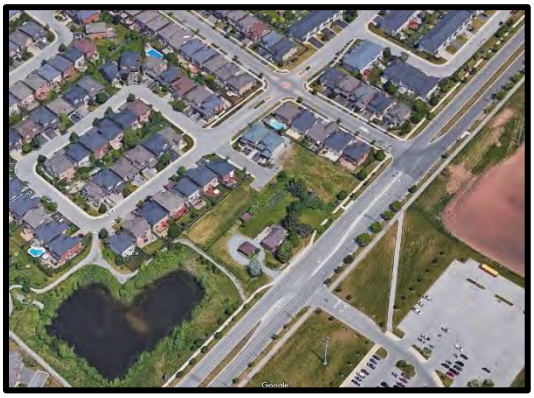
WESTON
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Planning Justification Report







Bloomfield Homes
5912 Upper Middle Road
City of Burlington

March 2017
File 7926-1

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Appendix 1: Draft By-Law Amendment with Schedule 55

1. Introduction

Weston Consulting is the planning consultant for Bloomfield Homes the owner of the lands municipally known as 5219 Upper Middle Road, 204 Georgina Court, 205 Georgina Court and the vacant remnant blocks 262 and 263, 20M-824 from the adjacent Bronte Woods (Metro) Phase 1 subdivision, City of Burlington (herein referred to as the "subject lands" or collectively referred to as "5219 Upper Middle Rd.").

Bloomfield Homes is proposing to redevelop the subject lands with 8 freehold semi-detached units on a new public cul-de-sac and 14 townhouses on a condominium road extended from the proposed cul-de-sac. An application for a Zoning By-law Amendment has been submitted to the City of Burlington to facilitate the proposed development.

This report provides the planning rationale in support of the proposed Zoning By-law Amendment application and provides justification for the proposal in accordance with good planning principles. It is recognized that applications for Draft Plan of Subdivision, Draft Plan of Condominium and Site Plan Approval will be required to fully implement the proposed development and will be submitted separately at the appropriate time in the planning process for review and consideration.

2. Purpose of Report

The purpose of this report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement ('PPS'), the Growth Plan for the Greater Golden Horseshoe ('GGH'), the Halton Region Official Plan ('HROP'), the City of Burlington Official Plan, the Orchard Community Secondary Plan and other applicable policies and regulations that apply to the subject lands.

A Pre- Application Consultation meeting was held of December 7, 2016 which identified that a Zoning By-law Amendment, in addition to future Draft Plan of Subdivision and Site Development applications, is required in order to achieve the objectives of the proposed development. The planning application for a Zoning By-law Amendment and supporting materials are submitted in accordance with communications received from planning staff at the City of Burlington, and thus constitute a complete application as described in Section 34(10) of the *Planning Act*.

3. Site Description and Context

3.1 Description of the Subject Property

Legal Description

The subject lands are located along the north of Upper Middle Road between Quinte Street to the east and a stormwater management pond to the West. The Legal Description of the subject lands is as follows:

PT LOT 4, CON 1 SOUTH OF DUNDAS STREET, AS IN 646694; T/W 646694 CITY OF BURLINGTON, and BLOCK 262, PLAN 20M828, BURLINGTON.

LOT 9, PLAN 20M-824, BURLINGTON. S/T EASE HR1373334 & HR137471 OVER PT 4, 20R14699.

LOT 8, PLAN 20M-824, BURLINGTON. S/T EASE HR137334 & HR137471 OVER PT 3, 20R14699.

BLOCK 262, and 263 PLAN 20M-824, BURLINGTON.

Property Characteristics

The subject lands are approximately 0.5 hectares (1.23 acres) in area and is generally rectangular in shape. The subject lands have direct access to and frontage on Upper Middle Road. The proposed development includes cul-de-sac extension of Georgina Court which was created as part of the Bronte Woods Phase 1. Georgina Crescent currently terminates in a hammerhead on Lots 8 and 9 of Registered Plan 20M- 824; the hammerhead will be removed to allow the proposed residential development. 5129 Upper Middle Rd. is currently occupied by a two-storey residential detached dwelling, one storey detached garage and wood shed; all of which will be demolished. The remainder of the site is occupied by trees, shrubs and greenspace.

The subject lands have variable topography and are generally higher at the north-western portion and gradually slope downward in a south-eastern direction through the site to be at grade with abutting residential subdivision located directly to the east and north. There are no significant features on site, physical or otherwise, that would prevent the proposed redevelopment of the subject lands.



Figure 1: Aerial Photograph of Subject Lands

3.2 Neighbourhood Context

The subject lands are located within the Orchard Community, located in the northeast section of the Burlington Urban Area. The area is bounded on the north by Highway 5 (Dundas Street), on the south by Upper Middle Road, on the west by Appleby Line and on the east by the Bronte Creek valley. The Orchard Community is located in the very northeast corner of Burlington, Ontario, bordering Bronte Creek Provincial Park. Construction in this neighbourhood started in the late 1990's, with the very first home being occupied in 1997. Since that time, this community has grown to approximately 3,800 homes. The surrounding area is characterized by a mix of residential, commercial and institutional type uses.



Figure 2: Context Photograph

3.3 Surrounding Land Uses

Land uses and built form characteristics in the vicinity of the lands include:

North: To the north of the lands is a large residential subdivision which consists of both single and multi-family dwellings. The subject lands are located directly adjacent to rear yards of single detached residential dwellings, and adjacent to one side yard of a single detached dwelling.



Figure 3: Dwelling located at 5257 Rome Crescent, Burlington

East: Directly to the east of the subject lands are single detached residential units part of the Bronte Woods subdivision. Further east are residential townhouse units and mixed use buildings with residential and service/retail units located at grade.

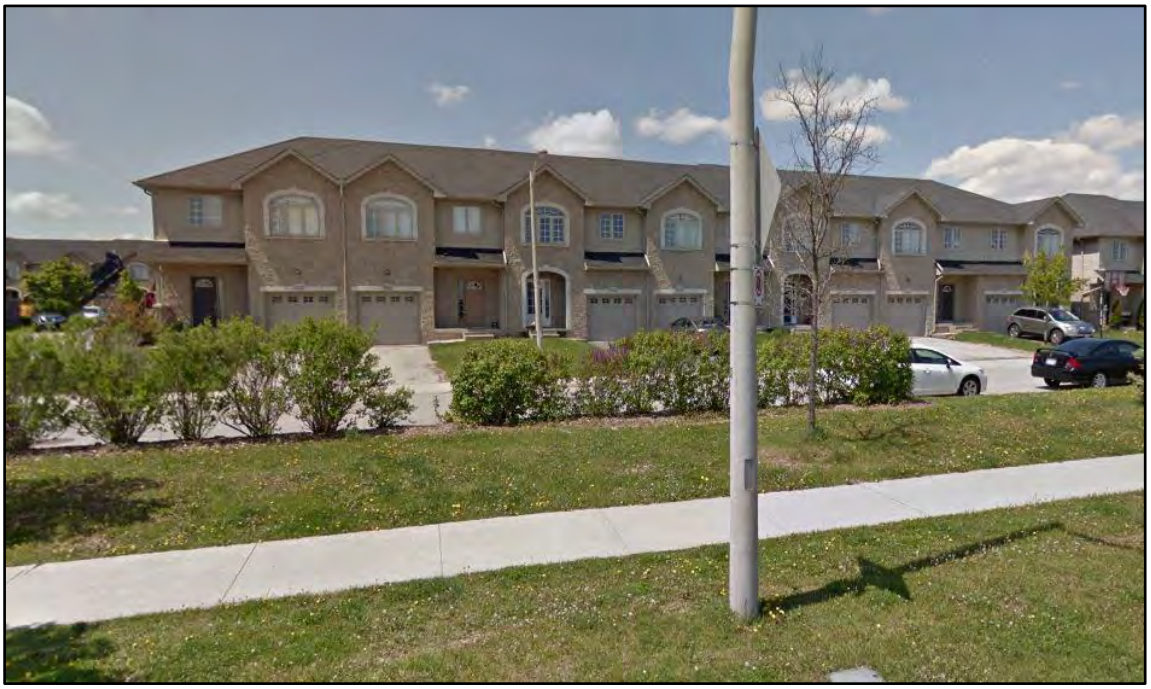


Figure 4: Townhouse development located on English Crescent, Burlington

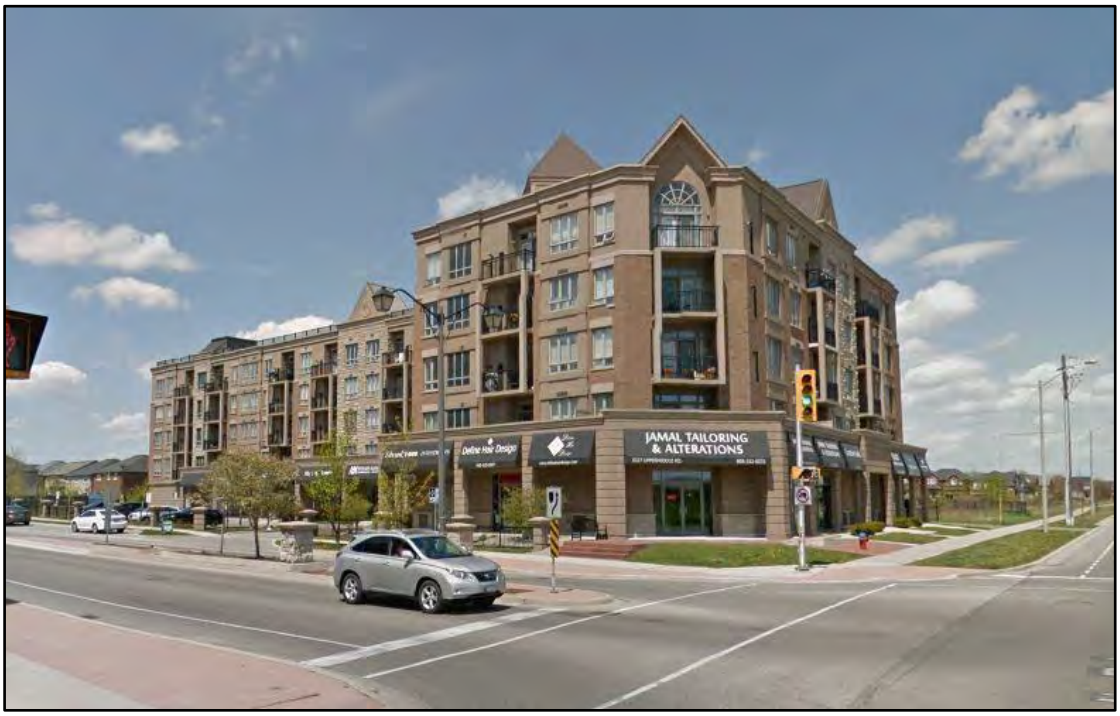


Figure 5: Mixed-use building located at 5327 Upper Middle Road, Burlington

South: To the south of the subject lands, across from Upper Middle Road is Corpus Christi Catholic Secondary School.



Figure 6: Corpus Christi Catholic Secondary School

West: Directly to the west of the subject lands is a stormwater management and retention pond. Further west is existing residential townhouse dwellings.



Figure 7: Stormwater retention pond located to the west of the subject lands

3.4 Community Facilities

An overview of community services and facilities is provided below. The below table illustrates the types of facilities available to residents of the proposed development. It is our opinion, that the proposed development does not negatively impact these services.

Table 1: Community Facilities

Community Facility		Address	Programs/Services/Amenities
A	Haber Recreation Centre	3040 Tim Dobbie Drive	• Basketball/Volleyball • Open Air Pavilion • Open Space Areas • Skate Park • Sports Programmes for people with disabilities • Presentation and Gathering Rooms
B	Tansley Woods Community Centre	1996 Itabashi Way	• Creative Arts • Day Camps • Yoga/Pilates • Sports • Swimming

			• Euchre
C	Brant Hills Community Centre and Library	2255 Brant Street	• Preschool • Dance • Fitness • Badminton • Yoga • Tai Chi • School Break Programming • Public Library
D	Orchard Community Park	2255 Sutton Drive	• Children's Playground • Sports/Athletic Fields • Skatepark
E	Brada Woods Park	5192 Brada Crescent	• Baseball Diamond • Walking Trail
F	Emerson Park	West side of Sutton Drive between Dundas St. & Upper Middle Rd.	• Baseball Field • Children's Playground • Movies Under the Stars
G	Corpus Christi Catholic Secondary School	5150 Upper Middle Road	• Grades 9 – 12 • Alternative Education Classes • Co-op Programs
H	Halton Waldorf School	2193 Orchard Road	• Early Childhood Education • Grades 1 - 8
I	Orchard Park Public School	5151 Dryden Avenue	• Kindergarten – Grade 8 • ESL • French Immersion
J	Tansley United Church	2111 Walkers Line	• Social Activities • Single Moms Meetings • Community Outreach Programs

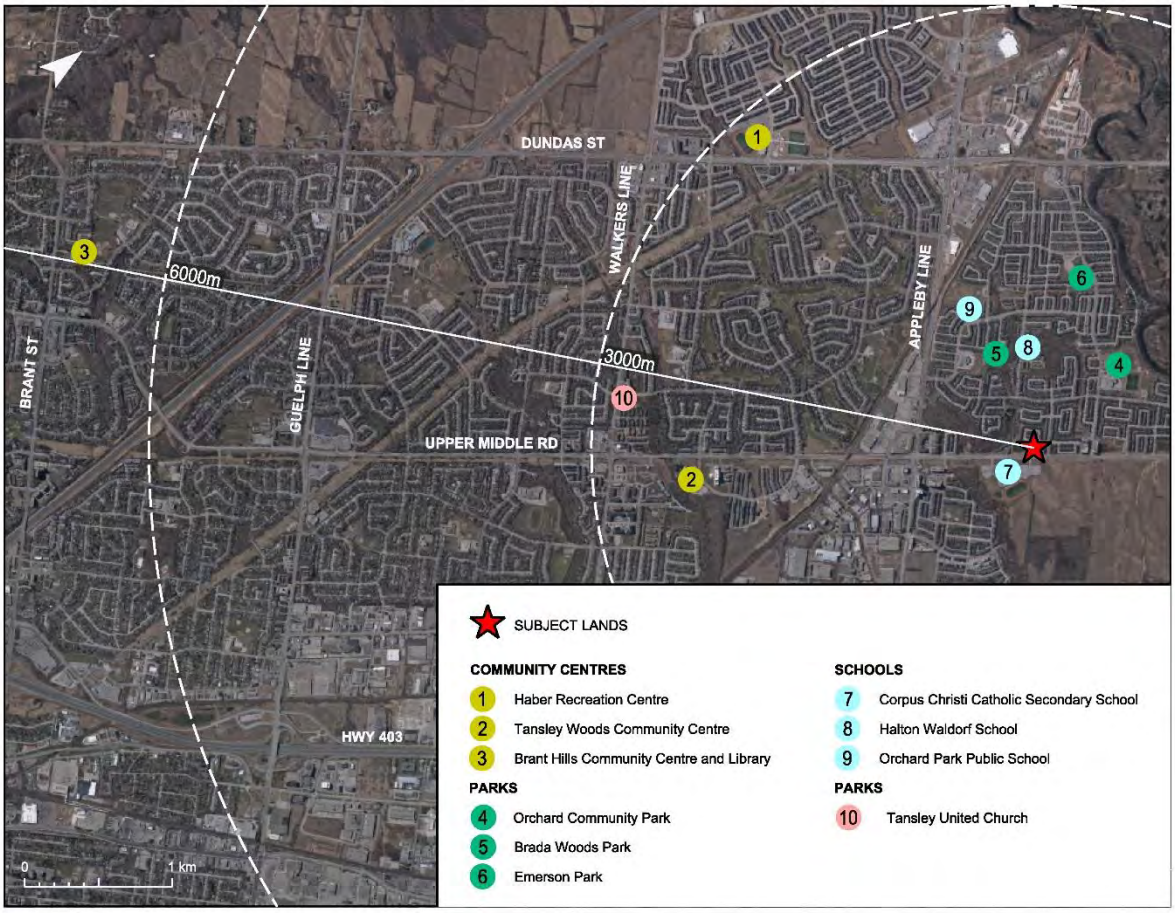


Figure 8: Community Facilities Map

3.5 Surrounding Area Developments

Within a greater area context, the subject lands are surrounded by the following proposed and approved developments:

A. <u>5553 and 5563 Twelve Mile Trail (Hallawest Developments/Twelve Mile Trail) Inc. – Zoning By-law Amendment and Draft Plan of Subdivision</u>

The applicant, Hallawest Developments (Twelve Mile Trail Inc., submitted Zoning By-law Amendment and Draft Plan of Subdivision applications to permit a residential development consisting of 15 detached lots of varying lot frontages and areas. A recommendation report was issued by Planning Staff on March 2nd 2015 and the applications were approved by Council on March 23rd, 2015.

