WESTON CONSULTING

URBAN DESIGN BRIEF ADDENDUM MEMO

Application for Residential Development
276-292 Plains Road East, City of Burlington

FILE # 520-80-21 OPA/ZBA
WESTON FILE # 8583-2
August 2023



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1 INTRODUCTION AND PURPOSE

The purpose of this Memo is to provide an Urban Design Brief Addendum (the Addendum) to accompany the development application for a proposed seven-storey residential apartment in the City of Burlington. The site for the development is located at 276-292 Plains Road East.

A previous Urban Design Brief (UDB) was submitted in September 2021 in support of the first submission of Official Plan and Zoning By-law Amendment Applications to facilitate the development of the residential apartment. At that time, the development was located on 284-292 Plains Road East. This Addendum describes the revised design of the building as the site now includes 276 Plains Road East within the land assembly.

The design strategy has been retained from the previous submission, accommodating the new site dimensions. The updated site statistics are provided in the table below and an updated air photo is attached as Appendix 1 to this Addendum

Table 1: Site Statistics

Site Area Ha.	Street Frontage	Site Depth
5,043m^2	95.7m	52.7m

2 PROPOSED REVISED DESIGN

2.1 DESIGN OVERVIEW

The proposed development is for a seven-storey rental apartment building (includes mechanical penthouse), with a total of 141 residential units. The residential units consist of a variety of unit sizes (one-bed, two-bed and three-bed) catering to different requirements. The units are distributed from Floors 1 to 6. A number of ground floor units facing Plains Road East are directly accessible from the street sidewalk as well as from an internal corridor.

The majority of parking stalls are located in an underground parking garage, with the remaining visitor, accessible and convenience parking at grade behind the building. A total of 153 spaces are provided with 6 accessible spaces.

Three amenity rooms are located on the ground floor, and the rooftop contains both indoor and outdoor amenity spaces for the use of future residents. Outdoor areas connected to amenity rooms are furnished to serve for interconnected recreational purposes as well.

The development takes into consideration the surrounding context, proposing a height and density which speak to the prominent location along a Major Road and Urban Corridor.

The revised design carries on similar urban design principles from the previous design, of establishing a strong urban edge condition through the built form massing and articulation. It also promotes an active street frontage accomplished through the orientation of the building and the multiple access points that link directly to the public sidewalk. The front setback facilitates streetscape enhancements through landscaping and tree planting.

The revised site plan is attached as Appendix 2.

2.2 CONNECTIVITY

The pedestrian-prioritized site design establishes an active street frontage, encourages pedestrian mobility, and provides opportunities for place-making. The main entrance to the building is proposed along the street facing, northern edge of the property. Multiple access points to the grade-related units also encourage pedestrian traffic along the street. There are bike storage and repair areas on both the ground floor and underground level 1, promoting cycling. See Appendix 3-Ground Level Circulation Diagram.

2.3 PARKING AND LOADING

The parking and loading design strategy is to minimize impact on the public realm, providing functional vehicle routes and ensuring the safety of pedestrians. Accordingly, parking is located away from the street at the rear of the building and in an underground parking garage. The garbage and loading areas are contained inside the building at the rear. The waste collection vehicle route is illustrated in the site plan (Appendix 2).

The access ramp to the underground parking is situated at the side of the building and hidden from street view. The building overhangs over the ramp and rear parking spaces, further reducing visual impacts from the surrounding areas and providing shade. Landscape buffering, trees and vegetation along the site perimetre will reduce vehicle noise and light tresspass from headlights onto adjacent residential properties. The vehicular access establishes a distinct circulation pattern. The organization ensures convenient access and separation from pedestrian pathways.

2.4 BUILT FORM MASSING

The massing of the proposed development is articulated to define specific areas of the building, break the linearity of the mass, and transition appropriately to the surrounding area. Building recesses have been included in various locations. The building entrance is setback and distinguished from the main facade with a projected canopy and signage. The canopy provides weather protection and the recessed entrance area allows for a recreational area and bike parking at the front of the building. The symmetrical design along Plains Road East includes three projecting vertical bays on each side of the central entrance. Alternating recessed walls with projected glass balconies further break down the massing and add a vertical rhythm along the street. See Appendix 4 and 5 for rendering of entrance area and street view respectively.

