

PLANNING JUSTIFICATION **REPORT**

5353 LAKESHORE ROAD

Burlington, Regional Municipality of Halton

Date:
April 2018

Prepared for:
Glanelm Property Management

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EXECUTIVE SUMMARY

The Lakeside Village Plaza lands (3.84 ha) located at 5353 Lakeshore Road in the City of Burlington represent a unique and important opportunity for redevelopment.

The Lakeside Village Plaza is located in an area well serviced by parks and recreational facilities, transit, schools, services and retail. Several tall residential apartment buildings line the area immediately south of the plaza with a mix of townhomes and single detached homes to the northwest and northeast. Skyway Arena and park are located to the north and Burloak Waterfront Park is located to the southeast.

The intensification of the lands must be undertaken through a comprehensive planning approach that considers the community and area context, the site functions and physical features, the planning policy and regulatory framework, and the opportunities to advance the City's community objectives. The proposed Lakeside Village Plaza redevelopment described in this Planning Justification Report has been developed through that comprehensive planning approach.

This Planning Justification Report and the accompanying technical reports, support the proposed amendments to the City's Official Plan and Zoning By-law for the redevelopment of the plaza as a vibrant, mixed-use centre providing residential, retail and office uses, in a diversity of built forms as well as connective spaces.

The proposed redevelopment provides for nine blocks to be developed through 5 phases with a range of buildings including the retention of the existing food store, new multi-storey office, service commercial and retail uses, townhomes and apartment buildings. A range of building forms and heights are proposed (1, 4, 6, 10, 11, 14 and 18 storeys). The plan provides for well-designed buildings connected by a series of open spaces and pedestrian walkways. Access is providing through an east-west driveway and north-south gateway with the majority of parking located underground. The plan provides for 900 residential units in a range of unit types, 11,955 square metres of retail and service commercial space and 2,700 square metres of office space. The overall density is 235 units per site hectare.

The proposal is supported by a series of plans and studies related to functional servicing, stormwater management, transportation, parking, noise, wind and urban design. All of these studies have been undertaken in accordance with the City's requirements and provide a full assessment and justification for the proposed development.

The planning policy and regulatory framework applicable to the application includes the review and assessment of provincial, regional and local policies and regulations. This assessment confirms that the proposal will provide for consistency and conformity with Provincial policy by accommodating a range and mix of uses through an efficient use of land and with regard to the context of the local area. The plaza lands represent a highly appropriate location for intensification and redevelopment and the proposal is reflective of a well-designed, mixed use centre and part of a complete community.

As part of the Region of Halton's Urban Area the site supports growth that is compact and transit supportive, and facilitates appropriate density for the area and addresses the Region's healthy community guidelines for development.

The redevelopment has carefully considered the policies of both the City's current and new Official Plan. The current Official Plan recognizes the transition of suburban areas through intensification and the opportunities within older neighbourhood centres. The proposal has addressed the criteria for redevelopment under the current Plan by ensuring that compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area and provides for a transition between existing and proposed buildings. The design also addresses and minimizes impacts such as shadow, wind and noise. The mix of uses has ensured the centre's planned function is retained.

The redevelopment is reflective of the City's new draft Official Plan policy direction by providing for the implementation of the plaza's Secondary Growth Area designation within a Mixed Use Intensification Area.

The proposal will introduce residential uses and increase commercial floor area on site solidifying the Subject Lands' role as a growth area and focal point of the community. The proposal will increase the range of available shopping and service opportunities available to the surrounding neighbourhood while the additional residential density will help support increased levels of day and night activity on site and in the surrounding area. The proposed intensification will also support existing and proposed public transportation and make efficient use of existing municipal servicing infrastructure.

Based on the existing physical context and surrounding neighbourhood, the technical assessment of the proposal and our analysis of the proposal within the current and proposed policy and regulatory context, the proposal is consistent with the Provincial Policy Statement, 2014, conforms to the Growth Plan, 2017, conforms to the Halton Region Official Plan, 2015 and the in-force City of Burlington Official Plan, except those sections proposed to be amended. The proposal is in conformity with the general direction of the proposed intensification framework set out in the draft City of Burlington Official Plan dated April 2018.

The proposal can be adequately serviced and does not create any impacts to the existing site and surrounding area. The proposal is in keeping with the character of the neighbourhood, provides an opportunity for intensification within the Built-up Area, preserves and upholds the overall urban structure as set out in the in-force Official Plan and would implement the proposed urban structure set out in the new Draft Official Plan.

The redevelopment of Lakeside Village Plaza will result in an outstanding new neighbourhood centre that that advances the City's objective to Grow Bold.

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1.0 INTRODUCTION

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by Glanelm Property Management (the "Owner") to assist with planning applications to redevelop the property municipally known as 5353 Lakeshore Road in the City of Burlington (the "Subject Lands") and also known as the Lakeside Village Plaza.

This Planning Justification Report has been prepared in support of the proposed Official Plan and Zoning By-law Amendments which will facilitate the comprehensive redevelopment of the Subject Lands. The proposed redevelopment includes a mixture of retail, office and residential uses in a range of building forms with varying heights and densities, as well as open space areas and linkages throughout the site.

This Planning Justification Report provides the following:

- A general description of the Subject Lands, existing uses, surrounding uses and existing physical conditions to provide an understanding of the locational context;
- An overview of the historical context of the Subject Lands;
- A description of the proposed development and its design elements;
- A summary of the technical reports prepared to support the proposal;
- A description of the proposed amendments to the City of Burlington Official Plan and Zoning By-law (By-law 2020);
- A review of the existing and evolving policy and regulatory framework and an assessment of the proposed development's consistency and conformity with Provincial, Regional and City policies and regulations; and,
- A summary of key conclusions and recommendations related to the proposed development.

Over the past three years, the Owner has brought together a team of consultants to develop and prepare a master plan for the redevelopment of the Lakeside Village Plaza. During this time, the project team and Owner have also met with City and Regional staff at a number of pre-consultation meetings to discuss the proposal. These pre-consultation meetings were held on June 16, 2015, February 8, 2017 and most recently on January 24, 2018. A record of the pre-consultation minutes is attached to this report as Appendix 1.

Following each pre-consultation meeting, the project team has incorporated changes to the master plan to address comments from staff and to reflect the evolving policies resulting from the City's new Official Plan process. The project team also participated in a City Visioning Workshop for the Lakeside Village Community as well as an internal design charrette to help inform and define the master plan for the redevelopment. A summary notes of the comments received at the Visioning Workshop are including in Appendix 2.

The resulting proposed redevelopment represents a well-planned, mixed-use neighbourhood centre which meets the City's strategic and planning objectives.

The following reports and materials were identified as required for a 'complete application' and are included as part of this application submission:

1. Planning Justification Report
2. Conceptual Site Plan Layout
3. Functional Servicing Report (including water, wastewater and stormwater)
4. Tree Inventory and Preservation Study
5. Traffic Impact Study including TDM Plan and Parking Justification Report
6. Noise Feasibility Study
7. Shadow Analysis
8. Environmental Site Screening Checklist
9. Phase I Environmental Site Assessment (RSC at a later stage)
10. Height Survey of Adjacent Buildings
11. Wind Impact Study
12. Preliminary Waste Management Plan
13. Urban Design Brief
14. Grading, Drainage and Servicing Plans
15. Geotechnical Report
16. Draft Official Plan Amendments
17. Draft Zoning By-law

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 Site Description

The Subject Lands are located on the lands municipally addressed as 5353 Lakeshore Road and legally described as Part of Lots 2 & 3, Concession 4 South of Dundas, as in 841208, Except PL 1190, S/T 841208 in the City of Burlington. An aerial photograph showing the Subject Lands is included as Figure 1 below.

Figure 1: Location Map



The Subject Lands are approximately 3.84 hectares with a frontage of 193 metres along Lakeshore Road, 152 metres along Kenwood Avenue and 114 metres along Hampton Heath Road. Vehicular access to the site is currently provided from one driveway on Lakeshore Road, one driveway on Kenwood Avenue and two driveways on Hampton Heath Road. The site is currently developed as a one storey, multi-tenanted retail plaza known as the Lakeside Village Plaza with approximately 10,340 square metres of commercial floor area and 542 parking spaces. Current tenants include Food Basics, Shoppers Drug Mart, Tim Horton's, Windjammer restaurant, a daycare, various medical and personal service related offices, as well as a number of vacant units.

2.2 Surrounding Land Uses

Figure 2 illustrates the land uses surrounding the Subject Lands. The surrounding uses are also described as follows:

NORTH: Skyway Park abuts the Subject Lands immediately to the north. Skyway Park is a City owned park. The Park consists of an arena and two baseball diamonds. Low density residential dwellings are also located north of the site along Kenwood Avenue and Hampton Heath. Two places of worship (St. Elizabeth's Anglican Church and St. Patrick`s Catholic Church) and an elementary school (St. Patrick Catholic Elementary School) are also located north of the Subject Lands.

EAST: Located immediately east of the Subject Lands is a retirement home (Sunrise of Burlington) and low density residential dwellings. Medium density townhouse dwellings are located further east along Lakeshore Road. Scotiabank is located at the corner of Lakeshore Road and Hampton Heath Road and abuts the eastern corner of the Subject Lands.

SOUTH: Several apartment buildings between 8 and 10 storeys are located south of Lakeshore Road across from the Subject Lands as well as two storey townhouses. Burloak Waterfront Park is also located to the south.

WEST: A small commercial plaza containing a mix of retail and service commercial uses and a gas station is located to the west. Medium density townhouse dwellings are also located to the west. Low density residential dwellings are located further west of the Subject Lands.

Photographs 1 – 15 document existing internal and external conditions around the perimeter of the Subject Lands beginning at the north-east corner of Subject Lands on Hampton Heath Road and circling the site perimeter in a clockwise manner, ending at the norther-west corner of the Subject Lands on Kenwood Avenue.

FIgure 2: Surrounding Uses





Photo 1: Looking west along the northerly lot line behind Food Basics.



Photo 2: Looking north-west along Hampton Heath Road.



Photo 3: Looking west at Food Basics from Hampton Heath Road.



Photo 4: Looking north-west at Food Basics from Hampton Heath Road and Lakeshore Road.



Photo 5: Looking north-west at Subject Lands from Lakeshore Road at Hampton Heath Road.



Photo 6: Retirement residence located at Hampton Heath Road and Lakeshore Road.



Photo 7: Looking north at Subject Lands from Lakeshore Road.



Photo 8: Looking west along Lakeshore Road at Hampton Heath Road.



Photo 9: Looking east along Lakeshore Road at main driveway entrance to Subject Lands.



Photo 10: Looking south at 5340 Lakeshore Road, opposite main driveway into Subject Lands.



Photo 11: Looking south at 5314 Lakeshore Road from Kenwood Avenue.



Photo 11: Looking north-west at retail plaza located at Lakeshore Road and Kenwood Avenue.



Photo 12: Looking west at townhouse units on Banting Court from Kenwood Avenue.


Photo 13: Looking east at Subject Lands from Kenwood Avenue.



Photo 14: Looking south along Kenwood Avenue from north-west corner of Subject Lands.



Photo 15: Looking east along rear lot line of Subject Lands and Skyway Arena parking.

Height Survey

A building height survey of adjacent properties was undertaken and included with this application. Table 1 provides a summary of adjacent building heights as in the accompanying height survey drawing prepared by Cynthia Zahoruk Architect Inc.

Table 1: Height Survey Results

Building Location	Height(storeys)
5280 Lakeshore Road	12
5314 Lakeshore Road	8
5340 Lakeshore Road	8
5348 Lakeshore Road	10
5370 Lakeshore Road	2
5380 Lakeshore Road	2
5401 Lakeshore Road	3
Residential area at Hampton Heath Road	1-2
Residential Area at Kenwood Avenue – West Side	2
5295 Lakeshore Road	1
5319 Lakeshore Road	1
5250 Lakeshore Road	19
5220 Lakeshore Road	11
5200 Lakeshore Road	8
5188 / 5194 Lakeshore Road	5
5170 Lakeshore Road	10
5166 Lakeshore Road	10

2.3 Neighbourhood Context

The Subject Lands are located in a predominantly residential area which contains commercial and community uses. Higher density apartment buildings exist to the south of the Subject Lands which transition to townhomes and single detached homes to the north. The remainder of the residential uses consist of single detached dwellings.

As described above, the Subject Lands are located in close proximity to a number of community facilities, amenities, stores and services, including those which will be retained on site. Table 2 shows distances to some of the nearby uses.

Table 2: Proximity to Nearby Destinations

Destination	Travel Distance (km)	Travel Time (minutes)		
		Walk	Cycle	Car
Skyway Arena and Ball Diamonds	Abutting site	0	0	0
Burloak Waterfront Park	0.1	1	1	1
St. Patrick's Catholic Church & Elementary School	0.25	3	1	1
St. Elizabeth's Anglican Church	0.35	4	1	1
Mohawk Gardens Public School	0.75	9	2	2
Elizabeth Gardens Parkette	0.45	6	2	1
Pinedale Public School	1.3	16	4	4
Robert Bateman High School	1.75	21	7	4
Appleby Mall	2.4	29	7	4

The Subject Lands are serviced by four existing bus routes as shown on Figure 3. Route 20 has a service frequency of 20 minutes and terminates at the Appleby GO Station. Route 40 only operates during weekday peak hours, has a service frequency of 30 minutes and also terminates at the Appleby GO Station. Route 50 is a unidirectional route providing only late night, Monday to Saturday service with two buses scheduled for 5353 Lakeshore Road. Route 301 is a weekday, mid-day "community connection" service providing access to popular destinations throughout the city and terminates at the Burlington Senior's Centre.

Figure 3 – Burlington Transit Routes



Subject Lands

3.0 HISTORY AND BACKGROUND

Historically, settlement in Burlington's planning area occurred in small communities along Lake Ontario and Burlington Bay and in a few northern communities. The Town of Burlington, created in 1873 from the villages of Wellington Square and Port Nelson, developed as a prime residential area through the early 1900s. In 1958, Burlington, Aldershot and Nelson Township were amalgamated and in 1973, the present planning area boundaries were established through the Regional Municipality of Halton Act.

Since the 1950s, Burlington has experienced constant growth and expansion of its urban area generally from Lake Ontario north to the Queen Elizabeth Way. The period from 1958 to 1979 comprised the most extensive period of development, with construction activities occurring north of the Queen Elizabeth Way.

The Subject Lands were initially developed with a small building, interpreted to be a residence, between mid-1800 and until at least 1931. The Lakeside Village Plaza was initially established in the 1960s. The surrounding residential neighbourhood was built predominately through a series of Plans of Subdivision including Plans 607, 966, 1445 and 1459.

While the area has seen limited new development over the last few years, a number of City and Regional projects have been undertaken.

Burloak Waterfront Park

The Burloak Waterfront Park was approved by Regional Council in April 2014. The improvement of the existing park is a collaborative effort between the Region of Halton, City of Burlington and Town of Oakville. The implementation of the park improvements is occurring in phases and will include a variety of improvements including an accessible waterfront pathway, a main gazebo, seating, invasive species removal, lookouts, picnic areas, canoe launch ramp and replanting. Work is expected to be completed in Fall 2018.

Skyway Arena

The City is proposing the redevelopment of Skyway Arena which will see the arena rebuilt closer the road. The arena will contain one ice surface plus space for community uses. One baseball diamond will be removed from Skyway Park to facilitate the redevelopment.

4.0 DESCRIPTION OF THE PROPOSAL

4.1 Planning and Design Process

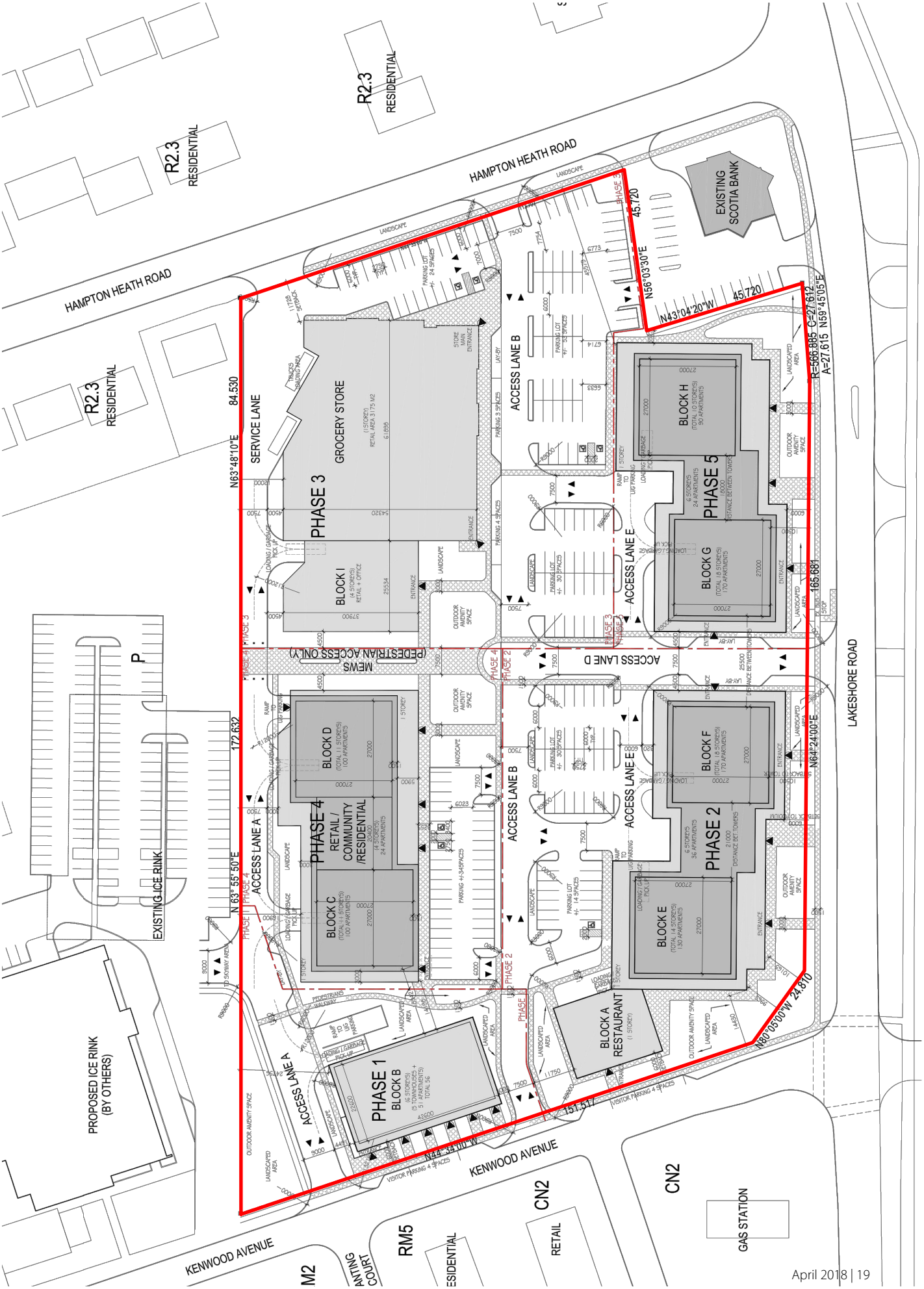
On November 24, 2015, the City of Burlington held a community workshop for a number of projects within the Lakeside Village Community area, including the Burloak Waterfront Park Master Plan, Skyway Arena redesign project, St. Elizabeth Church redevelopment options, as well as the redevelopment of the Lakeside Village Plaza. The session was well attended by 300 local residents. The current state of 5353 Lakeshore Road, its surrounding context and goals for its future redevelopment were discussed. Following the presentation, a visioning exercise was carried out with the local residents in attendance. Residents were asked to share their opinions on what they value about the current plaza and their desires and concerns regarding its future. As noted in the introduction, a summary of the workshop feedback was provided by the City and is attached as Appendix 2. Feedback received from the public through this exercise has been taken into consideration by the project team in preparing the conceptual redevelopment plans.

An internal design charrette was also held with the project team on February 9, 2016 to develop the initial massing model and redevelopment concept. Matters taken into consideration to inform the initial plans included public feedback, ownership goals and commitments, policy objectives and technical requirements and permissions. Since February 2016, the concept plan has undergone incremental revisions based on discussions held with City staff in addition to the formal pre-consultation meetings held on June 16, 2015, February 8, 2017 and most recently on January 24, 2018. The project team have also me with City and Regional staff to specifically discuss servicing, traffic, access and integration with the arena redevelopment. The redevelopment has also been guided by the local context and the evolving City policy context including the City's recently approved tall building guidelines.

4.2 Proposal

The proposed redevelopment of the lands represents a mixed use intensification of the existing plaza. The redevelopment aims to achieve a multitude of planning objectives by combining a broad range of uses within high quality designed buildings which are well connected within the site and compatibly integrated into the surrounding community. The design and development of the lands as a new Neighbourhood Centre will create and maintain a special community identity which maintains neighbourhood function and introduces mid-rise and tall buildings. The proposal is shown in Figure 4.

Figure 4: Proposed Site Plan



Compatibility

A context sensitive approach was taken in the design of the built form on site. The taller buildings are located along Lakeshore Road, a Minor Arterial Road, opposite which are several existing taller buildings. Heights and densities of the buildings decrease toward the north portion of the site and transitions to the existing single-detached and townhouse dwellings which exist to the north of the site.

Compact Urban Form and Efficiency

The proposal provides for a compact built form through the introduction of 895 apartment units and 5 townhouse units with a density of 235 units per hectare. The site is currently on full municipal services and the intensification takes advantage of the existing municipal servicing and surrounding community amenities and infrastructure. The majority of the proposed parking will be provided underground while some surface parking will remain in order to ensure convenient access to the commercial land uses on site. The proposal will make more efficient use of the land by locating buildings close to the street lines to optimize the developable area while also enhancing the streetscape.

Design

The built forms for the taller buildings will consistent of a podium-tower design which helps break up the massing of the buildings and contributes to an interesting and articulated built form. The Tall Building Guidelines have been considered in the proposed design and the design is generally consistent with the intent of the Guidelines. The proposed design also considers the minimization of shadow impacts and wind impacts on adjacent public streets and open spaces.

Diverse Mix of Uses

The proposal includes a diverse mix of land uses. There are 900 residential units proposed with a mix of 1, 2 and 3 bedroom apartment units and 3 bedroom townhouse units with a resulting density of 235 dwelling units per hectare. An additional 4,315 m^2 of commercial floor area will provide a greater diversity of commercial opportunities to serve the future residents as well as the existing neighbourhood. A project goal from the outset was to also retain a grocery store on the site. The redevelopment and additional supply of commercial floor area also creates an opportunity to add a greater variety of commercial unit sizes which are more in keeping with modern retailing requirements. The site will continue to maintain its planned commercial function, serving the neighbourhood and acting as a focal point for community activity.

Connection and Circulation

The site is currently accessed by a driveway on each of Kenwood Avenue and Lakeshore Road and two driveways on Hampton Heath Road. The proposal includes the addition of a second driveway on Kenwood Avenue and the consolidation of the existing Skyway Arena driveway with the existing driveway on Kenwood Avenue. The proposal includes an increase in density which will support existing and proposed public transit in the area. The proposal also includes an interconnected network of landscaped pedestrian walkways and open space areas which connect the site to the surrounding street network, encouraging active transportation. These internal connections also serve as a public connection between Skyway Park and Burloak

Waterfront Park.

The accompanying Phasing Plan has been prepared to demonstrate how the property can be redeveloped in 5 phases while taking into account efficient sequencing of site servicing, ensuring adequate access and parking is provided for uses that operate during the redevelopment process and facilitating the relocation of existing tenants to new portions of the site with minimal disruption to business operations. The following is a description of the proposed phases.

Phase 1 includes the demolition of the north-west corner of the existing plaza structure and the construction of a 6 storey residential structure with 3 levels of underground parking (Block B) facing Kenwood Avenue. Access Lane A will also be constructed at this time which will provide shared access to the Subject Lands and Skyway Arena. A second access will be introduced on Kenwood Avenue along with the associated Access Lane B which, through future phases, will connect to corresponding driveway access on Hampton Heath Road.

Phase 2 will see the demolition of the remainder to the west wing of the plaza and the construction of a 1 storey commercial podium facing Lakeshore Road with two residential tower elements on top with 13 (Block E) and 13 (Block F) storey heights. A 5 storey residential structure will link the two towers, the top of which will correspond with a further building step back on both tower elements. A 1 storey restaurant building (Block A) will be attached to the podium building facing Kenwood Avenue. Access Lane B will be extended to the middle of the Subject Lands. Existing Access Lane D which provides access to Lakeshore Road will be improved within sidewalks and landscaping. The parking area north of Block E and F will be reconfigured and improved with landscaping and sidewalks.

Phase 3 will see the demolition of the eastern portion of the commercial plaza. The 1 storey grocery store will be redeveloped with an attached 4 storey retail and office building. A landscaped public amenity area will be created in front of Block I. The surface parking area in front of Block I and the grocery store will be reconfigured, providing landscaping and sidewalks. The service lane at the rear of the property will also be improved at this time.

Phase 4 will see the removal of the remaining central portion of the commercial plaza and the construction of a 1 storey commercial podium with two residential tower elements (Blocks C and D), both 10 storeys in height. The two tower elements will be linked by a 3 storey residential structure, the top of which will correspond with a further building step back on both tower elements. The parking area in front of the blocks will also be reconfigured, landscaped and improved with sidewalks. A public amenity area will be constructed in front of Block D and a pedestrian only mews created between Blocks D and I. Access Lane A will also be extended up to the mews.

Phase 5 will replace an existing surface parking area with a 1 storey commercial podium facing Lakeshore Road with two residential tower elements on top with 17 (Block G) and 9 (Block H) storey heights. A 5 storey residential structure will link the two towers, the top of which will correspond with a further building step back on both tower elements. A landscaped pedestrian path into the Subject Lands will be provided between Block H and the abutting Scotiabank property.

The proposed redevelopment will see the phased implementation of a 3 storey underground

parking garage for all portions of the Subject Lands where new buildings are proposed. The garage will be constructed as the corresponding above grade portion of each phase is constructed. Development statistics for the phases are summarized in Table 3 below.

Table 3: Development Statistics

Phase	Block	Residential (dwelling units)	Building Height (storeys)	Retail Floor Area (m^2)	Office Floor Area (m^2)
1	**B**	56	6	0	0
2	**A**	0	1	560	0
	E	166	14	2,520	0
	F	170	18		0
3	**I**	0	4	4,075	2,700
4	**C**	112	11	2,320	0
	D	112	11		0
5	**G**	170	18	2,480	0
	H	114	10		0
Total		900		11,955	2,700

Full implementation of the 5 phases will result in the creation of an interconnected network of pedestrian sidewalks, landscaped areas and public amenity areas. The plan provides for a permeable built fabric with multiple pedestrian and vehicular connections allowing for access to the site and circulation within the site. The permeability of the proposal also allows for a more direct connection between Skyway Park and Burloak Waterfront Park.

The proposal will likely be implemented through a series of condominium blocks with reciprocal easements. This will be determined in the first phase of the development which will set the precedent for future implementation. Site plan applications for individual phases will be required.

4.3 Summary of Technical Reports

4.3.1 Functional Servicing and Preliminary Stormwater Management Report

The Functional Servicing and Preliminary Stormwater Management Report (FSR) was prepared by C.F. Cozier and Associates Inc. and outlines a proposed strategy for site servicing and stormwater management.

The proposal will be serviced by a 300 mm watermain along Access Lane B with connections to the existing 300mm watermain on Kenwood Avenue and the existing 200mm watermain on Hampton Heath Road. Service laterals will be extended to the individual blocks from the 300 mm watermain along Access Lane B. As per discussions held in April, 2017, the Region of Halton will provide confirmation that the increase in water demand can be accommodated by the existing municipal water system through the application review process.

The proposal will be serviced by a 200 mm sanitary sewer along Access Lane B with connections to the existing 200 mm sanitary sewer on Kenwood Avenue and the existing 600 mm sanitary sewer on Hampton Heath Road. Service laterals will extend from the 200 mm sanitary sewer along Access Lane B. As per discussions held in April, 2017, the Region of Halton will provide confirmation that the increase in sanitary flows can be accommodated by the existing municipal sanitary sewage system through the application review process.

Stormwater quantity control will be provided by a combination of underground storage in cisterns within the underground parking levels and chambers within the parking lot. Rooftop controls are also proposed for Block A. Discharge to the municipal storm sewers from the subject site will be controlled via two orifice tubes with connections to Lakeshore Road and Hampton Heath Road. The stormwater quality control target for the site will be 80% TSS Removal for 90% of the runoff volume (Enhanced Level). Stormwater quality control will be achieved by four oil-grit separators (OGS) within the parking lot. The remaining stormwater run-off from the roofs and landscaped areas are considered clean and will discharge untreated. Bioswales within the parking lot will provided pre-treatment for stormwater runoff prior to treatment by the proposed OGS systems.

4.3.2 Arborist Report

The Arborist Report was prepared by MHBC Planning to describe the inventory of trees taken on the Subject Lands, including the species, size, condition of each tree and whether it is to be retained or removed. The report concludes that, of the 71 trees on the property, 58 can be retained, 2 require removal due to poor health and the remaining 11 require removal due to construction. The report also provides recommendations for tree protection measures.

4.3.3 Traffic Impact Study including TDM Plan

A Traffic Impact Study (TIS) was prepared by C.F. Cozier and Associates Inc. that reviewed the capacity of surrounding intersections and site access to handle the future traffic conditions resulting from the development of the site. The TIS found that all study intersections operated within capacity under future background conditions as well as under the total traffic conditions including full build out of the proposal. However, under both scenarios, during the PM peak period, the Lakeshore Road access will operate at a level of service "F" for the southbound left movement. This result is due to background traffic only as the proposed development does not add any additional trips to this movement in the PM peak period. It is expected that the southbound left turn trips will divert to the other four accesses during the peak hours and that operations will return to acceptable levels during off peak hours. Given the availability of existing

public transit and cycling facilities in the area, the TIS recommends including cycling and walking trail maps in the lobbies of the residential buildings and providing a TDM information package to residents upon occupancy (which may include cycling, walking and transit maps, bus schedules, PRESTO cards and information on Smart Commute and car share programs).

