

96 BOUSFIELDS INC.

Job Number - 14145

BOUSFIELDS INC. PLANNING & URBAN DESIGN

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TABLE OF CONTENTS

[1.0]INTRODUCTION	1
[2.0]SITE & SURROUNDINGS	7
2.1 SITE	8
2.2 SURROUNDINGS	12
[3.0]PROPOSAL	2 1
3.1 MASTER PLAN OVERVIEW	22
3.2 PROPOSED LAND USE AND BUILT FORM	26
3.3 PROPOSED PARKS AND OPEN SPACES	28
3.4 PROPOSED MOBILITY NETWORK	30
3.5 KEY DEVELOPMENT STATISTICS 3.6 REQUIRED APPROVALS	3 0 3 1
	31
[4.0]POLICY & REGULATORY	
CONTEXT	3 2
4.1 PROVINCIAL POLICY STATEMENT	33
4.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE 4.4 REGION OF HALTON OFFICIAL PLAN	3 4
4.5 HALTON REGION 2015 STATE OF HOUSING REPORT	3 8 4 4
4.6 BURLINGTON'S STRATEGIC PLAN 2015-2040	45
4.7 CITY OF BURLINGTON OFFICIAL PLAN	45
4.8 CITY OF BURLINGTON OFFICIAL PLAN REVIEW	53
4.9 CITY OF BURLINGTON ZONING BY-LAW 2020	7 0
4.10 PARKS, RECREATION CULTURAL ASSETS MASTER PLAN, 2009	AN [72
4.11 CYCLING MASTER PLAN, 2009	72
4.12 TALL BUILDINGS DESIGN GUIDELINES, 2016	7 4
[5.0]PLANNING & URBAN DESIGN	
ANALYSIS	7 7
5.1 OVERVIEW	78
5.2 HOUSING	78
5.3 LAND USE AND INTENSIFICATION	79
5.4 URBAN DESIGN	86
5.5 PHASING	88
5.6 PARKLAND AND TREE PROTECTION 5.7 COMMUNITY SERVICES AND FACILITIES	90 91
5.8 TRANSPORTATION	92
5.9 SERVICING AND STORM WATER MANAGEMENT	94
5.10 NOISE FEASIBILITY STUDY	94
5.11 PEDESTRIAN LEVEL WIND ASSESSMENT	94
5.12 FLOODPLAIN CONSIDERATIONS	94
[6.0]CONCLUSION	9 7
APPENDIX A: COMMUNITY SERVICES & FACILITIES STUDY	Α1



This Planning Justification report has been prepared in support of development applications by bcIMC Realty Corporation c/o Realstar Management ("Realstar") to facilitate a master planned redevelopment and reinvestment in the 20 acre/8 hectare Georgian Court Estates rental complex located in the southwest quadrant of Plains Road and the QEW, municipally known as 865 & 875 King Road, 615-688 Marley Road, 610-740 Surrey Lane, 847-937 Warwick Drive ("Georgian Court").

The applications include amendments to the Burlington Official Plan and Zoning By-law to increase the permitted height and density, as well as a proposed draft plan of subdivision to provide for new public parks and streets.

Georgian Court is distinguished from most other neighbourhood areas by virtue of being one consolidated rental housing development held in one ownership. It is currently occupied by 280 lowrise rental townhouse, back-to-back townhouse,

and maisonette dwellings constructed in the 1960s, divided into 28 blocks. It is characterized by tree-lined streets, a centralized outdoor amenity area, internal walkways and several surface parking lots. The surrounding context includes six high-rise rental apartments up to 16 storeys to the immediate north, the Francis Road Bikeway linear park to the east, and low-rise stable neighbourhoods to the west and south.

The owner is now seeking to invest heavily into Georgian Court to comprehensively address matters relating to aging building stock and ongoing maintenance issues, whilst increasing unit offerings and modernizing dwellings and amenities, including barrier free suites and improved sustainability. Given that there are existing residents within Georgian Court, the proposed redevelopment will be phased in order to mitigate the strain on existing residents as possible (see (Figure 1 – Location Map).

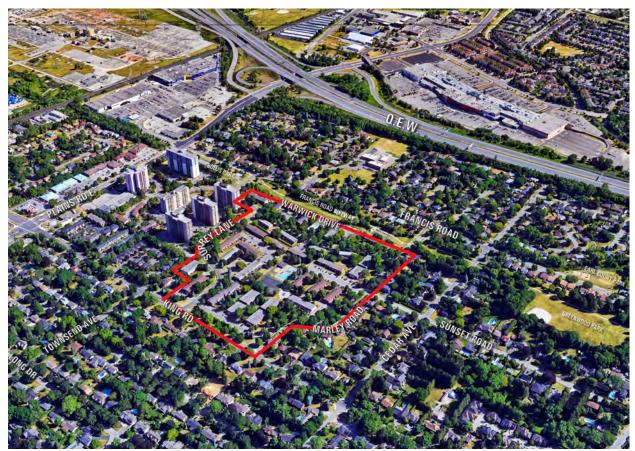


Figure 1 - Location Map

A comprehensive community consultation process was initiated in spring 2017 to discuss the possibilities for accomplishing a new master plan for Georgian Court. The result of these consultations is a master planned community which preserves the low-rise form and character of Georgian Court with new family-sized townhouse units, complemented by new mid and high-rise apartments located in proximity to the existing taller buildings to the north. The approach provides for a transition in height and density so that there is a compatible interface with the existing low rise areas which surround Georgian Court.

The intent is to weave the development into the greater community fabric through an enhanced grid public street pattern, a large central public park, treelined streets and green walkway connections that link to the Francis Road Bikeway. The redevelopment would have more of a pedestrian focus with parking being provided below grade and the existing surface parking areas removed.

Georgian Court is currently designated Medium Density Residential in the Burlington Official Plan, allowing for low-rise townhouse dwellings and a density of up to 50 units per net hectare (about 420 units). The draft new Burlington Official Plan proposes to increase this density to 75 units per net hectare (about 630 units) as well as introducing other policies which provide potential for additional growth for rental developments which are also in proximity to transit corridors.

The master plan concept includes 1,450 units, including 200 townhouse units and 1,250 apartments (including 123 grade-related apartment units for a total of 323 grade-related units). On a net basis, the proposal adds approximately 820 units as compared to the as-of-right designation.

While the townhouse component of the proposed master plan would generally conform to the Burlington Official Plan, an amendment is required to provide for the additional height and density being sought in the north and eastern portions of the master plan. These blocks are proposed to be redesignated from Medium Density Residential to High Density Residential. A site specific exception would apply to the entire site in order to provide policies allowing for the proposal.

From a land use perspective, the proposal represents new housing options in the neighbourhood, while providing additional supply of a range of units sizes, including family sized units.

Georgian Court is well situated to take advantage of the surrounding existing public services and infrastructure, including existing transit and cycling network as well as convenient access to retail and service commercial uses along Plains Road to the north. Furthermore, the compatible redevelopment of this site would result in reinvestment within an aging area, while providing increased and upgraded amenity space to the existing and future residents.

From a built form and urban design perspective, the proposed development is compatible with the surrounding context and will represent a high-quality architectural addition that respects and preserves the character of the surrounding neighbourhood. The master plan provides an appropriate height transition from the existing high-rise buildings to the north, down to the adjacent low-rise neighbourhoods, parks and open spaces. The new buildings would contribute to an improved pedestrian environment at grade and maintain the tree-lined green character of the area. The buildings have been designed to adequately limit shadowing on neighbouring properties, streets and open spaces.

While the Official Plan and draft new Official Plan do not intend for established neighbourhoods to be the focus of intensification, the overall thrust of the Plans do encourage a range and mix of housing. It is our opinion that the proposed master plan will contribute to the stock of new rental housing, while preserving the character of the neighbourhood with an appropriate built form that will have no adverse impacts in terms of light, views or privacy. It is also our opinion that, on balance, the proposed development maintains the general intent of the current and draft new Official Plan policies and will fit well into the existing context.

This report concludes that the proposed development is supportive of the policy framework expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan and the Burlington Official Plan, all of which promote a range and mix of housing options as well as the redevelopment of lands within built up areas that are well served by transit and existing services and infrastructure (see **Figure 2 – 3D Master Plan**).



Diverse, High Quality Housing Options



Sustainability



Figure 2 - 3D Master Plan



2.1 Site

Georgian Court Estates (the site), is located south of the intersection of Plains Road East and King Road, and is generally bound by King Road to the west, Surrey Lane to the north, the Francis Road Bikeway to the east and Marley Road to the south (**Figure 3 – Aerial Map**).



Figure 3 - Aerial Map





672-740 Surrey Lane

900-916 Warwick Drive









Warwick Drive

Georgian Court Estates is a large townhouse rental community that was constructed in the 1960's, covering approximately 20 acres, with 280 rental townhouse, back-to-back townhouses, and maisonette units (151 two bedroom units and 129 three bedroom townhouse units). The buildings range in architectural style, are generally two storeys in height, and have small private yards. All the units are located within the above noted boundaries, with the exception of a cluster at the north-east corner of King Road and Surrey Lane and a cluster at the north-east corner of Warwick Court and Warwick Drive (see Table below and Figure 4 – Existing Site Plan).

Georgian Court Estates is a large comprehensive development that is characterized by mature, dense tree coverage and surface parking lots. The site has a total of thirteen surface parking lots, varying in size.

An outdoor amenity area of approximately 0.45ha, is located at the centre of the community, which includes an outdoor pool, playground structure, and basketball and tennis court.

The site has several vehicular access points from Surrey Lane, Warwick Drive and Marley Road. There are also several narrow sidewalk connections through the site, including a connection to the multi-use path in the Francis Road Bikeway. Burlington Transit bus service runs through the site, with a stop on Francis Drive, a stop on Warwick Drive, and two stops on Surrey Lane for Route 5 - Francis-Downtown, with service to downtown Burlington and Burlington

Table of Buildings on the Current Site

Building No.	Address	Style	No. Units
1	875 King Rd.	Maisonette	18
2	865 King Rd.	Maisonette	18
3	615-633 Marley Rd.	Back-to-back Townhouse	10
4	635-647 Marley Rd.	Townhouse	7
5	649-661 Marley Rd.	Townhouse	7
6	663-677 Marley Rd.	Townhouse	8
7	679-693 Marley Rd.	Townhouse	8
8	699 Marley Rd.	Maisonette	18
9	858-866 Warwick Dr.	Townhouse	5
10	868-876 Warwick Dr.	Townhouse	5
11	863-869 Warwick Dr.	Townhouse	4
12	847-861 Warwick Dr.	Townhouse	8
13	645 Surrey Ln.	Maisonette	10
14	611-633 Surrey Ln.	Back-to-back Townhouse	12
15	610-630 Surrey Ln.	Townhouse	11
16	632-654 Surrey Ln.	Back-to-back Townhouse	12
17	656-670 Surrey Ln.	Townhouse	8
18	688-706 Surrey Ln.	Townhouse	10
19	672- 686 Surrey Ln.	Townhouse	8
20	724-740 Surrey Ln.	Townhouse	9
21	708-722 Surrey Ln.	Townhouse	8
22	878-892 Warwick Dr.	Townhouse	8
23	894-906 Warwick Dr.	Townhouse	7
24	908-916 Warwick Dr.	Townhouse	5
25	871 Warwick Dr.	Maisonette	10
26	873 Warwick Dr.	Maisonette	14
27	875-915 Warwick Dr.	Townhouse	21
28	917-937 Warwick Dr.	Townhouse	11
TOTAL			280



Figure 4 - Existing Site Plan

2.2 Surroundings

The subject site is located within the LaSalle community in the south Aldershot area of Burlington, south of the Plains Road corridor, and west of the Queen Elizabeth Highway. Aldershot is an established neighbourhood in Burlington, and is generally bound by the QEW to the east, the boundary with Hamilton to the west, Highway 403/407 to the north and the Burlington Bay to the south. Plains Road is the major east-west corridor and is generally characterized by large scale retail, service commercial and mixed use developments. The rights-of-way of Surrey Lane, Warwick Drive and Marley Road are 20m, and the right-of-way of King Road is 30m.

In terms of commercial amenities, the site is in proximity to an Ikea, a Fortinos supermarket, several restaurants and take out establishments and numerous service commercial uses, including a dentist, pharmacy, walk in clinic, bank, convenience stores, and gas stations. In addition, the large indoor Mapleview shopping mall anchored by the Bay and Sears, is located just east of the site on the opposite side of the QEW.

Existing bus service along Plains Road (Route 1 -Plains and Route 101 – Plains Express) connects the site to both Aldershot and Burlington GO Stations. Aldershot GO Station is located with approximately 3.9km from the subject site to the west, while Burlington GO is located with approximately 3.2km from the subject site to the east (Figure 5 - Context Aerial). Both GO Stations are mobility hubs - Aldershot GO is a city designated mobility hub and Burlington GO is a provincial mobility hub (Figure 6 - Transit Map) and Figure 7 – R.O.W. Of Major Highways).

The site is approximately 2 kilometres from the Mapleview Shopping Centre, with bus access via Routes 1 and 101. The site is located approximately 4 kilometres from downtown Burlington, with direct bus access through Route 5 - Francis-Downtown, which has stops on both Warwick Drive and Surrey Lane.

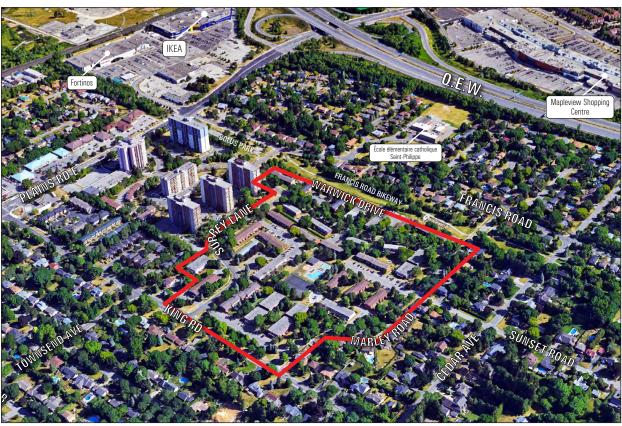


Figure 5 - Context Aerial



Figure 6 - Transit Map

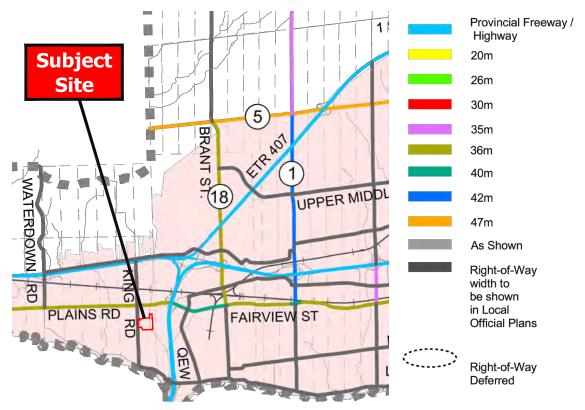


Figure 7 - R.O.W. of Major Highways

To the immediate north of the subject site is an existing high rise apartment area with 6 towers. In particular, on the Surrey Lane frontage are three 16-storey rental high rise buildings (685, 695 and 705 Surrey Lane, Surrey Lane Apartments). A swimming pool and surface parking are located within the Surrey Lane frontage and each building has its own vehicular access point onto Surrey Lane. An underground parking garage outlets onto Warwick Drive to the east.

North of the Surrey Lane Apartments are other apartment buildings. 950 Warwick Court (Aldershot Apartments) an 11-storey rental apartment building, 955 Warwick Court (Barkley Towers), a 16-storey rental apartment building, and 975 Warwick Court, a 16-storey condominium building that is attached to 650 Plains Road East, a commercial plaza with frontage only on Plains Road East. East of the cluster is the Bolus Gardens Parkette, which has a playground, a basketball court and a ball hockey court. Immediately west of the towers on Warwick Court is 960 Warwick Court, a townhouse complex.



960 Warwick Court



975 Warwick Court



955 Warwick Court (Barkley Towers)





950 Warwick Court (Aldershot Apartments)



685, 695, 705 Surrey Lane (Surrey Lane Apartments)



Francis Road Greenway



Mapleview Shopping Centre

North along King Road, are two 2-storey single detached houses (913 and 921 King Road). Further north are several infill and townhouse developments - 935 King Road (Village on King), 955 King Road (King Arthur's Court) and 963 King Road.

Immediately east of the site is the Francis Road Bikeway, which is an approximately 30 metre wide linear public open space extending from Plains Road, south to North Shore Boulevard. The predominant development pattern east of the greenway as well as to the west and south are lowrise, established neighbourhoods with primarily single-family dwellings, interspersed with schools and parks. (Figure 5 shows the context area, Figure 8 and 9 illustrates the surrounding height context (in storeys and metres).



Aldershot GO station



Figure 5 - Context Map

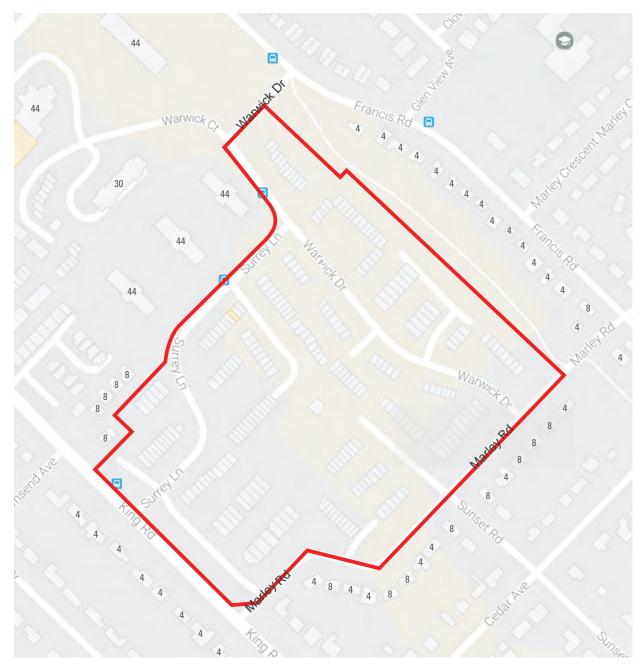


Figure 8 - Adjacent Heights Survey (Height in Metres)



Figure 9 - Adjacent Heights Survey (Height in Storeys)



3.1 Master Plan Overview

The overall concept is to create a pedestrianfriendly residential community that is organized around an open space system that complements the surrounding neighbourhood character and connects with the adjacent open spaces.

The proposed redevelopment of Georgian Court will include substantial reinvestment in providing for new housing stock with an increased range and mix of housing options. A significant number of family sized units as well as smaller units within a mix of townhouses and apartments will provide a wider range of housing choice as compared to the current development (see Figure 10 - Proposed Context Plan). The reinvestment will also provide for dwellings that are up to current building code standards, which would be more accessible and sustainable.

The proposed redevelopment has resulted from several meetings and workshops held with existing residents and the broader community. There was general agreement with the approach to provide improved mobility connections, improved public realm and appropriate built form transition, with the highest buildings located adjacent to the existing taller buildings to the north (see Figures 11, 12, 13, 14 for the Built Form Transition Approach).

With respect to mobility, the design proposes the northerly extension of Sunset Road to the north, through to Surrey Lane. This will provide for both vehicular access to internal blocks within Georgian Court, as well as pedestrian sidewalks allowing for north-south pedestrian flows. The community has advised that pedestrians already use this route from Marley through to Plains Road. The extension of Sunset Road will formalize this route and act to reduce the insular nature of Georgian Court, tying it into the broader community and public realm.

New east-west pedestrian and bicycle routes will be introduced to connect the site from King Road to a new proposed public park and the Francis Road Bikeway. A large 1 ha (2.47 Acre) public park is proposed within two blocks on either side of Warwick Drive, in a central location easily accessible to residents and the broader community. The park would be framed by midrise buildings in order to provide good proportion, with the potential for a range of programming reflective of the interests of the community as expressed at the workshops.

The redevelopment would also include sustainability benefits through consideration of high-efficiency mechanical systems, energy efficient lighting and controls, low flow water fixtures, suite utility metering, a high-performance thermal building envelope, amongst other things.



Workshop Photos



Figure 10 - Proposed Context Plan with Heights

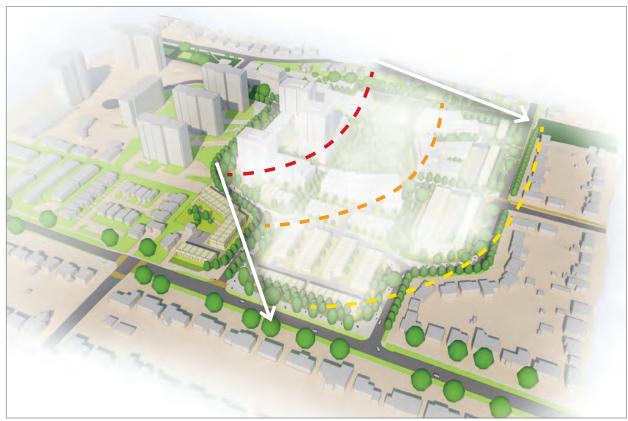


Figure 11 - Master Plan Concept Transitioning



Figure 12 - Master Plan Concept, Twonhouses Transition



Figure 13 - Master Plan Concept, Mid-rise Transition



Figure 14 - Master Plan Concept, Towers Transition

3.2 Proposed Land Use and Built Form

The overall concept is for approximately 1,450 residential dwelling units, with a mix of townhouses and mid and high-rise apartment buildings. The approach to built form provides for an appropriate and compatible transition in heights from the north down to the south and west. The built form includes low-rise street townhouses and back-to-back townhouses (up to three storeys) along outer perimeter of the site, with mid-rise buildings (generally up to 8 storeys, with one at 11 storeys) located central to the site to frame the central park and Francis Road Bikeway (see **Figure 15 — Proposed OP Land Use**).

Three taller buildings of 16, 19 and 20 are located at the northerly portion of the site, adjacent to the existing high-rise apartments north of Surrey Lane (the Homestead apartment complex).

Higher buildings would provide for a low rise podium and slender floorplate at the upper levels in order to reduce the massing and shadow impacts. Mid-rise buildings would include a variation of heights and step-backs in order to provide for a pedestrian friendly scale and compatibility with surrounding open spaces and public streetscapes. A fulsome description of the built form approach is found in the Urban Design Brief which accompanies the application.

There would be a wide range of units types, options and sizes available through the redevelopment, including the following:

- Townhouses 200 Units (all 3-bedroom)
- Apartments 1250 Units (123 grade-related) (40% 1-bedroom, 50% 2-bedroom and 10% 3-bedroom)

Overall the redevelopment would include 300 grade-related residential units and approximately 10% 3-bedroom. See (**Figure 16 – Master Plan Concept**).

New, modernized units would provide for open concepts, a wider range of sizes, increased natural light, updated modern kitchen, bathrooms and storage areas (including in-suite storage capacity), as well as upgraded technologies.

In terms of amenities, the master plan would provide for increased and flexible indoor and outdoor spaces to accommodate a range of potential offerings, including potential for playgrounds, dog runs, pet washing stations, community gardens, social/party rooms, indoor swimming pool, splash pad, playrooms, fitness rooms, movie theatre and wifi lounges.

There would be one large, centralized amenity area accessible to all residents as well as individual amenity rooms within apartment buildings.



Figure 15 - Proposed OP Land Use



- **Back-to-back Townhouses**
- **Private Open Space**
- **Public Open Space**
- **Pedestrian Connections**
- Centralized Amenity/ Convenience retail

Figure 16 - Master Plan Concept

In addition, the proposed redevelopment makes sufficient space available for complementary non-residential uses such as services and convenience retail. All of which enhance services and convenience for a broad range of age groups and family sizes within the community.

