Housing Impact Statement

1860-1900 Appleby Line, Burlington

Application for Official Plan and Zoning By-law Amendment



Prepared for LJM Developments Inc.
by IBI Group
November 22, 2021

Table of Contents

1 Introduction 1

2 Site Description and Surrounding Uses 1

2.1 Site Location and Description of Existing Uses 1

2.2 Surrounding Context 4

3 Development Proposal 6

3.1 Proposed Mixed-Use Towers 9

3.2 Parking and Access 12

3.3 Private Open Publicly Accessible Spaces ("POPS") 13

4 Demographic Conditions 14

4.1 Population Trends and Projections 14

4.2 Household Trends and Projections 15

4.3 Housing Supply 16

5 2019 State of Housing Report - Region of Halton 17

6 Planning Rationale 18

6.1 Provincial Policy Statement 2020 18

6.2 Growth Plan for the Greater Golden Horseshoe 2019 20

6.3 Region of Halton Official Plan 21

6.4 Regional Official Plan Amendment 48 24

6.5 City of Burlington Council-Adopted 2020 Official Plan ("CAOP") 26

7 Analysis and Opinion 28

7.1 Policy 3.1.1(2) h) of the CAOP 28

7.2 Broader Housing Impact 29

8 Summary and Conclusions 30

List of Figures

Figure 2-1: Parcel Mapping of the Subject Lands, Retrieved from City of Burlington Mapping 2

Figure 2-2: Aerial Mapping of the Subject Lands, Retrieved from City of Burlington Interactive Mapping 3

Figure 2-3: Topographic Survey of Subject Lands, Prepared by Barich Grenkie 3

Figure 2-4: Existing Floor Plans 4

Figure 2-5: Subject Lands and Surrounding Context, Retrieved from Google Earth 6

Figure 3-1: Conceptual Site Plan, prepared by RAW 8

Figure 3-2: Preliminary 3-D Massing of the Proposed Development and Phasing, Prepared by RAW 8

Figure 3-3: Conceptual 3-D Massing of the Proposed Development in Surrounding Context, Prepared by RAW 9

Figure 3-4: Phase One Preliminary Site Plan, Prepared by RAW 10

Figure 3-5: Preliminary Elevations of Phase 1 Building, Prepared by RAW 10

Figure 3-6: Preliminary Rendering of Phase 1, Prepared by RAW 11

Figure 3-7: Ground Floor Plan, Prepared by RAW 12

Figure 3-8: Proposed Landscape Plan, Prepared by Adesso Design 13

Figure 4-1: Comparison of Population Forecasts for Burlington, 2016-2031 (Hemson Consulting Ltd.) 14

Figure 4-2: Historical Age Structure of Halton Region, 2006 & 2016 (Hemson Consulting Ltd.) 15

Figure 4-3: Households by Local Municipality, Halton Region, 2001-2016 (Hemson Consulting Ltd.) 16

Figure 4-4: Historical and Future Housing Growth by Type, Regional Growth Scenario 2, 1976 - 2041 (Hemson Consulting Ltd.) 16

Figure 5-1: 2019 State of Housing Report Assisted and Affordable Housing Prices 17

Figure 6-1: Intensification and Density Targets, Retrieved from Region of Halton Official Plan 22

Figure 6-2: Regional Phasing, Retrieved from Region of Halton Official Plan 22

Figure 6-3: Schedule 1H- Regional Urban Structure, Retrieved from ROPA 48 24

List of Tables

Table 2-1: Summary of Surrounding Uses 5
Table 3-1: Composition of Units by Phases 6
Table 3-2: Proposed Site Statistics of Development 7
Table 3-3: Unit Composition for Each Phase 9
Table 3-4: Parking Composition of the Proposed Development 13
Table 4-1: Population Targets (Excerpt from Table 1 of ROPA 48) 14
Table 6-1: Halton Region Population and Employment Distribution (ROPA 48- Table 1) 25
Table 6-3: Strategic Growth Area targets (ROPA 48- Table 2b)- Primary Regional Nodes 25

1 Introduction

ICP Developers Inc. ("the Owner") is the Owner of approximately 2.2 hectares of land, municipally referred to as 1860 -1900 Appleby Line in the City of Burlington (the "subject lands"). The subject lands are currently developed with a one and two-storey multi-unit, multi-building commercial plaza with surface parking. The applicant is proposing to re-develop the northern portion of the subject lands into a mixed-use development, consisting of one eighteen-storey, 170-unit building, one sixteen-storey, 201-unit building and one sixteen-storey, 189-unit building with three levels of shared underground parking. Existing built form of a two-storey multi-unit commercial plaza will remain on the southern portion. Overall, the proposed development will contain a total of 560 residential units, 1,820 square metres of office space and 1,581 square metres of retail space. The purpose of the proposed development is to create an attractive and liveable space in the Uptown Centre of Burlington and support residential and employment growth targets of the Province, Region of Halton, and City of Burlington.

IBI Group has been retained by the Owner to provide planning advice and assistance on the redevelopment of these lands. The proposed development requires approval of an Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBLA"), with each application requiring specified plans, studies and reports to be considered "complete" upon application.

As a component of the application, as specified in the Development Application Pre-Consultation Form, Policy 3.1.1(2) h) of the Council Adopted Burlington Official Plan ("CAOP"), requires the submission of a Housing Impact Statement ("HIS") for any proposal over 100 units. As such, the submission of a HIS is a required component of a complete OPA and ZBLA application. IBI Group supports the application for OPA and ZBLA as it will provide a positive impact to housing within Halton Region and the City of Burlington. This report provides a justification of this statement through a discussion and analysis of existing demographic/housing conditions, applicable provincial, regional and local planning policy, and the Halton Region 2019 State of Housing Report. Note that at the time of writing this report, the 2019 State of Housing Report was the most recent report produced by the Region. As such, this HIS incorporates information and analysis from sources to attempt to address the gap in timing to the submission date.

2 Site Description and Surrounding Uses

The following subsections provide a review of the context, existing uses and conditions of the subject lands and surrounding area. These elements frame the discussion on the proposed planning applications, as well as the planning comments and justification.

2.1 Site Location and Description of Existing Uses

The subject lands, municipally known as 1860 -1900 Appleby Line are located at the south-west corner of Appleby Line and Ironside Drive. The lands are legally described as; Firstly Part of Block 19 in Plan M249, Parts 6 & 21 in Plan 20R13597, Secondly Part of Block 19 in Plan M249, Parts 4, 7 & 10 in Plan 20R13597 except Part 2 in Plan 20R18769, Thirdly Part of Block 11 in Plan M249, Parts 5,8 & 11 in Plan 20R13597 Except Part 1 in Plan 20R187689, Fourthly Part of Blocks 11 & 19 in Plan M249 Described as Parts 1-2 in Plan 20R20074 subject to an easement in gross over Part 2 in Plan 20R20074 As in HR1263836 together with an easement over Parts 9,12,17, 19 & 20 in Plan 20R13597 as in H844242 together with an easement over Parts 25 – 26 in Plan 20R13597 as in H844242 within the City of Burlington. The subject lands are rectangular in shape

and have an approximate frontage of 114 metres along Appleby Line and 166 metres along Ironside Drive with an approximate area of 22, 250 square metres (2.2 hectares).

The majority of the subject lands are currently occupied by a multi-unit, multi-building commercial plaza with surface parking. The commercial establishment consists of two previously-developed phases. Phase 1 is a single storey commercial building located in the northern portion of the subject lands along Ironside Drive, and mainly consists of medical offices, retail and restaurants. It is broken up into two buildings, interconnected through a steel canopy over an existing driveway access to the plaza through Ironside Drive. Phase 2 is situated in the southern portion of the subject lands and contains a two-storey commercial building, consisting of restaurants and retail uses and a two-storey commercial office component. It is connected through a steel canopy over the drive-through lane for a coffee shop, situated in the two-storey portion. Another driveway access is located in the southern portion of the subject lands, off of Appleby Line. All of the phases are serviced by the surface parking lot, containing approximately 289 spaces situated in the middle of the subject lands. The north-western portion of the subject lands is currently vacant.

The subject lands have a relatively flat topography. The northern and eastern lot lines are delineated by concrete sidewalks along Ironside Drive and Appleby Line, while the southern lot line is delineated by a concrete curb and a chain link fence. The western lot line is outlined by a concrete curb, that is utilized to separate the subject lands and the adjacent Fire Station.

Please refer to **Figures 2-1 & 2-2** for an aerial view of the general location of the subject lands. **Figure 2-3** provides the topographical survey of the subject lands, which is also included separately. **Figure 2-4** provides the floor plans of the existing development.

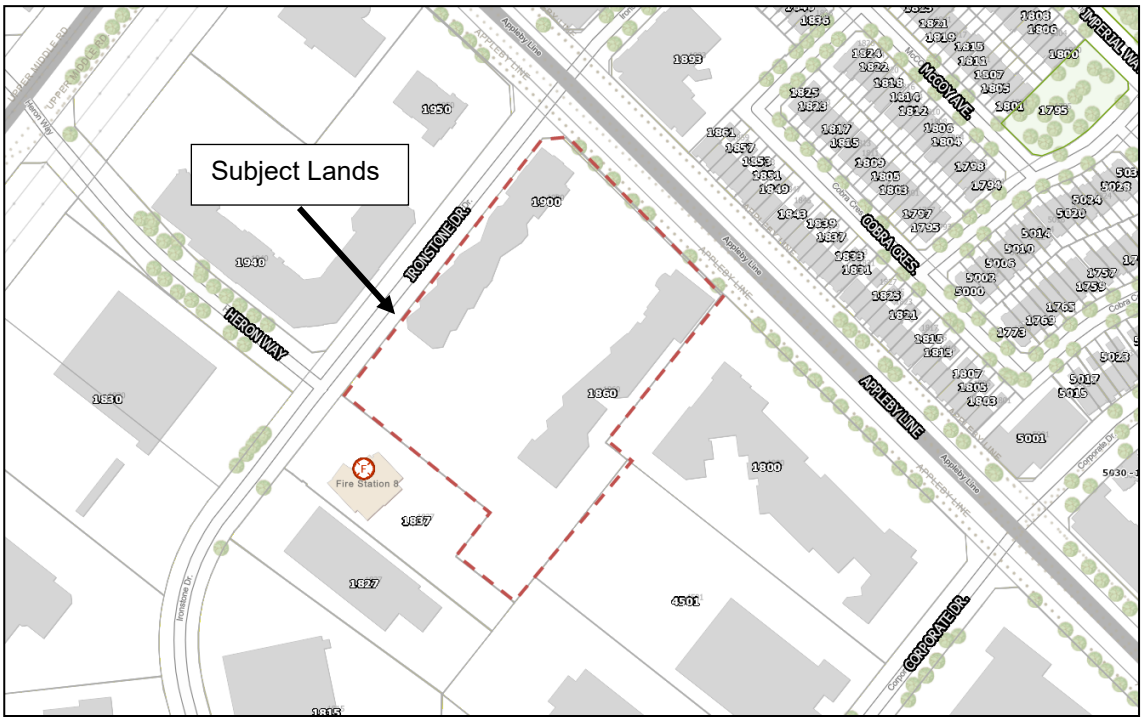


Figure 2-1: Parcel Mapping of the Subject Lands, Retrieved from City of Burlington Mapping



