URBAN DESIGN BRIEF



127 Plains Road West, Burlington

Official Plan Amendment and Zoning By-law Amendment | November 2024

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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1.0 INTRODUCTION



MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC Planning") has been retained by Losani Investment Corporation (the "Applicant") to prepare an Urban Design Brief in support of Official Plan Amendment and Zoning By-law Amendment applications (the "Applications") for the lands municipally known as 127 Plains Road West within the City of Burlington (the "Site"; see Figure 1.1). The Site is located within the Aldershot community of western Burlington at the intersection of Plains Road West and Howard Road. The Site is rectangular, measuring approximately 0.26 hectares, 55m of frontage on Plains Road West and 42m of frontage on Howard Road. The Site is currently occupied by a 2-storey mixed use building with ground floor commercial and second floor residential.

The Applicants propose the construction of a 24-storey mixed-use building with a 5 storey podium (the "Proposed Development"; see Figure 1.2). The Proposed Development includes 240 residential units, 2 ground floor commercial units, indoor and outdoor amenity space, bicycle parking spaces, and vehicle parking spaces.

This Urban Design Brief has been prepared as part of a complete application to the City of Burlington and includes the following topics:

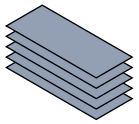
- A description of the existing site conditions, surrounding context, including built form, transportation network, and open spaces;
- An overview of the Proposed Development, including site design, building design, and landscape design;
- A detailed analysis of the proposed design features in relation to the applicable urban design policies and guidelines;
- A summary of the conclusions regarding the proposed redevelopment of the Site.

This Urban Design Brief has considered, and must be read in conjunction with, the following plans and studies supporting the Applications:

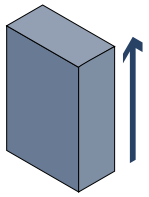
- Planning Justification Report, prepared by MHBC Planning (dated November 2024)
- Architecture Drawing Package, prepared by Chamberlain Architects (dated October 25, 2024)
- Shadow Impact Study, prepared by Chamberlain Architects (dated October 25, 2024)
- Landscape Drawing Package, prepared by MHBC Planning (dated November 2024)



240 Residential Units



2 Ground Floor Commercial Units



24 Storey Tower
5 Storey Podium



Podium and Rooftop Common Amenity Space



Underground Vehicle Parking Spaces

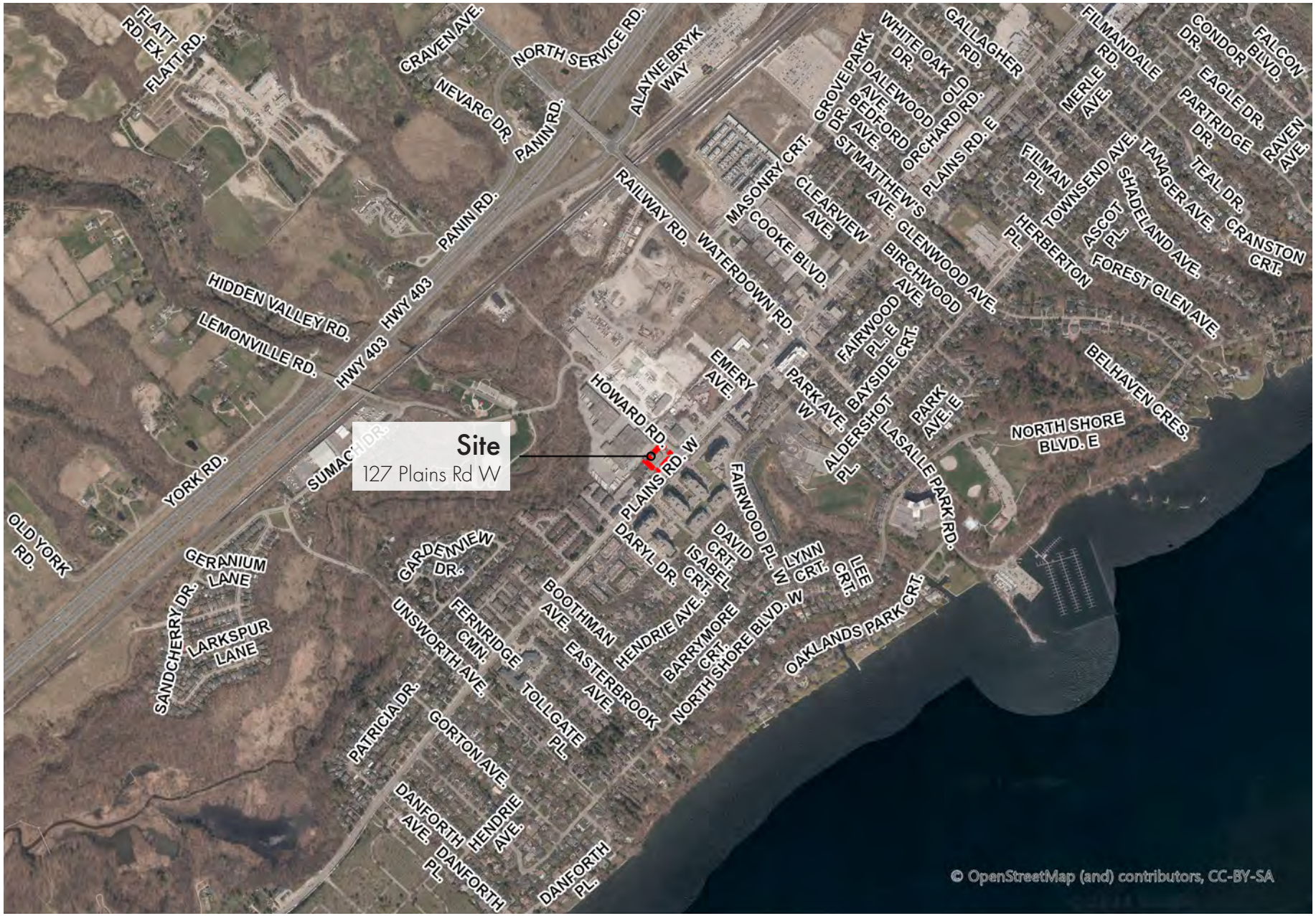


Figure 1.1 - The Site at 127 Plains Rd W, in western Burlington



Figure 1.2 - The Proposed Development (Chamberlain Architects, October 25, 2024)

2.0 SITE CONTEXT



2.1 EXISTING SITE CONDITIONS

The Site is located at the northwest corner of Plains Road West and Howard Road, in the Aldershot area of Burlington. The Site is rectangular, measuring approximately 0.26 hectares, with 55m of frontage on Plains Road West and 42m of frontage on Howard Road.

The Site is currently occupied by a 2-storey mixed use building with ground floor commercial and second floor residential (see Figures 2.1-2.3). The existing building is situated to the rear of the property and is setback 17m from Plains Road West and 16m from Howard Road.

Vehicle access to the Site is provided from Plains Road West and Howard Road, with a surface parking area between the building and street on both frontages. A diagonal walkway from the intersection provides pedestrian access to the Site. A loading space for the commercial uses is located at the building rear, along the northern property line.



Figure 2.1 - Site looking north from Plains Rd W

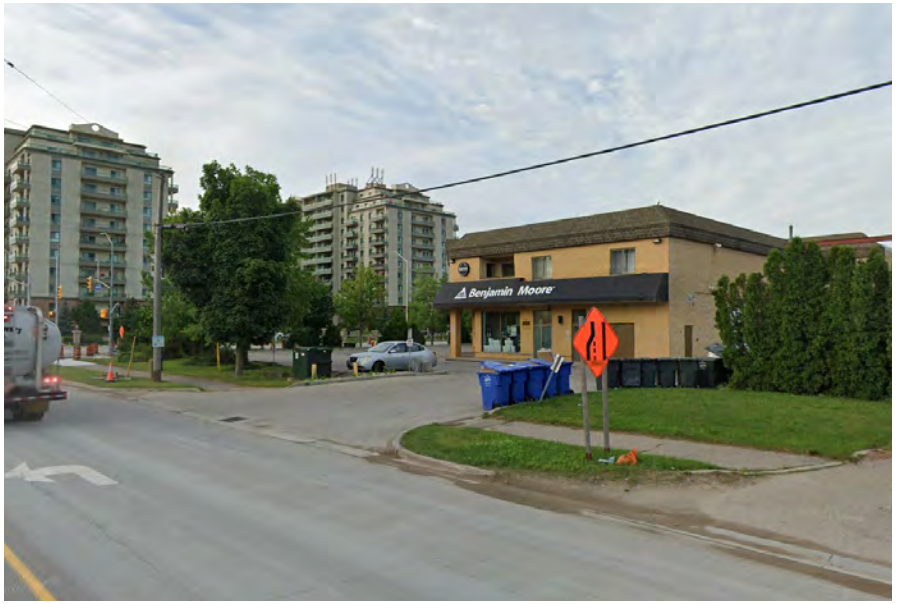


Figure 2.2 - Site looking south from Howard Rd



Figure 2.3 - Existing site conditions

2.2 SURROUNDING CONTEXT

Built Form & Land Use

The Site's surrounding context features a broad mix of land uses, including residential, commercial, employment, and open space uses (see Figures 2.4-2.12). The Site is located within the Aldershot neighbourhood southwest of downtown Burlington, between Highway 403 and Lake Ontario. The area is currently in transition, moving from a largely low-rise residential and employment area to a mixed-use node surrounding the Aldershot GO and VIA station.

To the immediate north of the Site lies low-rise employment lands. A rail line operated by Canadian National is located further to the north, connecting to the nearby Aldershot station. Mixed-use built forms consisting of low-rise and mid-rise residential and commercial lie further north of the Site, along Waterdown Road and surrounding the GO station.

To the immediate east of the Site lies a linear commercial and mixed corridor along Plains Road West. Buildings are a mix of street-fronting and auto-oriented forms with heights ranging from one to six storeys. Aldershot Secondary School and low-rise residential neighbourhoods continue east to the shoreline of Lake Ontario. To the far east of the Site, adjacent to LaSalle Park and the surrounding low-rise neighbourhood, is a residential 17-storey apartment building.

Immediately south of the Site lies a complex of seven residential slab form towers ranging from 7 to 12 storeys with associated surface parking lots between the buildings and street line. Further West along Plains Road West is a complex of six 4-storey mid-rise residential apartments, and a 3-storey residential senior care building. Beyond these complexes is a low-rise residential neighbourhood, with a mix of 1 and 2 storey dwellings.

To the immediate west of the Site, 1 and 2 storey detached residential and commercial buildings front along Plains Road West. 2 and 3 storey mixed-use and residential townhouses are located further west along Plains Road West. Further along Plains Road West, the built form transitions to low-rise residential dwellings with large front yard setbacks. Approximately 300 metres west of the Site is Hidden Valley Park and additional open spaces along Grindstone Creek.

