Planning Justification Report

198-200 & 206 Plains Road East
Burlington, Ontario

March 2026

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1.0 Introduction

Landwise was retained by the applicant to prepare a Planning Justification Report in support of the Official Plan Amendment and Zoning By-law Amendment applications for the lands municipally known as 198-200 and 206 Plains Road East in Burlington, Ontario ("subject lands").

This report includes an overview of the subject lands in context with surrounding land uses, a description of the development proposal and supporting studies, and a detailed analysis of the pertinent planning framework that provides the basis of a planning analysis and the proposed planning instruments.

First, we hold space and recognize the traditional territory on which the subject lands are situated:

Land Acknowledgement

The City of Burlington is rich in history and modern traditions of many First Nations and the Métis. From the Anishinaabeg to the Haudenosaunee, and the Métis - the lands spanning from Lake Ontario to the Niagara Escarpment are steeped in Indigenous history.

The territory is mutually covered by the Dish with One Spoon Wampum Belt Covenant, an agreement between the Iroquois Confederacy, the Ojibway and other allied Nations to peaceably share and care for the resources around the Great Lakes.

We would like to acknowledge that the land on which we gather is part of the Treaty Lands and Territory of the Mississaugas of the Credit.

1.1 Site Description

The subject lands are municipally known as 198-200 and 206 Plains Road East in Burlington and legally described as Lots 3, 4, & 5 of Registered Plan PF803, in the City of Burlington, Regional Municipality of Halton (see **Figure 1**). The subject lands are a rectangular-shaped lot, have 54.86m (±180ft) of frontage on Plains Road East, and a depth of 52.73m (±173ft). The properties collectively have an approximate area of ±2,893.1 m^2 (±0.715 ac). 198-200 Plains Road East contains a 4-unit residential dwelling with parking spaces in the front and eastern side yards, and 206 Plains Road East comprises of a 3-unit residential dwelling of rental tenure, supported by parking spaces within the front and rear yards, and a detached garage. Both parcels have slightly sloping

topography towards the rear lot line, and contain vegetation consisting of mature trees, shrubs, and manicured lawns.

Figure 1: *Location Map*



Location of Subject Lands

LEGEND

Subject Lands
198-200, 206 Plains Road East
Burlington, ON

1.2 Community Context

The subject lands are in east Aldershot, a community in west Burlington generally bounded by Highway 403 to the north, QEW to the east, Burlington Bay/Ontario Lake to the south, and York Boulevard to the west. The Aldershot area primarily contains residential uses, with commercial uses along Plains Road corridor, a major mixed-use corridor in the City. Some properties along Waterdown Road and south of the railway corridor are or were previously used for industrial purposes. The following uses are immediately adjacent to the subject lands:

Direction	Use
North	Commercial Use (Plaza) / Low-density Residential (Townhouses)
East	Low-density Residential (Townhouses/Single-detached Dwellings)
South	Low-density Residential (Single-detached Dwellings)
West	Mixed-use (Home Businesses) / Low-density Residential (Single-detached Dwellings)

The subject lands are in proximity to several community facilities, such as Glenview Public School, Holy Rosary Catholic Elementary School, Aldershot Park, and Grove Park. Commercial uses situated along Plains Road East include restaurants, commercial services, retail stores, and medical offices (**refer to Figure 2 – Community Context**).

The subject lands are serviced by public transit, such as Burlington Transit bus routes #1 and #4. Bus #1 provides service stops from Hamilton and traverses east-west along Plains Road, while Bus #4 takes passengers between the Aldershot GO Station to the Appleby GO Station.

The subject lands are situated adjacent to the southern border of the Aldershot Major Transit Station Area. The Aldershot GO Station is approximately 800m north-west from the subject lands and 565m from the existing rail line. Transit options include GO train and bus services, and VIA Rail transit services. GO Transit provides inter-regional transportation and VIA Rail offers inter-provincial travel.

The Aldershot Major Transit Station Area and its surrounding areas has been undergoing residential intensification through multiple residential and mixed-use developments, particularly along Plains Road East.

Figure 2: Community Context



2.0 Proposed Development

The proposed development is a 6-storey mixed-use building containing 66 dwelling units and two (2) commercial units consisting of 183m² in gross floor area (**refer to Appendix A – Site Plan)**. The proposed tenure for the units is Condominium. The ground floor contains the commercial units, garbage room, sprinkler room, management office, indoor amenity spaces, and main lobby. Levels 2 to 5 contain 14 residential units each, and level 6 contains 10 residential units. The residential unit mix includes 46 1-bedroom units and 20 2-bedroom units, ranging from 63m^2 to 83m^2 in gross floor area. Ten (10) of the units are proposed to be barrier free.

There is 1,620.8m^2 of amenity area provided, comprised of indoor and outdoor amenity spaces. The indoor amenity spaces consist of a fitness centre and multi-purpose amenity room, while outdoor amenity spaces consist of at-grade outdoor amenity spaces, private balconies, private terraces on the 6th floor, and the roof top outdoor amenity area accessible to all the residents.

Each of the two (2) commercial units have individual entrances from Plains Road East. The commercial unit, "Retail-1", has a gross floor area of 74m^2 and "Retail-2" has a gross floor area of 109m^2.

Parking and Access

Vehicular access to the subject lands is proposed from Plains Road East, with the driveway aligning with White Oak Drive across the street. The driveway is proposed to pass through the building, connecting to the rear parking lot.

There are 19 parking spaces, including two (2) accessible parking spaces, and one (1) garbage loading space proposed at grade. Underground parking level 1 proposes 36 parking spaces, and underground parking level 2 proposes 39 parking spaces, including one (1) accessible parking space, and 49 lockers for residents' use. Collectively, a total of 94 parking spaces are proposed. Of this total, a minimum of six (6) parking spaces will be dedicated to the proposed retail uses.

Nine (9) short-term bicycle parking spaces are proposed at grade, and 36 long-term bicycle parking spaces are proposed within underground parking level 1.

Pedestrian access is proposed within the front façade, where two entrances are for residential access and two other entrances are for the commercial units. Additional sidewalks are proposed from the rear surface parking area connecting to the front entrances.

2.1 Planning Applications

A Pre-Consultation meeting took place on August 30, 2023, between the property owner, 2805531 Ontario Ltd., the previous agent, and the City of Burlington and Halton Region planning staff to discuss the merits of the proposed development. The proposed development at the time consisted of a 6-storey mixed-use building with 64 dwelling units, 2 commercial units, and 102 parking spaces divided between surface parking and two (2) underground parking levels. The Pre-Consultation Document confirmed that approval of an Official Plan Amendment and Zoning By-law Amendment are required to facilitate the proposed development.

This formal submission for Official Plan and Zoning By-law amendments applications considers the comments received from the Pre-Consultation document.

The Pre-Consultation Document confirms that the following reports and plans are required for a Complete Official Plan Amendment and Zoning By-law Amendment applications:

- Planning Justification Report (including Draft Official Plan Amendment and Draft Zoning By-law Amendment)
- Land Use Compatibility Study
- Burlington Urban Design Advisory Panel (BUD) Comments
- Angular Plane Study
- Shadow Analysis Plan
- Pedestrian Level Wind Study
- Arborist's Report
- Tree Inventory and Preservation Plan
- Landscape Plan
- Water & Wastewater Functional Servicing Report
- Noise Feasibility Study / Vibration Study
- Transportation Impact Study
- Storm Water Management Report / Functional Drainage Report, Storm Services Plan and Flooding Hazard Delineation and/or Grading and Drainage Plans
- Phase One Environmental Assessment
- Phase Two Environmental Assessment / Record of Site Condition (if required from Phase 1)
- Sustainable Building and Development Guidelines Checklist
- Response to Comments Received at a Community Meeting Held in Advance of a Formal Development Application
- Urban Design Brief
- Tenant Relocation and Assistance Plan

- Environmental Site Screening Checklist
- Waste Management Report
- Letter of Reliance

In subsequent meetings with the City, Planning Staff identified the need for a Heritage Impact Assessment.

2.2 Official Plan Amendment

At the time of report preparation, the City of Burlington is subject to three Official Plans: parts of the *Halton Regional Official Plan, 1995*, parts of the *Burlington Official Plan, 1997*, and parts of the Burlington Official Plan, 2020. Certain sections of the *Burlington Official Plan, 2020*, are under appeal and are awaiting resolution by the Ontario Land Tribunal.

The subject lands are designated "Residential – Medium Density" on Schedule B of the *Burlington Official Plan 1997*. An Official Plan Amendment is proposed to redesignate the property from "Residential – Medium Density" to "Mixed Use Corridor – General" with a site-specific provision to permit a floor area ratio of 2.0:1. The "Mixed Use Corridor – General" designation permits mixed-use buildings.

The applicable policies of the *Burlington Official Plan, 2020*, affecting the subject lands remain under appeal. The subject lands are designated "Urban Corridor" on Schedule C - Land Use – Urban, which permits a floor area ratio of 2.0:1 and a maximum building height of six (6) storeys. Once the appeals are resolved and the *Burlington Official Plan, 2020*, is in full force, an Official Plan Amendment will no longer be necessary for the proposed development.

Refer to sections 4.4 and 5.4 for a fulsome policy analysis.

2.3 Zoning By-law Amendment

The City of Burlington Zoning By-law No. 2020 zones 198-200 Plains Road East "Residential – Medium Density (RM2-119) Zone, Modified," and 206 Plains Road East "Residential – Medium Density (RM1-346) Zone, Modified." Permitted uses in these zones include a range of low-density residential dwellings.

A Zoning By-law Amendment is required to rezone the subject lands to a site-specific "Mixed Use Corridor – General (MXG-XXX) Zone", Modified, permit a mixed-use building with commercial units and site-specific modifications pertaining to building and loading space setbacks to a residential zone, floor area ratio, and landscape buffers. These provisions are discussed in further detail below in sections 4.6 and 5.5 of this report.

3.0 Supporting Studies

The studies identified during the Pre-Consultation process and as outlined in the Pre-Consultation Document were completed as part of the Complete Application for an Official Plan Amendment and Zoning By-law Amendment. A copy of each report has been included within the submission package. This section provides a summary of the findings for each study.

3.1 Land Use Compatibility Study

A Guideline D-6 Compatibility Study (including a Detailed Environmental Air Quality Assessment and an Environmental Noise Feasibility Assessment) was prepared by R.J. Burnside & Associates, dated October 30, 2025, to assess the potential noise, dust, and odour impacts from nearby industrial and commercial operations on the subject lands, in accordance with the Ontario Ministry of Environment, Conservation and Parks requirements. The primary potential source of air quality and noise impacts were identified from the CN Rail Aldershot Yard, approximately 560m northwest from the subject lands. However, in the worse-case scenarios such as idling or slow-moving trains, the predicted concentrations fall below the Ministry of Environment, Conservation and Parks criteria, therefore no adverse impacts are anticipated.

The primary road traffic noise source at the proposed development were determined to be from Plains Road East, which can be controlled through the installation of central air conditioning and acoustic barriers on the rooftop terraces, and specific STC-rated windows and doors. The study concludes that adverse effects from odour, dust, and noise are not expected at the proposed development from surrounding industrial/commercial operations, except for potential impacts from the CN Rail Aldershot Yard. For the fulsome study and assessments, refer to the Guideline D-6 Compatibility Study. The Detailed Environmental Air Quality Assessment and an Environmental Noise Feasibility Assessment are summarized in detail below.

3.2 Detailed Environmental Air Quality Assessment

A Detailed Environmental Air Quality Assessment, prepared by R.J. Burnside & Associates, dated October 30, 2025, evaluates potential air quality impacts from the CN Rail Aldershot yard on 198-200 and 206 Plains Road East, Burlington, the subject lands. The Ministry of the Environment, Conservation and Parks (MECP) criteria for Air Contaminants Benchmarks (ACB) were used for assessment point of impingement concentrations of air contaminants for Nitrogen Oxides emitted from locomotive diesel engines.

The Assessment found that the predicted concentrations emitted Nitrogen Oxides from diesel locomotive engines in the predicted worst-case scenarios, such as idling and slow-

moving trains, are below the applicable Ministry of the Environment, Conservation and Parks criteria, and therefore no adverse impacts to air quality are anticipated on the subject lands.

See the Detailed Environmental Air Quality Assessment, found as Appendix D in the Guideline D-6 Compatibility Study, for additional information.

3.3 Environmental Noise Feasibility Assessment

An Environmental Noise Feasibility Assessment was conducted by RJ Burnside & Associates in March 2025 to evaluate potential noise and vibration impacts associated with the proposed development. The assessment identified Plains Road East as the dominant road traffic noise source and modeled future traffic volumes accordingly. No rail line noise sources of concern were identified within 300 metres of the site. Aircraft noise was determined not to be a significant noise source for the proposed development. The CN Rail Aldershot Yard, located north of the site, was assessed as a stationary noise source, with rail shunting and train idling identified as the primary external noise considerations.

The assessment concluded that stationary sound levels from external sources, including the CN Rail Aldershot Yard, are below applicable Ministry of the Environment, Conservation and Parks (MECP) limits at all points of reception, and as such, no external stationary noise mitigation measures are required. Transportation-related noise mitigation measures are required and include the provision of central air conditioning for all residential units, the inclusion of a Type D warning clause in all purchase and sale agreements, and the installation of acoustic barriers with a minimum height of 1.2 metres along the full extent of all rooftop terraces, or alternatively the inclusion of a Type A warning clause.

The study also assessed stationary noise generated by the proposed development, including HVAC equipment, transformers, and garage exhaust fans. The assessment determined that stationary sound levels from these proposed sources exceed MECP limits at seven points of reception on the development, indicating that internal stationary noise mitigation measures will be required. As final equipment types and locations have not yet been confirmed, specific mitigation measures could not be defined at this stage; however, the study concludes that compliance to Class 1 complaint criteria will be achievable. Detailed mitigation measures will be identified in a future Detailed Environmental Noise Report.

For more details, refer to the Environmental Noise Feasibility Assessment, found as Appendix E in the Guideline D-6 Compatibility Study.

3.4 Pedestrian Level Wind Study

A Pedestrian Level Wind Study, dated October 28, 2025, was prepared by Gradient Wind Engineering Inc. to assess the wind conditions at the proposed development to ensure pedestrian comfort and safety. The study used Computational Fluid Dynamics and local meteorological data, and found that the proposed development is generally acceptable.

At the grade-level areas, wind conditions are acceptable for the surrounding sidewalks, transit stops, parking areas, drive aisles, walkways and building entrances. The outdoor amenity area is predicted to be suitable mostly for standing in the summer. The report recommends targeted mitigation measures, such as tall wind screens and dense coniferous plantings, to improve comfort for seating areas, which can be addressed in detail at the site plan stage.

At the amenity terraces at the mechanical penthouse level, wind levels are predicted to be suitable for standing in the summer. To improve comfort, mitigation measures such as tall (minimum 1.8m) perimeter wind barriers and strategically placed interior wind screens and landscaping are recommended. Overall, the pedestrian wind environment for the proposed development is acceptable, and if the report recommendations are implemented, comfort will be increased for outdoor amenity spaces. See the Pedestrian Level Wind Study for additional details.

3.5 Arborist Report

An Arborist Report and Tree Protection Plan was prepared by GEI Consultants Canada Ltd., dated June 2025, to present the results of a tree inventory, identify opportunities for tree preservation and protection, recommend protection measures for retainable trees, and propose compensation for tree removals. A total of 55 trees were inventoried within the study area. Of the 55 trees, 44 trees are recommended for removal due to conflicts with the proposed construction, which includes extensive full-site grading and the installation of a new storm water system in the boulevard. The 44 trees included 4 City-owned trees within the Plains Road East right-of-way, two (2) trees on the neighbouring property, in addition to three (3) neighbouring trees which are recommended for preservation but may be injured during construction. Consent Letters are needed from neighbours for removal/injury of 5 trees on adjacent properties. Tree removal is recommended to avoid bird nesting (Apr 1-Aug 31) and bat activity (Mar 15-Nov 30) periods.

The Tree Protection Plan details protection of the 11 remaining trees, where eight (8) are not anticipated to be impacted. Compensation is required by the City of Burlington for the removal of any public trees and live private trees with a diameter-at-breast-sight of 15cm and greater. Of the 44 trees proposed for removal, 32 are eligible for compensation since the retaining 12 trees are dead or have smaller diameters. Tree compensation was

calculated using the aggregate caliper method, which determined that 209 replacement trees of a minimum of 50 mm caliper in size or $104,500.00 cash-in-lieu is recommended to compensate for the proposed tree removals. For more details, refer to the Arborist Report.

3.6 Functional Servicing and Stormwater Management Design Report

A Functional Servicing and Stormwater Management Design Report was prepared by GEI Consultants Canada Ltd., dated June 2025. The report provides information on the proposed servicing, grading and stormwater management scheme for the proposed development.

Domestic Supply Servicing

The proposed development will be serviced via a 150mm diameter water service extension to the existing 300mm diameter watermain on Plains Road East, and installed to a minimum depth of 1.7m below finished grade. The anticipated peak domestic hourly demand for the proposed development is calculated at 2.24L/s.

Sanitary Servicing

The proposed development will be serviced via the extension of a 200mm diameter sanitary service from the existing 250mm diameter sanitary sewer on Plains Road East, designed and constructed in accordance with municipal requirements. The sanitary sewer discharge rates for the proposed development were calculated at 3.32 L/s. The capacity analysis demonstrates sufficient downstream conveyance.

Storm Servicing

Storm servicing for the proposed development will be provided via the extension of a 300mm diameter storm sewer from the existing 525mm storm sewer on Plains Road East. Storage is proposed to control the post development flows generated during the 100-year design storm event to 5-year pre-development levels. Quality will be controlled via a membrane filtration device (Jellyfish Filter).

Post-Development Drainage Areas

Five (5) drainage catchment areas are proposed for post-development. Catchment 100 represents the rooftop of the proposed building, and Catchment 200 represents the 6th level and rooftop terrace areas of the building, both of which will be used to store and control stormwater runoff via roof drains and weirs. Discharge will then be released to the proposed on-site storm sewers and ultimately discharged to the Plains Road East storm sewer. Catchment 300 represents the proposed parking lot, where generated runoff will discharge to the existing storm sewer on Plains Road East via the proposed on-site storm sewers.

Quantity control will be implemented by an orifice plate installed on the outlet of MH.4. Storage volume for runoff during flow attenuation will be provided via parking lot ponding. Quality control will be implemented by a membrane filtration device (Jellyfish unit JF4-1-1) sized by Imbrium Systems. Catchment 400 represents a portion of sidewalk and landscaped areas and will continue to discharge to the adjacent northeast properties. Catchment 500 represents a portion of sidewalk, landscape, and asphalted driveway areas and will continue to discharge to the adjacent southwest properties.

Stormwater Quality Control

An enhanced level treatment will be provided for the parking lot area through an offline JF4-1-1 Jellyfish membrane filtration treatment device that can treat 85% total suspended solids from runoff discharged.

Water Budget

Based on the City's stormwater criteria, it is strongly recommended to retain the first 5mm of rainfall throughout the site, and infiltration into the soil is not recommended given the site layout.

Sediment and Erosion Control

In order to minimize the chances for water-borne sediments to be transported from the site to adjacent properties, a silt fence will be installed along the property boundary. Inspection and maintenance of all fencing will start after installation. The slit fence will be inspected on a weekly basis during active construction or after a 13 mm or greater rainfall event. Maintenance will be carried out within 48 hours on any features in need of repair. After construction, the silt fence will be removed, and accumulated sediment within the limits of the subdivision will be collected/removed.

Maintenance Plan

As the stormwater management system functions, the following inspection and maintenance recommendations have been provided, and should be done on an annual basis: complete repairs to asphalt damages, investigate and clean up if spill indication is recognized, inspect all roof drains/piping, structures/manholes, orifice plates, flow control devices, and remove/dispose of any accumulated sediment.

Refer to the complete Functional Servicing and Stormwater Management Design Report for additional details.

3.7 Transportation Impact Study

A Transportation Impact Study was completed by Paradigm Transportation Solutions Ltd. on November 31, 2025, to assess the effects of site-generated traffic on the surrounding transportation network and to identify any improvements required to support the proposed

development. The study area included the intersections of Plains Road East with Shadeland Avenue/Gallagher Road, White Oak Drive, St. Matthews Avenue, as well as the proposed site driveway connection to Plains Road East.

The analysis found that existing conditions within the study area operate at acceptable levels of service and within capacity during the weekday AM and PM peak hours. Trip generation for the development is estimated at approximately 27 to 51 peak-hour trips, with internal trip reductions resulting in an expected 27 AM and 43 PM peak-hour trips. Under background traffic growth conditions, all intersections are forecast to continue operating acceptably, and the addition of site traffic is not anticipated to create new capacity or delay issues. The proposed site driveway is projected to operate at Level of Service (LOS) B or better, with a volume-to-capacity ratio of 0.05 and queue lengths of less than one vehicle.

The study concludes that no major operational or capacity-related concerns will result from the development, and traffic control signals are not warranted at either Plains Road East and White Oak Drive or at the proposed driveway. The development incorporates Transportation Demand Management measures, including bicycle parking and enhanced pedestrian connections, to encourage non-automobile travel. A Multi-modal Level of Service (MMLOS) assessment determined that existing roadway segments and intersections meet the targets for transit, truck, and car modes, while pedestrian and cycling modes fall below desired thresholds. To address these deficiencies, the study notes that the City of Burlington should consider improvements such as wider sidewalks, enhanced pedestrian facilities, upgraded transit amenities, and protected cycling infrastructure along Plains Road East, Shadeland Avenue, and Gallagher Road.

Overall, the study recommends that the City acknowledge the findings and consider reallocating street space along key corridors to support improved active transportation facilities. It further recommends that the site's Transportation Demand Management program be implemented and monitored over time to help manage transportation and parking impacts associated with the development. Refer to the Transportation Impact Study for more information.

3.8 Phase One Environmental Assessment

A Phase One Environmental Site Assessment was completed by GEI Consultants on June 9, 2025, to identify actual or potential environmental concerns associated with past and present on-Site and off-Site land uses. The assessment was carried out in accordance with O. Reg. 153/04, as amended, and followed accepted professional standards.

Site History

Historical records indicate the property was likely developed for residential use prior to 1959. Earlier records show the lands formed part of a larger agricultural parcel owned by John Fonger Sr. as early as 1804, later transferred to Barney Roelofson in 1869, with additional ownership ties to the Scheer family noted in the Burlington Digital Archives.

Areas of Potential Environmental Concern (APECs)

The Phase One Environmental Site Assessment identified four key APECs related to historical activities on the property:

APEC 1 – Fill Material:
The entire site contains fill with potential contaminants including metals, arsenic, antimony, cyanide, and other chemical constituents associated with historical grading and early construction.

APEC 2 – Heating Fuel Use:
The former building footprints may contain petroleum hydrocarbons (PHCs), BTEX (benzene, toluene, ethylbenzene, xylenes), and related contaminants in soil and groundwater, associated with potential historical fuel-oil storage for heating.

APEC 3A – De-icing Salt Use (Driveways/Paved Areas):
Sodium, chloride, and related compounds may be present in near-surface soils and groundwater due to historical application of de-icing salts.

APEC 3B – De-icing Salt Use (North Portion):
Additional potential impacts from sodium, chloride, and related compounds were identified in the northern portion of the site due to winter maintenance activities.

APEC 4 – Potential Off-Site Dry Cleaning Influence:
The north portion of the site may contain volatile organic compounds (VOCs) in groundwater due to potential historical dry-cleaning operations in a nearby commercial building on the north side of Plains Road East.

Recommendation

Given the identified APECs and associated uncertainties, a Phase Two Environmental Site Assessment is recommended to further evaluate soil and groundwater conditions and confirm the presence or absence of contaminants of concern.

Full details can be found on the submitted Phase One Environmental Site Assessment.

3.9 Urban Design Brief

An Urban Design Brief was prepared by Landwise (March 2026) to demonstrate how the proposed development aligns with applicable urban design objectives, policies, and

guidelines. The project has been informed by the Halton Regional Official Plan, the City of Burlington Official Plans 1997 and 2020, the Plains Road Corridor Urban Design Guidelines, the Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings, and the Sustainable Building and Development Guidelines, which collectively guided the site layout, building placement, massing, and overall design approach.

The proposed development represents an appropriate form of redevelopment that is designed to integrate with the existing Aldershot community. The building incorporates a stepped-back façade to create a pedestrian-oriented streetscape and to provide appropriate transitions to surrounding low-density residential uses. The proposal replaces the existing on-site dwellings with a 66-unit condominium development, supporting a range of housing needs while contributing to the City of Burlington's objectives for complete, inclusive, and compact communities. The design minimizes potential adverse impacts on adjacent residential properties and complements the varied architectural character of the surrounding area. Overall, the proposed site design enhances the public realm and improves site functionality in a manner consistent with applicable urban design guidance.

The Urban Design Brief concludes that the proposal reflects sound planning and urban design principles and that the proposed built form is compatible with and supportive of the City of Burlington's design expectations and implementing policy framework.

For more information, please see the Urban Design Brief.

3.10 Shadow Study

A Shadow Study was prepared by The Office for Architecture & Urban Design ("OUAD"), dated December 11, 2025, to illustrate the shadow impacts of the proposed 6-storey mixed-use building on the site and on the surrounding context. The Study was prepared based on the City of Burlington's Shadow Study Guidelines and Terms of Reference (2020).

In accordance with the City's Terms of Reference, the Study evaluates the proposed development shadow impacts on the "Sidewalks and the Public Realm" on the following dates:

- March 21st;
- June 21st;
- September 21st; and,
- December 21st.

Other areas identified in the Terms of Reference that are not found to be applicable to the subject lands include:

- Key Civic and Cultural Spaces;
- Private Outdoor Amenity Spaces;
- Parks and Open Spaces; and,
- Places Where Children Play.

The City's Terms of Reference outlines specific Shadow Impact Criteria for the five unique areas (i.e. Sidewalks and the Public Realm; Key Civic and Cultural Spaces; Private Outdoor Amenity Spaces; Parks and Open Spaces; and, Places Where Children Play) since they cannot be applied universally due to different contexts, surrounding built forms, and land use attributes. The Shadow Impact Criteria are based on two concepts which measures sun exposure over a specific time and area: Net New Shadows (shadows beyond existing ones) and Sun Access Factor (SAF).

