MHBC | PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

Planning and Urban Design Rationale

5051 Harvester Road
Burlington, ON

SEPTEMBER 2024



DATE: September 2024

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875 Appleby Line Storage GP Corporation

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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by 875 Appleby Line Storage GP Corporation ("Dymon") to seek approval for an Official Plan Amendment and Zoning By-law Amendment to permit a non-residential building containing self-storage, office and accessory uses on their lands municipally known as 5051 Harvester Road in the City of Burlington (hereafter referred to as the "Subject Lands" (**Figure 1**). The property is located on the east side of Appleby Line and west side of South Service Road.

1.1 Purpose Of the Application

Dymon is seeking an Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") to implement the proposal. The proposed development consists of an 5-storey commercial (self-storage), retail and office development with a total gross floor area ("GFA") of 30,962 sq. m. (333,275 ft.) consisting of 21,710 sq. m. of self-storage space, 1,159 sq. m. of ancillary retail space and 5,195 sq. m. of office space. The proposed development will provide pedestrian and vehicular access from Appleby Line. The proposed development will provide for a total of 9 surface parking spaces and 157 underground parking spaces.

This report is has been prepared in support of the OPA and ZBA applications. Based on the review of analysis contained herein, we conclude that the proposed request has regard to matters of Provincial interest, is consistent with the Provincial Policy Statement, conforms to the Growth Plan, conforms with the Region of Halton and City of Burlington Official Plans, as proposed to be amended, and has had appropriate regard to the City's Urban Design Guidelines.

This Report provides justification for the relevant planning policies and regulations applicable to the proposal in support of the Official Plan Amendment and Zoning By-law Amendment application to permit the proposed development.

1.2 Subject Lands and Surrounding Area

1.2.1 Subject Lands

The Subject Lands are located on the east side of Appleby Line and west side of South Service Road, north of Harvester Road. The southeasterly portion of the Subject Lands contains a Wendy's/Tim Horton's restaurant, which is to remain. The Subject Lands are approximately 2.27 hectares (5.6 acres) in size.

The northern portion of the Subject Lands are to be developed with the proposed development (the "Developable Lands"). The Developable Lands are approximately 1.29 hectares (3.19 acres) in size and currently vacant.



Figure 1: Location map



LEGEND

- Subject Lands
- Urban Corridor
- Urban Corridor - Employment
- Residential - Low Density
- Residential - Medium Density
- General Employment
- Business Corridor
- City's Natural Heritage System
- Major Parks and Open Space
- Infrastructure and Transportation Corridors
- College/Education Centre
- Retail
- Food Service
- Grocery
- Fitness and Sports Centre
- Park
- Library
- Fire Department
- Hotel
- Office
- Industrial/Manufacturing
- Cemetery

Figure 2: Context map

1.2.2 Surrounding Area

The land uses that exist within the immediate area, as follows:

NORTH: Immediately north of the Subject Lands are an 8-storey and 10-storey office building and associated surface parking lots. Further north is Highway 403.



Figure 3.1: View north of the Subject Lands

EAST: Immediately east of the Subject Lands is South Service Road. Further east are one and two-storey employment buildings.



Figure 3.2: View east of the Subject Lands

SOUTH: South of the Subject Lands is Harvester Road and low-rise industrial buildings.



Figure 3.3: View south of the Subject Lands

WEST: Immediately west of the Subject Lands is Appleby Line. Further west is a cemetery and low-rise employment buildings.



Figure 3.4: View west of the Subject Lands

1.3 Proposed Development

1.3.1 About Dymon Storage

Founded in 1995, Dymon is a privately-owned company based out of Ottawa, Ontario. After a successful period in property management, commercial building development and high-end retirement residences, Dymon launched the Dymon Storage brand in 2006 and launched its first storage facility. Dymon Storage has focused on its mission of changing the paradigm and expectations of the storage industry, changing the way people think about storage. Dymon Storage ensures that storage and related needs are met in a facility designed with comfort and safety in mind.

1.3.2 The Proposal

The proposed development consists of an 5-storey non-residential mixed use building with a total gross floor area of 30,962 sq. m. (333,275 ft.) consisting of 21,710 sq. m. of self-storage space, 1,159 sq. m. of ancillary retail space and 5,195 sq. m. of office space. The proposed development will provide pedestrian and vehicular access from South Service Road and Appleby Line. The proposed development will provide a total of 9 surface parking spaces and 157 below grade parking areas. The restaurant uses will remain on the severed lands.

The proposed self-storage use will offer self-storage services in a state-of-the-art facility which includes: climate control; full 24-hour access; advanced security monitoring; fully enclosed loading and unloading areas; and free truck and driver services. Customer loading facilities are located internal to the building via high speed roll up doors which provide a safe, climate controlled location for customers to access their storage lockers. No outdoor storage is proposed.

The office use will provide co-working space for local businesses and residents to utilize.

The Dymon retail use, accessory to the self-storage facility, is proposed at-grade which provides storage related products and solutions to Dymon's customers. The Dymon retail use offers full solutions for organizational needs of businesses which include document storage and management services, on-site shredding service, and in-house full service moving experience. Lastly the Dymon retail use will offer on-site organization and storage products, as well as a large assortment of moving supplies such as eco-friendly plastic bin rental services.



Figure 4.1: Photos of proposed uses - Work Refined accessory office space



Figure 4.2: Photos of proposed uses - Self-storage use



Figure 4.3: Photos of proposed uses - Accessory retail

1.4 Policy Context

The following is an overview of the status of the Provincial, Regional and City planning documents that affect the Subject Lands. The Provincial Policies along with Regional and City OP policies will be used to evaluate the proposed Official Plan Amendment and Zoning By-law Amendment to determine if it represents good planning and is in the public interest. This evaluation can be found in **Section 4.0** as well as **Appendices C to F** of this report.

1.4.1 Provincial Policy

All planning applications are to have regard to matters of Provincial interest as set out in Section 2 of the Planning Act.

The PPS and Growth Plan are applicable to the Subject Lands. The PPS states that healthy, livable and safe communities are sustained by accommodating an appropriate range and mix uses including residential and commercial/retail to support long-term needs. Specifically, that sufficient lands be made available to accommodate an appropriate range and mix of land uses to meet the projected needs for a time horizon of up to 25 years. Communities should promote cost-effective development patterns and standards to minimize land consumption and servicing costs.

The PPS further states that settlement areas shall be the focus of growth and development and their vitality and regeneration is critical to the long-term economic prosperity of our communities. Specifically, land use patterns within settlement areas should appropriately and efficiently use existing infrastructure and public service facilities to avoid the need for unjustified or uneconomical expansion.