The surrounding built form includes a mix of architectural styles as a result of different eras of construction. The majority of low-rise residential is built in a post-war suburban style, with newer developments adopting a faux heritage style. Red and brown brick are the primary building material within the surrounding residential context, seen on single-detached, townhouses, and the bases of mid-rise and high-rise apartments. Additional materials include white, tan, and brown concrete, white and tan siding, and stone.

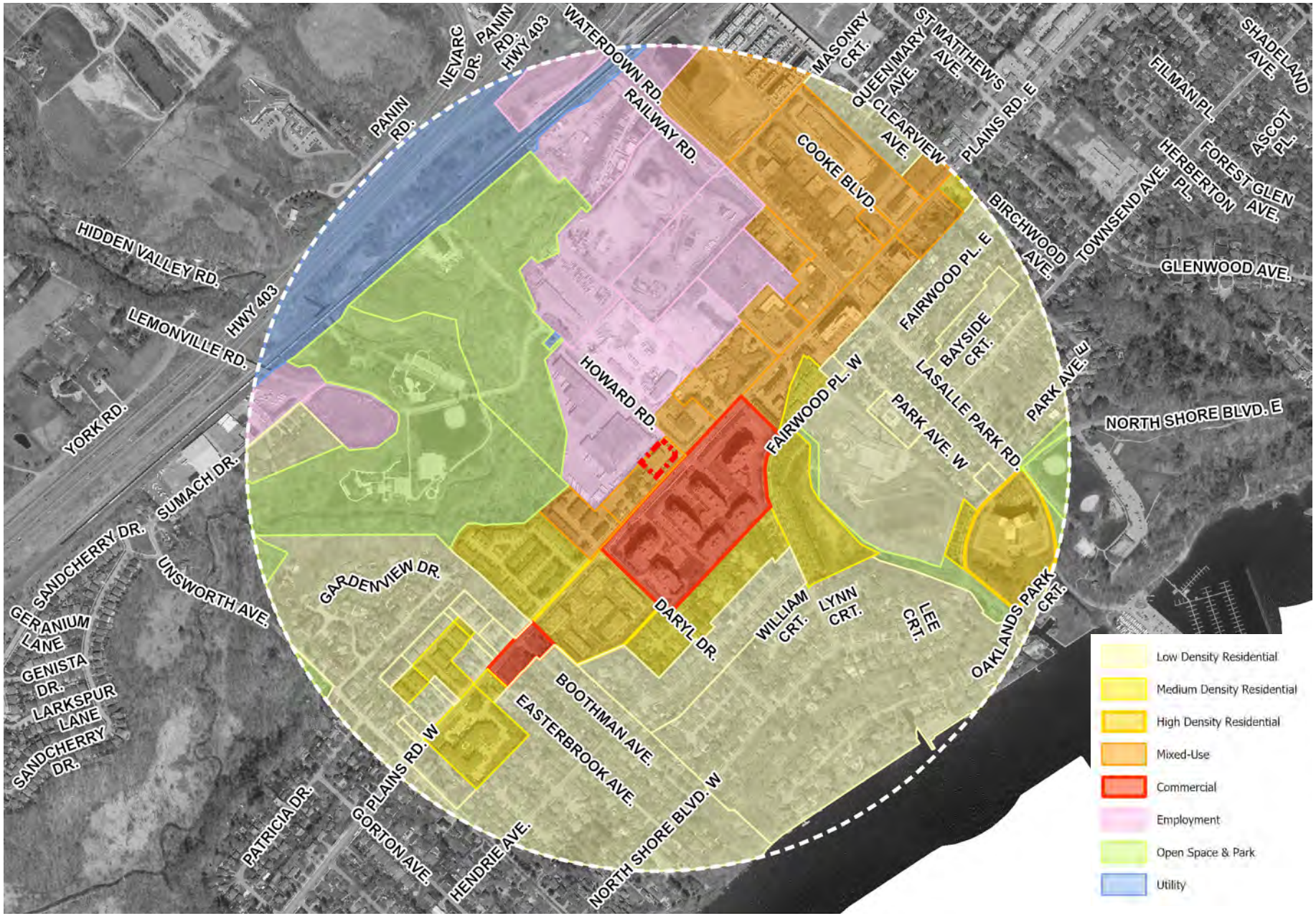


Figure 2.4 - Existing land uses within 800m of the Site



Figure 2.5 - Employment uses north of the Site along Howard Rd



Figure 2.7 - Mid-rise mixed use along Plains Rd W



Figure 2.6 - New residential developments adjacent to Aldershot Station



Figure 2.8 - Low-rise residential and 17-storey Apartment next to La Salle Park



Figure 2.9 - 12-storey apartments south of the Site along Plains Rd W



Figure 2.11 - Street-fronting mixed use along Plains Rd W, west of the Site



Figure 2.10 - Low-rise residential neighbourhood between Plains Rd W and Lake Ontario



Figure 2.12 - Hidden Valley Park

The surrounding context includes a range of existing, approved, and proposed buildings heights (see Figure 2.13). The Plains Road West corridor currently includes a mix of low-, mid-, and high-rise forms, with heights ranging from 1 to 12 storeys. The residential towers directly south of the Site step down from 12 to 7 storeys to provide transition to the adjacent low-rise residential neighbourhood.

A height cluster is beginning to emerge within the Major Transit Station Area surrounding the Aldershot train station through a number of approved and proposed buildings. Approved buildings range from 8 to 19 storeys in mid-rise and tower forms. Taller buildings are proposed along Cooke Avenue, with five towers ranging in height from 29 to 32 storeys.

The remaining lands within 800m include low-rise residential and employment forms with heights of one and two storeys, with the exception of the existing 12 storey residential tower along La Salle Park Road. The existing, approved, and proposed heights reflect the policy direction to create a high-density, mixed-use node surrounding the Aldershot train station. This transition, and the accompanying increase in height, is expected to continue over time as the node develops.

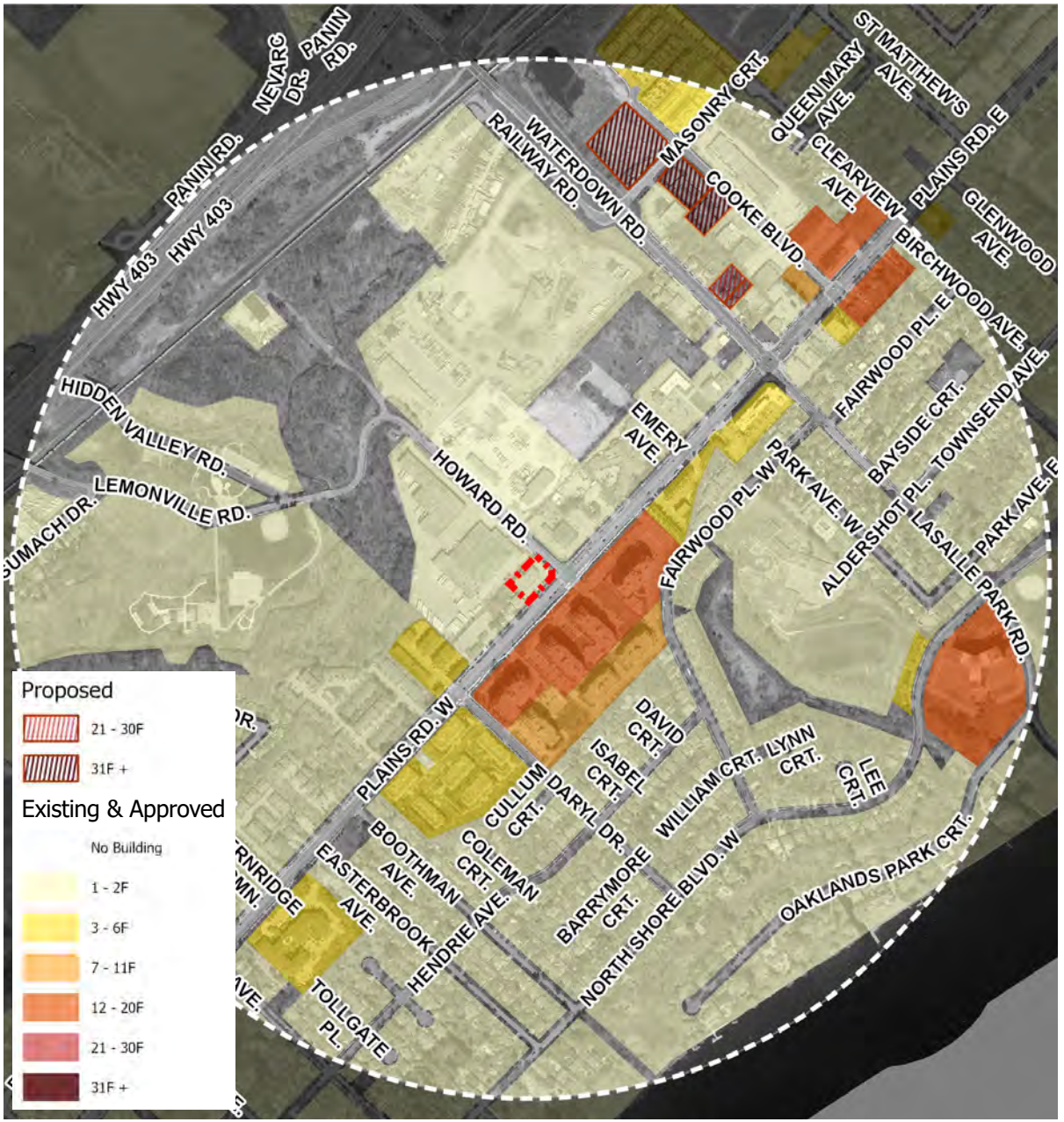


Figure 2.13 - Height analysis of surrounding buildings (City of Burlington Current Development Projects mapping)

Circulation

The Site is situated at the corner of Plains Road West and Howard Road (see Figure 2.14). Plains Road West is identified as a multi-purpose arterial road with a five-lane cross section, cycle tracks, sidewalks, and landscaped boulevards. Howard Road is identified as a local road with a two-lane cross-section consisting of bike sharrows on either side, a pedestrian sidewalk on the west side, and landscaped boulevards. Plains Road West connects with Waterdown Road to the east of the Site, providing access to Highway 403, and acts as a major east-west connector through the City. The surrounding local streets form a modified grid with a mix of large and small blocks. Lake Ontario, Highway 403, the CN rail corridor, and the Grindstone Creek valley interrupt the road network and act as edges for the urban area.

The surrounding context includes a number of higher order and local transit connections (see Figure 2.15). The Site is approximately 1km south of the Aldershot train station, which provides access to Toronto, Hamilton, and southwestern Ontario through GO Transit and VIA Rail services. The Site is within walking distance of two Burlington Transit routes, including a bus stop directly in front of the Site at the corner of Plains Road West and Howard Road.