On March 21st, shadows from existing and proposed buildings on the opposite sidewalk and boulevard must allow for either: full sunlight 50% of the time, or 50% sun coverage at all times. The Study found that the sun access surpasses on the sidewalks the City requires during the test time and dates as outlined in the City's Terms of Reference. Please refer to the Shadow Study for the full results.

3.11 Tenant Relocation and Assistance Plan

A Tenant Relocation and Assistance Plan memorandum was prepared by Landwise, dated February 25, 2026, detailing the compensation and assistance that will be offered to current tenants who must relocate due to the demolition of the existing buildings. The plan was developed to align with the tenant relocation policies outlined in the Halton Region Official Plan and the City of Burlington's Official Plans (1997 and 2020), and complies with the requirements of the Residential Tenancies Act, 2026. At the time of report preparation, it is understood that 200-198 Plains Road East contains four (4) rental units, where three (3) are rented, and 206 Plains Road East contains three (3) rental units, where one (1) unit is rented.

Upon securing the approvals of the Official Plan Amendment and Zoning By-law Amendment, the demolition of the existing rental units will legally permit the termination of tenancies under Section 50(1)(a) of the Residential Tenancies Act. The Halton Region State of Housing Report (2024) describes a tight local rental market, which can indicate potential difficulty for displaced tenants to find comparable housing. To mitigate relocation challenges, a comprehensive tenant support process will be offered to tenants that exceeds the statutory minimums of the Residential Tenancies Act. All tenants will receive formal written notice of termination at least 120 days in advance, and a relocation

coordinator will be available to provide individual assistance. Additionally, the landlord is voluntarily offering an enhanced compensation package beyond the one month's rent required by the Residential Tenancies Act for rental properties of this number. This package includes compensation equivalent to three (3) month's rent, an allowance of up to $1,500 for moving expenses, in addition to the time beyond the mandatory notice period.

In conclusion, the Tenant Relocation and Assistance Plan represents a commitment to balancing property redevelopment goals and the well-being of current residents. Following the approval of the Official Plan Amendment and Zoning By-law Amendment, the landlord will initiate the next steps by formally notifying tenants of the outcome, establishing contact with the relocation coordinator, and distributing detailed informational materials to affected households. For fulsome details, see the Tenant Relocation and Assistance Plan memorandum.

3.12 Solid Waste Management Report

A Solid Waste Management Report was prepared by SL Consulting, dated January 27, 2026, which outlines the management strategy for solid waste, recycling and organics for the proposed development. The solid waste management plan adheres to the Halton Region's Development Design Guidelines for Source Separation of Solid Waste document for waste management in multi-unit residential buildings. The report accounts for the proposed 66 residential units and two (2) commercial units.

Waste Management System

The building will use a tri-sorter chute system to separate waste into three (3) streams: garbage, mixed recycling (paper and plastics), and organics. Residential waste pick will be provided by municipal service while commercial waste will be handled by private waste haulers.

Space Allocation

The building will have specific areas for waste handling:

1. Residential Waste/Recycling Room: 110.14m² (houses the chute system and bins).
2. Commercial Waste Room: 16.80m².
3. Bulk Storage Area: 14.83m² (for large bulk items and banned products from the waste stream).
4. Staging Area: 18.00m² (located outside for bins on collection days).

Collection

Residents will be requested to dispose waste through the tri-sorter chutes on each floor. The building's maintenance staff will manage bins in the ground-floor waste room,

switching full bins for empty ones. On collection days, staff will move bins to the outdoor staging area for pickup. The municipal residential service hauler will provide garbage collection twice per week while organics and mixed recycling will be serviced once a week.

Vehicle Access

Waste vehicles can access the staging area in a forward motion and exit the property in a forward motion following a three-point turn. Safety measures will include signage, flashing lights, and parabolic mirrors.

Materials Management

Bulky waste for large items, cardboard, and electronics will be stored in a dedicated area accessible to tenants, and collected by municipal or private haulers. Prohibited items, such as hazardous waste, are not collected and must be disposed of by residents.

Required Equipment

The waste management system for the proposed development requires the following equipment:

- Ten (10) 95-gallon mixed recycling bins
- Three (3) 95-gallon organic bins
- Two (2) 3-cubic yard compacted garbage bins
- One (1) 3-yard SSR/cardboard bin

In conclusion, the plan is designed to be flexible for current and future waste management needs, ensuring compliance with Regional guidelines and efficient operation for residents and maintenance staff. Refer to the Solid Waste Management Report for further information.

3.13 Geotechnical Investigation

A Geotechnical Investigation was completed by Landtek Ltd. on April 2, 2025, to characterize subsurface conditions and provide preliminary design and construction recommendations for the proposed mid-rise development.

Subsurface Conditions

Boreholes were drilled primarily within existing paved areas, with fill encountered only at BH4 to a depth of approximately 0.6 m. Below the surface materials, interbedded sand and sand-and-gravel deposits were consistently encountered across all boreholes, extending to the maximum drilling depth of approximately 12.1 m. Groundwater seepage was observed during drilling between depths of 6.0 m and 7.6 m, and subsequent monitoring indicated groundwater levels ranging from 6.42 m to 7.75 m below grade.

Engineering Considerations

Landtek concludes that the proposed structure may generally be supported on conventional shallow foundations (strip or pad footings) bearing on native sands, subject to verification of actual structural loading. Ground settlements are expected to be minor, and it is recommended that the total settlement be limited to 25 mm, with differences in settlement between parts of the building kept to 19 mm, to ensure the building performs well over time. Based on Ontario Building Code 2024 soil classification criteria, the site corresponds to "Site Class Xd" for seismic design. Construction of the lowest floor level as a slab-on-grade is considered feasible, with the native sands expected to provide adequate subgrade support.

Construction Considerations

Excavated soils are expected to behave as Type 2 (compact to dense sand) materials under Occupational Health and Safety Act classification, where excavation may be stable for short periods, but temporary shoring will likely be required for deep basement excavations especially near adjacent properties and utilities. The native soils demonstrate negligible sulphate and chloride concentrations and are not aggressive to concrete, allowing for the use of normal General Use (GU) hydraulic cement. It is recommended that all subsurface structures (basement walls, slabs) be waterproofed (not just damp-proofed) below the seasonally highest groundwater level, plus a 1.0-1.5 m buffer. Temporary construction dewatering will be required, as foundation elements are anticipated to extend into the groundwater zone.

Recommendations

Because the findings are based on discrete borehole data, Landtek recommends that they be retained during construction to confirm that actual subsurface conditions align with those identified in the investigation.

Please see the Geotechnical Investigation for additional details.

3.14 Heritage Impact Assessment

A Heritage Impact Assessment was prepared by Hobson Built Heritage on November 14, 2025, in support of the proposed development. The HIA was undertaken to evaluate potential impacts associated with the subject lands, which are located adjacent to a listed (non-designated) heritage property at 192 Plains Road East, known as the Scheer-Read Farmhouse (c. 1880).

The assessment determined that the proposed development has been designed to avoid impacts on the adjacent heritage property. A 3.0-metre landscaped buffer is provided between the proposed underground parking garage and the heritage property, which preserves a row of mature pine trees, allows for effective grade transitions, and supports appropriate drainage management. The Scheer-Read Farmhouse is also sufficiently set

back from the shared property line such that potential impacts related to shadowing and construction vibrations are not anticipated. The existing pine trees within the side yard further contribute to visual screening between the heritage resource and the proposed development.

Based on these considerations, the Heritage Impact Assessment concludes that the proposed development will result in no negative impacts on the adjacent heritage property and that no mitigation measures are required.

3.15 Public Consultation Comment Summary and Response

A virtual Community Meeting was held via ZOOM Webinar on September 3, 2025, to receive input from community members about the proposed mixed-use building redevelopment prior to the formal application submission. Meeting invitations were mailed out by the City on August 21, 2025, to addresses within 120m of the subject lands. A total of 19 members of the public attended the virtual meeting.

The meeting consisted of a presentation from the applicant detailing the proposed development, a presentation from City of Burlington planning staff outlining the planning process, and a question-and-answer period for attendees to ask questions or provide feedback through the chat function. Landwise's contact information was provided during the presentation for attendees to submit feedback after the virtual meeting.

At the time of writing, no written correspondences from the public have been submitted yet but will continue to be accepted through the Official Plan Amendment and Zoning By-law Amendment application process.

Error! Reference source not found. summarizes the public feedback that was received at the community meeting and through written correspondence, and how the proposal addresses the feedback.

Table 1: *Public comments and responses summary.*

PUBLIC COMMENTS	RESPONSES
REQUIRED STUDIES	
Is an air quality study required for the vehicles parked on-site and within the underground parking levels?	A Detailed Environmental Air Quality Assessment was completed for the subject lands regarding the potential impacts from the surrounding industrial and commercial properties, as well as the railyard, as summarized in this report. However, the

	Assessment does not require studying the impacts from the subject lands.
Has an archaeological report been completed for the subject lands?	An archaeological report was not required by the City as determined through the Pre-Consultation process.
STORMWATER MANAGEMENT	
What will the drainage look like for the at-grade parking area, including permeable concrete?	A Grading Plan was prepared in support of the proposed development, and includes site grading that directs drainage towards Plains Road East or through a new storm sewer connection.
AMENITY	
What is the programming of the at-grade outdoor amenity area?	The at-grade outdoor amenity area will be programmed with seating, tables, and a potential children's play area.
TRAFFIC	
Will the intersection at White Oak Drive and Plains Road East be signalized?	According to the Transportation Impact Study prepared in support of this development, this intersection does not need to be signalized.
Has consideration been given to the wildlife in the area and on the subject lands?	While an Environmental Impact Assessment was not required by the City/Region, considerations will be taken to remove the trees during times that avoid nesting or active seasons for certain wildlife.
BUILDING HEIGHT AND FAÇADE DESIGN	
A 4-storey building would be more livable and provide more privacy.	Through careful building transition and site design, a 6-storey building can provide livable units while providing effective privacy buffers for adjacent properties.
Desire to see building elements that reflect the Aldershot community, such as the La Salle Park Retirement Community.	The designer has taken elements from the surrounding buildings and structures, such as brick and wood, and incorporated these materials into the design, while the colour palette reflects the adjacent heritage property (non-designated) at 192 Plains Road East, consisting of greys and white.
PARKING	

Will electric vehicle charging stations be proposed?	The addition of electric vehicle charging stations will be confirmed by the landowner and considered through the Site Plan Approval process.
SURROUNDING PROPERTIES	
A proposal like this will decrease property values that back onto Filman Place.	Additional housing stock through residential intensification will allow more residents to own or rent homes. The proposed development will bring new commercial uses to the neighbourhood.
What are the shadow impacts of the properties to the rear of the property?	The Shadow Study prepared for this development demonstrates that shadows will not fall onto the properties to the rear of the property.
INTERNAL BUILDING DESIGN	
The proposed unit sizes of 680-900 square feet are not suitable for growing families. Is it possible to incorporate larger unit sizes?	Although the units range from 1 to 2 bedrooms, the unit sizes are larger than average. The addition of larger units has been contemplated but would create inefficiencies in the floorplate.
How many elevators will there be?	Two (2) elevators are proposed within the building.
Will lockers for storage be provided for future tenants?	Lockers will be available for tenant use.
EXISTING TENANTS	
Will current tenants be accommodated for being displaced due to the demolition of the existing buildings?	The landowner/developer intends to provide an amount of time beyond the required 120-day notice period to allow tenants to secure new accommodations, offer compensation equivalent to three months' rent, and further contribute up to $1,500.00 per unit toward moving expenses.
Will current tenants be offered units in the new development? What will happen to current tenants?	The building is intended for condominium tenure, with no plans by the landowners to retain ownership of new units or offer rentals to existing tenants. Current tenants will be provided with sufficient time to secure alternative housing and will receive compensation in accordance with the Tenant

	Relocation and Assistance Plan memorandum, submitted as part of this Official Plan Amendment and Zoning By-law Amendment application.
TREES	
The removal of trees along the rear property line will reduce privacy to for properties along Filman Place.	The addition of new trees and fencing along the side and rear lot lines will contribute to privacy for adjacent properties.
COMMERCIAL USE	
What types of retail uses are permitted within the proposed commercial units? There is a desire for more coffee shops, bistros and restaurants in the area.	The subject lands are proposed to be rezoned to the Mixed-Use Corridor – General (MXG) Zone, and if approved, various commercial uses will be permitted including convenience/food stores, retail stores, and restaurants.
Is there potential to expand the commercial units so that other kinds of commercial uses can occupy?	The proposed commercial unit areas (74m² and 109m²) can be considered a small or medium sized retail space. The tenants for these commercial units are not determined yet.

In addition to the concerns discussed above, several attendees were supportive of the project overall. Refer to **Appendix D** for the public consultation strategy materials.

4.0 Planning Framework

This section reviews the following planning documents as they apply to the subject lands and proposed development:

- *Provincial Planning Statement, 2024*
- *Halton Region Official Plan;*
- *City of Burlington Official Plan, 1997 (partially in-effect);*
- *City of Burlington Official Plan, 2020 (partially in-effect); and*
- *City of Burlington Zoning By-law No. 2020*

4.1 Provincial Planning Statement, 2024

The *Provincial Policy Statement, 2024* ("PPS"), issued under the *Planning Act, R.S.O. 1990, C.O.13* ("*Planning Act*"), came into effect on October 20th, 2024, as a policy-led

regulating document that provides direction on provincial interests related to land use planning and development. The *Planning Act* requires that, "decisions affecting planning matters shall be consistent with" the PPS.

The subject lands are within a "settlement area" and a large and fast-growing municipality, known as the City of Burlington. Applicable policies have been reviewed below.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

2.1 Planning for People and Homes

6. *Planning authorities should support the achievement of complete communities by:*

   a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

   b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*

   c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

Planning Comment

Burlington is projected to have a population of 193,000 by 2031 (Burlington Official Plan, 2020) and 265,000 people by 2051 (Halton Region Official Plan). Redevelopment of the subject lands for a mixed-use building will provide additional housing options along frequent transit corridor (i.e. Plains Road East), with access to multiple community facilities and services, such as parks and schools, and commercial uses, and thus will contribute towards the achievement of a complete community. The proposed mixed-use building will contribute to a compact neighbourhood supported by existing public transportation options, municipal infrastructure, and commercial uses. The proposed infill redevelopment will contribute to Plains Road East's vision as a pedestrian-oriented, transit-supportive street, to provide a high quality of life for Burlington residents while contributing to Burlington's housing stock.

2.2 Housing

1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

   a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use*

planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;

b) permitting and facilitating:

1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

Planning Comment

The proposed redevelopment for a mixed-use building will make efficient use of the lands and integrate residential intensification that suits the surroundings through intensification in proximity to a Major Transit Station Area. The subject lands are within proximity to commercial and institutional uses and have convenient access to multiple modes of transportation, including public transit and bicycle lanes. Short-term and long-term bicycle parking spaces are proposed on the subject lands, encouraging active transportation. Situated near the Aldershot GO Station, Plains Road East is planned as an Major Transit Station Area Primary Connector and Frequent Transit Corridor, where transit service improvements are planned. The proposed 66 units will provide a net gain of 57 residential dwelling units and contribute to the range and mix of housing options in the City of Burlington.

2.3.1 General Policies for Settlement Areas

1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

   a) *efficiently use land and resources;*

   b) *optimize existing and planned infrastructure and public service facilities;*

   c) *support active transportation;*

   d) *are transit-supportive, as appropriate; and*

   e) *are freight-supportive.*

3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

4. *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

5. *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

6. *Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.*

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

1. *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*

2. *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

   a) *to accommodate significant population and employment growth;*

   b) *as focal areas for education, commercial, recreational, and cultural uses;*

   c) *to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*

d) to support affordable, accessible, and equitable housing.

3. *Planning authorities should:*

a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;

b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;

c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

2.4.3 Frequent Transit Corridors

a) *Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.*

Planning Comment

The proposed development will promote residential intensification within an existing settlement and strategic growth area, and adjacent to the Aldershot GO Major Transit Station Area. The subject lands are within Halton Region's designated "Strategic Growth Area", and is suitable to accommodate a higher-density development that will be transit-supportive. A total of 66 residential units are proposed, a net increase of 57 units within a 6-storey mixed-use building on the subject lands, which presents an appropriate scale and built form of development that respects the existing surrounding commercial and low-density residential uses. The subject lands enjoy convenient access to community supportive uses and existing municipal infrastructure. The proposed development will be supportive of transit services and bicycle lanes existing along Plains Road East.

2.9 Energy Conservation, Air Quality and Climate Change

1. *Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*

a) support the achievement of compact, transit-supportive, and complete communities;

b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;

c) support energy conservation and efficiency;

d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and

e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

Planning Comment

The proposed development will support the achievement of a compact, transit-supportive community through gentle residential intensification along a frequent transit and active transportation corridor. Building at higher densities within the urban boundary decreases the need for greenfield development and urban boundary expansion. The proposed development will be supported by a total of 45 bicycle parking spaces, 9 at grade and 36 within the proposed mixed-use building. Green infrastructure will be further contemplated at the detailed design stage.

Maintaining the City's urban forest is important for climate change mitigation and adaptation, air quality, air cooling, stormwater retention and wildlife habitat. The Tree Protection Plan (GEI Consultants Inc., 2025) outlines that 38 trees are required to be removed since they conflict with the proposed development. Tree compensation will consist of both tree replacements and cash-in-lieu. The Landscape Plan (SDG Landscape Architects, 2025) proposes the planting of 9 trees within the development and 3 new street trees within the boulevard along Plains Road East. Opportunities for additional trees will be discussed and confirmed by the landowner throughout this application and a future Site Plan Approval application.

3.5 Land Use Compatibility

1. *Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

   Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.

Planning Comment

To identify potential adverse noise, odour and dust impacts from nearby industrial and commercial operations on the proposed development, a Land Use Compatibility Study prepared by R.J. Burnside (2025) was prepared. The study concludes that adverse effects from odour, dust and noise are not anticipated at the proposed development. There is potential air quality and noise impacts from the nearby Aldershot Yard, but no mitigation measures are required based on projections.

3.6 Sewage, Water and Stormwater

1. Planning for sewage and water services shall:

a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;

b) ensure that these services are provided in a manner that:

1. can be sustained by the water resources upon which such services rely;

2. is feasible and financially viable over their life cycle;

3. protects human health and safety, and the natural environment, including the quality and quantity of water; and

4. *aligns with comprehensive municipal planning for these services, where applicable.*

c) promote water and energy conservation and efficiency;

d) integrate servicing and land use considerations at all stages of the planning process;

e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and

f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.

2. 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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems. […]

8. Planning for stormwater management shall:

a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;

b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;

c) minimize erosion and changes in water balance including through 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;

f) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*

align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

Planning Comment

The proposed development is proposed to be connected to existing municipal water and sanitary systems, both of which have capacity to service the subject lands, as confirmed in the Functional Servicing and Stormwater Management Report (GEI Consultants Inc., 2025). Stormwater will be managed through new storm sewer connection, supported by new catch basins and storage tanks located on the rooftop and within the underground parking levels.

3.7 Waste Management

1. Waste management systems need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.

Planning Comment

Municipal waste storage and collection is proposed for the proposed mixed-use building. Design of the waste storage pick-up areas will be in accordance with the Halton Region's waste collection services requirements.

4.1 Natural Heritage

1. Natural features and areas shall be protected for the long term.

2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

4.6 Cultural Heritage and Archaeology

1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

3. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

Planning Comment

The subject lands are adjacent to a listed, non-designated, built heritage building (192 Plains Road East). In support of the proposed development, a Heritage Impact Study was prepared by Megan Hobson Heritage Consultant (2025).

As the subject lands are developed, no archaeological potential is identified.

Overall Conformity to the Provincial Planning Statement, 2024

The proposed development for a mixed-use building within a Strategic Growth Area, along a frequent transit corridor, specifically Plains Road East, contributes towards a complete community and efficient use of resources, with intensification on existing urban lands and use of existing municipal infrastructure and services. The proposal contributes to the range and mix of land uses, including condominium apartment units, to meet Provincial housing targets. Through studies and reports completed for the proposed development, adverse effects are not anticipated from the CN Railyard and arterial road (Plains Road East) with appropriate mitigation measures.

For these reasons, the proposal is **consistent** with the Provincial Planning Statement, 2024.

4.2 Halton Region Official Plan

As of July 1, 2024, the Province made legislative changes through Bill 185 declaring Halton Region, along with certain other regions, to be "upper-tier municipalities without planning responsibilities". Lower-tier municipalities of these Regions will assume primary responsibility for all planning within their geographic area, except for matters requiring provincial approval. It is expected that local municipalities will be responsible for implementing the Regional Official Plan until their Official Plans are updated to incorporate relevant policies.

The *Halton Region Official Plan* was declared in force and effect as of November 2022. The *Halton Region Official Plan* will be deemed an official plan for Halton's lower-tier municipalities of Burlington, Oakville, Milton, anofficiald Halton Hills. The *Halton Region Official Plan* outlines the land use goals, objectives and policies that the Regional Municipality has determined are in the best interest of the long-term growth of the Region. The subject lands are identified within "Urban Area" (Map 1 – Regional Structure) and "Strategic Growth Area: Regional Intensification Corridor in Regional Urban Boundary" (Map 1h – Regional Urban Structure). Plains Road East is classified as Multi-Purpose Arterial (Map 3 – Functional Plan of Major Transportation Facilities).

Applicable policies have been reviewed below.

PART II HALTON'S REGIONAL STRUCTURE

55. The Regional Structure is accompanied by a growth strategy for Halton based on the distribution of population and employment as contained in Table 1, which has been updated to the planning horizon year of 2051 through the municipal comprehensive review, and in accordance with the Regional phasing outlined on Map 5, as well as by other infrastructure elements such as transportation systems and urban services and other policies of this Plan. […]

55.4 The Regional Structure is based on a strategy to accommodate population and employment growth in Halton to 2051 by directing growth to the Urban Areas within the Regional Urban Boundary as shown on Map 1 and in accordance with the distribution of population and employment in Table 1.

TABLE 1 POPULATION AND EMPLOYMENT DISTRIBUTION

	Population			Employment		
Municipality	2021	2041	2051	2021	2041	2051
Burlington	195,000	240,050	265,160	98,340	114,330	124,390
Oakville	222,000	313,460	349,990	111,980	160,880	181,120
Milton	137,990	277,000	350,870	44,390	100,120	136,270
Halton Hills	66,010	98,890	132,050	24,510	45,900	65,460
Halton Region	**620,990**	**929,400**	**1,098,070**	**279,220**	**421,230**	**507,240**

Planning Comment

Burlington is projected to accommodate a population of 265,160 and employment growth of 124,390 jobs by 2051, and has spurred the Province to require Burlington to build 29,000 new homes in the City. The subject lands are within a Strategic Growth Area within an Urban Area, directed to accommodate population growth within Halton Region, ideal for mixed use and mid- to high-density development. The added housing stock through the proposed redevelopment will provide high-quality housing for current and future residents, and will contribute to housing targets on lands that are situated adjacent to the Aldershot GO Major Transit Station Area.

PART III LAND STEWARDSHIP POLICIES

DEVELOPMENT CRITERIA

58. Uses are permitted as specified for each land use designation provided that:

(1) the site is not considered hazardous to life or property due to conditions such as soil contamination, unstable ground or soil, erosion, or possible flooding;

(1.1) adequate supply of water and treatment of wastewater for the proposed use has been secured to the satisfaction of the Region; and

(2) development meets all applicable statutory requirements, including regulations, Official Plan policies, zoning by-laws, and municipal by-laws.

LAND USE DESIGNATIONS

Urban Area and the Regional Urban Structure

72. The goal of the Urban Area and the Regional Urban Structure is to manage growth in a manner that fosters complete communities, enhances mobility across Halton, addresses climate change, and improves housing affordability, sustainability and economic prosperity.

72.1 The objectives of the Urban Area are:

(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.

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

(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.

(8) To promote the adaptive re-use of brownfield and greyfield sites.

(9) To facilitate and promote intensification and increased densities. […]

Planning Comment

The subject lands are located outside of any floodplains and natural hazard areas. The Phase I Environmental Site Assessment (GEI Consultants Inc., 2025) found that the lands have limited soil contamination but has been occupied by residential uses since before 1959. Therefore, the proposed development is appropriate for this location and to continue as a residential use. The Functional Servicing and Stormwater Management Report (GEI Consultants Inc., 2025) confirms that water supply and sanitary servicing can be planned to support the proposed development.

The proposed mixed-use building contributes to a complete community by increasing residential density on the underutilized subject lands, and adds to the mix of housing types and tenure options within the City. Future residents will benefit from convenient access to public and active transportation options, employment opportunities, parks and recreation facilities, and educational establishments, within walking radius.

The proposed redevelopment aligns with the Urban Area objectives for a healthy and prosperous community, transit-supportive use, and a logical development adjacent to one of Burlington's Major Transit Station Areas, the Aldershot GO Major Transit Station Area, at a residential density of 228 units per hectare which is appropriate for the subject lands' context. New development/redevelopment along Plains Road East are presenting a pattern of higher forms of residential uses, such as mixed use and apartment buildings ranging from 4 to 18 storeys, promoting residential development to occur within the Built-Up Area.

77. It is the policy of the Region to:

[…]

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

[…]

(5) Require the Local Municipalities to prepare Area-Specific Plans or policies for major growth areas, including the development or redevelopment of communities. The area may contain solely employment lands without residential uses or solely a Strategic Growth Area. Such plans or policies shall be incorporated by amendment into the Local Official Plan and shall demonstrate how the goals and objectives of this Plan are being attained and shall include, among other things:

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.

Planning Comment

The subject lands are situated within a Strategy Growth Area and are adjacent to the Aldershot Major Transit Station Are.

The proposed redevelopment of a 6-storey, 66-unit mixed-use building supports the City's goals associated with Strategic Growth Areas regarding residential intensification, in a compact manner that is logical for the area, supports transit investments and a well-connected community.

78.1 The objectives of the Regional Urban Structure are:

(1) To provide a structure and a hierarchy in which to direct population and employment growth within the Urban Area to the planning horizon of this Plan;

(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.

Strategic Growth Areas

79. The objectives of the 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.

(7) To provide high quality public parks and open spaces with site design and urban design standards that create attractive and vibrant places to promote the development of complete communities.

(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.

