



Department of City Building

Planning Overview for 484-490 Plains Road East

Property Information:

Location:

The subject lands, 484-490 Plains Road East, have an area of 1.84 hectares and are located on the south side of Plains Road East, across from Maplehurst Public School. The lands contain a commercial plaza. The southerly three quarters of the site (east, west and south) are bounded by single detached residential development. Along Plains Road, the site abuts a commercial plaza to the east and an insurance office to the west. The site abuts high-density residential uses, Maplehurst Public School and a range of commercial uses to the north.

Burlington Official Plan:

The property is designated “Mixed Use Corridor - General” in the City’s Official Plan. This designation allows for a range of non-residential uses including office, retail and service commercial uses; as well as high density residential (having a density of up to 185 units per hectare, heights of up to six storeys and a Floor Area Ratio (FAR) to a maximum of 1.5:1). Townhouses are permitted as a component of an overall development of mixed residential or residential/commercial building forms.

The settlement proposal is for a mixed-use development consisting of two eight-storey mixed-use buildings as well as 110 three-storey stacked back-to-back townhouses. Both the mixed-use buildings and the townhouses include rooftop amenity area, and, in the case of the mixed-use towers, mechanical penthouse. As such, for the purposes of the Official Plan Amendment and Zoning By-law Amendment applications, the mixed-use buildings and the townhouses will be considered 9 storeys and 4 storeys, respectively. The total density of the site is proposed to be 211 units per hectare. An Official Plan Amendment is required to facilitate the proposed increases in density, height and FAR.

Zoning By-law 2020:

The subject lands are currently zoned “Mixed-Use Corridor – General” in accordance with the City’s Zoning By-law 2020. This designation allows for a range of retail commercial, service commercial, office, community, hospitality, automotive, industrial, entertainment and recreation and residential uses. The applicant proposes to add a site-specific zoning exception and amend the zoning of the lands to “Mixed Use Corridor – General with site specific exception” to facilitate their proposal.

Application Summary:

ADDRESS: 484-490 Plains Road East		Ward: 1
Application Details	APPLICANT:	<i>Glenn Schnarr & Associates Inc.</i>
	OWNER:	<i>National Homes (Plains Road) LP</i>
	FILE NUMBERS:	<i>505-06/17 & 520-14/17</i>
	TYPE OF APPLICATION:	<i>Official Plan and Zoning By-law Amendments</i>
	PROPOSED USE:	<i>2 eight-storey (with 9th floor rooftop amenity) mixed-use buildings with commercial uses at grade and 110 stacked townhouse units Total of 386 units</i>
	SETTLEMENT PROPOSAL:	<i>2 eight-storey (with 9th floor rooftop amenity) mixed-use buildings with commercial uses at grade and 117 stacked townhouse units with increased setbacks and amenity space</i>
	DATE OF APPLICATION:	<i>Complete Application December 6, 2017 Appealed May 7, 2018</i>
Property Details	PROPERTY LOCATION:	<i>South side of Plains Road East, across from Maplehurst Public School</i>
	MUNICIPAL ADDRESS:	<i>484-490 Plains Road East</i>
	PROPERTY AREA:	<i>1.8 ha</i>
	EXISTING USE:	<i>Commercial plaza, surface parking lot</i>
Documents	OFFICIAL PLAN Existing:	<i>Mixed Use Corridor - General</i>
	OFFICIAL PLAN Proposed:	<i>Mixed Use Corridor – General with site specific policy</i>
	ZONING Existing:	<i>Mixed Use Corridor General (MXG)</i>
	ZONING Proposed:	<i>Mixed Use Corridor General (MXG) with site specific exceptions</i>

Sketch No. 1
LOCATION / ZONING SKETCH

Official Plan and Zoning Amendment to permit two nine-storey mixed use buildings and 117 stacked back to back townhouse units.

