HOUSING IMPACT STATEMENT

PREPARED FOR:

Official Plan Amendment &
Zoning By-Law Amendment
Miura Development Group
84-104 Plains Road East and
990 Glenwood Avenue
Burlington

File No. 2448A

May 2025



MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

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Executive Summary

This Housing Impact Statement (the "Statement") has been prepared in support of a proposed Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") to facilitate the redevelopment of 84-104 Plains Road East and 990 Glenwood Avenue in the City of Burlington (the "Subject Lands").

The properties at 84 and 104 Plains Road East and 990 Glenwood Avenue are presently occupied with detached dwellings, while the property at 92 Plains Road East is presently vacant.

The Proposed Development redevelops the Subject Lands with an 11-storey mixed-use building containing residential and commercial uses at-grade, and residential uses in the above ground levels. The proposed height is 35.4 metres from the established grade, exclusive of mechanical penthouse. The Proposed Development contains a total gross floor area ("GFA") of 18,568 square metres, consisting of 1,045.01 square metres of commercial GFA and 17,522.99 square metres of residential GFA, with a total floor area ratio ("FAR") of 4.88 times the area of the lot. The building's residential component contains a total of 253 dwelling units, comprising of 3 (1%) studio, 160 (63%) one-bedroom, 48 (19%) two-bedroom, and 42 (17%) three-bedroom unit sizes. The Proposed Development contains a total of 3,901.45 square metres of amenity space (15.42 square metres/unit), consisting of 691.95 square metres of indoor amenity space, 817.34 square metres of outdoor amenity space, and 2,312.15 square metres of private balcony and terrace amenity space. In total, 291 vehicle parking spaces and 146 bicycle parking spaces are provided by the Proposed Development.

As per the policies of the Halton Region Official Plan, the Subject Lands are designated *Urban Area* and are within the *Aldershot GO Major Transit Station Area ("MTSA").*

In the City of Burlington's in-force Official Plan 1997 (the "1997 OP"), 84 & 104 Plains Road East and 990 Glenwood Avenue are designated *Residential Areas*, and 92 Plains Road East is designated *Mixed Use Activity Areas* on Schedule A – Settlement Pattern. 84 & 104 Plains Road East and 990 Glenwood Avenue are designated *Residential-Medium Density, and* 92 Plains Road East is designated *Mixed Use Corridor – General* on Schedule B – Comprehensive Land Use Plan – Urban Panning Area. The 1997 OP directs that lands designated *Residential – Medium Density* on the south side of Plains Road, between Cooke Boulevard and Filmandale Road, shall be subject to site-specific zoning regulations designed to protect the existing character of this portion of Plains Road and provide compatibility with the abutting neighbourhood to the south.

In the City of Burlington Official Plan 2020 (the "2020 OP"), the Subject Lands are designated *Mixed Use Intensification Areas* and *Mixed Use Nodes and Intensification Corridors* on Schedule B: Urban Structure, and *Primary Growth Areas* on Schedule B-1 – Growth Framework. The Subject Lands are further designated *Urban Corridor* on Schedule C-Land Use – Urban Area.

All of the current and evolving applicable land use policies support the intensification of the Subject Lands. The proposed residential units will contribute towards meeting the Region's and City's intensification targets and will supply housing for the City of Burlington in conformity with the housing intensification policies of the Regional Official Plan, and the City of Burlington's 1997 OP and 2020 OP. A full assessment of the Proposed Development against the Regional and City housing objectives and policies, including the Region's State of Housing Report, is included under Section 7.0 of this Statement.

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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Miura Development Group (the "Owner") to prepare a Housing Impact Statement in support of the Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") applications (the "Applications") for the Proposed Development of the lands municipally known as 84-104 Plains Road East and 990 Glenwood Avenue, in the City of Burlington (hereinafter the "Subject Lands").

This Housing Impact Statement (the "HIS") has been prepared in support of the Applications to permit the redevelopment of the Subject Lands with an 11-storey mixed-use development, comprising of commercial and residential uses at-grade, along with residential uses on the above-ground levels.

1.1 Purpose and Approach

The City of Burlington Official Plan 2020 (the "2020 OP") was approved by Halton Region on November 30, 2020, and was subsequently appealed by multiple parties to the Ontario Land Tribunal (the "OLT"). The 2020 OP's policies and mapping largely continue to be under appeal, apart from specific sections which were confirmed to be in-effect by way of OLT decisions dated January 4, 2023, April 13, 2023, February 16, 2024, and April 2, 2024.

Section 3.1.1 of the 2020 OP provides the City's housing policy directives, which are presently subject to appeal. Section 3.1.1(2) directs that a HIS be prepared when more than 100 units are included in a Proposed Development. The following items are to be addressed:

- *Completed in accordance with Section 3.1.1(2)(h) and other applicable policies of the City's New Official Plan (2020);*
- *Comprehensive review of the proposal from an existing use and a proposed use perspective with a focus on affordability, unit/bedroom count, etc.;*
- *Identify and discuss the Proposed Development in the context of Halton Region's Housing policies, and the Region's most recent State of Housing Report (note: the Region issues a State of Housing Report annually and any justification should reflect the current year report);*
- *Should identify and discuss other relevant and current housing information available;*

Further, Section 3.1.1(2) of the City OP 2020 requires that a HIS identifies:

i. how the proposal contributes to achieving the Region of Halton housing targets, including identification of any proposed new affordable or assisted housing units;

ii. how the estimated rents and/or initial sales prices of the development are at or below the affordable housing thresholds by type

iii. where construction of the units is expected to occur in phases, information regarding the number of affordable housing units to be provided per phase, where applicable; and

iv. the proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments, and mechanisms to retain the long term affordability of units, where applicable.

The following HIS has been prepared in accordance with the above noted OP 2020 policies and City Terms of Reference. While the majority of the 2020 OP's sections, including Section 3.1.1, continue to be under appeal and are not presently in-force and effect, and are thus considered on an informative, but not determinative, basis.

2.0 Existing Site & Planning Context

2.1 Site Description

The Subject Lands are located on the north end of a block bounded by Glenwood Avenue to the east, Plains Road East to the north, and Birchwood Avenue to the west, in the Aldershot area, in the City of Burlington (**Figure 1**). The Subject Lands are generally rectangular in shape and are approximately 4,807.65 square metres in area, with approximately 48.71 metres in frontage along Birchwood Avenue, 98.76 metres in frontage along Plains Road East, and 48.68 metres in frontage along Glenwood Avenue.