The Site is well connected to the surrounding active transportation network (see Figure 2.16). The Site has direct access to the newly installed cycle tracks along Plains Road West and bike sharrows on Howard Road, which connect with a number of other bike lanes and multi-use trails. The Hidden Valley Multi-Use Trail follows Grindstone Creek and connects to the Royal Botanical Gardens to the west. Pedestrian infrastructure in the surrounding area is mixed. Arterial and collector roads include dual sidewalks, providing access from the Site to nearby commercial areas, transit, and open spaces. However, a number of the nearby local streets do not include sidewalks, limiting pedestrian mobility through the surrounding low-rise neighbourhoods.



Figure 2.14 - Surrounding vehicle circulation



Figure 2.15 - Surrounding public transit



Figure 2.16 - Surrounding active transportation routes

Open Spaces & Natural Heritage

The Aldershot neighbourhood includes numerous recreational amenities, parks, trails, waterfront areas, and open spaces within walking distance of the Sit (see Figure 2.17). Hidden Valley Park, located approximately 300 metres west of the Site, offers a variety of amenities including multi-use trails, playgrounds, a baseball field, public washrooms, and open green spaces. To the east of the site, Aldershot Secondary School provides access to an outdoor track and additional open field space. Along North Shore Boulevard, near the lakeshore, LaSalle Park and Marina feature amenities such as a wading pool, splash pad, walking trails, baseball fields, boat launch facilities, and boat storage.

The nearby Grindstone Creek valley lands do not impose any natural heritage or natural hazard constraints on the development of the Site.



Figure 2.17 - Surrounding parks and open spaces

Policy Context

The Site is subject to a number of plans and guidelines based on its location along Plains Road and proximity to the Aldershot GO Station. The Burlington Official Plan (2020) applies the following designations to the Site:

- Schedule B – Mixed Use Node, Intensification Corridor, and Major Transit Station Area (see Figure 2.18)
- Schedule B-1 – Primary Growth Area
- Schedule B-2 – Major Transit Station Area Primary Connector (Plains Rd W; see Figure 2.19)
- Schedule C – Urban Corridor (Plains Rd W)

The MTSA Precinct Plan for the Aldershot GO Station designates the Site as Mid-Rise Residential (M), with Planned Active Transportation Connections on both Plains Road West and Howard Road (see Figure 2.20). Notwithstanding the 2020 Official Plan is under appeal, the draft policies demonstrate councils intent for the MTSA.

In addition to these designations, the Site is subject to a number of guideline documents, including the Plains Road Corridor Design Guidelines, Tall Building Design Guidelines, Sustainable Building and Development Guidelines, and Shadow Study Guidelines.

Together, these policy documents envision the Site with a mix of residential, commercial, and recreation uses in a mid-rise, street-oriented form between 3 and 11 storeys. Surrounding lands within the MTSA are envisioned with building heights up to 30 storeys, generally transitioning down toward the surrounding low-rise residential neighbourhoods. Buildings are to provide a continuous street wall with a human-scaled base. Developments are to be compatible with the surrounding lands, with limited impacts as a result of shadows and wind. Developments are to include sustainability measures such as bicycle facilities, urban tolerant planting, bird-friendly facades, and energy efficient building systems.

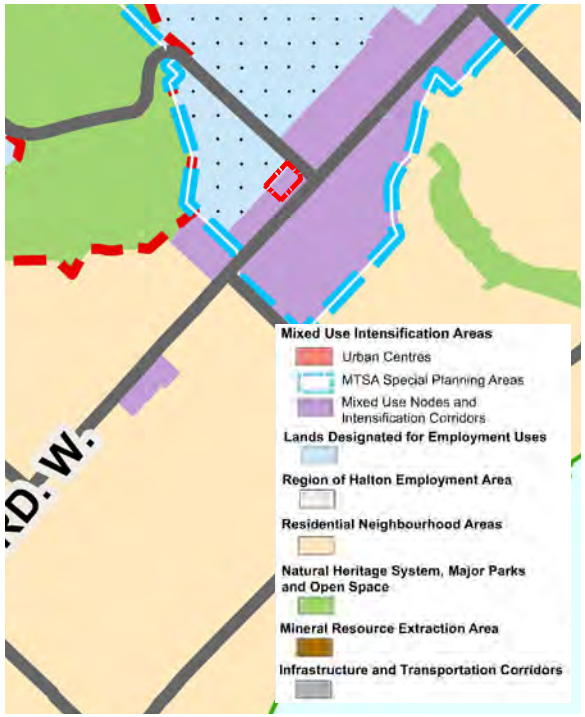


Figure 2.18 - Official Plan Schedule B

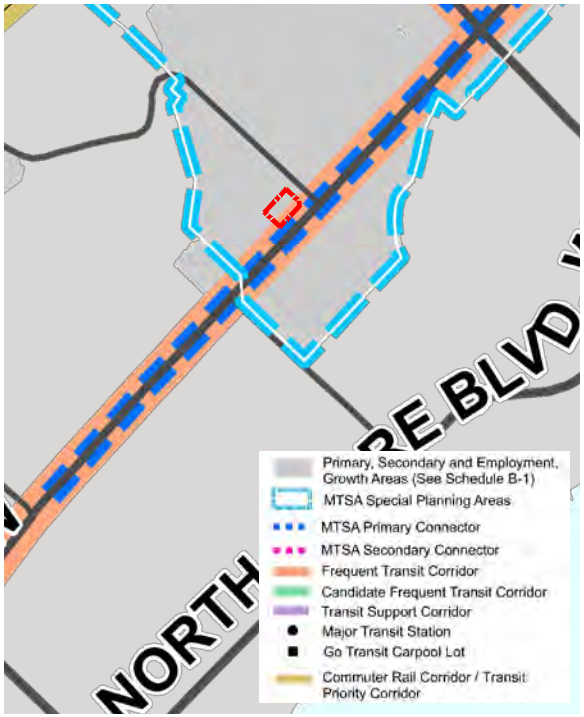


Figure 2.19 - Official Plan Schedule B.2

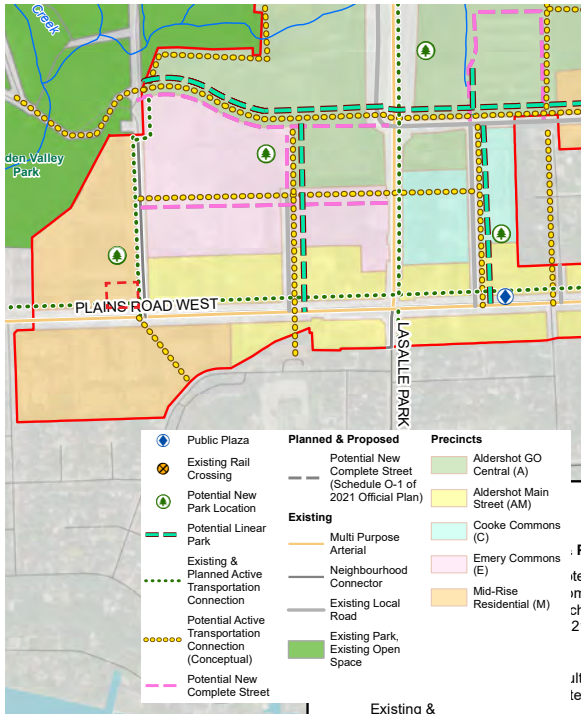


Figure 2.20 - Aldershot GO Precinct Plan

3.0 PROPOSED DEVELOPMENT



3.1 SITE DESIGN

The Proposed Development consists of a 24-storey residential tower with a 5 storey mixed-use podium base. 240 residential units are proposed, as well as two ground floor commercial, indoor and outdoor amenity space, bicycle parking spaces, and 160 vehicle parking spaces.

The proposed podium is located at the Plains Road West property line and setback 3m along Howard Road,14.3m from the northern property line, and 17.7m from the western property line, creating an urban condition and defining the street wall (see Figure 3.1).

Vehicle access is provided by a looping driveway that enters off Plains Road West, connecting to internal drop off points and loading zones, then a one-way exit onto Howard Road. An additional driveway from Howard Road provides access to the lower parking levels. Vehicle parking is proposed in three underground levels, with a limited number of surface parking spaces along the northern property line. Pedestrian access is to the site is proposed from the Plains Road West frontage, with direct entrances to retail units and the residential lobby from the public realm. An additional residential access is provided along the North façade. The proposed design provides 111 long-term secure bicycle parking spaces with an additional 10 short-term outdoor parking spaces near Howard Road.

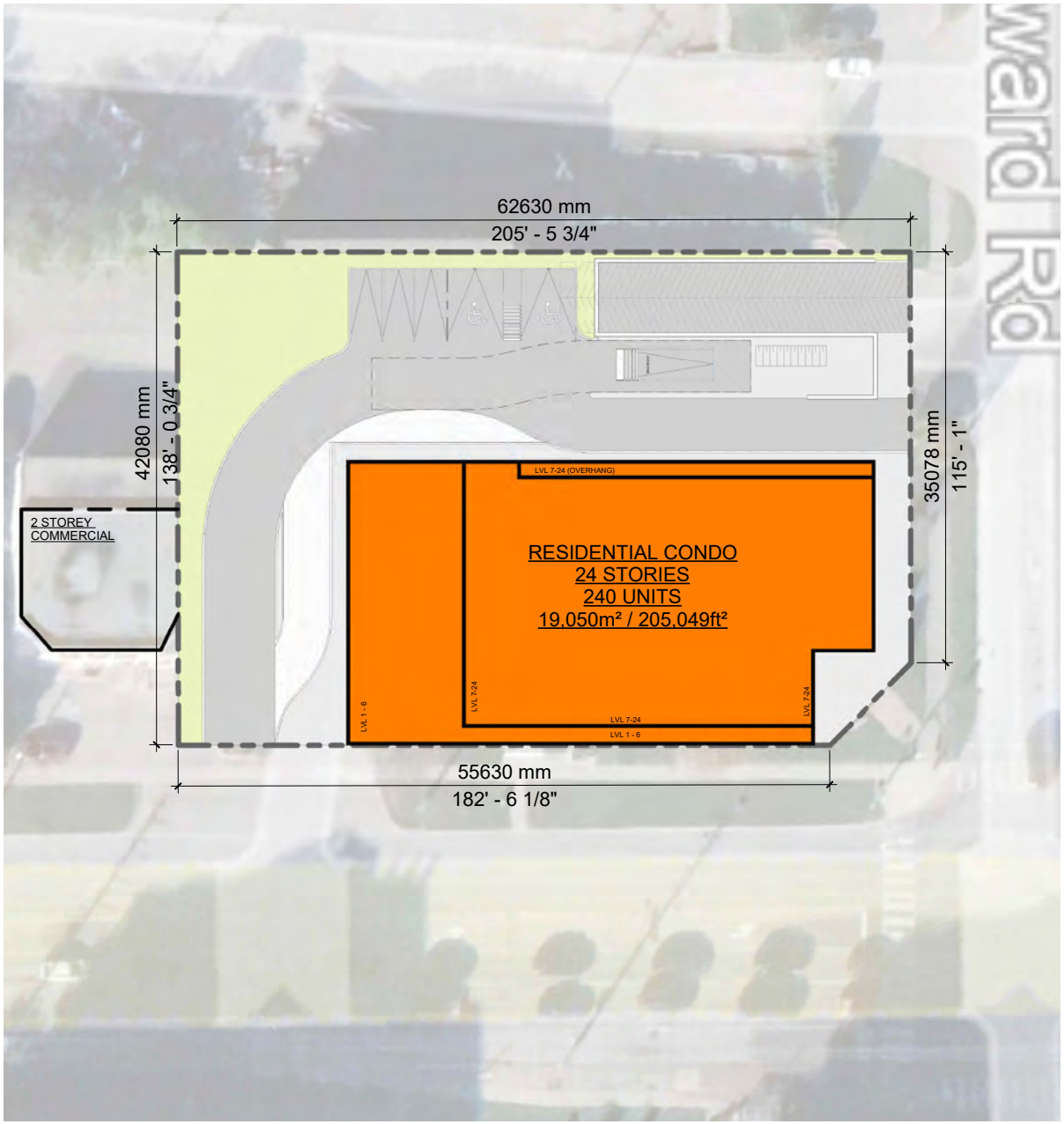


Figure 3.1 - Proposed Concept Plan (Chamberlain Architects, October 25, 2024)

3.2 BUILDING DESIGN

The Proposed Development utilizes a podium and tower form with a distinct base, middle, and top.