The massing at the rear extends over the parking area and reduces the overall volume of the building. The west wing incorporates terraced stepbacks at the rear to meet the 45 degree angular plane requirements. The terraces provide residents with outdoor amenity spaces. Projected balconies are also integrated elements of the building design that provide detailed articulation. Appendix 6 includes the building cross-section and illustration of the angular plane.

Materiality is also designed to clearly distinguish the massing.

2.5 ARCHITECTURAL EXPRESSION AND MATERIALITY

A variety of colours and materials help distinguish architectural elements of the design. Pre-cast panels with charcoal grey brick texture are used on the lower portion of the building to establish a base. Upper floors, mostly using light grey painted panels, appear lighter in volume. The complimentary use of light and deep grey shades create a balanced composition.

Accent areas are created with panels having a wooden stained finish. These are provided in the entrance area and at the rear of the building for visual interest. The use of accent coloured panels help further break down the linear massing.

The top floor is defined by the metal cap finishing which is in a dark grey colour. This creates a defined edge that coincides with the darker colours used on the lower levels.

Glazing is used to preserve views and establish high visibility between the interior and exterior. Balcony railings are designed with frosted safety glass to provide some level of privacy. Balcony floors are defined by black metal panel fascias. This design treatment compliments the glass railing, and contributes to the building's fenestration.

The north and south building elevations are provided in Appendix 7.

2.6 LANDSCAPE PLAN

The landscape design strategy seeks to enhance the public realm, define private outdoor amenity spaces and provide screening between the site and surrounding areas. Tree preservation is also a key consideration. Several trees along the east and south site boundaries are recommended to be preserved as illustrated in the Landscape Plan prepared by OMC Landscape Architecture (Appendix 8).

A row of street trees are proposed along Plains Road East for shading and an attractive streetscape. The existing street sidewalk and green boulevard will be maintained. The building setback at the front will be decorated with shrub beds to add to the greenery near building entrances. Paved walkways will define the paths connecting the street sidewalk and multiple entrances. Short-term bike racks are accommodated in the front setback near the main building entrance. All landscaping detailed design will comply with the City's applicable standards for public realm design.

Perimetre landscaping will buffer the neighbouring sites. The outdoor amenity area at the rear of the building includes raised planters which will help to enhance the privacy and quality of the space. The design proposes a paved area with different seating arrangements.

3 URBAN DESIGN POLICY SUMMARY DISCUSSION

3.1 CITY OF BURLINGTON OFFICIAL PLAN, 2020

The City of Burlington Official Plan, 2020 (OP 2020) was adopted by the Halton Region in November 2020. However, parts of the OP 2020 are under appeal and may change as the OLT process continues. An interim working version of OP 2020 is referenced in this Addendum. Chapter 7 of OP 2020 focuses on urban design and the built environment. The proposed redesign supports various policies of Chapter 7 as summarized below:

Public Realm

- The proposed design contributes to enhancing the public realm through new street trees and maintaining the boulevard and sidewalk. Active transportation is encouraged by the provision of bike racks near the main building entrance and internal bike lockers.
- The principles of universal design are supported through barrier-free parking spaces, universal pathways for travel.
- Crime Prevention through Environmental Design (CPTED) principles are incorporated in the design with multiple entrances and large windows facing the street and the site's interior. Landscaped perimetres provide natural control of terrain.

Urban Design and Built Form in Primary and Secondary Growth Areas

- The building defines the street edge as it is parallel to the street, utilizing most of the site's street frontage.
- The primary access is oriented towards and visible and accessible from the street.
- Applicable universal design standards and regulations are applied.
- The massing is designed to provide transition to the existing low-rise residential buildings at the south with building stepbacks and setbacks.
- A human-scaled streetwall is articulated along Plains Road East with wall undulations, detailed elements, and materiality.
- The massing will contain rooftop mechanical equipment that will be screened from public view. The building setback and landscaping treatment create an attractive and connected public-private interface. Continuous grade-related activities that include multiple grade-related units, the main entrance, and the seating area in front of the entrance will enliven the street environment. Outdoor amenity areas are provided.
- Parking is located underground and in the rear yard to minimize impacts on the public realm. The site design proposes a single access off Plains Road East to minimize disruption of traffic flows and pedestrian and cycling travel, while increasing safety.