The properties are occupied with the following uses:

- **990 GLENWOOD AVENUE:** Is located on the south-east portion of the land assembly, with frontage along Glenwood Avenue. The property is occupied with a 2-storey detached dwelling which contains driveway access off Glenwood Avenue. The remainder of the site contains an assortment of soft landscaping and trees.
- **104 PLAINS ROAD EAST:** Is located on the north-east portion of the land assembly, located on the south-west corner of Plains Road East and Glenwood Avenue. The property contains a single storey detached dwelling which contains driveway access off Plains Road East. The remainder of the property contains an assortment of soft landscaping and trees.
- **92 PLAINS ROAD EAST:** Is a mid-block property that is located centrally in the land assembly, with frontage along Pains Road East. The property is presently vacant, containing soft landscaping and an assortment of trees.
- **84 PLAINS ROAD EAST:** Is located on the west portion of the land assembly, located on the south-east corner of Plains Road East and Birchwood Avenue. The property contains a 2-storey detached dwelling which contains vehicular access by way of two separate driveway entrances off Birchwood Avenue. The remainder of the site contains soft landscaping and an assortment of trees.

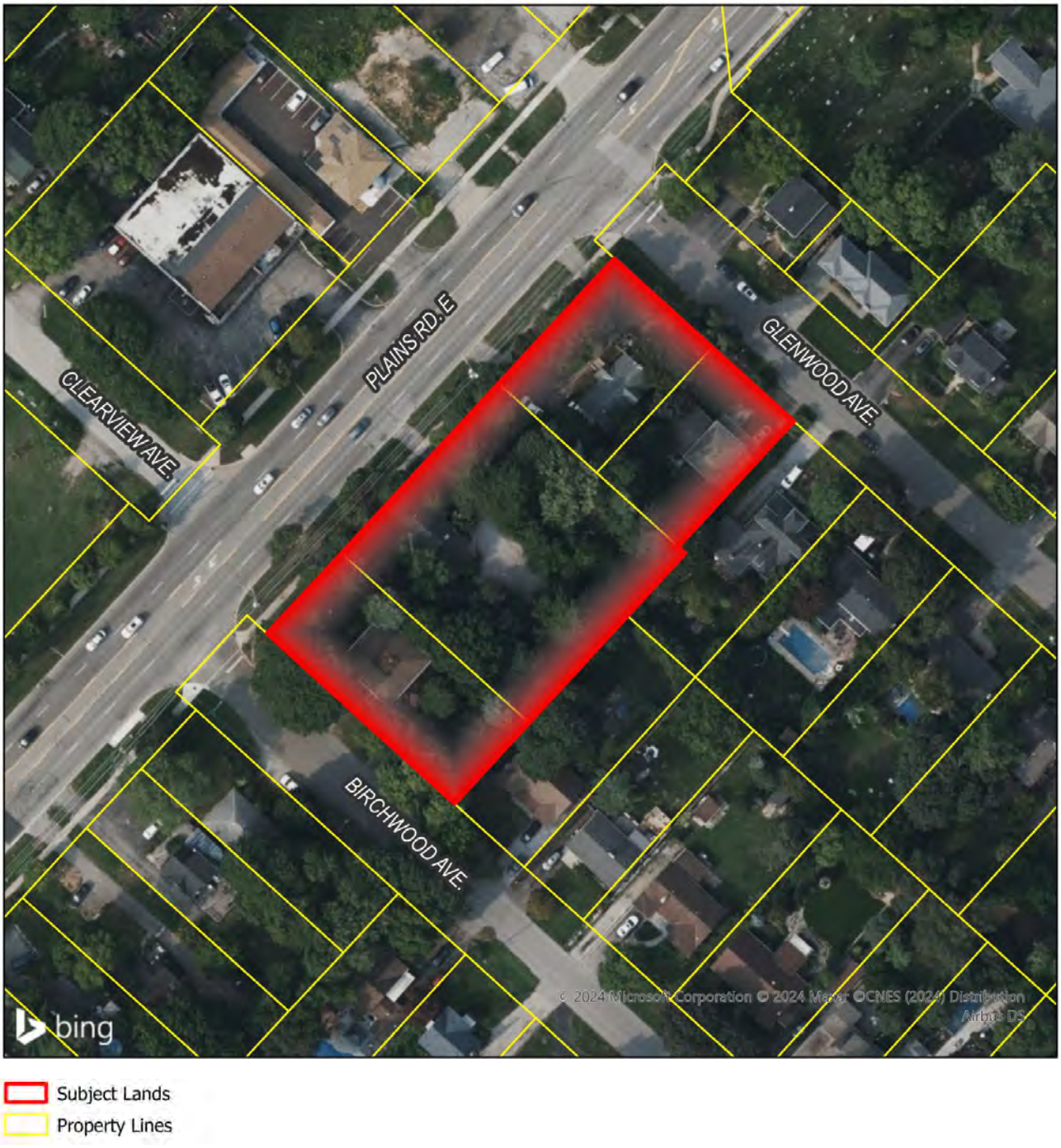


Figure 1: Location Map

2.2 Surrounding Land Use and Neigbourhood Context

An aerial image showing the Subject Lands and the surrounding land uses is included in this report as **Figure 2**. The general surrounding context is described further in this section. The surrounding uses are also described as follows:

a) **NORTH**: North of the Subject Lands is Plains Road East. Oriented along the north side of Plains Road East to the east of Clearview Avenue are low-rise commercial and mixed-use buildings. Oriented along the north side of Plains Road East to the west of Clearview Avenue is a vacant lot, which in assembly with the properties at 53-71 Plains Road East and 1025 Cooke Boulevard were subject to OLT-approved Official Plan Amendment and Zoning By-law Amendment applications to facilitate the development of 9 and 18 storey mixed-use buildings. Located further north along Clearview Avenue are low-rise dwellings.

b) **EAST**: East of the Subject Lands is Glenwood Avenue, followed by low-rise dwellings oriented along the east side of Glenwood Avenue. Located further east, oriented along the south side of Plains Road East, is St. Matthew's Anglican Church, a place of worship with associated cemetery, followed by low-rise dwellings.

c) **SOUTH**: South of the Subject Lands are low-rise dwellings oriented along both sides of Glenwood Avenue and Birchwood Avenue.

d) **WEST**: West of the Subject Lands is Birchwood Avenue, followed by low-rise dwellings, which are oriented along the west side of Birchwood Avenue. Located further west, oriented along the south side of Plains Road East, are low-rise dwellings.