The master plan contemplates a phased demolition and construction over several blocks, starting with the east side of Warwick Road and allow for relocation of existing residents as construction progresses. The intention is identify a block for redevelopment, relocate those residents to vacant units in Georgian Court and then redevelop the newly vacated block. Once the newly constructed units are available, residents would then have the opportunity to occupy those units.

3.3 Proposed Parks and Open Spaces

The master plan provides for a substantial amount of publicly accessible open space in the form of both passive recreational park areas as well as hard landscaped plazas and pedestrian pathways, providing connections to the Francis Road Bikeway and broader community.

The proposal is centred on a new open space system and pedestrian pathway network consisting of approximately 1.1 hectares (2.71 of publicly accessible open space comprised of a 0.95ha central park and two privately owned publicly accessible linear greenways (POPS) of approximately 0.2ha (see Figure 17 – Parks and Open Space Framework).

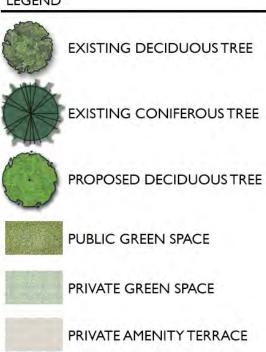
The large central public park will be located on either side of Warwick Drive and offer both passive and active recreation opportunities, including events, barbeques, reflection pool/ splashpad, skating rink, skateboard-friendly areas and sitting areas. The park will complement the proposed indoor amenity facilities that could be located at the base of the buildings which frame the park. The park will include both existing and new trees with a substantial amount of greenspace, complemented by an appropriate amount of hardscaping. It is proposed that Warwick Drive may be raised with a differentiated paving pattern in order to clarify the pedestrian crossing of Warwick Drive and as a traffic calming feature.

The open space network also includes publicly accessible green pedestrian and cycling connections through to the Francis Road Greenway to the east. The new greenway connections will include new tree plantings as well as areas offering opportunities for community gardening. They will also allow for wider pedestrian and cycling infrastructure as compared to the existing Georgian Court development.

Open spaces within the development blocks will be generally provided above underground parking structures. Sufficient depth of soil will be provided in order to allow for appropriate landscapes.



LEGEND



PLAYGROUND

WATER FEATURE

3.4 Proposed Mobility Network

A new public street with a 20 metre right-ofway (the Sunset Road extension) is proposed to extend through the site north from Marley Road, connecting to Surrey Lane at the north boundary of the site. The 20 metre right-of-way includes the potential for lay-by parking, a generous boulevard with pedestrian sidewalks and dedicated bicycle lanes to promote multi-modal options for travel.

A private mews street is proposed to connect Marley Road to Surrey Lane, allowing access to the internal townhouse blocks on the western portion of the site. The private mews would have a width that would allow for local vehicular and service access, as well as pedestrian pathways and landscaping.

Private service streets are proposed to access the apartment and townhouse blocks. The intent of the design is to strategically locate drop-off, pick-up and parking access locations to minimize impacts on the pedestrian realm.

The pedestrian network includes both pedestrian streets, hardscaped courtvard spaces and multifunctional spaces for patios, activities or passive recreation that may be shared with service functions and pick-up/drop-off areas. The size of the blocks is generally less than 100 metres and therefore can be easily navigated by pedestrians.

PARKING AND LOADING

Georgian Court currently includes thirteen separate surface parking areas scattered throughout the complex, with 490 parking spaces in total, including 30 tandem parking spaces. These parking areas make up about 1.38 hectares (3.4 acres) or 17% of the existing site.

The proposal generally provides for vehicular parking below grade, with some visitor parking at grade. Access to parking areas is provided via the public streets as well as private service access driveways that will also be shared as hardscaped pedestrian pathways and spaces. The proposal would accommodate approximately 2,411 vehicular parking spaces (based on City of Burlington zoning standards). In addition, to assist in promoting multi-modal travel, bicycle parking spaces will be provided, including several opportunities to locate outdoor visitor spaces.

Currently, Georgian Court does not have consolidated garbage rooms and residents bring their own garbage for curb-side pickup. The proposal would provide for common, centralized garbage areas for a more controlled and organized manner of garbage pickup.

3.5 Key Development Statistics

	Proposed
Existing Site Area	8.4 ha (20.8 acres) 5.9 ha (17 acres) (net of new road and new Park)
Proposed Site Area	6.91 ha (17 acres) (0.937 ha public park and 0.548 ha public street)
Height	Range of heights generally between 3 and 8 storeys with a mid rise at 11 storeys and three taller buildings at 16, 19 and 20 storeys
Overall gross Units Per Hectare (Net in brackets)	172 uph (210 uph)
Residential Units ApartmentsGrade-related	1,450 Total1,250 apartments (123 grade-related)200 townhouses
Parking	2,411
Public Parks	0.95 ha

Note: Net density excludes public parks and public streets

3.6 Required Approvals

The master plan requires amendments to the Burlington Official Plan and Zoning By-law, as well as a plan of subdivision.

OFFICIAL PLAN AMENDMENT

Georgian Court is currently designated Medium Density Residential, which allows for a density of 50 units per net hectare. The current density of Georgian Court is approximately 33 units per net hectare (280 units over 8.4 hectares) and allows only low-rise dwelling types. An Official Plan Amendment is required to redesignate the northerly portion of the site from Medium-Density to High-Density Residential to permit apartment dwellings and to increase the permitted net density to approximately 302 units per net hectare over the high-density designated (1,288 units over 4.263ha on the high-density blocks).

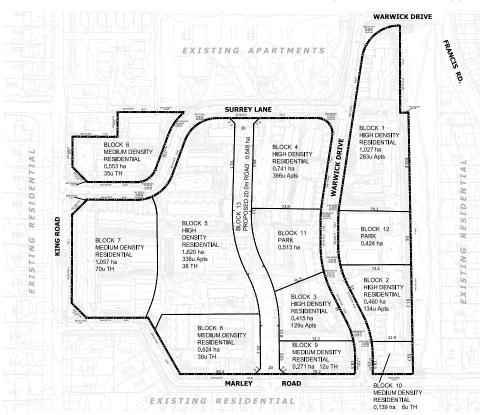
With only 162 units over 2.64ha, the OPA will also allow for 61 units per net hectare within the medium density blocks. This density would be lower than the Draft Burlington Official Plan, which would permit up to 75 UPH in the Medium Density designation.

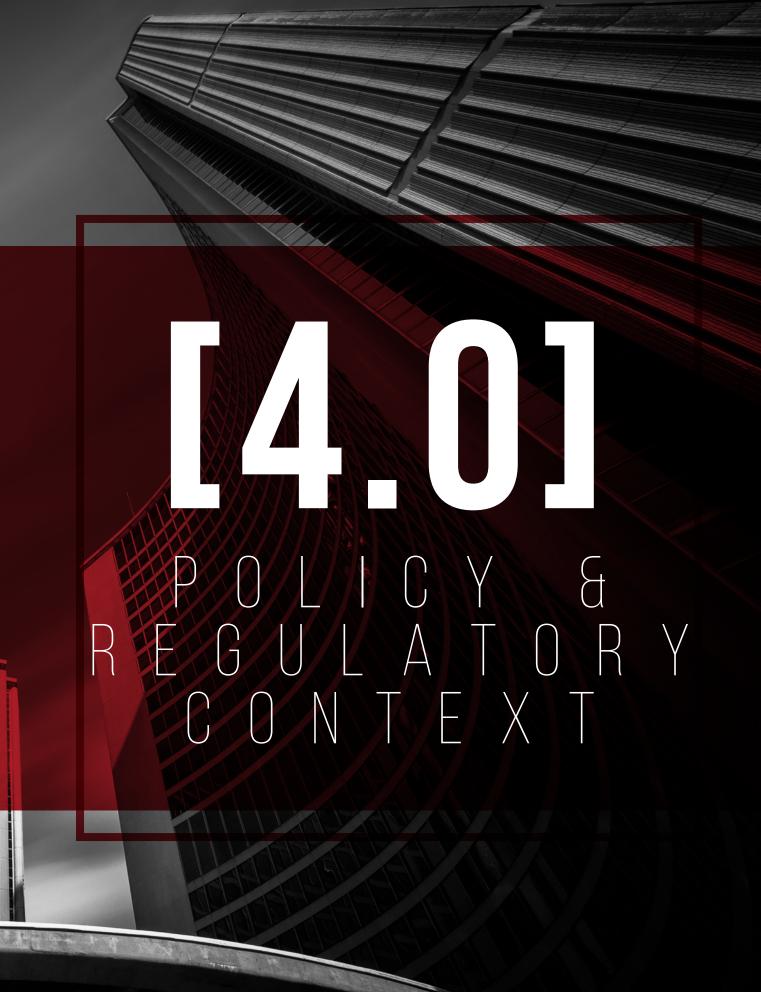
ZONING BY-LAW AMENDMENT

The draft zoning by-law accompanying the application will introduce a site-specific RH2 zone for the northerly portion of the site, allowing for apartments and restricting the height and density as identified on the concept plan. The RH2 zoning is complementary to the zoning to the zoning of the existing high-rise development to the north of Surrey Lane. The draft also provides for a sitespecific RM2 zoning for the townhouse blocks. allowing for 3 storeys and permitting back-toback townhouses as well as traditional street townhouses. The site-specific zoning would regulate density, height, setbacks, amenity space and privacy space. The proposed parking and loading are intended to be provided in accordance with the zoning by-law. A draft Zoning By-law is provided with the application.

PLAN OF SUBDIVISION

A plan of subdivision is required to establish the new public street, public park blocks and proposed development blocks. It is anticipated that the requirements of the subdivision blocks and parts will evolve through the processing of the application. A draft Plan of Subdivision is provided with the application.





4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) came into effect on April 30th, 2014, and sets out the vision and direction for land use planning in Ontario. One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact form, particularly in areas well served by public transit.

Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by, among other things, promoting efficient development and land use patterns which sustain the financial well being of the Province and municipalities over the long term, accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), and promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

Policy 1.1.3.2 promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 provides that planning authorities shall identify and promote opportunities for intensification and redevelopment, where this can be accommodated, taking into account existing building stock or areas, including brownfield sites and the availability of suitable existing or planned infrastructure and public service facilities.

Additionally, policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. Policy 1.1.3.5 requires Planning authorities to establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, provincial targets established through provincial plans shall represent the minimum target for affected areas. Policy 1.1.3.6 provides that new development taking place in designated growth areas should occur adjacent to the existing builtup area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and services.

With respect to housing, policy 1.4.3 requires provisions to be made for an appropriate range and mix of housing types and densities to meet the projected requirements of current and future residents by, among other things establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households as well as permitting and facilitating all forms of housing requirements of current and future residents, including special needs requirements and all forms of residential intensification and redevelopment.

In addition, the efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6.3, 1.6.5 and 1.6.7). With respect to transportation system, policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and the number of vehicle trips and support the current and future use of transit and active transportation.

Policy 1.7.2 states that long-term prosperity should be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the vitality and viability of downtowns and main streets, and encouraging a sense of place by promoting well-designed built form and cultural planning.

With respect to energy conservation, air quality and climate change, policy 1.8.1 requires that planning authorities support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation (ie: bicycles) and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

In regard to natural heritage, policy 2.1.1 provides that natural features and areas shall be protected for the long term. As per policy 2.1.2, the diversity and connectivity of natural features and natural heritage systems should be maintained, restored and where possible improved. Additionally, in accordance with Policy 3.1.2, development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland lake system, which are impacted by flooding hazards or erosion hazards. this instance, it has been determined that the floodplain is located along the easterly boundary of the site and the master plan has been designed accordingly to avoid development within the floodplain.

For the reasons set out in Section 5 of this report, it is our opinion that the proposal is consistent with the Provincial Policy Statement and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

4.2 Growth Plan for the Greater Golden Horseshoe

In May 2017, the Province released an update to the Growth Plan which came into force on July 1. 2017. Given that all decisions made after July 1, 2017 must conform to the 2017 Growth Plan, the policies of the 2017 Growth Plan apply to these applications.

The Growth Plan sets out the direction growth should take in the Province. The guiding vision for the Growth Plan, set out in policy 1.2.2, includes the principles that development is directed to build compact, vibrant and complete communities and to optimize the use of existing and new infrastructure to support growth in a compact, efficient form. The magnitude of growth expected presents several challenges, including an appropriate range and mix of age-friendly housing options, walkable built environments, and community design that meets the needs of people of all ages. The proposed redevelopment of Georgian Court will provide for a wider mix of housing options with age-friendly community design.

The guiding principles of Section 1.2 provide that municipalities should prioritize intensification and higher densities to make efficient use of and infrastructure and support transit viability. It also supports a range and mix of housing options to serve all sizes, incomes and ages of households.

Allowing for a wider range and mix of higher density housing in Georgian Court would conform to this policy, as it would make use of existing infrastructure and transit.

The Growth Plan policies are also aimed at achieving a mix of housing in higher densities, in part to address issues of housing affordability. This intent is expressed in the preamble to Section 2.1 as follows:

> As in many thriving metropolitan regions, many communities in the GGH are facing issues of housing affordability, which are being driven primarily by sustained population growth and socio-economic factors. This Plan helps to address this challenge by providing direction to plan for a range and mix of housing options, including second units and affordable housing and, in particular, higher density housing options that can accommodate a range of household sizes in locations that can provide access to transit and other amenities. There is also a need for stakeholders to work collaboratively to find opportunities to redevelop sites using more agefriendly community design.

The proposed redevelopment of Georgian Court represents an opportunity to provide new higher density housing in an area well served by infrastructure, including transit, and to revitalize an aging community with a wider range and mix of new housing stock. The master plan emerged out of a collaborative process involving local residents and community stakeholders.

Policy 2.2.1(2)(c) provides that growth will be focussed in delineated built up areas and locations with existing or planned transit (with priority on higher order transit). 2.2.1(4)(c) supports a diverse range and mix of housing options, including some component of affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes. Development is intended to comprise of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards.

The proposed redevelopment of Georgian Court is located within the delineated built up area and is in a location with existing transit. Furthermore, it provides for an increased range and mix of housing types and sizes in comparison to what currently exists. The redevelopment will provide for new high quality compact built form complemented by new public parks and a well-designed and vibrant public realm.

Policy 2.2.1 of the Growth Plan seeks to accommodate population and employment growth, by, among other things, directing a significant portion of new growth to the built-up areas of the community through intensification, focusing intensification in intensification areas, reducing dependence on the automobile through the development of mixed use, transit-supportive, pedestrian-friendly urban environments, and encouraging cities and towns to develop as "complete communities" with a range and mix of housing types. The Growth plan definition of "complete communities" indicates that they are to meeting people's needs for daily living throughout an entire lifetime by providing convenient access to a full range of housing options, among other matters.

With respect to planning population, Schedule 3 of the Growth Plan forecasts 820,000 people by 2031 and 1,000,000 people by 2041 for Halton Region. Policy 2.2.2(1) sets out that by the year 2015 and for each year thereafter to 2031, a minimum of 50 percent of all residential development occurring annually within each upper- and single-tier municipality will be within the built-up area. This target is increased to 60% after 2031.

Georgian Court is located within the Built-up area of Burlington and therefore additional population within Georgian Court would contribute to the Growth Plan intensification targets. With respect to these targets, Section 1 of the Growth Plan provides that decision-makers are encouraged to go beyond the stated minimum standards.

As per policy 2.2.2(4), municipalities will develop strategies to achieve minimum intensification targets throughout the built-up area, which will encourage intensification generally and identify the appropriate type and scale of development and transition of built form to adjacent areas are required to develop and implement strategies and policies, including through their official plans, to achieve intensification and intensification targets. These policies should, among other things, identify intensification areas to support intensification targets, facilitate and promote intensification, recognize urban growth centres, intensification corridors and major transit station areas as focus areas for intensification through development, identify appropriate development type and scale for intensification areas, and plan for a range and mix of housing, taking into account affordable housing needs.

The Growth Plan now also includes two new concepts – priority transit corridors and strategic growth areas. New policies would support prioritizing planning and zoning for "priority transit corridors", as identified on the new Schedule 5 (Figure 18 - Schedule 5). Prioritized planning would also be given to mobility hubs associated with priority transit corridors. Priority Transit Corridors are defined as emerging higher order transit corridors identified as a focus for planning and intensification, and can be identified by the Province or municipalities.

*Schedule 5 shows a priority transit corridor through Burlington - GO transit line





Figure 18 - Growth Plan, Shedule 5

Regarding strategic growth areas, there is direction that lands with easy access to frequent transit service, including higher order transit, should be identified as strategic growth areas, and should be planned and developed to be transit supportive, including through setting minimum density targets to reflect existing and planning transit service levels.

Frequent transit is defined as public transit services that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

Strategic growth areas are defined as:

Within settlement areas, nodes, corridors and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, mobility hubs and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings or greyfields. Lands along major roads, arterials or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

In this instance, the northerly portion of Georgian Court is located within 400 metres of the Plains Road transit corridor, which provides convenient access to two GO Stations and is designated as a Justified Transit Corridor in the Draft Burlington Official Plan. The increased densities proposed for the northerly portion of Georgian Court would conform to the intent of the Growth Plan in particular through providing increased densities in proximity to transit and contributing to the increased minimum intensification targets.

As per policy 2.2.6(1) municipalities are to develop housing strategies that support the achievement of minimum intensification and density targets as well as other policies of the Plan by identifying a diverse range and mix of hosing options and densities, including affordable housing and establishing targets for affordable ownership housing and rental housing. Policy 2.2.6(2) provides that municipalities will plan to diversify their overall housing stock and will consider the range and mix of housing options and densities of the existing housing stock. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

The Georgian Court redevelopment would increase the range and mix of housing options, making for a more diversified housing stock in line with the intent of these policies.

Policy 3.2.2 provides that in the design of street networks, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated. The Georgian Court proposal will provide for a revitalized public realm and mobility network to accomplish the intent of complete streets.

As set out in policy 4.2.5 municipalities, conservation authorities, non-governmental organizations and other interested parties are encouraged to develop a system of publicly accessible parkland, open space and trails. As per policy 4.2.5(2), municipalities are also encouraged to establish an urban open space system within settlement areas, which may include urban agriculture, rooftop gardens, community courtyards and public parks. proposed redevelopment of Georgian Court will introduce new public parks and publicly accessible greenways where they currently do not exist. There will also be opportunities for community gardening/agriculture and rooftop gardens.

For the reasons set out in Section 5 of this report, it is our opinion that the proposal conforms with the Growth Plan and will contribute to the City meeting its intensification targets.

4.4 Region of Halton Official Plan

The Region of Halton Official Plan, Interim Office Consolidation September 28th, 2015, is based on the 1995 Regional Plan, which was adopted by Halton Regional Council on March 30, 1994. It was subsequently approved, with modifications, by the Minister of Municipal Affairs and Housing on November 27, 1995. Certain parts of the Plan were referred by the Minister to the Ontario Municipal Board for a decision, and certain parts were deferred for further consideration. The Regional Official Plan has subsequently been updated by ROPA 24 and ROPA 38.

DESIGNATIONS

Map 1 Regional Structure - Built Up Area, Urban Area

Map 3 Functional Plan of Major Transportation Facilities - King Road Minor Arterial Road, Plains Road West Multi-Purpose Arterial

Map 1G Key Features within the Greenbelt and Regional Natural Heritage Systems - Key features adjacent to the subject site

POLICIES

PLANNING VISION

Policy 25 provides that Regional Council supports the concept of "sustainable development", with the overall goal to enhance the quality of life for current and future residents of Halton Region.

Policy 31 provides that a healthy community is one that:

- fosters among the residents a state of physical, mental, social and economic well-
- where residents take part in, and have a sense of control over, decisions that affect them;
- that is physically so designed to minimize the stress of daily living and meet the life-long needs of its residents;
- · where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;

- · where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and nonmotorized travel modes; and
- where the principles of sustainability are embraced, and practised by residents, businesses and governments.

As stated in Policy 32, Halton will provide support for development opportunities that respond to the vision and policies of the Plan.

REGIONAL STRUCTURE

The subject site is located within the City of Burlington Built-up Area as indicated on the Regional Structure Map 1 (Figure 19 - Map 1). Policy 55 provides that the Regional Structure is accompanied by a growth strategy for Halton, based on the distribution of population and employment for the planning horizon year of 2031, contained in Table 1, which projects a population of 193,000 in Burlington, and a total of 780,000 in Halton by 2031. These numbers have not yet been updated to reflect the 2031 numbers from Growth Plan Amendment No. 2 now reflected in the 2017 Growth Plan (which forecasts a population of 820,000 people for Halton).

Policy 55(1) provides that the Regional Structure also sets out targets for intensifying development within the Built-Up Area, contained in Table 2, which assigns a minimum of 8,323 new housing units to be added to the Built-Up Area in Burlington, and a minimum of 32,200 for Halton Region, between 2015 and 2031.

Policy 55.2 provides that the Regional Structure also sets out the Regional phasing to be achieved every five years from 2012 to 2031, provided in Table 2a. The minimum number of units to be achieved in the Built-up Area of Burlington is as follows:

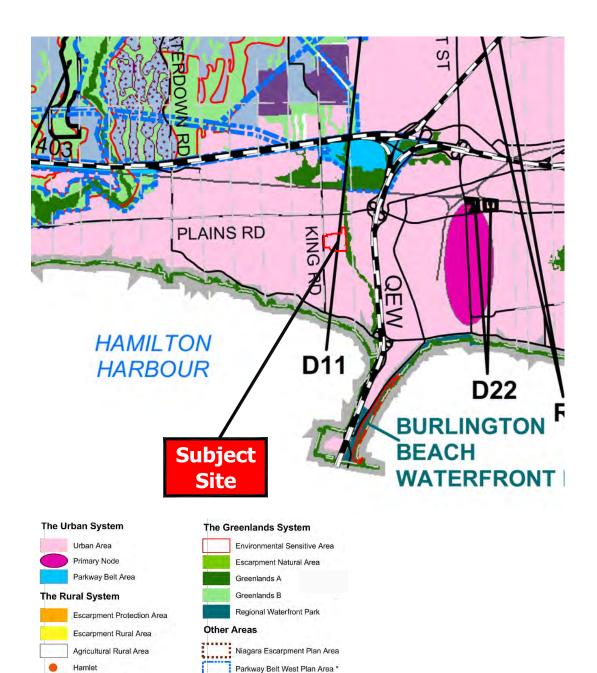
• 2012-2016: 2,525

• 2017-2021: 2,758

2022-2026: 2,669

2027-2031: 2,659

• Total over all phases: 10,611 new units to be constructed over the next 13 years



Milton West Special Study Area

Ninth Line Corridor Policy Area North Aldershot Policy Area Area Eligible for Urban Services

Figure 19 - Map 1, Regional Structure

Halton Waste Management Site

Mineral Resource

Extraction Area

LAND USE DESIGNATIONS

Map 1 – Regional Structure (partially approved) identifies the subject site as "Urban Area" (see Figure 19 - Map 1). Policy 72 identifies several objectives for the Urban Area designation, including creating healthy communities, supporting growth that is compact and makes efficient use of space and services and providing a range of complete communities of various sizes, types and characters, which affords maximum choices for residence, work and leisure.

Policy 72(5) provides for a rate and phasing of growth that ensures the logical and orderly progression of development, while supporting sustainable. cost-effective arowth encouraging complete communities. Policy 72(6) provides for an urban structure that supports the development of Intensification Areas, while policy 72(9) facilitates and generally promotes intensification and increased densities throughout the Urban Area.

Part VI Definitions, defines Intensification as the development of a property, site or area at a higher density than currently exists, through: redevelopment, including the reuse of brownfield sites; the development of vacant and/or underutilized lots within previously developed areas; infill development; or the expansion or conversion of existing buildings.

