DRAFT
SEPTEMBER 2024

OFFICIAL PLAN AMENDMENT

AMENDMENT NO. ## TO THE OFFICIAL PLAN

OF THE BURLINGTON PLANNING AREA

CONSTITUTIONAL STATEMENT

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

PART A – PREAMBLE

1. PURPOSE OF THE AMENTMENT

The purpose of this Amendment is to establish a site-specific policy within the existing the Mixed Use Corridor – General land use designation within the City of Burlington Official Plan 1997 (Office Consolidation December 2019) with respect to the lands municipally known as 141, 147 and 153 Plains Road West in order to facilitate the development of an 11-storey mixed-use building consisting of 150 apartment dwelling units and approximately 181 square metres of non-residential floor space at grade. The proposed apartment dwelling units are to be purpose built for rental tenure, and are to include a minimum target of 10% of the units to be rented at an affordable rate of below $1,000 per month.

SITE AND LOCATION

The subject lands are located on north side of Plains Road West, east of the intersection with Howard Road, and has a total frontage of 57.81 metres along Plains Road West, with an area of approximately 0.24 hectares (0.59 acres).

2. BASIS FOR THE AMENDMENT

a) The subject application proposes the intensification of urban lands to introduce a mixed use-built form and housing supply that is consistent with the Provincial Policy Statement (PPS) and conforms to the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Provincial Planning Statement (2024), the Halton Region Official Plan (HROP) and the City of Burlington Official Plan (BOP).
b) *Settlement areas* are to be the focus of growth and development, where a mix of land uses are congregated within proximity to each other in order to efficiently use the infrastructure and public services planned for the settlement areas. The proposed development represents a compact urban form that is consistent with the vision of the PPS. The redevelopment of the site will create an intensified residential and retail use of the land, located in an urban area of the City, adjacent to existing municipal infrastructure along a multi-purpose arterial road which several transit routes operate. The development of the site with 150 residential units and 181 square metres of retail space will provide for a diverse range of unit sizes to compliment the area, improve the

diversity of residential uses in the City, and utilize services and facilities readily available in the area.

c) The site is located within the Built-Up Area of the City of Burlington, where urban services presently exist. The PPS clearly identifies that full municipal services are the preferred avenue by which urban development is to be accommodated. The use of the area's municipal infrastructure by a greater number of units as contemplated by this application will avoid the need to construct additional services, utilizing said services. Similarly, the PPS states that promoting density shall be supported by transportation infrastructure in the immediate area and support the use of active transportation and transit. The proposed residential development will allow for an increased residential density with easy access to existing public transit opportunities. The provision of a greater residential density resulting in the diversification of housing options in proximity to the existing employment areas and transit hubs within the neighbourhood will encourage current and future residents to utilize alternative/active transportation methods rather than private automobiles to access these facilities.

d) The proposed development of residential uses is consistent with the Growth Plan's objective to encourage and focus growth within existing urban areas, while also effectively utilizing existing municipal services and resources. The proposal will provide additional diverse housing stock to support and enhance the existing residential uses in the surrounding area. The proposed development contemplates a high quality and compact urban form through the redevelopment of underutilized, serviced land within an existing community area. The Growth Plan forecasts population and employment targets for the Region of Halton to grow to 1,100,000 people and 500,000 jobs by 2051. The proposed development will assist in meeting the ultimate (2051) Growth Plan targets for the Region of Halton. The subject property is in proximity to transit route within the City of Burlington, thus providing easy access to future residents. The proximity of the lands to major transportation options will enable future residents to move freely throughout the City and throughout the Greater Toronto Area. The intensification of the property is appropriate and will contribute to a healthy, complete community.

e) The Halton Region Official Plan identifies the subject property as a *strategic growth area* and a *settlement area,* and is further defined as within the *Aldershot GO Major Transit Station Area* (MTSA). Plains Road West is identified as a multi-purpose arterial and a commuter rail corridor. Growth is to be focused to *strategic growth areas*, promoting compact mixed-use built form that provides convenient access to retail and local services to residents. Active transportation is to be focused along multi-purpose arterials to reduce reliance on motor vehicles and promote alternative modes of transportation. Aldershot GO MTSA is identified to have a minimum density target (residents and jobs combined per hectare) of 150. The general target proportion of resident and jobs is 80% and 20% respectively. The proposed development contributes to the Region's goal of directing long-term growth to *strategic growth areas* and MTSA's along multi-purpose arterials by increasing housing units and maintaining retail space at-grade.

f) Development within strategic growth areas and MTSA's are to be complete communities, meeting the daily needs of people living by providing convenient access to a diverse mix of jobs, local services, a full range of housing, community infrastructure, and access to public transportation. The proposed building will include non-residential floor area at grade, contributing to the establishment of a complete community by providing convenient access to local retail

uses. Further, the building is proposed to be a purpose-built rental building, improving the range and mix of residential options within the City of Burlington. A variety of unit sizes will provide options for future residents to choose housing that fits their needs, income, lifestyle, and household size. The proposed development will contribute to establishing a mixed-use, compact, transit-supportive, and walkable community. The property is proximate to existing public transit active transportation infrastructure, providing residents with the option to travel via public transit or by the cycling network. Bus stations are located at the intersection of Plains Road West and Howard Road, connecting passengers to the Aldershot GO Station. Plains Road has recently been reconstructed to include protected bike lanes on both sides of the right-of-way, and there is a further Shared Use Lane (Sharrows) for cyclists on Howard Road that runs through Hidden Valley Park and LaSalle Park, connecting to a bike lane along Waterdown Road and through to the Aldershot GO Station.