B. <u>5210 to 5236 Dundas Street (ADI Development Group Inc.) – Site Plan Application</u>

The applicant, ADI Development Group Inc., submitted a Site Plan application to construct 297 residential units, 1249 sq. of accessory uses and an amenity building. The applications are currently in circulation and pending final approval.

C. 1215 Appleby Line (Rylander Holdings) – Zoning By-law Amendment and Site Plan Approval

The applicant, Rylander Holdings, submitted applications for Zoning By-law Amendment and Site Development applications to permit the development of a 6-storey hotel and three one-storey commercial buildings on a vacant lot on Appleby Line, south of Mainway Drive. The proposed buildings are a fast-food restaurant with a drive-thru, a mixed-use building that includes a bank and another restaurant.

The application was not supported by Town staff and Council and the applicant appealed to the Ontario Municipal Board in June 2015. The OMB decision dated July 21, approved the applicants request to rezone the subject property from MXE to MXE-452. A site plan application is currently being revised.



Figure 9: Nearby Development Approvals/Applications

3.6 Transit and Transportation

The subject lands abut Upper Middle Road which is a Regional Minor Arterial Road. The subject lands are also approximately 750 metres east of Appleby Road and 1.2 km west of Bronte Road which are two Regional Major Arterial Roads. Major Arterial Roads are intended to serve mainly inter-regional and regional travel demands, accommodate truck traffic, rapid transit services and high occupancy vehicle lanes. Furthermore, Major Arterials are to connect urban areas or nodes in neighboring municipalities and are designed so as to carry high volumes of traffic.

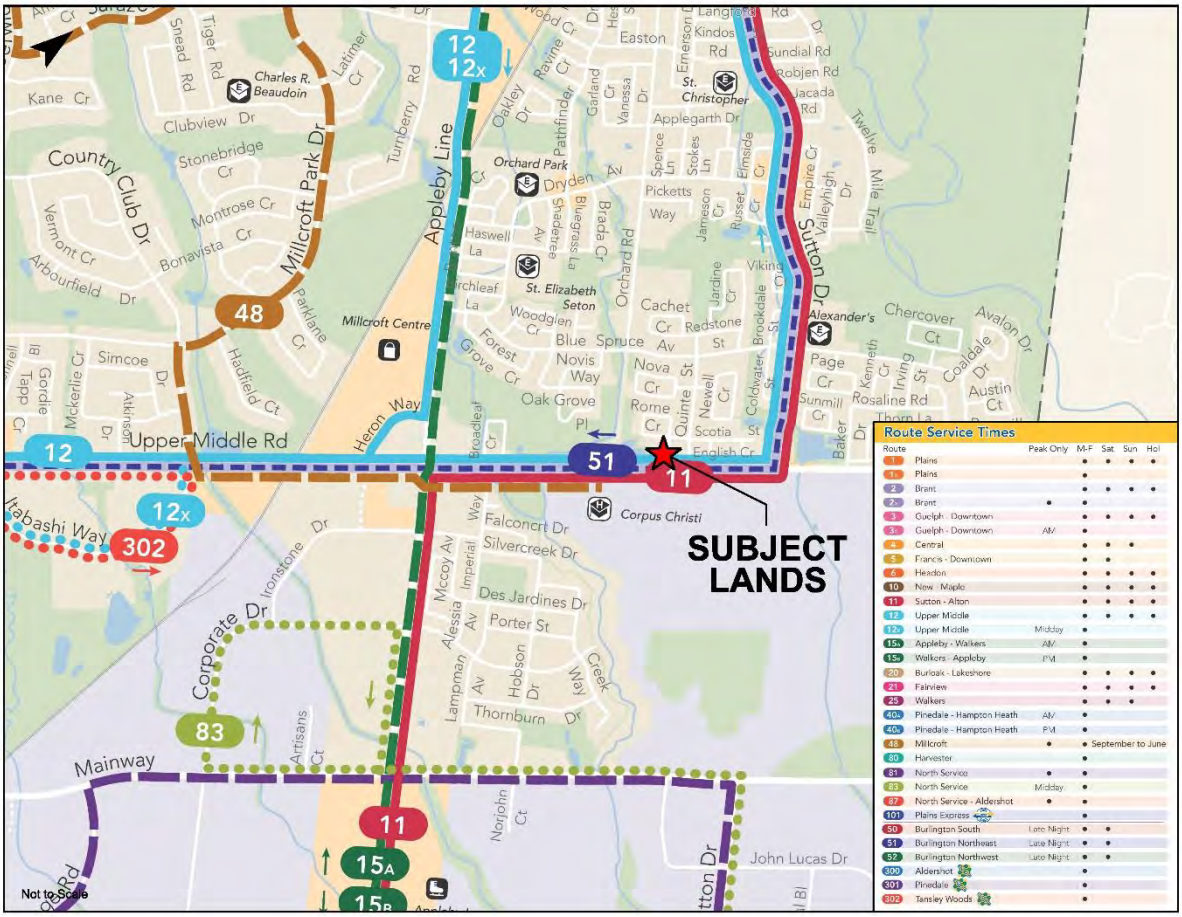


Figure 10: Burlington Transit Map

In addition, both Appleby Line and Upper Middle Road provide further connections to Queen Elizabeth Way (Highway 403) while Dundas Street located provides a connection to Highway 407. Additionally, Appleby GO Station, south of the subject lands (approximately 4.0 km) serves as the major transit terminal for the general area.

The existing Burlington Transit bus lines provide Primary and Secondary bus service to the subject lands via Upper Middle Road and Appleby Line and to the greater area of Burlington. Transit Routes 11 (Sutton-Alton) and 51 (Burlington Northeast) currently operate along Upper Middle Road. Passenger pick-up and drop-offs are located at regular intervals on Upper Middle Road with bus stops at Sutton Drive, as well as directly adjacent to the subject lands at the

Corpus Christi Secondary School. These routes provide access to numerous retail and commercial centres that are located in close proximity to the site. In addition, the routes provide access to a number of community facilities such as schools, parks, recreation trails and community centres. The routes provide further connections and access to the Appleby GO Station and the Highway 407 GO Carpool lot located at Dundas Street and Walkers Line. Upper Middle Road is also currently serviced by a multi-use path and an existing bike lane that connects Burlington to the rest of the Region. GO Transit train service at the Appleby GO Station provides connections westward to Hamilton and eastward to Downtown Toronto.

4. Proposed Development

4.1 Description of Proposed Development

The current concept for the subject lands contemplates 22 residential dwelling units consisting of eight (8) semi-detached units located on a proposed cul-de-sac extending from Georgina Court and fourteen (14) condominium townhomes located on a 6m private laneway. The configuration of the units is oriented to provide an appropriate transition between the existing low-density Orchard residential subdivision to the north and east and is designed to tie into the existing road network via a municipal right-of-way cul-de-sac.

The condominium townhouse block includes three buildings ranging from four to six units. The units will have depths of approximately 9.6 to 10.4 metres. Both the northern and southern townhouse blocks will gain access from the proposed lane, however the southern block will take its frontage from Upper Middle Road and pedestrian connections to the sidewalk will be provided. Each townhouse unit will include two parking spaces (one driveway, one garage) and five (5) surface visitor parking spots are located outside of the hammerhead. The hammerhead will accommodate for safe vehicular movement and provide for an appropriate turning radius for municipal service and maintenance vehicles. A total of eight freehold semi-detached units are proposed on the cul-de-sac extension of Georgina Crescent. These units will have depths from approximately 10.8m to 15m.

A proposed road widening along Upper Middle Road has been provided which is consistent with the widenings taken on the west and east sides. The site will achieve a net density of 50.3 units per hectare if the road widening (510 sq.m) and cul-de-sac (467 sq.m) are excluded. The total frontage of the property along Upper Middle Road is approximately 102.3 metres and has an overall site area of approximately 5,053 square metres.

Vehicular access to the site is gained from the existing public road network, Rome Crescent and Georgina Court. The internal road is designed to operate as a two-way traffic private lane with direct access to Georgina Court.

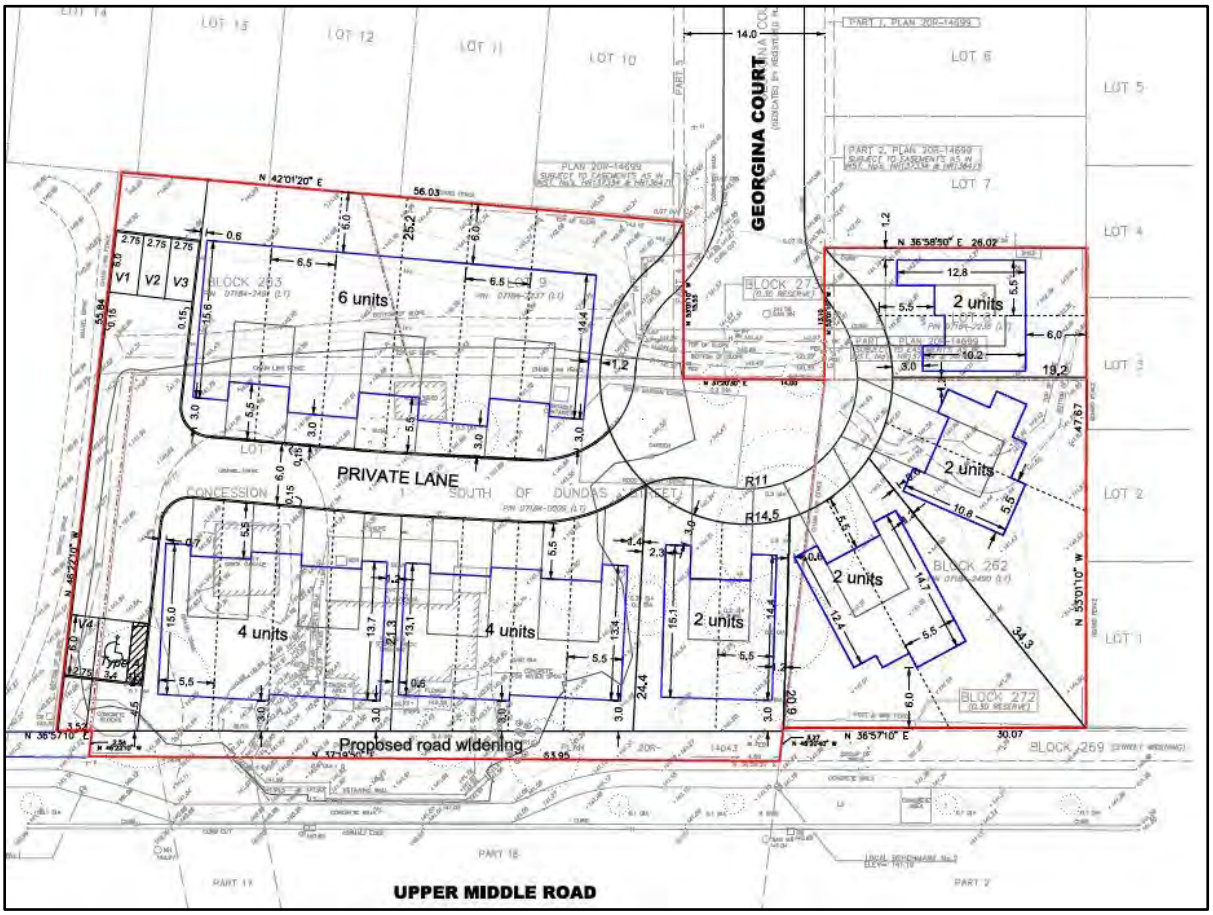


Figure 11: Development Concept

5. Description of Planning Applications

The submitted Zoning By-law Amendment application is to permit the proposed housing form and site specific development standards. Site Plan, Draft Plan of Subdivision and Draft Plan of Condominium applications, to be submitted at a later date, will be required to fully implement this proposal.

The subject lands are currently zoned *D – Development Zone* and *RM3-138 – Medium Density Residential* in By-law 2020. Residential uses permitted in the `*D*` zone are limited to one single detached dwelling. The *RM3* zone permits semi-detached dwellings and townhomes. A Zoning By-law Amendment is being requested to provide rezoning for the lands to *RO2 (Residential Orchard 2 Zone) – exception zone*.

6. Supporting Materials

A Pre-Application Consultation (PAC) meeting was held on December 7, 2016 with City of Burlington staff to determine the required studies, plans and other supporting materials required

in support of the proposed development applications. In accordance with the PAC understanding, the following provides a brief summary of the submitted studies and reports.

6.1 Functional Servicing Report

The Odan/Detech Group was retained to prepare a Functional Servicing and Stormwater Management Report for the proposed development. The Report confirms that there is an existing 200 mm sanitary sewer extended from Georgina Court and an existing 200 mm PVC watermain beneath Georgina Court. A propose private sanitary sewer internal of the townhouses will be provide sanitary drainage to the proposed townhouse condominium. The existing municipal watermain will be extended southerly into the subject proposed development to provide domestic service to the proposed freehold semi-detached houses. A private water service will be extended beneath the private laneway. In terms of storm sewer design, storm drainage from the subject development will in-part follow the existing drainage patterns and in-part via the existing storm sewer draining westerly beneath Rome Crescent to the north. The Report concludes that there are existing mains available to provide sanitary, storm and water service to the subject development. Stormwater calculations are provided to show that the receiving infrastructure has capacity to receive flows from the subject development.

