

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

Planning & Urban Design Rationale

1026 Cooke Boulevard

Burlington, ON

NOVEMBER 2023

DATE: November 2023

PREPARED FOR:

Halton Standard Condominium Corporation No. 416

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Contents

1.0 Introduction

1.1 Subject Lands and Surrounding Area **4**
1.2 Policy Context **8**

2.0 Description of Proposal

2.1 The Proposal **16**
2.2 Proposed Applications **16**
2.3 Supporting Plans and Reports **17**
2.4 Public Consultation **17**
2.5 Urban Design Panel Meeting **18**

3.0 Planning And Design Analysis

3.1 Overall Context **20**
3.2 Land Use **20**
3.3 Public Realm and Connectivity **21**
3.4 Building Design **22**
3.5 Shadow and Wind Impacts **26**
3.6 Access, Parking, and Servicing **26**
3.7 Evaluation Summary **27**

4.0 Policy Analysis

4.1 Planning Act **28**
4.2 Provincial Policy Statement (2020) **28**
4.3 Growth Plan for the Greater Golden Horseshoe, 2019 (as amended in 2020) **30**
4.4 Region of Halton Official Plan **31**
4.5 City of Burlington Official Plan (1997) **32**
4.6 City of Burlington Official Plan (2020) **33**
4.7 City of Burlington Zoning By-law 2020 **35**

5.0 Summary And Conclusions

Appendices

A. Draft Official Plan Amendment **39**
B. Draft Zoning By-law Amendment **45**
C. Provincial Policy Statement, 2020 **49**
D. Growth Plan Analysis **59**
E. Region of Peel Official Plan Analysis **65**
F. City of Burlington Official Plan (1997) Analysis **74**
G. City of Burlington Official Plan (2020) Analysis **86**

1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Halton Standard Condominium Corporation No. 416 Client (hereinafter referred to as "the Owner") to seek approval for Official Plan Amendment and Zoning By-law Amendment applications for the lands municipally addressed as 1026 Cooke Boulevard in the City of Burlington (hereinafter the "Subject Lands"). The Subject Lands have a total lot area of 3,216.9 sq. m (0.79 acres), with approximately 44 metres of frontage along Cooke Boulevard (**Figure 1**).

The Owner is seeking a comprehensive redevelopment of the Subject Lands to facilitate the development of a 29-storey mixed use building with an approximate total gross floor area of 23,608 sq. m.

The development will provide a total of 335 dwelling units, consisting of one-bedroom, two-bedroom, and three-bedroom units. Approximately 370 sq. m. of retail is proposed at-grade along Cooke Boulevard. A total of approximately 1,175 sq. m. of indoor amenity space and 4,744 sq. m. of outdoor amenity space will be provided, for a total of 5,918 sq. m. of amenity space. The proposed density (FSI) is 7.34 times the lot area.

Additional details on the proposal can be found in **Section 2.0.**

This Report will demonstrate that the proposed requests has had regard for Section 2 of the Planning Act, are consistent with the Provincial Policy Statement, conform to the Growth Plan for the Greater Golden Horseshoe, and conform to the policies of the Region of Halton Official Plan and City of Burlington's Official Plan (1997 and 2020, as are proposed to be amended).



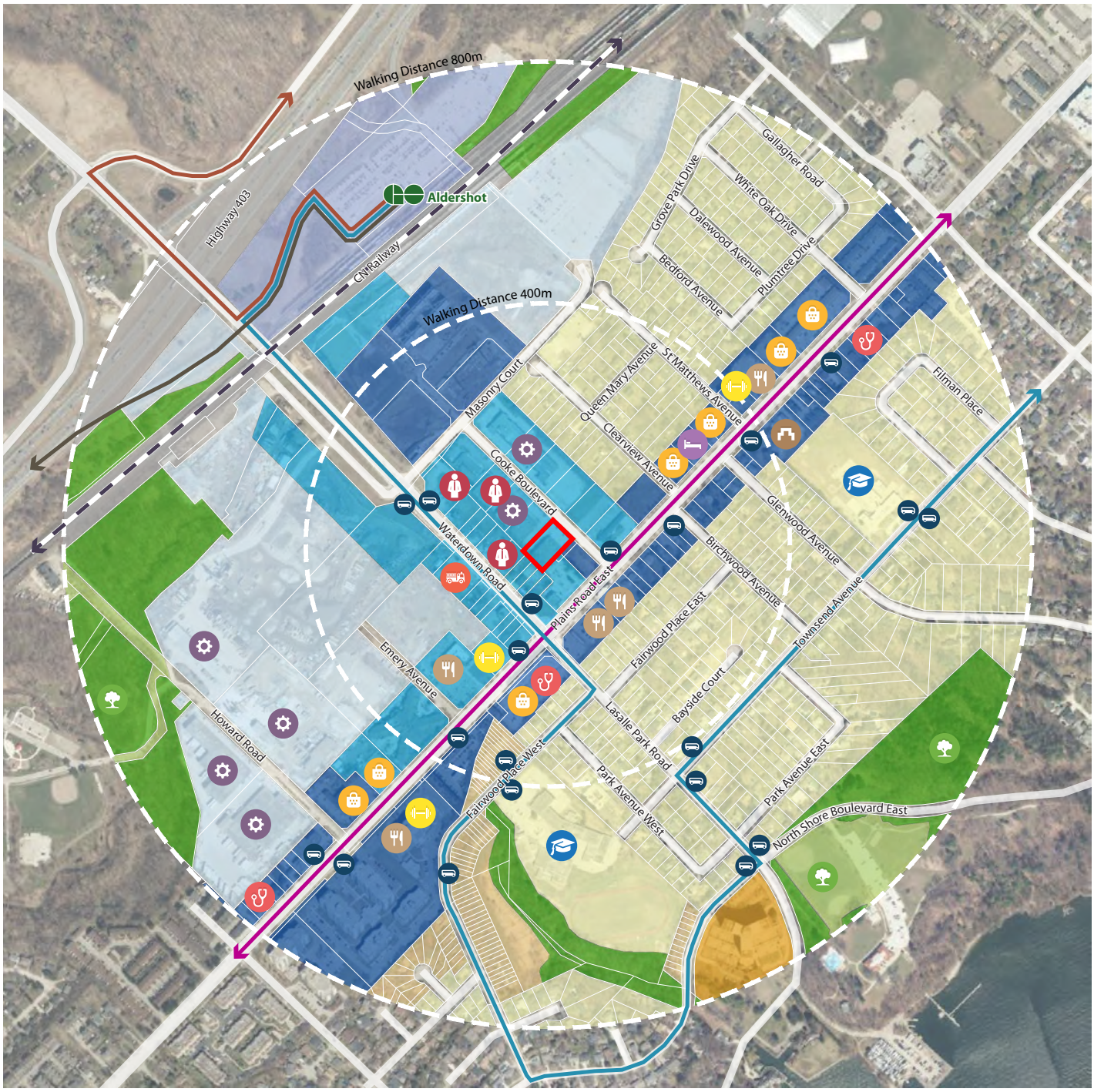
Figure 1: Location map

1.1 Subject Lands & Surrounding Area Description

1.1.1 Subject Lands

The Subject Lands are located on the west side of Cooke Boulevard, north of Plains Road East and east of Waterdown Road. The total lot area of the Subject Lands is approximately 3,216.9 sq. m (0.79 acres), with approximately 44 metres of frontage along Cooke Boulevard.

The property contains a 1-storey commercial building which is proposed to be demolished for the proposed development.



LEGEND

- Subject Lands
- Urban Corridor
- Urban Corridor - Employment
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- General Employment
- Business Corridor
- City's Natural Heritage System
- Major Parks and Open Space
- Infrastructure and Transportation Corridors
- Public School
- Retail
- Food Service
- Doctors
- Fitness and Sports Centre
- Park
- Place of Worship
- Fire Department
- Hotel
- Office
- Industrial/Manufacturing
- GO Station
- Transit Stop
- Railway
- 1 Bus Route
- 4 Bus Route
- 18 Bus Route
- 87 Bus Route

N

Figure 2: Context map

1.1.2 Surrounding Context

The following land uses generally surround the Subject Lands (see **Figure 2 and 3**):

NORTH: Immediately north of the Subject Lands are two one-storey office buildings and associated parking lot. Beyond this are one to two-storey commercial and office buildings.

EAST: East of the Subject Lands is Cooke Boulevard. Across Cooke Boulevard is a 2-storey commercial office and warehouse. Further east is a neighbourhood of one to two-storey single detached dwellings.

SOUTH: South of the Subject Lands is a vacant lot, where an 8-storey mixed use building is proposed. Further south is Plains Road East.

WEST: Immediately west of the Subject Lands are one to two-storey single detached residential dwellings along Waterdown Road. An application for a 28-storey building is proposed directly west of the Subject Lands. Further west is a fire station, single detached dwelling, and industrial site on the west side of Waterdown Road.



Figure 3.1: View north of the Subject Lands



Figure 3.2: View east of the Subject Lands



Figure 3.3: View south of the Subject Lands



Figure 3.4: View west of the Subject Lands

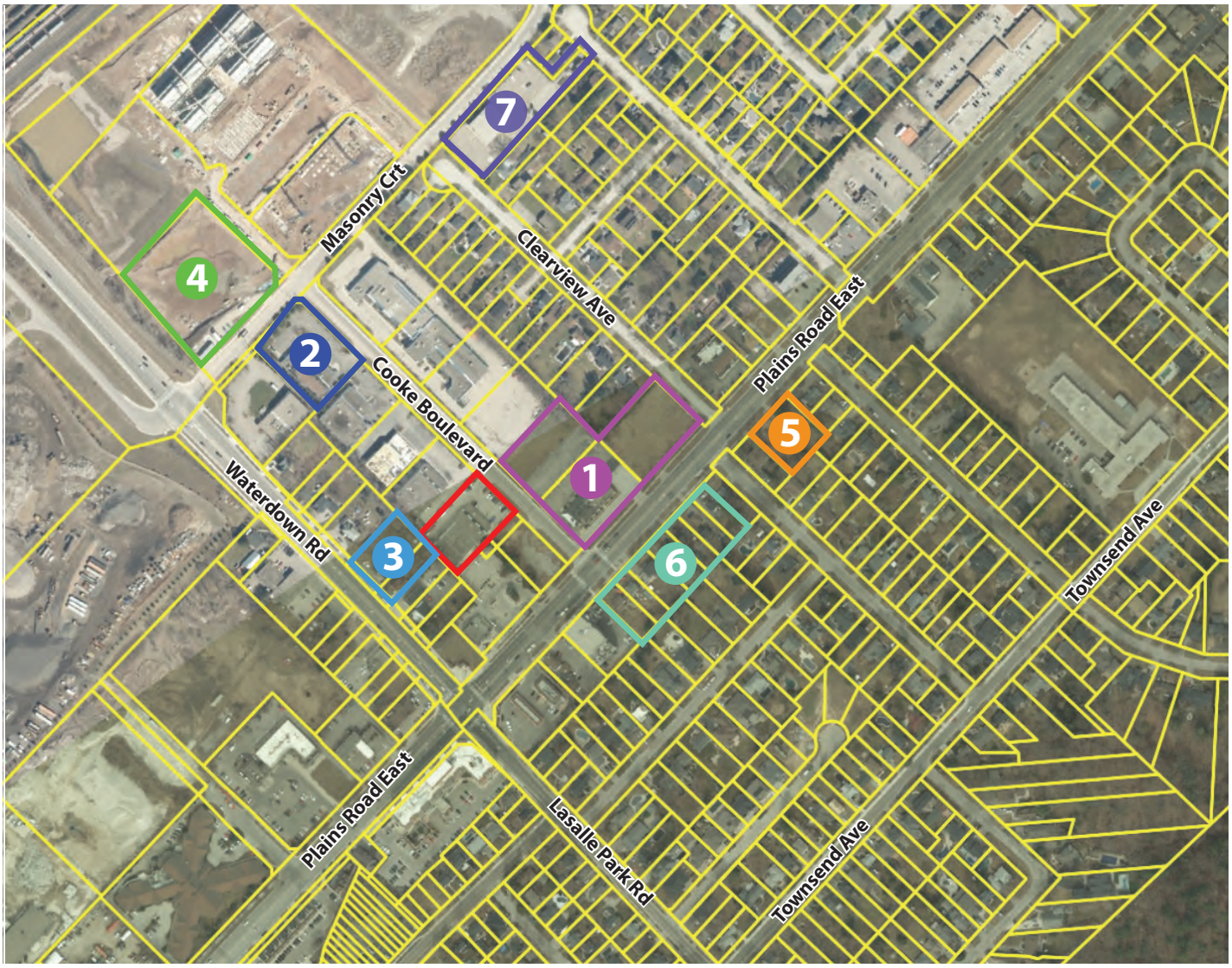
1.1.3 Surrounding Road and Transit Network

Cooke Boulevard is a two-way, north-south street running along the eastern limit of the Subject Lands.

The Subject Lands are well serviced by existing surface transit routes along Plains Road East and Waterdown Road, including Burlington Transit bus routes 1, 4 and 18 (**Figure 2**).

1.1.4 Development Activity

Significant development activity in proximity to the Subject Lands was reviewed and is summarized in **Figure 4:**



Subject Lands

1. 53-71 Plains Road East, 1025 Cooke Boulevard
   18, 11 Storeys / 550 Units / Approved
2. 1074 Cooke Blvd.
   30, 32 Storeys / 809 Units / OLT Appeal
3. 1029-1033 Waterdown Road
   29 Storeys / 295 Units / OLT Appeal
4. 1120 Cooke Blvd
   33, 29, and 31 Storeys / 1165 Units / Under Review
5. 92 Plains Rd E
   6 Storeys / 49 Units / Approved
6. 40-70 Plains Road East
   12 Storeys / 389 Units / Approved
7. 1085 Clearview Avenue
   7 Storeys / 164 Units / Approved

N

Figure 4: Surrounding developments map

	ADDRESS	USE	HEIGHT (STOREYS)	FAR	RESIDENTIAL UNITS	APPLICATION TYPE	STATUS
1	53-71 Plains Road East, 1025 Cooke Boulevard	Mixed Use	18, 11 Storeys	-	550	OPA/ZBA	Approved
2	1074 Cooke Blvd.	Mixed Use	30, 32 Storeys	9.51	809	OPA/ZBA	OLT Appeal
3	1029-1033 Waterdown Road	Mixed Use	29 storeys	8.2	295	OPA/ZBA	OLT Appeal
4	1120 Cooke Blvd	Mixed Use	33, 29, and 31 Storeys	7.7	1,165	OPA/ZBA	Under Review
5	92 Plains Rd E	Mixed Use	6 Storeys	2.3	49	OPA/ZBA	Approved
6	40-70 Plains Road East	Residential	12 storeys	4.28	389	OPA/ZBA	Approved
7	1085 Clearview Avenue	Residential	7 Storeys	-	164	OPA/ZBA	Approved

1.2 Policy Context

The following section provides an initial summary of the policy context for the proposed redevelopment. A detailed review of the policy framework is provided in **Section 3.0** and **Appendices C to G.**

1.2.1 Provincial Policy

All planning applications are to have regard to matters of Provincial interest as set out in Section 2 of the Planning Act.

- Protecting the ecological system, the proposed development will not have any negative impacts on the environment;
- The proposed mixed use development will be supported by the existing transit, infrastructure and will promote patterns of development that reduce impacts on climate change;
- The proposed building will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards;
- The proposed development will efficiently use land that is currently underutilized, and will further contribute residential units and retail uses in the surrounding area;
- The proposed development will contribute to the mix and range of uses within the City of Burlington;
- The proposed redevelopment will assist the City in meeting its long-term needs for growth; and
- The Subject Lands are located in an area designated for growth and development, and not located in an area subject to any environmental, public health or safety concerns.

The Provincial Policy Statement (2020) ("PPS") and Growth Plan for the Greater Golden Horseshoe (2019) ("Growth Plan") are applicable to the Subject Lands. The PPS states that healthy, livable and safe communities are sustained by accommodating an appropriate range and mix uses including residential and commercial to support long-term needs. Specifically, that sufficient lands be made available to accommodate an appropriate range and mix of land uses to meet the projected needs for a time horizon of up to 25 years. Communities should promote cost-effective development patterns and standards to minimize land consumption and servicing costs.

The PPS further states that settlement areas shall be the focus of growth and development and their vitality and regeneration is critical to the long-term economic prosperity of our communities. Specifically, land use patterns within settlement areas should appropriately

and efficiently use existing infrastructure and public service facilities to avoid the need for unjustified or uneconomical expansion.

Provincial Policy directs development to Built-Up Areas where existing municipal infrastructure is available. Intensification, redevelopment and compact form should be facilitated in appropriate locations where it can be accommodated. Transit-supportive development, particularly around a MTSA, that accommodates a significant supply and range of housing options is encouraged while taking into account area's existing building stock and the availability of existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.2.2 Regional of Halton Official Plan

The Regional Municipality of Halton Official Plan ("RHOP") was adopted by Council on March 30, 1994 and subsequently approved, with modifications, by the Minister of Municipal Affairs and Housing on November 27, 1995. Regional Official Plan Amendments 48 and 49 were adopted by Regional Council and modified and approved by the Ministry of Municipal Affairs and Housing on November 10, 2021 and November 4, 2022, respectively. The current Office Consolidation of the Official Plan is November 4, 2022.

The Subject Lands are located within the Urban Area on Map 1 – Regional Structure (**Figure 5**). Urban Areas are to accommodate growth that is compact and supportive of transit usage and to provide a range of uses including a balance of employment, residential and community uses. Urban Areas are 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 high quality, sustainable natural environment and preserve certain landscapes.

The Subject Lands are located within a Major Transit Station Area (MTSA) on Map 1H – Regional Urban Structure (**Figure 6**). The Subject Lands are located within Aldershot GO MTSA on Map 6D (**Figure 9**). MTSAs are to provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the MTSA area in a pedestrian-oriented urban environment.

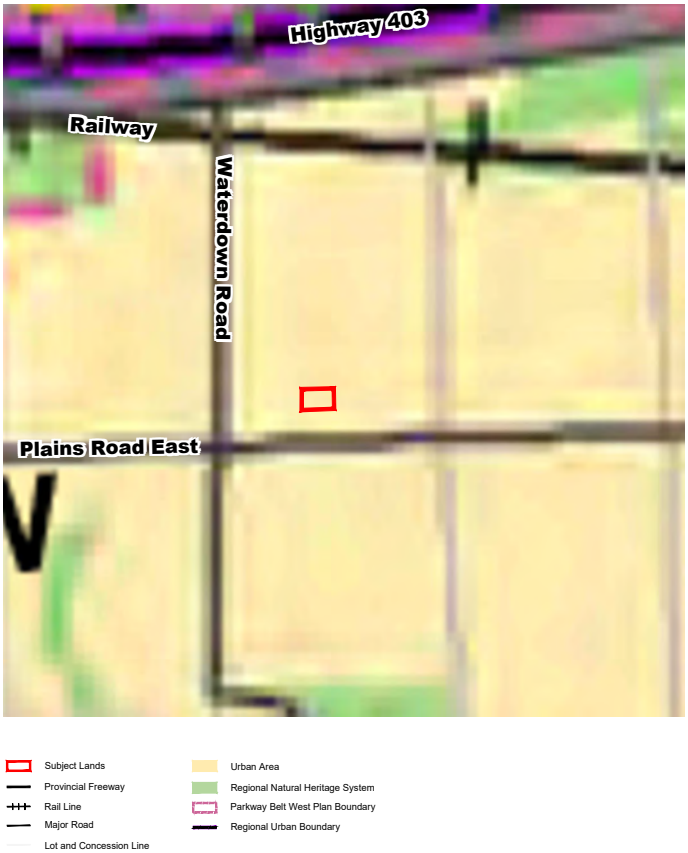


Figure 5: Region of Halton OP Map 1 – Regional Structure

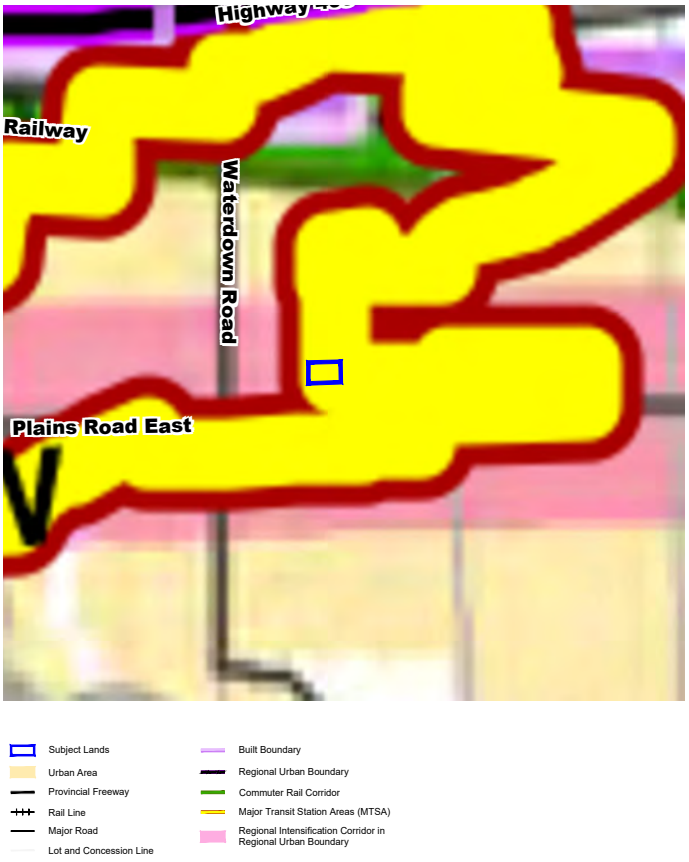


Figure 6: Region of Halton OP Map 1H – Regional Urban Structure



Figure 7: Region of Halton OP Map 3 – Functional Plan of Major Transportation Facilities

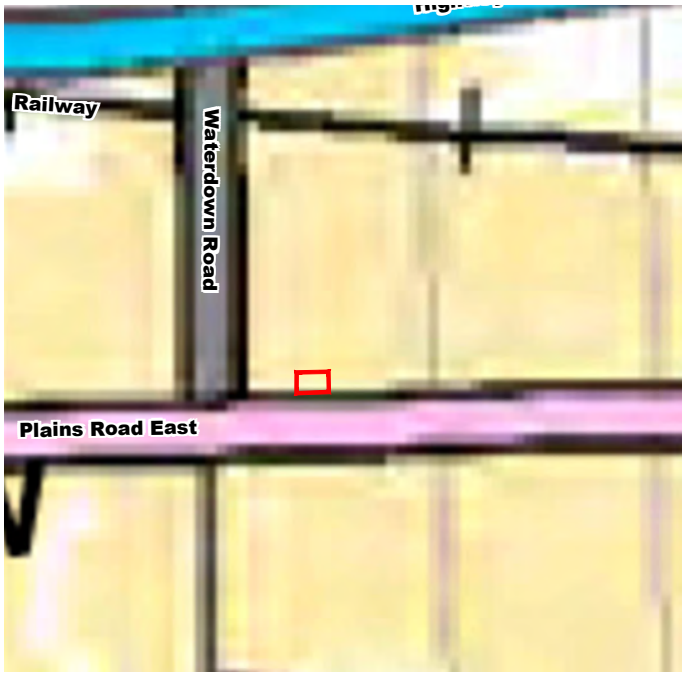


Figure 8: Region of Halton OP Map 4 – Right-of-Way Requirements of Arterial Roads



Figure 9: Region of Halton OP Map 6e – Appleby GO MTSA

1.2.3 City of Burlington Official Plan (1997)

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

The Subject Lands are located within the Mixed Use Activity Areas on Schedule A – Settlement Pattern (**Figure 10**). Mixed Use Activity Areas are to contain comprehensively planned mixed use employment, shopping and residential areas that provide for the mix of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space. The urban form will be compact and uses will be compatible with one another.