The Subject Lands are located within the mixed-use corridor associated with the lands at the intersection of Waterdown Road and Plains Road East and in the vicinity of the Aldershot Station where mixed-use intensification is planned as this area has been identified as a Major Transportation Station Area ("MTSA") by the Province and Halton Region. The Subject Lands are delineated within the Aldershot GO MTSA, with future building residents, visitors, and commercial tenants benefitting from the Subject Lands' proximity of being located in an under 10-minute walking distance of existing higher-order transit infrastructure.

Significant development activity continues to take place within the Subject Lands' immediate context, which is rapidly evolving from a mid-century suburban form of development that is oriented towards automobile use, consisting of a mix of industrial, retail, and residential uses in predominantly low-rise built forms. More recently, there has been significant development along the Plains Road and Waterdown Road corridors in the form of mid-rise and tall residential and mixed-use buildings.

This trend of development, as directed and encouraged by the land use planning framework, will likely continue to occur in the area given its desirability as a place to live and work in a more mixed-use, pedestrian-oriented environment, with access to a range of surface transit and higher-order transit options, as well as an assortment of community services, facilities, and amenities, including schools, parks and open green spaces. The designation of this area as a MTSA has accelerated this trend over recent years.



Figure 2: Context Map

Based on the above physical context and surrounding neighbourhood, the Subject Lands are in a location that is in close proximity to future building residents' and visitor's daily needs, including an assortment of retail, service, employment, and community uses, as well as parks and open green spaces. The Subject Lands are well serviced by the availability of multiple surface transit routes, as well as higher-order transit routes. The Subject Lands are delineated within the Aldershot GO MTSA boundary and are in an optimal location for intensification and the provision of additional commercial and residential uses to support the growth of this area as a complete urban community.

2.3 Planning Context

2.3.1 Halton Region Official Plan

The Halton Region Official Plan ("ROP") was adopted by Council on March 30, 1994, and subsequently approved, with modifications, by the Minister of Municipal Affairs and Housing on November 27, 1995. Regional Official Plan Amendments 48 and 49 were adopted by Regional Council and modified and approved by the Ministry of Municipal Affairs and Housing on November 10, 2021, and November 4, 2022, respectively. In December 2023, through B*ill 150, Planning Statute Law Amendment Act, 2023,* the Province rescinded its November 2022 decision on ROPA 49. Following this, in May 2024 through *Bill 162, Get It Done Act, 2024,* the Province reinstated certain modification from its original November 2022 decision on ROPA 49. Furthermore, as a result of *Bill 185, Cutting Red Tape to Build More Homes Act, 2024*, the Halton Region no longer has planning responsibilities under the Planning Act and thus the ROP is considered part of the local official plans of each of the Region's constituent municipalities until such time that those policies are integrated into the local official plans. The current Office Consolidation of the Official Plan is May 16, 2024.

The ROP designates the Subject Lands within the *Urban Area* on Map 1 – Regional Urban Structure, and within the *Aldershot GO MTSA* on Map 1H – Regional Urban Structure and Map 6D – Aldershot GO MTSA.

2.3.2 City of Burlington Official Plan (1997)

The City of Burlington Official Plan 1997 (the "1997 OP") was approved by Halton Region, with modifications, on March 5, 1997. Due to a number of appeals, certain parts of the plan were referred to the OLT (formerly the Ontario Municipal Board) for a decision. The following 1997 OP documents were approved by the OLT in 2008. Content and maps were updated in 2019.

In the 1997 OP, 84 & 104 Plains Road East and 990 Glenwood Avenue are designated *Residential Areas* and 92 Plains Road East is designated *Mixed Use Activity Areas* on Schedule A – Settlement Pattern.

The 1997 OP further designates 84 & 104 Plains Road East and 990 Glenwood Avenue as *Residential-Medium Density* and 92 Plains Road East as *Mixed Use Corridor – General* on Schedule B – Comprehensive Land Use Plan – Urban Panning Area.

2.3.3 City of Burlington Official Plan Amendment 119

City of Burlington Council adopted Official Plan Amendment 119 ("OPA 119") on June 18, 2024, amending portions of the Burlington 1997 OP. OPA 119 emerged from a City-initiated Interim Control By-law Land Use Study which study area consisted of the Downtown Urban Growth

Centre (UGC) in the southern portion and lands in proximity to the Burlington GO Station in the northern portion. OPA 119 contains City-wide policy directives, including encouraging transit-supportive development and the creation of complete communities. OPA 119 is presently under appeal and is not in-force and effect, and is thus considered on an informative, but not determinative, basis.

2.3.4 City of Burlington Official Plan (2020)

The City of Burlington Official Plan 2020 (the "2020 OP") was approved by Halton Region on November 30, 2020, and was subsequently appealed by multiple parties to the OLT. The 2020 OP's policies and mapping largely continue to be under appeal, apart from specific sections which were confirmed to be in-effect by way of OLT decisions dated January 04, 2023, April 13, 2023, February 16, 2024, and April 2, 2024. The under-appeal sections of the 2020 OP are thus considered on an informative, but not determinative, basis.

The Subject Lands are designated *Urban Area* on Schedule A – City System. The Subject Lands are designated *Mixed Use Intensification Areas* and *Mixed Use Nodes and Intensification Corridors* on Schedule B: Urban Structure, and are further designated as *Primary Growth Areas* on Schedule B-1 – Growth Framework. The Subject Lands are designated *Urban Corridor* on Schedule C – Land Use – Urban Area.

2.3.5 City of Burlington Official Plan Amendment 2

City of Burlington Council-adopted Official Plan Amendment 2 ("OPA 2") on June 18, 2024, amending portions of the Burlington 2020 OP. Among some of its key directives, OPA 2, identifies Aldershot GO as a *Protected Major Transit Station Area* ("PMTSA"), and establishes the boundaries and density targets for the PMTSA, and further implements changes to the authorized land uses in the PMTSAs to allow for a mix of residential and non-residential uses and identifies a new transportation network. OPA 2 is presently being considered by the Minister of Municipal Affairs and Housing and is not in-force and effect, and is thus considered on an informative, but not determinative, basis.

