

Urban Design Brief

Old Plains Road West

1497, 1499, 1505 and 1511 Old Plains Road West
Burlington, Ontario

January 2025

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SECTION 1

Introduction

1.1 Purpose of the Urban Design Brief

This Urban Design brief has been prepared to provide a project overview for the City of Burlington, on behalf of 1511 Old Plains Road West Inc. , the registered owner of the lands municipally known as 1497, 1499, 1505 and 1511 Old Plains Road West within the City of Burlington (referred to as "subject site"). Whitehouse Urban Design Inc has been retained to provide a design brief to address initial comments provided by the city.

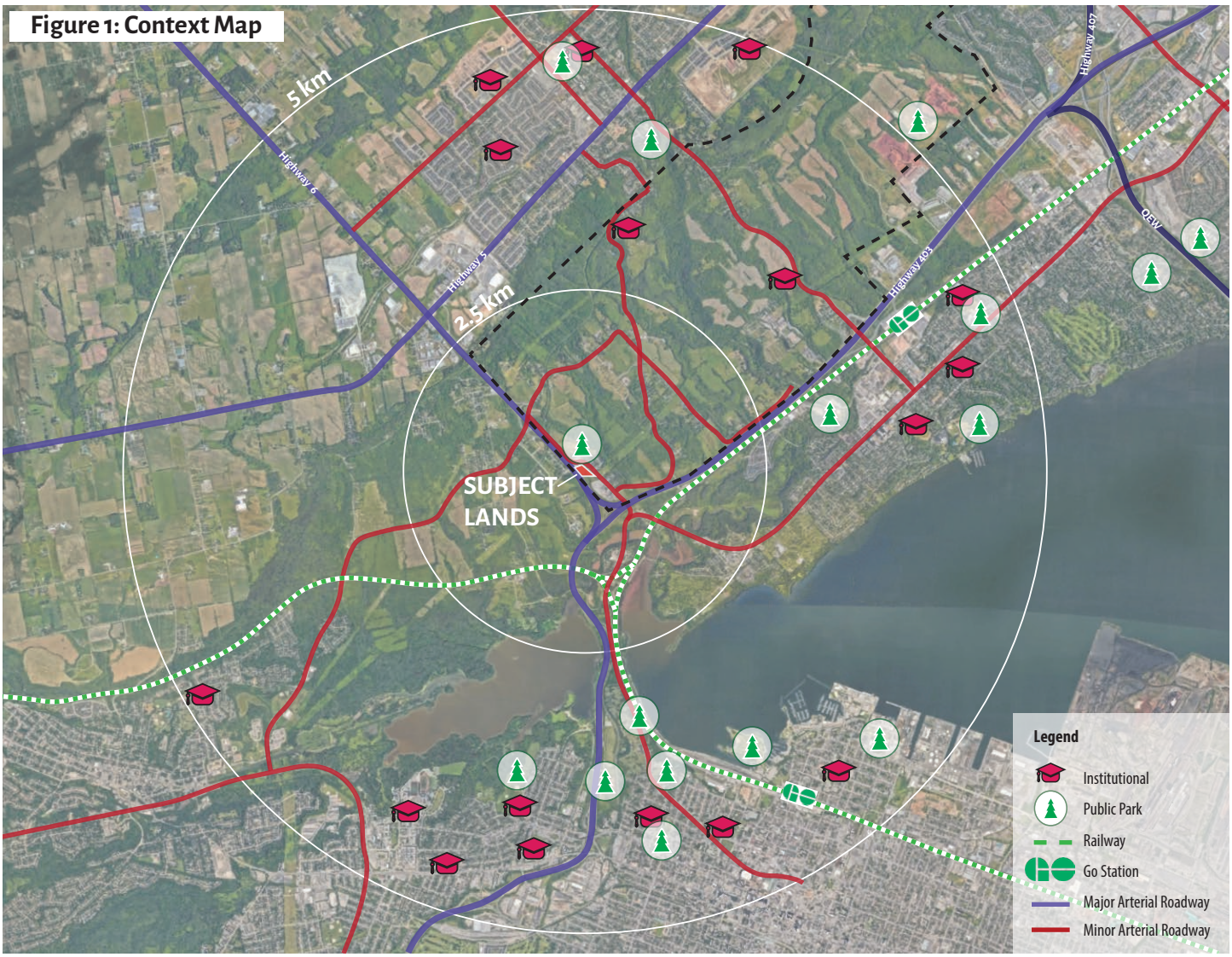
The purpose of the Design Brief is to provide a concise summary of how the development meets urban design objectives and policies of the Official Plan and other relevant guidelines, as well as rationale where it may not. The report presents a description and analysis of the overall architectural expression; building relationship to streetscape and adjacent properties; pedestrian, cycling, and transit connections; and sustainable building elements pursuant to ensuring design excellence.

1.2 Site Description and Context

The subject site is 1.18 hectares, designated within Schedule K as "North Aldershot Commercial". The subject lands are situated within the North Aldershot Region within the Municipal Boundary. There are no heritage attributes associated with the property and the lands are currently unoccupied. The subject site is proposed to include Stacked Townhome residential development with a total of 75 units with 1 garage space per unit, 11 Visitor parking spaces and ample bike parking will be provided.

The North Aldershot Area is comprised of a range of uses and built forms. Some notable landmarks found within the area are Bridgeview Park, Stanley Sobel Beth Jacob Cemetery, Gate to Heaven Cemetery, Sheelah Dunn Dooley Nature Sanctuary, Bruce Trail, and Bayview Park. North Aldershot is a distinctive area with two essential aspects of the area, such is its natural features and its human settlement which are not separate but co-exist in a finely integrated fashion. The majority of the North Aldershot region consists of Greenland's, Environmental protection areas, and Recreation/open spaces. The remaining areas are comprised of mainly low to medium-density residential developments. North Aldershot is bounded by Highway 6 to the west, the 403 provincial freeway to the South, Waterdown to the north and borders the City of Burlington urban area boundary to the east.

Figure 1: Context Map



The Aldershot GO Transit Station is within 3.5 kilometres of the subject site and the West Harbour Go station is in downtown Hamilton and is 4 kilometres from the subject site. Aldershot GO Transit Station and the West Harbour Go Station are part of the Lakeshore West GO Transit line which services approximately 2,600 average daily commuters from Aldershot Station (Metrolinx, 2020). Another notable spot of interest within 1.5 kilometres of the subject site is the Royal Botanical Gardens and RBG Hendrie Valley Sanctuary.

The Hendrie Valley Sanctuary provides trails and boardwalks that run through the serene wildlife-filled nature preserve with marshes and creeks. There is 1 public park within 150 meters of the subject site which provides play equipment and open green space.

The Subject Site is located near major arterial roadways with easy access to Highway 6 North and the 403 (**see figure 1**).

1.3 Immediate Context

North:
Located adjacent to the subject site is a carpool lot. The subject site is located on a Rural Connector Roadway that stretches north and connect to Highway 6 towards Waterdown and Guelph.

East:
The small low-density neighbourhood to the east of the subject site on the other side of Plains Road West, features a mix of detached and cluster housing. Bridgeview Park is located behind the residential development and only a 5-minute walk from the subject site.

South:
Plains Road West run along the subject site. South of the subject site, Plains Road West contains a combination of residential and employment uses. These include low-density housing, RV Dealership, Paving company and a small Motel/Inn.

West:
Highway 6 directly backs on to the western boundary of the subject site. Plains Road West provides easy access onto Highway 6 North towards Waterdown and Guelph or South connecting onto the 403 heading west towards Hamilton or East towards Burlington. The Aldershot Go station is within 3.5 km of the subject site and less than a 10 minute drive down the 403.

