REVISED PLANNING JUSTIFICATION REPORT

APPLICATION TO AMEND THE
OFFICIAL PLAN AND ZONING BY-LAW

National Homes (Plains Road) LP
484 and 490 Plains Road East
Part of Lot 24, Registered Plan 833 and Part of Lot 3, Broken Front Concession, City of Burlington

Second Submission: February 15, 2019
Original Submission: November 2017
City File: C08E06.008

GSAI File # 815-005

Planning Justification Report
Official Plan Amendment and
Zoning By-law Amendment
484 and 490 Plains Road East
City of Burlington

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. was retained by National Homes (Plains Road) LP ("National Homes"), to provide professional planning advice and assist in obtaining the necessary planning approvals to allow for the development of 280 apartment dwelling units, 117 stacked back-to-back townhouse dwelling units, and 998.5 square metres (10,748 square feet) of commercial uses on the subject lands. An application was submitted to the City on November 6, 2017.

The proposed development has subsequently been revised in response to City and agency comments and is described in Section 3.0 of this report. The purpose of this report is to outline the nature of the revised proposed development and to evaluate it in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Halton Official Plan, and the City of Burlington Official Plan and Zoning By-law 2020.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

As shown on Figure 1 – Aerial Context, the subject lands are located on the south side of Plains Road East, east of Falcon Boulevard. They are municipally addressed as 484 and 490 Plains Road East and are legally described as Part of Lot 24, Registered Plan 833 and Part of Lot 3, Broken Front Concession.

The subject lands have a frontage of approximately 154.5 metres (507 feet) on Plains Road East and an area of approximately 1.84 hectares (4.5 acres). They are currently occupied by two one-storey and one two-storey commercial buildings with a total gross floor area of 4,010 square metres (43,162 square feet).

The southerly three-quarters of the site is bounded by existing one and two-storey single-detached dwellings to the east, south and west. An insurance office and a commercial building, with frontage on Plains Road East, abut the northerly portion of the site to the west and east, respectively. Lands on the north side of Plains Road East are occupied by a four-storey apartment building, Maplehurst Public School, and a Shoppers Drug Mart. A mix of retail, personal service, office, accommodation, automobile service, restaurant, institutional, and cultural uses are located within walking distance of the subject lands. These uses include Burlington Church of God, East Plains United Church, the Aldershot Branch of the Burlington Public Library, Maplehurst Park, Kiwanis Park and Aldershot Arena.

Active transportation opportunities, including bike lanes on Plains Road East and Townsend Road, and bicycle priority streets on Townsend Road, are also located near the subject lands.

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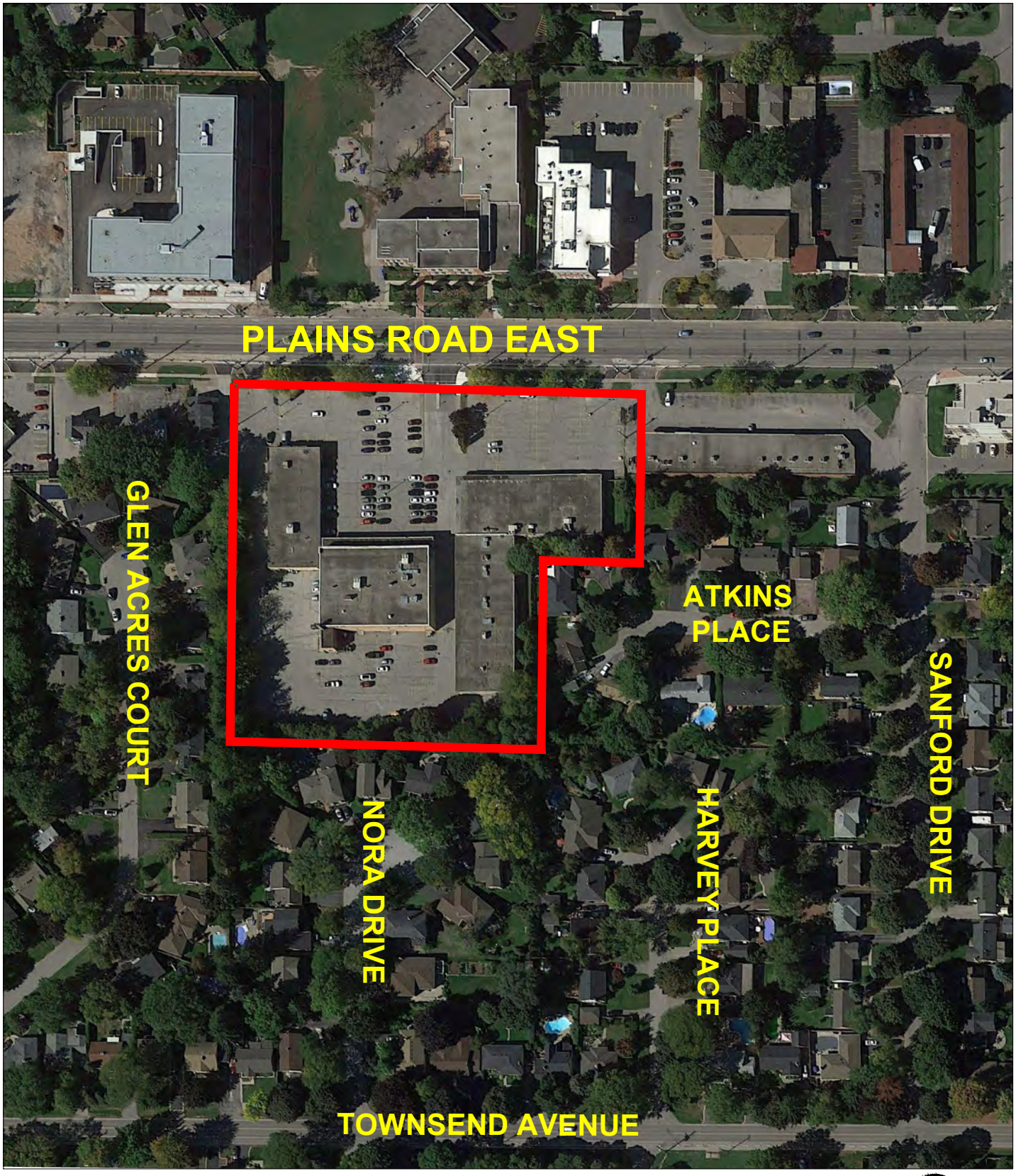


FIGURE 1

AERIAL CONTEXT

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

SUBJECT PROPERTY

Scale NTS
February 15, 2019

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Plains Road East is designated as a Multi-Purpose Arterial road in both the Region of Halton and City of Burlington Official Plans. It is serviced by Bus Routes 1, 1x, 5, 300, and express route 101. Please refer to the previously submitted Transportation Impact Study dated October 2017 prepared by BA Group for the description of these routes. Plains Road East is also designated as a Primary Bus Service route in the City of Burlington's Long-Term Transit Service Network in the Official Plan. This designation is categorized by anticipated peak period bus service frequencies of 15 minutes or better in the long term.

3.0 DEVELOPMENT PROPOSAL

As shown on Figure 2 – Conceptual Site Plan, the revised development proposal is to develop the subject lands to accommodate a mix of apartment dwelling units, stacked back-to-back townhouse dwelling units, and commercial uses. The number of dwelling units have been reduced from the previous submission from 397 to 386 units as follows:

- The number of condominium apartment dwelling units have been reduced from 280 to 276;
- The number of condominium stacked back-to-back townhouse dwelling units have been reduced from 117 to 110;

The apartment dwelling units are located in two apartment buildings (Buildings A and B) that front onto Plains Road East to create an enhanced streetscape and a massing that minimizes impacts on the adjacent residential properties. Buildings A and B will each contain 138 units. 545 square metres (5,866 square feet) and 453 square metres (4,876 square feet) of commercial floor area will be located on the ground floor of Buildings A and B, respectively.

Buildings A and B both have heights of eight-storeys that step down to seven storeys between the two towers. In addition, Building A steps down to one storey to accommodate the requirements of the Region of Halton for the provision of an enclosed garbage loading area. Building B also steps down to six-storeys where it abuts the adjacent single-detached dwellings. A minimum front yard setback of 3.065 metres (10 feet) is provided from the Plains Road East property line. The proposed setback from Building A to the west property line has been increased from a minimum of 9.0 metres (30 feet) to a minimum of 11.86 metres (39 feet) for most of the building to provide greater separation from the adjacent residential uses. A small, 11.0 metre (36 feet) length of the first storey of the building is, however, setback 9.3 metres (31 feet) to accommodate the underground ramp enclosure and loading area. The east setback to Building B has also been increased from a minimum of 9.0 metres (30 feet) to a minimum of 10.98 metres (36 feet). 7,793 square metres (83,883 square feet) of indoor and outdoor amenity area are provided for both buildings.

The stacked back-to-back townhouse dwelling units continue to be located in the interior of the site. The number of proposed buildings have; however, been reduced from seven to six. Each building continues to have a height of three storeys. A mechanical room for each unit, that also provides access to the roof-top amenity area, is located above the third storey. The minimum proposed setbacks from the buildings to the side and rear property lines have also been increased from a minimum of 7.5 metres (25 feet) to a minimum ranging from 12.2 metres (39 feet) to provide a greater separation from the adjacent uses. 1,069 square metres (11,507 square feet) of at-grade privacy area is provided at the rear of each ground floor unit for residents. 6,724 square metres (72,377 square feet) of exclusive use roof-top outdoor amenity, indoor amenity, and balcony privacy areas are provided for the remaining dwelling units. A 530 square metre (5,705 square feet) park, which is in addition to the amenity areas outlined above, has been added in the centre of the proposed development to provide recreational opportunities for future residents and existing residents in the surrounding area. 43.1% of the site area is proposed to be landscaped area.

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PHASE 1 PHASE 2

PLAINS ROAD EAST

REPLACE EX. 400x150mm TEE WITH 400x200mm TEE

EXT'D. PS776 TO BE RELOCATED

200mm FIRE & DOMESTIC WM./S. (RH 409.01)

200mm WM. CROSS-CONN.

5 PARALLEL SPACES

200x150mm REDUCER

200mm VBS

1 PARALLEL SPACE

3 PARALLEL SPACES

LINE OF U/G PARKING

PRINCIPAL ENTRANCE

TRANSFORMER

BALCONY

OUTDOOR AMENITY

OUTDOOR AMENITY 354.00 sq.m. 3,810 sq.ft.

PLANTER

MECHANICAL ROOMS

ROOF

TERRACE @ 7th FLOOR

250mm SAN./S @ 0.50%

P/L INV. +96.15

BUILDING 'A' PROPOSED 8 STOREY RESIDENTIAL / COMMERCIAL BUILDING 138 UNITS F.F.E 99.30

SETBACK

RAMP TO U/G PARKING GARAGE

ENTRANCE

DROP OFF

MOVING / COMM. LOADING

50 SURFACE PARKING SPACES

BUILDING 'B' PROPOSED 8 STOREY RESIDENTIAL / COMMERCIAL BUILDING 138 UNITS F.F.E 98.90

TERRACE @ 7th FLOOR

8 STOREY

PATIO

501 ATKINS PLACE

405 ATKINS PLACE

494 ATKINS PLACE

BUILDING 'C' PROPOSED 3 STOREY STACKED BACK TO BACK CONDOMINIUM F.F.E 98.00 15 UNITS

BUILDING 'D' PROPOSED 3 STOREY STACKED BACK TO BACK CONDOMINIUM F.F.E 97.50 15 UNITS

BUILDING 'E' PROPOSED 3 STOREY STACKED BACK TO BACK CONDOMINIUM F.F.E 97.65 21 UNITS

BUILDING 'F' PROPOSED 3 STOREY STACKED BACK TO BACK CONDOMINIUM F.F.E 98.00 18 UNITS

BUILDING 'G' PROPOSED 3 STOREY STACKED BACK TO BACK CONDOMINIUM F.F.E 98.35 15 UNITS

BUILDING 'H' PROPOSED 5 STOREY STACKED BACK TO BACK CONDOMINIUM F.F.E 97.75 21 UNITS

BACKYARD

PARK 850.6 sq.m.

EXIT STAIR

ENTRANCE TO LOADING AREA

SLOPE TO UNDERGROUND

SWT BELOW

STORM OUTFALL INVERT

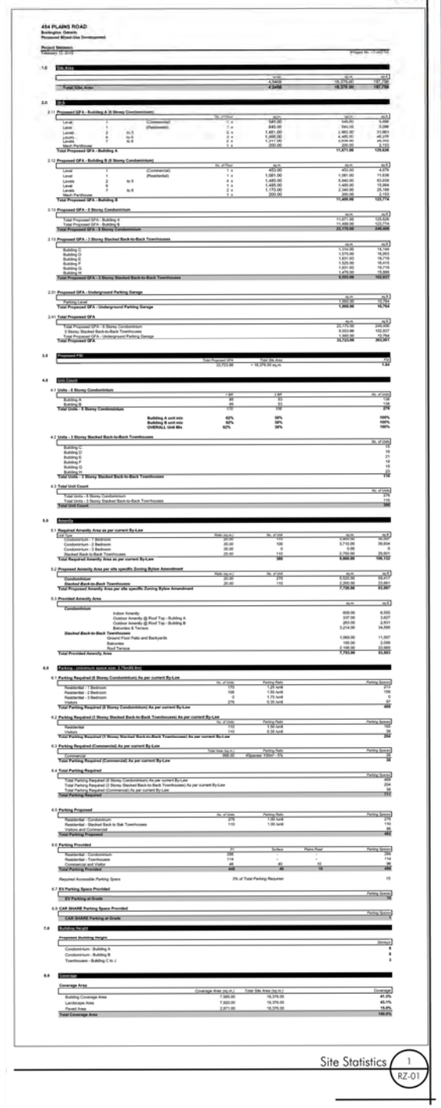
CTRL MH & ORIFICE TUBE (PROVISIONAL)

DCBMH

P/L INV. 89.40



Context Plan 3 N/A RZ-01



Site Statistics 1 RZ-01

Contractor Must Check And Verify All Dimensions On The Job.

Do Not Scale The Drawings.

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Date:

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No.	Revision :	Date

No.	ISSUED	DATE
2.	RE-ZONING	FEB. 15/2019
1.	RE-ZONING	OCT. 30/2017

Drawing Title:
Context Plan
Site Plan
Site Statistics

Phase 12

Project:
NATIONAL HOMES
Proposed
484 PLAINS ROAD
Residential
Development
CITY OF BURLINGTON
ONTARIO

Scale:	AS NOTED
Drawn by:	M.M.
Checked by:	F.G.
File No.:	17-047
Plot Date:	Feb 15, 2019

RZ-01

FIGURE 2

DEVELOPMENT CONCEPT PLAN

484 & 400 PLAINS ROAD EAST, BURLINGTON, ON

February 15, 2019

In addition to the above-noted changes, the proposed density of 216 units per net hectare (87.43 units per net acre) and floor area ratio of 2.14:1 have been reduced to 210 units per net hectare (85 units per net hectare) and 1.84:1, respectively. The proposed development continues to be accessed by a full-moves, signalized access to Plains Road East and is served internally by a 6.0 metre (20 feet) private condominium road.

Parking is provided as outlined in the Transportation Impact Study Addendum dated February 15, 2019, prepared by BA Group, as follows:

- 1.00 space per dwelling unit for residents; and
- A maximum of 96 parking spaces for visitor parking and the commercial uses.

Based on the above, 40 surface parking spaces, 448 underground parking spaces, and 10 lay-by parking spaces on Plains Road East are proposed. Of these spaces, one car share and ten electric vehicle parking spaces are provided. Please refer to the Transportation Impact Study for a detailed review of the proposed parking ratios.

To facilitate the proposed development, an Official Plan Amendment and Zoning By-law Amendment are required to permit the proposed apartment building heights, floor area ratio, residential density, and reduced minimum parking requirements. Other site-specific amendments to the provisions of the Zoning By-law are also required.

4.0 LAND USE POLICIES

As explained in the introduction, the purpose of this report is to outline the proposed development and evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Halton Regional Official Plan, and the City of Burlington Official Plan. The following provides an overview of these land use policy documents and how consistency and conformity with these documents is achieved.

4.1 Provincial Plans

4.1.1 Provincial Policy Statement (2014)

Section 3 of the *Planning Act* requires that planning authorities "be consistent" with the Provincial Policy Statement (the "PPS") when exercising any authority that affects planning matters.