The Subject Lands are designated Mixed Use Corridor – Employment on Schedule B – Comprehensive Land Use Plan (**Figure 11**). Permitted uses within the Mixed Use Corridor – Employment designation include industrial; office; a limited range of retail, service commercial and personal service uses which serve the day-to-day needs of employees; financial institutions and services; entertainment, recreation, and other community facilities; and motor vehicle dealerships. Residential uses are not permitted in the Mixed Use Corridor – Employment designation. Further, a maximum floor area ratio of 1.0:1 is permitted, and a maximum building height of 6 storeys.

An Official Plan Amendment is proposed to redesignate the Subject Lands to Mixed Use Corridor – General to permit the proposed residential use. Permitted uses in the Mixed Use Corridor - General designation further include high density residential uses and a full range of office uses.



Figure 10: City of Burlington OP 1997 Schedule A – Settlement Pattern

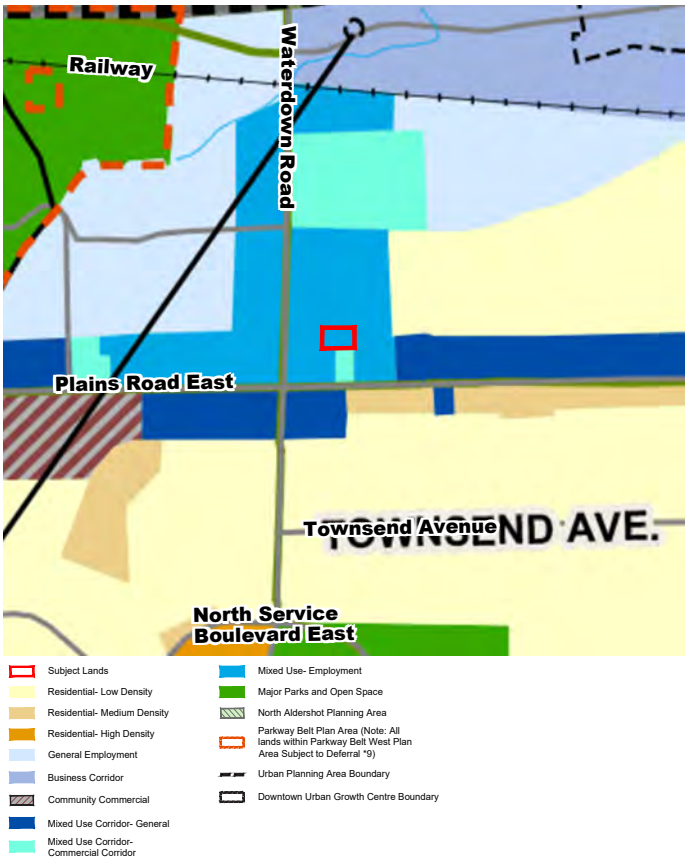


Figure 11: City of Burlington OP 1997 Schedule B – Comprehensive Land Use Plan

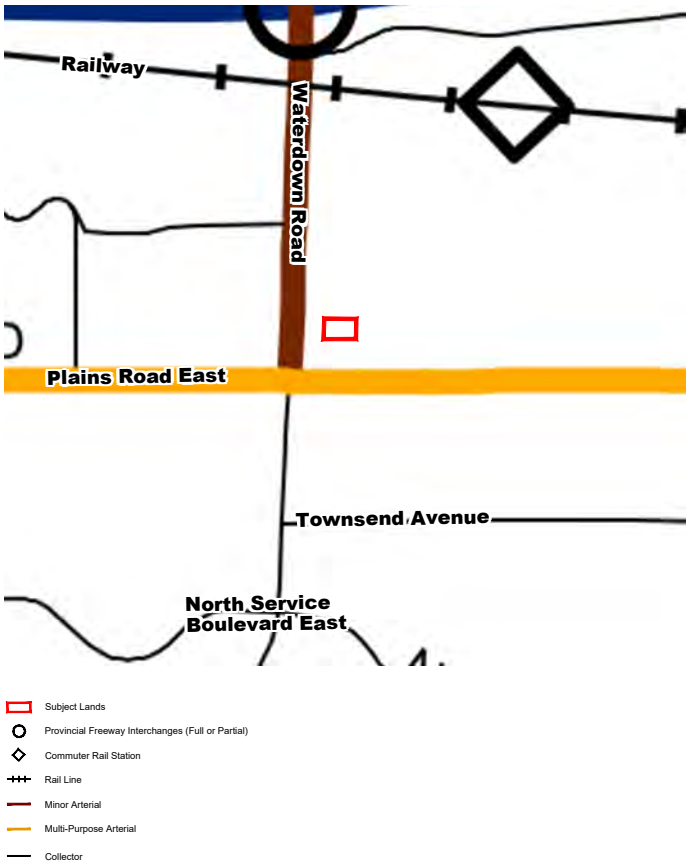


Figure 12: City of Burlington OP 1997 Schedule J – Classification of Transportation Facilities

1.2.4 City of Burlington Official Plan (2020)

The Official Plan for the City of Burlington (2020) was adopted by City Council on April 26, 2018 with modifications by the Region of Halton dated November 30, 2020. A number of appeals to the Official Plan were received, however, Section 17(27) of the Planning Act sets outs that all parts of an approved official plan that are not subject to an appeal will come into effect on the day after the last date for filing a notice of appeal which was December 20, 2020. While these policies remain under appeal, they are informative but are not determinative.

The Subject Lands are located within the Urban Area on Schedule A – City System (**Figure 13**). The Subject Lands are located within a Mixed Use Nodes and Intensification Corridor on Schedule B – Urban Structure (**Figure 14**). Mixed Use Nodes and Intensification Corridors are to provide locations in the City that will serve as areas for more intensive integration of uses such as retail, service commercial, and offices with residential uses, public service facilities, cultural facilities, institutional uses and open space.

The Subject Lands are located within a Primary Growth Area on Schedule B1 – Growth Framework (**Figure 15**). Primary Growth Areas are to be recognized as a distinct area within the Urban Area accommodating growth in accordance with the permissions and densities of the current land use designations of the Plan.

The Subject Lands are designated Urban Corridor - Employment on Schedule C – Land Use (**Figure 16**). The objectives of the Urban Corridor – Employment designation include encouraging higher-intensity, transit-supportive and pedestrian-oriented mixed-use development in a compact built form and to ensure an employment function on these lands. Residential uses are not permitted within the Urban Corridor – Employment designation. Further, a maximum FAR of 2:1 and building height of 6 storeys is permitted.

The Subject Lands are located within a MTSA Special Planning Areas and Frequent Transit Corridors on Schedule B2 – Growth Framework (**Figure 17**) and within Aldershot GO MTSA on Schedule G (**Figure 18**).

Major Transit Station Areas ("MTSAs") are to provide a wide variety of land uses and building types and densities oriented to support and facilitate transit and active transportation. MTSAs will contribute significantly to accommodating employment and meeting the City's economic objectives and are being considered through an area-specific planning process. Development applications prior to the completion of an area-specific plan or major planning study and the approval of the implementing Official Plan amendments shall implement Regional and Provincial MTSA policies and shall be consistent with the goals and objectives of the existing land use designation as contained in the OP.

Area-Specific Plan for the Aldershot GO MTSA

In 2021, the City resumed their Area-Specific Planning work for the MTSAs. In January 2022, Council endorsed the Recommended Preferred Precinct

Plans for the City's MTSAs (as recommended in the 2022 Community Planning, Regulation and Mobility Committee Meeting staff report). Further draft materials were released to the public in October 2023, as discussed in further detail in Section 3.6. This Plan shows 1026 Cooke Boulevard as being located in a new "Cooke Commons" Precinct, In the pre-consultation meeting held for the proposed development, City staff noted that it is expected that as part of the City's area-specific planning work, the current employment designation of the subject lands in the City's Official Plan (2020) would be changed to a designation which also allows for residential uses.



Figure 13: City of Burlington OP 2020 Schedule A – City System

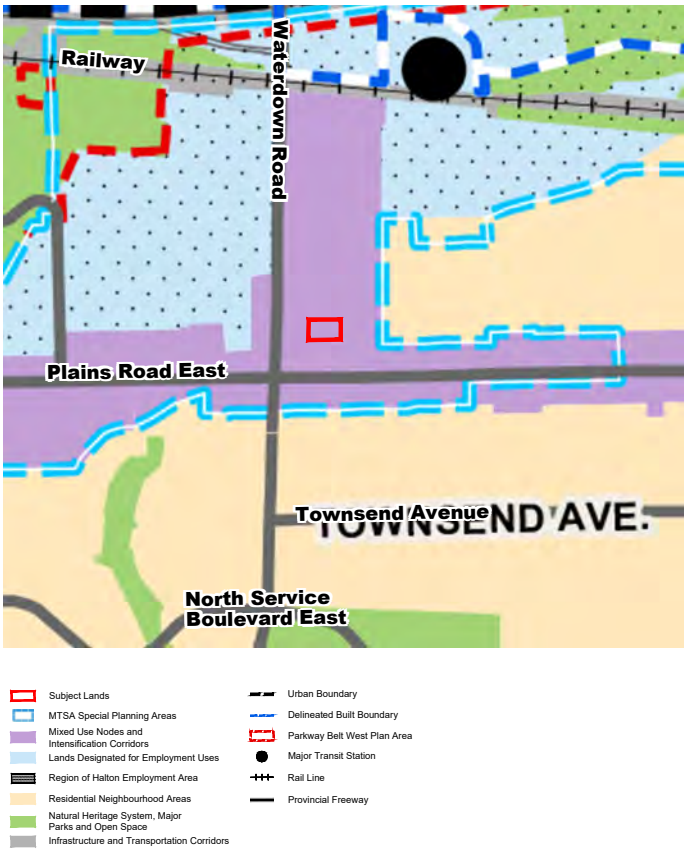


Figure 14: City of Burlington OP 2020 Schedule B – Urban Structure

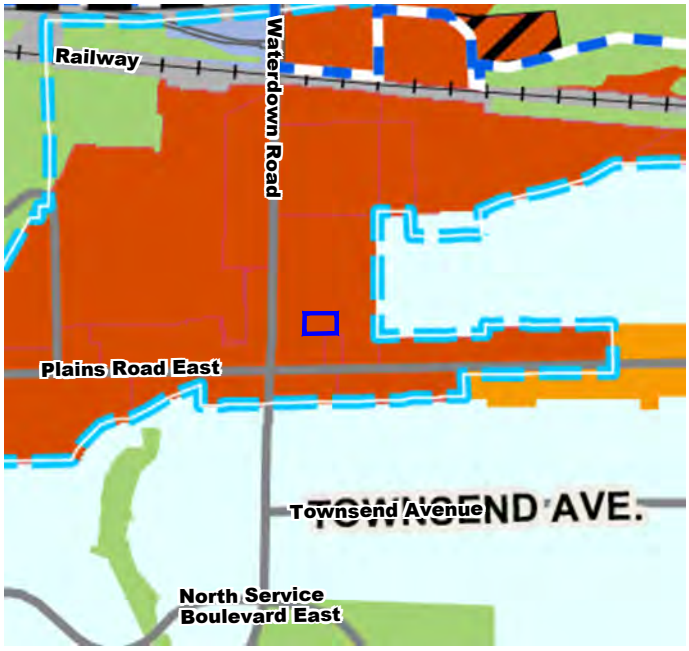


Figure 15: City of Burlington OP 2020 Schedule B1 – Growth Framework



Figure 16: City of Burlington OP 2020 Schedule C – Land Use

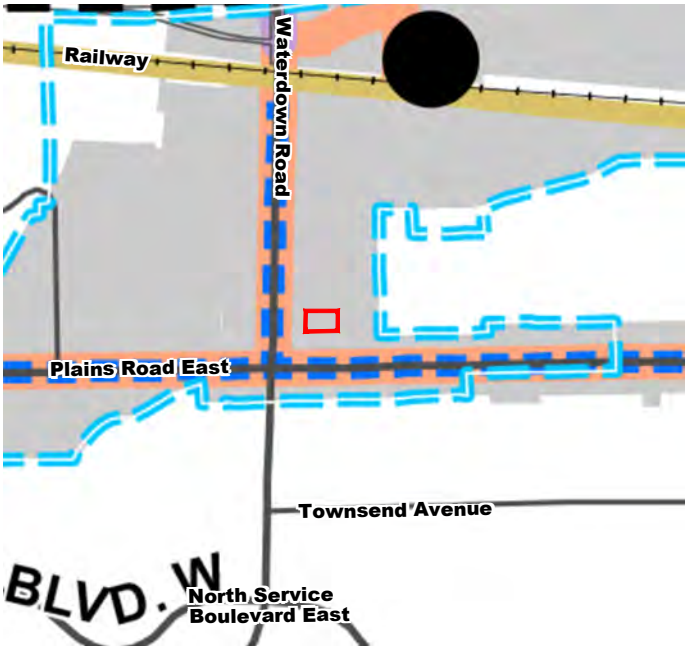


Figure 17: City of Burlington OP 2020 Schedule B2 – Growth Framework and Long Term Frequent Transit Corridors

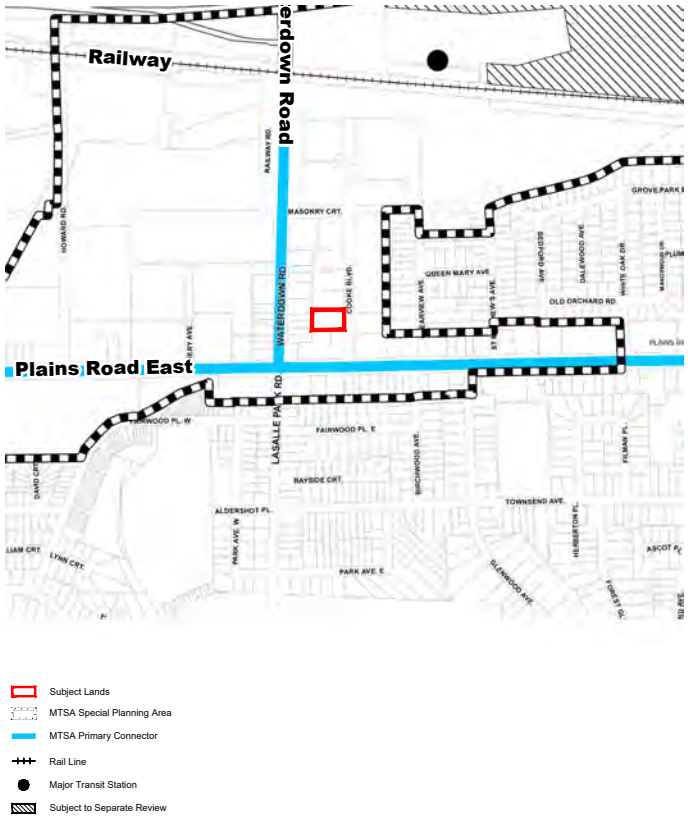


Figure 18: City of Burlington OP 2020 Schedule G – Aldershot GO MTSA Special Planning Area

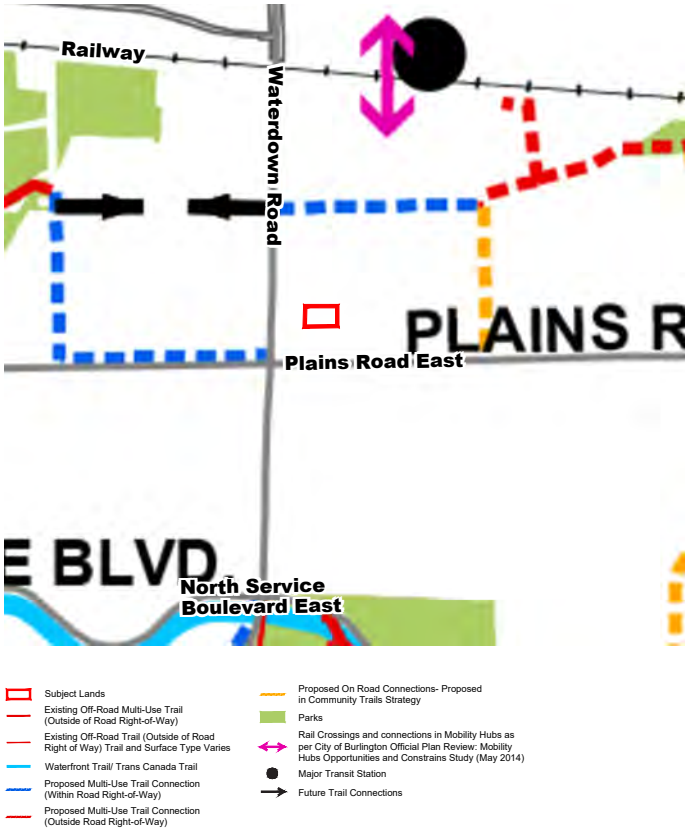


Figure 19: City of Burlington OP 2020 Schedule Q – Trails Strategy

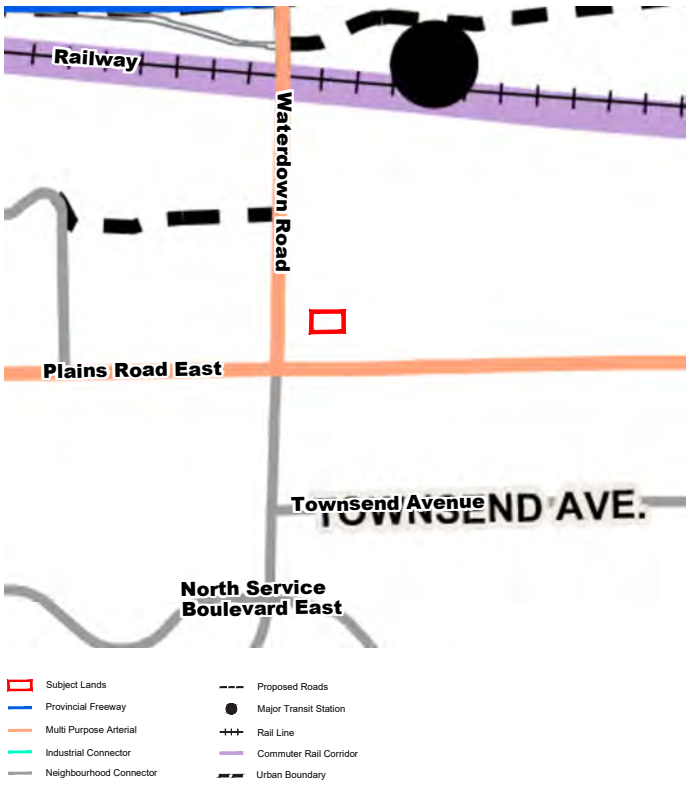


Figure 20: City of Burlington OP 2020 Schedule Q1 - Classification of Transportation Facilities - Urban Area

1.2.5 City of Burlington Zoning By-law 2020

The Subject Lands are zoned Mixed Use Corridor – Employment (MXE) within the City of Burlington's Zoning By-law 2020 (**Figure 21**). This zone permits select retail commercial, service commercial community, office, automotive, entertainment and recreational uses. A minimum height of 2 storeys for industrial/automotive uses is permitted and a maximum height of six storeys is permitted for all other uses.

A Zoning By-law Amendment is proposed to permit the proposed development. The Zoning By-law Amendment will rezone the lands to Mixed Use General (MXG) to permit residential uses, and add site-specific development standards.

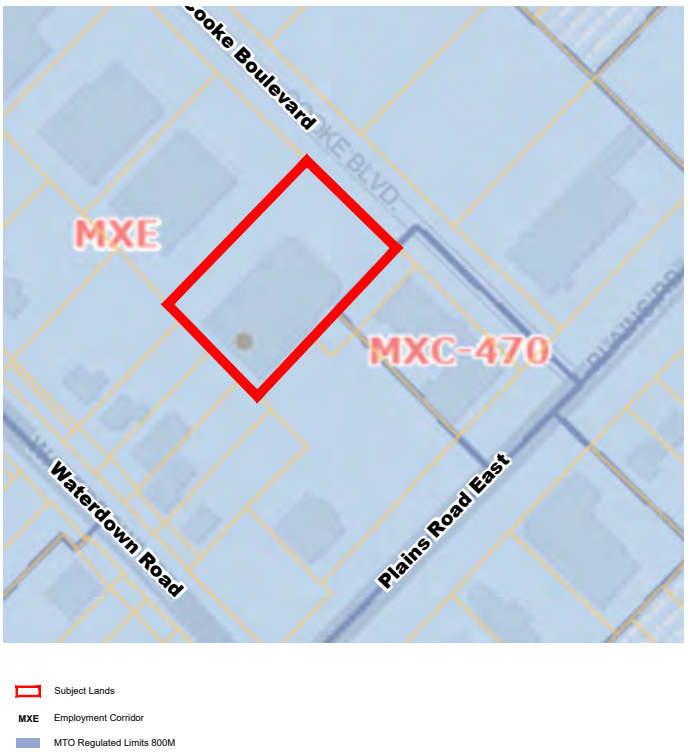


Figure 21: Zoning By-law 2020

2.0 Description of Proposal

2.1 The Proposal

The owner is seeking to redevelop the subject lands with a high-rise residential towers at the heights of 29-storeys, with a 5-storey podium fronting Cooke Boulevard. The building is designed to frame the street with the incoming developments that have similar uses and density to the south and east. A total GFA of 23,608 sq. m. is proposed, including 370 sq. m. of retail at grade within the ground floor.

Overall, the development includes a total of 335 residential units and two retail units. The residential units are as follows:

- 167 one-bedroom units (50%);
- 134 two-bedroom units (40%); and
- 34 three-bedroom units (10%);

Vehicle access is proposed off of Cooke Boulevard via one consolidated entrance to the east with a 6 m paved driveway, connecting the drop-off/pick-up area, loading/service area, and further to the underground parking ramp. The proposal also provides access to bike lockers and the garbage room, which is connected to the loading area. The primary pedestrian access is provided from Cooke Boulevard to the residential lobby with a barrier-free design for users of all ages and abilities.

A total of 80 visitor parking spaces will be provided, with 238 residential parking spaces for a site total of 318 parking spaces. Parking will be provided in 4 levels of underground parking with access from the parking ramp located at the rear of the building.