OPA 2 designates the Subject Lands as *Aldershot Main Street* on Schedule G: Land Use – Aldershot GO Major Transit Station Area.

2.3.6 City of Burlington Community Planning Permit System

City of Burlington Council approved in-principal the Major Transit Station Area Community Planning Permit By-law ("CPPS By-law") on June 18, 2024. The CPPS By-law works in tandem with OPA 2, establishing a Community Planning Permit System that identifies and implements a vision for the MTSAs to redevelop into complete communities that will accommodate a significant share of the City's future population and job growth in a mixed-use format that is transit-supportive, safe, and respectful of surrounding areas. The CPPS By-law has not been enacted by Council, and is not in-force and effect until the implementing policies of OPA 2 are first brought into force and effect. The CPPS By-law is thus considered on an informative, but not determinative, basis.

The CPPS identifies the Subject Lands as part of the *Aldershot Main Street Area (AM)* on Schedule C-1: Precincts in the Aldershot GO MTSA Permit Area.

2.4 Proposed Development

The Proposed Development redevelops the Subject Lands with an 11-storey mixed-use building containing residential and commercial uses at-grade, and residential uses on the above ground floors. The Proposed Development contains a total gross floor area ("GFA") of 18,568 square metres, consisting of 1,045.01 square metres of commercial GFA and 17,522.99 square metres of residential GFA, with a total site density of 4.88 FAR. The Proposed Development contains a total building height of 35.4 metres, exclusive of mechanical penthouse.

At-grade, the Proposed Development contains distinct commercial and residential building components. Two (2) commercial units are provided on the ground floor, consisting of a 448.41 square metre unit which is located at the building's north-east corner and a 596.05 square metre unit located at building's north-west corner. Near the building's mid-point along Plains Road East, is the building's residential lobby, which connects to the building's above-grade residential component, as well as to a 406.93 square metre indoor amenity space, which further connects to a 21.72 square metre roofed outdoor amenity space and to 720.16 square metres of open air outdoor amenity space. Located along the building's south main wall are ground floor residential units, with the building's south-east corner containing a row of three (3) units, comprising of 2 one-bedroom and 1 two-bedroom units, and the building's south-west corner similarly containing a row of three (3) units, comprising of 2 one-bedroom and 1 two-bedroom units. The remainder of the building's ground floor area is occupied with "back-of-house" activities, including vehicular ramp, solid waste storage and collection room, and servicing rooms.

Dwelling units are proposed above-grade between the 2nd to 11th floors, along with outdoor amenity spaces across the 6th, 7th and 8th floors.

Overall, the development includes a total of 253 residential units and 2 retail units. The residential units are as follows:

- 3 studio units (1%);
- 160 one-bedroom units (63%);
- 48 two-bedroom units (19%); and,
- 42 three-bedroom units (17%).

The Proposed Development gains vehicular access by way of two (2) entrances consisting of a 6.0-metre-wide driveway entrance off Glenwood Avenue and 6.0-metre-wide driveway entrance off Birchwood Avenue, which connect to a surface parking lot and to two (2) loading/service areas located along the south edge of the building. The proposal also provides access to a staging area and waste collection and containment room, which is connected to the loading area.

The Proposed Development provides a total of 291 vehicular parking spaces, comprising 47 surface parking spaces, 112 parking spaces on the 1st underground level, 116 parking spaces on the 2nd underground level, and 16 spaces on the 3rd underground level. A total of 146 bicycle parking spaces are provided, with 28 short-term bicycle parking spaces provided at-grade, and 118 long-term bicycle parking spaces distributed across the underground levels.

The Proposed Development contains grade-related entrances, comprising of one (1) primary entrance to the building's residential component along Plains Road East, and seven (7) distinct commercial entrances which are oriented along Plains Road East and Birchwood Avenue. The primary pedestrian access is provided from Plains Road East to the residential lobby with a barrier-free design for users of all ages and abilities. Six (6) independent entrances are

provided to each of the at-grade residential units, which are oriented along the Birchwood Avenue, Glenwood Avenue, and the building's south main wall. All the building's entrances are visible from and provide direct access to the area's pedestrian network, and will further be enhanced through a high-quality assortment of landscaping, furniture and lighting that will contribute towards an improved pedestrian environment.

Loading and servicing is accessible via the driveway, are located to the rear of the building and will be appropriately screened from adjacent properties and public realm.

The Proposed Development contains both indoor and outdoor amenity spaces. The building contains 406.93 square metres of indoor amenity space at-grade adjacent to the building's lobby, which connects to a 21.72 square metre shared outdoor amenity space, and 720.16 square metre shared open air outdoor amenity space located to the rear of the building. The Proposed Development contains shared outdoor amenity spaces on the above ground floors along the south main wall, comprising of a 37.37 square metre space on the 6th floor, 19.05 square metre space on the 7th floor, and 19.05 square metre space on the 8th floor. The Proposed Development additionally provides private outdoor amenity spaces for each dwelling unit in the form of balconies or terraces. Below grade, two (2) 142.51 square metre indoor amenity spaces are located to the east of the building's core on the 1st and 2nd underground levels. Collectively, a total of 3,901.45 square metres of amenity is provided as part of the Proposed Development, which is equivalent to 15.42 square metres per unit, comprising 691.95 square metres of indoor amenity space, 817.34 square metres of shared outdoor amenity space, and 2,312.15 square metres of private outdoor amenity space.

This building represents an active frontage at the ground level along Plains Road East, as well as along Birchwood Avenue and Glenwood Avenue, with commercial uses, a residential lobby, and indoor and outdoor amenity spaces.

The Proposed Development contains a high-quality facade and material finish, providing an attractive contemporary architectural design and a dynamic range of materials to contribute to the existing and planned character of the surrounding neighbourhood.

The Proposed Development will be designed to support sustainability through various measures, including a mix of hard and soft landscaping interventions and tree planting.

Moreover, the Proposed Development will feature low impact development stormwater management design practices including stormwater quantity controls (peak flow control), erosion control, stormwater quality control, and stormwater runoff volume reduction (water balance) to minimize risks to human health and the environment, as per the Functional Servicing & Stormwater Management Report prepared by Trafalgar Engineering.

The Proposed Development will additionally support a robust Transportation Demand Management ("TDM") program, as is discussed within the Transportation Import Study, prepared by Stantec, which includes: unbundled parking; fee-based parking; bicycle parking areas; transit schedules and route maps, trail maps, and cycling route map; and transit and active transportation advocacy initiatives. The TDM strategy is expected to provide site users with a net-positive transportation experience, providing incentive to choose other modes of travel, while contributing towards improving people's quality of life.