The Growth Plan directs development to Built-Up Areas where existing municipal infrastructure is available. Intensification, redevelopment and compact form should be facilitated in appropriate locations where it can be accommodated. Transit-supportive development that accommodates a significant supply and range of housing options is encouraged while taking into account area's existing building stock and the availability of existing or planned infrastructure and public service facilities required to accommodate projected needs.

The proposed Provincial Planning Statement released in August 2024 will replace the PPS 2020 and Growth Plan 2020 effective October 20, 2024. The PPS 2024 provides the policy direction on matters of provincial interest related to land use planning and development, and supports a comprehensive, integrate and long-term approach to planning.

Under the PPS 2024, the Subject Lands are within a "Settlement Area." As per Section 2.3.1, settlement areas shall be the focus of growth and development. Land use patterns within Settlement Areas should efficiently use land and resources, infrastructure and public service facilities that are planned or available, be transit-supportive (as appropriate), freight-supportive and support active transportation. The PPS also directs that planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up area, based on local conditions.

Section 2.8 of the PPS 2024 outlines that planning authorities shall plan for, protect and preserve employment areas for current and future uses. Employment Areas shall be planned for uses including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities. The proposed development adds employment uses to the Subject Lands in addition to ancillary retail and office uses. Further the existing restaurant on the Subject Lands provides a use that is in ancillary in nature (less than 30% of the floor area on the Subject Lands), and cumulatively, the ancillary uses on the Subject Lands are less than 50% of the proposed gross floor area.

1.4.2 Region of Halton Official Plan

The Regional Municipality of Halton Official Plan ("RHOP") was adopted by Council on March 30, 1994 and subsequently approved, with modifications, by the

Minister of Municipal Affairs and Housing on November 27, 1995. Regional Official Plan Amendments 48 and 49 were adopted by Regional Council and modified and approved by the Ministry of Municipal Affairs and Housing on November 10, 2021 and November 4, 2022, respectively. The current Office Consolidation of the Official Plan is November 4, 2022.

The Subject Lands are located within the Urban Area on **Map 1 – Regional Urban Structure** (**Figure 5**). Urban Areas are to accommodate growth that is compact and supportive of transit usage. To provide a range of uses including a balance of employment, residential and community uses. Urban Areas are to accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain high quality, sustainable natural environment and preserve certain landscapes.

The Subject Lands are located within an Employment Area on **Map 1C – Future Strategic Employment Areas** (**Figure 6**). Employment Areas are to permit a range of employment uses including but not limited to industrial, manufacturing, warehousing, and office uses, and are to be protected for long-term employment use.

The Subject Lands are also located within a Major Transit Station Area on a Priority Transit Corridor and within a Regional Intensification Corridor on **Map 1H – Regional Urban Structure** (**Figure 7**).

Appleby Line is designated as a Major Arterial on **Map 3 – Functional Plan of Major Transportation Facilities** (**Figure 8**). Appleby Line has a right-of-way width of 40 metres on **Map 4 – Functional Plan of Major Transportation Facilities** (**Figure 9**). The Subject Lands are located along a Regional Intensification Corridor, wihtin an MTSA and Regional Employment Area o**n Map 6e- Appleby GO MTSA** (**Figure 10**).