The PPS provides planning direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating the development and use of land. The intent of the PPS is to provide for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

As set out in the PPS, Ontario's long-term prosperity, environmental health, and social well-being depend on a coordinated approach to wisely managing change and promoting efficient development patterns that result in strong and healthy communities. This is achieved by balancing environmental protection, economic growth, public health and safety, and the need for strong, livable, healthy and compete communities (Section 1.0). The PPS must be read in its entirety, while considering all applicable policies and how they work together.

The PPS promotes efficient development patterns by directing growth to settlement areas and discouraging the unnecessary and inefficient expansion of these areas, encouraging the effective use of existing and planned infrastructure and by providing a range and mix of residential uses. Specifically, the PPS states that:

1.1.1 Healthy, liveable and safe communities are sustained by:

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

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

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

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

f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and,

h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The PPS further indicates that a range and mix of uses should be made available through the provision of sufficient land to meet projected needs. Within settlement areas, sufficient land is to be made available through intensification, redevelopment and, if necessary, designated growth areas (Section 1.1.2). Additionally, Section 1.1.3 further indicates that land use patterns within settlement areas shall be planned based on densities that will efficiently use land and resources. Appropriate locations and opportunities for intensification and redevelopment are to be promoted. Development standards that facilitate intensification opportunities are also to be advanced. The PPS indicates that:

1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

1. *efficiently use land and resources;*
2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
4. *support active transportation;*
5. *are transit-supportive, where transit is planned, exists or may be developed; and*
6. *are freight-supportive.*

b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated;

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be

accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety; and

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

As noted above, healthy, livable and safe communities are sustained, in part, by accommodating a range and mix of residential uses that create opportunities for affordable housing. This is further advanced by requiring that planning authorities provide for a mix of housing typologies and densities as follows:

1.4.1 To provide for an appropriate range and mix of housing types 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 10 years through residential intensification and redevelopment and, if necessary, 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 to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

To achieve this, the PPS encourages the development of new housing through residential intensification and redevelopment in locations where it can take advantage of existing and planned infrastructure, including transit infrastructure. To this end, the PPS states:

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

a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. 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 forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements; and

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

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

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

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

Section 1.5 – Public Spaces, Recreation, Parks, Trails and Open Space requires that healthy, active communities be promoted by:

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

Section 1.6.6 – Sewage, Water and Stormwater indicates that intensification and redevelopment in settlement areas on existing municipal services should be promoted. In this regard, the PPS indicates that:

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible; and

1.6.6.7 Planning for stormwater management shall:

a) minimize, or, where possible, prevent increases in contaminant loads;

b) minimize changes in water balance and erosion;

c) not increase risks to human health and safety and property damage;

d) maximize the extent and function of vegetative and pervious surfaces; and

e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.

Finally, as highlighted above the PPS encourages land use patterns, densities and a mix of uses that support transit and active transportation uses. Transportation corridors and rights-of-way are to be protected for infrastructure, including transportation and transit systems. In this regard, the PPS further states:

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

1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

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

4.1.2 The Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") builds on the policy directions contained in the PPS and in this regard, is intended to function as a policy framework for achieving healthy, strong and complete communities by managing growth in the Greater Golden Horseshoe ("GGH") Region. Complete communities are defined by their ability to meet the daily needs of resident's lives through the provision of a mix of jobs, local stores, services, and a full range of housing, public service facilities and transportation options. They support active transportation and provide high quality public open space, adequate parkland, and opportunities for recreation.

The Growth Plan facilities this vision by reinforcing the need to direct growth to settlement areas that have the capacity to accommodate growth, and prioritizing intensification within these areas. Promoting transit supportive densities and a mix of land uses while ensuring that there are adequate water and wastewater services to support growth are also key components of the Growth Plan (Section 2.1). The policies contained in the Growth Plan guide infrastructure, transportation and land use planning in the GGH. The goal of the Growth Plan is to enhance the quality of life for residents. The policies of the Growth Plan must be read in conjunction with

other provincial plans and the PPS. Specifically, Sections 2.2.1 – Managing Growth and 2.2.2 – Delineated Built-Up Areas state:

2.2.1 Managing Growth

2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

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

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

d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise.

3. Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:

c) provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

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

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

b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;

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

d) expand convenient access to:

i. a range of transportation options, including options for the safe,

comfortable and convenient use of active transportation;

ii. public service facilities, co-located and integrated in community hubs;

iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and

iv. healthy, local, and affordable food options, including through urban agriculture;

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

f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and

g) integrate green infrastructure and low impact development.

2.2.2 Delineated Built-Up Areas

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

2. By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.

3. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.

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

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

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

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

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

e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and

f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

The Growth Plan indicates that well planned infrastructure is essential to the viability of communities and critical to economic competitiveness, quality of life, and the delivery of public services. It provides the framework to guide and prioritize infrastructure planning and investments in the GGH to support and accommodate forecasted growth. The transportation system for the GGH is to be planned and managed for the safe and efficient movement of goods and people, and to reduce greenhouse gas emissions and other negative environmental impacts. The Growth Plan also prioritizes public transit for transportation infrastructure planning and investment. A comprehensive and continuous active transportation network is also to be provided to offer a viable alternative to the private automobile for personal travel. The applicable infrastructure policies are:

3.2.2. Transportation - General

2. The transportation system within the GGH will be planned and managed to:

a) provide connectivity among transportation modes for moving people and for moving goods;

b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;

c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-be sustainable, by encouraging the most financially and making and supporting the use of zero- and low-emission vehicles;

d) offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services; and

f) provide for the safety of system users.

3.2.3. Moving People

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

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

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

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

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

f) Increasing the modal share of transit, and

g) contributing towards the provincial greenhouse gas emissions reduction targets.

4. Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:

a) safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and

b) continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.

The Growth Plan indicates that complete communities support quality of life and human health by encouraging the use of active transportation and providing high quality public open space, adequate parkland, and opportunities for recreation. The public open space policies applicable to the proposed development indicate that:

4.2.5 Public Open Space

1. Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:

a. clearly demarcates where public access is and is not permitted;
b. is based on a co-ordinated approach to trail planning and development; and
c. is based on good land stewardship practices for public and private lands.

2. Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks.

4.2 Region of Halton Official Plan (Office Consolidation September 2015)

The Region of Halton Official Plan (the "ROP") outlines policies and strategies that reflect and conform to the policy directions of the PPS, Growth Plan and other provincial plans. The ROP indicates that the Region's primary role is to provide broad policy directions on strategic matters such as the management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services. The structuring of communities and neighbourhoods and their internal configuration are the responsibilities of the local municipalities provided the overall planning vision for Halton and the policies of the ROP are adhered to.

The policies and strategies contained in the ROP support growth and development that takes place in a sustainable manner by integrating physical, environmental, economic, social, and cultural considerations. To achieve this framework, the Plan defines a Regional land use structure and allocates growth to the four local municipalities within Halton. This structure represents Halton's basic position on the use of land within its planning area and is the framework within which Local Official Plans, amendments and by-laws are prepared.

As shown on Figure 3 - Map 1 – Regional Structure, the subject lands are located within the Region's Urban Area and Built Boundary. The policies of the Urban Area designation promote complete and compact communities that support intensification within the Built Boundary where urban services exist to accommodate concentrations of existing and future development. Specifically, the objectives of the Urban Area include:

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

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

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

The ROP further dictates that:

76. *The range of permitted uses and the creation of new lots in the Urban Area will be in accordance with Local Official Plans and Zoning By-laws. All development, however, shall be subject to the policies of this Plan.*

77(2.1) *Direct, through Table 2 and Table 2a, to the Built-Up Area a minimum of 40 per cent of new residential development occurring annually within Halton in 2015 and every year thereafter.*

The ROP also contains policies for Intensification Areas, which are defined as lands identified by the Region, or its local municipalities, within the Urban Area that are to be the focus for accommodating intensification. Intensification Areas include Intensification Corridors, which are, in turn defined as major roads, arterials or higher order transit corridors that have the potential to provide a focus for higher density mixed-use development consistent with planned transit service levels.

As shown in Figure 4 – Map 3 – Functional Plan of Major Transportation Facilities, the ROP identifies Plains Road East as a Multi-Purpose Arterial road and as such is considered an Intensification Area under the ROP's policies.

To this end, it is the policy of the Region to:

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

81(6) *Require the Local Municipalities to ensure the proper integration of Intensification Areas with surrounding neighbourhoods through pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design.*

81(7.2) *Consider intensification and development of Intensification Areas as the highest priority of urban development within the Region and implement programs and incentives, including Community Improvement Plans under the Planning Act, to promote and support intensification.*

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

Cultural and Recreational Services policies are included in Sections 161 and 162 of the ROP. These policies indicate that:

161. *The objective of the Region is to support the provision of a diverse range of accessible cultural and recreational facilities and services.*

162. *It is the policy of the Region to:*

(5) *Encourage the Local Municipalities to ensure that opportunities exist for all people to participate in and have access to a variety of leisure, spiritual and cultural enrichment activities.*

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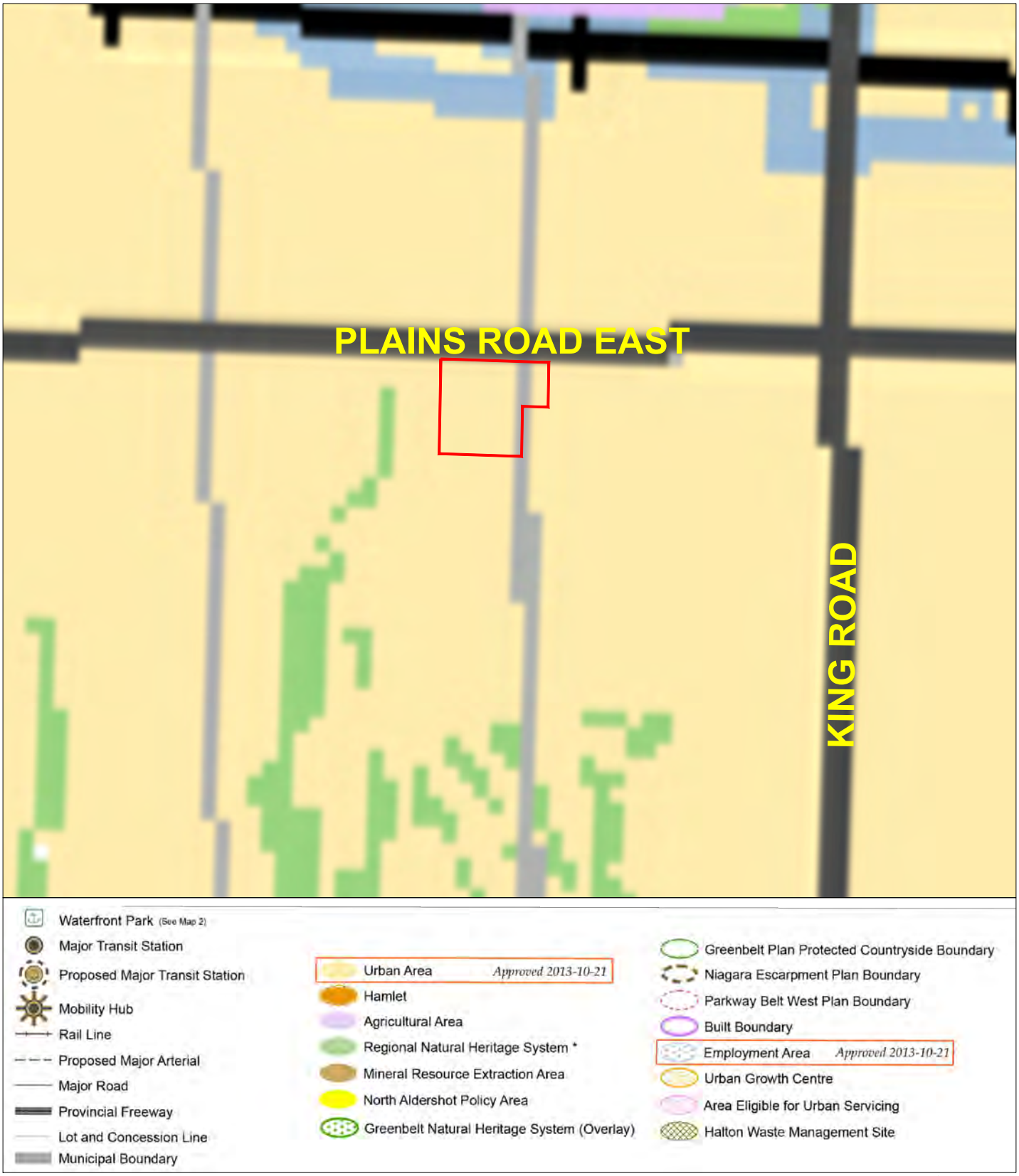


FIGURE 3

HALTON OFFICIAL PLAN

MAP 1 - REGIONAL STRUCTURE

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

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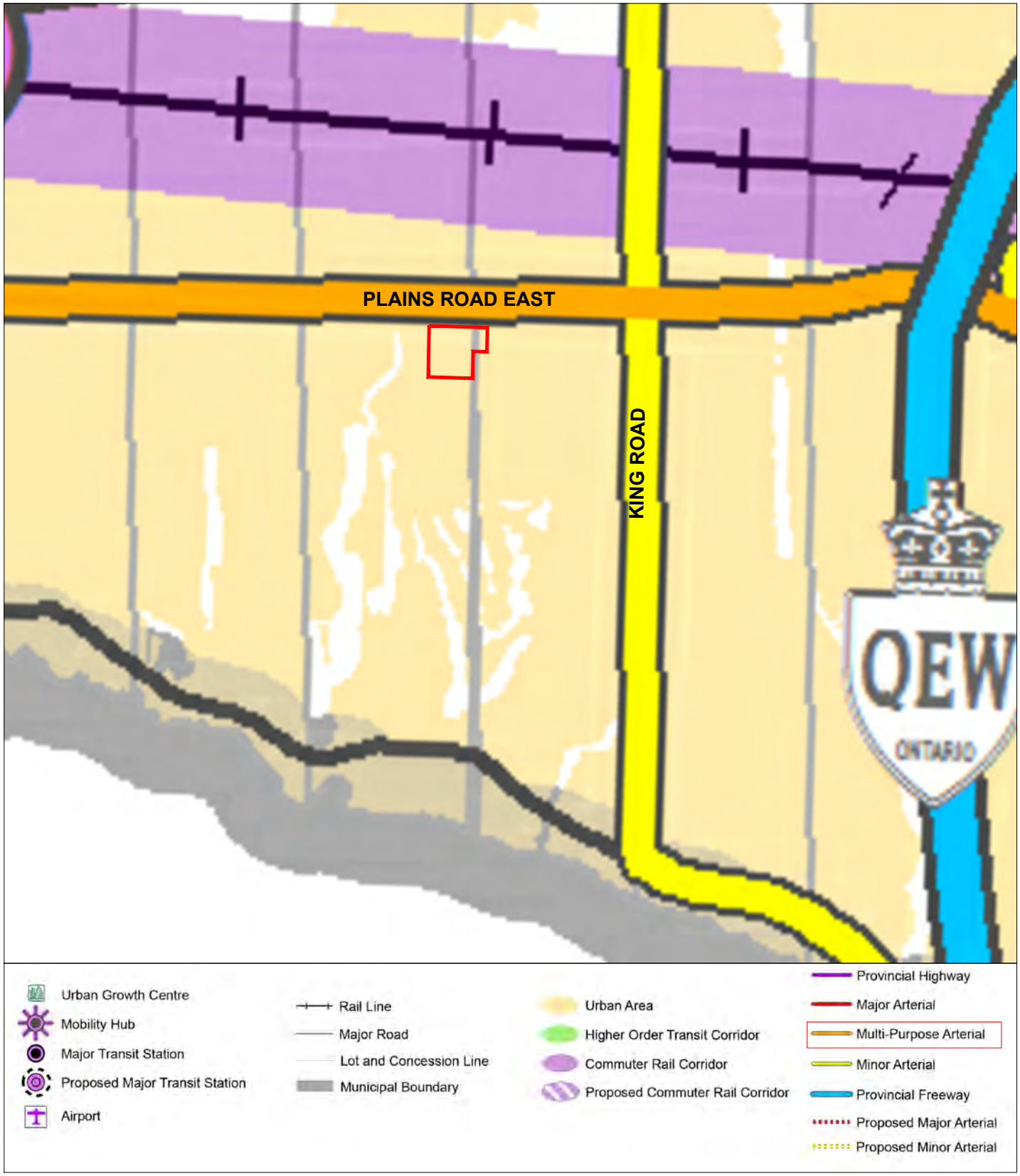


FIGURE 4

HALTON OFFICIAL PLAN

MAP 3 - FUNCTIONAL PLAN OF MAJOR TRANSPORTATION FACILITIES

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

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4.3 Overview of Proposed Developments Conformity with Provincial and Regional Land Use Plans

The proposed development is consistent with the policies of the PPS and conforms to the policies of the Growth Plan and Region of Halton Official Plan.