4.3.4 Parking Justification Study

A Parking Justification Study was prepared by C.F. Cozier and Associates Inc. that reviewed the feasibility of reducing the minimum parking requirements. The report studied 3 surrogate sites to obtain expected parking demand rates for the proposed development. Based on the parking demand rates at the surrogate sites the study found that the proposed residential parking demand will be 963 parking spaces for residential and 200 parking spaces for non-residential and visitor parking. As such, the proposed 1,150 space underground parking area will exceed the parking demand for the residential occupant parking and the 200 parking space surface lot will meet the demand for visitor and non-residential parking. The Study also looked at parking compliance throughout the phased redevelopment process. A 29 space parking deficiency was identified for Phase 2 and 3. However, this deficiency can be temporarily addressed through the utilization of the visitor / non-residential parking areas as they are significantly over-supplied during these phases.

4.3.5 Traffic and Stationary Noise Feasibility Study

The Traffic and Stationary Noise Feasibility Study (Noise Study) was prepared by HGC Engineering to assess the noise sources affecting the site and determine whether the proposed residential development is feasible. The primary noise source was determined to be road traffic from Lakeshore Road. Road traffic sound level predictions indicate that the future traffic sound levels were expected to be within the Ministry of the Environment and Climate Change ("MOECC") noise guideline limits for the proposed residential units. Any exterior wall and double glazed window construction meeting the minimum requirements of the Ontario Building Code is expected to provide adequate sound insulation for the dwelling units. Provision for the future installation of central air conditioning will be required. Balconies of less than 4 metres in depth are recommended, as are warning clauses in tenancy and purchase and sale agreements regarding potential noise sources.

The Noise Study also assessed the potential impact of noise from the redevelopment on the proposed residential units within the development and on surrounding lands. The results indicated that sound levels from the grocery store loading area may exceed MOECC guidelines at the nearest residential receptors. A noise barrier along the property line and roof over the loading area are recommended as mitigation measures. Sound levels of the rooftop mechanical equipment will need to be verified through a future study once roof plans and specific mechanical equipment has been selected.

4.3.6 Phase I Environmental Site Assessment

A Phase Once Environmental Site Assessment (ESA) has been prepared by Terraprobe. The purpose of the ESA was to identify Potentially Contaminating Activities (PCA) within the study area and assess if these activities have contributed to Areas of Potential Environmental Concern (APEC) as a result of current or past activities on the property and/or neighbouring properties. 5 APECs were identified on the Subject Lands due to storage of gasoline and related products in

fixed storage tanks, previous importation of fill material and the operation of a dry cleaning establishment. A Phase 2 ESA will be required prior to submission of a Record of Site Condition to the MOECC.

4.3.7Pedestrian Wind Assessment

A Pedestrian Wind Assessment was prepared by Novus Environmental reviewing the wind impacts on a variety of areas including outdoor amenity areas, building entrances and transit stops. The Assessment found that all of the study areas experienced suitable wind conditions except for a portion of the podium terrace between Blocks E and F. Vertical screening is recommended along the perimeter of the terrace to mitigate the wind impacts.

4.3.8Urban Design Brief

The Urban Design Brief (UDB) prepared by MHBC Planning to illustrate how the proposed development is in accordance with the in-effect Official Plan, the proposed draft Official Plan and the Tall Buildings Guidelines. The UDB organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline the design intent continues to be respected. The UDB demonstrates that through careful design considerations, the proposal is consistent with the intent of the existing and proposed policy framework.

4.3.9 Preliminary Geotechnical Investigation

A Preliminary Geotechnical Investigation was prepared by Terraprobe that investigates the subsurface soil, rock and groundwater conditions. A series of boreholes were drilled at the site and samples were retrieved. The report contains recommendations on the design of foundations, floor slabs-on-grade and paving. Construction conditions pertaining to excavation, backfill and ground water control are also discussed.

4.4 Proposed Official Plan and Zoning By-law Amendments

4.4.1 Official Plan Amendment

The proposed Official Plan Amendment (OPA) seeks to introduce a site specific provision to the Neighbourhood Commercial land use designation to permit the comprehensive redevelopment of the Subject Lands into a high density, mixed use area. The OPA permits a maximum building area of 15,000 square metres on the site and permits residential uses in standalone buildings (up to 6 storeys) and in mixed use buildings (up to 18 storeys). The OPA also increases the maximum permitted density on site to 240 units per hectare. The actual proposed density for the site is 235 units per hectare. However, 240 units per hectare has been proposed for the OPA in the event that land areas are excluded through the development process. The OPA does not require any mapping changes. A copy of the proposed OPA is included in this report as Appendix 3.

Although not subject of this proposed OPA application, a draft OPA has been prepared for the

City's proposed draft OP and is included as Appendix 4. The draft OPA proposes to amend the OP in accordance with Policy 8.1.3(4.2)g) to permit 2 buildings up to 18 storeys and 1 building up to 14 storeys on the site.

4.4.2 Zoning By-law Amendment

The proposed Zoning By-law Amendment (ZBA) seeks to change the zoning on the Subject Lands from Neighbourhood Commercial (CN1) to Community Commercial (CC1) with a special exception. The special exception will implement the phased proposal to permit street townhouses and apartment buildings and modify a number of built form regulations to accommodate the master plan design. Appendix 6 evaluates the proposal against the CC1 zone and the general provisions section of the Zoning By-law and indicates which provisions have been modified in the proposed ZBA. The following modifications have been requested:

1. Addition of Apartment Building and Street Townhouse Dwelling as permitted uses;
2. Maximum permitted height of 18 storeys and 60 metres;
3. Reduced landscape strip and buffer strip widths in specific areas;
4. Permission for a loading area within 10 metres of a residential zone (recognizing the current condition at Food Basics);
5. Reduction in landscape strip width in parking lots;
6. Reduction in amenity area per unit;
7. Increase in projections of certain building elements into required yards; and,
8. Permission for a total required parking count of 1350 parking spaces on site, 7 of which must be barrier-free.

A copy of the proposed Zoning By-law Amendment is included in this report as Appendix 5.

4.5 Public Consultation Strategy

Effective July 1, 2016, changes to the *Planning Act* (O.Reg 544/06, amended by O.Reg 178/16) require that applicants submit a proposed strategy for consultation with the public with respect to the application as part of the 'complete' application requirements.

The public consultation process for the proposed OPA and ZBA will follow the *Planning Act* statutory requirements and the City's practices as outlined in the Official Plan.

As mentioned in Section 1 above, three pre-consultation meetings have been held with staff to discuss the proposal. The project team also held an internal design charrette and participated in a City Visioning Workshop for the Lakeside Village Community at which community feedback as obtained.

In addition to these efforts, we anticipate that a local community meeting will be held following the application submission by the Ward Councillor. This local community meeting will provide an opportunity to present the proposed redevelopment master plan and engage the community to obtain their comments and input. A statutory public meeting held by the City will provide further opportunity for public input. MHBC and the consulting team will also be available to meet with area residents and stakeholders informally in an open house format prior to both meetings. Throughout the process, we understand all application materials will be publically available on the City's website and our contact information, as well as the staff contact information.

We will also summarize all public input received through the community engagement process and identify how community input has been addressed with any updates or changes to the planning and technical information in response to staff comments.

The consultation strategy described herein will ensure that members of the public are given an opportunity to review, understand and comment on the proposal.

5.0 POLICY CONTEXT OVERVIEW

The following section of the Planning Justification Report provides a review and assessment of the land use policy and regulatory framework related to the Subject Lands and the proposed redevelopment. Each subsection describes the applicable policies and regulations and identifies how the proposed redevelopment, as well as the proposed changes to the City's current Official Plan are consistent and implement Provincial and Regional policy.

Under the current OP, the City has not recognized the appropriate level of intensification which the site can and should provide. The current OP is also not reflective of the direction in the Growth Plan for the Greater Golden Horseshoe to provide for mixed-use redevelopment on underutilized sites which can provide for intensification to meet the City's growth targets to 2041. The proposal will provide for consistency and conformity as described herein.

5.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (2014) (the "PPS") was issued under Section 3 of the *Planning Act* and came into effect on April 30, 2014. The PPS establishes the policy foundation for regulating the development and use of land in Ontario and provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages an efficient use of land, resources and public investment in infrastructure.

The PPS strongly encourages development that will provide long term prosperity, environmental health and social well-being. These directives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and facilitate economic growth. Land use planning decisions, including those made on applications for Official Plan Amendments and Zoning By-law Amendments, must be consistent with the PPS. In assessing the redevelopment proposal and the proposed amendments for the Subject Lands, we have further identified how the proposal advances and implements the policies of the PPS beyond the current City of Burlington Official Plan policies

The following policies, amongst others, apply to the proposed development of the Subject Lands:

Building Strong Healthy Communities

The following policies of Section 1.1 of the PPS, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns apply to the proposal:

"1.1.1 Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs; "*

The Subject Lands are located within a settlement area, as defined by the PPS, which will be developed on full municipal services. The proposed development can be accommodated by existing municipal infrastructure and represents an efficient use of land and resources in the area. The requested amendments will provide an opportunity for redevelopment and intensification within the built up area and will provide residents with additional housing choice and easy access to the existing public transportation network. The proposal also introduces a variety of additional commercial and office uses and is in close proximity to a number of parks and community facilities as outlined in Table 2.

Additional policies in Section 1.1 include:

"1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

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

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

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

The Subject Lands are an underutilized parcel of land located within the urban area of the City on full municipal services. Furthermore, the City's proposed new Official Plan identifies the Subject Lands as a Secondary Growth Area. The proposal represents an intensification opportunity with appropriate considerations for transitions in urban form and respect for the surrounding development. The accompanying TIS demonstrates that there is adequate capacity in the surrounding transportation network to serve the area. The proposal will also contribute to the ridership potential to the 4 bus routes which serve the area. The accompanying FSR proposes a servicing scheme which does not require upgrades to municipal infrastructure. The servicing scheme and existing capacity is to be confirmed by the Region through the review of the application.

The policies of Section 1.3, Employment state the following:

"1.3.1 Planning authorities shall promote economic development and competitiveness by:

c) encouraging compact, mixed use development that incorporates compatible employment uses to support livable and resilient communities"

Housing policies of the PPS are set out in Section 1.4. The applicable policies to be addressed are as follows:

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

b) permitting and facilitating:

1. *all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*

2. *all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*

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

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

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

The proposal represents a mixed use development which incorporates 900 residential units with 14,655 squares metres of commercial and office floor area. This creates a complete community environment where compatible non-residential uses are integrated with residential uses and serve the broader neighbourhood. The accompanying TIS demonstrates that there is adequate capacity in the surrounding transportation network to serve the area. The accompanying FSR proposes a servicing scheme which does not require upgrades to municipal infrastructure. The servicing scheme and existing capacity is to be confirmed by the Region through the review of the application. Through the interconnected pedestrian walkway and open space network, the proposed site layout encourages active transportation within the site. The added density supports the four transit routes which currently serve the area as well as the City's goal of supporting Primary Bus Service along Hampton Heath Road and Secondary Bus Service along Lakeshore Road.

Section 1.5 of the PPS provides policies for Public Spaces, Recreation, Parks, Trails and Open Space as follows:

"1.5.1 Healthy, active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;"

The Subject Lands are in close proximity to a number of parks and recreation facilities as described in Table 2. The proposed site layout also establishes an interconnected network of pedestrian sidewalks and open spaces which facilitate social interaction and active transportation throughout the site. The layout is also permeable in that it is well connected to the surrounding public sidewalks and to Skyway Park and Arena to the north. This permeability also provides for better connections between Skyway Park and Arena to the Burloak Waterfront Park.

Section 1.6, Infrastructure and Public Service Facilities, provides polices to address the supportive infrastructure required to facilities development as follows:

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

a) the use of existing infrastructure and public service facilities should be optimized; and
b) opportunities for adaptive re-use should be considered, wherever feasible.

1.6.4 Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services.

1.6.5 Public service facilities should be co-located in community hubs, where appropriate, to promote cost- effectiveness and facilitate service integration, access to transit and active transportation.

1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

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

The proposed development represents a form of mixed-use intensification in an area where appropriate levels of infrastructure and public services exist. The proposal includes office, retail and residential uses at a density which efficiently uses land, resources, and infrastructure. It also represents an efficient co-location of land uses which provides convenient access to existing and future residents. The increased density also supports the 4 bus routes which operate in the area. 2 of the bus routes terminate at the Appleby GO station and provide a connection the regional transit system.

Section 4.0 of the PPS speaks to the implementation and interpretation of the PPS.

"4.7 The Official Plan is the most important vehicle for the implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans. Official Plans shall identify provincial interests and set out appropriate land use designations and policies… Official Plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas."

As noted in the introductory section of this report, the ability to optimize development opportunities that better achieve provincial policy objectives should be considered through changes to the City's existing Official Plan. The proposed redevelopment creates a connected and complete community within the City's urban structure that is more consistent with the PPS than the maintenance of the current policies under the Neigbourhood Commercial designation.

Summary / Conformity Statement

For the reasons outlined above, it is our opinion that the proposed development and related Official Plan and Zoning By-law Amendments are consistent with the policies of the PPS and will bring the current Official Plan into greater consistency.

5.2 Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe (the "Growth Plan) provides a framework for implementing the Provincial Government's vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe. The *Planning Act* also requires that decisions affecting a planning matter conform with the Growth Plan.

The Growth Plan provides policies for where and how to grow, directing that population and employment growth should be directed to urban areas and rural settlement areas. The policies of the Growth Plan are about developing cities and towns as 'complete communities' by meeting people's needs for daily living, which is to be achieved by directing growth to built-up areas. The Growth Plan also promotes transit-supportive densities, a diverse mix of land uses, a range and mix of employment and housing types, affordable housing, high quality public open space and easy access to local stores and services. Changes to local Official Plans which better conform to these objectives and policies by providing large sites which contribute to complete communities also meet the Growth Plan's goal of optimizing the use of the existing urban land supply.

The following policies, amongst others, apply to the proposed redevelopment of the Subject Lands:

Managing Growth

"2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

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

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

The Subject Lands consist of an existing shopping plaza located within the City's built boundary and serviced by existing water and wastewater systems. Currently the site contains a combined 10,340 square metres of retail and office floor area. The proposed development introduces 900 residential units and increases the non-residential floor area to 14,655 square metres (including 8,780 square metres of retail space, 2,700 square metres of office space and retention of the existing 3,175 square metre grocery store).

The introduction of high density residential uses and the increase in commercial floor area both contribute to achieving a more complete community by providing residential, employment and shopping opportunities on the Subject Lands in a compact urban form. As discussed above, the Subject Lands are currently serviced by four bus routes and are in close proximity to a number of public service facilities including schools, places of worship, parks and an arena.

The Growth Plan states the following in Section 2.2.1.4:

"2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:

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

c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

d) expand convenient access to:

   i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
   ii. public service facilities, co-located and integrated in community hubs;
   iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
   iv. healthy, local, and affordable food options, including through urban agriculture;

e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;

2.2.2.1 By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area."

The proposed developed introduces residential uses and increases the non-residential floor area which further diversifies the land use mix on site and in the surrounding area. A range of dwelling unit types will be provided including one and two bedroom apartment units and three bedroom townhouse units.

The site is currently serviced by four bus routes and is located in close proximity to schools, places of worship, parks and an arena. The additional density and increased non-residential density will support the development of this area into a community centre while the retention of the existing grocery store provides convenient access to food to the existing and future residents. As discussed in greater detail in the accompanying Urban Design Brief, the proposed development has been carefully designed to ensure an efficient use of space within the site. The design optimizes the site's potential while respecting the existing character of the area by using a podium-tower design which contributes to an attractive and vibrant pedestrian realm.

The proposed redevelopment has been designed to optimize the potential of the Subject Lands to ensure a compatible redevelopment which contributes to achieving the City's minimum intensification targets.

Delineated Built-up Areas

The Subject Lands are located with the City's Built-up Area for which the following policies apply.

2.2.2.4 All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

a) encourage intensification generally to achieve the desired urban structure;

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

c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;

d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;

The Growth Plan encourages development through the entire built up area as well as in strategic growth areas, which are defined as follows:

"Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a

more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas."

The proposal for the redevelopment of the existing site within the built boundary represents a highly appropriate strategic growth area, as discussed in more detail below, to accommodate intensification and higher density mixed uses in a more compact built form. Redevelopment of the Subject Lands further represents the opportunity to intensify an underutilized site with a mix of uses in an area that is well served by existing and planned transit.

The Growth Plan includes the following policy on retail:

"2.2.5.12. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities."

The proposal represents the transformation and the intensification of a currently land-extensive, car-oriented commercial plaza into a compact and mixed use development which supports active transportation and public transit use while offering a greater amount of commercial and office floor area to the community than currently exists.

"2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes."

A range of unit types will be considered for the proposed residential buildings including one and two bedroom apartments as well as three bedroom townhouses, depending on market conditions. A residential market feasibility analysis prepared by Altus Group suggested that a market exists in this area for both rental and as privately owned condominiums, predominantly for singles and couples without children.

<u>Moving People</u>

The Growth Plan sets out policies related to transit as follows:

"2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

3.2.3.2 All decisions on transit planning and investment will be made according to the following criteria:

a) aligning with, and supporting, the priorities identified in Schedule 5;

b) *prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;*

c) *increasing the capacity of existing transit systems to support strategic growth areas;*

d) *expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;*

e) *facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;*

f) *increasing the modal share of transit;"*

The site is currently serviced by four bus routes. The addition of 900 residential units, as well as the expansion of non-residential floor area, will support the economic viability of the existing transit service by increasing the potential ridership and contributing to achieving transit-supportive densities. The proposed development directly benefits from the existing and planned routes through increased accessibility. The proposed changes to the City's Official Plan to provide for the redevelopment will advance conformity with the Growth Plan policies related to improved transit accessibility and service.

Water and Wastewater Systems

The Growth Plan provides direction for municipalities to efficiently provide for servicing of growth.

"3.2.6.1 Municipalities should generate sufficient revenue to recover the full cost of providing and maintaining municipal water and wastewater systems.

3.2.6.2 Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:

b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;"*

The Subject Lands are located within the built up area which is fully serviced by existing municipal water and wastewater systems. The introduction of residential mixed uses on the site supports the economic viability of these services resulting in a more efficient and cost-effective use of existing public resources.

Summary / Conformity Statement

The Growth Plan guides development to achieve positive outcomes for the Region and the City with respect to the economy, environment and quality of life. The analysis above demonstrates how the proposed redevelopment conforms to and better achieves the

Growth Plan objectives than the existing permissions by allowing for appropriate intensification, diversifying land uses, supporting public transit and existing municipal services, directing growth in a manner that builds complete communities and providing a range of housing opportunities which are well-connected to existing community services and public parks.

As such, it is our opinion that the proposed development conforms to the policies of the Growth Plan.

5.3 Region of Halton Official Plan (interim office consolidation September 28, 2015)

The Region of Halton Regional Official Plan (hereinafter referred to as the "ROP") serves as Halton's guiding document for land use planning and is intended to manage growth across the Region's four municipalities. Regional Official Plan Amendment 38 (ROPA 38)was adopted by Regional Council on December 16, 2009 ROPA 38 was approved by the Province with modifications and appealed to the Ontario Municipal Board (OMB). The 2015 Office Consolidation of the ROP used in this planning assessment includes ROPA 38 as approved by the OMB.

The ROP requires that Local Official Plans direct development in accordance with local desires while adhering to the policies of the ROP.

The ROP lays out a broad set of land use designations as part of the Regional Urban Structure, which are intended to guide growth and development while allowing individual municipalities flexibility to further define specific land uses within the broader designation. The ROP also provides general guidance for redevelopment, creation of complete communities and intensification.

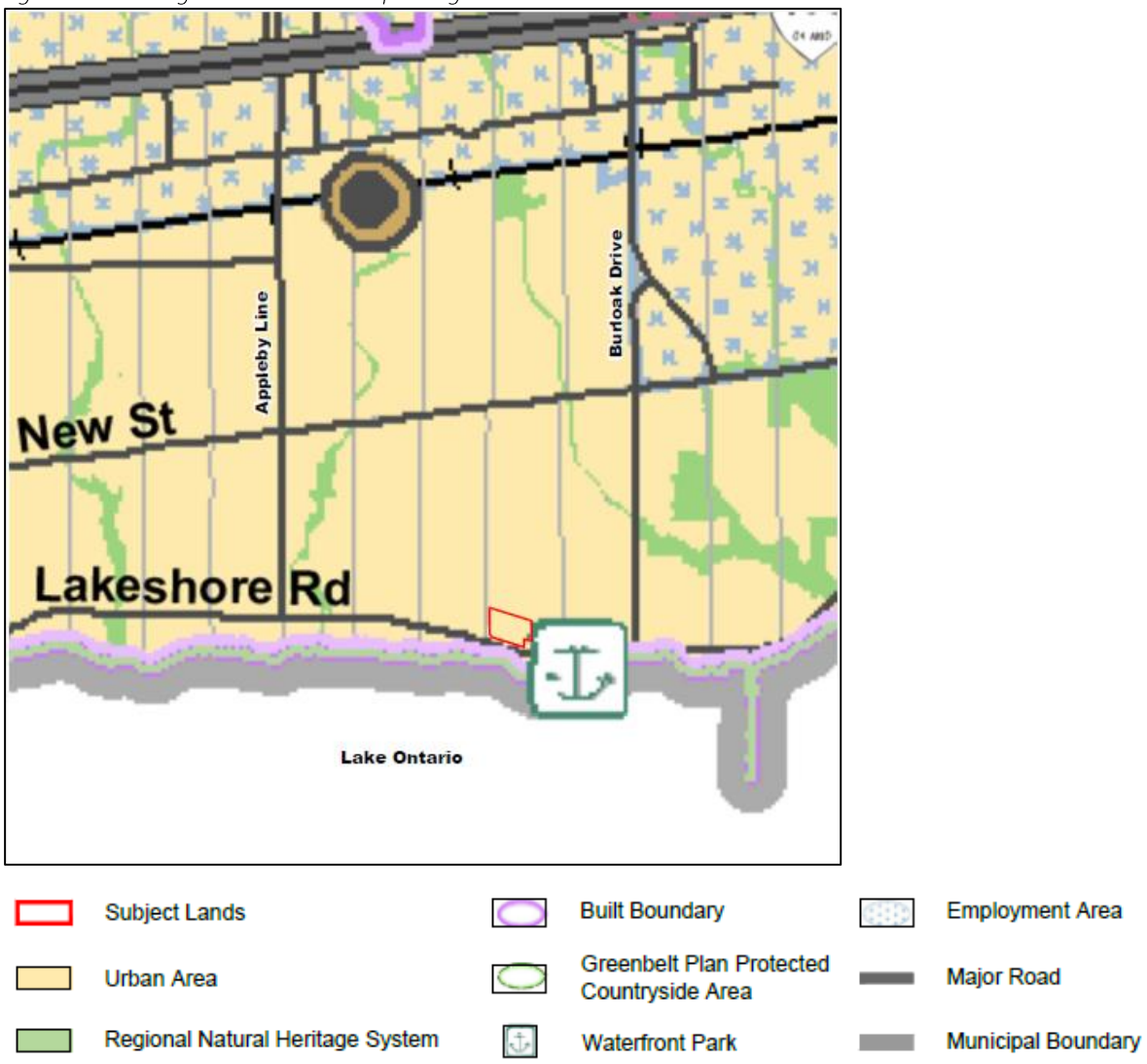
The Regional Structure is accompanied by a growth strategy for Halton based on population and employment forecasts for the planning horizon year of 2031. Overall, the Region is expected to grow by 324,000 and reach a population of 780,000 by 2031. Of the regional total, it is intended that the City of Burlington will grow by 22,000 and reach a population of 193,000 by 2031 (Halton ROP, Table 1). To achieve provincial directions and accommodate the forecast growth, the Region has adopted a regional intensification target of 40%. This growth is to occur via intensification. The Region has assigned growth to the local municipalities in order to achieve this target. To achieve the intensification objectives within the Region, it is expected that the minimum number of new housing units to be added to the Built-Up Area of Burlington between 2015 and 2031 is 8,300 (Halton ROP, Table 2 and 2a). The ROP also contains policies related to housing targets. Specifically, Policy 86(6)(a**)** states that at least 50% of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings.

The proposed redevelopment contributes to the Region's growth targets and specifically provides new housing units in a multiple dwelling form which conforms to the policy direction related to housing supply.

Urban Area

The Subject Lands are located within the built boundary and are designated an "Urban Area" in accordance with Map 1- Regional Structure of the ROP (Figure 5). It is the intent that lands within the Urban Area accommodate existing and future development within the Region.

Figure : Halton Region Official Plan Map 1- Regional Structure



Objectives for Urban Areas are identified in Section 72:

"72. The objectives of the Urban Area are:

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

72(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.

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

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

72(8) To promote the adaptive re-use of brownfield and greyfield sites.

72(9) To facilitate and promote intensification and increased densities."

Generally, it is the intent that growth within Urban Areas support compact, transit supportive development that allows for the creation of complete communities of various sizes, types, and character to afford maximum choices for residence, work and leisure. Growth is intended to occur both within the Built Boundary and within Greenfield Areas; however, the ROP promotes intensification and increased densities in order to support sustainable cost-effective growth.

Intensification Areas

As discussed in greater detail below, under the City's draft new OP, the Subject Lands are identified as an Intensification Area, more specifically, a Secondary Growth Area. Objectives for intensification areas are identified in Section 78.

"78. The objectives of the Intensification Areas are:

78(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.

78(2) To provide opportunities for more cost-efficient and innovative urban design.

78(3) To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.

78(4) To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.

78(5) To create a vibrant, diverse and pedestrian-oriented urban environment.

78(7) To provide high quality public open spaces with site design and urban design standards that create attractive and vibrant places.

78(8) To support transit and active transportation for everyday activities.

78(9) To generally achieve higher densities than the surrounding areas.

78(10) To achieve an appropriate transition of built form to adjacent areas."

The proposal helps achieve the objects of the ROP for both the Urban Area as well as Intensification Areas. The proposal represents a compact and mixed-use, urban form which co-locates compatible residential, commercial and office uses in close proximity to a variety of parks and other community facilities (see Table 2). The added density will support the existing and planned transit routes in the area as well as encourage the use of active transportation with the provision of an interconnected network of pedestrian sidewalks and public open spaces within the site. The accompanying TIS demonstrates that there is adequate capacity in the surrounding transportation network to serve the area. The accompanying FSR proposes a servicing scheme which does not require upgrades to municipal infrastructure. The servicing scheme and existing capacity is to be confirmed by the Region through the review of the application.

As discussed in greater detail in the accompanying Urban Design Brief, the proposed development has been carefully designed to ensure an efficient use of space within the site. The design optimizes the site's potential while respecting and existing character of the area by using a podium-tower design which contributes to an attractive and vibrant pedestrian realm.

"81. It is the policy of the Region to:

81(1) Direct development with higher densities and mixed uses to Intensification Areas.

81(7) Require the Local Municipalities to:

- *a) include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Intensification Areas;*
- *b) prescribe in Official Plans and Zoning By-laws minimum development densities for lands within Intensification Areas;*
- *c) prohibit site-specific Official Plan or Zoning By-law amendments to reduce development density within an Intensification Area unless it is part of a municipal comprehensive review of the Official Plan or a review of the Area-Specific Plan for the Intensification Area; and*

d) promote development densities that will support existing and planned transit services.

81(8) Encourage the Local Municipalities to adopt parking standards and policies within Intensification Areas to promote the use of active transportation and public transit."

The proposal represents the introduction of 900 residential units and an addition of 4,315 square metres of commercial floor area to the site which is consistent with the ROP's direction for higher densities and mixed uses in intensification areas. The proposed OPA and ZBA seek to facilitate and increase the density on site in order to optimize the use of the Subject Lands. The added density will also increase the transit ridership potential of the area and support the four existing bus routes which serve the site. A modest reduction in parking is proposed which has been justified by the accompanying Parking Justification Study and is consistent with the ROP policies promoting active transportation and public transit use.

"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(8) To encourage the Local Municipalities and the building and development industry to develop innovative housing designs that stress flexibility in use, mix of compatible land uses, good environmental practices, universal physical access, public safety and security needs, cost-efficiency, affordability and energy and natural resource conservation while maintaining sound engineering and planning principles.

85(13) To promote residential intensification through the development or redevelopment of brownfield and greyfield sites."

The proposal represents the redevelopment of a land-extensive and under-utilized commercial plaza. In its place, 900 residential units and 14,655 square metres of commercial space is proposed in a mixed use, pedestrian oriented environment. A mix of one and two bedroom apartments as well as three bedroom townhouse units will be considered in the unit mix. Additionally, as per a residential market feasibility analysis prepared by Altus Group, there is a market for both rental and privately owned condominium units in the area showing that a variety of tenures is feasible on site.

<u>Healthy Communities</u>

The ROP has the following relevant policies with respect to creating healthy communities:

"140. The goal for environmental quality is to achieve a high-quality environment, for this and future generations, that will sustain life, maintain health and improve the quality of living.

142. The objectives of the Region are:

142(5) To support urban forms that will reduce long distance trip-making and the use of the private automobile.

156. It is the policy of the Region to:

156(1) Require all proponents of development to have regard for the Healthy Communities Guidelines in considering and providing physical design features that promote safety and security."

These policies are evaluated in the context of the Healthy Community Guidelines in the Table 4. The Guidelines note that healthy communities encourage seven attributes which are presented as headings in Table 4.