The 5-storey podium is faced with grey stone and oriented towards the street and creates an urban condition along Plains Road West and Howard Road (see Figure 3.2). Red brick pillars span the first three floors of the podium, gradually stepping down and creating a human-scaled base that orients the building towards the corner. The podium mass is cut out at the corner of Plains Road West and Howard Road, opening the building to the corner and providing visibility. The ground floor includes street-fronting retail units and a 5.5m height. The podium steps back above the fifth floor along the western and northern edges and transitions to a lighter material palette. Floors 6-24 contain residential units with recessed balconies facing all directions.



Figure 3.2 - Proposed podium design (Chamberlain Architects, October 25, 2024)

The proposed 24 storey point tower is limited to a floor plate of 712 square metres to reduce impacts on the surrounding properties (see Figure 3.3). The tower form is pushed to the corner of Plains Road West and Howard Road, with a 1.5m stepback along the Plains Road West frontage and a 9.9m stepback along the western façade of the building.

The position of the tower creates a strong landmark presence at the street corner while providing maximum separation from the abutting properties.

The tower is designed in a modern style and utilizes articulation, high-quality materials, and balconies to create a distinct form that complements the podium design. The curvilinear balcony shapes further break up the perceived massing. The lighter material palette complements the podium design and separates the two building forms.

The roof includes an enclosed mechanical penthouse located to the north-west, with indoor and outdoor amenity wrapping the mechanical to the south and east.



Figure 3.3 - Proposed tower design (Chamberlain Architects, October 25, 2024)

3.3 LANDSCAPE DESIGN

The Proposed Development includes preliminary landscape plans and precedent images for the streetscape and rooftop amenity areas (see Figure 3.5).

The streetscape design frames the existing sidewalk, cycle track, and landscaped boulevard and creates an urban condition along both street frontages (see Figure 3.5). The sidewalk along Plains Road West is framed by raised planting beds. Wide paved areas provide access to the retail and residential lobby entrances from the streets and intersection. The proposed 3m street setbacks along Howard Road allow space for seating, additional planters, and retail spill out areas, further animating the public realm. Street trees along the existing boulevards create a sense of enclosure and soften the building facades.

Located at the northwest corner of the site is a proposed ground floor outdoor amenity space. This area is faced with pavers, raised planters, and numerous seating and shade options. This amenity area provides a space for social interactions for residents and visitors alike. Additional landscape buffers are provided along the western and northern property lines.

The two rooftop amenity areas, on the podium and tower, provide passive recreation and social areas for residents and visitors (see Figures 3.6-3.9). Both include green roof areas, sod areas, raised planting beds, bench and lounge seating, and shade structures to afford a variety of activities. The podium rooftop includes additional planting on the western edge to provide a landscaped transition to the adjacent uses.





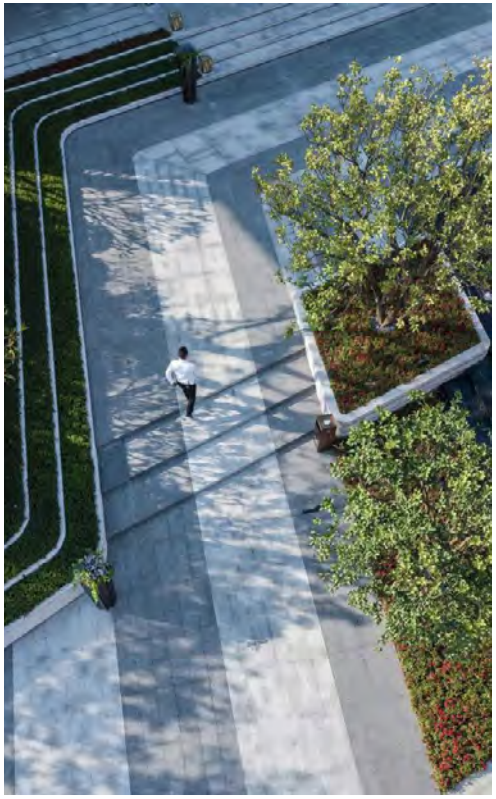


Figure 3.4 - Landscape precedent images for streetscape and rooftop design

LANDSCAPE PROFILE















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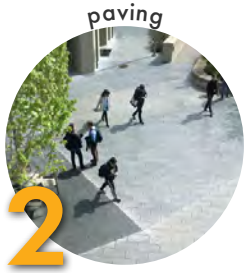




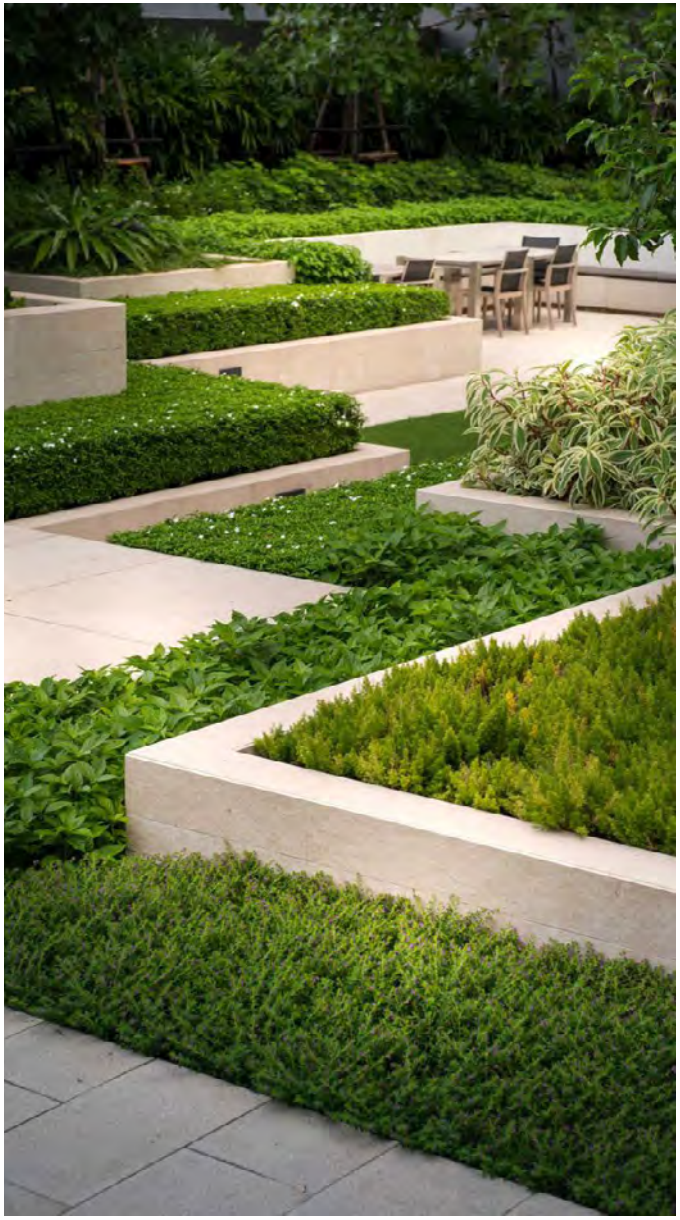




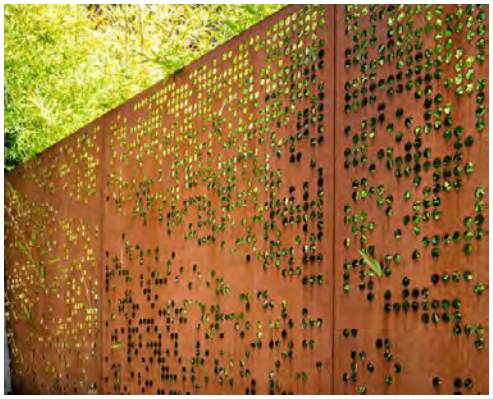
FIGURE 3.5

GROUND FLOOR - PLAN VIEW

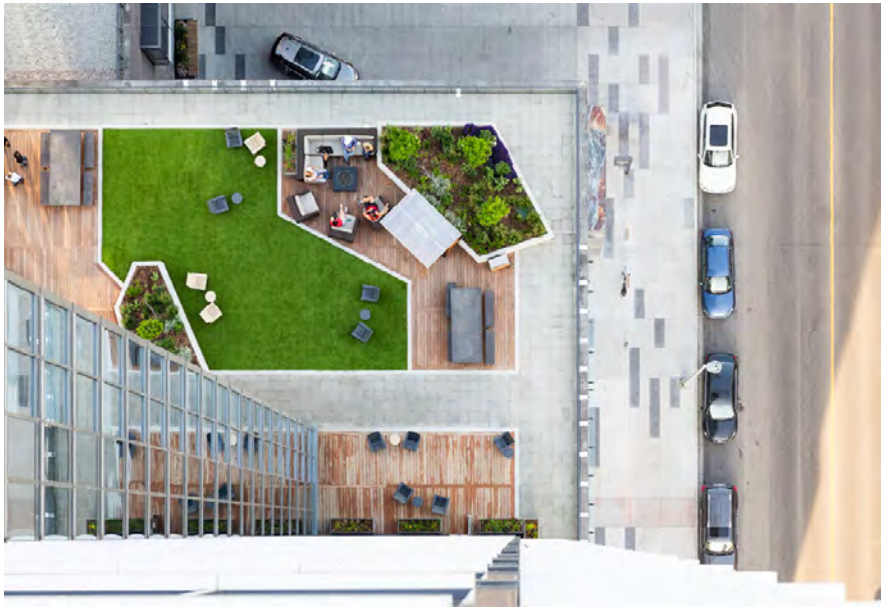
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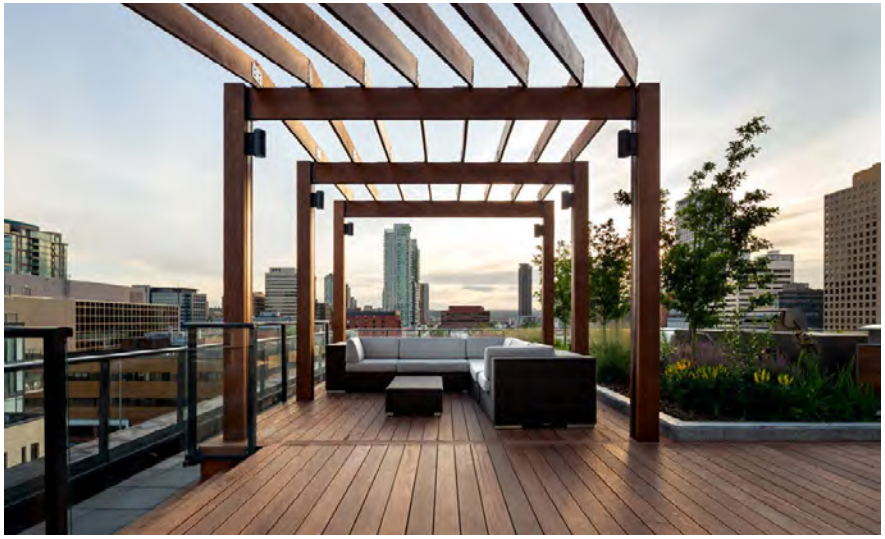








