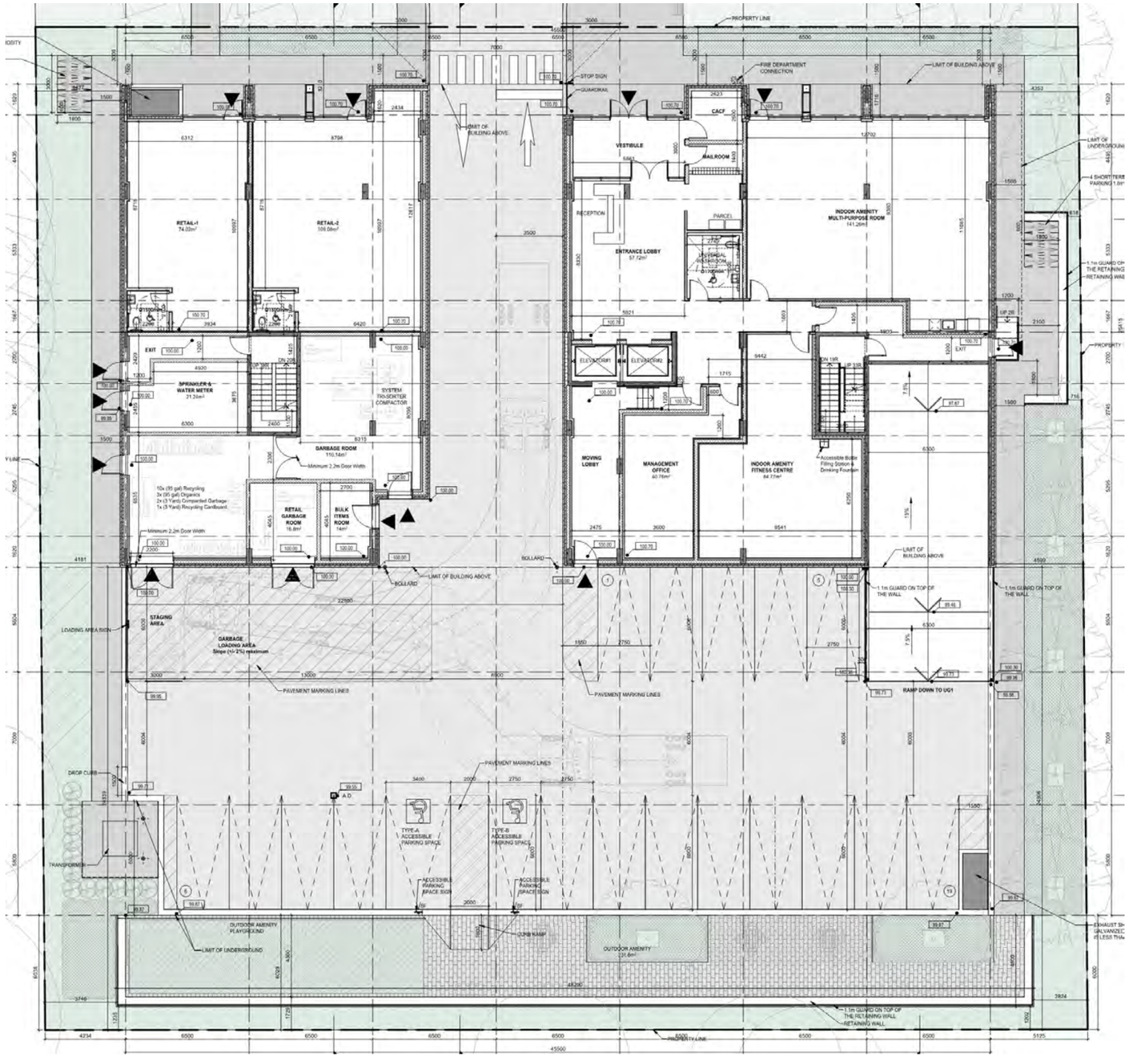


Figure 14: Building elevation from Plains Road East (northwest)



Figure 15: Building elevation (southeast)



Figure 16: Building elevation (northeast)

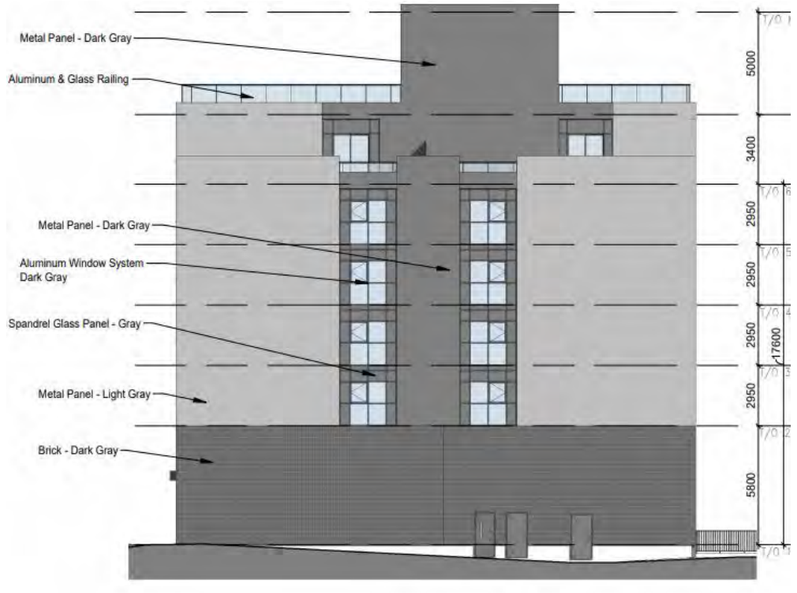
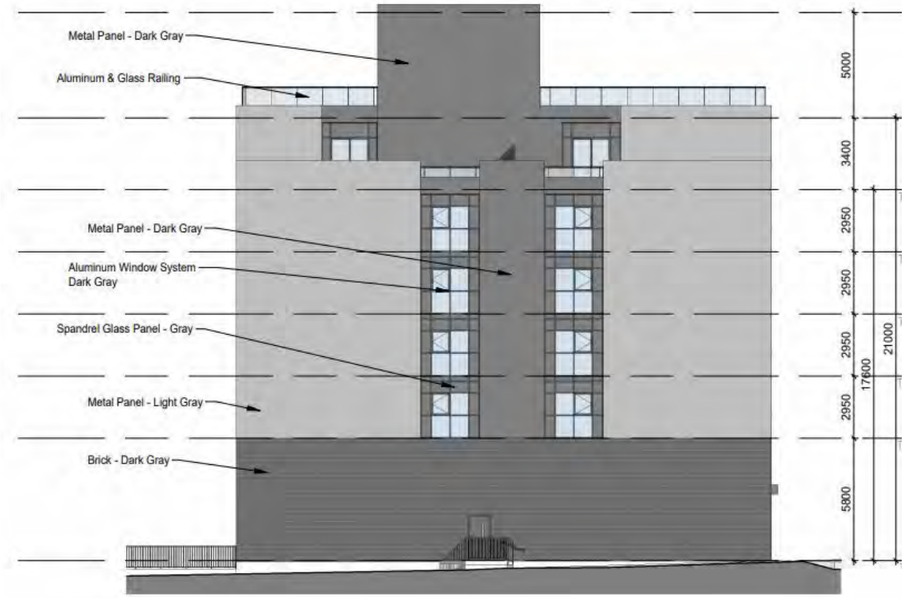