The pick-up/drop-off areas are located on the Subject Lands between the lobby and bike lockers to support safe vehicular and pedestrian circulation, as well as access to multi-modal transportation initiatives within the MTSA boundaries. Loading and servicing areas are contained within the building podium and are accessible via the driveway and will be screened from the public street.

The proposed development incorporates both indoor and outdoor amenity areas. Outdoor amenity area is provided on the 1st, 2nd, and 6th floors in outdoor terrace areas, including outdoor seating and landscaping. Private balconies are proposed for the majority of units. Indoor amenity space is provided on the 1st, 2nd, and 6th levels. A total of 5,918 sq. m. of amenity space is provided for future residents, with 1,175 sq. m. of indoor amenity space and 4,474 sq. m. of outdoor amenity space. Amenity space is provided at a total rate of 17.7 sq. m. per unit.

This building represents an active frontage at the ground level along Cooke Boulevard with retail uses, a residential lobby, and indoor amenity areas. The podium will have a high-quality facade and material finish consistent with the overall building appearance.

Overall, the proposal will serve to redevelop and intensify the Subject Lands, while integrating with the existing and planned developments in the surrounding area. The proposed scale, height and massing of the proposal is consistent and complementary to the surrounding existing and proposed residential, commercial and mixed-use buildings in proximity to the Subject Lands.

2.2 Proposed Applications

2.2.1 Official Plan Amendment

The proposal is seeking an Official Plan Amendment to the City OP 1997 to permit the proposed residential use. The proposed draft Official Plan Amendment can be found in **Appendix A** of this report.

2.2.2 Zoning By-Law Amendment

The Subject Lands are zoned Mixed Use Corridor – Employment within the City of Burlington's Zoning By-law 2020. This zone permits select retail commercial, service commercial community, office, automotive, entertainment and recreational uses. A minimum height of 2 storeys for industrial/automotive uses is permitted and a maximum height of six storeys is permitted for all other uses.

The proposal is seeking a Zoning By-law Amendment to By-law 2020. The proposed draft Zoning By-law Amendment can be found in **Appendix B** of this report.

2.3 Supporting Plans And Reports

The following technical reports are submitted as part of this submission:

- Housing Impact Statement, prepared by MHBC Planning;
- Urban Design Study, prepared by MHBC Planning;
- Architectural Plans, prepared by Turner Fleischer;
- Landscape Plans, prepared by MHBC Planning;
- Transportation Impact Study, prepared by C.F. Crozier and Associates Inc.;
- Sun/Shadow Study, prepared by Turner Fleischer;
- 3D Massing Model, prepared by Turner Fleischer;
- Land Use Compatibility/Mitigation Study (Air Quality and Noise) prepared by RWDI;
- Wind Impact Study, prepared by RWDI;
- Noise Feasibility Study, prepared by RWDI;
- Arborist Report, prepared by MHBC Planning; and
- Functional Servicing and Stormwater Management Report, prepared by Odan Detech Consulting Engineers;
- Waste Management Report; and
- Sustainable Building and Development Guidelines Checklist.

2.4 Public Consultation

A Public Information Meeting is required by the City of Burlington prior to submission of a development application. A Public Information Meeting for the proposed development was held virtually on October 11, 2023. Residents within 120 metres of the Subject Lands received notification of this meeting. Concerns raised during the meeting included around traffic impacts, proposed parking, height of the proposed building, access to community services and stores, and green space. Responses to the matters raised at the public meeting are detailed below.

TRAFFIC IMPACTS AND PARKING

Concerns were raised at the meeting regarding traffic impacts of the proposed development, and the supply of adequate parking through redevelopment. As indicated in the Transportation Impact Study prepared by C.F. Crozier and Associates Inc., the 2026 and 2031 future total operations of the study road network are expected to be similar to the future background conditions. The operational concerns on the study road network carry over from background conditions, indicating the proposed development does not materially impact the surrounding road network. Recommendations for intersection improvements have been included in the Study for consideration by City staff.

Further, the Transportation Impact Study supports the proposed reduced parking ratio for the development. The proposed development is located within the Aldershot GO MTSA, and is supported through provincial policy, which emphasizes policy adaptations, such as reducing parking requirements, to promote transit use in intensification areas and MTSAs.

HEIGHT OF DEVELOPMENT

Concerns were raised surrounding the proposed building's height. The proposed height of 29-storeys is appropriate given the location within an MTSA and Strategic Growth Area, intended for intensification. The proposed height will not have significant negative impacts on any surrounding residential neighbourhoods, such as through noise or sun/shadow impacts. This is supported by the Pedestrian Wind Study and Noise Study prepared by RWDI, and reflected in the Sun and Shadow Study prepared in support of these applications. The surrounding area is currently in an area of transition towards a high-density, mixed-use community, which is reflected in this proposal, and approved and proposed developments in the area.

AMENITY AND GREEN SPACE

Inquiries at the meeting also included around proposed outdoor amenity and green space as part of the development. The proposed development includes ample outdoor amenity space at grade, and on the 2nd and 6th floors.

2.5 Urban Design Panel Meeting

A meeting with the City of Burlington Urban Design Panel is required prior to submission of a development application. An Urban Design Panel Meeting for the proposed development was held virtually on October 19, 2023. It is noted that the Urban Design Brief included with these applications provides additional commentary on responses to the Urban Design Panel comments. A summary of comments and how the proposal responds to the required criteria is below.

1. Context and Public Realm

At 29 storeys, 1026 Cooke Boulevard is aligned with and will compliment the adjacent proposals as the surrounding area continues to evolve in built form. This includes developments that are currently under review, are approved, or under appeal at the OLT. While previously intended for low density development, the area is now intended to transform over the coming years with projects ranging from 7 to 33 storeys along both Cooke Boulevard and Waterdown Road.

Located within proximity to a major bus route along Plains Road East, Highway 403, the GO Station and VIA Rail as well as the waterfront; this site is situated ideally for commuters both locally and within the Greater Toronto Area. With retail at grade and adjacency to natural points of interest; this proposal will further promote pedestrian activity, resident access, and walkability.

The interface between the façade of the building and adjoining streetscape will be further studied and developed in coordination with architects, engineers and other specialist consultants which would help us elevate the overall experience of the user approaching the property. Lighting, signage and wayfinding, street furniture and Planting design along the street would be incorporated in the upcoming design stages as we proceed further with overall design development

2. Site Design and Built Form

The building, and particularly the podium, was designed to provide a strong pedestrian presence along Cook Boulevard, contributing to the public realm and relating to the surrounding context in terms of size and scale. The tower location was optimized by setting back from the street edge while also maintaining sufficient setbacks to the neighbouring lands. A combination of inset and protruding balconies was used to create a variety and visual interest to the façade articulation of the tower, creating a unique look for this development. This expression both sculpts the tower form creating visual interest, while also shifting the building massing and perception of

scale away from the street itself.

3. Outdoor Amenity Space and Landscaping

Outdoor amenity space was thoughtfully arranged on the Subject Lands to give residents tiered areas of use and activity, offering functionality between indoor and outdoor use. In coordination with the landscape architect, these imagined spaces offer a variety of possibility for residents. These spaces enact animation, hierarchy, function, solace, and the promotion of activity.

The amenity spaces in the next stages of the design process would be further developed. This would be done in close coordination with architects, engineers and specialist consultants. Inclusion of spaces for dogs would be studied and appropriate space and amenities for their wellbeing would also be provided in the next stages of the design process. The impact of shadow and wind would be studied further and shuffling of amenity spaces as recommended by the panel would be incorporated effectively as we further develop the design. The overall context of the site would be studied further with wider design team.

3.0 Planning and Design Analysis

3.1 Overall Context

The Subject Lands are located on the east side of Cooke Boulevard, north of Plains Road East. The Subject Lands are adjacent to employment, office and commercial uses, and proposed and approved mixed-use residential buildings.

As per the OP 2020, the Subject Lands are located within the Aldershot GO MTSA. The proposed development responds to the Provincial, Regional and City policy framework for MTSAs by providing for a high-density, mixed-use building containing residential units located near higher order transit. Surrounding proposed and approved development, as described in this report, also contributes to the vision for the MTSA by representing increased density mixed-use and residential developments.

3.2 Land Use

The proposal will provide residential and non-residential uses supported in the proposed Mixed Use Corridor - General designation within the City. The proposed development is anticipated to achieve a population of 704 persons[1] as well as approximately 12 jobs[2] or 2,235 jobs and people per hectare, in a compact, mixed use form.

The proposed mixture of uses conforms to Provincial policies and City Mixed Use Corridor - General policies and specifically supports the objective of developing complete communities in the City.

The proposed mixed use high-rise residential building will frame and animate the frontage along Cooke Boulevard and provide transition to the residential neighbourhood to the south. The proposed built form and unit types will provide a range of residential dwelling types and sizes, as well as offer commercial/ retail opportunities the City.

In April 2023, the Provincial Government announced its plan to tackle the housing supply crisis and meet its pledge of 1.5 million new homes by 2031 through most recent housing supply action plan, Helping Homebuyers, Protecting Tenants. Further, the City of Burlington has a housing goal of 29,000 new units by 2031.

To this extent, the proposed redevelopment includes 335 residential units which will assist the City by adding residential units to the housing supply. The Proposal will include a range of 1, 2, and 3 bedroom units and will add to the mixture and range of housing options, including 50% (167 units) one-bedrooms, 40% (134 units) two bedrooms, 10% (34) three-bedrooms.

Based on this approach, the proposed Official Plan Amendment and Zoning By-law Amendment will ensure a range of retail, services, and pedestrian connections are provided to support the residential uses proposed and contribute to a lively and active community to foster a sense of place. Further, the development will provide live-work-play opportunities within an MTSA and will boost much needed housing.

3.2.1 Land Use Compatibility

A Land Use Compatibility and Mitigation Study has been prepared by RWDI in support of the applications. The area within a 1000 m radius of the Subject Lands is largely residential, commercial, and industrial land use. The Study concludes that the proposed mixed use development is compatible with surrounding employment uses and transportation corridors, with further justification provided within the Study.

1 based on 2.1 persons per unit
2 based on 1 job per 37.2m²/400 ft² of retail GFA

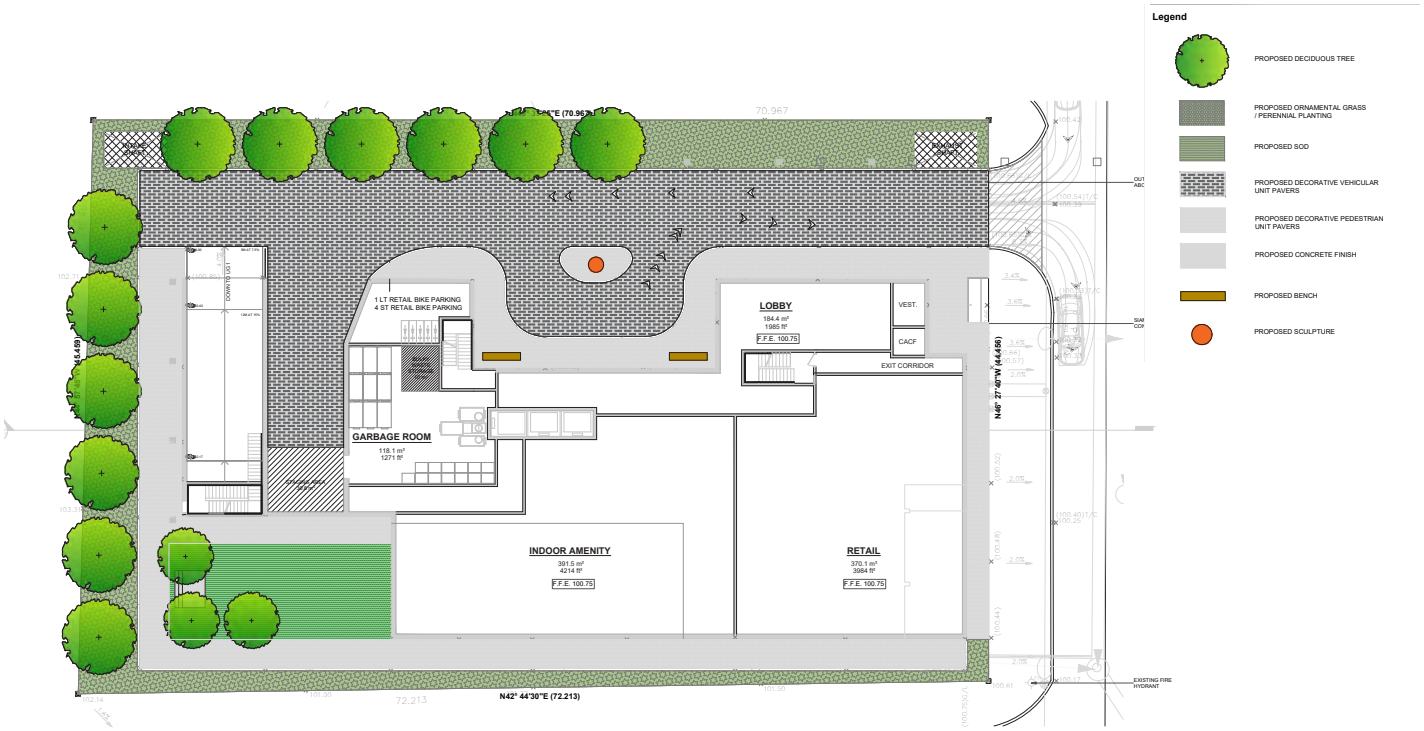


Figure 22: Proposed Ground Floor Landscape Plan, prepared by MHBC

3.3 Public Realm and Connectivity

The development proposes a pedestrian-oriented site design that supports multi-modal and active transportation within an area with access to higher-order transit. The proposed site design positively contributes to the surrounding street's quality, walkability, and legibility. The proposed active uses at grade animate the public realm frontage and sidewalks, promoting an interesting and comfortable pedestrian experience within the MTSA.

The Pedestrian Wind Assessment prepared by RWDI concludes that the proposed development will ensure comfortable wind conditions are maintained on site and within the public realm for most seasons. Wind mitigation measures can be considered for the winter months through the development process. Some In addition, the Sun/Shadow Study indicates that the proposal maintains appropriate sunlight within and around the Subject Lands.

Overall, the proposal is generally compatible with the emerging planned community vision of the neighbourhood by enhancing connectivity within the development area and to adjacent communities, local destinations, and transit stations.

3.3.1 Pedestrian Circulation

The proposed development contemplates a continuous interactive circulation pattern and add to the existing network's connectivity and accessibility. The primary entrances are located along the building frontage adjacent to the retail space, animating the public realm, and facilitating a fluent pedestrian circulation within the site while leading to the public sidewalks along Cooke Boulevard. The secondary building entrance connects to the residential lobby, and has direct access to the walkway, which further leads to the pick-up and drop off area and bike lockers.

The building entrance will be defined clearly along the surrounding public realm at grade through pavement treatment, height change, and materiality. Pedestrian walkways will be barrier-free, designed to Accessibility for Ontarians with Disabilities Act ("AODA") standards, and will be well-lit for enhanced safety and visibility.

Bicycle parking is provided in the form of long-term residential and short-term visitor contemplated at grade and underground to facilitate multi-modal and active transportation within the area. The drop-off and pick-up area is located between the lobby and bike lockers to further support safe vehicular and pedestrian circulation.

As previously noted, the proposed development is located within walking distance of several bus stops (listed below) and the Aldershot GO Station, which provide service to the following transit connections:

- Route 1 Plains-Fairview: Provides service between King St at James and ending at Appleby GO Station;
- Route 4 Central: Provides service between Appleby GO Station and Aldershot GO Station;
- Route 18 Aldershot GO: Provides service between Hamilton GO Centre and ending at Aldershot GO Station.

3.3.2 Vehicular Circulation

Within the Subject Lands, vehicle circulation is limited and clearly identified from areas with high foot traffic to mitigate vehicular and pedestrian conflict. Vehicular entry points are consolidated into a single location to reduce the number of curb cuts, enhance pedestrian safety, and minimize the potential impact on pedestrian movement.

Parking ramps are proposed adjacent to the loading/service area. Both areas are contained within the podium and face internal to the property, to minimize the visual and physical impact on the public street and public realm.

As noted previously, the proposed development has been designed to incorporate multi-modal movement, and therefore will support existing local and regional transit services within walking distance, in particular the Aldershot GO Station, through the provision of high-density development and improved pedestrian connections.

3.4 Building Design

3.4.1 Site Design

The proposal embodies a revitalization and intensification approach, promoting a balanced combination of density and heights by building a compact mixed-use development, reinforcing the area's character as a MTSA. The proposal represents a pedestrian-oriented development that supports multi-modal transportation within the area.

The proposal will support the planned density and height transition within the MTSA and toward the established low-rise residential neighbourhood south of Plains Road East and east of the Subject Lands. The development also provides a sensitive transition and compatible land use to interim residential development within the immediate block context through the podium design. In addition, the proposed overall setbacks and orientation of the building and landscaping along the abutting lot lines provide a respectful transition to adjacent dwellings and incoming high-rise buildings to prevent overlook and protect privacy while providing best practices in tower separation.

The proposed podium is designed to establish a continuous, pedestrian scale and strong streetwall Cooke Boulevard, framing the public realm through a consistent elevation and limiting setbacks along the property line.
The active uses such as the residential lobby, amenity areas, and street-facing retail areas will be incorporated into ground-level podium design, contributing to public realm animation and an optimized users' experience along the surrounding public sidewalks. At-grade elevations are designed with a significant amount of glazing to ensure constant interaction of indoor and outdoor spaces, promoting spatial and visual connectivity with the pedestrian network, and enhancing safety through "eyes on the street" natural surveillance opportunities.

The design of the podium uses architectural treatment, variation and setbacks to break up the

primary facades, contributing to the pedestrian-scaled massing.

Vehicular access is proposed off of Cooke Boulevard via one consolidated entrance to the east with a 6 m paved driveway, going underneath the 2nd level, connecting the drop-off/pick-up area, loading/service area, and further to the underground parking ramp located to the west. The proposal also provides access to bike lockers and the garbage room, which is connected to the loading area. Parking, servicing, and loading areas are consolidated and contained within the podium and screened from the adjacent public street.

The tower's spacing and massing allow for built-form compatibility with the surrounding context and promote visual connectivity throughout the skyline. The proposed tower is oriented to integrate successfully into the existing and emerging development. High-quality architectural design will be provided for each building elevation so that the proposed development contributes to the physical characteristics of the community.

The tower's rectangular envelope respects the lot orientation and street layout, further minimizing shadow impacts and uncomfortable wind conditions on adjacent streets, buildings, and properties.

The proposed height, density and form are appropriate given that the site is located in a designated MTSA with the highest density towards Masonry Court. The proposal contributes as a height transition to the lower-typology community to the south and east, and supports higher-order transit that is accessible within walking distance. In addition, as noted, the site has been identified for a high-rise designation in the Aldershot GO Major Transit Station Area Study, supporting the growth in this area.

3.4.2 Built Form – Framing the Public and Private Realm

The proposed massing and built form of the development frames the public and private realm within and adjacent to the site. This will be achieved by having all edges of public streets and connecting pedestrian walkways being visually and physically framed by the building. The 6-storey building podium will create a pedestrian scaled frontage along all street frontages, and will assist in reducing wind impacts through stepbacks from above storeys and façade elements such as balconies, terraces, awnings, and insets of the exterior building wall. The podium will incorporate ground-related residential units with entrances from the public realm to activate and animate the facades. Outdoor amenity space will be provided on the 6th story podium roof along all sides of the building, creating "eyes on the street" and added informal surveillance.

In addition, the development's high-rise tower component features compact floor plates that: 1) cast smaller faster moving shadows; 2) improve resident's access to sky views; 3) permit better views between buildings and to adjacent open space; and 4) contribute to a more attractive skyline. Towers with smaller floor plates also make interior climate control more energy efficient and increases daylight within buildings to improve urban sustainability and residential livability. By designing the building in this manner, seamless interaction between the public and private realm will naturally occur.

The proposal ensures a respectful transition toward the low-density dwellings to the south by strategically placing the tower closer to Cooke Boulevard, providing adequate setbacks and separation distance, and landscape design along the site boundaries to mitigate potential overlook issues and protect privacy. Informed by the rectangular shape of the Subject Lands, the proposed tower and podium are oriented to frame active frontage along Cooke Boulevard. Primary facades are articulated with a combination of vertical and horizontal emphasis, projections, balconies, fenestration details, and material variation to create aesthetic interest and reduce the visual impacts related to the scale of the proposal. This includes creating visual appeal and avoiding blank wall conditions.

Furthermore, the podium's height is informed by the adjacent right-of-way width, maintaining a low-rise relation to the street and the neighbouring properties

and creating a pedestrian-scaled and comfortable public realm.

The proposal is designed to include at-grade retail units on the primary façades along Cooke Boulevard that will be directly accessible from the public sidewalk and will help to activate the streetscape.

Ground floor elevations will incorporate a high level of transparency and street-facing patios to create "eyes on the street" and contribute to a more pedestrian-friendly streetscape.

The proposal contemplates appropriate podium setbacks with 1.65 m at the front, 3 m from the side, and 6 m at the rear. The overall massing limits setbacks at grade and along primary frontages to bring the building close to the street. The building's massing is defined clearly through articulation of the base, middle and top portion of the overall building and tower. There will be a distinction in architectural treatment between the podium and tower, creating a vertical transition in the massing as it relates to the street and helping to break up the height.

The height of the tower, spacing, location and orientation on the base podium will maximize privacy and sky view. The tower will be set back 5.4 m from the podium to the east, and will be articulated using materials such as pre-framed metal and vision glass to incorporate a light appearance.

Balconies will be designed using a light transparent material to not excessively add to the massing of the tower. The podium will use heavier materials such as brick and precast concrete to ground the development. The podium will be broken up into smaller perceivable pockets using window fenestration and architectural treatment.

3.4.3 Architectural Design

The proposal contemplated a high-quality architecture that is compatible with and complements the emerging context of the area while enhancing the streetscape appearance along Cooke Boulevard. The proposed massing, design, and material selection allow for variation in form and create a diverse architectural expression.

The tower design draws significant inspiration from George Romney's 1776 portrait of Joseph Brant with the push, pull and pinching of the facade, and the draping of balconies in a prominent fashion.

Architectural treatments such as recesses, projections, balconies, patios, and rooftop amenities will articulate the façades on all sides of the development, eliminating the presence of blank walls and creating visual interest. As noted previously, the podium massing, height and setbacks create a vertical transition and clearly define the base and the hedge from which the tower is erected. The tower is given a horizontal emphasis and light appearance via material selection.

The podium and tower is clearly distinguished through setbacks, architectural treatment, and material selection. High-quality building materials such as brick finish and precast concrete panels are proposed within the podium to anchor the building. In contrast, lighter materials such as vision glass and perforated metal sheets are applied to the tower and the side portion of the podium to minimize the perceived mass. The material selection allows the building to be context-sensitive while unique from a historic perspective.