It facilitates growth within a settlement area without the need to expand the City's built-boundary. It also advances the objectives of wisely managing growth by providing for intensification within the City's Urban Area and built-boundary without the need for additional land. A mix of units for new homeowners and those wishing to downsize, and units for families are provided. The proposed development is a compact development that contributes to the provision of a broader spectrum of housing types within the area while facilitating increased densities. Commercial uses are also proposed to meet the needs of residents. The integration of these commercial uses with the uses in the surrounding area means that convenient access will be provided to local stores and services for residents of all abilities.

The introduction of the park in the centre of the proposed development contributes to the achievement of healthy, active communities by providing publicly-accessible parkland for future residents and existing residents in the neighbourhood. Active and passive recreation opportunities are also provided through the provision of indoor amenity space in the apartment buildings, outdoor amenity space on the apartment and townhouse rooftops, balconies, and in the townhouse at-grade rear yards. The subject lands are also within walking distance of Maplehurst Public School, Kiwanis Park, Aldershot Arena and Maplehurst Park. The park, combined with the private indoor/outdoor amenity areas, provide an appropriate amount of amenity space for the proposed development.

The proposed development also conforms to the infrastructure polices of the Plans. As indicated in the revised Functional Servicing and Stormwater Management Report dated February 15, 2019, prepared by Urbantech Consulting, it will be serviced by municipal water, sanitary, and stormwater management services. Specifically, the report indicates that services will be provided in general accordance with the latest standards and criteria of the City of Burlington and Region of Halton. The previously submitted Water Analysis prepared by Municipal Engineering Solutions, also concludes that the available fire water flow meets or exceeds the required fire flow demands based on the proposed watermain configuration and report assumptions. The proposed development is therefore in accordance with the policies that promote intensification and redevelopment within settlement areas on existing municipal services.

The proposed development also makes efficient use of planned transit infrastructure by contributing to the achievement of transit supportive densities that will support local transit services along Plains Road East, which is designated as a Primary Bus Service route in the City of Burlington Official Plan. These services connect the subject lands to the Aldershot and Burlington GO stations. The subject lands are also connected to a bike lane on Plains Road East and to bike lanes and bicycle priority streets on Townsend Road to the south. The connection of these modes, and their proximity to the subject lands, means that transit and active transportation are supported. A range of transportation options is therefore provided for residents. Reduced parking standards

are proposed to encourage greater reliance on non-automobile forms of transportation. This will, in turn, contribute to the reduction of greenhouse gas emissions.

Issues of public health and safety were assessed through the completion of a Noise Feasibility Study and a Phase 1 Environmental Site Assessment prepared in support of the proposed development.

In this regard, the revised Noise Feasibility Study (the "Study") dated February 15, 2019, prepared by Valcoustics Canada Ltd. assessed road traffic on Plains Road East and rail traffic from the Canadian National Railway (CN) Oakville Subdivision. The Study concluded that air conditioning, sound barriers at the common rooftop amenity areas, and wall and window construction meeting certain Sound Transmission Class ratings is required to meet the applicable transportation noise source guideline limits.

The previously submitted Phase 1 Environmental Site Assessment (the "Assessment") prepared by WSP Canada Inc. was completed to determine if there were any real or potential environmental issues associated with the subject lands through the completion of a historical records review, site reconnaissance, and interviews. The Assessment concluded that there are Areas of Potential Environmental Concern (APECs) on the subject lands, and as a result, further investigation is recommended. Given the proposed change in land use, a Record of Site Condition (RSC) is required in accordance with O. Reg. 153/04 but cannot be filed until a Phase Two Environmental Site Assessment is completed.

4.4 Region of Halton Healthy Communities Guidelines

In accordance with Part IV of the Region's Official Plan titled Healthy Communities Policies, the Region of Halton has developed Heathy Community Guidelines to identify attributes of healthy communities and to provide direction on how to incorporate these attributes into a proposed development. Specifically, the Region's Healthy Community Guidelines encourage the promotion and inclusion of the following attributes in complete communities:

1. *Built Environment* – As outlined in the ROP policies, the Region promotes compact, mixed use development that is walkable and well connected to the community. To achieve this, a range of housing opportunities, choices and densities that support public transit are recommended. Elements of the built environment also include providing for attractive streetscapes and welcoming pedestrian environments.

   The proposed development offers a variety of residential and commercial uses at a higher density than the existing one and two-storey commercial buildings on the subject lands, as envisioned in the ROP. The proposed increase in density for this site also contributes to achieving transit supportive densities as the site is adjacent to existing transit routes on Plains Road East, which connect to Aldershot and Burlington GO Stations. Plains Road East is also designated as a Primary Bus Service route in the City of Burlington Official Plan.

   The proposed apartment buildings, which are oriented to and have the principal building façade and massing facing Plains Road East, will be set close to Plains Road East to define

the street edge and contribute to the creation of an enhanced and interesting urban streetscape that is consistent with other existing residential and commercial developments along Plains Road East. Entrances to the apartment buildings and the retail commercial uses are provided along Plains Road East to create an active and animated streetscape. Landscaping consisting of a row of deciduous street trees, decorative paving, walkways, lighting and street furnishings is proposed along Plains Road East.

The site is connected to Plains Road East via a sidewalk network within the subject lands that connects the proposed apartment and townhouse buildings to the municipal sidewalk. Walkways to the commercial units from Plains Road East will be distinguished by unit paving. The proposed three storey stacked back-to-back townhouses located internal to the site provide a pedestrian scaled walkable environment by providing front building facades and entrances facing the proposed private road. The system of private sidewalks connects the proposed development internally and to the adjacent neighbourhoods via the connection to Plains Road East. Deciduous trees, coniferous trees, shrubs, and ornamental plantings consisting of flowering shrubs and ornamental perennials/grasses are proposed.

Further discussion of the built environment can be found in the Urban Design Brief which is summarized in Section 5.0 – Technical Reports of this report.

2. *Mobility* – The Healthy Community Guidelines encourage a healthy community through physical activity, facilitating active transportation and transit, by providing access to services and amenities for vulnerable groups including the elderly and person with disabilities, providing safe, convenient, and accessible environments for walking and cycling, and providing connected street networks that are accessible to all modes of transportation.

   The proposed development provides a mix of residential and commercial uses in proximity to one another, and to the mix of uses in the surrounding area along Plains Road East. The proximity and mix of these uses means that convenient access is provided to a variety of uses for existing and future residents. This is particularly beneficial for the elderly and those with disabilities.

   The proposed development also contributes to providing transit supportive densities and is adjacent to existing bus routes on Plains Road East, which is designated a Primary Bus Service route in the City of Burlington Official Plan. It is connected to these routes via a sidewalk system that extends throughout the site and connects to Plains Road East. It is also adjacent to a bike lane on Plains Road East that connects to bike lanes and bicycle priority streets on Townsend Road through the surrounding road network.

3. *Natural Environment and Open Space* - This attribute ensures a healthy community through the preservation of the natural environment and the provision of a range of open spaces, parks, and recreational facilities.

   There are no natural heritage features on the subject lands. The existing trees within the site will be preserved where technically feasible and will be supplemented by the planting of additional trees, shrubs, ornamental plantings and grasses. The proposed tree removals

will also generate tree replacement requirements in accordance with municipal guidelines. Recreational and social opportunities are provided through the provision of a park, indoor amenity space in the apartment buildings, outdoor amenity space on the apartment and townhouse rooftops, balconies, and in the townhouse at-grade rear yards. The subject lands are also in proximity to Maplehurst Public School, Kiwanis Park, Aldershot Arena and Maplehurst Park.

4. *Human Services* – The Healthy Community Guidelines also support the development of healthy communities by encouraging the co-location of social, cultural and recreational services that meet the needs of Halton's current and future residents.

   In this regard, the proposed development is situated near the Burlington Church of God, East Plains United Church, the Aldershot Branch of the Burlington Public Library, Maplehurst Public School, Maplehurst Park, Kiwanis Park and Aldershot Arena and, while not co-located with these facilities, provides residential uses in proximity to social, cultural and recreational uses. Additional opportunities may also be provided through the proposed commercial uses.

5. *Sustainable Design* – Through the Healthy Community Guidelines and ROP policies, the Region emphasizes the importance of designing communities in a sustainable way. This includes encouraging implementing Low Impact Design Standards and designing communities to reduce water, waste and energy use.

   As indicated in the Functional Servicing and Stormwater Management Report, Low Impact Design measures including dead storage/sump below quantity control storage is proposed within an underground storage tank. Irrigation (infiltration/evapotranspiration) and grey water building consumption and/or washing stations can be implemented to utilize the dead storage volume, subject to detailed design. Rain barrels for irrigation re-use and increased topsoil depth to increase the infiltration capability of the native soil can also be used in perimeter landscaped areas. The proposed development also promotes sustainability by ensuring that, where possible, existing trees on the subject site are maintained while also proposing additional trees, a park, and landscaping along the private condominium road surrounding the townhouses.

6. *The Economy* – One of the objectives of Healthy Community Guidelines is to ensure that the Region of Halton is developed as a complete community that balances jobs and housing choice.

   The proposed development provides both a range of housing choices that are available to the residents and commercial uses that provide employment opportunities. This assists in ensuring that residents can live and work within the area and the Region. The proposed development also supports the viability of existing business in the area by providing additional population in proximity to these uses.

7. *Community Food Supply* – This guideline encourages accessibility to healthy food and promotes locally grown food and farmers markets.

The proposed development supports this guideline by providing additional population in proximity to food retail uses in the surrounding area.

The proposed development satisfies the Healthy Community Guidelines.

4.5 City of Burlington Official Plan (Office Consolidation October 2017)

The City of Burlington Official Plan (the "BOP") contains principles, objectives and policies that are established primarily to manage and direct the physical development of the City having regard for relevant social, economic and environmental matters. These policies are used to guide decisions on land use, built form, transportation, infrastructure, the environment, and the way the City should grow. The BOP incorporates the planning policies of senior levels of government, such as the PPS, Growth Plan, and Region of Halton Official Plan.

Part I – Policy Framework outlines the guiding principles of the BOP. Changes that are encouraged to the future built form are summarized in Section 4.3 – The Future Built Form and Natural Environment. The applicable changes are:

i) the development of a greater diversity of housing types to meet the changing needs of the population;

ii) the development of a more self-contained city by encouraging a greater live-work relationship and supporting designation of lands for a wide variety of employment uses;

iii) the focusing of more intense land uses into specified mixed use centres and along certain roads; and

iv) a move towards a more balanced transportation system;

The BOP directs new population growth to under-utilized vacant parcels of land in existing communities, certain Mixed-Use Corridors, and Mixed-Use Centres. New residential growth is mainly to be in the form of more compact housing, which assists in meeting the needs of the changing population shown by smaller households, an aging population, alternative family units, and a broader range of income levels. A broader mix of residential dwellings units in terms of size, type, cost and ownership are encouraged. Commercial development is allowed in Mixed Use Corridor locations, in addition to other areas.

Land use decisions are to be coordinated with transportation planning decisions so that higher density, mixed-use and compact developments will be located where they can be well served by a safe, convenient and balanced transportation system. The development of an integrated transportation system consisting of roads, public transit, pedestrian walkways and sidewalks, and bikeways is also supported by the BOP.

The applicable land use policies are outlined in Part III of the BOP. As shown in Figure 5 – Schedule A - Settlement Pattern, the subject lands are located within a "Mixed Use Activity Area". Section 5.0 indicates that these areas occur in linear and nodal forms and provide locations where employment, shopping and residential uses will be developed. These uses are to be

integrated in a compact urban form, at higher development intensities and will be pedestrian-oriented and highly accessible by public transit. Schedule B – Comprehensive Land Use Plan – Urban Planning Area (see Figure 6) designates the subject lands "Mixed Use Corridor – General".

The following principles and objectives apply to these areas:

5.1 Principles

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

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

5.2 General

5.2.1 Objectives

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

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

To support these objectives, the BOP contains general policies which indicate that the design and development of "Mixed Use Activity Areas" shall be characterized by a compact form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development. The following general policies apply to the proposed development:

5.2.2 Policies

d) The design and development of Mixed Use Activity Areas shall promote these areas as focal points for community activities that are characterized by a compact form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development;

i) It is the general intent of this Plan that Mixed Use Activity Areas shall be subject to a high quality of urban design;

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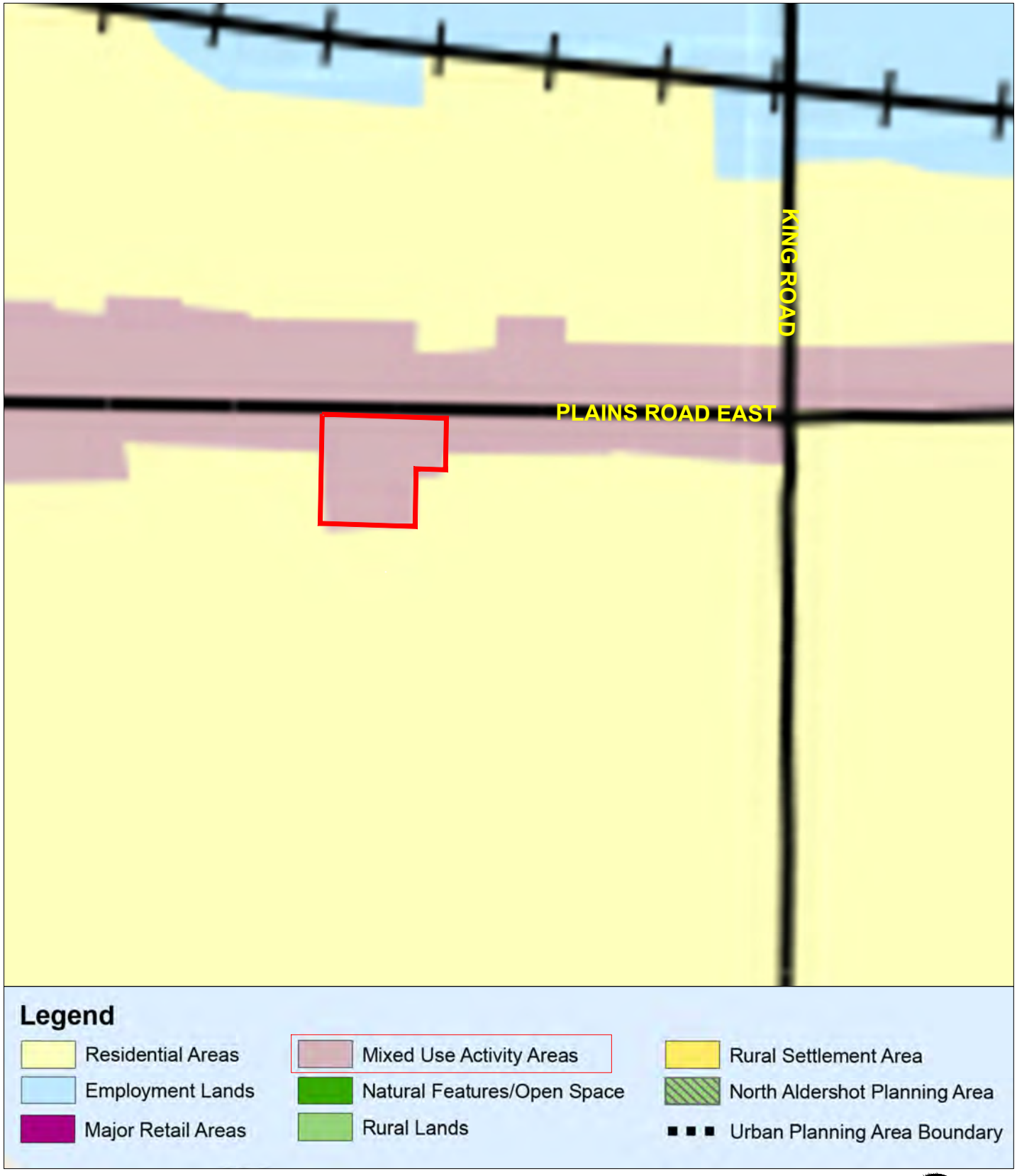