North: Carpool lot



East: Low-Density Neighbourhood



East: Bridgeview Park



South: RV Dealership



South: City View Inn



View towards the South on Plains Road West



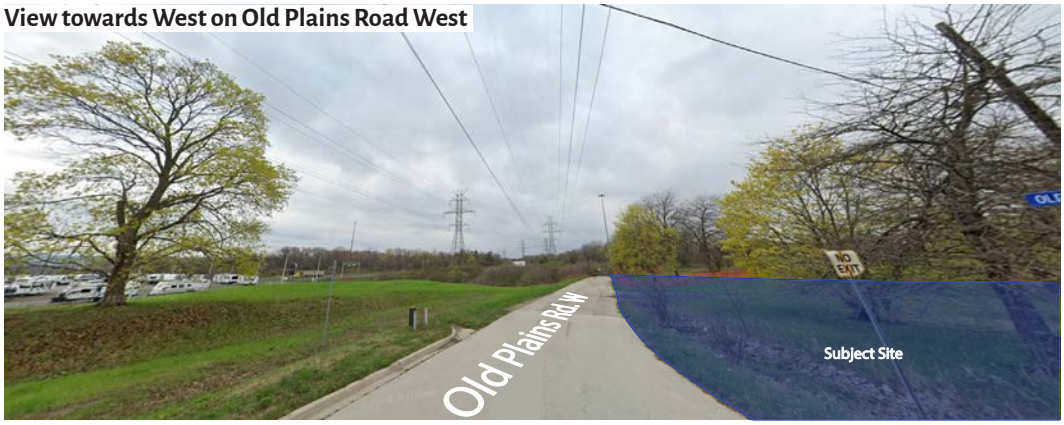
View towards East on Old Plains Road West



View towards North on Plains Road West

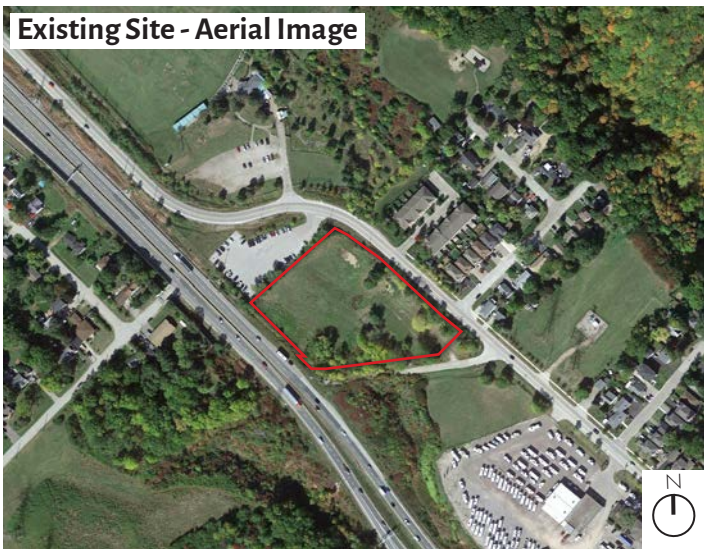


View towards West on Old Plains Road West



1.4 Site Attributes

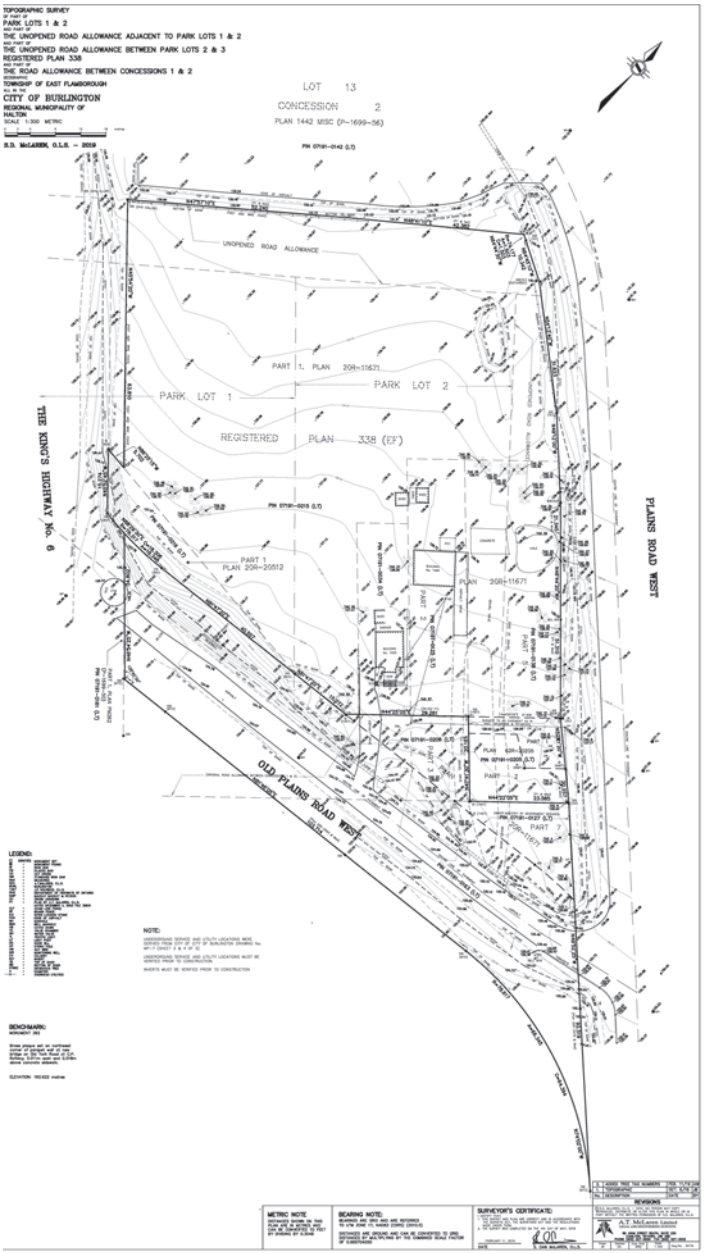
Existing Site - Aerial Image



Existing Site - Streetview Old Plains Road



Topographic Survey by A.T. McLaren Limited



The property features a mostly sloped terrain, with an average of 5% slope from the North side down to the South side of the site. The site is currently unoccupied containing mostly low vegetation. Mainly bordering the site, clusters of trees are predominantly composed of Silver Maple, Norway Maple, Black Walnut, Honey Locust and Siberian Elm. An existing post and wire fence separates the site from the carpool lot to the north and Old Plains Road West is separating the site from the businesses to the South.

SECTION 2

Municipal Policy Review

2.1 Burlington Official Plan (1997)

Burlington's Official Plan, 1997 designated the subject lands as 'North Aldershot Commercial', 'Parkway Belt West', however the North Aldershot Commercial designation is not consistent with the Regional Official Plan. In conformity with the Regional Official Plan, the OPA associated with the application is to remove the lands from a designation within the North Aldershot Policy Area (Schedule B) and to designate the lands Residential – Medium Density within the Urban Area on Schedule B: Comprehensive Land Use Plan – Urban Planning Area.

Planning related information can be found in the Planning Justification Report. Design policy information is found within this report.

The Official Plan 1997 speaks to design is Part II – Functional Policies. The Official Plan 2020 section that addresses design is Chapter 7 – Design Excellence, which is currently under appeal, which makes the applicable section of OP1997 still in effect.

Within this report Section 4, Analysis and Conclusion, both OP1997 Chapter 6 and OP2020 Chapter 7 are assessed. Both documents speak to the City's commitment to a high standard of design, and the role that urban design has in promoting a sense of place. The design proposal's response to each document is addressed below in Table 1.

2.2 Burlington Official Plan (2020)

On Nov. 30, 2020, the City's new Official Plan (Burlington Official Plan, 2020) was approved by Halton Region. However, parts of the plan have been appealed and will not come into effect until they are approved by the Ontario Land Tribunal. While these appeals are being resolved, parts of the City's old Official Plan (Burlington Official Plan, 1997) will stay in effect.

This means that there are now three Official Plans which apply to the City of Burlington: parts of the Halton Regional Official Plan, 1995; parts of the Burlington Official Plan, 1997; and parts of the Burlington Official Plan, 2020.