6.2 Tree Inventory and Preservation Study

In March of 2017, a Tree Inventory was completed by Geometric Studio Inc. providing a comprehensive tree preservation plan and arborist report to assess and evaluate the existing trees on the subject lands. Based on their analysis, a total of twenty (20) trees are recommended to be preserved, nineteen (19) of which are currently located on city owned lands and one (1) of which is on adjacent private property. Of the trees recommended for preservation there are no anticipated encroachments to occur within the critical root zones of these tree and tree protection hoarding is to be erected and maintain for the duration of construction. Additionally, a total of sixteen (16) trees were recommended for removal including thirteen (13) privately owned trees located on the subject site and three (3) city owned trees adjacent to the site. Of the trees recommended for removal the vast majority of them are in poor health and condition, pose a potential hazard and risk of damage to person or property and/or directly conflict with the requirement to remove the existing building and the proposed construction of the contemplated development. A detailed replacement strategy was created which recommended the replanting of 55 trees on site to accommodate for the loss. Further, a streetscape plan will be submitted at the draft plan of subdivision stage to illustrate the tree planting strategy along Upper Middle Rd. and Georgina Crt.

6.3 Traffic/Transportation Impact Brief

NexTrans Consulting was retained to prepare a Traffic Brief & Parking Study which concludes that the proposed development is expected to generate 15 two-way trips (3 inbound and 12 outbound) during the weekday morning peak hour and 17 two-way trips (11 inbound and 6 outbound) during the afternoon peak hour. The subject study area intersection as well as the future site access will operate at excellent levels of service with only minor changes over the future total traffic conditions. It is their opinion that the location of the proposed site entrance is feasible and with the low level site generated traffic volumes, the subject site will not create any

critical movements within the site development on or to Upper Middle Drive. The proposed development is required to provide 51 parking spaces and the site plan depicts 49 spaces resulting. This deficiency of two spaces (5 spaces vs. 7) is attributed to the townhouse visitor parking only. The deficiency can be supported through comparisons of several municipal parking By-law Requirements as well as TDM measurements. The proposed 5 parking spaces can also sufficiently meet the peak demands of the townhouse dwellings. Garbage and emergency vehicles will be able to circulate within the proposed site and exit the site in a cab forward manner. Additional discussion on waste management is provided in Section 9 of this report.

6.4 Environmental Noise Assessment

Rubidium Environmental was retained to conduct an Environmental Noise Assessment that indicated that the proposed residential development is feasible. Road traffic noise impacts on the units located along the Southern property line are anticipated to exceed MOECC guidelines values, however, these impacts can be addressed by noise mitigation measures including the installation of acoustic barriers such as a pressure treated fence along the southern property line of the eastern most semi-detached unit fronting Upper Middle Road. Given the rear yard amenity area of this lot, a barrier fence is required to mitigate noise levels.

6.5 Environmental Site Assessment

Rubidium Environmental was retained to conduct a Land Use Compatibility Impact Assessment. Based on the residential/ institutional/ agricultural/ light commercial land uses in the vicinity of the subject lands and the MOE's D-6 Guidelines, the report concluded that there is no potential for adverse impacts from noise, vibration, dust, or odour nuisances. The proposed development can be supported at this site as noise, vibration, odour, and dust from the surrounding land uses are not expected to be adversely impacted. Nor is this subject site expected to impact neighbouring land uses. The proposed development is consistent with the other residential developments located in proximity to the development.

6.6 Urban Design Brief

The Orchard Community Secondary Planning Study Report outlines urban design guidelines that were prepared for the three transit corridors in the community because of their key role in establishing the character and image of the Orchard Community. The three corridors include: the north south road connecting Highway 5 (Dundas Street) to Upper Middle Road, as a continuation of Sutton Drive; the east west road connecting Appleby Line to the north south transit corridor; and Upper Middle Road from Appleby Line to the north south transit corridor. The guidelines outlined in the report address a number of design elements including block structure, street scape treatment, open space, built form and parking. These principles are intended to ensure a high quality public realm that will result from well-designed buildings defining the street edge, streetscape character, and overall compatibility.

Weston Consulting has prepared an Urban Design Brief to assess the compatibility of the proposed development with the surrounding neighbourhood. The Urban Design Brief addresses compatibility in light of the City's Official Plan policies for development in Residential – Medium Density Areas. Further, a rationale is provided which justifies how the proposed development is

consistent with the City's definition of the term 'compatible' in its Official Plan Policies. This analysis illustrates how the proposal will not pose any adverse impacts on the surrounding context, or deviate from the areas existing character. The Urban Design Brief concludes that this proposal will seamlessly integrate into the surrounding residential subdivision to create an overall cohesive development.

7. Planning Policy Framework

The following sections outline the applicable planning policy regime and evaluation of the proposed development in the context of the planning framework. The following policies have been considered: Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2006), the Halton Region Official Plan, the City of Burlington Official Plan, the Orchard Community Secondary Plan and the City of Burlington Zoning By-law 2020.

7.1 Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) came into effect on April 30, 2014, and provides policy direction on matters of provincial interest related to land use planning and development. The PPS aims to permit appropriate development while ensuring that resources of provincial interest, public health and safety, and the quality of the natural environment are protected. All planning decisions in Ontario must be consistent with the PPS.

Section 1.0 includes policy direction related to "Building Strong Communities" and is applicable to the lands. It generally encourages a variety of land uses within communities and encourages initiatives that make efficient use of infrastructure. Redevelopment and intensification is also encouraged. Section 1.1.1 states:

1.1.1 Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The proposal supports a more efficient land use and will provide a greater range of residential uses by introducing semi-detached and townhome units. The proposed development will create a more compact form of development that will facilitate intensification within Burlington's built boundary. The increased residential density can be supported by the existing and proposed services and amenities in the area.

Section 1.1.2 contains policies specifically related to intensification and redevelopment:

"Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area"

Section 1.1.3.1 of the PPS states that "*settlement areas shall be the focus and growth and* development, and their vitality and regeneration should be promoted."

Section 1.1.3.2 of the PPS states that "*land use patterns within settlement areas shall be based on:*

a) densities and a mix of land uses which:

1. efficiently use land and resources;
2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
4. support active transportation;
5. are transit-supportive, where transit is planned, exists or may be developed; and,
6. are freight-supportive; and,

b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated"

"Planning authorities shall identify appropriate locations 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 required to accommodate projected needs.

Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety" (Section 1.1.3.3).

"Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety" (Section 1.1.3.4).

The proposed development is located on Upper Middle Road in the City of Burlington, in the Settlement Area of the City of Burlington. The proposed infill semi-detached and townhome development facilitates moderate growth and intensification which appropriately utilizes land. The redevelopment of lands should be planned for areas that have the appropriate infrastructure and public service utilities are available.

Housing

Policies related to housing are addressed in Section 1.4 of the PPS. The PPS encourages a range and mixture of housing types and densities in order to meet the current and projected needs of residents. The PPS requires that a municipality, "*maintain at all times the ability to accommodate residential growth for a minimum of 10 years through intensification and redevelopment, and if necessary, lands which are designated and available for residential development*" (Section 1.4.1 a).

The following housing policies are also relevant:

"Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

a) establishing and implementing minimum targets for the provisions of housing which is affordable to low and moderate income households.

b) permitting and facilitating:

1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and,
2. all forms of residential intensification and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed; and,

e) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety"* (Section 1.4.3).

The proposed development will increase the number of residential units in the area while maintaining an appropriate density within the Medium Density Residential threshold. It improves efficiency and accessibility by incorporating more residential units within the Orchard residential community and along Upper Middle Road, which is serviced by regular public transit, while also making more efficient use of land and existing servicing infrastructure. The proposal reduces demand for outward expansion of the built-up area for residential uses by locating development within in an existing community, which satisfies key development principles in the PPS.

Infrastructure

The infrastructure policies of the PPS are outlined in Section 1.6. Existing infrastructure and public service facilities are to be maximized, wherever possible, before developing new infrastructure and public service facilities. The following policies are relevant to the proposed development:

"Infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs.

Planning for infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities shall be coordinated and integrated with land use planning so that they are:

a) financially viable over their life cycle, which may be demonstrated through asset management planning; and

b) available to meet current and projected needs." (Section 1.6.1).

Planning for infrastructure and public service facilities shall be integrated with planning for growth so that infrastructure and facilities are available to meet current and projected needs as outlined in the policies below.

"Before consideration is given to developing new infrastructure and public service facilities:

a) the use of existing infrastructure and public service facilities should be optimized; and

b) opportunities for adaptive re-use should be considered, wherever feasible" (Section 1.6.3).

"Planning for sewage and water services shall:

a. direct and accommodate expected growth in a manner that promotes the efficient use of existing:

1. municipal sewage services and municipal water services" (Section 1.6.6.1).

> *"Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible" (Section 1.6.6.2).*

The proposed development will utilize existing and new municipal sewage services and municipal water services. As such, the proposed development appropriately intensifies a site on existing and proposed servicing as feasible.

Transportation
The relationship between the provision of transportation infrastructure and growth management is a primary consideration throughout the PPS. The PPS encourages land use patterns that promote alternative modes of transportation. Section 1.6.7.2 states that, *"efficient use shall be made of existing and planned infrastructure"*. The following additional transportation policies are relevant:

> "*As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries*" (Section 1.6.7.3).

> *"A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation"* (Section 1.6.7.4).

> *"Transportation and land use considerations shall be integrated at all stages of the planning process"* (Section 1.6.7.5).

The proposed development is of a density which can support future and planned transit Upper Middle Road. Current regular public transit service is accessible at Upper Middle Road, Appleby Line and Burloak Drive.

Summary:
The proposed development is consistent with the PPS in relation to development efficiency, housing provisions and intensification. The subject lands are located within the urban and built-up area and the PPS supports development in such locations that have consideration for compatibility with surrounding land uses, support the efficient use of land, optimize municipal and transit infrastructure, and provide additional housing options within the community.

The development proposal contemplates semi-detached and townhouse type dwellings, a compatible medium-density housing form within the Orchard Community and will contribute to the provision of an increased range and mix of housing to meet future demand, as required in Section 1.4 of the PPS. Additionally, the proposal introduces moderately intensified residential uses to a site that can be better utilized through infill development within the City of Burlington urban area. The development also respects and is appropriately set back from existing residential uses. Based

on the foregoing, it is our opinion, that the proposed development and applications are consistent with the PPS.

7.2 Growth Plan for the Greater Golden Horseshoe (June 2013 Office Consolidation)

The Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") provides direction on the development and growth of communities within the Greater Golden Horseshoe ("GGH"). The intent of the Growth Plan is to guide growth for the development of compact and vibrant communities and to plan and manage growth in order to support a strong and competitive economy. The following policy identifies key provisions that should guide development:

> *"The Growth Plan is grounded in a series of guiding principles decisions on how land is developed and resources are managed in the Greater Golden Horseshoe. The following principles are relevant to the proposed development...*
>
> - *Build compact, vibrant and complete communities.*
> - *Plan and manage growth to support a strong and competitive economy.*
> - *Protect, conserve, enhance and widely use the valuable natural resources of land, air and water for current and future generations.*
> - *Optimize the use of existing and new infrastructure to support growth in a compact, efficient form.*
> - *Provide for different approaches to managing growth that recognize the diversity of communities in the GGH"* (Section 1.2.2).

To ensure the development of healthy, safe and balanced communities within the GGH, the Growth Plan policies emphasize the efficient use of land and infrastructure by directing growth to existing urban areas. The Growth Plan envisions accommodating growth through intensification within the existing built-up area, "*with a focus on urban growth centres, intensification corridors, major transit station areas, brownfield sites and greyfields*" (Section 2.1).

Growth and Intensification
Section 2.2.2 of the Growth Plan addresses managing growth and states:

> "1. *Population and employment growth will be accommodated by –*
> *a) directing a significant portion of new growth to the built-up areas of the community through intensification;*
> *b) focusing intensification in intensification areas;*
> *c) building compact, transit-supportive communities in designated greenfield areas;*
> *d) reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments;*
> *e) providing convenient access to intra- and inter-city transit;*
> *f) ensuring the availability of sufficient land for employment to accommodate forecasted growth to support the GGH's economic competitiveness;*

g) planning and investing for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting and to increase the modal share for transit, walking and cycling;
h) encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services;
i) directing development to settlement areas, except where necessary for development related to the management or use of resources, resource-based recreational activities, and rural land uses that cannot be located in settlement areas;
j) directing major growth to settlement areas that offer municipal water and wastewater systems and limiting growth in settlement areas that are serviced by other forms of water and wastewater services."

The subject property is located within the "Built-up Area", where intensification at a higher density is encouraged. Section 2.1 of the Growth Plan also emphasizes the importance of optimizing the use of land and infrastructure. Section 2.2.3.1, states, "b*y the year 2015 and for each year thereafter, a minimum of 40 per cent of all residential development occurring annually within each upper- and single-tier municipality will be within the built-up area"* (Section 2.2.3.1). The Growth Plan directly mandates that growth occur in the built-up area, which has the necessary resources available to accommodate growth.

Schedule 3 of the Growth Plan outlines the distribution of population and employment for the Greater Golden Horseshoe to 2031. The Region of Halton is expected to grow to a population of 780,000 and to an employment base of 390,000 by the year 2031.

Sections 2.2.3.6 and 2.2.3.7 of the Growth Plan discuss the importance of promoting intensification in the area municipality. Section 2.2.3.6 states that "*All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and polices will –*

a) *be based on the growth forecasts contained in Schedule 3, as allocated to lower-tier municipalities in accordance with policy 5.4.2.2;*
b) *encourage intensification generally throughout the built-up area;*
c) *identify intensification areas to support achievement of the intensification target;*
d) *incorporate the built-up boundary delineated in accordance with Policy 2.2.3.5;*
e) *recognize urban growth centres, intensification corridors and major transit station areas as a key focus for development to accommodate intensification;*
f) *facilitate and promote intensification;*
g) *identify the appropriate type and scale of development in intensification areas;*
h) *include density targets for urban growth centres where applicable, and minimum density targets for other intensification areas consistent with the planned transit service levels, and any transit-supportive land-use guidelines established by the Government of Ontario;*
i) *plan for a range and mix of housing, taking into account affordable housing needs;*
j) *encourage the creation of secondary suites throughout the built-up area."*

The proposed development is located within the built-up area in the City of Burlington and is of a medium density residential form compatible with the context and character of the surrounding area. As such, the redevelopment of the lands to the proposed semi-detached and townhouse development will contribute to the City meeting its minimum intensification targets mandated by the Growth Plan. The proposed development will also increase the range and mix of housing types currently available and provide housing in a form that will be more affordable than some of the existing housing stock in the area.