Sustainable Design

- The proposed revised design encourages pedestrian movement with multiple connections to the street sidewalk and nearby transit stops.
- Both short-term and long-term bicycle parking facilities are included to encourage cycling.
- The lighting design will consider measures to reduce reflected light and adverse impacts on the night sky. Lighting details will be provided at the Site Plan stage.
- The majority of parking is accommodated underground to maximize landscaping opportunities at grade. Landscaping along perimetres are provided to combat the urban heat-island effect.
- Tree protection measures are included.
- Storm water quantity and quality control measures are considered in the functional servicing design.
- Waste management is provided as per the Region of Halton's requirements.

3.2 MID-RISE DESIGN GUIDELINES (2019)

The revised design supports the City's Mid-Rise Design Guidelines (2019) as follows:

The building is oriented towards the street and is parallel to the road to reinforce the edge condition. The building is setback 2.8-metres from the street line and incorporates the main entrance off of the high traffic area. The majority of the required parking is proposed to be located at the rear of the building and in an underground garage to maintain a pedestrianized street edge condition.

In terms of building separation and spacing distances, the revised design maintains adequate setbacks on all sides to transition to neighbouring areas. In particular, the west wing of the building is terraced to be contained within an angular plane.

The length of the building (82.1 metres) exceeds the recommended length of 60 metres. However, the building is vertically and horizontally broken into segments with built-form articulation, materiality, and architectural details. The façade along Plains Road East has three distinct segments comprising alternating recessed and projected walls and balconies. The central segment that includes the main entrance is recessed back 3.5 metres from the front wall. The two flanking sides of the central segment are further articulated with building projections alternating with recessed walls and projected balconies. Colour and materiality play a role in breaking down the building mass. The central segment is accentuated with tonal contrast while the flanking segments use contrasting shades of grey to create the appearance of a base and upper part. The projected canopy feature at the entrance further distinguishes the central segment of the building. The glass balconies with deeply shaded floor slabs are both projected and recessed to augment the massing breaks.

The front setback facilitates landscaping and vegetation that will contribute to the public realm. A combination of street trees, sodded boulevards and shubs will contribute to the streetscape.

3.3 SUSTAINABLE BUILDING AND DEVELOPMENT GUIDELINES (2019)

Snow storage can be accommodated in the peripheral landscaped areas. In terms of site connections and accessibility, the revised design optimizes pedestrian and cycling connections between the site and the street. While doing so, all applicable universal design standards will be maintained. Both short-term and long-term bicycle parking is accommodated.

3.4 PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES (2006)

The proposed revised design adheres to the guidelines for *Shadeland District*, where the site is located. The proposed development enhances the character area with a mid-rise residential building that is compatible with the surrounding context. The mid-rise building is well suited in an area with proximity to commercial services, parks, and transit facilities. The project contributes to streetscape enhancements, strengthens the urban tree canopy, provides shade for pedestrians, and improves the visual character of the street.

4 CONCLUSION

The revised design is consistent with the City of Burlington's vision for new development and progresses the development of the Urban Corridor. Additionally, the revised design makes efficient use of the site's longer frontage and contributes to defining the street edge, and enhancing the streetscape.

The proposed seven-storey building promotes a density that is transit supportive. The variety of unit sizes and tenure will cater to different age groups and social requirements. The compact design provides appropriate transitioning to the surrounding neighbourhoods.

The design also aligns with the Mid-Rise Design Guidelines, Sustainable Building and Development Guidelines, and Plains Road Corridor Design Guidelines.