(10.1) To conserve cultural heritage resources in order to foster a sense of place and benefit communities in Strategic Growth Areas

79.1 Strategic Growth Areas are integral to the Regional Urban Structure within the Urban Area and consist of:

(4) Regional Intensification Corridors as shown on Map 1H and subject to policies in Sections 82.3 to 82.7, which consist of areas along Higher Order Transit Corridors and selected Arterial Roads within the Urban Area, which connect other elements of the Regional Urban Structure and support achieving residential and employment densities to ensure the viability of existing and planned transit infrastructure and service, and

(5) Local Nodes and Local Intensification Corridors as identified in Local Official Plans, which have a concentration of residential and/or employment uses with development densities and patterns supportive of active transportation and public transit.

79.2 The Regional Urban Structure contains a hierarchy of Strategic Growth Areas as delineated or identified by symbol on Map 1H:

(1) Urban Growth Centres / Major Transit Station Areas on a Priority Transit Corridor;

(2) Urban Growth Centres / Major Transit Station Areas on a Commuter Rail Corridor;

(3) Major Transit Station Areas on a Priority Transit Corridor;

(4) Major Transit Station Areas on a Commuter Rail Corridor;

(5) Primary Regional Nodes;

(6) Secondary Regional Nodes; and,

(7) Regional Intensification Corridors.

[…]

79.3 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.

[…]

(7.2) Consider intensification and development of Strategic Growth Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans, Community Planning Permit System, and Inclusionary Zoning in Protected Major Transit Station Areas under the Planning Act, to promote and support intensification and further the development of Affordable Housing. […]

<u>Planning Comment</u>

The subject lands are within the Urban Area, and specifically a Strategic Growth Area where residential and mixed use intensification is encouraged. The proposed mixed-use building will integrate 66 market units of condominium tenure, offering residents housing options in an area allocated for growth. A high-quality built form will contribute in creating

a safe, vibrant and pedestrian-oriented street where public transportation services are provided and is planned for increased frequency and improved connections.

The Urban Design Brief, prepared by Landwise (2026), assesses the proposed development and its urban design, including, but not limited to, building placement, influence on the streetscape and public realm, and proposed screened parking location.

Regional Intensification Corridors

82.3 The objectives of the Regional Intensification Corridors, identified conceptually on Map 1H, are:

(1) To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and serve an existing or planned higher order transit function, connecting other elements of the Regional Urban Structure, and accommodating higher-density mixed use development and/or a mix of employment uses appropriate to the existing local context.

(2) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.

(3) To achieve a mix of residential, office, institutional and commercial development, where appropriate.

(4) To accommodate local services, including recreational, cultural and entertainment uses, where appropriate.

(5) To reflect and reinforce Local Urban Structures

82.4 The Regional Intensification Corridors as identified conceptually on Map 1H are:

[...]

(3) Plains-Fairview Corridor, Burlington;

[...]

82.5 The Regional Intensification Corridors are identified conceptually on Map 1H, and for the purpose of illustrating their connective role in the Regional Urban Structure, in some instances they are depicted in areas outside of the Regional Urban Boundary. This is for illustrative purposes only and the policies of this Plan related to Regional Intensification Corridors are only applicable to lands within the Regional Urban Boundary.

82.7 It is the policy of the Region to:

(1) Direct development with higher densities and mixed uses to Regional Intensification Corridors in accordance with the hierarchy identified in Section 79.2 of this Plan, and based on the level of existing and planned transit service.

(2) Encourage the Local Municipalities to:

a) identify the Regional Intensification Corridors in their official plans;

b) develop detailed policies or Area-Specific Plans that support accommodating growth at a scale appropriate for their context and existing and planned transit service;

c) identify and plan for Local Nodes along the Regional Intensification Corridors, where appropriate; and

d) identify and plan for Local Intensification Corridors as part of the Local Urban Structure, where appropriate.

Planning Comment

Plains Road East is identified as a Regional Intensification Corridor, operating as an important connector from the Aldershot Major Transit Station Area to the other two Major Transit Station Areas within Burlington. Plains Road is planned to accommodate higher densities, mixed uses, and more frequent transit service. The proposed residential intensification will support the existing and planned transit infrastructure, including the Aldershot GO Station, Burlington Transit buses, and the Hamilton Street Railway (HSR) buses. The proposed commercial units will add employment opportunities and a local destination for nearby residents for their daily and weekly needs.

Housing

84. 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.

85. The objectives for housing are:

(1) To establish housing targets by type and appropriate density for the Local Municipalities and the Region as a whole. […]

(4) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing while maintaining the physical character of existing neighbourhoods. […]

86. It is the policy of the Region to:

[…]

(6) Adopt the following housing targets:

a) that the per cent of new housing units produced annually in Halton in the form of townhouses or multi-storey buildings be at least 65 per cent to 2031 and at least 75 per cent each year thereafter; and

b) that at least 30 per cent of new housing units produced annually in Halton be Affordable or Assisted Housing.

[…]

(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.

[…]

(19) Require the Local Municipalities to use a rental housing vacancy rate of 3 per cent as the minimum threshold to permit the conversion of existing rental housing to ownership tenure or other uses or the demolition of such housing.

[…]

(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.

Planning Comment

The proposed redevelopment of the subject lands will make efficient use of existing urban lands serviced by existing municipal infrastructure and services. The addition of 66 apartment units will add to Burlington's housing stock at an appropriate scale and character for the neighbourhood, which is undergoing several new developments for various housing types, including townhouses to multi-storey buildings. The subject lands contain dwelling units of rental tenure. The Tenant Relocation and Assistance Plan memorandum (Landwise, 2026) outlines the landowners plan for tenant notification and compensation to current tenants.

PART IV

TRANSPORTATION

171. The goal for transportation is to provide a safe, convenient, accessible, affordable and efficient transportation system in Halton, while minimizing the impact on the environment and promoting energy efficiency.

172. The objectives of the Region are:

[…]

(2) To develop a balanced transportation system that:

a) reduces dependency on automobile use;

b) includes a safe, convenient, accessible, affordable and efficient public transit system that is competitive with the private automobile; and

c) promotes active transportation.

[…]

(8) To achieve a level of public transit usage that averages at least 20 per cent of all daily trips made by Halton residents by year 2031.

[…]

(9.1) To ensure development is designed to support active transportation and public transit.

173. It is the policy of the Region to:

[…]

(1.1) Work with the Province and Local Municipalities to plan for and protect planned corridors and rights-of-way for transportation and transport facilities, as shown on Map 3, to meet current and projected needs. Development shall not preclude or negatively affect the use of the planned corridor for the purpose(s) for which it was identified or being actively planned.

(1.2) Require Local Municipalities, in consultation with and to the satisfaction of the Province, to develop official plan policies that provide protection for planned corridors, including those identified in Section 173(1.4) of this Plan, to ensure that development shall not predetermine or preclude the planning and/or implementation of the corresponding transportation facilities and planned corridors on Map 3.

Planning Comment

The subject lands have frontage on a Multi-Purpose Arterial road, namely Plains Road East, which "service a mix of functions of Major Arterials and Minor Arterials" and "accommodate active transportation" as define in Table 3 of the Halton Region Official Plan. The proposed redevelopment would increase the viability of existing and planned transit and active transportation networks. The Plains Road East right-of-way would remain protected.

Overall Conformity to the Halton Region Official Plan

The subject lands are situated within a Strategic Growth Area and along a Regional Intensification Corridor that is well-positioned to accommodate increased residential densities which will in turn ensure the viability of existing and planning transit services. The proposed 6-storey, 66-unit mixed-use building presents an opportunity to increase the housing stock through high-quality urban design which will enhance Plains Road as an important connector between the Major Transit Station Areas and contribute to an active streetscape and vibrant public realm. A multi-storey building is one of the Region's preferred housing typologies in an Urban Area and will support the Region's growth.

Current tenants on the subject lands will be compensated beyond the Residential Tenancies Act requirements in terms of tenant termination notification and moving expense allowances.

The proposed development **conforms** to the Halton Region Official Plan.

4.3 Burlington Official Plan, 1997 & Burlington Official Plan, 2020

The *Burlington Official Plan, 2020* was approved by Halton Region on November 30, 2020. However, several appeals were filed with the Ontario Land Tribunal (OLT), and until all broad appeals are resolved, portions of *the Burlington Official Plan, 1997* remain in effect. The *Burlington Official Plan, 1997* aims to achieve the highest standards of ecological health, economic growth and community development by applying the principles of sustainable development. These principles continue to be upheld in the *Burlington Official Plan, 2020* which aims to provide a long-term vision for the community and quality of life for Burlington residents, through objectives and policies, guiding the City's development through to 2031. The following sections provide discussion of the proposed redevelopment in relation to the policies of the partially in force *Burlington Official Plan, 1997* and *Burlington Official Plan, 2020*.

4.4 Burlington Official Plan, 1997

The *Burlington Official Plan, 1997* was approved by Halton Region on March 1997 and most recently consolidated in July 2025, with portions in force and effect. The *Burlington Official Plan, 1997* is a policy document that guides decision-making on land use, development and resource management. The Official Plan sets objectives and establishes priorities based on local community interests combined with Regional and Provincial policy direction.

The subject lands are identified as "Mixed Use Activity Areas" on Schedule A – Settlement Pattern, and designated "Residential Medium Density" on Schedule B – Comprehensive Land Use Plan – Urban Planning Area. Plains Road East is classified as a "Multi-Purpose Arterial" on Schedule J – Classification of Transportation Facilities. The subject lands are proposed to be redesignated to "Mixed Use Corridor - General" to facilitate the intended 6-storey mixed-use building with commercial units on the ground level. Policies applicable to the subject lands and proposed development are reviewed below.

Part II

*2.11 Storm Water Management *D53*

2.11.3 Policies

a) Storm water management techniques shall be used in the design and construction of all new developments to control both the quantity and quality of storm water runoff. The degree of control and techniques used will depend on the conditions in the downstream receiving water bodies. The adverse effects of development on the downstream aquatic environment and adjacent lands shall be avoided or kept to a minimum.

3.0 TRANSPORTATION

3.2.2 Policies

[…]

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.

e) The City will encourage opportunities for developing travel demand management (TDM) measures to reduce single occupancy automobile use, especially during peak travel periods, such as car pooling programs, transit passes, preferential parking for carpool members, telecommuting, flex hours, intranet carpooling and fare incentives.

[…]

a) The enhancement of roadways, sidewalks and transit facilities to maximize mobility and access for the physically challenged shall be required, including during construction and reconstruction projects.

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.

<u>Planning Comment:</u>

The proposed development is feasible from a stormwater management and transportation perspective by leveraging infrastructure investment through intensification of the subject lands. The Stormwater Management Report, prepared by GEI Consultants Canada Ltd. (2025), proposes stormwater management techniques to control quantity, such as rooftop and parking lot storage, while stormwater quality would be controlled with membrane filtration, which will meet the City's requirements.

Transportation Demand Management measures are outlined in the Traffic Impact Study by Paradigm Transportation Solutions Limited (2025), which aims to reduce the development's overall traffic and parking impacts by encouraging residents to take alternative modes of transportation other than single occupancy automobile use. With

the subject lands convenient access to public transit options, bicycle facilities, and the provision of bicycle parking proposed on-site, these options provide future tenants alternative transportation modes.

Part II

6.0 DESIGN

6.2 Objectives

a) To ensure that the design of the built environment preserves, enhances and connects natural features and landscapes.

b) To ensure that the design of the built environment enhances heritage features.

c) To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character.

d) To ensure that the design of the built environment in new communities integrates with the natural setting and provides a diverse social setting that is well served by public transit, and by attractive and well-developed pedestrian environments.

e) To achieve a high quality of design within the public realm.

f) To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression.

g) To integrate urban design into the full range of decision-making activities to assist in achieving the design objectives of this Plan.

h) To ensure that the principles of Sustainable Development are considered in the design of the built environment.

6.5 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.

<u>Planning Comment:</u>

The design of the building incorporates various urban design principles, such as orienting the building towards the street, providing a pedestrian scaled lower-building with entrance connections to the sidewalk, building façade articulation, and incorporating covers and canopies. Robust landscaping through the site will add visual interest and screen the parking area from adjacent residential uses, and appropriate

lighting and walkway connections are proposed for improved pedestrian safety. The building integrates stepbacks to minimize the size and bulk of the building, and provide transition between the building to adjacent lower-density residential uses. Wide pedestrian walkways are proposed, promoting street activity. Parking and loading areas are proposed to the rear of the subject lands and will be screen with fencing and landscaping. For more details about urban design, please refer to the Urban Design Brief prepared by Landwise (2026).

Part III

2.0 RESIDENTIAL AREAS

2.2.2 General Policies

a) Within Residential Areas, a broad range of residential dwelling types shall be permitted, including assisted and special needs housing such as group homes, rest/retirement homes and long-term care facilities, as well as uses compatible with, complementary to and serving the primary residential use of the land, such as home occupations and cottage industries, neighbourhood parks, and offices.

[…]

d) In Residential-Medium Density areas, either ground or non-ground-oriented housing units with a density ranging between 26 and 50 units per net hectare shall be permitted.

e) In Residential-High Density areas, either ground or non-ground-oriented housing units with a density ranging between 51 and 185 units per net hectare shall be permitted.

[…]

g) The following building forms for residential development shall be permitted:

(ii) detached and semi-detached homes, townhouses, street townhouses and stacked townhouses, back to back townhouses, attached housing and walk-up apartments shall be permitted in Residential-Medium Density areas, provided that these forms meet the density as specified in Part III, Subsection 2.2.2 d), for these areas; and

(iii) subject to the density requirements of Part III, Subsection 2.2.2 e), street townhouses and stacked townhouses, back to back townhouses, attached housing and apartments shall be permitted in Residential-High Density areas.

<u>Planning Comment:</u>

The subject lands are currently designated "Residential-Medium Density" which permits ground and non-ground-oriented residential units. To facilitate the proposed development, an Official Plan Amendment is required to redesignate the lands to "Mixed Use Corridor – General", with a site-specific policy to permit a maximum floor area ratio of 2.0:1. The proposed redesignation of the subject lands to "Mixed Use Corridor – General" designation will permit apartments and commercial uses, including retail, on the ground floor.

Part III

2.3 Housing Supply

2.3.2 Policies

f) The demolition or conversion to freehold or condominium ownership of residential rental properties containing six or more units should not be permitted unless the following conditions are satisfied:

(i) the rental vacancy rate by dwelling/structure type for the City of Burlington as defined and reported yearly through the C.M.H.C. Rental Market Survey has been at or above 3 per cent for the preceding two-year reporting period;

(ii) the building for which conversion is proposed meets the requirements of the property standards by-law, the Ontario Building Code, and any other applicable law, or will be upgraded in accordance with these standards and requirements;

(iii) where demolition occurs, replacement rental housing units are provided for those units that are demolished;

(iv) that negative economic and other impacts upon tenants are minimized; and […]

2.5 Housing Intensification

2.5.2 General Policies

Evaluation Criteria

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

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

(vi) off-street parking is adequate;

(vii) 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;

(viii) the proposal is in proximity to existing or future transit facilities;

(ix) 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;

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

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

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

(xiii) capability exists to provide adequate buffering and other measures to minimize any identified impacts;

(xiv) 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;

(xv) natural and cultural heritage features and areas of natural hazard are protected;

(xvi) where applicable, there is consideration of the policies of Part II, Subsection 2.11.3, g) and m); and

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

b) where a proposal for residential intensification is deemed to have potentially significant adverse impacts, Council shall require a planning justification report by a Qualified Person, outlining how the proposed development will be compatible with the

existing neighbourhood. The report shall include, but shall not be limited to the criteria listed in Part III, Subsection 2.5.2 a) above. The report shall determine whether these impacts can be reduced to acceptable levels and shall recommend any measures required to mitigate or reduce the adverse impacts to acceptable levels.

[…]

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

Planning Comment:

The proposed development will facilitate residential and mixed use intensification within the built-up area and contribute to the City's intensification targets within Strategic Growth Areas. The addition of apartment units of condominium tenure will contribute to the mix and range of housing options for residents. The proposed 66-unit mixed-use building offers housing options for Burlington residents in the form of condominium tenure. The existing dwellings on the subject lands will be vacated in accordance with the Tenant Relocation and Assistance Plan memorandum, subject to the City's approval. The Tenant Relocation and Assistance Plan outline the steps to ensure that current renting tenants are provided with ample termination notice and a relocation assistance package beyond the minimum requirements of the Residential Tenancies Act.

The proposed development considers the housing intensification evaluation criteria of Section 2.5.2. The Functional Servicing and Stormwater Management Report (GEI, 2025) demonstrates that the proposed development is feasible from a water, wastewater and stormwater management perspective. The proposed parking spaces provides adequate vehicle parking for tenants and the commercial units, and the increase in traffic is not anticipated to cause major impacts on the existing transportation network and volumes (Paradigm Transportation Solutions Limited, 2025).

Additionally, the proposed development is further supported by existing and planned public transit services, which provides service along Plains Road and bus connections to other parts of the City and cities, such as Hamilton. Buses and trains from Aldershot GO Station provides additional connections between different regions. The residential use proposed will support frequent transit corridors, i.e. Plains Road East.

The proposed building is planned to be 6-storeys in height and incorporates appropriate setbacks and building steps backs to minimize adverse effects to abutting low-density residential uses, including privacy, shadow and traffic impacts. The Shadow Study (OUAD, 2025) demonstrates that no adverse impacts are anticipated to the single-detached dwellings to the south of the subject lands.

To facilitate the proposed development, a total of 44 trees will be removed. As compensation, 12 new trees (3 street trees and 9 private trees) are proposed and cash-in-lieu provided for the remainder. This will be supplemented by robust landscaping designed to preserve the area's established character.

Part III - Land Use Policies - Urban Planning Area

5.0 Mixed Use Activity Area

5.1 Principles

a) *Mixed Use Activity Areas provide alternatives to low density, suburban development and encourage the efficient use of physical resources and municipal services.*

b) *The design and development of Mixed Use Activity Areas provide opportunities to create and/or maintain a special community identity and a focal point for a variety of City-wide, community and neighbourhood functions.*

c) *Mixed Use Activity Areas address the demand for higher intensity employment, shopping and residential areas within the City.*

5.2.1 Objectives

a) To encourage comprehensively planned mixed use employment, shopping and residential areas that provide for the integration of uses such as retail stores, offices, hotels, institutional and entertainment uses with residential uses, community facilities, cultural facilities, institutions and open space in a compact urban form, while retaining compatibility with nearby land uses.

b) To ensure Mixed Use Activity Areas are developed in a compact urban form, are pedestrian-oriented and highly accessible by public transit, and foster community interaction.

[...]

5.2.2 Policies

[...]

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.*

d) *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.*

[...]

i) *It is the general intent of this Plan that Mixed Use Activity Areas shall be subject to a high quality of urban design. City Council may require the preparation of Urban Design Guidelines for specific Mixed Use Activity Areas or the preparation of site-specific Corridor Studies for Mixed Use Corridor Areas, which may include such design guidelines as a component of the Corridor Study. These guidelines shall be referenced in an appendix to this Plan and be used in the evaluation of all development proposals within the Mixed Use Activity or Corridor Area.*

5.3 Mixed Use Corridors (General, Employment and Commercial Corridor)

5.3.1 Objectives

a) To provide locations along multi-purpose arterial or major arterial roads that will serve as areas of concentration for mixed use developments with high density residential, retail, service commercial, office, entertainment, community facilities and institutions, and open space uses.

b) To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development, including land in the vicinity of a major transit station area, such as a GO Transit station, in a compact urban form, while retaining compatibility with nearby land uses.

c) To permit mixed use developments on individual sites where various combinations of residential, retail, office and other uses are located, or on different sites where residential, retail, office and other uses are located next to one another.

*5.3.2 General Policies *R16*

Permitted uses

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 […]*

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 […]*

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).*

g) *The design and development of Mixed Use Corridors shall ensure compatibility between the Mixed Use Corridor uses and adjacent land uses, particularly residential uses. The following factors shall be considered in reviewing proposals for new and/or expanding Mixed Use Corridor uses:*

(i) *buildings should be located so as to be in proximity to the street, to provide a sense of human comfort and pedestrian scale and interest, and should be in close proximity to transit services;*

(ii) *the site plan includes features that integrate the development with surrounding uses;*

(iii) *the site plan promotes safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses and to and from transit stops;*

(iv) *the number and location of vehicular access points shall be limited to minimize disruption to traffic flows and to minimize the impact on local streets;*

(v) *wherever possible, off-street parking should be located in the side and rear yards and away from adjacent residential uses. Offstreet parking areas,*

loading areas and service areas shall be screened and landscaped and located to minimize adverse impacts on adjacent residential uses;

(vi) the site plan promotes public safety;

(vii) outdoor storage areas shall be fenced and/or screened;

(viii) lighting is directed to minimize impacts on adjacent residential uses.

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 […]

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:

(i) the impact of the proposal on adjacent land uses, particularly residential;

(ii) adequate municipal services are available;

(iii) sufficient on-site parking is provided;

(iv) the site is served by efficient peak period public transit;

(v) vehicular access to and from the site does not adversely affect local streets; and

(vi) 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.

l) Infilling of existing, linear Mixed Use Corridors shall be encouraged rather than the designation of new areas.

Planning Comment:

Situated along Plains Road East, a multi-purpose arterial road, the subject lands are suitable for mixed use development, integrating residential and commercial uses. The proposed redevelopment will be transit-supportive and contribute to a pedestrian-oriented streetscape adjacent to a major transit station area. The commercial units on the ground level of the proposed mixed-use building will create new jobs and provide a destination for residents. The proposed development will contribute towards the City's goal of being a compact and pedestrian-oriented community, where public transit is conveniently accessible.

Based on Halton Region's and City of Burlington's comments from Pre-consultation, the proposed site plan design was revised to improve the site's urban design and relationship to the public realm. The proposed building is situated closer to the front lot line and further from the low-density residential uses, parking is placed towards the rear, and the driveway access was moved to align with White Oak Drive. The proposed floor area ratio is 1.78:1 which exceeds the permitted maximum floor area ratio of 1.5:1 within the Mixed Use Corridors designation. Policy 5.3.2 (d) (i) outlines that Council may consider higher floor area ratio applied via a site-specific rezoning application, subject to adequate servicing, parking, public realm and built form, and other compatibility criteria. To permit the proposed development, this modification has been included in the Draft Official Plan Amending By-law to permit a maximum floor area ratio of 2.0:1 (refer to Appendix B).

Overall Conformity to the Burlington Official Plan, 1997:

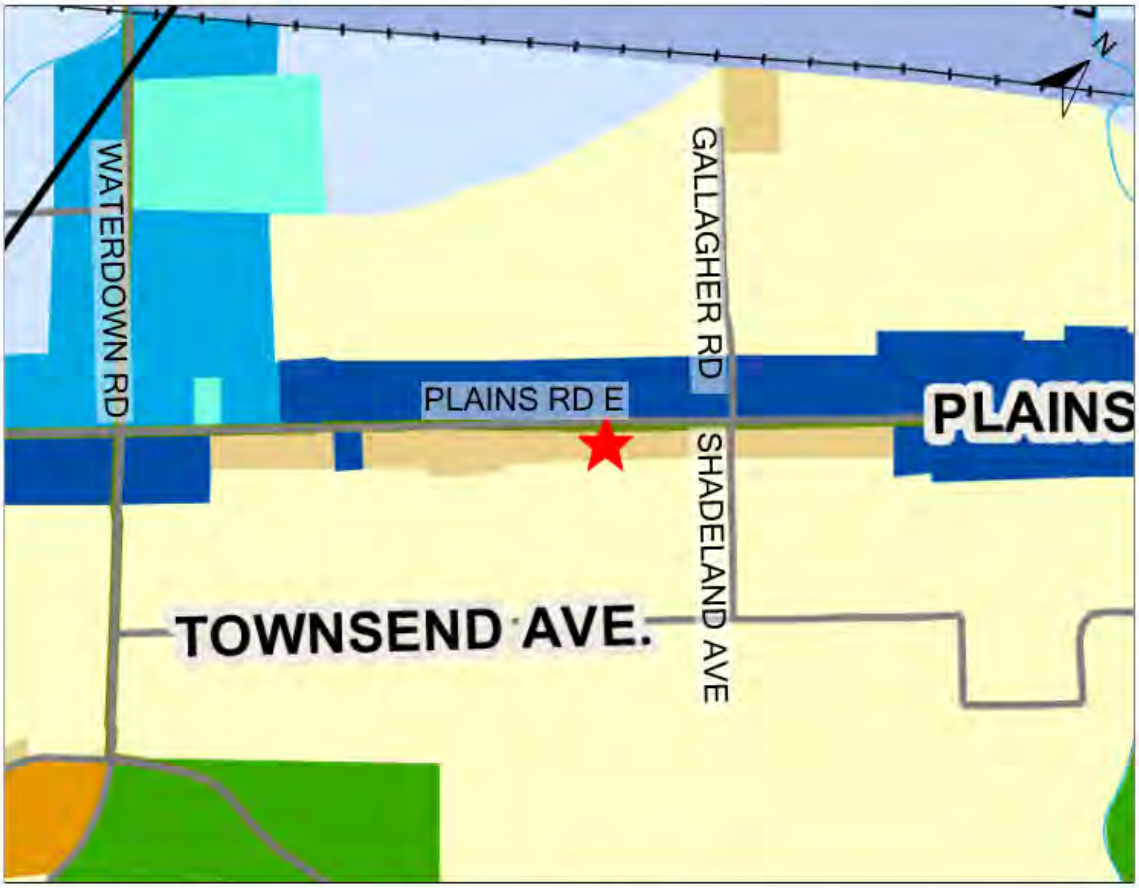
The proposed development requires an Official Plan Amendment to redesignate the subject lands to Mixed Use Corridor – General with site-specific modifications to permit an mixed-use building with a maximum floor area ratio of 2.0:1.

The proposed development presents an opportunity for residential intensification adjacent in the form of a mid-rise development adjacent to the Aldershot Major Transit Station Area and on a Multi-Purpose Arterial Road. The proposed 66-unit mixed-use building can be supported adequately by existing water services, sanitary services, and stormwater management techniques. Additionally, Transportation Demand Management techniques will be implemented to encourage alternative transportation modes, while maintaining adequate parking spaces onsite to avoid parking spillover onto the surrounding streets. The proposed building interacts with the public realm through design driven by urban design principles and is proposed to be clad in a variation of building materials, creating visual interest. The building massing is designed to integrate with the surrounding low-built form through appropriate building massing and scale.

Refer to Section 5.4 for further planning analyses of the proposed Official Plan Amendment.

The proposed development **conforms** to the Burlington Official Plan, 1997.