Infrastructure

The Growth Plan recognizes the importance of accessible public infrastructure to maintain the vitality of communities, economic competitiveness, quality of life and delivery of services (Section 3.1). The Growth Plan encourages compact urban forms and intensification as ways of efficiently and effectively utilizing infrastructure (Section 3.1). Chapter 3 of the Growth Plan outlines the policies related to infrastructure planning and promotes coordinated land use and infrastructure planning in order to support and accommodate forecasted population and economic growth (Section 3.1). The following infrastructure policies are especially relevant:

> *"Infrastructure planning, land use planning, and infrastructure investment will be co-ordinated to implement this Plan. Infrastructure includes but is not limited to transit, transportation corridors, water and wastewater systems, waste management systems, and community infrastructure"* (Section 3.2.1.1).
>
> "*Public transit will be the first priority for transportation infrastructure planning and major transportation investments*" (Section 3.2.3.1).
>
> *"All decisions on transit planning and investment will be made according to the following criteria:*
>
> *a) Using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;*
> *b) Placing priority on increasing the capacity of existing transit systems to support intensification areas;*
> c) *Expanding transit service to areas that have achieved, or will be planned so as to achieve, transit-supportive residential and employment densities, together with a mix of residential, office, institutional and commercial development wherever possible"* (Section 3.2.3.2).

The proposed development will achieve the Growth Plan's transportation objectives given its access to Upper Middle Road and Appleby Line which are existing Regular Service Bus Routes. Additionally, the development is in close proximity to minor and major arterial roads (Appleby Line, Dundas Street) and Provincial Highways (Queen Elizabeth Way, 407 Expressway). The proposed development will result in a minor (but notable) influx in population to which will facilitate increased ridership on existing, planned and future transit.

The Growth Plan addresses community infrastructure and states that "*planning for growth will take into account the availability and location of existing and planned community infrastructure so that community infrastructure can be provided efficiently and effectively*" (Section 3.2.6.2).

> "*Upper- and single-tier municipalities will develop a housing strategy in consultation with lower-tier municipalities, the Minister of Municipal Affairs and Housing and other appropriate stakeholders. The housing strategy will set out a plan, including policies for official Plans, to meet the needs of all residents, including the need for affordable housing-both home ownership and rental housing. The housing strategy will include the planning and development of a range of housing types and densities to support the achievement of the intensification target and density targets*" (Section 3.2.6.6).

The proposed development is located within the Orchard residential community with readily accessible and available community services and infrastructure. The new residents introduced by the proposed development will efficiently make use of the existing and planned community infrastructure. The proposed development provides for a new housing type and introduces appropriate intensification which will aid in meeting the Region's and City's housing target. Further, a Functional Servicing Report has been submitted which proposes to make efficient use of existing services.

Summary:
The Growth Plan promotes redevelopment through intensification generally throughout built-up areas and specifically recognizes the need for more efficient utilization of lands, compact form and supports the principle of higher densities in appropriate areas, where infrastructure and transit exist and can be optimized.

The proposed development conforms to the policies of the Growth Plan by directing development and intensifying residential land uses within existing settlement and built-up areas. The proposed development maintains the objectives of the Growth Plan as it promotes a form of redevelopment that is more compact and efficient and optimizes existing infrastructure and transit, emphasizing intensification in proximity to higher order transit. The proposed development also makes use of existing municipal water, wastewater systems and community infrastructure. Based on the above analysis, it is our opinion that the proposed development conforms to the policies of the Growth Plan.

7.3 Proposed Growth Plan for Greater Golden Horseshoe (2016)

In 2015, the Growth Plan for the Greater Golden Horseshoe was included in a co-ordinated review of four provincial land use plans. The Proposed Growth Plan for the Greater Golden Horseshoe, 2016 is currently contemplating an increase from 40 to 60 percent of all residential development to occur within a designated built-up area, "*All upper- and single-tier municipalities will, at the time of their next municipal comprehensive review, increase their minimum intensification target such that a minimum of 60 per cent of all residential development occurring annually within each upper- and single-tier municipality will be within the built-up area*," (Section 2.2.2). The proposed infill development is in keeping with the proposed Growth Plan's intensification direction.

7.4 Region of Halton Official Plan, 2010 (January 2016)

The Regional Official Plan (ROP) contains policies to guide land use planning in the Region of Halton. The 2009 ROP (Regional Official Plan Amendment No. 38) was adopted by Council on December 16, 2009 and was modified by the Province in 2011. The plan was subsequently appealed at the Ontario Municipal Board. The Plan has been partially approved by the Ontario Municipal Board and, except for the policies that remain under appeal; the policies of the 2009 ROP are applicable. There are no site-specific appeals to the 2009 ROP that apply to the subject property.

Halton's Planning Vision

Halton's planning vision is described in Section 31 of the Official Plan. The Region of Halton *in its vision of planning for Halton's future, Halton believes in building "healthy communities". A healthy community is one:*

> *31(1) that fosters among the residents a state of physical, mental, social and economic well-being;*
> *31(2) where residents take part in, and have a sense of control over, decisions that affect them;*
> *31(3) that is physically so designed to minimize the stress of daily living and meet the life-long needs of its residents;*
> *31(4) where a full range of housing, employment, social, health, educational, recreational and cultural opportunities are accessible for all segments of the community;*
> *31(5) where mobility is provided primarily through an affordable, convenient, safe and efficient public transportation system and non-motorized travel modes; and*
> *31(6) where the principles of sustainability are embraced and practised by residents, businesses and governments.*

The proposed development supports Halton's Planning Vision by providing a compact form of infill development that introduces new forms of housing options to the neighbourhood. The proposed development is also in support of the Region's Healthy Community Guidelines as discussed in Section 7.5 of this Report.

Halton's Regional Structure

The proposed development is located within the built boundary within the Urban Area of the City of Burlington. The City of Burlington is to grow to a population of 193,000 by 2031. A minimum of 8,300 new housing units are to be added to the built boundary by 2031. The following policies speak further to growth and development within Halton Region:

> 50.2 *The Regional Structure implements Halton's planning vision of its future landscape as described in Section 27 by organizing land uses into the following broad categories:*
>
> > 51(1) *Urban Area, where urban services are provided to accommodate concentrations of existing and future development,*
>
> 55. *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 as*

contained in Table 1, and in accordance with the Regional phasing outlined on Map 5, as well as by other infrastructure elements such as transportation systems and urban services and other policies of this Plan.

55.1 *The Regional Structure also sets out targets for intensifying development within the Built-Up Area, and development density in the Designated Greenfield Areas as contained in Table 2.*

55.2 *The Regional Structure also sets out the Regional phasing to be achieved every five years from 2012 to 2031 between the Built-Up Areas and the Designated Greenfield Areas in Table 2a.*

56. *Guided by Halton's planning vision, policies in this Plan are developed to ensure the integrity, maintenance and enhancement of the Regional Structure.*

TABLE 1 POPULATION AND EMPLOYMENT DISTRIBUTION

	Population[1]		Employment	
Municipality	**2006**	**2031**	**2006**	**2031**
Burlington	171,000	193,000	88,000	106,000
Oakville	172,000	255,000	82,000	127,000
Milton	56,000	238,000	28,000	114,000
Halton Hills	58,000	94,000	20,000	43,000
Halton Region[2]	456,000	780,000	218,000	390,000

[1]Population numbers in this table are "total population" numbers including approximately 4% undercoverage from the official "Census population" numbers reported by Statistics Canada.
[2]Totals for the Region may not add up due to rounding.

Figure 12: Population and Employment Distribution

The proposed development will add 22 residential units which will contribute to the minimum 8,300 of new housing units to be added to the built-up area between 2015 and 2031. As such, the proposed development represents appropriate intensification within the *Urban Area* and *Built Up Area* in the City of Burlington.

Urban Area

The subject lands are designated as being within the Urban Area as designated on Regional Structure Map 1 of the Region of Halton Official Plan (Figure 17). It is the objective of the urban area to:

72(1) *To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently;*

72(2) *To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient*

use of space and services, promotes live-work relationships and fosters a strong and competitive economy;

72(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure;

72(4) To ensure that growth takes place commensurately both within and outside the built boundary;

72(5) *To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.*

72(7) To plan and invest for a balance of jobs and housing in communities across the Region to reduce the need for long distance commuting and to increase the modal share for transit and active transportation;

72(9) To facilitate and promote intensification and increased densities;

The objectives of the *Urban Area* are supportive of development in which is compact, supportive of transit and facilitates intensification and increased densities. The proposed development is a form of infill intensification in the area which will be developed at an appropriate density as per the density maximums in the local Official Plan.

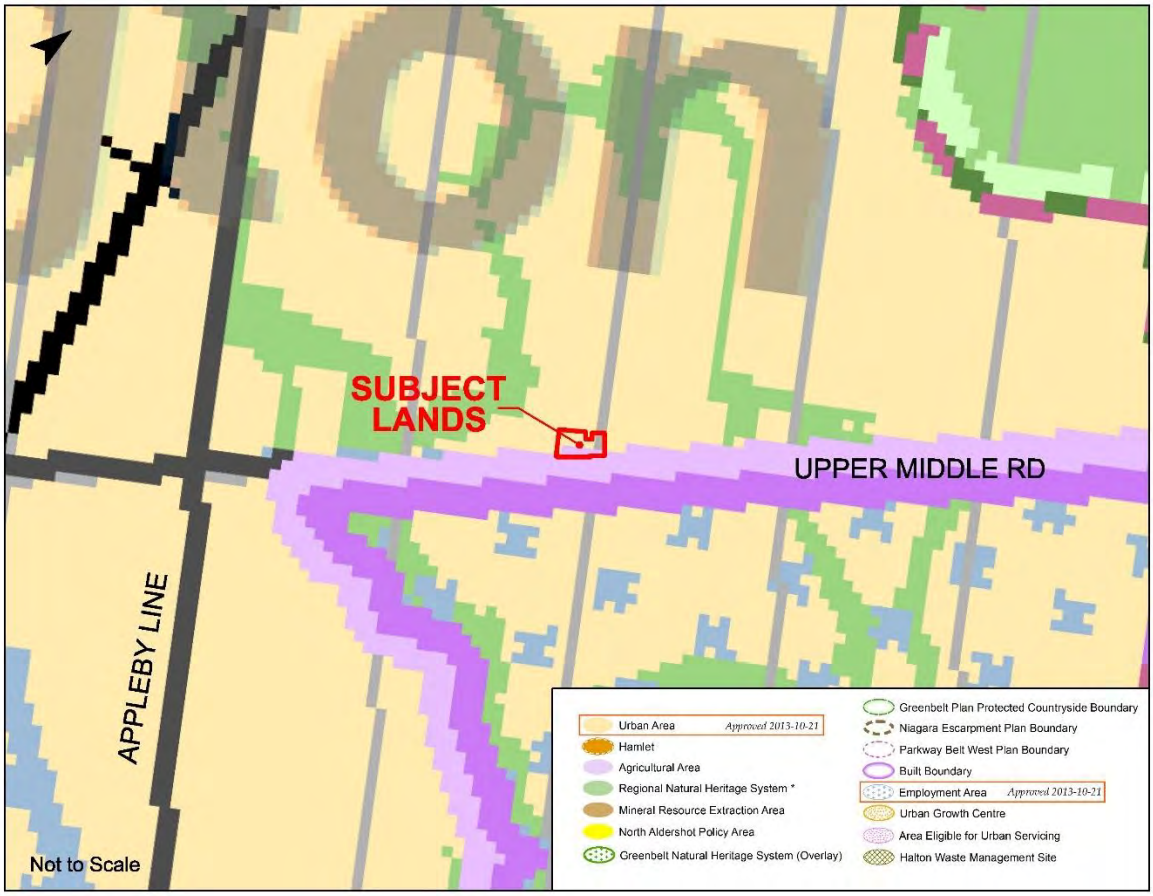


Figure 13: Region of Halton Official Plan, Map 1 – Regional Structure

The following policies are relevant to the proposed development and the Urban Area land use designation:

> 74. *The Urban Area consists of areas so designated on Map 1 where urban services are or will be made available to accommodate existing and future urban development and amenities. Within the Urban Area, Employment Areas and Urban Growth Centres are identified on Map 1 as overlays on top of the Urban Area, for which specific policies apply.*
>
> *75. The Urban Area is planned to accommodate the distribution of population and employment for the Region and the four Local Municipalities as shown in Table 1 and the Regional phasing as shown in Table 2a;*
>
> *76. The range of permitted uses and the creation of new lots in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to the policies of this Plan; and*
>
> *77(2.1) Direct, through Table 2 and Table 2a, to the Built-Up Area a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter.*

According to Table 2A of the Region of Halton Official Plan, 2,758 units are proposed within the City of Burlington's built boundary between 2017- 2021. The proposed development contributes to Region's housing target within the Built Boundary. This development contributes to the Region's objectives for the *Urban Area* as it adds residential supply to the area that is compatible and permitted under Regional and Local policy. The subject property and proposed development will be accessible to transit and is of a transit supportive density for future and planned transit improvements.

Housing

Housing in the Region of Halton is discussed in Section 86 of the Official Plan. Intensification of land use for residential purposes such as infill redevelopment is permitted provided that the physical character of existing neighbourhoods can be maintained (Section 86.11).

It is also the policy of the Region to:

> 86(6) *Adopt the following housing targets:*
>
> *a) that at least 50 per cent of new housing units produced annually in Halton be in the form of townhomes or multi-storey buildings*
>
> *86(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.*
>
> *86(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.*

The proposed development is considered a form of intensification through infill development which proposes residential dwellings that are compatible with the surrounding area. It is the policy of the Region for local Official Plans to provide an appropriate mix of housing by density type and affordability. The proposed development introduces an appropriate housing forms to the area at an increased density. As such, the proposed development increases the mix of housing type and density while providing housing at a more affordable market price than what currently exists.

Transportation

It is the policy of the Region of Halton '*to ensure development is designed to support active transportation and public transit'* as well as '*to promote land use patterns and densities that foster strong live/ work relationships and can be easily and effectively served by public transit and active transportation*,' (Section 173).