FIGURE 5

BURLINGTON OFFICIAL PLAN

SCHEDULE A - SETTLEMENT PATTERN

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

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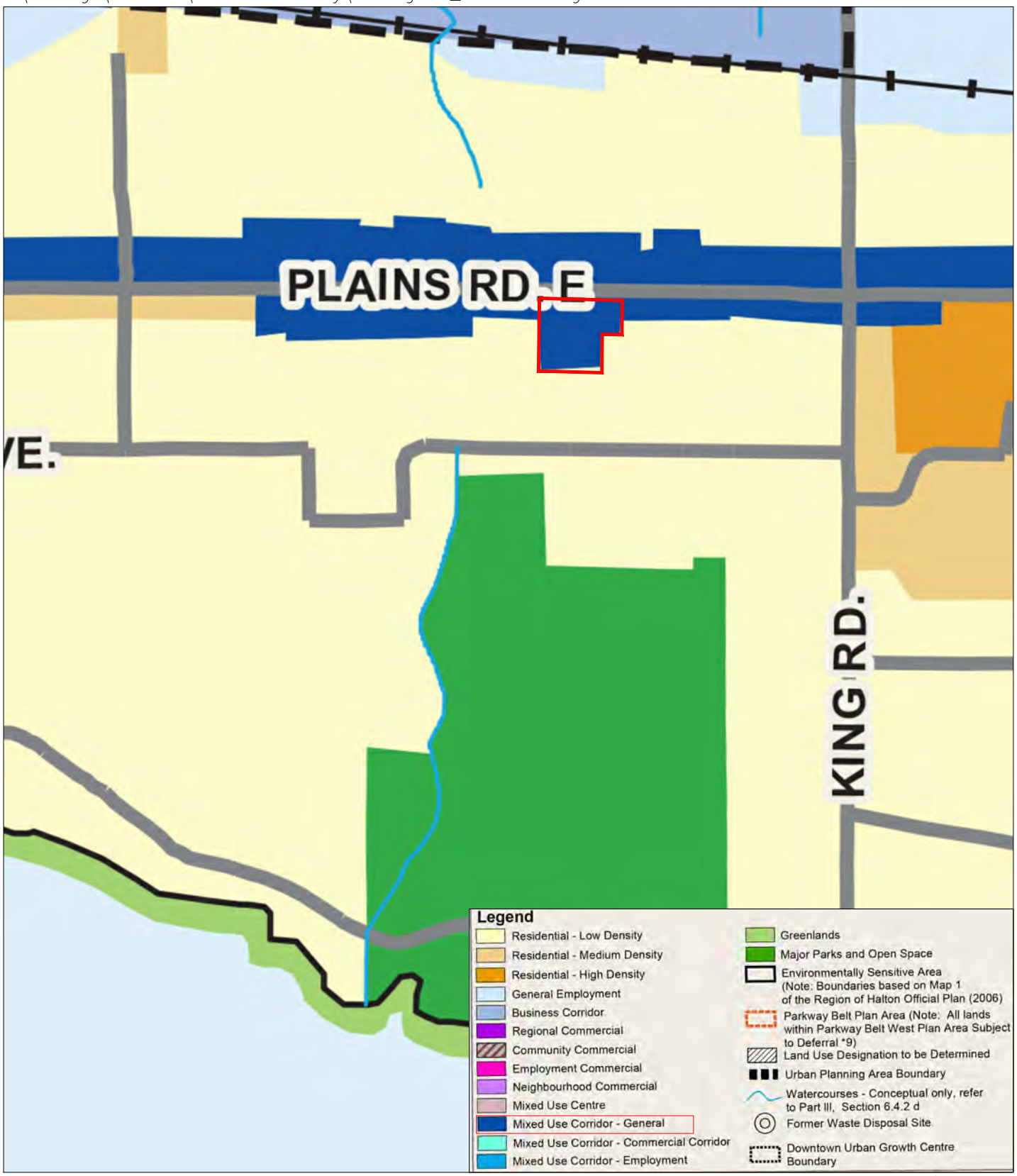


FIGURE 6

BURLINGTON OFFICIAL PLAN

SCHEDULE B - COMPREHENSIVE LAND USE PLAN - URBAN PLANNING AREA

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

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j) In order to balance pedestrian and vehicular movements in a safe and efficient manner, various approaches may be considered, including shared parking facilities in central locations, and/or on-street parking where deemed appropriate by detailed studies;

k) The City may ensure the proper integration of Mixed Use Activity Areas with surrounding neighbourhoods through measures such as pedestrian walkways, cycling paths and transit routes, and the protection of the physical character of these neighbourhoods through urban design; and

l) The City may consider the use of reduced parking standards in Mixed Use Activity Areas in order to encourage greater reliance on non-automobile forms of transportation.

In addition to the general principles, objectives and, policies for "Mixed Use Activity Areas", the BOP also contains objectives and policies for "Mixed Use Corridors". The following policies apply to the proposed development:

5.3.1 Objectives

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

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

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

5.3.2 General Policies

a) The following uses may be permitted within the Mixed Use Corridor General, Mixed Use Corridor-Employment and Mixed Use Corridor Commercial Corridor designations:

(i) a wide range of retail, service commercial and personal service uses; financial institutions and services; a broad range of office uses; entertainment, recreation and other community facilities such as day care centres; and small scale motor vehicle dealerships;

(ii) high density residential uses and a full range of office uses. Townhouses may only be permitted as a component of an overall development of mixed residential or residential/commercial building forms, where the townhouse portion of the mixed development does not abut the multi-purpose arterial or major arterial road and where the development of the townhouse component does not compromise the long-term objectives for the Mixed Use Corridor designation with respect to such matters as mix of uses, building form and intensity;

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;

d) Zoning By-law regulations affecting Mixed Use Corridors shall be based on the following factors:

(i) the maximum floor area ratio of development at any site shall be 1.5:1. City Council may consider a higher floor area ratio in conjunction with a site-specific rezoning or variance application, subject to the consideration of various factors such as adequacy of services and infrastructure and the provision of compatibility with adjacent uses through measures such as terracing, a high quality of building design, landscaping and streetscaping, and the provision of underground parking;

(ii) the minimum building height shall be two storeys and the maximum building height shall be six storeys. Where required to ensure compatibility, four to six storey buildings may be required to be terraced back from adjacent residential areas and/or the street;

(iii) the implementing zoning by-law shall identify a minimum portion of all buildings abutting the corridor street to be located in close proximity to the corridor street. These setbacks may be modified for specific corridors following the completion of Council approved Corridor studies;

(iv) all buildings shall be required to have a building entrance from the building façade closest to the corridor street; and

(v) off-street parking needs may be reduced for sites with transit supportive designs or shared parking arrangements.

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; and

(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; and

(iii) roads shall be designed for automobile use, efficient transit service as well as pedestrian and bicycle travel.

k) Retail, service commercial and other pedestrian-oriented use shall be encouraged at the street level; and

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

Policies for major parks and open space areas are found within Section 6.3 of the BOP. The objectives and policies of this section that are applicable to the proposed development indicate that:

6.3.1 Objectives

a) To recognize parks and open space lands as valuable resources to the community that play an important role in defining the character and lifestyle of the City's residents; and

b) To ensure an adequate and equitable supply of parks and open space, and the full range of leisure opportunities are available throughout the City.

6.3.2 Policies

a) The municipal parks system shall consist of Parkettes, Neighbourhood Parks, Community Parks, City Wide Parks and Special Resource Areas. The function of each type of park is defined in the Parks and Recreation Department Parks Master Plan, as amended from time to time. The main function of each park type is as follows:

(i) a Parkette consists of a small land area that is designed to provide a variety of passive and visual benefits for the surrounding area;

(ii) a Neighbourhood Park is designed and located to serve the recreational needs of a neighbourhood;

(iii) a Community Park is designed and located to serve several neighbourhoods;

(iv) a City Park is designed to serve the leisure needs of all the residents of the City; and

(v) a Special Resource Area is an area of parkland in its natural state used for conservation and/or preservation.

d) Uses permitted within the Major Parks and Open Space designation may include: municipal parks and related community facilities, golf courses and related facilities, and outdoor recreation uses.

4.5.1 Proposed Amendment to the City of Burlington Official Plan (Office Consolidation, July 2015)

The BOP permits high density residential uses and commercial uses to a maximum floor area ratio of 1.5:1 and a maximum building height of six storeys. Part VIII – Definitions defines high density residential uses as housing uses with a density range between 51 and 185 units per net hectare (21 and 75 units per net acre).

As outlined in the Development Proposal section of this report, the proposed development contemplates a floor area ratio of 1.84:1, a net residential density of 210 units per net hectare (85 units per net acre), and a maximum building height of eight storeys. Except for these provisions, the proposed development conforms to the functional policies and land use policies for the Urban Planning Area, for the reasons outlined below. An Official Plan amendment from "Mixed Use Corridor – General" to "Mixed Use Corridor – General Site Specific Policy" is required to allow an increased floor area ratio, a higher density, and a taller building height.

The proposed development represents residential intensification in the Urban Planning Area and directs growth to an underutilized parcel of land that is located on a mixed-use corridor where employment, shopping, and residential uses are to be provided at higher development intensities. It is compact and provides increased densities and a greater diversity and mix of compatible housing types by introducing a different form of townhouse dwelling unit, and additional apartment dwelling units. Commercial uses at street level on the ground floor of the proposed apartment buildings are proposed to provide a mix of uses as envisioned in the BOP. A more intense use of lands along a designated mixed-use corridor is therefore provided. Thepark supplements existing recreation facilities within walking distance of the subject lands, thereby providing additional opportunities for publicly-accessible passive and active recreation for existing and future residents. The park, combined with the proposed balcony and indoor/outdoor amenity areas, provides an appropriate amount of amenity space for the proposed development.

The proposed amendment is also consistent with Section 5.3.2d) (i) of the BOP, which indicates that Council may consider higher floor area ratios in conjunction with a site specific application subject to the consideration of several factors such as the adequacy of services and infrastructure, high quality building design, landscaping and streetscaping, and the provision of underground parking.

The proposed uses and density contribute to supporting transit and provide opportunities for the convenient use of the intra and inter-regional transit system. In addition, the location of the subject lands adjacent to a Primary Bus Route on Plains Road East that connects to Aldershot and Burlington GO Stations, and bike lanes/bicycle priority streets on Plains Road East and in the surrounding area, support the provision of a balanced transportation system consisting of roads, public transit, cycling, and walking opportunities. The proposed development is therefore well integrated with the surrounding community.

The proposed development will also be adequately serviced by existing water, sanitary and stormwater management services. As indicated in Section 4.3 of this report, this is confirmed by the Functional Servicing and Stormwater Management report prepared by Urbantech Consulting and the Water Analysis prepared by Municipal Engineering Solutions.

As indicated in the revised Urban Design Brief dated February 15, 2019, prepared by Kirkor Architects and Planners, the proposed development will be built of high-quality materials that will fit in harmoniously within the existing Plains Road neighbourhood. Although the massing, height and density of the proposed development is higher than the adjacent properties, design initiatives to reduce the height and massing through the use of increased setbacks, stepping of the façade, and minimizing shadow impacts have been used to mitigate the height and mass of the proposed development. The proposed design will enhance the Plains Road East frontage and provide an active streetscape with the addition of mixed housing types and a commercial edge that will enhance the urban environment.

Specifically, the development proposes the tallest buildings and largest massing in proximity to Plains Road East. The principal building façades contain commercial uses at-grade with the apartment building and commercial unit entrances facing the street. Convenient access to transit services is therefore provided. The remainder of the site is well connected to Plains Road East via an internal private sidewalk network that provides convenient barrier free travel within the site, and to adjacent uses and transit. Vehicle access has been reduced from three accesses to one full move signalized access to Plains Road East to minimize disruptions to traffic flow.

Compatibility is achieved by locating the three-storey townhouses beside most of the adjacent single-detached dwellings to minimize impacts from the apartment buildings on the adjacent uses. Increased building setbacks, reduced building height through the stepping of Building B, and the retention of existing trees along the property line where possible are proposed to achieve compatibility and will result in limited sight lines into the adjacent residential properties, as illustrated in Site Bldg Section and Roof Top Site-line Plans prepared by Kirkor Architects and Planners. Off-street parking is largely provided underground with 448 of the 498 provided parking spaces (90%) located in an underground parking structure that is accessed from within the site, thereby screening it from view from the street. Trees and shrubs will be located adjacent to this entrance to further screen it from view. Surface parking is provided internal to the site where it is largely screened from view by the proposed buildings. Moving and garbage storage/pick-up areas are located in the interior of the proposed development and are screened from the street and adjacent residential properties. The moving/commercial loading areas are located on the south sides of Buildings A and B and will also be screened.

In summary, the applicable land use policies contained in the City's Official Plan are centred around directing appropriate intensification to areas within the City's built boundary, promoting the compatibility of proposed development with existing surrounding uses, efficiently using services and infrastructure, and achieving sustainable and attractive communities. The proposed development contributes to this vision by providing an intensification opportunity on currently underutilized land within the City's built boundary on a designated mixed-use corridor.

Because of this intensification opportunity, the proposed development contributes to achieving a sustainable community by contributing to transit supportive densities, preserving existing trees where possible, and ensuring new trees are planted along the streetscapes adjacent

to and within the development. Finally, the proposed development achieves compatibility with the surrounding residential neighbourhood by proposing appropriate building heights and setbacks. Landscaping that buffers and screens the subject lands from the existing low density residential neighbourhood to the west, east and south is also provided. Technical studies that support this development proposal are summarized in Section 5.0 - Technical Reports of this Report.

The Official Plan Amendment is provided in Appendix I of this report.

4.6 The Plains Road Corridor Urban Design Guidelines

The Plains Road Corridor Urban Design Guidelines (The "Guidelines") include recommendations for private sector redevelopment proposals adjacent to the road corridor. The Guidelines recognize that the corridor does not have a common character along its length and divides it into Districts and Nodes.

The Guidelines are presented in three sections that address: General Streetscape Guidelines for all planned changes within the publicly-owned right-of-way; District Guidelines that provide more detailed and specific direction for each of the districts along the road; and Site Planning and Built Form Guidelines to encourage compatible redevelopment projects and more pedestrian-oriented mixed-uses in appropriate locations. The subject lands are in the Maplehurst District and form part of the Maplehurst Node.

Preferred approaches to development and redevelopment are set out in the Guidelines. They are not prescriptive and recognize that all elements may not be achieved for reasons such as cost, functional considerations, and overriding legislation.

The Urban Design Brief dated February 15, 2019, prepared by Kirkor Architects and Planners (the "Brief") responds to the Guidelines and explains how they are satisfied. The following summarizes the key urban design elements of the Brief.

- The proposed development is envisioned to be an attractive, cohesive, pedestrian-scaled residential community;
- The proposed apartment buildings face Plains Road East and are located in close proximity to the street edge;
- The primary building facades are oriented to Plains Road East and are located close to the municipal street. The facades have tall windows lined in a colonnade framed by pilasters. The main entrances to the apartment buildings lobbies are defined by pilasters and windows with a greater height;
- The apartment building entrances are strategically located at the north-west and north-east corners of the site and are differentiated from the commercial entrances. They face Plains Road and are easily visible to motorists and pedestrians from the streetscape;
- The commercial façade has separate building entrances facing the street. Paved pedestrian connections are provided from the lay-by parking to the commercial uses. A row of high branching deciduous trees is proposed within the Plains Road East boulevard. Ornamental planting is proposed along the streetscape edge to provide a visual separation;

- The proposed building massing minimizes the shadow casting from the buildings onto the surrounding properties and the proposed townhouses within the site;
- Existing trees within the site are protected and preserved, where possible. These are enhanced with landscaping treatment consisting of trees, ground cover such as shrubs and ornamental plantings, walkways, lighting, street furnishings, and decorative unit paving and fencing;
- Lighting is provided to ensure pedestrian safety. Freestanding lights have electrical outlets and poles to accommodate banners for future events and celebrations by the City or neighbourhood;
- Parking for residents and visitors is largely provided underground via an internal access. Surface parking for visitors and commercial customers is located internal to the site behind apartments Buildings A and B and is screened from view from the street by the proposed buildings. Lay-by parking along Plains Road East, that is connected to the commercial uses by walkways, is also provided;
- The loading area is located at the south-west side of the building and is enclosed within the building away from public view;
- Private tenant patios are screened with ornamental planting and decorative metal fencing;
- Shared outdoor amenity spaces with opportunities for lounge seating, and dining and sunbathing areas will be provided on the rooftops of Buildings A and B. Details will be determined through the Site Plan Approval process;
- The internal streetscape shall include a continuous pedestrian network that includes concrete walkways, access to underground parking, and safe pedestrian crosswalks;
- A park shall be centrally located within the site and be easily accessible from Plains Road East; and
- The park concept plan imagines elements that support and enhance the existing spirit of the community such as a play area, garden sitting area, shade structure, large canopy tree planting and an open lawn. Details will be determined through the Site Plan Approval process.