Figure 2-2: Aerial Mapping of the Subject Lands, Retrieved from City of Burlington Interactive Mapping

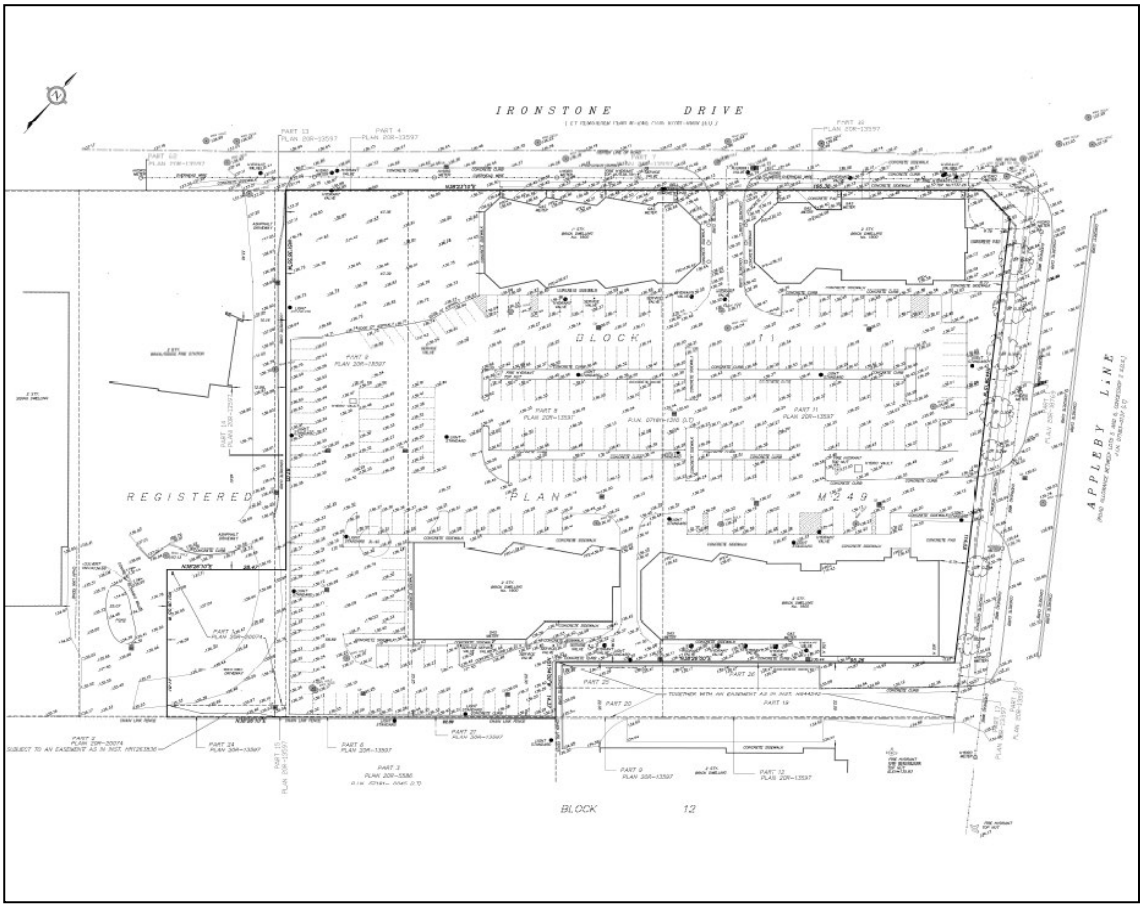


Figure 2-3: Topographic Survey of Subject Lands, Prepared by Barich Grenkie

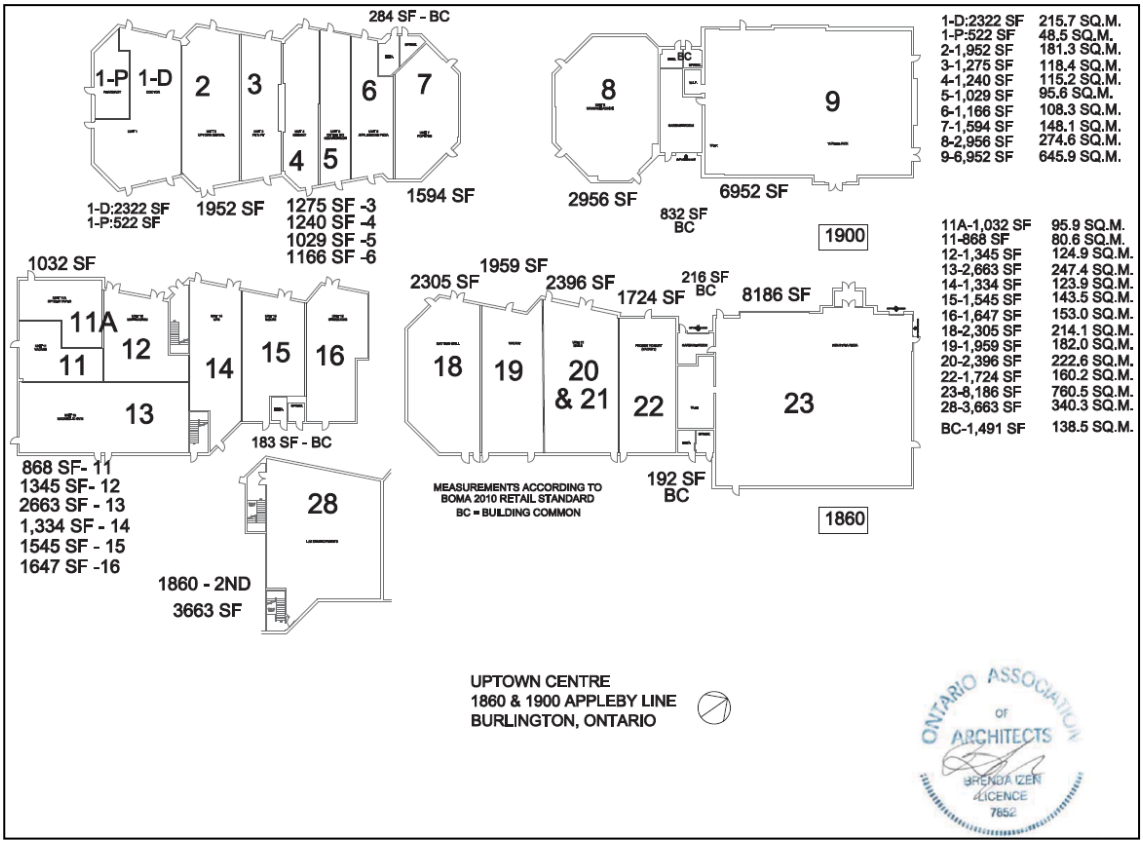


Figure 2-4: Existing Floor Plans

2.2 Surrounding Context

In terms of a greater surrounding context, **Figure 2-4** shows that the subject lands are situated in the midst of an established mixed-use area, varying in density and land uses. On the northern side of Ironstone Drive is a single-storey commercial plaza, consisting of restaurants (i.e. Harveys, Mucho Burrito, Pizzaville) and service commercial uses (i.e. Hasty Market, Dry Cleaners) as well as a three-storey medical office building. Commercial uses continue north of Upper Middle Road, in the form of the Millcroft Shopping Centre, consisting of a single storey commercial plaza containing restaurants (East Side Marios, McDonalds), commercial (Canadian Tire, Shoppers Drug Mart), private recreational (Movati Athletic) and retail uses (Metro, Pets O Pets). Millcroft park and low-density residential uses are situated north-west of the subject lands. Millcroft Golf Course is located in the midst of the low-density residential uses to the north-west.

At the north-east corner of Ironstone Drive and Appleby Line is a sixteen-storey mixed-use building with at-grade commercial uses, connected to four-storey stacked dwelling units. Further north-east are six-storey and ten-storey residential buildings, an Esso Gas Station and a Hotel (Premiere Suites), situated at the east corners of Upper Middle Road and Appleby Line.

Directly opposite of the subject lands, on the eastern side of Appleby Line is an eight-storey mid-rise building with at-grade commercial uses. The development pattern of two-storey residential townhouses continue south along Appleby Line until Corporate Drive, where there are seven-storey and four-storey mid-rise residential buildings each located at the north-east and south-east corners of the intersection. Further east of the mid-rise buildings and the townhouses are low density residential uses (i.e. townhouses, semi-detached and single detached dwellings). DesJardines Park is located in the midst of the low-density neighbourhood. Further east of the low-density residential neighbourhood is Corpus Chris Catholic Secondary School and open space, associated with Sheldon Creek Woodlot.

A single storey multi-unit employment/commercial plaza building is located immediately south of the subject lands. Employment uses continue further south along Appleby Line. These uses are interspersed with vacant open space lands.

The subject lands are bordered by a Fire Station along the western boundary line. Further west, employment and industrial uses predominate until the CN Rail Corridor. On the opposite side of the CN Rail Corridor are commercial uses and low-density residential uses.

A summary of the surrounding uses is outlined in the table below.

TO THE NORTH	TO THE EAST
• Commercial/ Retail Uses • Medical Office Building • Milcroft Shopping Centre • Milcroft Park	• Mixed Use-Buildings • Gas Station • Low Density Residential • DesJardines Park • Corpus Chris Catholic Secondary School • Sheldon Creek Woodlot
TO THE SOUTH	**TO THE WEST**
• Commercial Uses • Employment/ Commercial Uses	• Burlington Fire Station • Industrial/ Commercial Uses • CN Rail Corridor

Table 2-1: Summary of Surrounding Uses



Figure 2-5: Subject Lands and Surrounding Context, Retrieved from Google Earth

3 Development Proposal

The proposal for the subject lands involves a three-phase development, comprised of one 18-storey mixed-use building (Phase 1) and two 16-storey mixed use buildings (Phases 2 & 3) situated on the northern portion of the subject lands. Phase 1 will be built without modification to existing buildings, as the northwestern portion of the site is currently vacant. Phase 2 and 3 would each require demolition of a portion of the existing buildings on the northern portion, while the existing commercial building on the southern portion of the subject lands will remain.