The proposal provides built-form articulation and variation that break up the building mass and create a transparent façade with visual, material and functional transitions. The use of fenestration in the base building and glazing in the tower component provides further visual transparency toward the public realm and helps the building blend into the emerging skyline.

In addition, the base building mass is divided into smaller functional units via entrance recess, fenestration and material transition to create an interactive pedestrian-scale streetwall. The 2nd floor is cantilevered at the grade to create a sense of enclosure and weather protection feature along the primary frontages. Entrances will be articulated with a high level of glazing, drawing focus to the entry point.

The podium facades are articulated with architectural elements to promote the Site's contribution to the MTSA



Figure 23: Proposed rendering, prepared by Turner Fleischer

character while being compatible with existing and future surroundings. All sides of the tower component enjoy attractive treatment, creating an interesting and varied skyline for the area and the City.

Balconies will be built with high-quality transparent material, additional articulation, and a light appearance for the tower. They are also extended continuously as linear strips around the buildings delineating each floor and adding to the visual interest and tower articulation.

Building materials will be selected for quality, durability and efficiency. The primary materials will be perforated metal panels, vision glass, precast concrete, and brick, with a high level of fenestration provided at grade to enhance privacy and safety, while providing opportunities for public realm interaction. Rooftop mechanical equipment will be screened from view to facilitate a positive visual contribution to the surrounding public realm.

The proposed architectural design and finishes are conceptual at this stage and will be further refined through the Site Plan process.

3.5 Shadow and Wind Impacts

Shadow and wind studies of the development have been undertaken. The proposed design incorporates, at a high level, a number of the measures to address shadow and wind impacts resulting from the development of a tall building.

3.5.1 Shadow Impact

The Sun/Shadow Study prepared by Turner Fleischer illustrates that shadows will primarily occur during the spring and fall equinox. The form and orientation of the proposed building allows shadows to move quickly across to minimize shadow.

3.5.2 Wind Impact

The proposal contemplates architectural design features for wind reduction, including strategic placement of buildings and the use of podiums and tower setbacks to deflect down washing winds. Wind control is further achieved through the proposed landscaping at grade.
As per the Preliminary Wind Study prepared by RWDI, suitable wind conditions are generally expected around the development, with the exception of winter months. Through the detailed design process, additional evaluation will occur to ensure the mitigation of higher wind activity around the taller tower.

3.6 Access, Parking and Servicing

A Transportation Impact Study was prepared by C.F. Crozier and Associates Inc. and has been submitted in support of the application. The report provides a detailed overview of the existing transportation context and offers detailed analysis of the capacity of various modes of transportation infrastructure. The proposed integration of a mixture of land uses and transportation in the proposal are consistent with Official Plan policies, and are supportive of the City's objectives to provide good site access and circulation and an adequate supply of parking and loading to support the proposal. Further, an efficient network of at grade and interconnected below-grade parking are proposed to ensure the needs of the retail/commercial and residential uses can be achieved.

3.6.1 Vehicular Access and Underground Parking

The proposed development will corporate underground parking, accessible from Site entrances to the east. A total of 318 parking spaces, including 238 residential and 80 visitor spaces, are provided through 4 levels of underground parking.

The underground parking levels are accessible via ramps located adjacent to the service area. The ramp will be enhanced in terms of safety through lighting and direct routes to the building entrances.

All parking areas will be internal to the site and screened and buffered from public streets by way of the existing building podium. The proposed ramp to the underground parking area is located away from the on-site areas with high foot traffic.

Servicing and loading areas are consolidated and contained within the building to minimize vehicular circulation and potential visual and noise impact, and are accessible via the main vehicular entrances. Curb cuts are unified to these access points and the drop-off/pick-up areas to mitigate conflicts with pedestrian movement.
The drop-off and pick-up area is located between the lobby and bike lockers to further support safe vehicular and pedestrian circulation.

As noted, the proposed development has been designed to support multi-modal transportation and will support existing local and regional transit services within walking distance, particularly the Aldershot GO Station.

3.7 Evaluation Summary

Based on our review of the proposed design, the surrounding land uses, and applicable policies of the City of Burlington Official Plan (1997 and 2020), it is our opinion that the proposal adheres to the existing design direction for the proposed Mixed Use Corridor – General designation based on the following:

- The design of the Subject Lands will focus on improving the pedestrian environment along the public streets and internally by ensuring safe connections from the proposed building by introducing pedestrian walkways from building entrances that connect to the existing public sidewalk.

- The proposed development will be appropriately massed and will create a pedestrian friendly atmosphere at-grade. The proposed building will incorporate amenity space, residential lobbies, and units to provide animation along all public street frontages. The proposal's tower component is appropriately massed.

- The massing and scale of the proposed building is appropriate given the existing and planned context and will compliment future intensification proposed in the area. The proposal is considered an appropriate height for a property in proximity to the Aldershot GO Station. Furthermore, an appropriate height transition to adjacent low density areas to the south and east is provided by incorporating step backs into the design of the building.

- As demonstrated in the Shadow Impact Study, the proposal achieves overall compatibility through the placement and orientation of the tall building tower.

- The proposed development is adjacent to existing transit facilities with connections to higher-order transit. Given this, the proposed development will provide direct transit connection from the development to higher order transit within the City. The proposed density of residential uses anticipated will support the existing and future transit infrastructure within the area.

- The proposal provides a mixture of residential unit types and sizes to meet City housing targets.

Overall, the proposal represents exceptional design principles that complement and build upon the area's existing and proposed mixed use character in an appropriate and reasonable manner.

4.0 Policy Analysis

The relevant planning policies have been analyzed to evaluate how the Official Plan Amendment and Zoning By-law Amendment and proposed development support the intention and goals of the policies. The proposed Amendments and development is evaluated against the policies of the PPS, Growth Plan and OP as well as regard for City guidelines.

The following sections provide a summary of the relevant policies and how they have been addressed. A detailed analysis for each policy documented can be found in **Appendices C to G.**

4.1 Planning Act

Section 2 of the Planning Act calls for municipalities in carrying out their responsibilities under this Act, to have regard for, among other matters, matters of provincial interest. All planning applications are to have regard to matters of Provincial interest as set out in Section 2 of the Planning Act.

1. Protecting the ecological system. The proposed development will not have any negative impacts on the environment;

2. The proposed mixed-use development will be supported by the planned higher-order transit and will promote patterns of development that reduce impacts on climate change;

3. The proposed building will be constructed in accordance with the Ontario Building Code, AODA, and all required accessible standards;

4. The proposed development will efficiently use land that is currently underutilized, and will further contribute to the housing stock in this area of the City;

5. The proposed high-rise building will contribute to the mix and range of uses within this area of the City, and within an MTSA. The proposed redevelopment will assist the City in meeting its long-term needs for growth; and

6. The Subject Lands are located in an area designated for growth and development, and not located in an area subject to any environmental, public health or safety concerns.

4.2 Provincial Policy Statement (2020)

The PPS was approved by the Ministry of Municipal Affairs and Housing on May 1, 2020 and is applicable to the Subject Lands. The PPS provides general policy direction to the Province in matters relating to land use planning and development. Specifically, the PPS outlines policy for Ontario's long term prosperity, economic health and social well-being. These directives help to inform Municipalities' Official Plans and Zoning By-Laws, which then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth.

Building strong healthy communities is one of the key policy directives of the PPS found in **Section 1.0**. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

The policies within **Section 1.1.3** guide the development of settlement areas with a focus on intensification and redevelopment. The policies encourage a mix of land uses that are transit-supportive, optimize use of existing infrastructure and public services, support active transportation and promote green spaces in order to ensure that the long-term economic prosperity of existing and planned communities is maintained.

The housing policies identified in **Section 1.4** require an appropriate range and mix of housing types and densities to meet current and projected needs. New housing types and densities are encouraged to be located in areas that are appropriately serviced by existing or planned municipal infrastructure and public services. The proposed development, through the proposed applications are consistent with the housing policies.

The policies in **Section 1.6** require the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

Section 1.7 focuses on how to achieve and support long-term economic prosperity. The policies recognize that promoting redevelopment on underutilized lands can optimize the use of land, resources and infrastructure and that the viability and vitality of main streets is to be maintained and where possible enhanced. The efficient movement of people is an integral component to the long-term economic prosperity therefore providing efficient, cost-effective and reliable forms of transportation integrated within and between different jurisdictions to support projected needs is important for meeting this policy objective.

Land use and development patterns are encouraged to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate adaptation. **Section 1.8** describes that these can be achieved by promoting compact forms and a structure of nodes and corridors, promoting the use of active transportation, and improving the mix of employment and housing uses to shorten commute journeys and decrease congestion.

A full analysis of the relevant Provincial Policy Statements in relation to the proposed applications can be found in **Appendix C**. In summary:

1. The proposed applications will allow for additional residential units to be developed on underutilized lands within the proposed Mixed Use – General designation, through intensification, and assist in meeting housing objectives of the Province and the City.

2. The proposed applications will permit the development of the lands which will efficiently utilize the Subject Lands. This development will support the financial well-being of Burlington through increased tax revenue and development charges.

3. The proposed applications will allow development which will efficiently utilize existing infrastructure including municipal water and sewage services, utilities, roads and public transit.

4. The Subject Lands, located within a settlement area, appropriately seeks to increase the permitted height and density in order to make the most efficient use of the site. The lands are located within an existing built up area and are designated for a mixture of uses. The proposal supports the existing built up area by intensifying an underutilized site in a prominent location, and offers a range of housing types.

5. Development of the Subject Lands does not cause undue environmental or public health and safety concerns.

6. The proposed applications will ensure that the Subject Lands are developed in a manner which is compatible with existing and future land uses. The proposed infill development will offer a variety of housing types and sizes to residents of all ages and approximately 50% of the proposed units

are two-bedroom or larger, providing more family sized units.

7. The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and will include design considerations related to accessibility.

8. The development permitted by the proposed applications will incorporate low impact development and other sustainable measures, transportation demand management measures to assist the Province and City to become resilient to climate change.

In our opinion the proposed Official Plan Amendments and Zoning By-law Amendment and the development are consistent with the PPS.

4.3 Growth Plan For The Greater Golden Horseshoe, 2019 (As Amended In 2020)

The Growth Plan was approved by the Province of Ontario on June 16th, 2006 and amended July 1, 2017, May 16, 2019 and August 28, 2020. The Growth Plan sets out policies to manage growth in the Greater Golden Horseshoe to achieve compact, complete communities in the future.

The Growth Plan provides a framework for implementing the Provincial Government's vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe. The Planning Act also requires that decisions affecting a planning matter conform to the Growth Plan. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

Schedule 3 of the Growth Plan forecasts a population of 1,100,000 and 500,000 jobs for the Region of Halton for 2051. Census data indicates that the population of the Region of Halton in 2021 was 596,637.

Similar to the PPS, the objectives of the Growth Plan are to create complete, healthy, and safe communities with a focus on intensification in settlement areas and optimizing the use of existing infrastructure. The policies in **Section 2.0** of the Growth Plan direct where and how growth should occur. These policies promote intensification and a mixture of uses in the built up areas to achieve the forecasted growth targets. Specifically the Growth Plan directs the majority of growth towards settlement areas with delineated built boundaries to create complete communities. The Subject Lands are located within the Aldershot GO Major Transit Station Area. The Growth Plan states that MTSAs on priority transit corridors or subway lines will be planned for a minimum density target of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. The proposed development will provide a density of approximately 2,235 people and jobs per hectare.

The Subject Lands are within the Built Up area of the Growth Plan, an area prioritized for intensification by the Growth Plan. Further, the proposed development will assist in achieving the minimum intensification target of the Growth Plan set out for built up areas, in particular the City of Burlington. The policies within **Section 2.2** discuss the management of growth to accommodate a greater number of people and jobs in order to build complete, compact and transit-oriented communities through the better use of land and infrastructure. Policies within the Growth Plan require development to support and achieve complete communities, within walking distance and accessible for residents and employees.

Section 2.4 outlines housing policies to support the achievement of complete communities by incorporating a mix of unit sizes to accommodate a diverse range of housing sizes and incomes. These policies direct municipalities to maintain land with servicing capacity to provide a three year supply of residential units, which could exclusively consist of lands suitably zoned for intensification and redevelopment.

Section 3.0 addresses the necessary infrastructure needed to support growth, such as transit, infrastructure corridors, water and wastewater systems, stormwater

management, and public service facilities. Specifically Section 3.2 speaks to the continued investment to transit infrastructure, including bicycle and pedestrian networks, to meet the policy objectives of moving people, goods, and connecting them to adjacent neighbourhoods and communities.

A full analysis of the relevant Growth Plan policies in relation to the proposed applications can be found in **Appendix D.** In summary:

1. The proposed applications will provide for an appropriate built-form within a defined intensification area to contribute to creating a complete community. The site is within a Strategic Growth Area associated with the Aldershot GO Station, defined as a Major Transit Station Area. The proposed compact built form of the residential building is transit-supportive and represents an efficient and improved utilization of land.

2. The proposed building is compatible with surrounding land uses and implements the City's intensification vision for Residential High Density designation. The proposal will assist in meeting the daily needs of local residents and employees.

3. The proposed applications will permit the development of 335 new residential units supporting the housing policies set forth in the Growth Plan.

4. The proposed applications will permit a development which will allow for the efficient use of the Subject Lands and available infrastructure including municipal water and sewage services, utilities, roads and public transit.

5. The development permitted by the proposed applications will incorporate low impact development measures; transportation demand management measures and other green infrastructure to assist the Province and City in being resilient to a changing climate.

6. Development of the Subject Lands as facilitated by the applications will not cause any undue environmental or public health and safety concerns.

7. The development permitted by the proposed applications will incorporate green design measures such as passive and active energy conservation measures to minimize the developments energy consumption and greenhouse gas emissions.

In our opinion, proposed Official Plan Amendment and Zoning By-law Amendment and the development conform to the Growth Plan.

4.4 Region Of Halton Official Plan

The Regional Municipality of Halton Official Plan ("RHOP") was adopted by Council on March 30, 1994 and subsequently approved, with modifications, by the Minister of Municipal Affairs and Housing on November 27, 1995. Regional Official Plan Amendments 48 and 49 were adopted by Regional Council and modified and approved by the Ministry of Municipal Affairs and Housing on November 10, 2021 and November 4, 2022, respectively. The current Office Consolidation of the Official Plan is November 4, 2022.

The Subject Lands are located within the Urban Area on Map 1 – Regional Urban Structure. Urban Areas are to accommodate growth that is compact and supportive of transit usage and are to provide a range of uses including a balance of employment, residential and community uses. Urban Areas are 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 high quality, sustainable natural environment and preserve certain landscapes.

The Subject Lands are located within a Major Transit Station Area (MTSA) on Map 1H – Regional Urban Structure. The Subject Lands are located within Aldershot GO MTSA on Map 6D. MTSAs are to provide a range and mix of transit-supportive uses, such as

residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the MTSA area in a pedestrian-oriented urban environment.

Section 84 of the RHOP contains housing policies that state the goal for housing is to supply an adequate mix and variety of housing to satisfy differing physical, social and economic needs. Policies also address the need to make more efficient use of existing developed lands to increase the supply of housing while maintaining the physical character of neighbourhoods, directing that at least 50 percent of new housing will be townhouses or multi-storey buildings.

A full analysis of the relevant Region of Halton Official Plan policies in relation to the proposed development can be found in **Appendix E**. In summary:

1. The proposed amendments conform to the policies set out in the RHOP for development in the Urban Area, Strategic Growth Area, and MTSA to provide a high-density mixed-use building as an efficient and cost-effective uses of existing infrastructure.

2. The proposed residential and retail uses are compatible with proposed and existing surrounding land uses. The proposed retail use will be accessible to future and current residents in the surrounding area.

3. The proposed mixed use building will be providing additional housing units to the Region and City.

4. The proposal for a residential tower is appropriate within the Aldershot area, given its proximity and walking distance to the Aldershot GO Station as well as the separation distance from the stable residential to the south and east.

5. The proposed development will be of high quality in built form and landscape design. The proposed development will include low impact development measures that contribute to sustainability and climate change objectives in the RHOP.

6. The proposed development will optimize transit infrastructure and appropriately utilize the Subject Lands within an MTSA at an appropriate density of 7.34 FSI.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the RHOP.

4.5 City Of Burlington Official Plan (1997)

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

The Subject Lands are located within the Mixed Use Activity Areas on Schedule A – Settlement Pattern. Mixed Use Activity Areas are to contain comprehensively planned mixed use employment, shopping and residential areas that provide for the mix of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space. The urban form will be compact and uses will be compatible with one another.

The Subject Lands are designated Mixed Use – Employment on Schedule B – Comprehensive Land Use Plan. Permitted uses within the Mixed Use – Employment designation include industrial; office; a limited range of retail, service commercial and personal service uses which serve the day-to-day needs of employees; financial institutions and services; entertainment, recreation, and other community facilities; and motor vehicle dealerships. Residential uses are not permitted in the Mixed Use Corridor – Employment designation. Further, a maximum floor area ratio of 1.0:1 is permitted, and a maximum building height of 6 storeys.

An Official Plan Amendment is proposed to redesignate the Subject Lands to Mixed Use Corridor – General to permit the proposed mixed-use residential and retail development.

Proposals for the re-designation of lands designated Mixed Use - Employment to allow non-employment uses, shall be evaluated based on meeting criteria outlined in Part III, 5.3.4(k). This includes following the Comprehensive Review criteria, no detrimental affect on the short and long-term employment land needs of the City and servicing of the surrounding area, and the site's characteristics, restraints and location justify the proposed amendment. The proposed Official Plan Amendment and Zoning By-law Amendment are seeking approval prior to the adoption of the Area-Specific Plan for the Aldershot GO MTSA. The proposal is consistent with Provincial and Regional policies for MTSAs as previously discussed. A mix of unit sizes is provided in the proposal to accommodate a diverse range of household sizes and incomes, ranging from studios to three bedroom units. The Transportation Study provided addresses all modes of transportation and demonstrates how the proposal will support active transportation. It includes TDM measures and proposes and justifies reduced parking rates to further facilitate independence from the automobile. An Urban Design Brief has been prepared in support of the proposal to demonstrate how the proposal development contributes to achieving MTSA objectives for design excellence.

A detailed analysis of the relevant of City OP (1997) policies in relation to the proposed development can be found in **Appendix F.** In summary:

1. The proposed Official Plan Amendment will permit residential uses on the Subject Lands, and implement a high density development within a MTSA, achieving the policy objectives of the PPS and Growth Plan.

2. The proposed amendments allow for the intensification of built-form within an MTSA. The proposed development will be developed to provide a compact built-form that is consistent with the direction for MTSAs and Strategic Growth Areas.

3. The proposed amendments will allow for the development of a mixed use building, adding to the mix of uses in the surrounding area. The proposal is complementary to and compatible with the future and existing surrounding retail, employment and residential uses.

4. The proposal includes residential units that will aid in meeting Regional and City targets for housing.

5. The proposed development will meet the sustainability and policies of the Burlington OP through the provision of passive and active energy consumption, bicycle parking, and proposed reduced parking spaces.

6. The proposed development will provide high quality landscaping and architecture that complement the surrounding area and help create a sense of place.

Based on the above, in our opinion the proposed application conforms to the Burlington OP (1997), as is proposed to be amended.

4.6 City Of Burlington Official Plan (2020)

The Official Plan for the City of Burlington (2020) was adopted by City Council on April 26, 2018 with modifications by the Region of Halton dated November 30, 2020. A number of appeals to the Official Plan were received, however, Section 17(27) of the Planning Act sets outs that all parts of an approved official plan that are not subject to an appeal will come into effect on the day after the last date for filing a notice of appeal which was December 20, 2020.

The Subject Lands are located within an Urban Area on Schedule A – City System. The Subject Lands are located within a Mixed Use Nodes and Intensification Corridor on Schedule B – Urban Structure. Mixed Use Nodes and Intensification Corridors are to provide locations in the City that will serve as areas for more

intensive integration of uses such as retail, service commercial, and offices with residential uses, public service facilities, cultural facilities, institutional uses and open space.

The Subject Lands are located within a Primary Growth Area on Schedule B1 – Growth Framework. Primary Growth Areas are to be recognized as a distinct area within the Urban Area accommodating growth in accordance with the permissions and densities of the current land use designations of the Plan.

The Subject Lands are designated Urban Corridor - Employment on Schedule C – Land Use. The objectives of the Urban Corridor – Employment designation include encouraging higher-intensity, transit-supportive and pedestrian-oriented mixed-use development in a compact built form and to ensure an employment function on these lands. Residential uses are not permitted within the Urban Corridor – Employment designation, further, a maximum FAR of 2:1 and building height of 6 storeys is permitted. An Official Plan Amendment is proposed to redesignate the Subject Lands to Mixed Use – General to permit the proposed 29-storey development.

The Subject Lands are located within a MTSA Special Planning Areas on Schedule B2 – Growth Framework and Long Term Frequent Transit Corridors and within Aldershot GO MTSA on Schedule G.

Major Transit Station Areas (MTSAs) are to provide a wide variety of land uses and building types and densities oriented to support and facilitate transit and active transportation. MTSAs will contribute significantly to accommodating employment and meeting the City's economic objectives. MTSAs are being considered through an area-specific planning process. Development applications prior to the completion of an area-specific plan or major planning study and the approval of the implementing Official Plan amendments shall implement Regional and Provincial MTSA policies and shall be consistent with the goals and objectives of the existing land use designation as contained in the OP.

Area-Specific Plan for the Aldershot GO MTSA

In 2021, the City resumed their Area-Specific Planning work for the MTSAs. In January 2022, Council endorsed the Recommended Preferred Precinct Plans for the City's MTSAs (as recommended in the 2022 Community Planning, Regulation and Mobility Committee Meeting staff report). In June 2022, the 'Area Specific Plan (ASP) Planning Study Final Report', prepared by Dillon Consulting, was published as a part of a community planning staff report. Further, in October 2023, draft Official Plan Amendment and Community Planning Permit By-law documents were released for public review and comment.

This Plan shows 1026 Cooke Boulevard as being located in a new "Cooke Commons" Precinct. The Cooke Commons Precinct is proposed to accommodate a mix of uses with tall and mid-rise mixed use buildings as the predominant built form and use. The Precinct will be planned to accommodate a mix of uses, with tall and midrise mixed use buildings being the predominant built form and use.

Cooke Boulevard is proposed to be a 'MTSA Connector', and a 'MTSA Major Mixed Use Street'. Developments fronting Cooke Boulevard shall include a ground floor retail and service commercial use. Permitted uses include residential uses (with the exception of single detached and semi-detached); office uses; retail and service commercial uses; hotel use; entertainment uses and recreation uses.

Further, Figure 3.6 – Aldershot GO MTSA Employment Areas of the Major Transit Station Areas, Area Specific Planning Study & Final Report (Final) shows the Subject Lands as within 'Lands Recommended for Employment Conversion (within the City of Burlington's Official Plan Areas of Employment)'. In the pre-consultation application notes for the proposed development, City staff noted that it is expected that as part of the City's area-specific planning work, the current employment designation of the Subject Lands in the City's Official Plan (2020) would be changed to a designation which also allows for residential uses. This aligns with our proposed redesignation of the Subject Lands to the Mixed Use – General designation. Further to this the

proposal incorporates non-residential land uses to support the proposed redevelopment of the area to a mixed use neighbourhood.