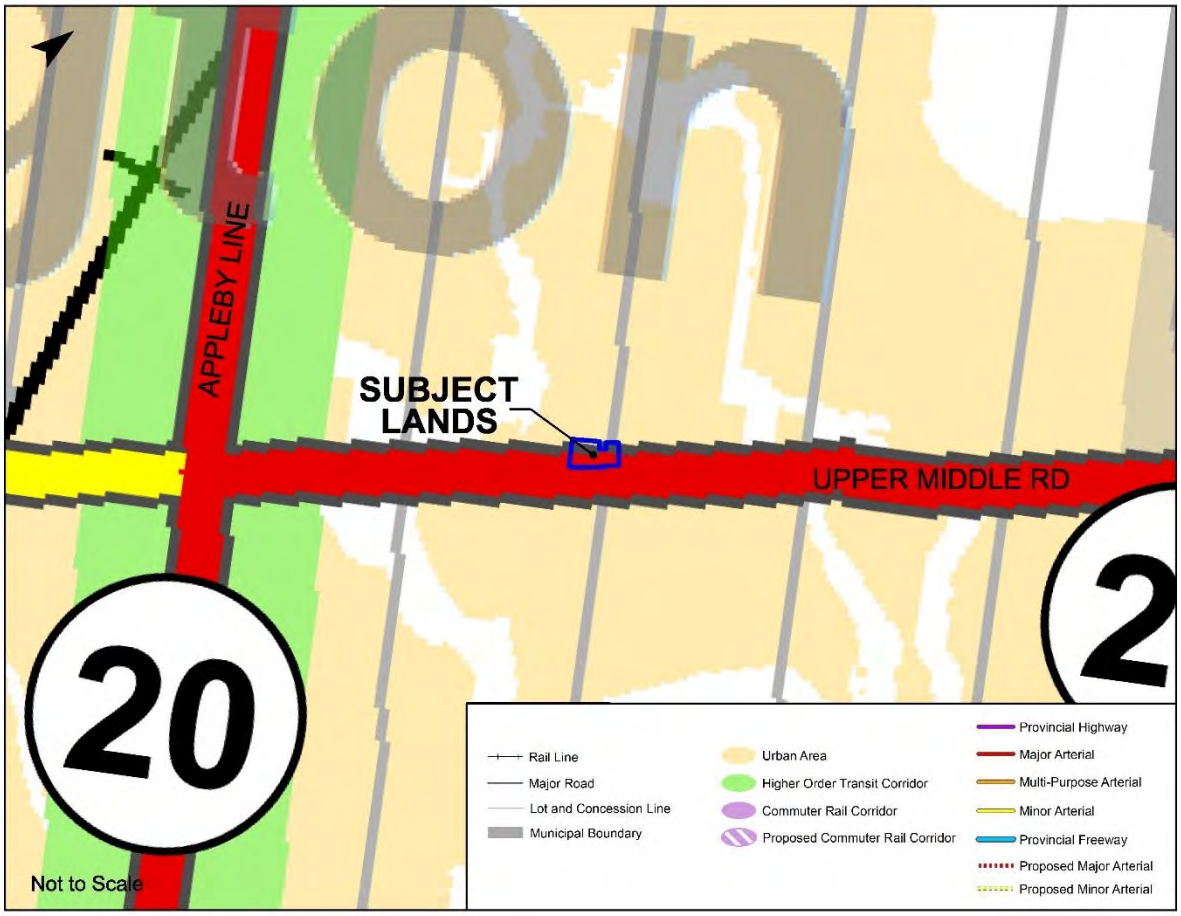


Figure 14: Region of Halton Official Plan, Map 3 – Functional Plan of Major Transportation Facilities

The proposed development is at an moderately increased density than the surrounding area which is transit supportive and is located along a Major Arterial Road (Upper Middle Road) and an area identified as a Long-Term Transit Service Network. In addition, Upper Middle Road is also currently serviced by a multi-use path and bike lane that connects Burlington to the rest of the Region.

Servicing

Section 89 of the Region of Halton Official Plan speaks to servicing. It is the policy of the Halton Region Official Plan that:

> 89(3) *Require that approvals for all new development within the Urban Area be on the basis of connection to Halton's municipal water and wastewater systems, unless otherwise exempt by other policies of this Plan.*

The proposed development can be fully serviced on existing municipal water and wastewater systems as discussed in the submitted Functional Servicing Report prepared by Odan/Detech Consulting Engineers.

Summary:
The proposed development conforms to the policies of the ROP. This development contributes to intensification of the area while also maintaining compatibility. The proposed development maximizes the efficiency of the subject property by adding a residential development at an appropriate density, while utilizing available municipal services. The proposed development conforms to the policies of the ROP.

7.5 City of Burlington Official Plan (Office Consolidation 2015)

The City of Burlington's Official Plan (OP) was approved by the Ontario Municipal Board on October 24, 2008. The City is currently in the process of its 5-year Municipal Comprehensive Review discussed further in Section 7.6 below. The policies of the City of Burlington Official Plan 1997 (2015 Official Consolidation) are in force and effect for the subject lands.

As the City of Burlington reaches a mature state, a majority of growth within the City will be in the form of intensification and infill development while maintaining stability and compatibility as the City grows out to its urban boundary. Key themes within the City of Burlington Official Plan include:

- Development of a greater diversity of housing types to meet the changing needs of the population;
- The development of a more self-containing city by encouraging a greater live-work relationship and supporting designation of lands for a wide variety of employment uses;
- The focusing of more intense lands uses into specified mixed use centres and along certain roads;
- A move towards a more balanced transportation system.

7.5.1 Sustainable Design and Compatibility

Section 2.7 addresses sustainable design and compatibility. The objective of the City of Burlington Official Plan is to ensure that new development is consistent with sustainable development principles with regard to efficiency, safety, accessibility, affordability and energy efficiency. The following policies are relevant:

> *a) At the site planning stage, building layout shall be reviewed for accommodating resource management and waste reduction activities for the use(s) that will be located in the building.*
> *b) At the site planning stage, site plans will be reviewed for Sustainable Development considerations such as, but not limited to:*
> > *(i) pedestrian movement within the site, to the street and to adjacent neighbourhoods;*
> > *(ii) access to public transit;*
> > *(iii) public safety;*
> > *(iv) public views of the escarpment or lake;*
> > *(v) energy efficiency;*
> > *(vi) reflected/waste light;*
> > *(vii) sensitivity to noise and vibration;*
> > *(viii) preservation of existing trees and other vegetation;*

(ix) changes to topography and drainage patterns;
(x) development guidelines for healthy communities; and
appropriate protection and stewardship measures for greenways and/or watercourses as defined in adopted watershed and subwatershed plans.
c) Development will be reviewed to ensure efficiency of land use in the urban community in terms of energy, travel time, intensity and diversity.
d) Where appropriate, new development shall be designed to be compatible with and enhance existing natural features, such as the Lake Ontario and Burlington Bay waterfronts, the Niagara Escarpment, woodlots, watercourses and stream valleys.
e) The City will encourage development that provides choices in housing, shopping, employment, and transportation.
f) Energy conservation shall be encouraged through community and site planning, design, and the use of energy-efficient materials and landscaping. When development applications are reviewed, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, walkability and decreased automobile dependency, and the use of landscaping and building materials.

The proposed development will be directly connected to Georgina Court/ Rome Crescent which has access to the Quinte Street and Upper Middle Rd. intersection. Upper Middle Road provides pedestrian and transit services in the vicinity of the development. The proposed development will also have access to the nearby train system via an existing gravel pathway. The proposed development is an appropriate infill extension of the Orchard Community neighbourhood.

A noise report has been prepared which concludes that although road traffic noise impacts on the units located along the Southern property line are anticipated to exceed MOECC guidelines values, these impacts, can be addressed by noise mitigation measures including the installation of acoustic barriers such as a pressure treated fence along the southern property line of the eastern most semi-detached unit fronting Upper Middle Road.

A tree inventory/arborist report has been prepared which concludes that a total of twenty (20) trees are recommended to be preserved, nineteen (19) of which are currently located on city owned lands and one (1) of which is on adjacent private property. Additionally, a total of sixteen (16) trees were recommended for removal including thirteen (13) privately owned trees located on the subject site and three (3) city owned trees adjacent to the site. A detailed replacement strategy was created which recommended the replanting of 55 trees on site to accommodate for the loss.

Further details of the proposed development will be reviewed in the future site planning stage in relation to the above Sustainable Development considerations in terms of public access, energy efficiency and light.

Stormwater Management
Section 2.11 addresses stormwater management policies. The following policies are relevant to stormwater management and development in the City of Burlington:

a) Storm water management techniques shall be used in the design and construction of all new developments to control both the quantity and quality of storm water runoff. The

degree of control and techniques used will depend on the conditions in the downstream receiving water bodies. The adverse effects of development on the downstream aquatic environment and adjacent lands shall be avoided or kept to a minimum.

c) For those development sites draining into Burlington Bay or Lake Ontario, the City may request an enhanced level of storm water quality control, in order to assist with the de-listing of Hamilton Harbour as an Area of Concern and to maintain water quality in Lake Ontario.

f) Functional drainage designs shall be prepared at the draft plan of subdivision or zoning stage in accordance with the requirements of the City's Storm Drainage Criteria Manual.

g) As a condition of development approval, the City will normally require the dedication of the greater of the regulatory floodplain, or the valley through which the watercourse flows including a conservation setback from top of bank, regulatory floodplain, or meander belt width. Dedication of these lands shall not be considered part of parkland dedication requirements of The Planning Act, unless the dedicated lands provide needed public recreational opportunities as identified by the City. If any such land remains in private ownership, it will be protected by zoning, agreement or easement to protect the ecologic and floodplain function of such land.

i) All watershed and sub-watershed studies, functional drainage designs, storm water management techniques and drainage facilities shall be completed with appropriate consultation with residents and property owners, Conservation Halton, the Region of Halton, the Ministry of Natural Resources and where appropriate, the Niagara Escarpment Commission. These studies will consider: maintenance of natural watercourses, control of discharges to surface and groundwater, water quality and quantity targets and the identification and protection of significant hydrogeological areas. (Section 2.11.3).

The proposed development can be serviced with proposed existing sanitary and water servicing as discussed in the submitted Functional Servicing and Stormwater Management Report prepared by Odan/Detech Consulting Engineers. The proposed development will utilize existing and extend the existing sanitary and water service mains that exist at Georgina Court.

7.5.2 Transportation

Section 3 addresses transportation in the City of Burlington. Schedule J of the City of Burlington Official Plan designates Upper Middle Road as a Major Arterial (Figure 18). Schedule 1 also plans for a Secondary Transit route along Upper Middle Road. The following policies are relevant to transportation, roads, transit and walkability in relation to the proposed development:

d) A transportation study to assess the impact of a proposed development on current travel patterns and/or future transportation requirements may be required before Official Plan

amendments, subdivision approvals, rezoning, site plan approvals or other development proposals are allowed.

j) Reduced parking ratios and/or standards and/or on-street parking ratios and/or standards may be permitted subject to evaluation by the City of the appropriateness of such standards, and implemented through the approval of development applications or other City initiatives. (Section 3.2.3).

The proposed development proposes to complete Georgina court with a cul-de-sac and provide a private lane to provide access for the proposed townhouse units to connect to the existing Orchard Community subdivision. Two residential parking spaces will be provided per unit, one in the driveway and one in the garage. A total of 5 visitor parking spaces will be provided for the 14 townhouse block at an approximate visitor parking rate of 0.35 spaces per unit. A Traffic Brief and Parking Study has prepared by NexTrans Consulting supports this rate where the average parking rate from other municipalities is 0.29 spaces per unit.

Road

Relevant policies related to roads are addressed below:

o) The use of public and private laneways may be permitted subject to an evaluation by the City and Region of functional, operational, servicing and financial issues. Public water and wastewater services are generally prohibited by the Region in private laneways, except as permitted by the Region's Urban and Rural Servicing Guidelines.

r) The proponent of residential development and other sensitive land uses within 50 m of a provincial freeway, highway right-of-way, or major arterial, multi-purpose arterial or minor arterial road, or a greater distance at the discretion of the City or the Region of Halton, will be required to undertake noise studies by a qualified acoustical consultant in accordance with Provincial policy to the satisfaction of the City and any other authorized review authority and shall undertake appropriate measures to mitigate any adverse effects from the noise identified.

x) Infill or intensification development proposals within the City shall be required to take place on public roads, unless it can be demonstrated by the proponent that a private road is equally desirable from the standpoints of functionality, community safety, efficiency, servicing, neighbourhood connectivity, ease of land assembly for future development, environmental impacts, adequacy of parking and financial impacts to the City. (Section 3.3.2).

The proposed development is facilitated by the extension of Georgina Court into a cul-de-sac and a private laneway for local and emergency vehicles to access the townhouse units. The cul-de-sac is proposed to be a public roadway extension of the current dead end of Georgina court and will complete the planned network for the Orchard community. In addition, a common element condominium road intended for access emergency services. The proposed laneway is appropriate as it only intends to service the townhouse units and cannot be extended as it bounded by a

stormwater management pond directly to the west and is terminated by a hammerhead. The private laneway will appropriately extend the cul-de-sac to facilitate the completion of Orchard community.

As the proposed development is located adjacent to Upper Middle Road which is a Minor Arterial, a Noise Impact Assessment was prepared by Rubidium Environmental. The Assessment concludes that the proposed residential townhouse development is feasible but will require an acoustic fence along the south property line of the easternmost semi-detached unit and central air conditioning for all units along the south property line. Warning clauses are also required.

Transit Services

Relevant policies related to transit are addressed below:

d) *Development applications shall be reviewed to ensure that, where feasible, proposed land developments encourage the efficient and effective use of transit services*. (Section 3.4.2).

The proposed development abuts Upper Middle Road which is currently serviced by Burlington Transit lines. The existing service provides both Primary and Secondary bus service to the subject lands via Upper Middle Road and Appleby Line and to the greater City of Burlington. Burlington Transit Routes 11 (Sutton-Alton) and 51 (Burlington Northeast) currently operate along Upper Middle Road. Passenger pick-up and drop-offs are located at regular intervals on Upper Middle Road with bus stops at Sutton Drive (approximately 90 metres), as well as directly adjacent to the subject lands at the Corpus Christi Secondary School (approximately 200 metres). The transit routes provide further connections and access to the Appleby GO Station and the Highway 407 GO Carpool lot located at Dundas Street and Walkers Line.



Figure 15: City of Burlington Official Plan, Schedule 1 - Long Term Transit Service Network

Where possible, the City of Burlington encourages walking and cycling rather than automobile use. The proposed development provides immediate access to existing pathways and bicycle lanes along Upper Middle Road including:

- On-road bike lanes (designated portion of roadway for cyclists, lanes delineated by a painted white strip and bike symbols)
- On-road bike route (preferred route connecting other cycling routes identified with signs but without designated bike lanes in place)
- Multi-use path (adjacent to the road, two-way pathway separated from roadway by curb and open space shared by more than one type of user)

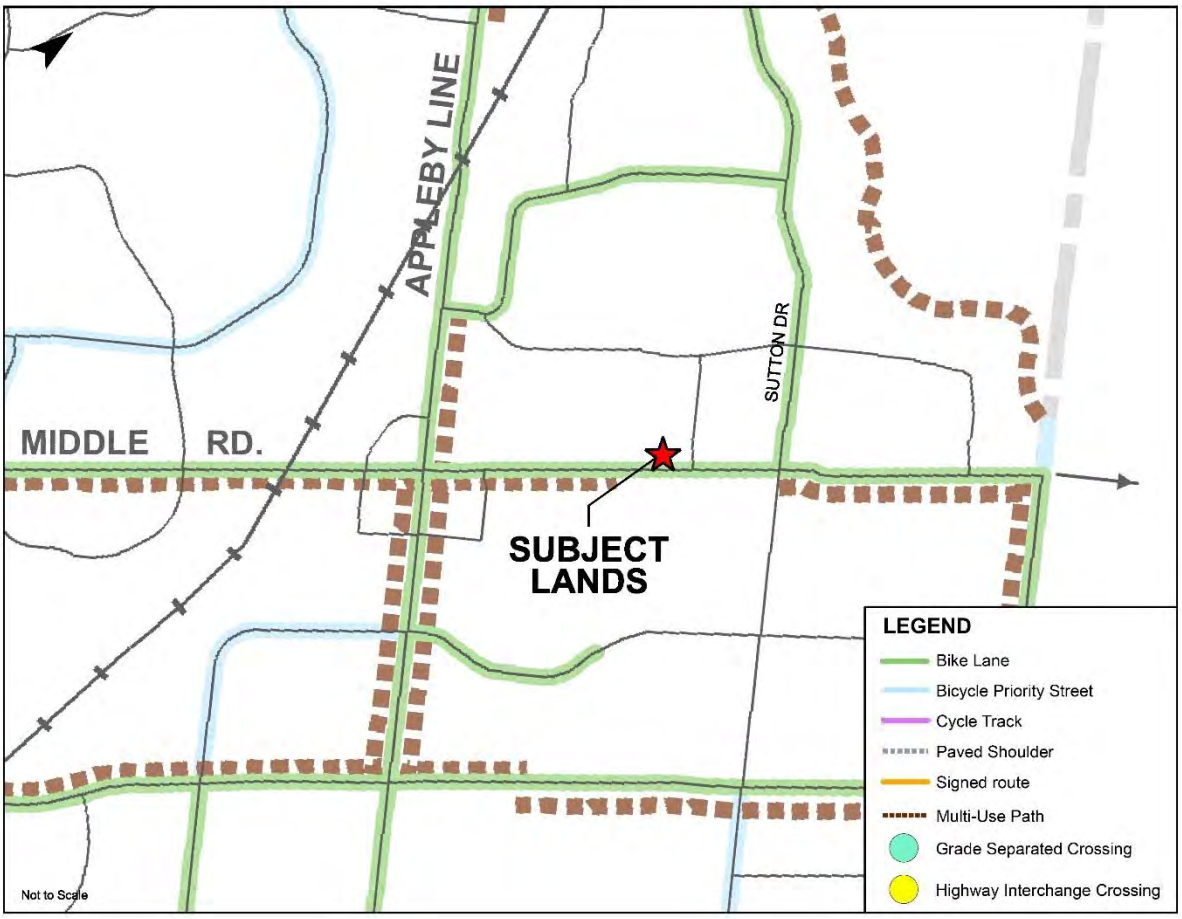


Figure 16: City of Burlington Official Plan, Schedule 2 – Long Term Bike Network

Walking

> *e) City consideration of development applications will include a determination of whether sidewalks shall be required on both sides of any street. In certain instances, approval may be given to requiring sidewalks on only one side of a street.* (Section 3.6.2).