Figure 3: *Burlington Official Plan, 1997: Schedule B - Urban Land Use*



Burlington Official Plan, 1997
Excerpt from Schedule 'B' - Comprehensive Land Use Plan - Urban Planning Area

LEGEND

- Residential - Medium Density
- Mixed use Corridor General
- Residential - Medium Density
- Mixed Use Corridor - Employment
- Mixed Use Corridor - Commercial Corridor

OTHER FEATURES

Subject Lands
198-200, 206 Plains Road East
Burlington

4.5 Burlington Official Plan, 2020

The *Burlington Official Plan, 2020* came into partial force and effect on December 22, 2020. Parts of the *Burlington Official Plan, 2020* were appealed with the Ontario Land Tribunal (OLT), and thus are provided for information only until the broad appeals are resolved. In the meantime, parts of the Burlington Official Plan, 1997, are still in effect. While parts of the *Burlington Official Plan, 2020* are not yet statutory, they serve to inform future land use directives and proposed development/redevelopment within the City.

The subject lands are identified as "Mixed Use Nodes and Intensification Corridors" on Schedule B – Urban Structure, "Secondary Growth Area" on Schedule B-1 - Growth Framework, and designated "Urban Corridor" on Schedule C - Land Use – Urban.

Plains Road East is classified as "MTSA Primary Connector" and "Frequent Transit Corridor" on Schedule B-2 - Growth Framework and Long Term Frequent Transit Corridors, and "Multi Purpose Arterial" on Schedule O-1 - Road Classification. Policies (some of which are yet to be in force and effect) relevant to the subject lands and proposed development are reviewed below.

CHAPTER 2 - SUSTAINABLE GROWTH

2.3 THE URBAN STRUCTURE

2.3.1 MIXED USE INTENSIFICATION AREAS

a) Lands identified as Mixed Use Intensification Areas provide locations where a range and intensity of employment, shopping, public service facilities, residential uses and complementary uses such as open space and parks, institutional, and cultural uses will be developed with transit supportive densities in compact built form. Walking, biking, transit and other transportation demand management measures will be prioritized. Mixed Use Intensification Areas will offer substantial development opportunities and represent a key element in this Plan's strategy to accommodate and direct growth in the city over the planning horizon and beyond.

b) Mixed Use Intensification Areas will occur in either linear forms, along a transportation corridor, or nodal form, as a concentrated group of parcels located generally at a major intersection, at different levels of intensity, in accordance with the underlying land use designations.

c) Mixed Use Intensification Areas include the city's existing urban centres, emerging MTSAs and other mixed use nodes and intensification corridors. This organization reinforces that while all areas are considered part of the intensification areas, each has an important and distinct role.

[…]

Mixed Use Nodes and Intensification Corridors

j) Lands identified as Mixed Use Nodes represent areas with a concentration of commercial, residential and employment uses with development intensities generally greater than surrounding areas. Nodes are generally located at points where two or more transit routes intersect.

k) Lands identified as Intensification Corridors consist of areas of street oriented uses which incorporate a mix of commercial, residential and employment uses, including designated employment lands, developed at overall greater intensities, serving as important transportation routes along higher order transit corridors and selected arterial streets.

l) Mixed Use Nodes and Intensification Corridors will be a focus of reurbanization. These areas vary widely and will be guided by the underlying land use designations of this Plan. Some areas will be planned to evolve with higher residential intensities and a full mix of uses, while others may permit a more limited range of employment-oriented permitted uses, both designed to achieve their planned function. These areas will support the frequent transit corridors and provide focal points of activity and a vibrant pedestrian environment and facilitate active transportation through careful attention to urban design, enhancing the opportunities for the location of public service facilities and institutional uses.

Planning Comment:

The subject lands are planned for mixed use development within the proposed planning framework to accommodate intensification on a corridor within Burlington's Urban Area. The proposed development of a 6-storey mixed-use building aligns with the policies for lands located within a Mixed Use Intensification Area. The proposed development provides mixed use intensification and compact development along a mixed-use corridor serviced by existing and planned public transit and active transportation options. The proposed increase in residential density on the subject lands will aid in the viability of higher order transit and the Major Transit Station Area connecting corridor planned for Plains Road East. The proposed mixed-use intensification will continue aid the Mixed Use Intensification Area linear form along Plains Road East.

The proposed building is designed to interact with Plains Road East to encourage activity and a vibrant public realm at a pedestrian-scale. The urban design related to the proposed development is analyzed in detail in the submitted Urban Design Brief, prepared by Landwise (2026).

2.4 GROWTH FRAMEWORK

2.4.2.(2) SECONDARY GROWTH AREAS

a) Secondary Growth Areas:

(i) are identified on Schedule B-1: Growth Framework, of this Plan, and are located within Mixed Use Nodes and Intensification Corridors, as identified on Schedule B: Urban Structure, of this Plan, with some exceptions. In addition, Secondary Growth Areas also comprise select vacant residential sites and employment designated sites located immediately adjacent to a Major Arterial or Multi-Purpose Arterial Street as identified on Schedule O-1: Classification of Transportation Facilities - Urban Area, of this Plan;

(ii) shall be recognized as a distinct area within the city's Urban Area accommodating growth in accordance with the permissions and densities of the current land use designations of this Plan;

(iii) are areas expected to transition over the planning horizon and beyond and will not result in a significant relocation of planned growth outside of the Primary Growth Areas in order to ensure that the objectives and policies of Chapter 6 Infrastructure, Transportation and Utilities can be met;

(iv) shall be limited to a maximum of mid-rise building form, unless otherwise permitted by the policies of this Plan; and

(v) where applicable, shall support the frequent transit corridors and accommodate development that is compact, mixed use and pedestrian-oriented in nature.

Planning Comment:

The subject lands are located within Mixed Use Nodes and Intensification Corridors, and a Secondary Growth Area. The proposed 6-storey building is considered a mid-rise building and will contribute to accommodating a portion of growth within the City. Plains Road is classified as a frequent transit corridor and the redevelopment will support the planned frequent transit corridor (i.e. Plains Road East) and aid in creating a compact and pedestrian-oriented neighbourhood by adding active uses to the street, through the proposed commercial units.

CHAPTER 3 - COMPLETE COMMUNITIES

3.1.1 HOUSING SUPPLY

3.1.1(2) POLICIES […]

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

g) The City will develop a city-wide housing strategy that will support the Region of Halton's Housing Strategy and will:

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

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

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

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

(v) develop:

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

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

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

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

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

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

j) The City will consider the provision of innovative forms of housing tenure, such as co-operative housing, and common element, phased and vacant land condominiums, as a means of increasing housing diversity, choice and supply in the city […]

k) The City will encourage a mix of housing forms. […]

3.1.2 HOUSING TENURE

3.1.2(2) POLICIES

a) The demolition of residential rental properties or the conversion to freehold or condominium ownership of a residential rental property containing six (6) or more

units, in part, or in whole, shall not be permitted unless the following conditions are satisfied:

(i) the rental vacancy rate by structure type for the City of Burlington as defined and reported yearly through the C.M.H.C. Rental Market Report has been at or above three (3) percent for the preceding two-year reporting period;

(ii) the building for which conversion is proposed meets the requirements of the property standards by-law, the Ontario Building Code, and any other applicable law, or will be upgraded in accordance with these standards and requirements;

(iii) that negative economic and other impacts upon tenants are minimized to an acceptable level; and

(iv) the requirements of any applicable Provincial legislation or regulation, as amended, are met.

b) Notwithstanding 3.1.2 (2) a) (i), the demolition of residential rental units may be permitted in conjunction with a development application which at a minimum shall provide the same number of rental units with the same number of bedrooms per unit, at a similar rental rate at the time of development application submission, as those units that are demolished.

c) A development application related to the demolition of residential rental properties or the conversion to condominium tenure or owner occupancy shall include, to the satisfaction of the City, proof of tenant notification of the demolition or conversion proposal and proof of notification of the rights of tenants under Provincial residential tenancy legislation, including a minimum of 1 (one) tenants' only meeting as a part of the development application process. The preparation of a tenant relocation and assistance plan, including right to return and alternative accommodations to lessen hardship, may also be required.

d) The City will encourage the construction of rental housing with a full mix and range of unit types and sizes.

Planning Comment:

The Burlington Housing Strategy was developed to support the Halton Region's Housing Strategy, to establish housing objectives among other goals to address local housing needs and to increase housing options for current and future residents. Among the 12 actions of the Housing Strategy is to encourage a healthy rental housing stock by protecting existing rental units and supporting new rental unit creation, and to support a range of housing types and forms by increasing housing stock diversity, including smaller to larger units in high-density dwelling types.

The proposed mixed-use building with residential units of condominium tenure will contribute to a complete community and a provision of a range of housing forms and

densities in an area of the City that is supported by existing municipal services/infrastructure, commercial options, community services, and open space. The proposed development will add to the housing diversity and mix through intensification within the Urban Area. One- and two-bedroom units are proposed, which will diversify the mix of unit sizes on site, providing for different living arrangements while reflecting the current market needs. A total of ten (10) units are proposed to be barrier free, providing additional housing opportunities for residents with accessibility needs.

The proposed development will require the demolition of seven (7) rental dwellings on the subject lands, but will result in a net gain of at least 59 residential units of condominium tenure. Current tenants will be supported in accordance with a Tenant and Relocation Assistance Plan. Existing tenants will be provided a minimum of a 120-day notice period to allow tenants to secure alternative accommodations, be offered compensation equivalent to three months' rent, and will be given up to $1,500.00 per unit for moving expenses.

CHAPTER 4 - ENVIRONMENT AND SUSTAINABILITY

4.1 CLIMATE CHANGE AND AIR QUALITY

4.1.2 POLICIES

a) 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

(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;

(v) addressing parking management, primarily through the Zoning Bylaw, that does not undermine transit and active modes of transportation;

(vi) maintaining, restoring and enhancing the urban forest and Natural Heritage System;

(vii) recognizing the importance of watershed planning for protecting and identifying water resource systems, undertaking stormwater management, and mitigating potential risk associated with natural hazards;

(viii) encouraging energy generation from renewable sources and community energy solutions such as micro grids, district energy, and energy storage;

(ix) encouraging sustainable, energy efficient and low carbon buildings;

(x) addressing air quality impacts through land use compatibility policies;

[…]

4.4.2(2) WATER RESOURCE AND STORMWATER MANAGEMENT

[…]

a) *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. […]*

e) *Functional drainage designs shall be prepared to support development applications in accordance with the requirements of the City's Storm Drainage Criteria Manual, in consultation with Conservation Halton and the Region of Halton, and where appropriate, the Province, the Niagara Escarpment Commission and other agencies. Within the Protected Countryside, the policies of the Greenbelt Plan also apply to the planning, design and construction of stormwater management infrastructure. The City may require a geotechnical study to support the functional drainage design. […]*

<u>Planning Comment:</u>

The subject lands are existing urban lands situated within the urban boundary and served by existing municipal infrastructure, community services and facilities, making it suitable for residential infill in the form of a mid-rise mixed-use building while making efficient use of existing urban lands. The proposed development is transit-supportive with the increase of ridership in the area. Active transportation will also be encouraged through the provision of bicycle parking and existing bicycle lanes on Plains Road East.

The Land Use Compatibility Study (R.J. Burnside & Associates Limited, 2025) demonstrates that the proposed development will not be adversely impacted by noise, odour, or vibration effects from nearby industrial and commercial sources. Mitigation measures will be implemented as part of the building construction to minimize potential adverse air quality and noise impacts that may come from the rail yard located approximately 565m northwest of the subject lands.

The Functional Servicing and Stormwater Management Report (GEI Consultants Canada Limited, 2025) outlines that the existing municipal water, wastewater, and stormwater systems are adequate to support the proposed development.

CHAPTER 6 - INFRASTRUCTURE, TRANSPORTATION AND UTILITIES

6.1 GENERAL

6.1.2 POLICIES

[...]

j) New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities. [...]

6.2 MULTIMODAL TRANSPORTATION

6.2.1(2) POLICIES

[...]

c) In developing the transportation system, the City will evaluate and provide infrastructure to prioritize effective active and sustainable modes of travel based on efficiency, contribution to a more inclusive, healthy, livable and complete community, and to reduce environmental impacts and energy consumption. In the Rural Area, the transportation system shall be designed to minimize adverse impacts to the Agricultural System.

d) A Transportation Impact Study to assess the impact of a proposed development on current travel patterns and/or future multi-modal transportation requirements may be required before development applications are approved.

[...]

g) Opportunities for the sharing of parking will be encouraged between compatible uses where feasible, subject to an evaluation by the City.

Planning Comment:

The redevelopment is proposed to be accessed off Plains Road East, replacing the two (2) existing driveways on the subject lands. The access driveway is proposed to be aligned with the centreline of White Oak Drive, directly across the right-of-way from the subject lands. Traffic is anticipated to be increased due to the increase of residential units and estimated to generate 27 trips and 43 trips in during the AM and PM peak hour, respectively, as estimated in the Transportation Impact Study (Paradigm

Transportation Solutions Limited, 2025). Sufficient off-street parking will be provided in accordance with the City's parking provisions. Bicycle parking is proposed, including nine (9) short-term bicycle parking spaces and 36 long-term bicycle parking spaces to encourage active transportation use.

Transportation demand management techniques, such as shared parking and unbundled parking spaces, will be contemplated at a later stage in the development.

6.2.3 TRANSIT

6.2.3(2) POLICIES

a) Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, identifies the long-term frequent transit corridors and candidate frequent transit corridors in the city, along with the city's transit support corridors, Primary, Secondary and Employment Growth Areas, Mobility Hub Primary and Secondary Connectors, the GO commuter rail line/Priority Transit Corridor, and the location of Mobility Hubs and Major Transit Stations.

Municipal transit services and facilities will be provided in accordance with Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan. The full transit network is not shown on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan. The most up-to-date Burlington Transit schedules and maps should be referred to for information on all routes.

[…]

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.

Planning Comment:

The subject lands are serviced by existing public transit and are located adjacent to a Major Transit Station Area ("MTSA"). Plains Road East is identified as a Frequent Transit Corridor and a MTSA Primary Connector on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors. Chapter 13 of the *Burlington Official Plan, 2020* defines "Frequent Transit" as "[…] public transit service that runs at least every fifteen (15) minutes in both directions, typically seven (7) days per week throughout the day and early evening, with variations in service depending on local conditions." The City prioritizes placing of frequent transit corridors in the City's Primary, Secondary, and

Employment Growth Areas. The subject lands, being situated within a Secondary Growth Area, and proposed mixed-use building with 66 residential dwellings, will support existing and planned transit by increasing ridership and thus supporting investments in transit infrastructure.

6.2.4 ACTIVE TRANSPORTATION

6.2.4(2) POLICIES

[…]

b) The continued integration of cycling with transit modes shall be required through adequate and secure bicycle parking and related end-of-trip facilities.

[…]

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.

6.2.9 MAJOR TRANSIT STATION AREA CONNECTORS

Major Transit Station Area (MTSA) connectors are streets and other supporting active transportation corridors that link each of the MTSAs both to one another and to key surrounding areas. These connectors have the potential to provide direct and convenient connections for all users, including pedestrians, cyclists, transit users and drivers.

MTSA connectors shall be developed over time to reflect their role according to policies within Subsection 8.1.2, Major Transit Station Areas, of this Plan, as well as with those applicable policies within the City's Transportation Master Plan.

MTSA connectors consist of MTSA primary connectors, secondary connectors and tertiary connectors. MTSA primary and secondary connectors are shown on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan

6.2.9(2) POLICIES

a) *MTSA primary and secondary connectors shall be complete streets and take into consideration the policies contained in Subsection 6.2.7, Public Right-of-Way Allowances, and the relevant land use policies, of this Plan.*

b) *Enhanced levels of transit service and facilities such as frequent transit corridors shall be provided on MTSA primary and secondary connectors.*

c) *The area-specific plan for MTSAs shall evaluate the role of mobility hub connectors and provide recommendations on any works required along connectors to support individual hub objectives and to achieve transit-supportive land uses and improved design standards on MTSA primary and secondary connectors.*

Planning Comment:

Plains Road East is identified as a Major Transit Station Area (MTSA) connector which links each of the MTSAs together and have potential to provide various transportation connections, such as sidewalks, bicycle infrastructure, and public transit. The proposed 6-storey mixed-use building is proposed to be supported by 94 vehicle parking spaces, and nine (9) short-term and 36 long-term bicycle parking, which will encourage active transportation. The site circulation has been designed to promote safety for pedestrians, cyclists, and motor vehicles.

The proposed retail units on the ground level will provide for an active streetscape while wide sidewalks provide for safe pedestrian and cyclist access.

CHAPTER 7 - DESIGN EXCELLENCE

7.3 URBAN DESIGN AND BUILT FORM

7.3.2(1) 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.*

(iii) *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.*

(iv) *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.*

Planning Comment:

The proposed 6-storey mixed-use building is designed to align with the City's future vision for the Plains Road East corridor, contributing to its evolution into a vibrant, pedestrian-oriented area. The urban design elements of the proposal are further discussed in the Urban Design Brief (Landwise, 2026) included in the submission package.

7.4 SUSTAINABLE DESIGN

7.4.1 POLICIES

a) *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*

b) *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:*

(i) *energy efficiency, passive design measures, renewable energy sources and other low carbon building strategies;*

(ii) *potable water conservation;*

(iii) *innovative storm water management techniques such as Low Impact Development measures;*

(iv) *additional sustainable transportation measures such as electric vehicle charging stations that exceed the requirements of the Building Code;*

(v) *sustainable building materials and resources;*

(vi) *indoor environmental and air quality;*

(vii) *additional measures to mitigate the urban heat island effect;*

(viii) *maintenance, monitoring and communication of sustainable building features; and*

(ix) *other innovative sustainable design approaches or technologies.*

c) *The Sustainable Building and Development Guidelines provide detailed direction for the implementation of the policies in this section. A development application shall be deemed to have met the policies in Subsections 7.4.1 a) and b) of this Plan, if it meets the requirements of the Sustainable Building and Development Guidelines adopted by the City.*

[…]

Planning Comment:

The subject lands are within City's settlement area. The proposed development of a 6-storey mixed use building aligns with Provincial policies and City objectives to direct growth towards urban areas, to efficiently utilize existing developed lands and public infrastructure investments, including transit, municipal water, wastewater and stormwater services. On-site short-term and long-term bicycle parking and pedestrian connections are proposed. Sustainable elements will be considered at the Site Plan Control stage, including low impact design, high efficiency building materials, and additional landscaping opportunities.

8.1.3 MIXED USE NODES AND INTENSIFICATION CORRIDORS

8.1.3(7.2) POLICIES

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 semi-detached dwellings;
   (iv) office uses
   (v) entertainment uses;
   (vi) recreation uses.
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.

m) 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.

Planning Comment:

Plains Road East is designated as "Urban Corridor" on Schedule C: Land Use – Urban Area. A mid-rise, mixed use building proposed on the subject lands contributes towards a complete community through a compact built form along a major road which has convenient access to commercial, institutional uses, community facilities, employment options, public transit, and open spaces. The proposed 6-storey building addresses Plains Road East, and is stepped back at the 6th storey towards the westerly and easterly lot lines to address the adjacent lower profile buildings adjacent to the subject lands, contributing to a pedestrian-oriented streetscape. The proposed retail units on the ground level will provide commercial uses with potential to provide for the day-to-day goods/services of residents.

The proposed floor area ratio is 1.78:1, which conforms with the maximum floor area ratio of 2.0:1 (Policy 8.1.3(7.2) f)). The proposed height of 6 storeys conforms to the maximum permitted height of 6 storeys (Policy 8.1.3(7.2) g)). Provided that the policies applicable to the subject lands remain unchanged, approval of the *Burlington Official Plan, 2020* by the Ontario Land Tribunal would result in the proposed development conforming to the "Urban Corridor" designation. Consequently, an Official Plan Amendment will no longer be required.

Overall Conformity to the Burlington Official Plan, 2020:

Based on the foregoing, the proposed 6-storey, 66-unit mixed-use building will add a compact built form compatible with the surrounding area at a residential density appropriate for the subject lands which is situated along a Multi-Purpose Arterial road, planned for residential intensification and higher order transit. The site plan design considers the interface at grade with Plains Road for enhanced safety and pedestrian activity. The proposed building height and floor area ratio conforms with policies in *Burlington Official Plan, 2020*. The residential and commercial units within the building

are proposed as condominium tenure, adding to the range and tenure of housing options to the City. The proposed building will be compatible with surrounding land uses, as demonstrated in the Land Use Compatibility Study, Shadow Study, and Angular Plane Study. Sustainable building elements shall be contemplated at the detailed design stage. Water, sanitary servicing and stormwater management techniques are proposed to support the proposed development. Parking for multiple modes of transportation are proposed on-site to allow various travel options for tenants and customers.

Following the resolution of the appeals and the *Burlington Official Plan, 2020*, is fully in effect, the proposed development would comply with the Official Plan without requiring an Amendment. The proposed development **conforms** to the *Burlington Official Plan, 2020*.

Figure 4: *Burlington Official Plan, 2020: Schedule 'C' - Land Use Plan - Urban Area*



Burlington Official Plan, 2020 (Appealed)
Excerpt from Schedule 'C' - Land Use Plan - Urban Area

LEGEND

- Urban Corridor
- Residential - Low Density
- Urban Corridor - Employment
- City's Natural Heritage System
- General Employment

OTHER FEATURES

Subject Lands
198-200, 206 Plains Road East
Burlington

4.6 City of Burlington Zoning By-law No. 2020

The *City of Burlington Zoning By-law No. 2020* zones the subject lands as the following:

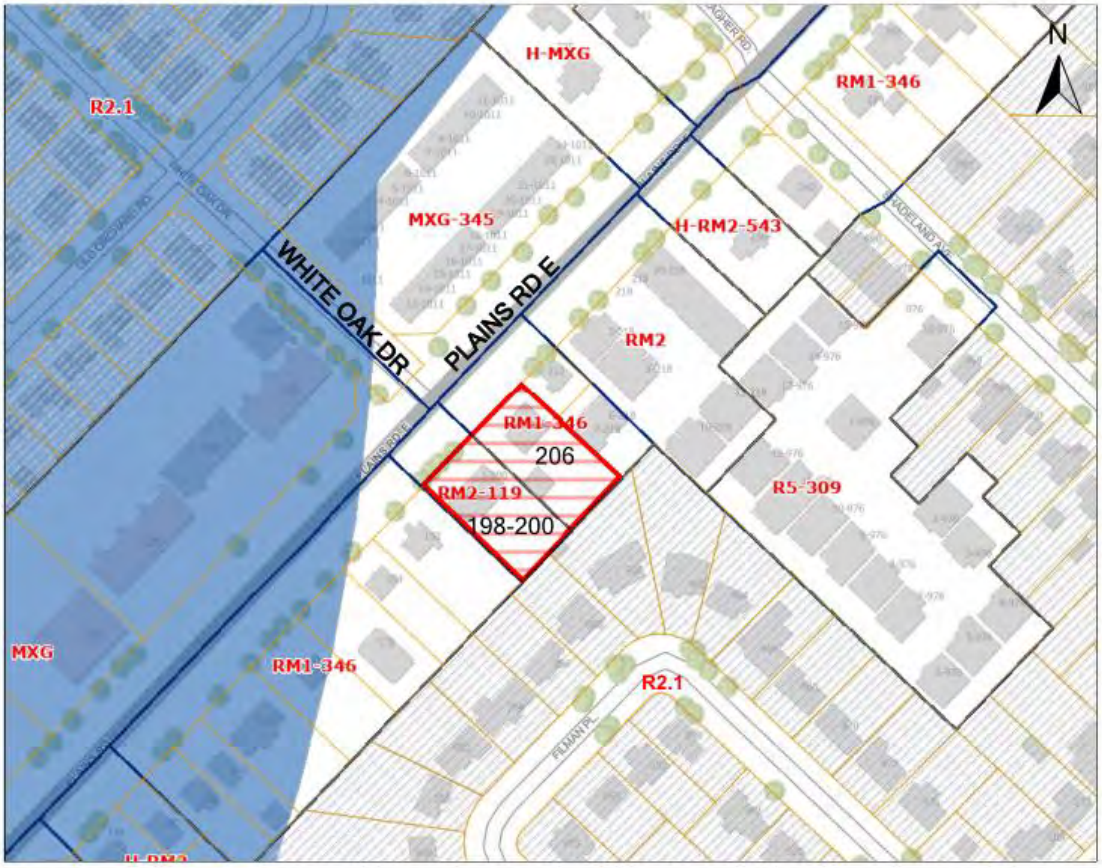
- 198-200 Plains Rd E: Residential – Medium Density (RM2-119) Zone, Modified
- 206 Plains Rd E: Residential – Medium Density (RM1-346) Zone, Modified

The uses permitted within these zones include, but are not limited to, detached dwellings, semi-detached dwellings, duplex, and triplex buildings, with the RM2 Zone permitting fourplex buildings. Exception 119 for 198-200 Plains Road East permits only one 6-unit residential building, while Exception 346 for 206 Plains Road East has specific provisions for all uses permitted within the RM1-346 Zone **(refer to Figure 5).**

Since the RM2-119 and RM1-346 Zones do not permit mixed-use buildings, a Zoning By-law Amendment is required to rezone the lands to a site specific General Mixed Use (MXG-XXX) Zone, Modified, to facilitate the proposed development. A Draft Amending By-law has been prepared and can be found in **Appendix C** to this report.

Table 2 lists the proposed site-specific modifications in context with the General Mixed Use (MXG-XXX) Zone within the *City of Burlington Zoning By-law No. 2020*.