Figure 17: Building elevation (southwest)



4.3 Relationship to Streetscape and Adjacent Properties

The Plains Road East corridor presents a varied streetscape characterized by a mix of land uses, lot fabric, and built forms. Within the vicinity of the subject lands, the southern frontage is predominantly residential, featuring low-rise typologies ranging from single detached dwellings/home businesses to low-rise apartments, while the northern side accommodates small-scale commercial, institutional, townhouse developments, and industrial buildings, particularly near Waterdown Road. As described in the Burlington Official Plan, 1997, Plains Road East is a key corridor envisioned to accommodate intensification, with higher-density, mixed use development that is supported by existing and future frequent transit infrastructure. This vision is reinforced in the Burlington Official Plan, 2020 (partially in effect), which identifies the subject lands within a Strategic Growth Area and adjacent to the Aldershot GO Major Transit Station Area (MTSA), permitting mid- to high-rise built forms within and near transit-oriented areas.

The proposed 6-storey mixed-use building is designed to foster a pedestrian-oriented environment and vibrant streetscape by positioning the building close to the street line. The principal building entrance and retail entrances have direct access from Plains Road East. The ground-floor retail units are designed with transparent glazing and recessed entries to establish human scale and emphasize the entrances, acting as wayfinding elements along the street in addition to providing weather protection.

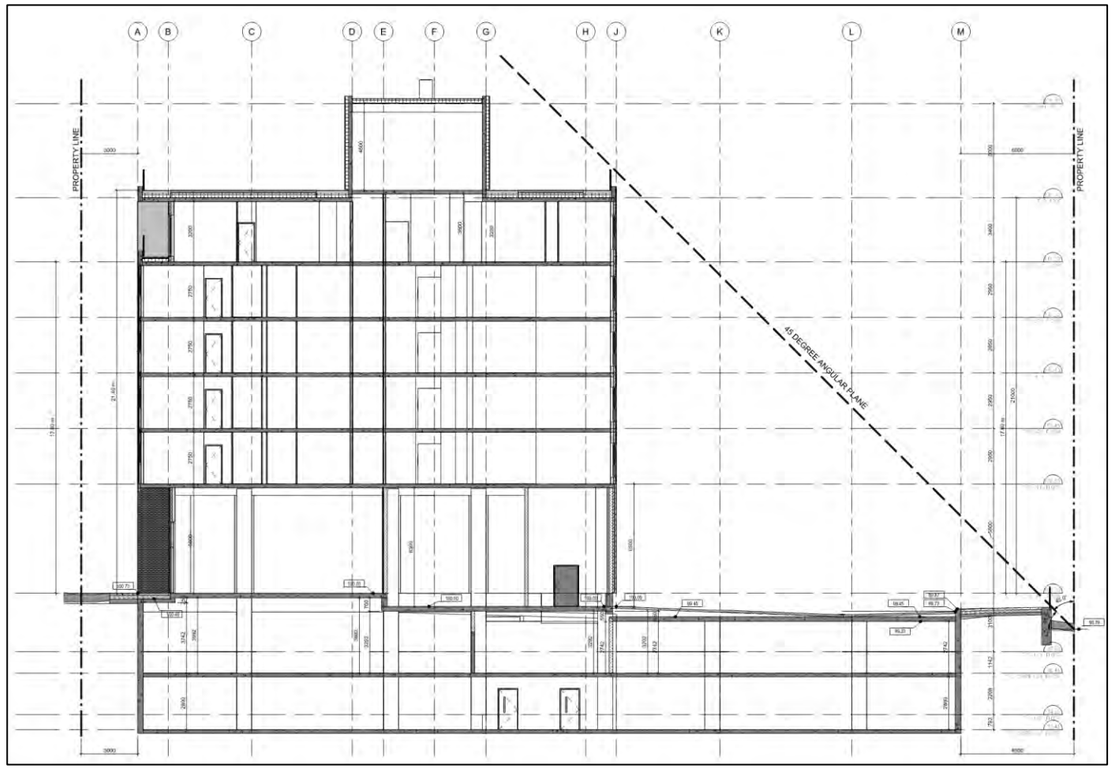
The proposed building face aligns with the east adjacent property to create an articulated street edge. A 45° angular plane is applied from the rear property line to mitigate impacts such as overlook and shadowing on adjacent low-density residential uses, ensuring appropriate building transition (Figure 18).

In terms of heritage compatibility, the development acknowledges the 192 Plains Road East inventoried heritage property adjacent to the west, ensuring the building massing, materiality, and scale respect the historic character while introducing contemporary architectural building. The proposed building colour scheme and finishes were specifically selected, consisting of grey, white and natural tones, to complement and harmonize with the building on 192 Plains Road East. The large, mature coniferous trees that abut the west property line between the subject lands and 192 Plains Road East further provides buffering and a softening landscape transition between the two properties.

The public realm is proposed to be enhanced through thoughtful landscaping with native species to maintain the corridor's verdant nature. Additional street furniture, such as benches and modular plantings, will activate the public realm and provide of a pedestrian-oriented experience. Continuous pedestrian pathways provide accessibility and connectivity to the existing sidewalk.