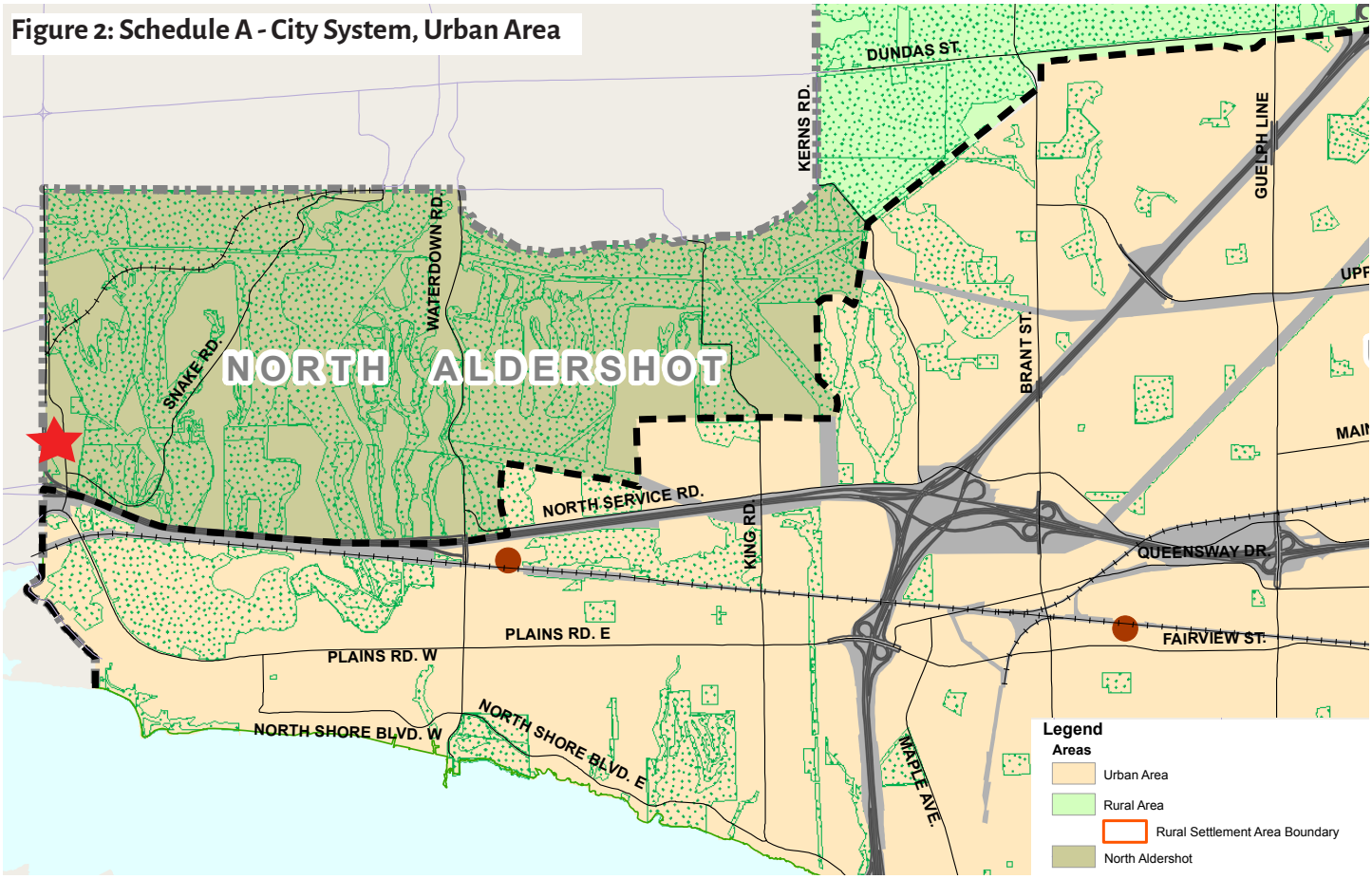
Planning related information can be found in the Planning Justification Report.

2.1.1 Schedule A - City System, Urban Area

The subject Lands are to be redesignated from North Aldershot Policy Area to **Urban Area**.

Chapter 8 within the City of Burlington Official Plan outlines the Land use policies within the Urban Area and contains the objectives and policies for the urban structure elements identified on Schedule B: Urban Structure and more specifically for the Land Use designations identified on Schedule C: Land Use - Urban Area. Section 2: Municipal Policy Review of this report will address the redesignation of the subject site within Schedule A: City System - Urban Area, Schedule B: Urban Structure - Residential Neighbourhood Areas, and Schedule C: Land Use - Residential Medium Density. The objectives and policies within each designation will be discussed in this section of the report and in further detail in the planning Justification Report.

Figure 2: Schedule A - City System, Urban Area



2.1.2 Schedule B - Urban Structure, Residential Neighbourhood Areas

As outlined in the City of Burlington Official Plan, the lands designated as "Residential Neighbourhood Areas" on Schedule B: Urban Structure, within the Urban Area, are intended to provide for housing and other residential supportive land uses that are part of an urban residential environment. Housing may take many forms ranging from single detached homes to tall buildings and will occur primarily in the form of intensification within existing areas. The subject lands are to be redesignated from **North Aldershot** to **Urban Area** and **Residential – Medium Density,** identified on Schedule C: Land Use - Urban Area, of this Plan.

BOP 8.3.1 General Objectives

a) To encourage new residential development and residential intensification within the Residential Neighbourhood Area in accordance with Provincial, Regional and City growth management objectives, while recognizing that the density and form of new development must be balanced with other planning considerations, such as the availability of infrastructure and public service facilities, and also ensuring that new development achieves compatibility and integration within existing residential neighbourhoods.

...

c) To encourage the accommodation of a diverse range of household sizes and incomes.

d) To encourage a strong live/work relationship within the city by providing housing that reflects the existing and future socio-economic, employment and demographic characteristics of local residents.

e) To provide, where compatible, housing opportunities in proximity to Employment Areas and other land uses that support residential neighbourhoods, such as commercial and recreational activities, in order to improve access to places of work and neighbourhood amenities with a reduced dependence on private automobiles.

...

h) To ensure that development within the Residential Neighbourhood Area is compatible with surrounding properties.

BOP 8.3.2 General Policies

...

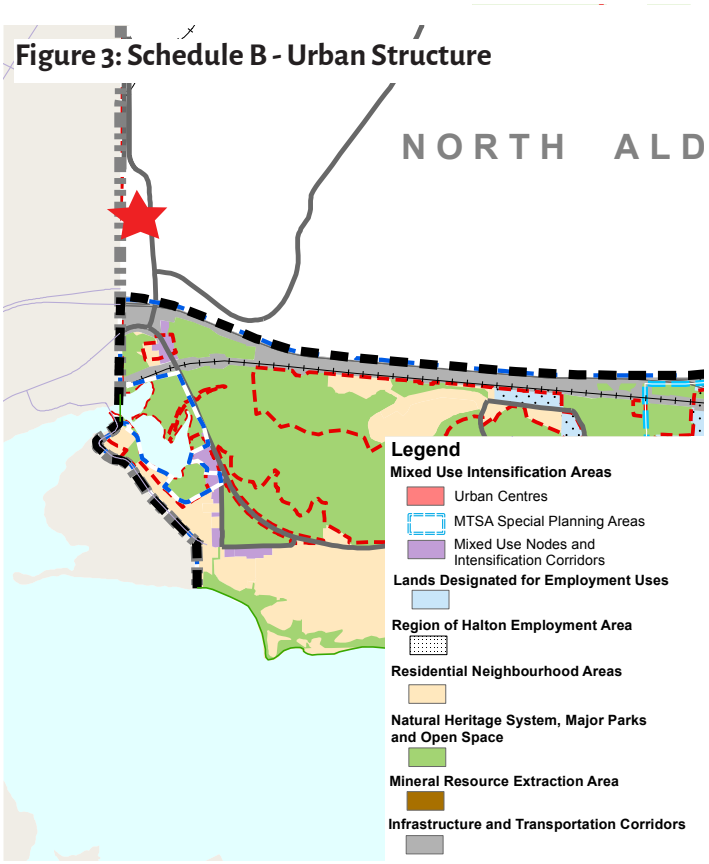
b) Multi-unit residential developments in Residential Neighbourhood Areas should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

c) Development which proposes the creation of a new common roadway will be encouraged to provide the roadway in the form of a public right-of-way.

d) The preservation and enhancement of on-site trees and vegetation will be encouraged in order to assist in maintaining the character of the surrounding neighbourhood.

e) Where there is a significant loss of existing on-site trees and vegetation, appropriate compensation shall be provided.