The proposed development is to be accessed by both municipal road and private laneway. As such, a sidewalk extension from the existing sidewalk network on Georgina Court is proposed to continue along the eastern portion of proposed cul-de-sac- bulb. Further, units fronting Upper Middle Road will have direct pedestrian connections to the abutting sidewalk to create an inviting and accessible streetscape.

7.5.3 Design

Section 6 of the City of Burlington Official Plan provides policies on development design. It is the objective of the City of Burlington to ensure that '*the design of the built environment preserves, enhances and connects natural features and landscapes'*. It is also the objective of the Plan to '*ensure the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within the existing neighbourhoods are designed to be compatible and sympathetic to existing*

neighbourhood character and; to *ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression'*. (Section 6.2). The following policies are relevant to existing and new communities and design guideline policies in relation to the proposed development:

Existing and New Communities

> *d) City Council may require the preparation of design plans in conjunction with development proposals. These plans shall, among other things, identify the natural environment system as the organizing framework for new community forms, define a physical organization that supports the goals of mixed land use, diversity and pedestrian orientation, define the public realm and the relationship of built form to the public realm, address issues of the physical integration of the community with surrounding areas, encourage the use of public transit and the creation of an environment for pedestrians and bicyclists, identify opportunities to integrate public art or other cultural elements into the community, and promote public safety.*
>
> *e) Preference will be given to community design containing more compact forms of development that support higher densities, are pedestrian oriented and encourage increased use of public transit.* (Section 6.3).

A concept plan has been submitted which takes into consideration the existing character and context of the surrounding residential area. The proposed development provides compact development by replacing the existing residential dwelling (5219 Upper Middle Road) and the remnant parcels from the adjacent Bronte Woods subdivision with 22 semi-detached and townhome units, while achieving a density threshold of within 50.3 units per net hectare.

Design Guidelines Policies

Design Guidelines policies are discussed below:

> *a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.*
>
> *b) The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.*
>
> *c) The design of all buildings must recognize pedestrian scale, safety and the perception of safety and access and the preservation of public vistas and views.*
>
> *e) All developments shall be designed having regard for public transit accessibility in the Urban Planning Area, convenience and comfort, and access and parking for the physically challenged, and to ensure that the needs of persons with disabilities and other special needs groups are addressed.*

f) City Council shall require that design plans promote public safety and security, with adequate visibility and lighting and the avoidance of secluded areas.

g) The location, amount, position and design of parking areas shall be reviewed to minimize their potential to erode the qualities of the public streetscape, and to lessen their visual impact. City Council shall require landscaped islands and screening in the design of large parking lots.

l) Residential neighbourhoods shall be designed to allow freedom of public access and the development of 'gated' residential communities, which restrict public access and circulation through neighbourhoods by means of security gates, walls or similar barriers, should be avoided.

m) All development shall be designed having regard for Sustainable Development considerations as set out in Part II, Subsection 2.7.3 of this Plan, (Section 6.5).

It is our opinion that the proposed development is compatible with the surrounding area in terms of density, form, bulk, height and setbacks. The proposed development at 50.3 units per net hectare is generally within the density threshold of its *Medium Density Residential* land use designation of 50 units per net hectare. Further, the surrounding neighbourhood is generally indicative of new single detached dwellings with a traditional architectural style and treatments of two to three storeys. Appropriate setbacks will be provided to maintain privacy, daylight penetration, and landscaping opportunities with adjacent properties.

7.5.4 Residential Areas

The Official Plan designates the subject lands as *Low and Medium Density Residential* sub-designation within the R*esidential Areas* designation as per Schedules A and B. The *Residential Area* designation encourages a broader mix of residential dwellings in terms of type, size, cost and ownership. The Plan permits infill developments and is encouraged on vacant and under-utilized lands in existing neighbourhoods. The Plan provides that preservation and enhancement of the quality of life features of neighbourhoods must be considered in the review of any new and/or intensified development proposals in these areas.

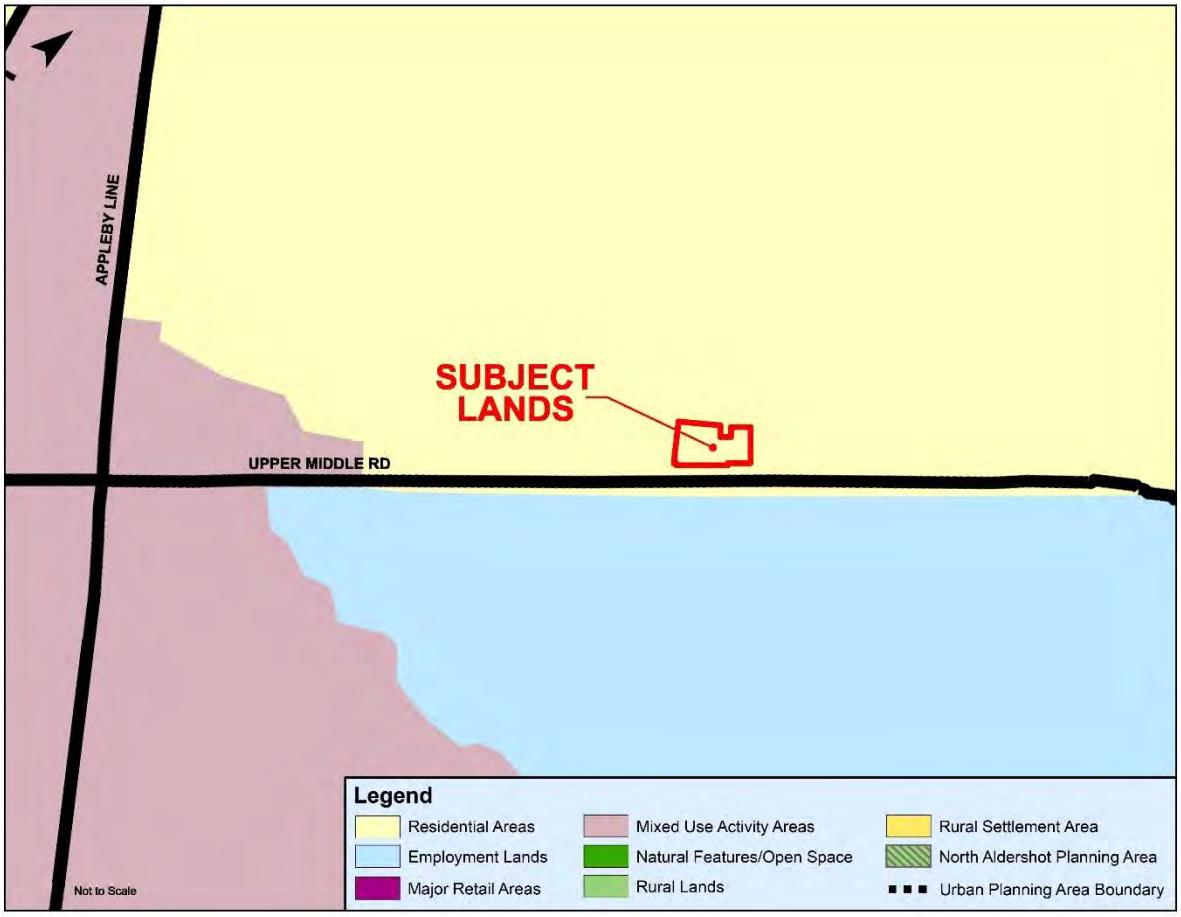


Figure 17: City of Burlington Official Plan, Schedule A – Settlement Pattern

The following policies are relevant to Residential Areas (Section 2.2.2):

> *b) Land use in Residential Areas shall comply with the land use designations contained on Schedule B, Comprehensive Land Use Plan Urban Planning Area.*
>
> *d) 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.*
>
> *g) The following building forms for residential development shall be permitted:*
>
> > *(ii) detached and **semi-detached homes, townhouses**, street townhouses and stacked townhouses, back to back townhouses, attached housing and walk-up apartments shall be permitted in Residential-Medium Density areas, provided that these forms meet the density as specified in Part III, Subsection 2.2.2 d), for these areas;*

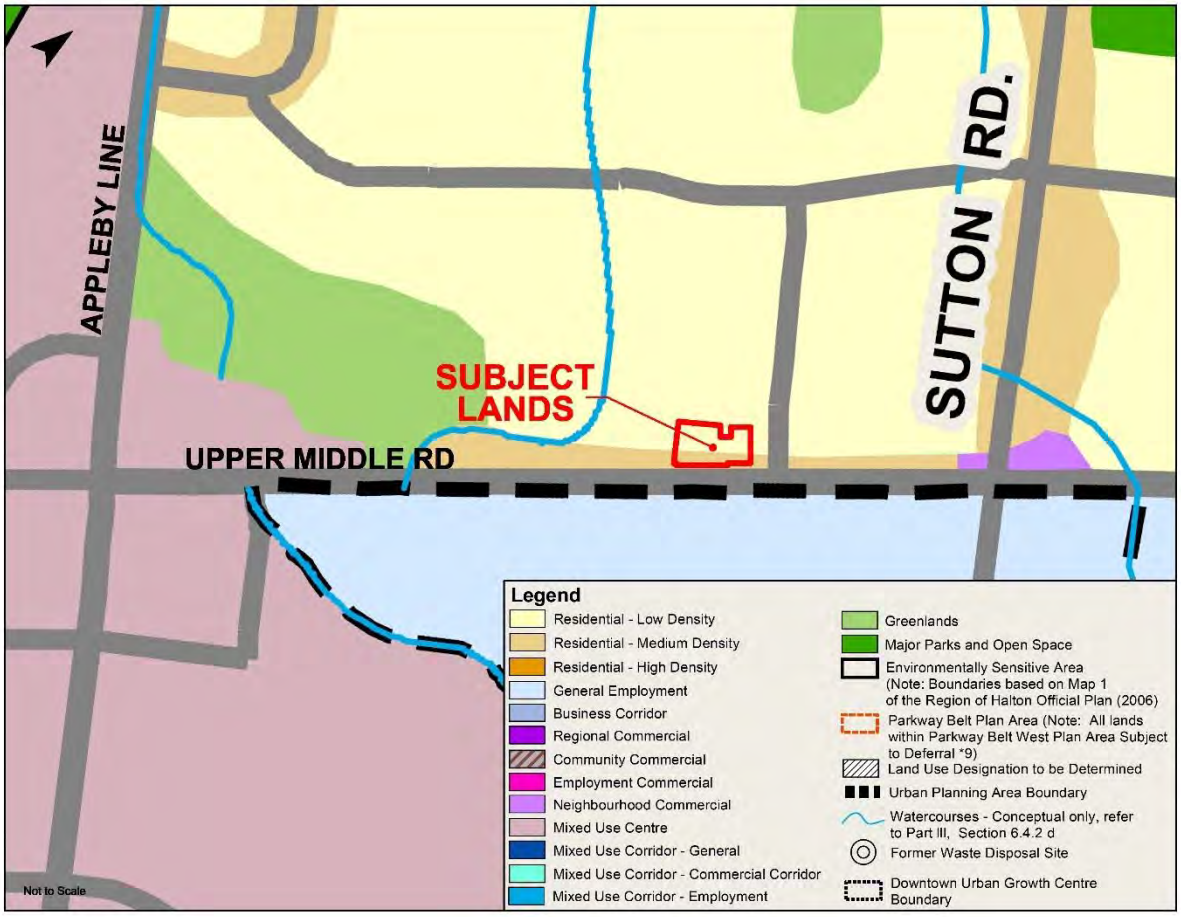


Figure 18: City of Burlington Official Plan, Schedule B – Comprehensive Land Use

The proposed development is considered a ground oriented housing unit defined as, *a dwelling unit which is designed to be accessible by direct access from the ground or by means of stairways. Buildings containing ground oriented housing units usually do not exceed three storeys in height.* Ground oriented, attached housing is permitted within the *Residential Medium Density* area provided that it meets the density threshold of 26 to 50 units per hectare and is compatible in terms of scale, urban design and community features of the neighbourhood.

7.5.5 Housing Intensification

As Burlington approaches a mature state, a significant amount of its future growth will be in the form of intensification and re-development within the existing urban boundary. It is the objective of the Official Plan to encourage residential intensification as a means of increasing the amount of available housing stock including infill development within existing neighbourhoods provided the additional housing is compatible with the scale, urban design and community features of the neighbourhood (Section 2.5.1). The following policies are relevant to housing intensification within the City of Burlington:

a) The following criteria shall be considered when evaluating proposals for housing intensification within established neighbourhoods:

(i) adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland;
(ii) off-street parking is adequate;
(iii) 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;
(iv) the proposal is in proximity to existing or future transit facilities;
(v) 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;
(vi) effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character;
(vii) significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level;
(viii) accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care;
(ix) capability exists to provide adequate buffering and other measures to minimize any identified impacts;
(x) where intensification potential exists on more than one adjacent property, any re-development proposals on an individual property shall demonstrate that future re-development on adjacent properties will not be compromised, and this may require the submission of a tertiary plan, where appropriate;
(xi) natural and cultural heritage features and areas of natural hazard are protected;
(xii) where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g) and m); and
(xiii) 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.

b) where a proposal for residential intensification is deemed to have potentially significant adverse impacts, Council shall require a planning justification report by a Qualified Person, outlining how the proposed development will be compatible with the existing neighbourhood. The report shall include, but shall not be limited to the criteria listed in Part III, Subsection 2.5.2 a) above. The report shall determine whether these impacts can be reduced to acceptable levels and shall recommend any measures required to mitigate or reduce the adverse impacts to acceptable levels.

c) where a proposal for residential intensification is deemed to have potentially significant adverse impacts, Council may require an expanded public consultation process, including additional neighbourhood meeting(s).

d) Council may adopt guidelines for maximum building heights to be used in the consideration of applications for residential intensification, in order to ensure compatibility of proposed building heights with the height of existing buildings in the neighbourhood, giving consideration to existing City regulations and guidelines.