Intensification Areas are defined as lands identified by the Region of its Local Municipalities within the Urban Area that are to be the focus for accommodating intensification. Intensification Areas include Urban Growth Centres, Major Transit Station Areas (including Metrolinx-designated Mobility Hubs), Intensification Corridors and Mixed Use Nodes.

Intensification Corridor means Intensification Areas identified along major roads, arterial or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels.

Policy 77(2.1) directs, through Tables 2 and 2a, a minimum of 40 percent of new residential development occurring annually within Halton in 2015 and every year thereafter to the Built-up area. We note that the Growth Plan now requires a minimum of 50% annually up to 2031, and 60% thereafter.

Policy 77(2.2) requires annual reporting to identify any deficits in achieving targets, beginning in 2016. If deficits are identified, recommendations to more effectively accommodate all intensification opportunities will be considered.

Policy 77(2.3) provides that strategies to redress intensification deficits may include updating the assignment of housing units to the Built-Up Area, limiting new households in Greenfield Areas and investigating incentives to promote intensification.

Policy 77(4) requires Local Municipalities to demonstrate through their Official Plans and amendments how population and employment distribution phasing can be achieved and maintained at all times.

Policy 77(6) requires Local Official Plans to specify development phasing strategies that give priority to achieving the distribution and Regional phasing set out in Tables 1, 2, and 2a, the development of Intensification Areas, employment lands, infilling and completion of existing neighbourhoods and communities. Each development phase is expected to support the creation of healthy communities.

Section 78 sets out the policies for Intensification Areas, which includes objectives regarding higher densities, appropriate transitions to adjacent areas and providing high quality public spaces. As per policy 80, Intensification Areas include Urban Growth Centres, Major Transit Station Areas, Intensification Corridors and Mixed Use Nodes. Policy 81 directs development with higher densities and mixed uses to Intensification Areas, and requires Local Official Plans to identify such areas. As per policy 81(7.2) the intensification and development of Intensification Areas should be the higher priority of urban development within the Region. Monitoring of the performance of Intensification Areas in achieving the goals and objectives of this Plan will be conducted as per policy 81(11).

In this instance, Georgian Court has not been identified as an Intensification Area by the City of Burlington Official Plan. However, in order to achieve a range of planning objectives, the City of Burlington has proposed policies in its Draft Burlington Official Plan which would allow for Georgian Court to be considered a Secondary Growth Area and for increased densities within proximity to the Plains Road Justified Transit corridor.

Housing

Policy 85 sets out the objectives for housing, which includes, among other things; establishing targets by type and appropriate density for the Local Municipalities and the Region; expediting the development approval process to reduce the overall cost of housing; exploring new approaches to reduce residential land and construction costs to effect an adequate supply of affordable housing, and making more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods.

Policy 85(8) encourages the development of innovative housing designs, while Policy 85(9) encourages the maintenance of quality housing stock.

Regarding housing targets, policy 86(6) provides that at least 50 percent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings and that at least 30 percent of new housing units be affordable or assisted living.

Part VI Definitions, defines Affordable Housing as:

housing with a market price or rent that is affordable to households of low and moderate income spending no more than 30 percent of their gross household income.

- a) Affordable rental housing should meet the demand of households at the low end, as described in Halton's annual State of Housing Report, pursuant to Section 86(7). Such households would be able to afford at least three out of ten rental units on the market.
- b) Affordable ownership housing should meet the demand of households at the high end, as identified in Halton's annual State of Housing Report pursuant to Section 86(7). Such households would have sufficient income left, after housing expenses, to sustain the basic standard of living.

With respect to the above definition, the 2016 State of Housing Report provides that an affordable unit is defined as having a maximum monthly rent of \$2,626.

Part VI Definitions, defines Assisted Housing as:

housing that is available to low and moderate income households for rent or purchase where part of the housing cost is subsidized through a government program.

Policy 86(11) permits intensification of land use for residential purposes such as infill, redevelopment and conversation of existing structures, provided that the physical character of existing neighbourhoods can be maintained. Policy 86(12) encourages incorporating universal physical access features in all new buildings. Policy 86(18) encourages all levels of government to stimulate rental market housing construction in Halton to meet the need.

Policy 86(19) requires local municipalities to use a rental housing vacancy rate of 3 percent as the minimum threshold to permit the conversion or demolition of existing rental housing. Policy 86(20) requires municipalities, when developing phasing strategies, to ensure that a full range and mix of housing types can be provided in each development phase, in accordance with Table 2a. Policy 86(21) requires Local Official Plans to provide an appropriate mix of housing by density, type, tenure and affordability in each geographic area, consistent with current and projected demands that reflect socio-economic and demographic trends. Policy 86(23) encourages innovative residential development designs which contribute to affordability and energy and natural resource conservation.

ROADS

Map 3 – Functional Plan of Major Transportation Facilities, identifies King Road as a Minor Arterial Road and Plains Road West as a Multi-Purpose Arterial (Figure 20 - Map 3).

Table 3 - Function of Major Transportation Facilities identifies Multi-Purpose Arterials as appropriate for transit-supportive, high density, mixed use development in the right-of-way and active transportation, with right-of-way requirements up to 50m. Minor Arterials are identifiedasroadsthatmayserveasIntensification Corridors, accommodate local traffic and transit services and active transportation, and have right-of-way requirements up to 35m. Map 4 -Right-of-Way Requirements of Arterial Roads identifies the right-of-way of Plains Road West as 36m and the right-of-way of Kings Road as determined by the Local Official Plan.

NATURAL HERITAGE

Map 1G - Key Features within the Greenbelt and Regional Natural Heritage Systems, identifies key features adjacent to the subject site. Given the nature of the Francis Road Bikeway, which acts more as a park than a natural feature, no environmental evaluation was required to support the proposal.

SUMMARY OPINION ON CONFORMITY

For the reasons set out in section 5 of this report, it is our opinion that the proposed development conforms with the Region of Halton Official Plan. The proposal will achieve a wider range and mix of housing options and contribute to both the intensification target as well as to alleviating the low rental vacancy rates within the Region.

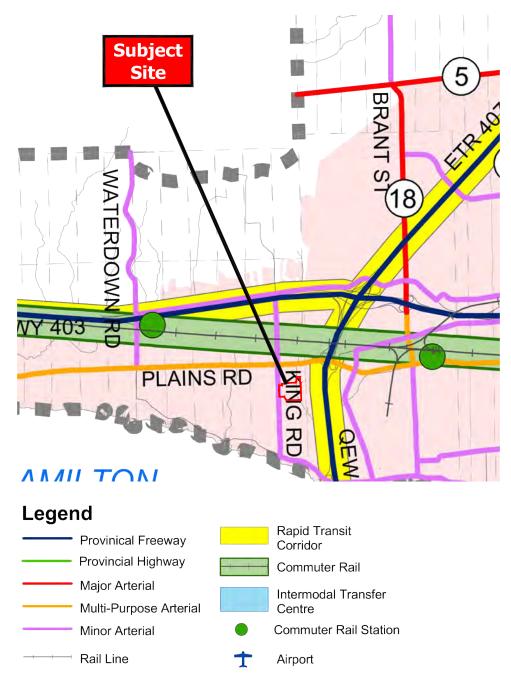


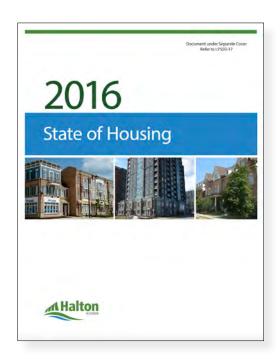
Figure 20 - Map 3 Functional Plan of Major Transportation Facilities

4.5 Halton Region 2015 State of Housing Report

The State of Housing Report is prepared annually and provides a review of housing supply and demand during the past year, as well as monitoring of Official Plan targets regarding density and affordability. The Report also assess the Region's success in achieving the following targets:

- at least 50 percent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings
- at least 30 percent of new housing units produced annually in Halton to be affordable or assisted housing

Halton's Housing Model determined the following housing cost thresholds for 2016:



Assisted

	All households (average – 2.75 persons)	Small households (1 or 2 persons)	Large households (3 or more persons)
Maximum purchase price	\$171,100	\$160,200	\$178,800
Maximum monthly rent	\$1,211	\$1,134	\$1,266

Affordable (non-assisted)

	All households (average – 2.75 persons)	Small households (1 or 2 persons)	Large households (3 or more persons)
Maximum purchase price	\$369,400	\$270,300	\$473,200
Maximum monthly rent	\$2,626	\$1,918	\$3,369

Summary of Key findings:

- 34.1% of new housing fell under the affordability target. This marginally exceeds the 30% target for the region
- There were 3,409 housing completions, up 53 percent from 2015
- 62.96 % of new units completed in Halton in 2016 were townhouse and multi-storey housing, achieving the 50% housing mix target Burlington accounted for only 8% of completions (272 units) but has 1,050 apartment and row units under construction
- Halton Region's overall vacancy rate for

- private apartments decreased from 1.4% in 2015 to 1.3% in 2016. The report notes this may make it difficult for households searching for rental housing to find a suitable unit
- This was the lowest vacancy rate compared to other Greater Toronto Area Regional Municipalities
- Vacancy rates for 1 bedroom units is at 1.1% and 2 bedroom units are at 1.4%
- Vacancy rates for 3+ bedroom units is 1.2%
- The overall average vacancy rate for townhouses and apartments in Burlington is 1.1%

4.6 Burlington's Strategic Plan 2015-2040

Burlington's Strategic Plan was approved by City Council on April 11, 2016, and provides the guiding direction for the City through to the yeah 2040. The Plan has four strategic directions: A City that Grows; A City that Moves; A Healthy and Greener City, and; An Engaging City.

The key objectives of the Plan are: Population Growth; Targeted Intensification; Economic Growth; Demographic Growth; Healthier Lifestyles; Mobility Choices; An Accessible City; A Healthier Environment; and, Engaged Residents and an Engaged Community.

Objective 1.2, Intensification, states that a City that Grows demonstrates density (intensification) done well, with green design options, less sprawl, more affordable housing choices and improved health, in a vital, diverse and safe city. Section 1.2.a provides that growth is achieved in mixed-use areas and along main roads with transit service, including mobility hubs, downtown and uptown.

Objective 1.2.d provides that new and transitioning neighbourhoods are designed to promote easy access to amenities, services, recreation and employment areas with more opportunities for walking, cycling and using public transit. Objective 1.2.e provides that older neighbourhoods are important to the character and heritage of Burlington and intensification will be carefully managed to respect these neighbourhoods.

Objective 1.2.f provides that City policy encourages and rewards energy-efficient buildings and other on-site sustainable features, while 1.2.i states that architecture and buildings are designed and constructed to have minimal impact on the environment, reflecting urban design excellence that creates buildings and public spaces where people can live, work, or gather.

Objective 1.3, Focused Population Growth, states that A City that Grows encourages young families, youth and newcomers to located in Burlington to help sustain the fiscal, social and cultural fabric of the city. As per 1.3.a, Burlington is an inclusive and diverse city that has a growing proportion of youth, newcomers and young families and offers a price range and mix of housing choices.

Objective 3.1, Healthy Lifestyles, states that a Healthy and Greener City improves public health and quality of life. As per 3.1.a, the objective works towards every resident of Burlington living within a 15-20 minute walk to parks or greenspaces, and as per 3.1.b, parks and green spaces a multi-use.

Objective 3.2, Environmental and Energy Leadership, states that a Healthy and Greener City improves energy efficiency, protects the natural environment and mitigates climate change impacts. As per 3.2.a, the city has a healthy natural heritage system that is protected, well-connected, conserved and enhanced, and forms a fundamental component of the city's urban and rural areas. As per 3.2.c, the city's urban forest and tree canopy has increased and continues to thrive.

The Georgian Court Master Plan achieves many of these strategic objectives, through providing increased housing options within a green, walkable, accessible, and well-designed community.

4.7 City of Burlington Official Plan

The Official Plan was adopted by Council on July 11, 1994, and was approved by the Region of Halton on March 5, 1997, with modifications, with parts of the plan referred to the Ontario Municipal Board and others deferred for further consideration. The July 2015 office consolidation incorporates all modifications, subsequent approvals and amendments to the Plan up to this date.

DESIGNATIONS

Schedule A Settlement Pattern - Residential Areas

Schedule B Comprehensive Land Use — Urban Planning Area - **Residential — Medium Density**

Appendix A, Schedule 1 Long Term Transit Service Network - **primary bus service routes** along Surrey and Plains Road East.

Appendix A, Schedule 2 Long Term Cycling Master Plan - **north-south bike lane** on King Road, **north-south multi-use path** on Francis Road

Schedule J Classification of Transportation Facilities - Plains Road East **multi-purpose arterial**, King Road **minor arterial**

POLICIES

Part I, Section 3 contains the guiding principles for the official plan, which includes, among other things, providing a community plan and growth strategy that offers a wide range of housing and promoting the efficient use of land through intensification within appropriate areas of the City, in accordance with Provincial growth management objectives.

Section 4 sets out the land use vision for the City. Policy 4.2 notes that Burlington has matured as a City and thus a significant amount of its future growth will be in form of intensification and redevelopment within the urban boundary, while maintaining stability and compatibility.

Policy 4.3 sets out the changes that are encouraged by the Official Plan, which includes the development of a greater diversity of housing types to meet changing population needs, directing growth towards underutilized or vacant parcels in existing communities, new residential growth in the form of more compact housing and a broader mix of residential dwellings in terms of type, size, cost and ownership.

RESIDENTIAL AREAS

Figure 21 – Schedule A, Settlement Pattern identifies the subject site as "Residential Areas". Part III of the Official Plan sets out the land use policies for the land use designations in the Urban Planning Area. Section 2 categorizes Residential Areas as providing housing and other land uses that are part of a residential environment, where housing may take a range of forms from single detached to high-rise apartment structures. Residential Areas are further delineated into three categories which represent a range of residential uses based on permitted use, location, density and scale of development.

Section 2.1 sets out the principles for Residential Areas, which includes providing a sufficient supply of owner occupied and rental housing, supplying a broad, diverse range of housing types, including affordable and accessible housing, and that the City shall address new housing demands through the best use of existing resources and infrastructure and through new community development.

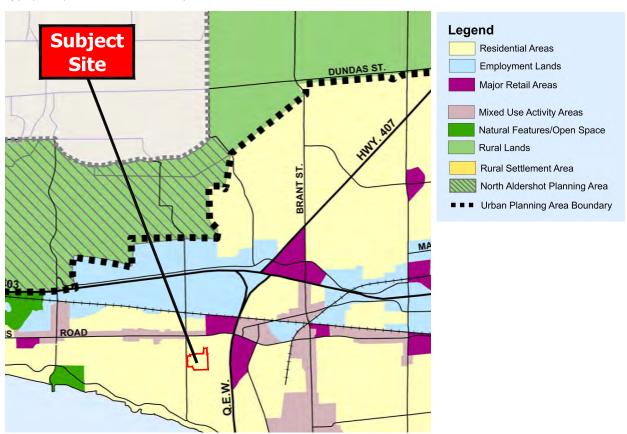


Figure 21 - Schedule A, Settlement Pattern

The objectives for Residential Areas, set out in subsection 2.2.1, include:

- encouraging new residential development and intensification within the Urban Planning Area that has regard for infrastructure capacity and integration with existing residential neighbourhoods
- providing housing opportunities that encourage the use of public transit, pedestrian and bicycle transportation networks, decreasing car dependency
- encouraging a strong live/work relationship in the City by providing a variety of housing that reflects existing and future socio-economic and demographic characteristics of local resident and job opportunities
- encouraging the integration of a wide range of housing types and tenure and discouraging large concentration of higher density residential blocks
- requiring new residential development to be compatible with surrounding properties

Schedule B – Comprehensive Land Use – Urban Planning Area, identifies the subject site as "Residential – Medium Density" (**Figure 22–Schedule B**). Policy 2.2.2(d) states that in Residential-Medium Density areas, either ground or non-ground-oriented housing units with a density ranging between 26 and 50 units per net hectare shall be permitted. Regarding building form, policy 2.2.2(g)(ii) identifies detached and semi-detached homes, townhouses, streets townhouses and stacked townhouses, back to back townhouses, attached housing and walk up apartments as permitted forms, provided the meet the density specified in policy 2.2.2(d).

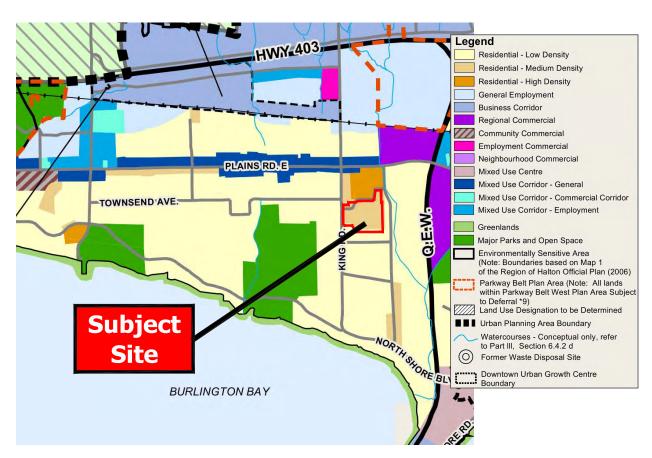


Figure 22 - Schedule B, Comprehensive Land Use

As per policy 2.2.2(c), Low-Density areas permit single-detached and semi-detached housing units with a density to a maximum of 25 units per net hectare. Additional forms of ground oriented units may be permitted, provided they are compatible and adhere to the density maximum.

As per policy 2.2.2(e), Residential-High Density areas permit either ground or non-groundoriented housing units with a density ranging between 51 and 185 units per net hectare. The permitted built form, set out in policy 2.2.2(g) (iii), allows for street townhouses and stacked townhouses, back to back townhouses, attached housing and apartments, subject to the density requirements of 2.2.2(e).

HOUSING SUPPLY

Regarding housing supply, objective 2.3.1(b) encourages the retention of existing rental housing and the construction of new rental housing. Policy 2.3.2(f) sets out the conditions that are required to be satisfied for the demolition or conversion to freehold or condominium of residential rental properties containing six or more units. The following must be satisfied for demolition or conversion to occur:

- the rental vacancy rate by dwelling/structure type for the City of Burlington as defined and reported yearly through the C.M.H.C. Rental Market Survey has been at or above 3 per cent for the preceding two-year reporting period
- the building for which conversion is proposed meets the requirements of the property standards by-law, the Ontario Building Code, and any other applicable law, or will be upgraded in accordance with these standards and requirements
- where demolition occurs, replacement rental housing units are provided for those units that are demolished
- that negative economic and other impacts upon tenants are minimized
- the requirements of any applicable Provincial legislation or regulation, as amended, are met

In this instance, the demolished rental units will be fully replaced and therefore the proposal will conform to this policy.

Additionally, as per policy 2.3.2(g), City Council shall consider the provision of innovative forms of housing tenure, such as common element, phased and vacant land condominiums, as a means of increasing housing diversity, choice and supply in the City. The City shall also, as stated in policy 2.3.2(h), in co-operation with other orders of government, encourage the provision of a range of housing types, including rental housing, for individuals and families.

HOUSING AFFORDABILITY

Objective 2.4.1 seeks to ensure a range of housing and tenure types, to meet the varied lifestyle and income group needs of the existing and future population, and to encourage the development of affordable housing through the City. As per policy 2.4.2(d), the City shall give processing priority to development applications which provide the type, size and tenure of housing required to meet the social and economic needs of the City's residents.

The Official Plan, Part VIII Definitions, defines Affordable Housing as:

> Housing with market price or rent that is affordable to households of low and moderate income spending 30 percent of their gross household income without government subsidies. Such households would be able to afford, at the low end, at least three out of ten rental properties on the market and, at the high end, ownership housing with sufficient income left, after housing expenses, to sustain a basic standard of living. The affordable rate is as defined in the Region's State of Housing report, which is currently set at a monthly rate of \$2,262.

Housing Intensification

Objective 2.5.1 encourages residential intensification as a means of increasing the amount of available housing stock within existing neighbourhoods, and encourages the redevelopment of under-utilized residential lands where appropriate, at the periphery of existing residential neighbourhoods for non-ground-oriented housing.

Policy 2.5.2 sets out the standards used to assess housing intensification. The following criteria shall be considered when evaluating proposals for housing intensification in established neighbourhoods:

- adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland
- · off-street parking is adequate
- the capacity of the municipal transportation system can accommodate any increased traffic flows, and the orientation of ingress and egress and potential increased traffic volumes to multi-purpose, minor and major arterial roads and collector streets rather than local residential streets
- the proposal is in proximity to existing or future transit facilities
- compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided
- effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character
- significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level
- accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care
- capability exists to provide adequate buffering and other measures to minimize any identified impacts

- where intensification potential exists on more than one adjacent property, any redevelopment proposals on an individual property shall demonstrate that future redevelopment on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate
- natural and cultural heritage features and areas of natural hazard are protected
- where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g) and m)
- proposals for non-ground oriented housing intensification shall be permitted only at the periphery of existing residential neighbourhoods on properties abutting, and having direct vehicular access to, major arterial, minor arterial or multi-purpose arterial roads and only provided that the built form, scale and profile of development is well integrated with the existing neighbourhood so that a transition between existing and proposed residential buildings is provided.

Additionally, as per policy 2.11.3(m), future redevelopment and intensification in the South Aldershot area my be restricted by limited storm sewer capacity and the potential for increased downstream flooding and/or erosion, as a result of greater levels of storm water runoff due to development. The City may undertake one or more the following measures:

- discouraging the reconstruction of existing streets with no curbs or gutters to an urban standard (curbs, gutters and storm sewers)
- where appropriate and feasible, requiring onsite storm water infiltration facilities and other storm water management techniques as part of the design of new development proposals
- limiting the density or intensity of proposals for re-development and intensification in this area if required

Sustainable Design and TRANSIT-SUPPORTIVE LAND USE

Appendix A, Schedule 1 - Long Term Transit Service Network identifies a primary bus service route along the subject site's frontage on Surrey Lane, and additional primary route service on Plains Road East (Figure 23 - Schedule 1).

It also identifies two commuter rail stations (GO Transit – Aldershot GO Station and Burlington GO Station) near the subject site, located off of Plains Road East/Fairview Street. Appendix A, Schedule 2 - Long Term Cycling Master Plan, identifies a north-south bike lane on King Road and a northsouth multi-use path on Francis Road, flanking the subject site (Figure 24 - Schedule 2). Both the bike path and the multi-use trail connect to routes on Plains Road East, to the north, and Northshore Boulevard, to the south. Schedule J - Classification of Transportation Facilities identifies Plains Road East as a multi-purpose arterial and King Road as minor arterial (Figure 25 - Schedule J).