LEVEL 6 AMENITY SPACE



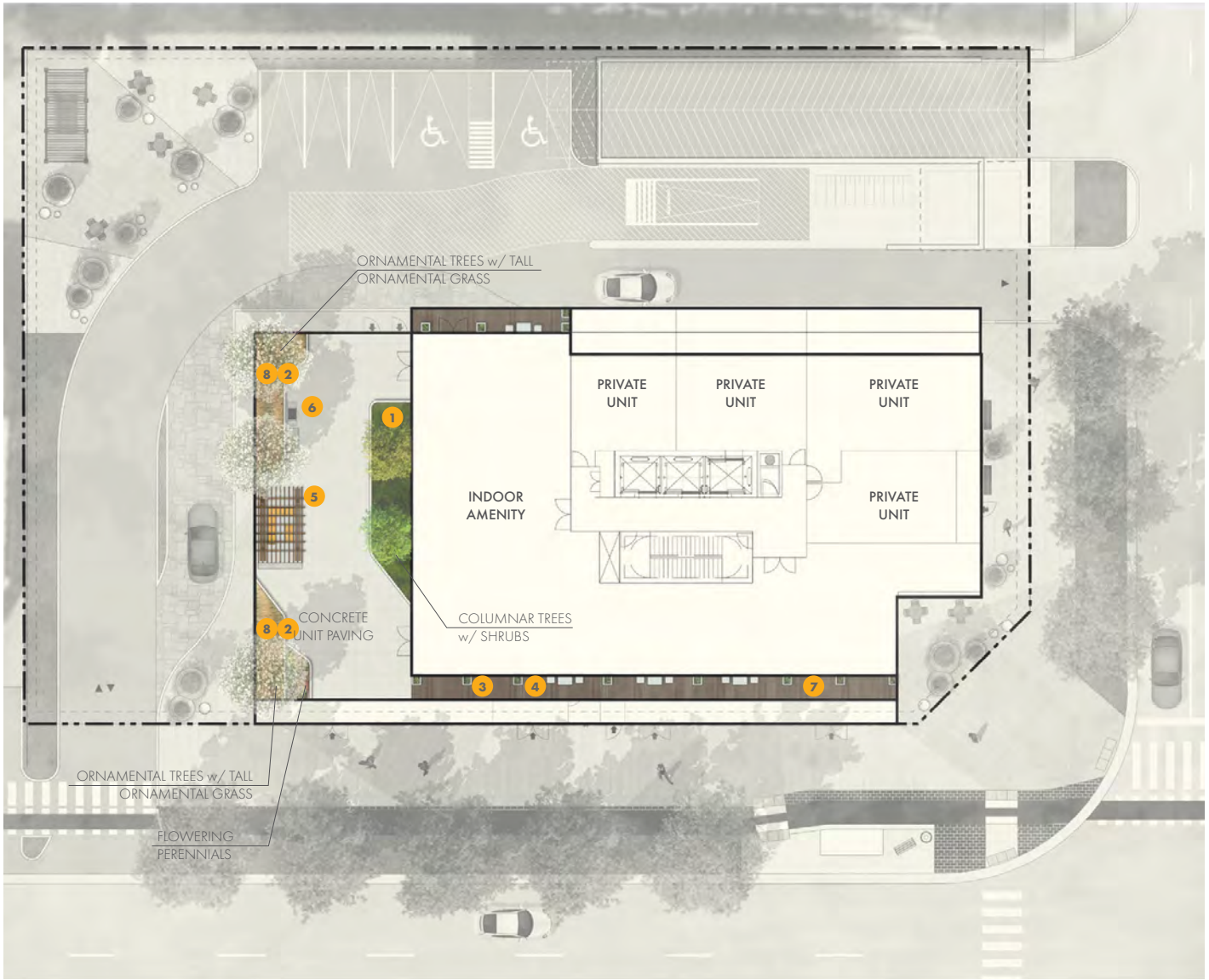


















FIGURE 3.6

ROOFTOP AMENITY SPACE - 6TH FLOOR - PLAN VIEW

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ROOF DECK AMENITY SPACE

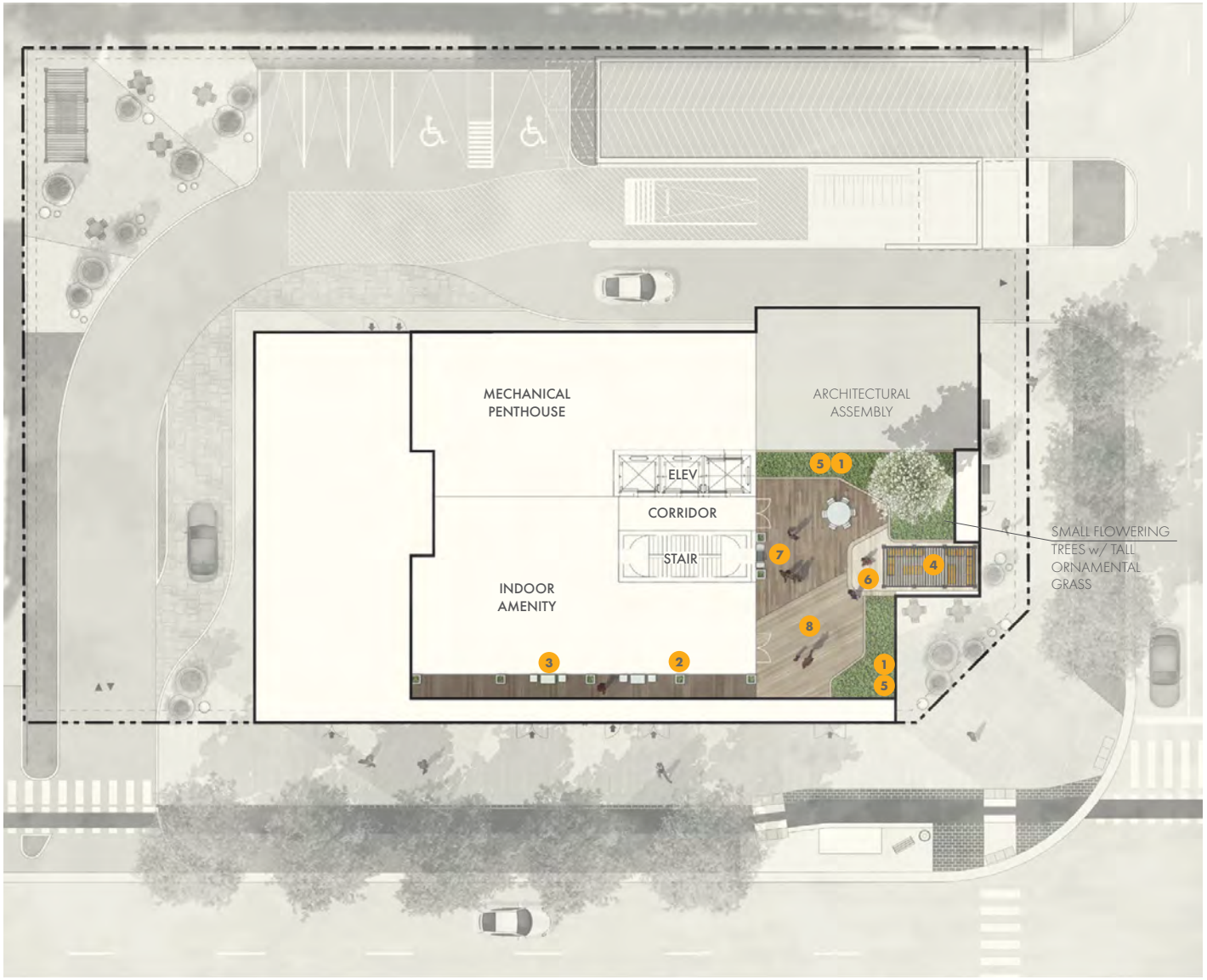






MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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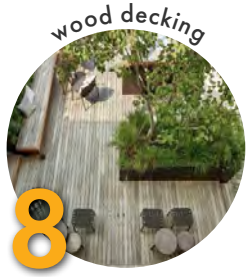


FIGURE 3.7

ROOF DECK AMENITY SPACE - PLAN VIEW

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4.0 URBAN DESIGN ANALYSIS



4.1 SITE DESIGN & CIRCULATION

OP 7.3.2, PUDG 5.3.1, TBG 2.1, 2.5, 3.1

The Proposed Development provides a mix of residential and commercial uses in a compact, urban, street-oriented form. The proposed podium is designed to frame Plains Road West and Howard Road. The podium is setback 3m from Howard Road and at the property line of Plains Road West, matching the existing range of setbacks on Plains Road West (approximately 0m to 9m) and introducing an urban street wall along Howard Road. The street setbacks also allow sufficient space for streetscaping, with 8.5m from the building face to the existing curb on Plains Road West, and 8.8m from the building face to the existing curb on Howard Road. The podium is setback 17.7m from the western side yard to strike a balance between providing space for circulation and creating a continuous street wall.

The 14.3m setback to the northern property allows sufficient separation from the abutting employment lands.

The proposed tower is located at the southeast corner of the podium. The location allows for a separation distance of 17.7m from the western property line and 14.3m to the northern property line. The tower is also offset from the podium façade to create a separation of massing: the tower steps back 1.5m from the Plains Road West façade and 9.9m from the western façade.