A detailed analysis of the relevant of City OP (2020) policies in relation to the proposed development can be found in **Appendix G.** In summary:

1. The proposed Official Plan Amendment will permit an increase in maximum height for the proposed development, and implement a high density development within a MTSA, achieving the policy objectives of the PPS and Growth Plan.

2. As stated, the proposed amendments allow for the intensification of built-form within an MTSA. The proposed development will be developed to provide a compact built-form that is consistent with the direction for MTSAs and Strategic Growth Areas.

3. As stated, the proposed amendments will allow for the development of a mixed use building, adding to the mix of uses in the surrounding area. The proposal is complementary to and compatible with the future and existing surrounding retail, employment and residential uses.

4. As stated, the proposal includes residential units that will aid in meeting Regional and City targets for housing.

5. As stated, the proposed development will meet the sustainability and policies of the Burlington OP through the provision of passive and active energy consumption, bicycle parking, and proposed reduced parking spaces.

6. As stated, the proposed development will provide high quality landscaping and architecture that complement the surrounding area and help create a sense of place.

Based on the above, in our opinion the proposed application conforms to the Burlington OP (2020), as is proposed to be amended.

4.7 City Of Burlington Zoning By-Law 2020

The Subject Lands are zoned Mixed Use Corridor – Employment within the City of Burlington's Zoning By-law 2020. This zone permits select retail commercial, service commercial community, office, automotive, entertainment and recreational uses. A minimum height of 2 storeys for industrial/automotive uses is permitted and a maximum height of six storeys is permitted for all other uses.

A Zoning By-law Amendment is required to permit the proposed residential mixed-use building. In addition, adjustments to the site-specific provisions are required to permit the following aspects of the proposed development. The following are the proposed amendments to the Zoning By-law:

- Establish a maximum height;
- Floor Space Index;
- Amenity space;
- Parking and Loading Requirements; and
- Setbacks.

Permitted Uses

The proposed amendment will rezone the Subject Lands from Mixed Use Corridor – Employment (MXE) to Mixed Use General (MXG) zone, as the MXE zone does not permit residential uses. The amendment will permit all uses within the MXG Zone. The proposed residential use is appropriate for the Subject Lands given its location within the MTSA and the City's future vision for the Aldershot GO Station Area.

Height and Density

The development proposes a height of 29 storeys on the Subject Lands. Given the location within a MTSA, nearby higher order transit, the proposed height is suitable for the Subject Lands. Further, surrounding existing and proposed developments range in heights

up to 33 storeys in height. The proposed height will only have impacts on the residential neighbourhood to the east in terms of shadowing during the later parts of the day.

The general intent and purpose of a maximum floor space index (FSI) requirement is to ensure that the sizes of the proposed uses are appropriate for the development of the area. The proposal requests an increase to the maximum allowable FSI from 1.5 FSI to 7.34 FSI. The proposed building meets the intent of the MTSA policies and is generally in keeping with other proposed mixed use and residential buildings within the area.

Parking and Loading

The general intent and purpose of the minimum parking/loading requirements is to ensure the parking/loading demand generated from a property can be accommodated on site. The proposed reductions in parking requirements are supported by higher-order and local transit infrastructure located in close proximity to the site. The proposed parking and loading supports the function of the proposed development. In addition, the traffic impact of the proposed development is limited. The proposed development permits the efficient use of land that contributes to urban growth. The proposed development is supported by the Transportation Impact Study prepared by C.F. Crozier.

Setbacks

The general intent and purpose of a front yard, side yard and rear setbacks is to create orientation of a building in relation to the development area property line. The proposed setback reductions will maintain adequate separation between buildings and the property line.

Amenity Area

The proposed development includes a total amenity area rate of 17.7 sq. m. per unit, whereas 27.5 sq. m. per unit is required by the Zoning By-law. While the proposed development is deficient in amenity area, the amenity area that is provided is located throughout the building and is of high-quality. The amenity area rate proposed is also in line with other municipalities where intensification is ocurring, uch as the City of Vaughan and City of Vaughan. Further, the proposed rate is in line with what is provided in other high density proposal approved in the City.

A complete Draft Zoning By-law Amendment is included as **Appendix B** of this Report.

5.0 Summary and Conclusions

MHBC has prepared this report in support of a request for an Official Plan Amendment and Zoning By-law Amendment in order to permit the redevelopment of an underutilized site with a high-rise mixed use building.

The proposed development area is 0.79 ac in total area of which supports 335 residential units, ranging from one-bedroom to 3-bedrooms. The proposal has a height of 29 storeys, providing a total FSI of 7.34.

The Subject Lands are designated "Urban Corridor - Employment" designation in the City of Burlington Official Plan 1997 and 2020. The proposed Official Plan Amendments would permit the proposed residential uses, floor area ratio and height. The proposed redevelopment of the Subject Lands contemplates a high density residential development to support the existing Transit routes, Aldershot GO Station, and appropriately addresses the intensification goals of Provincial and City-wide policies.

The proposed building, site layout and design follow the general design parameters used in the City of Burlington. The proposed built form and orientation of the building contributes to an active street frontage along the public street while achieving greater height and density. Building stepbacks appropriately address the public realm to the east and south and create an appropriate transition with low-density residential lands to the east.

The site-specific provisions that form part of the Official Plan and Zoning By-law Amendments will permit a development that is compatible and well-integrated with a community located in an area of the city that is undergoing significant change.

As such, the proposed applications are in the public interest and represent good planning for the following reasons:

1. The proposed applications are consistent with the relevant policies of the Provincial Policy Statement.

2. The proposed applications conform to the relevant policies of the Growth Plan for the Greater Golden Horseshoe.

3. The proposed applications conform to the applicable policies of the City of Burlington Official Plan (1997 and 2000), as proposed to be amended.

4. The proposed applications provide for appropriate and reasonable density that is transit supportive and located along existing and planned transit infrastructure investment.

5. The proposal provides intensification, urban revitalization and growth in a modern urban format that is compact, vibrant and pedestrian-oriented. The proposal is in keeping with the evolving character of this area.

6. The proposed applications will permit a range of residential housing units and types which will provide additional housing choices for existing and future residents in this area of the City.

7. The proposed applications permit re-development of the site in an appropriate manner, utilizing existing and proposed municipal infrastructure along Cooke Boulevard.

8. The proposed application will permit development which will not cause any environmental or public

health and safety concerns.

9. The proposed applications will allow a development that will conform to the policies on sustainable development and promote a sustainable community by incorporating low impact development measures, transportation demand management measures and other green infrastructure.

10. The proposed applications will permit development which has been planned and designed with the importance of health and an active community living in mind, with "family sized units" and ample amenity space.

11. The proposed applications will permit development that is in reasonable walking and cycling distance to commercial, recreational and educational facilities, thus supporting a healthy and active lifestyle for future residents.

12. The proposed applications will permit a development that is compatible with adjacent land uses.

For the above reasons, we respectfully submit that the proposed Official Plan Amendment and Zoning By-law Amendment as contained in **Appendix A and B** are appropriate and we respectfully request their approval.

We certify that is report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.

Respectfully submitted,
MHBC



David A. McKay, MSc, MLAI, MCIP, RPP
Vice President and Partner

Maire Stea, BES
Intermediate Planner

A

Appendix A: Draft Official Plan Amendment

The Corporation of the City of Burlington By-law

XX-202X

A by-law to adopt Official Plan Amendment No. XXX to redesignate the existing “Mixed Use Corridor - Employment” designation of 1026 Cooke Boulevard Road to “Mixed Use Corridor – General” to permit a 29-storey mixed use building.
File: XXXXX

Whereas the Council of the Corporation of the City of Burlington in accordance with the provisions of Section 17 and 21 of the Planning Act, 1990, as amended, approved the recommendation in community planning department report XXX at its meeting held on XXXX.

Now therefore the Council of the Corporation of the City of Burlington hereby enacts as follows:

1. That Amendment No. XXX to the Official Plan (1994) of the Burlington Planning Area consisting of the attached amendment and supporting documentation is hereby adopted.

2. That this by-law shall come into full force and take effect on the final day of passing thereof.

Enacted and passed this XX day of XXXX

Deputy Mayor Shawna Stolte _____

City Clerk Kevin Arjoon _____

AMENDMENT NO. XXX TO THE OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA

CONSITUTIONAL STATEMENT

The details of the Amendment, as contained in Part B of this text, constitute Amendment No. XXX to the Burlington Official Plan.

PART A – PREAMBLE

1. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the land use designation on the Subject Lands from Mixed Use Corridor – Employment to Mixed Use Corridor – General and to introduce site-specific provisions to permit a maximum FAR of 7.4:1 and height of 29 storeys on the Subject Lands. The Amendment facilitates the development of a mixed-use building with ground floor retail fronting onto Cooke Boulevard with a residential tower of 29 storeys in height.

2. SITE AND LOCATION

The Subject Lands are located on the west side of Cooke Boulevard, north of Plains Road East. The Subject Lands contain an area of approximately 0.32 hectares (0.79 acres), with approximately 44 m of frontage.

3. BASIS FOR THE AMENDMENT

a) The subject applications propose intensification that is consistent with the Provincial Policy Statement (PPS), 2020 and conforms with the Growth Plan for the Greater Golden Horseshoe (Growth Plan).
b) The proposal conforms to the Halton Region Official Plan and the Official Plan for the Burlington Planning Area, upon finalization of this Amendment.
c) The proposal generally conforms to the City of Burlington's Tall Building Urban Design Guidelines;
d) The proposal can be adequately serviced;

e) The proposal is well-served by existing community infrastructure, including public transit, parks, schools and recreation facilities;

f) The proposal is compatible with the surrounding area and impacts from the development are minimized; and

g) The proposed represents an appropriate intensification within a Major Transit Station Area.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

The mapping of the Official Plan for the Burlington Planning Area is amended by changing the designation on the Subject Lands from Mixed Use Corridor – Employment to Mixed Use Corridor – General as shown on the attached Schedule 1.

The text of the Official Plan of the Burlington Planning Area is amended by adding the following clause to Part III, Section 5.3 Mixed Use Corridors, Subsection 5.3.2 which reads as follows:

"X) For Lands located at 1026 Cooke Boulevard:

i. Notwithstanding Policy 5.3.2d)(i) a maximum floor area ration of 7.4:1 shall be permitted.

ii. Notwithstanding Policy 5.3.2d)(ii) the maximum building height shall be 29 storeys."

2. INTERPRETATION

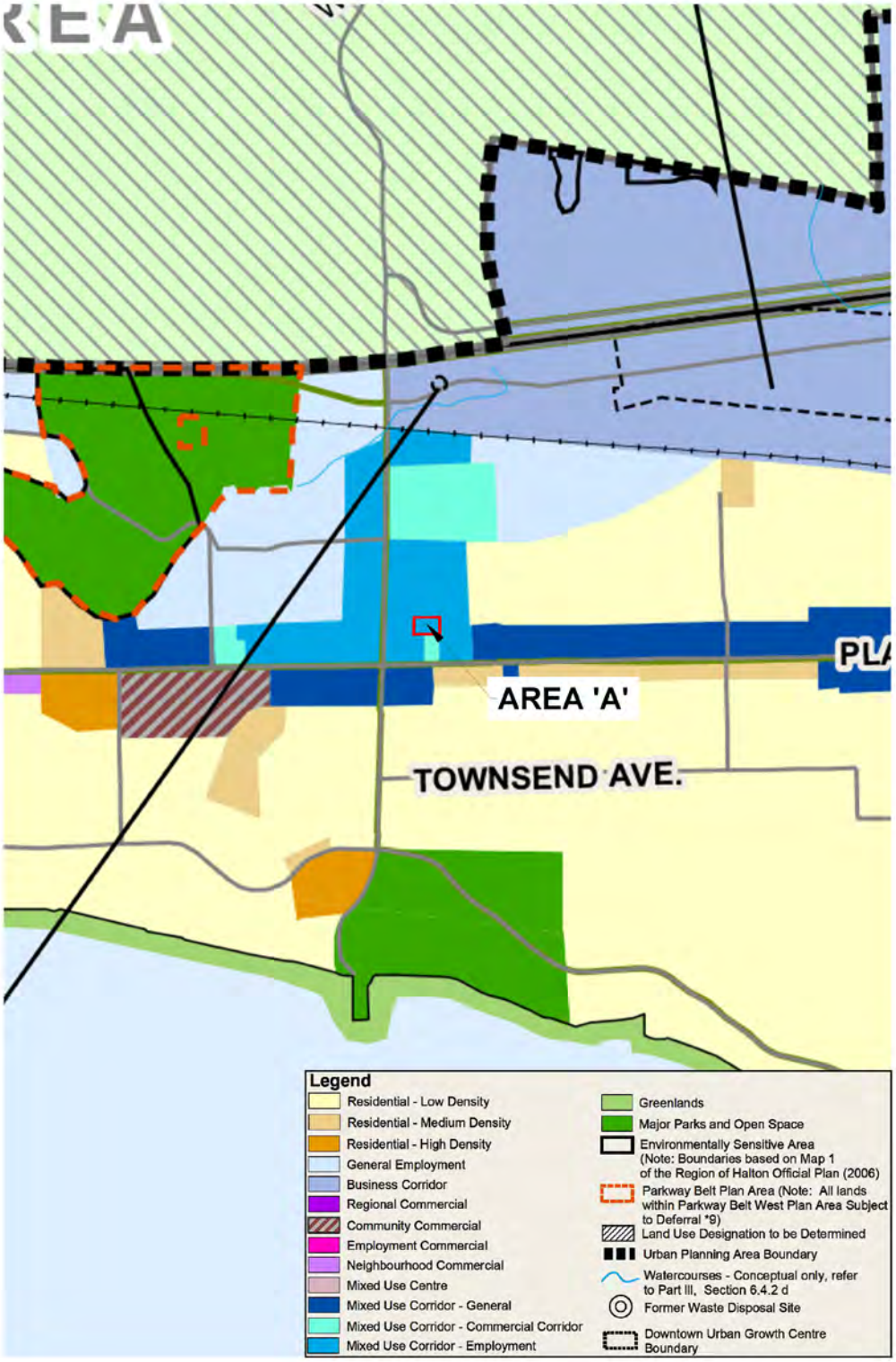
This Official Plan Amendment shall be interpreted in accordance with the "Interpretation" policies of Part VI, Implementation, Section 3.0, Interpretation, of the Official Plan of the Burlington Planning Area.

3. IMPLEMENTATION

This Official Plan Amendment will be implemented in accordance with the appropriate “Implementation” policies of Part VI of the Official Plan of the Burlington Planning Area.

AMENDMENT No. XXX TO THE OFFICIAL PLAN OF THE BURLINGTON PLANNING AREA

SCHEDULE B
COMPREHENSIVE LAND USE PLAN- Urban Planning Area



B

Appendix B: Draft Zoning By-law Amendment

THE CORPORATION OF THE CITY OF BURLINGTON

BY-LAW NUMBER 2020.XXX

Being a By-law to amend By-law 2020, as amended; for 1026 Cooke Boulevard, for the purpose of facilitating the mixed-use development with a height of 29 storeys.

WHEREAS Section 34(1) of the Planning Act, R.S.O. 1990, c. P. 13, as amended, states that Zoning By-laws may be passed by the councils of local municipalities.

THE COUNCIL OF THE CORPORATION OF THE CITY OF BURLINGTON HEREBY ENACTS AS FOLLOWS:

1. Zoning Map Number XX of PART 15 to By-law 2020, as amended, is hereby amended as shown on Schedule "A" attached to this By-law.

2. The lands identified on Schedule "A" attached hereto are hereby rezoned from "Mixed Use Employment (MXE)" to "Mixed Use General Site Specific XX (MXG-XX)".

3. PART 14 of By-law 2020, as amended, Exceptions to Zone Classifications, is amended with the following:

Exception	Zone	Map	Amendment	Enacted
XXXX	MXG	XX	2020.XXX	XXX

Regulation	Requirement
Maximum Floor Area Ration	7.4:1
Building Height – Maximum	29 storeys
Residential Parking	0.71 for residents 0.24 for visitors and retail 0.94 total
Amenity Area – Minimum	3.5 sq. m. per dwelling unit for one bedroom units 14.2 sq. m. per dwelling unit for two or more bedroom units
Setbacks for underground parking structure less than 1.6 metres above grade	Min. of 0.5 m abutting Cooke Boulevard Min. of 0.57 m to all other property lines
Setbacks	1.6 metres abutting Cooke Boulevard 12 metres abutting north property line 3 metres abutting south property line 5.8 metres abutting rear property line

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Landscape Areas	0 metres abutting Cooke Boulevard
Parking Space Dimensions	Minimum width of 2.7 m.

Except as amended herein, all other provisions of this By-law, as amended, shall apply.

When no notice of appeal is filed pursuant to the provisions of the Planning Act, R.S.O. 1990, c.P.13, as amended, this By-law shall be deemed to have come into force on the day it was passed;

If one or more appeals are filed pursuant to the provisions of the Planning Act, as amended, this By-law does not come into force until all appeals have been finally disposed of, and except for such parts as are repealed or amended in accordance with an order of the Local Planning Appeals Tribunal this By-law shall be deemed to have come into force on the day it was passed.

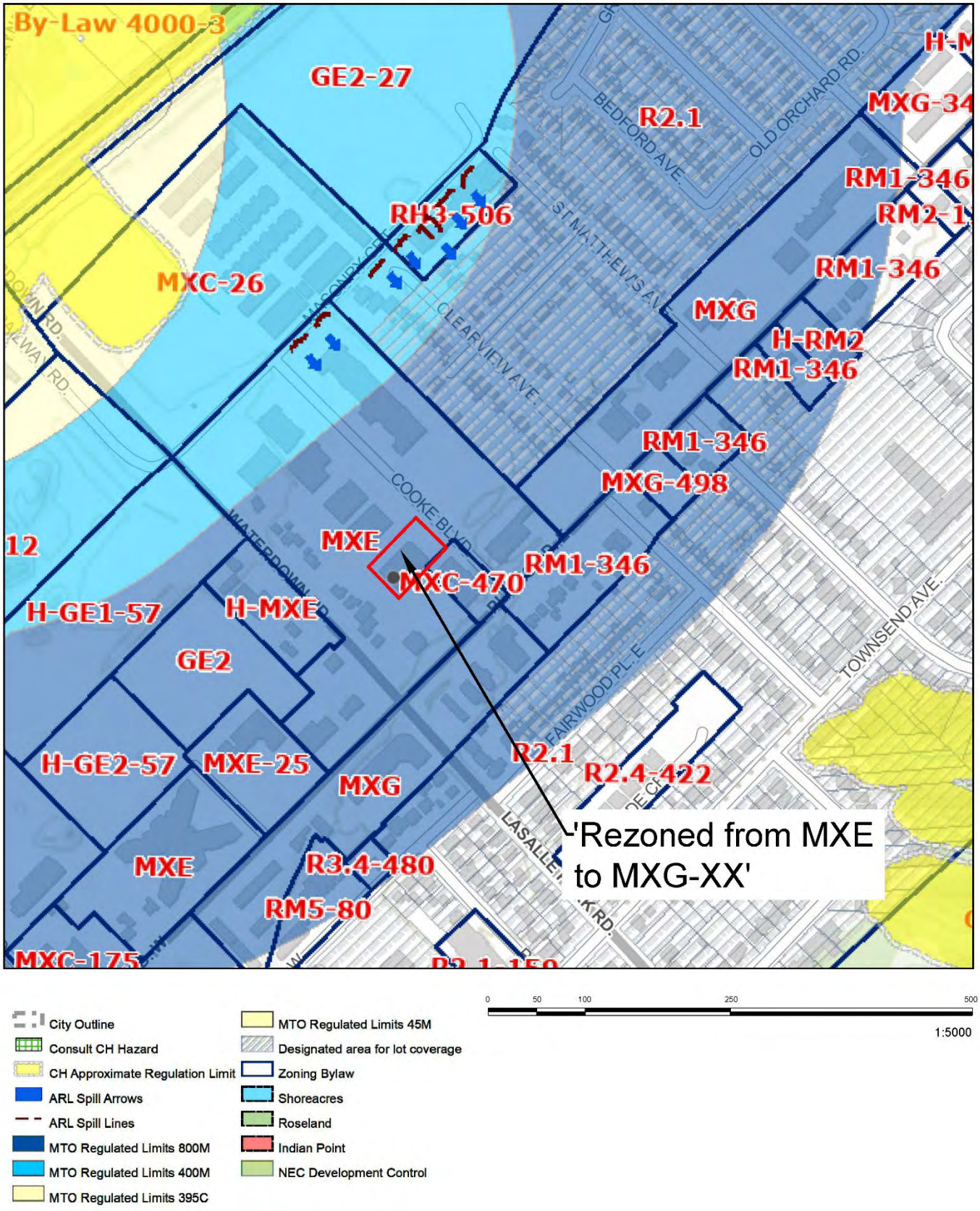
ENACTED AND PASSED this ……..day of.....2023.

_____MAYOR

_____CITY CLERK

DRAFT

City of Burlington Mapping



Appendix C: Provincial Policy Statement, 2020

C

APPENDIX C: PROVINCIAL POLICY ANALYSIS

The Provincial Policy Statement, 2020 ("PPS") was approved by the Ministry of Municipal Affairs and Housing on May 1st, 2020 and functions as the policy foundation for regulating the development and use of land in Ontario.

The PPS aims to facilitate the construction of healthy, livable, safe communities by encouraging efficient use of land, resources, and infrastructure that in turn contribute to citizens' wellbeing, economic vitality, and environmental protection. The following is a summary of policies within the PPS applicable to the proposal and how the proposal responds to those policies.

The following is an analysis of the proposed Official Plan and Zoning By-law Amendments in relation to the 2020 Provincial Policy Statement.

Section 1.0 Building Strong Healthy Communities

Policy 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1,** describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendment address them.

POLICY	**EVALUTION**
a) *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*	The proposed amendments will permit a mixed-use development use within the City's Mixed Use Corridor – General designation, as proposed to be amended. The proposed development represents efficient development and land use and will not negatively impact the financial well-being of the neighbourhood, City and/or Province over the long term.
b) Accommodating an appropriate range and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for the older persons), employment (including industrial and commercial), institutional (including places of worship, centuries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;	The proposed amendments will contribute to a range and mix of residential and retail uses, meeting the needs of existing and future residents and employees of the area.

c) *Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*	The Subject Lands are located in an area designated for growth and development, and not located in an area subject to environmental, public health or 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;*	The Subject Lands are located within a settlement area. No expansion to the existing settlement area boundary is required to accommodate the proposed development.
e) *Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*	The proposed development will utilize existing public services to the Subject Lands, thereby minimizing servicing costs to the Region.
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;*	The proposed building will be constructed in accordance with the Building Code, AODA and all required accessible standards.
g) *Ensuring that necessary infrastructure, electricity generation facilities and transmissions and distribution systems, and public service facilities are or will be available to meet current or projected needs; and*	The proposed development will take advantage of existing infrastructure available to the Subject Lands, reducing servicing costs.
h) *Promoting development and land use patterns that conserve biodiversity and.*	The proposed development is consistent with the development pattern of the Subject Lands and the surrounding community and will have minimal impact on the environment.
i) *Promoting development and land use patterns that conserve biodiversity and consider the impacts of changing climate.*	The proposed development will not have any impacts on the environment and is located near local transit that will promote patterns of development that reduce impacts on climate change.