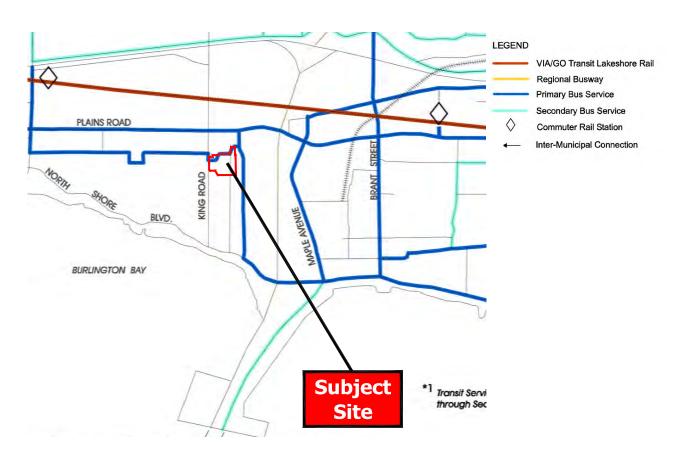


Figure 23 - Schedule 1, Long Term Transit Service Network

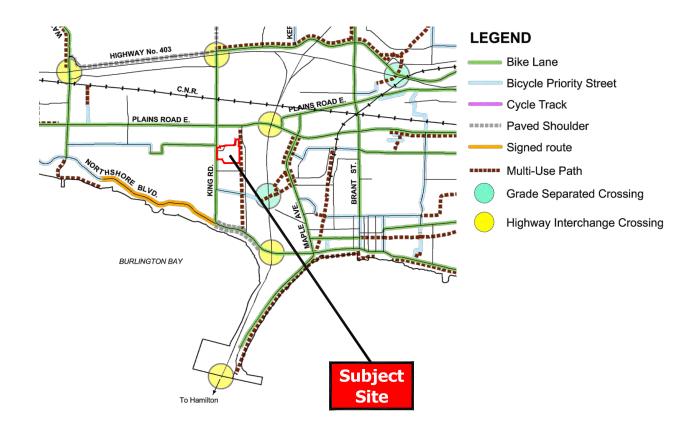


Figure 24 - Schedule 2, Long Term Cycling Master Plan

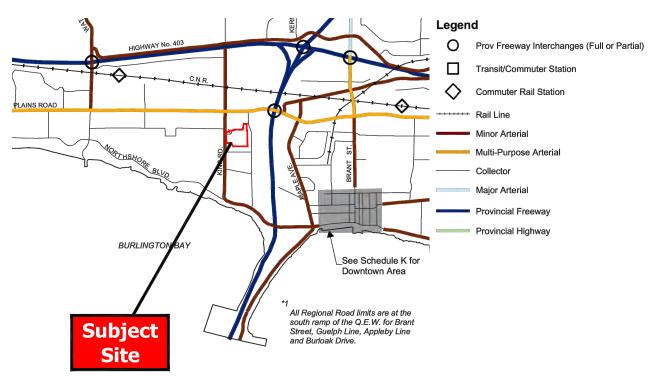


Figure 25 - Schedule J, Classification of Transportation Facilities

Regarding sustainable design, Part II, policy 2.7.3(3) encourages development that provides choices in housing, shopping, employment and transportation. Objective 3.2.1(e) seeks maximize existing infrastructure to ensure optimal benefit is obtained from the transportation system. Policy 3.3.2(x) requires new infill and intensification development proposals to take place on public roads, unless it can be demonstrated that a private road is equally desirable.

To promote the use of transit, objective Part II 3.4.1(c) encourages transit-supportive land use planning. Policy 3.4.2(d) states that Council shall promote the development of cost-effective transit services through transit-supportive land use and transportation plans in areas of development, including mixed used corridors and mixed use centres, while policy 3.4.2(e) ensures that development applications shall be reviewed, where feasible, to encourage the efficient and effective use of transit services.

The Official Plan, Part VIII Definitions, defines Transit-Supportive Land Use as:

> development Planning and practices which make transit viable and improve the quality of the experience of using transit. When used in reference to development, it generally refers to compact, mixed use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it generally refers to design principles that make development more accessible for

transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrianfriendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential areas.

FLOODPLAIN POLICIES

Part II Policy 2.11.3(g) provides that the City may require the dedication of lands within the floodplain and that these lands will not be considered as parkland dedication. Those lands that remain within private ownership will be protected through zoning, agreement or easement.

Policy 2.11.3(m) provides that redevelopment within the South Aldershot area may be restricted through the potential for increased downstream flooding and that various measures will be evaluated to ensure appropriate stormwater management is provided in order to justify intensifying in this area. A stormwater management report has been prepared for the proposal and conduces 6 appropriate stormwater management measures.

URBAN DESIGN

Regarding urban design, Part II principle 6.1 provides that 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. The objectives set out in 6.2 includes that proposals for intensification and infill in existing neighbourhoods should be designed to be compatible with existing neighbourhood character. Policy 6.3(e) states that 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. Section 6.5 sets out the general design guideline policies for development, which includes, among other things, compatibility regarding density, height, and setbacks, pedestrian scale, harmonious streetscapes, public transit accessibility, landscaping and buffering. A review of these policies are provided in Section 5 of this report.

PARKLAND DEDICATION

Part VI Policy 2.7.2 provides that, for proposals exceeding densities of 50 units per net hectare, parkland dedication shall be required at 1 hectare per 323 units.

SUMMARY OPINION ON CONFORMITY

For the reasons set out in section 5 of this report, it is our opinion that the proposed development conforms with the general intent of the Burlington Official Plan. The proposal will achieve a wider range and mix of housing options and contribute to both the intensification target as well as to alleviating the low rental vacancy rates within the Region.

4.8 City of Burlington Official Plan Review

The draft Official Plan replaces the 1994 Official Plan, as amended, and was released April 2017 for discussion and feedback.

DESIGNATIONS

Schedule A City System — **Urban Area**, **Green System** adjacent

Schedule B Urban Structure — Residential Neighbourhood Areas, Natural Heritage System and Major Parks and Open Space adjacent

Schedule B-1 Growth Framework — **Established Neighbourhood Area**

Schedule B-2 Growth Framework and Frequent Transit Network — Plains Road East Justified Frequent Transit Network and Primary Mobility Hub Connector

Schedule C Land Use-Urban Area — **Residential- Medium Density**

Schedule N The Natural Heritage System – **Key Natural Heritage Features** adjacent

Schedule P-1 Classification of Transportation Facilities — Urban Area — Plains Road East **Multi-Purpose Arterial**, King Road **Urban Avenue**

Schedule Q Long Term Cycling Master Plan – Plains Road East and King Road identified for bike lanes

Schedule R **Trails Strategy** - existing off road trail adjacent

Appendix E-5 **Conservation Halton Approximate Regulated Limit** - in vicinity of Francis Road Greenway.

POLICIES

As set out in the Chapter 1 Introduction, the new Official Plan responds to the shift in Burlington's evolution from a suburban to urban community, accommodating more residents and jobs within existing areas through re-development and intensification. Section 1.4 sets out the four strategic directions of the new Official Plan: A City that Grows; A City that Moves; A Healthy and Greener City, and; An Engaging City.

Section 1.5.1 sets out the principles for A City that Grows, which includes, among other things:

- Co-ordinates land use and infrastructure strategies to achieve complete and sustainable communities that are attractive and liveable
- Maintains the urban boundary and recognizes the distinct role and function of the Urban Area, Rural Area and North Aldershot
- · Accommodates population and employment through development intensification within targeted locations of the City's Urban Area
- Promotes design excellence at every scale to create safe, accessible, attractive and vibrant places that foster social interaction and a sense of place

As per policy 1.6, the planning horizon for the new Official Plan extends to the year 2031. The land use vision for the Plan, as set out in policy 2.1, is to focus growth in the Urban Area, build compact and complete communities, optimize the use of existing and future infrastructure and to support a strong and competitive economy.

The land use vision is further described through the City System, see Figure 26 - Schedule A, City System. City System, designates the subject site as Urban Area, with an adjacent Green System to the east. As per policy 2.2.1, Urban Areas represent lands were forecasted population and employment growth will be accommodated and municipal water and waste water will be provided to accommodate existing and future development. As set out in policy 2.2.2, the Green System is comprised of natural areas and buffers, natural corridors, linkages, enhancement areas, parklands and public and private open spaces.

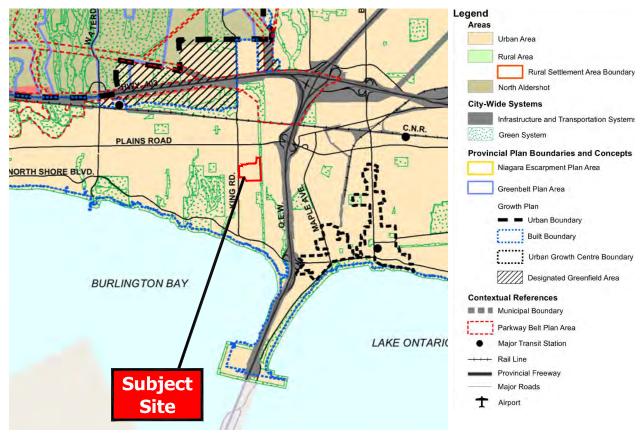


Figure 26 - Schedule A, City System

Policy 2.2.3(d)(ii) continues to reflect the Regional allocation of a minimum of 8,323 new housing units to be added within the built-up area between 2015 and 2031. Policy 2.2.4 states that the distribution of population and employment shall be accommodated based on the policies of the Regional Official Plan, including the Regional Phasing table, and that Burlington is to achieve a population number of 193,000 by 2031. The population numbers from the Region have not been updated to reflect the 2017 Growth Plan numbers.

Schedule B, Urban Structure, designates the subject site as Residential Neighbourhood Areas, with a Natural Heritage System and Major Parks and Open Space adjacent to the site on the east (see **Figure 27 – Schedule B, Urban Structure**). As per policy 2.3.3, Residential Neighbourhood Areas make up a significant portion of the Urban Area, are intended to accommodated a wide range of residential uses and forms, as well as complementary commercial and parkland. They are not intended to capture a significant portion of the City's growth, rather limited intensification such as infill and accessory dwelling units.

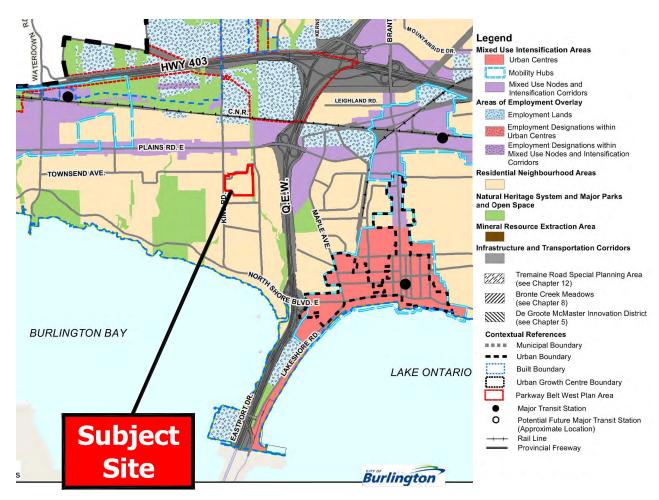


Figure 27 - Schedule B, Urban Structure

As per policy 2.3.4, Natural Heritage System and Major Parks and Open space are comprised of natural features and areas, such as woodlands and wetlands and related linkages, and community parks, city parks and public and private open space, (see Figure 28 - Schedule N, Natural Heritage System).

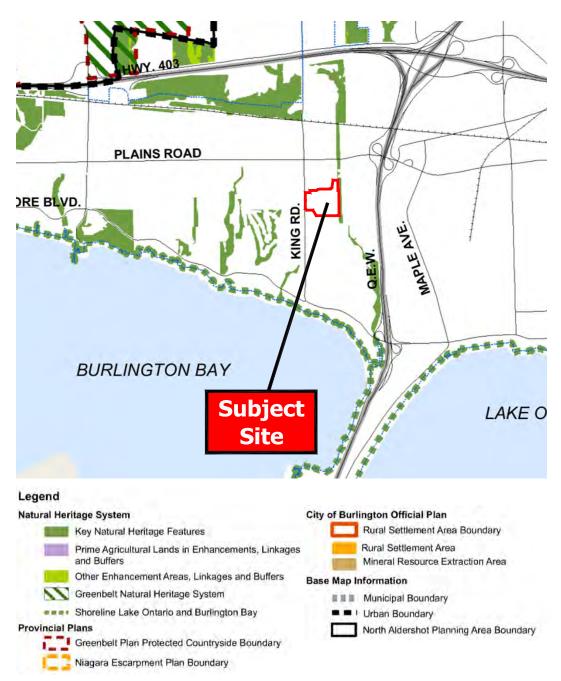


Figure 28 - Schedule N, Natural Heritage System

Section 2.4 sets out the Growth Framework, which is to be used in conjunction with the Urban Structure. The Growth Framework has four areas: Primary Growth Areas; Secondary Growth Areas; Established Neighbourhood Areas, and; Employment Growth Areas. Schedule B-1, Growth Framework, designates the subject site as Established Neighbourhood Area, (see Figure 29 – Schedule B1, Growth Framework).

As set out in Policy 2.4.1, the objectives of the Growth Framework are:

- To identify the locations where the City is directing its growth and intensification, transforming Burlington from a primarily suburban to a more urban community
- To communicate the City's built form strategy for new development with respect to mid-rise and tall building form

- To identify locations in the City as the priority for public expenditure in recognition of the importance of the financial sustainability of the municipality as it grows predominantly through intensification in key areas
- To advance a number of strategic City building objectives, including supporting targeted intensification in the right locations, providing more mobility choices, and supporting more diverse demographic growth through supporting the provision of a wide range of housing options
- To limit the introduction of unplanned intensification in established neighbourhood areas

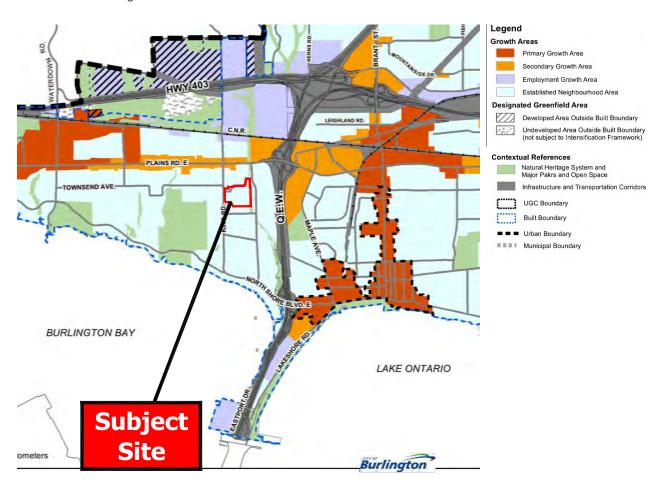


Figure 29 - Schedule B1, Growth Framework

As set out in Policy 2.4.2, the general policies of the Growth Framework are:

- The policies of this section shall be read in conjunction with the Urban Structure and the underlying land use designations
- The Growth Framework shall not apply to undeveloped areas outside of the Built Boundary or to the lands designated Natural Heritage System and Major Parks and Open Space. In addition, the Growth Framework shall not apply to features that meet the criteria for identification as Key Natural Features or as sensitive surface water or groundwater features in accordance with Subsection 4.2.2 of this Plan
- The boundaries of the Primary Growth Area, Secondary Growth Area, Established Neighbourhood Area or Employment Growth Area, as identified on Schedule B-1, Growth Framework, of this Plan, shall only be modified through a City-initiated Official Plan Amendment
- Through monitoring and review the City shall consider long term opportunities for the direction of intensification growth to the Secondary Growth Framework areas including, but not limited to, the development of future area specific plans and the expansion of the justified frequent transit network

As per policy 2.4.2.2(a), Secondary Growth Areas:

- are areas identified in the Urban Structure within the Mixed Use Intensification Areas and consist of the lands located within Mixed Use Nodes and Intensification Corridors, with some exceptions, as well as select vacant residential sites located immediately adjacent to an Arterial or Multi-Purpose Arterial Street, as identified on Schedule B-1, Growth Framework, of this Plan;
- shall accommodate growth within the existing capacity of the current land use designations of this Plan;
- are areas expected to transition over the planning horizon and beyond and will not result in a significant relocation of planned growth outside of the Primary Growth Areas;
- shall be limited to a maximum of mid-rise building form, unless otherwise permitted by the existing underlying land use designation;
- where applicable, shall support the justified frequent transit network, and accommodate development that is compact, mixed use and pedestrian in nature.

As per policy 2.4.2.2(b), Official Plan Amendments for increased height, and/or density/intensity beyond that which is currently permitted in the underlying land use designation shall be discouraged within the Secondary Growth Area. Where an amendments is submitted, it will be subject to the policies of Subsection 2.5 Development Criteria, in addition to the fulfillment of the following criteria:

- the increased height, and or density/intensity will not significantly increase the density beyond the existing permissions;
- using the best information available, the increased density can be accommodated without requiring upgrades to capacity of existing infrastructure or public service facilities, and will not redirect investment required to support the Primary Growth Area;
- in the case of a property designated Residential-Low Density the increased height, and or density/intensity shall in no case exceed the provisions of the Residential-Medium Density designation;
- shall in no case exceed the mid-rise building form.

As per policy 2.4.2.2(c), notwithstanding subsection 2.4.2.2(a)(i) of the Official Plan, properties in the City that are currently designated Residential-Medium Density and located within the Established Neighbourhood Area, and are currently comprised of 100 percent rental units (such as Georgian Court), may be considered a Secondary Growth Area, subject to the proposed development meeting the following criteria:

- the majority of the units in the proposed development constitute affordable rental units;
- a significant portion of units in the proposed development have three or more bedroom units;
- the proposed development shall be compatible with the surrounding development and does not exceed the underlying land use designation in terms of height and or density/ intensity.

The above policy provides flexibility to achieve policy objectives in relation to accommodating a range of housing options, if it can be demonstrated that the proposed increase in height and density is compatible. As outlined in Section 5 of this report, it is our opinion that the proposed redevelopment of Georgian Court achieves the intent of this policy.

As per policy 2.4.2.3(a), Established Neighbourhood Areas:

- are identified in the Urban Structure within both the Residential Neighbourhood Area and the Mixed Use Intensification Area where otherwise not included in the Primary or Secondary Growth Areas and are identified in Schedule B-1, Growth Framework, of this Plan
- shall not be regarded as essential to achieve the population growth distributions, as stated by the Region of Halton
- shall be identified as areas with limited opportunities for intensification, and shall accommodate growth opportunities restricted to the permissions and densities established in the underlying land use designation

As per policy 2.4.2.3(b), the following forms of intensification may be permitted within Established Neighbourhood Areas:

- re-development or infill in accordance with the maximum density permitted under the applicable land use designation contained in Chapter 8, Land Use Designations — Urban Area, of this Plan
- consents, subject to policies in Chapter 12, Implementation and Interpretation, of this Plan:
- plans of subdivision, subject to the policies in Chapter 12, Implementation and Interpretation, of this Plan
- accessory dwelling units, subject to Subsection 8.3.6 of this Plan
- garden suites, subject to Subsection 8.3.7 of this Plan

As set out in Policy 2.4.2.3(c), Official Plan Amendments in the Established Neighbourhood Area for increased height and/or density/intensity beyond that which is currently permitted in the underlying land use designation shall not be supported, and where such amendments are submitted, they shall be subject to the policies Development Criteria policies of section 2.5 of the Plan. This policy would not apply to the Georgian Court site if it were deemed to be a Secondary Growth Area through Policy 2.4.2.2(c). In our opinion the Georgian Court proposal would meet the intent of this policy by providing for a consolidated and master-planned redevelopment, with a range of housing options. It would also include a significant number of family sized units and would be compatible with the surrounding neighbourhood.

The City anticipates that the majority of future development will be built on re-development and infill sites. Section 2.5 sets out criteria that will be used in considering all development applications, to ensure that development, re-development and infill will respect and reflect the existing pattern and character of existing development. The development criteria will be used in conjunction with underlying land use designations.

As set out in Policy 2.5.1, the objectives of the development criteria are:

- To ensure development, re-development and infill are compatible with the built form and land use of the surrounding area
- To ensure that development, re-development and infill achieve urban design excellence and contribute to the development of a high quality public realm
- Toestablishcriteriaforevaluatingdevelopment applications including additional criteria to be applied to Zoning By-law amendments and Official Plan Amendments for increases to height and or density/intensity
- To ensure that appropriate technical analysis is undertaken

As per policy 2.5.2(a), the following criteria shall be satisfied when evaluating development, redevelopment or infill proposals:

- compatibility with existing surrounding buildings, as well as the surrounding land use designations, is achieved
- the development achieves high quality of urban design and is consistent with the policies contained in Chapter 7, Design Excellence, of this Plan
- trees are preserved and protected, consistent with the policies contained in Section 4.3, Urban Forestry, of this Plan

- capability exists to provide adequate buffering and other measures to minimize any identified impacts to an acceptable level
- where re-development potential exists on one property, the City shall:
 - o require that it be demonstrated that future development or re-development on the adjacent property(ies) will not be compromised by the proposal, and
 - o require that the proposal shall be designed to facilitate future pedestrian, cycling and/ or private street connections across one or more adjacent properties, where such opportunities exist, as determined by the City
- the Natural Heritage System is protected
- for residential uses, public service facilities and other neighbourhood conveniences, such as community centres, recreation, neighbourhood shopping centres and healthcare are located within walking distance or accessible by transit
- consistency with the land use compatibility policies contained in Section 4.6, Land Use Compatibility, of this Plan
- potential unacceptable impacts on the municipal transportation system are mitigated wherever possible with regard to transportation flow and capacity
- sufficient off-street parking and transportation demand management measures are provided
- cultural heritage resources are protected; and
- the provision of stormwater management in accordance with the policies of Subsection 4.4.3 g) of this Plan.

(see Figure 30 – Schedule B2, Growth Framework & Transit Network)

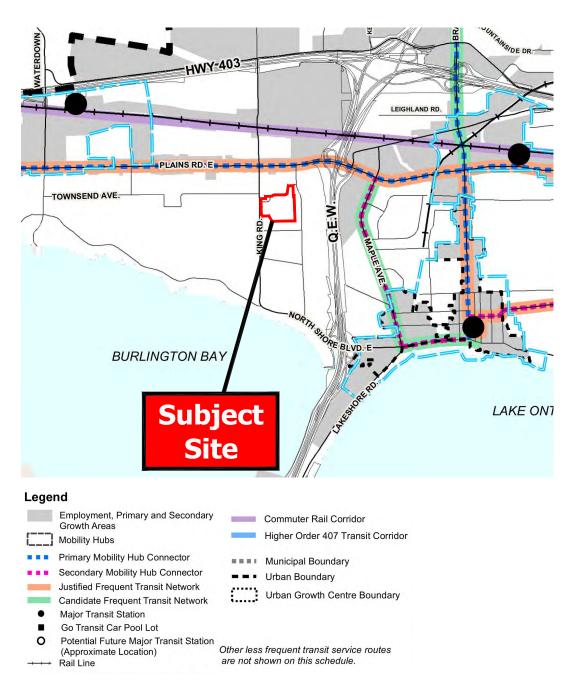


Figure 30 - Schedule B2, Growth Framework & Transit Network

As per policy 2.5.2(b), the following additional criteria shall be satisfied when considering a Zoning By-law Amendment or an Official Plan Amendment related to height, and/or density/ intensity:

- the proposal maintains the land use vision of this plan and the intent of the Urban Structure element within which the proposed development is located
- adequate infrastructure and public service facilities are available to accommodate the increased demands, including, but not limited to such services as water, wastewater, stormwater, school accommodation and parklands
- the proposal is in close proximity to existing or planned transit facilities including the justified frequent transit network, higher order transit, bus routes and/or transit shelters;
- the proposal complements and connects with the public realm

As per policy 2.5.2(c), proposals for residential intensification in the form of non-ground oriented buildings shall only be permitted at the periphery of existing neighbourhoods and only where the subject property is abutting and has direct vehicular access to, a Major Arterial or Multi-Purpose Arterial Street, Urban Avenue or Main Street, as defined in Schedule P-1, Classification of Transportation Facilities - Urban Area (see Figure 31 - Schedule P-1, Classification of Transportation of Facilities), Figure 32 Schedule Q, Long Term Cycling Master Plan), Figure 33 - Schedule R, Trails Strategy), Figure - Appendix E-5, Conservation Halton Approximate Regulated Limited).