Figure 5: Existing Zoning



City of Burlinton Zoning By-law 2020
Excerpt from Interactive Mapping

LEGEND

RM1	Medium Density Residential Zone
RM2	Medium Density Residential Zone
R2.1	Low Density Residential Zone
R5	Low Density Residential Zone
MXG	Mixed-Use Corridor (General) Zone
	Subject Lands 198-200, 206 Plains Road East Burlington
H-	Holding Zone
-###	Site Specific

Table 2: MXG Zone Zoning Provisions

198-200 and 206 Plains Road East, Burlington Proposed Zone: General Mixed Use (MXG-XX) Zone of Zoning By-law No. 2020			
Provision	**Required By By-Law/Regulations**	**Provided**	**Conformity**
Part 5 – Mixed- Use Corridor			
Permitted Uses **2. Table 5.2.1**	Apartment Building	Apartment Building	Yes
Min. Lot Width **4.1 Table 5.4.1**	25m	54.86m	YES
Min. Lot Area **4.1 Table 5.4.1**	1,000m^2	2,893.10m^2	YES
Min. Yard Abutting Plains Rd **4.1 Table 5.4.1**	3.0m	3.0m	YES
Max. Plains Rd Yard Setback **4.1 Table 5.4.1**	23.0m	3.0m	YES
Min. Yard Abutting Any Other Street **4.1 Table 5.4.1**	3.0m	N/A	N/A
Max. Yard Abutting Any Other Street **4.1 Table 5.4.1**	4.5m	N/A	N/A
Min. Rear Yard **4.1 Table 5.4.1**	3.0m	24.34m	YES
Min. Side Yard	No min.	4.35m (East)	YES

4.1 Table 5.4.1		4.18m (West)	
Min. Yard Abutting a Residential Zone **4.1 Table 5.4.1**	Floors 1 to 3: 12 m Floors 4 and 5: 15 m Floor 6: 18 m	Residential zone abutting east, west, south East: 4.35m West: 4.18m South: 24.3m	NO (East and West) Yes (South)
Max. Floor Area Ratio – Other Buildings **4.3 Table 5.4.2**	1.5:1	1.78:1	NO
Max. Floor Area per Retail or Service Commercial Use **4.3 Table 5.4.2**	1800m^2	183m^2	YES
Min. Density **4.3 Table 5.4.2**	30 units/ha	228.13 UPH	YES
Min. Landscape Area Abutting Street **4.4**	3.0m	1.5m	NO
Min. Landscape Buffer Abutting Residential Zone **4.4**	6.0m	Residential zone abutting east, west, south East: ±2.85m West: ±2.68m South: ±1.20m	NO
Min. Building Height **4.5**	2 storeys	6 storeys	YES
Max. Building Height	6 storeys	6 storeys / 21.4m	YES

4.5					
Min Width of Pedestrian Walkway **4.6 (f)**	3.0m from street connecting the sidewalk to principal building entrance			±5.8m	YES
Min Fence Height abutting Residential Zone Along Common Boundary **4.9**	1.8m Solid screen fence or chain-link and landscape planting			1.8m height Wood Privacy Fence proposed	YES
Loading Setback from Residential Zone **4.11 (a)**	7.5m			4.51m	NO
Loading Screening Requirements **4.11 (b)**	Screened from street or adjoining residential zone			1.8m height Wood Privacy Fence proposed along side lot lines	YES
Amenity Area **4.12**	Unit Type	Area	Required	1,638.6m^2	YES
	Efficiency dwelling	15m^2	0		
	1 BR	20m^2	920m^2		
	2 or + BR	35m^2	700m^2		
	TOTAL		1,620m^2		
Door Location **4.13**	On building elevation facing street			Facing street	YES
General Provisions					
Max. Parking Structure Encroachment	May encroach into required yard but shall not encroach into required landscape buffer			North: N/A East: 1.85m	NO (East and West)

2.26 (5) iii)	(min. 3m from street line, 6m from residential zone)			West: 1.65m South: N/A	N/A (North and West)
Part 1 - Parking Provisions					
Min. Required Parking Spaces – Apartment **2.25.1 (b)**	0			94	YES
Min. Required Parking Spaces – Retail Store* **Table 1.2.6**	3.5 / 100m2 74+109 = 183m2 183 * (3.5 / 100m2) = 6.4 6.4*5% = 0.32 6.4±0.32 = 6.08 6 parking spaces required			Minimum 6 spaces	YES
Min. Loading Space **2.25.3**	1 space			1 space	YES
Min. Required Accessible Parking Spaces **2.26 (9) table 1.2.7**	1			3	YES
Min. Bicycle Parking Spaces	Use	Required	Required Total	36 Long-term 9 Short-term	YES
	Retail	2 + 1/1000 m2 GFA	3		
	Residential	None	0		
Min. Parking Dimensions **2.26 (1) (a)**	Width: 2.75m Area: 16.5m^2			Width: 2.75m Area: 16.5m^2	YES

Accessible Parking Dimensions **2.26 (9)**	Width: 2.75m Min Area: 16.5m^2 Aisle Width: 2.0m	Min. Width: 2.75m Min Area: 16.5m^2 Aisle Width: 2.0m	YES
Min Parking Structure Ramp Setback from Street Line **2.26 (5) ii)**	7.5m	Min.16.06m	YES
Min Parking Structure Setback from Street Line **2.26 (5) iii)**	3.0m	3.0m	YES

Refer to Section 5.5 of this report for of the proposed site specific provisions.

5.0 Planning Analysis

The Planning Analysis is presented in four sections as follows: summarization of the technical findings of the Supporting Studies (Section 5.4), discussion on the conformity with Provincial interest and policies (Sections 5.5), discussion of general conformity with the *Halton Region Official Plan* and *Burlington Official Plans* and their respective policies (Sections 5.3 and 5.4), and lastly analysis to support the proposed Zoning By-law Amendments (Section 5.5).

5.1 Supporting Studies

As outlined in Section 3.0, the subject lands have been comprehensively studied to ensure all technical design and environmental requirements have been met to Provincial, Regional and City policies and standards. The results of the studies support the approvals of the submitted Official Plan Amendment and Zoning By-law applications.

5.2 Provincial Interests

The Planning Act requires that, "decisions affecting planning matters shall be consistent with" the Provincial Planning Statement, 2024. The subject lands are located within an existing "Settlement Area" known as the City of Burlington. The proposed redevelopment of 198-200 and 206 Plains Road East for a new mixed-use building with 66 units will provide a compact and high-quality development that will add housing units for varying lifestyles and abilities, contribute to the overall viability of the settlement area by providing a high-density residential use along an intensification corridor, and be supported by existing municipal servicing and infrastructure. The proposed development will not adversely impact significant cultural nor natural heritage features. The proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the Provincial Planning Statement, 2024.

5.3 Halton Region Official Plan

The proposed redevelopment conforms to the *Halton Region Official Plan* by introducing a high-density residential use through a mixed-use building within a "Strategic Growth Area" along a Regional intensification corridor, adjacent to the Aldershot Major Transit Station Area. The development will optimize land use and be supported by existing municipal infrastructure without compromising future growth capacities and continuing as a residential use with ground-level commercial use. Accordingly, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the Halton Region Official Plan.

5.4 Official Plan Amendment

As noted, the *Burlington Official Plan, 1997*, remains in partial effect. The subject lands are designated "Residential – Medium Density" on Schedule B and have frontage along Plains Road East, which is classified as a "Multiple Purpose Arterial" on Schedule J. The "Residential – Medium Density" designation permits ground or non-ground-oriented residential uses.

The new *Burlington Official Plan, 2020*, designates the subject lands "Urban Corridor" on Schedule C – Land Use – Urban, which recognizes the diversity of lands along corridors and establishes policies allowing for land use flexibility. The "Urban Corridor" designation permits a range of uses, including residential dwellings except for single- and semi-detached dwellings. The maximum floor area ratio is 2.0:1, and the maximum building height is six (6) storeys.

An Official Plan Amendment to the *Burlington Official Plan, 1997*, is required to change the land use designation on the subject lands from "Residential – Medium Density" to "Mixed Use Corridor – General" with site-specific provisions to permit the proposed 6-storey mixed-use building on the subject lands with a maximum floor area ratio of 2.0:1 whereas the existing permissions allow for a maximum floor area ratio of 1.5:1.

The proposed "Mixed Use Corridor – General" maintains the mixed-use intent and conforms with residential intensification policies of the partially in-effect *Burlington Official Plan, 1997*. Plains Road East is envisioned as a mixed-use corridor where growth shall be allocated. Comprehensive studies have been undertaken to demonstrate compatibility and anticipate no adverse impacts on the subject lands and on the surrounding properties. The proposed Official Plan Amendment and the development of the building will contribute to the City's objectives for compact development on the evolving corridor of Plains Road East. The proposed Official Plan Amendment is within the vision and goals of both of the1997 and 2020 *Burlington Official Plans*.

To support the Official Plan Amendment application, a Draft Amending Official Plan has been prepared and can be found as **Appendix B** to this report.

5.5 Zoning By-law Amendment

To facilitate the proposed development at 198-200 and 206 Plains Road East and to implement the Official Plan Amendment detailed above, a Site Specific Zoning By-law Amendment of the *City of Burlington Zoning By-law No. 2020* is required. The subject lands are proposed to be rezoned from the "Residential – Medium Density (RM2-119)" and "Residential – Medium Density (RM1-346)" Zones to the "General Mixed Use (MXG-

XXX) Zone", with zoning modifications to the side yard and loading space setback to a residential zone, landscape buffers, floor area ratio, and parking structure encroachments.

The following modifications are required to Zoning By-law No. 2020:

Side Yard Setback Abutting a Residential Zone - 4.1 Table 5.4.1

The Zoning By-law sets out minimum side yard setbacks for buildings adjacent to residential zone, using a tiered approach to create building stepbacks to mitigate potential adverse impacts on neighbouring properties, such as shadowing and privacy impacts. To achieve an efficient and viable building layout and site design, a minimum side yard setback of 4.0m from abutting residential zones is proposed. The setback provides an appropriate building envelope and street wall presence while ensuring sufficient side yard area for drainage, landscaping, and pedestrian walkways. To support the reduced side yard setback, the building's side elevations have been designed with minimal windows for added privacy.

Floor Area Ratio - 4.3 Table 5.4.2

The Zoning By-law establishes a maximum floor area ratio of 1.5:1 for mixed-use buildings within the MXG Zone. A maximum floor area ratio of 2.0:1 is proposed to accommodate the 6-storey building. The additional floor area will facilitate larger dwelling unit sizes to support livable dwelling units. Additionally, it will permit the integration of commercial units on the ground floor, contributing to the street activation and mixed-use character for the Plains Road East corridor. The flexibility to provide programming supports a more livable built form, aligning with the City's broader goals for a complete community.

Landscape Buffer abutting a Residential Zone - 4.4

The Zoning By-law requires a minimum 6.0m landscape buffer adjacent to properties zoned residential, which applies to the east, south, and west boundaries of the subject site. The proposed buffer widths along the east and west property lines is primarily a minimum of 2m, and a minimum of 1.20m along the south property line. However, certain segments are reduced to accommodate essential walkways or bicycle parking facilities. To ensure adequate screening, a 1.8m-high wood privacy fencing is proposed along the side and rear lot lines. Therefore, a site-specific modification is proposed to forgo dense landscaping within the buffer area, and to permit snow storage and a transformer within the landscape buffer. This design will achieve an efficient site layout by maximizing amenity areas and providing adequate space for vehicle maneuvering.

Loading Space Setback Abutting a Residential Zone - 4.11 (a)
The established minimum loading space setback abutting a residential zone is 7.5m, whereas 4.51m is proposed. While it is zoned residential, the west adjacent property is occupied by a home business (dental office). To mitigate potential impacts, screening is proposed as a new 1.8m-high wood privacy fence.

Parking Structure Encroachment - 2.26 (5) iii)
The Zoning By-law prohibits encroachments of parking structures into required landscape buffers. For the subject lands, the buffers are prescribed as 3.0 metres from the street line and 6.0 metres from residential zones. To achieve an efficient building footprint and integrated surface parking layout, minor encroachments are required, 1.85m along the east property line and 1.65m along the west property line. The underground parking structure is proposed to align with the building footprint and surface parking area, yet ensure that the side yards will retain ample space for landscaping for drainage and access.

To support the Zoning By-law Amendment application, a Draft Amending Zoning By-law has been prepared and can be found as **Appendix C** to this report.

6.0 Implementation

This proposal is to be implemented through an Official Plan Amendment and Zoning By-law Amendment process to allow the residential development. A future Site Plan Control application will be submitted to address detailed site design. A Draft Official Plan Amendment has been prepared and can be found as **Appendix B** to this report. A Draft Amending Zoning By-law has been prepared and can be found as **Appendix C** to this report.

7.0 Conclusions

An Official Plan Amendment is required to amend the *Burlington Official Plan, 1997* to allow for a maximum floor area ratio of 2.0:1 over the existing maximum floor area ratio of 1.5:1. A Zoning By-law Amendment of the *City of Burlington Zoning By-law No. 2020* is required to allow site-specific provisions regarding side yard and loading space setback to a residential zone, landscape buffers, floor area ratio, and parking structure encroachments to ensure compatibility and optimization of the subject lands while maintaining appropriate transitions to surrounding low rise uses.

The increase in density is provided in the context of a scale and design that reflects the rhythm and character of the low density uses, providing appropriate setbacks and screening to ensure no negative impacts are experienced by existing uses that surround the site. The proposed changes are consistent with and conform to the applicable policy framework as follows:

- The changes are consistent with the Provincial Planning Statement, 2024, in that they will facilitate the diversification of housing stock through intensification within a Settlement Area, accommodating evolving societal needs using existing municipal infrastructure;

- The changes conform to the *Burlington Official Plan, 1997*, land use designations and mixed use policies, providing a mid-rise mixed-use building with commercial and dwelling units at a scale and built form is envisioned for the Plains Road East corridor while maintaining compatibility with the existing neighbourhood character;

- The changes align with mixed-use vision of the Plains Road East corridor and the "Urban Corridor" designation as outlined in the applicable policies of the *Burlington Official Plan, 2020*;

- Adequate municipal services are available to service the site without the need for extension or expansion of municipal resources; and

- Provides an opportunity for residential intensification with a compatible land use and built form with additional housing units in an established neighbourhood.

The proposed mixed-use development and associated amendment to *Burlington Official Plan, 1997*, and the *City of Burlington Zoning By-law No. 2020* is appropriate, desirable, and reflects good land use planning for the subject lands.

Respectfully Submitted,

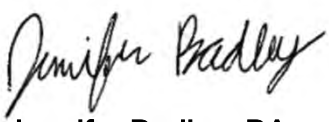
LANDWISE

Prepared By:



Hy Nguyen, CPT
Planning Technician

Reviewed By:



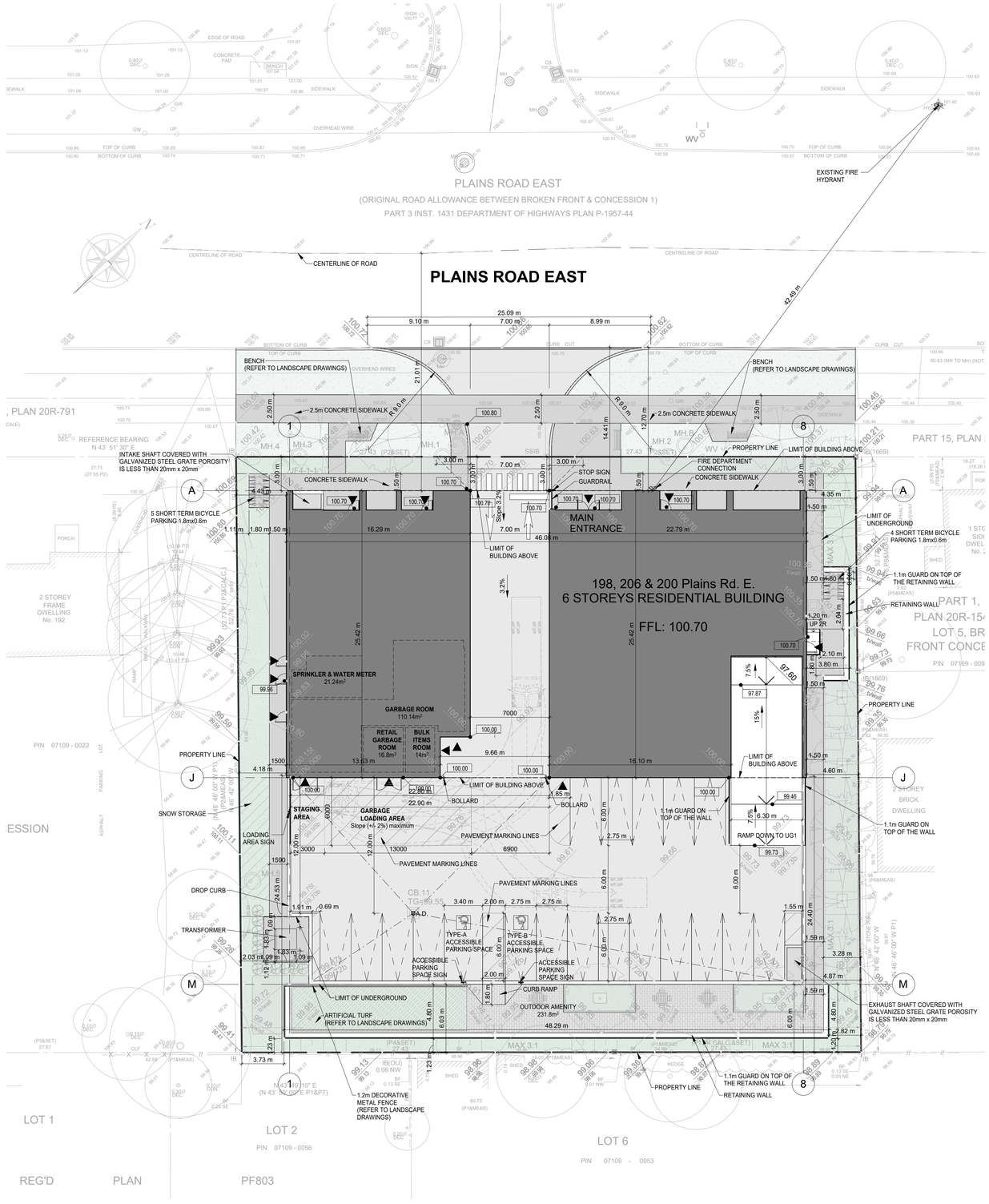
Jennifer Badley, BA
Planner



Edward John, MRTPI
Partner / Principal Planner

Appendix A:

Site Plan



1 A101 SITE PLAN
Scale: 1 : 200

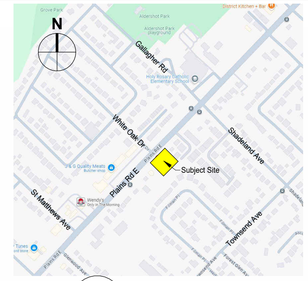
198, 200 & 206 Plains Rd. E

Statistics

Date: 2025-10-24

Address: 198, 206 & 200 Plains Rd. E, Burlington, Ontario, L7T 2C3
Legal Description: Lots 3, 4 & 5, Registered Plan PF803, City of Burlington
Zoning Bylaw: Residential Medium Density RM2-119 (198 & 200 Plains Rd E) & RM1-346 (206 Plains Rd E)
Official Plan 1997 Designation: Residential - Medium Density

	m²	ft²	Ha
Lot Area	2,893.10	31,141	0.289
Total Floor Area	10,360.1	111,516	
Total GFA	5,152.7	55,464	
FSI (Floor Space Index)	1.78		
FAR (Floor Area Ratio)	3.58		
Coverage	1,132.2	39.13%	
Total Units	66		
Total Height	21.4m		



LOCATION MAP
NTS

Floors	Floor Area		Non GFA		GFA		Units Type		Total Units Type
	m²	ft²	m²	ft²	m²	ft²	1BR	2BR	
UG2	2,013.1	21,669.0	2,013.1	21,669.0	0.0	0.0			
UG1	2,013.1	21,669.0	2,013.1	21,669.0	0.0	0.0			
1st	864.8	9,308.7	405.0	4,359.4	459.8	4,949.3			
2nd	1,100.4	11,844.7	104.6	1,125.9	995.8	10,718.8	10	4	14
3rd	1,100.4	11,844.7	104.6	1,125.9	995.8	10,718.8	10	4	14
4th	1,100.4	11,844.7	104.6	1,125.9	995.8	10,718.8	10	4	14
5th	1,100.4	11,844.7	104.6	1,125.9	995.8	10,718.8	10	4	14
6th	813.3	8,754.4	103.6	1,115.2	709.7	7,639.2	6	4	10
ROOF MPH	254.2	2,736.2	254.0	2,734.1	0.0	0.0			
Total	**10,360.1**	**111,516.1**	**5,207.2**	**56,050.3**	**5,152.7**	**55,463.7**	**46**	**20**	**66**
							69.7%	**30.3%**	100.0%

	Total Units Types	Requred Barrier Free Units 15%	Provided Barrier Free Units
1BD	**46.00**	**6.90**	8
2BD	**20.00**	**3.00**	4

Parking Required

Units	Number of units / Area	Ratio		Parking spaces
One Bedroom Units	46	1.25 inclusive visitors	1.25	57.5
Two Bedroom Units	20	1.25 per unit + 0.25 for visitors	1.5	30
Retail Store	183	1.25 per unit + 0.25 for visitors	3.5	6.4
Total				**94**

Parking Provided

Floor	Spaces
At Grade	19
UG-2	39
UG-1	36
Total Provided	**94**

Accessible Parking

Rquired Accessible Parking Spaces	Provided Accessible Parking Spaces
3	3

Bicycle Parking

Units	Number of units/Area	Ratio		Required Bicycle Parking spaces	Provided Bicycle Parking spaces	Locaion
Residential Units	66	Long Term Bicycle Parking	0.5	33	34	UG-1
Residential Units	66	Short Term Bicycle Parking	0.05	3	4	At Grade
Retail	183m²	Long Term Bicycle Parking	2+1 per 1000m²	2	2	UG-1
Retail	183m²	Short Term Bicycle Parking	3+1 per 1000m²	3	5	At Grade
Total Short Term				**6**	**9**	
Total Long Term				**35**	**36**	

Amenity Required

Type		Ratio		Required Amenity Area m²
One Bedroom Units	46	20m² per 1BR	20	920
Tow Bedroom Units	20	35m² per 2BR	35	700
Total				**1620**

Amenity Provided

Type	m²
Indoor Amenity (Ground Floor)	226.0
Outdoor Amenity (At Grade)	231.8
Outdoor Amenity (balconies)	233.3
Outdoor Amenity (Terraces)	361.5
Outdoor Amenity (Roof Terrace)	586.0
Total	1,638.6

Mixed Use Corridor (Proposed)

Regulation	Required	Proposed	Notes
Yard anutting street	3m Min. & 4.5m Max.	3m	
Side Yard	No Min.	4.4m & 4.3m	
Yard abutting Residential zone	15m	24.3m	
Landscape abutting street	3m	3m	Note: Below-grade parking structures shall not extend into a required landscape buffer and shall be set back 3 m from all other property lines and street lines.
Landscape Buffer abutting residential zone	6m	6m	Note: An enclosed parking structure below and above grade shall not encroach into a required 6m landscape buffer abutting a residential zone
Building Height	Max. 6 storeys	6 storeys	

NOTES:

1. The Contractor verify and shall check all dimensions of the work and shall report discrepancies to the Architect and consultants before proceeding. Construction must conform to all applicable codes and requirements of authorities having jurisdiction pertaining to this application.

2. The architect bears no responsibility for the interpretation of these documents by the contractor. Upon written application the architect will provide written or graphic clarification as supplementary information regarding the intent of the contract documents.

3. All drawings and specifications are the property of Hatem Nassif Architects Inc., which reserves its copyright with respect to this document. It shall not be duplicated, used or circulated for any other purpose than that for which it was issued.

4. Written dimensions shall govern where they differ from scaled measurements. The Architect accepts no responsibility for measurements scaled from the drawings.

5. Locations of exposed mechanical or electrical devices, fittings and fixtures are indicated on architectural drawings which shall govern over the mechanical and electrical drawings. Those items not clearly located, to be located as directed by the architect.

No.	Description	Date
1	Issued for Site Plan Approval	Jul. 16, 2025
2	Issued for Site Plan Approval	Jan. 16, 2026

N

ONTARIO ASSOCIATION OF ARCHITECTS
HATEM NASSIF
LICENCE
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349 Beach Blvd. Hamilton, ON L8H 6W4
Email: feed@conceptlines.ca

Project:
Plains Lake
198, 206 & 200 Plains Rd. E, Burlington, Ontario, L7T 2C3

Drawing Title:
SITE PLAN

Building Permit Number:

Project No.:	0024
Date Plotted:	2026-01-16 4:46:01 PM
Drawn by:	HN
Checked by:	HN
Drawing No.:	A101
Scale:	As indicated

Appendix B:

Draft Official Plan Amendment

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

CONSTITUTIONAL STATEMENT

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

PART A – PREAMBLE

1. PURPOSE OF THE AMENDMENT

The purpose of this amendment is to permit a 6-storey mixed-use building with two commercial units on the ground floor and 66 dwelling units.

2. SITE AND LOCATION

The subject lands are municipally known as 198-200 and 206 Plains Road East. The properties collectively have an area of 0.289 hectares. 198-200 Plains Road East contains a 4-unit residential dwelling, and 206 Plains Road East comprises of a 3-unit residential dwelling of rental tenure.

The subject lands are in east Aldershot which primarily contains residential and institutional uses, with commercial uses along the Plains Road corridor, a major mixed-use corridor in the City.

3. BASIS FOR THE AMENDMENT

a) The subject application proposes intensification that is consistent with the Provincial Planning Statement (PPS), 2024. The PPS promotes a range and mix of uses and housing that efficiently uses land, resources, infrastructure, and public service facilities and is supportive of public transit.

b) The proposed redevelopment conforms to the Halton Region Official Plan by introducing a high-density residential use through an apartment/mixed-use building within a "Strategic Growth Area" along a Regional intensification corridor, near the Aldershot MTSA.

c) The proposed development supports the City's objective to broaden the range of housing forms and supply to meet City needs in a manner that is compatible with surrounding properties and uses.

d) The proposed development is located on lands with adequate infrastructure and in close proximity to transit routes, commercial uses and community amenities so satisfies Official Plan policies to provide housing opportunities in locations that can reduce travel times and decrease dependence on the car.

e) The applicant submitted technical studies that provide adequate and appropriate information to support the development.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

Map Change:

Schedule B – Comprehensive Land Use Plan – Urban Planning Area

The lands designated as "A" on Schedule "A" attached hereto are hereby re-designated from 'Residential – Medium Density' to 'Mixed Use Corridor – General' with site specific policies.