As noted previously, the Proposal is located in an area that contains excellent access to a range of transit services, including surface and higher-

order transit options located in less than a ten-minute walking distance of the Subject Lands. Overall, the proposal redevelops and intensifies the Subject Lands, while integrating with the existing and planned developments in the surrounding area. The proposed scale, height and massing of the proposal is consistent and complementary to the surrounding existing and proposed residential, commercial and mixed-use buildings in proximity to the Subject Lands.

3.0 Provincial Housing Context

The following is a review of the Provincial land use policies applicable to the proposal, and a summary of how the proposal meets these policies. The policies identified below are focused on housing, as per the City of Burlington's Terms of Reference.

3.1 Provincial Planning Statement

The Provincial Planning Statement (2024) (the "PPS") was released in a final version by the Ontario Ministry of Municipal Affairs and Housing on August 20, 2024, and came into effect on October 20, 2024. The 2024 PPS provides general policy direction to the Province in matters relating to land use planning and development, replacing the previous Provincial Policy Statement (2020) with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). The 2024 PPS represents fundamental changes in how growth planning is carried out in the Province. Planning authorities will now base population and employment growth forecasts on the Ministry of Finance 25-year projections, however, municipalities may continue to forecast growth using population/employment forecasts previously issued by the Province.

The housing policies identified in Section 2.2 directs planning for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents, supporting the provision of all types of housing options, including through residential intensification of previously developed sites, through densities which efficiently utilize land, resources, infrastructure and public service facilities, and support the use of active transportation, in a matter that is transit-supportive.

The Subject Lands are located within a *Settlement Area*, for which Section 2.3 states shall be the focus of growth and development. Land use patterns within settlement areas should accommodate a mix of land uses and densities that makes efficient use of the land and resources, optimize existing and planned infrastructure, and is transit-supportive.

The Subject Lands are located within the Aldershot GO MTSA, for which Section 2.4 directs growth and development within Strategic Growth Areas ("SGAs"), including MTSAs, towards the creation of complete communities, containing a range and mix of housing options, intensification, and more mixed-use development. These areas are planned to accommodate "significant" population and employment growth. The policies consider the need for transition in built form to adjacent areas. Major transit station areas, such as Aldershot Station, shall be planned with a minimum density target of 150 residents and jobs combined per hectare, shall be planned to accommodate significant population and employment growth.

The Subject Lands are located within a Settlement Area, as defined by the PPS. The Proposed Development consists of a mix of unit sizes in order to improve the range of residential housing types and sizes available within the City of Burlington. The Proposed Development intensifies a currently underutilized site within the existing built-up area and provides for 253 new residential units with a mix of studio, one-bedroom, two-bedroom, and three-bedroom units. The proposal also diversifies the range of housing forms in the area by adding apartment units of varying sizes to the local housing stock, while efficiently utilizing the land and servicing infrastructure that already exists. The proposal consists of a compact built form and has been designed to not create adverse impacts and achieve compatibility using a number of design measures which recognizes its critical location within the Aldershot GO MTSA. The Proposed Development contributes towards meeting and exceeding the minimum planned density target from the Aldershot GO MTSA, by providing a transit-supportive density within the area and by supporting the use of active transportation due to the proximity to trails, parks, walking paths, and continent access to local and regional public transit. The development has been designed to integrate with the surrounding community and contributes to a mix of housing types to meet current and future needs of residents and achieve a complete community.

4.0 Halton Region Housing Context

This section of the Statement describes the applicable housing policies within the Halton Region Official Plan and the Halton Region State of Housing Report (2023).

4.1 Halton Region Official Plan

As per the policies of the ROP, the Subject Lands are designated *Urban Area* and are designated within the *Aldershot GO MTSA* on Map 1H – Regional Urban Structure and Map 6D – Aldershot GO MTSA. The Region is expected to reach a population of 929,400 people in 2041, and the City of Burlington is expected to grow by 45,050 people to reach a population of 240,050 in 2041.

Policy 77(2.1) of the ROP states:

> *It is the policy of the Region to:*
>
> *(2.1) Direct, through Table 2 and Table 2a, to the Built-Up Area a minimum of 45 per cent of new residential development occurring annually within Halton in between 2022 and 2051.*

The proposal supports this projection by providing 253 new residential units within a designated *Urban Area* and designated MTSA, where existing surface transit and higher-order transit options are readily available, and where intensification is specifically directed to take place. The Proposed Development provides a diverse mix of unit types, includes studio, one-bedroom, two-bedroom, and three-bedroom units, diversifying the supply and type of housing options available within the Aldershot area.

The Proposed Development contributes towards meeting and exceeding the minimum density targets planned for Aldershot GO MTSA. Through the provision of 253 residential units, in addition to new commercial/retail space on the ground floor, the Proposed Development helps achieve the general target proportion of residents and jobs for the Aldershot area.

Policy 84 states *the goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.*

The Proposed Development contributes towards the available mix and variety of housing options, by introducing new studio (1%), one-bedroom (63%), two-bedroom (19%), and three-bedroom (17%) units, for a total of 253 units.

Table 1 summarizes the intensification and density targets for the City of Burlington, as shown in Table 2 of the ROP:

Target	Halton Region	City of Burlington
Intensification Target – Housing Units in Built-Up Area	53,300	20,500

Table 1: Region of Peel Official Plan, Table 2

Table 2 shows the ROP's targets for *Strategic Growth Areas* in Halton Region:

Strategic Growth Area	Minimum Density Target (Residents & Jobs Combined per Hectare)	General Target Proportion of Residents & Jobs
Aldershot GO	150	*a) 80% Residents* *b) 20% Jobs*

Table 2: Region of Peel Official Plan, Table 2B

The ROP contains the following objectives and policies with respect to housing:

"85. The objectives for housing are:

(2) To explore and implement new approaches to reduce residential land and construction costs and to effect an adequate supply of Affordable Housing.

(3) To coordinate, improve upon, and expedite the development approval process so as to reduce the overall cost of housing.