Figure 5: Region of Halton OP Map 1 – Regional Urban Structure

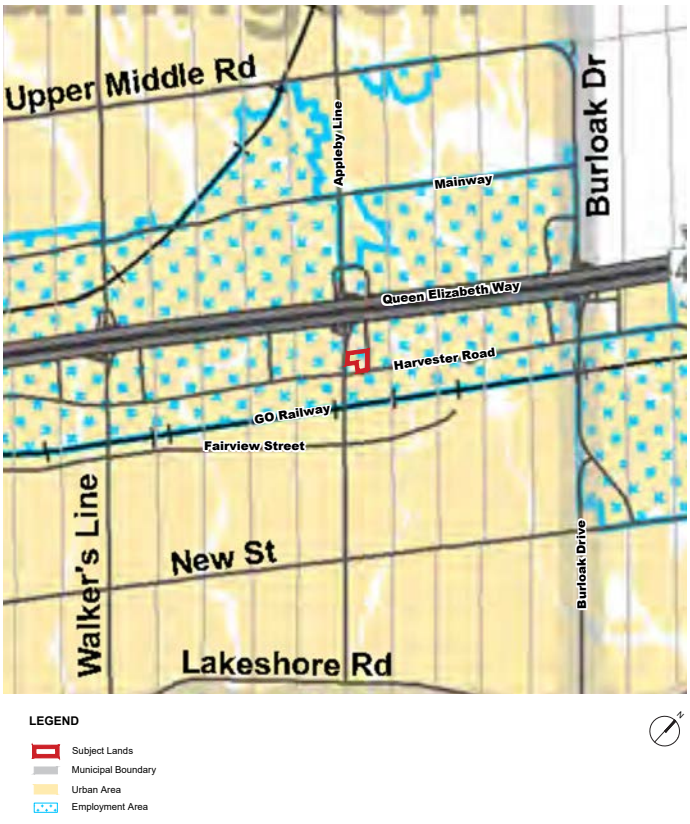


Figure 6: Region of Halton OP Map 1C – Future Strategic Employment Areas

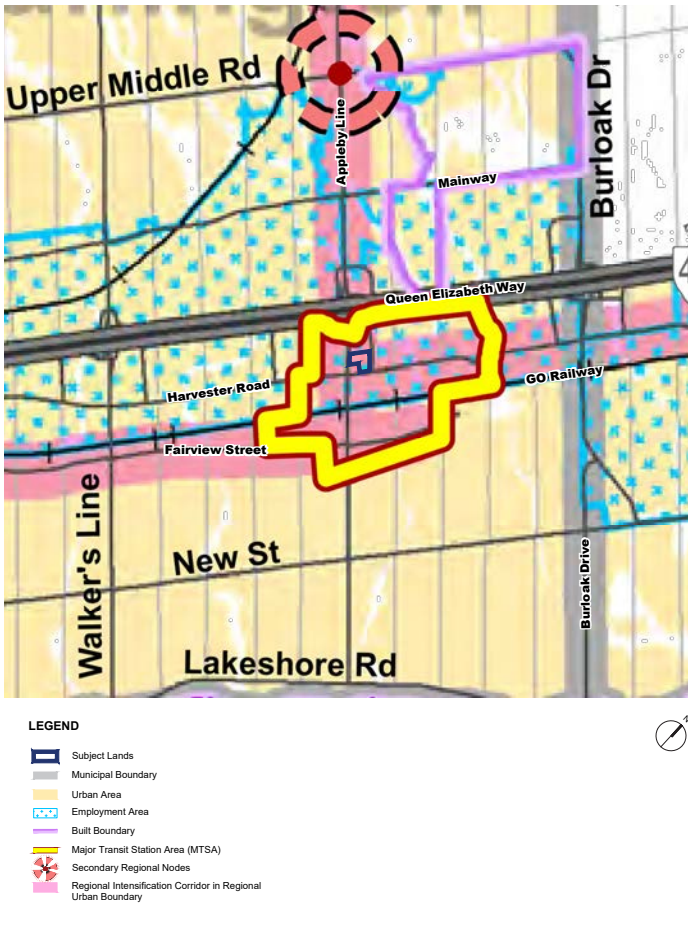


Figure 7: Region of Halton OP Map 1H – Regional Urban Structure

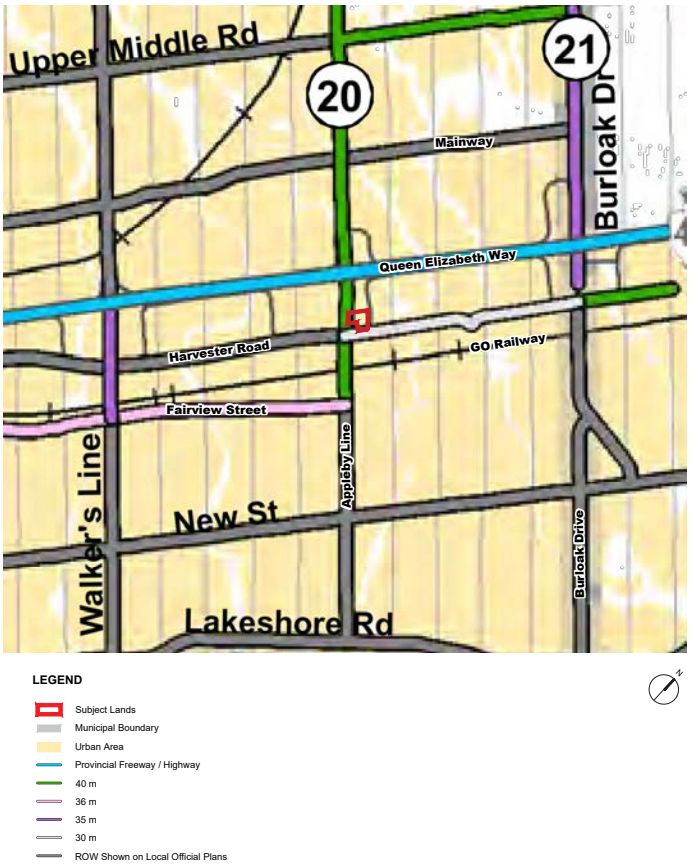


Figure 9: Region of Halton OP Map 4 – Right-of-Way Requirements of Arterial Roads

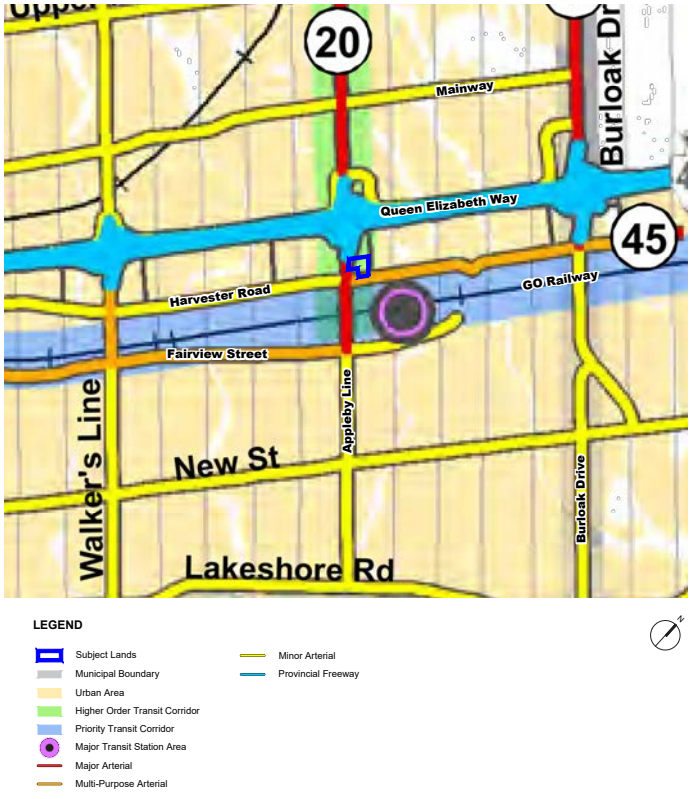


Figure 8: Region of Halton OP Map 3 – Functional Plan of Major Transportation Facilities



Figure 10: Region of Halton OP Map 6e – Appleby GO MTSA

1.4.4 City of Burlington Official Plan (1997)

The City of Burlington Official Plan 1997 ('OP') was approved by Halton Region, with modifications, on March 5, 1997. Due to a number of appeals, certain parts of the plan were referred to the Ontario Land Tribunal (formerly the Ontario Municipal Board) for a decision. The following Official Plan documents were approved by the Ontario Land Tribunal in 2008. Content and maps were updated in 2019.

The Subject Lands are designated Employment Lands on Schedule A – Settlement Pattern (**Figure 11**) and Business Corridor on Schedule B – Comprehensive Land Use Plan, Urban Planning Area (**Figure 12**). Appleby Line is a Multi-Purpose Arterial on Schedule J – Classification of Transportation Facilities (**Figure 13**).

Employment Lands shall permit a full range of industrial/manufacturing and office uses and related services. A maximum of 15% of the total floor area of an industrial building within the Business Corridor may be used for retail uses. Zoning By-law regulations affecting office uses on Business Corridor lands may permit a maximum floor area ratio of development at any site of up to 0.5:1.

The Business Corridor designation permits a wide range of employment uses including office, industrial and related uses. Retail uses shall be ancillary to, and primarily serve, uses, businesses and employees within the surrounding employment area; shall only be permitted on lands having one or more buildings with a total floor area greater than 3,000 sq. m; and occupy no more than 15% of the total floor area.