Policy 1.1.2 states that *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 25 years, informed by provincial guidelines. 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.

> **Evaluation:** The proposed development is for a 29-storey mixed use building, providing a total of 335 residential units and retail uses at grade within the Built boundary and will assist the City in meeting its growth projections.

Policy 1.1.3 – Settlement Areas

This Provincial Policy Statement is applicable to the proposed development as it states that:

> "the vitality of settlement areas is critical to the long-term economic prosperity of our communities…It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures."

Within this policy, the following is relevant:

Policy 1.1.3.1 of the PPS states *that settlement areas shall be the focus of growth and development*.

> **Evaluation:** The proposed development is situated within the City's urban boundary. The proposal represents intensification and redevelopment of an existing underutilized property within the City. The proposal is compatible with the existing residential, employment, and commercial uses within proximity to the Subject Lands.

Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) *Efficiently use land and resources;*
b) *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 uneconomic expansion;*
c) *Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
d) *Support active transportation;*
e) *Are transit-supportive, where transit is planned, exists or may be developed; and*
f) *Are freight-supportive.*

> **Evaluation:** The proposed development supports Policy 1.1.3.2 as the proposal will allow for development of vacant land for a high density mixed-use building and will connect to the existing and planned municipal infrastructure in the area. The proposed development will provide an efficient use of land and resources by maximizing the developable area of the property. The proposed residential and retail uses in proximity to existing residential neighbourhoods and businesses will assist in reducing the travel distance and carbon emissions for future and current residents of the area. The proposal will be serviced by public transportation along Plains Road East, Waterdown Road and the Aldershot GO Station.

Policy 1.1.3.3 of the PPS states that *planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through 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 require to accommodate projected needs.*

> **Evaluation:** The proposed development will facilitate and support appropriate residential and employment growth within Burlington. The proposed development will assist the City in achieving the required intensification at this location.

Policy 1.1.3.4 of the PPS states *that appropriate development standards be promoted which facilitate intensification, redevelopment, and compact form while maintaining appropriate levels of public health and safety*.

> **Evaluation:** The proposal acknowledges the importance of intensification and compact form. As such, the proposed 29-storey mixed-use building represents an efficient development of the lands. The proposal will not result in public health and safety issues.

Policy 1.1.3.6 states *that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

> **Evaluation:** The proposed development is compact and will efficiently utilize public service facilities. The proposed amendment will permit intensification appropriate for the Subject Lands.

Section 1.3 Employment

Policy 1.3.1 states that Planning authorities shall promote economic development and competitiveness by:

a) *providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;*
b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
c) *Facilitating the conditions of economic investment by identifying strategic sites for investment, monitoring the availability of suitable of employment sites, including market-ready sites, and seeking to address potential barriers to investment.;*
d) *Encouraging compact, mixed –use development that incorporates compatible employment uses to support livable and resilient communities within consideration of housing policy 1.4; and*
e) *Ensuring the necessary infrastructure is provided to support current and projecting needs*

Evaluation: The proposed development supports Policy 1.3.1 as the proposal contributes to the mix of residential and retail uses in the area. The addition of residential and retail uses will provide further opportunities for a diversified economic base in the area and will support the needs of residents and businesses. The proposal will require a minimal amount of infrastructure and will utilize existing infrastructure available to the Subject Lands.

Section 1.4 – Housing

Policy 1.4.1 states that *to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*

a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through land suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Evaluation: The proposal contributes to the City of Burlington's ability to accommodate residential growth for a minimum of 15 years and a minimum three-year supply of residential units through a residential intensification of 335 units. The proposal will utilize existing and future services and utilities provided in the area.

Policy 1.4.3 states that *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet market-based and affordable housing needs of current and future residents of the regional market area by:*

a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.
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 active transportation and transit in areas where it exists or is to be developed;
e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
f) 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.

Evaluation: The proposal is representative of a residential intensification that will provide 335 residential units in the form of 1, 2 and 3 bedroom units. The proposal will provide a range of housing options in the area similar to proposed and existing developments in the area. The proposed density of 7.34 FSI will optimize the use of existing infrastructure and public service facilities. The proposal supports active transportation and transit use in the area by its proximity to the Aldershot GO station, as well as the Burlington transit line. The proposal provides other transportation options in the form of creating comfortable walking conditions and the supply of bicycle parking spaces/facilities.

Section 1.6 – Infrastructure and Public Service Facilities

Policy 1.6.6.2 states that *municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

Evaluation: The proposed development will take advantage of the municipal sewage services and municipal water services available to service the Subject Lands.

Policy 1.6.6.7 states that *planning for stormwater management shall:*

a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
b) *minimize, or, where possible, prevent increases in contaminant loads;*
c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
d) *mitigate risks to human health, safety, property and the environment;*
e) *maximize the extent and function of vegetative and pervious surfaces; and*
f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

Evaluation: The Functional Servicing and Stormwater Management Report prepared by Odan Detech confirms the Subject Lands can be readily serviced and meet the objectives of the regulatory agencies with the proposed servicing outlined in their report and accompanying drawings and figures.

Policy 1.6.7.2 of the PPS states that *efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

Evaluation: The Subject Lands are in proximity to bus routes and Aldershot GO station, providing additional opportunities and connections to the City of Burlington. The proposed development will intensify the Subject Lands to support the existing and planned transportation infrastructure.

Policy 1.6.7.4 of the PPS states that *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.*

> **Evaluation:** The proposed density and mix of uses in a compact urban form is highly supportive of existing and emerging transit and active transportation options such as cycling and walking.

Section 1.7 Long-Term Economic Prosperity

Policy 1.7.1 states that *long-term economic prosperity should be supported by:*

a) promoting opportunities for economic development and community investment-readiness;
c) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;
d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
j) promoting energy conservation and providing opportunities for increased energy supply;

> **Evaluation:** The proposed development will be redesignated to the Mixed Use Corridor – General designation in the City OP. The proposal introduces a use that is complementary to the surrounding commercial, retail and residential uses. The proposed development represents an intensification of the Subject Lands and will utilize the existing infrastructure available for the site, taking advantage of infrastructure investments. The proposed design is well designed, with the built form framing the streets appropriately to create a sense of place. Lastly, the proposed building incorporates energy conservation measures as well as provides increased energy supply through the solar panels which will be located on the roof of the facility.

Section 1.8 Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 describes how Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

POLICY	EVALUATION
a) promote compact form and a structure of nodes and corridors;	The proposed development represents an efficient use of the Subject Lands and will be in a compact form, making an efficient use of land and infrastructure at an appropriate density of 7.34 FSI.

b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*	The proposed development is currently in proximity to existing transit stops for employees and visitors to take on active transportation options. The proposal will take advantage of existing facilities connecting the proposed mixed-use building to the surrounding residential, commercial and employment uses.
e) *Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*	The proposed development is in proximity to the residential and employment uses in the surrounding areas. The introduction of a mixed-use building on the Subject Lands will help reduce commute time and emissions, allowing residents and employees to have an easy access live-work environment.
f) *Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure, and*	The proposed development will maximize energy efficiency and conservation through sustainable design, building efficiency and reducing automobile dependence.
g) *maximize vegetation within settlement areas, where feasible.*	The proposal enhances the existing vegetation along the north and west property line.

Section 2.6 – Cultural Heritage and Archaeology

Policy 2.6.2 states that development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

Evaluation: Should any archaeological resources be found during construction, the appropriate authorities will be notified.

Section 3.2 – Human-Made Hazards

Policy 3.2.2 states that sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

> **Evaluation:** No contamination has been identified from previous uses on the Subject Lands.

Based on our analysis, the proposed Official Plan and Zoning By-law Amendments are consistent with the PPS.

D

Appendix D: Growth Plan Analysis

APPENDIX D: GROWTH PLAN ANALYSIS

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), as amended on August 28th, 2020, is applicable to the Subject Lands. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

An analysis of the Growth Plan policies has been conducted to demonstrate that the Official Plan and Zoning By-law Amendments are in keeping with the direction of the Growth Plan policies. The following is a summary of the key policies that are directly engaged by the proposed development.

Section 1.2.1 Guiding Principles

Section 1.2.1 states that the *successful realization of this vision for the GGH centres on effective collaboration amongst the Province, other levels of government, First Nations and Métis communities, residents, private and non-profit sectors across all industries, and other stakeholders. The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:*

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

  Evaluation: The proposal satisfies this vision for growth in the Greater Golden Horseshoe by contributing to vibrant and complete community in an area where residential and non-residential uses are planned. The proposal supports the optimization of existing water, wastewater, stormwater infrastructure and transit infrastructure through its compact built form.

Section 2.2.1 – Managing Growth

Policy 2.2.1.1 provides that the forecasted population and employment growth identified within the Growth Plan will be used for planning and managing growth in the Growth Plan to the horizon of this Plan.

> **Evaluation:** The proposed amendments will permit residential and non-residential uses which will assist in achieving the population and employment targets for the Region and City as set out in this policy and in Schedule 3 of the Growth Plan.

Policy 2.2.1.2 directs that the forecasted growth should be allocated based on the following priorities:

a) the vast majority of growth will be directed to settlement areas that:
- *i. have a delineated built boundary;*
- *ii. have existing or planned municipal water and wastewater systems; and*
- *iii. can support the achievement of complete communities;*

c) within settlement areas, growth will be focused in:
- *i. delineated built-up areas;*
- *ii. strategic growth areas;*
- *iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
- *iv. areas with existing or planned public service facilities;*

d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;

e) *development will be generally directed away from hazardous lands*.

Evaluation: The proposal supports the Growth Plan's intensification directives by:
- adding a mix of uses within the Built Boundary that support growth in a settlement area with existing and planned public infrastructure;
- providing a use within the settlement area that supports the complete communities intentions of the policies;
- providing an additional use to the existing mixture of commercial, retail and employment uses, in proximity to transit; and
- proposing a higher intensity built form in an area designated for intensification.

Policy 2.2.1.4 of the Growth Plan requires the proposal to support the achievement of complete communities that provide the following:

a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;

d) expand convenient access to:
- *i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
- *ii. public service facilities, co-located and integrated in community hubs;*
- *iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*

e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;
f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and
g) *integrate green infrastructure and low impact development*.

Evaluation: The proposed development will contribute to achieving complete community by:

- providing residential and non-residential uses that are appropriately located to serve the needs of existing and future residents and businesses;
- providing conveniences to the community in proximity to Highway, and within an MTSA;
- proposing a high-quality built form with high visual interest;
- the proposed development on the Subject Lands will reduce the demand of vehicles by being located in proximity to transit options thereby reducing travel demands and thus greenhouse gas emissions; and
- providing green infrastructure and low impact development features.

Section 2.2.2 – Delineated Built-up Areas

Policy 2.2.2.2 of the Grown Plan requires *that until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*

Evaluation: The proposal will contribute to achieving the minimum employment targets within the built-up area for the City of Burlington.

Section 2.2.4 – Transit Corridors and Station Areas

Policy 2.2.4.3 states that *Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of*

c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network

Evaluation: The proposed development includes 335 residential units and 370.1 square metres of retail gross floor area, which will provide dwelling units for an estimated 704 people and 715 jobs, therefore meeting the intent of this policy.

Policy 2.2.4.8 states that *all major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:*

a) connections to local and regional transit services to support transit service integration;
b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
c) commuter pick-up/drop-off areas,

Evaluation: The proposed development is in proximity to major transportation infrastructure, including local transit routes and Aldershot GO station. The proposal also supports the

initiatives of the Major Transit Station Area through high quality public and private realm sidewalks which provides significant connectivity and permeability through the proposed development and adjacent properties thereby satisfying this policy.

Policy 2.2.4.9 states that *within all major transit station areas, development will be supported, where appropriate, by:*

a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
b) fostering collaboration between public and private sectors, such as joint development projects;
c) providing alternative development standards, such as reduced parking standards; and
d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities

Evaluation: The proposal supports a diverse mix of uses including residential and retail uses at transit-supportive densities. The proposal provides land uses and a built-form that promotes transit optimization for existing transit services. The proposed parking rates are reflective of development that is intended to be supportive of and promote the utilization and optimization of the significant transit infrastructure in the City.

Section 2.2.5 – Employment

Policy 2.2.5.1 states Economic development and competitiveness in the GGH will be promoted by:

a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;
c) planning to better connect areas with high employment densities to transit; and
d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Evaluation: The proposed development will contribute to the overall employment density by making efficient use of the Subject Lands. The proposed development includes retail uses at grade and will be compatible with existing and future development in the surrounding area.

Section 3.2.2 – Transportation – General

Policy 3.2.2.2 states that *the transportation system within the GGH will be planned and managed to:*

a. provide connectivity among transportation modes for moving people and for moving goods;
b. offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;
d) offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;

Evaluation: The proposal will connect to the existing public sidewalks that integrate bus stops. The Subject Lands will connect the existing and future residents with multimodal access to jobs, housing, schools, cultural and recreational facilities and goods and services.

Section 3.2.7 – Stormwater Management

Policy 3.2.7.2 states that *proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*

a) is informed by a subwatershed plan or equivalent;
b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;
c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and
d) aligns with the stormwater master plan or equivalent for the settlement area, where applicable.

Evaluation: The proposal will integrate stormwater management best practices, such as low impact development techniques to meet subwatershed planning requirements in the City as further outlined by the Functional Servicing and Stormwater Management Report prepared by Odan Detech.

Based on our analysis, the proposed Official Plan and Zoning By-law Amendments conform to the Growth Plan.

Appendix E: Region of Halton Official Plan Analysis

E

APPENDIX E: HALTON REGION OFFICIAL PLAN ANALYSIS

The Regional Municipality of Halton Official Plan ("RHOP") was adopted by Council on March 30, 1994 and subsequently approved, with modifications, by the Minister of Municipal Affairs and Housing on November 27, 1995. Regional Official Plan Amendments 48 and 49 were adopted by Regional Council and modified and approved by the Ministry of Municipal Affairs and Housing on November 10, 2021 and November 4, 2022, respectively. The current Office Consolidation of the Official Plan is November 4, 2022.

The Subject Lands are located within the Urban Area on Map 1 – Regional Structure. The Subject Lands are located within a Major Transit Station Area (MTSA) on Map 1H – Regional Urban Structure. The Subject Lands are located within Aldershot GO MTSA on Map 6D.

The proposed development site is located within the City of Burlington, under the Region of Halton, as such the RHOP is applicable to the proposed Official Plan and Zoning By-law Amendment applications.

Table 2 of the RHOP outlines the Intensification and Density Targets for each municipality. The Intensification Target for Burlington is 20,500 units.

> **Evaluation:** The proposed development provides for 335 residential units, providing for a density of approximately 2,235 people and jobs per hectare.

Section 72 Urban Area and the Regional Urban Structure

Policy 72 provides the following Urban Area objectives:

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.*
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.*
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.*
4) *To ensure that growth takes place commensurately both within and outside the Built Boundary.*
6) *To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.*
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.*
9) *To facilitate and promote intensification and increased densities.*
10) *To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.*

10.1) To direct where employment uses should be located and to protect areas designated for such uses.

Evaluation: The proposed high-rise mixed use development will promote creating a healthy community by locating such uses in proximity to existing public transit, existing and proposed residential development, and infrastructure. The Subject Lands are in proximity to these services and encourage walkability and active transportation to serve the needs and reduce the demand of vehicles, thereby reducing travel demands and thus greenhouse gas emissions. The proposed development will further promote a live-work relationship with the existing community and support the local economy. The proposed development foster growth within the urban boundary of the City of Burlington specifically promoting growth that is compact and supportive of transit.

Policies 74, 75, 76 outline that Urban Areas consist of where urban services are or will be available to accommodate existing and future urban development and amenities. From this, these areas are planned to accommodate a distribution of population and employment, within a range of permitted uses and creation of new lots in accordance with Local Official Plans and Zoning By-laws.

Evaluation: The proposed development will provide a high density mixed use building that will be fully serviced by existing municipal services, as confirmed within the Stormwater Management and Functional Servicing Report prepared by C.F Crozier. The proposed development will conform to the policy direction of the Local Official Plan through an Official Plan Amendment.

Policy 77(5) outlines the Area-Specific Plans or policies for major growth areas, and shall include:

a) a general statement of the intended character of the area or community,
b) boundaries of the area or community,
c) policies for the protection of the Regional Natural Heritage System and for the protection of public health and safety within hazard lands,
d) capacity targets of population, housing units and employment, including targets for Affordable Housing,
e) land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, including the locations of local facilities for social, cultural, recreational, educational and religious purposes,
f) location, types and density of residential and employment lands that contribute to creating healthy communities through:
  i. urban design,
  ii. diversity of land uses,
  iii. appropriate mix and densities of housing,
  iv. provision of local parks and open space,
  v. strengthening live-work relationship through a proper balance of residential and employment land uses, and
  vi. promoting active transportation and public transit use.
f.1) consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines,

g) overall development density for the area or community and, if it is located within the Designated Greenfield Area, how this density will contribute towards achieving the minimum overall development density for Designated Greenfield Areas in the Local Municipality as set out in Table 2 and the Regional phasing as set out in Table 2a,
h) a transportation network that promotes public transit and active transportation, including a strategy for early introduction of transit services,
i) development phasing,
j) storm water management or, if the scale of development justifies, a Sub-watershed Study as per Section 145(9),
k) Environmental Impact Assessments, if any part of the Regional Natural Heritage System is affected in an area not covered by a Sub-watershed Study,
l) an Air Quality Impact Assessment based on guidelines under Section 143(2.1),
m) water and wastewater servicing plans,
n) provision of utilities,
o) a fiscal impact analysis,
p) a community infrastructure plan, based on Regional guidelines, describing where, how and when public services for health, education, recreation, socio-cultural activities, safety and security and Affordable Housing will be provided to serve the community, and
q) an Agricultural Impact Assessment on potential impact of urban development on existing agricultural operations, including the requirement for compliance with the Minimum Distance Separation formulae where an agricultural operation is outside the Urban Area.

Evaluation: The proposed development will provide for a range of housing options and non-residential uses within the Mixed Use Corridor - General designation that promotes the surrounding mixed-use, compact and transit-supportive community. The proposed development will introduce 133 1-bedroom units, 34 1-bedroom plus den units, 134 2-bedroom units and 34 3-bedroom units for a total of 335 units. The development will also assist the Region in meeting employment targets as it includes retail uses at grade, while also providing for good urban design and adding to the diversity of land uses. The development is also well-serviced by existing transit and pedestrian facilities along Plains Road West and Waterdown Road and the Aldershot GO Station, and is supported by the Transportation Impact Study prepared by C.F. Crozier. A Stormwater Management and Functional Servicing Report has been prepared by C.F. Crozier which supports the proposed development.

Policy 77(22) requires Local Municipalities to include in their Official Plans development criteria to ensure that, outside of Employment Areas, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site.

Evaluation: The Subject Lands are located within the Mixed Use Corridor – Employment designation of the City OP 1997 and 2020. The proposed Official Plan Amendment will redesignate the Subject Lands to Mixed Use Corridor – General to permit the residential uses. This redesignation aligns with the proposed future vision for the Aldershot GO Station MTSA and maintains non-residential uses through retail uses at grade.

Regional Urban Structure

Policy 78.1 states that *the objectives of the Regional Urban Structure are:*

2) To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;
3) To provide increased opportunities for the development of Affordable Housing, particularly within Strategic Growth Areas;
5) To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and supporting existing and planned transit and active transportation.

Evaluation: The proposed development provides for additional housing units through mixed-use intensification within an MTSA and Strategic Growth Area. The proposed development will reduce automobile dependence through transportation measures such as proximity to transit routes and reduced parking rates.

Strategic Growth Areas

Policy 79 states the objectives of Strategic Growth Areas are:

1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.
2) To provide opportunities for more cost-efficient and innovative urban design.
3) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.
4) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.
5) To create a vibrant, diverse and pedestrian-oriented urban environment.
6) To cumulatively attract a significant portion of population and employment growth.
8) To support transit and active transportation for everyday activities
9) To generally achieve higher densities than the surrounding areas.
10) To achieve an appropriate transition of built form to adjacent areas

Evaluation: The proposed development is located in proximity to Aldershot GO station which is identified as a Strategic Growth Area, specifically a Major Transit Station, as per Map 1H in the RHOP. The proposed development will provide an urban form that will represent an increased density on the Subject Lands through a high-rise mixed use building design. The proposed development will create a complete community in the Aldershot GO station area by providing a range of unit sizes to accommodate various family sizes and price ranges as well as accessory retail for employment opportunities.

Policy 79.3 states it is the policy of the Region to:

1) *Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan.*
2) *Require Local Official Plans to identify Strategic Growth Areas with detailed boundaries in accordance with the objectives and policies of this Plan, and for Urban Growth Centres, Major Transit Station Areas, and Primary Regional Nodes, in accordance with the boundaries as delineated on Map 1H and Map 6.*
6) *Require the Local Municipalities to ensure the proper integration of Strategic Growth Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.*
7) *Require the Local Municipalities to:*
    a. *include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Strategic Growth Areas;*
    b. *prescribe in Official Plans and Zoning By-laws minimum development densities for lands within Strategic Growth Areas in accordance with Table 2b, where applicable;*
    d. *promote development densities that will support existing and planned transit services.*
13) *Require Local Municipalities to plan for employment uses within Strategic Growth Areas by:*
    a. *establishing development criteria to ensure that, outside of Employment Areas, the redevelopment of any employment lands will retain space for a similar number of jobs to remain accommodated on site;*
    b. *implementing policies and development criteria that support planning to achieve over the long-term, where applicable, a target proportion of residents and jobs in accordance with Section 55.3 and Table 2b of this Plan;*
    c. *utilizing tools such as Community Improvement Plans, Community Planning Permit Systems, Local Zoning By-laws, and other appropriate implementation tools to support, the development of employment uses; and*
    d. *monitoring on a regular basis and in conjunction with the Region, residential and employment development within Strategic Growth Areas to assess progress toward achieving the targets identified in Table 2b and/or an Area-Specific Plan, and, if there are significant deficits or deviations from these targets, developing a strategy to redress them as part of a review of the Local Official Plan or applicable Area-Specific Plan.*

Evaluation: The proposed development meets the intent of requiring higher densities and mixed uses to be located within a Strategic Growth Area by providing a 29-storey mixed use building on the Subject Lands. The proposed development contains appropriate landscaping and buffer areas to provide screening which allows for a smooth built form transition to the surrounding area and therefore, will not negatively impact the physical character of the existing neighbourhood. Through an Official Plan Amendment, the Subject Lands will be redesignated to Mixed Use Corridor – General to facilitate the proposal. The proposal will provide for jobs through the proposed retail use on site, and will facilitate a development that reflects the City's future vision for the Aldershot GO MTSA.