Figure 3: Schedule B - Urban Structure



2.1.3 Schedule C – Land Use, Residential Medium Density

BOP 8.3.4 Residential-Medium Density

The policies applicable to the subject lands within the **Residential – Medium Density** designation are detailed here as they are outlined in the City of Burlington Official Plan.

BOP 8.3.4(1) Policies

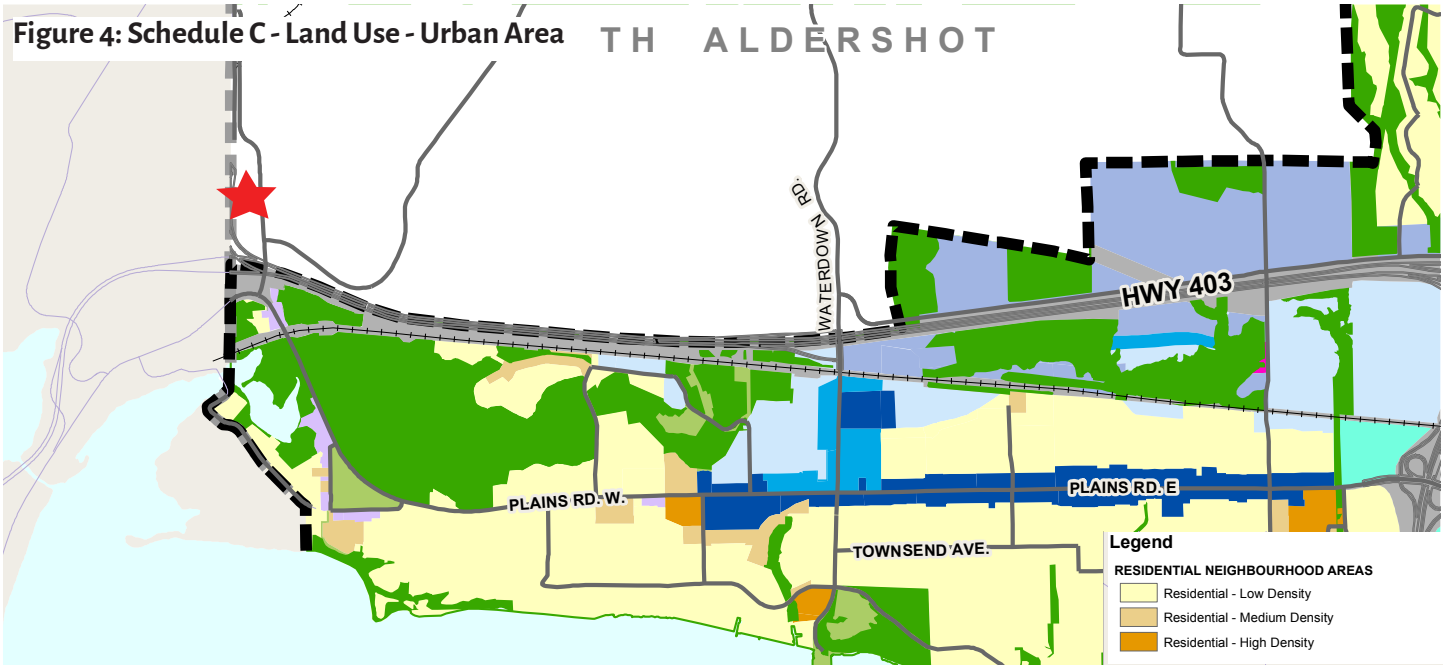
a) On lands designated Residential – Medium Density, ground and non-groundoriented dwellings including single-detached and semi-detached dwellings, townhouses, street townhouses, stacked townhouses, back-to-back townhouses and low-rise residential buildings may be permitted.

b) On lands designated Residential – Medium Density, ground or non-groundoriented dwellings, as specified in Subsection 8.3.4(1) a)of this Plan, may be permitted at a density of twenty-six 26) to seventy-five (75) units per net hectare, subject to Subsection 8.3.4(1) of this Plan.

c) On lands designated Residential – Medium Density, development may be permitted to a maximum height of:

i. three (3) storeys for ground-oriented dwellings (not including rooftop amenity/ outdoor areas)

Figure 4: Schedule C - Land Use - Urban Area



2.3 Sustainable Building and Development Guidelines (2021)

The Sustainable Building and Development Guidelines aim to promote sustainable design practices in Planning Act applications, aligning with Burlington's commitment to sustainability and its Strategic Plan. This plan emphasizes energy efficiency and sets a goal for the community to achieve net carbon neutrality. Sustainable design integrates various aspects to reduce infrastructure demands, environmental impacts, and long-term costs while contributing to a prosperous, livable, and healthy community. The guidelines cover site design, transportation, natural environment, water, energy, emissions, waste, building materials, maintenance, monitoring, and communication.

These guidelines serve as a comprehensive checklist for sustainable design, construction, and operation practices. They are utilized to assess the sustainability features of development applications, facilitated by the Sustainable Design policies outlined in the Official Plan. The checklist encourages voluntary sustainable practices and highlights required measures as stipulated in the Official Plan, Zoning By-law, and other municipal regulations.

Please refer to the Sustainable Building and Development Guidelines report, submitted supplementary to this urban design report. The report delineates guidelines - distinguishing between mandatory and optional items and providing a structured approach to implementing sustainable development principles.



SECTION 3

Design Proposal

3.0 Design Proposal

Figure 5: Site Plan - Graziani + Corazza Architects



The proposed development at 1511 Old Plains Road features 10 stacked multi-unit townhouses, each three stories tall. Access to the site is facilitated off Old Plains Road West. The development will offer 75 new residential units to the area. Outdoor amenity spaces will be available near the unit entrances in the northern part of the site, as well as at the entrance where the mailboxes are located. The project will provide 86 vehicle parking spaces in total and of those 11 are designated as visitor parking spots.