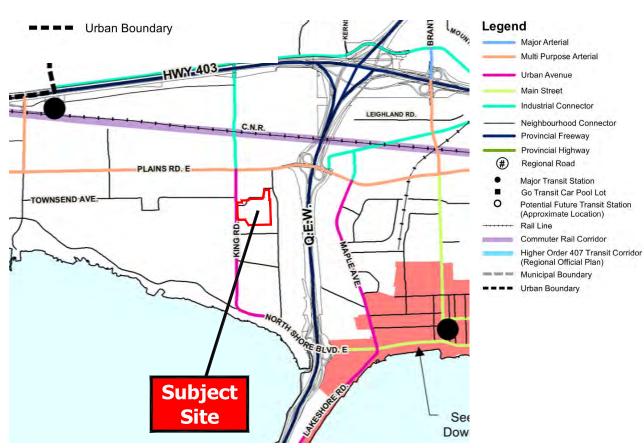


Figure 31 - Schedule P1, Classification of Transportation of Facilities



Figure 32 - Schedule Q, Long Term Cycling Master Plan

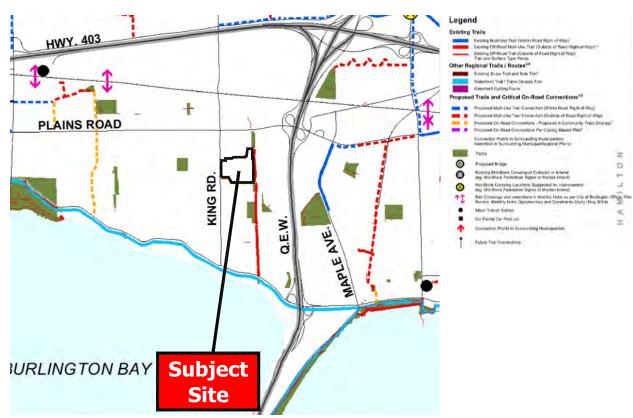


Figure 33 - Schedule R, Trails Strategy

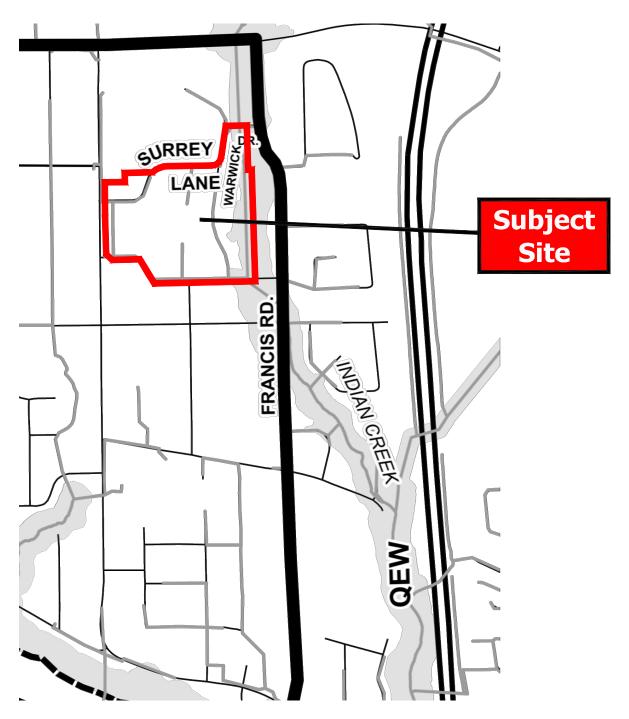


Figure 34 - Appendix E-5, Conservation Halton Approximate Regulated Limit

COMPLETE COMMUNITIES AND HOUSING

Chapter 3 addresses the policies for complete communities, which the Draft Official Plan describes as meeting people's needs for daily living throughout an entire lifetime by providing an appropriate mix of jobs, local services, a full range of housing and public service facilities, including affordable housing, schools, recreation and open space, and convenient access to public transportation and active transportation. The policies broadly aim to provide a wide range of opportunities for jobs and housing.

Section 3.1 sets out the housing policies for the City. The City shall strive to provide a broad and diverse range of housing types, including affordable and accessible housing, and a sufficient supply of owner occupied and rental housing to meet existing and future needs. The housing supply objectives, set out in Policy 3.1.1.1, are to ensure that a sufficient supply of designated and serviced residential land is maintained to meeting existing and future housing needs, and to encourage the retention of existing rental housing and the construction of new rental housing.

Regarding the demolition or conversion to freehold or condominium ownership of residential rental properties containing six or more units, it should not be permitted unless the following conditions, as set out in Policy 3.1.1.2(f) are satisfied:

- the rental vacancy rate by dwelling/structure type for the City of Burlington as defined and reported yearly through the C.M.H.C. Rental Market Survey has been at or above three per cent for the preceding two-year reporting period
- the building for which conversion is proposed meets the requirements of the property standards by-law, the Ontario Building Code, and any other applicable law, or will be upgraded in accordance with these standards and requirements
- where demolition occurs, replacement rental housing units are provided for those units that are demolished
- that negative economic and other unacceptable impacts upon tenants are minimized, and

• the requirements of any applicable Provincial legislation or regulation, as amended, are met

In this instance, the proposal includes the demolition and full replacement of the existing rental housing. In addition, the owner is undertaking several initiatives to minimize negative economic or other impacts on tenants, as described in more detail in the phasing section of this report (Section 5.5).

As per policy 3.1.1.2(h), the City shall encourage the provision of rental housing for individuals and families, in co-operation with other levels of government. As per policy 3.1.1.2(i), the City shall encourage a mix of housing forms, however the City's existing stock of low density residential housing shall be considered sufficient to contribute towards the component of the mix. This policy is intended to provide further clarify the intent for higher density housing contributions within the housing mix spectrum.

Section 3.1.2 addresses housing affordability, which has the same definition as the current Burlington Official Plan. The objectives of housing affordability, as set out in Policy 3.1.2.1, are to ensure an appropriate range of housing and tenure types and densities and to encourage the development of affordable housing.

As set out in Policy 3.1.2.2:

- New residential development shall be required to satisfy the requirements of the Provincial Policy Statement relating to the provision of affordable housing
- As part of the development approval process, the City may require the designation of lands for affordable housing. These lands shall either be retained and developed by a developer as affordable housing or made available to a cooperative or non-profit housing group
- Community benefits provisions may be implemented to encourage the creation of affordable housing. Such community benefits provisions shall be subject to Subsection 12.1.3.1.5 of this Plan and will include, but will not be limited to, an awareness of and regard for the cumulative impact of any increased height and/or density on the City's and Region's ability to provide
- infrastructure and a requirement that any increased height and/or density be compatible with the surrounding area

- The City may give processing priority to development applications which will provide the type, size and tenure of housing required to meet the social, health, and well being needs of the City's residents
- The City shall, in co-operation with the Region, update its Municipal Housing Statement to establish five-year housing targets by type to meet the housing needs identified in the joint Regional-Municipal Housing Statement
- The City shall establish development standards for residential intensification, re-development and new residential development which minimize the cost of housing and facilitate compact urban form, while maintaining appropriate levels of public health and safety

URBAN DESIGN

Chapter 7 sets out the urban design policies for the City, recognizing the importance of good urban design, particularly in the context of redevelopment and intensification. Within Chapter 7 are several subsections that address various types of design.

Subsection 7.1.3 addresses community design, and provides the following policies, among others:

- The design of new communities shall serve to maintain and support existing physical character, create and promote the evolution of the character in areas where transformations are appropriate and planned, or in some cases the development of a new distinct character as a result of an area specific plan; and
- Community design shall achieve more compact forms of development that support higher densities, be pedestrian oriented and encourage increased use of public transit and cycling.

Subsection 7.1.4 provides policies with regard to the public realm, and includes the following, among others:

- Improvements to existing streetscapes shall be required when reconstruction occurs;
- The City shall ensure that new development is planned to create, maintain and enhance public views and vistas of significant components of the Natural Heritage System and built features, where appropriate; and

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

Subsection 7.1.5 addresses site and building design, and provides the following policies, among others:

- The density, scale, massing, floor area ratio, height, siting, setbacks and lot coverage of development shall be compatible with the existing development pattern in the surrounding area;
- Building design should provide appropriate transition, setbacks and stepping of heights from adjacent properties and the public realm;
- Uses located at-grade, including ground-level residential uses, that front a public right-ofway should locate unit entrances so that they are accessible from the public sidewalk;
- The needs of persons of all ages and abilities shall be considered in each development, and in all new and renovated buildings, parking lots and open spaces; and
- All developments shall be designed to connect to public transit and related facilities.

Subsection 7.1.5.1 addresses mid-rise buildings and provides the following policies, among others:

- Mid-rise buildings shall be massed to contribute to the spatial enclosure of all adjacent streets and open spaces and be compatible with adjacent residential areas;
- Mid-rise buildings over six storeys in height should be designed with a pedestrian-scale podium or other appropriate architectural articulation, and should have a height that is no less than two storeys; and
- The design of the first floor of mid-rise buildings should generally correspond to existing or planned at-grade uses and street character.

Subsection 7.1.5.2 addresses tall buildings and provides the following polices, among others:

- Tall building elements shall step back from the podium along all public street frontages to reduce the adverse visual and environmental impacts for the pedestrian environment;
- Tall buildings should be composed of three distinct and integrated elements: podium, middle tower and top section;
- The design of the first floor of tall buildings shall generally correspond to existing or planned at grade uses and street character;
- Tall building shall be designed to minimize adverse impacts of wind and shadowing; and
- The suitability of a tall building shall be considered on a site-by-site basis, considering factors such as site dimensions, adjacent uses, access to transit, and physical character of the area.

Subsection 7.2 addresses sustainable design and provides the following policies, among others:

- Official Plan Amendments, Zoning By-law Amendments and site plan applications for high and medium density residential and mixed use shall address the following sustainable design measures:
 - o Prioritizing pedestrian movement
 - Safe and direct access to public transit, where available
 - On-site bicycle facilities
 - Measures to reduce reflected/waste light
 - Parking lot design and landscaping that minimize the urban heat island effect
 - Tree protection measures and planting
 - o Storm water quality and drainage measures
 - Snow storage
 - Waste management
 - o Bird-friendly design

LAND USE POLICIES - URBAN AREA

Schedule C Land Use-Urban Area designates the subject site as Residential-Medium Density. As per policy 8.3.3.1(a), ground and non-ground oriented 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, (see **Figure 35 – Schedule C, Land Use-Urban Area**). As per policy 8.3.3.1(b), the permitted density is 25 to 75 units per net hectare (net of public roads and parks).

As per 8.3.3.1(c), ground-oriented dwellings (not including rooftop amenity/outdoor areas) are permitted up to a maximum height of three storeys and non-ground oriented dwellings are permitted up to a maximum of four storeys.

As per policy 8.3.4.1(a), on lands designated Residential High-Density, ground and non-ground oriented dwellings, including townhouses, street townhouses, stacked townhouses, back-to-back townhouses, attached townhouses, attached housing and apartments, may be permitted. As per policy 8.3.4.1(b), the permitted density range is 76 to 185 units per net hectare.

As per policy 8.3.4.1.(c), development with a proposed density in excess of 185 units per net hectare may be considered by the City through a site-specific Zoning By-law Amendment, without the need for an amendment to the Official Plan, subject to the fulfillment of the following criteria:

- the property is located within 400 m of the justified frequent transit network;
- a majority of required parking provided on the site is located underground, to the satisfaction of the City;
- the development shall conform with all applicable minimum and maximum height requirements as stated in the Zoning By-Law;
- community benefits are provided as deemed appropriate by the City;
- the proposal meets all of the criteria contained in Section 2.5, Development Criteria, of this Plan

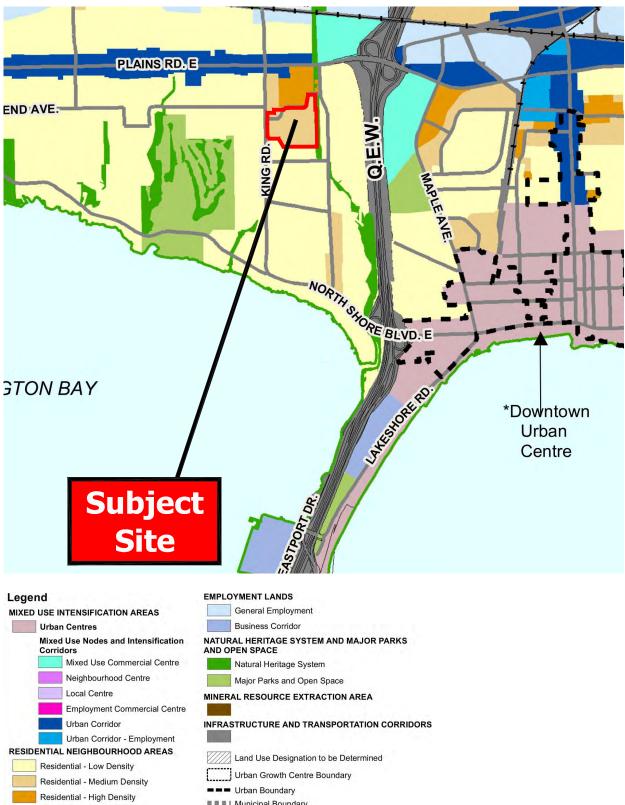




Figure 35 - Schedule C, Land Use - Urban Area

The northerly portion of Georgian Court, where the highest densities are being sought, is located within 400 metres of a justified frequent transit network (Plains Road), with a majority of parking underground and, in our opinion, meets the criteria of Section 2.5. The height and density would be set out in the implementing zoning bylaw. Through a redesignation of the northerly portion of Georgian Court to High-Density Residential, this policy would provide for the proposed densities.

Additionally, as per policy 8.3.4.1(d) the maximum height for lands designated Residential — High Density, the maximum height shall be established through the implementing Zoning By-law, and as per 8.3.4.1(e) must provide functional outdoor common amenity area at grade level.

COMMUNITY BENEFITS

As per policy 12.1.3.1.5.2(a), Council may authorize an increase in the building height and/or density of development otherwise permitted by the Plan or in a Zoning By-law in return for community benefits in the form of facilities, services or matters, provided that the development proposal constitutes good planning and is consistent with the policies of the Plan, the community benefits bear a reasonable planning relationship to the increase in building height and/or density of the proposed development, and there is adequate infrastructure to support the increase in building height and/or density.

As per policy 12.1.3.1.5.2(b), the City may require the use of community benefits provisions with regard to certain matters, which shall be greater than that which would be achieved through the requirements of the Plan, other City standards, The Planning Act or The Development Charges Act.

4.9 City of Burlington Zoning By-law 2020

The subject site is zoned RM2, which is a medium density zone. The RM2 zone permits detached dwellings, semi-detached dwellings, duplex, triplex, and fourplex buildings, townhouses, retirement homes, lodges, fraternities and private clubs, and community institutions, some of which are subject to additional regulations from other zones (see Figure 36 - Burlington Zoning By-law 2020).

RM2 Regulations

Regulation	Townhouse		
Lot Width	45 m		
Lot Area	0.4 ha		
Front Yard	7.5 m (a)		
Rear Yard	9 m		
Side Yard	4.5 m		
Street Side Yard	6 m		
Yard abutting R1, R2, R3 Zone	9 m		
Density	(b)		
Floor Area Ratio	* * *		
Amenity Area	25 m² / bedroom 15 m² / efficiency		
Privacy Area	20 m² per unit		

a) Abutting a street having a deemed width of 30 m or greater: 9 m

b) Density:

• Minimum: 25 units per ha • Maximum: 40 units/ha

AMENITY AREA

The area situated within the boundaries of a project and intended for recreational purposes, which may include open spaces, patios, balconies, communal play areas, lounges, sundecks and roofdecks but shall not include the area occupied at grade by the buildings, service areas, parking and driveways.

PRIVACY AREA

An area reserved for the exclusive use of the occupants of a dwelling unit and which is separated from other privacy areas and communal areas by a privacy screen. A Privacy Area may include a patio, deck, balcony, solarium or other such area.

Other Yards	Requirement		
Building setback abutting a creek block	7.5 m, 4.5 m if block includes a 3 m buffer		
Yard abutting a pipeline easement	7 m		
Yard abutting a railway right-of-way	30 m		

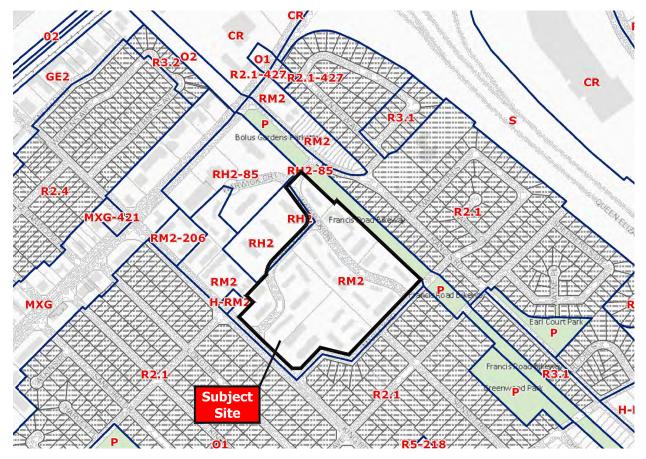


Figure 36 - Burlington Zoning By-law 2020

LANDSCAPE AREA:

- 4.5m abutting a street having a deemed width up to 26 m
- 6 m abutting a street having a deemed width greater than 26 m

LANDSCAPE BUFFER:

Abutting <u>R1, R2, R3</u> zones: 6 m (Not applicable as Georgian Court does not abut these zones)

HEIGHT

- a) 4 storey building height maximum for retirement home.
- b) Maximum height for townhouse and fourplex dwellings: 2 storeys

The draft zoning by-law accompanying the application will introduce a site-specific RH2 zone for the northerly portion of the site, allowing for apartments and restricting the height and density as identified on the concept plan. The RH2 zoning is complementary to the zoning to the zoning of the existing high-rise development to the north of Surrey Lane. The draft also provides for a site-specific RM2 zoning for the townhouse blocks, allowing for 3 storeys and permitting back-to-back townhouses as well as traditional street townhouses. The site-specific zoning would regulate density, height, setbacks, amenity space and privacy space. The proposed parking and loading are intended to be provided in accordance with the zoning by-law.

4.10 Parks, Recreation and Cultural Assets Master Plan, 2009

The 2009 City of Burlington Parks, Recreation and Cultural Assets Master Plan is a comprehensive plan covering the period of 2009-2028, and provides strategic and specific initiative recommendations for the delivery of parks, recreation and cultural services over the twentyyear period.

Recommendation 14: Parks and Facilities Design Criteria

• That the City ensure that in the redevelopment of existing parks and community facilities, as well as for new ventures, that key design perspective are fully incorporated, involving: The Ontarians With Disabilities Act; Environmental and energy efficiency standards (LEED level); Ontario Building Code, and; other standards and criteria as appropriate to Burlington.

Recommendation 15: Parks Classification

Recommendation 16: Parks Provisioning Levels

• The City is well served as to its parks and open space resources. The Master Plan's focus should therefore be on, among other things, unique opportunities to enhance the park and open space system, particularly within partnership, joint venture or innovative site development frameworks

Recommendation 17: Community Trails

- Recommend the Community Trails Master Plan give consideration to the following: to three crossings in total of the Queen Elizabeth Way from South Burlington to Adlershot and to North Burlington, aligned with the recommendations in the Cycling Master Plan
- · Increased connectivity to park, institutional, retail, employment and other destinations

Recommendation 28: Water Play Opportunities

• That the city continue to augment water play opportunities for children based on the distribution of water play opportunities across the City to enhance participant access, and selecting venues where such a facility aligns with the supporting infrastructure, such as an existing outdoor pool, and can provide the necessary complimentary amenities

Recommendation 29: Community Gardens

• That the City pursue the possible development of community gardens in conjunction with community-based groups, clubs and/or via the use of City land

4.11 Cycling Master Plan, 2009

The Burlington Cycling Master Plan, 2009, is intended to provide guidance to the City in creating a network of on-road bikeways and multi-use pathways throughout the City.

Map 2 - Proposed Quality Framework for the Cycling Master Plan identifies existing bike lanes on King Road and Plains Road East as well as along the Francis Road Bikeway.

The plan recommends a grade-separate crossing of the QEW for pedestrians and cyclists from Maple Park to Greenwood Place. This would provide access between the residential and commercial areas in South Aldershot, and the Downtown, Waterfront and Burlington GO Station. (Exhibit 18)

Map 3 - Proposed Burlington Cycling Network, identifies the Warwick Drive and Francis Road intersection for intersection improvement, as well as the Greenwood Drive and Francis Road intersection. It also identifies Greenwood Drive as a Proposed Bicycle Priority Street and for a grade-separated crossing over the QEW. It also shows the extension of the existing bike lane on Plains Road East, easterly. Currently there is a gap on Plains Road East, between King Road and Francis Road.

Map 4 - Bikeway Network Implementation Schedule, identifies completing the Plains Road East gap as a short term project, to be completed by 2015. The Greenwood Drive route is identified as a long term project, 2021 and beyond, (see Figure 37 - Cycling Master Plan, Map 2, Figure 38 - Cycling Master Plan, Map 3, Figure 39 -Cycling Master Plan, Map 4).

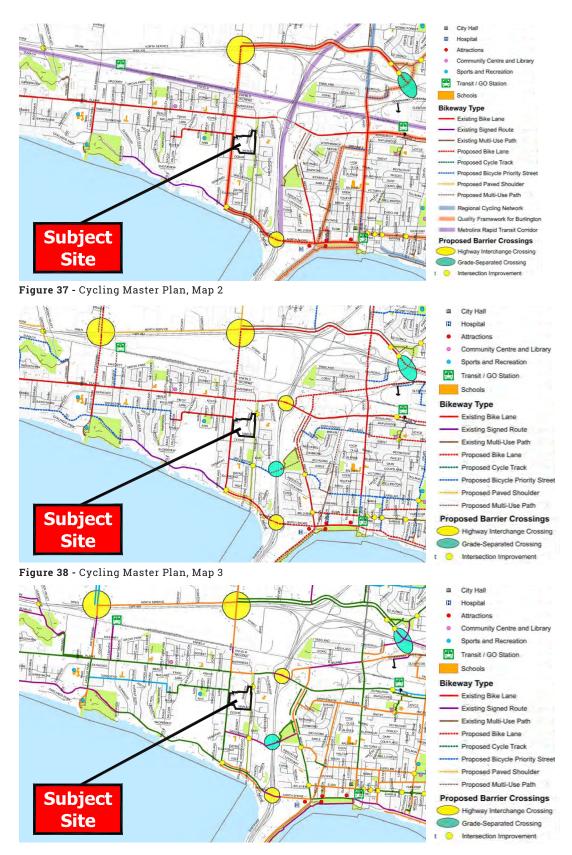


Figure 39 - Cycling Master Plan, Map 4

4.12 Tall Buildings Design Guidelines,

The proposed master plan in includes a tall buildings on the north portion of the site, adjacent to the existing tall buildings north of Surrey Lane. The City of Burlington Tall Building Design Guidelines were adopted by Council on September 13th, 2016, as interim design guidelines.

The objective of the guidelines is to provide direction regarding height, massing, transitions, sun/shadowing and building articulation. Tall buildings are defined as any building over 11-storeys and the guidelines are applicable citywide. The guidelines are broken down by the following components: building base (podium); building middle (tower); and, building top.