Overall, the proposed development will contain 560 residential units, 1,581 square metres of retail space and 1,820 square metres of office space. The proposed development also includes indoor and outdoor amenity space, including proposed Privately-Owned Publicly Accessible Spaces ("POPS") in a linear arrangement through the center of the site, separating the northern and southern portions of the subject lands.

The following table summarizes the composition of units in the proposed development, by phase.

PHASE	UNIT COUNT
Phase 1: 18-storey Mixed Use Building	170 units
Phase 2: 16-storey Mixed Use Building	201 units
Phase 3: 16-storey Mixed Use Building	189 units
Total	**560 units**

Table 3-1: Composition of Units by Phases

Table 3-2 below displays the overall site statistics for the proposed development, as intended at full build-out.

ITEM			PROPOSED		
		Phase 1: 18 storey Mixed Use Building	**Phase 2: 16 storey Mixed Use Building**	**Phase 3: 16 storey Mixed Use Building**	**Existing Commercial Building**
Lot Area per Phase		3,301 square metres	4,141 square metres	5,137 square metres	9,699 square metres
Minimum Lot Width		44.7 metres along Ironside Drive	55.9 metres along Ironside Drive	65.7 metres along Ironside Drive	47.6 metres along Appleby Line
Maximum Density		515.1 UPH	485.5 UPH	368.2 UPH	N/A
Maximum Gross Floor Area	Residential	12,737 square metres	14,555 square metres	14,108 square metres	N/A
	Office	1,820 square metres	N/A	N/A	1,203 square metres
	Retail/ Commercial	N/A	642 square metres	939 square metres	3,594 square metres
Maximum Floor Area Ratio		3.8	3.5	2.7	0.5
Maximum Front Yard		5.0 metres	4.0 metres	4.0 metres	5.3 metres
Minimum Rear Yard		24.0 metres	13.7 metres	14.9 metres	28.4 metres
Minimum Side Yard	Exterior	N/A	N/A	2.0 metres	N/A
	Interior	0.6 metres	3.0 metres	11.6 metres	1.6 metres
Maximum Building Height		18 storeys (58.9 metres)	16 storeys	16 storeys	2 storeys
Minimum Landscaped Area		639.2 square metres	786.7 square metres	750.2 square metres	
Minimum Amenity Area	Indoor	849 square metres	402 square metres	378 square metres	
	Outdoor	794 square metres	402 square metres	378 square metres	

Table 3-2: Proposed Site Statistics of Development

The conceptual site plan, including the phasing, is found in **Figure 3-1.** In addition, **Figure 3-2** provides a conceptual 3-D massing for the proposed development, highlighting the built form and phasing stages. **Figure 3-3** provides a conceptual 3-D Massing of the proposed development, in the surrounding context. Please refer to the Architectural Set prepared by RAW for more details (i.e. floor plans, building sections, etc.).

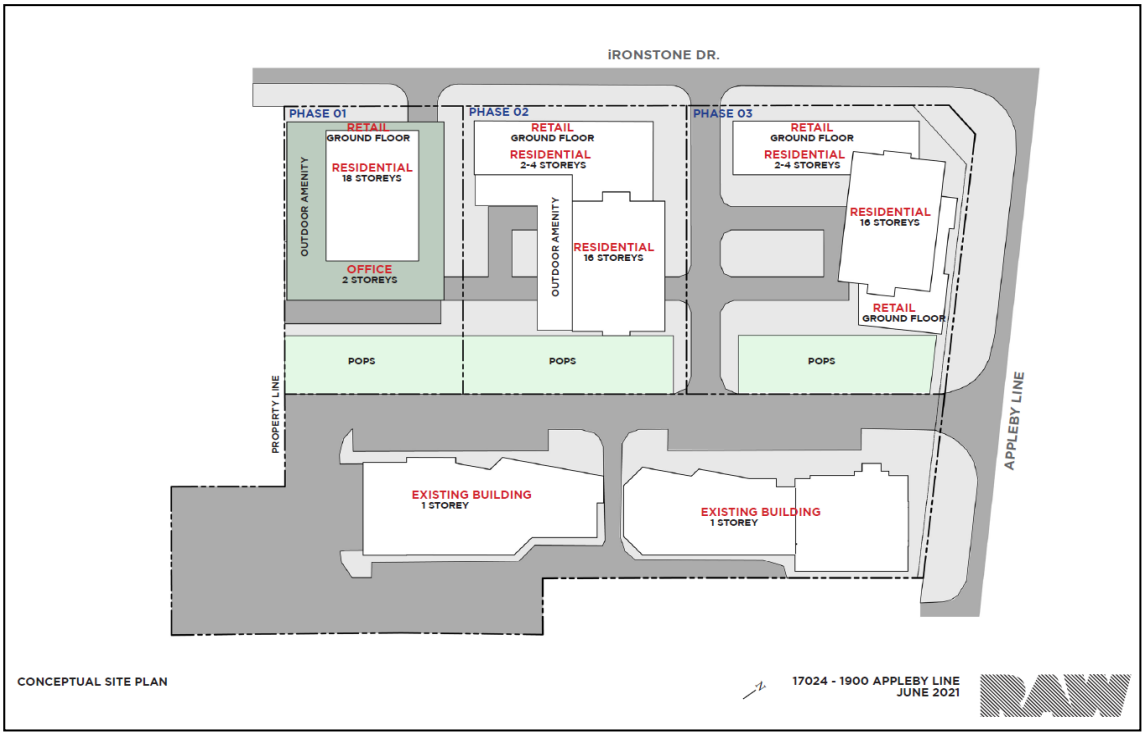


Figure 3-1: Conceptual Site Plan, prepared by RAW

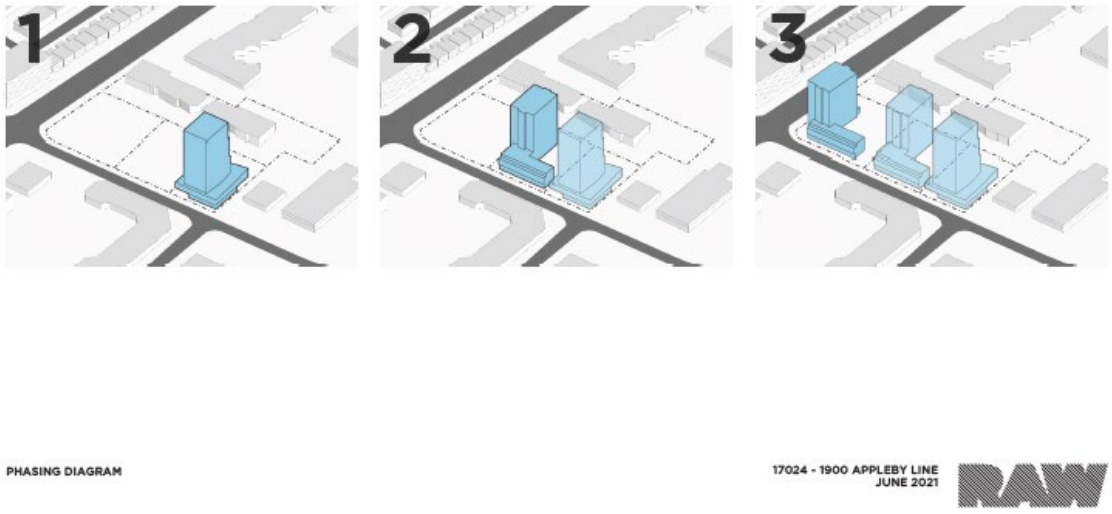


Figure 3-2: Preliminary 3-D Massing of the Proposed Development and Phasing, Prepared by RAW



Figure 3-3: Conceptual 3-D Massing of the Proposed Development in Surrounding Context, Prepared by RAW

3.1 Proposed Mixed-Use Towers

The proposed development contains three phases. Phase 1 is proposed to involve an eighteen-storey mixed-use building. It will contain approximately 1,820 square metres of office space on the ground and second floors, and residential units in the balance of the remaining stories. The third level of Phase 1 will include an Outdoor Amenity Terrace. As Phase 1 will be built without modifications to lands outside the phasing area, **Figure 3-4** shows Phase 1 with the existing commercial buildings on the northern portion of the subject lands. **Figures 3-5 & 3-6** show the preliminary elevations and renderings of Phase 1.

Phase 2 is proposed to develop a 16-storey building. It will contain approximately 642 square metres of commercial/retail space and residential units in the balance of the remaining stories.

Finally, Phase 3 is proposed to develop a 16-storey building. It will contain approximately 939 square metres of ground floor retail/commercial space, with residential units in the balance of the remaining stories.

Unit typology will range from one to two bedrooms. The following table summarizes the composition of units in each residential tower.