3.1 Site Organization and Circulation

3.1.1 Site Organization

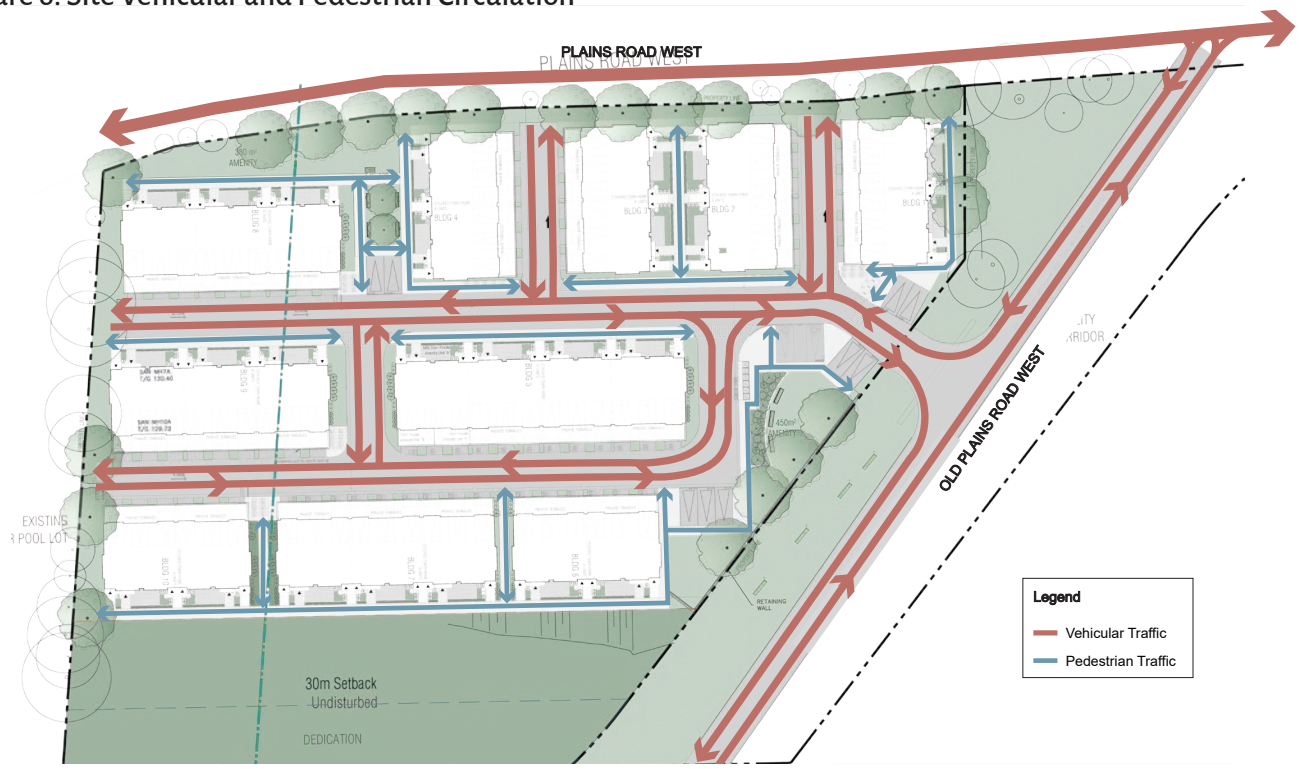
The Urban Hamilton Official Plan encourages new developments to organize space in a way that animates its surroundings and visually connects the public and private realms. The proposed development accomplishes these objectives and more through an intuitive site design that accommodates both pedestrian and vehicular circulation efficiently and safely.

Access to the site is facilitated along the southern side of the subject site and connects to the existing Old Plains Road West. Old Pains Road West connects to Old Plains Road to the west and is designated as a rural connector road within the City of Burlington Official Plan. Access to the site from Old Plains Road West enhances safety for both vehicles and pedestrians, as it does not connect directly to Plains Road West. Pedestrian pathways are designed for straightforward and safe movement, directing foot traffic away from Plains Road West. Additionally, screening along Plains Road West provides a visual buffer, enhancing privacy and reducing street visibility.

3.1.2 Vehicular and Pedestrian Circulation

The proposed development prioritizes pedestrian safety by separating vehicular traffic from foot traffic. To enhance safety, pedestrian pathways are provided along the unit entrances which are situated away from internal roadways where vehicles circulate. The vehicular alleyways ensure that pedestrian and vehicular movements remain separate, distinct, and safe. This approach maximizes pedestrian space within the site and directs pedestrian traffic away from vehicle circulation areas. Vehicles can enter the site along Old Plains Road West and follow the internal roadways to their respective units, visitor parking is provided along the southeast and southwest sides of the site and pedestrian walkways are provided to ensure direct circulation to the unit entrances (**see figure 6**).

Figure 6: Site Vehicular and Pedestrian Circulation



3.2 Massing and Relationship to Context

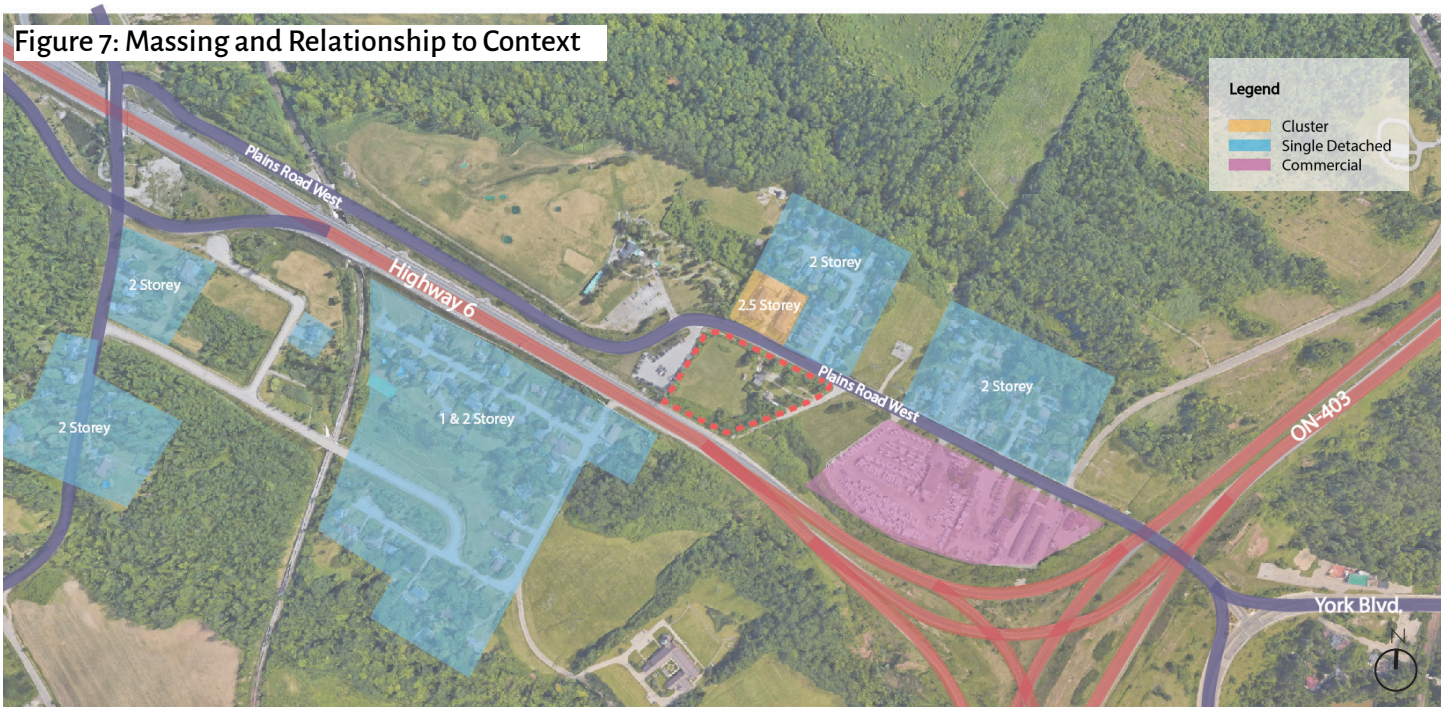
3.2.1 Massing and Relationship to Context

The massing of the subject site is well-integrated with the surrounding context, as shown in **figure 7**. The site is bordered by a variety of residential developments, which range from 1 to 2.5 stories in height. Consequently, the subject site is consistent with the existing massing in the area.

3.2.2 Compatibility with Surrounding Land Uses

The site, as illustrated in the accompanying figure, is situated along the rural connector road Plains Road West that connects to Highway 6 and York Boulevard. As shown in **figure 7** the proposed multi-use townhouses are 3 storeys and located in an area that contributes to the existing land use and creates visual harmony within the surrounding area. The Proposed development is designated to complement the character of the surrounding area. Directly across from the subject site on Plains Road West is a development of cluster homes reaching a height of 2.5 storeys and detached homes of 2 storeys. Scattered around the subject site are similar 2-storey detached homes. The built form and scale of the proposed block townhouses aligns with the relevant planning policies for the area and does not disrupt the surrounding context and land use. Furthermore, the site is within walking distance of various commercial services and a short drive from any main road for easy access into the major city centers including Waterdown, Hamilton and Burlington.