Text Change:

The text of the Official Plan of the City of Burlington, as amended, is hereby amended as follows:

By adding site-specific policy 5.3.2 X in Part III, Land Use Policies – Urban Planning Area, Section 5.3 Mixed Use Corridor – General:

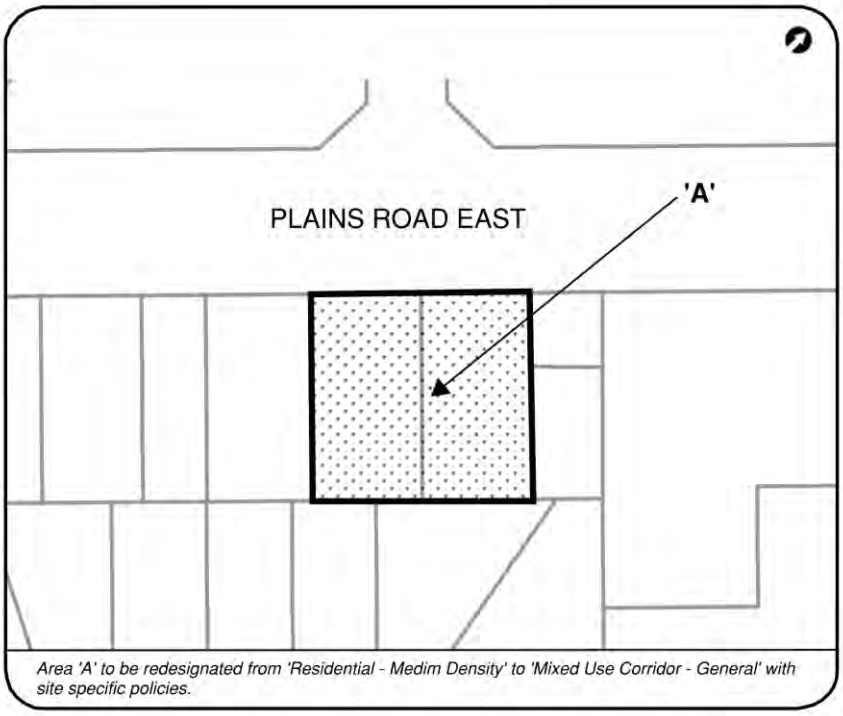
198-200 and 206 Plains Road East	X) Notwithstanding the *floor area ratio* policy contained in Part III, Subsection 5.3.2 d) (i) of this Plan, for the properties identified as 198-200 and 206 Plains Road East, the following policy *shall* apply: a. the maximum *floor area ratio shall* be 2.0:1.

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 City of Burlington.

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 City of Burlington.



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

Schedule 'B'

Legend

Subject Property: 198-200 and 206 Plains Road East, Burlington, Ontario.

Residential - Medium Density

Date:
Community Planning Department

Burlington

Appendix C:

Draft Amending Zoning By-law

BY-LAW NUMBER XXXX.XXX, SCHEDULE 'A' AND EXPLANATORY NOTE

THE CORPORATION OF THE CITY OF BURLINGTON

BY-LAW NUMBER XXXX.XX

A By-law to amend Zoning By-law 2020, as amended, for 198-200 and 206 Plains Road East
File No.: XXX-XX/26 and XXX-XX/26

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; and

WHEREAS the Council of the Corporation of the City of Burlington approved Recommendation Report DGM-XX-XX on DATE, to amend the City's existing Zoning By-law 2020, as amended, to permit the development of a a 6-storey mixed-use building with ground floor commercial uses and 66 residential units.

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

1. Zoning Map Number 3-E of PART 15 to Zoning By-law 2020, as amended, is further amended as shown on Schedule "A" attached to this By-law.

2. The lands subject to this By-law are designated as "Area A" shown on Schedule "A" attached to this By-law are rezoned to MXG-XXX.

3. PART 14 of By-law 2020, as amended, Exceptions to Zone Designations is amended by adding Exception XXX as follows:

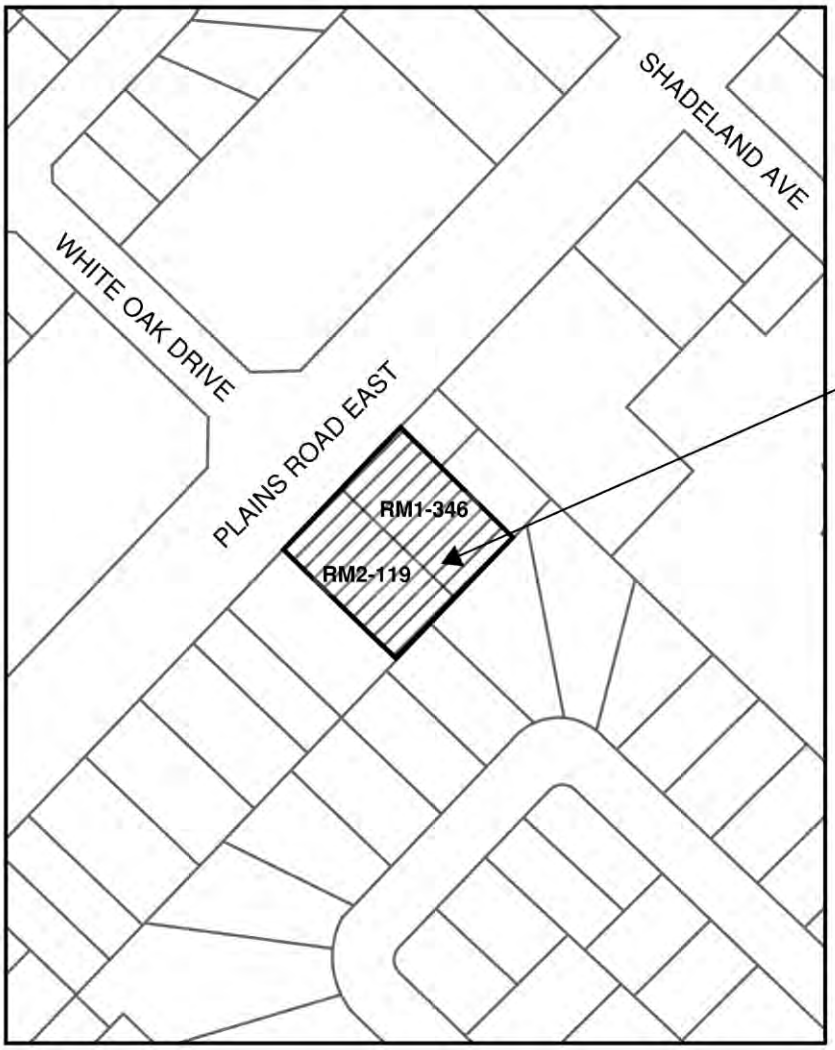
Exception XXX	Zone MXG	Map 3-E	Amendment XXXX.XXX	Enacted DATE
1. Regulations				
(a) Side Yard Setback Abutting a Residential Zone			4.00 m	
(b) Floor Area Ratio			2.0:1	
(c) Landscape Buffer abutting a Residential Zone			1.20 m	
(d) Loading Space Setback Abutting a Residential Zone			4.50 m	
(e) Parking Structure Encroachment			1.60 m	
Except as amended herein, all other provisions of this By-law, as amended, shall apply.				

ENACTED AND PASSED this XX day of MONTH, YEAR

_____MAYOR

_____CITY CLERK

SCHEDULE "A"



Area 'A'

RM2-119 and RM1-346 to MXG-XXX as amended

Subject Property:
198-200 and 206 Plains Road East, Burlington

SCHEDULE 'A' TO BY-LAW 2020.xxx AMENDING MAP 3E, BY-LAW 2020 AS AMENDED.
PASSED THE ____ DAY OF _____, 20__

---------- ----------

MAYOR CITY CLERK

TERANET Burlington
Community Planning Department

EXPLANATION OF PURPOSE AND EFFECT OF BY-LAW XXXX.XXX

By-law XXXX.XXX rezones lands municipally known as 198-200 and 206 Plains Road East to permit a 6-storey mixed-use building with ground floor commercial uses and 66 residential units.

For further information regarding By-law 2020.511, please contact STAFF of the Burlington Community Planning Department at (905) 335-7600, extension XXXX.

Appendix D:

Public Consultation Strategy Materials

MEETING MINUTES

Topic: 198-200 and 206 Plains Road East, Burlington – Pre-Submission Public Consultation Meeting

Date & Time: September 3, 2025; 6pm to 8pm

Location: Virtually Via Zoom Webinar

ATTENDANCE

Presenters and panelists:

Name	Representation
Edward John	Landwise (Agent)
Hy Nguyen	Landwise (Agent)
Jennifer Badley	Landwise (Agent)
Alaa Gaber	Owner Representative
Elyse Meneray	City of Burlington – Planning Staff
Bill (William) Wallace	City of Burlington – Planning Staff
Mayor Marianne Meed Ward	City of Burlington Mayor
Councillor Kelvin Galbraith	City of Burlington Ward 1 Councillor
Sue Cumming	Cumming+Company - Independent Facilitator

Members of the Public in attendance: 20

MEETING SUMMARY

On September 3, 2025, a virtual public meeting was held to present the development proposal for 198-200 and 206 Plains Road East, City of Burlington in advance of the submission of applications. No decisions has been made yet by the City. The purpose of the public consultation meeting included:

- To provide the opportunity to learn about the proposed development
- To learn about the Citizen's Guide to the Planning Process
- To ask questions of the project team and provide your feedback for consideration before applications are filed with the City.

Notice for the public consultation meeting was provided by the City on August 21, 2025, as a mail-out to addresses within 120m of the subject lands. Additional notices were

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landwise.ca | 905.574.1993

provided through Mayor Marianne Meed Ward and Councillor Kelvin Galbraith's offices via newsletters, e-mail blast, and social media posts.

Residents and interested parties were asked to register for the meeting through Eventbrite and were sent an email confirming registration with a link to the meeting site. Twenty-eight (28) individuals registered, and the meeting was attended by Twenty (20) individuals/connections.

The format involved a live presentation presenting the proposed development followed by a question-and-answer period (Q & A). Attendees could ask questions or provide comments by typing these into the Q & A and the Facilitator read out the questions for Landwise and City Staff to respond to. The names of residents asking questions were not read aloud. Residents could ask multiple questions.

The meeting was attended by Mayor Marianne Meed Ward and Ward 1 Councillor Kelvin Galbraith who both provided opening and closing comments and responded to questions. Sue Cumming, Independent Facilitator, RPP, MCIP Cumming+Company, facilitated the meeting.

Those participating in the virtual meeting were encouraged to visit www.Burlington.ca/198plains for more information and to sign-up for notifications for future opportunities for providing input once the application is submitted.

Those participating by phone were also encouraged to send comments to connect@landwise.ca which could be read aloud at the meeting.

After the meeting, attendees were also encouraged to forward comments to connect@landwise.ca.

QUESTION AND ANSWER PERIOD

The following summary includes frequently noted topics and verbatim questions and comments received organized by theme (these questions/comments and responses are also included in Section 3.13 of the Planning Justification Report):

QUESTION/COMMENT	RESPONSE
REQUIRED STUDIES	
Is an air quality study required for the vehicles parked on-site and within the underground parking levels?	An Air Quality Assessment was completed for the subject lands regarding the potential impacts from the surrounding industrial and commercial properties, as well as the railyard,

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	as summarized in this report. However, the requirements for the Assessment does not require studying the impacts coming from the subject lands.
Has an archaeological report been completed for the subject lands?	An archaeological report was not required by the City as determined through the Formal Consultation process.
STORMWATER MANAGEMENT	
What will the drainage look like for the at-grade parking area, including permeable concrete?	A Grading Plan was prepared in support of the proposed development, and includes site grading that directs drainage towards Plains Road East or through a new storm sewer connection.
AMENITY	
What is the programming of the at-grade outdoor amenity area?	The at-grade outdoor amenity area will be programmed with seating, tables, and a potential children's play area.
TRAFFIC	
Will the intersection at White Oak Drive and Plains Road East be signalized?	According to the Transportation Impact Study prepared in support of this development, this intersection does not need to be signalized.
Has consideration been given to the wildlife in the area and on the subject lands?	While an Environmental Impact Assessment was not required by the City/Region, considerations will be taken to remove the trees during times that avoid nesting or active seasons for certain wildlife.
BUILDING HEIGHT AND FAÇADE DESIGN	
A 4-storey building would be more livable and provide more privacy.	Through careful building transition and site design, a 6-storey building can provide livable units while providing effective privacy buffers for adjacent properties.
Desire to see building elements that reflect the Aldershot community, such as the La Salle Park Retirement Community.	The designer has taken elements from the surrounding buildings and structures, such as brick and wood, and incorporated these materials into the design, while the colour palette reflects the adjacent heritage property (non-designated) at 192 Plains Road East, consisting of greys and white.

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PARKING	
Will electric vehicle charging stations be proposed?	The addition of electric vehicle charging stations will be confirmed by the landowner and considered through the Site Plan Approval process.
SURROUNDING PROPERTIES	
A proposal like this will decrease property values that back onto Filman Place.	Additional housing stock through residential intensification will allow more residents to own or rent homes. The proposed development will bring new commercial uses to the neighbourhood.
What are the shadow impacts of the properties to the rear of the property?	The Shadow Study prepared for this development demonstrates that shadows will not fall onto the properties to the rear of the property.
INTERNAL BUILDING DESIGN	
The proposed unit sizes of 680-900 square feet are not suitable for growing families. Is it possible to incorporate larger unit sizes?	Although the units range from 1 to 2 bedrooms, the unit sizes are larger than average. The addition of larger units has been contemplated but would create inefficiencies in the floorplate.
How many elevators will there be?	Two (2) elevators are proposed within the building.
Will lockers for storage be provided for future tenants?	Lockers will be available for tenant use.
EXISTING TENANTS	
Will current tenants be accommodated for being displaced due to the demolition of the existing buildings?	The landowner/developer intends to provide a amount of time beyond the required 120-day notice period to allow tenants to secure new accommodations, offer compensation equivalent to three months' rent, and further contribute up to $1,500.00 per unit toward moving expenses.
Will current tenants be offered units in the new development? What will happen to current tenants?	The building is intended for condominium tenure, with no plans by the landowners to retain ownership of new units or offer rentals to existing tenants. Current tenants will be provided with sufficient time to secure

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	alternative housing and will receive compensation in accordance with the Tenant Relocation and Assistance Plan memorandum, submitted as part of this Official Plan Amendment and Zoning By-law Amendment application.
TREES	
The removal of trees along the rear property line will reduce privacy to for properties along Filman Place.	The addition of new trees and fencing along the side and rear lot lines will contribute to privacy for adjacent properties.
COMMERCIAL USES	
What types of retail uses are permitted within the proposed commercial units? There is a desire for more coffee shops, bistros and restaurants in the area.	The subject lands are proposed to be rezoned to the Mixed-Use Corridor – General (MXG) Zone, and if approved, various commercial uses will be permitted including convenience/food stores, retail stores, and restaurants.
Is there potential to expand the commercial units so that other kinds of commercial uses can occupy?	The proposed commercial unit areas (74m² and 109m²) can be considered a small or medium sized retail space. The tenants for these commercial units are not determined yet.

CHANGES TO DEVELOPMENT PROPOSAL FROM PUBLIC FEEDBACK

- The building materiality has been changed to reflect natural materials i.e. wood pattern versus aluminum;
- Extended walkway along the west lot line to connect the commercial units to the surface parking lot;
- Additional sidewalk connections along the front lot line;
- A new resident entrance from the parking lot and internal building layout changes on the ground level;
- Driveway improvements with markings; benches relocated.

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Meeting Invitation

On behalf of 2805531 Ontario Ltd., you are **INVITED** to a

VIRTUAL PUBLIC CONSULTATION MEETING

PURPOSE: To present the proposed development and the Official Plan Amendment and rezoning of **198-200 and 206 Plains Road East, Burlington**

WHEN: Wednesday, September 3, 2025
6:00 PM to 8:00 PM

WHERE: Virtually via Zoom Webinar. Register here: **plainsroadproject.eventbrite.ca**

FORMAT: A presentation will be given by the Applicants' Agent, Landwise, and the City of Burlington, followed by a question and answer session. Participants can submit questions using the Q&A function via Zoom. The meeting facilitator will coordinate the discussion and record comments. The Mayor and Ward Councillor will also be in attendance.



SUBJECT PROPERTIES

The proposed development consists of a 6-storey mixed-use building with 2 commercial units at ground level and 66 residential units on the upper floors. The project includes 94 parking spaces, divided between at-grade parking and two underground parking levels, as well as 36 long-term and 9 short-term bicycle parking spaces.

Indoor amenity spaces on the ground level include a wellness centre and a multi-purpose amenity room, while outdoor amenity areas comprise an at-grade outdoor space adjacent to the parking lot and a rooftop amenity area on the 6th floor. All residential units are designed with private balconies. For further details, refer to the Site Plan and Rendering on the reverse of this page.

To facilitate the proposed development, an **Official Plan Amendment** and **Zoning By-law Amendment** are required. The purpose of this Public Consultation Meeting is to provide an opportunity for you to learn more about the proposed development and provide your feedback to the project team before the applications are filed with the City of Burlington. Please note that no decision has been made yet by the City. The City will hold the required Statutory Public Meeting at a later date and notice will be provided.

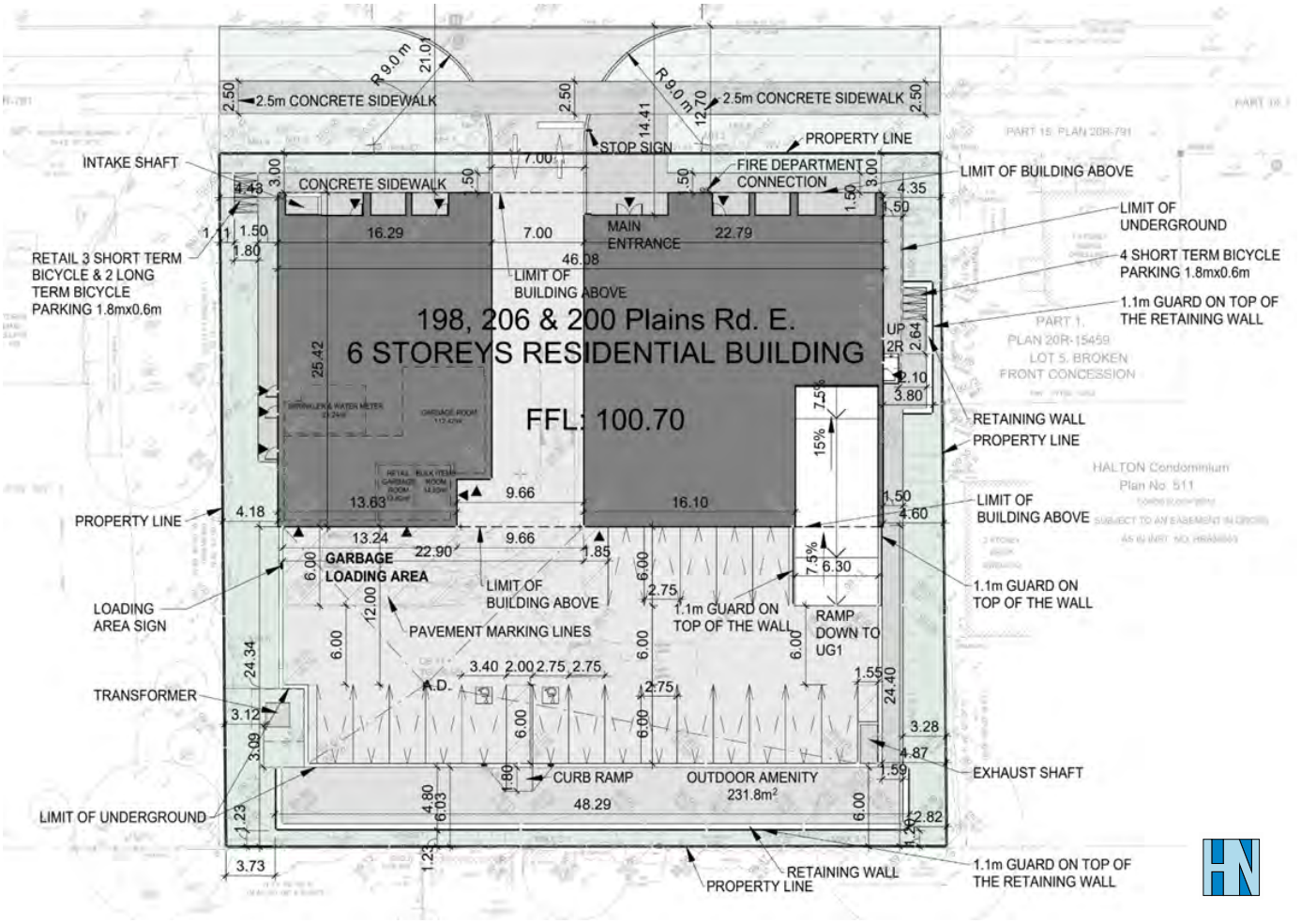
landwise
PLAN • DESIGN • MANAGE

For more information, you can visit **www.burlington.ca/198plains**

If you have questions in advance of the open house, please contact **Landwise** on behalf of **2805531 Ontario Ltd.** by email: **connect@landwise.ca** or phone: **905.574.1993 x 204**

Meeting Invitation

Site Plan



Building Rendering



Pre-Submission Virtual Public Consultation Meeting Presentation

198-200 and 206 Plains Road East, Burlington

Pre-Submission Virtual Public Consultation Meeting

landwise
PLAN • DESIGN • MANAGE

September 3, 2025
City of Burlington



LAND ACKNOWLEDGEMENT

The City of Burlington is rich in history and modern traditions of many First Nations and the Métis. From the Anishinaabeg to the Haudenosaunee, and the Métis – the lands spanning from Lake Ontario to the Niagara Escarpment are steeped in Indigenous history.

The territory is mutually covered by the Dish with One Spoon Wampum Belt Covenant, an agreement between the Iroquois Confederacy, the Ojibway and other allied Nations to peaceably share and care for the resources around the Great Lakes.

We would like to acknowledge that the land on which we gather is part of the Treaty Lands and Territory of the Mississaugas of the Credit.

WELCOME AND INTRODUCTIONS

Thank you for attending this virtual Public Consultation Meeting

Independent Facilitator: Sue Cumming, Cumming+Company

Presenters

- **Applicant's Agent**: Edward John, Partner and Principal Planner, Landwise
- **City of Burlington Staff**: Elyse Meneray, Planner; Bill Wallace, Supervisor of Development Review

Who is Listening

- **Mayor Marianne Meed Ward**
- **Ward Councillor Kelvin Galbraith**
- **Landowners:** Fadi Aldarbi & Hazem Alderbi, 2805531 Ontario Ltd.
- **Owner Representative and Project Manager**: Alaa Gaber, Concept Lines Inc.

PURPOSE OF THIS PUBLIC CONSULTATION MEETING

- To provide the opportunity to learn about the proposed development
- To learn about the Citizen's Guide to the Planning Process
- To ask questions of the project team and provide your feedback for consideration before applications are filed with the City.

Please note that no decision has been made yet by the City.

The City will hold the statutory Public Meeting at a later date and notice will be provided.

AGENDA

1. How to Participate
2. Citizen's Guide to the Planning Process
3. Proposal Overview
4. Question and Answer Session
5. Wrap Up & Next Steps

HOW CAN YOU PARTICIPATE?

- A live presentation will be given by the Applicant's Agent Landwise and by City of Burlington Staff followed by Q and A
- You can ask questions or provide comments by typing these into the **"Q & A"**
- The Facilitator will read out the questions for the Applicant and Project Team to respond to
- Your name will not be read aloud when questions are asked



- A feedback report of public comments will be prepared and provided to the City of Burlington
- For more information, visit **www.Burlington.ca/198plains**
- Comments after the meeting can be emailed to **connect@landwise.ca**

Pre-Application Community Meeting

198, 200 and 206 Plains Road East

September 3, 2025– 6:00-8:00 PM

Virtual Meeting

CITY OF Burlington

Purpose of the Pre-Application Community Meeting

- Provide information on the planning process and how to get involved.
- Provide information about the proposed development.
- Answer your questions and listen to your feedback.

Please Note:

Applications have not yet been submitted and no decisions have been made. There is much more information to be received and analysis to undertake.