PHASE	STUDIO	1 BEDROOM	1 BEDROOM + DEN	2 BEDROOM/ 2 BEDROOM + DEN	TOTAL
Phase 1	16	15	77	62	170
Phase 2	15	78	36	72	201
Phase 3	12	78	36	63	189
Total	**43**	**171**	**149**	**197**	**560**

Table 3-3: Unit Composition for Each Phase

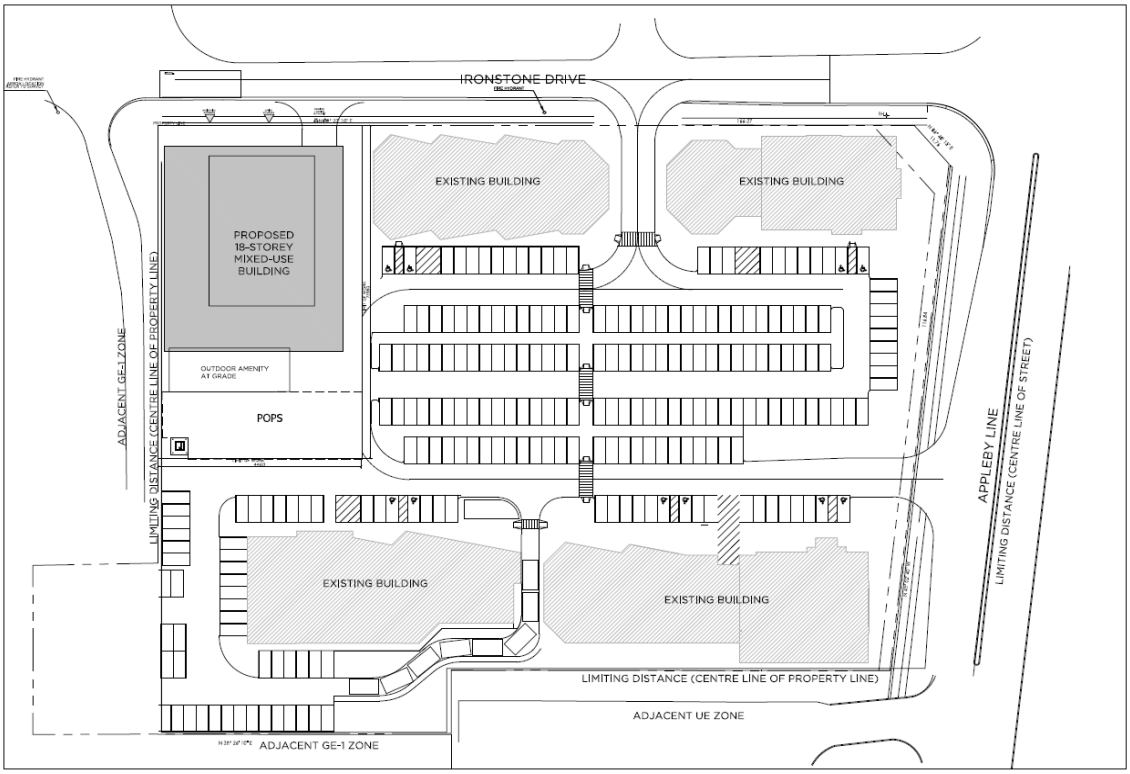


Figure 3-4: Phase One Preliminary Site Plan, Prepared by RAW

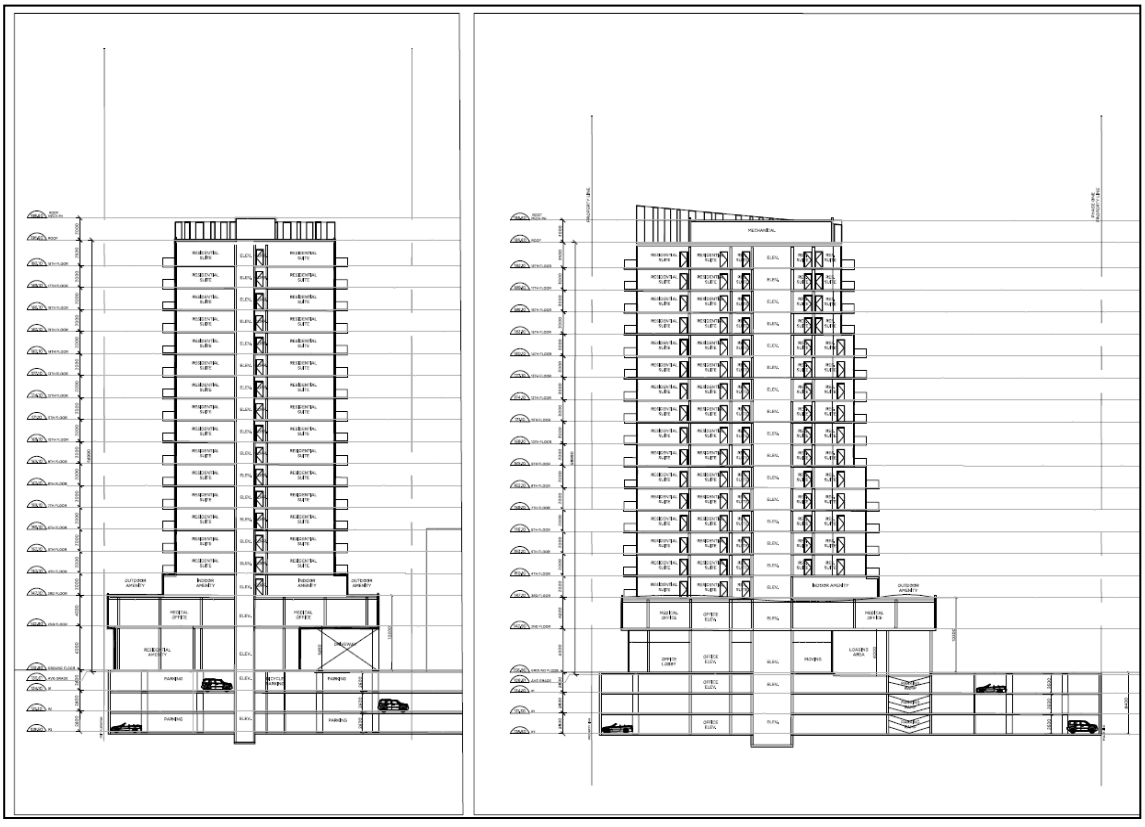


Figure 3-5: Preliminary Elevations of Phase 1 Building, Prepared by RAW



Figure 3-6: Preliminary Rendering of Phase 1, Prepared by RAW

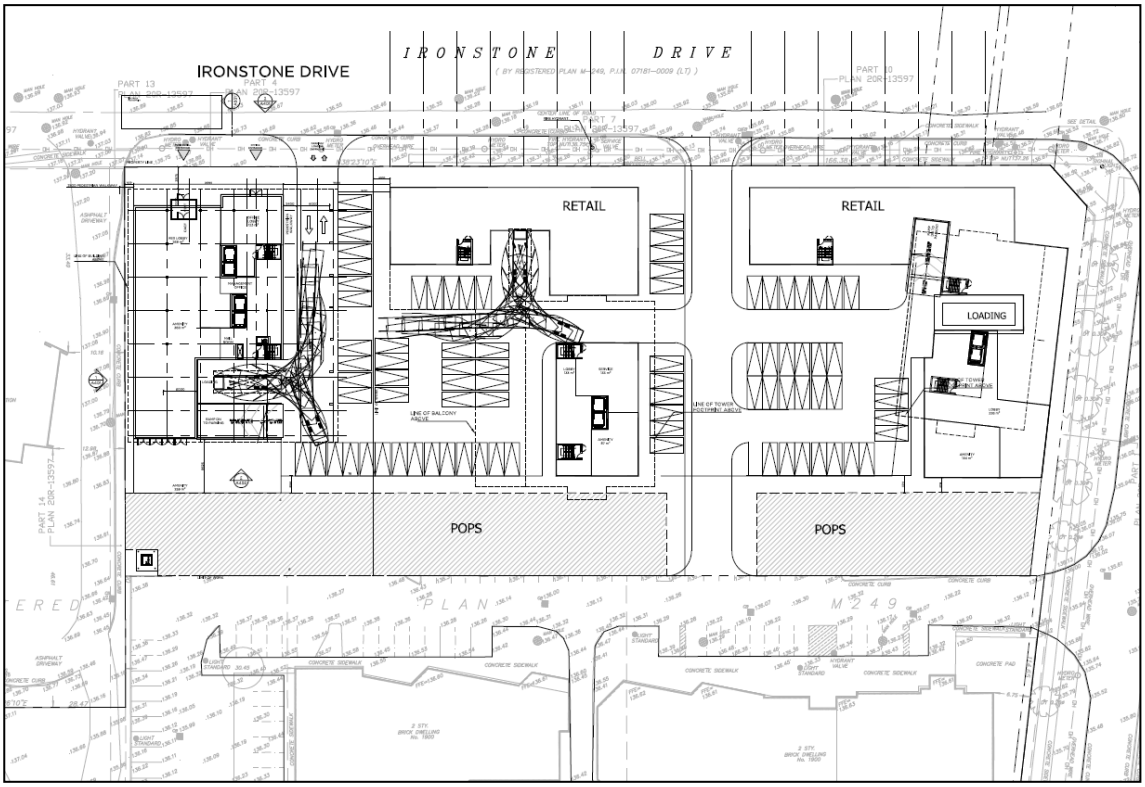


Figure 3-7: Ground Floor Plan, Prepared by RAW

3.2 Parking and Access

Two vehicular accesses will be situated along the northern boundary of the subject lands, in the form of private streets accessed from Ironside Drive. The first vehicular access will be located between Phases 1 & 2, while the second vehicular access will be located between Phases 2 & 3. Both accesses will lead to ramps to the underground parking lots, situated in Phases 1 & 3. The existing access to and from Appleby Line in the southern portion will be maintained.

The vehicular parking component of the proposed development will include two levels of underground parking and some surface parking spaces. A total of 20 bicycle parking spaces are proposed within the underground parking floors.

The construction of Phase 1 will result in the elimination of approximately 40 parking spaces in the north-western portion and configuration of parking spaces along the western boundary of the subject lands in the north-western portion of the subject lands, with 239 parking spaces remaining for the existing commercial buildings.

After the full redevelopment of the northern portion of the subject lands, there will be approximately 86 surface parking spaces remaining on the southern portion, which will service the existing commercial buildings. It is anticipated that the surface or underground parking spaces within Phases 1-3

Table 3-4 summarizes the composition of vehicle and bicycle parking spaces, by each level of parking.

	SURFACE PARKING	UNDERGROUND PARKING LEVEL 1	UNDERGROUND PARKING LEVEL 2	TOTAL PARKING

Phase 1	Proposed Parking	16 spaces	80 spaces	83 spaces	179 spaces
	Existing Phase	239 spaces			239 spaces
Total Build Out					
Phase 2		37 spaces	128 spaces	135 spaces	
Phase 3		30 spaces	128 spaces	135 spaces	
Existing Phase		86 spaces			86 spaces

Table 3-4: Parking Composition of the Proposed Development

3.3 Private Open Publicly Accessible Spaces ("POPS")

As seen in **Figure 3-8**, approximately 1,574 square metres of amenity space will be located in the middle of the subject lands, between the northern mixed-use portion and the southern commercial portion. This will operate as a Privately Owned and Operated Publicly Accessible Space ("POPS"), which means that the open space will be privately owned and operated but will be available for the public and surrounding areas to use. It will contain a central walkway connecting to Appleby Line with cross connections to existing commercial use on the southern portion of the subject lands.



Figure 3-8: Proposed Landscape Plan, Prepared by Adesso Design

4 Demographic Conditions

In order to properly analyze the future housing impact of the proposed development, the current and future demographic conditions of the Region of Halton and City of Burlington should be understood. This includes projected population growth, age structure forecasts, household trends, and housing conditions in both the regional and local context. These conditions will help inform the conclusions regarding the broader housing impact.