Section 2 addresses the building base/podium. Specific policies with regard to the building base include the following:

- · The podium shall be located to frame the street, or both streets, on corner lots (2.1(a))
- · Where no streetwall has been established, podiums should be set back at grade to create wise boulevards that accommodate pedestrians, street trees and landscaping, and active at grade uses. A 6.0 metre boulevard measured from the curb is preferred, except where existing conditions preclude. The intent is that a road widening will not be required to specifically achieve this guideline, (2.1(c))
- · On sites with multiple towers, mid-block pedestrian connections should be provided through the podium to enhance permeability, break-up the podium, and create additional corner conditions (2.1(d))
- · Where windows are proposed within the podium, an 11 metre separation distance shall be provided between adjacent properties, Where no adjacent buildings exist, a 5.5 metre setback is appropriate (2.1(e))

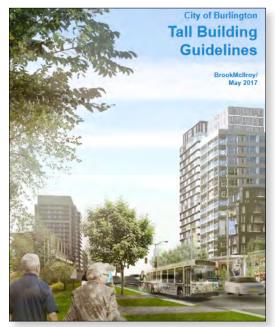
- · Where no established streetwall exists, the minimum height of the podium should be 10.5 metres (3 storeys) (2.2(b))
- · The maximum height of the podium should be 80% of the adjacent right-of-way width. A maximum height of 20 metres is recommended to maintain a human scale (2.2(c))
- The floor-to-ceiling height of the ground floor shall be a minimum of 4.5 metres to accommodate internal servicing and loading, and active commercial uses (where permitted) (2.2(d))
- Height and massing of the podium, excluding the tower, shall ensure a minimum of five hours of sunlight on the opposite side of the street at the equinoxes, except where existing conditions preclude (2.3 (a))
- The height and massing of the podium shall ensure a minimum of five consecutive hours of sunlight over more than 60% of a park or playground area or a public open space at the equinoxes (2.3(b))
- All sides of the podium should be constructed with the highest quality of architectural design and materials (2.4(a))
- At grade residential units should be set back a minimum of 3.0 metres from street wall. Front yards should incorporate landscaping and enclosure to provide privacy to individual
- Projecting balconies should not be provided in podiums. Inset and or Juliette balconies are appropriate within the podium (2.4 (m))
- · Parking, serving and loading shall be accommodated internally within the building podium and screened from the street, and access should be provided from the rear of the building or a laneway, where possible (2.5(a), 2.5(b))

Section 3 provides direction for the tower component of the building. Specific policies with regard to the tower include the following:

- Where multiple towers exist on a site, they shall be arranged to provide a gradual and appropriate transition in height to adjacent uses (3.1(a))
- A minimum separation distance of 25 metres shall be provided between towers to maximize privacy and sky views, and to minimize the cumulative shadow impacts of multiple tall buildings. Balconies may be provided within this separation distance provided they do not excessively contribute to a building's massing (3.1(b))
- The tower should be stepped back at least 3 metres from the podium to differentiate between the building podium and tower, and to ensure usable outdoor amenity space (3.1(d))
- A portion of the tower, up to 20% may extend to the edge of the podium without a stepback if it can be demonstrated that there are no adverse wind impacts (3.1(e))
- The tower portion of a tall building should be slender and shall not exceed 750 square metres, excluding balconies (3.2(c))
- The widest edge of the tower should generally be oriented to minimize the impacts of shadows, and shadow studies are required to be submitted for all tall building applications (3.3(c), 3.3(d))
- A variety of techniques shall be used to articulate the tower, both vertically and horizontally, to create visual interest and encourage unique designs (3.4(a))
- Balconies are encouraged within the tower and should be a minimum of 1.5 metres (3.4(e))

Section 4 addresses the building top and provides the following policies, among others:

- Design the upper floors of tall buildings to clearly distinguish the top of the building from the tower (4.1(a))
- Where possible, outdoor amenity space should be included within the top of the building (4.1(d))
- Rooftop mechanical equipment shall be sized, and located and screened from view, and should be stepped back, on all sides, no less than 3 metres from the edge of the floor below (4.2(a), 4.2(c)).



City of Burlington Tall Building Guidelines 2017 Cover Page



Page 2 from Tall Building Guidelines



5.1 Overview

The proposed redevelopment achieves a range of planning objectives while not undermining the City's approach to focusing intensification and height to certain areas as identified through the Intensification Study and Draft Official Plan. The proposal is a unique opportunity to increase the range of housing choices and offerings within a master planned community which offers a significant number of family sized units, new park space, improved amenities, modernized units and substantially improved public realm and design. Being within 400 metres of justified transit corridor provides further justification for a focused higher density portion of the site in proximity to existing high buildings, while maintaining a medium density form on the remainder of the site as it interfaces with the surrounding lower density areas.

In accordance with the strategic objectives of Council, the master planning process has involved community engagement with both residents of Georgian Court and the greater community. The challenges of phasing have been discussed and approaches to minimizing the economic and other concerns have been addressed to the extent possible at this time. It is anticipated that this dialogue will be ongoing during the processing of these applications and throughout the ultimate construction phases.

In summary, it is our opinion that the proposal conforms to the applicable policy framework and represents good planning based on the analysis that follows.

5.2 Housing

NEW HOUSING STOCK

The need for purpose-built rental housing has become a common trend throughout the Greater Toronto Area, with the vacancy rates in Burlington being among the lowest. Burlington's rental vacancy rate for townhouses and apartments was 1.1% in 2016 (2016 Region State of Housing Report). This need is expressed through policies within both the Region and Burlington Official Plan, which encourage new rental housing and set a minimum benchmark of 3% vacancy used at the Regional level before permitting demolition or conversion (Policy 86(19)). Policy 86(18) of the Region OP encourages all levels of government to stimulate rental housing construction and Policies 2.3.1(b) and 2.3.2(h) of the Burlington OP encourages the construction of new rental housing for individuals and families.

While there are challenges to ensure proper phasing of existing tenants into new units, the overall long terms benefits to new housing stock are worthwhile, achieving barrier free units, improved sustainability, increased unit types, new and updated amenity areas and integrating Georgian Court into the greater community with new and improved public spaces and linkages.

HOUSING MIX

From a Provincial policy standpoint, the proposal will add to the range and mix of housing types per PPS policy 1.4.3. The existing Georgian Court development does not include a wide mix and range of housing as it is 100% townhouses consisting of only 2 and 3 bedroom units. The proposal would increase this mix by adding apartment units to an increased number of grade-related units and townhouse units. This approach conforms to the direction of Region OP policy 86(6) which provides that at least 50 percent of new housing units produced annually in Halton be in the form of townhouses or multistorey buildings.

In terms of unit mix, the proposal will also provide for a significant number of family sized units (three bedrooms or larger).

The proposal will provide for an increased range of housing type and size as encouraged by Burlington OP policies 2.4.1 and 2.4.2(d). In this regard, the proposed redevelopment will provide opportunity to accommodate the aging community of Burlington, while also making units available for young families.

AFFORDABILITY

Increasing the supply of affordable housing is encouraged at the Provincial, Regional and municipal levels. Providing affordable housing is partly based on providing housing choice within a community of various types and sizes. Georgian Court will provide for an increased range and mix of housing choices within the community and therefore contribute to affordability.

5.3 Land Use and Intensification

LAND USE

The current Medium Density Residential designation of the Burlington Official Plan and draft new Burlington Official Plan permit the proposed townhouse, and back-to-back townhouse dwellings, but only permit lowrise apartments (up to four storeys). While the bulk of the master planned area will conform to these existing permissions, an amendment to the Official Plan is required to permit the proposed mid and high rise apartment buildings on the northerly portion of the site.

Given that the current RM2 zoning does not permit back-to-back dwelling types or 3 storey heights, a rezoning is required across the entire site in order to provide for the full range and mix of housing proposed in the master plan.

The distribution of the lower rise dwelling types at the edges of the proposal will provide for a compatible transition to the adjacent low-rise areas, with the mid and higher rise buildings located in proximity to the existing higher buildings to the north and along the Francis Road Bikeway.

The proposed design provides for a significant amount of indoor and outdoor amenity space for Georgian Court residents and also provides for approximately 1.8 hectare (4.4 Acres) of new public green space, including a large new central park complemented by publicly accessible linear open spaces.

The ultimate programming of the Public Park as well as amenity areas will be determined through the future site plan process.

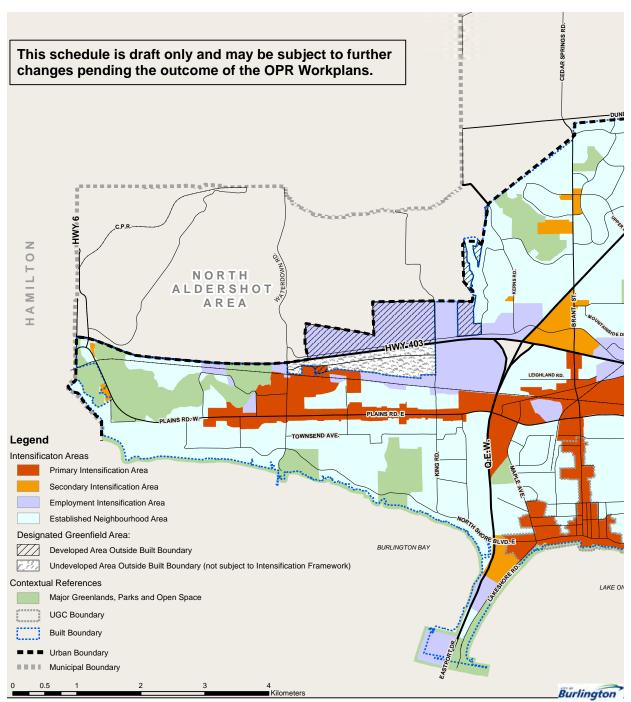


Figure 40 - Intensification Areas

DENSITY

In terms of density, the proposed 61 UPH net density for the low rise area of the master plan would conform with the draft Burlington Official Plan policies, which would allow for 75 units per net hectare. The northerly portion of the master plan would have a gross density of up to approximately 172 UPH. However, due to the large new public park and Sunset Road extension being deducted from the calculation, the net density increases to 302 UPH and therefore requires an amendment to the Official Plan.

Given the pattern of development in the area, it is our opinion that it is reasonable to redesignate the northerly portion of Georgian Court to High-Density Residential, which generally includes the area planned for higher densities by the draft Burlington Official Plan within 400 metres of a Justified Transit Corridor (Plains Road). This redesignation would provide for a compatible built form with the apartments to the north and provide a less drastic transition in height and density as currently exists on either side of Surrey Lane.

Provincial policy encourages a wide range and mix of housing in compact forms, especially in areas which are well served by existing infrastructure, parks, community services and transit. Georgian Court is located within the Built-up area of Burlington, where intensification is encouraged by the Growth Plan. While there are clear directives from the Province and Region to accommodate a minimum of 50% of all new housing (a minimum of 60% after 2031) within the built-up area, there are also policies relating to focusing intensification to planned intensification areas.

With the current trend of 400 permits annually within the built-up area, the City will fall short of the 550 units per year required to meet the minimum 8,323 units by 2031 in the Halton OP (which will rise to 13,123 units or about 870 units annually based on the 2017 Growth Plan population numbers. The net addition of approximately 110 units annually from Georgian Court over to 2031 will contribute to meeting this overall minimum target and toward the minimum 5-year phasing targets of Table 2A of the Halton OP.

While intensification is generally encouraged throughout the built-up area, the Province, Region and the City all have policies to focus growth within identified intensification areas. Through the draft Official Plan Review the City has identified primary (Go Station Areas and Downtown Urban Growth Centre) and secondary growth areas (Plains Road Corridor and Shopping Centres) as areas targeted growth areas, while limiting intensification within Established Neighbourhood Areas (See Figure 40 – Intensification Areas).

Georgian Court is currently shown as an Established Neighbourhood and therefore not considered to be an area for intensification.

While we agree with the approach to intensify the Go Station Areas and downtown Burlington, we feel that there will be challenges for achieving intensification minimum targets in certain areas by 2031. Areas such as the Mapleview Mall and Ikea/Fortinos shopping centres are unlikely to develop in the near future, as are areas which have fractured ownership patterns and include primarily industrial uses.

Notwithstanding that Georgian Court is not identified as an intensification area, the Draft Burlington OP is forward thinking in terms of providing incentives for the redevelopment of communities, that are currently 100% rental, with a significant number of family sized units and a majority of "affordable housing". Draft Policy 4.2.2.2 allows such areas to be considered Secondary Growth Areas where additional intensification is encouraged. While proposals that meet all of these criteria are not common, Georgian Court is an example that would meet the intent and thrust of this policy.

In addition to the potential for intensification offered through Draft Policy 4.2.2.2, in general terms, the policies of the draft Official Plan also incentivize increased density within High Density Residential designated sites within 400 metres of a justified transit corridor, such as Plains Road (Policy 8.3.4.1). While the northerly portion of Georgian Court is within 400 metres of Plains Road (See Figure 41 - 400m Distance from Plains Road E), it is currently designated Medium Density Residential and therefore this policy would not apply. However, it does express an intent to provide additional density within proximity to the Plains Road transit corridor. On balance with the policy direction at all levels of government supporting a range of housing options, as well as the existing built form pattern, it is our opinion that a redesignation of the northerly portion of Georgian Court to High-Density Residential is justified and appropriate.

While much of the focus on intensification within urban area focuses on compatibility, there is a unique ability in this circumstance (due mainly to the size of Georgian Court) to provide more than adequate transition, public realm improvements, amenity, park space and also sustainability features and improvements as compared to a more typical intensification site.

Burlington Official Plan Criteria for Housing Intensification (Policy 2.5.2)

While the large portion of the master plan fits within the planned densities of the Draft Burlington OP, the northerly portion of the site would include increased densities that require evaluation in the context of Policy 2.5.2 of the Burlington Official Plan as set out below.

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

A full evaluation of the sanitary and stormwater infrastructure has been undertaken by UrbanTech and is summarized in Section 5.9 of this report. This work concludes that there is sufficient capacity to accommodate the proposal.

Community Services such as schools and parks have been evaluated as set out in Section 5.7 and Appendix A.

An evaluation of community services and facilities has also been undertaken and is summarized in Section 5.7 and Appendix A of this report. This review concludes that the existing schools have capacity to accommodate the increased population and that the site is within proximity to several community facilities.

• off-street parking is adequate

The proposal includes vehicular parking provided consistent with the City Zoning By-law (2411 spaces, primarily underground). This would provide adequate parking for the proposed residents and visitors of Georgian Court.

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

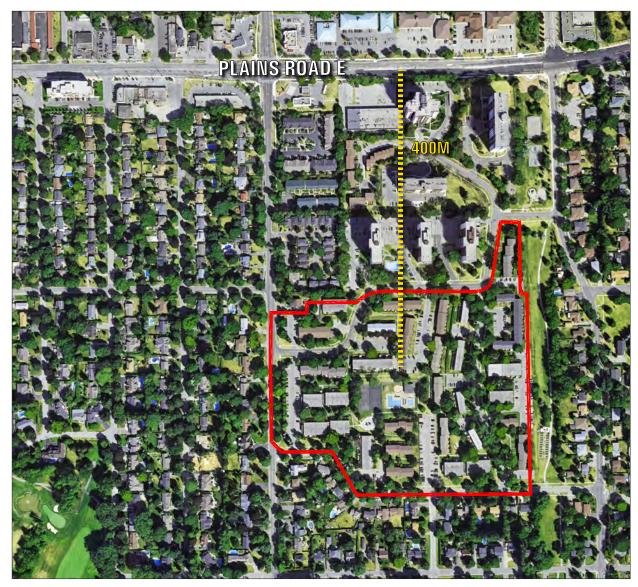


Figure 41 - 400m Distance from Plains Road East

A traffic impact study has been undertaken by BA Group and is summarized in Section 5.8 of this report. It summarizes the traffic impacts on the surrounding road network as well as proposes TDM measures.

 the proposal is in proximity to existing or future transit facilities

Currently bus service runs through the site, with a stop on Francis Drive, a stop on Warwick Drive, and two stops on Surrey Lane for Route 5 Francis-Downtown, with service to downtown Burlington and Burlington GO. The area of the proposal in which additional density is being requested is located along Surrey Lane, which is within 400 metres of the Plains Road Justified Transit Corridor.

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

The master plan is designed to consolidate the higher, denser development adjacent to the existing high rise apartments north of Surrey Lane, and provide a smooth transition in scale toward the edges at the interface with the surrounding low-rise neighbourhood west of King Road and south of Marley Road. All parking will be provided underground to promote a walkable, green and aesthetically pleasing development that fits with the open and green character of the surrounding community. There will be sufficient private and public open space for the residents and general public.

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

Georgian Court is characterized by large mature trees along the public streets as well as throughout the site. Existing trees have been inventoried and the design intent is to maintain as many healthy mature trees as possible as well as providing for significant new trees planting to respect and reinforce the green character of Georgian Court.

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

The proposed design provides for mid-rise building forms have been placed in order to adequately limit shadow impacts on parks and streets. The taller building will have a slender floorplate of 750 square metres in order to limit shadow impacts resulting from the increased heiaht.

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

Georgian Court is accessible to existing community services and recreational facilities as described in detail in the community facilities appendix to this report. The site is also well serviced by retail and service commercial uses along Plains Road to the north as the Mapleview Mall to the east.

 capability exists to provide adequate buffering and other measures to minimize any identified impacts

The redevelopment takes place on approximately 20 acres/8 hectares of land, which provides sufficient room for providing bufferina. landscaping and transition in built form. In this instance, there will continue to be a wide landscape boulevard along the north side of Marley Road and the east side of King Road to ensure compatibility and maintain the character of the neighbourhood.

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

This is an important consideration as it relates to the potential for intensification of other targeted areas, including the Go Station Areas, Downtown Urban Growth Centre and the Plains Road corridor. While the Official Plan and draft Official Plan does not intend for established neighbourhoods to be the focus of intensification, the overall thrust of the Plan does encourage a range and mix of housing, in particular the provision of some new rental housing stock.

It is our opinion that the proposed master plan will provide a range of new housing options, while preserving the character of the neighbourhood with an appropriate built form that will have no adverse impacts in terms of light, views or privacy. It is also our opinion that, on balance, the proposed development maintains the general intent of the current and draft Official Plan policies and will fit well into the existing context.

- natural and cultural heritage features and areas of natural hazard are protected
- where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g) and m)

Policy 2.11.3(g) provides that the City may require the dedication of lands within the floodplain and that these lands will not be considered as parkland dedication. Those lands that remain within private ownership will be protected through zoning, agreement or easement. Policy 2.11.3(m) provides that redevelopment within the South Aldershot area may be restricted through the potential for increased downstream flooding and that various measures will be evaluated to ensure appropriate stormwater management is provided in order to justify intensifying in this area.

In regard to these policies, the proposed master plan has due consideration to the above policies by avoiding new development within the floodplain and actually proposes to remove buildings which are currently located within the floodplain. The approach to stormwater management will ensure that there the quality and quantity of flows are controlled in a manner which would be to the satisfaction of the City and to avoid downstream flooding. The details of which are explained further tin the functional servicing report.

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

The proposed mid and high rise buildings are located at the periphery of the Medium Density Residential designation, immediately adjacent to the existing high-rise towers north of Surrey Lane. The proposed heights will provide for a smooth transition toward the lower rise neighbourhoods and soften what is currently a drastic transition in height from 16 to 2 storeys.

While the above criteria have been adjusted in the Draft Burlington Official Plan, the criteria are largely the same and for the purposes of the subject applications, the justification has been based on the in-force 2.5.2 criteria.

5.4 Urban Design

In our opinion, the master plan is consistent with the policy direction of the PPS, Growth Plan and Halton and Burlington Official plans, as well as the draft tall building guidelines. More specifically, the master plan presents conceptual plan that are achieves the following in terms of community

- Contains a range and mix of housing options in a block structure that is designed to encourage pedestrian movement and establishes opportunities to frame the integrated high quality parkland and open spaces and well connected road network that support intensification and an active streetscape, respectful of its surrounding context.
- · Provides for at-grade residential units facing the public streets to provide for a safe and walkable community and quality of place that is being sought for the area.
- Parking will be provided underground and where surface parking is provided it will be located internal to the blocks and framed by built form to ensure that parking will not face onto the public realm.
- The approach to public spaces and built form will provide a pedestrian friendly and green environment with enhanced and wellpedestrian-oriented streetscapes, including mews and mid-block connections to connect the publicly accessible parks with the surrounding streets and natural areas, including the Francis Road Bikeway.
- The built form approach includes an appropriate transition to the low rise residential areas and natural areas to the south, west and east with the highest heights placed at the north, adjacent to the existing higher buildings on the north side of Surrey Lane.
- The proposed design will establish new and wide ranging mix of housing stock to Georgian Court in a manner which provides appropriate transition of built form and respects the character of the area.
- The design will incorporate community gathering places with active frontages. Specifically, the large central park, linear green pathways and new road linkages (ie. Sunset Road extension) will provide for better pedestrian linkage through the site and better integrate Georgian Court into the surrounding community.

The proposed heights will transition down from the north to the south and west. The higher buildings will generally be mid-rise buildings up to 11 storeys at the north, with three high-rise buildings of 16, 19, and 20 storeys. Along the edges, the low-rise townhouse form buildings will range up to three storeys in height. The distribution of heights frames the new central park and streets at good proportion that will provide for a pedestrian friendly scale and ensure that shadow impacts are mitigated. This design will maintain and support the existing character of the area and also promotes the evolution of the character of the area with appropriate transition and achievement of more compact forms and pedestrian oriented development. This approach conforms to the intent of policies section 6.5 of the Burlington Official Plan as well as Chapter 7 of the draft Burlington Official Plan (see Figure 42 - Public Realm Strategy).

The proposal will provide for a coherent, harmonious and appealing urban environment that will enhance the public realm, open space and transportation framework. The design of the podiums will provide for building frontages oriented toward public streets and other public open spaces to create a consistent street wall to provide for an active streetscape in accordance with the direction provided for in policy 6.5 of the Burlington Official Plan.

The location of the tower buildings will allow for a maximum amount of sunlight onto the public realm with slender floorplate of approximately 750 square metres and appropriate podium stepback and height. Tower and podium base design responds to issues of setback, street wall, base building, point tower, top of building and stepbacks. All tall building elements will achieve a 25 metre separation in accordance with the draft tall building guidelines.

The proposal is designed to provide mid-block connections and is massed to avoid excessively long building facades with blocks, which are generally no longer than approximately 100 metres, and with permeable ground floor uses and central publicly accessible parks/open space and amenity spaces.

A variation of heights, architectural features and articulation are provided to provide for high quality architecture and complementing the improved public realm. Parking and service facilities are provided interior to the blocks and generally not visible from streets and open spaces. The proposed underground parking is provided through consolidated access points to limit vehicular pedestrian conflicts along public streets.

The proposed design provides for more diverse and high quality housing stock and public realm within Georgian Court and establishes a gradual transition in height between from the taller buildings to the north and the established neighbourhood areas. The design comes as a result of a collaborative process involving the existing residents of Georgian Court as well as the surrounding community.