g) Policy Section 77(5) of the Halton Region Official Plan requires local municipalities to prepare Area-Specific Plans or policies for major growth areas. Through the adoption of Official Plan Amendment No. 2 (OPA 2), intended to establish a Community Planning Permit System (CPPS) for the GO Station Areas within the City, it is understood that the City has satisfied this requirement. OPA 2 is predicated on a prior Area Specific Planning Study for the MTSA areas within the City in order to guide transformational change for each MTSA from low-density, auto-oriented employment and industrial areas into transit oriented mixed-use complete communities, supporting new populations, jobs, open spaces and creating a strong sense of place. Being within the Aldershot GO Station, the development of the subject property considered this Report and although it is yet to be in effect, many of its policies and goals were supported, such as accommodating an 11-storey mixed-use building fronting along Plains Road West. Plains Road is on the outer area of the MTSA where mid-rise mixed-use developments are to be while high-rise mixed-use buildings are planned to be developed closer to the Aldershot GO Station. Providing this transition of height and density towards Plains Road is necessary as many existing residential neighbourhoods are located south of Plains Road. Mid-rise mixed-use buildings along Plains Road will encourage urban shopping and dining opportunities for residents and create a vibrant and liveable community.

h) The proposed development is technically feasible and is supported by a suite of documents demonstrating that it will effectively utilize existing municipal sanitary, water, and stormwater services which have capacity to accommodate the proposal.

i) The existing community is well-served by existing community infrastructure including public transit, parks, schools and recreation facilities. Hidden Valley Park is located northeast of the property and LaSalle Park is located southeast of the property, both accessible through public bike trails. Further, the development has accounted for a direct connection to Hidden Valley Park, promoting the public's connection to open space and local parks. It is contemplated that opportunities for further social amenities and recreational spaces will be supplemented through the programing of the on-site common amenity spaces proposed within the building.

j) Public health and safety are a key priority in this development with the implementation of air quality measures such as building pressurization and filtration in the mechanical design to ensure good air quality for tenants given the quantity of industrial facilities within the surrounding area. Inoperable windows, air conditioning, and locating air intakes are further mitigation measures

proposed for the development, including air quality warning clauses provided to tenants. Safety through active uses connecting to public realm - health through proximity to transit, bike routes, bike parking, pedestrian focussed public realm.

k) The applicant has submitted technical studies with the application that conclude that the proposed development is feasible and will meet appropriate standards. A Land Use Compatibility and Air Quality Impact Study concluded that adverse air quality impacts are not to be anticipated, and that any perceived impacts may be mitigated through the design of the air intake system for the proposed development. Similarly, a Noise Study has concluded that the design of the building effectively mitigates off site noise impacts such that the applicable Provincial guidelines will be met through the inclusion of warning clauses and central air conditioning. A Functional Servicing and Stormwater Management Report concludes that the proposal will connect to the existing sanitary and storm sewer network, and that said infrastructure has sufficient capacity to accommodate post-development flows from the property. A Transportation Impact Study determined that the existing road network can accommodate the proposed development, and that a sufficient supply of parking is provided which complies with the City Zoning By-law.

l) The proposed development aligns with several policies set out in the City of Burlington Official Plan. Plains Road is identified as a *Multi Purpose Arterial* and several policies permit and encourage intensified development along such roads. Non-residential floor area at-grade is proposed to actively serve the needs of the surrounding neighbourhood. Being located near existing retail services, the subject property is an ideal space to infill a high-density development, as opposed to finding new locations to permit such developments.

m) Transit-supportive development is notably mentioned in the Official Plan as the City aims to achieve complete communities. Being within proximity to the Aldershot GO Station, residents will have transit options easily accessible to them, reducing reliance on vehicles and promoting a pedestrian oriented environment.

n) The proposed development has been designed to meet the City's vision for the future of the MTSA and Plains Road West. The City of Burlington's Design Guidelines for Mixed-Use and Residential Mid-Rise Buildings (dated March 2019) were reviewed, along with commentary and direction provided by the Burlington Urban Design Advisory Panel.

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

Map Change:

Schedule B of the Official Plan will be amended to add the notation 'Site Specific Policy ###' with respect to the subject property.

Text Change:

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

By adding the following policy to Part III Section 5.3 Mixed Use Corridors (General, Employment and Commercial Corridor), Subsection 5.3.2, General Policies *R16:

141, 147, 153 Plains Road West	d) (vii) Notwithstanding Part III, Subsection 5.3.2 d) (ii) above, the maximum building height for the lands municipally known in 2024 as 141, 147, and 153 Plains Road West shall be 11-storeys, not including a mechanical penthouse, enclosed area providing access to a rooftop, or indoor or outdoor rooftop amenity areas. d) (vii) Notwithstanding Part III, Subsection 5.3.2 d) (i) above, the maximum floor area ratio of development shall be 5:1 for the following properties: i. 141, 147, 153 Plains Road West

2. INTERPRETATION

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

3. IMPLEMENTATION

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