4.1 Population Trends and Projections

A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 ("Growth Plan") provides population forecasts that are required to be used by identified municipalities in land use planning. These forecasts project the Region of Halton to experience strong growth. Specifically, the Region will see 504,000 new residents from 2016 to 2051 (596,000 residents to 1,100,000 residents) as demonstrated in **Figure 4-1**. In terms of the City of Burlington, it the current Region of Halton Official Plan ("ROP") indicates it is to accommodate projected growth of 4,000 new residents from 2016 to 2031 (189,000 residents to 193,000 residents) as seen in **Figure 4-1**. However, the Halton Region Integrated Growth Management Strategy ("IGMS") that was produced under the Region of Halton New Official Plan project indicates that Burlington is forecasted to exceed its target by 6,000 residents.

MUNICIPALITY	2016	2031	2051
Halton Region	565,000	780,000	1,100,000
Burlington	189,000	193,000	N/A

Table 4-1: Population Targets (Excerpt from Table 1 of ROPA 48)

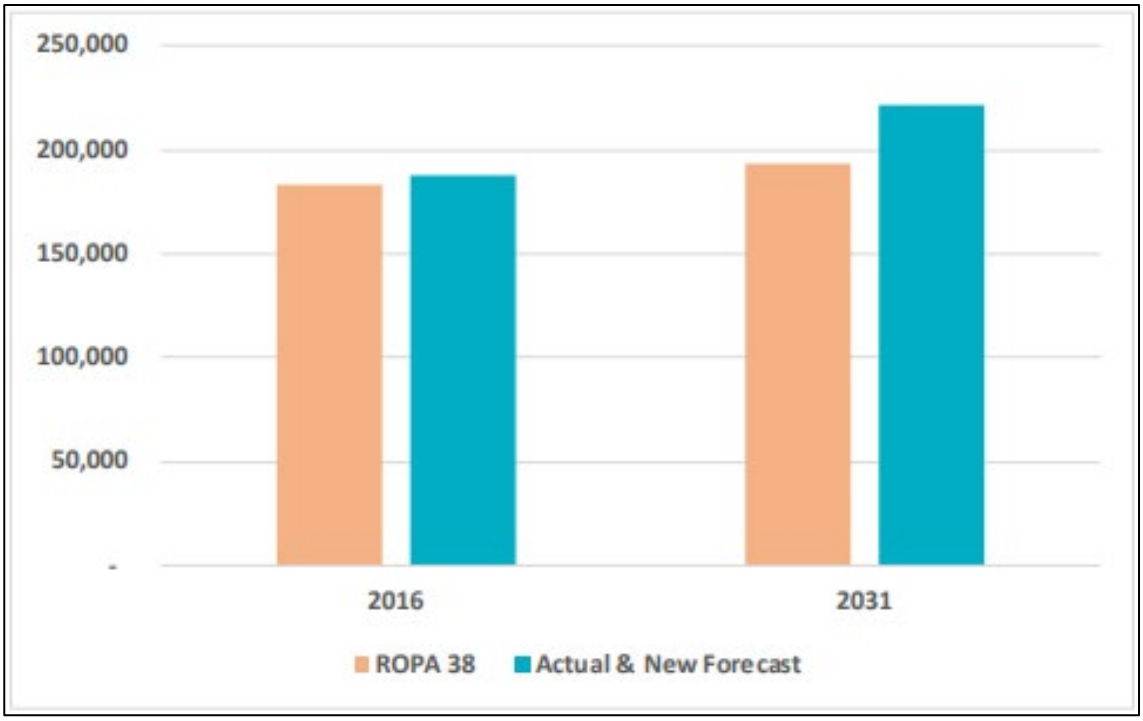


Figure 4-1: Comparison of Population Forecasts for Burlington, 2016-2031 (Hemson Consulting Ltd.)

The IGMS provides that the current peak population range falls within the 50-54 age range with a bulk of the population existing under this age group as seen in **Figure 4-2** below. Although the 50-54 age group currently sits as the largest population, the IGMS anticipates a strong influence on age demographics from in-migration to the region. This means that by 2041, it is anticipated that the largest population group will be the 40-44 age range. Overall, therefore, the IGMS indicates that the Region is not aging at the same rate as other GTAH areas. In addition, the number of retired elderly is projected to increase from 14% in 2016 to 21% in 2041.

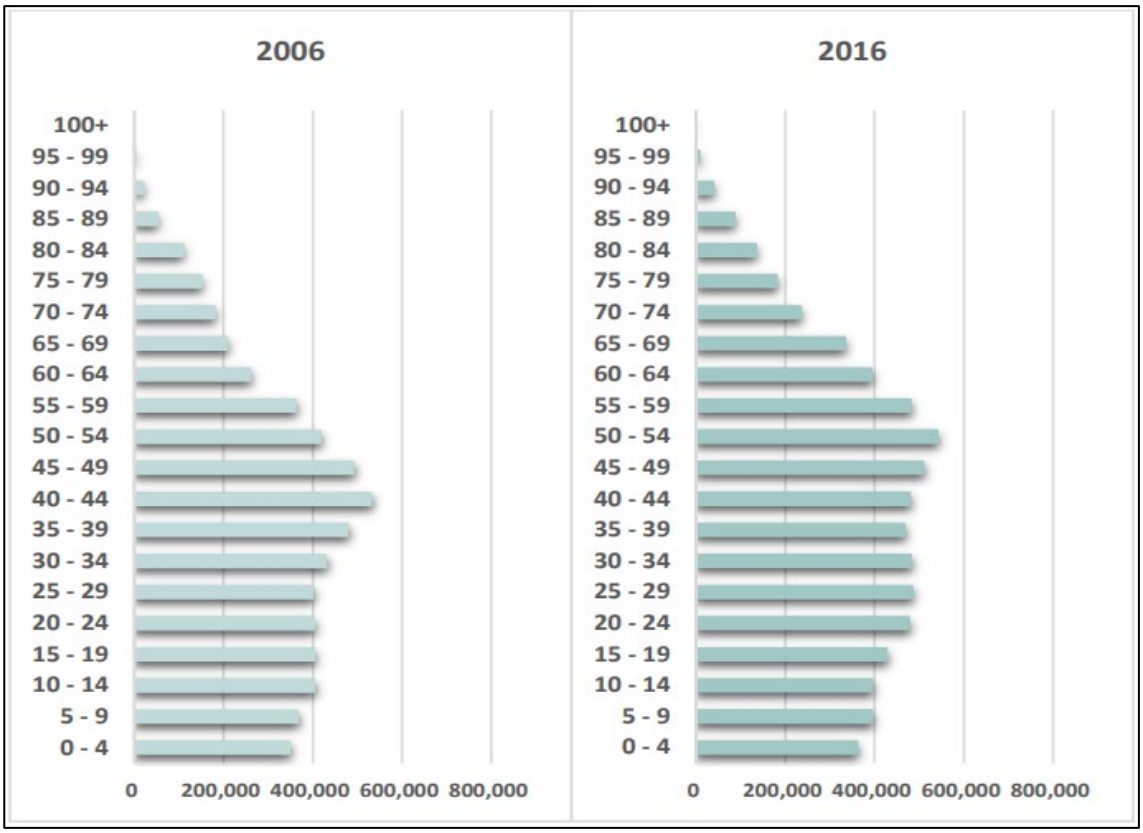


Figure 4-2: Historical Age Structure of Halton Region, 2006 & 2016 (Hemson Consulting Ltd.)

4.2 Household Trends and Projections

In terms of households, the IGMS demonstrates that both the Region of Halton and City of Burlington experienced household growth with 59,300 and 14,000 new households added, respectively, from 2001-2016, as seen in **Figure 4-3**. This brought the 2016 total occupied households in Halton Region to 193,100 and in Burlington to 71,400. During this period however, the compounded annual household growth rate for Halton Region did decrease from 3.5% in 2001-2006 to 1.6% in 2011-2016. Burlington experienced a decrease to a lesser extent from 2.1% in 2001-2006 to 0.8% in 2011-2016. Of the Halton Region households in 2016, 78.4% existed as family households. Family households generally constitute households with couples that have or do not have children at home, or single parents with children at home. The proportion of households that are considered family households are projected to drop by 2.6% to 75.8% in 2041. Of all households in 2016, approximately 81% of households in the Region occupied ground-related units which included 89% of family households and 52% of non-family households. This pattern is expected to shift to a greater occupancy of apartment units as housing prices and stock shifts. It is noted that shifts to more compact housing form, include attached and multiple dwelling units, is both a goal and product of contemporary planning policies

Households by Local Municipality, Halton Region, 2001-2016						
Municipality	Occupied Households				2001-2016	
	2001	2006	2011	2016	Growth	Share of Region
Burlington	57,400	63,300	68,800	71,400	14,000	24%
Oakville	49,300	56,600	62,400	66,300	17,000	29%
Milton	10,700	18,500	27,600	34,300	23,600	40%
Halton Hills	16,400	18,800	20,300	21,100	4,700	8%
Halton Region	**133,800**	**157,200**	**179,100**	**193,100**	**59,300**	**100%**

Figure 4-3: Households by Local Municipality, Halton Region, 2001-2016 (Hemson Consulting Ltd.)

4.3 Housing Supply

The 2019 State of Housing Report demonstrates a continued trend towards higher density housing units within the Region. More specifically, 56.4% of new 2019 housing completions in Halton Region were multi-storey or townhouse units while 85.9% of housing completions in Burlington were multi-storey or townhouse. Of this, 36.5% took the form of apartment units in Halton Region and 84.7% in Burlington. For comparison, 45.6% of housing completions in the Region and 14.1% in Burlington took the form of low density ground oriented units (single and semi-detached).

Despite this completion rate of apartment units, as of Q2 2021 Halton Region had a condominium apartment vacancy rate of 0.2% according to the Toronto Regional Real Estate Board. This is the lowest vacancy rate within the GTA market. The average sale price of a condominium apartment within the region in the first half of 2021 was $661,207 and in Burlington was $617,870.