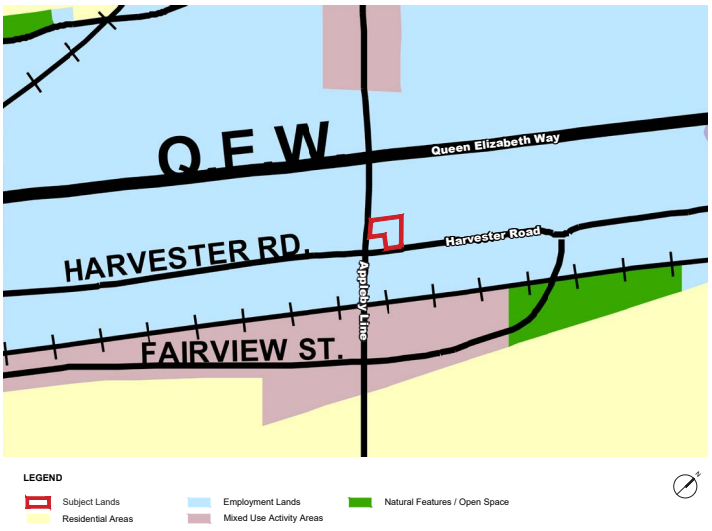


Figure 11: City of Burlington OP 1997 Schedule A – Settlement Pattern

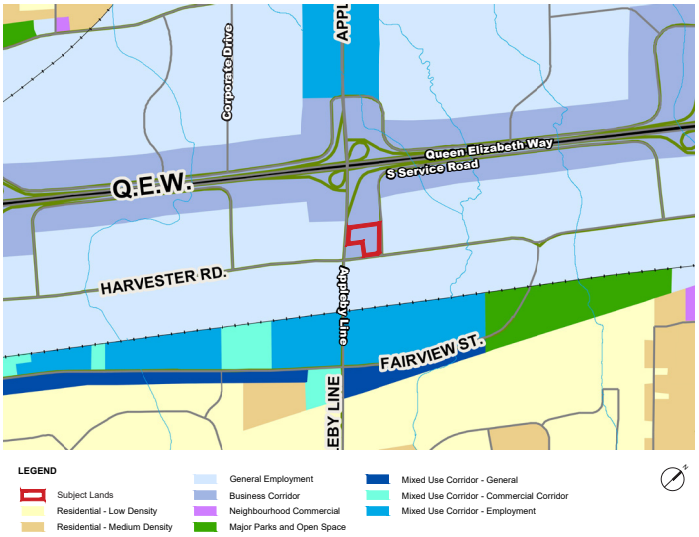


Figure 12: City of Burlington OP 1997 Schedule B – Comprehensive Land Use Plan



Figure 13: City of Burlington OP 1997 Schedule J – Classification of Transportation Facilities

1.4.5 City of Burlington Official Plan (2020)

The Official Plan for the City of Burlington (2020) was adopted by City Council on April 26, 2018 with modifications by the Region of Halton dated November 30, 2020. A number of appeals to the Official Plan were received, however, Section 17(27) of the Planning Act sets outs that all parts of an approved official plan that are not subject to an appeal will come into effect on the day after the last date for filing a notice of appeal which was December 20, 2020.

The Subject Lands are located within Lands designated for Employment Uses and Region of Halton Employment Area on Schedule B – Urban Structure (**Figure 14**). The Subject Lands are located within a Primary Growth Area on Schedule B1 Growth Framework (**Figure 15**). The Subject Lands are located within Primary, Secondary and Employment Growth Areas on Schedule B2 Growth Framework and Long Term Frequent Transit Corridors (**Figure 16**). The Subject Lands are located within the Business Corridor on Schedule C – Land Use (**Figure 17**). The Subject Lands are located within an MTSA Special Planning Area and along an MTSA Primary Connector, in proximity to the Appleby GO Station MTSA on Schedule H – Appleby GO MTSA Special Planning Area (**Figure 18**).

Lands designated for employment uses allow for a full range of scales and intensities of development and offer opportunities for employment intensification and development for employment purposes.

Primary Growth Areas are a distinct area within the City's Urban Area that will accommodate the majority of the City's forecasted growth and shall support the frequent transit corridors and accommodate development that is compact, mixed use, and pedestrian-oriented.

Lands designated Business Corridor permit a range of employment uses, including office, industrial and ancillary employment uses. The permitted uses within the Business Corridor designation include a broad range of office uses; industrial uses that involve assembling, fabricating, manufacturing, processing, warehousing and distribution uses, research and information processing, communications, utilities and transportation uses; and a limited range of accessory retail uses and a full range of accessory service commercial uses. The City encourages a minimum floor area ratio of development of 0.25:1 for office development.

Major Transit Station Areas (MTSAs) are to provide a wide variety of land uses and building types and densities oriented to support and facilitate transit and active transportation. MTSAs will contribute significantly to accommodating employment and meeting the City's economic objectives. MTSAs are being considered through an area-specific planning process. Development applications prior to the completion of an area-specific plan or major planning study and the approval of the implementing Official Plan amendments shall implement Regional and Provincial MTSA policies and shall be consistent with the goals and objectives of the existing land use designation as contained in the OP.

Official Plan Amendment 2

On June 18, 2024, City Council adopted Official Plan Amendment No. 2 ("OPA 2") to the City of Burlington Official Plan. The OPA is awaiting final approval from the Province, and is not in full force and effect.

The Subject Lands are located within the "Urban Employment" Precinct on Schedule H: Land Use - Appleby GO Major Transit Station Area (**Figure 21**). An "Off-Street Trail" is shown bisecting the Subject Lands on Schedule H-1: Appleby GO Major Transit Station Area Transportation Network (**Figure 22**). Appleby Line is a Major Arterial road, Harvester Road is a Multi Purpose Arterial road and South Service Road is an Industrial Connector road on Schedule H-1. South Service Road has a Public Right of Way Width of 30 m in Table 4: Major Transit Station Area Public Right-of-Way Widths.

Lands designated Urban Employment are to accomodate more intensive offices and additional employment uses in a mid-rise built form that provides access and visibility. Permitted uses on the Subject Lands include industrial, employment, office and major office, and acessory retail uses which serve the day to day needs of employees.

The Appleby GO MTSA is planned to achieve a minimum density target of 120 people and jobs per hectare with a proportional mix of 40% residents and 60% jobs. It is noted that the proposal will provide approximately 280 jobs[1], for a total of 224 jobs per hectare.