Figure 7: Massing and Relationship to Context



3.3 Architectural Design

The proposed development includes ten stacked multi-unit townhouses, each reaching a maximum height of three storeys. High-quality materials have been selected to reflect the proposed design intent of the buildings, including brick, glass, and both dark and light metals. The architectural façade is constructed with a combination of light and dark brick veneer, creating a variation of complementary colors that adds visual interest to the building's exterior. The design adopts a contemporary style and utilizes materials that are compatible with the surrounding architecture.

Glazing is consistent across all sides of the buildings and is incorporated at every level. Access to the individual units are provided within the garage parking or from the opposite side which is designated for main pedestrian circulation. Each unit offers direct ground-level access, featuring two types of layouts: walkout units at ground level and second-floor units with at-grade access via private staircases. Additionally, at grade units have a private patio and the walk up units have a private terrace.

Figure 8: Elevations - Building 1
Provided by Graziani + Corazza Architects



Figure 9: Artist Renderings
Provided by Graziani + Corazza Architects









3.4 Landscape Design

The landscape of the proposed development is designed to encourage pedestrian connectivity, promote accessibility, and direct pedestrians to and from their units safely. Plantings are utilized to create shaded amenity areas, frame walkways, improve privacy and enhance the overall quality of the landscape. The proposed planting introduces a variety of coniferous and deciduous perennials, shrubs, and grasses that create diverse and colourful textures year-round. Tree planting is consistent along Plains Road West and the north-west edge of the property to enhance privacy between the municipal road, existing carpool lot and private units. Medium sized shrubs are proposed to create privacy for the at-grade unit patios while ensuring unobstructed views out to the street for safety. There are two outdoor amenity spaces located on site to allow for outdoor activities for small groups. The Amenity spaces are conveniently located on either side of the site for easy access from all units. The amenity spaces are designed to be accessible to all demographics. Planting in the amenity space enhances the outdoor experience by providing shade, visual buffers, colour and encourages extended use of the space.

Figure 10: Conceptual Landscape Plan - Whitehouse Urban Design Inc.



SECTION 4

Analysis and Conclusion

Policy Documents

- **Schedule A - City System, Urban Area**
  Burlington Official Plan (2020)

The proposed development complies with the Land use policies within the Urban Area which contains objectives and policies for the urban structure elements identified in Schedule B: Urban Structure and more specifically for the Land Use designations identified in Schedule C: Land Use - Residential Medium Density. The subject site is to be redesignated within Schedule A: City System - Urban Area, schedule B: Urban Structure-Residential Neighborhood Area, and Schedule C: Land use - Residential Medium Density to contribute to and enhance the overall context of the site. The strategic location of the site to the Go Transit route and many major roadways including Highway 6 and the 403, supports the areas' role and the rural connector road Plains Road west in promoting quick and easy transportation and seamless connectivity to major city centers. Additionally, the inclusion of many features such as outdoor amenity areas, and safe pedestrian walkways and bike access, enhance the area's aesthetic appeal and fosters a sense of community. Overall, the development embodies the principles of the surrounding context and contributes to the policy objectives set forth for the Urban Area and Burlington Official Plan.

Policy Documents

- **Schedule B - Urban Structure, Residential Neighborhood Areas**
  Burlington Official Plan (2020)

The proposed development aligns closely with the policies and objectives outlined in Section 8.3 of the BOP for Residential Neighborhood Areas which relate to Urban structure, within the Urban Area.

The project integrates multi-unit stacked townhomes to support Provincial, Regional and City growth management objectives. The site utilizes Old Plains Road West for easy access in and out of the site allowing for accessibility to surrounding infrastructure and public service facilities. The proposed townhomes add a vibrant and pedestrian-friendly environment to the existing residential neighborhoods to encourage integration and compatibility withing the surrounding area. The stacked townhomes provide a diverse range of household sizes and incomes within the immediate context of the site and encourages a strong live/work relationship by providing easy access to major highways including highway 6 and the 403 as well as the Go Transit route for fast commutes into the major cities of Burlington or Hamilton. The on-site amenity spaces encourage indoor and outdoor activities while providing connection to the existing parks in the area. Ample bicycle parking has been incorporated into the site to promote active transportation and to reduce dependance on private automobiles. Pedestrian safety and accessibility are prioritized through well connected walkways, barrier-free access points, and convenient connections to main roadways, ensuring seamless mobility within and beyond the site.

Additionally, the organization of the development conforms to general policies by contributing to the existing residential neighborhoods and providing ingress and egress connections from the public right-of-way on Old Plains Road West. The development encourages tree preservation while incorporating trees to ensure compensation requirements are met.

Policy Documents

- **Schedule C - Land Use, Residential Medium Density**
  Burlington Official Plan (2020)

The proposed development aligns closely with the policy objectives outlined in section 8.3 of the BOP which relates to Land use in Residential Medium Density.

The Residential Medium Density designation includes ground and non-ground oriented dwellings that are single-detached, semi-detached, townhouses, street townhouses, stacked townhouses, back-to-back townhouses and low-rise residential buildings.

The subject site includes 10 blocks of ground-oriented stacked townhomes, with each block containing between 6 and 12 units. In total, 75 units are proposed for the site, with a maximum height of 3 storeys, which complies with the BOP 8.3.4 policy.

Policy Documents

- **Design**
  Burlington Official Plan (1997)

The tangible elements of the urban form, consisting of a combination of the built environment and open space that form the urban landscape, are 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.

The development proposal enhances the character of the immediate area and neighbourhood with compatible land use and design. The design of this new community contains compact forms of development that support higher densities, and encourages increased use of public transit.

A safe and attractive pedestrian / streetscape environment is created within the new community with the potential for connections to future urbanization of Old Plains Road, should this occur. Architectural design expression is compatible with the area, while addressing more contemporary styling.

Table 1 – Design response to OP1997 Part II Chapter 6, and OP2020 Chapter 7.
(Policies and Objectives from OP1997 have been adjusted in sequence to align with applicable content of OP2020.)

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
6.1 Principle	**7.1 General**	
	7.1.1 Objectives	
Efficient and attractive urban form6.1 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	a) To ensure that the design of the built environment integrates with its natural setting, preserves, enhances and connects the Natural Heritage System, and contributes to environmental sustainability.	The proposed development seeks to reduce its impact on nearby natural heritage features by implementing an efficient and compact design. Additionally, the site is located outside of key natural systems identified in BOP 2020, which include greenbelts, important natural features, enhancement areas, linkages, and buffers.
6.2 Objectives		
Natural Features 6.2 a) To ensure that the design of the built environment preserves, enhances and connects natural features and landscapes Heritage Features 6.2 b) To ensure that the design of the built environment enhances heritage features.	b) To ensure that the design of the built environment protects and conserves cultural heritage resources.	The subject site is not identified within any natural features or resources within the BOP 2020. The proposed development will be designed in an efficient and compact manner so as to not disrupt the natural features and resources surrounding the area.
Neighbourhood Character 6.2 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.	c) To ensure that the design of the built environment contributes to a sense of belonging by enhancing the physical character of established neighbourhoods.	The proposed design is in keeping with the scale, density and materials/ colours found within the existing neighbourhood and therefore will be compatible with and enhance the physical character of the area.

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
Access to Public Transit 6.5 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.	d) To design places that support public transit and active transportation through the design of attractive and well-developed pedestrian and cycling environments.	The proposed site enhances public transit and active transportation by featuring a compact development situated within 600 meters of transportation routes to the south. Additionally, the development supports various transportation options, including bicycle parking, and sidewalks that extend south to the bus stop.
New Communities 6.2 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 create safe, vibrant, socially active places that people are drawn to.	The planned development will feature socially engaging spaces, including outdoor amenity areas and safe gathering spots for residents. These spaces will incorporate planting and seating options suitable for all demographics, as well as open areas for passive recreation.
Public Spaces 6.2 e) To achieve a high quality of design within the public realm. Diverse Design 6.2 f) To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression. Compatibility 6.5 a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.	f) To achieve a high quality of design within the public realm. g) To promote public interest and achieve a high quality and diverse design expression with respect to the built environment. h) To ensure compatibility and quality in the built environment while allowing for diverse design expression.	The proposed development uses high-quality materials to articulate a contemporary design intent that respects the physical character of the existing built environment. The development proposal includes accessible units to meet the needs of persons with disabilities. More information can be found in the Sustainable Building and Development Checklist Report prepared by Whitehouse Urban Design Inc. The ample distance between paved surface of Old Plains Road and the lot line, provides a deep boulevard compatible with a residential built form typology.