As mentioned in the previous section, the IGMS projects that the housing stock will shift to accommodating a greater range of households including families within higher density units such as apartments. As illustrated in **Figure 4-4**, it is expected that by 2031-2036 over a third of new housing units will take the form of family-oriented apartment units

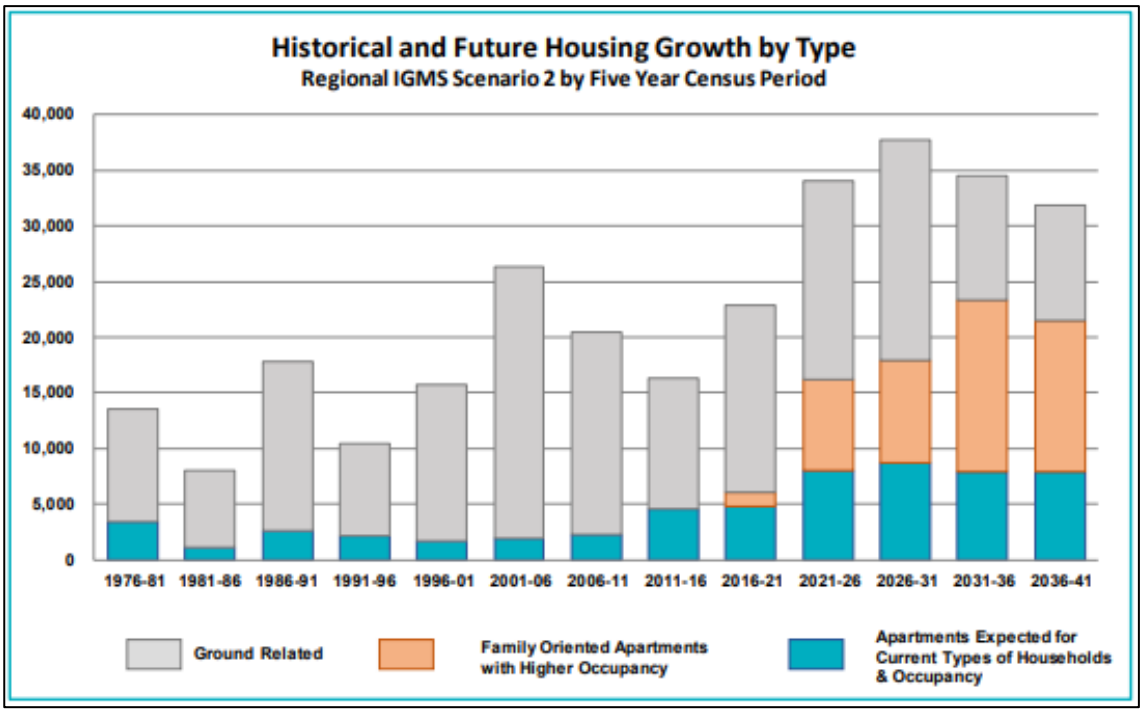


Figure 4-4: Historical and Future Housing Growth by Type, Regional Growth Scenario 2, 1976 - 2041 (Hemson Consulting Ltd.)

5 2019 State of Housing Report - Region of Halton

The State of Housing Report is ("SHR") an annual report prepared by the Region of Halton which provides a review of housing supply and demand within the Region and how it relates to Regional housing goals. At the time of writing this report, the 2019 State of Housing Report (released on September 14, 2020) is the most up to date available version. The 2020 report is to be presented to the Region of Halton council in September 2021.

The Region of Halton has set out the housing goals of:

- At least 50% of new housing units produced annually to be in the form of townhouses or multi-storey buildings
- At least 30% of new housing units produced annually to be affordable or assisted housing

Figure 5-1 below is an excerpt from the 2019 SHR which demonstrates the established 2019 income, purchase price, and monthly rent thresholds for assisted and affordable housing within the Region. Based on this report, in order for a Halton Region housing unit to be considered affordable in 2019 it must have had a maximum purchase price of $393,400, maximum monthly ownership cost of $2,680, or maximum monthly rent of $2,060.

Assisted	All households (average - 2.8 people)	Small households (1 to 2 persons)	Large households (3+ persons)
Income threshold	$57,800	$54,700	$62,200
Maximum purchase price	$214,000	$202,700	$230,300
Maximum monthly rent	$1,440	$1,370	$1,560
Affordable (non-assisted)	All households (average - 2.8 people)	Small households (1 to 2 persons)	Large households (3+ persons)
Income threshold	$107,100	$73,700	$143,500
Maximum purchase price	$393,400	$272,300	$525,300
Maximum monthly ownership cost	$2,680	$1,840	$3,590
Maximum monthly rent *	$2,060	$1,610	$2,580

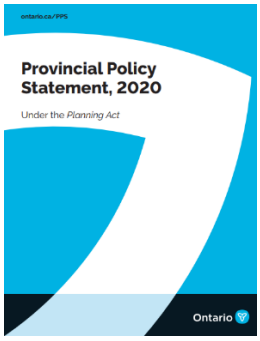
Figure 5-1: 2019 State of Housing Report Assisted and Affordable Housing Prices

The 2019 SHR highlights that only 10.7% of new housing and assisted unit sales and assisted fell within the affordability target of $393,400. Within the City of Burlington, it contained a higher percentage of affordable housing units sold at 27.3% with an average price of $352,533.

The broader housing stock within the Region of Halton demonstrates a movement towards more higher density unit types. The data provide in this report indicates that 54.4% of new completed units within the Region were either townhouse or multi-storey which is above the set target of 50%. This represents a continued increase in the proportion of new housing that is higher density when compared to 52.7% of housing completions from 2010-2014. Of the higher density units, 36.5% took the form of apartments and 18% took the form of townhouses. Furthermore, 56.4% of units under construction at the time of the SHR completion were in the form of apartments. The City of Burlington saw an even greater proportion of higher density units with 85.9% of completed units being either townhouses or apartments.

6 Planning Rationale

This section will provide an overview of the relevant planning policy related to the proposed development's housing impact. This includes the 2020 Provincial Policy Statement ("PPS"), the 2019 Growth Plan for the Greater Golden Horseshoe Plan ("Growth Plan"), the Region of Halton Official Plan ("ROP"), and the Council Adopted City of Burlington Official Plan ("CAOP"). The relevant policies will be reviewed and analyzed below to provide an understanding as to how the proposed development supports housing policy.



6.1 Provincial Policy Statement 2020

The Provincial Policy Statement 2020 ("PPS") provides policy direction on matters of provincial interest regarding land use planning and sets the foundation for land use planning and development regulations. The main considerations of this document pertain to protecting resources of provincial interest, the built and natural environment and public health and safety. The PPS focuses growth within Settlement Areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety. It recognizes that the wise management of development may involve directing, promoting or sustaining growth. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns.

Section 3 of the Planning Act requires that land use planning decisions be consistent with the PPS. The PPS provides direction for municipal planning documents and to individual site-specific developments. Municipal Official Plans are to be consistent with the PPS. The PPS applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after this date. Therefore, the proposed Official Plan and Zoning By-law Amendment is subject to and is assessed against the applicable policies of the PPS.

For the purposes of this report, the version of the PPS available online at https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf was used.

6.1.1 Section 1 Building Strong, Healthy Communities

Sub-Section 1.1 provides direction for managing and directing land use to achieve efficient and resilient development and land use patterns.

Policy 1.1.1 *Healthy, liveable and safe communities are sustained by:*

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

Subsection 1.4 provides direction to guide residential housing development.

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

a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier

municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

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

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

Definitions

Affordable: means

a) in the case of ownership housing, the least expensive of:

1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or

2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;

Low and moderate income households: means

a) in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area

Residential intensification: means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

a) redevelopment, including the redevelopment of brownfield sites;

b) the development of vacant or underutilized lots within previously developed areas;

c) infill development;

e) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use

6.1.1.1 PPS Analysis

The proposed development contributes to ensuring there is an appropriate range and mix of housing options within the City of Burlington and Region of Halton. This includes a diverse mixture of condominium units (i.e. studio, 1 bedroom, 2 bedroom, etc.). The Region of Halton has set a minimum target of 30% of new units built per year to be affordable which was not achieved according to the 2019 State of Housing Report. The proposed development will be providing 3 affordable units which will contribute to achieving this target. The contribution of the affordable units, in addition to the overall development of 560 new housing units, will be achieved through the intensification of the subject lands. This addition of a high density of residential units will more efficiently use the subject lands and it's associated infrastructure while also supporting the abutting

proposed transit corridor. Furthermore, the proposed development will help meet the social, health, and economic well-being requirements of current and future residents by providing housing units that are located in a complete community with access to employment, food, education, and recreation opportunities, in addition to encouraging active transportation and transit use.

6.2 Growth Plan for the Greater Golden Horseshoe 2019



The Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") 2019 was prepared and approved under the Places to Grow Act, 2005. The Growth Plan took effect on May 16, 2019 and is applicable to the subject lands. The Growth Plan provides policies to guide future growth. The Growth Plan provides policies to guide future growth and development, where the major goals are to provide a sufficient housing supply, improving transportation options, encourage a high quality of life and a strong economy, while ensuring a healthy natural environment. The Growth Plan guides development in the Greater Golden Horseshoe ("GGH") to a time horizon to the year 2051. Overall, the Growth Plan has projected a 2051 population of 1,100,000 and employment of 500,000 for the Region of Halton. The Region of Halton is currently undergoing a Regional Official Plan Review in order to plan for the forecasted growth.

For the purposes of this report, the version of the Growth Plan available online at https://www.ontario.ca/document/place-grow-growth-plan-greater-golden-horseshoe was used.

The following policies discussed are particularly applicable to the development proposal.

6.2.1 Section 1 Introduction

Section 1.2.1 Guiding Principles

The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:

- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.*

6.2.2 Section 2 Where and How to Grow

Section 2.2.6 of the Growth Plan provides policies regarding Housing.

Policy 2.2.6.1 *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*

a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and

ii. establishing targets for affordable ownership housing and rental housing;

Definitions

Strategic Growth Areas

Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment,

brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

6.2.2.1 Growth Plan Analysis

The proposed development locates a high-density housing development (560 units) within a proposed future Strategic Growth Area (Burlington Uptown Urban Centre) as identified in Regional Official Plan Amendment 48 ("ROPA 48") and the CAOP. The proposal includes a mixture of unit types, including 3 affordable units in order to support the growing population and evolving demographics of Halton Region and the City of Burlington. The Region of Halton has established housing targets including 30% of new annual unit sales to meet the affordable threshold and 50% of new annual construction to be higher density (townhouse and multi-storey buildings). The proposed development will contribute 560 high density units in the form of a condominium apartments which includes 3 affordable units to support Halton Region in achieving these annual housing targets. This will be achieved through the intensification of an existing commercial property in order to more efficiently utilize infrastructure and support transit viability.