The proposed 6-storey mixed-use building, subject to Official Plan and Zoning By-law Amendments, aligns with the 2020 Official Plan, reflecting the envisioned transit-oriented intensification and mixed-use nature of the Plains Road corridor. The mid-rise built form is compatible for the subject lands, given its frontage along a planned frequent transit corridor, proximity to the Aldershot GO MTSA, and its proposed mixed-use development, contributing towards a walkable, integrated community.

Figure 18: Angular Plane



4.4 Pedestrian, Cycling, and Transit Connections

The subject lands benefits from a highly accessible location along Plains Road East, a major thoroughfare with well-established pedestrian and transit connections. Existing bus stops for Burlington Transit bus route #1 are located nearby along Plains Road East, traversing east-west in Burlington and providing connections to other transit routes. Bus stops for route #4 are a 7-minute walk from the subject lands, providing service stops to Burlington's waterfront, east end, and the Aldershot GO Station.

The Aldershot GO Station is in proximity from the subject lands, located within a 26-minute walk, a 10-minute bicycle ride, or a 20-minute bus trip. While dedicated bicycle infrastructure does not directly abut the subject lands, bidirectional dedicated bicycle lanes are present east of the Plains Road East and Shadeland Avenue intersection, extending toward Fairview Street, while additional dedicated bicycle lanes near the Plains Road East and Waterdown Road intersection provide westward connections to the City's broader cycling network.

The proposed development is designed to enhance multi-modal transportation through on-site bicycle parking, accessible pedestrian pathways, and transit-supportive urban design. By prioritizing walking, cycling infrastructure, and transit use, the proposed development will encourage more sustainable transportation options, while increasing ridership for existing and future public transit services. The proposal aligns with Burlington's urban design policies and objectives, fostering a connected and pedestrian-friendly environment.

4.5 Sustainable Building Elements

Sustainable building elements are incorporated into the site design, guided by the City's Sustainable Building and Development Guidelines. Accessibility is designed into the site via barrier-free pathways, entrances, and the inclusion of barrier-free units, designed to the Accessibility for Ontarians with Disabilities Act and City of Burlington Accessibility Design Standards. The principal building entrance is a zero-step entrance, and elsewhere, ramps are provided. Bicycle parking is proposed on-site to encourage active transportation. Both long-term and short-term bicycle parking spaces are proposed for building tenants and visitors/customers. Solid waste is proposed to be contained in recycling, organic and garbage carts/containers, allowing tenants to recycle and compost waste. Additional sustainable elements will be further refined at the site plan stage.

4.6 Additional Design Features

4.6.1 Loading, Waste Storage and Utility Areas

The loading area and waste set-out area are proposed on-site at the rear of the proposed building. The transformer is proposed at grade within the rear yard, to the west of the surface parking lot. A sprinkler and water metre room are proposed internal to the building on the ground floor. The loading area will be screened from adjacent properties through a wood privacy fencing 1.8m in height.

4.6.2 Grading & Stormwater Management

The grading and stormwater management is designed to match the existing grades along the property line and existing drainage patterns. Stormwater captured on the roof of the building will be attenuated through roof drains then directed to the proposed on-site storm sewer, and ultimately to the storm sewer on Plains Road East. Stormwater from the surface parking lot at grade is proposed to be conveyed to a private storm sewer and then to the Plains Road East storm sewer, in addition to a 46m^3 of storage provided in the proposed parking area. Stormwater from the landscaped and sidewalk areas is proposed to drain uncontrolled to the adjacent northeast or southwest properties. Drainage patterns will be subject to detailed design review through Site Plan Approval.

4.6.3 Lighting & Signage

Detailed plans for lighting and signage plans will be prepared during the Site Plan Approval process and will be sympathetic to the surrounding neighbourhood characteristics of the existing building and neighbourhood. Lighting will be designed according to dark sky and Crime Prevention Through Environmental Design (CPTED) principles. Signage will be minimalistic yet provide a unique building identifier.

4.6.4 Landscape Design

Landscaping is proposed throughout the site to continue the existing, mature vegetation along Plains Road East, and to provide transitional and buffering elements between the proposed building and public realm. At grade level, 38 trees are proposed to be removed to facilitate the proposed development. Tree compensation will consist of both tree replacements and cash-in-lieu. The Landscape Plan (SDG Landscape Architects, July 2025) proposes the planting of 9 trees within the development and 3 new street trees within the boulevard along Plains Road East. Opportunities to add more trees will be discussed and confirmed by the landowner throughout the future Planning Act applications. Delineated pedestrian pathways are proposed throughout the site, while other paved surfaces, such as the at-grade outdoor amenity area, are proposed with permeable interlocking concrete pavers. The rooftop amenity area is proposed with modular planters, cluster seating, benches, artificial turf and an outdoor kitchenette. Native and drought resistant plantings are proposed for the site.

5.0 Design Analysis

5.1 Urban Design Policy Analysis

The Burlington Official Plan, 1997, outlines urban design objectives and policies to guide the City's long-term growth. The subject lands make up part of the City's medium density development lands within one of the Region's Strategic Growth Area: Strategic Intensification Corridors, namely the Plains-Fairview corridor. (ROP, Schedule 1; BOP 1997 Schedule B) and are subject to the applicable residential intensification and urban design policies as outlined in sections 3.2 and 3.3 of this brief. The subject lands are permitted ground-oriented residential uses, ranging from single detached dwellings to low-rise apartment buildings.

The Burlington Official Plan, 2020, (not yet in effect), designates the subject lands Urban Corridor, where mid-rise, mixed use buildings up to 6 storeys are permitted. Although the proposal does not directly align with the 1997 Official Plan, the City envisions residential intensification for the area where the subject lands are situated. The proposed 6-storey mixed-use building aligns with the general intent and built form of the City's future vision for this area, supporting the evolution of the corridor into a vibrant, pedestrian-oriented, mixed-use area.