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
Decision-making 6.2 g) To integrate urban design into the full range of decision-making activities to assist in achieving the design objectives of this Plan.	i) To integrate urban design into the full range of decision-making activities to assist in achieving the design objectives of this Plan.	Good design has been at the forefront of the creative minds working on this new community. High-quality materials have been carefully chosen, including brick, glass, and both dark and light metals. The architectural façade features a blend of light and dark brick veneer, creating a harmonious contrast of colors. The design embraces a contemporary style that complements the surrounding architecture. Each unit provides direct ground-level access and offers two different layouts: the at-grade units, which include a private patio, and the walk-up units, which come with a private terrace.
Universal Physical Access 6.6 f) The needs of persons with disabilities shall be considered in each development, and universal physical access features should be incorporated in all new buildings.	j) To ensure that buildings and open spaces are accessible to people of all ages and abilities.	The site is designed with accessibility in mind, regardless of age or physical ability. As part of the design team's commitment to inclusivity, the plan minimizes grading changes in amenity spaces and walkways, ensuring safe and comfortable access for everyone.
	k) To work with senior orders of government, public authorities and public utilities, and the development community in the implementation of the design objectives and policies contained in this Plan.	Applicable standards will be applied at appropriate design development stages.
	l) To include the diverse opinions of the community in achieving design excellence.	The public consultation strategy for this development is outlined in Section 3.3 of the Planning Justification Report prepared by GSP.

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
Sustainable Development 6.2 h) To ensure that the principles of Sustainable Development are considered in the design of the built environment. Access to Public Transit 6.5 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. Sustainable Development 6.5 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	m) To promote sustainable site and building design in keeping with the Sustainable Building and Development Guidelines, in order to: (i) increase active transportation and transit use; (ii) contribute to an enhanced natural environment and public realm; (iii) improve water quality and drainage; (iv) implement effective waste and resource management; (v) reduce waste, energy and water consumption; and (vi) enhance air quality, mitigate greenhouse gas emissions and adapt to climate change.	Please refer to separate report by Whitehouse Urban Design, which address the Sustainable Building and Development Guidelines.
	7.1.2 Policies	
	a) The design policies contained in this section shall be considered in the review and approval of all infrastructure projects, public realm improvements and development applications, in balance with other applicable policies contained in this Plan. Notwithstanding the above, the Region of Halton is responsible for the planning, design construction, maintenance and operation of the Regional road network in accordance with the Regional Official Plan.	N/A
	b) The policies of this Chapter shall be implemented through the development application process and the comprehensive Zoning By-law.	The development proposal is currently at ZBA, and will follow the required approval steps of the City.

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
	c) Applicable development engineering standards, design standards and design manuals shall assist in achieving the City's design objectives. Their use shall be required in the design and construction of new buildings, facilities and open spaces as well as the retrofit, alteration or addition to existing buildings, facilities and open spaces.	Applicable standards will be applied at appropriate design development stages.
	d) Design guidelines may be developed for certain types of building forms, land uses, City streetscapes, streets and roads or specific areas in the city. Council-approved design guidelines will be utilized in the review and evaluation of development applications or City-initiated projects. A list of Council-approved design guidelines is included for reference purposes in Appendix B: Council-approved Design Guidelines, of this Plan.	All applicable guidelines will be employed in the development of these plans, including but not necessarily limited to the City of Burlington Guidelines for Outdoor Lighting, and the Sustainable Building and Development Guidelines.
	e) Development proponents may be required to prepare and implement an urban design brief to the satisfaction of the City, prepared by a qualified person, that demonstrates how the proposed development meets the policies of this Plan and addresses the relevant design guidelines.	Urban Design Brief prepared by Whitehouse Urban Design Landscape Architects and Urban Designers Inc. Principal of the firm is a Full Member with Seal, of the Ontario Association of Landscape Architects with over 25-years professional experience including being an Expert Witness at OLT.

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
	f) An Urban Design Advisory Panel will be established by the City to provide independent, objective and professional advice on issues of design that affect the public realm, architecture, context sensitivity and sustainability. Membership and review rules and procedures will be set out in Terms of Reference established by the City.	Presentation at BUD has not at this time been requested.
	g) An Urban Design Award Program will be established by the City to encourage creativity and celebrate design excellence in the city. Membership, rules and procedures will be set out in Terms of Reference established by the City.	The applicant may, at the appropriate time, consider submitting for the program if applicable.
	7.2 The Public Realm	
	a) The design of the public realm shall address considerations such as, but not limited to, the following:	
	(i) N/A	
	(ii) providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping;	The development proposal offers an improved street edge along Old Plains Road and Plains Road West with removal of scrub material, new tree plantings and other landscaping, and architectural form.
	(iii) improving the quality and convenience of active transportation;	N/A
Natural Features 6.2 a) To ensure that the design of the built environment preserves, enhances and connects natural features and landscapes	(iv) creating an attractive and comfortable environment for pedestrian movement while preserving and complementing existing natural features;	The proposed development makes use of undeveloped land to create an attractive, safe, and comfortable environment while also complementing and preserving existing natural features surrounding the area.

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
Universal Physical Access 6.6 f) The needs of persons with disabilities shall be considered in each development, and universal physical access features should be incorporated in all new buildings.	(v) implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;	The proposed development is designed to promote accessibility for everyone, regardless of age or physical ability. The design team is committed to inclusivity and ensures compliance with the Accessibility for Ontarians with Disabilities Act. Additional information about grade-related units can be found in the Sustainable Building and Development Guidelines.
	(vi) N/A	
	(vii) N/A	
Access to Public Transit 6.5 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.	(viii) improving the quality of streets, sidewalks and walkways, and cycling facilities to provide more direct active transportation access to transit facilities;	The proposed development provides ample walkways on site and bicycle parking on site to promote active transportation measures.
	(ix) N/A	
	(x) creating, maintaining and enhancing public views and vistas of significant natural and built features;	The proposed development aligns with the existing area's built form and density, ensuring that public views and vistas of significant natural and built features are maintained.
	(xi) N/A	
	(xii) N/A	
	(xiii) N/A	
Scale, Comfort and Safety 6.5 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	(xiv) recognizing and promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles; and	The proposed development aims to provide safe spaces by ensuring unit entrances have open views for safe access. The proposed development will also address more crime prevention designs at the SPA stage.
	(xv) N/A	

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
	7.3 Urban Design and Built Form	
	7.3.1 New Communities	
	a) In new communities, including within the city's Designated Greenfield areas and the MTSA Special Planning Areas, the appropriate public realm and built form and the urban design objectives and implementing tools shall be determined through a co-ordinated area-specific planning exercise. The design of new communities shall serve to create and promote a new distinct character within Burlington as a result of an area-specific plan.	
New Communities 6.2 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. Compact Development 6.3 e) Preference will be given to community design containing more compact forms of development that support higher densities, are pedestrian oriented and encourage increased use of public transit. Traffic-calming 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.	b) New community design should contain compact built forms of development that support higher densities, are pedestrian, cycling and transit oriented, particularly along transit and transportation corridors, support the achievement of complete communities with high-quality public realm elements and encourage increased use of public transit.	
	7.3.2 Existing Community Areas	N/A - The site is outside of Sched B-1: Growth Framework Areas