5 APPENDICES

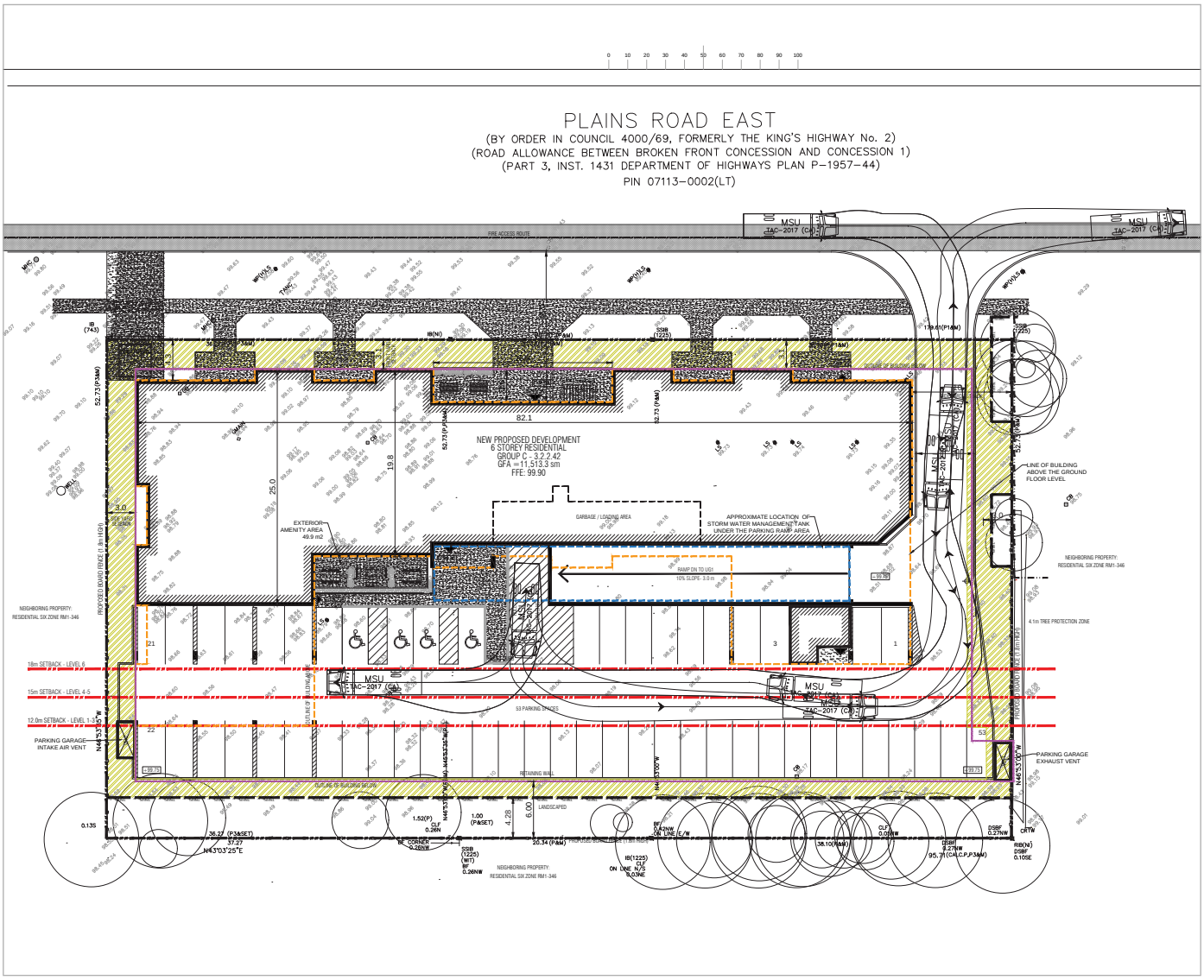
APPENDIX 1 - AERIAL PHOTO



APPENDIX 2 - SITE PLAN

PREPARED BY: REINDERS AND LAW

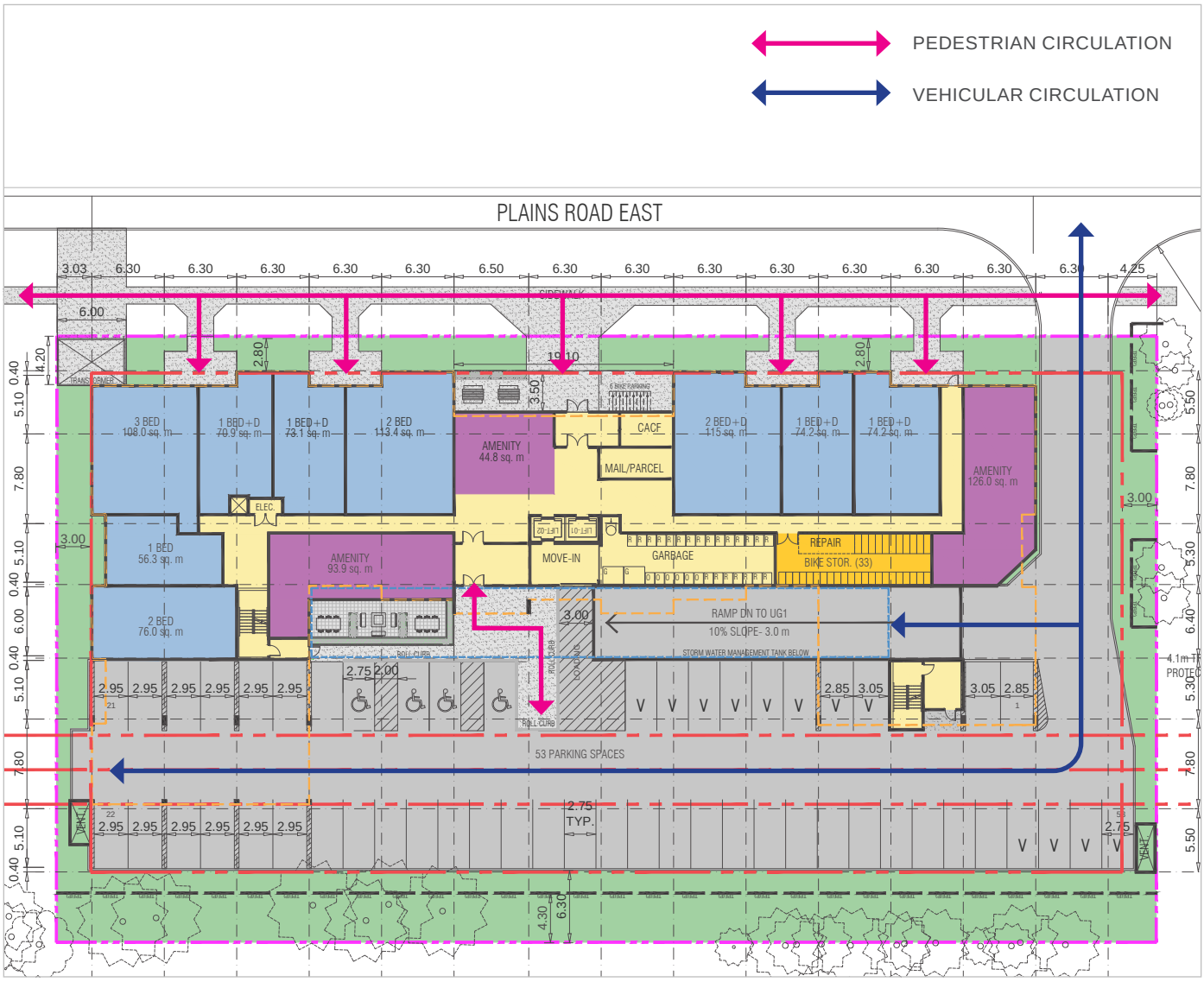
DATE ISSUED: 20-06-2023



APPENDIX 3 - GROUND LEVEL CIRCULATION DIAGRAM

PREPARED BY: REINDERS AND LAW

DATE ISSUED: 23-07-2023