5.1.1 Objectives & Public Realm (BOP 1997, Part II, Section 6.2 & 6.4)

The proposal of a 6-storey mixed-use building at 198-200 and 206 Plains Road East aligns with the urban design objectives of the Burlington Official Plan, 1997. The proposal provides a well-designed residential infill redevelopment appropriate within the surrounding context, creating a gradual transition between the nearby Aldershot GO Major Transit Station Area, envisioned for higher-density built forms, to the low-density residential uses located interior within the block. The development encourages pedestrian activity by introducing retail uses, providing a local destination for nearby residents while fostering an active streetscape. The proposed building steps back at the 6th storey, ensuring compatibility with the existing neighbourhood character, particularly to the adjacent inventoried heritage building. The addition of street furniture, such as seating and bicycle racks, elevate the public realm and supports multi-modal transportation, strengthening the corridor's viability for transit and active transportation.

5.1.2 Housing Intensification (BOP 1997, Part III, Section 2.5)

The OPA and ZBA submission to facilitate the proposed development is supported by comprehensive studies demonstrating that the proposed residential intensification is appropriate for the subject lands, given their peripheral location to the neighbourhood. The development can be supported by existing and planned water, sanitary and wastewater municipal infrastructure, provide adequate off-street parking, supports transit viability, and align with the City's design guidelines. Through the Landscape Plan and cash-in-lieu, appropriate compensation is made for loss vegetation. The subject lands benefit from convenient access to community amenities, institutional uses (i.e. schools), retail stores, and healthcare services.

5.1.3 Design Guidelines (BOP 1997, Part II, Section 6.5)

Subject to the proposed Official Plan Amendment and Zoning By-law Amendment applications, the proposed development will be subject to Site Plan Control to review the design of the development in greater detail. On a preliminary level, the City's Design Guidelines can be achieved with the proposed site layout. The proposed development's site and building design considers the surrounding context, proposed with contextually appropriate density, form, bulk, height, setbacks, and materials, that harmoniously blends with the immediately surrounding home businesses, commercial uses and low-density residential uses. The proposal includes retail units at grade, providing street-level activity designed to Accessibility for Ontarians with Disabilities Act (AODA) standards. The building placement is designed with minimal street line setbacks to address Plains Road East, aligning with the intent to advance the envisioned pedestrian- and transit-oriented quality of the area. Parking and loading areas are proposed to the rear of the site, away from the public realm. In addition to the BOP 1997 objectives and policies, Section 5.3 of this report includes a discussion on how the proposed development meets the urban design objectives of the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings.

5.1.4 Mixed Use Activity Area (BOP 1997, Part III, Section 5.1, 5.3)

To facilitate the mixed-use development, an Official Plan Amendment is required to re-designate the subject lands "Residential Medium Density" to "Mixed Use Corridor - General" in the Burlington Official Plan, 1997. With the subject lands location on a multi-purpose arterial road, a corridor prioritized to accommodate the projected population growth through higher-density mixed-use development, the proposed redevelopment is appropriate for this location. The Mixed Use Corridor objectives and policies can be achieved through the proposal which combines residential and commercial uses, providing additional housing stock and local destinations for residents' weekly or daily needs. The subject lands are within proximity to multiple transit options, such as Burlington Transit buses, GO Transit buses and trains, and Hamilton Street Rail routes, dedicated bicycle infrastructure, and several community uses and services. The proposed driveway access consolidates the two (2) existing driveway access, providing for safe and adequate vehicle operations at the White Oak Drive intersection.

5.2 Compatibility

The Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings are informative of the City's design preferences and expectations for mid-rise building development and site design. The general design goal for new development is to create a sense of place, promote environmental sustainability, and ensure a high quality of life through the built environment. The guidelines have been reviewed as follows:

5.2.1 Building Height and Massing

The proposed development proposed at a height of 6 storeys provides a mid-rise building addressing Plains Road East, which has a right-of-way width of 36.0m. The proposed building height is 21.4m, with

an additional 5.0m for mechanical equipment, resulting in a total structure 26.4m in height. The streetwall is currently not established. The guidelines state the streetwall for new buildings should be a maximum of 80% of the street width (28.8m), in which the proposed building height does not exceed, resulting in a human-scaled streetwall. Designed with stepbacks and pulled up to the street, the proposed building is not anticipated to have adverse impacts on the existing surrounding properties, particularly with shadowing and viewsheds, through appropriate building transitions such setbacks, stepbacks at the 6th level, and buffering elements (i.e. fencing and landscaping). The proposed massing and height ensure the minimum hours of sunlight on the boulevard and sidewalk on the opposite side of the right-of-way, as demonstrated in the Shadow Study prepared by The Office for Architecture & Urban Design (December 2025).

The building massing responds to the existing built form fronting Plains Road East with terracing along the east and west elevations, where the 6th storey is stepped back 6.5m on each side. The proposed mixed-use building has a footprint of 864.8m², excluding the driveway aisle, resulting a building approximately 45.5m in width and 25.42m in depth, providing an appropriate length streetwall. The proposed development will add a unique development and enhance the current streetscape that includes a variety of land uses, built forms and parcel fabric. Although the proposed form and height is beyond than the permitted as-of-right zoning, the Plains Road East corridor is recognized as an area directed for growth through higher-density, mixed-use development to accommodate future population growth.

5.2.2 Building Positioning and Orientation

The building position is designed parallel to the Plains Road East frontage. The building envelope is proposed to occupy the northern half of the subject lands, resulting in a rectangular building. The building placement allows for the parking to be placed towards the rear while providing spatial separation from the adjacent low-density residential uses along the rear lot line. This allows for the rear of the property to include a large outdoor amenity area backing to the rear yards of abutting properties to the southwest. Additionally, the proposed development provides a gradual transition between the Plains Road corridor and lower density residential uses interior to the neighbourhood.

The building is set back close to the Plains Road East street line to contribute to the existing streetscape condition with buildings defining a somewhat linear streetscape. The proposed building aligns with the existing home business to the east, reinforcing the street edge. The proposed 3.0m front yard setback provide for a building that addresses the street and provides for a comfortable pedestrian experience. The proposed +4 metre setbacks to the side lot lines provides adequate setback and buffering to include walkway connections and landscaping while managing on-site stormwater overland flows.

The residential units on the north side of the new building will have a view of the road with the units on the south side looking out onto Filman Place, a residential street. A 1.8m in height wood privacy fence is proposed along the rear and side lot lines to maintain privacy and provide buffering.