CITY OF Burlington

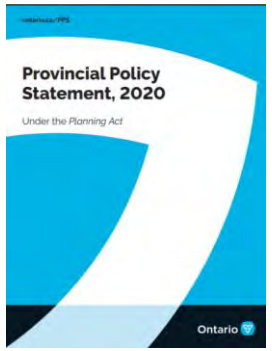
The Planning Process & How to Get Involved

CITY OF Burlington

Planning Hierarchy in Ontario

PROVINCIAL

The Planning Act & Other Provincial Legislation



Provincial Planning Statement (PPS)

- **Greenbelt Plan**
- **Niagara Escarpment Plan**

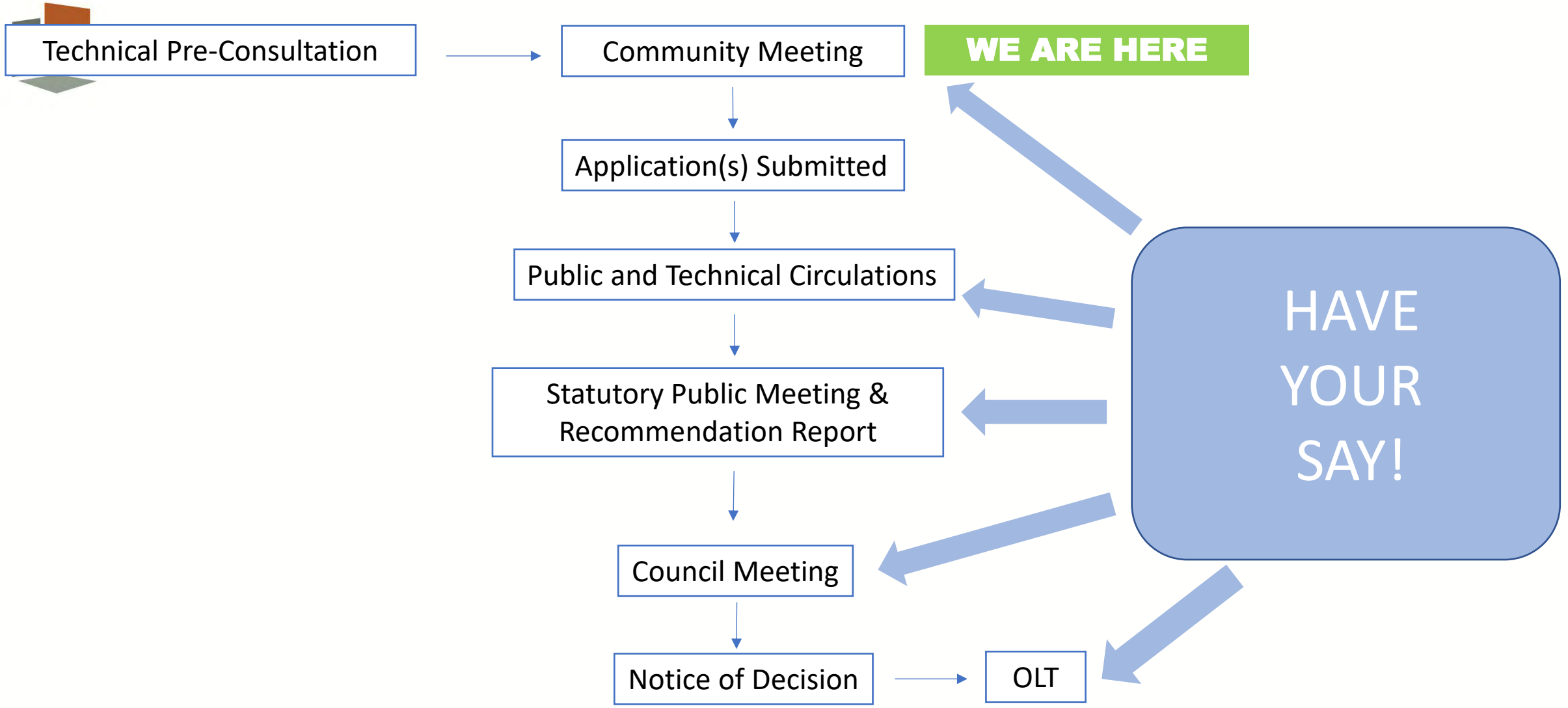
REGIONAL

Halton Region Official Plan

MUNICIPAL

City of Burlington Official Plan

City of Burlington Zoning By-law



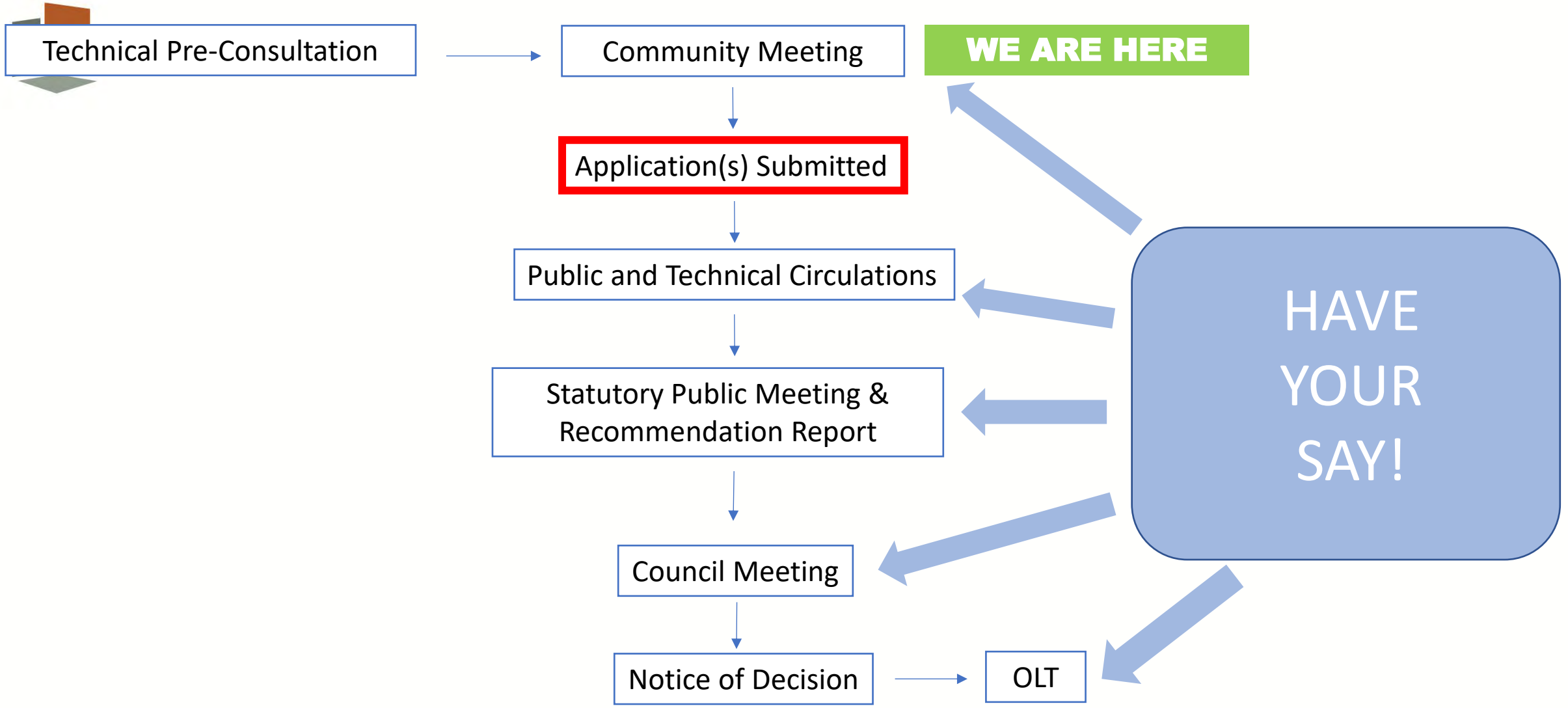
The Planning Process

The Planning Process

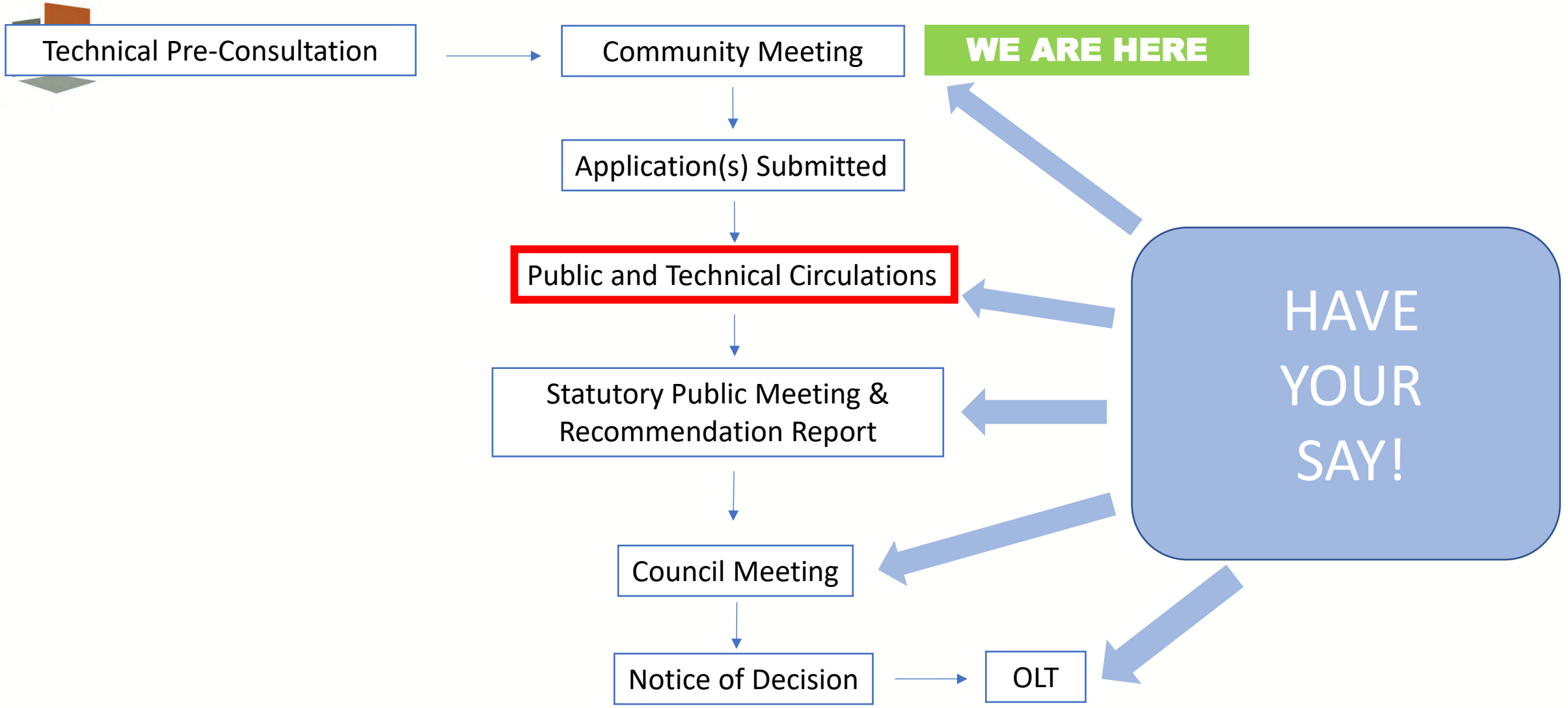




The Planning Process



The Planning Process



The Planning Process



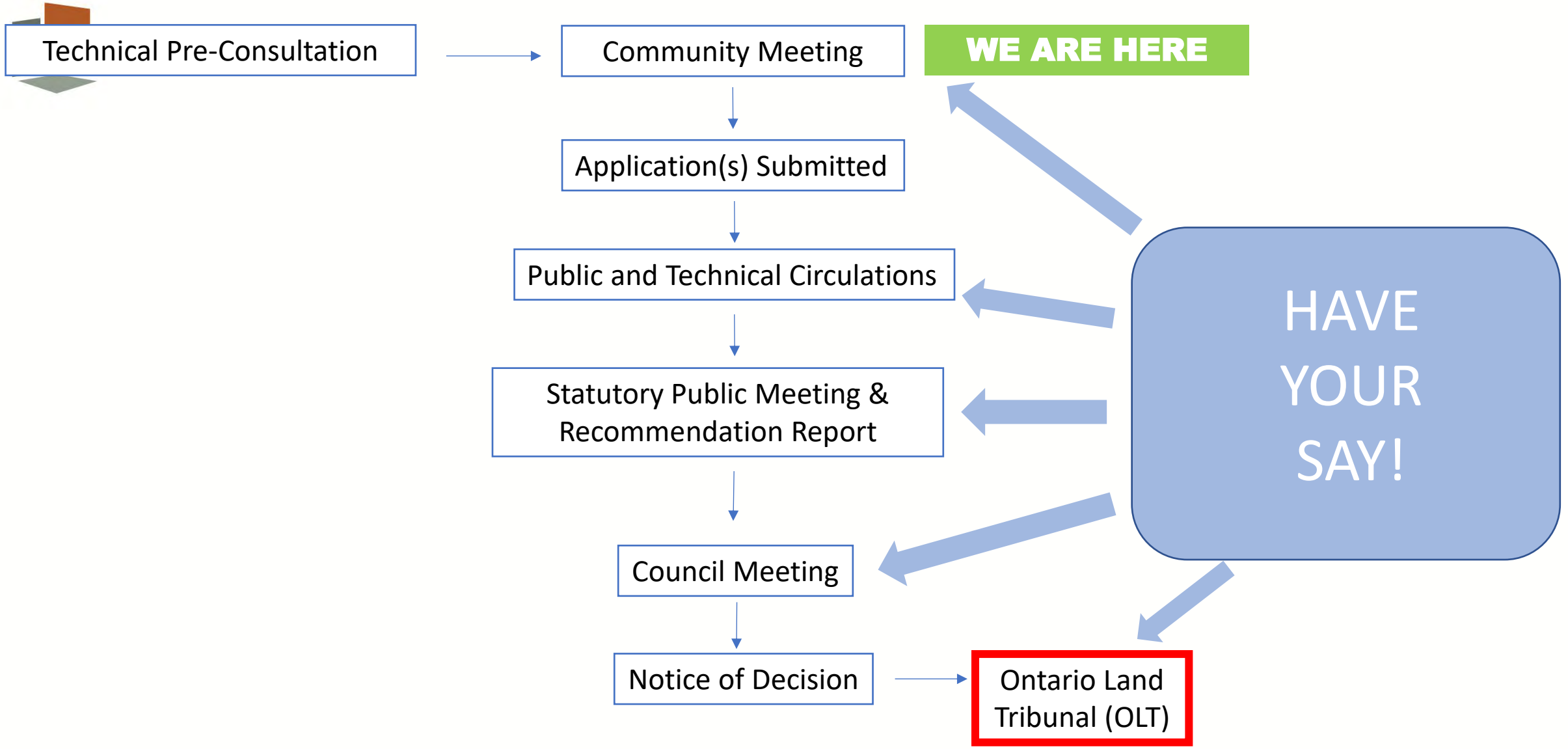
The Planning Process



The Planning Process



The Planning Process

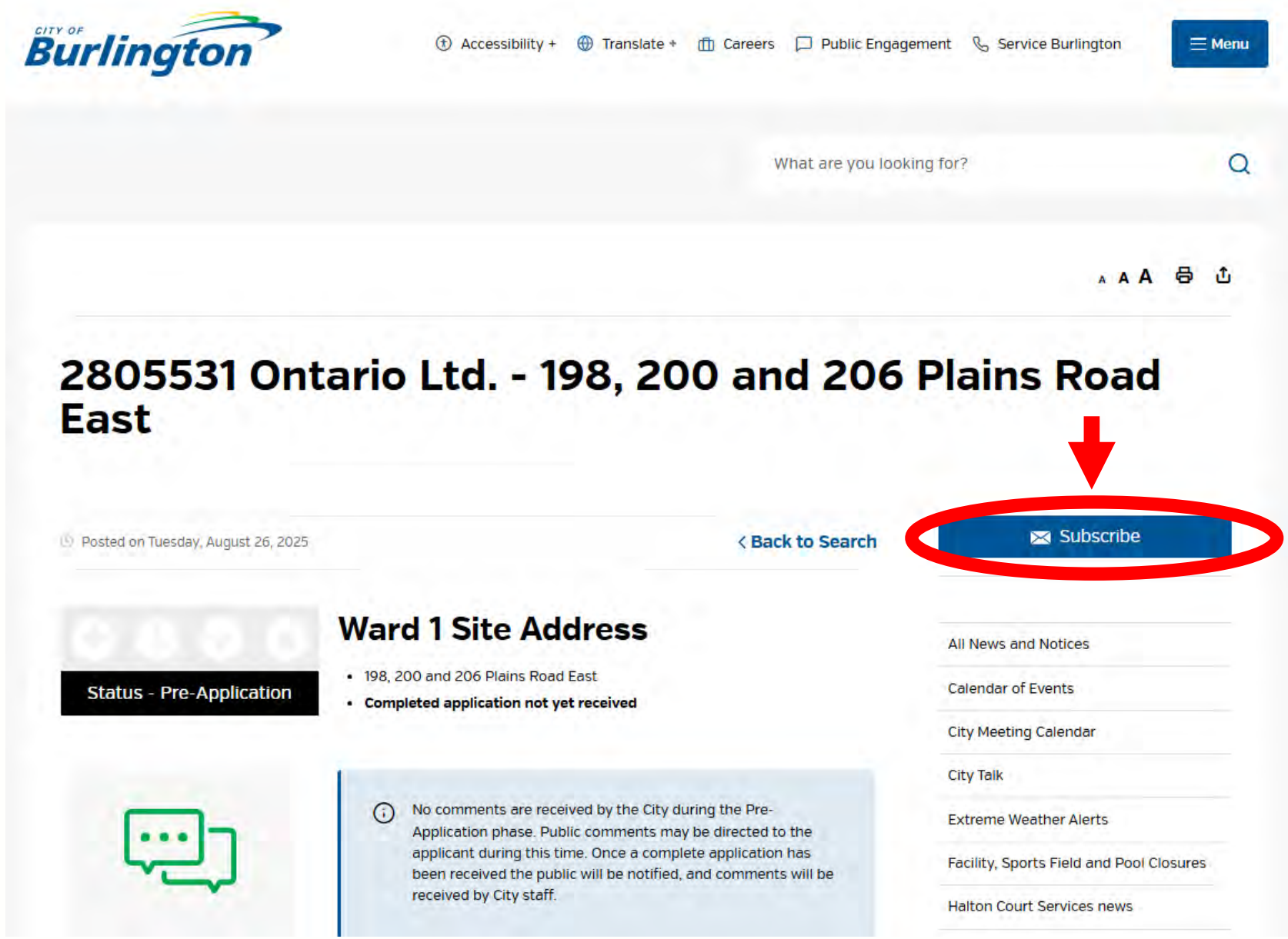


The Planning Process

Stay Informed

- We recommend that you ‘Subscribe’ to the City’s Project Webpage – www.burlington.ca/198plains

  - Status of Development proposal and applications (when submitted).
  - Technical studies, reports and plans.
  - Notice of future meetings.
  - Planning staff contact information.
  - Information on how to obtain staff reports.



www.burlington.ca/198plains

For More Information:

Contacts:

Elyse Meneray
Planner
T: (905) 335-7600 ext. 7462
E: Elyse.Meneray@burlington.ca

Visit the City's websites:

- www.burlington.ca
- https://www.burlington.ca/en/planning-and-development/development-applications.aspx
- **www.burlington.ca/198plains**

CITY OF Burlington

PROPOSAL OVERVIEW – LOCATION



STREETVIEW OF SUBJECT LANDS

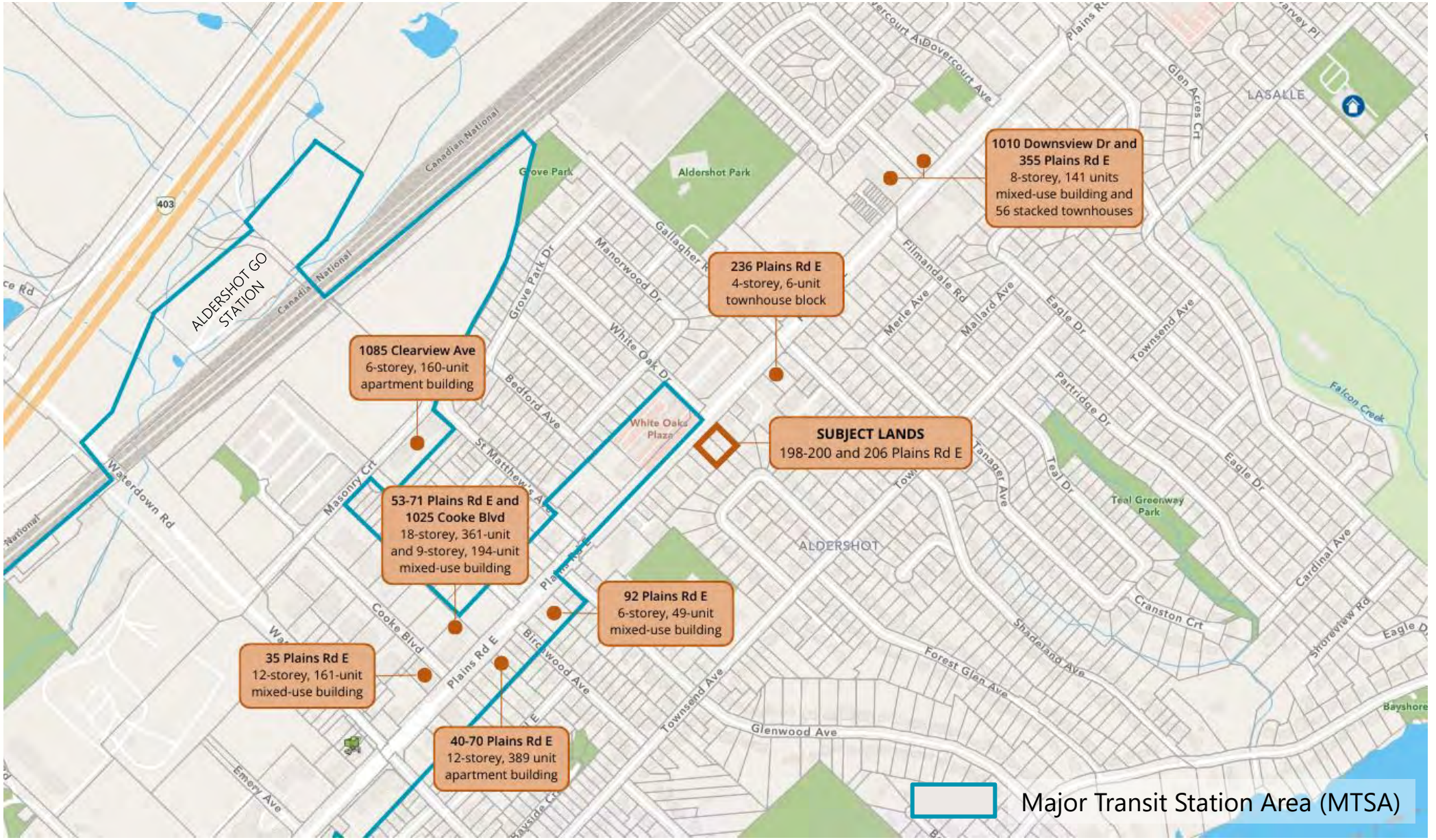


Subject Lands looking southeast from Plains Road East

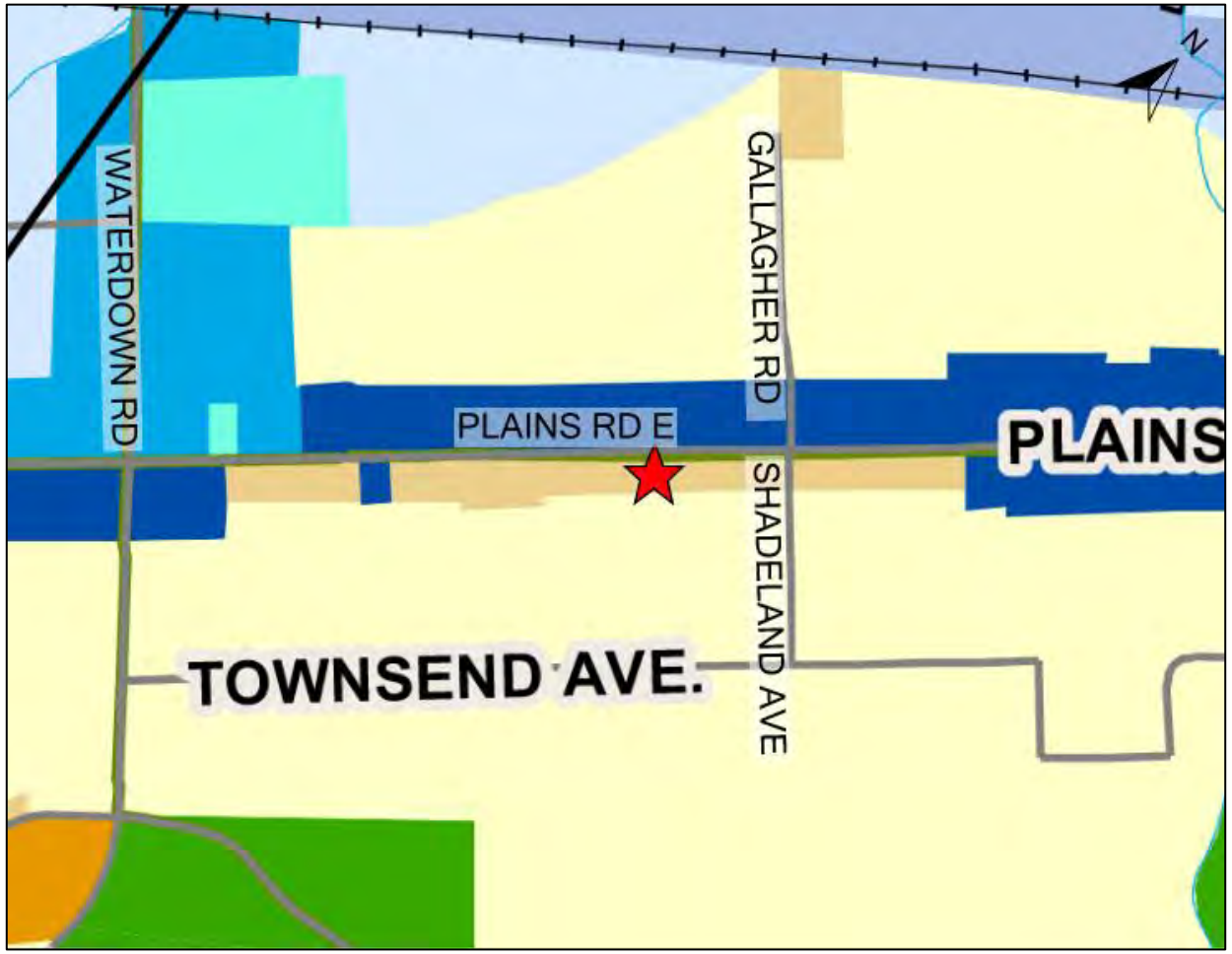
SURROUNDINGS



UPCOMING DEVELOPMENTS



PLANNING STATUS



City of Burlington Official Plan 1997

Burlington Official Plan, 1997

- Current: ***Residential - Medium Density***
  - ***Maximum Building Height:***
- Redesignate to: ***Mixed Use Corridor – General***
  - Maximum Floor Area Ratio of 1.8:1

LEGEND

Residential - Medium Density

Subject Lands (198-200 & 206 Plains Road East)

PLANNING STATUS



City of Burlington Official Plan 2020 (Partially In-effect)