6.3 Region of Halton Official Plan

The Regional Official Plan ("ROP") was adopted by Council on March 30th, 1994 through By-law 49-94. It was subsequently approved, with modifications by the Minister of Municipal Affairs and Housing on November 27th, 1995. Between 2001- 2004 and 2006 - 2009, a major review of the Regional Plan (1995) was undertaken in accordance with the Planning Act. The most lasted amendment was approved by the Minister of Municipal Affairs and Housing in November 2011 and subsequently appealed and adjudicated by the Ontario Municipal Board from 2012 through 2017, with certain site-specific appeals outstanding.

The Regional Official Plan is Halton's guiding document for land use planning. It contains goals, objectives, and policies that manage growth and direct how physical development should take place in Halton to meet current and future needs of its people.

The Region is currently undergoing a review of the Regional Official Plan to plan for future growth and conform to updated provincial policies. In order to inform the ROP update, an Integrated Growth Management Strategy was developed which outlines and analyzes growth scenarios in terms of how the region will accommodate projected growth up to 2051. The following section will outline and subsequently analyze relevant policy from the ROP including intensification targets and housing goals/objectives. Furthermore, as a component of the ongoing review, ROPA 48 was adopted by Regional Council in July 2021 and is awaiting a final decision from the Minister of Municipal Affairs and Housing. This amendment establishes key components of the regional urban structure including Strategic Growth Areas ("SGAs") which will be further outlined in the following sections.

Municipality	Minimum Number of New Housing Units to Be Added To the *Built-Up Area* Between 2015 and 2031	Minimum Overall *Development Density* in *Designated Greenfield Area* (Residents and Jobs Combined Per Gross Hectare)[1]
Burlington	8,300	45
Oakville	13,500	46
Milton	5,300	58
Halton Hills	5,100	39
Halton Region[2]	32,200[2]	50

[1] *In the measurement of these densities, the area of the Regional Natural Heritage System is excluded.*

[2] *This number represents 40 per cent of the new housing units occurring within Halton Region between 2015 and 2031.*

Figure 6-1: Intensification and Density Targets, Retrieved from Region of Halton Official Plan

Municipality	2012-2016	2017-2021	2022-2026	2027-2031
Halton Region				
Units in *Designated Greenfield Area*	**17,899**	**16,606**	**16,350**	**14,371**
Low Density Units	11,322	11,398	9,855	10,622
Medium & High Density Units	6,577	5,208	6,495	3,749
Units inside the *Built Boundary*	**9,187**	**12,245**	**11,606**	**11,699**
Employment	**37,460**	**39,191**	**28,026**	**34,290**
Burlington				
Units in *Designated Greenfield Area*	**428**	**432**	**133**	**221**
Low Density Units	287	302	106	123
Medium & High Density Units	141	130	27	98
Units inside the *Built Boundary*	**2,525**	**2,758**	**2,669**	**2,659**
Employment	**3,055**	**4,136**	**1,299**	**1,204**

Figure 6-2: Regional Phasing, Retrieved from Region of Halton Official Plan

6.3.1 Part III Land Use Designations

Policy 84 Housing Goal

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

Policy 85 Housing Objectives

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.*

5. To meet housing needs through the provision of Assisted Housing, Affordable Housing and Special Needs Housing in Halton.

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.

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

Policy 86 Housing Policies

1. Monitor the development approval process to achieve at all times a minimum of three-year supply of draft approved and/or registered residential units for the Region as a whole.

2. Define Affordable Housing for the Halton and local municipal markets based on its definition under Section 214.

6. Adopt the following housing targets:

a) that at least 50 per cent of new housing units produced annually in Halton be in the form of townhouses or multi-storey buildings; and

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

6.1. Establish, in conjunction with the Local Municipalities, annual targets for the production of housing units by density type and affordability for each Local Municipality, based on the Regional targets under Section 86(6).

7. Provide annually a State of Housing report to Council that contains among other things:

a) an update of the definitions of Assisted Housing and Affordable Housing;

b) a review of housing supply, demand and need in Halton during the past year, covering the various housing segments of Assisted Housing, Affordable Housing, Market Housing, Special Needs Housing and housing with universal physical access;

c) identification of the gaps between supply and demand of Assisted Housing and Affordable Housing;

d) state of homelessness in Halton; and

e) performance of the housing market towards meeting the housing targets under Sections 86(6) and 86(6.1).

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

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

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

6.3.1.1 Region of Halton Official Plan Analysis

The proposed high-density mixed-use development represents a more efficient use of the subject lands and associated servicing through the phased redevelopment of an underutilized commercial site. This will provide a compatible mixture of uses including predominantly residential units. The residential intensification will contribute to the Region of Halton's housing supply and goal of 50% of new higher density units annually with the addition of 560 new condominium apartment units. Furthermore, it will provide 3 affordable units. Based on the definition outlined in the 2019 SHR the maximum affordable purchase price threshold is to be $394,400 and maximum monthly rent to be $2,060. The proposed inclusion of 1 affordable unit per phase will contribute towards achieving the Regional target of 30% of new housing units produced annually to be Affordable or Assisted Housing. Further, the City of Burlington has been allocated a minimum intensification target of 8,300 housing units from 2015-2031 (**Figure 6-1**). Based on the Regional phasing outlined in Table 2a (**Figure 6-2**) the 2022-2026 and 2027-2031 phasing periods average to a yearly minimum intensification count of 533 units. Phase 1 of the proposed development provides 170 housing units and the overall development provides a total of 560 units, and thus the phased and total development proposal will contribute towards achieving the minimum target.

6.4 Regional Official Plan Amendment 48

ROPA 48 is the first amendment to be considered by Regional Council a part of the Regional Official Plan Review. This amendment was adopted by the Regional Council on July 7, 2021 and is currently awaiting the Minister's decision. ROPA 48 updates the current Regional Structure through the identification of a Strategic Growth Area ("SGA") hierarchy in order to better accommodate project population and job growth up to 2051. Updates include, extending population/employment growth targets to 2051 and establishing SGA targets.

For the purposes of this report, excerpts of a Draft Consolidation of the Regional Official Plan and ROPA 48 available at https://www.halton.ca/getmedia/71a32460-0960-4333-8f8d-e0dc6370b4f6/LPS-Halton-Region-ROPA-48-Notice-of-Adoption.aspx was used.

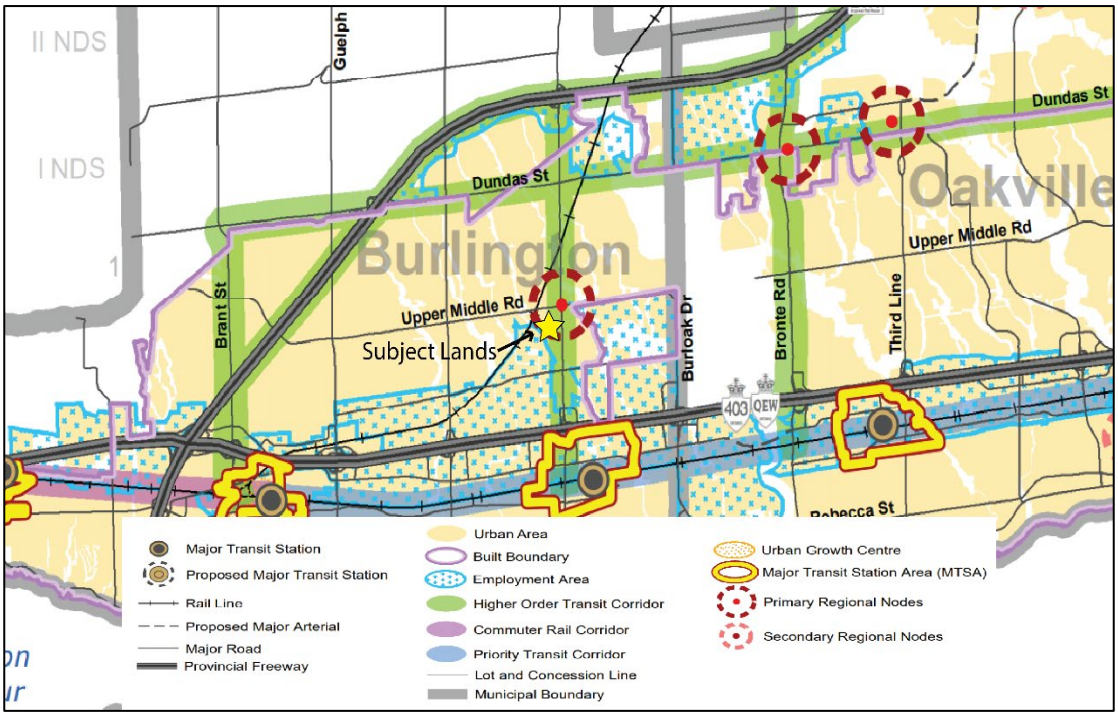


Figure 6-3: Schedule 1H- Regional Urban Structure, Retrieved from ROPA 48

Regional Urban Structure

Policy 78.1 *The objectives of the Regional Urban Structure are:*

(2) To focus a significant proportion of population and certain types of employment growth within Strategic Growth Areas through mixed use intensification supportive of the local role and function and reflective of its place in the hierarchy of Strategic Growth Areas identified in this Plan;

(3) To provide increased opportunities for the development of Affordable Housing, particularly within Strategic Growth Areas;

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

(3) Primary and Secondary Regional Nodes identified by symbol on Map 1H due to their contribution to the Regional Urban Structure, which have a concentration of residential and employment uses with development densities and patterns supportive of pedestrian traffic and public transit,

Policy 82 *The objectives of the Regional Nodes, as identified by symbol on Map 1H, are:*

(1) To recognize Strategic Growth Areas in the Region which are an integral component of the Regional Urban Structure, and are historic downtown areas, or contain a concentration of public service facilities (i.e. hospitals, universities) and/or transit-supportive, high density uses.

(3) To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses that supports the area in a pedestrian-oriented urban environment.

Policy 82.2 *It is the policy of the Region to:*

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

(3) For applicable Primary Regional Nodes identified in Table 2b, require the Local Municipalities to plan to achieve the target proportion of residents and jobs specified.