5.2.3 Building Façade and Materiality

The scale and character of the proposed building, aligns with the intent of the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings, with a building that is oriented towards the street to provide for a comfortable pedestrian experience with a streetwall at human scale. The pedestrian entrance is proposed to be furnished with outdoor furniture promoting street activity and eyes on the street. The construction materials used differentiate between the base and top of the building, creating breaks in the massing. The proposed materials draw from the surrounding buildings, such as brick, vinyl siding, wooden porches, but are given an updated look. The proposed building's colour scheme and materiality were intentionally chosen to complement the adjacent heritage inventoried property located at 192 Plains Road East, which is a wood frame structure of white and grey colours. The lower building is anchored by dark grey coloured masonry brick and glazed windows, with the upper building adorned in light and dark grey coloured metal panels, accented by wood grain finished aluminum siding. The changes in colours, textures, and materiality aim to create interest in the façade and to break up the building massing. The proposed building façade and materiality results in a departure from the historical context and existing landscape along Plains Road East but provides the building with a unique visual character to the street.

The proposed building design features recesses in the building face, where entrances and balconies are located. The proposed grey metal entrance canopy serves as weather protection and wayfinding element identifying the building entrance, adding visual interest. The ground floor features a large amount of glazing. The side yards contain short-term bicycle parking near building entrances. The 6th storey steps back to provide a break in the massing towards the abutting low-rise home businesses, and provides private terraces for future tenants. The new building is proposed to have a flat roof and rectangular windows, providing a more contemporary style to the streetscape along Plains Road East.

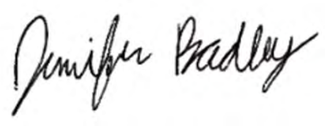
The proposed development has referenced the applicable urban design guidelines including Plains Road Urban Design Guidelines (2006), Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (2019), and Sustainable Building and Development Guidelines (2021) by scaling the proposed height with the right-of-way width, using changes in materiality to provide a visual transition the building height away from low-rise built forms, and activating the public realm with an articulated building façade that uses materiality and setbacks to enhance the Plains Road East streetscape.

6.0 Conclusion

In conclusion, the proposed 6-storey mixed-use building at 198-200 and 206 Plains Road East is an appropriate redevelopment on the subject lands designed to integrate with the existing Aldershot community. The building's stepped back façade ensures a pedestrian-oriented experience along the streetscape while providing appropriate building transitions. This redevelopment will replace the current dwellings on-site with 66 dwellings units of condominium tenure, catering to the diverse needs of future residents while contributing to Burlington's vision of complete and inclusive communities. The proposed design mitigates potential adverse impacts to the surrounding low density residential uses while complementing the existing varied architectural styles of the surrounding area. The proposed site design will improve the streetscape and existing site function with a redevelopment that aligns with all applicable urban design guidelines. The proposed built form is complementary to the City of Burlington's design expectations and implementing planning and urban design documents.

Respectfully Submitted,

LANDWISE



Jennifer Badley, BA
Planner



Hy Nguyen, CPT
Planning Technician



Edward Johns, B.A., M.A., MRTPI
Principal Planner

Appendix A:

Burlington Urban Design Advisory Panel Meeting Minutes (City-issued)

Community Planning Department
Burlington Urban Design Advisory Panel

Meeting Minutes:
Aug. 21, 2025 (1:30pm - 2:30pm)
Virtual Meeting – Microsoft Teams

Item #1:
198-200 & 206 Plains Rd. E.

Design Review:
First Review at Burlington Urban Design Advisory Panel (BUD)

Application Type:
Pre-consultation for Official Plan Amendment & Zoning Bylaw Amendment

		present	absent
Members of the Burlington Urban Design Advisory Panel			
Matt Reid (Chair)	BUD Member	✓	
Jackie VanderVelde (Vice Chair)	BUD Member		✓
David deGroot	BUD Member		✓
Jessica Hawes	BUD Member	✓	
Mike Flint	BUD Member	✓	
Nigel Tai	BUD Member		✓
Alexandru Taranu	BUD Member	✓	
Christopher Moise	BUD Member	✓	
Timmithea Chan	BUD Member		✓
City Staff			
Elyse Meneray	Planner, Development	✓	
Chloe Richer	Senior Planner, Heritage	✓	
Kyle Poole	Planner, Urban Design	✓	
Todd Evershed	Supervisor, Special Projects	✓	
Proponent & Design Team			
Hy Nguyen	Landwise	✓	
Shannon McKie	Landwise	✓	
Alaa Gaber	Ownership Group	✓	

Disclosure of Conflict-of-Interest:
None.

City Staff Presentation Overview:
City Staff presented an overview of the development proposal, which was submitted through a pre-consultation for proposed amendments to the City's Official Plan and Zoning Bylaw. City Staff's presentation provided a brief overview of the proposed development along with the existing and upcoming context of the surrounding neighbourhood.

City Staff asked the BUD Panel members for design advice in the following three areas:

1. Context & Public Realm
   How does the proposal respond to the surrounding context and public realm, including adjacent sites, heritage properties and the broader neighbourhood? What improvements could assist in integrating the proposal into the surrounding urban fabric?

2. Built Form & Site Design
   Is the proposed site layout, circulation strategy, and massing appropriate given the site's context? How could the site design better assist in ensuring an activated and engaging public realm?

3. Open Space & Sustainability
   How effectively does the proposal integrate meaningful public open space into the site and surrounding neighbourhood context? How could the proposal better contribute to long-term sustainability objectives (e.g., climate resilience, floodplain considerations, tree canopy, access to green infrastructure, etc.)?