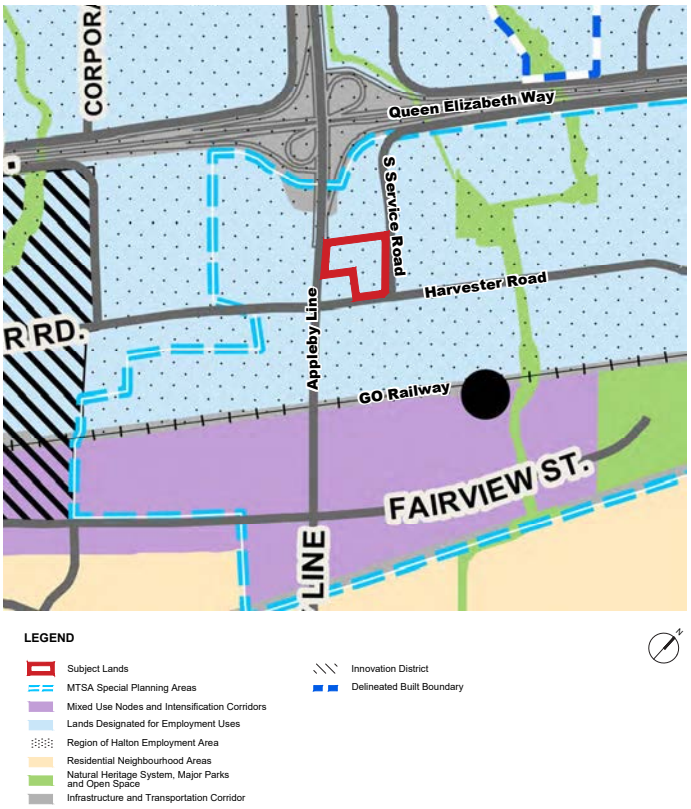


Figure 14: City of Burlington OP 2020 Schedule B – Urban Structure



Figure 15: City of Burlington OP 2020 Schedule B1 – Growth Framework

1 Calculated based on an approximate rate of 250 jobs per sq. ft. of office gross floor area; 400 jobs per sq. ft. of retail area, and 25 self-storage jobs.

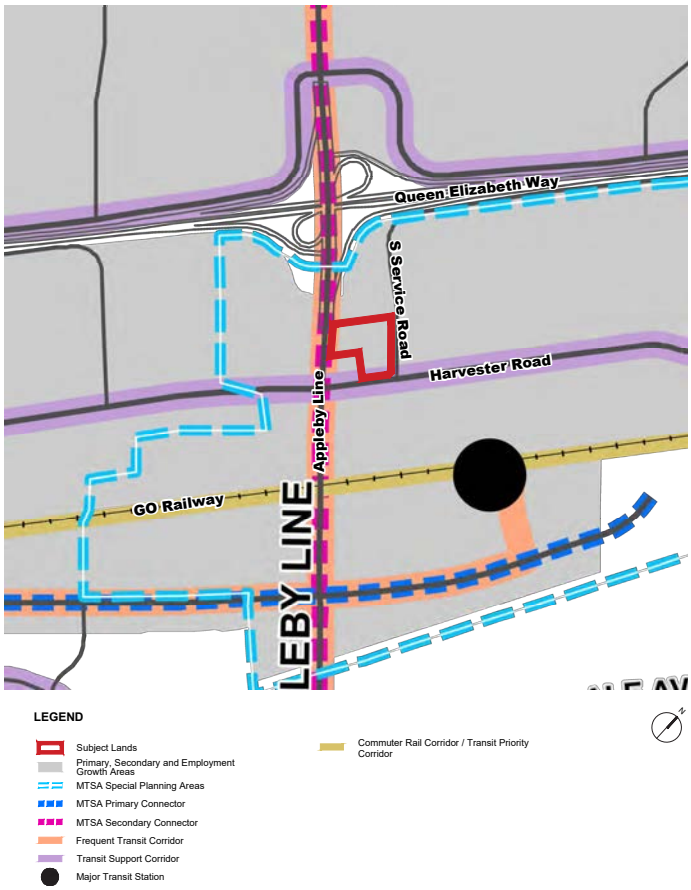


Figure 16: City of Burlington OP 2020 Schedule B2 – Growth Framework and Long Term Frequent Transit Corridors

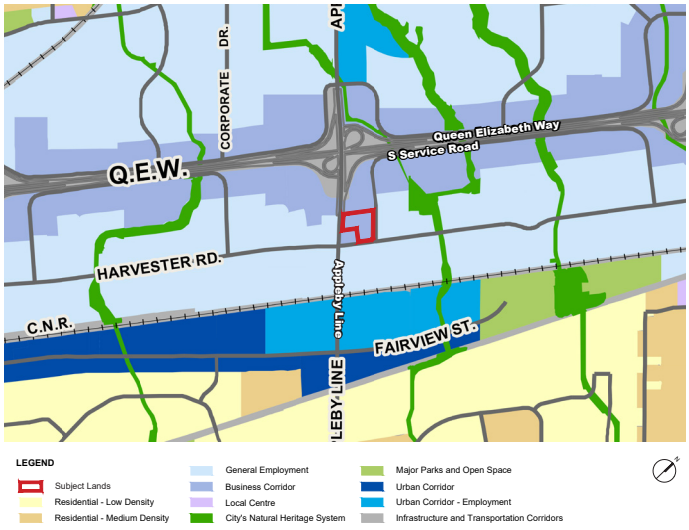


Figure 17: City of Burlington OP 2020 Schedule C – Land Use

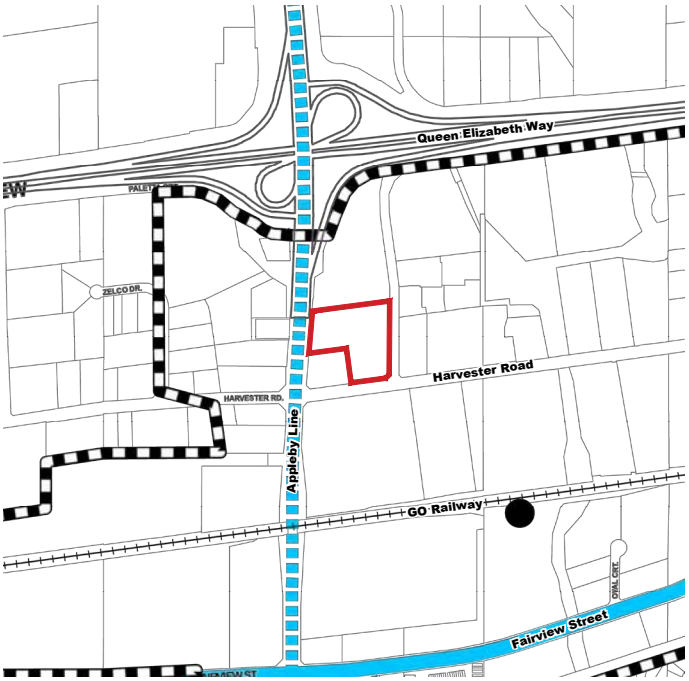


Figure 18: City of Burlington OP 2020 Schedule H – Appleby GO MTSA Special Planning Area