The proposed development will fit harmoniously within the existing Plains Road Neighborhood. The proposed design will enhance the Plains Road East frontage and provide an active streetscape with the addition of mixed housing types and a commercial edge that will enhance the urban environment, and the shelter and comfort of the pedestrian realm. Design initiatives to reduce height and mass using setbacks, stepping of the building façade, and the minimization of shadow impacts will mitigate the height and mass of the proposed development and result in limited sight lines into the adjacent residential properties.

4.7 Adopted City of Burlington Official Plan (April 26, 2018)

On April 26, 2018, Burlington Council adopted Grow Bold: Burlington Official Plan (the ABOP). The ABOP was subsequently forwarded to the Region of Halton for review and approval. In response, the Region notified the City on December 4, 2018, that the ABOP did not conform to the Regional Official Plan in a number of policy and mapping areas. On-going work between the City and Region will continue, which will result in modifications to the City's Official Plan. Until the ABOP is modified, the City's current Official Plan remains in effect.

Subsequent to the Region's decision, City Council passed a resolution on February 7, 2019, directing the Director of City Building to, among other things, commence a process to re-examine the policies of the ABOP related to matters of height, intensity and conformity with provincial density targets. The resolution also directed that until modifications are adopted, the ABOP policies will not be given weight in evaluating development applications being processed in the interim. Notwithstanding this, it is our respectful opinion that it is important that the proposed development be evaluated against the Adopted Official Plan policies as these policies represent the current land use planning vision of City Council.

The ABOP maintains the general vision and intent of the Mixed Use Activity Areas and Mixed-Use Corridor – General land use designation of the Burlington Official Plan of having locations where a mix of employment, shopping, residential and complementary uses will be developed at higher intensities in a compact form that is pedestrian-oriented and highly accessible by public transit. The ABOP, however, introduces policies for Secondary Growth Areas, Urban Corridors, and Existing Community Areas that are not included in the Burlington Official Plan. These are summarized and discussed in the sections of this report that follow. Additional policies that are now applicable based on the revised proposed development concept have also been included.

Schedule A – City System of the ABOP indicates that the subject lands are within the Urban Area. This area represents lands where forecasted population and employment growth are to be accommodated. Within the Urban Area, municipal water and/or wastewater are to be provided to accommodate concentrations of existing and future development.

Figure 7 – Schedule B – Urban Structure indicates that the subject lands are within a "Mixed Use Node and Intensification Corridor". The Mixed-Use Intensification Areas policies applicable to the proposed development indicate that:

2.3.1 MIXED USE INTENSIFICATION AREAS

a) Mixed Use Intensification Areas will occur in either linear forms, along a transportation corridor, or nodal form, as a concentrated group of parcels located generally at a major intersection, at different levels of intensity. These areas will accommodate a wide, or in some cases, a limited, range of uses in accordance with the underlying land use designations;

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

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

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FIGURE 7

BURLINGTON OFFICIAL PLAN

SCHEDULE B - URBAN STRUCTURE ADOPTED

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

SUBJECT PROPERTY

Scale NTS
February 15, 2019

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The "Mixed Use Node and Intensification Corridors" policies applicable to the proposed development indicate that:

n) 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.

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

Figure 8 - Schedule B-1 – Growth Framework indicates that the lands are also within a "Secondary Growth Area". The policies for Secondary Growth Areas applicable to the proposed development are:

2.4.2.(2) SECONDARY GROWTH AREAS

a) Secondary Growth Areas:

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

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

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

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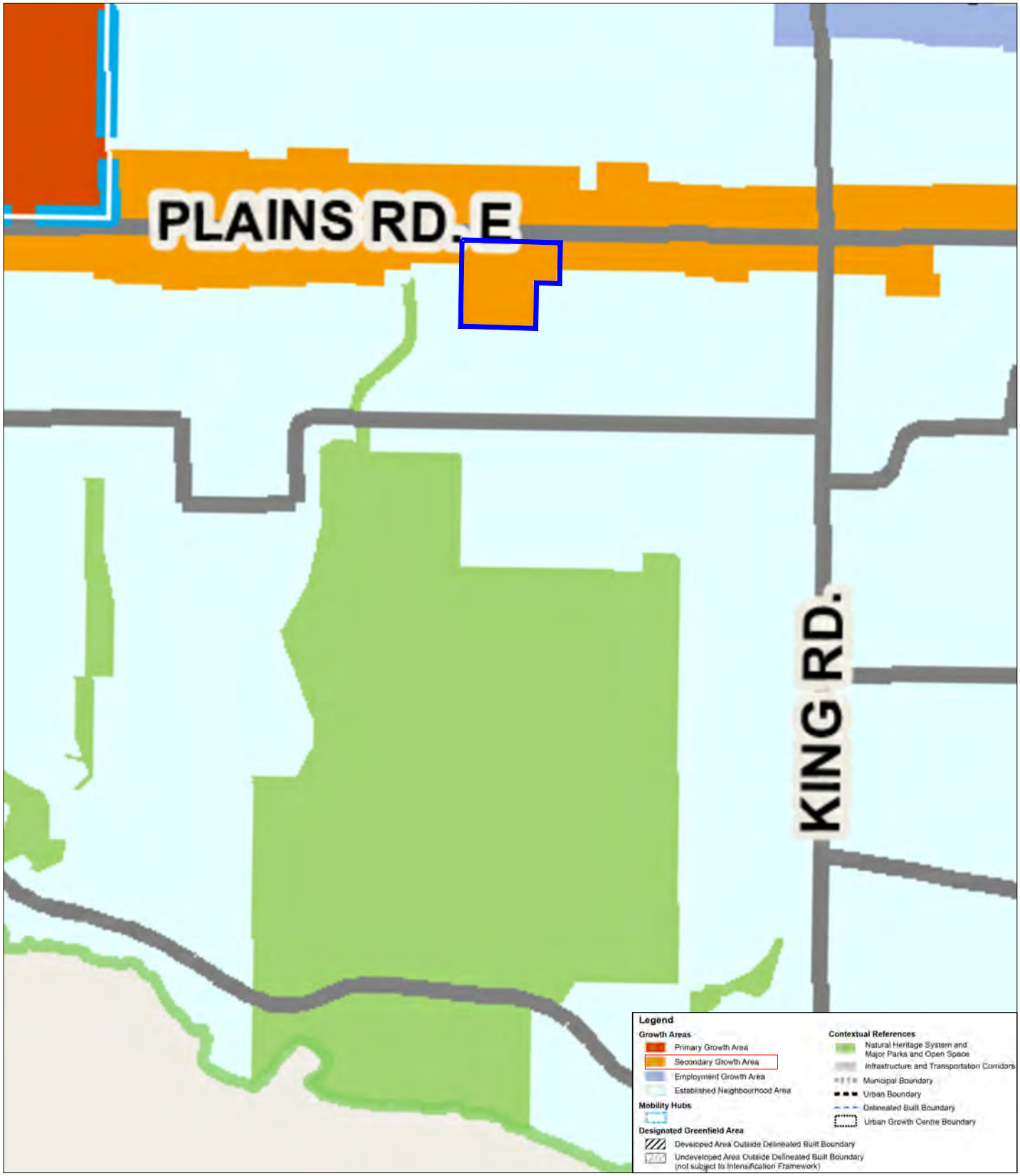


FIGURE 8

BURLINGTON OFFICIAL PLAN

SCHEDULE B1 - GROWTH FRAMEWORK ADOPTED

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

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

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

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

The applicable policies of Subsection 7.3.2(1) are found in Subsection 7.3 – Urban Design and Built Form. These policies indicate that:

7.3.2(1) Primary and Secondary Growth Areas

a) In Primary and Secondary Growth Areas, as shown on Schedule B-1: Growth Framework, of this Plan, development shall promote a transit-supportive and pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly Established Neighbourhood Areas.

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

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

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

c. massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;

d. locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;

e. including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;

f. screening or integrating roof top mechanical equipment within the overall composition of the building;

g. creating an attractive and connected interface between the private and the public realms;

h. creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and

i. providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open

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

a. locating off-street parking in the side and/or rear yards, in underground or structured parking where appropriate, away from the street edge and adjacent residential uses;

b. integrating parking areas located at or above grade within the built form of the building and away from the street frontage, where appropriate;

c. limiting the number and location of vehicular access points to minimize disruption to traffic flows; and to minimize the impact on local streets, pedestrian travel along sidewalks or cyclists' travel along bikeways;

d. screening and buffering of off-street parking areas from public view through the use of setbacks and landscaping;

e. locating loading areas and service areas to avoid conflict between pedestrian and vehicular traffic, and away from adjacent residential uses and adjoining streets;

f. incorporating landscaped islands and pedestrian walkways; and

g. *incorporating fencing and/or screening of service facilities, such as loading bays or outdoor storage areas, in a manner which enhances screening from adjacent land uses and the public right-of-way and improves the aesthetic quality of the development*

7.3.2 Existing Community Areas

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

(i) ensuring site and building design are compatible with the surrounding area and considering how it contributes to maintaining and enhancing the physical character of the surrounding area;

(ii) providing appropriate built form transition in scale between buildings, the public realm and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass;

(iii) providing appropriate screening, landscape buffering and other design measure to minimize any identified impacts;

(iv) providing pedestrian comfort and human scale at the street level reflecting the established and planned streetscape to frame the public realm, through a variety of design methods including the use of a podium in mid-rise and tall buildings;

(v) providing safe, convenient and barrier-free pedestrian travel within the site, between the site and adjacent uses, between buildings, parking areas and other facilities, to public streets, and to and from transit facilities;

(vi) providing façade articulation that achieves a scale of development which is attractive to pedestrians and avoiding the use of blank facades facing a public street or public open space;

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

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

(ix) 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; and

(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;

Policies for the achievement of complete communities are found in Section 3.0 of the ABOP and address housing, public service facilities and institutional uses, parks, recreation and open space, cultural resources, and cultural heritage resources.

The housing policies are contained in Subsection 3.1 and promote the provision of a range of housing types, tenures and affordability levels, to accommodate the needs of all city residents and workers, regardless of age, income level, physical, sensory and mental health and ability, culture, level of support services, household structure and family composition.

The housing objectives and policies that are applicable to the proposed development are:

3.1.1 HOUSING SUPPLY

3.1.1(1) OBJECTIVES

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

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.

3.1.1(2) POLICIES

d) In consultation with the Region of Halton, the City will ensure an adequate level of local municipal infrastructure to meet the demands of residential development;

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; and

k) The City will encourage a mix of housing forms. However, the city's existing areas of Residential Low-Density shall be considered sufficient to contribute towards that component of the mix.

Subsection 3.3 contains objectives and policies for parks, recreation and open space to provide direction on parks and open space in all areas of the City. The applicable policies are the following:

3.3.1 Objectives

a) To recognize parks and open space lands as valuable resources to the community that play an important role in defining the character of the city and lifestyle of the city's residents;

b) To ensure an adequate and equitable supply of parks, open space and public gathering space, and that a full range of leisure opportunities, are available throughout the city.

3.3.2 Policies

a) The municipal parks system shall consist of Parkettes, Neighbourhood Parks, Community Parks, City Wide Parks and Special Resource Areas/Linkages. The function of each type of park is defined in the Parks, Recreation and Cultural Assets Master Plan, as amended from time to time. The main function of each park type is as follows:

(i) a Parkette consists of a small land area that is designed to provide a variety of passive and visual benefits for the surrounding area;

(ii) a Neighbourhood Park is designed and located to serve the recreational needs of a neighbourhood;

(iii) a Community Park is designed and located to serve several neighbourhoods;

(iv) a City Park is designed to serve the leisure needs of all the residents of the city; and

(v) a Special Resource Area/Linkage is an area of parkland in its natural state used for conservation and/or preservation and may include non-intensive recreation uses.

c) The location of neighbourhood parks, special resource areas/linkages and parkettes will not be designated on Schedule C: Land Use - Urban Area, Schedule I: Land Use - Rural Area, or Schedule K: Land Use - North Aldershot, of this Plan.

h) A high priority shall be placed on environmental protection, accessibility for all ages and abilities, public safety, public access and increased visibility along streets during the detailed design and development of parks.

i) Parks shall be located, designed and maintained to enhance the local neighbourhood or community.

Policies regarding land use compatibility and contaminated sites are found in Sections 4.6 and 4.7 of the ABOP, respectively. The applicable policies indicate that:

4.6 LAND USE COMPATIBILITY

The Province provides legislation to regulate the emissions from transportation, industrial and other stationary sources to mitigate adverse effects on sensitive land uses, such as residential, as well as some public service facilities and institutional uses. Employment uses are also protected from the encroachment of sensitive land uses. Emissions could include noise, vibration, dust, odour and air pollution. The policies in this section require the evaluation of these adverse effects in land use planning decisions. Given that the City will develop primarily through intensification, innovative approaches to manage and mitigate land use compatibility will be considered.

4.6.1 OBJECTIVES

a) To mitigate adverse effects to sensitive land uses from human-made hazards and environmental land use compatibility concerns such as noise, vibration, odour, dust and air pollution.

4.6.2 POLICIES

a) Exposure of residential and other land uses sensitive to vibration, noise, dust, odours or other effects caused by transportation, stationary, or industrial facilities, and likewise, the encroachment of sensitive land uses on these facilities, shall be avoided or mitigated through the use of separation distances, the placement of non-sensitive land uses in buffer areas, and/or other means and mitigation measures;

b) Proponents may be required to submit studies and undertake necessary actions to mitigate adverse effects to the satisfaction of the City and the Region. Provincial guidelines and Regional Land Use Compatibility and Air Quality Guidelines shall be referred to for direction in land use planning decisions; and

c) Where noise abatement is required along roads, design features such as the orientation of buildings, vegetative buffers and other innovative methods shall be preferred over the use of acoustical walls. The Region's Noise Abatement Guidelines shall be referred to.

4.7 CONTAMINATED SITES

4.7.2 POLICIES

a) Provincial legislation shall be referred to in the review of development applications to address matters related to known and potential site contamination. Where Provincial legislation does not apply, the Region of Halton's contaminated sites protocols shall be referred to in the review of development applications;

b) In order to screen for known or potential site contamination, applicants shall be required to document, to the satisfaction of the City, Region, Province and other approval authorities, previous uses and environmental information of:

(i) property or properties that are subject of a development application; and/or

(ii) properties that may be adversely affecting the property that is the subject of a development application in order to assist in the determination of the potential for site contamination;

d) The City may require all applications for Official Plan amendment, Zoning Bylaw amendment, plan of subdivision, site plan and consent, as specified in the Region of Halton's Contaminated Sites Protocol, to be supported by a Phase I Environmental site assessment to be undertaken in accordance with Provincial legislation by a qualified person;

e) The City shall require a Phase II Environmental site assessment to be undertaken in accordance with Provincial legislation to support development applications for sites where the Phase I Environmental site assessment reveals that the site may be contaminated. The Phase II Environmental site assessment shall include conclusions as to whether or not contamination is migrating off site;

f) The City may require the applicant to provide a Record of Site Condition in accordance with Provincial legislation, to be completed to the satisfaction of the City and the Province, confirming that the site has been made suitable for the proposed use; and

i) If site remediation works are required, the satisfactory completion of site remediation works shall be a condition of approval. For rezoning applications, a Holding symbol may be placed on the zoning. A condition of lifting the Holding symbol shall be the satisfactory remediation of the contaminated site which is supported by a Record of Site Condition.