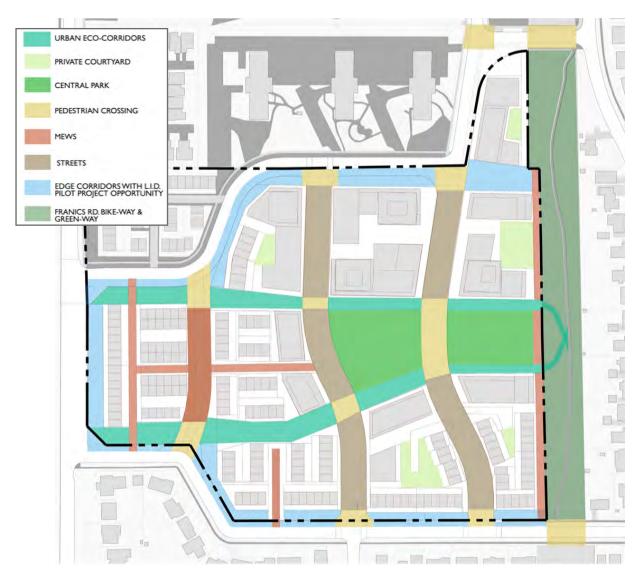


Figure 42 - Public Realm Strategy

Overall, the design provides achieves the following objectives in accordance with Policy 6.5 of the Official Plan:

- The density, form, bulk, height, setbacks and spacing of development compatible with its surrounding area. Details with respect to materiality and landscape buffering will be determined through subsequent site plan stages.
- The conceptual layout provides for massing at a pedestrian scale, with active grade related residential units and open spaces which promote pedestrian safety, accessibility and public vistas and views.
- The master plan provides for a continuous and harmonious streetscape environment with a continuity of grade-related activity areas, both inside and outside of buildings.
- The development will be transit oriented, providing for public transit accessibility, convenience and comfort. Details with respect to providing for transit infrastructure will be confirmed through the site plan stages.
- The redevelopment will provide for modernized building stock with better access and parking for the physically challenged, and better serve the needs of persons with disabilities and other special needs groups.
- The plan will better integrate Georgian Court into the broader community and open it up with more public street and open space areas which will have the effect of improved public safety and security, with improved visibility and lighting and the avoidance of secluded
- The proposed location, amount, position and design of parking areas have been designed to minimize their impacts on the public streetscape, and lessen their visual impact. In this instance the removal of surface parking areas and utilization of underground parking will provide for an overall improvement to the amenity areas and public realm.
- The streetscape appearance of public streets will be enhanced with main building facades facing roads with enhanced and varied treatment to avoid the appearance of blank buildings at service entrances. Details in this regard would be confirmed at the site plan stages.

- Building setbacks from the street are minimized yet also provide for sufficient room for landscaping and trees to maintain the green character of the area.
- · The function and visual impact of servicing and waste handling facilities shall be minimized, by integrating them into the building's main structure, by screening or by site design. Specific details in this regard will be confirmed at the site plan stage.
- The master plan will allow for and improve freedom of public access and circulation through the site and connected to the neighbourhood.
- The master plan will allow for sustainable development within modernized building stock and improved public realm and open spaces.

5.5 Phasing

The development will be phased in order to accomplished a reasonable and sensitive relocation of tenants as well as to provide for logical construction and traffic management. At this time, the phasing plans are conceptual in order to provide a basis for future planning and are subject to changing market conditions. From a process standpoint, future phases of this development would be implemented through site plan approval applications on a block-by-block basis. It is anticipated that the project would be phased in over a 10 year period as outlined below

Due to the location of existing streets as well as existing servicing and stormwater infrastructure, it is anticipated that the preliminary phases will occur along Warwick Drive. The initial phases will likely incorporate some townhouse block development as well as apartments, which will allow for a range of unit types to provide for potential relocation of existing tenants and provide for a range of offerings to the market in the initial stage.

A preliminary phasing plan is indicated in Figure 43 - Phasing Plan and Figure 44 - Preliminary Phasing Concept.

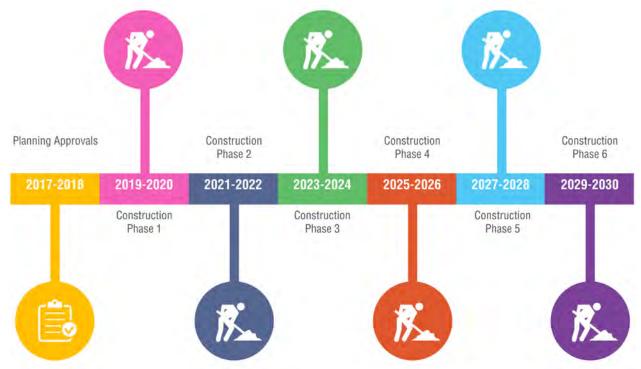


Figure 43 - Phasing Plan



Figure 44 - Preliminary Phasing Concept

5.6 Parkland and Tree Protection

The proposal provides for approximately 1.8 hectares (4.4 acres) of publicly accessible parks and open space in the form of a linked network of walkways, squares, elevated green spaces, trail connections and a larger park space interface with the Francis Road Greenway. This space does not include the proposed private outdoor amenity space that will also be incorporated onto each of the central block through a mix of private at grade and/or rooftop amenity areas.

The 1 hectare (2.47 Acres) of dedicated central public park space is located central to the site and anticipated to be utilized in a manner that would complement the adjacent indoor amenity as well as programmed to serve the residents and surrounding community. The public park block would be connected through public street frontages along Warwick and Sunset as well as through publicly accessible east-west linear pedestrian and cycling pathways.

Part III, Policy 2.9 of the Burlington Official Plan provides that the need for and location of Neighbourhood Parks are to be determined through the receiving and submission process, based on a need for facilities, accessibility to residents and compatibility with adjacent developments. In this respect, we note that the intent of the 1ha Central Park is to provide outdoor recreation and leisure opportunities at the neighbourhood level and be focal points for residents to interact on a day-to-day basis.

The proposed development will provide for a mix of active and passive open space areas that are both public and private. These areas are summarized as follows: public park (0.95ha); and publicly accessible private space (0.2ha). The new 1.15ha of public open space will enhance the amenities available to residents and provide opportunity to program this space as needed. Depending upon the ultimate programming approved by the city, the public park could include aspects from the existing 0.45ha outdoor amenity, which includes an outdoor pool, tennis court and basketball court and playground. (See Figure 45 – Proposed Parks and Open Spaces Network).



Figure 45 - Proposed Parks and Open Spaces Network

Bicycle infrastructure will be incorporated into the new green pathways through the site and bike lanes will be incorporated on public streets in accordance with the City of Burlington standards and specifications.

Georgian Court is characterized by large mature trees along the public streets as well as throughout the site. Existing trees have been inventoried and the design intent is to maintain as many healthy mature trees as possible as well as providing for significant new trees planting to respect and reinforce the green character of Georgian Court.

5.7 Community Services and Facilities

A review of the area's community services and facilities was undertaken, which is provided in **Appendix A.** The review demonstrates that the area is well served by a number of community services and facilities that can accommodate the population anticipated from the proposed development.

The population of the study area has grown by 7.9% since 2006. The majority of residents are in the 15-64 age group and the proportional figure for persons 65+ in the neighbourhood is higher than the City-wide figures. The majority of families are married couple families. The proportion of common-law and lone-parent families is slightly higher than the city-wide figures.

In terms of housing stock, the greatest proportion of dwellings (54.2%) are single-detached dwellings, followed by dwellings in apartments with less than 5 storeys (15.9%). In terms of the age of the housing stock, 33.5% of the dwellings were constructed in between 1961-1970, and 32.0% of the housing was constructed before 1960.

Home ownership decreased proportionally by 7.6% between 2006 and 2011. The average aftertax household income from the 2011 NHS was \$7,173 higher than the City's average. In 2011, the number of Canadian born residents living in the neighbourhood was 0.7% higher than that of the City as a whole (79.3%). As well, the number of residents in the neighbourhood who identified as a visible minority was lower than the City's average.

In terms of school accommodation, the HDSB elementary and secondary schools serving the subject site could accommodate the 83 projected elementary students and 34 projected secondary students. As well, the HDSB elementary schools serving the subject site could accommodate the 35 projected elementary school students and 20 projected secondary students.

There are a total of 10 childcare facilities within the Study Area, all of which provide subsidized spaces if available. This development is expected to produce the demand for 60 childcare spaces.

There is one Burlington Public Library branch located within the Study Area, the Aldershot Branch is 7,000 square feet in size and includes a 25-seat rentable program room. In 2016, there were a total of 66,789 visitors of the library and 21,197 wireless internet users.

Currently, the Study Area contains 2 community recreation centres. The Aldershot Area in addition to the rink has outdoor sports facilities, while the Aldershot Pool features a community room and swimming programs. There are also 13 parks within the Study Area containing various amenities and amounting to 55.01 hectares of parkland.

There are 5 human service organization providing services within the Study Area, including the ROCK-Our Community Cares which contains multiple organizations and community space.

The proposed redevelopment of Georgian Court will have sufficient and flexible space available to accommodate the potential for ROCK or other community facilities within Georgian Court.

5.8 Transportation

BA Group has completed a traffic impact study analyzing the existing and future traffic volumes at the key intersections. In total, the proposed development is expected to add a total of 565 trips to the boundary road system in the a.m. peak hour and 670 trips in the p.m. peak hour. The distribution of traffic is heavily weighted to the QEW.

Analysis of the projected future total traffic volumes has determined that the existing roadway system can accommodate the increase in traffic volumes generated by the proposed residential expansion. The intersection of Plains Road and Francis Road is projected to operate at an overall Level of Service C in the a.m. and D in the p.m. peak hours under future traffic conditions.

Overall the proposal meets the zoning requirements from the perspective of vehicular and bicycle parking as well as loading. See Figure 46 - Mobility Framework.

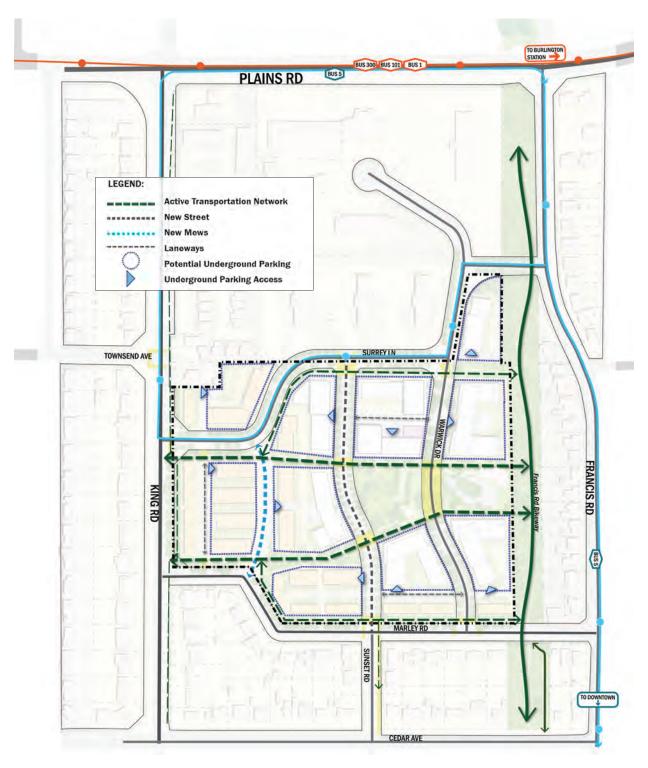


Figure 46 - Mobility Framework

5.9 Servicing and Storm Water Management

UrbanTech were retained to prepare a Functional Servicing and Stormwater Management Report in support of the applications. The purpose of this report is to demonstrate to the City of Burlington that the proposed re-development is feasible from a servicing and stormwater management perspective. Based on the report's analysis and findings, which are listed below, UrbanTech recommend the approval of the applications from a functional servicing and stormwater management perspective.

- There is sufficient capacity to service the development based on the existing and proposed sanitary system. The proposal would introduce a new sanitary main within the Sunset Road extension.
- Detailed hydraulic analysis confirms that the site can be adequately serviced for fire and domestic water supply, with some watermain improvements.
- Low Impact Development (LID) measures can be implemented across the site
- In general there are no servicing concerns with the redevelopment of the Georgian Court Community.

5.10 Noise Feasibility Study

Valcoustics were retained to prepare an Environmental Noise Feasibility Study in support of the applications. The report evaluated the potential sound levels and noise mitigation measures needed for the proposed development to comply with the MOE noise guideline requirements. The noise sources included road traffic on Plains Road, King Road, the QEW, as well as the internal roadways. No stationary sources are expected to have impacts on the site. The report concludes that, with appropriate acoustical design, a suitable acoustical environment can be provided and the applicable MOE noise guideline requirements can be met.

5.11 Pedestrian Level Wind Assessment

RWDI were retained to prepare a Pedestrian Level Wind Assessment in support of the applications. The report is a qualitative assessment of the wind comfort conditions resulting from the proposal. The assessment concludes that the proposed development includes several positive design features for wind control and that where wind impacts are anticipated, controls are provided to improve conditions. The report also recommends tunnel tests be conducted at later design stages to quantify wind conditions and to develop the appropriate wind control solutions.

5.12 Floodplain Considerations

The UrbanTech report also provides an evaluation of the floodplain along the eastern boundary of the site. The floodplain line established by the Halton Region Conservation Authority. As described by UrbanTech, the culvert within the greenway has insufficient capacity to convey the entire Regional flow and therefore the greenway acts as a flow route for flows breaching Plains

A number of the existing buildings on the site are within the floodplain (see Figure 47 - Existing Floodplan Mapping). New buildings are not permitted in the floodplain, but surface and underground parking are. UrbanTech proposes to straighten the floodplain through filling along the east edge such that the elevation matches or exceeds the Regional flood elevation, plus provide an additional 0.3 metre freeboard along buildings set back a minimum of 7.5 metres from the new floodplain line (see Figure 48 - Preliminary Grading Plan). UrbanTech does not consider this a berm, since a large portion of the site would be raised above the flood elevation. Further details on the flood mitigation approach are found within the UrbanTech report.



Figure 47 - Existing Floodplan Mapping

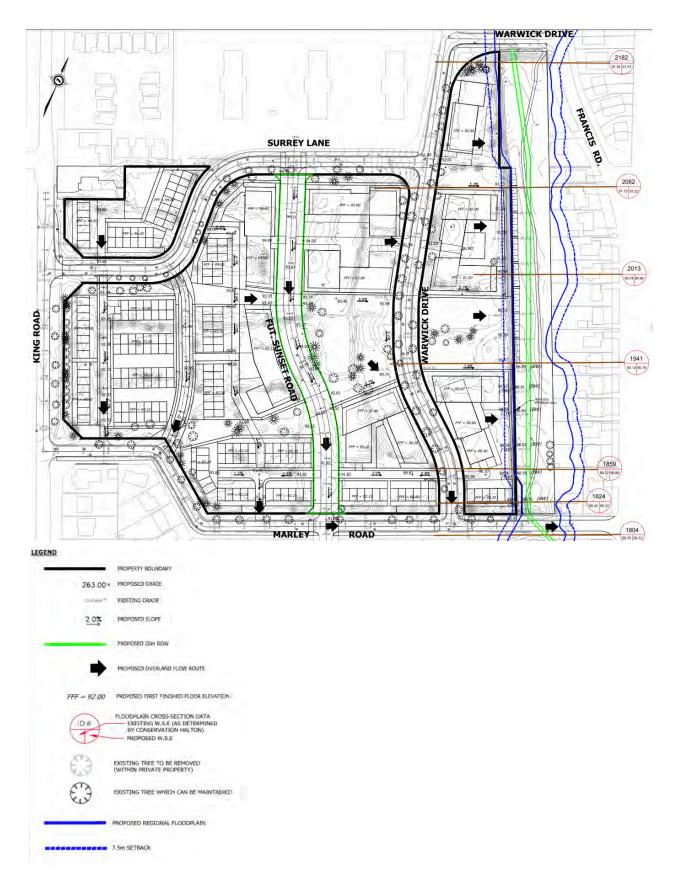


Figure 48 - Preliminary Grading Plan

CONCLUSION

The proposed applications are consistent with policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan and the City of Burlington Official Plan, all of which support opportunities for increasing densities and the range and mix of housing in areas well-served by municipal infrastructure, including public transit.

In our opinion, the proposed increase in densities and heights on the north portion of the site will allow for a more diverse range of housing options and increase in new rental housing units, with an appropriate built form approach transitioning in height down toward the established neighbourhood areas to the south, west and east. The proposed height, massing and density are appropriate and compatible with the existing and planned surrounding context.

The development concept has evolved from a planning and design exercise focused on revitalizing an established neighbourhood with new and high quality architecture and public realm. The master plan seeks to implement the overall principles and objectives of applicable planning framework.

The following summarizes the key conclusions and justifications for the proposed applications:

- The proposed design will provide an appropriate distribution of density, with the higher density form located in proximity to the existing higher density and heights to the north, while at the same time providing for appropriate transition to the lower density areas and incorporating a new public park and substantial publicly accessible open spaces and pathways.
- It will make efficient use of a site which is well served by urban infrastructure, particularly existing and planned transit.
- The proposal will build sustainability through both building and site practices.
- It will extend the street network through the site to better integrate Georgian Court into the surrounding community and improve mobility options.
- It will employ small pedestrian-friendly block sizes.

- The proposed design will provide for underground parking, replacing the existing surface parking with more green space.
- Contains a range and mix of housing options in a block structure that is designed to encourage pedestrian movement and establishes opportunities to frame the integrated high quality parkland and open spaces and well connected road network that support intensification and an active streetscape, respectful of its surrounding context.
- Provides for at-grade residential units facing the public streets to provide for a safe and walkable community and quality of place that is being sought for the area.
- Parking will be provided underground and where surface parking is provided it will be located internal to the blocks and framed by built form to ensure that parking will not face onto the public realm.
- The approach to public spaces and built form will provide a pedestrian friendly and green environment with enhanced and welllinked pedestrian-oriented streetscapes, including mews and mid-block connections to connect the publicly accessible parks with the surrounding streets and natural areas, including the Francis Road Greenway.
- The built form approach includes an appropriate transition to the low rise residential areas and natural areas to the south, west and east with the highest heights placed at the north, adjacent to the existing higher buildings on the north side of Surrey Lane.

In our opinion the proposed master plan supports the policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, the City of Burlington Official Plan and the draft Burlington Official Plan, all of which support opportunities for increasing densities and the range and mix of housing in areas well-served by municipal infrastructure, including public transit.

COMMUNITY SERVICES & FACILITIES REPORT

APPENDIX

TABLE OF CONTENTS

[1.0] INTRODUCTION	1
1.1 OVERVIEW 1.2 PURPOSE	3
1.3 STUDY AREA 1.4 METHODOLOGY	3
[2.0] DEMOGRAPHIC PROFILE	5
2.1 ALDERSHOT NEIGHBOURHOOD (STUDY AREA)	7
2.2 POPULATION	7
2.3 FAMILY COMPOSITION	7
2.4 HOUSING	8
2.5 INCOME 9	
2.6 IMMIGRATION & DIVERSITY	10
2.7 SUMMARY 1	0
[3.0] COMMUNITY SERVICES & FACILITIES	13
3.1 SCHOOLS	14
3.2 CHILD CARE SERVICES	15
3.3 PUBLIC LIBRARIES	1 7
3.4 RECREATION	18
3.5 PARKS	18
3.6 HUMAN SERVICES	20
Γ4.01 CONCLUSION	21



TOC

SEPTEMBER

2017







Figure A1 - Study Area

1.1 Overview

This Community Services and Facilities report was prepared by Bousfields Inc. to provide a review of the community services and facilities that are available to residents in the vicinity of 865 & 875 King Road, 615-688 Marley Road, 610-740 Surrey Lane, 847-937 Warwick Drive in the City of Burlington (the "subject site"). Key services include publicly funded schools, child care facilities, libraries, parks and community centres.

1.2 Purpose

The proposed redevelopment consists of 1,450 units, including 1,250 apartment units and 200 townhouse units. The purpose of this report is to identify the range of existing resources that are available within the Study Area, and to identify any priorities that should be considered in connection with the proposed development.

1.3 Study Area

This report's Study Area is defined by Queen Elizabeth Way to the east, Highway 403 to the north, Plains Road to the west, and Lake Ontario to the south (**Figure A1**). The demographic section (Section 2.0) of this report is based upon the boundaries of the following census tracts: 537201, 537202, 537203, and 537204.

1.4 Methodology

This report compiles an inventory of key publicly funded services and facilities, including schools, child care facilities, community centres, parks and libraries, using data such as enrolment, capacity, service boundaries and types of programs. Neighbourhood census and National Household Survey data was gathered from the Census and NHS to develop a short demographic profile of the area and its residents. Due to methodological issues with the National Household Survey (NHS), data should be considered to be approximate. As the NHS is a separate data source, it is not directly comparable to the Census.

DEMOGRAPHIC PROFILE



Figure A2 - Census Tracts

2.1 Aldershot Community (Study Area)

The subject site is located within the **Aldershot community**. The following demographic profile is based on Census Tract data and Burlington CMA data collected for the 2006, 2011 and 2016 census periods. The study area is comprised of the following census tracts: 5370201, 5370202, 5370203, and 5370204. The area immediately surrounding the subject site if comprised of the following Dissemination Areas, 35230592, 35240410, and 35240409. The data at this level is more limited than the census tract data but is useful to see the composition of the subject site and immediate area in comparison to the community as a whole. Where a comparison to the Dissemination areas could be made it was included in the charts below.

2.2 Population

The population of the study area has grown by 9.3% since 2011. A majority of the the proportional increase occurred in the 65+ age group which grew by 1,070 persons overall.

In 2016, Aldershot was predominantly comprised of people in the 15-64 age group (60.5%), which increased in overall population by 1,488 people between 2011 and 2016. The Dissemination Areas grew by 217 people over the same period. The Dissemination Areas have a higher proportion of the 0-14 age group and significantly less people in the 65+ age group than the neighbourhood as a whole.

In 2016, when compared to the City of Burlington as a whole, the proportion of people 65+ is higher, while the proportion of people 15-64 and 0-14 is lower in the study area than the City as a whole. See **Table A1** below.

Table A1 - Population by Age Group

Age Group	Study (20°		Study (201		Ar	ination eas 011)	Dissem Are (20	as	City of Bu (201		City Burlin (20	gton
	#	%	#	%	#	%	#	%	#	%	#	%
0-14	2,250	14.0%	2,370	13.5%	505	18.9%	570	19.8%	29,930	17.0%	30,670	16.7%
15-64	10,325	64.2%	10,635	60.5%	1,930	72.4%	2,020	70.1%	116,130	66.1%	117,330	64.0%
65+	3,510	21.8%	4,580	26.1%	225	8.4%	295	10.2%	29,720	16.9%	35,320	19.3%
Total	16,085	100%	17,573	100%	2,665	100%	2,882	100%	175,780	100%	183,315	100%

2.3 Family Composition

Tables A2 and **A3** below provide a breakdown of the family composition for the study area, including family characteristics.

Table A2 indicates that the majority of families within the community are in married couple homes (73.3%). The proportion of married couples in the study area is proportionately similar to the city as a whole, while the proportion of common-law couples is 0.7% higher. The largest difference between the 2006 and 2011 data for the study area is the increase in Lone-Parent families which grew proportionally by 1.5% and overall by 120 families. In comparison, the Dissemination Areas have a significantly higher proportion of Common-law Couples and Lone-Parent Families than the community and municipality as a whole.

Table A2 - Families by Number of Children

Category	Study Area (2006)		Study Area (2011)		Dissemination Areas (2011)		City of Burlington (2011)	
	#	%	#	%	#	%	#	%
Total # of Census Families	4,450	100%	4,790	100%	740	100%	35,020	100%
Married couples	3,285	73.8%	3,510	73.3%	335	45.3%	25,895	73.9%
Common-law couples	540	12.1%	540	11.3%	155	20.9%	3,700	10.6%
Lone-parent families	630	14.2%	750	15.7%	245	33.1%	5,425	15.5%

2.4 Housing

The study area consisted of 7,480 private dwellings in 2016, which is a slight increase of 770 private dwellings from 2011 (6,710 dwellings total). In 2011, over half of the housing stock consisted of single-detached dwellings, followed by dwellings in apartments with less than 5 storeys (15.9%). In 2016, the number of signle detached dwellings decreased while the number of dwellings in apartment buildings with more the 5 storeys increased by 1,095 dwellings. The Dissemination Areas are primarily comprised of dwellings in apartment buildings with more than 5 storeys. The most significant increase between 2011 and 2016 in the Dissemination Areas occurred in dwellings in buildings with more than 5 storeys (increase by 40 dwellings).