The proposed development is considered to be intensification as it redevelops an existing residential lot with a residential development at a higher density than what currently exists. The proposal meets the following criteria as listed in Section 2.5.2 a) in the following ways:

(i) The proposed development can be adequately serviced by existing municipal water and wastewater services;
ii) The proposed development sufficiently accommodates residential and visitor parking requirements;
iii) The existing transportation network can accommodate the traffic flows of the proposed development;
iv) Upper Middle Road is planned to have a Secondary Transit Service to which can connect to existing transit services including the Appleby Go Station;
v) Compatibility is achieved as the proposed development is consistent with the existing neighbourhood character and context;
vi) Existing trees will be retained where possible;
vii) The height and bulk of the buildings, as well as their separation distances from neighbouring buildings will mitigate sun-shadow impacts;
viii) Community services and commercial shopping areas are located along Upper Middle Road, located approximately 1 kilometre from the proposed development;
ix) Appropriate buffering and setbacks have been indicated on the proposed development concept in consultation with engineering consultants;
x) The proposed development does not inhibit the future development of adjacent properties and provides access to the proposed Georgian Court and Rome Crescent. A Tertiary Plan has not been noted by staff as a requirement.
xi) Not applicable.
xii) Not applicable.
xiii) Not applicable. The proposed development is ground oriented.

Further details on the above components are discussed in the supporting reports and studies submitted in conjunction with this report. The above should be read alongside the entirety of this Report.

Infill Development

Section 2.5.4 addresses infill development within the City of Burlington. The objectives of Official Plan include encourage residential intensification through infill development. The following policies are relevant to the proposed development which is considered a form of infill development:

a) Ground-oriented residential infilling within existing neighbourhoods shall be encouraged.

b) New infill development shall be compatible with the surrounding development in terms of height, scale, massing, siting, setbacks, coverage and amount of open space; and in the case of individual applications for consent, the additional policies of Part VI, Subsection 4.4 of this Plan apply.

c) The creation of new housing that is compatible with existing neighbourhoods, shall be encouraged.

d) Where a proposal for residential infill is deemed to have potentially significant adverse impacts, Council may require a planning justification report by a Qualified Person, outlining how the proposed development will be compatible with the existing neighbourhood. This report shall include, but shall not be limited to, the criteria listed in Part III, Subsection 2.5.2 a), above. The report shall determine whether these impacts can be reduced to acceptable levels and shall recommend any measures required to mitigate the adverse impacts to acceptable levels.

e) *Where a proposal for residential infill is deemed to have potentially significant adverse impacts, Council may require an expanded public consultation process, including additional neighbourhood meeting(s).* (Section 2.5.4).

The proposed development is a form of ground oriented infill residential development. Ground oriented infill development is explicitly stated above as being encouraged, provided that it is compatible with the surrounding development in terms of height, scale, massing, siting, setbacks, coverage and open space. The intent of the proposed development is to create buildings of a similar residential scale.

Summary

The proposed development is a form of residential infill ground-oriented development. Ground oriented infill residential development is explicitly encouraged within the City of Burlington and is permitted within the *Medium Density Residential* designation provided that it is compatible with the existing neighbourhood character and the general surrounding area. The proposed development at a density of 50.3 units per hectare and at a height and scale of two storeys can harmoniously exist with the existing surrounding area. It is our opinion that the proposed development is compatible with the surrounding development in terms of massing, scale, height and setbacks and is therefore consistent with the policies in the City of Burlington Official Plan.

7.6 City of Burlington Official Plan Review

In 2012, the City of Burlington initiated its 5-year Municipal Comprehensive Review of its Official Plan. During the initial stages of this process, it was recognized that while many areas in the existing Official Plan had been functioning well there were issues which needed to be addressed as part of this review.

A primary focus of the City's review is to identify the areas and corridors where new growth and intensification are to be directed. City Council endorsed the Urban Structure and Intensification Policy Direction Report (July, 2016) which provided the framework for how the City is to Grow Bold. Appendix D- Transportation Network identifies Upper Middle Road as a *Primary Transit Network* corridor, while Appleby Line is highlighted as a *Secondary Mobility Hub Connector*. Appendix C- Intensification Framework identifies the subject lands as *Established neighbourhood Area*. Page 30 of the Direction Report states:

> *Established Neighbourhood Areas will be intended to accommodate existing development, redevelopment and intensification opportunities which are already currently permitted through a site's Official Plan land use designation. As such, Established Neighbourhood Areas will not be considered essential towards achieving population/employment growth to 2031 and beyond.*
>
> *In order to maintain the stability of the Established Neighbourhood Areas and limit the potential for the introduction of significant and unplanned intensification proposals into these areas, policies will be introduced that prohibit privately initiated Official Plan amendments for increased density beyond that permitted through the underlying land use designation. As a result, only the following forms of intensification would be permitted within the Established Neighbourhood Area:*
>
> - *Redevelopment/ infill in accordance with Official Plan land use permissions;*
> - *Consents to Sever;*
> - *Plans of Subdivision; and*
> - *Accessory Dwelling Units (e.g. second suites, including detached units).*
>
> *This limitation would not prevent or preclude the potential for redevelopment or intensification of sites within the Established Neighbourhood Area but rather provide greater certainty that any proposals will be in keeping with the existing permissions provided through the site's Official Plan land use designation and compatible with the neighbourhood's existing built form, density, and scale.*

Summary:
The proposed development is a form of moderate, planned intensification that is permitted within the current Official and Secondary Plan. The proposed infill redevelopment will be created through a plan of subdivision that is in-keeping with the existing medium density development patterns that exist within the Orchard community along Upper Middle Rd. Further, the neighbourhood's current building form, density and scale are maintained as the proposed townhouses and semi-detached units are compatible with the existing built environment.

7.7 Orchard Community Secondary Planning Study Report

The City undertook a study was to prepare a Land Use Plan, Secondary Planning Report and an Official Plan Amendment for 257-hectares of land located in the northeast section of the Burlington Urban Area. Prior to the initiation of the planning study, broad designation and general policies were identified for the community by the Land Use Framework Study for the Alton and Orchard

Communities, adopted by Council in September 1993, which proposed development of a mixed community based on transit supported and pedestrian-orientated design. The Secondary Plan reflects land uses already approved in the area's Official Plan Amendment No. 184.

The Orchard Community Secondary Plan designates the subject lands as *'Medium Density – Residential'.* The *Medium Density* designation permits primarily ground-orientated attached housing to be developed along the transit corridors as per Section 7.1. As the Secondary Plan does not provide development policies for the *Medium Density* area, polices from the Official Plan have been used to guide this proposal.

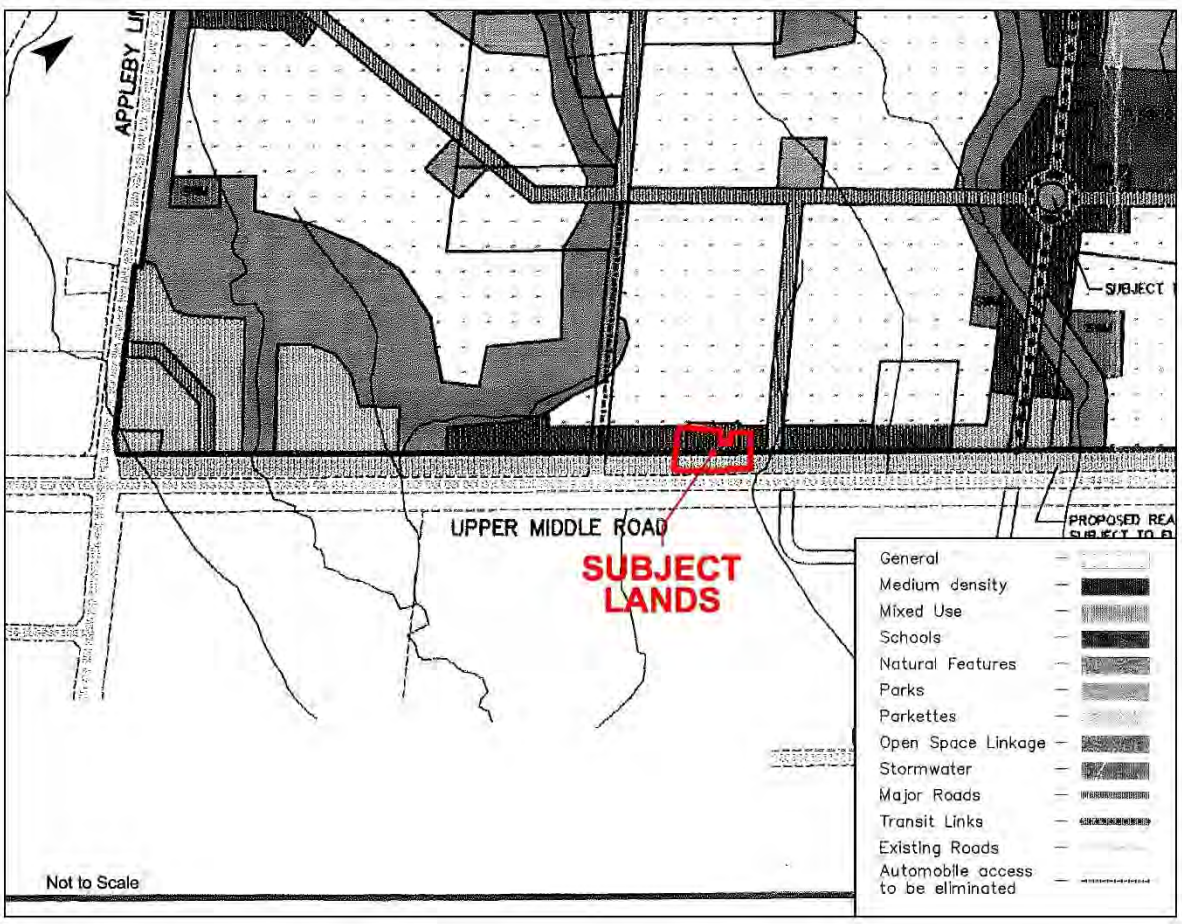


Figure 19: Orchard Community Secondary Plan, Preferred Land Use

Following is a summary of applicable policies from the Secondary Plan and conformity with the proposed development.

Section 2.1 of the Secondary Planning Report addresses land use planning and urban design principles as follows:

b) Residential Areas

- *Encourage the use of the front of houses to spur social interaction on the street and safety and security of neighbourhood (e.g. porches, front yard terraces, etc.);*
- *Consider reduced front yard setbacks;*
- *Provide a mix of residential densities, ownership, price and building types throughout the community to ensure affordability and social mix;*
- *Provide affordable housing in accordance with City of Burlington policy;*

d) Streets

- *Minimize the use of noise walls and explore design options for mitigating noise that are pedestrian friendly;*

Section 2.2 addresses transportation principles:

- *Establish the patterns of streets and built form that encourages social interaction in neighbourhoods;*
- *Reduce parking standards for uses along transit corridor(s).*

Section 2.4 outlines Municipal Services and Stormwater Management principles:

- *Encourage efficient use of servicing infrastructure;*
- *Minimize increases in stormwater discharges and maintain or enhance stormwater quality discharge.*

Section 2.5 provides the guiding principles for existing and proposed use:

- *Incorporate existing uses on site wishing to redevelop into the concept plan for the Orchard Community.*

Section 11 of the Secondary Plan provide Urban Design Guidelines. Conformity with these polices are discussed in Section 6.6 of this report and a more fulsome analysis is provided in the enclosed Urban Design Brief.

Summary:
The larger Bronte Woods subdivision was designed using the principles and guidelines of the Orchard Community Secondary Plan. The proposed development seeks to build on the lotting pattern and road network that has already been established by. The proposed development incorporates a mix of housing type and tenure at a density that is supported by the existing and planned transportation and transit along the adjacent Upper Middle Road corridor. Additionally, the development proposal seeks to incorporate the existing subdivision within the context of the plan by extending Georgina Court and completing the municipal cul-de-sac. Further, the proposed design encourages pedestrian interaction by bringing the units along Upper Middle Rd. frontage closer to the street line.

7.8 City of Burlington Comprehensive Zoning By-law 2020

The City of Burlington Zoning By-law zones the subject lands a *D-Development Zone* and *RM3-Residential Medium Density Zone* and subject to Exception 138. The 'D' zone permits only detached dwellings; development standards are provided in Table 2.

Table 2: Development Regulations

Regulations	Detached Dwelling With Municipal Water and Sewer	Detached Dwelling With Municipal Water Only	Detached Dwelling Without Municipal Water and Sewer
Lot Area	550 m2	690 m2	1390 m2
Front Yard	7.5 m	7.5 m	7.5 m
Rear Yard	9.0 m	9.0 m	9.0 m
Side Yard	1.5 m	1.5 m	1.5 m
Street Side Yard	7.5 m	7.5 m	7.5 m

As the current '*D'* zone is a holding zone that does not permit new development, a Zoning By-law Amendment is required to rezone the lands to an appropriate zone.

The *RM3* Zone permits stacked townhouse, back to back townhouse and institutional uses. Exception 138 permits detached dwellings (subject to the *Orchard Residential 3* zone), semi-detached dwellings (*Orchard Residential 3* zone) and street townhouses (*Orchard Residential 2* zone). This exception provides development standards which are consistent with the adjacent Bronte Woods residential subdivision located to the north and east.