2016	2031	2051
565,000	780,000	1,100,000

Table 6-1: Halton Region Population and Employment Distribution (ROPA 48- Table 1)

STRATEGIC GROWTH AREA	*RESIDENTS*	*JOBS*
Uptown Urban Centre, Burlington	*70%*	*30%*

Table 6-2: Strategic Growth Area targets (ROPA 48- Table 2b)- Primary Regional Nodes

6.4.1.1 ROPA 48 Analysis

ROPA 48 updated the Regional growth targets to incorporate a total of 1,100,000 Halton residents in 2051. This represents an approximate doubling of residents from 2016 to 2051. In order to accommodate this growth Strategic Growth Areas were designated, including the Burlington Uptown Urban Centre Primary Regional Node within which the subject lands are located. This

Primary Regional Node was allocated to accommodate a 70% proportion of residents to 30% employment. The City of Burlington Growth Analysis Study conducted by Dillon Consulting in June 2019 demonstrated that the Uptown Urban Centre is expected to contain 2,438 people at total build out based on this target. The proposed use of the subject lands will develop three high density mixed-use buildings including 560 housing units within the Uptown Urban Centre which will contribute to providing adequate housing to accommodate the projected 2,438 residents and support the existing and planned services of the area including transit.

6.5 City of Burlington Council-Adopted 2020 Official Plan ("CAOP")

The City of Burlington Council-Adopted Official Plan ("CAOP") represents Council's stated direction for land use planning in Burlington. It was adopted by City Council on April 26th, 2018 and approved by Halton Region on November 23rd, 2020. The CAOP subsequently received 48 appeals and thus, was brought to the Ontario Land Tribunal ("OLT") where it currently sits. As the CAOP Official Plan awaits final decision from the OLT, the policies used in this report are subject to change.

For the purposes of this report, the 2021 interim working version available online at https://www.burlington.ca/en/services-for-you/resources/Initiative%20Projects/new-official-plan/Burlington-Official-Plan-2020_Interim-Working-Version_Feb-2021.pdf was used.

6.5.1 Chapter 3 – Complete Communities

Section 3.1 Housing

Subsection 3.1 Housing Supply

Policy 3.1.1(1) Housing Supply Objectives

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

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

Policy 3.1.1(2) Housing Supply Policies

b) The City will work with the Region of Halton to provide opportunities for housing for a wide array of socio-economic groups and those with differing physical needs and household compositions, using all available planning mechanisms and tools.

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's 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.

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

Policy 3.1.2(1) Housing Tenure Objective

a) To maintain an appropriate balance between rental and ownership housing stock in the city by protecting the existing supply of rental housing and encouraging the provision of new rental housing.

Policy 3.1.3(2) Housing Affordability Objectives

a) To promote the provision of an appropriate range and mix of affordable housing to meet the needs of the existing and future population.

b) To support programs designed to increase the supply of affordable housing.

c) To encourage the development of affordable housing throughout the city.

d) To explore new approaches to reduce residential land and construction costs, including expediting the development approval process, as an aid to reduce the overall cost of housing.

Policy 3.1.3(2) Housing Affordability Policies

a) The City will identify, promote and where appropriate, participate in, affordable and assisted housing opportunities funded by senior levels of government.

b) In consultation with the development industry, the City will consider the establishment of alternative development standards for residential intensification and new residential development which minimize the cost of housing and facilitate compact built form, while maintaining appropriate levels of public health and safety.

c) The City will consult with the development industry to develop innovative housing designs that encourage the development of more affordable housing.

6.5.1.1 Adopted Burlington Official Plan Analysis

The proposed development provides a more efficient use of urban land to increase the supply of housing within the City of Burlington. This is achieved through the revitalization of underutilized commercial lands to create a high-density, mixed-use development. The residential units will be provided as phased condominiums through three phases of construction to assist with the provision of long-term housing supply within the City. This will contribute to ensuring adequate housing stock of ownership units, specifically apartment units of varying sizes. Furthermore, the proposed development will be providing three units to an affordable housing organization to ensure the units can contribute long-term the city's affordable housing supply. The specific requirement of Policy 3.1.1(2) h) will be examined below in **Section 7.1**.

7 Analysis and Opinion

7.1 Policy 3.1.1(2) h) of the CAOP

Policy 3.1.1(2) h) of the CAOP provides the requirements for a Housing Impact Statement. The following subheadings represent each of the requirements.

How the proposal contributes to achieving the Region's housing targets, including identification of any proposed new affordable or assisted housing units.

Affordable Housing Target

The Region of Halton has established an affordable housing target of 30% of new unit sales to meet the affordable threshold per year. As established in the 2019 SHR, this goal was not achieved, with only 10.7% of new units sold falling at or below this threshold. The proposed development is committing 3 housing units (1 per phase) to be provided to a regional affordable housing initiative at no cost. This will provide a total of 3 high quality apartment units to contribute towards the 30% target. Furthermore, due to the units being provided at no cost, it will allow the affordable housing organization to provide housing at the lowest possible cost. Of the 10.7% affordable units sold it is important to recognize that 43.3% were apartment units while 56.7% were townhouses. The report outlines that this proportion of higher density units demonstrates the important link between providing higher density units such as apartments and achieving affordable housing goals.

Higher Density Housing Target

The Region of Halton has established a target of at least 50% of new housing units produced annually to be in the form of townhouses or multi-storey buildings. The 2019 SHR demonstrates that the target was exceeded with 54.4% of new completed units within the region existing as townhouse or multi-storey buildings. Furthermore, within the City of Burlington, 85.9% of completed units were either townhouse or multi-storey buildings. This demonstrates a continued trend and focus on the construction of higher density units. The proposed use of the subject lands will develop 560 new apartment units, including 170 within the first phase. This would provide an additional 2.3% contribution to meeting the higher density housing target based on 2019 construction numbers. It is important to recognize that the current focus on apartment supply is still minor compared to the existing-low density housing stock. Therefore, it should be expected that a high percentage of new apartment buildings will be needed to accommodate planning policy goals and objectives.

Intensification Target

The ROP Table 2 (**Figure 6-1**) established minimum intensification targets for the City of Burlington. From 2015-2031 Burlington has a minimum target of 8,300 housing units to be added to the built boundary. Table 2b (**Figure 6-2**) further outlines this target through minimum intensification phases based on 5-year intervals which includes 2,669 units between 2022-2026 and 2,659 units between 2027-2031. These 2 periods average to a yearly intensification count of 533 units. The proposed development involves a total of 560 units including 170 units in Phase 1, 201 units in Phase 2, and 189 units in Phase 3 to be added within the built boundary. These units will contribute at least 30% of the average minimum yearly intensification target upon each phase's completion.

Primary Regional Node Target

As a component of ROPA 48, growth accommodation targets were established for regional structure areas including Primary Regional Nodes. The Burlington Uptown Urban Centre was allocated a target of 70% residents and 30% employment. The City of Burlington Growth Analysis

Study conducted by Dillon Consulting in June 2019 demonstrated that the Uptown Urban Centre is expected to contain 2,438 people at total build out based on the 70% target. The proposed development would add 560 housing units which based on a P.P.U average for high density units of 1.576 (2019 Burlington Development Charges Background Study) would house 882 people. Therefore, it would significantly contribute to meeting the establishment resident growth target.

How the estimated rents and/or initial sales prices of the development are at or below the affordable housing thresholds by type.

The 2019 Halton SHR established the affordable housing maximum purchase price threshold to be $394,400 and maximum monthly rent to be $2,060. The proposed development would provide 3 units at no cost to an affordable housing organization. This would ensure the 3 units could be provided by the organization at a sale or rental price below the affordable threshold. Outside of the 3 affordable units, the remaining proposed units would be offered at initial sale prices above the affordable threshold based on market prices prevailing at time of sale.

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.

As established previously, the proposed development is to occur in three phases, and thus one affordable unit will be provided per phase.

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 Developer intends to provide the units to a not-for-profit housing provider, such as Habitat for Humanity. As Official Plan Policies and Zoning By-law Requirements do not specify ownership, the transfer is best addressed through other planning applications (i.e. site plan and condominium registration), with the potential for agreements registered on title as required.

7.2 Broader Housing Impact

Outside of the established criteria outlined in policy 3.1.1(2) h) of the CAOP, it is important to recognize the broader housing impact of the proposed development. As of Q2 2021, the condominium apartment vacancy rate in the Region of Halton sat at 0.2% which is the lowest in the GTA. As seen in the 2019 SHR, 85.9% of completed units within the City of Burlington were higher density units including apartments. This demonstrates the currently strong demand for high-density housing units including condominium apartments. Based on projections provided in the IGMS, demand is going to continue to increase, including a growing reliance from family households on apartment units. Therefore, the addition of 560 apartment units will not only contribute to alleviating the low vacancy rate but will also support the continued growing focus and importance of high-density housing units within the regional housing mix.

Providing high-density units including apartments is also necessary to supporting many of the other housing, planning and development goals set by the Region of Halton and City of Burlington. The proposed development represents an efficient use of land by intensifying an existing commercial plaza with a high density of residential units. By locating 560 residential units within a designated Uptown Centre regional node it will encourage further transit use and active transportation activities in addition to supporting the more efficient use of existing services. Nearby uses accessible by walking or transit includes a grocery store, retail, park space, schools, and employment opportunities thus providing future residents of the proposed development with a complete community of resources and reducing the reliance of private automobiles.

8 Summary and Conclusions

The owner of 1860-1900 Appleby Line in the City of Burlington is proposing to re-develop the subject lands into a high-density, mixed-use development, consisting of an eighteen-storey, 170-unit building, a sixteen-storey, 201-unit building, and a sixteen storey, a 189-unit building. Overall, the proposed development will contain a total of 560 residential units, comprised of a variety of bedroom counts. The tenure of the proposed development will be condominium. The proposed mix of dwelling typologies and unit mix will provide options that cater to households of various needs and incomes.

To address housing targets and objectives, the proposed development:

- Is consistent with the Provincial Policy Statement 2020, by facilitating residential intensification and redevelopment on an underutilized parcel of land located in close proximity to bus stop thus supporting an increase in transit usage, while also providing a range and mix of housing options to meet projected market-based needs;
- Conforms to the Growth Plan for the Greater Golden Horseshoe 2019, as it will contribute to meeting minimum intensification and density targets, by developing 560 residential units on an underutilized commercial parcel of land within a Strategic Growth Area, helping to achieve a complete community through mixed-use development with a range of uses and dwelling types;
- Conforms to the ROP, by providing 560 housing units within the Primary Regional Node (Burlington Uptown Urban Centre) which will contribute to achieving regional intensification, growth accommodation, higher density housing, and affordable housing targets;
- Conforms to the CAOP, as it provides housing units including affordable units through the intensification of the subject lands in a compact high-density form.

Based on a review of the subject lands, demographic conditions and applicable planning policy framework, the proposed development represents good planning and meets the housing objectives and targets of the Region of Halton and City of Burlington.

Respectfully submitted **22nd November, 2021.**

Regards,
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November 22, 2021