Major Transit Station Areas

Policy 81 states the objectives of the Major Transit Station Areas are:

2) *To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment.*
4) *To achieve multimodal access to stations and support complete communities.*
5) *To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate.*
6) *To protect existing employment uses within and adjacent to Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved. New developments are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.*
7) *To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of Area Specific Plans.*

Evaluation: The proposed development is within a MTSA as defined with the RHOP and will provide a mix and range of transit-supportive uses, including high density residential with at-grade retail. The proposed development represents appropriate intensification on the Subject Lands and will maximize the number of potential transit users as the proposal is within walking distance to the Aldershot GO station.

Housing

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

Evaluation: The proposed development provides a mix and variety of housing options by introducing 133 1-bedroom units, 34 1-bedroom plus den units, 134 2-bedroom units and 34 3-bedroom units for a total of 335 units.

Policy 86 states it is the Policy of the Region to:

1) *Monitor the development approval process to achieve at all times a minimum of three-year supply of draft approved and/or registered residential units for the Region as a whole.*
6) *Adopt the following housing targets:*
    a. *that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter; and*
10) *Require Local Official Plans and Zoning By-laws to permit additional residential units in new and existing residential development, provided that health, safety and other reasonable standards or criteria (e.g. the provision of parking or adequacy of services) are met, including:*
    a. *the use of two residential units in a detached house, semi-detached house or rowhouse; and*

b. the use of a residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse.

11) Permit intensification of land use for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighbourhoods can be maintained.

12) Encourage the building and development industry to incorporate universal physical access features in all new buildings.

20) Require the Local Municipalities, in developing phasing strategies, to ensure that a full range and mix of housing types can be provided in each development phase in accordance with Table 2a.

21) Require Local Official Plans to provide an appropriate mix of housing by density, type and affordability in each geographic area, consistent with current and projected demands reflecting socio-economic and demographic trends.

23) Encourage the Local Municipalities and the development industry to consider innovative residential development designs which contribute to affordability and energy and natural resource conservation.

Evaluation: The proposed high-rise mixed use development will contribute to the Region's new housing unit targets by providing a mix of housing by density, type and affordability within the immediate geographic area, for a total of 335 new units. The proposed development is appropriately distanced from the low density residential housing to minimize adverse impacts and to allow the character of the neighbourhood to be maintained while fulfilling the intensification objectives within the MTSA.

Urban (Water Supply and Wastewater Treatment) Services

Policy 87 states that *to provide satisfactory levels of urban services in the Urban Area to meet existing and future requirements.*

Evaluation: The proposed development will utilize the urban services to meet existing and future requirements.

Policy 88 provides the following objectives for urban services:

1) to provide satisfactory levels of urban services in the Urban Area to meet existing and future requirements.

2) To provide a staged program for the improvement and extension of urban services:

a) Within the financial capabilities of the Region,

b) Meeting or exceeding provincial environmental standards

Evaluation: The Functional Servicing and Stormwater Management Report prepared by C.F Crozier states the Subject Lands can be readily serviced and meet the objectives of the regulatory agencies with the proposed servicing outlined in this report and accompanying drawings and figures.

Economic Development

Policy 168 states *the goal for economic development is to achieve sustainable economic prosperity for Halton on the basis of its competitive location, innovative businesses, skilled labour force, high quality infrastructure, sustainable natural resources, a positive business environment, and a diversified economic base.*

> **Evaluation:** The proposed development will contribute to the overall employment density by making efficient use of the Subject Lands. The proposed high-rise mixed use building includes accessory retail uses which will be compatible with existing and future development in the surrounding area.

Transportation

Policy 172 provides the following policies for Transportation:

9) To support the early introduction of public transit service in new development and redevelopment areas and in intensification areas.
9.1) To ensure development is designed to support active transportation and public transit.
10) 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.
12) To support the provision of public transit service, within reasonable walking distance and at reasonable cost, to all sectors of the public, including persons with a physical disability.

> **Evaluation:** The proposed development will contribute to achieving complete community with the following:
> - Providing conveniences to the community through the following:
> - Connecting with the community through transportation modes, including public transportation and existing network of walkways;
> - Location in a Mixed Use Corridor – General area of the community, as proposed to be amended; and
> - The proposed development on the Subject Lands will reduce the demand of vehicles by being located in proximity to transit options, thereby reducing travel demands and thus greenhouse gas emissions.

Based on the above analysis, it is concluded that the proposed Official Plan and Zoning By-law Amendments conform to the Regional of Halton Official Plan.

Appendix F: City of Burlington Official Plan 1997 Analysis

APPENDIX F: BURLINGTON OFFICIAL PLAN (1997) ANALYSIS

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

The Subject Lands are located within the Mixed Use Activity Areas on Schedule A – Settlement Pattern. The Subject Lands are designated Mixed Use – Employment on Schedule B – Comprehensive Land Use Plan.

The Subject Lands will be redesignated to Mixed Use Corridor – General on Schedule B – Comprehensive Land Use Plan through the proposed Official Plan Amendment.

The following is a summary of the policies applicable to the proposed development.

Part I – 3.0 Guiding Principles

Section 3.0 states the urban and rural environment that is desired for the City of Burlington is summarized as follows:

- *Provide a community plan and growth strategy aimed at creating an attractive, liveable community that offers a wide range of housing, employment, transportation, and leisure opportunities for all its citizens.*
- *Support a healthy, clean and sustainable community based on an ecosystem approach and the implementation of the principles of Sustainable Development, by ensuring that environmental integrity and diversity, social and economic factors, and compatibility are considered in land use decisions.*
- *Ensure that the City's infrastructure and services are maintained or expanded at a level that is fair, realistic and affordable.*
- *Foster a unique, vibrant and strong community identity.*
- *Create a community development pattern that supports the existing business community and promotes new business development opportunities, by protecting critical areas of economic enterprise and promoting a variety of locations for economic activity.*
- *Support a vigorous local economy.*
- *Promote safety and health in the community as well as fair access to housing, municipal services, community facilities, education facilities and economic opportunity.*
- *Promote the efficient use of land through intensification within appropriate areas of the City, in accordance with Provincial growth management objectives, while recognizing the need for balancing this objective with other planning considerations*

Evaluation: The proposed development achieves the City's guiding principles for land use and development by introducing a high-quality built form for a 29-storey building with 335 new residential units and retail uses at grade. Future residents will be in proximity to existing and future employment and local transit. The proposed building will add to the visual appeal

and sense of place and will help define the planned character of the surrounding area to foster a strong and vibrant community identity.

Part II – Section 2.7 Sustainable Design and Compatibility

Section 2.7 of Part II of the OP provides applicable policies on Sustainable Design and Compatibility as follows:

Policy 2.7.3 b) states the following as it relates to the site plan stage:

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
xi. appropriate protection and stewardship measures for greenways and/or watercourses as defined in adopted watershed and sub watershed 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.

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.

Evaluation: The proposed development is located within walking distance to local transit lines and within a 15-minute walk to the Aldershot GO station. The proposed development provides bike storage lockers and reduced parking ratios to increase walking and cycling. The proposed development is in proximity to existing housing, shopping, employment and transportation, providing future residents access to amenities within walking distance. The Sustainable Design policies are further discussed in the Urban Design Brief.

Policy 2.11.3 a) states *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.*

Evaluation: A Functional Servicing and Stormwater Management Report has been prepared by Odan Detech, which outlines that a global improvement to the downstream storm sewer system will be achieved through the development.

Part II – Section 3.0 Transportation

Policy 3.2.2 states the following policies as it relates to transportation:

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, rezonings, 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.

k) Opportunities for the sharing of parking in mixed use developments will be considered subject to an evaluation by the City.

Evaluation: The proposed mixed use development supports active transportation and pedestrian movement through a pedestrian-orientated design that is located and well serviced by transit services along Plains Road West and Waterdown Road and is in proximity to Aldershot GO station. A Transportation Impact Study has been prepared by C.F. Crozier which concludes that the traffic associated proposed development does not materially impact the surrounding road network, the site accesses are expected to provide sufficient sightlines, and maneuverability at the site is expected to operate in an acceptable manner, the proposed development can be supported.

Part II – Section 6.0 Urban Design

Policy 6.4 states the following public realm policies:

a) Design opportunities to enhance the quality of the public realm shall be encouraged as a part of the design of all municipal undertakings, including public parks and buildings, public streets, natural areas and all municipal engineering projects related to public spaces.

b) Existing streets shall be examined for their qualities as pedestrian spaces and visual links as well as carriers of traffic, and guidelines may be adopted to enhance these qualities.

c) "Traffic-calming" measures shall be implemented in certain areas to enhance the potential for pedestrian activity, through methods such as reduced speeds and road widths and on-street parking.

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

e) Improvements to existing streetscapes shall be encouraged when reconstruction occurs and shall be implemented in accordance with Council-approved Urban Design Guidelines, where such guidelines exist.

f) City Council shall place particular emphasis on the design of intersections of major roads in the City as marking major entrances into nearby neighbourhoods, and may require design measures that define these intersections.

g) *The design of all municipal undertakings shall promote adequate visibility of isolated areas from high traffic areas in order to promote public safety*.

Evaluation: The proposed development will consider enhancements to the public realm. An Urban Design Study has been prepared in support of this application, which outlines how the proposed development meets the Urban Design guidelines of the City.

Section 6.5 Design Guidelines Policies

Section 6.5 states the following design guidelines policies:

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.*
d) *The creation of a continuous and harmonious streetscape environment shall be encouraged with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings.*
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.*
h) *The streetscape appearance of major, multi-purpose and minor arterial roads and collector streets shall be enhanced by encouraging buildings to present their main building facades to these roads or to enhance their treatment to avoid the appearance of blank buildings at service entrances.*
i) *Reverse frontage lotting patterns and the use of acoustical walls next to major, multi-purpose and minor arterial and collector roads should be avoided. In addition, side and end elevations of buildings facing major, multi-purpose and minor arterial and collector roads should be designed with an upgraded level of architectural treatment for the purpose of avoiding the use of blank walls facing these roads. Building setbacks from the street are to be minimized along pedestrian and transit-oriented streets.*
j) *The functional and visual impact of site servicing, loading, air conditioning and ventilation equipment and waste handling facilities shall be minimized, by integrating them into the building's main structure, by screening or by site design.*
k) *The City shall review and adopt lighting standards for City streets and facilities in order to minimize sky-glow while not compromising public safety. The impact of lighting associated with new development shall also be reviewed during the site plan approval process to minimize the intrusion and impacts of unwanted lighting into adjacent properties and to minimize sky glow.*

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.

Evaluation: The proposed development provides a high-density, compact built form and appropriate landscaping along Cooke Boulevard. The proposed development will galvanise the street through the provision of retail uses on the ground level. Parking will be located within 4 levels of underground parking. The proposed development will ensure a high quality building site design that enhances the existing character of the neighbourhood with a high degree of architectural design. Further urban design features are discussed in greater detail in the Urban Design Brief.

Part III – Land Use Policies – Urban Planning Area

Policy 2.5.2 a) states 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;
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;
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.

Evaluation: The proposal addresses the abovenoted policy as follows:

- The proposed development will have adequate servicing, parking, and limited traffic impacts, as supported by the Functional Servicing and Stormwater Management Report prepared by Odan Detech and Transportation Impact Study prepared by C.F. Crozier.
- The proposal is located within an MTSA, and is in proximity to transit stops along Plains Road West and Waterdown Road.
- The proposal is appropriate for the existing and future context of the surrounding area, and provides transition to the east. As demonstrated in the Sun Shadow Study prepared by Turner Fleischer, shadows are acceptable and are fast-moving on surrounding areas.
- The proposal provide appropriate transition and stepping from proposed and existing developments to the north, west and south.

Policy 2.5.4 states the following policies for infill development

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.

Evaluation: The proposed development will provide for appropriate height, scale, massing and setbacks within an MTSA, as noted throughout this Report. The proposed development is compatible with the surrounding area, which is undergoing urban transformation.

5.0 MIXED USE ACTIVITY AREA

Policy 5.2.2 states the following policies for Mixed Use Activity Areas:

a) Mixed Use Activity Areas identified on Schedule A, Settlement Pattern shall be designated as either Mixed Use Corridor-General, Mixed Use Corridor-Employment, Mixed Use Corridor-Commercial Corridor or Mixed Use Centre on Schedule B, Comprehensive Land Use Plan - Urban Planning Area

b) Lands designated as Mixed Use Corridor-General, Mixed Use Corridor Employment, and Mixed Use Corridor - Commercial Corridor on Schedule B, Comprehensive Land Use Plan - Urban Planning Area shall be subject to the policies contained in Part III, Section 5.3.

c) The design and development of Mixed Use Activity Areas shall promote these areas as focal points for community activities that are characterized by a compact form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development.

d) The construction and expansion of municipal services shall provide for the development of Mixed Use Activity Areas in an orderly and cost effective fashion.

h) Mixed Use Activity Areas shall be priority locations for:

i. land assembly at strategic locations;

ii. infrastructure/public facility improvements;

iii. *creation and application of financial, regulatory and other incentives;*
iv. *new municipal facilities and services;*
v. *creation and application of brownfield re-development strategies;*
vi. *preparation of comprehensive traffic and parking studies and strategies;*
vii. *provision of higher levels of transit service compared with other areas of the City.*

j) *In order to balance pedestrian and vehicular movements in a safe and efficient manner, various approaches may be considered, including shared parking facilities in central locations, and/or on-street parking where deemed appropriate by detailed studies.*
k) *The City may ensure the proper integration of Mixed Use Activity Areas with surrounding neighbourhoods through measures such as pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.*
l) *The City may consider the use of reduced parking standards in Mixed Use Activity Areas in order to encourage greater reliance on non automobile forms of transportation.*

Evaluation: The proposed development will require an Official Plan Amendment to redesignate the Subject Lands to Mixed Use Corridor – General to permit a high density mixed use development. The proposed development includes reduced parking ratios to increase walking and cycling. The proposed development utilizes existing servicing and transportation infrastructure as well as support existing and future transit. Further urban design features are discussed in greater detail in the Urban Design Brief.

5.3.4 Mixed Use Corridor – Employment

Policy 5.3.4 states

b) *The following uses may be permitted within the Mixed Use Corridor Employment locations: industrial uses; a broad range of office uses, a limited range of retail, service commercial and personal service uses which serve the day to day needs of employees; financial institutions and services; entertainment, recreation and other community facilities such as libraries and day care centres and motor vehicle dealerships.*
c) *Mixed Use Corridors-Employment lands are intended to provide for the retail and service commercial needs of the employment uses and their employees within and immediately adjacent to the Corridor. In addition, retail uses related to home improvement shall be permitted.*
d) *In Mixed Use Corridor-Employment locations, residential uses shall be prohibited. In addition, individual retail and service commercial uses shall be limited to a maximum size as set out in the Zoning By-law.*
e) *Zoning By-law regulations affecting Mixed Use Corridor-Employment locations shall be based on the following factors:*
i. *the maximum floor area ratio of development at any site shall be 1.0:1, except industrial uses, where the maximum floor area ratio shall be 0.5:1;*
ii. *the maximum building height shall be six storeys, except for industrial uses, where the maximum building height shall be two storeys;*
iii. *buildings should be located so as to front and face the street, to provide a sense of human comfort and pedestrian scale and interest, and in close proximity to the street and to transit services; and*
iv. *off-street parking needs may be reduced for sites with transit supportive designs or shared parking arrangements*

k) *Proposals for the re-designation of lands designated Mixed Use Employment to allow non-employment uses, or to add a range of uses to the Mixed Use Corridor-Employment designation that are primarily permitted in a non-employment designation, shall be evaluated based on meeting the following criteria:*

- i. *the proposal shall only be considered in conjunction with the Comprehensive Review provisions identified in the Provincial Policy Statement and the policies of Provincial Plans;*
- ii. *the proposal shall not detrimentally affect the short and long-term employment land needs of the City;*
- iii. *the intensity and characteristics of the proposed non-employment uses shall not detrimentally impact the viability, desirability, or the proper servicing of existing and future surrounding land uses;*
- iv. *the site's physical and natural characteristics, development constraints and location shall justify the consideration of nonemployment uses at the subject location;*
- v. *re-designation of lands abutting major transportation corridors including railways, highways and major arterial roads shall be discouraged;*
- vi. *support studies as identified in Part VI, Section 5.3, Other Studies Policies of the Plan are prepared;*
- vii. *in addition to (i) through (vi) above, the re-designation shall also meet at least two of the following conditions:*
    - i. *the amount of land affected is minor in area based on the projected land requirements within the planning horizon of the Plan;*
    - ii. *the development of the site is not feasible for employment uses within the planning horizon of the Plan;*
    - iii. *there are no alternative sites, designated and approved for the proposed use elsewhere in the City;*
    - iv. *the proposal will have a beneficial impact on the surrounding uses and the broader community;*
    - v. *the development of the land for non-employment uses will meet a public need identified by City Council resolution.*

Evaluation: As residential uses are not permitted in the Mixed Use Corridor – Employment lands, a redesignation to Mixed Use Corridor – General is required to permit the proposed development. The OP states that proposals for redesignation of Mixed Use Corridor – Employment lands to allow for non-residential employment uses are to be evaluated based on Comprehensive Review provisions. However, the Subject Lands are not within an Employment Area and are designated for residential intensification within the Aldershot GO MTSA as per Provincial policy and the ROP.

Policy 5.3.2 states the following general policies for Mixed Use Corridor-General designations:

a) *The following uses may be permitted within the Mixed Use Corridor-General, Mixed Use Corridor-Employment and Mixed Use Corridor-Commercial Corridor designations:*

- i. *a wide range of retail, service commercial and personal service uses; financial institutions and services; a broad range of office uses; entertainment, recreation and*

other community facilities such as day care centres; and small scale motor vehicle dealerships;

ii. *high density residential uses and a full range of office uses. Townhouses may only be permitted as a component of an overall development of mixed residential or residential/commercial building forms, where the townhouse portion of the mixed development does not abut the multi-purpose arterial or major arterial road and where the development of the townhouse component does not compromise the long-term objectives for the Mixed Use Corridor designation with respect to such matters as mix of uses, building form and intensity; and*

iii. *development and re-development of lands within a major transit station area, such as a GO transit commuter rail station, shall achieve a higher intensity of re-development and consist of transit supportive uses, as called for and defined in the Growth Plan for the Greater Golden Horseshoe.*

b) *Mixed Use Corridor lands are intended to provide for the day-to-day and weekly shopping needs of residents within and in close proximity to the Corridor.*

c) *Retail and service commercial uses are to be located at street level in office or residential buildings.*

d) *Zoning By-law regulations affecting Mixed Use Corridors shall be based on the following factors:*

   i. *the maximum floor area ratio of development at any site shall be 1.5:1. City Council may consider a higher floor area ratio in conjunction with a site-specific rezoning or variance application, subject to the consideration of various factors such as adequacy of services and infrastructure and the provision of compatibility with adjacent uses through measures such as terracing, a high quality of building design, landscaping and streetscaping, and the provision of underground parking;*

   ii. *the minimum building height shall be two storeys and the maximum building height shall be six storeys. Where required to ensure compatibility, four to six storey buildings may be required to be terraced back from adjacent residential areas and/or the street;*

   iii. *the implementing zoning by-law shall identify a minimum portion of all buildings abutting the corridor street to be located in close proximity to the corridor street. These setbacks may be modified for specific corridors following the completion of Council approved Corridor studies;*

   iv. *all buildings shall be required to have a building entrance from the building façade closest to the corridor street; and*

   v. *off-street parking needs may be reduced for sites with transit supportive designs or shared parking arrangements.*

e) *The zoning of individual sites may not allow for the full range of permitted uses or the full extent of development intensity at every location based on site specific factors that may include, but are not limited to, traffic, land use compatibility, market impact, natural hazards and features, and environmental factors such as soil contamination.*

f) *Higher density land uses and taller buildings shall be permitted at locations where Mixed Use Corridor areas intersect with multi-purpose arterial roads, major arterial roads or provincial freeways; or existing areas of development concentration, subject to the criteria outlined in Part III, Subsection 5.3.2, d) (i).*

h) Transit-supportive and pedestrian-oriented urban design shall be required in the development of Mixed Use Corridor sites.

i) The design and development of Mixed Use Corridors shall encourage the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and shall maximize personal safety by encouraging site plan features such as:

i. buildings should be oriented to the street and transit services, and buildings should be located so as to be in proximity to, and face the street, to provide a sense of human comfort and pedestrian scale and interest;

ii. safe and convenient access shall be provided for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities; and

iii. roads shall be designed for automobile use, efficient transit service as well as pedestrian and bicycle travel.

j) Proposals for the re-designation of lands to Mixed Use Corridor from another designation shall require an amendment to the Plan and shall be evaluated based on the following criteria:

iv. the impact of the proposal on adjacent land uses, particularly residential;

v. adequate municipal services are available;

vi. sufficient on-site parking is provided;

vii. the site is served by efficient peak period public transit;

viii. vehicular access to and from the site does not adversely affect local streets; and

ix. the site is located on a multi-purpose arterial or major arterial road that can accommodate the anticipated traffic.

k) Retail, service commercial and other pedestrian-oriented use shall be encouraged at the street level.

Evaluation: The proposed development seeks to redesignate the Subject Lands from Mixed Use Corridor - Employment to Mixed Use Corridor - General to allow for residential intensification on the Subject Lands. This proposed amendment is in accordance with the planned vision for the lands as per Provincial and Regional policy located within a Major Transit Station Area. The proposed development will provide a mix of residential and retail uses, with retail proposed at-grade to animate the street along Cooke Boulevard and to satisfy the day-to-day needs of future residents for retail and service commercial uses. The proposal seeks to implement higher density in the form of tall building in an area subject to future development concentration within the Aldershot GO MTSA. The proposed development achieves the above objectives for the Mixed Use Corridor – General to permit a 29-storey mixed use building with retail uses at grade. The proposal provides increased density to provide residential development that is transit-supportive and pedestrian-oriented in design. The proposed development is proposing a maximum FAR of 7.34:1 and building height of 29 storeys and therefore, a Zoning By-law Amendment will be required. As confirmed in the Functional Servicing and Stormwater Report prepared by Odan Detech, the proposed development can be serviced by planned municipal servicing. Further, the Transportation Impact Study prepared by C.F. Crozier confirms that there is sufficient on-site parking, and vehicular access to and from the site does not adversely affect local streets.

Based on our analysis, the proposed Zoning By-law Amendment conform to the City of Burlington (1997) Official Plan, as is proposed to be amended.

G

Appendix G: City of Burlington Official Plan 2020 Analysis

APPENDIX G: BURLINGTON OFFICIAL PLAN (2020) ANALYSIS

The Official Plan for the City of Burlington (2020) was adopted by City Council on April 26, 2018 with modifications by the Region of Halton dated November 30, 2020. A number of appeals to the Official Plan were received, however, Section 17(27) of the Planning Act sets outs that all parts of an approved official plan that are not subject to an appeal will come into effect on the day after the last date for filing a notice of appeal which was December 20, 2020.