Chapter 6 of the ABOP contains Transportation objectives and policies. Figure 9 – Schedule B-2 – Growth Framework and Frequent Transit Network indicates that Plains Road East is a "Frequent Transit Corridor" and a "Primary Mobility Hub Connector".

A "Frequent Transit Corridor" is defined as a priority component of the City-wide transit network. Transit service on the frequent transit network runs every 15 minutes in both directions, typically seven days per week during the day and early evening, with variations on service depending on local conditions. They have existing and/or planned land uses, and street design conditions, to enable a frequent service. A "Primary Mobility Hub Connector" is a major street that can provide direct connections between mobility hub areas, as well as being a strong pedestrian destination on its own.

Multimodal Transportation, Transit and Mobility Hub Connector objectives and policies are found in Subsection 6.2 of the ABOP. The following summarizes the policies applicable to the proposed development.

6.2.1 GENERAL

6.2.1(1) OBJECTIVES

a) To develop an equitable, integrated, multi-modal transportation system that offers safe, convenient and efficient movement of people and goods within the city;

b) To develop a transportation system that supports and complements the City's community vision and provides a range of mode choices;

f) To support the creation of urban environments that support multi-modal transportation with an emphasis on pedestrians, cyclists and public transit, connecting people and places;

g) To maximize the capacity of existing transportation infrastructure and reprioritize decision making in order to achieve an equitable and integrated, multi-modal transportation system;

j) To establish a complete streets strategy in the city;

k) To implement a range of transportation demand management (TDM) strategies to reduce single-occupancy vehicle trips, to encourage more frequent travel by sustainable modes and outside of peak periods; and

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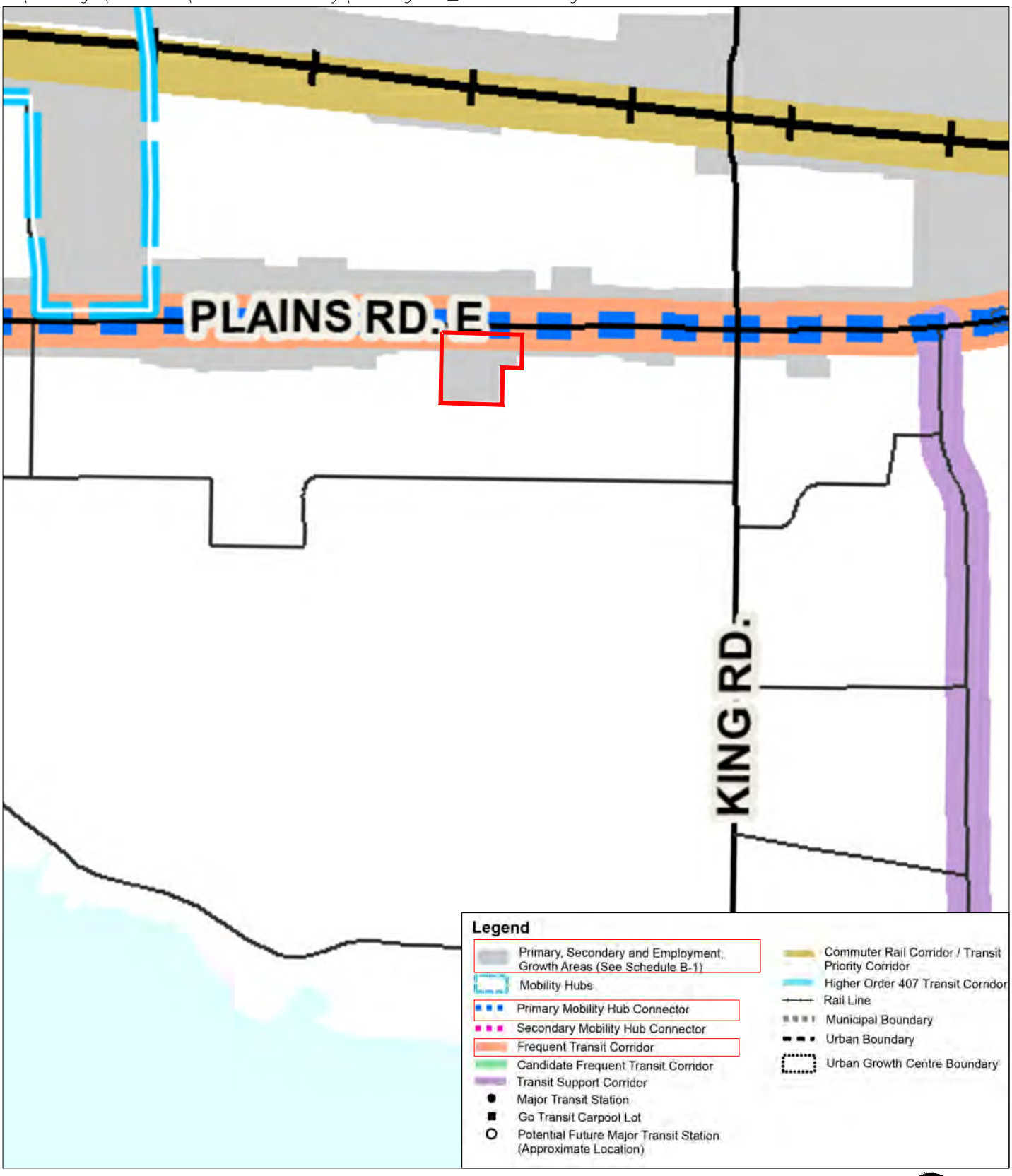


FIGURE 9

BURLINGTON OFFICIAL PLAN

SCHEDULE B2 - GROWTH FRAMEWORK AND FREQUENT TRANSIT NETWORK ADOPTED

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

SUBJECT PROPERTY

Scale NTS

February 15, 2019

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l) To recognize parking management as a tool to influence mode choice, affect housing costs and shape the public realm.

6.2.1(2) POLICIES

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; and

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

6.2.3 TRANSIT

6.2.3(1) OBJECTIVES

a) To promote the use of transit and reduce reliance on the private automobile by making transit an attractive and convenient transportation option by encouraging transit-supportive land use;

b) To develop the transit system as a part of a multi-modal network that supports the city's Urban Area, with a focus on the city's Primary, Secondary and Employment Growth Areas; and

c) To implement frequent transit corridors as important infrastructure to support community connectivity, facilitate intensification and increase ridership in the city's growth areas.

6.2.3(2) POLICIES

f) The City will promote increased transit use through transit supportive densities, urban design measures and parking management measures to make development more accessible for transit users in Mixed Use Intensification Areas and Employment Area, as shown on Schedule B: Urban Structure, of this Plan.

6.2.9 MOBILITY HUB CONNECTORS

6.2.9(1) OBJECTIVES

a) To ensure direct, convenient connections between mobility hubs and other Mixed Use Intensification Areas for all users, including pedestrians, cyclists, transit users and private automobiles.

6.2.9(2) POLICIES

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

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

Land use policies for the Urban Area are found in Chapter 8 of the ABOP. Figure 10 – Schedule C – Land Use Urban Area indicates that the subject lands are designated "Urban Corridor" within the "Mixed Use Nodes and Intensification Corridor" category. Mixed Use Nodes and Intensification Corridors provide locations where mixed commercial, residential and employment uses will be developed and integrated in a compact built form and at greater development intensities, encouraging the efficient use of physical resources and municipal infrastructure.

Mixed Use Nodes and Intensification Corridors will be pedestrian-oriented and highly accessible by public transit and will foster community interaction by providing opportunities for public service facilities and open spaces.

The City will ensure that the development of Mixed Use Nodes and Intensification Corridors lands is compatible with adjacent uses. The design and development of these lands will create and maintain a special community identity and locations for a variety of city-wide, community and neighbourhood functions, generally within mid-rise and tall building forms, as described by the applicable land use designations.

The applicable general objectives and policies for an "Urban Corridor" are:

8.1.3(1) GENERAL OBJECTIVES

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

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

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

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

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

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

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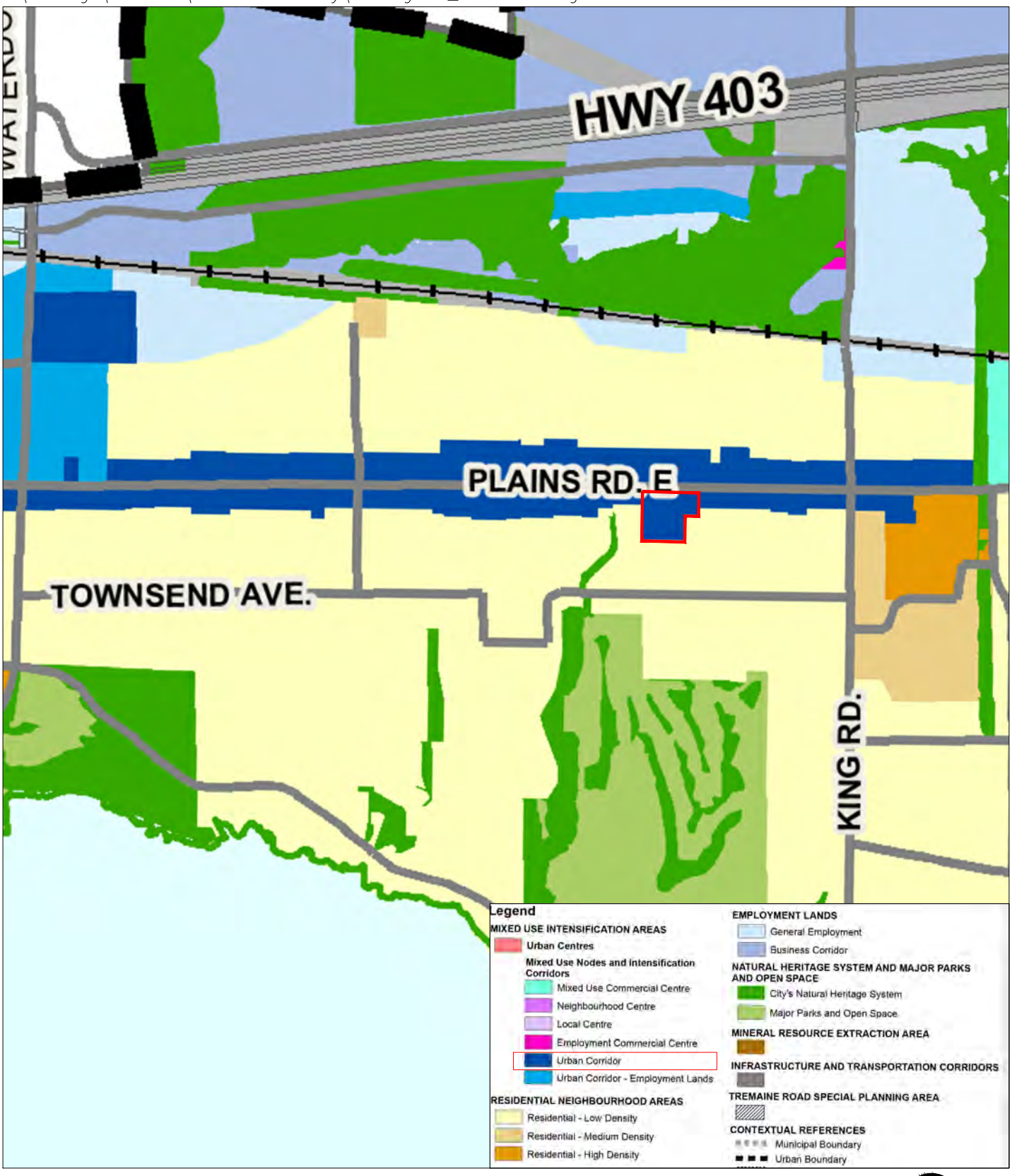


FIGURE 10

BURLINGTON OFFICIAL PLAN

SCHEDULE C - LAND USE URBAN AREA ADOPTED

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

SUBJECT PROPERTY

Scale NTS
February 15, 2019

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS
SUITE 700 10 KINGSBRIDGE GARDEN CIRCLE,
MISSISSAUGA, ONTARIO, L5R 3K6
TEL (905) 568-8888 FAX (905) 568-8894 www.gsai.ca

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

8.1.3(2) GENERAL POLICIES

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

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

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

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

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

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

The specific "Urban Corridor" designation objectives and policies are outlined in Section 8.1.3(7) of the ABOP. The objectives indicate that these areas are to have a concentration of 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, located along key Major Arterial or Multi-Purpose Arterial Streets. The objectives and policies applicable to the proposed development are:

8.1.3(7) URBAN CORRIDOR DESIGNATION

8.1.3(7.1) OBJECTIVES

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 the existing built form, and development pressures;

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 Corridor; and

g) To ensure development along Urban Corridors provides a safe, accessible and attractive pedestrian environment with connections to adjacent residential neighbourhoods and Employment Areas.

8.1.3(7.2) POLICIES

a) Transit-supportive and pedestrian-oriented design shall be required in the development of Urban Corridor sites;

b) Urban Corridor lands are intended to provide for the day-to-day and goods and service needs of residents and employees within and in proximity to the Corridor and may also serve a broader city-wide market;

c) The following uses may be permitted on lands designated Urban Corridor:

(i) retail and service commercial uses;

(ii) automotive commercial uses, including large-scale motor vehicle dealerships existing on the date this Plan comes into effect;

(iii) residential uses with the exception of single-detached and semidetached dwellings;

(iv) office uses;

(v) entertainment uses; and

(vi) (vi) recreation uses.

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

(i) does not abut a Multi-Purpose Arterial Street, Urban Avenue or Main Street, as shown on Schedule O-1, Classification of Transportation Facilities-Urban Area, of this Plan;

(ii) is developed in conjunction with, and is part of, a multi-residential or mixed use building; and

(iii) does not compromise the objectives of the Urban Corridor designation.

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

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

h) To ensure compatibility with adjacent residential areas the maximum six (6) storey building height may not be permitted on sites that are small in size, have insufficient depth, are adjacent to areas designated Residential-Low Density, or front local streets;

j) Retail and service commercial uses and other pedestrian-oriented uses shall be located on the ground floor of office or residential buildings and should be permitted above or below the first storey of buildings. A limited amount of office uses may also be permitted on the ground floor;

l) Development along Urban Corridors may be required to provide a minimum floor-to-floor height at grade, as established in the Zoning By-law, to facilitate land use flexibility and adaptability over time.

m) Any proposed development of sites designated Urban Corridor shall retain the planned commercial function of the site, in accordance with the objectives of Subsections 8.1.3(7.1) b) and f), of this Plan, to the satisfaction of the City;

n) The Zoning By-law shall establish a maximum floor area and a maximum floor area at grade per individual retail and service commercial unit, based on such considerations as planned commercial function, built form, and contribution to achieving vibrant, active and walkable built environments in Urban Corridor lands; and

p) Urban Corridor lands shall be served by frequent transit corridors.

Section 8.4 of the ABOP contains policies regarding parks and open space, which are indicated as being essential components of a healthy and sustainable urban area. The "Major Parks and Open Space" designation is intended for Community Parks, City Parks and other public and private open space lands. The objectives and policies applicable to the proposed development indicate that:

8.4.2 MAJOR PARKS AND OPEN SPACE DESIGNATION

8.4.2(1) OBJECTIVES

a) To recognize parks and open space lands as valuable resources to the community that play an important role in defining the character and lifestyle of the city's residents; and

b) To ensure that an adequate and equitable supply of parks, open space and public gathering space, and a full range of leisure opportunities, is available throughout the city.

8.4.2(2) POLICIES

a) Uses permitted within the Parks and Open Space designation may include:

(i) municipal parks and related public service facilities;

(ii) golf courses and related facilities; and

(iii) outdoor recreation uses and non-intensive recreation uses.

4.7.1 Overview of Proposed Development's Conformity with the Adopted Burlington Official Plan

The proposed development conforms to the policies of the Adopted Burlington Official Plan (the "ABOP").

The subject lands are located within the "Urban Area" and a "Mixed Use Node and Intensification Corridor". They consist of areas of street-oriented uses which incorporate a mix of commercial, residential and employment uses developed at overall greater intensities, serving as important transportation routes along higher order transit corridors and selected arterial streets. They are to be the focus of reurbanization.

The proposed development satisfies the intent of these policies by providing a more intensive concentration of uses. A mix of street-oriented commercial uses at grade in two apartment buildings, stacked back-to-back townhouses, and a park, as envisioned by the ABOP is provided. Amenities, services and residential uses are provided where people live, shop and play. The subject lands are also located adjacent to a Frequent Transit Corridor and Mobility Hub Connector and are within walking distance of shopping, public service, open space, recreation, institutional, and cultural uses and will therefore support these uses. The land use and transportation vision and intent of the Urban Structure are therefore achieved.