Burlington Official Plan, 2020

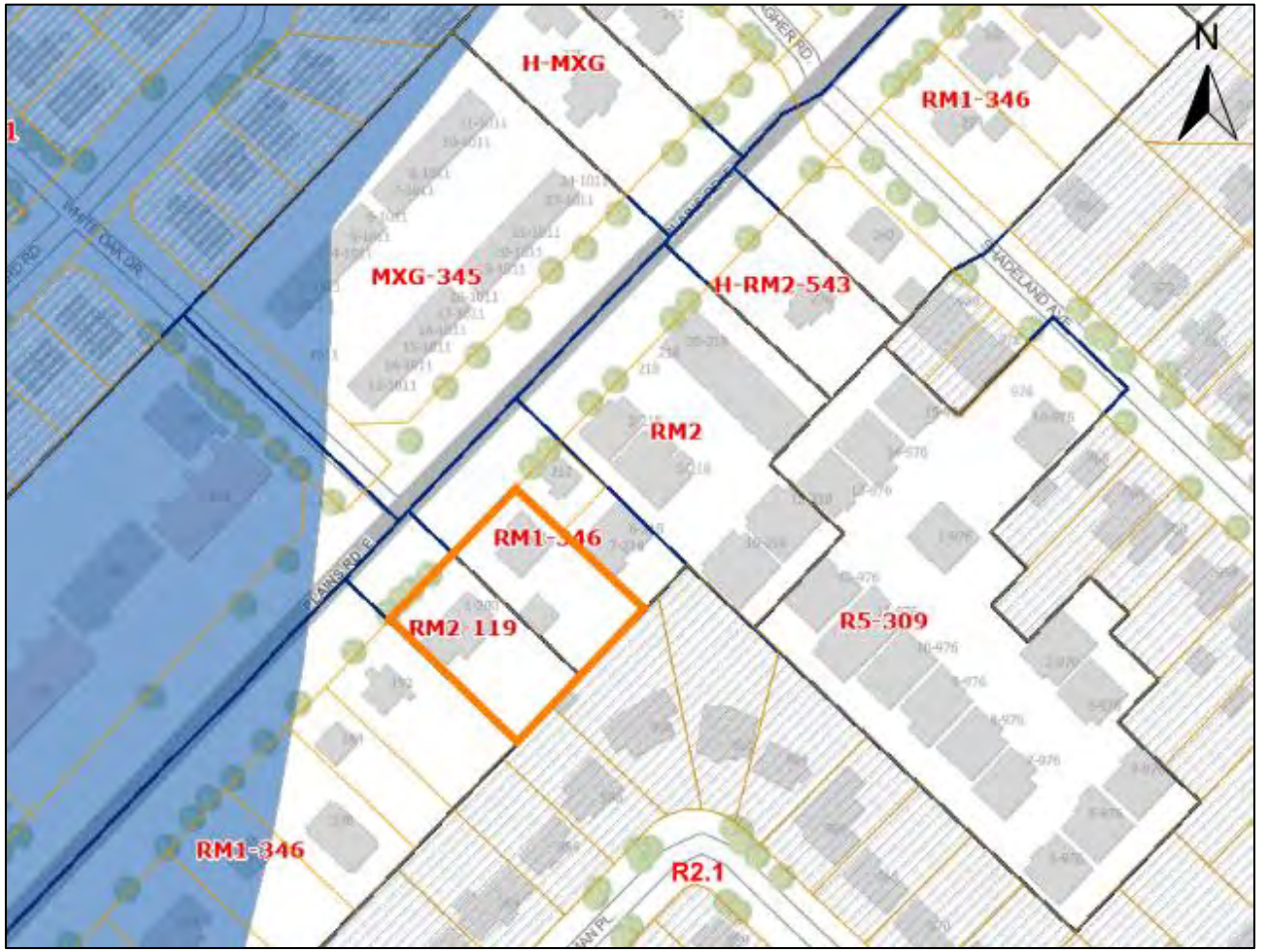
- Designation: ***Mixed Use Corridor – General***
  - Max. building height: 6 storeys
  - Max. Floor Area Ratio: 2.0:1

LEGEND

Urban Corridor

Subject Lands (198-200 & 206 Plains Road East)

PLANNING STATUS



City of Burlington Zoning By-law 2020

City of Burlington Zoning By-law No. 2020

- Current:
  - ***Residential – Medium Density (RM2-119) Zone***
  - ***Residential – Medium Density (RM1-346) Zone***
- Proposed: Rezone to a new site specific ***General Mixed Use (MXG) Zone, Modified***
  - Modifications for side yard setbacks, landscape buffer abutting a Residential Zone, Floor Area Ratio

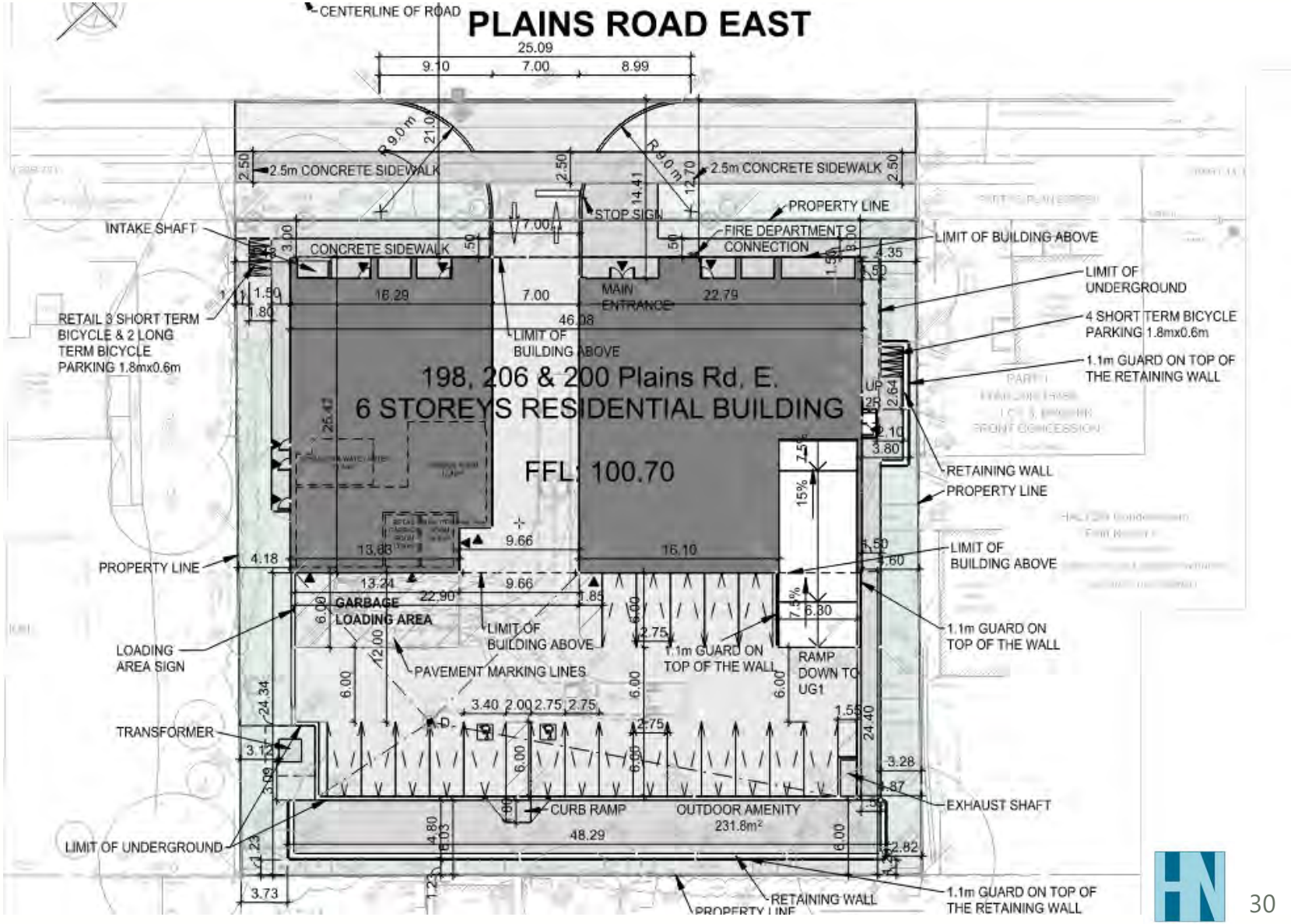
LEGEND

RM1	Medium Density Residential Zone
-###	Site Specific
	Subject Lands (198-200 & 206 Plains Road East)

PROPOSAL OVERVIEW

What is proposed for 198-200 and 206 Plains Road East?

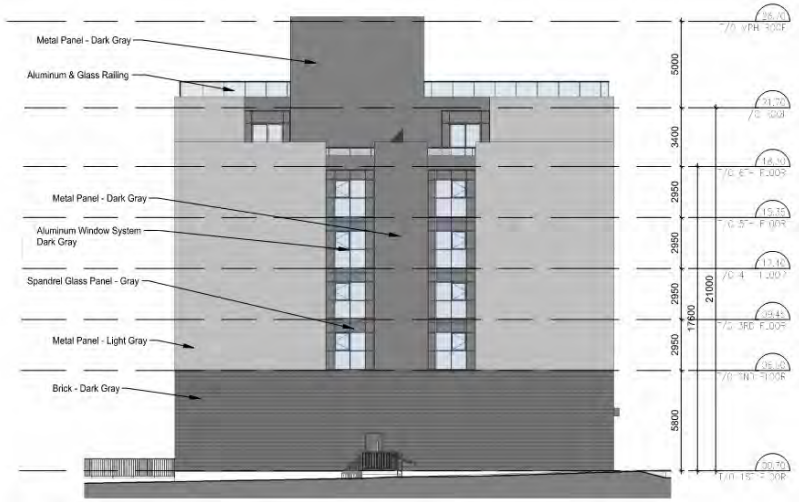
- Demolition of existing multi-unit dwellings (7 units).
- Construction of 6-storey mixed-use building with 66 residential units and 2 commercial units.
- 94 parking spaces at-grade and in 2 underground parking levels.



SITE PLAN – BUILDING ELEVATIONS



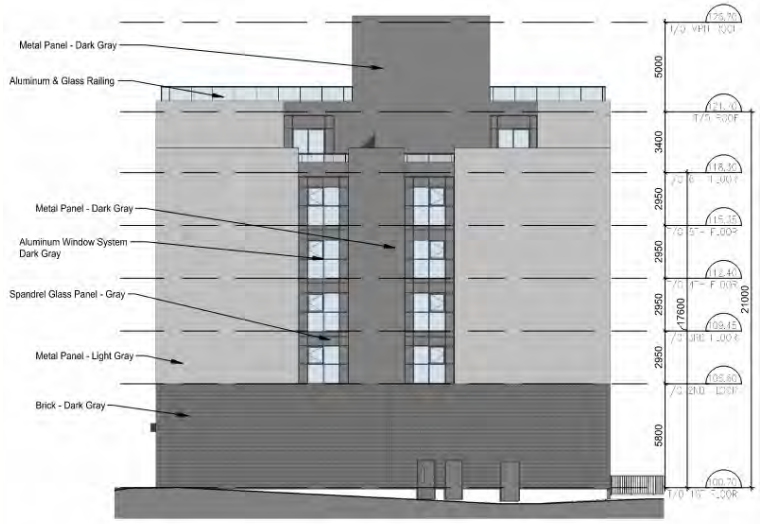
EAST



NORTH

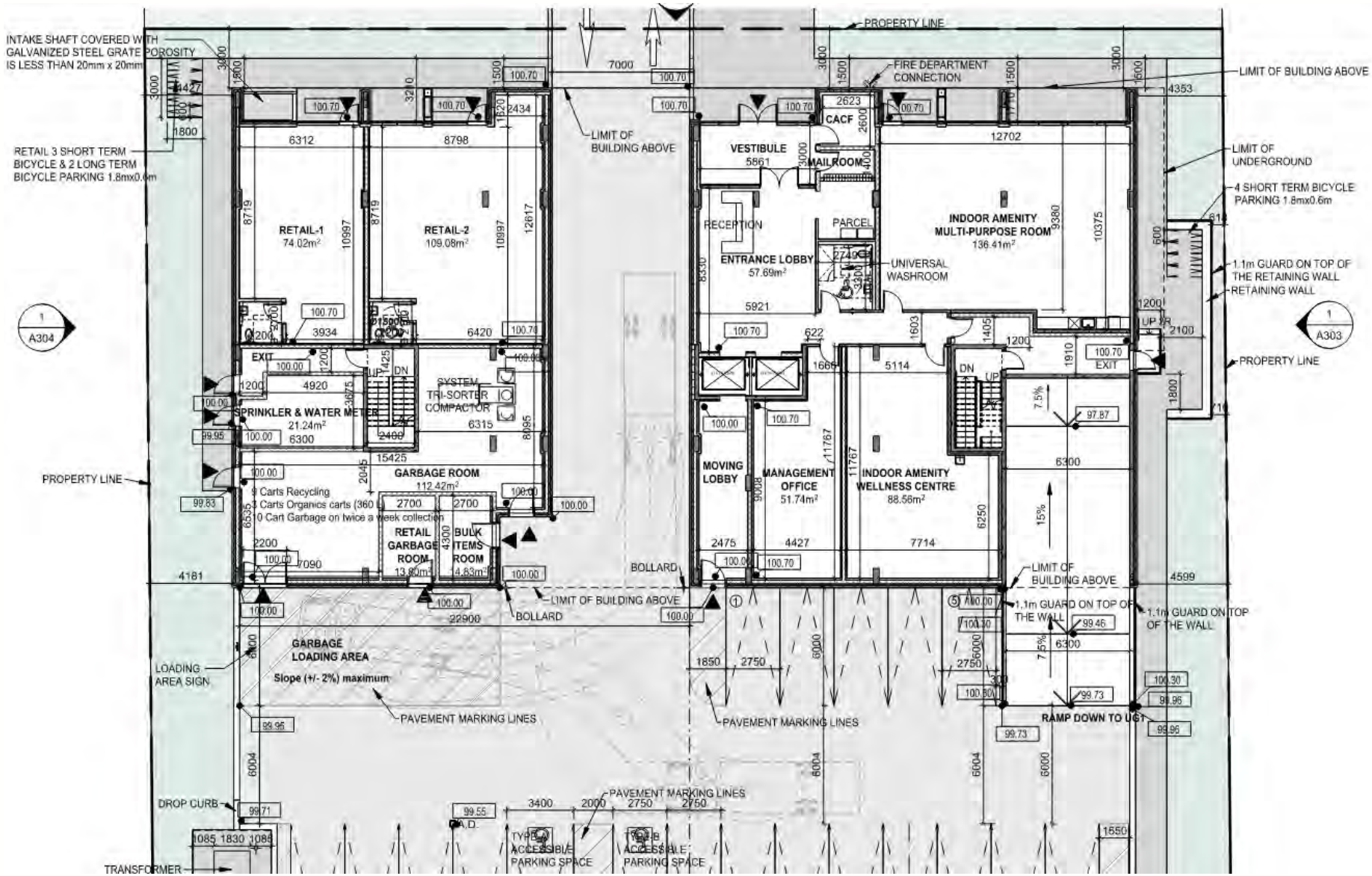


WEST

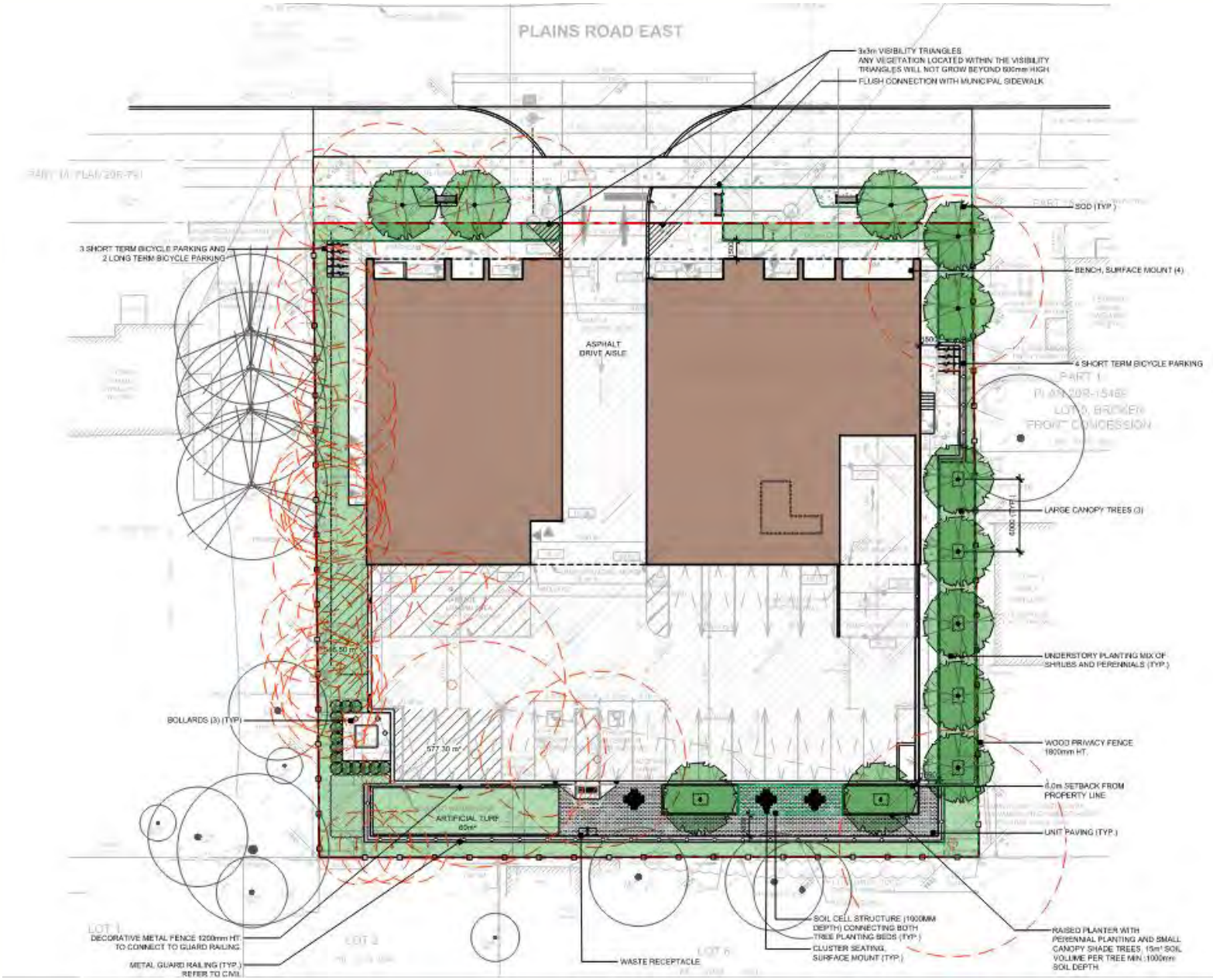


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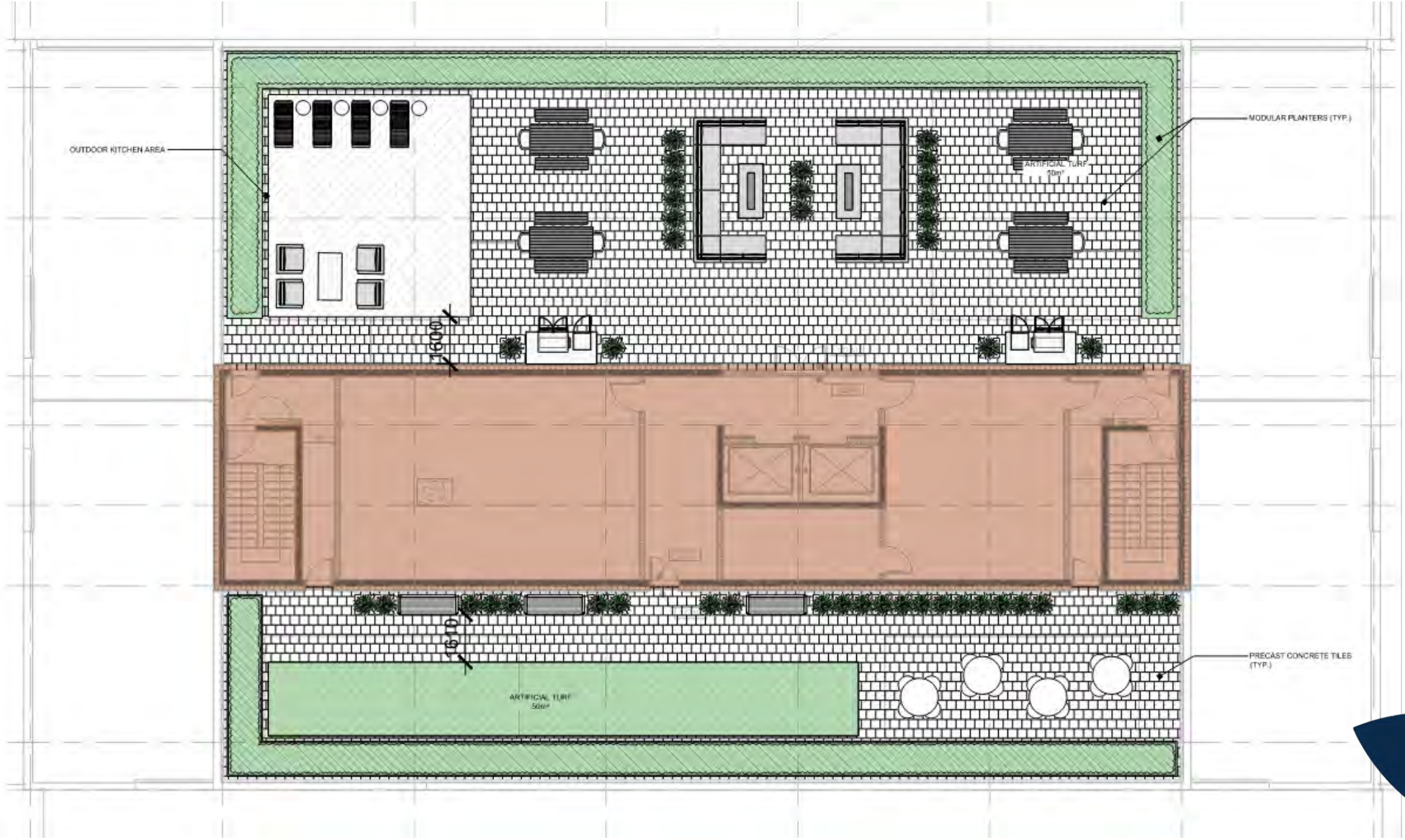
FLOOR PLAN – GROUND LEVEL



LANDSCAPE PLAN – GROUND LEVEL



LANDSCAPE PLAN – ROOF LEVEL



PRELIMINARY RENDERINGS – FRONT FAÇADE



PRELIMINARY RENDERINGS – FRONT FAÇADE



PRELIMINARY RENDERINGS – FRONT FAÇADE



PRELIMINARY RENDERINGS – ROOFTOP AMENITY



PRELIMINARY RENDERINGS – REAR FAÇADE



PRELIMINARY RENDERINGS – REAR FAÇADE



PRELIMINARY RENDERINGS – RETAIL



DEVELOPMENT PROCESS

We are here



- Pre-Consultation with City of Burlington
- Engage Consultant Team and Initiate Supporting Studies

- **September 3, 2025** Virtual Public Consultation Meeting
- Finalize Supporting Studies
- Refine and Finalize Concept Plan Based on Results of Supporting Studies and Feedback Received
- Submit Application
- Statutory Public Meeting and Recommendation Report at Planning Committee
- Council Ratification

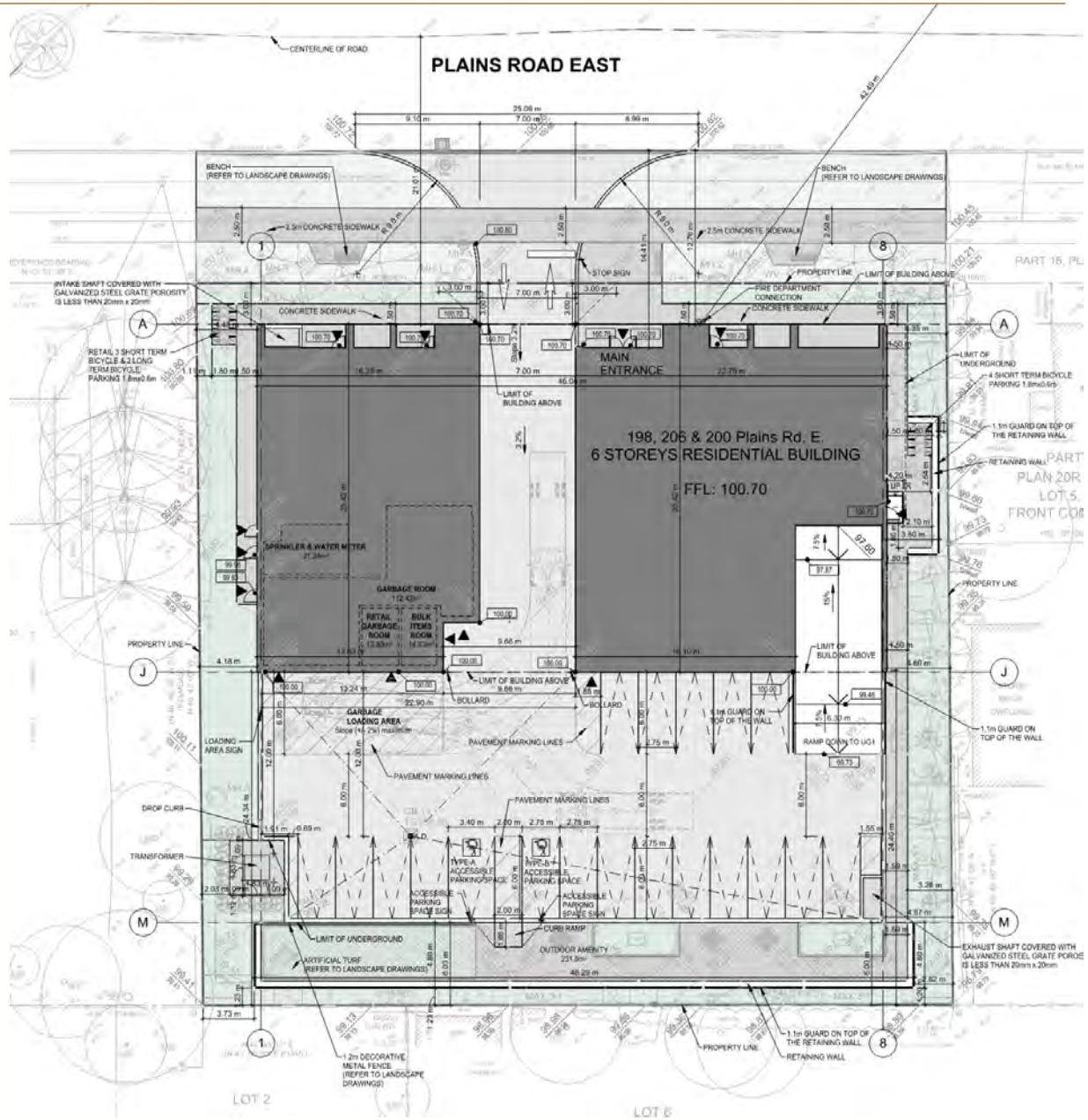
CONTACT US

For more information, visit **www.Burlington.ca/198plains**

Comments after the meeting can be emailed to **connect@landwise.ca**

Thank you

- Is anything unclear about the proposal?
- Is there anything you particularly like or that stands out about the proposal?
- What opportunities do you see with the new development? (e.g. retail options)
- Any other questions and/or comments?



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Thank you

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