Proponent Presentation Overview:
The Proponent & Design Team presented the site and area context, including key planning framework considerations with a focus on the proposed development and its design. Key ideas expressed in the presentation included:

- the current proposal is for a six-storey mixed use building, with 66 dwelling units and two commercial units.
- the project is designed to meet the City's vision for transit-oriented growth.
- the subject lands are located on the south side of Plains Road East between Shadeland Avenue and Waterdown Road (LaSalle Park Road), just outside of the Aldershot GO Major Transit Station Area.
- the subject lands have a total site of approximately 2,890 square metres and a total frontage of 54 metres along Plains Road East.
- the subject lands are currently used for residential purposes; 198-200 Plains Rd. E. currently contains four dwelling units while 206 Plains Rd. E. currently contains three dwelling units.
- the Aldershot area contains primarily low to midrise residential uses, with a mixture of commercial and residential uses along Plains Road corridor.
- a particular site to note within proximity of the subject lands is the commercial property at 192 Plains Rd. E. known as the Scheer-Read Farmhouse, an inventoried, non-designated heritage property currently being used as a dentist office.
- the subject lands are designated Medium Density Residential in the 1997 Official Plan.
- to facilitate the development proposal, an Official Plan Amendment is required to redesignate the property from Medium Density Residential to Mixed Use Corridor General with site specific provisions relating to the maximum floor area ratio.
- the 2020 Official Plan partially in effect designates the lands as Urban Corridor, permitting buildings up to six storeys and a floor area ratio of 2:1 as of right.
- the subject lands are currently zoned Residential Medium Density, each with a site-specific exception.
- the proposed development is intended to be a common element condominium with indoor amenity areas consisting of a wellness center and a multipurpose amenity room.
- a total of 94 vehicular parking spaces are provided with 19 parking spaces provided at grade and the remainder are within two levels of underground parking.
- the modern architectural expression of the building with flat roofs, rectangular forms, recessed balconies and street canopies.

BUD Panel Contextual Questions:

BUD Panel members asked the Proponent's Design Team the following clarifying questions. Answers below were provided by the Proponent's Design Team.

Q1: With respect to the wellness center portion of the indoor amenity area, can you provide any further details on the space and/or further describe its purpose/character?

- The indoor wellness center is intended to provide physical activity for the residents, to promote residents' health and wellbeing.
- The layout of this interior space has not progressed to detailed design at this stage in the project.

Q2: With respect to the vehicular entrance to the site, have discussions with traffic engineers occurred to comment on if this is an appropriate location? Plains Road East at this location is four lanes plus a turning lane so therefore aligning the entrance with the cross street may not be relevant.

- Originally the vehicular access was not proposed at the current location aligning with the cross street. Within pre-consultation discussions, the City's Transportation Department asked for the vehicular access to the site to be aligned with the cross street.
- Formal comments from the City of Burlington Transportation comments have not been provided as this is something that will occur through the formal application process.

Q3: Is there any significant grade difference across the site?

- Yes, there is a grade difference across the property going towards Plains Road East.
- It is approximately (in the range of) 30 centimetres but nothing that is significant.

Q4: How does your design reflect Burlington? Are there any elements of your design that speak to local character or identity?

- Understanding this is the second or third project designed on Plains Roads East, we are responding to the need for commercial use on the ground floor and a modern style of architecture.
- Many of the new developments along the Plains Road corridor are reflective of modern architecture and rich materials finishing.

Q5: What are the Project Teams thoughts to building sustainability or site sustainability?

- Sustainability is a consideration of the proposal. This is still under development and will be considered for the final drawing set.

Summary of BUD Panel Advice:

BUD Panel members provided the following design comments for consideration with respect to the three guiding questions posed by City Staff. Answers below were provided by the BUD Panel members.

1. **CONTEXT & PUBLIC REALM**
   How does the proposal respond to the surrounding context and public realm, including adjacent sites, heritage properties and the broader neighbourhood? What improvements could assist in integrating the proposal into the surrounding urban fabric?

- It is understood there is a potential traffic conflict should the proposed vehicular site entrance be located further to the west. However, there is perceived benefit in relocating the proposed vehicular site entrance further west to allow for the combination of the two podium halves into one. This in turn would alleviate the design conflict between onsite pedestrians and vehicles.
- Should the vehicular site entrance not be relocated and remain centered, it is strongly encouraged that design choices for the passageway be considered to provide a safe and appropriate pedestrian-

vehicular interface. Some options to be considered include appropriate lighting and variations in materials to delineate and prioritize the pedestrian path of travel.

- Alternative treatments for the large sections of blank wall on three sides of the building should be considered to provide additional interest to pedestrians, improve the public realm and offer healthier urban design. Design opportunities may include additional windows or access doors to make the pedestrian experience safer and more inviting.
- A design opportunity was thought to exist should the proposed porte cochere be relocated as far east as possible, and the underground parking ramp relocated as far west as possible, the underground parking ramp could be open on three sides while providing for a consolidated central building ground floor plan.
- The vehicular travel lane was thought to be better positioned as a continuation of the public realm with design opportunities for safety bollards and strategic changes in unit paving to delineate pedestrian priority.
- With respect to building typology and surrounding context, the size and scale of the building were thought to be appropriate. The Panel noted that this site and proposal was more so an integration with the emerging context than the existing context.
- The use of brick as a material choice was suggested to better fit with the surrounding context and recognition to the heritage context of surrounding properties. Traditional brick colours and finishes were thought to also permit opportunities for heritage integration.
- The building height, scale and form was thought to be appropriate for the emerging Plains Road corridor. Additional attention to detail by way of a gentler transition to the adjacent heritage building was suggested as the adjacent heritage property may not likely change in the emerging corridor character. Opportunities to open views to the heritage building at the corner or reinforce the heritage properties established setback should be considered. Similarly further sculpting of the upper floors of the building were suggested to provide for a greater transition to the adjacent heritage property.
- The siting of the building was suggested to be tight to the side yards. An additional setback on the east side yard was recommended as to protect for the separation distance of a future midrise building to the east.
- Panel members noted in the absence of floor plans for the upper floors of the building it was difficult to comment on the east and west facades. Additional articulation and an increase in glazing ratio were thought to be beneficial for consideration, but without the upper floor plans to determine the unit layout this was difficult to correlate.
- Wayfinding and the user experience for members of the public coming to the site to visit the commercial spaces was flagged for consideration; questions such as “how easy is it for them to navigate the site?” or “how easy is it for them to find the parking areas?” should be considered.

2. BUILT FORM & SITE DESIGN

Is the proposed site layout, circulation strategy, and massing appropriate given the site’s context? How could the site design better assist in ensuring an activated and engaging public realm?