The subject lands are also within a Secondary Growth Area, which are distinct areas that are to be developed in accordance with the densities of the land use designations. They are expected to transition over the planning horizon of the ADOP, and beyond. Within a Secondary Growth Area, development is limited to a mid-rise building form of five to eleven storeys unless otherwise permitted by the policies of the Plan. Secondary Growth Areas are also to be transit supportive, accommodate development that is compact, mixed-use and pedestrian-oriented, and be compatible with adjacent land uses in accordance with criteria contained in the ABOP.

The proposed development represents a compact mix of commercial, residential and related uses at an intensity that is greater than the adjacent residential uses. Though more intense, the proposed floor area ratio of 1.84:1 is less than the maximum of 2.0:1 permitted by the ABOP. Apartments and townhouses are provided as a component of a mixed residential/commercial development thereby providing a range and mix of housing types, alternatives and units sizes. The proposed commercial uses provide opportunities for a range of small and medium size retail and service commercial uses that meet the day to day and weekly goods and service needs of existing and future residents. This represents revitalization of an underutilized commercial property and increases the housing stock while efficiently using existing land and services.

As described in Section 3.0 – Development Proposal of this report and below, the revised development proposal has a high quality urban design that is compatible and appropriately integrates with the adjacent residential uses in terms of scale, massing and height. It satisfies the development criteria of Section 7.3.2(1) of the ABOP. As indicated in the Buildings A and B have a height of eight-storeys. Building B steps down to six storeys towards the adjacent residential properties to provide an appropriate transition to these uses. The massing of the buildings minimizes shadows on adjacent properties and within the proposed development.

Increased setbacks to the adjacent uses have also been provided to increase the separation distance between the existing and proposed buildings. Existing trees will be preserved, where possible. Removal of trees will generate tree replacement requirements in accordance with municipal guidelines. The existing trees will be supplemented by the planting of additional trees and landscaping consisting of deciduous and coniferous trees, shrubs, ground cover and ornamental plantings, walkways, lighting, street furnishings, and decorative unit paving as shown on the Landscape Concept Plan prepared by Strybos Barron King. The proposed buildings are connected internally and to the municipal sidewalk through a system of sidewalks. A pedestrian-oriented and transit-supportive urban place located along a multi-purpose arterial street that is a major transit route is created.

The apartment and commercial uses are provided in a mixed-use building form with retail and service commercial uses located at street level. The buildings frame Plains Road East and run parallel to it to orient the proposed uses to the street. These buildings are located 3.065 metres (10 feet) from the street and contribute to an active, walkable street. The principle building entrances for both the residential and commercial uses are located at grade and face the street where they are visible and accessible from the public sidewalk. Direct barrier-free access to the proposed uses from the municipal sidewalk is therefore provided. Façade articulation and the use of different building materials are proposed to emphasize the first storey and reinforce a pedestrian scale at the street. The proximity of the building to the street, combined with entrances facing the street and the provision of trees and landscaping, will create an attractive urban streetscape along Plains Road East that will provide at-grade activity areas adjacent to the public sidewalk.

Pedestrian sidewalks connect the site internally and to the street to provide safe access for pedestrian to the proposed building entrances, adjacent uses, and transit stops on Plains Road East. The number of on-site surface parking spaces is limited to 40 spaces that are located internal to the site and shared by visitors and commercial customers. One car share and 10 electric vehicle parking spaces are located in a prominent, visible location within the site. They are screened from the street and the adjacent residential uses by the proposed buildings and existing and proposed landscaping to minimize their impact on adjacent properties and the street. The loading spaces and garbage pick-up areas are similarly screened from view by the proposed buildings and screening and/or fencing.

A park has been added at the approximate centre of the proposed development to provide recreation opportunities for existing and proposed residents of the neighbourhood. This park contributes to providing an adequate supply of parks, open space and public gathering space to provide a range of leisure opportunities and enhances the proposed development and the local neighbourhood. An important component of a healthy and sustainable urban area is therefore provided. It also complements existing recreation facilities at Maplehurst Public School, Maplehurst Park, Kiwanis Park and Aldershot Arena, which are within walking distance of the subject lands. The park, combined with the proposed private and indoor/outdoor amenity areas, provides an appropriate amenity area for the proposed development.

The subject lands are also adjacent to an important transportation corridor that is a "Frequent Transit Network" and a "Primary Mobility Hub Connector". They are serviced by several bus routes, which provide frequent weekday and weekend transit service to the site, and

connect them to Aldershot GO Station, which is approximately three kilometres (1.86 miles) away, and Burlington GO Station. The proposed development supports the network and connector function envisioned by the ABOP by providing compact, intense residential and commercial uses at an appropriate density adjacent to it. The intent of having planned uses and conditions that enable a frequent transit service that reduces reliance on the automobile is therefore achieved. Direct, convenient connections between mobility hubs and other Mixed-Use Intensification Areas is also provided. This combined with the proposed developments location adjacent to a bike lane and close to bike lanes and bicycle priority streets on Townsend Road, results in a multi-modal transportation system for vehicles, transit, cycling and pedestrians. That, in turn, contributes to establishing a complete streets network in the City.

The previously submitted Traffic Impact Study prepared by BA Group indicates that nearby signalized intersections are forecast to operate in a reasonable manner under existing and future traffic conditions as site traffic can be appropriately accommodated at study area intersections. Adequate direct access to a Multi-Purpose Arterial Street is therefore provided as required by the ADOP.

As indicated in the Functional Servicing and Stormwater Management Report, and the previously submitted Water Analysis, the proposed development can be adequately serviced via the City's existing storm, water and wastewater infrastructure and does not adversely impact the current infrastructure being provided to the surrounding area. Enhanced stormwater management measures are also provided in the underground garage.

Several other studies including a Noise Feasibility Study and a Phase 1 Environmental Site Assessments were also prepared for the proposed development to assess land use compatibility, health, and safety issues.

As indicated in Section 4.3 of this report, the Environmental Noise Feasibility Study indicated that the applicable transportation noise source guideline limits can be met subject to the provision of air conditioning for some of the units, the provisions of sound barriers for the common rooftop amenity areas, exterior wall and window construction for the apartment buildings that meets certain minimum Sound Transmission Class (STC) ratings, and exterior wall and window construction for all other dwellings that meets the minimum non-acoustical requirements of the Ontario Building Code.

The Phase 1 Environmental Site Assessment indicated that there are Areas of Potential Environmental Concern (APECs) on the subject lands. Further investigation is therefore recommended and must be completed prior to the filing of a Record of Site Condition (RSC), which is required given the proposed change in land use.

These studies, and the remaining studies prepared for the application, are discussed in more detail in Section 5.0 of this report.

4.8 City of Burlington Zoning By-law 2020

As shown on Figure 11 – Burlington Zoning By-law 2020, the subject lands are zoned "Mixed Use Corridor – MXG", which permits a mix of retail commercial, service commercial, community, office, hospitality, automotive, industrial, entertainment and recreational, and residential uses.

To facilitate the proposed development, a Zoning By-law Amendment is proposed to rezone the subject lands to "Mixed Use Corridor – MXG – Exception XX". The proposed Zoning By-law Amendment is provided in Appendix II of this report.

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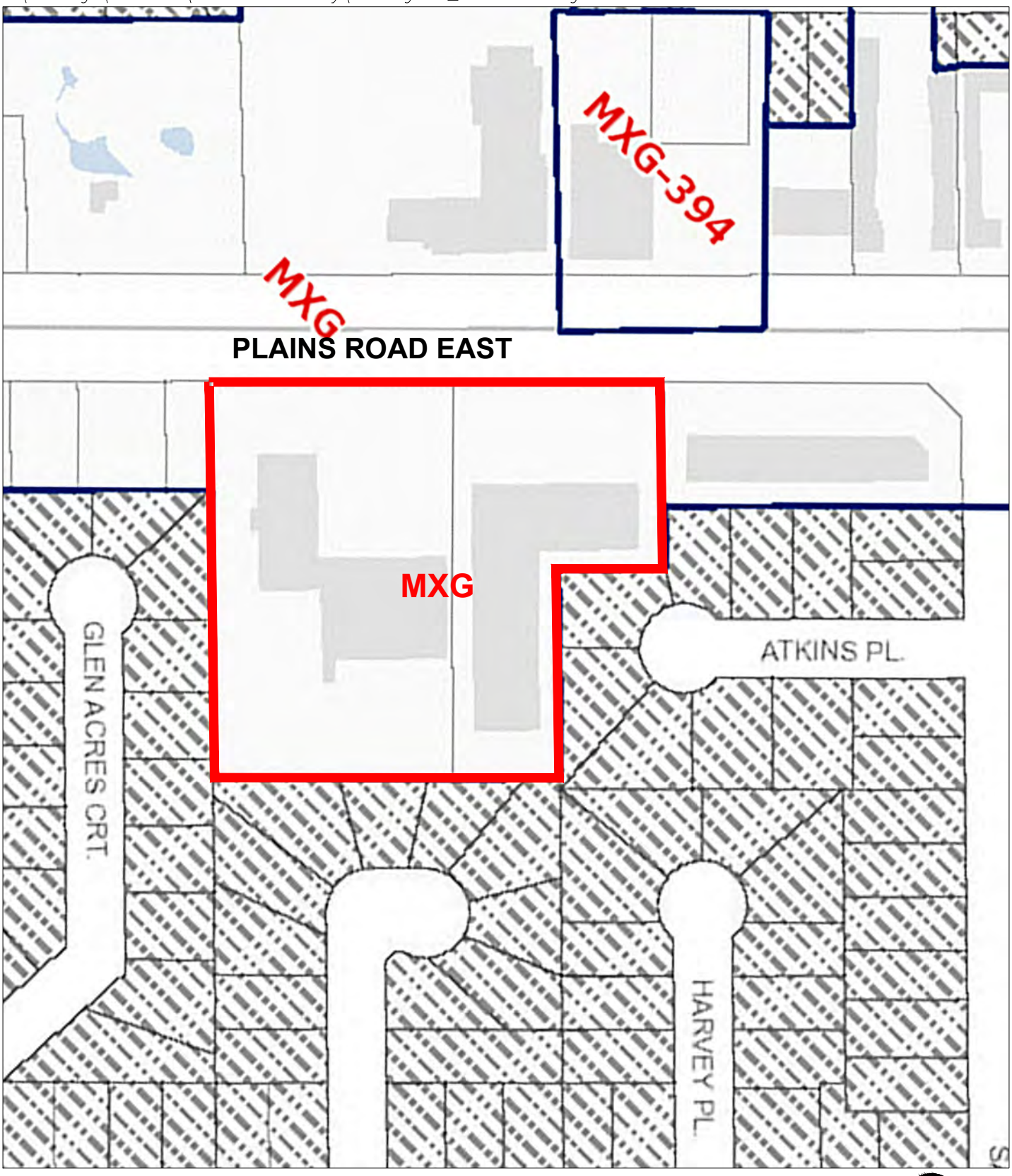


FIGURE 11

BURLINGTON ZONING BY-LAW-2020

484 & 490 PLAINS ROAD EAST, BURLINGTON, ON

SUBJECT PROPERTY

MXG - MIXED USE CORRIDOR ZONE

Scale NTS

February 15, 2019

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5.0 TECHNICAL REPORTS

In support of the proposed development, several technical reports were prepared to assess compatibility with the existing neighbourhood, public health and safety, and the availability of appropriate infrastructure services, including water, wastewater and transportation services. These reports are summarized below.

5.1 Phase I Environmental Site Assessment

The previously submitted Phase I Environmental Site Assessment ("ESA") prepared by WSP Canada Inc. determined that that there are Areas of Potential Environmental Concern (APECs) and, as a result, further investigation is recommended. A Phase II ESA must be completed prior to the filing of a Record of Site Condition (RSC), which is required given the proposed change in land use.

5.2 Traffic Impact Study

The previously submitted Traffic Impact Study, which was prepared by the BA Group to assess transportation-related aspects of the project including parking, refuse collection, fire vehicle access and future traffic operations. The Study concluded that:

- Nearby signalized intersections are forecast to operate in a reasonable manner. Under existing and future traffic conditions, and the Plains Road intersections at Falcon Boulevard / Willowbrook Road, King Road and at the Site Access operate with overall v/c ratios of less than 0.80 during peak hours during AM peak hours;
- Under forecasted site traffic, the signalized site access driveway on Plains Road is expected to operate with overall v/c ratios of less than 0.80 during peak hours;
- Site traffic can be appropriately accommodated at study area intersections; and
- The site has been designed to permit waste collection vehicles to circulate through the site and access waste collection facilities.

The study conclusions were not changed as a result of the revised development proposal. The Traffic Impact Study Addendum dated February 15, 2019, addresses the comments of City Transportation staff.

5.3 Functional Servicing and Stormwater Management Report

In support of the proposed development, a revised Functional Servicing and Stormwater Management Report (FSR) dated February 15, 2019, was prepared by Urbantech Consulting to assess the impact of the proposed development on the existing infrastructure and recommend a functional servicing and stormwater management design. The FSR concludes that the proposed development can be adequately serviced by the City's existing water, wastewater and storm infrastructure without adverse impact on surrounding infrastructure or residences. The key conclusions and recommendations from this report are:

- Sanitary servicing will consist of a single reconstructed connection from the proposed

underground parking garage to an existing 250mm (10 inch) sanitary main located in the south boulevard of Plains Road East, leading west to Falcon Boulevard and onward to the Burlington Skyway Wastewater Treatment Plant;

- Water servicing will consist of a connection to an existing 300mm (12 inch) local watermain in the north boulevard of Plains Road East, with cross-connection to an existing 400mm (16 inch) trunk watermain located in the southernmost driving lane of Plains Road East. Satisfactory operating pressure and fire flows are available for the proposed development; and
- Storm servicing will consist of a single reconstructed connection from the proposed parking garage to an existing 525mm (21 inch) storm main leading south to Nora Drive.

The study conclusions were not changed as a result of the revised development proposal.

5.4 Water Analysis

The previously submitted Water Analysis prepared by Municipal Engineering Solutions concluded that the available fire flow meets or exceeds the required fire flow demands based on the proposed watermain configuration and the assumptions made in the report. The study conclusions were not changed as a result of the revised development proposal.

5.5 Environmental Noise Feasibility Study

In support of the proposed development, a revised Environmental Noise Feasibility Study dated February 15, 2019, completed by Valcoustics Canada Ltd. assessed road traffic on Plains Road East and rail traffic from the Canadian National Railway Oakville Subdivision. The Study concluded that the applicable transportation noise source guideline limits can be met if the following is provided:

- Mandatory air conditioning for all residential units in apartment Buildings A and B;
- Provision for air conditioning for the townhouse units in Buildings C, G and H;
- Sound barriers at the common rooftop amenity areas in Buildings A and B;
- Exterior wall construction meeting a minimum Sound Transmission Class (STC) rating of 54 on the north, east and west facades and upgraded windows with an STC rating of 40, at Buildings A and B; and
- Exterior wall and window construction meeting the minimum non-acoustical requirements of the Ontario Building Code will be sufficient to meet the indoor noise criteria at all other dwellings.

5.6 Urban Design Brief

Please see Sections 4.5.1, 4.6 and 4.7.1 of this report for a summary of the urban design conclusions and features outlined in the Urban Design Brief prepared by Kirkor Architects and Planners.

5.7 Tree Inventory, Protection and Conceptual Landscape Plan

The Plans prepared by Strybos Barron King Landscape Architecture ensure that every opportunity is taken to preserve the existing trees on site. The Tree Preservation Plan notes that all existing trees identified to remain on site, or on adjacent properties which may be affected, shall be protected with fencing placed beyond the dripline of the tree prior to site clearing and stripping. The Plan also outlines that every precaution necessary to prevent damage to existing trees or shrubs to be retained will be undertaken.

The Landscape Concept Plan indicates that the existing trees to be preserved will be supplemented by proposed trees along the property lines and the interior condominium road. Shrubs, perennials and decorative grasses, sodding, areas of decorative unit paving, and areas with patio slabs and wood privacy screens are also proposed.