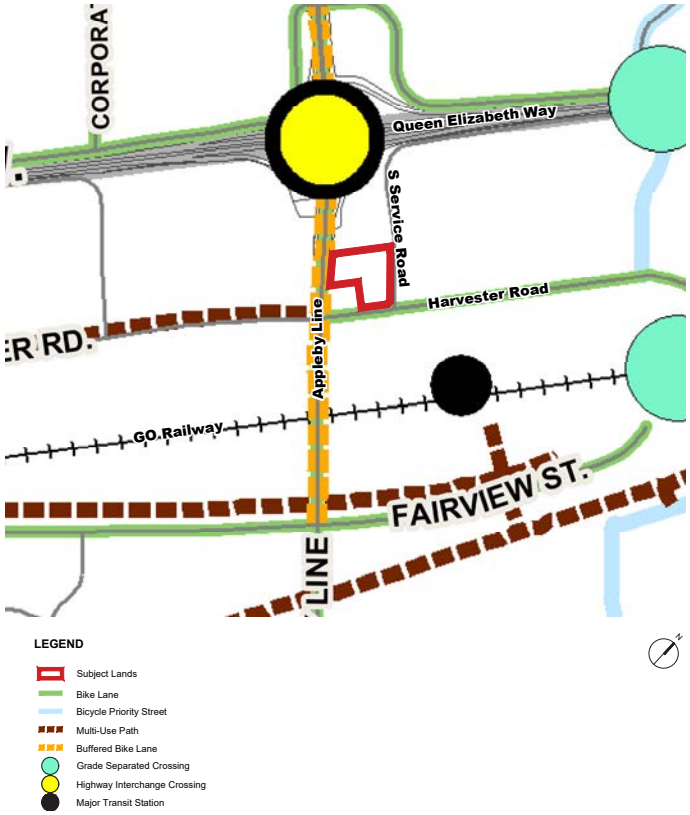


Figure 19: City of Burlington OP 2020 Schedule P – Long Term Cycling Master Plan



Figure 20: OPA 2 - Schedule H: Land Use - Appleby GO Major Transit Station Area

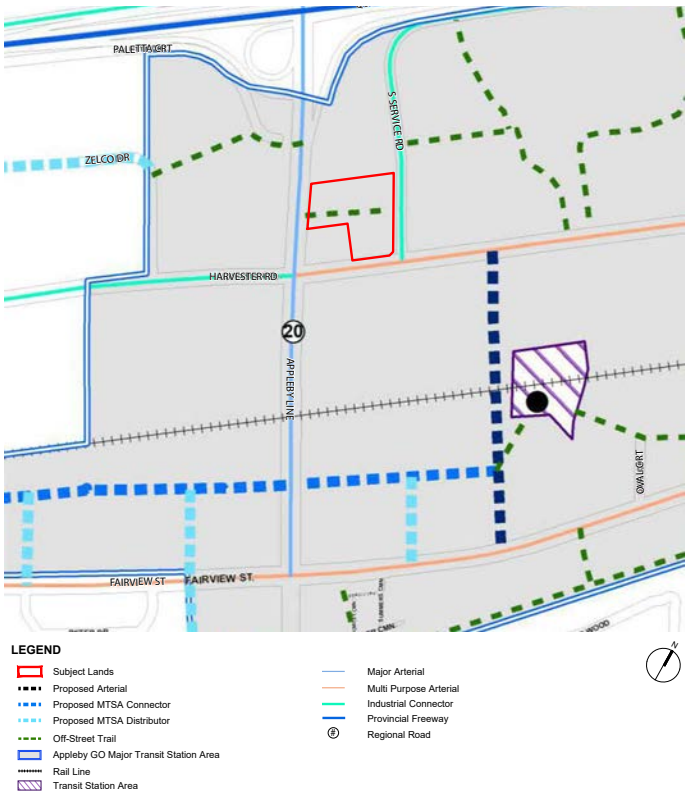


Figure 21: OPA 2 - Schedule H-1: Appleby GO Major Transit Station Area Transportation Network

1.4.6 City of Burlington Zoning By-law 2020

The Subject Lands are zoned Office Employment (BC1-62) within the City of Burlington Zoning By-law 2020 (**Figure 22**). Through site-specific exception 62, the BC1-62 zone permits service commercial and office uses. An office building must have a minimum of 85% of the total floor area of the site. A Zoning By-law Amendment, as described later, is required to permit the proposed self-storage and accessory retail use, as well as other site-specific standards for the proposed development. Further, the Zoning By-law Amendment will provide appropriate zoning for the restaurant to remain on the severed lands.

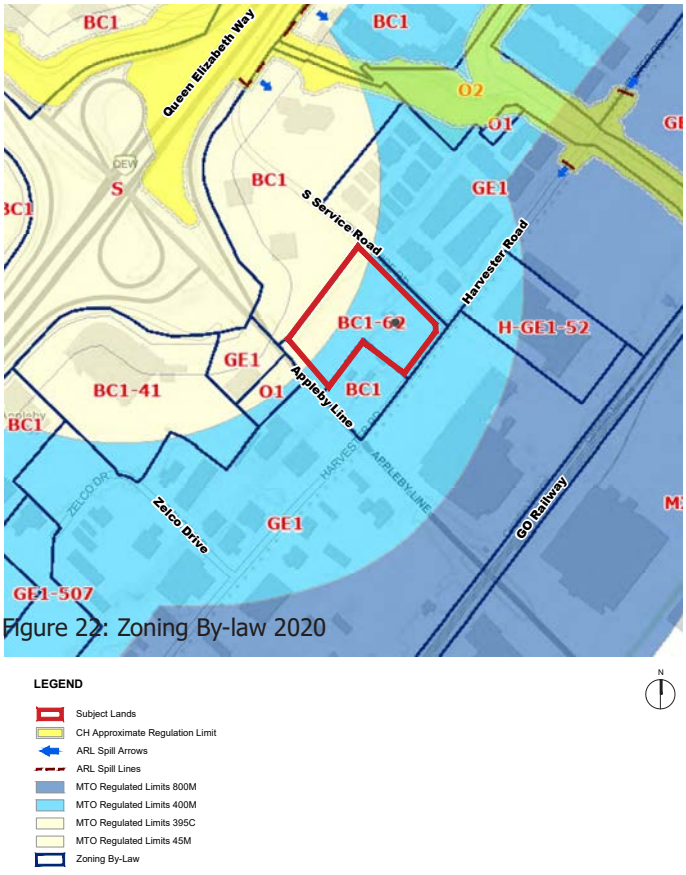


Figure 22: Zoning By-law 2020

1.5 Proposed Applications

1.5.1. Official Plan Amendment

An Official Plan Amendment is sought to permit the proposed floor area ratio and to permit the stand alone service commercial (restaurant) uses on the Subject Lands. Further rationale for the proposed Official Plan Amendment is provided in **Section 3.5 and 3.6** of this Report and a copy of the draft Official Plan Amendment can be found in **Appendix A** of this report.