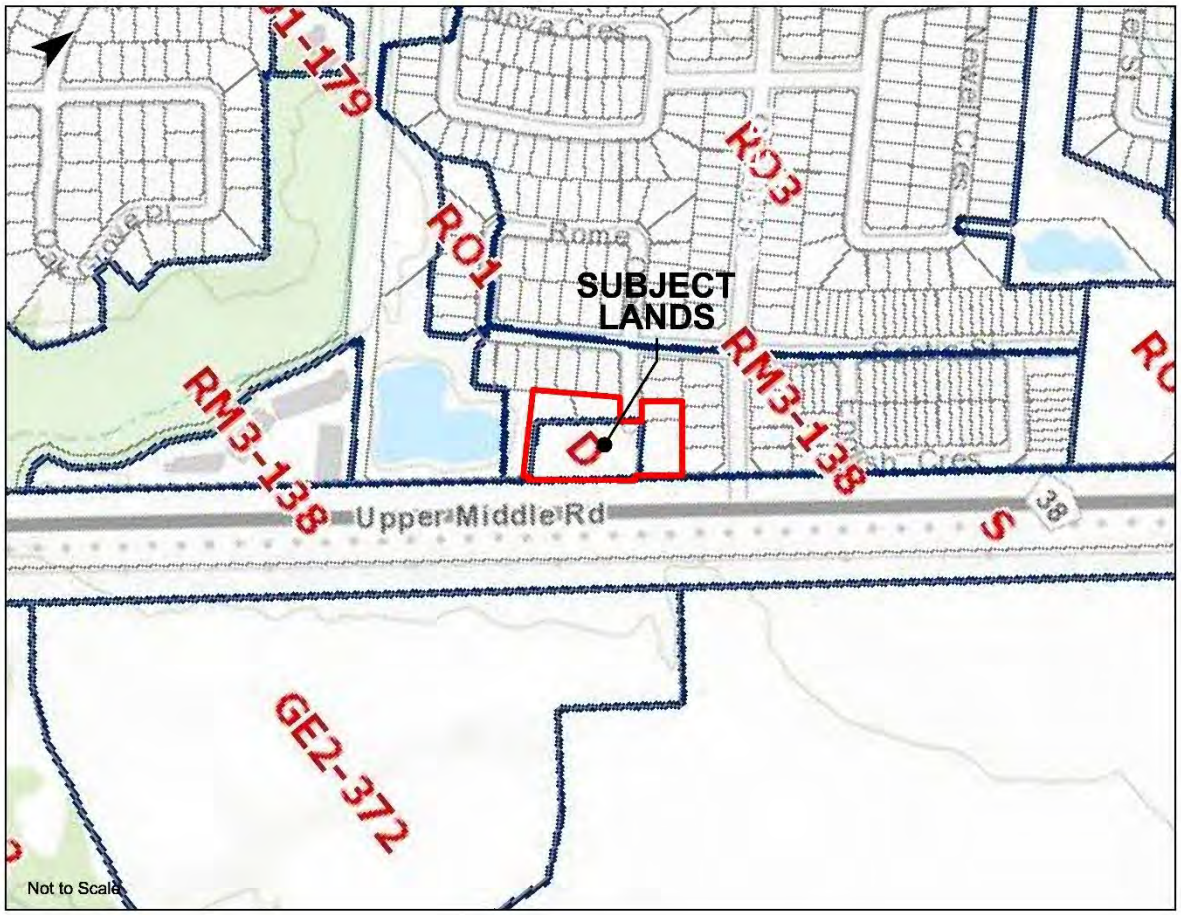


Figure 20: Zoning Map

8. Proposed Zoning By-law Amendment

The proposed zoning amendment application seeks to rezone the existing *'D' Development* and *RM3*-138 zones to *Orchard Residential 2* with site specific exceptions (*RO2-XXX*). It is our opinion that the proposed *RO2* zone is the most appropriate zone for the proposed development as it is reflective of the provision of the RM3-138 zone which refers back to the *RO2* standards. Site-specific amendments are required to accommodate the proposed development, including front yard setbacks, building height and parking provisions which are identified below:

Minimum	RO2 Semi- Detached	RO2-XXX Semi-Detached	Compliance
Lot Area	200 m^2	119 m^2/unit	no
Lot Width	6.5 m/unit	5.5 m	no
Front Yard	3 m	3 m	yes
Side Yard	3 m; 1.2 m	0.6 m; 1.2 m	no
Rear yard	6 m	3 m	no*
Parking	2 spaces per unit	2 spaces per unit	yes

* Reduced setback to accommodate units fronting Upper Middle Rd. only.

Minimum	RO2 Townhouse	RO2-XXX Townhouse	Compliance
Lot Area	1200 m^2	1050 m^2	no
Lot Width	40 m	40.76 m	yes
Front Yard	6 m	3 m	no*
Side Yard	3 m; 1.2 m	0.6 m; 1.2 m	no
Rear yard	6 m	4.6 m	yes
Height	2 storey maximum	3 storey maximum	no
Parking	2 spaces per unit	2 spaces per unit	yes
Visitors Parking	0.50 spaces per unit	0.35 spaces per unit	no

* Reduced setback to accommodate units fronting Upper Middle Rd. only.

A complete copy of the proposed draft by-law amendment is provided in Appendix 1.

9. Waste Management Strategy

As noted in Section 4 of this report, the development proposes 22 residential units; 8 semi-detached which will front onto a new public road and 14 condominium townhouse units that will front onto a new private lane.

The semi-detached units will have individual driveways. Garbage, recycling and green bins will be brought to the street for curbside pick-up on designated pick-up days (Thursdays). The proposed Georgina Court cul-de-sac extension has been designed to accommodate Halton Region waste collection vehicles for public municipal collection. Vehicles which will enter, pick up waste and exit without the need for any reverse movements.

Like the semi-detached units, the townhouse dwellings will bring their waste bins to the end of their driveways for curbside pick-up; no designated collection area is proposed. Collection for the townhouse units will be managed and coordinated by the future condominium corporation via private waste collection. Private vehicles will enter from Georgina Court, pick up waste front the northern townhouse units, turn around via the hammerhead and three-point turn to pick up waste from the southern units.

10. Public Consultation Strategy

The Smart Growth for Our Communities Act, 2015 (Bill 73) received Royal Assent on December 3, 2015. The Act proposes regulatory amendments to both the Development Charges Act and Planning Act to:

- Help municipalities fund growth;
- Give residents a greater, more meaningful say in how their communities grow;
- Protect and promote greenspaces;
- Make the development charges system more predictable, transparent and accountable;
- Make the planning and appeals process more predictable; and,
- Give municipalities more independence and make it easier to resolve disputes

In addition to the above changes, Bill 73 requires applicants to submit a "public consultation strategy" as part of a complete application as currently set out under the *Planning Act*. As the City of Burlington's current Official Plan does not include public consultation strategy requirements, the subject application will adhere to requirements stipulated by the *Planning Act*. Our proposed strategy includes:

- After receiving Staff confirmation advising that the application is complete, a "Public Notice" sign advising that a Zoning By-law Amendment has been applied for will be posted on the subject lands by the applicant. The wording on the sign will be prepared by Staff;

- Staff will send out notice of applications and a statutory Public Meeting to consider the applications to all property owners within 120 metres (400 feet) of the subject lands at least 20 days prior to the meeting date and within 15 days of the applications being determined to be complete. In addition, notice of the meeting is to be placed by Staff in one local newspaper and on the City of Burlington website;

- Should the local Councillor wish to host an informal residents' Open House, the application will participate and coordinate with City staff;

- A Statutory Public Meeting will be held to gather formal feedback from area residents and Council per the requirements of the Planning Act; and

- Input from the Public Meeting will be considered and formal responses will be prepared to address public concerns. Additionally, revisions may be made to the plans, as appropriate, for re-submission.

We trust that the forgoing Public Consultation Strategy is satisfactory and in compliance with provincial legislation and implements Official Plan policy. Weston Consulting remains committed to facilitating public engagement and will assist in facilitating the public engagement process.

11. Planning Analysis and Justification

Based on the information above pertaining to the proposed development and Zoning By-law Amendment application, the proposed development is consistent with the applicable policy regime. It applies sound planning principles, implements the PPS, Growth Plan, and Region of Halton Official Plan, and represents an opportunity for compatible infill redevelopment within an existing urban area in the City of Burlington.

The proposed development completes the existing community.

The proposed development will complete the Bronte Woods Phase 1 subdivision. The subdivision agreement for this area includes Schedule 5 which has the following conditions:

> Condition 5: Lots 6, 7, **8 and 9 and Blocks 262 and 263** are deemed unusable for building until such time as Georgina Court is extended in the lands to the south; and
>
> Condition 7: **Lots 9 and Block 263** are deemed unusable for building until such time as they have been assembled with adjacent lands at 5219 Upper Middle Rd.

The applicant has gone to great effort to acquire Lots 8 and 9 and Blocks 262 and 263 to satisfy the requirements of the registered subdivision agreement. The proposed development incorporated these remnant part blocks and lots into an efficient plan that is consistent with the immediate community. Further, the existing hammerhead terminating Georgina Court over Lots 8 and 9 will removed to allow for residential development. It will be replaced with a cul-de-sac that is the preferred means to dead-end a municipal road and accommodate municipal waste and regional emergency services.

The preliminary design for the completion of Georgina Court included an 'L' shaped road westward which would have terminated with a cul-de-sac. This extension would have provided access to 8 new single detached lots. This form of development, which does exists along Quinte Street, is not consistent with the planned *Medium Density* land use pattern anticipated by the Official Plan and Secondary Plan. It is our opinion that that proposed road extension and lotting pattern meets the objectives of the Official and Secondary Plans.

The proposed development is compatible with the surrounding land uses.

The proposed development is compatible with the surrounding land uses and does not cause any adverse impacts to the adjacent residential subdivision. This proposal is consistent with the surrounding land uses and provides a form of ground orienting housing that meets the objectives of the Official Plan. The Official Plan defines the term 'ground oriented housing unit' in Section VIII as follows:

> *"A dwelling unit which is designed to be accessible by direct access from the ground or by means of stairways. Buildings containing ground oriented housing units usually do not exceed three storeys in height."*

The proposed semi-detached and townhouse dwellings are consistent with this definition as they are both accessible from the ground level and will not exceed three storeys in height.

The Official Plan allows for ground oriented housing that meets the density threshold of 26 to 50 units per hectare and is compatible in terms of scale, urban design and community features of the neighbourhood.

The existing neighbourhood contains a variety of newer, two-storey, detached, semi-detached and townhome dwelling types which vary in architectural style and treatments (see Sutton Dr., English Crescent, 5151 Upper Middle Rd). The design concept of the proposed development will not conflict with the overall nature and character of the neighbourhood. The proposed development is in keeping with the existing built form for the area and completes the Orchard community subdivision.

For the reasons stated above, we are of the opinion that the proposed development is compatible with the adjacent neighbourhood and compliments the surrounding land uses. Further, the dwelling units fronting Upper Middle Rd. will have direct pedestrian access to the street via walkways as the units have been brought forward (3m setback) to create an active streetscape.

The proposed development represents an opportunity for compact intensification within the City of Burlington.

The proposed development is located on an underutilized site with frontage onto a Regional Minor Arterial Road (Upper Middle Road). The proposed development is a prime location for redevelopment in that it supports the objectives for intensification directed by the current Provincial, Regional and local policy regime. The development allows for an efficient use of land through compact infill development, and provides for a greater range and mix of housing at a gentle density increase. The proposal fulfills the PPS's policy direction of focusing growth and development in Settlement Areas, and the GGH's objective of prioritizing growth and intensification in the City of Burlington's Built-up Area. Further, this form of residential development will help the City reach its intensification targets mandated by the GGH, and allows for an increase in the available ground-orientated housing types geared towards families.

The Official Plan encourages housing intensification and recognizes that due to the municipality's fixed urban boundary, the majority of future growth will be in the form of intensification and redevelopment. It is also important to recognize that this redevelopment proposes a density of 50.3 units per hectare, which is consistent with the Official Plan's density policies in residential *Medium Density* areas. As such, the proposed development allows for a redevelopment form at the upper limit of the permitted density targets while maintaining the intent *Medium Density* designation.

The proposed development can be serviced by the existing and planned transit system.

The proposed development is located on a Regional Minor Arterial Road, Upper Middle Road, and is bound by two Regional Major Arterial roads to the west (Appleby Line) and north (Dundas Street). In addition, both Appleby Line and Upper Middle Road provide further connections to Queen Elizabeth Way (Highway 403) while Dundas Street provides a connection to Highway 407. Moreover, the Appleby GO Station, immediately south of the subject property (approximately 4.0 km) serves as the major train terminal for the general area.

The existing Burlington Transit bus lines provide Primary and Secondary bus service to the subject property via Upper Middle Road and Appleby Line and to the greater area of Burlington. Transit Routes 11 (Sutton-Alton) and 51 (Burlington Northeast) currently operate along Upper Middle Road. Passenger pick-up and drop-offs are located at regular intervals (approximately 200 metres) on Upper Middle Road with bus stops at Sutton Drive, as well as directly adjacent to the subject lands at the Corpus Christi Secondary School. The routes provide further connections and access to the Appleby GO Station and the Highway 407 GO Carpool lot located at Dundas Street and

Walkers Line. Upper Middle Road is also currently serviced by a multi-use path and bike lane that connects Burlington to the rest of the Region.

The proposed development utilizes existing infrastructure with sufficient water and waste water connections in the area.

This proposal provides for an intensified, residential redevelopment in area in which appropriate infrastructure and public service utilities are available. The Functional Servicing and Stormwater Management Report submitted by Odan/Detech Consulting Engineers indicates that the proposed development will utilize existing and new municipal sewage services and municipal water services. Based on the analysis of existing conditions by Odan/Detech Consulting Engineers sufficient capacity is available to sustain the proposed development, and includes residual capacity for future development. The proposed development will not require additional upgrades to the municipal water or wastewater systems.

The proposed development can address stormwater management principles and can sufficiently maintain the maximum flow requirements in a 100-year event storm. The proposed stormwater management plan as designed by Oden/Detech Consulting Engineers, will manage pre and post construction conditions to meet the City's requirements.

The proposed development is well serviced by community services and facilities.

An inventory of existing community services and facilities in the area indicates that the proposed development is supported by a range of community services and facilities, which, in our opinion will adequately serve the future residents of the proposed development.

Within the area surrounding the subject property, services and facilities such as school, parks, community centres, libraries and other recreational facilities are available, many within walking distance from the subject property. As such, the proposed development will have access to a variety of community services and facilities, while not resulting in any adverse impacts on these facilities and their ability to properly service the community at large.

12. Conclusion

The proposed development represents an opportunity for infill redevelopment on an underutilized site where the subject lands are within an established residential neighbourhood within the City of Burlington. The proposed development provides for density which is appropriate given the planned context of the area and will be serviced by existing infrastructure. The proposed development is located along a major arterial road with existing transit. Additionally, the subject lands are located in the general vicinity of the Queen Elizabeth Expressway, the Highway 407 Expressway and the Appleby GO Station.

The existing condition of the subject lands represent one of potential and opportunity. These lands, one of the largest remaining infill development blocks in the Orchard Community, offer the opportunity to build-out the boundaries of the residential subdivision and construct the unfinished

and approved cul-de-sac at Georgina Court. The development scenario contemplates a custom-fit proposal unique to the sites conditions while meeting the objectives of the City of Burlington and Halton Region. The proposed development is consistent with good planning principles, which ensure that new development contributes to efficient land use, complete communities and priority development sites within urban areas which are serviced by planned or existing transit infrastructure. The proposed development will positively contribute to the built environment of the Orchard community and enhance the overall diversity of the neighbourhood.

It is our opinion that Bloomfield Developments' proposal represents good planning as it conforms to the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and Halton Region Official Plan. Further, it supports the City of Burlington's intensification targets while respecting the required maximum density.

There remains a strong demand for family-friendly ground-orientated dwelling forms within the City of Burlington. The shortage of short-term service land supplemented by budgetary land constraints has resulted in a shortage of affordable housing options. The proposed development addresses these issues by providing a mix of more dense and compact housing forms at modest sizes within an existing urban area that is serviced by existing municipal infrastructure, transportation and transit, and local amenities and facilities.

We find there to be merits in the proposed development and request that the submitted rezoning application be approved by Burlington City Council.

Yours Truly,
Weston Consulting
Per:



Martin Quarcoopome, BES, MCIP, RPP
Associate