Table 4: Healthy Community Guidelines Compliance

<table>
<tr><th colspan="2">Built Environment</th></tr>
<tr><td>Contribution to healthy community:</td><td>Elements:</td></tr>
<tr><td>• compact mixed use development, walkable and connected communities;
• a range of densities and housing opportunities, choices and accessibility for all income levels and needs;
• redevelopment/regeneration areas;
• welcoming pedestrian-scaled environments;
• a range of densities that will support public transit and amenities; and,
• community infrastructure.</td><td>• Compact Development
• Community Structure
• Diversity of Uses
• Walkable & Connected Communities
• Diversity of Housing
• Complete Streets
• Schools
• Redevelopment / Regeneration Areas
• Mixed Use Opportunities
• Urban Forest
• Streetscapes and the Pedestrian Environment</td></tr>
<tr><td colspan="2">Compliance of proposed development:</td></tr>
<tr><td colspan="2">The proposed development has a compact, high density built form consisting predominantly of apartment buildings and 5 townhouses. A variety of unit types will be considered to accommodate families at different stages of their life cycle. The development will replace an aging, auto-oriented shopping plaza with a high density, mixed use area that will be well-connected internally through pedestrian paths and cross-walks. The future residents will increase the potential ridership pool for the 4 existing bus routes noted in Section 2.3 and will be able to take advantage of the multitude of community facilities (noted in Table 2) located in close proximity.</td></tr>
<tr><th colspan="2">Mobility</th></tr>
<tr><td>Contribution to healthy community:</td><td>Elements:</td></tr>
<tr><td>• encouraging physical activity;
• facilitating active transportation and public transit;
• providing access to services and amenities for vulnerable population groups including children, the elderly, persons with disabilities and low income individuals;
• providing safe, convenient and accessible environment for walking and cycling through Transportation Master Plans and Active Transportation Plans;
• reducing dependency on single occupant vehicles and improving access to transit;
• promoting integration within transit systems inter-regionally; and,
• providing connected street networks that are accessible to all modes of transportation.</td><td>• Universal Accessibility
• Street Network
• Active Transportation
• Transit Accessibility
• Transit-supportive Density
• Major Transit Stations
• Pedestrian & Cycling Routes
• Parking</td></tr>
<tr><td colspan="2">Compliance of proposed development:</td></tr>
</table>

The proposed development is within walking and cycling range of a number of community facilities (see Table 2) in addition to the 14,655 m^2 of commercial and office uses proposed on site. Many day to day needs are located at a distance where active transportation becomes a feasible alternative mode of transportation to the car. The additional commercial uses will also benefit the surrounding neighbourhood which is predominantly residential and thus will benefit from increased commercial opportunities within walking distance. Four bus routes serve the proposed development including stops at the Appleby GO station and the Burlington Seniors Centre. Careful consideration has been given to ensure that the internal pedestrian network is well-connected internally as well as to the surrounding areas.

Natural Environment and Open Space

Contribution to healthy community:	**Elements:**
• preserving and enhancing the natural heritage system; • supporting recreational and cultural opportunities; • providing access to a range of open spaces, parks and recreational facilities, pathways and trails; and, • providing interconnected green space and urban forests within the urban boundary.	• Natural Heritage System • Parks & Public Spaces • Pathways & Trails

Compliance of proposed development:

No elements of the natural heritage system are present on site. The proposed development will replace an aging shopping plaza which contains an extensive asphalt parking lot with minimal landscaping. As demonstrated on the Preliminary Landscape Plan, an internal landscaped pedestrian network will link internal landscaped amenity area, plazas and a pedestrian mews with the public sidewalk network and Skyway Park to the north. This forms an interconnected network of new green spaces and social spaces.

Human Services

Contribution to healthy community:	**Elements:**
• integrating and co-locating providing social infrastructure to meet the current needs of all residents; • providing social, cultural and recreational services such as Places of Worship, Community Centers, Libraries, social housing, youth centres, long term care homes and seniors centres; and, • providing access to health care and ensuring public safety through design (CPTED);	• Co-location & Integration of Services • Social, Community, Cultural, and Recreational Services • Health & Public Safety • Education

Compliance of proposed development:

As noted in Table 2 above, the site is located in proximity to a number of community facilities including schools, places of worship, parks and arena as well as three retirement residences.

Sustainable Design

Contribution to healthy community:	**Elements:**
• designing new buildings, communities, and neighbourhoods to reduce water, waste, and energy use; • promoting energy conservation and alternative energy sources; • implementing Low Impact Design Standards in both new developments and established areas; • improving air quality through addressing the impact of climate change; and,	• Energy • Water • Materials and Solid Waste • Air Quality • Green Buildings • Cool/Green Roof

• encouraging the design and construction of energy efficient green buildings.	
Compliance of proposed development:	
The proposal contributes to sustainability as it replaces a low density, land extensive and auto-oriented shopping plaza with a compact, high density mixed use development. This allows for efficient use of land within the existing urban boundary on existing municipal services. Availability of public transit as well as the site's close proximity to community facilities and commercial land uses increases the potential for a shift in mode share away from single-occupant automobile. Additional sustainable design elements will be identified as the proposal proceeds to the detailed design stage.	
Economy	
Contribution to healthy community:	**Elements:**
• providing a balanced community between employment and residential areas; • promoting a diversity of employment opportunities and densities at appropriate locations where transit is available; and, • promoting the efficient movement of goods.	• Population and Jobs • Employment Lands • Retail / Commercial / Service • Mixed Use / Live Work Opportunities • Neighbourhood Jobs
Compliance of proposed development:	
The proposed development will contain 14,655 m^2 of commercial and office floor area which will provide jobs in close proximity to residential land uses and public transit.	
Community Food Supply	
Contribution to healthy community:	**Elements:**
• encouraging accessibility to healthy food; and, • promoting locally grown food and farmers markets.	• Local Food / Farmers Markets • Retail Food Options such as Small, Medium, and Large Grocery Stores • Urban Agriculture • Community Food Centres • Local Food Distribution, Process, and Warehousing Facilities
Compliance of proposed development:	
The proposal will maintain the existing Food Basics grocery on site which provides access to an existing local food store for the community	

Summary / Conformity Statement

Through the provision of additional density, in the form of dwelling units as well as additional non-residential floor area, the proposal contributes to the achievement of the Regional objectives for Urban Areas, growth management, intensification and housing. The proposal is also well-aligned with the Region's Healthy Community Guidelines. As such, it is our opinion that the proposed development conforms with the policies of the Region of Halton Official Plan.

5.4 City of Burlington Official Plan (Office Consolidation, October 2017)

The Official Plan for the Burlington Planning Area, The Official Plan (1994) (the 'OP'), was adopted by the Council of the Corporation of the City of Burlington on July 11, 1994. It was subsequently approved, with modifications, by the Region of Halton, on March 5, 1997. Certain parts of the Plan were referred by the Region to the Ontario Municipal Board for a decision, and certain parts

were deferred for further consideration. The City's OP was approved by the Ontario Municipal Board on October 24, 2008. The Office Consolidation of the OP (October), incorporates all modifications, subsequent approvals, and amendments to the Plan up to and including October 2017.

The OP has not yet been amended through a Municipal Comprehensive Review to bring it into full conformity with the PPS, 2014 or the Growth Plan, 2017. However, as discussed below, the City is currently finalizing a new OP through a comprehensive review which is reviewed in Section 5.5.

The OP has a number of Parts which address the overall policy framework (Part I), Functional Policies (Part II) and Land Use Policies (Part III). The following is a summary of the OP policies relevant to the proposed development and an analysis of how the redevelopment conforms to these policies.

The Subject Lands are identified as Residential Areas on Schedule A – Settlement Pattern (see Figure 7) and designated Neighbourhood Commercial on Schedule B – Comprehensive Land Use Plan – Urban Planning Area (see Figure 6).

Figure 6 : City of Burlington Official Plan Schedule B Comprehensive Land Use Plan

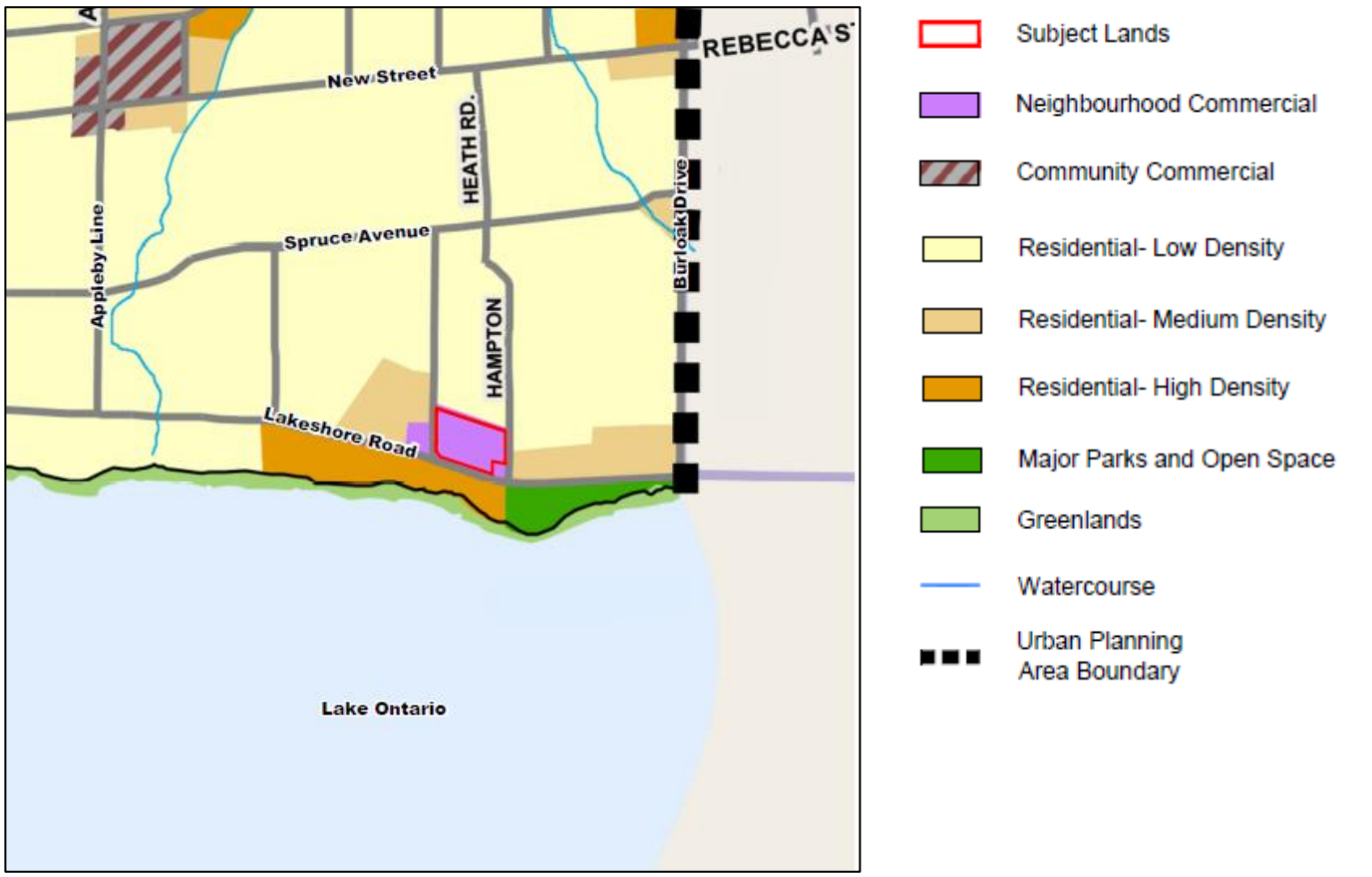
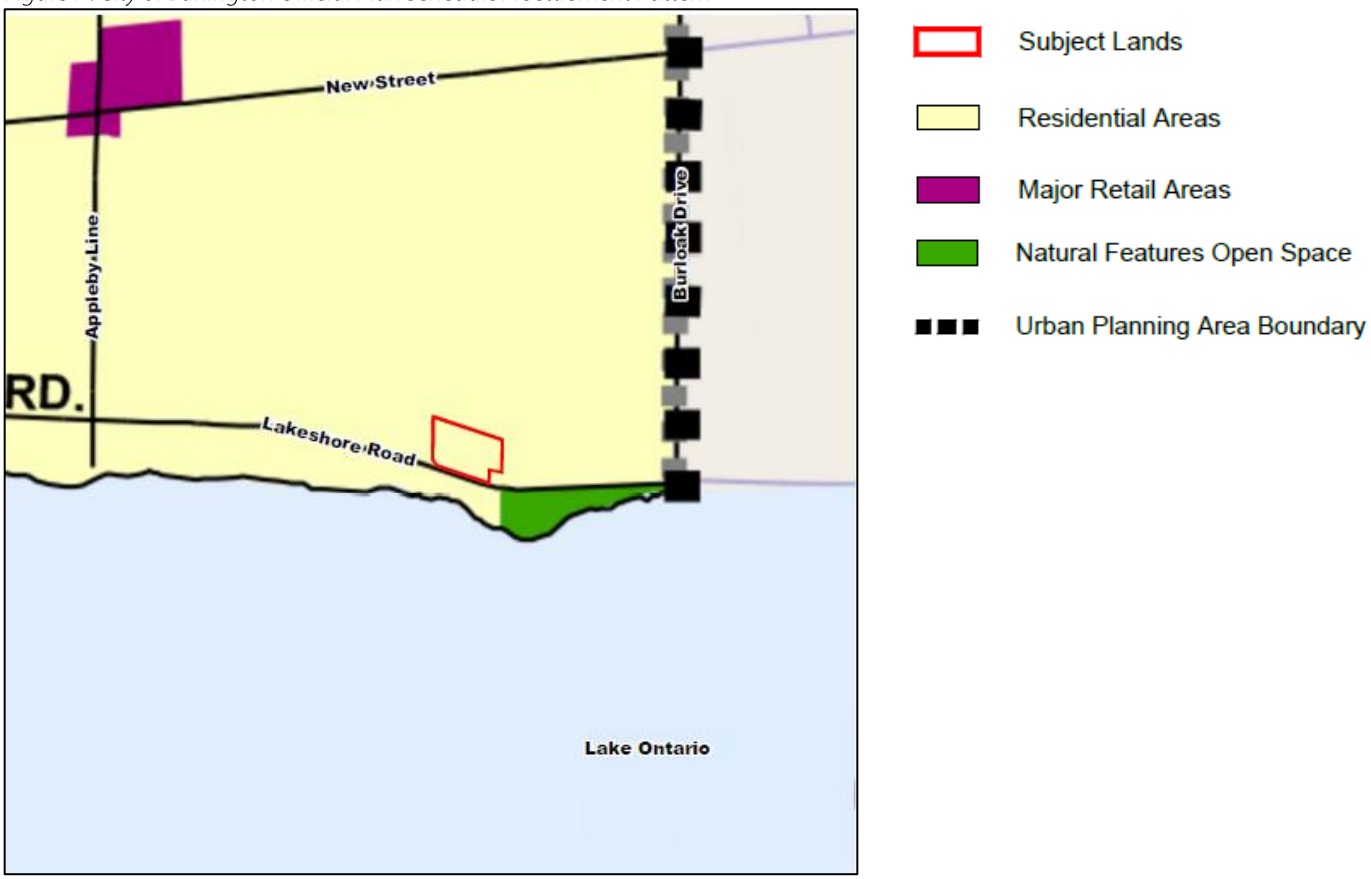


Figure 7 : City of Burlington Official Plan Schedule A Settlement Pattern



Part I: Policy Framework

The OP sets out Guiding Principles in Section 3.0 of Part I that are applicable to all development. While these policies are high level and apply to the City's Plan as a whole, they are important in the consideration of a significant redevelopment such as the regeneration and redevelopment of the Lakeside Village Plaza site.

"3.0 GUIDING PRINCIPLES

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

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

The proposed redevelopment has carefully considered these guiding principles in its design. The redevelopment is an efficient use of land through intensification at an appropriate location in the City and advances the Province's growth objectives while balancing other objectives of the OP. The redevelopment will also be appropriately phased to ensure these principles are continued to be addressed in the implementation of the development.

Part 1, Section 4.0 of the OP provides general policies related to land use. Section 4.2 and 4.3 identify that the existing built form and environment in Burlington is going to change from the current suburban community to one which provides for future growth in the form of intensification and redevelopment in a new built forms.

*"4.2 The Present Built Form and Natural Environment *D53*

The existing City structure is a typical suburban community. Burlington is composed mainly of residential neighbourhoods containing detached dwellings, separated from employment and shopping areas, and designed primarily around a transportation system based on automobile

travel. Much of this development occurred in the 40 years following the end of the Second World War in a time of increasing average family size, increasing personal affluence and economic growth. This development reflected the belief that there were few limits to growth and reflected the abundant supply of developable land available at the time.

A major shift has occurred in values and attitudes, demographics, and land use planning approaches, as the City approaches a mature state. Burlington residents are now more aware of environmental concerns, and limited resources. This awareness was apparent when the City was declared a "sustainable community" in 1989, with greater emphasis placed on quality of life issues and less on unlimited growth. Changes in demographic trends show an increasing number of smaller households and an aging population. In view of these changes, a different vision for the City has emerged. This vision anticipates that some aspects of the City structure will stay the same, however there will be changes in other areas, which are designed to increase opportunities for Burlington's residents and enhance their quality of life. As Burlington approaches a mature state, a significant amount of its future growth will be in the form of intensification and re-development within the existing urban boundary. With fixed urban boundaries as confirmed by the Provincial Greenbelt Plan, the challenge will be to accommodate the various demands for land while maintaining stability and compatibility.

4.3 The Future Built Form and Natural Environment

Structural features that are expected to stay the same over time include: maintaining a variety of stable residential neighbourhoods; an historic central downtown focused on the waterfront; development of employment areas along the Queen Elizabeth Way, Highway 403 and Highway 407 corridors; a variety of shopping areas to meet local and visitor needs; and an abundance of green space.

Changes that are encouraged by this Plan are: i) the development of a greater diversity of housing types to meet the changing needs of the population; ii) the development of a more self-contained city by encouraging a greater live-work relationship and supporting designation of lands for a wide variety of employment uses; iii) the focusing of more intense land uses into specified mixed use centres and along certain roads; iv) a move towards a more balanced transportation system; and v) a greater emphasis on the long term preservation and conservation of significant natural features with greater public access particularly to the waterfront and reasonable and responsible access to other areas. These changes, discussed in more detail below, will evolve gradually and will be designed to maintain the positive aspects of the City's neighbourhoods.

The Plan encourages a broader mix of residential dwellings in terms of type, size, cost and ownership. Most residential development will be in low and medium density land use designations with some sites designated for high density development. While infill developments will be encouraged on vacant and under-utilized lands in existing neighbourhoods, the Plan provides that preservation and enhancement of the quality of life features of neighbourhoods must be considered in the review of any new and/or intensified development proposals in these areas.

The City will also maintain a variety of commercial uses to meet the needs of its residents, businesses and visitors. Commercial developments will be designed to integrate with surrounding uses, with particular attention focused on the design of neighbourhood

shopping areas to promote safety, convenience and accessibility. Regional commercial areas, large retail uses, community commercial areas, and specialized retail uses will be considered in certain locations where supported by market studies, adequate levels of service and land use compatibility. Commercial development will also be allowed in the Mixed Use Centre and Mixed Use Corridor locations."

The proposed redevelopment conforms to the City's policy direction for land use by providing for a redevelopment on an under-utilized site in an existing neighbourhood. The redevelopment provides for a mix of housing and also maintains the planned function for the existing commercial centre.

Part II of the OP contains a number of policies related to functional elements of growth and development including policies on servicing, sustainability and transportation. The proposed redevelopment is supported by the necessary functional servicing and transportation studies which illustrate conformity with these policies related to the provision of infrastructure, stormwater management and transportation capacity.

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

"2.7.2 Objectives

a) To ensure through the site planning process that building layout and urban form is consistent with Sustainable Development principles so that new development is efficient, safe, accessible, affordable and energy efficient.

b) To encourage, wherever possible, development to be accessible by pedestrians, cyclists and public transit.

2.7.3 Policies

c) Development will be reviewed to ensure efficiency of land use in the urban community in terms of energy, travel time, intensity and diversity.

e) The City will encourage development that provides choices in housing, shopping, employment, and transportation.

k) Transportation Demand Management strategies will be used to encourage increased transit ridership, walking and bicycling in the City"

The proposed development conforms with the sustainable development direction provided in Section 2.7 of the OP. The design consists of an efficient urban form which diversifies land uses and increases residential density in an area using existing municipal services. Intensification of the Subject Lands results in shorter travel times between origins and destinations (residences, jobs, shopping, recreation,) allowing both new and existing residents in the area to use alternatives to car travel. Sustainable building design measures are outlined in the accompanying Urban Design Brief and will be considered during the detailed design stage. The provision of cycling and walking route mapping in residential lobbies and the distribution TDM information packages (including

information on transit schedules, car share / carpool programs and PRESTO cards) to new residents will be considered for implementation.

Appendix E of the OP contains Sustainable Development Principles and Objectives. Appendix E of the OP is assessed in Appendix 7 of this report.

Section 3 of Part II contains transportation objectives and policies as follows:

"3.2.1 Objectives

d) To encourage alternative travel by creating an urban environment that encourages walking, cycling and transit use and increases opportunities to live close to work and satisfy day-to-day needs locally without relying on the automobile.

e) To maximize existing infrastructure to ensure that optimal benefit is obtained from the transportation system.

3.4 Transit Services

3.4.1 Objectives

c) To promote the use of transit, and to reduce traffic and parking demands traffic congestion and air pollution, by providing increased levels of service, encouraging transit-supportive land use planning and introducing appropriate "transit priority" and Travel Demand Management (TDM) measures.

3.4.2 Policies Long-Term Transit Network

a) Municipal transit services and facilities shall be provided in accordance with Schedule 1, Long Term Transit Service Network in Appendix A of the Plan. This Schedule identifies the long-term location of anticipated local and inter-regional transit services including VIA and GO rail lines and stations, and other proposed inter-regional services such as a Primary Bus Service Network and a Secondary Bus Service Network. Primary Bus Services provide peak period service frequencies of 15 minutes or better, while Secondary Bus Services offer peak period frequencies greater than 15 minutes.

The highest priority will be placed on improving transit service in the Mixed Use Corridors, especially the Fairview Street/Plains Road corridor and the Brant Street corridor connecting the Downtown Mixed Use Centre to the Burlington GO Transit Station.

d) Council shall promote the development of cost-effective transit services through transit-supportive land use and transportation plans in areas of development including mixed use corridors and mixed use centres.

e) Development applications shall be reviewed to ensure that, where feasible, proposed land developments encourage the efficient and effective use of transit services."

As discussed under the Sustainability and Design section, the mixing of land uses and increase in densities results in a more compact urban form at a centralized, nodal location

in the City which allows people to satisfy their day-to-day needs locally. The site is currently serviced by four bus routes, abuts bike lanes that run along Lakeshore Road and, as identified on Appendix A – Schedule 1 – Long Term Transit Service Network (see Figure 8), abuts the planned Primary Bus Service along Hampton Heath Road and planned Secondary Bus Service along Lakeshore Road. As such, the increased density at this location contributes to optimizing the use of the existing transit services and generates ridership for future planned upgrades to the system.

Figure 8 : City of Burlington Official Plan Appendix A – Schedule 1 Long Term Transit Service Network



General urban design policies are set out in Section 6 of Part II of the OP.

"6.3 Existing and New Communities Policies

e) Preference will be given to community design containing more compact forms of development that support higher densities, are pedestrian oriented and encourage increased use of public transit.

6.5 Design Guidelines Policies Compatibility

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."

The Official Plan seeks to achieve a number of goals for new development with respect to urban design including compatibility with existing neighbourhoods while promoting higher densities and compact built form. The buildings are proposed to be located on the site in such a way as to provide a gradation in height and density. The highest buildings (at 18 storeys) are located along Lakeshore Road, a Minor Arterial road, opposite apartment buildings ranging in height from 5 to 19 storeys. The building heights in the proposed development decrease moving away from Lakeshore Road. A 14 storey building is proposed along Kenwood Avenue opposite the existing Husky Gas station and commercial plaza. A 6 storey building is proposed further north along Kenwood Avenue, opposite which are two storey townhouses. Two 11 storey buildings are proposed abutting the northerly lot line which abuts the park. These buildings will face the existing Skyway Arena and Park. The existing one storey grocery store will remain at its current location with a 4 storey addition along its westerly façade to provide for additional retail and office units. The distribution of heights and densities allows the proposed development to fit into the existing urban fabric and provides appropriate transition to minimize impacts on the surrounding residential land uses.

The urban design features of the proposal are discussed in greater detail in the accompanying Urban Design Brief (UDB) which provides a detailed assessment of the proposal's design. The UDB also addresses the City's approved tall building guidelines which the development has addressed.

Part III of the OP provides land use policies for the City's urban areas. Section 2.0, Residential Areas identifies objectives and policies for lands within the Residential Areas of the City's urban structure.

"2.1 Principles

a) Housing in Burlington shall be safe and secure for all residents.

b) *To the extent to which land is available in the Urban Planning Area, a sufficient supply of owner occupied and rental housing shall be maintained to meet existing and future needs.*

c) *To the extent to which land is available in the Urban Planning Area, a broad, diverse range of housing types shall be provided including housing which is affordable and accessible for all residents.*

d) *The City shall address new housing demands, through the best use of existing resources and community infrastructure, and through new community development."*

The proposed redevelopment addresses these housing principles by providing a mix of housing that meets a broad range of housing needs.

The general policies of Section 2.2 provide objectives and policies for development as follows:

"2.2.1 Objectives

a) *To encourage new residential development and residential intensification within the Urban Planning Area in accordance with Provincial growth management objectives, while recognizing that the amount and form of intensification must be balanced with other planning considerations, such as infrastructure capacity, compatibility and integration with existing residential neighbourhoods.*

d) *To encourage a strong live/work relationship in the City by providing a variety of housing that reflects the existing and future socio-economic and demographic characteristics of local residents and job opportunities.*

e) *To provide, where compatible, housing opportunities in proximity to employment areas and residential support uses such as shopping and recreational areas to create opportunities to reduce travel times.*

f) *To encourage the integration of a wide range of housing types and tenure and discourage large concentrations of higher density residential blocks.*

g) *To require new residential development to be compatible with surrounding properties."*

The proposed redevelopment provides for the advancement of Provincial objectives and policies, introduces a compact, mixed use form that contributes to a live/work, complete community, provides for compatible building forms, and introduces a range of housing types and tenures to meet a wide range of housing needs.

The policies in Section 2.2 identify the range of densities to be provided with residential redevelopment. While the proposed redevelopment is not solely a residential development, the overall development provides for a high density residential component as part of a mixed use project.

"2.2.2 General Policies

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.

f) Residential land uses are permitted in some other designations on Schedule B, Comprehensive Land Use Plan – Urban Planning Area. These residential land uses are subject to both the Residential land use policies of this Plan as well as the policies of the other land use designations in which they are permitted.

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

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."

Again while the proposed redevelopment is for a mixed use development, the residential buildings will be in the form of townhouses and apartments. The proposed Official Plan Amendment provides for the uses and proposed density of 235 dwelling units per hectare.

Policies related to housing intensification are set out in Section 2.5 of Part III. While the Subject Lands are designated Neighbourhood Commercial and are not technically within an established neighbourhood, as defined by the OP, the following policies have been assessed, given the proximity of the existing established neighbourhood.

"2.5.2 General Policies Evaluation criteria

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

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

ii. off-street parking is adequate;

iii. the capacity of the municipal transportation system can accommodate any increased traffic flows, and the orientation of ingress and egress and potential increased traffic volumes to multi-purpose, minor and major arterial roads and collector streets rather than local residential streets;

iv. the proposal is in proximity to existing or future transit facilities;

v. compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided;

vi. effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character; OPA 55

vii. *significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level;*

viii. *accessibility exists to community services and other neighbourhood conveniences such as community centres, neighbourhood shopping centres and health care;*

ix. *capability exists to provide adequate buffering and other measures to minimize any identified impacts;*

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

As considered in Policy 2.5.2a)(i), the accompanying FSR proposes a servicing scheme which does not require upgrades to municipal infrastructure. The servicing scheme and existing capacity is to be confirmed by the Region through the review of the application. The Subject Lands are located immediately next to Skyway Park, Skyway Arena and Burloak Waterfront Park and within a 10 minute walk of St. Patrick Catholic Elementary School and Mohawk Gardens Public School. Commercial and medical opportunities are provided for on-site as per Policy 2.5.2a)(viii).

Consistent with Policies 2.5.2a)(ii) to 2.5.2a)(iv), the accompanying TIS and Parking Justification demonstrates that the proposed development can be accommodated by the existing road infrastructure, contains adequate off-street parking and is serviced by four existing bus routes.

Policies 2.5.2a)(v), (vii), (ix) and (xiii) require the proposed development to be compatible with existing residential areas and mitigate any negative impacts. As discussed above (and in greater detail in the accompanying Urban Design Brief) the proposal achieves compatibility by locating the larger, higher density uses along Lakeshore Road, across from the existing 5-19 storey apartment buildings. The built height progressively scales down towards the lower density uses located to the north of the site. This transition in built form mitigates the impacts of shadowing as demonstrated in the accompanying sun-shadow analysis. The proposed residential towers do not directly abut any low density residential development and are composed of a podium-tower design which avoids abrupt transitions in built form and provides for a pedestrian friendly environment at street level. Buildings within the site are also appropriately separated to provide for reduced impacts between uses and buildings.

As discussed in the accompanying Arborist Report, 58 of the existing 71 trees can be retained with the balance being removed due to construction or poor health. The existing trees are located primarily along the street frontage of the property and are not part of a natural heritage feature. However, it is acknowledged that maintaining appropriate landscaping on the site is an important design objective. As such, a comprehensive landscape plan will be prepared at the Site Plan Control stage to replace the trees and

provide additional vegetation on site within the many open spaces areas planned between buildings.

Section 4.6 of the OP provides the following policies:

4.6 Neighbourhood Commercial Designation

4.6.1 Objective

a) To provide opportunities for limited neighbourhood commercial centres within and at the periphery of residential neighbourhoods in locations that meet residents' day-to-day and weekly goods and service needs.

4.6.2 Policies Designated on Land Use Schedule

a) The orderly development and distribution of neighbourhood commercial areas shall be encouraged with the designation of neighbourhood commercial shopping areas on Schedule B, Comprehensive Land Use Plan - Urban Planning Area, with the following functions:

i. small-scale neighbourhood commercial areas are intended to provide a limited range of retail and service commercial uses and community facilities that serve the daily and weekly needs of the immediate neighbourhood. These shopping areas will have a site area of approximately 1.0 ha and maximum building area of approximately 2,500 sq. m;

ii. large-scale neighbourhood commercial areas are intended to provide a limited range of retail and service commercial uses and community facilities that serve the daily and weekly needs of the immediate neighbourhood and surrounding residential community. Large-scale neighbourhood commercial areas will have a site area of up to 5 ha and a maximum building area of approximately 12,500 sq. m."

With an area of 3.84 hectares, the Subject Lands are considered to be a large-scale neighbourhood commercial area. The proposed development introduces 900 residential units and an additional 4,315 square metres of commercial floor area, for a total of 14,655 square metres of commercial floor area on site. The proposed OPA modifies policy 4.6.2 a)(ii) to permit a maximum building area of 15,500 square metres. The site will continue to maintain the objective of the Neighbourhood Commercial designation to meet residents' day-to-day and weekly goods and service needs while allowing intensification to optimize the use of the lands in line with current provincial policy. The additional commercial floor area will serve the demand added to the local market by the new 900 residential units as well as the existing residents.

"4.6.2

b) Residential uses may be permitted in the second and/or third storey of retail/commercial buildings.

c) The following criteria shall be considered when evaluating applications for new or expanded neighbourhood commercial sites:

i. *there is a demonstrated need for the development in terms of existing and future market conditions;*

ii. *the impacts of the proposal on adjacent residential development are acceptable with respect to noise, dust, vibration, lighting, odours, security, sun-shadowing, removal of vegetation and privacy, or the proposed development has the capability to mitigate any impacts to acceptable levels;*

iii. *the proposal is compatible to the surrounding neighbourhood in terms of height, massing, setbacks, and landscape and buffer areas;*

iv. *large-scale neighbourhood commercial uses are located at the intersection of minor arterial, multi-purpose arterial or major arterial roads;*

v. *the effects of the proposal on the capacity of the transportation system and existing traffic levels are acceptable; and*

vi. *(vii)on-site parking is adequate to accommodate the level of commercial development proposed."*

The proposed OPA modifies policy 4.6.2.b) to permit residential uses above commercial uses with varying heights of up to 18 storeys. An exception is required for Block B of the development which does not contain retail/commercial uses. As discussed in the design section above, the proposed building heights are situated in such a manner as to direct the larger and more intense built form towards Lakeshore Road (a Minor Arterial road) where there are existing apartment buildings with heights ranging from 5 to 19 storeys. The built form is progressively scaled down away from Lakeshore Road to acknowledge the lower scale uses beyond the site boundaries. The proposed apartment buildings within Blocks C to H will be of a podium-tower design which will provide a human scale environment along the street and mitigate the bulk of the massing. The proposed height and built form conform with the criteria in Policy 4.6.2c)(iii).

As directed in Policy 4.6.2c)(ii), negative impacts on existing residential areas are mitigated. The accompanying sun-shadow analysis shows that surrounding residential uses will not be affected by shadows. The proposed development does not directly abut any residential uses so issues of privacy and overlook are minimized. As discussed above, a Noise Feasibility Assessment has been prepared which confirms that any noise impacts from the proposed redevelopment, predominantly the grocery store, can be adequately mitigated. Impacts from dust, vibration, odours and security are not expected as a result of the addition of residential uses on site or the expansion of the existing commercial gross floor area. Site lighting will be directed away from all neighbouring uses as per the requirements of the City's lighting requirements to be addressed through the Site Plan process.

The accompanying TIS and Parking Justification Study demonstrate the existing road infrastructure can accommodate the increased traffic and that the proposed reduction in parking is appropriate given the site context and other transportation demand management initiatives to be implemented.

"4.6.2

d) The design and development of Neighbourhood Commercial areas shall promote compatibility between the Neighbourhood Commercial area and adjacent land uses. The factors to be considered in reviewing proposals for new and/or expanding Neighbourhood Commercial uses are outlined in Part III, Section 4.3.2, subsection g.)."

The compatibility between the redeveloped Neighbourhood Centre and the surrounding land uses has been carefully addressed through the layout and design of site to ensure an appropriate mix of uses and an appropriate scale, height and massing of buildings. A more detailed discussion of design compatibility is provided in the accompanying Urban Design Brief which includes the assessment of Policy 4.3.2g).

Summary / Conformity Statement

The proposed development and OPA will maintain the objective of the Neighbourhood Commercial designation to meet residents' day-to-day and weekly goods and service needs while allowing moderate intensification to optimize the use of the lands. The proposed built form has been located and designed in such a manner as to respect the existing character of the area and enhance the pedestrian environment internally and externally. The site is well-served by existing community infrastructure, allowing residents to fulfil many of their daily needs locally or via public transit which contributes to a more sustainable life style. Based on the above analysis, the proposed development conforms with the policies of the City's current Official Plan and the proposed amendment will better conform with and implement the goals and objectives for intensification in the PPS and the Growth Plan, which have not yet been incorporated into the City's OP.

5.5 City of Burlington Official Plan Review (OPR) and Draft Official Plan

In April 2016, the City of Burlington approved a new Strategic Plan which establishes the 25-year blueprint for city-building and is intended to be the framework for critical decision-making over the lifespan of the strategy. The strategic plan includes four strategic directions: A City that Grows; A City that Moves; A Healthy and Greener City; and, An Engaging City.

With the approval of the new strategic plan, the OPR required significant changes to be considered to help reflect and guide the City's new priorities. As a result, the City has now prepared a draft Official Plan which incorporates several of the City's strategic plan directions. The new draft Official Plan has been developed based on a number of studies and reports including an assessment of existing commercial retail centres to evaluate their current function and future potential to accommodate growth and intensification, including the Phase 1: Commercial Market Supply and Demand prepared by Urbanmetrics.

A number of draft versions of the new Official Plan have been prepared over the past year with the most recent version dated April 2018.

Given that the City's new Draft Official Plan represents the City's evolving policy framework and direction, we have used the direction of the City's new draft policies to inform the proposed redevelopment. An analysis of the proposed redevelopment against the April 2018 version of the draft Official Plan is provided in this section.

In the new draft Official Plan, the following mapping is proposed for the Subject Lands: The Subject Lands are identified as Urban Area on Schedule A: City System. The Subject Lands are further identified as Mixed Use Node and Intensification Corridors on Schedule B – Urban Structure and Secondary Growth Area on Schedule B-1 – Growth Framework. The Subject Lands are designated Neighbourhood Centre on Schedule C – Land Use - Urban Area.

Additionally, on Schedule B-2 - Growth Framework and Long Term Frequent Transit Corridors, Lakeshore Road is identified as a Frequent Transit Corridor and Hampton Heath Road is identified as a Transit Support Corridor. On Schedule O-1 - Classification of Transportation Facilities - Urban Area, Lakeshore Road is identified as an Urban Avenue and Kenwood Avenue and Hampton Heath Road are both identified as Neighbourhood Connector.

Figures 9 to 13 show above noted OP mapping as it relates to the Subject Lands. These figures are included for reference in Appendix 8.

The following policies of Section 2.3 of the new draft Official Plan, relate to the City's Urban Structure.

<u>Urban Structure</u>

"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.*

c) *Mixed Use Intensification Areas include the City's existing urban centres, emerging mobility hubs 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

m) *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.*

o) 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."

The proposed development contributes to the establishment of a mixed use node on the site as envisioned by the proposed urban structure in the new draft Official Plan. The introduction of a comprehensive, compact, mixed use redevelopment of the existing site with 900 residential units and an additional 4,315 square metres of commercial floor area will strengthen the site's function as a growth area which is also ideally located next to existing schools, parks, an arena and four bus routes. The proposed redevelopment of the site will result in a more urbanized pedestrian environment both internally through the provision of additional pedestrian walkways and landscaping and externally by replacing the existing surface parking at the street edge with landscaped building podiums along Lakeshore Road and Kenwood Avenue. As such, the site will continue to serve its role as a Neighbourhood Centre, acting as a focal point for the community and serving the day-to-day and weekly goods and service needs of the local residents while allowing for reurbanization of the site through the introduction of residential units.

The proposed new City Urban Structure provides policies which direct growth to key locations in the City which are identified as primary and secondary growth areas. As noted, the Subject Lands are identified as a Secondary Growth Area.

"2.4.2 GENERAL POLICIES

e) The City will consider long-term opportunities for the direction of intensification growth and investments in transit as well as other types of infrastructure and public service facilities to Secondary Growth Areas including, but not limited to, the development of future area-specific plans and the expansion of the frequent transit corridors.

2.4.2(2) SECONDARY GROWTH AREAS

a) Secondary Growth Areas:

ii. (shall be recognized as a distinct area within the City's Urban Area accommodating growth primarily within 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.

b) Secondary Growth Areas are also subject to the policies of Subsection 7.3.2.(1) of this Plan."

Note: the definition of a mid-rise building is 5 to 11 storeys.

The proposed redevelopment is appropriate within the identified Secondary Growth Area focused along Lakeshore Road between Kenwood Avenue and Hampton Heath Road. The redevelopment of the Subject Lands maintains the maximum gross floor area ratio and maintains a mix of commercial uses, including a grocery store, while introducing 900 residential units. Three of the six proposed residential buildings are greater than the 11 storey (or mid-rise) maximum building height. The policies in the new draft Official Plan in Section 8.1.3(4.2) however do provide for an exception for taller buildings through an Official Plan Amendment. The Subject Lands are just under 4 ha and represent a significantly large redevelopment area which allows for a distribution of heights throughout the site. Given that the one storey height is being maintained for the grocery store and restaurant in Block A, it is appropriate to transfer what could have been 11 storeys in height on that Block to additional storeys on the buildings along Lakeshore Road (where taller buildings are more context-appropriate given the arterial road frontage and existing taller buildings to the south). This increase in density also allows the site to function as a node or terminus in support the Frequent Transit and Transit Support corridors identified on Schedule B-2. The accompanying FSR proposes a servicing scheme which does not require upgrades to municipal infrastructure. The servicing scheme and existing capacity is to be confirmed by the Region through the review of the application.

Section 3.1 of the new Plan provides for updated housing policies with objectives to increase housing supply.

"3.1 HOUSING

Housing is fundamental to the social, economic and physical well-being of the city's residents and neighbourhoods. The City will promote an appropriate and adequate range of housing choices by type, tenure and affordability level, to accommodate the needs of all city residents and workers, regardless of age, income level, physical, sensory and mental health and ability, culture, level of support services, household structure and family composition.

3.1.1(1) OBJECTIVES

b) To promote a land use pattern that mixes and disperses a full range and mix of housing types and tenures across the city, subject to the policies of this Plan.

c) To make more efficient use of existing developed lands, housing stock and available services to increase the supply of housing, while maintaining compatibility with the character of existing neighbourhoods.

d) *To support the Region of Halton in the establishment and monitoring of minimum housing targets."*

The proposal will introduce 900 residential dwelling units through the redevelopment of the under-utilized commercial plaza on the Subject Lands. The proposed dwelling units will consist of a mix of one and two bedroom apartment units as well as three bedroom townhouse units that will provide a range of housing choices for different household types. A residential market feasibility analysis prepared by Altus Group suggested that there is a market for both ownership and rental units in this area which could support of mix of housing tenures on site. The proposed addition of a varied housing stock will contribute to achieving the Region's housing targets.

Section 4.0 of the new draft Official Plan provides for policies on the environment and sustainability. Section 6.0 provides policies related to infrastructure, transportation and utilities. These policies collectively address climate change and air quality, urban forestry, water resources, land use compatibility, servicing and road systems. As noted the proposed redevelopment is supported by a number of technical reports related to functional servicing, stormwater management and transportation. A geotechnical report has also been submitted as well as a Phase 1 Environmental Audit. All of these reports have been prepared to address the objectives and policies as provided within the new draft Official Plan.

The new draft Official Plan provides for a new section on design excellence (Section 7). . The Urban Design Brief has assessed the proposed redevelopment in accordance with these design objectives and policies. The earlier reference to Section 7.3.2 (i) provides the following policy:

"7.3.2 EXISTING COMMUNITY AREAS

a) *In areas identified on Schedule B-1: Growth Framework, and subject to the policies of Subsection 2.4, of this Plan, development shall address considerations such as, but not limited to, the following:*

   i. *ensuring site and building design are compatible with the surrounding area and considering how it contributes to maintaining and enhancing the physical character of the surrounding area;*
   ii. *providing appropriate built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass;*
   iii. *providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts;*
   iv. *providing pedestrian comfort and human scale at the street level reflecting the established and planned streetscape to frame the public realm, through a variety of design methods including the use of a podium in mid-rise and tall buildings;*
   v. *providing safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses, between buildings, parking areas and other facilities, to public streets, and to and from transit facilities;*
   vi. *providing façade articulation that achieves a scale of development which is attractive to pedestrians and avoiding the use of blank facades facing a public street or public open space;*

vii. *designing and orienting development in locations such as corner lots, view terminus lots, and lots facing public open spaces to contribute to the public realm and pedestrian environment and provide definition at these locations;*

viii. *implementing measures that adequately limit any resulting shadowing, and uncomfortable wind conditions on the streetscape, neighbouring properties, parks and open spaces and natural areas;*

ix. *promoting pedestrian scale, public safety and the perception of safety and access for all users, through the incorporation of Crime Prevention through Environmental Design (CPTED) principles;*

x. *implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;*

xi. *considering the needs of persons of all ages and abilities, including new and renovated buildings, parking lots and open spaces through the application of the principles of Universal Design "*

As discussed above, the proposal has been carefully designed to respond to the surrounding context. Taller buildings have been located along predominately Lakeshore Road, opposite the existing taller buildings in the neighbourhood, with heights decreasing near the rear of the property which is closer in proximity to low rise buildings. Blocks A, B and E to H are close to the street line to help achieve a comfortable pedestrian environment. Blocks C to H consist of a podium-tower design which assists in breaking up the massing of the building. Landscaped strips are provided around the perimeter of the development while an interconnected network of landscaped sidewalks and public open space areas provided internal to the site, allowing the development to contribute to the surrounding streetscape as well as creating a vibrant urban environment internally to the site. The proposed residential and mixed use buildings are designed with multiple building stepbacks to provide a visually interesting design. Further detailed design, including detailed façade articulation, will be determined through the site plan process. The accompanying shadow analysis shows there are limited shadow impacts on the surrounding public streets and open spaces. The taller nature of the proposed buildings allows for natural surveillance of the surrounding streets and open spaces. The proposal will be designed in accordance with the *Accessibility for Ontarians with Disabilities Act*.

"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.*

i. *The design of development in Primary and Secondary Growth Areas shall address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:*

a. *locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;*

b. *providing appropriate transitions to adjacent land uses, particularly residential uses;*

c. *massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;*
d. *locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;*
e. *including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;*
f. *screening or integrating roof top mechanical equipment within the overall composition of the building;*
g. *creating an attractive and connected interface between the private and the public realms;*
h. *creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and*
i. *providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community."*

The proposal will introduce 900 residential units and an additional 4,315 square metres of commercial floor area to the Subject Lands helping to achieve transit-supportive density in the area. The proposal is also pedestrian oriented in that it provides an interconnected network of landscaped sidewalks and open space areas inside the development and provides at grade commercial uses along the perimeter with entrances oriented toward the street. The buildings proposed around the perimeter of the Subject Lands are located up to the street, helping to frame the streetscape while podium-tower design provides design interest and helps achieve a more human scale pedestrian environment.

"(ii) development in Primary and Secondary Growth Areas should locate and organize parking, access and service areas to minimize their impact on surrounding properties and the public realm. The design of vehicle parking, access and service areas shall address considerations such as, but not limited to, the following:

a. *locating off-street parking in the side and/or rear yards, in underground or structured parking where appropriate, away from the street edge and adjacent residential uses;*
b. *integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;*
c. *limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;*
d. *screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;*
e. *locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;*
f. *incorporating landscaped islands and pedestrian walkways; and*
g. *incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the development."*

A total of 1350 parking spaces will be located on the Subject Lands. 1150 parking spaces

will be located in 3 levels of underground parking while the remaining 200 spaces will be located on the surface. The surface parking will be screened from view along Lakeshore Road and Kenwood Avenue by Blocks A, B and E to H. Parking will be located up to the Hampton Heath Road street line and will be screened by landscaping. Existing street access will be maintained with an additional access provided on Kenwood Avenue from Access Lane B. However, Access Lane A will be shared with Skyway Arena allowing for the removal of the existing access to the arena. Loading areas are located at the rear of the proposed development blocks and screened from view of the existing residential area to the north of the grocery store. The surface parking area will incorporate landscaped islands and sidewalks throughout to increase pedestrian safety and enhance the internal public realm.

Section 8 of the new draft Plan sets out the land use policies for the City's Urban Area. Section 8.1 defines objectives and policies for Mixed Use Intensification Areas which includes the identified Mixed Use Nodes and Intensification Corridors designation that applies to the Subject Lands.

Section 8.1.3 of the new draft Plan sets out policies for Mixed Use Nodes and Intensification Areas. The general objectives are found in Section 8.1.3(1):

"8.1.3(1) GENERAL OBJECTIVES

a) *To provide locations in the city that will serve as areas for more intensive integration of uses such as retail, service commercial, offices, institutional and entertainment uses with residential uses, public service facilities, cultural facilities, institutional uses and open space.*

b) *To establish for each element of the Mixed Use Nodes and Intensification Corridors the appropriate range of uses, scales of development and levels of intensity.*

c) *To provide amenities and services closer to where people live, with the objective of creating complete communities.*

d) *To ensure Mixed Use Nodes and Intensification Corridors are developed in a compact built form, are pedestrian-oriented and highly accessible by public transit.*

e) *To ensure the proper integration of Mixed Use Nodes and Intensification Corridors with surrounding Established Neighbourhoods Areas, protecting the physical character of these neighbourhoods.*

f) *To ensure that development in Mixed Use Nodes and Intensification Corridors is compatible with the surrounding area.*

g) *To promote an innovative and sustainable built environment that uses infrastructure and public service facilities efficiently and encourages a high quality of life.*

h) *To encourage the accommodation of a diverse range of household sizes and incomes in Mixed Use Nodes and Intensification Corridors. To ensure that development of Mixed Use Nodes and Intensification Corridors is offset by a range of open space areas in a manner that is appropriate to the local context.*

i) To encourage the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and to maximize personal safety.

j) To direct the phasing and/or expansion of municipal infrastructure and services to ensure the timely and orderly development of Mixed Use Nodes and Intensification Corridors."

"8.1.3(2) GENERAL POLICIES

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

b) The construction and expansion of municipal infrastructure shall provide for the development of Mixed Use Nodes and Intensification Corridors in an orderly and cost effective fashion.

e) Multi-unit residential developments in Mixed Use Nodes and Intensification Corridors should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

g) The City shall ensure the proper integration of Mixed Use Nodes and Intensification Corridors areas with surrounding neighbourhoods through measures such as pedestrian walkways, cycling paths and transit routes.

h) In residential buildings containing retail and service commercial uses at grade, office uses or uses accessory to residential uses may be required in the second storey to minimize the potential adverse effects of noise and vibration that may be generated by some types of retail and service commercial uses.

i) Transportation demand management (TDM) measures shall be addressed, and form part of the City's evaluation of opportunities for reduced parking standards in proposed developments in Mixed Use Nodes and Intensification Corridors, subject to the policies of Subsection 6.2.10 of this Plan.

l) Development applications proposing a comprehensive development of a site that include the replacement of existing commercial floor area shall submit and implement, to the satisfaction of the City, a phasing strategy that demonstrates that the development does not adversely impact the long-term provision of goods and services as the site transitions to its complete stage of development.

m) In Mixed Use Nodes and Intensification Corridors, development proponents considering the development of a site that contains an existing food store should retain the food store function as part of the overall development to ensure the appropriate provision of day-to-day and weekly needs to current and future residents and employees in the surrounding area.

n) In accordance with the Urban Structure, intensification of existing Mixed Use Nodes and Intensification Corridors will be encouraged rather than the designation of new areas."

Given its high density, mixed use nature and the provision of a well-connected, internal

walkway and open space network, the proposed development will naturally act as a community focal point and area of increased day and night activity. The pedestrian walkway network has been designed to provide multiple connections to the public sidewalk as well as Skyway Park to the north. A variety of unit sizes are provided in the proposed apartment buildings and will accommodate a range of household sizes. Through the redevelopment of the site, additional commercial and office floor area will be added while the existing grocery store use will remain on the site to maintain the planned function of the existing center. In mixed use buildings, offices or uses accessory to residential may be located above certain at-grade uses that require buffering from residential uses above. The provision of cycling and walking route mapping in residential lobbies and the distribution TDM information packages (including information on transit schedules, car share / carpool programs and PRESTO cards) to new residents will be considered for implementation.

The Subject Lands are designated as a Neighbourhood Centre designation. The following objectives and policies are set out in Section 8.1.3(4) of the new draft Plan.

"8.1.3.4.1 OBJECTIVES

a) *To provide locations in the city that will serve as areas of concentration for mixed use development in a compact built form, including pedestrian oriented, small and medium-scale retail and service commercial uses, office uses, residential uses, public service facilities and open spaces.*

b) *To provide opportunities for Neighbourhood Centres that serve as a focal point for community activities within and at the periphery of residential neighbourhoods in locations that meet residents' day-to-day and weekly goods and service needs.*

c) *To create vibrant and attractive places with increased day and night activity through the introduction of residential development and the integration of uses and open spaces.*

d) *To ensure development within Neighbourhood Centres contributes to more walkable communities by providing an accessible and attractive pedestrian environment, with appropriate internal links, such as sidewalks and greenways, and connections to adjacent residential neighbourhoods and Employment Areas, wherever possible.*

e) *To protect the planned commercial function within Neighbourhood Centres.*

f) *To ensure that development results in filling of surface parking lots and the intensification of under-utilized lands and buildings.*

g) *To support the transformation of large sites into areas where a mix of commercial, cultural, institutional uses and a diversity of housing are provided, balancing the adequate intensity of development and their integration within the surrounding context.*

Through the introduction of residential uses as well as additional commercial floor area will solidify the Subject Lands' role as a focal point of activity for the surrounding neighbourhood. The proposal will create an attractive urban environment internally as well as externally by increasing landscaping areas, public open space areas, pedestrian

connectivity and pedestrian oriented commercial activity. The proposal will optimize the use of the Subject Lands by intensifying an under-utilized, car-oriented commercial plaza with increased residential and commercial density, serving the surrounding neighbourhood and creating a vibrant day and night environment. The proposed built form will respect the surrounding context by locating taller buildings away from low rise buildings and providing for an appropriate transition in built form across the site.

"8.1.3(4.2) POLICIES

a) Lands designated Neighbourhood Centre are intended to provide for the day-to-day and weekly goods and service needs of residents within the Neighbourhood Centre and the surrounding neighbourhoods.

b) The following uses may be permitted on lands designated Neighbourhood Centre:

i. retail and service commercial uses;

ii. residential uses with the exception of single-detached and semidetached dwellings;

iii. office uses;"

The proposal will maintain the intent of the Neighbourhood Centre designation to meet residents' day-to-day and weekly goods and service needs through a 4,315 square metre floor area expansion of the existing commercial facilities while balancing intensification through the phased introduction of 900 residential units. The site presents a significant opportunity to optimize an under-utilized piece of centrally located land that is predominately covered by surface parking.

"c) Neighbourhood Centre areas are activity centres generally ranging from four (4) to twelve (12) ha in size and comprising lands in more than one quadrant of an intersection.

d) A maximum floor area ratio of development of 2.5:1 is an appropriate built form in Neighbourhood Centre 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 Neighbourhood Centre designation are maintained."

The Subject Lands are approximately 38,415 m^2 (3.84 ha) in area with a total proposed floor area for all uses of 90,788 m^2, resulting in a floor area ratio of 2.36 for the proposed development which is below the maximum 2.5:1 ratio note above.

"e) The City will encourage a minimum building height of two (2) storeys and the maximum building height shall not exceed six (6) storeys. 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.

f) Notwithstanding Subsection 8.1.3.(4.2) e) of this Plan, taller buildings up to a maximum

height of eleven (11) storeys may be permitted for a proposed development through a site-specific Zoning By-law amendment, subject to the fulfillment of the following criteria:

i. *a significant reduction of parking at grade; and*

ii. *the proponent submits and implements, to the satisfaction of the City, an urban design brief that demonstrates how the proposal's design achieves high quality of design and helps to mitigate the adverse impacts of the increase in height on public sidewalks, public open spaces and adjacent uses.*

g) *Development applications on lands designated Neighbourhood Centre that introduce one or more tall buildings as part of a comprehensive site development may be considered through an Official Plan Amendment, in accordance with the policies of this Plan, and may not be subject to the policies of Subsection 2.4.2(2) a) (iv) of this Plan, where the development proposal contributes to achieving vibrant, active and walkable built environments, and is consistent with the objectives of the Neighbourhood Centre designation."*

The proposal includes the establishment of seven residential buildings with maximum heights of 6 storeys, 10 storeys, 11 storeys (two buildings), 14 storeys and 18 storeys (two buildings). The building heights proposed along Lakeshore Road, while greater than that envisioned in the current draft of the new Official Plan, are appropriate for the site, as the additional density contributes to the desirable intensification of the site, while specifically directing height to areas of the site that are compatible with the taller buildings across Lakeshore Road and away from the lower density development located to the north (beyond Skyway Arena). This allows for a progressive transition in height and density through the site and mitigates sun-shadow impacts as demonstrated in the accompanying shadow analysis. The addition of higher density built form on the site allows for the creation an active and walkable built environment through the implementation of an interconnected pedestrian walkway and open space network within the site.

Although not the subject of this application, a draft OPA has been included as Appendix 4 which permits building heights of up to 18 storeys.

On a conceptual basis, if each proposed building on the current site plan were to be developed with an 11 storey building (similar to the building currently proposed for Phase 4, only with an 11 storey connector between Blocks C and D instead of the proposed 4 storey connector), the total unit count would be 948 units. This demonstrates that the site can be developed at slightly higher density than currently proposed without an OPA for increased height. However, this would preclude the use of height transitions through the site, making it difficult to create a context appropriate built form. As such, the proposed OPA allows for height transfers from portions of the site which are less appropriate for taller buildings to those areas where such massing is able to better integrate itself with the surrounding context, achieving both urban design and intensification objectives.

The proposal directs most of the on-site parking underground with 1150 underground parking spaces while maintaining 200 surface parking spaces to serve the commercial

uses. The accompanying Urban Design Brief discusses in detail how the proposed design achieves compatibility with the surrounding urban form and enhances the pedestrian environment.

"h) Any proposed development of sites designated Neighbourhood Centre shall retain the planned commercial function of the site, in accordance with the objectives of Subsections 8.1.3(4.1) b) and e), to the satisfaction of the City.

i) The Zoning By-law shall establish a maximum floor area and a maximum floor area at grade per individual retail and service commercial unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Neighbourhood Centres."

The redistribution of heights within the site also allows for the existing grocery store to remain on site to continue serving the surrounding community, while the introduction of an additional 4,315 square metres of commercial floor area further strengthens the retail and service commercial function of the site.

The proposed Zoning By-law Amendment does not currently contain defined maximum floor area regulations in order to provide maximum flexibility for future retail and service commercial uses.

"j) The ground floor frontage of buildings fronting a Major Arterial Street or Urban Avenue, as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan, or fronting a public open space, shall consist of retail and service commercial uses and may also include a limited amount of office uses.

k) Residential and office uses will be encouraged in the upper storeys of commercial buildings and may be permitted in buildings exclusively used for residential or office use provided that:

i. the building does not adversely impact the capacity of the Neighbourhood Centre node to provide for the retail and service needs of on-site residents and surrounding neighbourhoods;

ii. the building is located to the rear of street-related retail and service commercial uses; and

iii. the building is part of an overall development of mixed residential/commercial building forms.

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

i. does not abut a Major Arterial or Urban Avenue, as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan;

ii. is developed in conjunction with, and is part of, a multi-residential or mixed use development; and

iii. does not compromise the objectives of the Neighbourhood Centre designation."

Blocks E to G which front onto Lakeshore Road (an Urban Avenue) consist of a podium-tower design with commercial uses at-grade with direct street entrances. All buildings on site provide retail uses at grade except for Block B which contains townhouse style units at grade and apartments above. This building is part of a comprehensive development of the site which will result in a total of 14,655 square metres of commercial floor area and thus will not adversely impact the commercial capacity of the Neighbourhood Centre node. Although not located to the rear of street-related commercial uses, the building is located at the north-west corner of the site providing a transition from the higher intensity commercial and residential uses internal to the site to the lower density residential uses to the north and west of the site. The building fronts Kenwood Avenue which is a Neighbourhood Connector road.

"m) The City will encourage the creation of public outdoor amenity spaces, such as urban squares and parkette features, as part of the development of Neighbourhood Centres in a manner that is appropriate to the local context to enhance the Neighbourhood Centre's function as a public gathering place."

The proposal contains an interconnected network of landscaped sidewalks, public open spaces and landscaped areas. The proposal also contains a pedestrian only mews between Blocks D and I.

"n) Neighbourhood Centres shall be served by public transit services."

The site is currently serviced by four bus routes which connect the area to the rest of the City including The Burlington Seniors Centre and the Appleby GO station. Improvements to the site include the provision of added amenity areas for potential new bus shelter facilities

Section 12 sets out policies in the new draft Official Plan related to the implementation and interpretation of the Plan.

12.1.1(3) OFFICIAL PLAN

b) Requests for Official Plan Amendments shall not be accepted by the City for the period of 2 (two) years from the date of approval of any part of this Plan, unless council has declared by resolution, in accordance with The Planning Act, that such a request is permitted.

Although Policy 12.1.1(3) does not permit amendment within 2 years of approval of the Plan, Policy 8.1.3(4.2)g) specifically permits OPA for building height in the Neighbourhood Centre designation "…where the development proposal contributes to achieving vibrant, active and walkable built environments, and is consistent with the objectives of the Neighbourhood Centre designation". As the OPA application is submitted prior to the adoption of the new Official Plan, it is not subject to this prohibition. Nonetheless, as discussed in this report, the proposal achieves the intent of the exception and is consistent the objectives of the Neighbourhood Centre designation.

Policy 12.1.1.3(j) outlines the criteria to be used by the City to evaluate Official Plan Amendment

applications. Appendix 9 provides a table which evaluates proposal against this set of criteria.

Policy 12.1.2 (2.2)c) outlines the criteria for the review of development applications to ensure that all development is compatible with the existing pattern and character of adjacent and proximate development. Appendix 10 provides a table which evaluates proposal against this set of criteria.

Summary / Conformity Statement

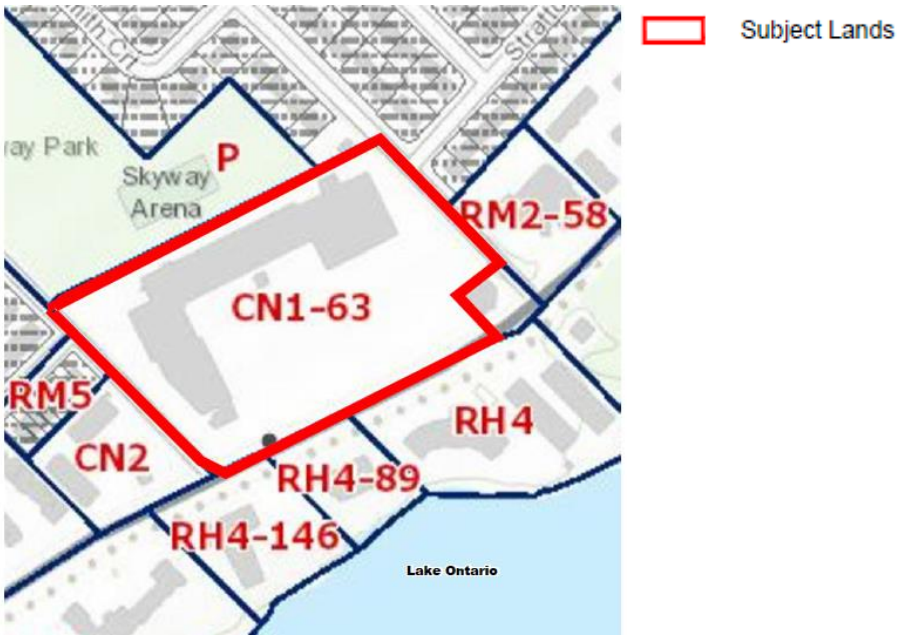
The proposal will established a compact and well-connected mixed use node that continues to serve as a Neighbourhood Centre while allowing for balanced residential intensification. Although it is not yet adopted or in-force and thus, does not apply to this application, based on the above review, it is our opinion that the proposed development conforms with the intensification and land use framework set out in the draft Official Plan.

5.6 City of Burlington Zoning By-law (By-law 2020)

The Subject Lands are currently zoned Neighbourhood Commercial (CN1) Zone with special exception 63 (see figure 14 below). The CN1 zone permits a variety of uses including retail, service commercial, office, community, automotive, entertainment and recreation. Dwelling units are also permitted but only on the second and third floor of a building. Special exception 63 also permits fast food uses within the main building but not within 45 metres of Hampton Heath Road. Maximum permitted height for the CN1 zone is 3 storeys and up to 12 metres.

As noted above, the proposed Zoning By-law Amendment will change the zoning on the property to Community Commercial (CC1) Zone with a special exception for a number of provisions, including building height, landscaping and parking. Appendix 5 contains the zoning conformity table for the proposed CC1 zone.

Figure 14: City of Burlington Zoning By-law 2020



6.0 SUMMARY AND CONCLUSIONS

As outlined in this report, together with the supporting technical reports, the proposed development and associated Official Plan and Zoning By-law Amendments represent an appropriate intensification of the Subject Lands.

The proposal will introduce residential uses and increase commercial floor area on site solidifying the Subject Lands' role as a growth area and focal point of the community. The proposal will increase the range of available shopping and service opportunities available to the surrounding neighbourhood while the additional residential density will help support increased levels of day and night activity on site and in the surrounding area. The proposed intensification will also support existing and proposed public transportation and make efficient use of existing municipal servicing infrastructure.

The proposal has been designed to carefully consider the surrounding built form. Taller buildings are located along Lakeshore Road which reflects the taller buildings already existing in that part of the community. Building heights decrease toward the northern portion of the site which is closer to the low rise residential uses north of the site. The proposed podium-tower design and the use of building stepbacks allows for better integration of the new buildings into the existing urban fabric and contribute to establishing a more human-scale environment at the street. The proposal also includes generous amounts of landscaping around the perimeter of the site as well as internally through an interconnected network of landscaped sidewalks and public open spaces. The development has a permeable pedestrian design with multiple connections to the public sidewalk which positions the proposal as an inviting development that is open to the community and facilities a more direct pedestrian connection between Skyway Park and Burloak Waterfront Park.

Both the existing in-effect OP as well as the new draft OP have been considered in the design of the proposed development and evaluated in this report. The proposal conforms to the direction of both Plans and represents a form of development which better implements the PPS and Growth Plan.

Based on the existing physical context and surrounding neighbourhood, the technical assessment of the proposal and our analysis of the proposal within the current and proposed policy and regulatory context, we conclude the following:

1. The proposal is consistent with the Provincial Policy Statement, 2014;
2. The proposal conforms to the Growth Plan, 2017;
3. The proposal conforms to the Halton Region Official Plan, 2015 and the in-force City of Burlington Official Plan, except those sections proposed to be amended;
4. The proposal is in conformity with the general direction of the proposed intensification framework set out in the draft City of Burlington Official Plan dated April 2018;
5. The proposal can be adequately serviced and does not create any adverse impacts to the existing site and surrounding area;
6. The proposal is well-served by existing community infrastructure including public transit, bike lanes, parks, schools, places of worship and an arena;
7. The proposal enhances the pedestrian environment within the site and along the exterior street frontages; and

8. The proposal is in keeping with the character of the neighbourhood, provides an opportunity for intensification within the Built-up Area, preserves and upholds the overall urban structure as set out in the in-force OP and would implement the proposed urban structure set out in the Official Plan Review.

Accordingly, we conclude that the proposed development is appropriate for the Subject Lands and represents good planning. Based on these conclusions, we recommend that the proposed Official Plan and Zoning By-law Amendments be approved.

Respectfully submitted,
MHBC



Dana Anderson, MA, MCIP, RPP
Partner



Gerry Tchisler, MPL, MCIP, RPP
Planner

LIST OF APPENDICES

Appendix 1 – Development Application Pre-Consultation Form
Appendix 2 – Visioning Workshop Comment Summary
Appendix 3 – Proposed Official Plan Amendment
Appendix 4 – Official Plan Amendment for Draft Official Plan
Appendix 5 – Proposed Zoning By-law Amendment
Appendix 6 – Zoning Compliance Table
Appendix 7 – Assessment of Sustainable Development Principles and Objectives
Appendix 8 – Draft Official Plan Mapping
Appendix 9 – Assessment of Official Plan Amendment Criteria from New Draft Official Plan
Appendix 10 – Assessment of Development Criteria from New Draft Official Plan

CITY OF Burlington

DEVELOPMENT APPLICATION PRE-CONSULTATION FORM

Meeting Date: January 24, 2018	**Property Owner:** Joe Elmaleh, Glanelm Property Management
Site Address: 5353 Lakeshore Road	**Applicant / Address / Phone / Email** Dana Anderson, MHBC Planning, Urban Design & Landscape Architecture, 442 Brant Street, Suite 204, Burlington, ON, L7R 2G4, 905-639-8686 x226, danderson@mhbcplan.com
Site Area: 3.8 ha	

APPLICATION TYPE (check applicable applications):

Local Official Plan Amendment	X	Zoning By-law Amendment	X	Plan of Subdivision		Parkway Belt Amendment	
Other Application							

1. **Brief description of proposed development:**

   -Mixed use redevelopment of existing plaza -supermarket to remain

   -900 residential units (234 uph), building heights ranging from 6 to 18 storeys

   -mix of underground and surface parking

2. **Conformity with Regional Official Plan Designation?** YES x NO _____

   Has an application been made to amend the Regional Official Plan: YES _____ NO x

3. **Existing Official Plan Designation:** Large Scale Neighbourhood Commercial

   Conformity with City Official Plan land use designation? YES ____ NO x

   If 'NO' what is the nature of the OP amendment needed? Community Commercial

4. **Existing Zoning:** CN1-63

   Conformity with existing zoning? YES x NO _____

   If 'NO' what is the nature of the zoning amendment needed? CC1-exception

5. **Design Guidelines in effect?** YES __x__ NO _____

Name of Design Guidelines **Tall Building Design Guidelines**

6. **Is the property listed in Municipal Heritage Register, designated under the Ontario Heritage Act or adjacent to a designated property?**

YES _____ NO __x__

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7. **Fees Required at Time of Application**

APPLICATION	CITY	REGION	CONSERVATION HALTON	PROVINCE
Official Plan Amendment:	21,119.00	8,215.64	-	-
Rezoning - Base Fee: (70%) Rezoning - Variable Fee:	13,933.50 200,000.00	969.08	-	-
Subdivision - Base Fee: Subdivision - Variable Fee:	-	-	-	-
Parkway Belt Amendment:	-	-	-	-
TOTAL	$235,052.50	$9,184.72	-	-

Separate cheques are payable to City, Region, Conservation Halton and Province (Ministry of Finance.)

Please note that development fees will increase in January 2017.

8. **Additional Agencies to be contacted:** **Burlington Hydro, Union Gas**

9. **Neighbourhood Meeting**

Is a neighbourhood meeting required? (e.g. residential intensification / infill, increased height and/or density, abutting residential zone, other neighbourhood/community impacts).

YES __x__ NO _____ TO BE DETERMINED ____

If "YES" a Neighbourhood Meeting **will be** required

- *The Neighbourhood meeting will be held after submission and public circulation of the application.*
- *Meeting logistics will be organized by the City Building Department.*
- *The Ward Councillor, the applicant, City planner and other City staff as determined will attend the Neighbourhood Meeting. Presentations will be made by the City planner about the planning process and by the applicant about the development proposal.*
- *The meeting will be chaired by the City planner, or by the Ward Councillor.*

10. **Section 37 Agreement**

Is this an application for increased height and/or density? YES __x__ NO ____

If "YES" a Section 37 Agreement **may be** required.

11. Required Information for Complete Application

	Reports, Studies, Plans * *(See Appendix for additional details)* All identified reports must be submitted in Accessible PDF form before an application is deemed complete.	Number of Paper Copies (plus one in PDF form) If Study is Required	Required Study (Yes/No)
6.1	Planning Justification Report	8	Yes
6.2	Conceptual Site Plan Layout	15	Yes
6.3	Draft Plan of Subdivision	15	No
6.4	Storm Water Management Report	8	FSR
6.5	Functional Servicing Report (Including Water, Stormwater & Wastewater)	9	Yes
6.6	Tree Inventory and Protection Plan	9	Yes
6.7	Traffic Impact Study with TDM Plan Parking Justification Report if reduced parking	7	Yes Yes
6.8	Top-of-Bank Demarcation	6	No
6.9	Environmental Evaluation Report	7	No
6.10	Noise Feasibility Study	7	Yes
6.11	Shadow Analysis	3	Yes
6.12	Environmental Site Screening Checklist	5	Yes
6.13	Phase One or Two Environmental Site Assessment/ Record of Site Condition Report	5	Phase One RSC later
6.14	Land Assembly Documents	2	No
6.15	Height Survey of adjacent buildings	2	Yes
6.16	Heritage Impact Statement	3	No
6.17	Archaeological Report	3	No
6.18	Wind Impact Study	3	Yes
6.19	Sensitive Land Use (Risk Assessment) Report	6	No
6.20	Agricultural Impact Assessment Report	6	No
6.23	Preliminary Waste Management Plan	4	Yes
6.23	Other (specify) Urban Design Brief Grading, Drainage & Servicing Plans Geotechnical Report Draft Zoning By-law 3D Model of Proposed Building(s)	 5 12 4 2 1	 Yes Yes Yes Yes No

12. **ADDITIONAL COMMENTS:** See attached notes

NOTES:

1. Notwithstanding the fees noted above, all fees are payable based on the rate in the fee schedule by-law in effect on the date the payment is made. Further fees, such as variable fees may be required at a later date as per the fee schedule by-law.

2. The purpose of this document is to identify the information required to commence processing a complete application as set out in the Planning Act. Pre-consultation does not imply or suggest any decision whatsoever on behalf of City staff or the Corporation of the City of Burlington to either support or refuse the application.

3. This document expires 120 days from the date of signing or at the discretion of the Director of City Building. Please note that development application fees may change during this period and it is the applicant's responsibility to ensure that the correct fees are paid at time of application.

4. The City may require the peer review of a technical report submitted by the applicant. If this is required, the applicant will be advised and will be charged a fee equal to the cost of the peer review.

5. In the event this Pre-consultation Document expires prior to the application being accepted by the City, another document may be required.

6. An application submitted without the information identified in this Pre-consultation Document may be recommended for refusal based on insufficient information to properly evaluate the application.

7. Acknowledgement of Public Information:
The applicant acknowledges that the City considers the application forms and all supporting materials, including studies and drawings, filed with any application to be public information and to form part of the public record. With the filing of an application, the applicant consents to the City photocopying and releasing the application and any supporting materials either for its own use in processing the application or at the request of a third party, without further notification to or permission from the applicant. The applicant also hereby states that it has authority to bind its consultants to the terms of this acknowledgement.

8. It may be determined during the review of the application that additional studies or information will be required as a result of issues arising during the processing of the application.

9. The applicant must grant permission for municipal and agency staff to visit and access the property while the application is being processed.

10. There may also be financial requirements arising from the application, including, but not limited to, park dedication, development charges, payment of outstanding property taxes, deferred local improvement charges, costs for lifting 0.3-metre reserves, and reimbursement for road widening acquisition or road improvements.

11. All electronic file submissions must be named using the following naming protocol:
"Address_StudyName_MM-DD-YYYY". If a document is revised and resubmitted the file name should indicate that it is a revised submission and the date of the revision should be noted:
"Address_StudyName_Revised_MM-DD-YYYY".

12. Digital copies of all plans are required along with paper copies. Digital plans must be submitted in Autocad and/or GIS Shapefile format that must be geospatially positioned to match the City of Burlington's Geographic and Projected Coordinate Systems (Geographic Coordinate System: GCS_North_American_1983; Projected Coordinate System: NAD83_UTM_ZONE 17N).

Staff and Agency Signatures:

Rosalind Minaj		Jan 24 2018
Planning Staff	Planning Staff (Signature)	Date
Annette Simpsa		Jan 24/18
Site Engineering Staff	Site Engineering Staff (Signature)	Date
V. Aykroyd.		Jan 24/18
Site Engineering Staff	Site Engineering Staff (Signature)	Date
ROB PEACHEY		Jan 24/18
Capital Works Staff	Capital Works Staff (Signature)	Date
DAN OZIMKOVIC		JAN 24/2018
Transportation Staff	Transportation Staff (Signature)	Date
Brian Hudson		January 24/18
Regional Staff	Regional Staff (Signature)	Date
John Kisneris		Jan 24, 2018
Regional Staff	Regional Staff (Signature)	Date
Conservation Halton Staff	Conservation Halton Staff (Signature)	Date

Proponent Signatures:

In signing this agreement, I acknowledge that the drawings, reports and other requirements indicated above must be submitted, along with a completed application form, any information or materials required by statute, the required application fees and a copy of this agreement in order for the planning application to be considered complete. In addition, I have read and agreed to the Notes listed above.

Property Owner	Property Owner (Signature)	Date
Dana Anderson		Jan 24, 2018
Agent	Agent (Signature)	Date

(I have authority to bind the owner)

APPENDIX—REQUIREMENTS FOR REPORTS/STUDIES AND PLANS

6.1 Planning Justification Report
A qualified planner (Registered Professional Planner) must submit a report providing planning justification for the proposed amendment in light of the principles, objectives and policies of the City's Official Plan and the technical studies accompanying the application. The goal of the report is to document how the proposed departure from the local policies and regulations represents good planning and is in the public interest. The report must: describe the site context; address applicable provincial and regional policy; describe the proposal in detail including preliminary site plan details if applicable; address applicable local Official Plan policies (e.g. policies relating to compatibility, intensification, redesignation criteria and conversion policies); describe how the proposal meets Council approved Design Guidelines, discuss findings of the technical studies in the context of the Part II Functional Policies of the Official Plan; and other Council policy.

6.2 Conceptual Site Plan Layout
General plan required showing proposed building envelopes, driveways, parking and landscape areas.

6.3 Draft Plan of Subdivision
The plan of subdivision map is to contain information required under Section 51(17) of the Planning Act, as well as: legend, map scale, boundary of property to be subdivided, north marker, address, registered plan number, lot and concession, date plan prepared and date of any revisions, name of person or firm who prepared the plan, all landowners names, signatures and date, and the Ontario land surveyor's name, signature and date.

6.4 Storm Water Management Report
Required in accordance with Part II, Section 2.11.3 subsections a) & d) of the Official Plan.

6.5 Functional Service Report
Required in accordance with Part II, Section 2.11.3 subsection e) of the Burlington Official Plan. Required for all applications in urban areas in accordance with Part III, Sections 87-89 of the Regional Official Plan. Municipal (Urban) Servicing Guidelines are available from the Region of Halton.

6.6 Tree Inventory and Preservation Study
Required when a property under application contains woodlots, tree stands or hedgerows, in accordance with Part II, Section 6.0 of the City's Official Plan and Part IV, Sections 146-147 of the Regional Official Plan. A tree survey must be prepared by a qualified professional, identifying all existing trees, their type, size and condition, those trees proposed to be removed and retained, and the methods to be used to ensure preservation of those trees to be retained.

6.7 Traffic/Transportation Impact Study
Required for applications as set out in Part II, Subsection 3.2.2 d) of the City's Official Plan and Part IV, Sections 171-173 of the Regional Official Plan. Contact City Transportation Planning staff (City roads) or Regional Public Works staff (Regional roads) for background information and to discuss TIS assumptions. For Regional roads, applicants are referred to the "Guidelines for the Preparation of Traffic Impact Studies". MTO must be contacted for lands near provincial highways

6.8 Top-of-Bank Demarcation
Required for applications on any property containing, or abutting a creek or valley feature, Lake Ontario or Burlington Bay shoreline, in accordance with Part II, Section 9.2.2 subsection b) and Part III, Section 6.4.2, subsections d) and e) of the City's Official Plan. Applicant's surveyor must meet on-site with representatives of the City Engineering Department and Conservation Halton to survey the top of bank and/or floodline, and this surveyed line shall be incorporated into the applicant's subdivision or site plan. A geotechnical report may be required to identify stable top-of-bank.

6.9 Environmental Evaluation Report
Required for applications as set out in Part II, Section 2.5 of the City's Official Plan, the Regional Official Plan and the Region's Environmental Impact Assessment guidelines. These assessments will be reviewed by the Halton Ecological and Environmental Advisory Committee (EEAC).

6.10 Noise and Vibration Study
Required for applications as set out in Part II, Section 3.3.2, subsections r), s) and t), and Part II, Section 3.7.2, subsections d), e) and f) of the City's Official Plan, Part IV, Sections 142-143 of the Regional Official Plan, and for all properties abutting arterial roads. In the case of Regional roads, applicants shall refer to the Region's "Noise Attenuation Policy for Regional Roads," dated October 2000.

6.11 Shadow Analysis
Required for all applications where, in the opinion of the City Building Department, the proposal may result in impacts on adjacent properties from sun shadowing, in accordance with Part III, Section 2.5.2, subsection (vii) of the City's Official Plan. Guidelines for this analysis are contained in the City's Site Plan Application Guidelines.

6.12 Environmental Site Screening Checklist
Required for all applications as set out in the "Protocol for Reviewing Development Applications with respect to Contaminated Sites," dated March 2003. Applicants should contact the Region of Halton for historical data and any environmental records.

6.13 Phase One or Two Environmental Site Assessment/Record of Site Condition Report (prepared in accordance with O.Reg. 153/04)
Required to assess site contamination in accordance with Part II, Section 2.4, subsections i) and j) of the City's Official Plan. All requirements of O. Reg. 153/04 must be met for Phase One and Two studies and required Records of Site Condition (RSCs). A letter of reliance from the Environmental Consultant/Qualified Person, confirming the City of Burlington and the Region of Halton can rely on the information contained in the report(s) is required. All reports must be signed by a Qualified Person as defined under O.Reg. 153/04.

6.14 Land Assembly Documents
Required for applications where, in the opinion of the City Building Department, the assembly of additional lands is required to facilitate orderly development of the area. Applicants are required to submit documentation demonstrating that a reasonable, bona fide offer has been made to acquire such lands.

6.15 Height Survey of adjacent buildings
Required for all residential infill and intensification rezoning applications, in accordance with City Council policy. A surveyor's report must identify the highest points of the existing adjoining roofs measured from the existing average grade of the shared property line.

6.16 Heritage Impact Statement
Required as determined by Planning staff for any property designated pursuant to the Ontario Heritage Act, identified on the City's Inventory of Heritage Resources, or for any property located adjacent to a designated or otherwise inventoried property.

6.17 Archaeological Report
Required for all applications in or near areas of archaeological potential, as determined by the Region of Halton. Reports must be completed in accordance with Provincial requirements and the Regional Archaeological Master Plan.

6.18 Wind Impact Study
May be required, as determined by Planning staff, for any building over 6 storeys in height. The report will provide information related to wind comfort conditions for pedestrians both on and around the development.

6.19 Sensitive Land Use (Risk Assessment) Report
Required for applications proposing sensitive land uses in proximity to existing industrial uses, or proposing industrial uses in proximity to existing sensitive uses, in accordance with Part II, Section 2.7.3 subsections n) & o) and Part II, Section 4.3 subsection d) of the City's Official Plan, Part IV, Sections 146-147 of the Regional Official Plan, and the Ministry of the Environment D-6 series guidelines.

6.20 Agricultural Impact Assessment Report
Required for applications as set out in Part II, Subsection 13.3 e) of the City's Official Plan and for certain proposals in certain designations in the Regional Official Plan. Guidelines for these assessments are available from the Region of Halton, and these assessments will be reviewed by the Halton Agricultural Advisory Committee (HAAC).

6.21 Hydrogeology Study
Required for all applications in areas subject to private water and septic services, as set out in Part IV, Subsection 2.1.3 b) and Part IV, Subsection 3.3 d) of the City's Official Plan, the Regional Official Plan and the Region's "Guidelines for Hydrogeological Studies and Standards for Private Services, revised June 2000. Applicants should contact the Halton Health Department for more details regarding site-specific studies, which must be approved by the Region following a peer review.

6.23 Other
Any other studies as determined to be necessary to facilitate proper consideration of the application.

Preconsultation Meeting Notes

5353 Lakeshore Road - January 24, 2018

Attendees:
Rosalind Minaji, Dan Ozimkovic, Annette Simpson, Rob Peachey, Vanessa Aykroyd - City of Burlington
Brian Hudson, John Kisneris –Region of Halton
Dana Anderson, Ben Hannam – MHBC Planning
Nevine Soliman -Cynthia Zahoruk Architects

Description of Development Concept:

- Mixed Use development with retail, office, supermarket and high rise residential.
- Building heights range from 6 to 18 storeys. A total of 900 residential units and 17,835m^2 of non-residential uses are proposed.
- Parking to be provided as both surface and underground.
- Have tried to incorporate joint access with the Skyway Arena.
- This concept includes phasing. Some shift in terms of height and density. Broader range of built form with some mid and low rise buildings throughout the development.
- Probably about 2 weeks from submission.
- Have met with Planning staff to discuss urban design. Tall Building Design Guidelines are followed.

Planning Comments:

- The site is designated as Neighbourhood Commercial which allows residential use on the 2nd and 3rd storey of retail and service commercial buildings. An Official Plan Amendment and rezoning to a modified Community Commercial designation will be required to facilitate this level of development.
- Current Official Plan policies for the Community Commercial designation requires that the floor area for freestanding residential, hospitality, entertainment, recreation and office uses shall not exceed half of the total floor area of the site.
- The new Official Plan, currently under consideration by Council, identifies this site as a Secondary Growth Area and located on a future Frequent Transit Service Corridor. The site is also designated as Neighbourhood Centre.
- Secondary Growth Areas are expected to accommodate growth within the permissions and densities of the assigned land use designations. These areas are not expected to result in a significant relocation of planned growth outside of the Primary Growth Area, and generally shall be limited to a mid-rise building form.
- The Neighbourhood Centre designation generally permits buildings between two and six storeys in height and up to 11 storeys with a rezoning application. However, the draft policies allow for consideration of one or more tall buildings through an Official Plan Amendment as part of the comprehensive development of a large Neighbourhood Centre site.
- Compatibility with surrounding neighbourhoods will be key in this redevelopment. Technical assessments will be required including: height survey of adjacent buildings, shadow study, wind study, noise and vibration from mechanical equipment. Building design should incorporate podiums and terracing to enhance pedestrian comfort.
- Appreciate that the existing retail commercial function is being retained – especially the supermarket.
- Appreciate the provision of the shared access point with the redeveloped Skyway Arena and the design of the pedestrian accesses through to Skyway Park.
- Avoid driveways crossing the open space amenity block between the proposed development and Skyway Park. Access Lane A should be a cul de sac from each end - resulting in safe pedestrian access to the park and less cut-through traffic. A significant amenity space should be provided, along with a pedestrian promenade.

- This significant increase in height and density must be justified through strong urban design. The City would like to see more amenity space at grade surrounding the new buildings and pedestrian areas. This should be a neighbourhood – not just a collection of buildings in a retail parking lot. The amount of surface parking should be reduced and some underground customer parking provided.
- A Planning Justification Report is required:
    - to discuss the impact of Provincial, Regional and local planning policy on the proposed development;
    - to explain why the requested development is desirable and represents good planning;
    - to discuss how the results of required technical studies have been used to refine the redevelopment proposal; and
    - to explain how the proposed development is compatible with surrounding land uses including setbacks, massing, and design.
- Section 37 benefits may be required

Region of Halton Planning Comments:

- The subject lands are located within the Urban Area. The range of permitted uses and creation of lots within in the Urban Area is to be in accordance with local official plans and zoning bylaws
- 2009 ROP Policy 89(3) requires all development within the Urban Area to be on full municipal services.
- S.156(1) of the ROP requires proponents of development applications to have regard for the Region's Healthy Community Guidelines. A review the Healthy Community Guidelines should be included as part of the Planning Justification Report.
- In accordance with In accordance with S.147(17) of the Region's Official Plan, a property is to be free of contamination prior to any development taking place
    - Regional Environmental Site Screening Questionnaire to be submitted with the application
    - Phase One ESA at the time of application (prepared to O.Reg 153-04 standards and with a Letter of Reliance), Phase Two may be required depending on the results of the ESA
    - Change to a more sensitive land use, RSC required
- Waste Management: Consider the movement of waste throughout the site, and off-site
    - Site specific zoning may be affected by Regional waste collection requirements (9 m truck overhead clearance, 13 m turning radii etc.)
    - Please refer to the Region's Development Design Guidelines for Source Separation of Solid Waste (Section 2.3 etc.)
- Required Plans/Studies:
    - Regional Review Fee's
    - Planning Justification Report
    - Functional Servicing Report, Site Servicing Plan (part of FSR)
    - Environmental Site Screening Questionnaire & Phase One ESA
    - RSC required for approval
    - Waste Management plan recommended

Region of Halton Servicing Comments:

- Halton Region watermains exists within Lakeshore Road, Kenwood Avenue and Hampton Heath Road. The Region's operating maps show a watermain somewhere in the vicinity of along the north part of the property and the City of Burlington parkland. It will need to be investigated by the owner and the civil engineering consultant, what is the purpose of this watermain and what it is servicing, whether servicing this property, the City park property and buildings, or both. Whether there is an easement registered on title as well, with the corresponding purpose.
- Halton Region wastewater mains exist within Kenwood Avenue and Hampton Heath Road.
- A Halton Region trunk wastewater main (sanitary sewer) and sanitary sewer forcemain exist within Lakeshore Road adjacent to the proposed development. Any proposed trunk wastewater main connection

lateral requires special review and Regional permission to connect into, and it should be noted that permission is not always guaranteed.

- The developer should undertake to locate the size and location of all watermains, water services, water meters, wastewater mains (sanitary sewers), wastewater (sanitary) services, stormwater mains and stormwater services that exist within the road right-of-way, to the property and within the property and place them on an Existing Site Servicing Plan drawings within their reports. Public and private utility companies can be utilized for this purpose.
- The Region has the Elizabeth Gardens Wastewater Pumping Station downstream of this property that services the area. The station has a defined rated capacity that cannot be exceeded.
- A Functional Servicing Report is required to be prepared by the developer's civil engineering consultant (watermains, water services, fire hydrants, water meters, sanitary sewer mains, sanitary sewer services, stormwater mains and stormwater services) to show options for how the property is proposed to be serviced according to City of Burlington and Halton Region standards. Local watermain and wastewater main (sanitary sewer) hydraulic analysis should be completed by the developer's consultant as well for the local sewers and the drainage area down the to the nearest trunk sewer. The consultant should include details about other developments properties in the drainage area in their analysis of the local sewers (if any). The report should speak to the number/type of units proposed and the phasing of the development with respect to the impacts on the Region's water distribution system and wastewater collection system. Phasing, timing of the development, and required/available capacity shall be detailed in the report. The consultant will include details about potential external main upsizing or main extensions to accommodate the development, etc.. They will also list future forecast Regional capital works projects in the area.
- The FSR report should incorporate Fire Flow Rate Testing. The proponent should undertake fireflow rate testing of representative Regional fire hydrants in the area, with the proponent's fireflow contractor and Region forces present. Include within the Report a copy of the fireflow rate testing results, and the Fire Underwriters Survey (FUS) requirements for the development. This information will help to assist in informing the watermain design and watermain hydraulic modelling analysis that is being undertaken by the proponent's consultants.
- Further to the formal hydraulic analysis requirement, the developer's consultant can utilize the Region's current water and wastewater models (if required). The developer's civil consulting engineering firm will be required to enter into a Data License Agreement prior to obtaining any digital information from the Region.
- The FSR should include information related to all the other Utilities infrastructure in the area and potential conflicts.
- The FSR should show the existing site services and note how they are proposed to be decommissioned to make way for the development. What will happen to the bank property.
- The FSR and the Planning Reports should speak to the proposed phasing the re-development and all the dates out into the future, including building demolition information, new construction information, detailed site statistics for retail/commercial areas, and detailed information regarding the breakdown of residential units and bedroom counts. The phasing information should be a stand-alone document that is revised regularly by the developer. And provided to the Region upon request.
- New development must be on the basis of full municipal services.
- The developer should be aware of the Region's Multi-Unit Servicing Policy with respect to the number and location of water meters.
- Regional policies state that water and sanitary services cannot cross lot lines, the owner will ensure this throughout the process. Each lot must be independently serviced if it is proposed to be a separate lot, or separate condominium ownership.
- Any major servicing works, etc, required for this project would fall under the Regional Servicing Agreement process, including securities, Agreement registration, developer's liability insurance and the payment of Agreement fees.
- Servicing of a standard nature is required to go through the Regional Services Permit process.
- The size and scope of, utility trench and road cut, road restoration shall be to the satisfaction of the City of Burlington.

- Watermain and wastewater main (sanitary) servicing capacity is not guaranteed at the OPA and rezoning stage. Servicing of development in the Burlington area of Halton Region is on a first-come-first-serve basis. The owner can pre-consult about servicing capacity with the Region at any time in the future going forward. This current development proposal capacity will be reviewed closely and commented upon at the time of Planning application receipt. Should a servicing capacity issue be identified at that time then it will have to be dealt with, working through it with the Region. Servicing capacity is deemed to be in hand at the issuance of a Regional Servicing Agreement, Special Financial Agreement, and Regional Services Permit which is reviewed and obtained toward the end of the City's Site Plan approval process, or Regional Servicing Agreement.
- The Region has initiated a Burlington Water Servicing Strategy Review and it is forecast to be completed this year. Please feel free to contact the Region at any time regarding the status of the review.
- As always, acquiring land for development purposes and hiring consultants, at this time, is at the risk of the developer.
- Any water services and sanitary services that currently exist to the property that will not be utilized for any reason will be required to be disconnected right at the respective main by the developer.
- The developer's site servicing consultant can preconsult with the Region at any time regarding their proposed draft site servicing water design, wastewater design and identified utility conflicts (including storm), and including services not crossing lot lines.
- The Region would like to receive confirmation in writing when any required formal land assembly has taken place at the OPA and ReZoning stage in order for servicing to conform with Regional Policies, that water and wastewater services do not and will not cross lot lines for different property owners.
- The developer should prepare a Solid Waste Management Plan to the satisfaction of the Region. The Plan shall have regard for the Region's Solid Waste Management Guidelines. The Solid Waste Management Guidelines are available on-line at http://www.halton.ca , Regional Official Plan (ROP) Guidelines, Development Design Guidelines for Source Separation of Solid Waste.
- The developer will inform the City, and the Region, whether they will be submitting a Site Plan application at the same time as the OPA and ReZoning applications for timing purposes and issues identification and resolution purposes.

Site Engineering Comments:

- The deemed Right of Way (ROW) of Kenwood Avenue is 20m, deemed ROW of Hampton Heath Road is 20m, and deemed ROW of Lakeshore Road is 30m, all ROW's are City of Burlington roads and are at the deemed width, no widenings required.
- There are a couple of Capital Works projects in our budget and forecast for the area, subject to change: Minor Reconstruction of Kenwood Ave & Bromley Road area in 2019 (RD-RR-1635); Lakeshore Road Path (Appleby Line to Burloak Drive) in 2019 (RD-SW-1121); Sidewalk construction Bromley Road (Kenwood Ave – Linwood Cres) in 2019 (RD-SW-1611); Mohawk Park renewal of park assets in 2017 (PO-PR-1659). Information on future Capital Works projects is available on our website www.burlington.ca .
- From our GIS mapping it appears as though the property is outside of Conservation Halton regulated areas and Floodplain, however, this shall be confirmed at submission future application.
- There are two existing bus stops fronting the site, one on Lakeshore and one on Hampton Heath, please consider/incorporate in your design
- We advise the applicant to consult with Burlington Hydro early on in the process regarding supply for the proposed development.
- There is a Union Gas pipeline on Lakeshore Drive fronting the property (on the south side), please contact Union Gas to determine any requirements they may have when constructing in close proximity to their utility.
- Please incorporate clear pedestrian connections (sidewalks) form Lakeshore, Kenwood and Hampton Heath and throughout the development. It looks like the sidewalk along Access Lane D doesn't go all the way to Lakeshore – it should.
- Please incorporate at-grade bicycle parking for both residents and retail customers at the buildings, and consider bike parking at underground residential vehicle parking spaces, i.e. on the wall at the space, maybe the spaces are a bit deeper to incorporate?

- When designing the underground parking please consider pedestrian movements, i.e. safe/delineated areas at exits to stairwells and elevators, strategic placement of barrier free parking and access aisles to the elevators, etc.
- Please consider electric car charging stations in the underground parking, and consider ductwork for future electric car charging stations at individual parking spaces, if residents want to install in the future.
- When designing the underground parking entrances, please ensure there is a 6.0m "flat" landing area at the top and that the sight lines are considered especially where there are sidewalks crossing over the entrance. i.e. ensure the front of vehicles does not have to overhang the sidewalk to be able to look to see if safe to exit the underground parking.
- There are overhead utilities along the north property line directly adjacent to Skyway Park, there is no easement indicated in our GIS, the utility (Burlington Hydro?) may require an easement across these lands. From an urban forestry perspective, it is preferable to bury the hydro in this area (at the edge of asphalt) so that trees can be planted in between the property and the park edge.
- RSC required, as it change to a more sensitive use. To make the application complete we require at minimum a Phase One Environmental Site Assessment prepared in accordance with O. Reg. 153/04 including a letter of reliance confirming the City (and Region of Halton) may rely on the information provided in the report. We will also require copies of all subsequent environmental reports required to obtain and listed on the RSC.
- Stormwater Management Report : the following information was previously provided to Nick Constantin:
    - Quality Control: enhanced (80% TSS removal) and a treatment train approach incorporating LID, and that we look to the TRCA/CVC LID guidelines
    - Quantity Control: 100 year post development to 5 year pre development
    - Confirmation of capacity of outlet system
    - If there is any permanent dewatering required as a result of underground parking it needs to be confirmed how it will be dealt with and/or included in the SWM design, depending on volume (if proposed to be collected and discharged) a permit to take water may be required, groundwater quality will also need to be considered to determine how it is discharged
    - Rooftop storage will not count towards the storage requirements
    - Quantity controls must use an orifice tube (not plates).
    - No surface ponding in accessible parking spaces or accessible routes
    - No surface ponding in a 5 year storm
    - Need to accommodate any external drainage areas into the design and ensure there is no negative effect on existing surrounding properties
    - Need to confirm condition of receiving system (i.e. video inspection)
    - Show overland flow route Overland Flow Route should not be directed through the proposed center entrance off of Lakeshore
    - If you have any questions regarding SWM criteria please contact us (umar.malik@burlington.ca or annette.simpson@burlington.ca
- Geotechnical Report : underground parking & possible LID for SWM, need to assess groundwater conditions and if there is any permanent dewatering required to be managed in the SWM. Depending on the results of the Geotechnical assessment of groundwater a full Hydrogeologist assessment of groundwater may be required.
- Detailed Grading and servicing plans, also including:
    - city trees to be shown on drawing and boundary trees over 100mm in diameter within 3m of the property line), indicate which trees are proposed to be removed.
    - Need to include grades on adjacent properties enough to determine existing drainage patterns
    - Although snow storage is a site plan issue, we ask that it be considered at this stage to ensure there is enough room on site as required parking spaces cannot be used for snow storage. Our strong preference is that snow is stored on a soft surface (grass) which allows for some pre-treatment prior to entering the storm system. The islands in the parking areas (as long as there's no sidewalk in them) could be expanded a bit to allow for snow storage and possibly bio swales for a treatment train approach to SWM

- Show any proposed or existing retaining walls (there is a retaining wall around the Scotia Bank property)
- We would strongly encourage the Applicant's Civil Engineer to daylight the area of the proposed service connections to accurately locate the existing infrastructure (sewers, water, bell, hydro, cable, etc.) and determine inverts before completing detailed design work.

- Noise Feasibility Study:
  - For the development itself and need to see if there are any negative impacts on surrounding existing residential.
  - Please note that the Skyway Arena to the north of the site may also be a stationary source that will need to be reviewed, there are also high-rise buildings to the south that may have mechanical equipment (rooftop/underground parking fans & venting) that may also be stationary sources.
  - Please advise the noise consultant that reflective surface should be used in Stamson calculations
  - Please also advise the noise consultant that although NPC-300 tables indicate 60dBA in the OLA with warning clauses, it is not acceptable to the City, we request that all possible measures be taken to control the noise in the OLA to 55dBA, if not feasible, then we request calculations to confirm what levels could be achieved, i.e. 60dBA would require a 3m noise barrier, 59 a 3.5m, 58dBA a 4.0m, etc. all the way to 55dBA.
- Summary for RZ/OPA:
  - Stormwater Management Report
  - Detailed Servicing, Grading & Drainage drawings
  - Noise Feasibility Study
  - Geotechnical Report (to quantify Groundwater and if LID proposed)
  - Record of Site Condition
  - Tree preservation (and removal) plan
- At the Site Plan Stage:
  - Erosion control plan
  - Construction Management Plan
  - Utility coordination plan
  - Landscape plans
  - Snow storage
  - Would like to see bike racks incorporated
  - Would like to see pedestrian connections
  - Sign details/location
  - Lighting/Photometrics details/drawing, as per City of Burlington Accessibility Design Standards and City of Burlington Outdoor Lighting Guidelines, available on our website.
  - Precondition survey of surrounding buildings and vibration monitoring for the duration of construction
  - Applicant is advised that a new Standard is in effect as of July 12, 2017, S-114-B, requiring any disturbance to the municipally owned ROW asphalt to be restored curb to curb for the entire frontage(s) of the property, it may also mean that a City contractor will complete the works, and the costs borne by the Applicant.

Capital Works Parks & Open Space Comments:

- Acknowledge the movement of access lane "A" onto the development site and alignment with Banting Court. A formal agreement will be required to secure and ensure access to the arena is uninterrupted. Access point may require further adjustment to ensure functionality of the arena drop off and parking lot and any Fire route requirements.
- Cash in lieu of park dedication will be required. The City may be willing to accept park dedication for the triangle of land north of Access Lane A.
- Access lane A has a gate, how will this work with fire routes?

- The outdoor amenity space in the north west corner needs to be designed in coordination with the Park/Arena site to maximize pedestrian flow between the park and development site.
- The amenity space located in Skyway Park by the parking lot requires further exploration with the city.
- It is unclear where the access to underground parking is located for phase 1.
- Please consider enhancements to the public realm along Kenwood, Lakeshore Rd. and Hampton Heath to achieve complete streets concept (wider sidewalks, etc.).
- Layby parking on Kenwood will be considered by Transportation Services staff.
- Please consider enhancement of the Hampton Heath connection to Burloak regional waterfront park
- There doesn't appear to be any accessible parking spaces provided.
- The outdoor amenity areas seem to be pushed to the outside edges of the site, please consider an increase to amenity space in the interior of the site.
- Please confirm the loading/garbage pickup is integrated into the interior of the building.
- Please provide high quality architectural finishes along the buildings facing the park.

Capital Works – Urban Forestry Comments:

- We ask that no trees be removed from site until after the Official Plan/Rezoning has been completed/ approved
- Tree Preservation Plan: There are a large number of City Trees along the frontages (approximately 38). Trees along Kenwood are ASH, the remainder a mix of Norway and Silver Maple, Ornamental Pear, Ivory Silk Lilac, Austrian Pine and Flowering Crabapple. The trees are in varying condition. A complete tree preservation plan as well as inventory and assessment of health and structural condition of City trees is requested prior to any proposed removals being considered. Any proposed City Tree removal will require Council Approval.
- Please refer to the City of Burlington Tree Preservation and Protection Specification SS12A for further tree protection details.
- There are no boundary trees to consider.
- Conceptual Landscape Plan: Please be advised that the City will be implementing minimum soil volume requirements for tree planting in the near future. Generally speaking they are $30m^3$ per tree, volume accommodations are made for shared planting spaces and size of tree. The largest deciduous tree possible for the available above ground space is requested. Planting depth is usually measured at 0.9-1.2m in depth. Please plan plantings accordingly on top of parking garage structures – the extents/limits of which are to be shown on all landscaping and tree preservation documents.

Transportation Services Comments:

- Traffic Impact study and Parking Justification Report(if asking for parking reduction) will be required
- Travel Demand Management Plan needs to be included as part of Traffic Impact Study
- Encourage the provision of a shared access on Kenwood Avenue with the arena that would align with Banting Court
- Encourage alignment of the proposed access south of Block B with the existing access to Parkwood Plaza
- Accessible parking spaces should be included
- Provide east-west, north-south pedestrian connection through the proposed parking lot
- Parking lot layout and proposed lay-by spaces will be reviewed at the site plan stage

Lakeside Community Visioning Session
Tuesday, Nov. 24, 2015

LAKESIDE PLAZA THEME:

WHICH OF THE EXISTING SHOPS AND SERVICES DO YOU VISIT AND/OR VALUE?

Spa, Food Basics, not condo. Tims, Barber, Shoppers
Improve the wine store or ideally LCBO

Food Basics, Shoppers Drug Mart, Tim Hortons, barber shop, wine store, eat-in restaurant (formerly Windjammer), dentist, hearing clinic, day care, optician

Grocery store, doctors office, bank, coffee shop, pharmacy

Grocery, Tims, Shoppers, bank, dental, men's barber, hair salon, convenience store, wine store.

Tim Horton's, post office, Shoppers Drug , Food Basics, convenience stores, bank, barber shop

Food Basis, Shoppers, Tim Horton, barber shop, convenience store, wine store

Food, pharmacy, Tims, wine shop, dental, bar

Food Basics, Shoppers, Tims, dentist, barber, nail place

Dental, grocery, Shoppers, barber, Tim Horton's, dr. offices, wine shop, small restaurant bank

Food Basics, drug store, wine, Tim's, variety store, barber shop

Coffee shop, food basics, bank, drug store, day care

Food Basics – international foods, drugstore, dentist, bank, Tims, daycare for young families, yoga studio (multi-purpose studio)

Drugstore, grocery store, bank, hair style, dentist, Tim Hortons

Grocery store, pharmacy, bank, Tim Hortons, wine shop, medical dental, hair dresser, chiropractor, restaurant

Good Basics, drug store, post office, Tim Hortons, wine store, daycare, barber shop

Food Basics, Shoppers, bank, nail salon, Tim Hortons, wine shop, convenience store

Tims, wine store, grocery store, daycare, shoppers.

Grocery store, Tim Hortons, Shoppers Drug Mart, banking, wine shop, medical facility, med. lab, restaurant

Food Basics, Shoppers, Tim's wine store

Grocery store, wine store, Tims, drug store

Grocery store, Shoppers, Tim's, bank, doctor's office, dentist, daycare

Tims, Josephs, bank, Food Basics, variety, drug store, wine store, chiropractor's office

Grocery store, post office, pharmacy, dental/medical, coffee shop, hair dressers, wine store, barber

Grocery store, barber, convenience, wine store, shoppers

Bank, Tim's, Shopper's, Food Basics, dentist, wine store, doctor, variety store, financial services, theatre

Bank, drug store, Tim's, wine store, hairdresser, dentist

WHAT KIND OF STORES AND SERVICES WOULD YOU LIKE TO SEE IN THE FUTURE

Bakery, healthy restaurant, library, Dollar Store, used book store, hair stylist, LCBO, medical clinic, walk-in, café, music, unique restaurant like Test Kitchen, card shop, pet store

Harvey's, McDonalds or Subway, hair salon, bakery, patio facing the park, Winners (clothing) JR. Dept., Dollar Store, florist, pet store

More health services, farms market/organic market, family restaurant, full service bakery, pub (family environment)

Medical office/clinic, preschool with rec/open space, discount/dollar store, flower shop/gift. card shop, pub, restaurant variety, artisan restaurant, well know, nice restaurants.

Tim's w/drive thru, family restaurant, pub, movie theatre, medical service, Swiss Chalet, fitness centre, public washrooms, florist

Small movie theatre, dollar store – bake shop, ice cream parlor, big box stores (Winners)

Better day care, bakery, bookstore, medical centre/massage/dental, all day full service restaurants, drive thru coffee, hair salon/barber/spa, pet store

Restaurants, nice pub, walking distance, coffee shop, walk in clinic, something for kids, ice ream shop, library branch

Family restaurant, library/community – small scale, services for seniors (right now Tim Hortons' no other place), maintain dental, grocery, barber, bank, wine store, etc. Bring back bowling/billiards, movie

Good family restaurant – hair salon, fast food, greater variety, theatre, library, bakery, look at Appleby Mall

Coffee shop, Food Basics, bank drug store, day care, family restaurant, library, walk in clinic, access points for all 3 levels of government services

Bake shop, fresh veggies, places to eat, music, library, dollar store, walk in clinic, hardware store, dry cleaners, theatre.

Nicer coffee shop, restaurant, no drive thru, gym, walk in clinic, massage, LCBO, bus into mall, bakery, deli, library

Family store restaurant, walk in clinic, medical lab, bakery, café, specialty store

Family/quality restaurant, bank, community centre, pub, community rooms, medical/walk-in clinic, coffee shops, grocery store, health food store, gift shop, crafts

Amenities for kids (library, laxer tag) library, Swiss Chalet/restaurant, Service Ontario, walk-in clinic

Bar/pub, patio, nice restaurant, specialty food, denningers, library, community space, boutique shops, day care, mini bed and bath store, fast food, library, specialty coffee, medical office, dentist, doctor, specialist and lab, office space, mini satellite police station, min. use development

Nail spa, etc. community health office, day care, LCBO, dollar store, pet store, vet

Bakery, LCBO, butcher, coffee shop, restaurant, medical, day care, arts, dance, karate, fish and chips

Grocery store, LCBO, coffee café/restaurant, community centre, ice cream pizza and drug store, variety store, daycare, dry cleaners, walk in clinic, Service Burlington, Halton Region, Ontario

Lab for medical tests, decent restaurant, bring back Swiss Chalet, fish and chips, need doctors in area

Walk-in clinic with lab, services Canada/Ontario, restaurant, e.g. family, hardware store, shoe store, flower shop, ice cream shop

Hardware store, hair dresser, variety store, theatre, bank, library, family style restaurant, daycare, bake shop

Coffee shop (independent), restaurant, library, doctors/dentist/physio

Fortinos, good restaurant, gym, good shopping (clothes), hardware, wine and beer, hair stylist, hardware store, flower shop

Restaurant, like Swiss Chalet, daycare, reactivate bowling, Home Hardware (box of nails), no more work play condos, not reliable out of business six months to a year.

LCBO

Expresso bar/coffee

Make it classy/pretty

Daycare is great

Library would be nice with programs

LCBO or wine store should stay

Shoppers is great

Prefer nice grocery store – one with deli fresh bakery, better produce

Pub with live music – nice patio

Fast food i.e. Quiznos, Subway, etc.

Starbucks, etc. other nice coffee shop

Denningers or dutch shop etc.

Restaurant – drug store, bank, supermarket, wine shop.

Bank – restaurant (no sports bar) grocery store, pharmacy – medical/walk in clinic – wine shop.

If possible a covered parking connecting with grocery store – personal service store

Residential ????

Tea Room/coffee shop – ice cream parlour especially in the summer, walk in clinic, grocery, beauty parlour, pharmacy, residences – low rise towers or above store condos. Encourage younger demographic, bank, family style restaurant, wine shop. Increase the number of garbage disposal units. General store but not a dollar store.

WHAT ARE YOUR HOPES FOR REDEVELOPED LAKESIDE PLAZA

Better walking access even once you are on the property. Need direction for cars, cement walkways, music, low density residential, no higher than four stories, underground parking for residents

Green it up – better access for area residents (seniors) pedestrians, library branch, redevelopment will improve the whole area

Proper sidewalks with boulevards, lighted paths, nicer/newer/brighter/greener. If residential, done right, not high – limited heights, green living roofs and/or solar panels on all new commercial and public building similar to what is now required in France and other European countries, sustainable development

Green areas, remove service station – mix uses (retail with three to four storey mix of live/work – street active uses, central walkway spine w/ a central space/plaza area, outdoor farmers market, areas for resting/walking/washroom facilities, community facility integrated within the development.

Attractive to look at, enhances the area, better connectivity, flow through access north and south, bus shelters

More accessibility, some residential (low rise), landscaping, better architecture, restaurant w/patio, building close to street

Looks nice, lifts value of neighbourhood, a go to place, safe, better lighting, benches, seating area, lay-by parking, live works up scale bar, better transit connection through the development with shelters, o.k. for 3-5 storeys with underground parking, fully accessibility, permeable from all edges, lay-by parking

Timely redevelopment, beautification, mix retail with residential, trees, height 3-4 levels, Low density (3-4 storey) high 15 storeys. Bring stores closer to street (Tim Horton's with drive thru, Kenwood (commercial ground level) plus 2 to 3 floors above), ensure adequate parking for all uses, aesthetic improvement, make easy to walk, ride, bike

A place where community goes, esthetically pleasing. When is development going to happen? It is currently a mess.

Community – village constable (police drop in centre) hearth-style development, green corridors, commercial 1 st floor – integration with park space – multi-use residential, better crossing for Lakeshore, parking for commercial and residents

Mix of uses (commercial and residential), entertainment, seniors housing and public housing, more green, better connectivity through plaza to parks, more trees, ensure there is adequate parking, Baskin Robins, safe space that is well lit, affordability will be maintained.

Trees, benches, permeable paving, village transition from neighbourhood to plaza, underground parking, walkable village feel, high rise at Lakeshore, Don Mills/Lawrence place, low rise along the back on north, daycare/integrated with seniors community space, friendly pedestrian walk across Lakeshore, light too short time to cross

Better maintenance, like to see a medical building. Do not need more high rise. Current building not adequate for walking in the area. Reconfiguration, places to sit, underground parking, pedestrian connection, beautiful building façade.

Upscale mall, green spaces, urban design, destination, walkable/safety/comfort, connectivity, transit hub, sustainability, affordable housing.

Bank put in plaza. Barrier to current design, Cannot access from plaza, opened up (L-shape wall right now), Village feel – people driving along Lakeshore to Oakville want them to shop here.

Live/work opportunities, residential is needed, loud noise concerns addresses, outdoor amenity space, covered areas, make this a showpiece for south east Burlington. L.SR high rise, low density mid rise, property

Taxi depot for seniors, lots of green, better transit link to Appleby GO (direct, no stopping), connect drive thru with arenas property, restaurant can accommodate teams, benches, bike shop, more community gardens, create a corner at Kenwood and Lakeshore.

Nothing higher than three storeys, integrate plaza/parking, place to eat and congregate, controlled intersection at Hampton Heath and Lakeshore, park safety.

Modernize, less asphalt, more green space, underground parking, service local community (not a destination) integrated.

Upgrades/modernize, better lighting so it is safe to go at night, less concrete, more green space, sufficient garbage containers and clean site, pedestrian walkway from grocery store to Lakeshore Road seniors residence

Seniors, accessibility, attractive, low level (height) two-storey with ground retail, max three-storey, carefully planned parking lot, pedestrian friendly (not like Appleby Mall).

Underground (out of sight) parking, if necessary, change topography, see people out and about, community/farmers market, more attractive (vital community, gathering places), connecting towers, seniors rate housing/affordable higher built form if interesting integrate and green spaces, colour, low rise res. Component (max. three storey) tiered, terracing, improve road allowance – multi purpose, access to seniors facilities – local transit/transportation system, grow and buy local produce

Community centre – town square, incorporate parking for arena park at read, live work or retail at grade, keep retail, like three storeys, want to maintain contact of community low rise.

Attractive, walkable/cyclable, community hub, safe, green, senior/kid friendly connected to parks, opportunities for activities and events (like city hall outdoor), maintain commercial use, prefer upscale.

Clean looking, attractive, well maintained, fountains, year round, indoor, green space, more cohesive, indoor mall

Low-rise condo w/retail – increase appeal and quality of services – NOT high rise

Keep grocery space and medical/office and retail but integrate with mid-rise med. Density residential and create pedestrian connections linking to Lake. Skyway Park and residential to north (break up large block). Add library, daycare, community space (indoor/outdoor) . Consider town homes for transition to existing low rise neighbourhood. Allow views to Lakeshore/lake/Skyway Park. Add restaurants and patios. Live/work opportunities. Green development and showpiece for southeast Burlington Plaza for outdoor music events (Downtown Oakville square)

Continue post office facility – no drive thru restaurants/coffee. Sink hole at east driveway. Keep Scotia Bank.

Walkways from lakeshore to plaza – with lots of trees. Covered store fronts so that in a rainy day one can look into windows and be sheltered from weather elements with seating for seniors. Sit with Timmy's coffee – gathering/rest area/garden plaza and group notes.

Add privacy wall/fence on north side by Hampton Heath

No high rise – No big box store – Look at Bronte Village for inspiration.

Keep a grocery store, LCBO, drive through , Tim Horton, restaurants, Keep doctors office.

Can you take advantage of the space by building underground parking (see for example: Dix 30 in Brossard, Quebec). This way there would be land available for more businesses and green area. Can you build a commercial facility that does not look so "big box" mimics more of a downtown setting as per example.

WHAT ARE YOUR FEARS FOR A REDEVELOPED LAKESIDE PLAZA

High density, cars and walkers, (not at control section) sewers not getting upgraded, motorcycles, don't make it like Appleby Mall

Losing retail function, welcome redevelopment

No more condos/apt. complexes, no bar (night club)

Big tall buildings, too much development, traffic, fast food (keep it out) loss of local businesses, more collaboration with the city, "uncertainty" of future plan, need co-ordination, need commitment.

Intensified traffic, residential units as possible multi storey, high and services drives out stores already there, no parking spots will change community feel, safety issues with more traffic

High traffic – no high density

High rise – five plus storeys out, losing green space

No high rise residential, increased traffic

No live, work, play condos with small stores attached

Do not fill up with more buildings, maze of parking like Appleby, very high density (hi-rise) traffic volumes/congestion

No residential, fear tax $ will go to developer, concern for condos.

High rise buildings, traffic to the site would use Kenwood or Hampton Heath, fire station locates here. Busing hub on Hampton Heath should be put on Lakeshore.

High rise, over development, too high, need safe crossings over Lakeshore, higher prices.

It will take too long to redevelop, blocking view (height) that it will not be consistent with neighbour, senior/youth programs, satellite. Big box stores like at Burloak/QEW. No big parking lots, no drive throughs, height, speed of cars, motor cycles, down Hampton Heath.

No high rises, flooding, roads at capacity, traffic plan needed, especially neighbourhood roads, Kenwood Ave.

Towers mid rise or low rise, traffic/parking

High density towers (25 storeys), No fears anything is better than what we have, too much density traffic, height.

Too high and too dense, respect the area, how it redevelops, support for existing used retailers who want to stay, security/community safety/policy, traffic signals and timing/advanced light at Hampton Heath and New Street.

Traffic during development, how long is construction, best stormwater management, protect the shoreline.

High rise, infrastructure capacity.

High rise condos, only resident – need local services, developed in isolation, car focused/dependant

That they don't do anything – anything is better than what's there now, do not want retail and office uses disappear high rise.

Traffic, losing green space, too many high rise, failure of detail being sustainable

Mid-high rise residential building (traffic)

Traffic, Lakeshore is too busy, high rise over six storey would cut off neighbourhood. Don't want it to look like up town, don't feel like it would interact well.

All high rise, removal of commercial uses, skate boards, drive-thru fast food. No junk (prefer upscale) lose view of Skyway Park from the west.

Live work condos, high rise condo, block view of the lake.

APPENDIX 3 – PROPOSED OFFICIAL PLAN AMENDMENT

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

AMENDMENT WILL BE UPDATED AS REQUIRED

CONSTITUTIONAL STATEMENT

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

PART A – PREAMBLE

1. PURPOSE OF THIS AMENDMENT

   The purpose of this Amendment introduce a site specific provision that permit the comprehensive redevelopment of the Subject Lands into a high density, mixed use area including 14,655 square metres of commercial and office uses, 900 residential units and 1,350 parking spaces. The built form consists of several buildings ranging in height from 1 to 18 storeys.

2. SITE AND LOCATION

   The Subject Lands are located at 5353 Lakeshore Road and bound Kenwood Avenue to the west, Lakeshore Road to the south and Hampton Heath Road to the east. The site is 3.84 hectares in area.

3. BASIS FOR THE AMENDMENT

   a) The proposed Amendment is consistent with the Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan). It represents a form of land-efficient intensification which helps meet provincial, regional and municipal growth targets.
   b) The proposed Amendment better implements the direction of the PPS and Growth Plan than the existing Official Plan policies.
   c) The proposal directs growth to an area with existing and planned transit service.
   d) The proposal conforms to the Halton Region Official Plan and the Burlington Official Plan. The proposed development is designed in a manner that respects the existing character of the area by transitioning height throughout the site to address the low-rise development to the north and the taller buildings to the south.
   e) The proposal can be adequately serviced and does not create any adverse impacts, utilizing existing infrastructure in an efficient manner.
   f) The proposal is well-served by existing community infrastructure including public transit, bike lanes, parks, schools, places of worship and an arena. Combined with existing and proposed commercial opportunities, the proposal represents the implementation of a complete community for the area.
   g) The proposal enhances the pedestrian environment within the site and along the exterior street frontages, promoting active transportation, social interaction and a comfortable and vibrant human environment.
   h) The proposal is in keeping with the character of the neighbourhood, provides an opportunity for intensification within the Built-up Area, preserves and upholds the overall urban structure as set out in the in-force OP and would implement the proposed urban structure set out in the Official Plan Review.

i) Various technical studies have been submitted with the application to confirm the feasibility and the merits of this application.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

The text of the Official Plan of the Burlington Planning Area is amended by adding the following clause to Part III, Section 4.6, Subsection 4.6.2 Neighbourhood Commercial Designation, which reads as follows:

"k) For lands located at 5353 Lakeshore Road:

i. Notwithstanding Policy 2.2.2e), a maximum residential density of 240 units per hectare shall be permitted.
ii. Notwithstanding Policy 4.6.2a)(ii), a maximum building area of 15,000 square metres shall be permitted.
iii. Notwithstanding Policy 4.6.2b), residential uses shall be permitted in standalone buildings of up to 6 storeys in height and in mixed use buildings of up to 18 storeys in height"

2. INTERPRETATION

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

3. IMPLEMENTATION

The Official Plan Amendment will be implemented in accordance with the "Implementation" policies of Part VI of the Official Plan of the Burlington Planning Area.

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APPENDIX 4 - OFFICIAL PLAN AMENDMENT FOR DRAFT OFFICIAL PLAN

AMENDMENT NO. XXX TO THE BURLINGTON OFFICIAL PLAN (April 2018)

AMENDMENT WILL BE UPDATED AS REQUIRED

CONSTITUTIONAL STATEMENT

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

PART A – PREAMBLE

1. PURPOSE OF THIS AMENDMENT

   The purpose of this Amendment introduce a site specific provision that permits the comprehensive redevelopment of the Subject Lands into a high density, mixed use area including 14,655 square metres of commercial and office uses, 900 residential units and 1,350 parking spaces. The built form consists of several buildings ranging in height from 1 to 18 storeys.

2. SITE AND LOCATION

   The Subject Lands are located at 5353 Lakeshore Road and bound Kenwood Avenue to the west, Lakeshore Road to the south and Hampton Heath Road to the east. The site is 3.84 hectares in area.

3. BASIS FOR THE AMENDMENT

   a) The proposed Amendment is consistent with the Provincial Policy Statement (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan). It represents a form of land-efficient intensification which helps meet provincial, regional and municipal growth targets.
   b) The proposal directs growth to an area with existing and planned transit service.
   c) The proposal conforms to the Halton Region Official Plan and the Burlington Official Plan. The proposed development is designed in a manner that respects the existing character of the area by transitioning height throughout the site to address the low-rise development to the north and the taller buildings to the south.
   d) The proposal can be adequately serviced and does not create any adverse impacts, utilizing existing infrastructure in an efficient manner.
   e) The proposal is well-served by existing community infrastructure including public transit, bike lanes, parks, schools, places of worship and an arena. Combined with existing and proposed commercial opportunities, the proposal represents the implementation of a complete community for the area.
   f) The proposal enhances the pedestrian environment within the site and along the exterior street frontages, promoting active transportation, social interaction and a comfortable and vibrant human environment.
   g) The proposal is in keeping with the character of the neighbourhood, provides an opportunity for intensification within the Built-up Area, preserves and upholds the overall urban structure as set out in the in-force OP and would implement the proposed urban structure set out in the Official Plan Review.
   h) Various technical studies have been submitted with the application to confirm the feasibility and the merits of this application.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

   The text of the Burlington Official Plan is amended by adding the following clause to Chapter 8, Subsection 8.1.3(4.3):

   "b) **5353 Lakeshore Road**: Notwithstanding Policies 8.1.3(4.2)e) and f), 2 buildings up to 18 storeys in height and 1 building up to 14 storeys in height shall be permitted on the lands located at 5353 Lakeshore Road.

2. INTERPRETATION

   The Official Plan Amendment shall be interpreted in accordance with the interpretation policies of Chapter 12 of the Burlington Official Plan

3. IMPLEMENTATION

   The Official Plan Amendment will be implemented in accordance with the implementation policies of Chapter 12 of the Burlington Official Plan.

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APPENDIX 5 – PROPOSED ZONING BY-LAW AMENDMENT

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

THE CORPORATION OF THE CITY OF BURLINGTON
BY-LAW NUMBER XXX

A By-law to amend By-law 2020, as amended; 5353 Lakeshore Road,
File No.: XXX

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 PB-XX-18 on DATE, to amend the City's existing Zoning By-law 2020, as amended, to permit the comprehensive redevelopment of the lands located at 5353 Lakeshore Road which will include a mixture of retail, office and residential buildings of varying heights and densities.

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

1. Zoning Map Number 26 of PART 15 to By-law 2020, as amended, is hereby amended as shown on Schedule "A" attached to this By-law.

2. The lands designated as "A" on Schedule "A" attached hereto are hereby rezoned from CN1-63 (Neighbourhood Commercial) zone with site specific regulations to the CC1-XXX (Community Commercial) zone with site specific regulations.

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

Exception XXX	Zone CC1	Map 26	Amendment XXX	Enacted XXX

1. Permitted Uses

i.	For the subject property, Lakeshore Road shall be the front lot line for the application of zoning regulations.

The follow uses shall also be permitted:

Apartment Building

Street Townhouse Dwelling

2. Regulations

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ii.	Building Height (residential and mixed use buildings)	18 storeys and 60 m maximum
iii.	Landscape Area Abutting a street: Abutting the P Zone along the northerly lot line:	 6m, except 1m abutting Hampton Heath Road 1m
iv.	Landscape Buffer Abutting a Residential Zone:	 1m
v.	Loading and Unloading shall be prohibited within 10m of a residential zone.	
vi.	Parking areas shall be separated by a landscape strip with a minimum width of 2 m which may including a walkway.	
vii.	Amenity areas shall be provided at a rate of 14 sq. m. per unit.	
viii.	(a) A chimney, overhang, cornice, pilaster, sill, ornamental projection, belt course eave or gutter, or lintel may project up to 1 m into a required yard. (b) A bay window, balcony, vestibule, fire escape or open stairway may project up to 1.6 m into a required yard. (c) A porch associated with a townhouse unit may encroach up to 1.5 m into a required yard	
ix.	A total of 1350 parking spaces shall be provided on site.	
x.	A total of 7 accessible parking spaces shall be provided on site which shall also satisfy the specific locational and quantity requirements for Medical Offices.	

Except as amended herein, all other provisions of the By-law and the CC1 zone, shall apply.

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APPENDIX 5 – PROPOSED ZONING BY-LAW AMENDMENT

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

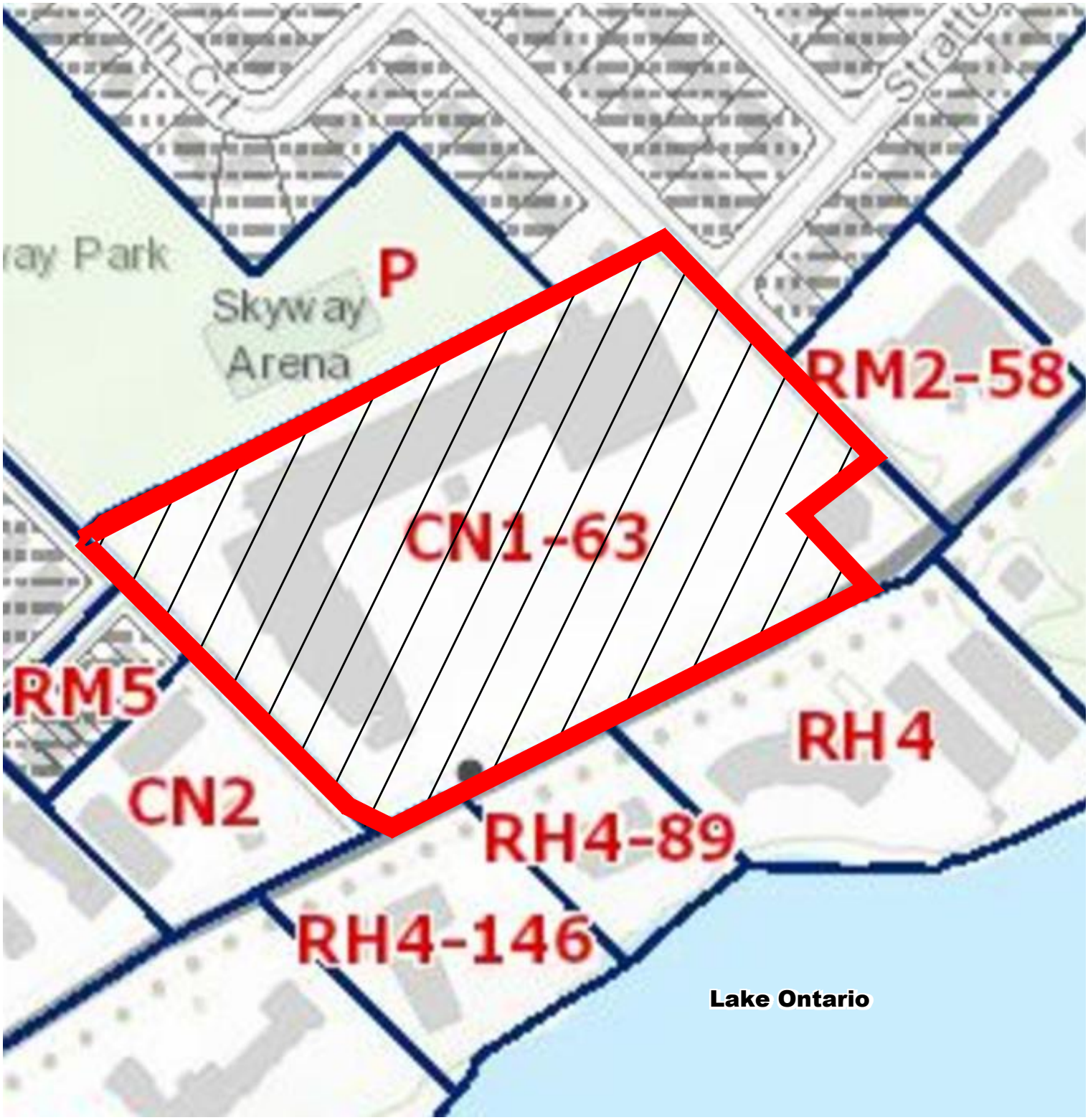
4 b) If one or more appeals are filed pursuant to the provisions of the Planning Act, as amended, this By-law does not come into force until all appeals have been finally disposed of, and except for such parts as are repealed or amended in accordance with an order of the Ontario Municipal Board this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

ENACTED AND PASSED this ……..day of …… 2018.

_____MAYOR

_____CITY CLERK

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Data Source: City of Burlington Zoning By- Law - Interactive Mapping Schedule A

Schedule A - Zoning By-Law Amendment

City of Burlington Zoning By-Law 2020

5353 Lakeshore Road, Burlington, Ontario

LEGEND

- Subject Lands
- Change zoning from Neighbourhood Commercial (CN1) Zone to Community Commercial (CC1-XXX) Zone

DATE: April 2, 2018

SCALE 1:30000

\\woodfile01\docs\15218\A\PJR\Figures\CAD\15218A-Figure Mapping 14 December 2017.dwg

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APPENDIX 6: ZONING COMPLIANCE TABLE

Regulation (Table 4.6.1)	CC1	Provided	Compliance
Lot Width	150 m	193.3 m	Complies
Lot Area	2 ha	3.84 ha	Complies
Front Yard	6 m	6 m	Complies
Street Side Yard	6 m	6 m	Complies
Side Yard	3 m	3.5 m (Block H)	Complies
Rear Yard	6 m	10.5 m	Complies
Floor Area per unit (not apply to residential dwelling units)	5600 m^2 maximum	3,175 m^2 (grocery store)	Complies
Yard abutting a Residential zone	9 m	12 m (grocery store)	Complies
Building setback abutting a creek block	7.5 m	N/A	N/A
Yard abutting a Railway right-of-way	none required	N/A	N/A
Yard abutting a Pipeline easement	7 m	N/A	N/A
Separation	30 m for land uses sensitive to Railway	N/A	N/A

Distance from a Railway right-of-way	rights of way		
Yard abutting a PC or P zone	6 m	10.5 m (Block D)	Complies

Regulation	CC1	Provided	Complyity
6.2 Building Height	3 storeys up to 12 m maximum	18 storeys, 60.00 m + Mechanical penthouse	Does Not Comply – By-law Modification Requested
6.3 Floor Area	In a CC1 zone retail uses between 1800 m^2 and 5600 m^2 in floor area, where food products are not the principal goods retailed, shall not occupy more than 30% of the total floor area.	Unit sizes will be determined during future detailed design when needs of prospective tenants have been identified.	Complies
6.4 Landscape Area and Buffer	Landscape Area: Abutting a street: 6 m Abutting an O2 or O3 zone: 3 m Abutting a PC or P zone: 3 m Landscape Buffer: Abutting a Residential zone: 9 m in a CC1 zone	Grocery Store ~1m to Hampton Heath Blocks C, D, I ~1m to Skyway Park Grocery store <1m	Does Not Comply – By-law Modification Requested
6.5 Separation Distance	Standard Restaurant: 15 m between the use and a residential zone. Fast Food Restaurant: 30 m between the use and a residential zone.	Approximately 40 m between Block A and the RM-5 Zone on Kenwood Avenue	Complies

6.6 Restaurant and Drive Through Facilities	a) Where drive through facilities are located in or adjacent to building elevations facing a street, landscaping shall be provided to screen the building from the street. b) External conveyor pick-up systems are not permitted in a yard abutting a street and shall be setback 15 m from a residential zone. c) Intercom ordering stations shall be setback 15 m from a residential zone.	N/A – Not Proposed	N/A – Not Proposed
6.7 Loading and Unloading	a) Loading/unloading shall not take place within 20 m of a residential zone. b) Loading/unloading docks shall be screened from view from an adjoining residential zone.	a) Grocery store 12m b) Grocery store – room for fencing/screening available	a) Does Not Comply – By-law Modification Requested b) Complies – Details to be provided during site plan stage.
6.8 Outside Storage	a) Only merchandise displayed for retail sale may be stored outside, provided the merchandise is not stored in a truck, trailer or other vehicle. b) Perishable waste must be kept in refrigerated storage within a building. Alternatively, perishable waste may be stored outside if a deep collection waste disposal system, comprised of a sealed container with a lockable lid located primarily below grade, is used.	Will Comply – Details to be provided during site plan stage.	Will Comply – Details to be provided during site plan stage.

	c) Non-perishable waste stored outside on lands abutting a residential zone shall be kept within a solid screen enclosure subject to Part 1, Subsection 2.2.2.		
6.9 Patio – Outdoor	Not permitted within 45 m of a residential zone	Not currently proposed (will appear to Comply if proposed at the rear of Block A in the future)	Not currently proposed (will appear to comply if proposed at the rear of Block A in the future)
6.10 Parking	a) Parking shall be provided in accordance with Part 1, Subsection 2.25 "Off Street Parking and Loading Requirements" b) Notwithstanding Part 1, Subsection 2.25, where a permitted freestanding residential use is located within the same lot as a permitted non-residential use and provided the non-residential use comprises at least 30% of the lot area, visitor parking shall not be required. c) Parking of trucks and trailers is prohibited except when: • the truck or trailer is being loaded and unloaded • the truck or trailer is for customer use • the truck or trailer belongs to a property owner or tenant • the truck or trailer is being used	a) See parking calculations below b) all residential uses except Block B is in mixed use buildings c) N/A	a) Does Not Comply – By-law Modification Requested b) N/A c) N/A c) N/A

	for charitable purposes d) In a CC1 Zone parking areas shall contain a maximum of 190 parking spaces and shall be separated from adjoining parking areas by a 3 m landscape area. Notwithstanding the definition of Landscape Area, a landscape area separating parking areas within a comprehensive development may contain a 2.0 m wide walkway which runs parallel to and within the landscape area provided that the landscape area has a minimum width of 4.5 m. Where more than one parking area is required the average parking area size shall be 150 parking spaces. Connecting driveways may cross a landscape area.	d) Total surface parking area is 192. The surface parking area is subdivided into separated parking areas with the largest parking area having 53 spaces. Parking areas are separated by landscaped strips between 2 m and 6 m in width (including a 1.5m walkway).	d) Does Not Comply – By-law Modification Requested
6.11 Contiguous Lots	Where multiple contiguous lots are developed under a single comprehensive site plan all lots shall be deemed to be one lot for purpose of applying zoning regulations. A lot shall be used in a manner that Complies with all of the regulations and prohibitions of this by-law that govern the lot itself and all of the regulations and prohibitions of this by-law that govern the entire development.	N/A	N/A
6.12 Amenity Area	Where dwelling units are located on the second or third floors above	A total of 890 units are on a second floor or higher., therefore required amenity	Does Not Comply – By-law Modification Requested

	commercial uses a minimum amenity area of 20 m^2 per unit shall be provided.	areas will be Required amenity area = 20 x 890 = 17,800 m^2 Total amenity area provided = 13,500m^2 = 14 m^2/unit	
6.13 Fencing	On lands abutting a residential zone fencing shall be installed along the common boundary with the residential zone and shall have a minimum height of 1.8 m, which may be a solid screen fence or a combination of chain link fence and landscape planting to form a dense year-round screen.	Land for fencing at grocery store is available – will Comply	Will Comply – Details at Site Plan Control stage

Regulation	General Provisions	Provided	Complyity
2.13.1 Encroachment Into Yards	Every part of a required yard shall be unobstructed except with respect to the following encroachments: a) The following obstructions may project 50 cm maximum into a side yard and 1 m maximum into any other yard from the wall of the building: • Chimney • Overhang • Cornice • Pilaster • Sill	Building projections will be confirmed during detailed building design at the site plan stage.	By-law modification requested to provide for greater design flexibility, façade articulation opportunities and the creation of visually appealing architecture.

	• Ornamental Projection • Belt Course Eave or Gutter • Lintel		
	c) A bay window, balcony, vestibule, fire escape or open stairway may project 50 cm maximum into a required side yard and 1.6 m maximum into any other required yard, provided that: (i) The sum of the length of these projections does not exceed one third of the permitted length of a building wall, (ii) The length of any one projection does not exceed 3 m. (iii) A bay window that projects into a required yard may not have a foundation and must have at least 30% of the surface area of the projection as window.	Building projections will be confirmed during detailed building design at the site plan stage.	By-law modification requested to provide for greater design flexibility, façade articulation opportunities and the creation of visually appealing architecture.
	d) The following obstructions may project 65 cm maximum into a required yard: • A roofed-over or screened but otherwise unenclosed 1 storey porch • A terrace or unroofed porch • A carport	Porches for townhouse units project 1.5 m into required yard	Does Not Comply – By-law Modification Requested

	f) A Parking structure below grade and less than 1.6 m above grade may encroach into a required yard but shall not encroach into a required landscape buffer, provided that a minimum 3 m setback shall be maintained from a street line or property line	The underground parking does not extend beyond ground floor foot print and therefore maintains all required yard setbacks	Complies
2.25.3 Minimum Loading Space Requirements	At least one off-street loading space shall be provided in conjunction with every principal building, including mixed use buildings, but excluding residential buildings less than 4 storeys high.	**Every principle building contains a loading space**	**Complies**
2.25.4 Minimum Parking Spaces Requirements	*Street Townhouse Dwelling* 2 spaces per unit *Apartment Building* 1.25 occupant spaces per one bedroom unit 1.50 occupant spaces per two bedroom unit 1.75 occupant spaces per three or more bedroom 0.35 visitor spaces per unit	2 x 5 = 10 1.25 x 570 = 712.5 1.5 x 320 = 480 N/A 0.35 x 900 = 315 **Total residential parking: 1519.5**	Does Not Comply – By-law Modification Requested

	Medical Office 6 spaces per 100 m^2 gross floor area *Office* 3.5 spaces per 100 m2 gross floor area *Retail Store* (incl. standard rest.) 4 spaces per 100 m2 gross floor area *Standard Restaurant* 1 space per 4 persons capacity *Supermarket* 10 spaces per 100 m^2 gross floor area	Medical Office GFA to be determined during detailed building design at the site plan stage when tenant needs are known. (2700x0.8/100) x 3.5 = 75.6 (8780x0.8/100) x 4 = 280.96 Included in retail store for now. (3175x0.8/100) x 10 = 254 Total Commercial Parking: 610.56 **Total Required Parking: 610.56 + 1519.5 = 2130.06** **Total Parking Provided: 1350** *Note: commercial floor area was multiplied by a factor of 0.8 to approximate future GFA)*	

Parking stall size	Minimum width of 2.75 m and a minimum area of 16.5 m^2	Parking stalls are dimensioned at 2.75 m x 6 m = 16.5 m^2	Complies
Parking Structures	(i) Any part of an enclosed parking structure that projects 1.6 m or more above grade shall be subject to the yard requirements of the zone designation. (ii) Entrance and exit ramps to below grade and above grade parking structures or buildings shall be setback 7.5 m from a street line. (iii) Below grade parking structures shall not extend into a required landscape buffer and shall be setback 3 m from all other property lines and street lines.	(i) The underground parking does not extend beyond ground floor foot print and therefore maintains all required yard setbacks (ii) all ramps face away from streets (iii) The underground parking does not extend beyond ground floor foot print and therefore maintains all required yard setbacks	Complies (ii) Complies (iii) Complies
Accessible Parking	Required Parking 5 to 50 spaces = 1 designated accessible parking space 51 to 90 spaces = 2 designated accessible parking spaces Over 90 spaces = 3% of required parking a) Medical office and institutional uses shall provide a minimum of one	Required parking = 2130.06 spaces 0.03 x 2130.06 = 63.9 ≈ 64 accessible spaces required 7 spaces are provided a) Location of medical offices has not been determined on the plan and will be	Does Not Comply – By-law Modification Requested a) May Not Comply – By-law Modification

	designated accessible parking space. Where out-patient services are provided, a minimum of 10% of the required parking shall be designated accessible parking spaces. b) Each designated accessible parking space shall meet the minimum width and area requirements of subsection (1)(a) above and shall be located adjacent to a delineated accessible parking walkway with a minimum width of 2.0 metres.	decided upon conclusion of a tenancy agreement. Accessible parking requirements will be blended with the requirements of entire site. b) Parking stall sizes are 2.75 m x 6.0 m with a 2 m walkway shared by two spaces	Requested b) Complies
Bicycle Parking	Retail, Retail Centre, Service Commercial Office, Institutional 2 spaces plus 1 space / 1000 m2 GFA Each space shall be 0.6 x 1.8m	2 + (14655)/1000 = 16.66 ≈ 17 Bike parking will be distributed throughout the site. Location and quantity will be determined at the site plan stage and will be well above 17 spaces.	Complies

APPENDIX 7: ASSESSMENT OF SUSTAINABLE DEVELOPMENT PRINCIPLES AND OBJECTIVES

Note: The Sustainable Development Principles and Objectives do no form part of the OP and reviewed here for reference purposes.

Principles	
Principle	**Compliance Statement**
Principle 1: Recognize the interdependence of humans and the rest of nature in a common ecosystem; seek to prevent and reverse degradation of the earth, air, water, plants and animals by human activity.	The proposal does not displace elements of the Natural Heritage System and will increase the tree canopy on site through a comprehensive landscaping scheme.
Principle 2: Recognize the urgency of climate change and take measures to reduce greenhouse gas emissions and to adapt.	The proposal will contribute to reducing greenhouse gas emissions by supporting active and public transportation and encourage modal shift through a reduction in parking requirements in conjunction with TDM measures. The proposal also represents a complete community concept wherein commercial areas, parks, schools and other community facilities are located in close proximity to one another which further encourages active transportation modes.
Principle 3: Promote conservation, stewardship and responsible use of resources. Discourage processes and practices that result in natural resources being consumed at a rate faster than they can be replenished.	The proposal represents a compact and land-efficient built form which utilizes existing, serviced land in a responsible manner.
Principle 4: Discourage the production and use of persistent and harmful substances. Reinforce proper disposal practices for such substances.	Not applicable.
Principle 5: Affirm and promote practices that provide a safe and healthy environment and build resilience, and engage our community in not only meeting the economic and social needs of all citizens but enhancing quality of life.	The proposal creates a complete community placing amenities and complementary land uses close to residences. The proposal also contains an interconnected network of landscaped pedestrian paths and open spaces to create a comfortable pedestrian environment.
Objectives	
Objectives	**Compliance Statement**
1. Leadership: Take a leadership position on sustainability issues both within and outside of the City of Burlington. Recognize that our local actions can have global implications.	The proposal will provide a good example of the revitalization potential locked in aging, land-extensive retail plazas throughout the region and move the City forward as a leader in large scale revitalization projects among small to mid-size cities.
2. Protection and Enhancement of Natural Features: Protect and enhance Burlington's natural features to ensure that shorelines, natural water courses, wetlands, flood plains, woodlands and forestry tracts, as	The Subject Lands are currently fully built out and have minimal landscaping. The proposal presents an opportunity to significantly increase the trees canopy on site through a comprehensive landscape

well as notable landmarks such as the Niagara Escarpment, are preserved for future generations. Improve the connectivity of natural features to enhance the natural heritage system. Preserve habitat to maintain and increase biodiversity and protect species at risk.	plan.
3. Protection of Natural Resources: Sustainably manage and protect natural resources such as water, minerals and fertile lands. Reverse degradation of natural resources when feasible.	The proposal is not located abutting any Natural Resources.
4. Responsible Use of Natural Resources: Reduce the consumption of natural resources and ensure users are responsible for the full local costs of services such as water, electricity and sanitary sewers. Provide educational programs to encourage conservation of natural resources and increase awareness of the full costs of services.	The proposal represents a compact and land efficient built form that will make more efficient use of existing services in the area.
5. Waste Reduction: Reduce waste generation and increase resource recovery. Minimize waste in designing, building, operating, renovating, demolishing and re-purposing buildings.	Not Applicable.
6. Greening of the City: Promote the preservation, management and planting of trees and other vegetation on private and public property within the City. Encourage the use of native, non-invasive and diverse species.	As noted in the Arborist Report, 58 of the existing 71 trees will be retained on site. The proposal presents an opportunity to significantly increase the trees canopy on site through a comprehensive landscape plan.
7. Natural Features and Green Space: Ensure natural features and greenspace are fundamental components of the City including new developments and redevelopments.	The proposal contains an interconnected network of landscaped pedestrian paths and open spaces to create a comfortable pedestrian environment. The Subject Lands are also positioned so as to act as a comfortable pedestrian connection between Burloak Waterfront Park and Skyway Arena and Park.
8. Superior Neighbourhood Design: Make land-use decisions considering the natural features, site characteristics and location relative to employment, transportation and amenities. Apply an ecosystem approach to assess the impacts of development and to ensure environmental integrity, diversity and resiliency. Create vibrant, equitable communities that are healthy, walkable and transit supportive.	The proposal will replace an underutilized, land-extensive and auto-oriented retail plaza with a compact complete community. The proposal will utilize existing services and make use of and support the 4 existing transit routes which serve the area. The proposal will not only increase the amount of people living in the area but also add an additional 4,315 m^2 of commercial floor area to the existing supply. The proposed interconnected network of landscaped pedestrian walkways and public open spaces will create a vibrant and walkable pedestrian environment. As noted before, apart from the existing landscape areas, there are no natural features on site.
9. Sense of Community: Create sustainable and appropriate forms of development that reflect the human scale, promote a sense of	The proposal is in the form of a podium-tower design which contributes to a more human scale environment at grade. The public

community, and connect and integrate urban development and natural surroundings.	open spaces at grade combined with the increased activity from the additional uses on site will position the Subject Lands as a focal point of the neighbourhood.
10. Neighbourhood Connectivity: Promote community development where residents can easily access necessities and amenities, such as housing, employment, locally produced food, retail, green spaces, education, recreation, and arts and culture through active transportation or transit.	As noted above, the proposal is located in close proximity to a number of parks and community facilities. The proposal also includes 14,655 m^2 of commercial floor area which will serve the daily and weekly needs of the future residents and existing community.
11. Sustainable Transportation System: Prioritize walking, cycling and transit and make the best use of the existing road system for the safe movement of goods and people. Support multi-modal connectivity within the City and with neighbouring municipalities.	The proposal supports active and public transportation and encourages modal shift through a reduction in parking requirements in conjunction with TDM measures.
12. Efficient Urban Design: Increase the efficiency of land use in the urban community with the goal of reducing greenhouse gas and other air emissions and provide efficient, well connected routes for active transportation and transit. Promote urban intensification and development policies, rather than suburban policies that generate sprawl.	The proposal will replace an underutilized, land-extensive and auto-oriented retail plaza with a compact complete community. The proposal will utilize existing services and make use of and support the 4 existing transit routes which serve the area. The proposed mixed-use building will be of a compact, podium-tower design. The proposal represents an appropriate urban intensification project that makes efficient use of existing urban land and services.
13. Natural Storm Water Management: Protect water courses in their natural state and encourage the restoration of water courses that have been degraded. Encourage low impact development design and use of best practices to improve storm water quality and reduce the quantity of storm water sent to traditional storm water infrastructure.	Stormwater quality will be treated as per the applicable municipal standards.
14. Energy Conservation, Efficiency and Generation: Promote net zero carbon energy generation and usage. Increase energy conservation through efficient land use planning and building design. Encourage sustainable local thermal and electrical energy generation and the supporting distribution network. Adopt low emission forms of transportation. Take all opportunities to switch from fossil fuel to renewable and electricity-based technologies.	Sustainable and energy efficient building methods and materials will be considered during the detailed design stage of the project.
15. Agriculture and Food: Promote policies that improve long-term food security with sustainable local agriculture in urban and rural communities. Increase the supply of local, accessible, affordable, culturally diverse and nutritious food. Protect agricultural land from loss and fragmentation.	The proposal recognizes the importance of the existing grocery store and site which is planned to be retained as a future use.

16. Healthy Lifestyles: Promote and support healthy and active lifestyles through the development of complete neighbourhoods, active transportation infrastructure, recreational facilities and parks.	The proposal also contains an interconnected network of landscaped pedestrian paths and open spaces to create a comfortable pedestrian environment. The Subject Lands are also positioned to act as a comfortable pedestrian connection between Burloak Waterfront Park and Skyway Arena and Park. This promotes neighbourhood connectivity and active transportation.
17. Community Engagement: Seek and encourage public participation and education, and consider public input in City decision-making. The economic, environmental and social aspects of proposed developments should be considered. Decisions should address all aspects and build consensus among stakeholders.	The proposal has already gone through a City-led community visioning sessions (see Appendix 2 for summary) and will be presented to the neighbourhood once again at a community meeting as part of the development review process.
18. Evaluation of Development: Continuously monitor and evaluate community development to assess its sustainability in relation to social, environmental or economic impacts.	Not Applicable.
19. Sustainability Assessment: To assess progress towards sustainability, the City of Burlington should prepare a performance review of the entire municipality at regular intervals and develop and implement an action plan based on the findings.	Not Applicable.

APPENDIX 8:

DRAFT OFFICIAL PLAN MAPPING



Data Source: City of Burlington Official Plan- Schedule B: Urban Structure (2017)

Figure 9

City of Burlington Draft Official Plan
Schedule B:
Urban Structure

5353 Lakeshore Road, Burlington, Ontario

LEGEND

- Subject Lands
- Mixed Use Nodes and Intensification Corridors
- Residential Neighbourhood Areas
- Natural Heritage System, Major Parks and Open Space
- Municipal Boundary
- Urban Boundary
- Delineated Built Boundary

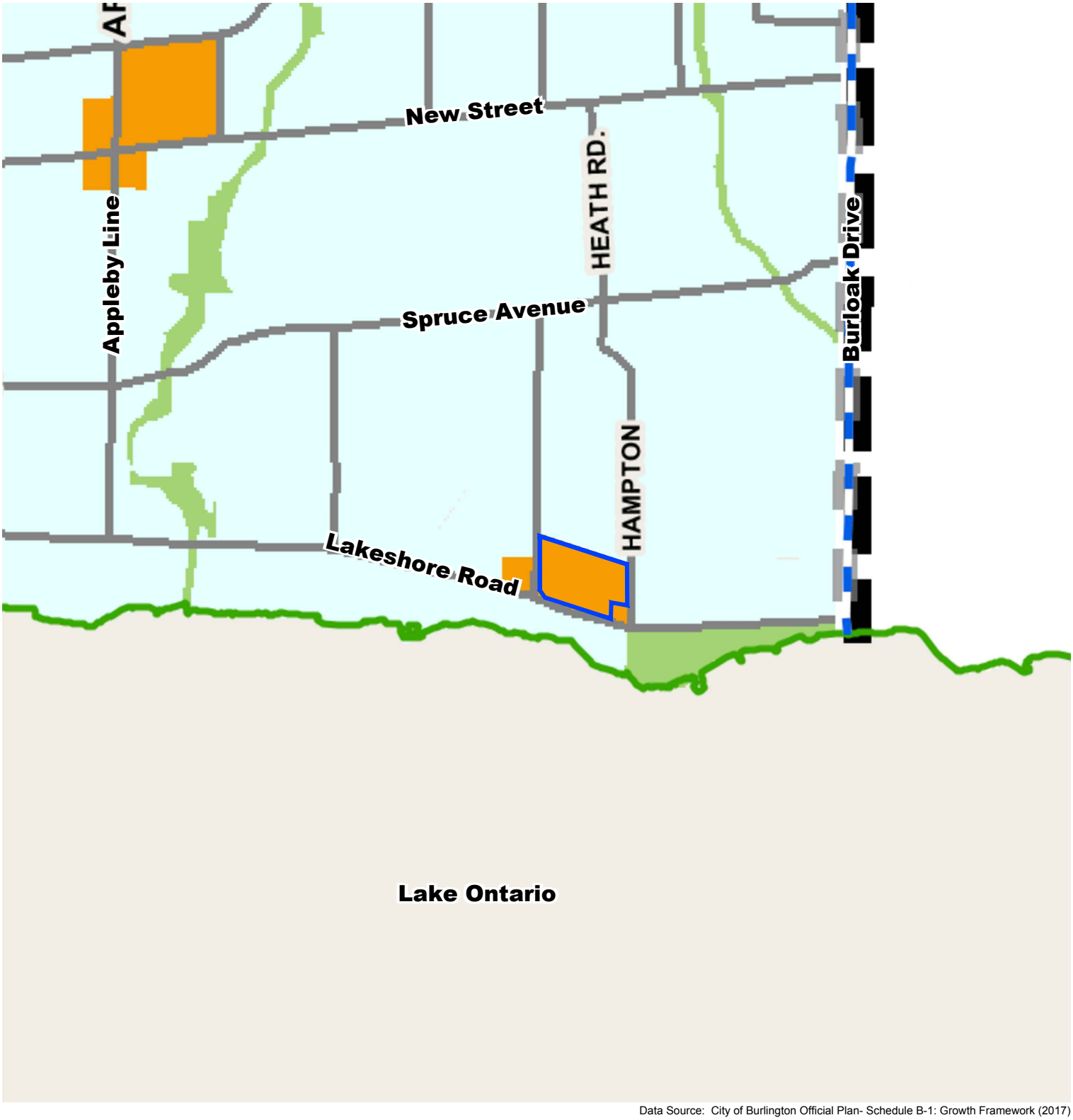
DATE: December 14, 2017

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north

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
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Data Source: City of Burlington Official Plan- Schedule B-1: Growth Framework (2017)

Figure 10

City of Burlington Draft Official Plan
Schedule B-1: Growth Framework

5353 Lakeshore Road, Burlington, Ontario

LEGEND

- Subject Lands
- Secondary Growth Area
- Established Neighbourhood Area
- Natural Heritage System, Major Parks and Open Space
- Municipal Boundary
- Urban Boundary
- Delineated Built Boundary

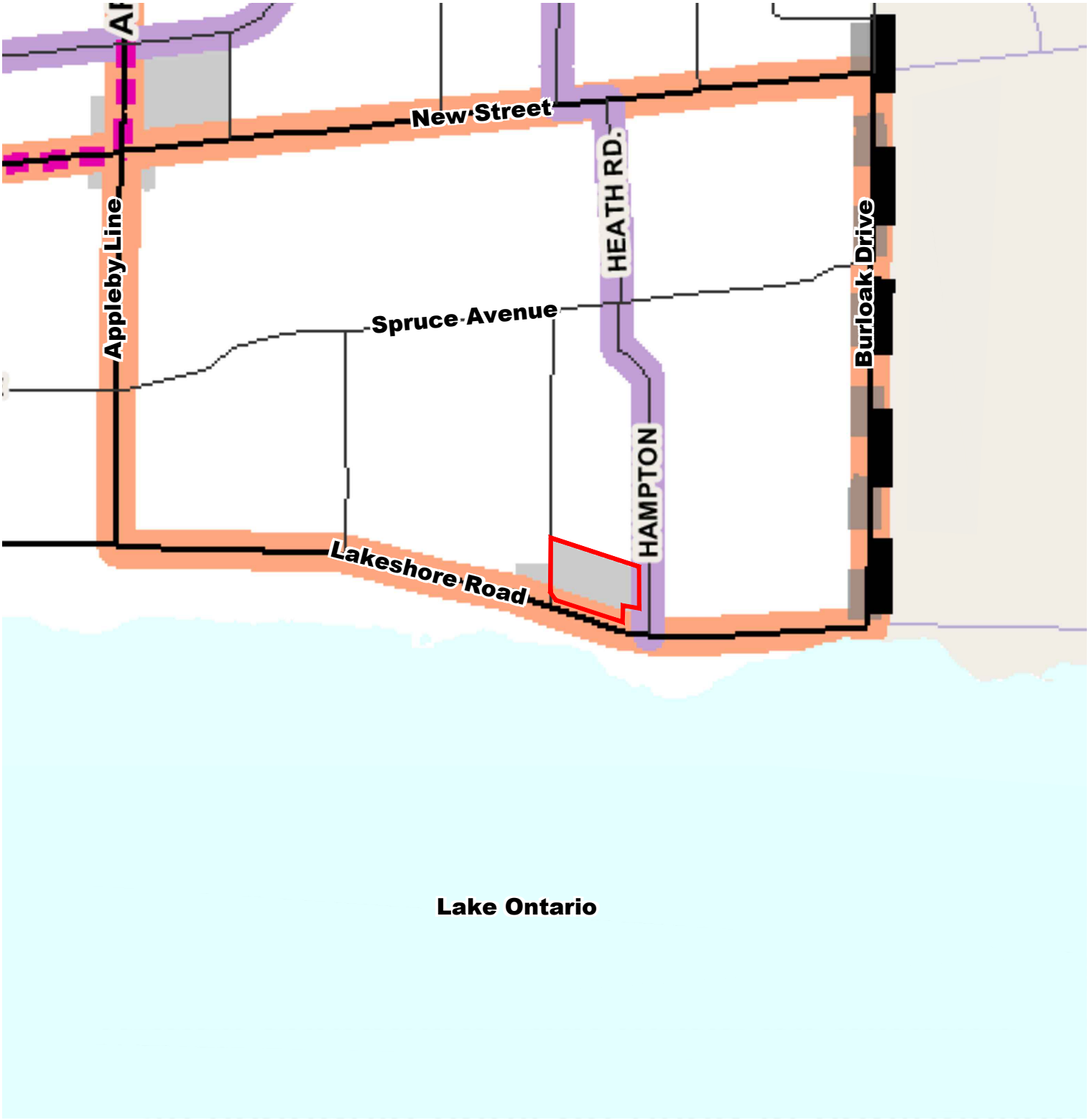
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Data Source: City of Burlington Official Plan- Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors (2017)

Figure 11

City of Burlington Draft Official Plan

Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors

5353 Lakeshore Road, Burlington, Ontario

LEGEND

- Subject Lands
- Primary, Secondary, and Employment Growth Areas
- Frequent Transit Corridor
- Transit Supporter Corridor
- Municipal Boundary
- Urban Boundary

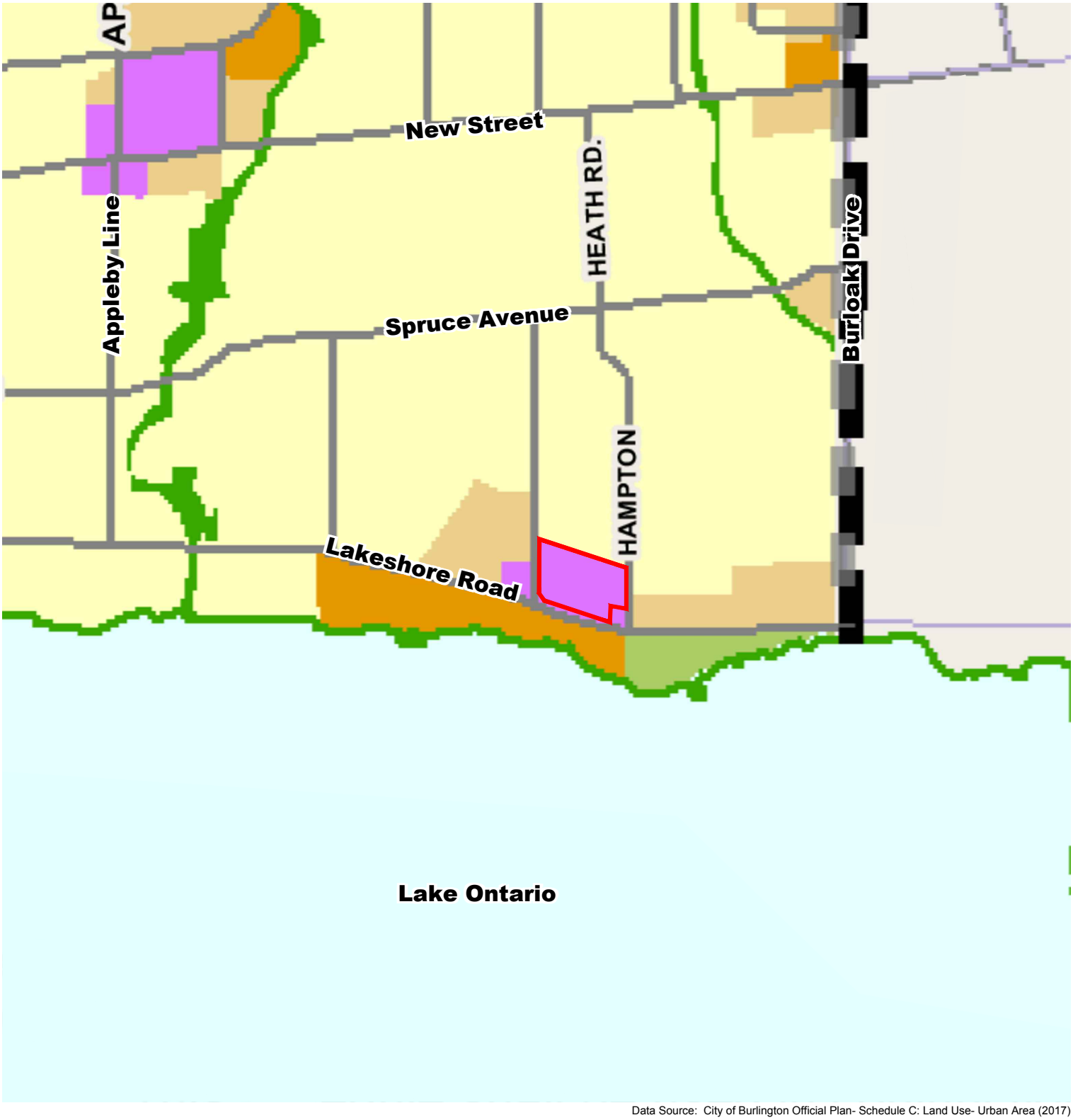
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Data Source: City of Burlington Official Plan- Schedule C: Land Use- Urban Area (2017)

Figure 12

City of Burlington Draft Official Plan
Schedule C:
Land Use- Urban Area

5353 Lakeshore Road, Burlington, Ontario

LEGEND

- Subject Lands
- Neighbourhood Centre
- Major Parks and Open Space
- Residential- Low Density
- Residential- Medium Density
- Residential- High Density
- City's Natural Heritage System
- Municipal Boundary
- Urban Boundary

DATE: December 14, 2017

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Data Source: City of Burlington Official Plan- Schedule O-1: Classification of Urban Transportation Facilities- Urban Area (2017)

Figure 13

City of Burlington Draft Official Plan

Schedule O-1: Classification of Urban Transportation Facilities- Urban Area

5353 Lakeshore Road, Burlington, Ontario

LEGEND

- Subject Lands
- Urban Avenue
- Multi-Purpose Arterial
- Neighbourhood Connector
- Municipal Boundary
- Urban Boundary

DATE: December 14, 2017

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APPENDIX 9 – ASSESSMENT OF OFFICIAL PLAN AMENDMENT CRITERIA FROM NEW DRAFT OFFICIAL PLAN

The following table assesses the criteria of Official Plan Amendment applications, as outlined in Policy 12.1.1.3(j).

Criterion		Compliance Statement
i.	consistency with the intent of the Urban Structure as outlined in Section 2.3, The Urban Structure, of this Plan;	The Subject Lands are identified as "Mixed Use Nodes and Intensification Corridors". The proposal will diversify the mix of land uses through the introduction of 900 residential units and an addition of 4,315 square metres of additional commercial GFA solidifying the function of the site as a mixed use node.
ii.	in the case of a site-specific Official Plan Amendment, consideration of the relevant principles, objectives and policies of this Plan, including the Growth Framework as outlined in Section 2.4, the Development Criteria contained in Subsection 12.1.2(2.2) c) of this Plan, and, where applicable, the land use designation established on the site;	The Subject Lands are identified as a Secondary Growth Area. The introduction of residential dwelling units and increase in commercial GFA is consistent with the intended function as a growth area. The additional density will support the existing and planned public transit infrastructure for the site. Although 3 of the proposed buildings will be considered tall buildings by the Tall Buildings Guidelines with heights of 14, 18 and 18 storeys, the site will continue to meet the intent of the mid-rise built form as the proposed building heights will be distributed throughout the site in a manner the allows for a transition of building heights that steps down from the existing larger buildings along Lakeshore Road to the low-rise buildings toward the north of the site. The proposal will solidify the Subject Lands' function as a Neighbourhood Centre and focal point of the community.
iii.	conformity or lack of conflict with Provincial and Regional Plans, policies and legislation;	As discussed in Sections 5.2 of this report, the proposal conforms to the Growth Plan for the Greater Golden Horseshoe and better implements the policies of that Plan and the Regional Official Plan than the existing Official Plan policies.
iv.	consistency with the Provincial Policy Statement;	As discussed in Section 5.1 of this report, the proposal is consistent with the Provincial Policy Statement. The proposal is more consistent with the policies of the PPS than the existing Official Plan policies.
v.	compatibility with the surrounding area and proper integration with the surrounding neighbourhood or approved area-specific plan;	The proposal achieves compatibility with the surrounding area by carefully distributing building heights throughout the site. Taller buildings are proposed along Lakeshore Road opposite a range of existing taller buildings including 8 and 10 storey buildings. There are buildings as tall as 12 and 19 storeys located east of the Subject Lands. Building step backs and podium-tower design also assist in mitigating height impacts on surrounding lands.

		The proposal also includes generous amounts of landscaping around the perimeter of the site as well as internally through an interconnected network of landscaped sidewalks and public open spaces. This positions the proposal as an inviting development that is open to the community as opposed to being a segregated residential-only tower precinct.
vi.	in the case of a site-specific Official Plan Amendment, existing infrastructure and public service facilities such as parks, are available and can accommodate the proposed use without costly expansion, upgrading or public investment that would require the deferral of other planned improvements to infrastructure and public service facilities, to the satisfaction of both the City and the Region;	The accompanying Functional Servicing Report proposes a servicing scheme which does not require upgrades to municipal infrastructure. The servicing scheme and existing capacity is to be confirmed by the Region through the review of the application. As demonstrated in Table 2 of this report, there are number of public service facilities in the vicinity including parks, schools and places of worship.
vii.	in the case of a site-specific Official Plan Amendment, consideration of the relationship of the subject site to the multi-modal transportation system;	The proposal will encourage modal shift from automobile use to public transit and active forms of transportation through reduced parking provisions, bike parking and efficient pedestrian connections. The increased commercial and residential density will support the existing four bus routes that operate in the area by increasing the pool of potential riders.
viii.	whether the amendment, if approved, would establish an undesirable precedent;	The proposal represents a compact, mixed use form of intensification which is encouraged within the municipal and provincial policy framework. The proposal optimizes the use of land within the urban boundary and contributes the establishment of a complete community in the area.
ix.	whether the amendment, if approved, would remove a significant barrier to development that would otherwise render the site undevelopable and/or underutilized;	The proposal includes 3 buildings with heights greater than 11 storey maximum permitted in the OP (14, 18 and 18 storeys). Policy 8.1.3(4.2)g) in the OP permits higher heights through and OPA "…where the development proposal contributes to achieving vibrant, active and walkable built environments, and is consistent with the objectives of the Neighbourhood Centre designation." As such, the proposal allows the optimization of the land use designation on the Subject Lands and assists in reaching economies of scale which make the project more financially viable.
x.	financial sustainability, in accordance with Section 6.5, Financial Sustainability, of this Plan;	The proposal is consistent with the City's Financial Sustainability objectives by utilizing existing infrastructure, supporting the existing public transit system and contributing to the establishment of a complete community.
xi.	in the case of an Official Plan Amendment proposing	

	residential uses in either the Secondary Growth Area, or Established Neighbourhood Area, or the Primary Growth Area where an area-specific plan is not underway as identified on Schedule B-1: Growth Framework, of this Plan, the proposed development shall provide the following city building objectives consistent with the City's Strategic Plan, to the satisfaction of the City with any required agreements, and appropriate phasing in the case of a major comprehensive development:	
	a. affordable, rental housing with rents equal to or less than the Local Municipal Average Market Rent (AMR) as per the CMHC annual rental report; or,	The owner is willing to discuss the provision of affordable housing further with the City following the implementation of the City's Housing Strategy.
	b. deliver a portion of units with three (3) or more bedrooms; or,	The 5 proposed townhouses will contain three bedroom units.
	c. the co-location of community space, or public service facilities which includes parks; or	The proposal contains an interconnected network of landscaped sidewalks and public open spaces open to the future residents and to the surrounding community.
	d. residential units provided in partnership with a municipal housing provider or a charitable not for profit organization, including but not limited to, affordable, assisted or special needs housing; and	The owner is willing to discuss the provision of affordable housing further with the City following the implementation of the City's Housing Strategy.
	e. additional sustainable building design measures that contribute significantly towards the goals of the City's Strategic Plan and/or the Community Energy Plan .	Sustainable building design measures are outlined in the accompanying Urban Design Brief and will be considered during the detailed design stage.

APPENDIX 10: ASSESSMENT OF DEVELOPMENT CRITERIA FROM NEW DRAFT OFFICIAL PLAN

The following table assesses the development application evaluation criteria, as outlined in Policy 12.1.2 (2.2)c).

Criterion		Compliance Statement
i.	the development shall be consistent with the land use compatibility policies contained in Section 4.6, Land Use Compatibility, of this Plan;	The proposal does not create any land use conflicts with employment uses. A Traffic and Stationary Noise Feasibility Study has been submitted in support of the proposal which demonstrates that traffic noise impacts can be mitigated through standard practices with respect to building materials, HVAC equipment and warning clauses. Additional studies will be required to determine the noise emissions from roof top mechanical equipment of the proposed commercial uses once building and equipment designs have been selected.
ii.	the development achieves built form compatibility;	The proposal achieves compatibility with the surrounding area by carefully distributing building heights throughout the site. Taller buildings are proposed along Lakeshore Road opposite a range of existing taller buildings including 8 and 10 storey buildings. There are buildings as tall as 12 and 19 storeys located east of the Subject Lands. Building step backs and podium-tower design also assist in mitigating height impacts on surrounding lands.
iii.	the development shall be consistent with the intent of the Urban Structure as outlined in Section 2.3, Urban Structure of this Plan and maintains the land use vision established in the land use designations of this Plan;	The Subject Lands are identified as "Mixed Use Nodes and Intensification Corridors". The proposal will diversify the mix of uses on the Subject Lands through the introduction of 900 residential units and an addition of 4,315 square metres of additional commercial GFA solidifying the function of the site as a mixed use node and as a Neighbourhood Centre.
iv.	the development achieves high quality of urban design and is consistent with the policies contained in Chapter 7: Design Excellence, of this Plan;	The proposal achieves a high quality of urban design which is evaluated in detail in the accompanying Urban Design Report.
v.	the development, where located outside the Established Neighbourhood Area as identified on Schedule B-1: Growth Framework, constitutes intensification;	The Subject Lands are identified as a Secondary Growth Area on Scheduled B-1 and represent intensification, as defined by the Plan, due to the introduction of 900 residential units and the increase in commercial GFA by 4,315 square metres.
vi.	the development can be supported by available infrastructure and public service facilities including, but not limited to, such services as water, wastewater, stormwater and parks;	The accompanying Functional Servicing Report proposes a servicing scheme which does not require upgrades to municipal infrastructure. The servicing scheme and existing capacity is to be confirmed by the Region through the review of the application.

		As demonstrated in Table 2 of this report, there a number of public service facilities in the vicinity including parks, schools and places of worship.
vii.	the development preserves and protects trees, consistent with the policies contained in Section 4.3, Urban Forestry, of this Plan;	The Arborist Report prepared by MHBC Planning concludes that, of the 71 trees on the property, 58 can be retained, 2 require removal due to poor health and the remaining 11 require removal due to construction. The report also provides recommendations for tree protection measures. A landscape plan will be prepared during the detailed design stage to show the additional planting that will take place through the redevelopment of the property. It should be noted that the site currently contains large paved areas with minimal landscaping. As such, through the redevelopment of the property, the tree canopy will be significantly increased from current levels.
viii.	the development provides adequate buffering and other measures to minimize any identified impacts to an acceptable level;	The proposal contains landscaped strips along the street lines of the property. The loading area of the grocery store will located in the same location as the existing loading area and will be appropriately screened from the low density residential uses to the north of the property.
ix.	the development shall:	
a.	demonstrate that future development on the adjacent property(ies) will not be compromised by the proposal;	The proposed development is an intensification project in a mature and developed area with limited potential for redevelopment on surrounding lands. The proposal will assist with the redevelopment of Skyway Arena by sharing Access Lane A as the primary vehicular entrance to the arena property, allowing more efficient use of the lands.
b.	be designed to facilitate future pedestrian, cycling and/or private street connections across one or more adjacent properties, where such opportunities exist, as determined by the City; and	The proposal contains an interconnected network of landscaped sidewalks and public open spaces which facilities efficient active transportation circulation within the development as well as through the development by multiple connections to public sidewalks.
c.	demonstrate, to the satisfaction of the City, the appropriate phasing of development where existing retail and service commercial uses are being re-developed, to minimize adverse impacts on the provision of goods and services to support the surrounding areas;	The accompanying Phasing Plan has been prepared to demonstrate how the property can be redeveloped in 5 phases while taking into account efficient sequencing of site servicing, ensuring adequate parking is provide for uses that operate during the redevelopment process and facilitating the relocation of existing tenants to new portions of the site with minimal disruption to business operations.

x.	the development maintains, enhances and restores the City's Natural Heritage System in accordance with the policies in Section 4.2, Natural Heritage System, of this Plan;	The proposal is not adjacent to a component of the Natural Heritage System. However, as discussed above, the majority of the existing trees will be retained throughout the redevelopment process. Additionally, opportunities exist through the redevelopment process to significantly increase the tree canopy on site.
xi.	the development, where residential uses are proposed demonstrates, the degree to which public service facilities and other neighbourhood conveniences, such as community centres, recreation, neighbourhood shopping centres and healthcare are located within walking distance or accessible by transit;	A total of 14,655 square metres of commercial GFA, including a grocery store, will exist on site which will provide a variety of shopping and services to the residents. Additionally, Table 2 in the report shows that a variety of community facilities are located in proximity to the Subject Lands, including parks, schools and places of worship. Four bus routes service the area which provide connections the other locations in Burlington including the Appleby GO station and the Burlington Seniors Centre.
xii.	The development addresses multi-modal transportation considerations and is consistent with the policies in Section 6.2: Multi-modal Transportation, including but not limited to:	The proposal will encourage modal shift from automobile use to public transit and active forms of transportation through reduced parking provisions, bike parking and efficient pedestrian connections. The increased commercial and residential density will support the existing four bus routes that operate in the area by increasing the pool of potential riders.
f.	the development shall mitigate potential impacts on the municipal transportation system to an acceptable level with regard to transportation flow and capacity;	The accompanying TIS demonstrates that the surrounding street network is able to accommodate the increase in traffic caused by the proposed development.
g.	the development accommodates sufficient off-street parking and transportation demand management measures in accordance with the policies in Subsection 6.2.10 of this Plan;	The accompanying Parking Study demonstrates the proposed 1350 parking spaces are sufficient to accommodate the parking needs of the proposal. The accompanying TDM report suggests measures which decrease demand on the personal automobile for transportation and increase use of alternatives like public transit and active forms of transportation.
xiii.	the development conserves cultural heritage resources, where applicable, in accordance with the policies in Section 3.5, Cultural Heritage Resources, of this Plan;	The Subject Lands currently contain an existing commercial plaza. No cultural heritage resources are present on site.
xiv.	the development provides stormwater management in accordance with the policies of Subsection 4.4.2(2) of this Plan;	The accompanying FSR and SWM report details a proposed SWM scheme consistent with City standards.
xv.	the development addresses hazardous lands and hazardous sites in accordance with Subsection 4.4.2(3) of this Plan;	The proposal is not located on hazardous land nor is it considered a hazardous site.

xvi.	the development considers the relationship to existing or planned transit facilities including a frequent transit corridor, higher order transit, bus routes and/or transit shelters;	On Schedule B-2 of the Plan, Lakeshore Road is identified as a Frequent Transit Corridor and Hampton Heath Road is identified as a Transit Support Corridor. The proposal will support these transit corridors by increasing the pool of potential riders on site and solidifying the site's function as a Neighbourhood Centre which can be considered a designation point.
xvii.	the development complements and connects with the public realm, including walking and cycling facilities;	The proposal also includes generous amounts of landscaping around the perimeter of the site as well as internally through an interconnected network of landscaped sidewalks and public open spaces. The development has permeable design with multiple connections to the public sidewalk which positions the proposal as an inviting development that is open to the community. Bike parking will also be provided through the development.
xviii.	the development shall be consistent with the contaminated sites policies contained in Section 4.7, Contaminated Sites, of this Plan; and;	The accompanying Phase 1 ESA has identified 5 potential Areas of Environmental Concern which require further investigation through a Phase 2 ESA. The Phase 2 ESA, along with any required mediation efforts, will be required prior the submission of a Record of Site Condition to the MOECC and development of the property.
xix.	the development shall consider all other relevant principles, objectives and policies of this Plan.	The proposal is consistent with the intent of the Plan as reviewed in this report.