(4) To make 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 86 states it is the Policy of the Region to:

1) *Monitor the development approval process to achieve at all times a minimum of three-year supply of draft approved and/or registered residential units for the Region as a whole.*
6) *Adopt the following housing targets:*
    a. *that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter; and*
    b. *that at least 30 per cent of new housing units produced annually in Halton be Affordable or Assisted Housing.*
10) *Require Local Official Plans and Zoning By-laws to permit additional residential units in new and existing residential development, provided that health, safety and other reasonable standards or criteria (e.g. the provision of parking or adequacy of services) are met, including:*
    a. *the use of two residential units in a detached house, semi-detached house or rowhouse; and*
    b. *the use of a residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse.*
11) *Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.*
12) *Encourage the building and development industry to incorporate universal physical access features in all new buildings.*

20) *Require the Local Municipalities, in 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.*
21) *Require Local Official Plans to provide an appropriate mix of housing by density, type and affordability in each geographic area, consistent with current and projected demands reflecting socio-economic and demographic trends.*
23) *Encourage the Local Municipalities and the development industry to consider innovative residential development designs which contribute to affordability and energy and natural resource conservation.*

The Proposed Development adds 253 new residential units which are located within a walking distance to Aldershot Station, in addition to a range of retail, service, and employment uses, as well as parks and open green spaces. The proposal also diversifies the range of housing forms in the area by adding apartment units of varying sizes to the local housing stock, while efficiently utilizing the land and servicing infrastructure that already exists. The proposal consists of a compact built form and has been designed to achieve compatibility using a number of built form and design measures which recognizes its critical location within the Aldershot GO MTSA. The Proposed Development assists with achieving a transit-supportive density within the area and support the use of active transportation given its proximity to trails, parks, walking paths, and continent access to local and regional public transit. The development has been designed to integrate with the surrounding community and contributes to a mix of housing types to meet current and future needs of residents and achieve a complete community.

4.2 Halton Region State of Housing Report (2023)

Policy 86(7) of the ROP states that the Region will provide an annual State of Housing Report that contains the following:

c) an update of the definitions of Assisted Housing and Affordable Housing;
d) a review of housing supply, demand and need in Halton during the past year, covering the various housing segments of Assisted Housing, Affordable Housing, Market Housing, Special Needs Housing and housing with universal physical access;
e) identification of the gaps between supply and demand of Assisted Housing and Affordable Housing;
f) state of homelessness in Halton; and
g) performance of the housing market towards meeting the housing targets under Sections 86(6) and 86(6.1).

The Region has prepared a State of Housing Report annually since 2006 to provide a review of the Region's housing supply and demand. The Report contains Halton's Housing Model which gathers information regarding housing income, household spending, housing costs, and average rents to generate thresholds on household income and hosing costs.

In 2022, the maximum purchase price among all households was $531,900, with a maximum monthly ownership cost of $3,160, and maximum monthly rent of 2,450. For small

Table 3 shows the new housing completions, new housing under construction and new housing starts in Burlington in 2023:

Unit Types	New Housing Completions	New Housing Under Construction	New Housing Starts
Apartment	662	240	0
Townhouse	44	239	213
Semi-detached	0	30	30
Single	95	104	57
Total Units	801	613	300

Table 3: New housing completions, new housing under construction, and new housing starts for the City of Burlington, 2023

households (1-2 persons), the calculations indicated a maximum purchase price of $362,800, an income threshold of $86,100, a maximum monthly ownership cost of $ 2,150 and a maximum monthly rent of $1,900. For large households (3+ persons), the calculations indicated a maximum purchase price of $709,800, an income threshold of $168,500, a monthly ownership cost of $ 4,210 and a maximum monthly rent of $3,050. The maximum affordable purchase price ($531,900) is used as the index to measure the ROP target that 30 percent of new housing units produced annually are affordable or assisted.

The Region's Housing Affordability Target calls for at least 30 percent of new housing units produced annually to be at or below the affordable threshold (mentioned previously). It is noted that this requirement is applied for the entirety of the Region, and not one particular project. The Report also states that of the 2,406 new sales in 2023, 45.2 percent of new housing sales were below the affordable maximum purchase price of $531,900. Affordable new sales included 932 new market housing units and 156 new assisted program units funded by the Region.

The Proposed Development adds to the housing supply within the City and Region as a whole, within an area designated for intensification.

The Proposed Development includes units ranging from studio to three-bedroom in size. The addition of new housing supply and unit types through the Proposed Development indirectly supports housing affordability in the Region through a greater supply and variety of types to satisfy market demand and reduce competition. The proposed residential units will increase the supply of apartment-style units ranging from studio to three-bedroom in size and ensure that available units keep up with market demand and are provided in an appropriate location to support residential intensification.

5.0 Burlington Housing Context

This section of the Statement describes the applicable housing policies within the City of Burlington, including the in-force 1997 OP, and not in-force sections of the: 2020 OP (under appeal), OPA 119 (under appeal), OPA 2 (subject to Minister's review), and CPPS By-law (subject to future Council enactment).

5.1 City of Burlington Official Plan (1997)

Section 2.3.1 of the 1997 OP states an objective to "*ensure that a sufficient supply of suitably designated and serviced residential land is maintained to meet existing and future housing needs*".

The Proposed Development provides 253 new dwelling units in an area that is serviced and designated for intensification. This will aid the City in meeting existing and future housing needs.

Part II, Section 2.7.3.e) of the 1997 OP states that the City will "*encourage development that provides choices in housing, shopping, employment, and transportation*".

The Proposed Development provides a range of unit types and commercial opportunities, contributing to a complete community.

Part I, Section 3.0 states the urban and rural environment that is desired for the City of Burlington incudes:

a) Provide a community plan and growth strategy aimed at creating an attractive, liveable community that offers a wide range of housing, employment, transportation, and leisure opportunities for all its citizens.

h) Promote safety and health in the community as well as fair access to housing, municipal services, community facilities, education facilities and economic opportunity.

The Proposed Development achieves the City's guiding principles for land use and development by introducing a high-quality built form for a 11-storey containing a mix of commercial and residential uses at-grade, as well as residential uses on the above-ground levels. Future building residents, visitors and commercial tenants will be in proximity to existing surface and higher-order transit options, as well as to a mix of retail, service, and employment uses, as well as services, parks, and open green spaces.

The Proposed Development has carefully considered these guiding principles in its design. The development provides for intensification at an appropriate location in the City. It advances the Province's growth objectives while balancing other objectives of the current Plan. The

Proposed Development contributes to the achievement of an attractive and livable community providing access to housing within close proximity to parks, shopping, professional services, medical services, and community facilities.