APPENDIX 4 - RENDERING OF BUILDING ENTRANCE

PREPARED BY: REINDERS AND LAW
DATE ISSUED: 23-07-2023



APPENDIX 5 - RENDERING OF STREETVIEW

PREPARED BY: REINDERS AND LAW

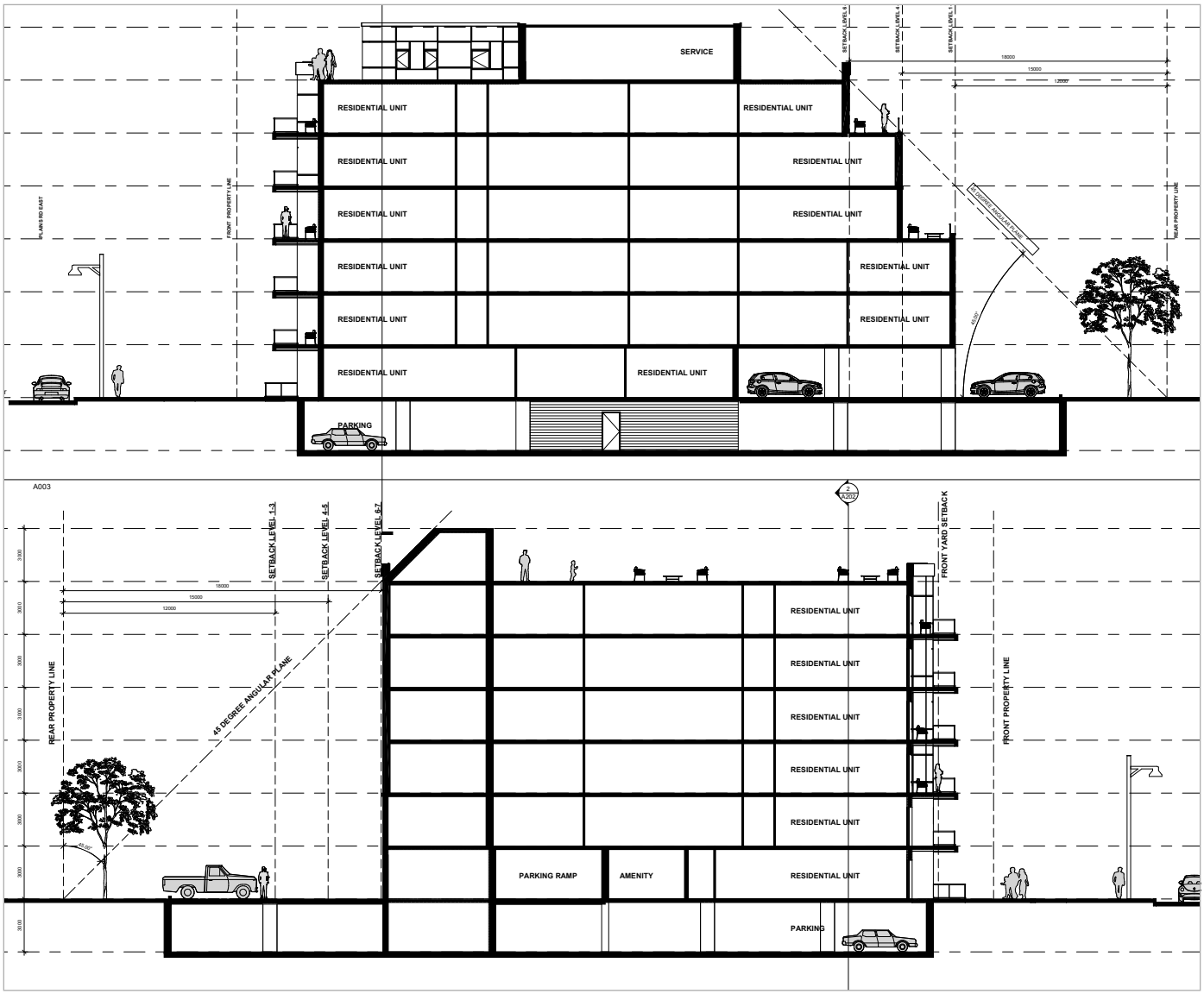
DATE ISSUED: 23-07-2023



APPENDIX 6 - CROSS-SECTIONS WITH ANGULAR PLANE