1.5.2. Zoning By-law Amendment

A Zoning By-law Amendment is sought to permit the proposed non-residential building to permit the self-storage and accessory retail uses as well as site-specific policies are required to permit the following aspects of the proposed development:

- Proposed lot areas;
- Proposed Floor Area Ratio;
- Proposed office gross floor area;
- Proposed parking reduction;
- Proposed stand alone service commercial (restaurant) use.

Further rationale for the proposed Zoning By-law Amendment is provided in **Section 3.7** of this Report and a copy of the draft Zoning By-law Amendment can be found in **Appendix B** of this report.

1.6 Supporting Documents

The required technical studies in support of the proposed development has already been reviewed and approved by Staff as part of the Site Plan Application for the Subject Lands. Therefore, in addition to this

Planning Justification Report, the following technical plans and studies have been assembled in support of the proposed amendment:

- Architectural Plans, prepared by Global Architect;
- Concept 3D Massing Model, prepared by TACT Architecture;
- Urban Design Report, prepared by MHBC Planning;
- Arborist Report, prepared by MHBC Planning;
- Landscape Plans, prepared by MHBC Planning;
- Functional Servicing and Stormwater Management Report, prepared by Crozier Consulting Engineers; and
- Transportation Impact Study, prepared by CGH.

1.7 Public Consultation

A Public Information Meeting is required by the City of Burlington prior to submission of a development application. A Public Information Meeting for the proposed development was held virtually on April 25, 2023. Landowners and residents within 120 metres of the Subject Lands received notification of this meeting. Due to the industrial nature of the surrounding area, only one participant attended, who asked general questions regarding the proposal and did not identify any concerns or issues with the Proposal.

2.0 Planning and Design Evaluation

2.1 Overall Context

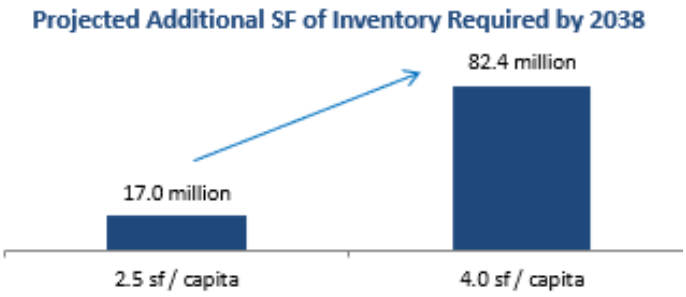
The Subject Lands are located on the east side of Appleby Line and west side of South Service Road, north of Harvester Road. The Subject Lands are adjacent to employment, office and commercial uses. In this context, the proposed non-residential building will contribute to and will be complementary to the existing commercial and office uses, providing storage solutions for both businesses and residents.

2.2 The Demand For Self-Storage

The proposed development consist of self-storage (70.1%), office (16.8%), and accessory retail (3.7%) uses. These proposed uses are permitted in the Official Plan under the Business Corridor designation.

The self-storage market in North America currently comprises of approximately 54,500 facilities, totaling over 3.2 billion square feet. In Canada, self-storage has rapidly grown in popularity and reach in Canada, with the current market estimated to total over 60 million square feet. The demand for well-located assets in major markets such as Hamilton, Toronto and Ottawa are driven by the push towards urbanization and intensification within cities. The most cited reasons for the use of self-storage include the lack of available space in residential uses and moving needs.

There are an estimated 2,500 self-storage stores across the country, with approximately 1 in 20 Canadians using self-storage. The residential sector represents the majority of the total demand for self-storage in Canada at approximately 63%. Canada's population is anticipated to grow by 18% over the next 20 years with much of that population housed in compact, urban environments. Demand for self-storage is expected to surpass the current level of national supply of 2.5 square feet per capita to approximately 4.0 square feet per capita in the future.



Similarly to the rest of Canada, Halton Region is experiencing intensification of urban areas and the growth of the self-storage industry. Living spaces are becoming more efficient and have increased the demand for self-storage facilities. Over the past decade, the design and services offered by storage facilities has been evolving to meet the demand of smaller homes as well as provide storage for small business incubators and independent professionals. In addition, the built-form of self-storage facilities has increased in density and height to provide for a more efficient use of land that is purposefully designed to be compatible with various nearby uses and built forms. To meet the changing lifestyles and work-lives of end-users, self-storage facilities are now located at strategic locations that optimize access to major road networks, residential communities and employment areas.

Many people continue to downsize their housing options while new residential developments continue to follow a trend forward more intense and compact

forms within urban areas. Furthermore, with escalating leasing and ownership costs, commercial tenants are requiring additional space to store older files and office materials not required for daily use. Self-storage facilities provide storage solutions to residents and employers as storage space in homes and offices are reduced.

The Subject Lands are located in an Employment Area and are adjacent to employment and commercial uses. The Subject Lands have direct access to Appleby Line (a major arterial road), are in proximity to the Queen Elizabeth Way and located within the Appleby GO MTSA. Further, the management, operation, and design of these buildings have improved to allow self-storage facilities to integrate fully into a variety of commercial and mixed-use areas. The proposed self-storage facility follows this new paradigm and differs from traditional self-storage warehouse uses, which were primarily designed as single storey, land extensive developments.

2.3 Site Design, Built Form and Massing

The proposed development has been designed to improve the existing pedestrian environment along Appleby Line and South Service Road. The primary entrance to the self-storage facility, Dymon office and accessory retail space will be directly accessible to Appleby Line and South Service Road will ensure safe connection from the building's entrance to the existing pedestrian walkways along the public streets. Landscaping will be provided adjacent to pedestrian walkways and sidewalks, including trees to further create an inviting public realm and to integrate the sidewalk connections to the existing public sidewalk. The proposed design will provide an animated streetscape at the ground-level through the provision of ground level retail use.

The proposed 5-storey building represents a compact built form that is consistent with the existing and planned Employment Area. The height of 5-storeys will help frame Appleby Line, creating an attractive pedestrian friendly streetscape. The proposed development will establish a street wall and has been designed to frame the public street.

The main office building entrance will be highly visible and will serve as a key focal point to the built form. The main entrance area is weather protected and the higher level window glazing frontage creates a welcoming arrival experience that engages with the public realm streetscape and establishes a sense of arrival. All building entrances at grade will be flushed with the proposed walkways to provide seamless connection to the public sidewalks.