The Subject Lands are located within an Urban Area on Schedule A – City System. The Subject Lands are located within a Mixed Use Nodes and Intensification Corridor on Schedule B – Urban Structure. The Subject Lands are located within a Primary Growth Area on Schedule B1 – Growth Framework. The Subject Lands are located within a MTSA Special Planning Areas on Schedule B2 – Growth Framework and Long Term Frequent Transit Corridors and within Aldershot GO MTSA on Schedule G.

The Subject Lands are designated Urban Corridor - Employment on Schedule C – Land Use. An Official Plan Amendment is proposed to redesignate the Subject Lands to Urban Corridor – General to permit the proposed development.

Policy 2.4.2(1) states the following policies as it relates to *Primary Growth Areas*:

a) Primary Growth Areas:
- *i. are identified on Schedule B-1: Growth Framework, of this Plan and are generally located within areas identified in the Urban Structure within the Mixed Use Intensification Areas as Urban Centres and MTSA Special Planning Areas, as identified on Schedule B: Urban Structure, of this Plan, with some exceptions.*
- *ii. shall be recognized as a distinct area within the City's Urban Area accommodating the majority of the city's forecasted growth over the planning horizon of this Plan and beyond, and consequently will experience the greatest degree of change;*
- *iii. shall be regarded as the most appropriate and predominant location for new tall buildings in accordance with the underlying land use designations, or the land use policies of an area-specific plan;*
- *iv. shall be identified as priority locations for City-initiated area-specific planning and for investments in transit as well as other types of infrastructure and public service facilities, including parks to support population and employment growth; and*
- *v. shall support the frequent transit corridors and accommodate development that is compact, mixed use, and pedestrian-oriented in nature.*

b) Primary Growth Areas shall be a priority for Provincial, Regional and City investment in new or upgraded infrastructure and/or public service facilities which may be required to facilitate intensification including, but not limited to, the following:
- *i. water/wastewater capacity;*
- *ii. investments in the Province's Priority Transit Corridors, frequent transit corridors and the investigation of the development of a higher order transit line such as dedicated lane rapid transit options, if warranted;*
- *iii. public service facilities, including parks;*

iv. other infrastructure, including but not limited to, hydro infrastructure; and
v. public realm improvements or other capital priorities.

c) Where an area-specific plan has been approved, the more specific land use policies shall apply.

d) Primary Growth Areas are also subject to the policies of Subsection 7.3.2(1) of this Plan.

Evaluation: The proposed high-rise mixed use development is located within an MTSA Special Planning Area (Aldershot GO) and represents a transit-supportive, pedestrian-oriented and compact built form as it introduces a 29-storey mixed use building with 335 residential units and retail uses at grade. The ground level retail will activate the street and provide natural surveillance. The proposed development supports existing and planned local transit services and active transportation by providing a reduced parking rate.

Section 3.1 – Housing

Policy 3.1.1(2) h) states the *City shall require the submission of a housing impact statement where a development proposal includes more than one hundred (100) dwelling units, identifying:*

i. how the proposal contributes to achieving the Region of Halton housing targets, including identification of any proposed new affordable or assisted housing units;
ii. how the estimated rents and/or initial sales prices of the development are at or below the affordable housing thresholds by type;
iii. where construction of the units is expected to occur in phases, information regarding the number of affordable housing units to be provided per phase, where applicable; and
iv. the proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments, and mechanisms to retain the long term affordability of units, where applicable.

Evaluation: The proposed development provides 335 housing units within an MTSA, including 167 one-bedroom, 134 two-bedroom, and 34 three-bedroom units. A Housing Impact Statement has also been prepared in support of the applications and outlines response to housing affordability.

Section 4.1 – Climate Change and Air Quality

Policy 4.1.2 states the *City will work to improve air quality and energy efficiency, to reduce greenhouse gas and fuel emissions, and to mitigate and adapt to the impacts of a changing climate through land use and transportation policies related to:*

i. maintaining the urban boundary and seeking a compact built form in Mixed Use Intensification Areas;
ii. achieving mixed use development to encourage walking, cycling and transit;
iii. locating intensification in areas which are well served by existing or planned transit;
iv. promoting and encouraging modal shift towards transit and active transportation, using tools such as transportation demand management;

Evaluation: The proposed mixed use high-rise development will provide 335 residential units and retail uses at grade and will make use of existing transit services and active

transportation infrastructure along Plains Road West and Waterdown Road. The proposed development includes reduced parking ratios to encourage active transportation and local transit use and provide a more efficient use of the Subject Lands.

Section 4.4 – Water Resource and Stormwater Management

Policy 4.4.2(2) b) states *stormwater management techniques shall be used in the design and construction of all new developments to control both the quantity and quality of stormwater runoff. The degree of control and techniques used will depend on the conditions in the downstream receiving water bodies. The negative impacts of development on the downstream aquatic environment and adjacent lands shall be avoided or mitigated.*

Evaluation: A Functional Servicing and Stormwater Management Report has been prepared by Odan Detech, which outlines that a global improvement to the downstream storm sewer system will be achieved through the development.

Section 6.2.3 Transit

Policy 6.2.3(2) states the following transit policies:

b) Long range transit planning will support the city's Intensification Areas with long-term frequent transit corridors and priority will be placed on providing the highest level of transit service in the city's Primary, Secondary and Employment Growth Areas, as shown on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan. Long range transit planning will be coordinated with Metrolinx and other transit agencies to ensure transit service integration within and across municipal boundaries.

c) Transit support corridors, as shown on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan, service lower density areas and employment uses and are intended to provide a basic level of service, such as peak service, connecting to the frequent transit corridors.

e) The city's transportation system and land use development are intended to increase transit modal shares in accordance with Halton Region's Transportation Master Plan, Active Transportation Master Plan and Transportation Demand Management measures.

f) The City will promote increased transit use through transit supportive densities, urban design measures and parking management measures to make development more accessible for transit users in Mixed Use Intensification Areas and Employment Area, as shown on Schedule B: Urban Structure, of this Plan.

Evaluation: The proposed development provides a transit-supportive density along an identified MTSA Primary Connector and Frequent Transit Corridor. The proposed development is in proximity to existing transit stops along Plains Road West and Waterdown Road as well as regional transit services such as Aldershot GO station. The proposed development will increase housing options and employment uses in proximity to transit services.

Policy 6.2.4(2) states the following active transportation policies:

f) The connection of bicycle routes, cycle tracks and multi-use paths and trails to recreational facilities and other public service facilities will be encouraged.

g) *Pedestrian and cyclist safety and users of all ages and abilities shall be assessed in the design and development of the active transportation network.*
h) *The continued integration of cycling with transit modes shall be required through adequate and secure bicycle parking and related end-of-trip facilities.*
i) *The reconstruction, rehabilitation and resurfacing of existing streets and the construction of new streets shall include safe, convenient and accessible pedestrian facilities, such as sidewalks and/or multi-use paths.*
j) *Streets, sidewalks and walkways shall be designed to provide more direct active transportation access from the interior of blocks to transit locations and public rights of way. At the site plan application stage, proposed development shall be required to provide direct, safe, convenient and attractive interior pedestrian access through the site.*
k) *The development of streetscapes that are safe, convenient, accessible and attractive for pedestrians and cyclists shall be implemented through the selection of appropriate site-specific measures such as providing wide sidewalks, bike lanes, barriers to protect cyclists, illumination, locating retail and service commercial uses at street level to provide an active street front, encouraging building designs that provide shelter, and providing convenient and sheltered transit stops and bike parking, street furniture, shade trees and other amenities.*
l) *Safe, accessible and unobstructed connections shall be provided where trails and other active transportation infrastructure intersect with streets, roads and other public rights-of-way.*

Evaluation: The proposed development will include retail uses at street level to provide an active street front. Pedestrian entrances will be designed to ensure they are clearly accessible from the public sidewalk and to allow for continuous pedestrian circulation throughout the proposed development. Pedestrian-scaled lighting and landscaping will complement the existing neighbourhood and add vibrancy to the streetscape. Further design details will be detailed at the Site Plan Approval stage.

Policy 7.2 (a) states the *design of the public realm shall address considerations, such as, but not limited to, the following:*

i. *improving the quality of public spaces as community destinations and public gathering places through the design of public realm facilities, such as public squares, parkettes or promenades;*
ii. *providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping;*
iii. *improving the quality and convenience of active transportation;*
iv. *creating an attractive and comfortable environment for pedestrian movement while preserving and complementing existing natural features;*
v. *implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation*
vi. *designing public realm facilities to perform their diverse roles, balancing the spatial needs of people of all ages and abilities, through the application of the principles of Universal Design;*

vii. *improving multi-modal transportation and public space needs in the design of streets and roads;*
viii. *improving the quality of streets, sidewalks and walkways, and cycling facilities to provide more direct active transportation access to transit facilities;*
ix. *enhancing the aesthetic and functional quality of intersections, as marking major entrances into areas and neighbourhoods, where appropriate;*
x. *creating, maintaining and enhancing public views and vistas of significant natural and built features;*
xi. *connecting natural areas with existing parks, open spaces, pedestrian trails and bicycle routes, where appropriate;*
xii. *introducing or improving links where existing public areas are inadequately connected;*
xiii. *identifying opportunities for the placement of public art;*
xiv. *recognizing and promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles; and*
xv. *designing safe, reliable and cost-effective infrastructure and minimizing their visual impact.*

Evaluation: The proposed development will meet the following public realm policies by:

- incorporating barrier free design standards set out through the Ontario Building and meet AODA and City requirements to meet the needs of people of all ages and abilities;
- providing pedestrian pathways and access to entrances of the proposed building, and bicycle parking on site;
- inclusion of public realm elements on the Subject Lands, including sidewalks, and building signage.

Policy 7.3.2(1) states the following urban design policies for Primary and Secondary Growth Areas:

a) *In Primary and Secondary Growth Areas, as shown on Schedule B-1: Growth Framework, of this Plan, development shall promote a transit- supportive and pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly Established Neighbourhood Areas.*
   i. *The design of development in Primary and Secondary Growth Areas shall address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:*
      a. *locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;*
      b. *providing appropriate transitions to adjacent land uses, particularly residential uses;*
      c. *massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;*
      d. *locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;*

e. *including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;*
f. *screening or integrating roof top mechanical equipment within the overall composition of the building;*
g. *creating an attractive and connected interface between the private and the public realms;*
h. *creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and*
i. *providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.*

ii. *Development in Primary and Secondary Growth Areas should locate and organize parking, access and service areas to minimize their impact on surrounding properties and the public realm. The design of vehicle parking, access and service areas shall address considerations such as, but not limited to, the following:*
a. *locating off-street parking in the side and/or rear yards, in underground or structured parking where appropriate, away from the street edge and adjacent residential uses;*
b. *integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;*
c. *limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;*
d. *screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;*
e. *locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;*
f. *incorporating landscaped islands and pedestrian walkways; and*
g. *incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the development.*

Evaluation: The proposed development is located within a Primary Growth Area that contributes to a compact, transit-supportive development. The proposed building will be located parallel to the public street (Cooke Boulevard) to define the street edge and provides a pedestrian-scale environment through a 6-storey podium along Cooke Boulevard. The building entrance is located at grade and easily visible and accessible from the street. The proposed development includes indoor and outdoor amenity spaces on the 6th floor, as well as retail uses at grade to promote additional activity. All parking is proposed underground, and away from the street frontage. Only one access point is proposed to/from Cooke Boulevard, minimizing disruption to traffic flows and impact on the street.

Section 7.4 Sustainable Design

Policy 7.4.1(a) *states Official Plan Amendments, Zoning By-law Amendments and site plan applications for high and medium density residential, mixed use, commercial, industrial, office, institutional and public service facilities shall address the following sustainable design measures:*

i. *measures to prioritize pedestrian movement within the site, to the street and to adjacent buildings, sites and neighbourhoods, and other improvements to the public realm to facilitate pedestrian use;*
ii. *safe and direct on-site connections to public transit where available;*
iii. *on-site bicycle facilities;*
iv. *measures to reduce reflected/waste light to mitigate adverse impacts on the night sky;*
v. *parking lot design and landscaping to minimize the urban heat island effect;*
vi. *tree protection measures and planting of non-invasive trees and other vegetation, in accordance with Section 4.3, Urban Forestry, of this Plan;*
vii. *storm water quality, quantity, erosion control and drainage measures, in accordance with Subsection 4.4.2(2) of this Plan;*
viii. *identification of appropriate snow storage areas to reduce the adverse impacts of salt and de-icing practices;*
ix. *a waste management plan with appropriate facilities in accordance with the Region of Halton's requirements; and*
x. *bird-friendly design measures for buildings adjacent to the Natural Heritage System and the Lake Ontario shoreline.*

Evaluation: The proposed development will be well-connected to existing local transit services along Plains Road West and Waterdown Road and approximately a 15-minute walk from the Aldershot GO station. On-site bicycle parking will be provided through 318 parking spaces. Appropriate lighting will be provided along paths and sidewalks to minimize adverse impacts on the night sky. The proposed development will incorporate landscaping features along the edges of the site to reduce the urban heat island effect. The Functional Servicing and Stormwater Management Report prepared outlines the stormwater quality, quantity, and erosion control and drainage measures proposed.

Policy 7.4.1(b) states that *through the review of Official Plan Amendments, Zoning By-law Amendments, plans of subdivision and site plan applications, the proponent will be encouraged to consider sustainable design considerations such as, but not limited to:*

- *energy efficiency, passive design measures, renewable energy sources and other low carbon building strategies;*
- *potable water conservation;*
- *innovative storm water management techniques such as Low Impact Development measures;*
- *additional sustainable transportation measures such as electric vehicle charging stations that exceed the requirements of the Building Code;*
- *sustainable building materials and resources;*
- *indoor environmental and air quality;*
- *additional measures to mitigate the urban heat island effect;*

- *maintenance, monitoring and communication of sustainable building features; and*
- *other innovative sustainable design approaches or technologies.*

  Evaluation: The proposed development will include such sustainable design measures through the development process, including the provision of outdoor amenity space to mitigate the heat island effect and Low Impact Development measures.

Policy 8.1.3 states *The lands identified as Mixed Use Nodes and Intensification Corridors, on Schedule C: Land Use - Urban Area, of this Plan, provide locations where mixed commercial, residential and employment uses will be developed and integrated in a compact built form and at greater development intensities, encouraging the efficient use of physical resources and municipal infrastructure."*

Further, **Policy 8.1.3(2)** states:

a) The design and development of Mixed Use Nodes and Intensification Corridors shall promote these areas as focal points for community activities that are characterized by a compact form of development, pedestrian-
b) Multi-unit residential developments in Mixed Use Nodes and Intensification Corridors should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.
c) Transportation demand management (TOM) measures shall be addressed, and form part of the City's evaluation of opportunities for reduced parking standards in proposed developments in Mixed Use Nodes and Intensification Corridors, subject to the policies of Subsection 6.2. l O of this Plan."

Evaluation: The Subject Lands are located within a Mixed-Use Nodes and Intensification Corridor, an area identified for intensification. The proposal provides for a mix of unit types and sizes, and ground floor retail uses, which will help contribute to accommodating employment uses, furthering the City's economic objectives. A Transportation Impact Study has been prepared by C.F Crozier that the outlines potential TDM measures to be incorporated into the proposal, including a reduced parking standard.

Policy 8.1.2(3) states the following for development applications preceding an area-specific plan:

b) For the Burlington GO, Aldershot GO and Appleby GO MTSA Special Planning Areas, as identified on Schedule F: Burlington GO MTSA Special Planning Area; Schedule G: Aldershot GO MTSA Special Planning Area; and Schedule H: Appleby GO MTSA Special Planning Area, of this Plan, the applicable objectives and policies for the underlying land use designations on Schedule C: Land Use-Urban Area, the objectives and policies for MTSAs in Subsection 8.1.2 of this Plan, and any other applicable policies of this Plan, shall apply.
c) Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within MTSA Special Planning Areas preceding the completion of an area-specific plan shall have regard for Provincial guidelines for mobility hubs and transit, and

shall implement Regional and Provincial major transit station area policies. In addition, applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within the Burlington GO, Aldershot GO and Appleby GO MTSA Special Planning Areas, shall have regard for the Mobility Hub Opportunities and Constraints Study (2014).

d) *Multi unit residential developments in MTSAs should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*
e) *All development proposals requiring a Transportation Impact Study shall address all modes of transportation, giving priority to active transportation and transit considerations, including frequent transit corridors.*
f) *Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within MTSAs shall submit and implement, to the satisfaction of the City, an urban design brief prepared by a qualified person. The brief shall demonstrate how the proposed development contributes towards achieving MTSA objectives for design and how the development is consistent with the policies contained in Chapter 7: Design Excellence, of this Plan, and any applicable design guidelines.*
g) *All development within MTSAs shall consider opportunities to provide improved walking and cycling connections.*
j) *Development within MTSAs preceding the completion of an area-specific plan shall be subject to the applicable policies of Subsection 7.3.2 of this Plan.*

Evaluation: The proposed development is consistent with the Provincial and Regional policies for MTSAs as mentioned above. The proposed development provides a mix of household sizes and incomes, ranging from studio to three bedroom units. A Transportation Impact Study has been prepared and demonstrates how the proposed development supports active transportation. Further, an Urban Design Brief has been prepared to demonstrate how the proposed development achieves design excellence through MTSA objectives.

Policy 8.1.3(8.2) states that:

a) *Urban Corridor-Employment Lands are intended to provide for the retail and service commercial needs of the employment uses and their employees within and immediately adjacent to the Corridor.*
b) *The following uses may be permitted on lands designated Urban Corridor - Employment Lands:*
    i. *industrial uses;*
    ii. *office uses;*
    iii. *accessory retail and service commercial uses which serve the day to day needs of employees;*
    iv. *home improvement and home décor sales;*
    v. *automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect; entertainment uses; and recreation uses.*
f) *A maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor-Employment Lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an*

amendment to this Plan, provided that the objectives of the Urban Corridor-Employment designation are maintained.

g) *The minimum building height shall be two (2) storeys, except for industrial uses where no minimum height is required; and the maximum building height shall not exceed six (6) storeys. Where required to ensure compatibility, four (4) to six (6) storey buildings may be required to be terraced back from adjacent residential areas and/or the street.*

l) *The addition of non-employment uses through a site-specific Official Plan Amendment shall only be permitted on lands outside the Region of Halton Employment Area where:*
   i. *the subject lands meet the overall policy intent of the Urban Corridor – Employment designation; and,*
   ii. *the proposed development ensures the inclusion of sufficient space to retain a similar number of jobs currently located on the site, or where the site is currently underutilized or vacant, the number of jobs proposed on the site should achieve 50 jobs per net hectare; and,*
   iii. *where the proposed development is located within an MTSA Special Planning Area and is proposed in advance of an area-specific plan the policies of section 8.1.2 Major Transit Station Areas of this Plan shall apply.*

Evaluation: As the Urban Corridor - Employment designation does not permit residential uses, an Official Plan Amendment to redesignate the Subject Lands as Urban Corridor - General is required to allow for residential uses on the Subject Lands. This amendment and proposal will support intensification of the Subject Lands in accordance with Provincial and Regional policy. As the Subject Lands are designated for Employment uses, the Official Plan requires that a similar number of jobs be maintained as part of a development proposal if proposed in advance of Area-Specific Plan. However, since the new Official Plan is under appeal the Official Plan Amendment will seek to amend the in-effect Official Plan designation as it relates to the Subject Lands.

Policy 8.1.3(7.2) concerns policies for the Urban Corridor designation:

a) *Transit-supportive and pedestrian-oriented design shall be required in the development of Urban Corridor sites.*

b) *Urban Corridor lands are intended to provide for the day-to-day and goods and service needs of residents and employees within and in proximity to the Corridor and may also serve a broader city-wide market.*

c) *The following uses may be permitted on lands designated Urban Corridor:*
   i. *retail and service commercial uses;*
   ii. *automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect;*
   iii. *residential uses with the exception of single-detached and semidetached dwellings;*
   iv. *office uses;*
   v. *entertainment uses; and*
   vi. *recreation uses.*

d) *Other forms of ground-oriented dwellings may only be permitted, provided that the ground-oriented residential portion of the development:*

i. *does not abut a Multi-Purpose Arterial Street, Urban Avenue or Main Street, as shown on Schedule O-1, Classification of Transportation Facilities-Urban Area, of this Plan;*
ii. *is developed in conjunction with, and is part of, a multi-residential or mixed use building; and*
iii. *does not compromise the objectives of the Urban Corridor designation.*

f) *A maximum floor area ratio of development of 2.0:1 is an appropriate built form in Urban Corridor lands. An increase to this floor area ratio may occur through a site-specific Zoning By-law amendment or minor variance application, without the need for an amendment to this Plan, provided that the objectives of the Urban Corridor designation are maintained.*

g) *The minimum building height shall be two (2) storeys and the maximum building height shall not exceed six (6) storeys. Where required to ensure compatibility, four (4) to six (6) storey buildings may be required to be terraced back from adjacent residential areas and/or the street.*

h) *To ensure compatibility with adjacent residential areas the maximum six (6) storey building height may not be permitted on sites that are small in size, have insufficient depth, are adjacent to areas designated Residential-Low Density, or front local streets*

j) *Retail and service commercial uses and other pedestrian-oriented uses shall be located on the ground floor of office or residential buildings and should be permitted above or below the first storey of buildings. A limited amount of office uses may also be permitted on the ground floor.*

l) *Development along Urban Corridors may be required to provide a minimum floor-to-floor height at grade, as established in the Zoning By-law, to facilitate land use flexibility and adaptability over time. Any proposed development of sites designated Urban Corridor shall retain the planned commercial function of the site, in accordance with the objectives of Subsections 8.1.3(7.1) b) and f), of this Plan, to the satisfaction of the City. The Zoning By-law shall establish a maximum floor area and a maximum floor area at grade per individual retail and service commercial unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Urban Corridor lands.*

Evaluation: A redesignation of the Subject Lands to Urban Corridor - General in the 2020 OP is required in order to permit residential uses on the Subject Lands. However as the 2020 OP is not in-force, only an amendment to the 1997 OP to redesignate the lands to Urban Corridor – General is proposed. The proposal conforms with Provincial and Regional policy that directs intensification to MTSAs. The proposed increased height of 29 storeys on the Subject Lands supports the required transit-supportive densities needed to meet the Region's intensification targets. Site-specific exceptions are required to permit the proposed density and height among other development standards. The proposed level of intensification is supported by municipal services and the existing transportation network as demonstrated in the supporting technical studies. The proposed development has also been designed to ensure compatibility with the residential neighbourhood to the south and east and also proposes an appropriate integration with the streetscape through the addition of retail at-grade to animate the streetscape and public realm and to provide for a safe and comfortable pedestrian environment.

Based on our analysis, the proposed Official Plan and Zoning By-law Amendments conform to the City of Burlington (2020) Official Plan.



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