PREPARED BY: REINDERS AND LAW

DATE ISSUED: 12-07-2023



APPENDIX 7 - NORTH AND SOUTH ELEVATIONS

PREPARED BY: REINDERS AND LAW

DATE ISSUED: 12-07-2023

NORTH ELEVATION



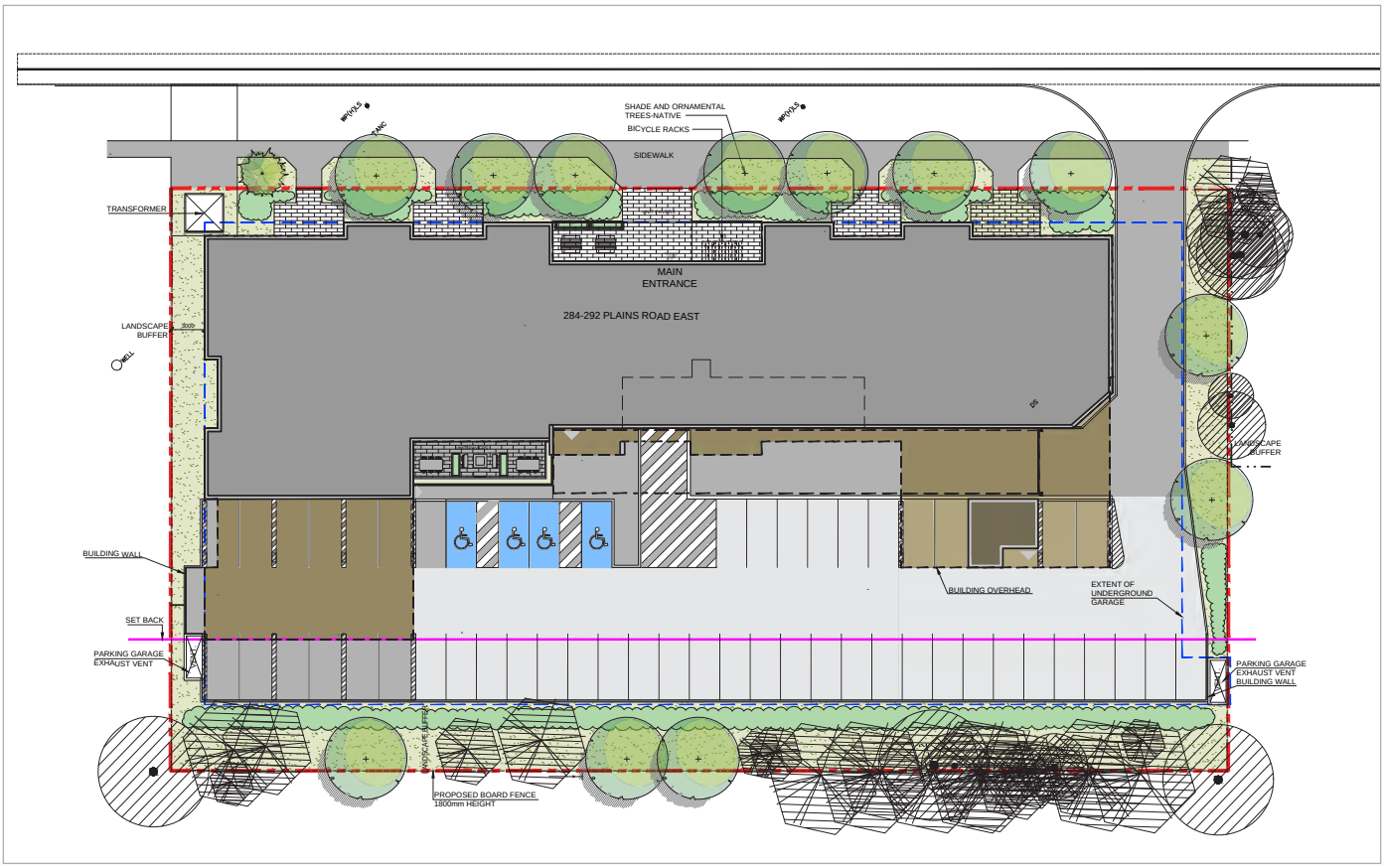
SOUTH ELEVATION



APPENDIX 8 - LANDSCAPE PLAN

PREPARED BY: OMC LANDSCAPE ARCHITECTURE

DATE ISSUED: 24-08-2023



EXISTING PROPERTY LINE

EXISTING DECIDUOUS TREE TO BE RETAINED

EXISTING CONIFEROUS TREE TO BE RETAINED

PROPOSED DECIDUOUS TREE

PROPOSED DECIDUOUS TREE

PROPOSED CONCRETE PAVING

PROPOSED UNIT PAVING

PROPOSED SODDED AREA

BICYCLE RACKS

TABLE AND CHAIRS

PROPOSED BENCH SEATING (PRIVATE)