6.0 CONCLUSION

Subject to the findings of the Phase II Environmental Site Assessment, it is our opinion that the proposed Official Plan and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The proposal is consistent with, conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, and the Region of Halton Official Plan;

2. The proposed development contributes to the Region's intensification target for the City of Burlington by proposing increased density on the subject lands.

3. The proposal directs intensification to Burlington's built-up area and maintains the intent of the functional and land use policies in both the Burlington Official Plan and Adopted Official Plan.

4. The proposed development contributes to a varied housing mix that provides housing choices for City of Burlington residents.

5. The proposed development is compatible and approximately interfaces with the adjacent residential uses.

6. The proposed development makes efficient use of existing and planned infrastructure including water, wastewater and stormwater services, as well as transportation and community infrastructure.

7. The proposed development is transit-supportive as it is adjacent to an existing Primary Bus Service route, and a proposed Frequent Transit Corridor and Primary Mobility Hub Connector that connects to Aldershot GO Station and Burlington GO Station.

8. The proposed development promotes a desirable mix of uses by locating residential, commercial and recreational uses on the same property in proximity to other residential, commercial, recreational, and institutional uses.

9. The proposed development is supported by technical studies that confirm that existing intersections will operate in a reasonable manner, required noise attenuation levels can be achieved through mitigation, and there is adequate water, wastewater, stormwater and transit infrastructure available.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.

Colin Chung, M.C.I.P., R.P.P.
Partner

Mark Bradley, M.C.I.P., R.P.P.
Associate

Appendix I - Draft Official Plan Amendment

Application to Amend the Official Plan and Zoning By-law

National Homes (Plains Road) LP
484 and 490 Plains Road East
Part of Lot 24, Registered Plan 833 and
Part of Lot 3, Broken Front Concession,
City of Burlington

February 15, 2019

BY-LAW

Number _____

To adopt Amendment Number OP
1994- to the Official Plan of the
City of Burlington Planning Area

_____

The Council of the Corporation of the City of Burlington in accordance with the provisions of the Planning Act R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 1994-_____ to the Official Plan of the City of Burlington Planning Area is hereby adopted and made part of this by-law.

READ a FIRST, SECOND and THIRD TIME and PASSED, in OPEN COUNCIL, this
_____ day of_____, 2019.

_____
MAYOR

_____
CITY CLERK

Approved as to content:

_____
Heather MacDonald, MCIP, RPP
Director of Planning and Building

AMENDMENT NUMBER OP
1994- TO THE OFFICIAL PLAN
OF THE
CITY OF BURLINGTON PLANNING AREA

1.0 Purpose:

The purpose of this Amendment is to amend the City of Burlington Official Plan to change the current "Mixed Use Corridor - General" land use designation of the lands shown outlined on Schedule 'A' to this amendment to the "Mixed Use Corridor – General – Special Site" land use designation.

2.0 Location:

The subject lands are located on the south side of Plains Road East, east of Falcon Boulevard, are municipally addressed as 484 and 490 Plains Road East and are legally described as PART OF LOT 24, REGISTERED PLAN 833 AND PART OF LOT 3, BROKEN FRONT CONCESSION.

3.0 Amendments and Policies Relevant Thereto:

3.1 The document known as the Official Plan of the City of Burlington Planning Area is hereby amended:

a. by adding to the list of amendments pertaining to The Official Plan of the Burlington Planning Area, Amendment Number OP 1994- .

3.2 The portions of the document known as The Official Plan of the Burlington Planning Area, as amended, is hereby further amended:

a. by re-designating on Schedule B Comprehensive Land Use Plan – Urban Planning Area the lands shown on Schedule ‘B’ to this amendment to “Mixed Use Corridor – General – Special Site”.

b. Notwithstanding General Policy 5.3.2 d) ii), the maximum building height shall be eight storeys.

c. Notwithstanding Part VIII – Definitions, High Density Residential Uses shall mean housing uses with a density ranging between 51 and 210 units per net hectare.

Approved as to Content:

_____
Heather MacDonald, MCIP, RPP
Director, Planning and Building

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SCHEDULE 'A'



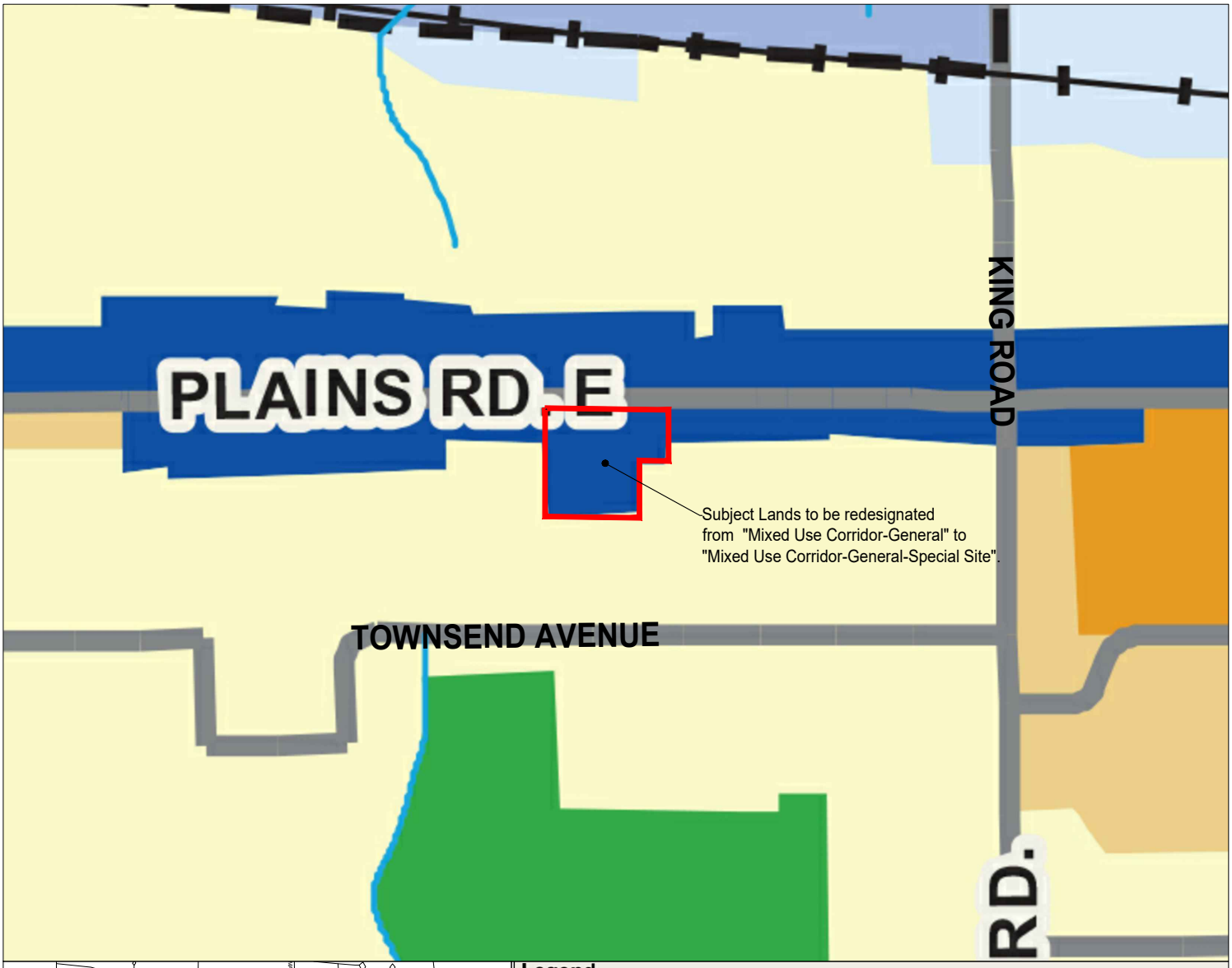
Subject Property

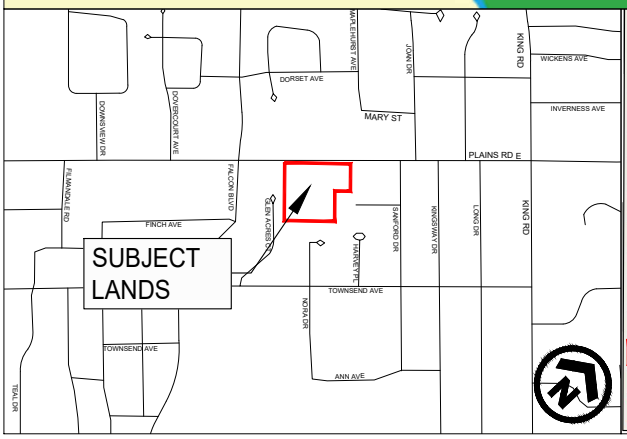
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February 2019

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SCHEDULE 'B'





Legend

- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- General Employment
- Business Corridor
- Regional Commercial
- Community Commercial
- Employment Commercial
- Neighbourhood Commercial
- Mixed Use Centre
- Mixed Use Corridor - General
- Mixed Use Corridor - Commercial Corridor
- Mixed Use Corridor - Employment
- Greenlands
- Major Parks and Open Space
- Environmentally Sensitive Area (Note: Boundaries based on Map 1 of the Region of Halton Official Plan (2006)
- Parkway Belt Plan Area (Note: All lands within Parkway Belt West Plan Area Subject to Deferral *9)
- Land Use Designation to be Determined
- Urban Planning Area Boundary
- Watercourses - Conceptual only, refer to Part III, Section 6.4.2 d
- Former Waste Disposal Site
- Downtown Urban Growth Centre Boundary

SCHEDULE 'B'

COMPREHENSIVE LAND USE - URBAN AREA PLANNING AREA

Subject Property

Scale: NTS
February 2019

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Appendix II – Zoning By-law Amendment

Application to Amend the Official Plan and Zoning By-law

National Homes (Plains Road) LP
484 and 490 Plains Road East
Part of Lot 24, Registered Plan 833 and
Part of Lot 3, Broken Front Concession,
City of Burlington

February 15, 2019

THE CORPORATION OF THE CITY OF BURLINGTON

BY-LAW

Number _____

A by-law to amend By-law 2020, as amended; 484 and 490 Plains Road East

_____

The Council of the Corporation of the City of Burlington ENACTS as follows:

1. By-law 2020, as amended, is hereby further amended:

   (1) by changing on Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From the Existing Zoning of:	To:
MIXED USE CORRIDOR (MXG)	MIXED USE CORRIDOR – EXCEPTION XX (MXG – EXCEPTION XX)

   (2) By adding thereto, the following sections:

   XX.1 For the purpose of the regulations contained in this by-law, the boundary of Part of Lot 24, Registered Plan 833 and Part of Lot 3, Broken Front Concession, being comprised of Parts 1 and 2 on Reference Plan 20R-XXXXX, shall be deemed to be the lot lines for this purpose and the regulations of the "MXG – Exception XX" zone including but not limited to: lot area; lot frontage; lot coverage; density; building setbacks; separation distances; landscaped areas; amenity areas; parking requirements and accessory buildings, and not from individual properties boundaries of dwelling units created by registration of a condominium plan or created by Part Lot Control.

XX.2 Notwithstanding Section 4.0 of Part 5 of this by-law, the lands designated MXG-XX on Schedule A to this by-law shall be subject to the following requirements and restrictions:

I. Minimum Yard abutting a Residential Zone: 9.0 metres

II. Maximum Floor Area Ratio: 1.85:1

III. Maximum Density: 210 units per ha

IV. Maximum Apartment Building Height: 8 storeys

V. Maximum Back-to-Back Townhouse Building Height: 3 storeys

VI. Minimum Amenity Area: 20 square metres per dwelling unit

XX.3 Notwithstanding Table 1.2.6 of this by-law, the number of required parking spaces on the lands designated MXG-XX shall be:

1.00 space per dwelling unit for residents
A maximum of 96 spaces for visitors and the commercial uses

XX.4 Shall also be subject to the requirements and restrictions relating to the MXG zone and all the general provisions of this by-law, which are not in conflict with those set out in Sections XX. 1 and XX.2.

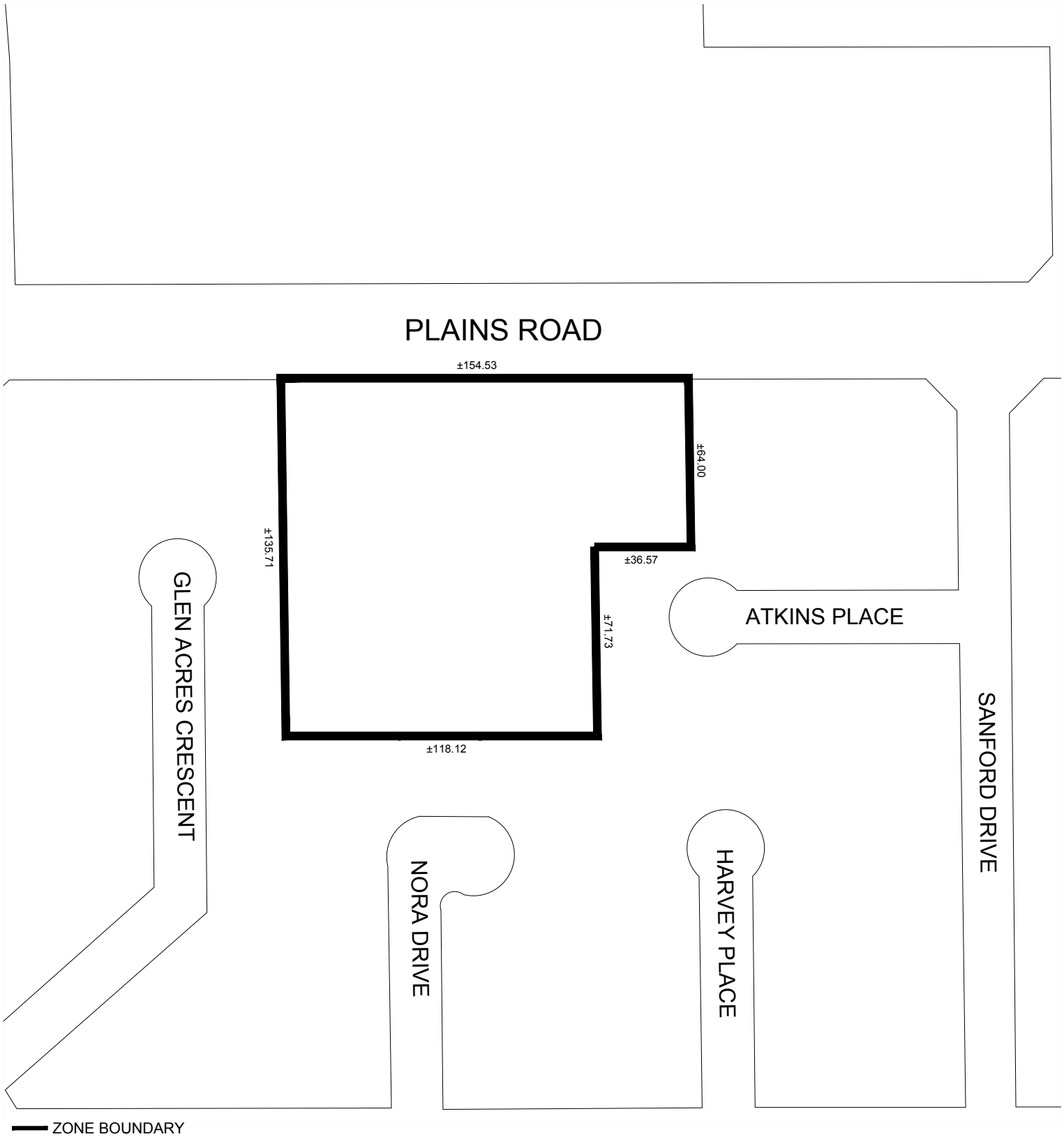
READ a FIRST, SECOND and THIRD TIME and PASSED, in OPEN COUNCIL, this _____ day of_____, 2019.

_____
MAYOR

_____
CITY CLERK

Approved as to content:

_____
Heather MacDonald, MCIP, RPP
Director of Planning and Building



PT LT 3 , CON BROKEN FRONT ; PT LT 24 , PL PF833 , PART 1 & 2 , 20R3294 ; BURLINGTON/E FLAM TWP AND PT LT 3 , CON BROKEN FRONT , PART 3 & 4 , 20R3294 ; BURLINGTON/E FLAM TWP

CITY OF BURLINGTON

BY-LAW _____ SCHEDULE A

1: 2000

Date:

Drawn By: