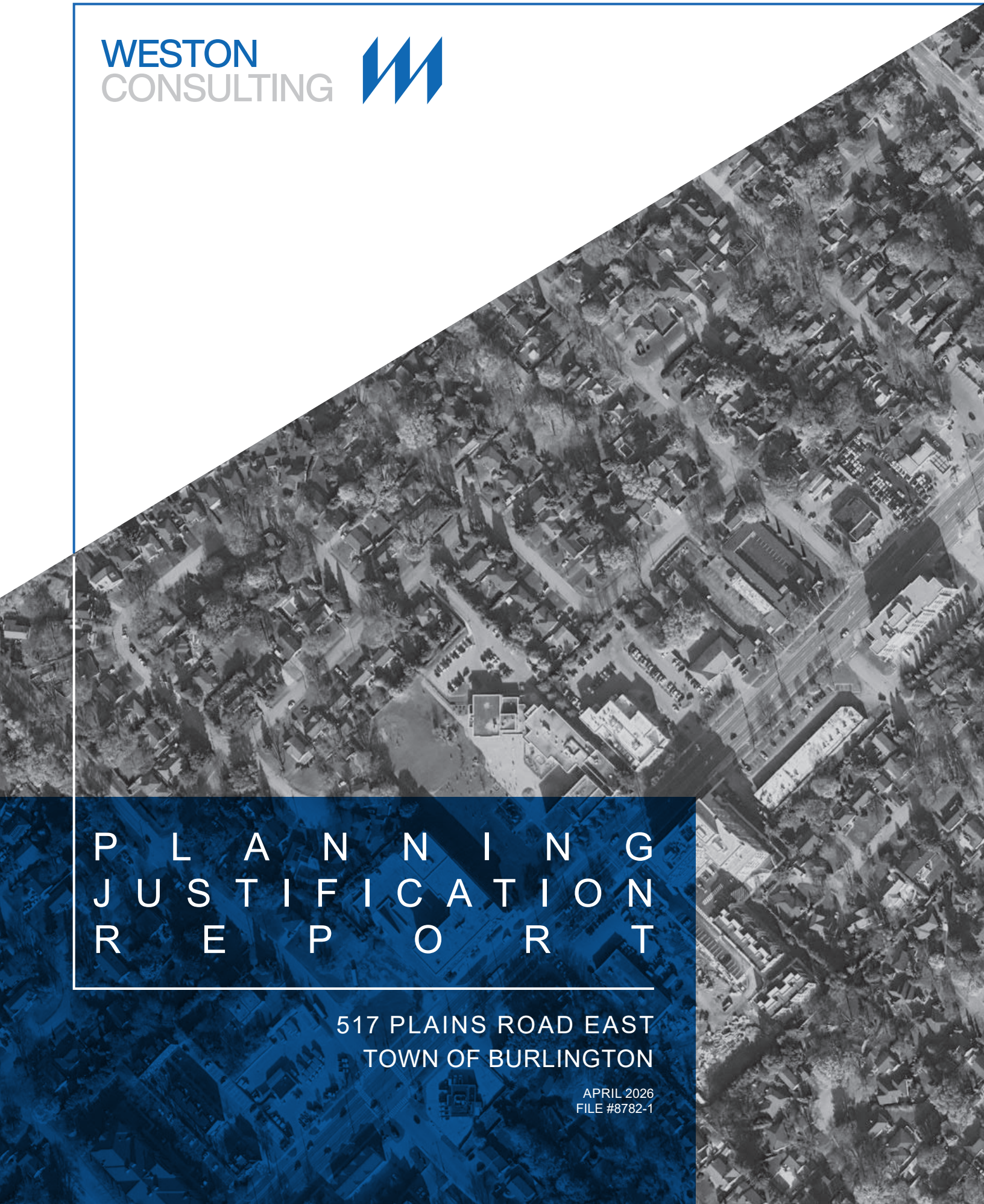
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PLANNING JUSTIFICATION REPORT

517 PLAINS ROAD EAST
TOWN OF BURLINGTON

APRIL 2026
FILE #8782-1

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1. INTRODUCTION

Weston Consulting has been retained as the planning consultant for the legally registered owner of the lands municipally known as 517 Plains Road East in the City of Burlington (herein referred to as the "subject lands"). An 11-storey mixed-use apartment building is proposed on the subject lands, containing a total of 179 residential dwelling units and eight commercial units at grade, together with indoor and outdoor amenity space, associated site circulation, landscaping, and vehicular access from Plains Road East and Mary Street.

In support of the proposed development, Official Plan Amendment and Zoning By-law Amendment applications are being submitted in accordance with the City's policies under the Planning Act. These applications are accompanied by the technical reports and studies identified through the City's Pre-Consultation meeting held on June 18, 2025. The proposal was subsequently reviewed by the Burlington Urban Design Advisory Panel on August 21, 2025. Following the pre-consultation and Urban Design review, the proposal has been refined to address built form, massing, transition, streetscape conditions along Plains Road East, and site access. It is anticipated that a future Site Plan Approval application will be required at the appropriate time to facilitate detailed design and implementation of this proposal.

In addition, the proposal has been informed by the pre-application neighbourhood consultation process, and revisions to the development concept have been made having regard to comments received from the public, City staff, and the Burlington Urban Design Advisory Panel.

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2. PURPOSE OF THE REPORT

This Planning Justification Report (herein referred to as the “Report”) is submitted in support of the proposed Official Plan Amendment and Zoning By-law Amendment applications and provides planning analysis and justification for the proposed development. The Report evaluates the proposal in the context of the existing provincial, regional, and municipal policy framework and examines how the development conforms to relevant planning objectives and regulations.

The Report reviews the proposed amendments in relation to the Provincial Planning Statement (2024), the Halton Region Official Plan, the City of Burlington Official Plan, and Zoning By-law 2020, and demonstrates how the proposal aligns with sound land use planning principles. This Report provides the basis for advancing the development applications through the planning process and supports the conclusion that the proposed development represents good planning.

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3. SITE DESCRIPTION AND CONTEXT

3.1 DESCRIPTION OF SUBJECT LANDS

The subject lands are municipally known as 517 Plains Road East in the City of Burlington and are located on the north side of Plains Road East, west of Joan Drive and south of Mary Street, within the Aldershot community. The property is generally rectangular in shape, with frontage along both Plains Road East and Mary Street.

The lands have an approximate area of 3,100 m² (0.31 ha), with approximately 26 metres of frontage along Plains Road East and 28 metres of frontage along Mary Street. Access to the existing site is currently provided by private driveways from Plains Road East, with additional rear access to an auxiliary utility building from Mary Street.

The subject lands are legally described as Part of Lot 2, Concession 1, Geographic Township of East Flamborough, within the City of Burlington, as identified through the City's development review and pre-consultation materials.

The site is currently developed with a one-storey motel (Knight's Inn) and associated surface parking areas. The property is predominantly paved, with minimal vegetation or landscaped areas, and contains no known natural heritage features. All existing buildings and hardscape elements are proposed to be removed as part of the redevelopment.



Figure 1: Aerial Photo of Subject Lands

3.2 NEIGHBOURHOOD CONTEXT

The subject lands are situated within a corridor undergoing gradual intensification. Plains Road East contains a mix of commercial uses, mid-rise apartment buildings, and townhouse forms, while Mary Street provides access to established low-density residential neighbourhoods to the north.

Plains Road East has evolved as a mixed-use arterial corridor with a combination of mid-rise residential buildings, townhouse developments, and commercial uses. Mary Street provides access to established low-density residential neighbourhoods to the north of the site.

Table 1: Surrounding Areas

North	Established low-density residential neighbourhoods containing single-detached dwellings are located immediately north of the site across Mary Street. These neighbourhoods form part of the interior residential area of Aldershot. Farther north, a regional rail corridor used by CN, CP, and Metrolinx spans east-west across the broader area.
South	Plains Road East forms the southern boundary of the site. Directly across the corridor is Aldershot Village (540 Plains Road East)—a 6-storey seniors' residence owned and operated by Halton Community Housing Corporation—which integrates the Burlington Public Library's Aldershot Branch at grade, exemplifying the corridor's community-serving mixed-use character.
East	The site is near Joan Drive on its west side. Eastward along Plains Road East, the corridor comprises low-density commercial frontages (one-storey retail/service uses with surface parking), reflecting the established service-commercial function at this location.
West	Westward along Plains Road East, the corridor presents low-density commercial uses (one-storey retail/service tenancies with surface parking). Maplehurst Public School (elementary; 481 Plains Road East) is also located west of the site on the south side of Plains Road, providing a notable institutional presence in the near context.

Plains Road East functions as a mixed-use corridor that accommodates a range of commercial, service, residential, and community-serving uses. In this context, the inclusion of at-grade commercial space on the subject lands is appropriate and consistent with the existing and planned character of the corridor. The proposed commercial units are intended to accommodate small-scale retail, service commercial, and personal service uses that will serve the day-to-day needs of area residents and contribute to an active and pedestrian-oriented frontage along Plains Road East.

3.3 NEARBY DEVELOPMENTS

The Plains Road East corridor and the surrounding Aldershot area exhibit a clear, sustained shift toward mid rise, corridor oriented intensification supported by transit. The following approved, OLT approved, under appeal, and recently constructed projects in proximity to the subject lands illustrate the emerging built form pattern and reinforce the appropriateness of compact, mixed use and residential development along Plains Road East.

236 Plains Road East — Approved (ZBA with Holding).
City Council approved a site specific amendment permitting a 4 storey, 6 unit condominium townhouse block fronting a private condominium road. The enactment (By law 2020.480) applies a holding provision focused on tree preservation and related technical matters prior to site works.

40–70 Plains Road East (Infinity Development Group) — OLT Approved; City Status: Approved.
The Ontario Land Tribunal approved a 12 storey mixed use mid rise comprising approximately 389 residential units with ground floor commercial space, recognizing the site's location on the Plains–Fairview Intensification Corridor in proximity to Aldershot GO. The City's project page records the application as Approved.

53–71 Plains Road East & 1025 Cooke Boulevard (Vrancor / Burlington 71 Plains Inc.) — OLT Settlement / Approved.
A Council endorsed settlement provides for two buildings: an 18 storey building with an 11 storey base fronting Plains Road East and a 9 storey mid rise building, together with street related retail, a 0.2 hectare public park, and a 15 metre mid block pedestrian connection linking Plains Road East to the new park. The City's file identifies the proposal as Approved.

484–490 Plains Road East (National Homes – "Northshore") — OLT Approved; Phase 1 Built; Phase 2 Modifications Approved.
Through OMB/LPAT proceedings, a mixed use community was approved featuring two mid rise condominium buildings (approved as 8 storeys plus rooftop amenity), ground floor commercial, and stacked townhouses. Phase 1 has been constructed and occupied. In August 2024, Council approved modifications to Phase 2 to redistribute units (fewer stacked towns; more apartments) and expand indoor amenity space, with no changes to required setbacks or minimum parking. The City's active file documents the Phase2 update, and Council's approval is reported publicly.

1010 Downsview Drive & 355 Plains Road East (Coletara) — OLT Approved; City Status: Approved.
On parcels flanking Downsview Drive, approvals permit at 1010 Downsview Drive an 8 storey mixed use building (141 units) with retail at grade and 56 stacked townhouse units to the rear; and at 355 Plains Road East two mid rise buildings of 9 and 11 storeys connected by a 6 storey component with 347 apartments and 40 stacked townhouses, together with structured and surface parking. The City's portal records the proposal as Approved; brokerage disclosures similarly reference approved plans.

276, 284 & 292 Plains Road East — Approved.
Council approved an Official Plan Amendment and companion Zoning By law Amendment for a 7 storey residential building with 141 dwelling units across three consolidated parcels along the corridor. (Note: earlier drafts mistakenly described this as "townhouse"; it is a mid rise residential building approval.)

1029–1033 Waterdown Road (Infinity Development Group) — Under Appeal at OLT. A 29 storey mixed use building (~295 units with retail at grade; podium and tower form) is currently before the OLT. The City's file lists the status as Appealed; public reporting has tracked the appeal and the program details.

Collectively, these developments (approved, OLT approved and active appeals) reinforce an evolving pattern of mid and high-rise residential and mixed use intensification along Plains Road East, in proximity to regional transit and within the City's corridor structure. This context supports the subject proposal's corridor appropriate built form, step backs, and public realm upgrades, and reinforces the suitability of additional transit supportive housing supply along the Plains–Fairview corridor



Figure 2: Surrounding Developments

3.4 TRANSPORTATION CONTEXT

The subject lands benefit from access to a well-connected and multi-modal transportation network that supports residential intensification and a range of travel options.

Plains Road East is identified as a Multi-Purpose Arterial in the City's Official Plan framework, functioning as a key east-west corridor in Aldershot that accommodates transit, goods movement, pedestrians and cyclists. The corridor is planned to carry regional and inter-community travel and to support intensification along its length. Plains Road East provides connection to Highway 403/ QEW interchanges via Waterdown Road, located to the west, and Fairview Street, located to the east, integrating the site with the regional and provincial freeway network.

Public transit service in the vicinity of the subject lands is provided by Burlington Transit, with Route 1 Plains-Fairview operating along Plains Road East with all-day, frequent service and direct connections west to Hamilton and east to Appleby GO Station. Burlington Transit Route 4 – Central provides an additional east-west spine between Aldershot GO and Appleby GO, improving connectivity and transfer opportunities across the city.

Regional rail service is available at Aldershot GO Station, located to the northwest of the site. Aldershot GO is served by GO Transit's Lakeshore West rail line, providing frequent all-day connections to downtown Toronto, Hamilton, and intermediate points. Local bus connections to Burlington Transit and regional services further support multi-modal travel. This station also offers VIA Rail service along the Quebec City – Windsor Corridor.

In addition to conventional bus service, interregional bus routes such as GO Bus Route 18 Lakeshore West provide connections between Aldershot GO and other regional nodes, including Bronte GO and Oakville GO bus stops, with service that accommodates transit transfers and longer-distance travel.

The multi-modal transportation context - comprising arterial road access, frequent local and regional transit, continuous pedestrian facilities, and enhanced cycling infrastructure – positions the subject lands in a location that is well suited to residential intensification. This network supports reduced reliance on private automobiles and aligns with municipal objectives for transit-oriented growth and complete communities.

3.5 COMMUNITY FACILITIES

The subject lands are situated in an area that is well serviced by community services and facilities. An overview of the nearby community services is provided in Table 2: Nearby Community Services and Facilities. Refer to Figure 4 for community facilities within 1 kilometre radius of the subject lands.

Table 2: Nearby Community Services and Facilities

Community Facility, Parks, and Recreation	Address	Program / Services / Amenities
Aldershot Park	1071 Gallagher Road	• Playground • Seating area • Open green space • Two baseball diamonds • Tennis Courts
Teal Greenway Park	881 Teal Drive	• Playground • Greenspace • Seating area
Grove Park	1120 Gallagher Road	• Greenspace
Turtle Pond, Lasalle Park	135 Belhaven Crescent	• Pond • Hiking Trail • Bike Trail • Playground
Aldershot Arena	494 Townsend Avenue	• Ice skating • Hockey

Educational Institutions	Address	Program / Services / Amenities
Holy Rosary Catholic Elementary School	261 Plains Road East	• Elementary School
East Plains Co-operative Preschool	375 Plains Road East	• Preschool
Glenview Public School	143 Townsend Avenue	• Elementary School
Maplehurst Public School	481 Plains Road East	• Elementary School

Educational Institutions	Address	Program / Services / Amenities
Holy Rosary Church	287 Plains Road East	• Place of Worship
Burlington Church of God	355 Plains Road East	• Place of Worship
East Plains United Church	375 Plains Road East	• Place of Worship
St Matthew's Anglican Church	126 Plains Road East	• Place of Worship

Municipal Services	Address	Program / Services / Amenities
Burlington Fire Station 3	1044 Waterdown Rd	• Fire station

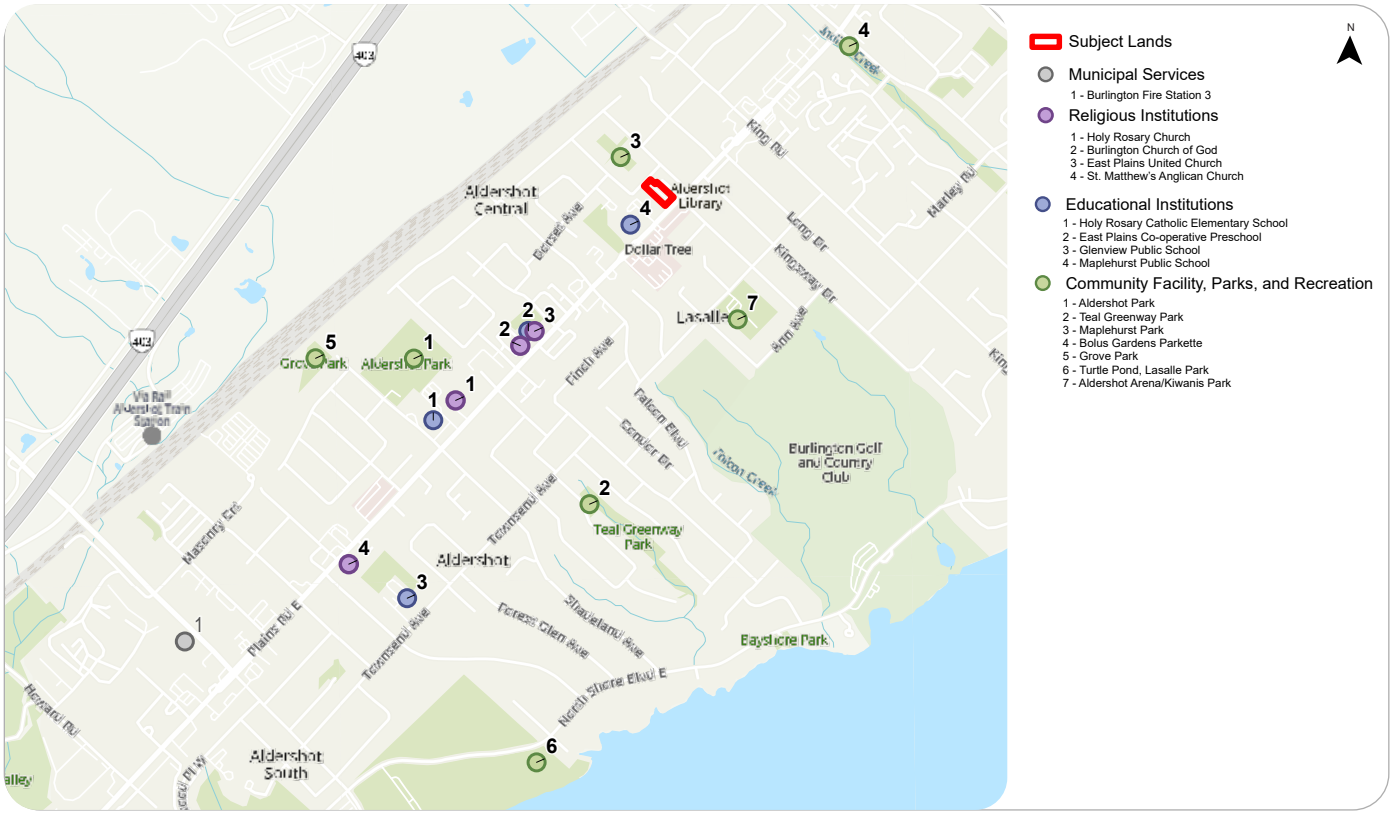


Figure 3: Nearby Community Services and Facilities

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4. PROPOSED DEVELOPMENT

4.1 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development features an 11-storey mixed-use building with 179 residential units and eight commercial units. The total Gross Floor Area ("GFA") is approximately 11,455 square metres with a Floor Space Index ("FSI") of approximately 3.53:1. The units vary in type and size, providing a wide range and mix of housing options.

The proposal includes commercial units at grade along Plains Road East and residential units throughout the balance of the building. The at-grade commercial component is intended to reinforce the mixed-use function of Plains Road East and provide opportunities for neighbourhood-serving retail and service uses at street level. The commercial units have been located along the Plains Road East frontage to strengthen the public realm, support pedestrian activity, and maintain an active ground floor condition along the corridor.

The proposal contemplates a total of 105 vehicular parking spaces between two levels of underground parking and limited surface parking. Vehicular access to the underground parking and service areas is provided from Mary Street. The development also provides bicycle parking to support active transportation.

To ensure appropriate transition with the adjacent low-rise neighbourhood to the north, the building has been positioned to maintain separation from Mary Street and to direct the greater building mass toward Plains Road East. Additionally, the main frontage along Plains Road East steps down in height to provide an appropriate transition to the street wall along Plains Road East. The siting of the building maintains setbacks on all sides to situate the building mass appropriately, contribute to public realm streetscaping, and mitigate privacy and overlook issues with neighbouring properties. The front yard setback along Plains Road East allows for increased landscaping opportunities that contribute to and enhance the activity along the public realm and maintain a pedestrian-oriented environment.

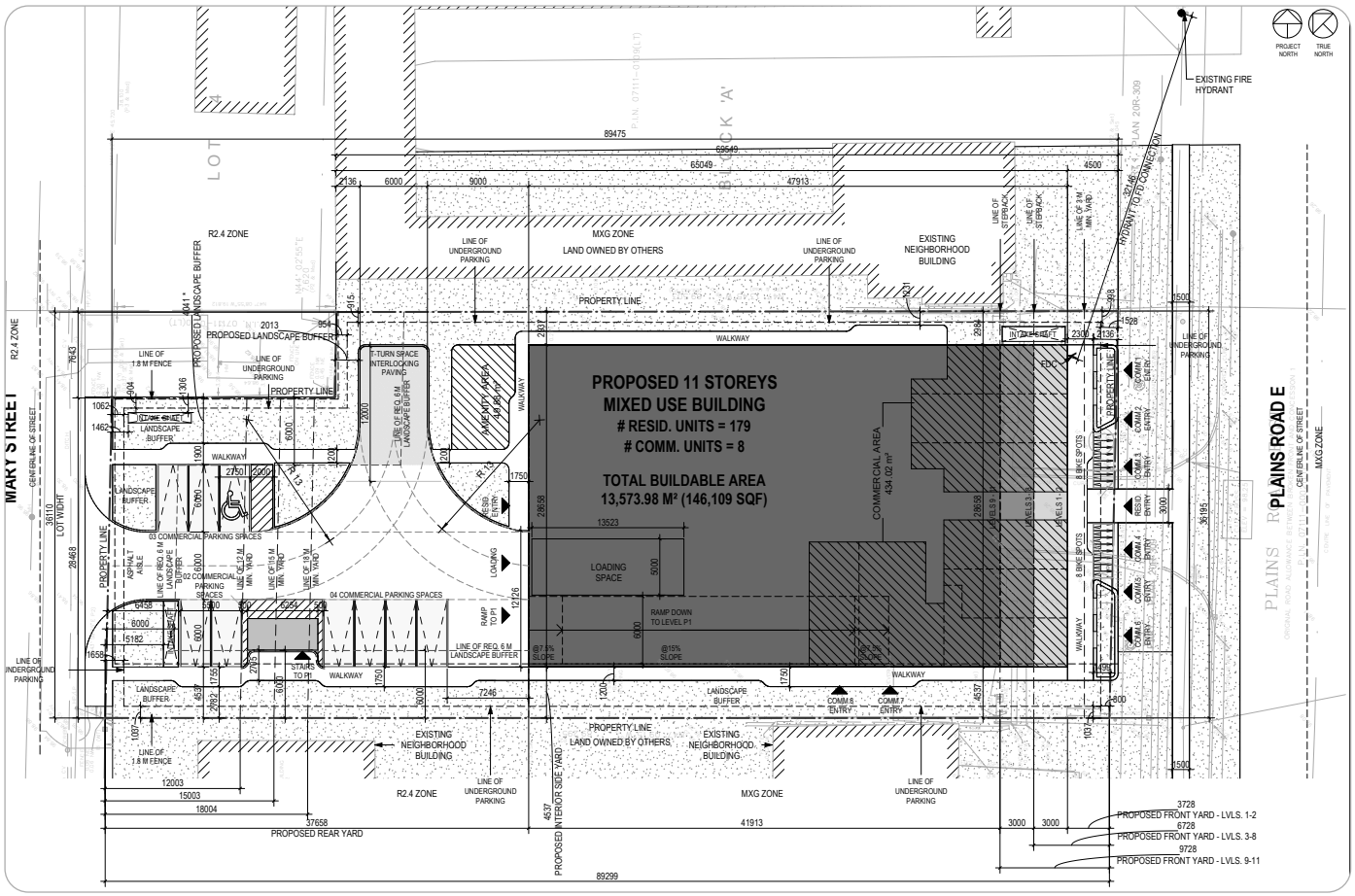


Figure 4: Site plan

4.2 LANDSCAPE DETAILS

The Landscape Plan illustrates the proposed landscaping treatments. The proposed development will include hard and soft landscaping on the ground floor to complement the building and provide both shared and private outdoor amenity areas for residents. The landscape design plays an important role in enhancing the streetscape and maintaining the City's urban tree canopy.

Streetscaping involves the creation of an urban edge with a human-scaled street wall and green transitioning between the public and private realms. The existing sidewalk on Plains Road East will be enhanced with street trees and landscaped areas. Hard and soft materials will surface the front setback area, and walkway connections will be established between the ground floor and the public sidewalk.

4.3 PARKING, VEHICULAR ACCESS AND ROAD CONNECTIVITY

The vehicular circulation on-site is centralized in one area of the site to minimize conflict with pedestrians. The site design features access from Mary Street and provides access to the ramp to underground parking. The loading area is located adjacent to the service access and is connected to the building by a walkway. The driveway and loading area provide adequate space for the turning and maneuvering of service vehicles. As per traffic consultant reviews, there are no anticipated activities that would conflict with day-to-day circulation.

Safe and accessible pedestrian circulation is achieved on-site through paved walkways that connect to street sidewalks on both Mary Street and Plains Road East. The concrete walkways will be designed based on applicable accessibility design standards, considering the grading conditions of the site and appropriate connections to the street sidewalk. Walkways at the front entrance area along Plains Road East connect to the street sidewalk. The shared outdoor amenity area at-grade is also connected to the pathway.

4.4 WASTE MANAGEMENT

It is intended that this development will be serviced by private waste collection. Private waste collection vehicles will enter the site through the access on Mary Street, which is uncovered and unobstructed. Vehicles will reverse into the loading area at the rear of the building. Garbage and recycling will be brought out to the collection vehicle on collection days to a staging area adjacent to the loading space. Further details of waste collection are provided in the Waste Collection Brief.

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5. DESCRIPTION OF PLANNING APPLICATIONS

This report has been prepared in support of applications to amend the City of Burlington Official Plan (1997 Office Consolidation) and to amend the City of Burlington Zoning By-law 2020 to facilitate the proposed development.

The proposed Official Plan Amendment is required to amend the City of Burlington Official Plan (1997) to add a site-specific policy to the existing Mixed Use Corridor - General designation. The proposed amendments include increases in height and density; further discussion on the amendments is provided in the Draft Official Plan Amendment section of the report.

Similarly, the proposed Zoning By-law Amendment seeks to amend the current General Mixed-Use Corridor (MXG) zone and recognize site-specific development provisions. Further discussion on the amendments is provided in the Draft Zoning By-law Amendment section of the report.

In addition to the Official Plan Amendment and Zoning By-law Amendment applications, it is acknowledged that a future Site Plan Approval application will be required to facilitate the proposed development.

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6. SUPPORTING MATERIALS

6.1 ANGULAR PLANE STUDY AND SHADOW ANALYSIS PLAN

The architectural package prepared by Lima Architects Inc. includes an angular plane study and shadow analysis plan of the proposed development. Drawings A.5.5 and A.5.6 depict the 45-degree angular plane of the proposed development relative to the north property line along Mary Street.

The shadow analysis material concludes that the proposed development satisfies the City's shadow study criteria for neighbouring private outdoor amenity areas and surrounding public realm conditions. The March 21st analysis identifies partial shadowing on adjacent rear yards and surrounding sidewalks at certain times of day; however, the overall sun access factor exceeds the minimum City requirement for both private outdoor amenity areas and public sidewalks.

The June 21st, September 21st, and December 21st studies show seasonal shadow conditions on surrounding properties, sidewalks, and nearby built form. Please refer to the drawings enclosed as part of the architectural package prepared by Lima Architects Inc. for further details.

6.2 PEDESTRIAN WIND COMFORT ASSESSMENT

A Pedestrian Wind Comfort Assessment has been completed to provide an evaluation of the potential wind impact of the proposed development. The report concluded that wind conditions in the proposed development are generally desirable for walking and are appropriate for sidewalks and walkways, as pedestrians will be active and less likely to remain in one area for prolonged periods of time. Wind conditions along the main entrance are expected to be comfortable for sitting or standing throughout the year.

Wind speeds comfortable for sitting are preferred for areas intended for passive activities, such as the open spaces at grade, as well as the balconies and terraces. Pedestrian safety criterion is expected to be met at all areas on the balconies and terraces. Wind conditions are expected to be comfortable for sitting in the outdoor amenity in the summer and higher winds comfortable for walking in the winter.

The addition of the proposed development will create higher wind speeds on and immediately around the development site, compared to the existing configuration, primarily due to the height of the building relative to the low surroundings in all directions. Overall, the proposed development and surrounding site are expected to realize wind conditions that are generally suitable to a typical urban context. Please refer to the enclosed report for further information, figures and details.

6.3 ARBORIST'S REPORT AND TREE INVENTORY AND PRESERVATION PLAN

The Arborist Report and Tree Preservation Plan prepared in support of the proposed development established species, size, and condition of trees as required by the City of Burlington Public Tree Bylaw 68-2013 and Private Tree Bylaw 40-2022, and indicated tree protection measures in accordance with the City of Burlington's Tree Protection and Preservation Specification SS12A and Guide to Tree Protection.

Based on this analysis, the arborist identified a total of six trees on and adjacent to the subject property, one of which will be removed and five can be saved with the use of appropriate tree protection measures. Please refer to the Arborist Report and Tree Inventory and Preservation Plan for additional details.

6.4 LANDSCAPE PLAN

The Landscape Plan, prepared by Weston Consulting provides a detailed approach to the landscape treatment for the proposed development. The plan identifies all existing trees on adjacent properties that could be impacted by the proposed development and outlines specifications for tree preservation, ensuring they remain protected through designated tree protection zones. The plan includes landscape buffer areas with 1.8-metre privacy fencing along the north and south abutting the existing residential to maintain privacy.

Enhanced landscaping within the proposed development is designed to reflect the local natural landscape, featuring coordinated planting beds, masonry walkways, and decorative privacy fencing. Soil areas have been identified, providing adequate soil depth and volume to support the proposed trees and shrubs. These planting areas are located along the north and south borders of the site, abutting residential, to maintain landscape screening and a buffer between uses. The amenity area includes benches, concrete paving and trees for residents and visitors to sit and enjoy the outdoor amenity. Planter walls with seating are proposed along the Plains Road frontage, with an area for short-term bicycle parking. Please refer to the attached Landscaping Plan and Cost Estimate for further details on the value of the landscape works.

6.5 NOISE FEASIBILITY STUDY / VIBRATION STUDY

A Noise and Vibration Study was completed by dBA Acoustical Consultants in January 2026 to determine the vehicular noise impact from Plains Road East and area stationary source noises that may have an impact on the proposed development. Section 4.0 outlines that the sound levels are anticipated to be within the Municipality's and the MECP's noise criteria.

For outdoor spaces, the ground level outdoor amenity is located at the northwest portion of the subject property and is shielded from the traffic on Plains Road East. Therefore, mitigation measures are not required.

For indoor spaces, appropriate windows and other building materials will be selected closer to Site Plan and Building Permit stages that conform to the Sound Transmission Class methods outlined in the report to achieve an interior noise level consistent with MECP's noise criteria.

The Study recommends windows, doors, and walls be constructed to achieve STC values, and a Type "D" Warning Clause be included in all Offers and Agreements of Purchase and Sale or Lease. Please refer to the Noise and Vibration Study for further details.

6.6 TRANSPORTATION IMPACT STUDY

UrbanTrans Engineers completed a Transportation Impact Study ("TIS") for the proposed development dated March 2026. The Study found the proposed development will have minimal traffic impacts to the immediate roadways and nearby intersections, and that the amount of parking being provided is suitable. Vehicular access to the proposed development, connecting to the ground floor loading area and the ramp servicing the underground parking is expected to operate safely given the low volumes of anticipate traffic. The AutoTURN analysis confirms that the proposed loading and waste collection vehicles can maneuver to and from the site without encroachment or operational conflicts.

The study finds that ample parking is available for the proposed development, particularly as the Zoning By-law does not require a parking rate for residential units within the "Plains Road Corridor Residential Parking Exemption Area." Transportation Demand Management (TDM) measures, such as promoting cycling and walking, are recommended to further reduce vehicle trips. Additionally, the Owner will provide one-time pre-loaded PRESTO cards with a value of $25 for each residential unit to encourage the use of alternative modes of transportation.

Overall, the Study concludes that the proposed development will have a negligible impact on the existing transportation infrastructure, and it can be adequately accommodated by the surrounding road network. Please refer to the TIS for further details.

6.7 FUNCTIONAL SERVICING REPORT/STORMWATER MANAGEMENT REPORT

The Functional Servicing and Stormwater Management Report ("FSR/SWM") prepared by S. Llewellyn & Associates Limited dated March 2026 demonstrates that the proposed 11-storey mixed-use development can be serviced in accordance with applicable City of Burlington and Halton Region standards.

The FSR/SWM concluded the following regarding the servicing the proposed development:

- The proposed 200mmø sanitary sewer at a minimum grade of 2.0% is adequately sized to service the proposed development.
- The proposed 200mmø watermain will be spilt before the property line to provide a 150mmø domestic water service and a 200mmø fire water service to the proposed development.
- A Cast-in-place stormwater storage vault be constructed within the underground parking to provide adequate stormwater storage.
- A pump having a minimum pumping capacity of 46 l/s be installed within the proposed cast-in-place concrete stormwater storage tank to provide adequate stormwater quantity control for the proposed site.
- Hydrostorm HS6 oil/grit separator be to provide efficient stormwater quality control.

The report confirms that post-development stormwater flows can be controlled to the allowable discharge rate through an underground stormwater storage tank and pump-controlled outlet, while stormwater quality treatment will be provided through a HydroStorm oil/grit separator. The report concludes that the proposed sanitary and water servicing systems are adequate to support the development and that appropriate erosion and sediment control measures will be implemented during construction. Please refer to the FSR/SWM for further details.

6.8 URBAN DESIGN BRIEF

Weston Consulting prepared an Urban Design Brief (UDB) to assess how the proposed development aligns with relevant municipal policies, urban design objectives, and best practices. The Brief states the proposed development is consistent with the Mid-Rise Building Design Guidelines, Plains Road East Corridor Urban Design Guidelines, and Sustainable Building and Development Guidelines, and addresses feedback received through the Urban Design Advisory Panel review.

The Brief finds that the proposed development aligns with the City of Burlington's vision for future growth by supporting appropriate intensification along the Plains Road East corridor while responding sensitively to the surrounding context. The proposed development features an active and pedestrian-oriented street edge while maintaining a generous setback from Mary Street to provide an appropriate transition to the adjacent low-rise residential neighbourhood. Additionally, the proposed development's tiered massing and angular plane compliance ensures integration into the urban fabric, and minimized impacts including shadowing on the surrounding areas.

Overall, the UDB agues the proposed development represents a context-sensitive and well-integrated approach to corridor intensification, supporting the City's long-term objectives for growth, livability, and design quality along Plains Road East

6.9 PHASE ONE ESA

A Phase One Environmental Site Assessment ("ESA") was completed by EXP to assess the environmental condition of the site based on its historical and current uses, and identify any potential environmental concerns associated with the site. The report found five Areas of Potential Environmental Concern (APEC) and recommends that a Phase Two ESA should be completed to assess the soil and groundwater conditions at the site. A Phase Two ESA is currently underway and will be submitted once completed. Please refer to the Phase One ESA for further details.

6.10 HOUSING IMPACT STATEMENT

A Housing Impact Statement ("HIS") was prepared by Parcel Economics Inc. in support of the proposed development.

The four criteria identified in the Terms of Reference for a Housing Impact Statement are (i) How the proposal contributes to achieving the Region of Halton housing targets, including identification of any proposed new affordable or assisted housing units, (ii) How the estimated rents and/or initial sales prices of the development are at or below the affordable housing thresholds by type, (iii) Where construction of the units is expected to occur in phases, information regarding the number of affordable housing units to be provided per phase, where applicable, and (iv) The proposed legal and/or financial mechanisms to ensure the delivery of any proposed new affordable housing commitments, and mechanisms to retain the long term affordability of units, where applicable. The proposed housing contributes to these criteria through the following:

The proposed development of 179 residential units will contribute towards the Region's achievement of its housing targets.

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7. POLICY CONTEXT

7.1 PLANNING ACT, R.S.O. 1990

The subject lands are located within the City's urban area on Plains Road East, a planned intensification corridor, where provincial policy direction anticipates general intensification and redevelopment that optimizes existing and planned infrastructure, supports active transportation, and is transit-supportive, as appropriate. The proposed apartment building represents a compact, efficient use of serviced land by contributing additional housing supply in a location with established multi-modal connectivity and proximity to community services.

The following sections outline and analyze the relevant statutory policy documents to determine whether the proposed development is supported by the planning framework, and whether the proposed development represents good planning. The following documents have been reviewed and considered in this evaluation:

- Planning Act, 1990
- Provincial Planning Statement, 2024
- Halton Region Official Plan (2022 Office Consolidation)
- City of Burlington Official Plan (1997)
- City of Burlington Official Plan (2020 Office Consolidation)
- City of Burlington Zoning By-law 2020

In consideration of the proposed land use planning applications, Section 2 of the Planning Act must be considered as it provides the general direction to all land use planning decisions made in the Province of Ontario.

Section 2 – Provincial Interest

PPS 2024 identifies "planning for people and homes" as a central policy objective. It directs planning authorities to ensure that sufficient land is made available to accommodate projected needs for housing, employment, public services, infrastructure, and economic activity over a 20 year to 30 year time horizon, while also aligning growth with existing infrastructure. The policy requires that Official Plans provide for a range and mix of land uses, housing options, and densities to support complete, compact, and resilient communities.

(a) the protection of ecological systems, including natural areas, features and functions;
(d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
(e) the supply, efficient use and conservation of energy and water;
(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
(g) the minimization of waste;
(h) the orderly development of safe and healthy communities;
1. the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
(j) the adequate provision of a full range of housing, including affordable housing;
(k) the adequate provision of employment opportunities;
(o) the protection of public health and safety;
(p) the appropriate location of growth and development;

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
(r) the promotion of built form that;
i) is well-designed,
ii) encourages a sense of place,
iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The policies and direction of Section 2 of the Planning Act inform the Provincial Policy Statement, thereby ensuring that consistency with the PPS equates to consistency with Section 2. The Provincial Policy Statement is given consideration in Section 6.2 of this Report. The proposed development will utilize existing services of sewage and water, and transportation infrastructure located on Plains Road East. The proposal supports the orderly development of safe and healthy communities, provides a apartment units to support housing supply in Aldershot neighbourhood within the City.

It is our opinion that the proposed development has appropriate regard to the above provisions of the *Planning Act.*

7.2 PROVINCIAL PLANNING STATEMENT (2024)

The Provincial Planning Statement, 2024 (PPS 2024) came into effect on October 20, 2024 and now provides the consolidated provincial land use policy framework under section 3 of the Planning Act, replacing both the Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe 2019. The policies of the PPS 2024 apply to all decisions that affect planning matters and must be considered in planning approvals such as Official Plan and Zoning By law amendments.

Planning for People, Homes and Housing

Section 2.1 and 2.2 includes general direction regarding Planning for People and Homes, and Housing. The PPS 2024 encourages a range and mix of housing types and densities to meet the current and projected needs of residents. The following policies are applicable to the proposed development:

2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

2.1.6 Planning authorities should support the achievement of complete communities by:
a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places

of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

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

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

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

a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;

b) permitting and facilitating:

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

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

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

The subject lands are located in an established urban area with full municipal services, close to existing transit, employment areas, and community facilities. The proposal contributes to the diversification of housing supply with mid rise residential units within an intensification corridor, consistent with the PPS 2024 objective of planning for people and homes in settlements.

Strategic Growth Areas

Although the subject lands are not within a Major Transit Station Area ("MTSA"), they are approximately 800 metres from the eastern edge of the Aldershot MTSA which affords proximity to higher order transit.

The PPS 2024 directs intensification on lands on or adjacent Frequent Transit Corridors. Frequent Transit is defined as *public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week*. The Burlington Transit Plains/ Fairview Route 1 operates in 10 to 13 mins intervals during the week but operates at 30 mins intervals on weekends. While the definition of Frequent Transit Corridor is not fully met, the City has identified Plains Road as Frequent Transit Corridor and MTSA Primary Connector on Schedule B-2 of their 2020 Official Plan.

Settlement Areas

The subject lands are located within an existing Settlement Area. Section 2.3.1 of the PPS 2024 provides direction on managing development and land use patterns in Settlement Areas, acknowledgement the importance of promoting the vitality of these areas as critical for Ontario's long-term growth and prosperity. The following policies are relevant to the applications:

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

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

a) efficiently use land and resources;
b) optimize existing and planned infrastructure and public service facilities;
c) support active transportation;
d) are transit-supportive, as appropriate; and e) are freight-supportive.

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

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

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

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

As outlined in the above policies encourages efficient growth and development within Settlement Areas that are well served by existing and planned infrastructure including transit. The proposed development supports the policies of the PPS 2024 by providing a development that efficiently utilizes land within a Settlement Area which can readily be serviced by municipal water and wastewater servicing. The subject lands lie entirely within an existing settlement area designated for intensification and are suitably located for redevelopment.

Transportation Systems

Section 3.2 of the PPS 2024 contains policy pertaining to transportation systems in the province. PPS 2024 promotes the integration of land use planning with transportation systems to provide for efficient movement of people and goods, and to support multi modal access, including transit, walking, and cycling. Development should prioritize locations that support frequent transit service and reduced dependence on private vehicles.

The subject lands are located along Plains Road East, a major arterial corridor served by multiple Burlington Transit routes and within walking distance of the Aldershot GO Station, which provides regional rail service. The location supports transit oriented intensification consistent with PPS 2024's transportation objectives and reflects strategic planning for multi modal connectivity.

Infrastructure and Facilities

The infrastructure policies of the PPS 2024 instruct that infrastructure and public service facilities should be provided in an efficient manner, reflecting the policies above that emphasize compact development and the efficient use of existing land and resources. The following policies are applicable to the proposed development:

3.1.1 Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:

a) *are financially viable over their life cycle, which may be demonstrated through asset management planning;*
b) *leverage the capacity of development proponents, where appropriate; and*
c) *are available to meet current and projected needs.* 3.1.4 Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

The proposed development will utilize existing infrastructure including servicing infrastructure to service the development and transportation infrastructure, providing access and pedestrian connectivity to the site. Public service facilities are not directly connected to the development, however, the existing transportation infrastructure and pedestrian walkways provides connectivity to nearby public service facilities.

Sewage, Water, and Stormwater

PPS 2024 requires that planning for sewage and water services accommodate forecasted growth in a timely manner that promotes efficient use of existing municipal infrastructure and supports long term needs. Policy also emphasizes integration of servicing planning with land use planning, including considerations for water quantity and quality and energy conservation.

The site is fully serviced by municipal water, sanitary, and stormwater systems. The proposed development will conform to Burlington's engineering and stormwater management standards, ensuring that infrastructure capacity is used efficiently and sustainably.

As identified in the Functional Servicing and Stormwater Management Report prepared by S. Llewellyn and Associated Limited, the proposed development can be constructed to meet the service requirements of the City of Burlington and Halton Region. The proposed development will be serviced by a 200 mm sanitary sewer and 200 mm watermain connection to the existing 300mm watermain on Plains Road East. A cast-in-place stormwater storage vault in the underground parking garage will provide adequate stormwater storage.

Waste Management

Section 3.7 of the PPS 2024 directs that development should facilitate efficient waste management systems, including collection, storage, and disposal, and that planning authorities should consider waste and recycling systems in land use planning. Although PPS 2024 does not prescribe specific waste technologies, it reinforces the need for development to integrate with municipal waste programs.

Although the proposed development will be serviced by private waste collection, the development will incorporate waste handling facilities consistent with PPS 2024 policy.

Conclusion

More broadly, the proposal represents the redevelopment of an underutilized property within the built-up urban area and therefore supports the PPS direction to focus growth within settlement areas on lands that are efficiently serviced by municipal infrastructure and public service facilities. The proposed development introduces additional housing supply in a location with access to transit, community services, and active transportation infrastructure, and reflects an efficient land use pattern that supports complete communities and reduced reliance on private automobiles.

Based on the review of the above-noted applicable policies outlined in the PPS 2024, it is our opinion that the proposed development is consistent with the PPS 2024. The proposal promotes the efficient use of land and resources on the subject lands that is situated within an evolving and well-serviced area. The development proposes a compact built form, increased density and additional housing options that will be well serviced by municipal servicing and infrastructure. The proposed development appropriately addresses the applicable policies outlined in the PPS 2024 in relation to transportation, housing, infrastructure, intensifications along strategic transit corridors and servicing. In our opinion, the proposed development is consistent with the applicable policies of the PPS 2024 and will contribute to the creation of a complete community

7.3 HALTON REGION OFFICIAL PLAN (2022)

The Halton Region Official Plan (ROP) provides policy direction to guide land use and development across Halton's Local Municipalities. As of July 1, 2024, following the implementation of Bill 23, More Homes Built Faster Act, 2022 and Bill 185, Cutting Red Tape to Build More Homes Act, 2024, the ROP is no longer a regional plan. It now functions as a Local Plan of the four municipalities (Burlington, Halton Hills, Milton, and Oakville) and remains in effect until it is revoked or amended by each municipality. Accordingly, Halton Region is no longer the approval authority for Local Official Plans or amendments and cannot appeal Planning Act matters or participate as a party in new Ontario Land Tribunal hearings.

The subject lands are designated *Community Area* within Burlington's Urban Area and along the Plains–Fairview *Regional Intensification Corridor.*

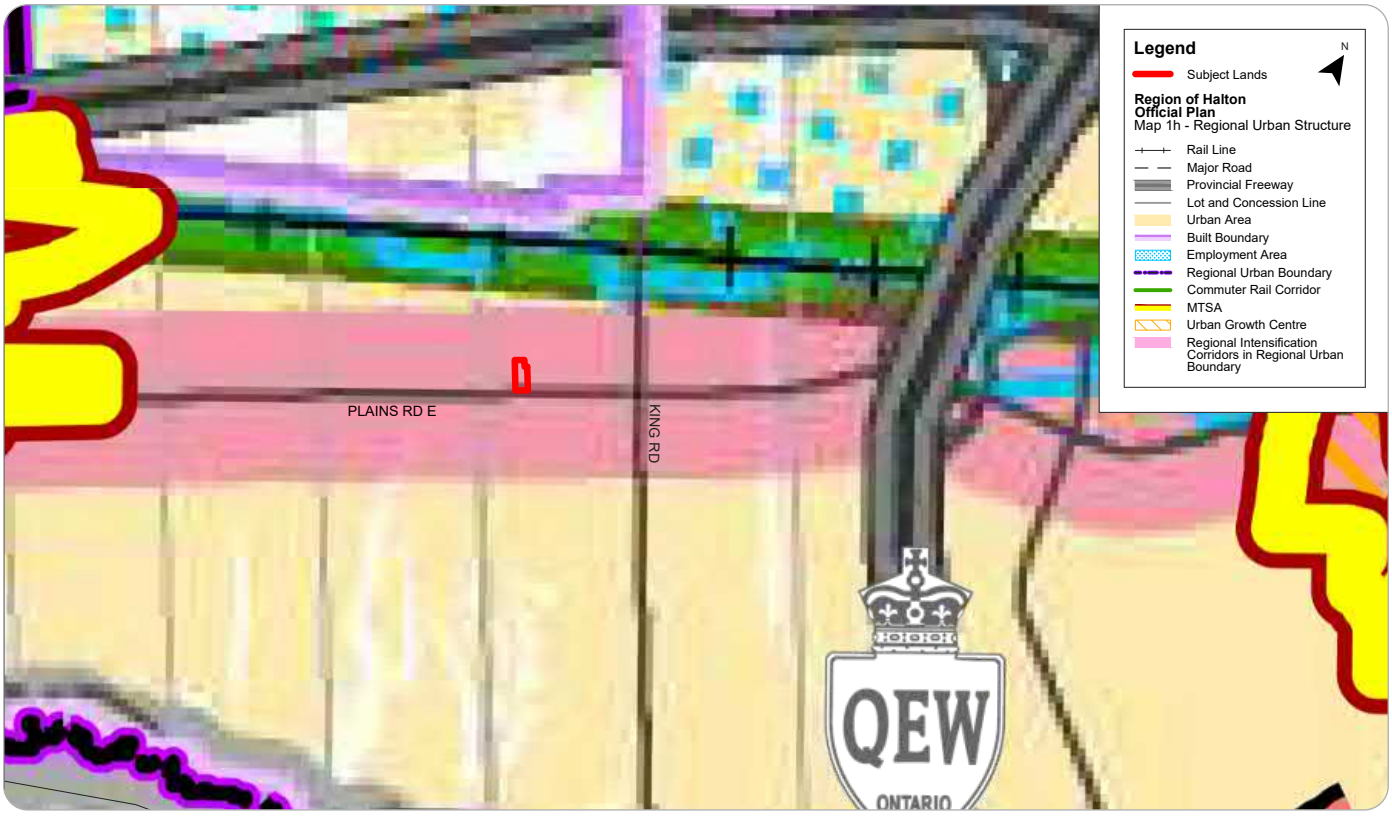


Figure 5: Regional Urban Structure

Regional Urban Structure and Urban Area

The Regional Urban Structure directs growth to the Urban Area via a hierarchy of Strategic Growth Areas ("SGAs") and protected Employment Areas. SGAs include Urban Growth Centres, Major Transit Station Areas ("MTSAs"), Primary/Secondary Regional Nodes, and Regional Intensification Corridors. These structural elements are overlays—they are not land-use designations, and development still proceeds under local OPs and zoning. The following policies are applicable to the Urban Area and Regional Urban Structure:

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

72.1 The objectives of the Urban Area are:

- *(1) To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
- *(2) To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*
- *(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choices for residence, work and leisure.*
- *(4) To ensure that growth takes place commensurately both within and outside the Built Boundary.*
- *(9) To facilitate and promote intensification and increased densities.*

The subject lands are located within Burlington's Urban Area on the Plains–Fairview Regional Intensification Corridor. Regional Intensification Corridors are intended to connect SGAs and accommodate higher-density, mixed-use development at a scale appropriate to planned transit service. The proposal responds by providing a compact, transit-supportive building with a well-defined street wall, upper-storey stepbacks, and landscaping that maintains compatible transitions to surrounding residential areas.

In our opinion, the proposal also advances the broader intent of the Regional Urban Structure by accommodating additional residential growth within the Urban Area in a form that is compact, transit-supportive, and compatible with surrounding uses. The redevelopment of the subject lands contributes to complete community objectives by locating new housing within proximity to transit, community services, and active transportation infrastructure, while supporting the planned evolution of the Plains Road corridor.

Strategic Growth Areas

The subject lands are located with SGA and subject to the following policies:

79. The objectives of the Strategic Growth Areas are:

(1) To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.

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

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

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

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

(6) To cumulatively attract a significant portion of population and employment growth.

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

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

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

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

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

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

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

Major Transit Station Areas (MTSAs)

The nearest Major Transit Station Area ("MTSA") is Aldershot GO, delineated on Map 6d at Waterdown Road. While the site is located outside the MTSA boundary, the proposed development is within walking distance from the GO station and is positioned along the corridor connecting to the station. The following policies are applicable to MTSAs:

81. The objectives of the Major Transit Station Areas, as delineated on Map 1H and Map 6, are:

(1) To leverage infrastructure investments and the development of public service facilities to support a significant share of growth, and achieve transit support densities through existing or planned frequent transit service.

(2) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment.

(3) To function as an important Strategic Growth Area component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit-supportive growth.

(4) To achieve multimodal access to stations and support complete communities.

(5) To plan for a diverse mix of uses, including additional residential units and Affordable Housing, where appropriate.
(6) To protect existing employment uses within and adjacent to Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved. New developments are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.
(7) To maximize the number of potential transit users within walking distance of a station, while considering contextually appropriate intensification opportunities within stable residential neighbourhoods to ensure the protection of neighbourhood character, to be determined through the preparation of Area Specific Plans.

The proposal addresses the above-noted policies through:

- Direct and legible pedestrian routes to transit stops;
- Convenient, secure, and visible bicycle parking;
- Access and servicing arrangements that minimize conflicts with pedestrians and cyclists.

In doing so, the development complements the MTSA framework by contributing corridor-based residential density within an accessible transit catchment.

Regional Intensification Corridor

The subject lands are located on the Regional Intensification Corridor (Plains Road East) in Regional Urban Boundary as identified in the Region Official Plan Map 1H – Regional Urban Structure (Figure 7). Regional Intensification Corridor are subject to achieve increased residential densities and serve an existing or planned higher order transit. The following policies are applicable to the subject lands:

82.3 The objectives of the Regional Intensification Corridors, identified conceptually on Map 1H, are:
(1) To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and serve an existing or planned higher order transit function, connecting other elements of the Regional Urban Structure, and accommodating higher-density mixed use development and/or a mix of employment uses appropriate to the existing local context.
(2) To achieve increased residential and employment densities in order to ensure the viability of existing and planned transit infrastructure and service.
(3) To achieve a mix of residential, office, institutional and commercial development, where appropriate.
(4) To accommodate local services, including recreational, cultural and entertainment uses, where appropriate.
(5) To reflect and reinforce Local Urban Structures.

82.4 The Regional Intensification Corridors as identified conceptually on Map 1H are:
(3) Plains-Fairview Corridor, Burlington;

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

The proposal implements the above-noted objectives by:

- Delivering active ground-floor frontages and a continuous public realm along Plains Road;
- Incorporating upper-storey stepbacks to maintain a comfortable street wall;

- Structuring parking below-grade and service areas to minimize vehicle presence at grade; and
- Organizing site access and circulation to prioritize pedestrian and cycling movement on an arterial road.

These measures ensure the development aligns with the corridor's intensification and mobility objectives while supporting a safe, walkable streetscape.

Housing

The ROP's goal for housing is to *supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs.* The following policies regarding housing are applicable to the proposed development on the subject lands:

85. The objectives for housing are:

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

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

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

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

(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.

The proposed development achieves the above-noted objectives for housing by assisting the City of Burlington in achieving their housing target. The proposed development makes efficient use of an underutilized parcel of land to increase the supply of housing within the City of Burlington.

Conclusion

The proposed development supports the direction of the ROP by proposing an 11-storey apartment building in a form of redevelopment that is more compact and will optimize the use of underutilized land and existing regional infrastructure. The proposed development also conforms to the new growth directions required by ROPA 48 and 49 with the development helping the Region and City of Burlington to achieve their minimum density targets set by the Province.

7.4 CITY OF BURLINGTON OFFICIAL PLAN (1997 CONSOLIDATION)

The Burlington Official Plan was adopted by City Council in 1994 and approved with modifications by the Regional Municipality of Halton in 1997. The Burlington Official Plan 1997 (The "OP") manages and directs the land uses for a period extending to 2021. The intent of the OP is to accommodate and to plan for the growth associated with the underlying housing, population and employment projections.

The subject lands are within the *Mixed Use Activity Areas* within Schedule A (Settlement Pattern) and designated as *Mixed Use Corridor – General* in accordance with Schedule B (Comprehensive Land Use Plan). In accordance with Schedule J (Classification of Transportation Facilities – South of No. Side Road), Plains Road East is identified as a *Multi-Purpose Arterial Road.*

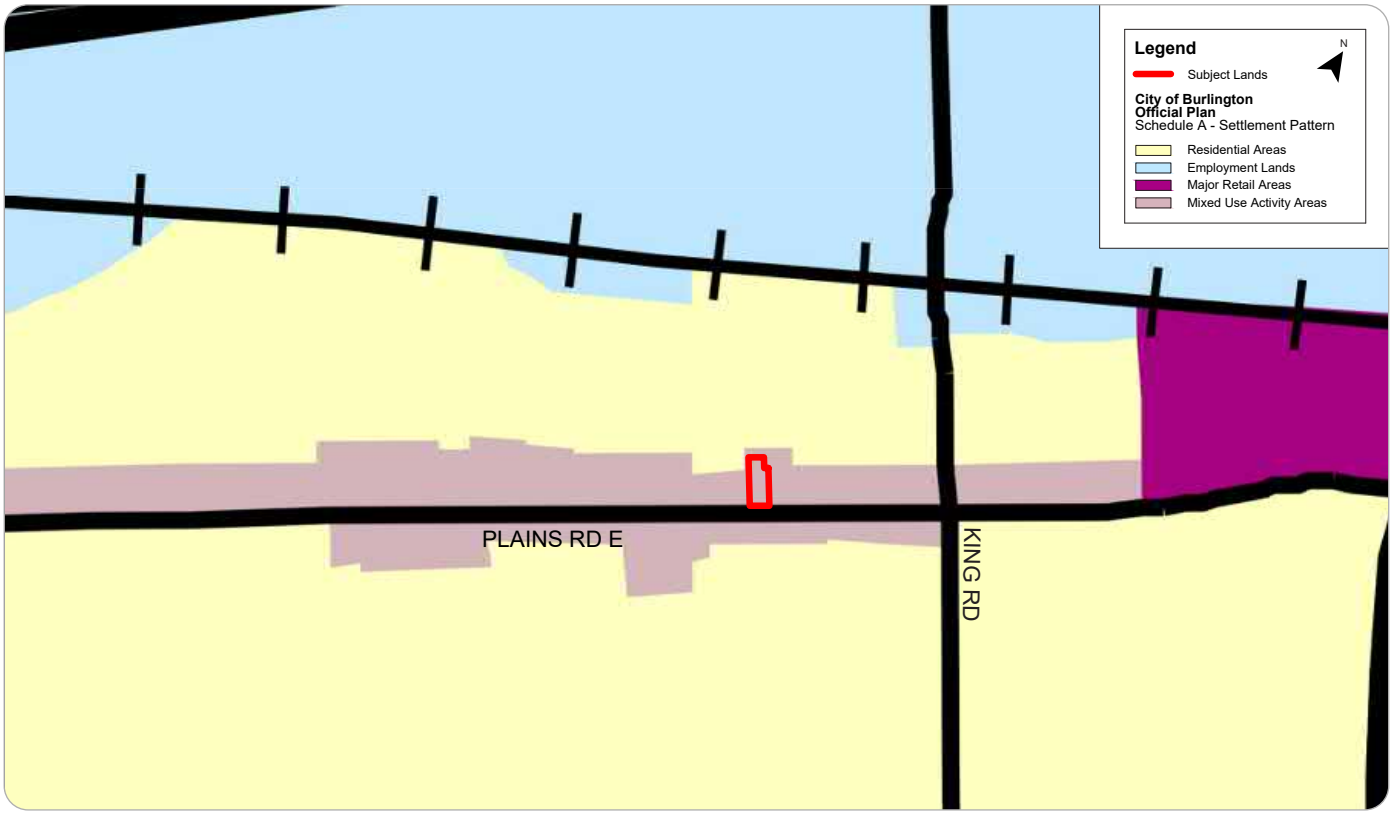


Figure 6: Burlington OP (1997) Schedule A (Settlement Pattern)

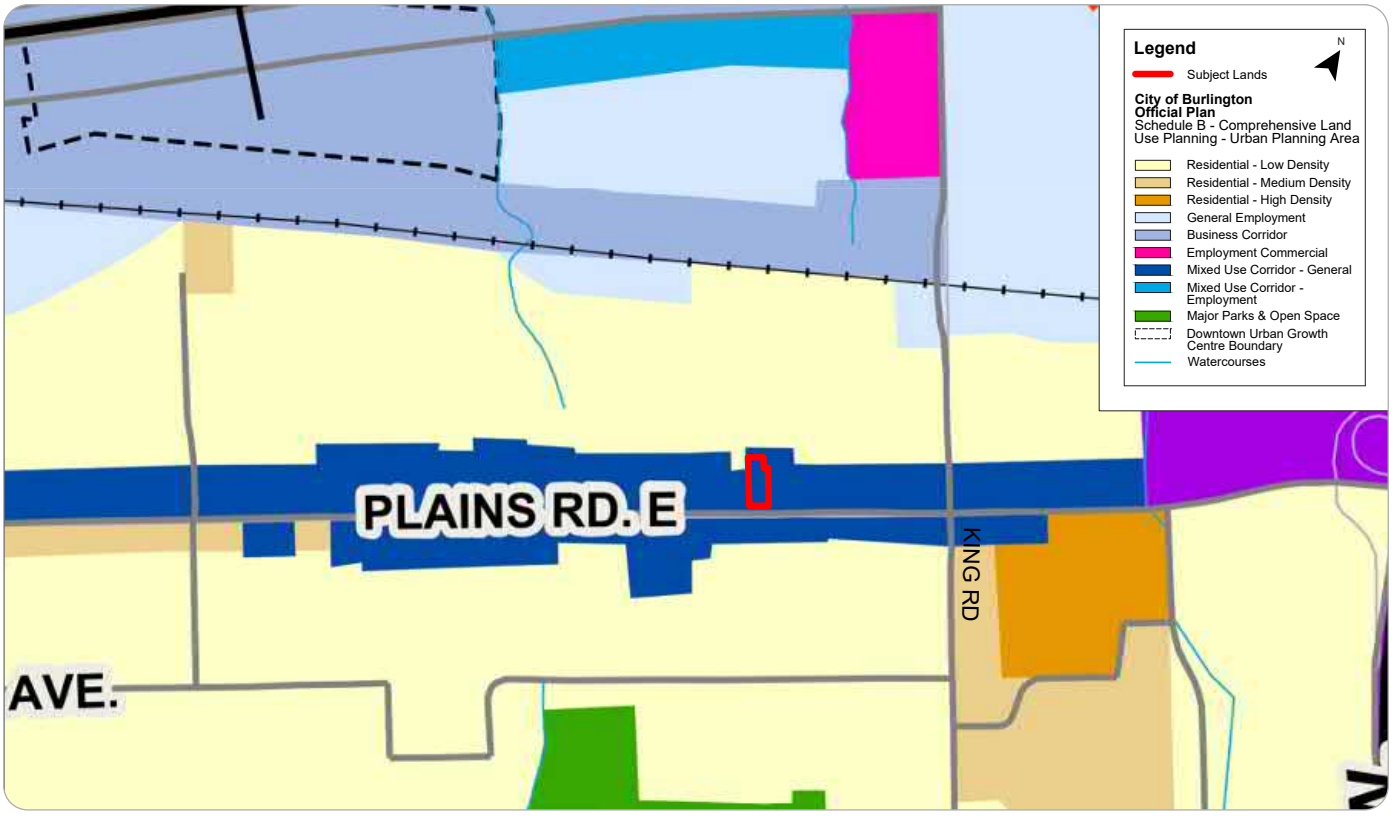


Figure 7: Burlington OP (1997) Schedule B (Comprehensive Land Use Plan)

Part II Functional Policies

Sustainability and the Environment

The OP notes that in 1989, the Burlington City Council declared the city as a Sustainable Community. Alongside this declaration, the City Council embraced a set of principles and objectives pertaining to Sustainable Development, which would serve as a compass for forthcoming urban growth. Sustainable Development, at its core, involves crafting progress that fulfills current requirements while safeguarding the capability of future generations to fulfill their own needs. Some general policies includes:

> *The City will maintain a citizens' advisory committee to advise and assist Council and staff on the implementation of Principles and Objectives of Sustainable Development, through the review of development applications and other matters of interest in accordance with the terms of reference adopted and periodically reviewed by Council.*
>
> *Measures and guidelines that protect and enhance the environment shall be prepared and adopted by the City; these include but are not limited to:*
> *(i) tree protection standards for site plans;*
> *(ii) landscape plans for storm water management;*
> *(iii) buffer and setback planting.*

The Urban Design Brief, prepared by Weston Consulting, comprehensively addresses the objectives and guidelines of sustainable development. For additional details, please refer to the Urban Design Brief and Sustainable Building and Development Guidelines Checklist included in this submission.

Stormwater Management

The following policies contained in Section 2.11 regarding Stormwater Management are applicable to the proposed development:

The effective implementation of stormwater management is essential to offer safeguards against flooding and erosion. It also plays a vital role in sustaining groundwater recharge zones, enhancing stormwater runoff quality, and ensuring proper sedimentation control. Achieving these goals necessitates a cohesive approach that encompasses collaboration between both the public and private sectors in constructing necessary infrastructure.

2.11.2.1 (Flooding) – The execution of stormwater management controls is aligned with the following principles, objectives, and policies: To ensure that future development does not increase the risk of property damage and danger to life from flooding To ensure that future development does not increase the risk of property damage and danger to life from erosion.

2.11.2.4 (Storm Water Quality) – To control the quality of storm water runoff from future developed surfaces so that the natural surface water and groundwater quality is maintained or restored.

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

As outlined in the Functional Servicing and Stormwater Management Report, prepared by S. Llewellyn & Associates Limited, the proposed development will incorporate appropriate Stormwater Management measures to provide effective precautions against flooding and erosion. Please refer to Section 3 of the Report for further details on the proposed Stormwater Management.

Transportation

Section 3.0 of Part II of the OP contains principles, objectives, and policies related to transportation in the City of Burlington. The main intent of the transportation policies of the OP is to provide an integrated, diverse transportation system for all residents and businesses that is safe, convenient, affordable, efficient and energy-conserving while minimizing environmental impacts.

Section 3.2.2 includes the following policies crucial to the proposed development:

d. *A transportation study to assess the impact of a proposed development on current travel patterns and/or future transportation requirements may be required before Official Plan amendments, subdivision approvals, rezonings, site plan approvals or other development proposals are allowed.*

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

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

j. *Reduced parking ratios and/or standards and/or on-street parking ratios and/or standards may be permitted subject to evaluation by the City of the appropriateness of such standards, and implemented.*

A Transportation Impact Brief, prepared by Urban Trans, has been included in our submission in support of the proposed development. The Brief's conclusion is that the proposed development will have minimal impact on the surrounding environment. Furthermore, Travel Demand Management (TDM) measures are integrated into our submission, aimed at reducing auto-dependence and promoting active transportation, including cycling. For a summary of the Transportation Impact Brief, please refer to Section 3 of this report.

Design

Section 6.0 of Part II speaks to the principles, objectives and policies relating to design. The City of Burlington seeks maintaining elevated design standards. In alignment with this commitment, the City of Burlington has developed the Design Guidelines for application within the neighborhoods and planning districts of the City. The development of the City shall be guided by the following design principles, objectives, and policies:

6.1 (Principles) – The tangible elements of the urban form, consisting of a combination of the built environment and open space that form the urban landscape, shall be designed in an efficient, attractive and compact manner to enhance the well-being of the residents of the community and to reflect the vision of this Plan.

Section 6.2 (Objectives)

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

b. *To ensure that the design of the built environment enhances heritage features.*
c. *To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character.*
e. *To achieve a high quality of design within the public realm.*
h. *To ensure that the principles of Sustainable Development are considered in the design of the built environment.*

The Urban Design Brief prepared by Weston Consulting assesses the City's Mid Rise Guidelines, including sustainability, urban design, and public realm standards, in order to align with and support the proposed development. Through the proposed enhanced streetscape design, the development will complement Plains Road as part of the City's Growth Corridor.

Part III – Land Use Policies – Urban Planning Area

Housing Supply

Section 2.3 of the Part III of the OP mentions objectives and policies to provide an appropriate supply of housing to the City of Burlington including a sufficient supply of suitably designated and serviced residential land to meet existing and future housing needs.

Section 2.3.2 of the OP contains policies regarding housing supply in the City of Burlington:

a. *To the extent to which land is available in the Urban Planning Area, City Council shall maintain its fair share of land within the regional market area with servicing capacity sufficient to provide a three year supply of residential units, available through lands suitably zoned to facilitate residential intensification* and re-development, as well as land in draft approved and registered plans, in order to meet anticipated short term housing needs.
b. *To the extent to which land is available in the Urban Planning Area, City Council shall maintain the ability to accommodate its fair share of residential growth within the regional market area for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development, in order to meet anticipated long term housing demands.*
d. *City Council shall ensure an adequate level of local municipal services to meet the demands of residential development.*

The proposed development supports the city in achieving a supply of residential units through the redevelopment and intensification of lands into an 11-storey apartment building with 179 residential units. Further justification is provided in the submitted Housing Impact Statement by Parcel Economics.

Housing Intensification

Section 2.5 outlines policies that apply to residential intensification throughout the City of Burlington. The proposed development is subject to the following evaluation criteria:

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;*
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;*

The proposed development is located in proximity to the Aldershot GO MTSA, and there is a bus corridor located along Plains Road East. In addition to the connectivity to municipal transportation, vehicular access to the development exists in the form of below-ground parking. By integrating a community space at-grade, connecting individuals to community services is promoted in multiple ways. The proposed development will be supported by existing municipal services.

The proposed development is compatible with the surrounding area and provides appropriate transition and buffers to the adjacent low-rise residential. The proposal provides adequate landscaping, fencing and screening where appropriate to minimize any potential overlook or impacts on the abutting residential.

In this regard, the proposal satisfies the core residential intensification evaluation criteria of the Official Plan. The subject lands are located on an arterial corridor with access to existing transit service, municipal water and wastewater infrastructure, and nearby community facilities. The proposal has also been designed to address compatibility through setbacks, landscaping, screening, and built form transition, while being supported by technical studies addressing traffic, servicing, noise, and other development considerations.

Mixed Use Activity Areas

Section 5.0 outlines principles, objectives, and policies associated with Mixed Use Activity Areas. Mixed Use Activity Areas are intended for employment, shopping, and residential uses. They are areas meant to foster community interaction and provide alternatives to low density, suburban development.

The objectives of Mixed-Use Corridors, outlined in Section 5.3, are to provide areas of concentrated, high-intensity mixed-use developments along multipurpose arterial roads. The following uses may be permitted within this designation:

a. *a wide range of retail, service commercial and personal service uses*
b. *high density residential uses and a full range of office uses*

The following policies pertaining to the Mixed-Use Corridor designation apply to the proposed development:

b) *Mixed Use Corridor lands are intended to provide for the day-to-day and weekly shopping needs of residents within and in close proximity to the Corridor.*
c) *Retail and service commercial uses are to be located at street level in office or residential buildings.*

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

g) *The design and development of Mixed Use Corridors shall ensure compatibility between the Mixed Use Corridor uses and adjacent land uses, particularly residential uses. The following factors shall be considered in reviewing proposals for new and/or expanding Mixed Use Corridor uses:*
   - i. *Buildings should be located so as to be in proximity to the street, to provide a sense of human comfort and pedestrian scale and interest, and should be in close proximity to transit services;*
   - ii. *The site plan includes features that integrate the development with surrounding uses; iii. The site plan promotes safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses and to and from transit stops;*
   - iv. *The number and location of vehicular access points shall be limited to minimize disruption to traffic flows and to minimize the impact on local streets;*
   - v. *Wherever possible, off-street parking should be located in the side and rear yards and away from adjacent residential uses. Off-street parking areas, loading areas and service areas shall be screened and landscaped and located to minimize adverse impacts on adjacent residential uses;*
   - *(vi) the site plan promotes public safety;*
   - *(vii) outdoor storage areas shall be fenced and/or screened;*
   - *(viii) lighting is directed to minimize impacts on adjacent residential uses.*

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

i) *The design and development of Mixed Use Corridors shall encourage the use of public transit, pedestrian and bicycle travel as an alternative to the automobile and shall maximize personal safety by encouraging site plan features such as:*
   - i. *Buildings should be oriented to the street and transit services, and buildings should be located so as to be in proximity to, and face the street, to provide a sense of human comfort and pedestrian scale and interest;*
   - ii. *Safe and convenient access shall be provided for pedestrians between buildings and transit stops, parking areas, and other buildings and facilities;*

The development proposes uses that are permitted within Section 5.3.2 Mixed Use Corridor – General designation and a level of intensity that is encouraged by its policies. The proposed development will contribute towards the intensification of the corridor along Plains Road East and proximity to transit will support the Aldershot GO MTSA. Only one vehicular access point has been included in the site plan to control traffic and provide a safe experience for all modes of transportation. Vehicular parking will be located below ground. These design elements will preserve the visual interest of the development and corridor and are thus in accordance with the above policies.

More specifically, the proposed at-grade commercial units directly implement the Mixed Use Corridor policies of the Official Plan by providing opportunities for retail and service commercial uses at street level. These uses are intended to serve the day-to-day needs of existing and future residents within the corridor and surrounding neighbourhood, while contributing to the mixed-use character of Plains Road East. The inclusion of commercial space at grade also supports a more animated and pedestrian-oriented streetscape, consistent with the Official Plan's direction that buildings be oriented to the street and transit services and that mixed-use corridor development promote safe, convenient, and barrier-free pedestrian movement.

Conclusion

The proposed development aligns seamlessly with the objectives and policies outlined in the Burlington Official plan (1997). It introduces intensification, transit-supportive housing in a compact form, which are also well supported by existing infrastructure. Additionally, the development is in compliance with the permitted uses and density stipulations of the Official Plan, which is in harmony with the policy direction adopted by the Council and approved by the Region in the 2020 Plan, as discussed below.

7.5 CITY OF BURLINGTON OFFICIAL PLAN (2020 CONSOLIDATION)

The Draft Burlington Official Plan (2020 OP) is an interim working document and was adopted by Burlington City Council on April 26, 2018, and approved by the Region of Halton on November 30, 2020, and provides land use and development goals, objectives and policies to guide development decision in the City of Burlington. Note that the majority of the 2020 Official Plan is under appeal and not yet in-effect, however considering Staff and Council support for this document, the direction from staff is all applications shall have regard for the policies contained. Despite amending the 1997 version of the OP from a technical standpoint, both Official Plans are considered when trying to understand the public interest.

In accordance with Schedule B (Urban Structure) the subject lands are identified as *Mixed Use Nodes and Intensification Corridors* and within a Secondary Growth Area per Schedule B-1 (Growth Framework).

Plains Road East is identified as an MTSA Primary Connector and Frequent Transit Corridor in accordance with Schedule B-2 (Growth Framework and Long Term Frequent Transit Corridors). Schedule O-1 (Classification of Transportation Facilities – Urban Area) identifies Plains Road East as a *Multi Purpose Arterial Road*.

The subject lands are further designated as Urban Corridor in accordance with Schedule C (Land Use – Urban Area).

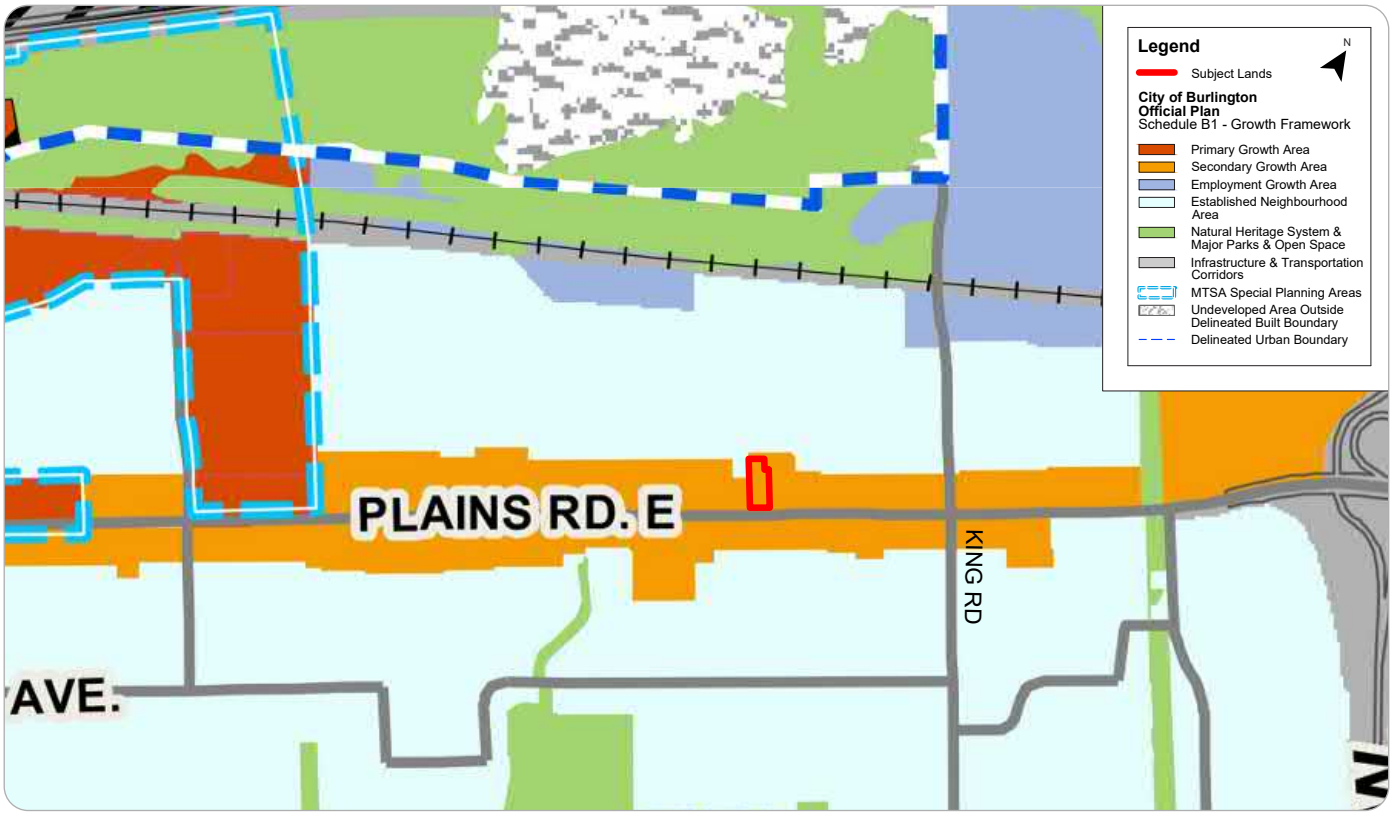


Figure 8: Burlington OP (2020) Schedule B1 (Growth Framework)

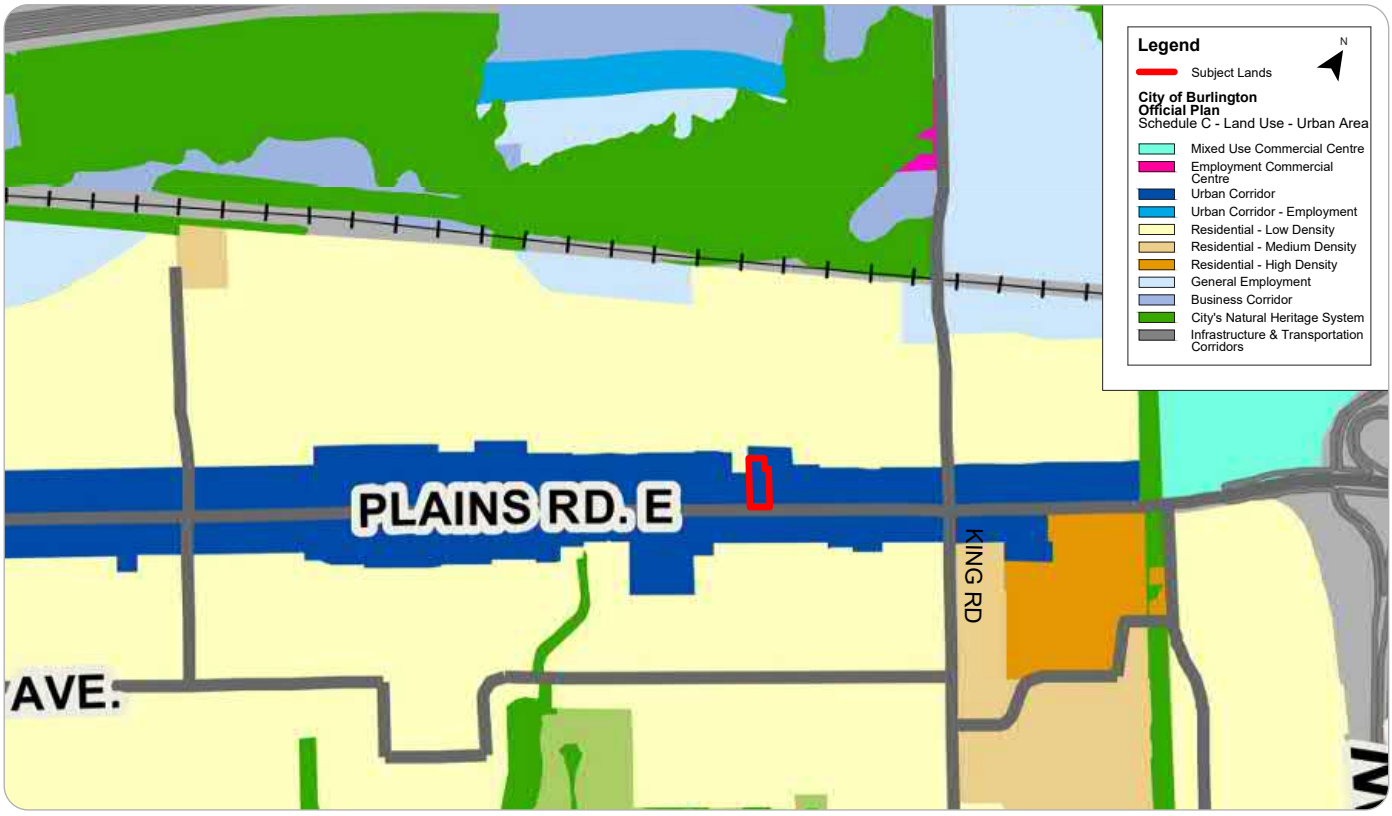


Figure 9: Burlington OP (2020) Schedule C (Land Use - Urban Area)

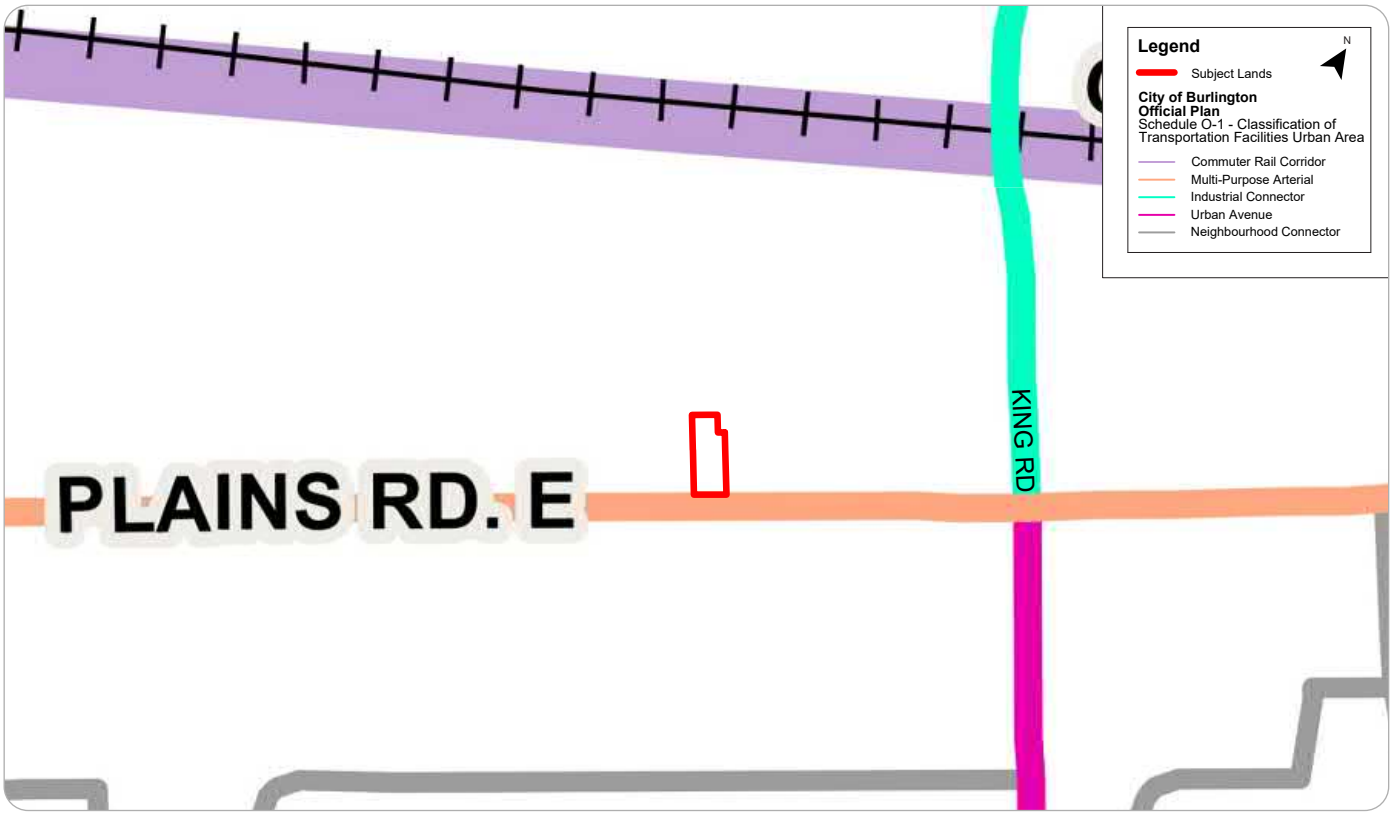


Figure 10: Burlington OP (2020) Schedule O-1 (Classification of Transportation Facilities Urban Area)

Chapter 1 – Introduction

Strategic Directions

Section 1.4 of the 2020 OP outlines the following four strategic directions for the City:

> *A CITY THAT GROWS: The City of Burlington attracts talent, good jobs and economic opportunity while having achieved intensification and balanced, targeted population growth for youth, families, newcomers and seniors.*
>
> *A CITY THAT MOVES: People and goods move throughout the city more efficiently and safely. A variety of convenient, affordable and green forms of transportation that align with regional patterns are the norm. Walkability within new/transitioning neighbourhoods and the downtown are a reality.*
>
> *A HEALTHY AND GREENER CITY: The City of Burlington is a leader in the stewardship of the environment while encouraging healthy lifestyles.*
>
> *AN ENGAGING CITY: Community members are engaged, empowered, welcomed and well-served by their City. Culture and community activities thrive, creating a positive sense of place, inclusivity and community.*

The proposed development aligns with the City's strategic directions by providing an appropriate form of intensification in a compact built form with 179 units that contribute to achieving the City's housing target.

Chapter 2 – Sustainable Growth

Community Vision

Section 2.1 of the 2020 OP outlines the City's community vision as follows:

> "Growth will be focused in the Urban Area to protect Burlington's natural heritage and Rural Area; to build compact, vibrant, sustainable, resilient, transit-supportive, healthy and complete communities; to optimize use of existing and future infrastructure and services; to support active transportation; to reduce energy use and greenhouse gas emissions; and to support a strong and competitive economy."

The proposed development aligns the City's vision by focusing growth and intensification within the City's Urban Area and building a compact transit-supportive development in proximity to the Aldershot GO MTSA.

The City System

Section 2.2 of the 2020 OP contains policies and direction for growth within the City System. As noted in policy 2.2.1. a) and b), the Urban Area will accommodate the forecasted population and employment growth and provide municipal water and wastewater to accommodate development. The proposed development is located within an Urban Area and will utilize existing municipal servicing infrastructure.

The Urban Structure

The City's urban structure is composed of seven major components including *Mixed Use Nodes and Intensification Corridors*. The subject lands are identified within a *Mixed Use Nodes* and Intensification Corridors and are subject the following policies:

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

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

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

The proposed development conforms to the above-note policies by providing a higher density residential with a mix of unit sizes along an intensification corridor. The proposal is an appropriate form of infill development on an underutilized site that achieves the policy direction for these corridors to be the focus of reurbanization.

In addition to the residential intensification proposed, the inclusion of at-grade commercial space supports the planned function of the corridor by providing a mix of uses within a compact urban form. The commercial units will contribute to a more complete community by providing opportunities for local-serving retail and service uses in proximity to housing, transit, and community facilities. This mixed-use arrangement supports the corridor's role as a focal area of activity and reinforces the City's objective of creating vibrant, pedestrian-oriented intensification areas.

Growth Framework

Section 2.4 of the 2020 OP pertains to the City's Growth Framework, which comprises of a collection of policies to be used in conjunction with the Urban Structure. The main purpose of this framework is to organize the accommodation of a growing population. Secondary Growth Areas are discussed in Section 2.4.2.(2) and:

- Shall be recognized as a distinct area within the city's Urban Area accommodating growth in accordance with the permissions and densities of the current land use designations of this Plan;
- 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;
- Where applicable, shall support the frequent transit corridors and accommodate development that is compact, mixed use and pedestrian-oriented in nature.

Chapter 3 – Complete Communities

Housing

The City of Burlington intends to promote an appropriate and adequate range of housing choices by type tenor and affordability level. The 2020 OP includes objectives to ensure that a sufficient supply of land is available for current and future needs, to promote land use pattern for a full range and mix of housing types, and to make more efficient use of existing developed lands and existing housing stock.

Section 3.1.1(2) of the 2020 OP includes policies on Housing in the City of Burlington:

a. To the extent to which land is available in the Urban Area, the City shall maintain the ability to accommodate its share of residential growth within the regional market area. The City will assist the Region of Halton in the establishment and monitoring of annual minimum targets for the production of housing units by density type, and for the production of assisted and affordable housing, based on targets established in the Regional Official Plan.

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

h. The City shall require the submission of a housing impact statement where a development proposal includes more than one hundred (100) dwelling units, identifying:

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

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

As further described in the Housing Impact Study attached to this submission, the subject site is currently being occupied by a 1 storey motel (Knight's Inn). The 179-units that are proposed will result in an intensified use of land, supporting the City and Region in reaching their joint intensification targets.

Chapter 6 – Infrastructure, Transportation and Utilities

Section 6.2 of the 2020 OP contains policies regarding multimodal transportation. The main intent of the OP transportation policies is to provide a multi-modal transportation system and developing a walking and cycling friendly transportation system.

The following multi-modal transportation policies are applicable to the subject lands:

c) *In developing the transportation system, the City will evaluate and provide infrastructure to prioritize effective active and sustainable modes of travel based on efficiency, contribution to a more inclusive, healthy, livable and complete community, and to reduce environmental impacts and energy consumption. In the Rural Area, the transportation system shall be designed to minimize adverse impacts to the Agricultural System.*
d) *A Transportation Impact Study to assess the impact of a proposed development on current travel patterns and/or future multi-modal transportation requirements may be required before development applications are approved.*
e) *The enhancement of all transportation facilities to maximize mobility and access for people of all abilities shall be required, including during construction and reconstruction, rehabilitation and resurfacing projects.*
g) *Opportunities for the sharing of parking will be encouraged between compatible uses where feasible, subject to an evaluation by the City.*
h) *All transportation facilities shall be designed to provide seamless integration between all modes of local and regional transportation, including walking, cycling, transit and private vehicles.*

The proposed development encourages the use of multi-modal transportation including walking, cycling, and public transit. As identified above, the site is located within walking and cycling distance to the Aldershot GO station and community services and facilities, and bus stops providing access across the City. The proposed development includes indoor long-term bicycle parking spaces for residents to encourage cycling as a mode of transportation. The development is seamlessly integrated into the existing public sidewalks on Plains Road East, providing for pedestrian connectivity.

Chapter 7 – Design Excellence

The Public Realm

The policies outlined in Section 7.1 of the 2020 OP pertain to the design aspects of both the city's present and forthcoming communities, including the public realm and architectural structures. These policies highlight the importance of fostering coherence in land use, creating a superior built environment, and fostering inventive design approaches for both public initiatives and private ventures. The City expects higher standard of design and more attention to the connection between the public and private realms in the development of communities, buildings, parks, streets and open spaces. Key urban design objectives and policies outlined in this section include the following:

a) *The design of the public realm shall address considerations such as, but not limited to, the following:*
   - (i) *improving the quality of public spaces as community destinations and public gathering places through the design of public realm facilities, such as public squares, parkettes or promenades;*
   - (ii) *providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping;*
   - (iii) *improving the quality and convenience of active transportation;*
   - (iv) *creating an attractive and comfortable environment for pedestrian movement while preserving and complementing existing natural features;*
   - (v) *implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;*
   - (vi) *designing public realm facilities to perform their diverse roles, balancing the spatial needs of people of all ages and abilities, through the application of the principles of Universal Design;*
   - (vii) *improving multi-modal transportation and public space needs in the design of streets and roads;*
   - (viii) *improving the quality of streets, sidewalks and walkways, and cycling facilities to provide more direct active transportation access to transit facilities;*
   - (ix) *enhancing the aesthetic and functional quality of intersections, as marking major entrances into areas and neighbourhoods, where appropriate;*
   - (x) *creating, maintaining and enhancing public views and vistas of significant natural and built features;*

The proposed development is situated within a neighborhood undergoing a modest transition, marked by a shift in built form from single-detached dwellings to a blend of medium and higher density development. This context highlights the evolving nature of the surrounding area. The Urban Design Brief prepared by Weston Consulting look into topics of urban design, public realm, and built form, all in relation to the proposed development. The proposed development includes a pedestrian sidewalk accessible to all units and amenities, with appropriate planting for visual aesthetics. A landscape buffer is located on the side yards abutting the existing low-rise residential which allows for sufficient planting and privacy.

Urban Design and Built Form

Section 7.3 of the 2020 OP contains policies to guide the urban design and built form for new development within new and existing community areas. The following policies are applicable to development within existing community areas:

7.3.2 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) taking into account the visual effect of varying topography and existing and proposed vegetation;*
- *(x) 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;*
- *(xi) implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation;*
- *(xii) 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;*
- *(xiii) considering cultural heritage resources and natural features;*

The proposed development has been designed having regard to the need for appropriate built form transition to the adjacent low-rise residential neighbourhood. In this regard, the building massing, setbacks, stepbacks, landscape treatment, and site organization have been developed to support compatibility, pedestrian accessibility, and an improved relationship with the public realm and surrounding lands.

Primary and Secondary Growth Areas

As outlined above, the subject lands are located within a Secondary Growth Area. In accordance with the policies in Section 7.3.2(1), development within Primary and Secondary Growth Areas 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 proposed development conforms to the above-noted policies by providing a compact built form oriented to Plains Road East, defining the street edge, and locating the building and associated entrances in a manner that supports pedestrian visibility and access from the public realm. The proposal also incorporates transition measures, including setbacks, stepbacks, and landscape treatment, to address the interface with adjacent residential uses, while providing resident amenity space and a more coherent site layout.

Chapter 8 – Land Use – Urban Area

Section 8.1 of the 2020 OP contains policies pertaining to Mixed Use Intensification Areas. Mixed Use Intensification Areas are existing mixed use and commercial areas, including Mixed Use Nodes and Intensification Corridors. As the subject lands are within a Mixed Use Nodes and Intensification Corridor, the following general policies outlined in Subsection 8.1.3(2) are applicable:

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.

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.*

The proposed development conforms to the above-noted relevant policies by providing a development in a compact built form that is pedestrian oriented and provided access to public transit. The development incorporates a mix of unit sizes to accommodate a range of household sizes and needs. The proposal also supports the planned evolution of the corridor by combining residential intensification with at-grade commercial space in a compact built form. In this regard, the development contributes to a more complete community pattern by providing additional housing opportunities together with local-serving commercial uses in proximity to transit, community facilities, and the broader Plains Road East corridor.

The proposal also supports the broader objective of reurbanization within Mixed Use Nodes and Intensification Corridors by redeveloping an underutilized site with a more compact and urban built form. In this regard, the development contributes to the planned evolution of the corridor and reinforces the City's objective of directing growth to strategic, transit-supportive locations within the urban area.

Policies pertaining to the Urban Corridor designation are outlined in Subsection 8.1.3(7). The objectives of this designation are:

a) *To provide locations in the city along key Major Arterial or Multi-Purpose Arterial Streets that will serve as areas of concentration for mixed use development in a compact built form, with residential, retail, service commercial, office, entertainment, public service facilities and institutional uses, and open space uses.*
b) *To provide opportunities for a range of small and medium-scale retail and service commercial uses, and public service facilities in locations that meet residents' day-to-day and weekly goods and service needs.*
c) *To recognize the development of Intensification Corridors will occur over time, and that the timing of development may vary from one segment to another, depending on market conditions and community needs.*
d) *To encourage higher intensity, transit-supportive and pedestrian-oriented mixed use development in a compact built form, while retaining compatibility with the surrounding area. e) To permit mixed use development on individual sites where various combinations of residential, retail, service commercial, office and other uses are located, or on sites where residential, retail, office and other uses are located next to one another.*
f) *To protect the planned commercial function within Urban Corridors.*
g) *To ensure development along Urban Corridors provides a safe, accessible and attractive pedestrian environment with connections to adjacent residential neighbourhoods and Employment Areas.*

The relevant policies of Urban Corridor land use designation are as follows:

a) *Transit-supportive and pedestrian-oriented design shall be required in the development of Urban Corridor sites.*
b) *Urban Corridor lands are intended to provide for the day-to-day and goods and service needs of residents and employees within and in proximity to the Corridor and may also serve a broader city-wide market.*
c) *The following uses may be permitted on lands designated Urban Corridor:*
   (iii) residential uses with the exception of single-detached and semidetached dwellings

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

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

The proposal contemplates a height and density higher than permitted, however, the proposed development aligns with the objectives for the Urban Corridor land use designation by providing density in an area already served by established transit routes and connections to other transit within the City. The proposed development is pedestrian-oriented and ensures compatibility with the adjacent residential area by adhering to the angular plane requirement and providing landscaping buffering and screening where appropriate.

Conclusion

While the majority of the 2020 OP is not in-force and effect, it does provide guidance and Council's vision on how the subject lands and surrounding area is to be developed. The proposed development is located within the MTSA connector, aligning with transit-supportive principles. The proposal consists of 179 units, offering a range of unit sizes to support the Mixed Use Intensification and Urban Corridor designation objectives for transit and pedestrian supportive compact built form and residential uses.

The proposal is also supported by the technical studies submitted with the application, which address matters associated with the site's broader corridor context, including transportation, servicing, noise, and vibration considerations.

7.6 CITY OF BURLINGTON ZONING BY-LAW 2020

The City of Burlington Zoning By-law 2020 regulates the development of land within the City of Burlington. Under the By-law, the subject lands are zoned Mixed-Use Corridor – General (MXG).

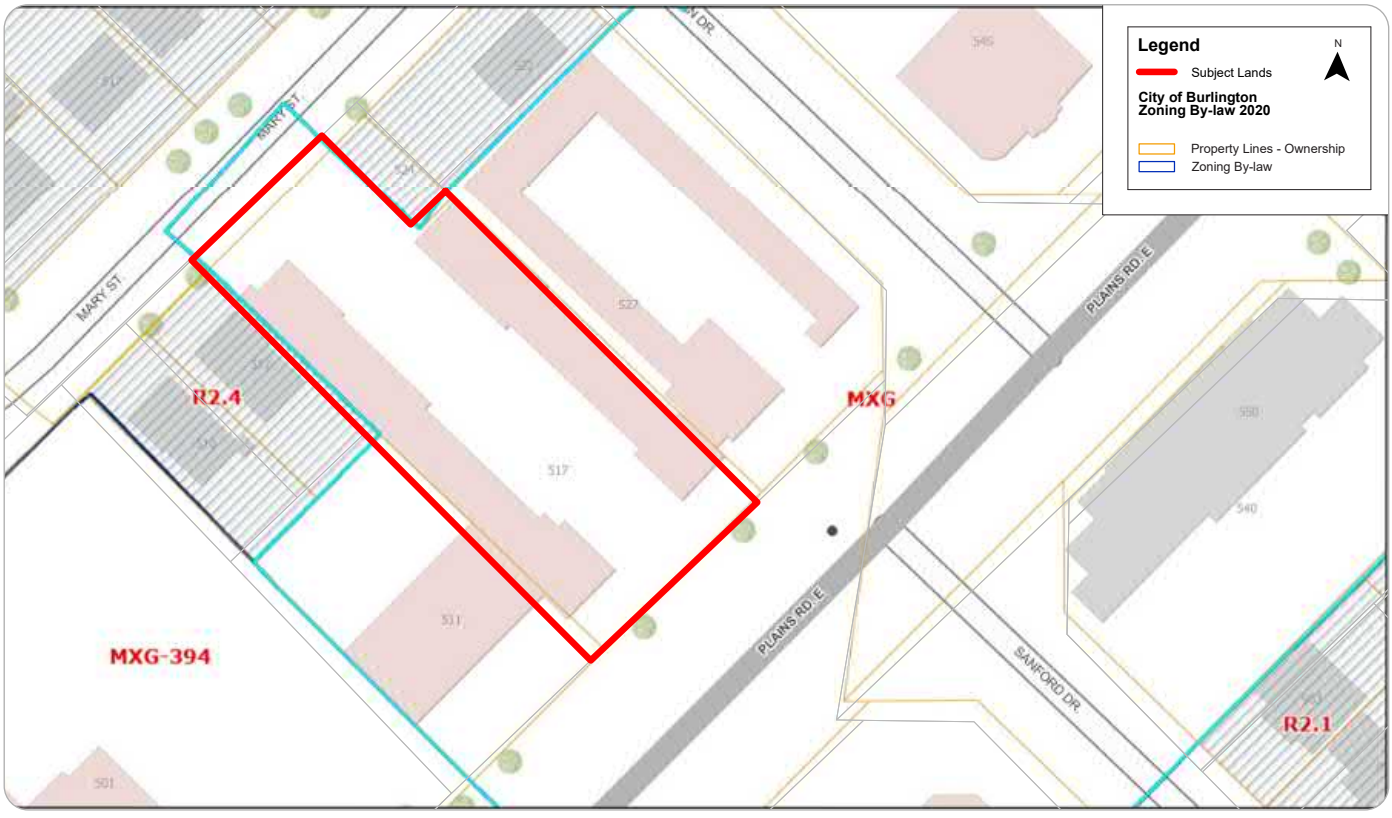


Figure 11: Burlington Interactive Zoning Map

The MXG zone permits a broad range of commercial, institutional, and residential uses. Notable permitted uses include:

- Convenience/Specialty Foods Store
- Other Retail Stores
- All Office Uses
- Entertainment Establishment
- Apartment Building
- Dwelling Units in a commercial/office building
- Stacked Townhouse
- Back-to-Back Townhouse
- Townhouse
- Community Institution

The proposed development is permitted in principle within the MXG zone. However, relief is required with respect to certain performance standards, including building height, and floor area ratio. A Zoning By-law Amendment is therefore required to facilitate the proposed development. Below is a summary table of compliance with general standards and MXG zone standards:

Table 3: MXG Zone Regulations

	Performance Standard	Required	Proposed
2.26	**General Parking Provisions**		
	(5) Parking Structures	iii) Below-grade parking structures shall not extend into a required landscape buffer	Below-grade parking structures shall extend into a required landscape buffer and shall be set back 0.90
2.26	**General Provisions (Residential Zones)**		
	(i) Parking Spaces and Driveways	(ii) For apartment buildings 4 storeys or more in height, driveways shall be set back 9 m and parking spaces 6 m from a window of a habitable room in a dwelling unit located on the ground floor or basement. Driveways and parking spaces shall be set back 6 m from an R1, R2, R3 zone.	Driveways and parking spaces shall be set back 4.5m from an R2 zone.

	Performance Standard	MXG Zone	Proposed
4.1	**Lot Width, Area and Yards**		
	Minimum Lot Frontage	25 m	36.20 m
	Minimum Lot Area	1000 m²	3,076.67 m²
	Yard abutting Plains Road west of the Queen Elizabeth Way	3 m minimum; 23 m maximum (a)	Levels 1-2: 3.78 m Levels 3-8: 6.72 m Levels 9-11: 9.72 m
	Yard abutting any other street	3 m minimum; 4.5 m maximum (a)	37.65 m
	Minimum Rear Yard	3 m	37.65 m
	Side Yard	No minimum	2.98 m
	Yard abutting a residential zone	Floors 1 to 3: 12 m Floors 4 and 5: 15 m Floor 6: 18 m	4.50 m
	Building setback from a creek block	7.5 m	n/a
	Yard abutting a Pipeline Easement	7 m	n/a
	Yard abutting a railway right-of-way	None required	n/a
	Separation Distance from a railway right-of-way	30 m for land uses sensitive to Railway rights-of-way	n/a
	Yard abutting a PC or P zone	6 m	n/a

Footnote to Table 5.4.1: (a) Maximum yard shall apply only to buildings located within 60 metres of a public street.

	Performance Standard	MXG Zone	Proposed
4.3	**Floor Area, Floor Area Ratio,**	**MXG Zone Requirement**	
	Maximum Floor Area Ratio for: Entertainment or Recreation buildings: Industrial buildings: Other buildings:	0.5:1 * * * 1.5:1	- - 4.41:1 (13,573.98 m²)
	Maximum Floor Area per Retail or	1800 m²	434.02
	Minimum Floor Area Ratio for Buildings other than	0.3:1 (923.00 m²)	4.41:1 (13,573.98 m²)
	Minimum Density in a Residential	30 units/ha	581 units/ha
Notwithstanding the above minimum floor area ratio provisions, any buildings or structures of less than 0.5:1 floor area ratio which legally existed as of the date of the passing of Zoning By-law 2020.205 (April 28, 2008) are deemed to conform to the floor area ratio regulations of this By-law for the life of the building or structure.			
4.4	**Landscape Area and Buffer**		
	Landscape Area:		
	Abutting a street:	3 m	3 m
	Abutting a creek block or O3	3 m	n/a
	Abutting a PC or P zone:	3 m	n/a
	An outdoor patio may encroach into a required landscape area abutting a street.		
	Landscape Buffer:		
	Abutting a residential zone:	6 m	2.78 m
4.5	**Building Height**		
	MXG Zone		
	Other uses:	2 storeys minimum, 6 storeys maximum	11 storeys
In MXG , MXC, and MXT zones, the floor area of the second, third, and fourth storeys of a building containing more than one storey must be at least 50% of the floor area of the first storey.			
Notwithstanding the above minimum height provisions, any buildings or structures of less than two storeys in height which legally existed as of the date of the passage of Zoning By-law 2020.205 (April 28, 2008) are deemed to conform to the building height regulations of this By-law for the life of the building or structure.			

4.6	**Parking**		
a.	Parking shall be provided in accordance with Part 1, Subsection 2.25 “Off-Street Parking and Loading Requirements”, except as amended by the following:	*Pre-Con Note – Transportation Planning can support the proposed number of parking space of 121 spaces, based on the City’s and Province’s initiatives to remove minimum parking requirements. Specifically, a new City-initiated amendment to the Zoning By-law was introduced to remove the minimum vehicle parking requirements for residential uses. As this proposed development is located along Plains Road East, this amendment can be applied.*	*105 spaces total*
4.9	**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.		1.8 m fence indicated along edges
4.11	**Loading and Unloading**		
	(a) Loading/unloading shall not take place within 7.5 m of a residential zone.		1 space (5×13.5 m); 10.57 m from res.
	(b) Loading/unloading docks shall be screened from view from a street or adjoining residential zone.		
4.12	**Amenity Area**		
	15 m² per efficiency dwelling unit		8.80 m² /unit
	20 m² per one-bedroom dwelling unit		
	35 m² per two or more bedroom dwelling unit		
	Back-to-back townhouse: 25 m² per dwelling unit		

	Performance Standard	MXG Zone	Proposed
4.13	**Doors**		
	Every building located within 60 metres of a street with a deemed width of 26 metres or greater shall provide a pedestrian accessible door on the building elevation facing the street.		Entrances provided on both street frontages

Section 9 of this report provides additional commentary on the applicable zoning regulations and the site-specific amendments needed to facilitate the proposed development.

The City of Burlington enacted By-law 202.478 in 2024 which removed parking standards for key transit corridors, including Plains Road, Fairview Street and Appleby Line. This by-law provided and exemption for parking lowing the requirements to zero:

> *those properties shown on "Diagram 1B: Plains Road Corridor Residential Parking Exemption Area", "Diagram 1C: Fairview Street Corridor Residential Parking Exemption Area", and "Diagram 1D: Appleby Line Corridor Residential Parking Exemption Area". For the development of a parcel of land partially or wholly contained within a Residential Parking Exemption Area Overlay Map, Section 2.25 shall only apply to non-residential uses. Despite the above, where the owner/applicant chooses to provide parking facilities onsite, the City's accessible parking spaces requirements shall apply and accessible parking spaces shall be provided in accordance with Table 1.2.7, and subsections 2.26 (9) (a) and (b), contained in PART 1, Section 2.26 General Parking Provisions."*



Figure 12: Plains Road Corridor Residential Parking Exemption Area

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8. NON STATUTORY GUIDANCE

8.1 MID-RISE BUILDING URBAN DESIGN GUIDELINES (2019)

Beyond the statutory policy framework, several City documents are routinely applied to corridor proposals to secure high-quality urban design and align new housing supply with municipal objectives.

The Design Guidelines for Mixed Use and Residential Mid Rise Buildings (2019) provide city-wide direction for 5 to 11 storey buildings in Burlington. The guidelines organize performance criteria into “lower building” and “upper building” components to ensure:

- A consistent, human-scale street wall
- Animated ground floors and clear entrance sequencing
- Generous sidewalks
- Upper storey stepbacks and appropriate transition to adjacent neighbourhoods

On Intensification Corridors, the guidelines encourage façade articulation and material differentiation to break up massing, active uses along frontages, and site design that supports walking, cycling, and transit. These guidelines are applied during pre-consultation and Site Plan review, including evaluation by the Urban Design Advisory Panel.

The proposal adopts the lower/upper building framework, with animated, weather-protected street walls at grade and upper-storey stepbacks to support transition. Façade articulation, balcony rhythms, and material variation enhance human scale along Plains Road. Pedestrian and bicycle connections are integrated to reinforce transit-supportive development. Please refer to the provided Urban Design Brief for further commentary on conformity with the Mid-Rise Guidelines.

8.2 PLAINS ROAD CORRIDOR URBAN DESIGN GUIDELINES (2006)

The Plains Road Corridor Urban Design Guidelines (2006) provide area-specific direction for development along Plains Road. While older, they remain relevant in guiding:

- Streetscape continuity
- Coordinated tree planting and lighting
- Improved pedestrian crossings
- Reduction of surface parking dominance
- Urban frontage conditions with entrances and windows addressing the sidewalk

The guidelines emphasize structured or screened parking, consistent boulevard treatments, and enhanced public realm elements to build a cohesive corridor identity over time.

The site plan incorporates corridor-specific measures including continuous boulevard treatments, coordinated streetscape elements, structured and screened parking, and pedestrian crossing improvements. These elements support corridor cohesion while accommodating intensification. Please refer to the provided Urban Design Brief for further commentary on conformity with the Plains Road Guidelines.

8.3 BURLINGTON HOUSING STRATEGY (2022)

The City of Burlington Housing Strategy, approved by Council on June 21, 2022, establishes a municipal roadmap to increase housing options and supply. The strategy includes initiatives such as inclusionary zoning assessment work, the Affordable Rental Housing Community Improvement Plan, and tools to facilitate additional residential units.

While non-statutory, the strategy supports adding housing within intensification corridors and transit-supportive areas to make efficient use of existing infrastructure and services. It is regularly referenced by staff in advancing complete community objectives.

The proposal contributes to the City's housing objectives by introducing new residential units within an Intensification Corridor served by frequent transit, supporting housing supply diversification and efficient infrastructure utilization in accordance with Council's housing framework. Please refer to the provided Housing Impact Assessment for furhter commentary on the City's Housing Strategy.

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9. DRAFT OFFICIAL PLAN AMENDMENT

The proposed Official Plan Amendment proposes to amend the subject lands to maintain the Mixed-Use Corridor – General designation but with site specific provisions, as outlined in Table 1.

The Mixed-Use Corridor – General designation is intended to provide locations along multi-purpose arterial or major arterial roads that will serve as areas of concentration for mixed use developments with high density residential, retail, service commercial, office, entertainment, community facilities and institutions, and open space uses.

A site-specific Official Plan Amendment to the current in-effect City of Burlington Official Plan 1997 is required to facilitate the proposed development. The Official Plan Amendment includes the following site-specific exemptions:

1. Increase the maximum Floor Area Ratio to 4.41:1, whereas Official Plan Section 5.3.2 (d) (i) permits a maximum Floor Area Ratio of 1.5:1.
2. Increase the maximum height requirement to 11 storeys, whereas Official Plan Section 5.3.2 (d) (ii) permits a maximum height of 6 storeys.

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10. DRAFT ZONING BY-LAW AMENDMENT

The proposed Zoning By-law amendment proposes to amend the subject lands to maintain the Mixed-Use Corridor – General (MXG) zone, but with the removal of the current site-specific provision 371 and the addition of a new site-specific provision, as outlined in Table 2.

A site-specific Zoning By-law Amendment is required to facilitate the proposed development. The Zoning By-law Amendment includes the following site-specific exemptions:

1. To permit below-grade parking structures to extend into a required landscaped buffer and be set back 0.90 m from all other property lines and street lines, whereas Section 2.26(5) requires that below-grade parking structures shall not extend into a required landscape buffer and shall be set back 3 m from all other property lines and street lines.
2. To permit driveways and parking spaces to be set back 4.5m from an R2 zone, whereas Section 1 (i) requires for apartment buildings 4 storeys or more in height, driveways shall be set back 9 m and parking spaces 6 m from a window of a habitable room in a dwelling unit located on the ground floor or basement. Driveways and parking spaces shall be set back 6 m from an R1, R2, R3 zone.
3. Increase the yard abutting any other street to 38 metres, whereas Table 5.4.1 permits a maximum of 4.5 metres.
4. Increase the minimum yard abutting a residential zone to 4.5 metres, whereas Table 5.4.1 requires a minimum of 12 metres.
5. Increase the Floor Area Ratio to 4.41:1, whereas Table 5.4.2 permits a Maximum Floor Area Ratio of 1.5:1 for Other buildings.
6. Decrease the required landscaped buffer abutting a residential zone to 0.9 metres, whereas Section 4.4 requires 6 metres.
7. Increase the maximum height requirement to 11 storeys, whereas Section 4.5 permits a maximum height of 6 storeys.
8. To permit a minimum amenity area of 8.8 square metres per unit, whereas Section 4.12 requires 15m² per efficiency dwelling unit, 20 m² per one-bedroom dwelling unit, and 35 m² per two or more bedroom dwelling unit.

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11. PUBLIC CONSULTATION STRATEGY

In accordance with the requirements of Section 22 of the Planning Act a Public Consultation Strategy is required to support an Official Plan or Zoning By-law Amendment application. The Public Consultation Strategy that will be utilized has been outlined below.

Below is a list of all items that have been, or will be, provided throughout the public consultation:

- Per City of Burlington's Public Consultation Strategy, a virtual Applicant-led non-formal public information meeting was held on October 14, 2025. Per protocol, City Staff mailed out notices to residents within 120m. A summary of Public comments with our responses is proved in the following subsection.
- Following the formal submission of the applications, a development sign will be posted on the subject lands, in a visible and informative way per City standards which will summarize the proposed development and provide the contact information of the Applicant's agent.
- Application details and supporting reports/ plans will be provided and posted on the City's website for the development applications for public review.
- A notice of Complete Application will be mailed to residents within 120 meters of the subject lands.
- A Statutory Public Meeting will be held with the Community Planning, Regulation and Mobility Committee at the appropriate time.
- Residents within 120 metres of the subject lands will be notified via mail of the Public Meeting date and details.
- Notice of a Statutory Public Meeting shall include the Ontario Land Tribunal to dismiss an appeal if an appellant has not provided Committee of the Whole with oral submissions or written submissions before a decision is made on the development application.
- Following the statutory public meeting, the public will be notified of future Council meetings regarding the recommended decision.

We trust the above Public Consultation Strategy is satisfactory and in compliance with Provincial legislation and implements the procedure outlined in the Official Plan. Weston Consulting remains committed to facilitating a public engagement and will assist in engaging the public though the process outlined in this Report.

11.1 PRE-APPLICATION NEIGHBOURHOOD CONSULTATION MEETING

A Pre-Application Neighbourhood Meeting was held on October 14, 2025, online via ZOOM. This meeting gave the public an opportunity to learn about what was being proposed in their community and gave them an opportunity to provide comments and ask questions. Below are some key themes that emerged based on community comments.

Rear Entrance and Compatibility

There were comments provided regarding the main vehicular access being located at the rear of the proposed building and whether this access point adversely affect the existing low-rise residential neighbourhood.

To mitigate impacts on the surrounding residential neighbourhood, the garbage collection and loading areas are located within the building. Additionally, as shown on the Landscape Plan, trees and shrubs are proposed at the rear entrance to further buffer and reduce impacts on adjacent properties.

Usage and Tenure

Public concerns were raised regarding the intended use of the commercial units and the limited amenities in the area. The proposal includes retail units along Plains Road East to help address the shortage of local commercial services. The units are shown hatched on the Architectural Plans to indicate that they can be consolidated or subdivided in the future to accommodate larger or smaller tenants, depending on market conditions at a later phase of the project.

Traffic and Parking

The public raised concerns if the amount of parking provided was adequate for the proposed number of units. There were concerns that residents and shoppers may end up parking in the adjacent neighbourhood and cause congestion to the surrounding area.

The Traffic Impact Study prepared concludes that the proposed development will have a minimal impact on traffic, if any, and the parking supply is adequate considering the use and proximity to transit. The development provides 105 parking spaces which is over and above what is required by By-law 2020-478. As outlined by Staff in their 2024 report, "*City staff were directed by Council to make these changes to support Burlington's Housing Accelerator Fund Action Plan, and ultimately the creation of more housing in Burlington.... The amendments include establishing an open parking standard for lands in the Fairview Street / Plains Road and Appleby Line corridors, which would remove minimum residential vehicle parking requirements for lands within these specific geographic areas and that are served by high frequency transit*".

11.2 BURLINGTON URBAN DESIGN REVIEW PANEL

An Urban Design Advisory Panel Meeting was held with City of Burlington staff on July 24, 2025, to discuss the built form and architectural design of the proposed development. Members of the panel provided the following recommendations to the project team:

- Context and fit: The Panel advised that the proposal should be supported by a stronger context analysis, including modelling, and expressed concern that the proposed scale, depth and massing do not yet fit comfortably within the existing and emerging Plains Road East context.
- Setbacks and relationship to adjacent lands: The Panel noted that the side yard setbacks are too limited and may constrain adjacent redevelopment potential and recommended increased setbacks and a more sensitive interface with neighbouring properties and the Mary Street area.
- Built form and design refinement: The Panel recommended further study of alternative built form options and additional massing articulation, including increased stepbacks and reconsideration of projecting balconies, to reduce the building's perceived scale and improve livability.
- Site layout and circulation: The Panel identified concerns with the functionality of the site layout, including vehicle circulation, underground parking access and the reliance on Mary Street for vehicular access, and suggested that the access strategy and rear site organization be further refined.
- Ground floor and frontage conditions: The Panel commented that the commercial layout should be reconsidered, particularly the small unit sizes and side-facing units, and recommended a stronger and more legible ground floor presence along Plains Road East.
- Open space and sustainability: The Panel suggested a larger at-grade amenity area, additional landscaping and tree planting, and reduced surface parking along Mary Street to improve both environmental and social sustainability.

Considerations from this meeting have been incorporated as recommended by the Panel into the final design of the building being put forward in this application; more detail in this regard is provided in the Urban Design Brief. Revisions have been made to reflect the feedback and to ensure the best possible design of the building while considering the unique limitations of the site.

The foregoing comments were considered in the refinement of the proposal. In particular, the submitted development concept maintains at-grade commercial space along Plains Road East, provides landscaping and screening in support of the interface with Mary Street, and has been further refined with regard to site access, transition, and ground floor organization. As such, the proposal submitted with this application reflects input received through the pre-application consultation process.

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12. PLANNING ANALYSIS

12.1 POLICY CONTEXT

The subject lands are located within the urban area of the City of Burlington and within a built-up corridor where intensification is encouraged by the Provincial and municipal policy framework. The Provincial Planning Statement, 2024 supports growth within settlement areas, efficient use of land and infrastructure, a range and mix of housing options, and development patterns that support transit and active transportation. Similarly, the Halton Region Official Plan and the City of Burlington Official Plan direct growth to strategic locations such as the Plains Road corridor, where redevelopment can contribute to complete communities through compact built form, mixed-use development, and the efficient use of existing municipal services and community infrastructure.

The proposed development advances these policy objectives by redeveloping an underutilized commercial property with a more compact and intensive built form that introduces new residential units and ground floor commercial space in a well-serviced urban location. The subject lands front onto Plains Road East, an arterial corridor identified for intensification, and are located in proximity to public transit, commercial services, and community amenities. The proposal therefore represents an efficient and appropriate form of development within an area planned to accommodate growth.

12.2 APPROPRIATENESS OF PROPOSED DEVELOPMENT

In our opinion, the proposed mixed-use apartment building represents an appropriate form of intensification on the subject lands. The development replaces an existing low-rise motel use with a more efficient use of land that contributes to the evolving mixed-use character of Plains Road East. The proposal introduces additional housing supply in a location where growth is anticipated, while maintaining a commercial presence at grade that supports the corridor function and contributes to an animated streetscape.

The proposal is also appropriate in that it responds to key matters identified through the pre-consultation process, including the retention of a commercial component at grade, the need to demonstrate appropriate transition to the Mary Street interface, and the importance of organizing the site in a manner that supports both corridor function and compatibility with adjacent residential uses.

The proposed built form is also appropriate having regard to the size, location, and configuration of the site. The building is oriented to Plains Road East, with active uses located along the street frontage and residential uses above. Vehicular access, parking, loading, and servicing functions are organized to minimize their prominence along Plains Road East and to support an improved pedestrian condition along the public realm. The proposed development will be supported by full municipal water and wastewater services and can be accommodated by the existing and planned transportation network, as confirmed through the supporting technical studies submitted with the application.

The inclusion of at-grade commercial units further supports the appropriateness of the proposal by reinforcing the mixed-use function of Plains Road East, contributing to an active street frontage, and providing opportunities for neighbourhood-serving retail and service commercial uses within a built-up and transit-supportive corridor.

12.3 COMPATIBILITY AND TRANSITION

The proposed development is compatible with the surrounding context and represents an appropriate transition between the evolving Plains Road East corridor and the lower-scale residential neighbourhood to the north. The surrounding area contains a mix of commercial, townhouse, low-rise, and mid-rise residential forms, reflecting the corridor's gradual transition toward more compact urban development. Within this context, the proposed redevelopment is not isolated or out of character, but rather forms part of the planned evolution of the corridor.

Compatibility is achieved through the organization of built form, setbacks, stepbacks, and landscape treatment. The mass of the building is concentrated toward Plains Road East, while the development incorporates setbacks and built form articulation to reduce perceived mass and to provide a more appropriate relationship to adjacent properties and the public realm. Landscaping and screening measures will further assist in mitigating potential privacy, overlook, and edge condition impacts. The proposal therefore provides an appropriate interface with surrounding lands while supporting intensification objectives.

12.4 URBAN DESIGN

The proposal contributes positively to the urban design objectives of the corridor by framing Plains Road East with a mixed-use building form that reinforces the street edge and supports pedestrian activity. Ground floor commercial space is located along the Plains Road East frontage to strengthen the corridor's mixed-use function, while the residential entrance and associated pedestrian connections are designed to be visible, accessible, and integrated with the public sidewalk network.

The proposed redevelopment will also improve the appearance and function of the site through a more urban built form, upgraded landscaping, and a more coherent site layout. In our opinion, the proposal reflects the direction of the City's urban design policies by promoting a compact, street-oriented form of development in an area intended to evolve over time through intensification and redevelopment.

12.5 PLANNING OPINION

Having regard to the applicable Provincial, Regional, and local policy framework, it is our opinion that the proposed development represents good planning. The redevelopment of the subject lands with a mixed-use apartment building is appropriate for the site, compatible with the surrounding context, and supportive of the broader policy objective of directing growth to built-up, serviced, transit-supportive urban corridors. The proposed Official Plan Amendment and Zoning By-law Amendment are appropriate to permit the development as proposed.

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13. CONCLUSION

Based on the foregoing analysis, it is our opinion that the proposed redevelopment of 517 Plains Road East with an 11-storey mixed-use apartment building represents good planning and is in the public interest. The proposal is consistent with the Provincial Planning Statement, 2024 and conforms with the general intent of the Halton Region Official Plan and the City of Burlington Official Plan. The proposal represents an appropriate form of intensification on an underutilized site located within the urban area and along a corridor planned to accommodate growth and redevelopment.

The proposed development provides for the efficient use of land and existing municipal infrastructure, contributes additional residential units and at-grade commercial space in a strategic location, and has been designed to provide an appropriate relationship with surrounding lands. The proposal is supported by the technical studies submitted in support of the application. Accordingly, it is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications are appropriate and should be approved.


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