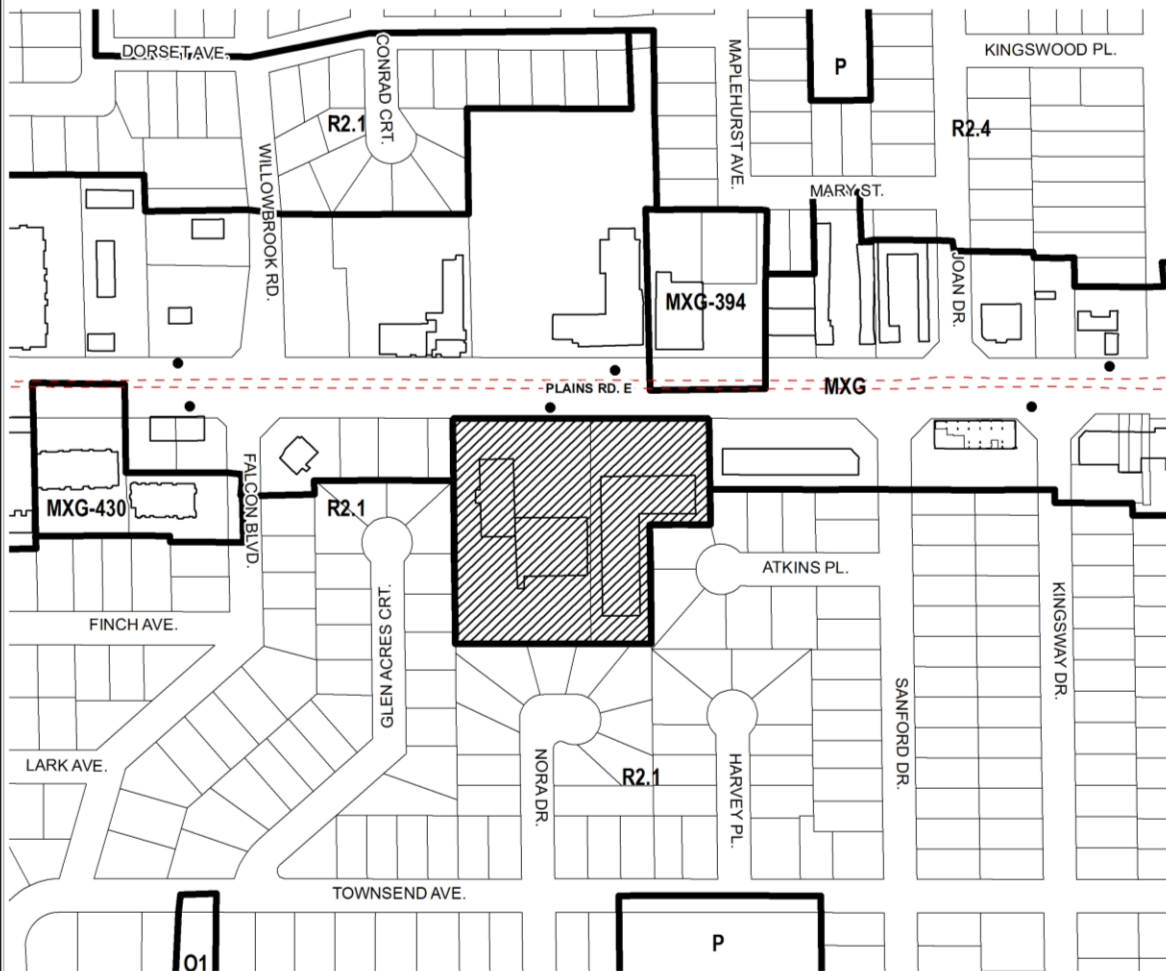


SUBJECT PROPERTY

--- Bus Routes

● Bus Stops

FILE No. 505-06/17
 520-14/17



GENERAL ZONING LEGEND

Low Density	Medium Density	High Density	Mixed Use	Commercial	Employment	Other
R2.1 R2.4			MXG			O1 P

DATE: April 11, 2018
 Department of City Building



Proposed Settlement:

Description:

The Settlement proposal is for two eight-storey mixed-use buildings with a ninth storey of rooftop amenity consisting of 998.5 m² of commercial at grade with 276 residential units (including 6 three-bedroom units and 42 accessible units) above; and 110 stacked townhouse units (including 14 three-bedroom units), for a total of 386 residential units. The stacked back-to-back townhouse units are three storeys, with a fourth storey of rooftop amenity, and surrounded by single detached dwellings on three sides.