B

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

BUILDING OVERHEAD

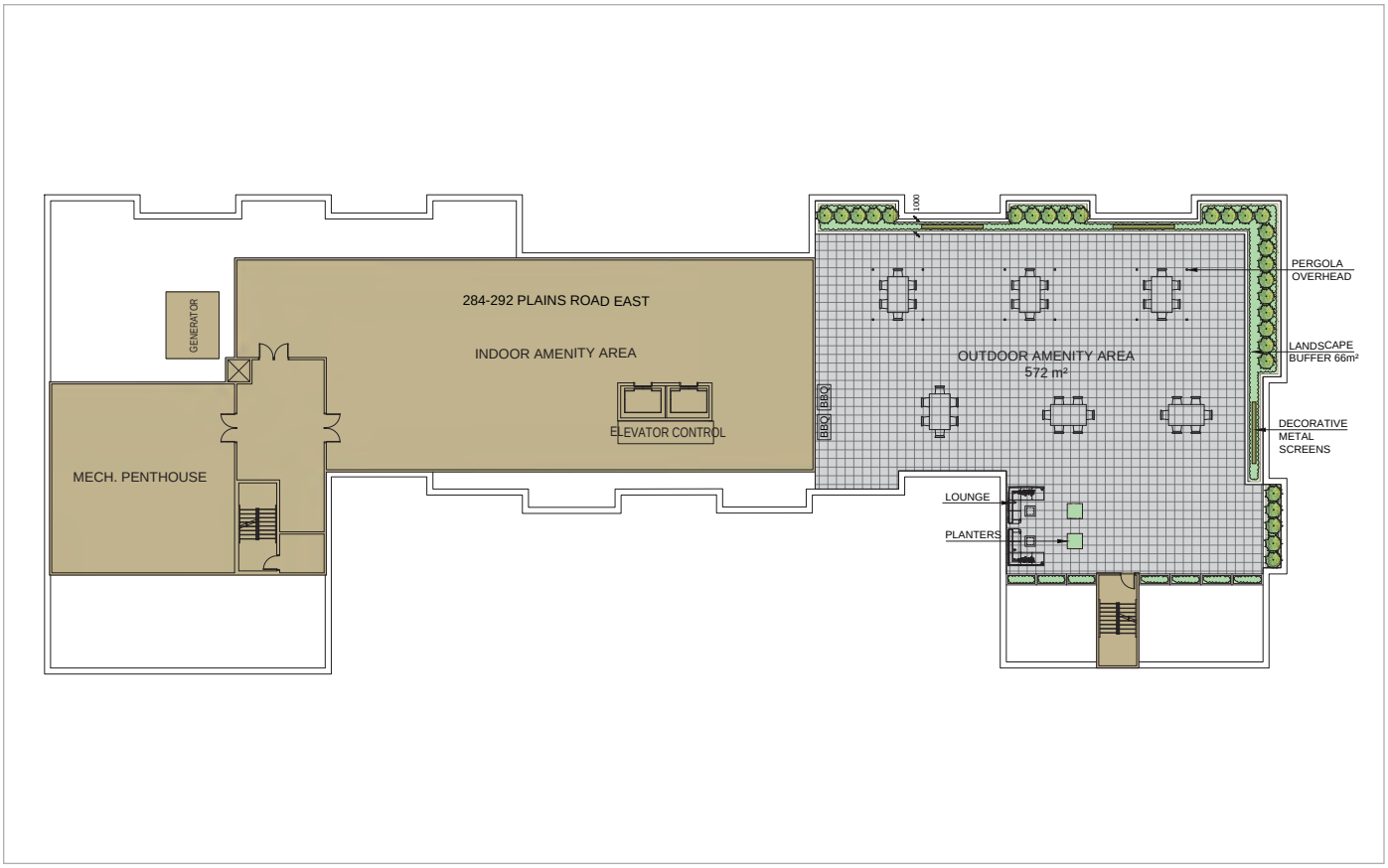
SET BACK FOR PROTECTION OF BOUNDARY TREES

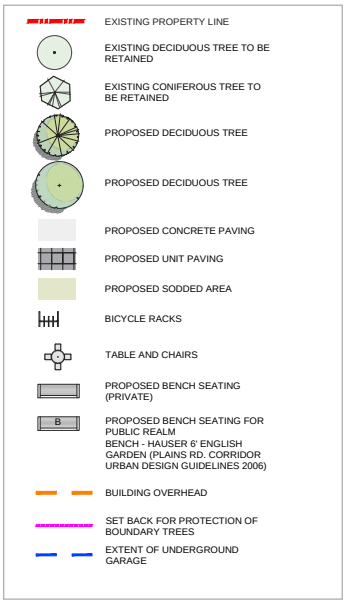
EXTENT OF UNDERGROUND GARAGE

APPENDIX 9 - ROOFTOP PLAN

PREPARED BY: OMC LANDSCAPE ARCHITECTURE

DATE ISSUED: 24-08-2023






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