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
	7.3.3 Specific Use Policies	
	a) N/A	
Sustainable Development 6.2 h) To ensure that the principles of Sustainable Development are considered in the design of the built environment.	**7.4 Sustainable Design**	Please refer to separate report by Whitehouse Urban Design, which address the Sustainable Building and Development Guidelines.
	7.4.1 Polices a) ... shall address...	
	(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;	All areas of the site promote pedestrian movement through the site, and provide connection to the main access/egress at Old Plains Rd.
Access to Public Transit 6.5 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.	(ii) safe and direct on-site connections to public transit where available;	Increased residential infill at this location may promote the extension of public transit in close proximity.
	(iii) on-site bicycle facilities;	Bicycle Parking locations have been provided on plans
	(iv) measures to reduce reflected/waste light to mitigate adverse impacts on the night sky;	This will be addressed in the Site Plan Stage

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
Parking Areas 6.5 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.	(v) parking lot design and landscaping to minimize the urban heat island effect;	This will be addressed in the Site Plan Stage
	(vi) tree protection measures and planting of non-invasive trees and other vegetation, in accordance with Section 4.3, Urban Forestry, of this Plan; 4.3 Urban Forestry a) To ensure that opportunities for the protection and enhancement of trees both within and outside of the City's Natural Heritage System are fully considered through the planning process and capital projects. b) To recognize that trees and green infrastructure provide important ecosystem services that benefit current and future generations by: (i) identifying opportunities for protection, enhancement and restoration wherever possible, including opportunities to increase the city's urban forest and tree canopy; (ii) supporting initiatives that provide for ongoing management, maintenance, monitoring and stewardship of the urban forest; and (iii) supporting the replenishment and enhancement of the urban forest with a high diversity of predominantly native, where appropriate, and non-invasive trees.	This will be addressed in the Site Plan Stage

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
	(vii) storm water quality, quantity, erosion control and drainage measures, in accordance with Subsection 4.4.2(2) of this Plan;	Please refer to documents prepared by the Civil Engineer.
	(viii) identification of appropriate snow storage areas to reduce the adverse impacts of salt and de-icing practices;	This will be addressed in the Site Plan Stage
	(ix) a waste management plan with appropriate facilities in accordance with the Region of Halton's requirements; and	Provided under separate cover
	(x) N/A	
	7.4.1 Polices b) ...encouraged to consider...	
	(i) energy efficiency, passive design measures, renewable energy sources and other low carbon building strategies;	Please refer to the Sustainable Building and Development Checklist Report prepared by Whitehouse Urban Design Inc.
	(ii) potable water conservation;	Please refer to the Sustainable Building and Development Checklist Report prepared by Whitehouse Urban Design Inc.
	(iii) innovative storm water management techniques such as Low Impact Development measures;	Please refer to the Sustainable Building and Development Checklist Report prepared by Whitehouse Urban Design Inc.
	(iv) additional sustainable transportation measures such as electric vehicle charging stations that exceed the requirements of the Building Code;	Please refer to the Sustainable Building and Development Checklist Report prepared by Whitehouse Urban Design Inc.
	(v) sustainable building materials and resources;	Please refer to the Sustainable Building and Development Checklist Report prepared by Whitehouse Urban Design Inc.
	(vii) additional measures to mitigate the urban heat island effect;	Please refer to the Sustainable Building and Development Checklist Report prepared by Whitehouse Urban Design Inc.
	(viii) maintenance, monitoring and communication of sustainable building features; and	Please refer to the Sustainable Building and Development Checklist Report prepared by Whitehouse Urban Design Inc.
	(ix) other innovative sustainable design approaches or technologies.	Please refer to the Sustainable Building and Development Checklist Report prepared by Whitehouse Urban Design Inc.

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
	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.	Please refer to the Sustainable Building and Development Checklist Report prepared by Whitehouse Urban Design Inc.
	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.	Please refer to the Sustainable Building and Development Checklist Report prepared by Whitehouse Urban Design Inc.
	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.	N/A
	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.	To be provided under separate cover.
	h) Proponents of major development shall have regard for Region of Halton Healthy Communities Guidelines.	All applicable Guidelines will be considered through the development of this proposal.
Enhance Identity 6.3 a) Neighbourhoods or communities with distinctive designs may be identified by City Council and design measures may be required in these areas to maintain their identity.		N/A
Gateways 6.3 b) City Council may identify certain locations as gateways into the City or into parts of the City, and shall require distinctive design forms at these locations.		N/A

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
Landmark Locations 6.3 c) City Council may identify locations, particularly at entrances into established communities, as having landmark significance and shall ensure that these are retained through design measures.		N/A
Design Plans Required 6.3 d) City Council may require the preparation of design plans in conjunction with development proposals. These plans shall, among other things, identify the natural environment system as the organizing framework for new community forms, define a physical organization that supports the goals of mixed land use, diversity and pedestrian orientation, define the public realm and the relationship of built form to the public realm, address issues of the physical integration of the community with surrounding areas, encourage the use of public transit and the creation of an environment for pedestrians and bicyclists, identify opportunities to integrate public art or other cultural elements into the community, and promote public safety.		Refer to development application package.
Tremaine Dundas Community 6.3 f) (i) and (ii) are not applicable		N/A
Municipal Projects 6.4 a) not applicable		N/A
Streets 6.4 b) not applicable		N/A
Traffic-Calming 6.4 d) not applicable		N/A
Streetscapes 6.4 e) not applicable		N/A
Intersections 6.4 f) not applicable		N/A

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
Safety 6.4 g) not applicable		N/A
Street Level Activity 6.5 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.		The proposed development provides at grade walkout units to promote street-level activity while also providing easy access to and from the individual units. Walkways from the front of the units connect to a main path where they lead to at grade outdoor amenity areas.
Buildings to Road 6.5 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.		This development proposal has main facades fronting Old Plains Road, as well as side-building condition at Old Plains Rd, and Plains Rd West. At these location an upgraded side-building façade is incorporated.
Reverse Frontages and Side Elevations 6.5 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		There is no reverse frontage to a public streetscape.
Site Services and Facilities 6.5 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.		The waste pickup locations have been identified on the site plan and are situated away from the existing roadways bordering the site.

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
Gated Communities 6.5 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		The site is not proposed as a gated community.
Review Zoning By-law 6.6 a) Zoning By-law regulations shall be reviewed from a design perspective and shall encourage innovations that achieve City design objectives.		The development proposal is currently at ZBA, and will follow the required approval steps of the City.
Development Standards 6.6 b) Existing municipal development engineering standards shall be reviewed from a design perspective and shall encourage innovations that achieve City design objectives.		The development proposal is currently at ZBA, and will follow the required approval steps of the City.
Design Guidelines 6.6 c) The preparation of design guidelines shall be required as part of the consideration of major site- or area-specific development proposals, including secondary planning studies, in order to investigate and recommend solutions to issues such as compatibility with surrounding uses, transit use, micro-climate effects, pedestrian safety, noise abatement and issues of human scale and views. Any City Council-approved design guidelines are considered City policy and shall be implemented for all public and private development proposals. A list of Council-approved Design Guidelines is included for reference purposes in Appendix B of this Plan, and may be amended from time to time without requiring an amendment to this Plan.		Neither for this application.

OP1997 Part II, Chapter 6	OP2020 Chapter 7	Response
Review Committee 6.6 d) An interdisciplinary staff committee, an outside advisory body of design professionals or other means may be established by City Council to advise on issues of design.		Presentation at Burlington Urban Design Advisory panel has not at this time been requested.
Government and Utilities 6.6 e) Senior orders of government, public authorities and public utilities shall be encouraged to have regard for the design objectives contained in this Official Plan.		N/A
Buffering and Landscaping 6.5 b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.		Tree planting will be implemented along the northeast and west sides of the site, which border Plains Road and the adjacent parking lot. This planting aims to enhance safety and reduce noise from the roadway and parking lot.

4.2 Conclusion

In conclusion, this urban design brief presents a clear vision for the proposed development in the Urban Area. It aligns with the policy objectives and priorities established for medium-density residential as outlined in the Burlington Official Plan. By thoughtfully addressing aspects such as circulation, organization, compatibility, architectural design, landscaping, and sustainability, the proposed development aims to create a vibrant, pedestrian-friendly environment.

During the full Site Plan Review process, the project design will be finalized, ensuring it adheres to the urban design policies outlined in the City of Burlington Official Plan.