The proposed buildings will front onto and have both pedestrian and vehicular access from Plains Road East. The proposed density for the development is 211 units per hectare. The Settlement proposal includes 506 parking spaces (including 4 spaces dedicated for electric vehicle charging) which will be located at grade and within one level of underground parking. The limits of the underground parking are located outside of the proposed landscape buffers. The ramp to underground parking would be located on the northwest side of the subject lands, underneath the westerly tower.

The Settlement proposal relocates the proposed buildings further from the property lines adjacent to residential uses. At the closest point, the towers are located 10.9 metres from the property line. The stacked townhouses are also located a substantial distance from the property line, at over 12 metres from the closest point. The proposed landscape buffers are a minimum of 6 metres wide, and extend around the perimeter of the site, apart from the boundary adjacent to Plains Road East. One block of stacked townhouse units was removed from the middle of the site and is proposed to be used instead as common amenity area, which would be accessible to all residents of the development as well as to the public.

The proposal requests building heights of eight storeys, with a ninth floor for rooftop amenity, for each of the two mixed-use buildings, whereas the Official Plan permits a maximum building height of six storeys. The Official Plan contains policies which allow an increased height subject to criteria which speak to elements such as compatibility and building design.

Part III, Section 5.3.2 f) of the Official Plan states: “*Higher density land uses and taller buildings shall be permitted at locations where Mixed Use Corridor areas intersect with multi-purpose arterial roads, major arterial roads or provincial freeways; or existing areas of development concentration...*” subject to additional criteria within the Official Plan. The proposal has been reviewed in accordance with these criteria and are of the opinion that the increased height is appropriate.

This site is exceptionally large and deep. The proximity of single detached homes on three sides means that the permitted six storey building height is less appropriate in the rear of the site. The addition of height to the front of the site is appropriate, with the

transition to a less intense built form toward the existing low-density residential development.

Site-specific amendments to the Official Plan and Zoning By-law are required in order to permit the development as proposed. The Official Plan Amendment application proposes to re-designate the property to “Mixed Use Corridor - General with a site specific policy” to permit the proposed eight-storey buildings containing commercial and residential uses as well as 110 stacked townhouse units.

The proposed rezoning to Mixed Use Corridor will also require site-specific regulations to permit the proposed development. The following chart summarizes the existing MXG regulations, the regulations proposed by the previous development proposal and by the settlement proposal.

Zoning Comparison Chart:

Zoning Regulation	MXG Requirement	Original Proposal	Settlement Proposal
Yard Abutting a Street (Condo)	3 metres minimum; 23 metres maximum	3 metres	3 metres
Yard Abutting a Residential Zone (Condo)	Floors 1 to 3: 12 metres Floors 4 and 5: 15 metres Floor 6: 18 metres	Floor 1: 6 metres Floors 2-7: 9 metres Floor 8: 11.8 metres	10.9 metres minimum for all floors
Density	30 units per hectare (minimum), 185 units per hectare (maximum)	218 units per hectare	211 units per hectare
Landscape Buffer Abutting Residential Zone	6 metres	6 metres (or more)	6 metres (or more)
Height (storeys) – Condo	2 storeys minimum, 6 storeys maximum	9 storeys for each tower (8 storeys plus rooftop amenity) 4 storeys at the rear of the site	9 storeys for each tower (8 storeys plus rooftop amenity) 4 storeys at the rear of the site (3 storeys plus rooftop amenity)
Floor Area Ratio (FAR)	1.5:1 Maximum	2.14:1	1.83:1
Amenity Area	20 m ² per one bedroom unit 35 m ² per two or more bedroom unit 35 m ² per stacked townhouse unit	7,749 square metres	9,955 square metres