Section 4.3, The Future Built Form and Natural Environment, identifies key changes encouraged by the Plan, which are: the development of a greater diversity of housing types to meet the changing needs of the population. With respect to population growth, the Plan directs it toward underutilized or vacant parcels in existing communities where new residential growth will be mainly in the form of more compact housing that is served by various modes of transportation and in closer proximity to jobs, shopping and leisure areas.

The Proposed Development is consistent with the City's land use vision. It provides for intensification on a site that is in close proximity of Aldershot Station and on the periphery of an existing low-density neighbourhood. The proposed compact built form diversifies housing opportunities while maintaining the existing character of the area. It reflects the changing needs of smaller households and an aging population who are seeking smaller and more affordable housing options close to transit. The height, form, and density of the development is consistent and compatible with other approved developments in the area.

5.2 City of Burlington Official Plan Amendment 119

OPA 119 amends Part 1, Section 4.0 – Land Use Vision, discussing the Official Plan's encouragement of creating a greater diversity of housing types to meet the changing needs of the population, encouraging a greater live-work relationship and supporting designation of lands for a wide variety of employment uses, focusing of more intense land uses and transit-supportive development, and moving towards a more balanced transportation system. The Plan directs population growth towards underutilized or vacant parcels in existing communities, including mixed-use corridors, and to MTSAs.

The Proposed Development contributes 253 residential units ranging in unit size, from studio to three-bedroom units, contributing towards meeting and exceeding the planned Provincial, Regional, and Local density targets for the Aldershot GO MTSA and targets for the Mixed Use Corridor – General designation.

5.3 City of Burlington Official Plan (2020)

Section 3 of the 2020 OP contains the housing policies of the OP, stating that the City will promote an appropriate and adequate range of housing choice by type, tenure and affordability level.

Section 3.1.1(2) states that:

a) *To the extent to which land is available in the Urban Area, the City shall maintain the ability to accommodate its share of residential growth within the regional market area. The City will assist the Region of Halton in the establishment*

and monitoring of annual minimum targets for the production of housing units by density type, and for the production of assisted and affordable housing, based on targets established in the Regional Official Plan.

d) *In consultation with the Region of Halton, the City will ensure an adequate level of local municipal infrastructure to meet the demands of residential development.*

e) *The City will support housing initiatives that facilitate revitalization, particularly the identification and remediation of brownfield, greyfield and bluefield lands, compact built form, flexibility and adaptability in the design and function of the housing stock, and an increased variety of housing alternatives.*

The Proposed Development contributes towards the addition of 253 new housing units which will contribute towards diversifying the variety of housing types and sizes that are part of the existing and future housing stock.

Section 3.1.1(2)(g) further states that "*The City will develop a city-wide housing strategy that will support the Region of Halton's Housing Strategy and will:*

(i) describe the current range and mix of housing in the city;

(ii) establish city-wide housing objectives, including, among other objectives special reference to a seniors housing strategy and long term care facilities; (iii)

(iii) consider the housing policies and strategies from this Plan and area specific plans;

(iv) examine opportunities for partnerships to increase the supply of affordable housing;

(v) develop:

a. minimum targets in support of achieving the Region of Halton's housing mix and affordable and assisted housing targets;

b. minimum targets within mid-rise and tall buildings for affordable, assisted and/or special needs housing;

c. minimum targets for two (2) and three (3) bedroom units for residential development applications, including minimum targets for 3 or more bedroom units;

(vi) consider financial and other incentives, including grants, property tax reductions, infrastructure improvements and Community Improvement Plans to facilitate the provision of affordable housing and/or assisted and special needs housing;

(vii) research and develop, in association with the Region of Halton and local municipal partners, an inclusionary zoning by-law as part of either a Region-wide program, or as a city-wide program.

(viii) recommend any required amendments to this Plan to implement the findings of the city-wide housing strategy."

The Burlington Housing Strategy and the Annual Housing Targets were approved by City Council on June 21, 2022. The City's Housing Strategy provides a roadmap for addressing local housing needs and increasing housing options that meet the needs of current and future residents at all stages of life and at all income levels. The Housing Strategy identifies 12 Actions to move toward the vision for housing in Burlington. Action 7 states to "*support, permit, and encourage the development of alternate forms of housing, including higher density types of housing, where feasible and appropriate*".

The Proposed Development provides for a higher-density housing type by appropriately intensifying a presently

underutilized site that is planned for growth.

The Proposed Development provides 253 new residential units, comprising of a mix of studio to three-bedroom units, which will support existing and future residents' housing needs, including smaller units that support small households and those looking to age in place, and larger units to accommodate families and large households.

5.4 City of Burlington Official Plan Amendment 2

OPA 2 amends Chapter 2 of the Burlington 2020 OP, directing that Aldershot GO will accommodate a wide variety of land uses and building types, and densities that will be oriented to support and facilitate transit and active transportation. Thes areas are a significant share of the City's future population and employment growth. OPA 2 also states that in Burlington there are three Protected Major Transit Station Areas identified by the City and the Region around the Downtown Burlington Urban Growth Centre/Burlington GO, Aldershot GO and Appleby GO Stations.

The Subject Lands are part of the Aldershot GO MTSA on Schedule G: Land Use – Aldershot GO Major Transit Station Area, which shall be planned to achieve a minimum density of 150 residents and jobs per hectare, which corresponds to a population of approximately 15,249 residents and 2,565 jobs, at a proportional target of approximately 80% residents and 20% jobs per hectare.

The Proposed Development permits the redevelopment of the Subject Lands with a higher-density built form, containing a mix of commercial and residential uses that contribute towards meeting and exceeding the minimum employment and housing targets which are planned for the Aldershot MTSA.

5.5 City of Burlington Community Planning Permit System

Section 1.2 of the CPPS By-law contains its Goals and Objectives, which directive 1.2.2.d) "*support the development of complete communities that meet people's needs for daily living throughout an entire lifetime by providing convenient access to a mix of jobs, local services, a full range of housing and public service facilities, including affordable housing, schools, recreation and open space for their residents*".

Section 1.3 of the CPPS By-law contains its Guiding Principles, which were informed by the City's Strategic Plan and Burlington Official Plan, which directs that development "*will be diverse and include housing forms, sizes and tenures for all income levels that demonstrate the achievement of general target proportion of residents and jobs that meet the needs of current and future residents and that includes balanced, targeted population growth for youth, families and newcomers and as outlined in the City's Housing Strategy*".