Table A3 - Dwellings by Structure Type

Category		y Area 011)	Study (20		Are	ination eas (11)	Ar	nination eas 016)
	#	%	#	%	#	%	#	%
Single-detached house	3,640	54.2%	3,540	47.3%	55	4.7%	55	4.5%

Category	Study Area (2011)		Study Area (2016)		Dissemination Areas (2011)		Dissemination Areas (2016)	
	#	%	#	%	#	%	#	%
Semi-detached house	405	11.1%	215	2.9%	10	0.9%	5	0.4%
Row house	1,055	15.7%	1,020	13.6%	345	29.6%	355	29.3%
Apartment, detached duplex	120	1.8%	105	1.4%	0	0%	0	0%
Apartment building, 5+ storeys	1,070	15.9%	2,165	28.9%	755	64.8%	795	65.7%
Apartment building, less than 5 storeys	410	6.1%	405	5.4%	0	0%	0	0%
Other	5	0.1%	10	0.1%	0	0%	0	0%
Total	6,710	100%	7,480	100%	1,165	100%	1,210	100%

Table A4 - Buildings by Period of Construction (2011)

Period of Construction	# of Dwellings	% of Total
Before 1960	2,160	32.0%
1961-1970	2,255	33.5%
1971-1980	595	8.8%
1981-1990	370	5.5%
1991-2000	665	9.9%
2001-2006	640	9.5%
TOTAL	6,740	100%

As of 2011, the greatest period of construction took place between 1961 and 1970. During this time, 33.5% of the dwellings within the community were constructed. The second most intense period of construction occurred before 1960 when 32.0% of the dwellings were constructed.

In 2011, 66.2 percent of residents within the neighbourhood owned their housing. When compared with the 2001 data, ownership decreased proportionally by 7.6 percent.

Table A5 - Housing Tenure

	2006	2011
Own	73.9%	66.2%
Rent	26.1%	33.8%

2.5 Income

Table A6 relates to income as reported in the 2011 NHS. In Aldershot, the median after-tax income was \$4,923 lower than the City-wide figure. As well, the average after-tax figure was \$7,173 higher than the city's average of \$105,503. The highest proportion of households in the study area and the City as a whole fall within the income range of \$100,000 and over.

Table A6 - Private After-Tax Household Income - 2011 NHS

After-Tax Household Income	Study Area	City of Burlington
Under \$5,000	2.1%	1.5%
\$5,000 to \$9,999	0.5%	0.8%
\$10,000 to \$14,999	1.4%	1.4%
\$15,000 to \$19,999	3.1%	2.8%
\$20,000 to \$29,999	7.3%	7.2%
\$30,000 to \$39,999	9.1%	8.5%
\$40,000 to \$49,999	10.5%	9.3%
\$50,000 to \$59,999	10.9%	9.1%
\$60,000 to \$79,999	17.8%	16.8%
\$80,000 to \$99,999	11.0%	12.6%
\$100,000 and over	25.3%	29.9%
\$100,000 to \$124,999	9.7%	12.1%
\$125,000 and over	15.6%	17.8%
Median After-Tax Household Income	\$77,571	\$82,494
Average After-Tax Household Income	\$112,676	\$105,503

2.6 Immigration & Diversity

Table A7 indicates that the greatest period of immigration for immigrants in the study area occurred before 2001 (83.4%). The proportion of visible minority residents is 3.4% less than the city-wide average, while the proportion of the population born in Canada is 1.9% higher than the city as a whole.

Table A7 - Visible Minority % of Population & Period of Immigration (2011)

	Study Area	City of Burlington
Visible Minority as a percentage of the population	5.7%	9.1%
Born in Canada	81.2%	79.3%
Immigrants	18.8%	20.7%
Arrived before 2001	83.4%	81.1%
Arrived between 2001-2005	7.3%	9.7%
Arrived between 2006-2011	9.3%	9.2%
Non-Perminant Residents	105	685

2.8 Summary

The following conclusions can be drawn from the analysis of the demographic information:

- The population of study area grew between 2011 and 2016 by 9.3%;
- In 2016, the Aldershot community was primarily comprised of individuals in the 15-64 age group, while there was a higher proportion of 65+ residents than the city-wide figures;
- In 2006 & 2011 the majority of the families in the study area were married couples;
- As well, the proportion of common-law couples and lone-parent households were slightly higher than the city-wide averages;
- In 2016, almost half (47.3%) of the housing stock consisted of singledetached dwellings;
- The most active period of construction in the study area occurred between 1961 and 1970 (33.5%), while a significant proportion of the housing stock was constructed during the pre-1960 period (32.0%);
- In 2006, 66.2% of residents owned their housing which was down by 7.6% from 2006;
- In 2011, the greatest number of households had an income of \$100,000 or more (25.3%);
- In 2011, the average after-tax household income was \$7,173 higher than the city-wide average;
- In 2011, the community had a lower proportion of visible-minority residents and a higher proportion of residents born in Canada than the city-wide figures; and
- In comparison to the Aldershot community as a whole, the dissemination areas that comprise the subject site and immediate area have a high proportion of youth, common-law families, lone-parent families and dwellings in apartments with more than 5 storeys.

COMMUNITY SERVICES & FAGILITIES

The following is an inventory of the service agencies that are likely to serve the subject site and surrounding area. Descriptions are provided of the type of services and programs offered at the different organizations or facilities. Additional seasonal programs or services beyond what has been listed may be offered, but were not published at the time the report was written. The inventory reflects what falls within or adjacent to the Study Area, which is defined by Queen Elizabeth Way to the east, Highway 403 to the north, Plains Road to the west, and Lake Ontario to the south (see Figure A1 on page A2).

3.1 Schools

Table A8 outlines the capacities, enrolments and utilization rates for schools within the catchment areas for both the Halton District School Board (HDSB) and Halton Catholic District School Board (HCDSB).

Table A8 - HDSB and HCDSB Capacity and Enrolment

	Capacity	Full-Time Enrolment	Utilization Rate (%)	Portables			
Publ	ic Elementary S	chool					
King Road Public School 660 Greenwood Dr	383	201	66.3%	0			
Maplehurst Public School 481 Plains Rd E	634	378	59.6%	0			
Aldershot Elementary 50 Fairwood Pl W	690	255	36.9%	0			
TOTAL	1,707	834	48.8%	0			
Pub	lic Secondary So	chool					
Aldershot Highschool 50 Fairwood Pl W	558	444	79.5%	0			
TOTAL	558	444	79.5%	0			
Catho	olic Elementary :	School					
Holy Rosary Catholic Elementary School 261 Plains Rd E	455	418	91.8%	0			
TOTAL	455	418	91.8%	0			
Cath	Catholic Secondary School						
Assumption Catholic Secondary School 3230 Woodward Ave	955	841	88.1%	0			
TOTAL	955	841	88.1%	0			

In terms of public elementary schools, all three area elementary schools are undersubscribed with an overall utilization rate of 48.8%. The catchment area high school, Aldershot High School is also below capacity with a 79.5% utilization rate.

Regarding Catholic elementary schools, the catchment area school Holy Rosary is currently below capacity but has a high utilization rate (91.8%). The catchment area high school, Assumption Catholic Secondary School is under capacity with a 88.1% utilization rate.

3.1.1PUPIL YIELD

Pupil Yield of Proposed Development - HDSB

Elementary: 77 pupils (Figure supplied by HDSB)

Secondary: 32 pupils (Figure supplied by HDSB)

Based on the current enrolment figures, the 77 projected public elementary students generated from the proposed development can be accommodated at the area elementary schools as the area combined 873 vacancies. The 342projected public secondary students can be accommodated at Aldershot High School as there are 114 available student spaces.

Pupil Yield of Proposed Development - HCDSB

Elementary: 35 pupils (figure supplied by HCDSB)

Secondary: 20 pupils (figure supplied by HCDSB)

Based on the current enrolment numbers, the 35 projected Catholic elementary school students may be accommodated at Holy Rosary based on 37 available spaces. The 20 projected Catholic secondary students could be accommodated at Assumption Catholic Secondary School as there are currently 114 vacancies.

3.2 Child Care Services

Table A9 provides a listing of City of Burlington child care services within the Study Area, including enrolment and reported vacancy. There are a total of 6 child care facilities within the study area, all of which provide subsidized spaces if available. In addition, there are 4 YMCA operated before-and-after school care programs operating within elementary schools in the Study Area; however, capacity and vacancy information for these programs was not available and as such has not been included in **Table A9**. As of June 2017, the surveyed service providers reported a total of 24 vacancies across all age groups.

Table A9 - Enrolment/Reported Vacancies within Study Area

Facility			Enro	lment / I	Reported	l Vacant	
	Fee Subsidy Available		Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	F.T.K. + School Age (Kindergarten & 6 to 12 years)	Total
Centre Copains-Copines		Capacity	-	5	16	13+15	49
901 Francis Rd	Y	Vacant	-	0	0	0	0

Facility			Enro	lment /	Reported	d Vacant	
	Fee Subsidy Available		Infant (0 to 18 months)	Toddler (18 months to 2.5 years)	Pre-school (2.5 to 5 years)	F.T.K. + School Age (Kindergarten & 6 to 12 years)	Total
East Plains Co-operative Preschool* 375 Plains Rd E	Y	Capacity	-	-	48	-	48
Harbard Square Daycare Centre		Vacant Capacity	-	2	0	-	0 16
955 Warwick Court, Apt 109	Υ	Vacant	-	0	0	-	0
MacFadyen Preschool Academy	Y	Capacity	10	15	24	-	49
665-683 Plains St E, Units 1,2 and 3	Y	Vacant	0	0	0	-	0
Wee Care Educational Services	Υ	Capacity	6	15	32	15	68
107 Plains Rd W		Vacant	2	4	2	0	8
Wee Care Educational Services 1010 Downsview Dr, Unit 6	Υ	Capacity Vacant	10	15 3	10	15 0	84 16
YMCA of Hamilton / Burlington /		Capacity	-	-	-	-	56
Brantford - King's Road School 660 Greenwood Rd	Y	Vacant	-	-	-	-	31
YMCA of Hamilton / Burlington /		Capacity	-	-	-	-	86
Brantford - Maplehurst P.S. 481 Plains Rd E	Y	Vacant	-	-	-	-	32
YMCA of Hamilton / Burlington /		Capacity	-	-	-	-	56
Brantford - Holy Rosary School 261 Plains Rd E	Y	Vacant	-	-	-	-	22
YMCA of Hamilton / Burlington /		Capacity	-	-	-	-	56
Brantford - Glenview P.S. 143 Townsend Ave	Y	Vacant	-	-	-	-	24
Capacity by Age Group			26	52	178	58	314
	Vacancy by Age Group (Breakdown by age group not provided by the YMCA Child Centres)			7	12	0	24
*Child care facility could not be reached, so zero spaces assumed					Total Ca	568	
	,				Total Va	acancy	133

3.2.1 PROJECTED CHILD CARE YIELD

It is estimated that the proposed 1,450 units will generate the demand for approximately 144 child care spaces. This is based on a residential population increase of 3,480 people (1,450 units multiplied by 2.4, the average household size in this area), of which 13.5 percent (or 469) would be children using the proportion of Children within the study area from the 2016 census (children are aged 0-14).

The projected number of children is then multiplied by the women's labour

force participation rate in the Burlington CMA - 61.2 percent. A further multiplier of 50 percent is used to approximate the number of children needing care at a child care centre. This is the level of service standard set out by the City's Children's Services Division and is consistently applied to development applications.

As compared with **Table A9** above, the projected number of children generated from the proposed development who will require child care (144 children) could not be accommodated by the facilities serving the area that were available to provide capacity numbers. Within the Study Area, there are at least 133 child care spaces available. It is noted that this analysis is based on limited contact with child care facilities within the Study Area and as such, additional vacancies and capacity may be available. Further, private in home child care is not captured in this analysis and may be available to residents of the study area.

3.3 Public Libraries

There is one Burlington Public Library Branch located within the Study Area. The services provided are listed below:

Aldershot Branch

This branch, located at 550 Plains Road East is open 5 days a week, Tuesday to Saturday or (43 hours/week; 2,236 service hours/year). The facility is 7,000 square feet in size and includes a 25-seat rentable program room. The library serves a population of 26,000 people. According to staff, the area has a higher than average senior and newcomer population as well as a growing teen population and declining juvenile population. In 2016, there were a total of 66,789 visitors of the library and 21,197 wireless internet users.

Staff provided the following list of services, collections and programs:

Adult programs

 Monthly book discussion group, in-house visits from local retirement and nursing homes, one-time programming events

Children's programs

• Core preschool literacy programs, Paws 4 Stories, summer reading programs, book clubs, crafts, holiday and PA day programs

Teen programs

• Book clubs, craft programs, summer reading programs, Library living room and local Teen Art display.

Outreach & partnerships

- Partnership with Ontario Early Years Centre with the Mother Goose Program for preschoolers, Read Free partnership with Community Living Burlington, Newcomers Youth Tutoring Program hosted by HMC Connections
- Staff participate in Partnering Aldershot, contribute to community newsletters, and visit various schools, retirement homes etc.

Collections

• Material for all ages: Fiction, non-fiction, paperbacks, large print books, magazines, newspapers, DVDs, video games, CDs, books on CD and MP3, iPad Mini® tablets, eReaders, Playaway® digital audiobooks, multilingual books & DVDs, language kits, Express and New & Hot books and movies, electronic resources, and downloadable items

Technology

- 8 public computers with Internet access and Microsoft Word, Excel and PowerPoint
- 2 ten-minute Express computers
- 2 Early Literacy computer workstations
- 8 chrome books and 1 MacBook, available for in-house use
- Free letter size scanning, and for a small fee: colour and black & white printing and photocopying
- Free WiFi

3.4 Recreation

Within the Study Area there is one publicly funded recreation centre, and one community pool operated by the City of Burlington's Parks and Recreation Division.

Table A10 summarizes the recreation centres operated by the City of Burlington.

Table A10 - Community Recreation Centres within Study Area

Location	Facilities	Services/Programs
Aldershot Area	Community Change Room	Public Skating
494 Townsend Avenue	Ice Pad	
Aldershot Community Pool	Pool	Swimming Programs
50 Fairwood Pl W	Comunity Room	
	Kitchenette	

The Aldershot Arena features an indoor ice pad with public skating programs. There is also an outdoor park with a basketball court on the property. Aldershot Community Pool has swimming programs and a community room that is available for bookings.

3.5 Parks

Table A11 below lists the parks and available amenities within the Study Area.

Table A11 - Parks and Amenities within the Study Area (City of Burlington)

	Tennis Court	Off-Leash Area	Playground	Splash Pad	Ball Hockey	Outdoor Pool	Baseball Diamond	Outdoor Rink	Bike Trail	Multipurpose Field	Basketball Court	Community Garden	Size (Hectares)
Aldershot Park 1070 Gallagher Road			X				X			X			3.57
Bay Shore Park 322 North Shore Boulevard													0.44
Bolus Gardens Parkette 970 Francis Road			X		X						X		0.64
Community Garden at the Francis Road Bikeway at Marley Rd.												Х	N/A
Grove Park 1120 Gallagher Road													0.71
Greenwood Park 703 Greenwood Drive							X			X			1.68
Maplehurst Park 1066 Joan Drive			X										0.54
Earl Court Park 801 Francis Road			X										0.91
Hidden Valley Park 1137 Hidden Valley Road			X	X			X		X				20.35
LaSalle Park & Banquet Centre 50 North Shore Blvd			X	X			X		X	X			21.80
Kiwanis Park 494 Townsend Avenue			Х								X		1.79
Teal Greenway Park 881 Teal Drive			Х										1.83
Wardley Park 1100 Oneida Place													0.75
Total 55.01								55.01					

X- Denotes the recreational facility and/or amenity.

There are a total of 13 parks within the study area which offer a number of amenities including, playgrounds, trails, sports fields, and a community garden. Aldershot Park is also home to the Aldershot Tennis Club which is a private indoor tennis facility offering Tennis programs for all age groups and private memberships.

3.6 Human Services

There are total of 5 human service organizations within the Study Area. Most programs focus on youth and families. One of the organizations, ROCK- Our Community Cares has a location within the subject site. The redevelopment of the subject site will reserve space for the organization to operate on the site in future if they decide to return to the site.

The table below outlines the title, type of services and location of each of these human service organizations open to the public within the area.

Table A12 - Human Services in the Study Area (City of Burlington)

Organization	Address	Service Category
AbleLiving Services Inc.	982 Falcon Blvd, Unit 102	Nonprofit organization that provides services to adults with long term physical disabilities
Active Aldershot Society	1013 St. Mathew's Avenue	Offers active recreational programs to all ages
Bartimaeus Inc	1006 Plains Road East	Specialized behaviour support services for all ages of people experiencing behavioural, social, and psychiatric difficulties.
Our Kids Network - Burlington	261 Plains Road	A community based hub that provides space and resources for families schools and the community
ROCK - Our Community Cares	702 Surrey Lane	Grassroots community centre used by various agencies

LAL OLL CONCLUSION

The population of the study area has grown by 9.3% since 2011. The majority of residents are in the 15-64 age group and the proportional figure for persons 65+ in the neighbourhood is higher than the City-wide figures. The majority of families are married couple families. The proportion of commonlaw and lone-parent families is slightly higher than the city-wide figures.

In terms of housing stock, the greatest proportion of dwellings (47.3%) are single-detached dwellings, followed by dwellings in apartments with more than 5 storeys (28.9%). In terms of the age of the housing stock, 33.5% of the dwellings were constructed in between 1961-1970, and 32.0% of the housing was constructed before 1960.

Home ownership decreased proportionally by 7.6% between 2006 and 2011. The average after-tax household income from the 2011 NHS was \$7,173 higher than the City's average. In 2011, the number of Canadian born residents living in the neighbourhood was 0.7% higher than that of the City as a whole (79.3%). As well, the number of residents in the neighbourhood who identified as a visible minority was lower than the City's average.

In comparison to the Aldershot Neighbourhood as a whole, the dissemination areas that comprise the subject site and immediate area have a high proportion of youth, common-law families, lone-parent families and dwellings in apartments with more than 5 storeys.

In terms of school accommodation, the HDSB elementary and secondary schools serving the subject site could accommodate the 77 projected elementary students and 32 projected secondary students. As well, the HCDSB elementary schools serving the subject site could accommodate the 35 projected elementary school students and 20 projected secondary students.

There are a total of 6 childcare facilities and 4 YMCA before-and-after school care programs operated within elementary schools within the Study Area, all of which provide subsidized spaces if available. This development is expected to produce the demand for 144 childcare spaces. According to the childcare facilities surveyed (not included the YMCA programs), a total of 133 childcare spaces are currently available.

There is one Burlington Public Library branch located within the Study Area, the Aldershot Branch is 7,000 square feet in size and includes a 25-seat rentable program room. In 2016, there were a total of 66,789 visitors of the library and 21,197 wireless internet users.

Currently, the Study Area contains 2 community recreation centres. The Aldershot Area in addition to the rink has outdoor sports facilities, while the Aldershot Pool features a community room and swimming programs. There are also 13 parks within the Study Area containing various amenities and amounting to 55.01 hectares of parkland.

There are 5 human service organization providing services within the Study Area, including the ROCK-Our Community Cares which contains multiple organizations and community space. The ROCK-Our Community Cares currently operates on the subject site and in the redevelopment of the subject site space will be reserved so the organization could locate on the site if it chooses to do so in the future.



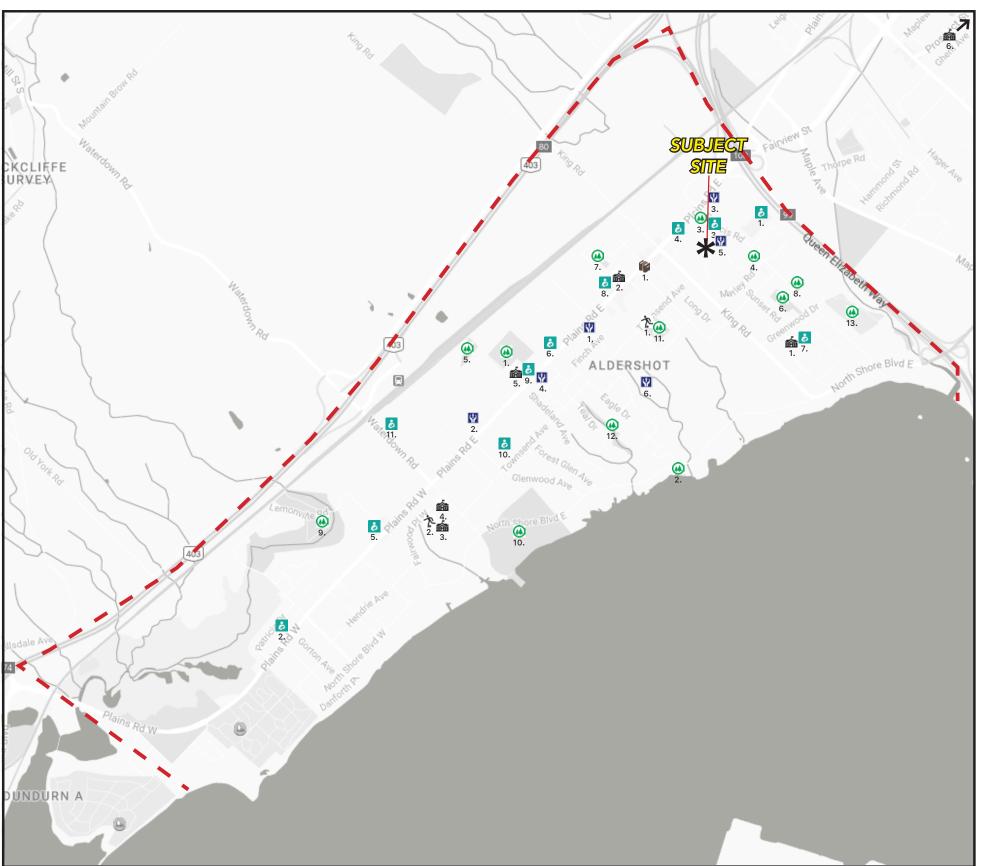


Figure A3 - Community Facilities Map



SCHOOLS

- 1. King Road Public School
- 2. Maplehurst Public School
- 3. Aldershot Elementary
- 4. Aldershot Highschool
- 5. Holy Rosary Catholic Elementary School
- 6. Assumption Catholic Secondary School



CHILD CARE SERVICES

- 1. Centre Copains-Copines
 2. East Plains Co-operative Preschool
 3. Harbard Square Daycare Centre
 4. MacFadyen Preschool Academy

- S. Wee Care Educational Services
 Wee Care Educational Services (1010
 Downsview) 7. YMCA of Hamilton / Burlington / Brantford 660
- Greenwood 8. YMCA of Hamilton / Burlington / Brantford 481
- Plains 9. YMCA of Hamilton / Burlington / Brantford 261
- Plains Rd 10. YMCA of Hamilton / Burlington / Brantford 143 Townsend



HUMAN SERVICES

- 1. AbleLiving Services Inc. 2. Active Aldershot Society
- 3. Bartimaeus Inc
- 4. Our Kids Network Burlington
- 5. ROCK Our Community Cares



LIBRARIES

1. Aldershot Branch



RECREATION

- 1. Aldershot Arena
- 2. Aldershot Community Pool



PARKS

- 1. Aldershot Park
 2. Bay Shore Park
 3. Bolus Gardens Parkette
- 4. Community Garden at the Francis Road
- 5. Grove Park

- 5. Grove Park
 6. Greenwood Park
 7. Maplehurst Park
 8. Earl Court Park
 9. Hidden Valley Park
 10. LaSalle Park & Banquet Centre
- 11. Kiwanis Park 12. Teal Greenway Park 13. Wardley Park



Study Area Boundary