The street-oriented podium includes direct pedestrian entrances from commercial units and the residential lobby onto Plains Road West (see Figure 4.1). Barrier free paths of travel will be provided between the public sidewalks and building entrances in accordance with applicable standards.

Vehicle circulation is provided through the Site via looping driveway between Plains Road West and Howard Road (see Figure 4.2). The driveways are placed as far from the intersection as possible to reduce the potential for vehicle and pedestrian conflicts. This allows the building to screen the driveway and reduce impacts on the public realm. Surface parking is limited to 5 spaces, with the remaining parking located on three underground levels. Loading and servicing zones are located at the rear of the building with drop-off areas at the western side and rear of the building.

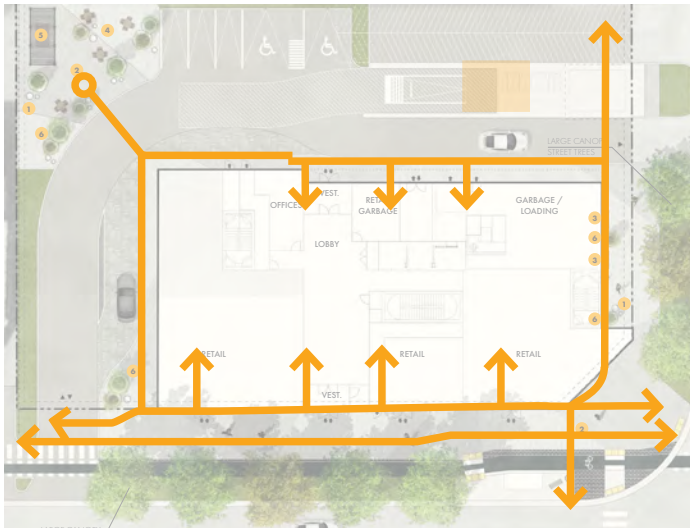


Figure 4.1 - Active transportation circulation

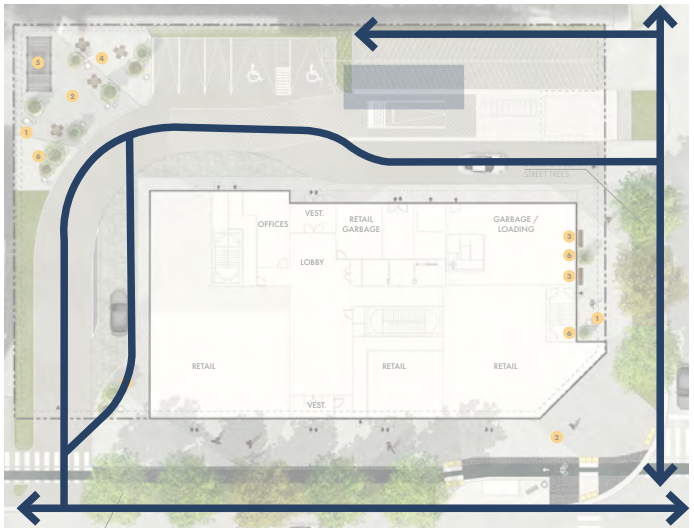


Figure 4.2 - Vehicle circulation

4.2 BUILT FORM & BUILDING DESIGN

OP 7.3.2, PUDG 5.3.1, 5.3.2, TBG 2.1, 2.2, 2.4, 3.1, 3.2, 3.5, 4.1, 4.2

The proposed massing is designed to transition in scale from the surrounding properties through the tower location and podium stepbacks. The tower placement on the corner and point tower form maximize separation distance to the adjacent properties and minimize potential impacts on the surrounding properties.

The building is designed with a clear base, middle, and top to create a cohesive architectural expression. The podium utilizes stepping, materials, and articulation to create a human-scaled street wall along Plains Road West and Howard Road. The ground floor measures 5.5m, allowing sufficient ceiling height for the proposed commercial uses and servicing areas. The total podium height of 17.7m falls under the 20m limit established in the Tall Building Guidelines and provides an appropriate sense of enclosure along the two street frontages. The proposed height and scale create an urban street wall that frames both frontages.

The podium facades are designed with high-quality articulation on all sides and employ ground floor commercial uses to animate the public realm (see Figure 4.3). The ground floor features a high degree of vision glass to provide natural surveillance on the public realm. The use of red brick on the first three storeys provides a solid base that grounds the facades and references the surrounding material palettes. Grey brick columns with vertical recesses define the street corner and transition the podium from a solid base to a light top. The vertical columns extend up to the podium top, reinforcing the fine-



Figure 4.3 - Human-scale podium and streetscape design along Plains Rd W and Howard Rd (Chamberlain Architects, October 25, 2024)

grained rhythm of the retail units and linking the podium portions together. Inset balconies are provided on the lower podium storeys to provide additional façade relief and natural surveillance on the public realm.

The proposed tower utilizes a slender floor plate of 712 square metres. The long façade of the tower is oriented toward Plains Road West to reduce shadows to the east and west and maximize separation distances to the adjacent properties. As with the podium, the tower includes fully articulated designs on all four facades (see Figures 4.4-4.5). The tower is outlined with a white panel frame to define the edges. The eastern part is separated from the podium design through the use of glass at the tower base. Portions of the north and south facades are further articulated with projecting balconies in a wave form, while the east and west facades utilize recessed balconies for additional relief. The use of abundant glass, dark grey spandrel, and white panel frames creates a light tower design that is visually distinct from the podium.

The overall design is completed through an integrated roof design. The mechanical penthouse is located to the north and surrounded by indoor and outdoor amenity to the south and east, screening the equipment from view and mitigating potential noise impacts on the surrounding residential uses. The combined mechanical penthouse and indoor amenity area are clad in dark grey spandrel on the north and south facades.

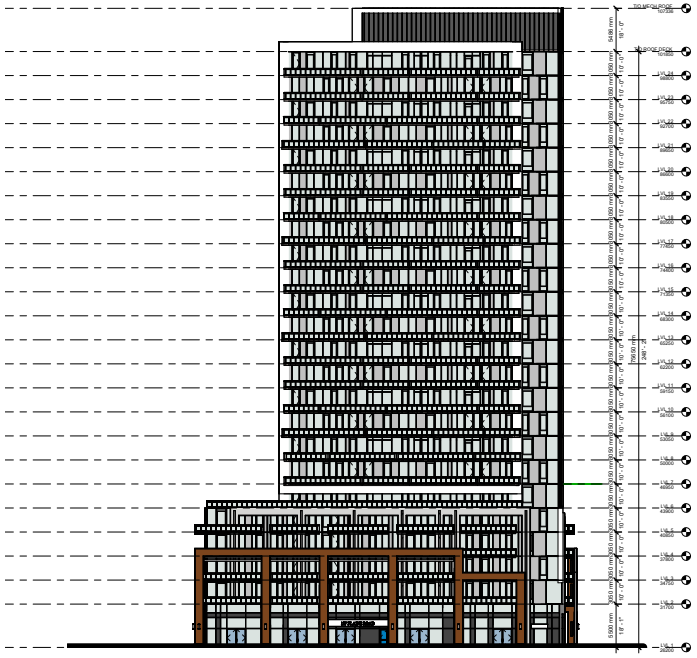


Figure 4.4 - South elevation facing Plains Rd W (Chamberlain Architects, October 25, 2024)

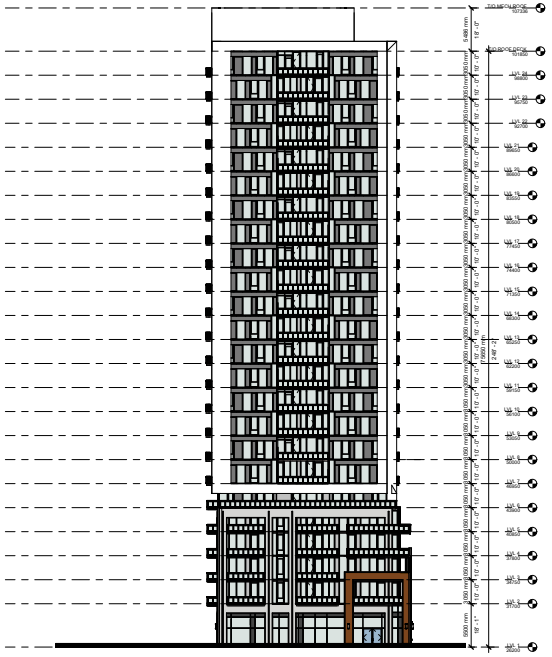


Figure 4.5 - West elevation facing Howard Rd (Chamberlain Architects, October 25, 2024)

4.3 PUBLIC REALM & LANDSCAPE DESIGN

OP 7.2, 7.3.2; PUDG 5.1, 5.2.4, TBG 2.5
The Proposed Development enhances the public realm along Plains Road West and Howard Road and creates inviting common amenity spaces for residents.

The proposed podium location allow for 8.5m and 8.8m between the building face and curb on Plains Road West and Howard Road, respectively. The streetscape design maintains the existing cycle track, sidewalks, landscaped boulevards, and transit stop, and adds additional planting and furniture to create an urban main street condition (see Figure 4.6). Furniture and planting are clustered to avoid building entrances and encourage circulation. Direct access is provided from street-facing commercial and residential entrances to the public sidewalks, while feature seating and plant pots help to orient the building to the street corner. Specific furniture designs and opportunities for public art along the streetscape will be explored through the Site Plan Approval process.

New trees proposed within the existing landscaped boulevards will soften the building façade, provide a sense of enclosure for pedestrians and cyclists, and enhance the green parkway corridor along Plains Road West. Trees and plant material will be native, hardy, and urban tolerant species with sufficient soil volume for mature growth.

The proposed common amenity spaces on the podium and tower rooftops are co-located with indoor amenity spaces to provide visibility, animation, and barrier free paths of travel. The spaces will include a mix of amenities to afford recreational opportunities for a variety of users. Weather protection and shade is provided along the edges of amenity spaces in the form of shade structures and pergolas. Planting areas along the west and north facades of the podium rooftop space provide privacy from the surrounding uses and soften the building edge. Further mitigation measures will be included in the designs through the completion of noise and wind studies, as appropriate. The proposed planting palette includes trees, shrubs, perennials, and ornamental grasses, which will be refined through the Site Plan Approval process to ensure the selection of native, urban tolerant species. Furniture will be coordinated with the streetscape and two rooftop areas to create a cohesive identity for the development.

The streetscape and amenity spaces are designed according to the principles of CPTED. Clear sightlines and natural surveillance are provided from the building interior to the public realm through the inclusion of highly transparent ground floor commercial and residential, as well as the co-location of indoor and outdoor amenity spaces. Both streetscapes, on-site circulation and interior podium spaces are designed to enable continuous circulation, avoiding dead ends and entrapment areas. The lobby entrances to the street and internal drop-off are aligned to provide visibility to the rear of the site.