The CPPS By-law requires that lands part of the *Aldershot Main Street Area (AM)* on Schedule C-1: Precincts in the Aldershot GO MTSA Permit Area, which are required to contain a minimum of two permitted or discretionary uses, among which include residential, office, retail, service

commercial, hotel, entertainment, recreational, and light industrial uses.

The Proposed Development consists of an appropriately massed and scaled mid-rise built form, providing a high-quality mix of commercial and residential uses, in a manner that is compatible with the area's existing and emerging context. The Proposed Development's grade-related commercial component contributes towards the vibrant mix of uses found along the Plains Road corridor, will support the building's residential component, and will be directly accessible to current and future area residents.

6.0 Halton Region Housing Targets

6.1 Unit Mix Targets

Policy 86(6)a) of the ROP states that at least 50 percent of new housing units produced annually will be in the form of higher density units. In 2023, 74.6 percent of housing completions in the Region were higher density units, with 81.6 percent of housing completions in the City of Burlington consisting of higher-density units. In particular, while higher-density units comprised 82.6% of all housing completions and 78.1% of all under construction projects, housing starts contain the lowest rate of higher-density units, at 71.0%. The Proposed Development appropriately responds to satisfying the long-term need for higher-density units, ensuring that new higher-density housing options continue to be available long-term, and that housing units continue to meet or exceed the minimum 50 percent requirement contained in the ROP.

Further, vacancy rates for all unit types have varied from 2019 to 2023, which can be summarized as follows:

- *studio units' vacancy (1.4%) in recent years experiencing a increase, trending below the five-year average of 2.4%;*
- *one-bedroom units' vacancy (1.9%) in recent years seeing a increase, trending above the five year average of 1.6%;*
- *two-bedroom units' vacancy (1.6%) in recent years experiencing a minor increase, trending below the five-year average of 2.4%; and,*
- *three-bedroom or larger units' vacancy (0.5%) in recent years seeing a decrease, trending below the five-year average of 1.0%.*

The Proposed Development provides 253 new units, comprising of studio (1%), one-bedroom (63%), two-bedroom (19%), and three-bedroom (17%) units, which will contribute towards diversifying the supply and type of available housing options in the City of Burlington, while further addressing the City's limited housing vacancies.

6.2 Intensification Targets

Table 2 of the ROP indicates that the City of Burlington is to target 20,500 new housing units within the Built-Up Area between 2022 and 2041. Further, the *Built-Up Area* is to accommodate a minimum of 45 per cent of new residential development occurring annually within Halton in between 2022 and 2051. Within the Aldershot GO strategic growth area, a minimum density target of 150 residents and jobs combined is targeted.

The Proposed Development will assist the City and the Region in meeting these minimum intensification targets by adding 253 new residential units through an

intensified built form in a Settlement Area and MTSA (SGA).

6.3 Affordable Housing Targets

It is noted that the potential price of the proposed residential units has not yet been determined and will be dependant on market demand when the units come to market. Section 86 of the ROP outlines that at least 30 percent of new housing units produced annually be Affordable or Assisted Housing. It is noted that this requirement is applied for the entirety of the Region, and not one particular project. The addition of new housing supply and unit types through the Proposed Development will indirectly support housing affordability in the Region through a greater supply and variety types to satisfy market demand and reduce competition.

7.0 Conclusions

As outlined in this HIS, together with the supporting technical reports including the Planning Justification Report, the Proposed Development and associated Official Plan Amendment and Zoning By-law Amendment applications represent an appropriate intensification of the Subject Lands and the supply of much needed new housing units.

The proposal introduces a mixed-use development on the site, providing 253 residential units. The Proposed Development makes efficient use of underutilized lands by proposing residential intensification on site that is well-connected to public transit and makes efficient use of existing municipal servicing and infrastructure.

Table 4 summarizes how the Proposed Development addresses each of the required criteria.

Policy	Analysis
Completed in accordance with Section 3.1.1(2)(h) and other applicable policies of the City's Official Plan (2020):	
i. how the proposal contributes to achieving the Region of Halton housing targets, including identification of any proposed new affordable or assisted housing units;	The Proposed Development conforms to the applicable housing policies of the ROP, and represents intensification, which is cost-effective, appropriate and supported by municipal infrastructure. The Proposed Development provides a high-quality mix of 253 new residential units, which range in size between studio to three-bedroom units, that support overall housing affordability through an increased number of housing stock and options in the area.
i. how the estimated rents and/or initial sales prices of the development are at or below the affordable housing thresholds by type	The estimated sale price for the Proposed Development has not yet been determined, but is expected to be at market rate.
ii. where construction of the units is expected to occur in phases, information regarding the number of affordable housing units to be provided per phase, where applicable; and	The construction of the Proposed Development is expected to be completed in one phase.
iii. the proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments, and mechanisms to retain the long term affordability of units, where applicable.	It is expected that the proposed residential units will be provided at market rate.
Comprehensive review of the proposal from an existing use and a proposed use perspective with a focus on affordability, unit/bedroom count, etc.	The Subject Lands presently comprise of three detached-dwellings and a vacant lot, which are proposed to be demolished to facilitate the Proposed Development. The proposed 253 residential units represent a residential intensification on the Subject Lands, supporting the City and Region in meeting their housing targets. The Proposed Development includes a mix of studio (1%), one-bedroom (63%), two-bedroom (19%), and three-bedroom (17%) units.

Identify and discuss the Proposed Development in the context of Halton Region's Housing policies, and the Region's most recent State of Housing Report (note: the Region issues a State of Housing Report annually and any justification should reflect the current year report);	The Proposed Development increases the overall supply of housing in the Region and City, and contributes to the range and type of units provided. This represents an increase in apartment/condominium units within an MTSA, which is designated for intensification.
Should identify and discuss other relevant and current housing information available;	The Burlington Housing Strategy and the Annual Housing Targets were approved by City Council on June 21, 2022. Action 7 states to "*support, permit, and encourage the development of alternate forms of housing, including higher density types of housing, where feasible and appropriate*". The Proposed Development provides for a higher density housing type within an appropriate area designated for intensification (Aldershot GO MTSA), which can be readily serviced by municipal infrastructure.

Table 4: Addressing Criteria of Burlington Official Plan Section 3.1.1(2)

Respectfully submitted,

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URBAN DESIGN
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