- Panel members noted that further consideration should be given to the on-site pedestrian circulation and walkability. Visitors to the site arriving by vehicle would park at the rear and then must walk the perimeter of the site to access the front entrance. In addition, the accessibility route from the accessible parking spaces takes the longest possible route through the outdoor amenity area and up the eastern side of the building. Limited pedestrian connectivity from the rear of the building was noted with respect to the proposed sidewalk along the west side of the building.
- Along the street frontage, the separation of the ground floor commercial components by the proposed 1.5m planting strip was though to be better served by a direct connection immediately to the public sidewalk.
- Provision of a secondary access from the rear of the building should be strongly considered.

- Supporting the application for an Official Plan Amendment, Panel members suggested an analysis of the proposed buildings massing should be undertaken in correlation with the sites existing and potential context to fully understand the proposal and its place within the block.
- Strategies on how to maintain or propose a pedestrian scale along the Plains Road corridor were suggested as worthy of further investigation. For example, would a step back from the street above the low-rise form (i.e. the third or fourth storey) assist in this regard.
- Currently the largest portion of the rooftop amenity area faces north, separated by the rooftop mechanical units. It was suggested that the sun exposure of the south be optimized, whereby the volume of the rooftop mechanical is shifted north and a larger, consolidated south facing rooftop amenity area is provided.
- Panel members commended the fine grain character that was visible within the upper floors of the building, however the sides of the building and back of the building were noted as requiring further detailing. Moreso, extending the detailing displayed in the upper floors to the ground floor and lower floors was strongly encouraged to achieve design excellence.
- The mix of units within the building was noted as having potential for incorporation of three-bedroom units.

3. OPEN SPACE & SUSTAINABILITY

How effectively does the proposal integrate meaningful public open space into the site and surrounding neighbourhood context? How could the proposal better contribute to long-term sustainability objectives (e.g., climate resilience, floodplain considerations, tree canopy, access to green infrastructure, etc.)?

- Opportunities to reallocate or remove a portion of the surface parking in favour of greenspace or other site features was noted. This would offer improvements to sustainability and site safety through “eyes on the space”.
- The artificial turf within the rear yard at grade amenity area was encouraged to be substituted for natural turf and/or enhanced landscaping through minor refinements to the site layout. These refinements were also believed to alleviate the need for the proposed soil cells within the rear yard amenity area given the spaces location outside the perimeter of the underground parking garage.
- Drought tolerant, native plant materials were encouraged to comprise the planting palette.
- Panel members noted it would be beneficial to reallocate a portion of the surface parking to prioritize a courtyard or enhanced, at grade amenity space. A more programmable, central rectangular amenity space with closer proximity to the building was suggested over the narrow edge space currently shown.

End of Item #1.

Appendix B:

Burlington Urban Design Advisory Panel Responses

	BUD Panel Comment	Response
Context & Public Realm	It is understood there is a potential traffic conflict should the proposed vehicular site entrance be located further to the west. However, there is perceived benefit in relocating the proposed vehicular site entrance further west to allow for the combination of the two podium halves into one. This in turn would alleviate the design conflict between onsite pedestrians and vehicles.	At the City's directions, the vehicular driveway access was moved centrally within the subject lands to align with White Oak Drive across the street, allowing for safer vehicle turning at the intersection at Plains Road East.
	Should the vehicular site entrance not be relocated and remain centered, it is strongly encouraged that design choices for the passageway be considered to provide a safe and appropriate pedestrian- vehicular interface. Some options to be considered include appropriate lighting and variations in materials to delineate and prioritize the pedestrian path of travel.	The proposed driveway access is proposed to remain centered, and has been re-designed with additional barriers to redirect pedestrians and pavement markers for better pedestrian visibility. Additional traffic calming measures will be further refined at the Site Plan Approval stage.
	Alternative treatments for the large sections of blank wall on three sides of the building should be considered to provide additional interest to pedestrians, improve the public realm and offer healthier urban design. Design opportunities may include additional windows or access doors to make the pedestrian experience safer and more inviting.	The side elevations of the building consist primarily of bathrooms and closets, where adding windows may result in non-functional or false openings. The minimal windows will also provide privacy to adjacent properties. For the rear elevation, the ground floor contains the garbage storage room, management office, an amenity area, which faces out to the surface parking area. The addition of windows will be further refined at the Site Plan Approval stage.
	A design opportunity was thought to exist should the proposed porte cochere be relocated as far east as possible, and the underground parking ramp relocated as far west as possible, the underground parking ramp could be open on three sides while providing for a consolidated central building ground floor plan.	At the City's directions, the vehicular driveway access was moved central to the subject lands to align with White Oak Drive across the street.
	The vehicular travel lane was thought to be better positioned as a continuation of the public realm with design opportunities for safety bollards and strategic changes in unit paving to delineate pedestrian priority.	Pedestrian safety elements were added to the revised Site Plan, with high visibility pavement demarcations and guardrails to re-direct pedestrians crossing the vehicular driveway access to enhance pedestrian visibility to vehicles exiting the subject lands.
	With respect to building typology and surrounding context, the size and scale of the building were thought to be appropriate. The Panel noted that this site and proposal was more so an integration with the emerging context than the existing context.	The building colour scheme and finishes were intentionally chosen to complement the adjacent property at 192 Plains Road East.