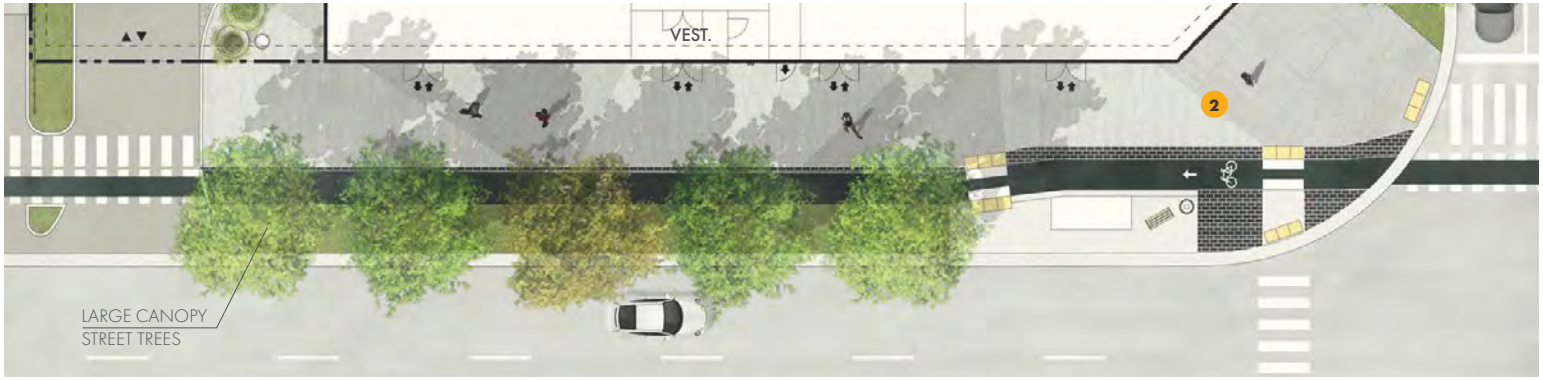


Figure 4.6 - Plains Rd W streetscape design

4.4 COMPATIBILITY

OP 7.3.2, MTSA 6.4.5, TBG 2.3, 3.2, 3.3
The Proposed Development is compatible with the surrounding neighbourhood through built form transition, materiality, and shadow mitigation. The Site and abutting lands are located within a Growth Area and Major Transit Station Area (MTSA) and are planned for transit-oriented intensification. A high-rise cluster is beginning to form within the MTSA centered around the Aldershot GO Station (see Figure 4.7). The Proposed Development's height and massing fit within the planned context and will create a transition from the edge of the MTSA to the highest heights and densities surrounding the Aldershot GO Station.

Existing mid-rise and high-rise forms to the south and west of the Site (including 7 to 12 storey apartments directly across Plains Road West) provide a transition of massing and scale and an adequate buffer to the Residential-Low Density neighbourhoods outside of the MTSA (see Figure 4.8). The closest Low Density Residential rear yard is located 280m to the south along Hendrie Avenue.

This buffering is supplemented by the small tower floorplate, proposed tower location at the street corner to maximize separation distances and tower stepbacks. The 5-storey podium provides a human-scale street wall along Plains Road West and Howard Road that complies with the Tall Building Guidelines maximum podium height and provides an appropriate sense of enclosure. The podium is further enhanced through the use of ground floor commer-

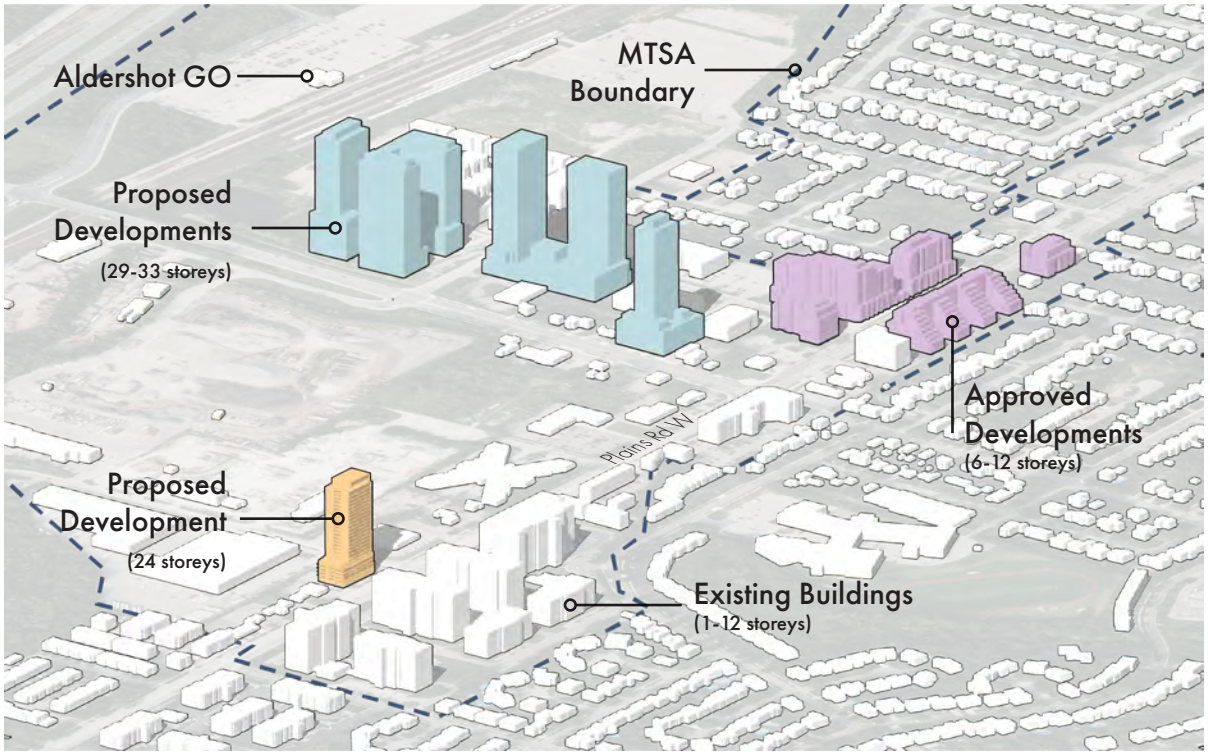


Figure 4.7 - Existing, approved, and proposed developments within the MTSA

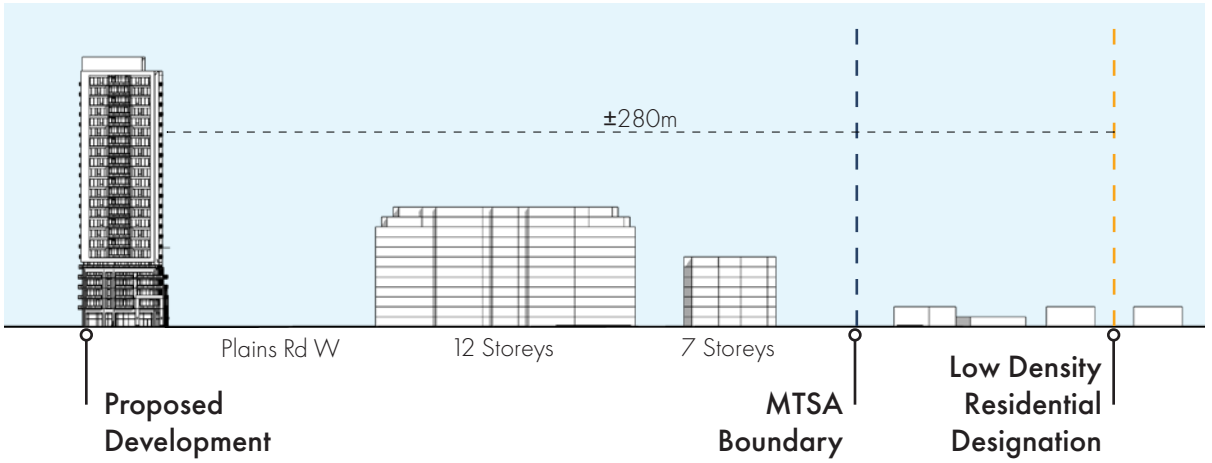


Figure 4.8 - Existing built form transitons to Low Density Residential designation

cial and residential entrances and a high-quality streetscape design, which will create a main street feeling along Plains Road West. Both the podium and tower take design and material cues from the surrounding neighbourhood, combing red brick, vision glass, and grey concrete to create a cohesive, contemporary expression.

The Shadow Study prepared by Chamberlain Architects demonstrates the minimal impact the Proposed Development will have on the surrounding public realm and amenity spaces (see Figure 4.9). The Proposed Development meets the criteria established by the City's Shadow Study Guidelines and Terms of Reference:

- No net new shadows are cast on Key Civic and Cultural Spaces
- Net new shadows do not exceed two hours in duration on the nearby by private amenity spaces on March 21. Net new shadows fall on amenity spaces to the east of the Site beginning at 6:00pm. As such, the relevant Sun Access Factor was not calculated.
- No net new shadows are cast on nearby parks and open spaces during the specified periods, including Hidden Valley Park and LaSalle Park.
- Net new shadows allow full sunlight on the Aldershot School play areas and fields until the 6:00pm test time on March 21 and September 21 and throughout the December test times. As such, the relevant Sun Access Factor was not calculated.
- Net new shadows fall on the opposite boulevard of Plains Road West beginning at 6:00pm on March 21, allowing full sunlight through the remainder of the day. The Howard Road boulevard maintains a 64% Sun Access Factor for March 21, meeting the minimum criteria of 50%.

Mitigation measures included in the design that reduce the shadow impact include the slim tower floor plate, building orientation parallel to Plains Road West, podium stepbacks, and distance between the Proposed Development and the surrounding residential properties.