Zoning Regulation	MXG Requirement	Original Proposal	Settlement Proposal
	Total: 10,950 square metres		
Side Yard (Townhouse)	3 metres	7.5 metres	12.1 metres (minimum)
Rear Yard (Townhouse)	12 metres for a building of two or three storeys and greater than 11.5 metres in height	7.5 metres	13 metres
Parking	681 spaces (By-law 2020.414 Requirement: 523 spaces)	452 spaces	506 spaces

Amenity Area

The Zoning By-law requires 25 square metres of amenity area per back-to-back townhouse unit, and 35 square metres per stacked townhouse unit. The proposed built form, stacked back-to-back townhouse, is not specifically included in the by-law. As such, the larger, more restrictive number has been applied and considered as part of the review. The Zoning By-law also requires 20 square metres of amenity area per one-bedroom unit within the mixed-use buildings and 35 square metres per two or more-bedroom unit.

In total, based on the requirement for stacked townhouse units, which is more restrictive, the proposed development requires an amenity area of 10,950 square metres. Originally it had been identified that only 7,720 square metres were proposed. This area encompassed shared amenity space for the towers on the rooftop and indoors as well as individual rooftop or rear yard amenity space for each of the townhouse units. It also included common amenity area in the middle of the site as a result of one stacked back-to-back townhouse block having been removed from the proposal. The applicant proposes to make this space publicly accessible. The removal of this block also allows the applicant to reconfigure the private street running through the development in order to allow for visibility through the site to the proposed public amenity area.

Since the last update to Council, the applicant revised their amenity area calculation to include the landscape buffer area, which had not previously been factored into the calculation of amenity area, which is consistent with how amenity area is calculated for development applications. These buffers are wide, provide large separation distances to adjacent residential properties and provide significant green space on the site. The inclusion of the landscape buffer brings the total amenity area calculation to 9,955 square metres.

The proposed amenity area meets the intent of Provincial Policy and the City's Official Plan, the changes are an improvement to the proposed development, and the proposed open space can be shared with the community. It is the position of staff that the proposed amenity area is sufficient for the development.

Parking

Based on the current zoning regulations, the proposed development requires 681 parking spaces. New parking regulations are proposed based on the results of a City-Wide Parking Study completed by IBI Group in 2017. Should these regulations come into effect prior to the Settlement Hearing, the parking requirement would become 523 spaces. The proposal includes 506 parking spaces. In this case, the proposal would be deficient in required parking by 17 spaces.

The Official Plan identifies this Mixed-Use Corridor as a high priority area for improving transit services, and Plains Road is identified as a Primary Bus Service Route. As such, transit use is encouraged and supported within this stretch of Plains Road East. The parking study reflects current trends and promotes development that discourages dependence on the automobile. The Aldershot GO Station is accessible either by foot or by transit. The proposed number of parking spaces is appropriate for the subject lands.

The proposed parking reduction is supported by Provincial Policy, the city's Official Plan and the City-wide parking study.

Density

The proposed density has changed from the previous 210 units per hectare to 211 units per hectare. The reason for this change is due to the proposed guest suite located in one of the mixed-use buildings. Because the unit includes sanitary and culinary equipment, it is considered to be a residential unit. This unit has been shown throughout the process and does not change the unit count, but was not included in the density calculation. Therefore, while the density has changed, the number of units has not.

Conclusion:

The proposal has been reviewed in accordance with the applicable policy framework. Further, the applicant has provided changes to the plans, as described above, to address technical and public comments received throughout the Official Plan Amendment and Zoning By-law Amendment processes. Staff are of the opinion that the subject Settlement Proposal is appropriate for the subject lands.