	BUD Panel Comment	Response
	The use of brick as a material choice was suggested to better fit with the surrounding context and recognition to the heritage context of surrounding properties. Traditional brick colours and finishes were thought to also permit opportunities for heritage integration.	Masonry brick is proposed for the building base in natural shades (i.e. grey, charcoal).
	The building height, scale and form was thought to be appropriate for the emerging Plains Road corridor. Additional attention to detail by way of a gentler transition to the adjacent heritage building was suggested as the adjacent heritage property may not likely change in the emerging corridor character. Opportunities to open views to the heritage building at the corner or reinforce the heritage properties established setback should be considered. Similarly further sculpting of the upper floors of the building were suggested to provide for a greater transition to the adjacent heritage property.	The building provides a stepback from the side lot line at the 6th storey, providing sensitive transition to the heritage building. Additionally, a row of mature pine trees within the heritage property's side yard already obstructs views to the heritage structure, but provides a visual separation between the two properties.
	The siting of the building was suggested to be tight to the side yards. An additional setback on the east side yard was recommended as to protect for the separation distance of a future midrise building to the east.	The proposed side yards provide sufficient width for walkways and landscape buffers. We believe the 4m+ separation provides sufficient separation from adjacent properties for potential future development.
	Panel members noted in the absence of floor plans for the upper floors of the building it was difficult to comment on the east and west facades. Additional articulation and an increase in glazing ratio were thought to be beneficial for consideration, but without the upper floor plans to determine the unit layout this was difficult to correlate.	The upper floors consist of residential dwelling units. The east and west facades contain bedrooms and bathrooms. Glazing and windows minimize overlook to adjacent properties to the east and west.
	Wayfinding and the user experience for members of the public coming to the site to visit the commercial spaces was flagged for consideration; questions such as "how easy is it for them to navigate the site?" or "how easy is it for them to find the parking areas?" should be considered.	Additional signage and pedestrian wayfinding elements will be further refined through the Site Plan Approval process.
Built Form & Site Design	Panel members noted that further consideration should be given to the on-site pedestrian circulation and walkability. Visitors to the site arriving by vehicle would park at the rear and then must walk the perimeter of the site to access the front entrance. In addition, the accessibility route from the accessible parking spaces takes the longest possible route through the outdoor amenity area and up the eastern side of the building. Limited pedestrian connectivity from the rear of the building was noted with respect to the proposed sidewalk along the west side of the building.	In response to the BUD Panel comment, the revised Site Plan and floor plans now demonstrate a direct residential entrance from the rear parking area. The pedestrian pathway along the west side of the building has been lengthened to connect the rear parking area to the commercial unit entrances. Opportunities for additional pedestrian pathways will be considered at the Site Plan Approval stage.

	BUD Panel Comment	Response
	Along the street frontage, the separation of the ground floor commercial components by the proposed 1.5m planting strip was though to be better served by a direct connection immediately to the public sidewalk.	In response to the BUD Panel comment, direct connections to the public sidewalk were added to the front building entrances in the revised Site Plan.
	Provision of a secondary access from the rear of the building should be strongly considered.	In response to the BUD Panel comment, a secondary residential access has been added to the rear of the building in the revised Site Plan.
	Supporting the application for an Official Plan Amendment, Panel members suggested an analysis of the proposed buildings massing should be undertaken in correlation with the sites existing and potential context to fully understand the proposal and its place within the block.	The proposal considers the emerging context within the area. A fulsome review and analysis can be found in the submitted Planning Justification Report.
	Strategies on how to maintain or propose a pedestrian scale along the Plains Road corridor were suggested as worthy of further investigation. For example, would a step back from the street above the low-rise form (i.e. the third or fourth storey) assist in this regard.	While the proposed building does not stepback at the third or fourth storey, the change of building materials and colours, in addition to the recessed balconies, assist in breaking up the building mass. The building base façade is proposed in a different colour palette than the upper building, further contributing to the pedestrian experience along Plains Road East.
	Currently the largest portion of the rooftop amenity area faces north, separated by the rooftop mechanical units. It was suggested that the sun exposure of the south be optimized, whereby the volume of the rooftop mechanical is shifted north and a larger, consolidated south facing rooftop amenity area is provided.	Due to the elevator and garbage chute placement, the rooftop mechanical units are proposed central to the roof. This also allows for two separated rooftop amenity areas, which can provide different programming for tenants.
	Panel members commended the fine grain character that was visible within the upper floors of the building, however the sides of the building and back of the building were noted as requiring further detailing. Moreso, extending the detailing displayed in the upper floors to the ground floor and lower floors was strongly encouraged to achieve design excellence.	After reviewing the architectural style of other buildings along the street, a a podium-style approach was proposed. The first floor features a solid dark grey base, with a high amount of glazing provided for the commercial areas and indoor amenity spaces. Above, lighter grey ACP panels are combined with full-glass walls for living rooms, while bedrooms are provided with the maximum window sizes permitted. In addition, the side and rear facades have been articulated through textured 100% recycled wooden accent walls, material transitions, and window placements to avoid blank elevations. This approach ensures compatibility with the surrounding streetscape while balancing articulation, glazing, and privacy considerations.
	The mix of units within the building was noted as having potential for incorporation of three- bedroom units.	The current unit mix prioritizes larger suites at the request of the owners/developer to provide more comfortable, livable units. Increasing the proportion of three-bedroom units would

	BUD Panel Comment	Response
		impact floorplate efficiency, circulation, and parking/unit counts, and may require envelope changes that are inconsistent with massing and setback objectives.
Open Space & Sustainability	Opportunities to reallocate or remove a portion of the surface parking in favour of greenspace or other site features was noted. This would offer improvements to sustainability and site safety through “eyes on the space”.	The proposed side and rear yard setbacks provide for landscaping opportunities. The surface parking area has been designed for efficiency and removing a portion of it will compromise the waste truck maneuvering and underground ramp placement. Additionally, the surface parking area will provide the necessary parking spaces for visitors and customers of the commercial establishments, which is desirable and appropriate for the subject lands in context with the surrounding area.
	The artificial turf within the rear yard at grade amenity area was encouraged to be substituted for natural turf and/or enhanced landscaping through minor refinements to the site layout. These refinements were also believed to alleviate the need for the proposed soil cells within the rear yard amenity area given the spaces location outside the perimeter of the underground parking garage.	The artificial turf area is designed as a potential children’s play area, providing enhanced durability and reduced maintenance. The soil cell structure, installed beneath hardscape surfaces, is designed to support root growth of the new trees, and considers the proximity to the underground parking structure. The proposed tree planters will soften the boundary between the surface parking area and outdoor amenity area.
	Drought tolerant, native plant materials were encouraged to comprise the planting palette.	While a list of proposed plantings are not yet included with this submission, landscape details will be further refined at the Site Plan Approval stage.
	Panel members noted it would be beneficial to reallocate a portion of the surface parking to prioritize a courtyard or enhanced, at grade amenity space. A more programmable, central rectangular amenity space with closer proximity to the building was suggested over the narrow edge space currently shown.	The surface parking and circulation design integrates the underground parking access ramp while allocating specific space for waste truck maneuvering to meet Halton Region’s Source Separation Guidelines. An at-grade amenity area has been carefully programmed to include tenant-focused features such as seating and green space.