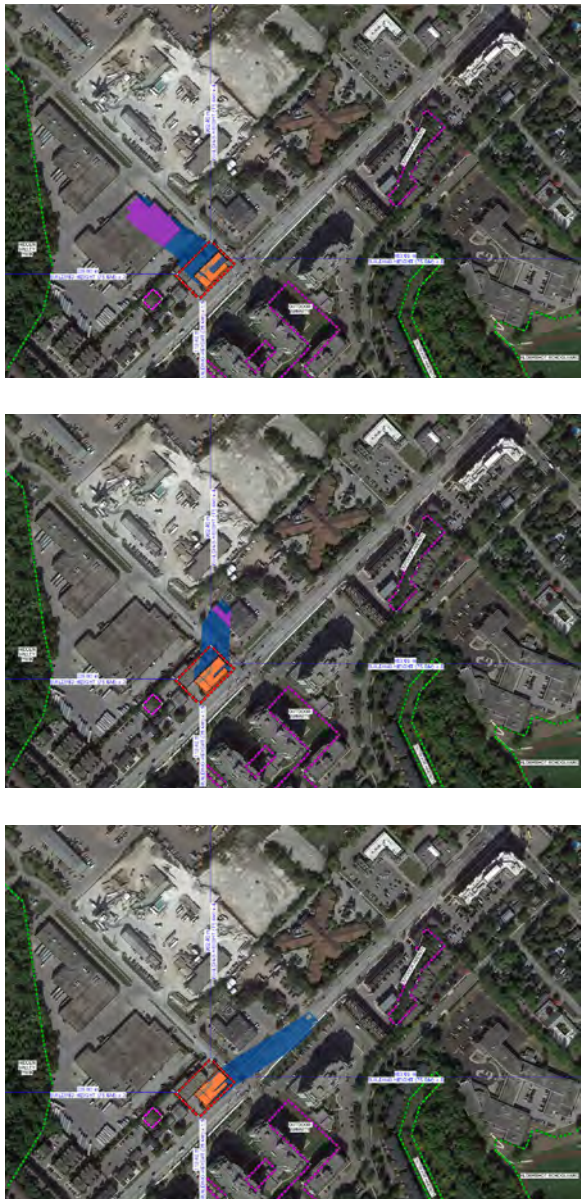


Figure 4.9 - Shadow study results for March 21 at 9:00am, 12:00pm, and 3:00 pm (Chamberlain Architects, October 25, 2024)

4.5 SUSTAINABLE DESIGN

OP 7.4, Sustainable Guidelines

The Proposed Development represents a compact, transit-oriented form that provides a mix of residential and commercial uses and contributes to a complete community within the Aldershot GO MTSA. Active transportation is encouraged through the ground floor uses, public realm design, and bicycle parking spaces. Further sustainability measures will be investigated through the Site Plan Approval process, including dark-sky lighting, native planting, bird-friendly façade design, energy efficient building systems, sustainable building materials, and stormwater management (see Figure 5.0). A complete review of the Proposed Development with regard to the Sustainable Building and Development Guidelines will also be conducted through Site Plan Approval.





Figure 5.0 - Potential sustainability measures include green roofs and bicycle parking

5.0 CONCLUSION

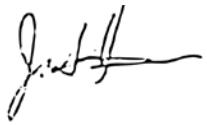


This Urban Design Brief concludes that the Proposed Development incorporates a high-quality of urban design through the following:

- Providing a compact, urban intensification within a Growth Area and Major Transit Station Area;
- Contributing to a complete community by introducing a mix of residential and commercial uses and a variety of unit sizes;
- Enhancing the public realm along Plains Road West and Howard Road through a high-quality streetscape design, active ground floor uses, and human-scaled podium; and,
- Utilizing a building form, tower placement, and tower design that is compatible with the surrounding land uses through a transition of form, maximizing of tower setbacks, and minimizing shadow impacts.

It is our opinion that the proposed Official Plan and Zoning By-law Amendment applications reflect the intent, policies, and guidelines of the City of Burlington Official Plan and applicable Urban Design Guidelines and represent good urban design.

Respectfully submitted,



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Senior Urban Designer



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Partner

APPENDIX A



BURLINGTON URBAN DESIGN ADVISORY PANEL RESPONSES

Section 1. Built Form and Context

	BUD Comments	MHBC Response
Height and Context	The Panel found the tower's design and height inappropriate for the surrounding area, especially in relation to the Major Transit Station Area (MTSA) and existing lower-scale buildings. The panel questioned the rationale for exceeding height limits, deeming it more suitable for a downtown setting than a suburban one. They recommended relocating podium parking to create more residential units, which could help reduce the tower's height and align it with MTSA guidelines. The Panel also noted potential challenges from nearby industrial uses, such as noise and view impacts.	The revised concept reduces the height of the tower to 24 storeys, parking has been removed from the podium and residential units have been added on floors 2-5. The Site and abutting lands are located within a Growth Area and Major Transit Station Area and are planned for transit-oriented intensification. The closest Residential-Low Density rear yard is located approximately 280m to the south along Hendrie Avenue. The shadows cast by the tower fall within the criteria laid out in the City of Burlington Shadow Study guidelines.
Podium Design	The Panel praised the podium's design, particularly its chamfered corner and potential for street-level activation, but noted that the tower lacks similar detail, especially at its corner. They cautioned that construction costs could compromise the podium's intended inhabited appearance. The Panel stressed the need for a continuous street frontage and suggested larger setbacks for balconies. They also expressed concerns about the large red brick columns on Plains Road, which may be too dominant for a pedestrian-friendly environment. Lastly, they encouraged further analysis with elevation drawings and 3D modeling to ensure the podium aligns with future developments.	The revised podium design is divided into bays to maintain pedestrian rhythm while parking has been removed and replaced by residential units in the podium, ensuring it looks inhabited. The podium height falls within the Tall Building Guidelines maximum. Overall, the revised concept provides equal high-quality design on all four sides of the podium. The design will be further refined through the Site Plan Approval process.

	BUD Comments	MHBC Response
Tower Design	The Panel commended the team for breaking up the tower mass and found the angulated balconies on the south facade appealing. However, they noted that the east and west facades lack variety and recommended introducing more dynamic design elements. They expressed concerns about the continuous frame contributing to a monolithic appearance and suggested adding horizontal articulation to mitigate this. The Panel also advised stepping down the tower's massing and criticized the large frames that create a sheer wall effect on Plains Road, urging adjustments for a more inviting pedestrian environment. Additionally, they recommended reevaluating the long, narrow balconies for better sustainability and functionality.	The tower facades have been updated to include variation between horizontal and vertical articulation elements, creating a more varied design. Additionally, the white framing has been significantly reduced. Finally, the balconies were revised to create more functional amenity spaces.
Section 2. Site Circulation Circulation and Podium Parking	The Panel observed that the ground floor is largely dominated by vehicular circulation due to the building's height. They recommended reducing the height and simplifying the massing by removing podium parking, suggesting that the space be converted to residential units or moved underground. These changes would improve ground floor circulation, allow for the removal of one ramp, and enhance the pedestrian experience. While the design team framed the building as urban, the Panel criticized its suburban circulation approach, emphasizing the area's focus on pedestrian-friendly streetscapes and bike paths. They encouraged exploring ways to improve pedestrian circulation at ground level.	The podium parking and access ramp have been removed, which reduces the overall area for vehicle circulation. Additionally, this allows for common amenity space on the ground floor. Commercial spaces on the ground floor front onto Plains Road West with direct lobby access from the pedestrian friendly streetscape.

	BUD Comments	MHBC Response
Pedestrian Safety	The Panel reiterated that the proposal is too vehicle-centric, jeopardizing safe pedestrian circulation. They raised concerns that the site, with 50% dedicated to vehicular elements, may resemble a garage, especially with the proposed drop-off area. The Panel urged the team to carefully consider materials and lighting to improve resident safety and recommended implementing traffic calming measures to create pedestrian-priority spaces with limited vehicle access. They also suggested that multiple access points from Plains Road West and Howard Road are unnecessary and encouraged extending the boulevard treatment to enhance pedestrian priority.	Above grade parking has been reduced to 5 spaces and completely removed from the podium structure. Additional traffic calming measures and materials will be further refined through the Site Plan Approval process.
Building Access	The Panel encouraged the team to consider relocating the garbage staging area closer to the building for direct access and to provide one main drop off loading area right into the lobby. The Panel questioned the proposed size of the lobby and suggested that the team cut down on its size to accommodate visitor parking or loading space.	Visitor and accessible parking spaces have been added to the rear of the building.

	BUD Comments	MHBC Response
Materials	The Panel noted that the proposed ground floor does not demonstrate much permeability through the site which is a byproduct of the vehicular circulation design. The Panel recommended that the team explore options of covering the ramps with green roofs and/or potentially including outdoor amenity spaces. The Panel noted that based on the proposal if you were to look down from the tower, the view would be of just cars and traffic passing through.	The design has been reduced to one ramp which allows for a ground floor amenity space at the north-east corner of the site. Additionally, the podium has been scaled back. Material elements to be refined at the Site Plan Approval stage.
Section 3. Public Realm & Amenity Areas		
Pedestrian Connection and Street Animation	The Panel emphasized the need for a strong pedestrian connection along Plains Road West, especially with the new cycle path, to prioritize foot traffic. They noted that the Howard Street frontage is underutilized due to staircases, garbage areas, and driveways, which is a missed engagement opportunity. One member suggested relocating the entrance to the corner of Howard Street and Plains Road West, while another proposed extending retail around the corner to improve the streetscape. They also recommended insetting the entrance for better pedestrian visibility and called for a closer examination of the ground floor cladding materials where the building meets neighboring properties.	Plains Road West is the primary frontage due to its existing activation, amenities, and active transportation infrastructure. The corner cut out aims to create additional activation opportunities without retail pressure. The entryway has been redesigned with a brick façade creating a focal point and defined residential entrance into the lobby/building. Material elements to be further refined at the Site Plan Approval stage.

	BUD Comments	MHBC Response
Bike Parking	When reviewing the proposed site statistics, the Panel struggled with the bike parking ratio proposed. The statistics for bike parking appear to be very low. The Panel encouraged the team to explore ways to add additional bike parking spaces, to consider the location of these spaces and its integration with actual usage. The Panel pointed out that it is important to incorporate the bike path as an active transportation route, connecting it to the public realm.	The location of the building and entry points provide direct access to the active transportation infrastructure on Plains Road West. The new design incorporates a bike storage room with 111 long-term secure bicycle parking spaces plus an additional 10 short-term spaces outside.
Seating Area	The Panel commended the team on the proposing locations of the seating areas. However, cautioned that since these areas seem to be concentrated around the retail, they will most likely become paid to sit and use. The Panel encouraged the team to explore opportunities to add seating and rest areas especially along the pedestrian connections that can be used by the public.	A new outdoor amenity space has been proposed at the northwest corner of the property. Streetscape design and site programming will be further refined at the Site Plan Approval stage.
Amenity Areas	The Panel observed that majority of the units proposed are two bedrooms, which could mean a number of children living in this building. The Panel encouraged the team to consider creating unique spaces such as a children play area, or gardens, that is different from the typical seating and BBQ areas.	Amenity spaces will be further refined at the Site Plan Approval stage to ensure appropriate programming.

	BUD Comments	MHBC Response
Sustainability	The Panel urged the team to integrate sustainable measures into the proposal, including roof gardens, rainwater management, shade structures, and heat island mitigation strategies. They stressed the need to address CO2 emissions from vehicles and recommended minimizing above-grade parking. Regarding the south orientation, they expressed concerns that the proposed balconies might not enhance sustainability due to their dark color, which could absorb excessive heat and affect insulation. The Panel also advised careful consideration of the wall-to-window ratio and cautioned against extensive use of window walls for improved energy efficiency.	Above grade parking has been reduced to 5 spaces. The remainder of the parking is dispersed amongst three underground parking levels. The new design incorporates a bike storage room with 111 long-term secure bicycle parking spaces plus an additional 10 short-term spaces outside. Sustainability measures will be further refined at the Site Plan Approval stage.

MHBC

PLANNING
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& LANDSCAPE
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