The proposal will ensure at grade building frontages are well proportioned to address a pedestrian oriented scale along the streetwalls and a strong sense of enclosure is created by providing a continuous street wall. As the proposed retail and reception uses front the pedestrian walkways, active uses on the inside will be made visible to the public view and interact with the pedestrians along the sidewalk through transparent glazing materials. The proposed building will provide variation in architectural detailing that provides visual relief and interest while maintaining an overall built form in keeping with the surrounding context.



Figure 23: Proposed Rendering, prepared by TACT Architecture

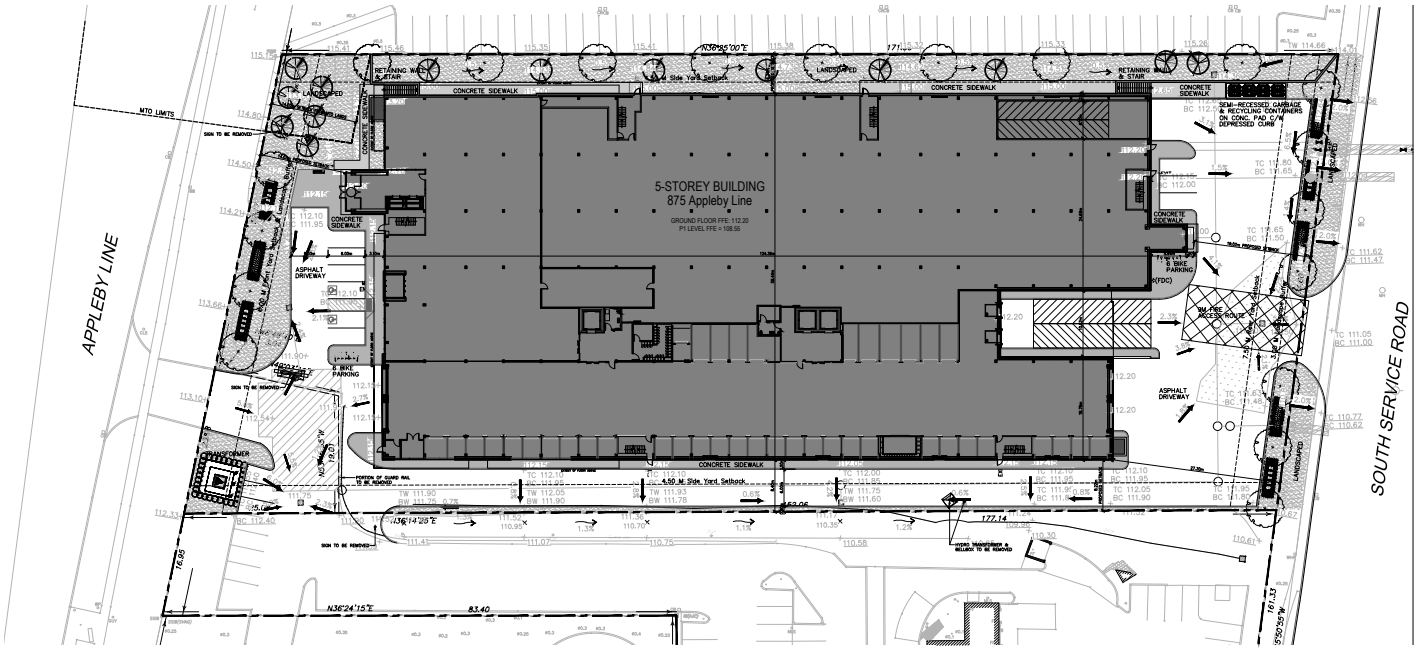


Figure 24: Proposed Site Plan, prepared by Global Architect

2.4 Architectural Design

An attractive architectural design and range of materials are provided to reflect a high level of quality and contribute to the existing commercial architectural character of the area. The proposed building design will provide visual interest through a mixture of façade materials, such as glass, curtain wall glazing, masonry, spandrel, concrete, back-lit glass, and aluminum and metal panels. The proposed design will incorporate a mixture of colours on all sides of the proposed building, further enhancing visual interest.

The proposed 5-storey mixed-use building provides a compact and transit-supportive built form that provides a mix of employment and commercial uses that are accessible by local and regional transit. The proposed built form will assist in defining the street edge experience along Appleby Line and South Service Road by supporting a pedestrian scale streetwall at grade. A high-quality built form will be presented by building orientation, architectural details, and building articulations that speak to the architectural vernacular.

Building frontages will be intensified through unique architectural treatments to avoid the presence of blank walls. Office and accessory retail uses have been located on ground level orienting towards Appleby Line, animating and providing active frontage along the public realm. The main building entrances will be highly visible and will serve as a key focal point to the built form, and are equipped with weather protection. All entrances at grade will be flushed with the proposed walkways to provide a seamless connection to the public sidewalk network. The higher-level window glazing frontage creates an inviting arrival experience that engages with the public realm streetscape and establishes a sense of identity.

The proposal will ensure at-grade building frontages are well proportioned to create a pedestrian scale along the continuous streetwalls, and a strong sense of enclosure. The proposed retail and reception frontage, clad in vision glass, provides an animated, pedestrian-oriented, and safe street edge.

The proposed building will provide variation in architectural detailing that provides visual relief and interest while maintaining an overall built form that has appropriate regard for the surrounding context.

The building is projected in an east-west orientation towards Appleby Line and South Service Road and incorporates varied architectural details. The proposed building top is designed to be recessed and aligned

with other successful Dymon Storage precedents. Roof materials and colours will complement the overall design of the building and the existing employment area. The flat roof will further integrate the proposal into the existing context and assist in the transition from office buildings to commercial and industrial buildings towards the south and east.

The loading area is proposed within the eastern portion of the building and is strategically screened from the public street and adjacent properties. The entrance to the loading area is setback further from the property line and is further recessed within the building footprint to limit views from the public realm. High speed roll-up doors will be used to ensure that vehicles move in and out quickly to limit views of the internal loading activities. Vehicles will enter the loading area at the rear of the building from the proposed access off of South Service Road and will load and unload in a climate controlled environment. Vehicles will then exit at the front of the building back onto Appleby Line. The loading area will accommodate both personal vehicles and larger moving vehicles.

Overall, the proposed design of the building is compatible and complimentary to the existing surrounding commercial conditions through the use of materials, colours, fenestration, and articulation. The building design conforms to urban design policies within the City of Burlington Official Plan. As such the proposed building will be compatible and complimentary with existing and future multi-use buildings in Burlington.

2.5 Landscape Design

The proposal contemplates an enhanced landscaped design that will provide comfort and visual aesthetics for pedestrians, and will assist in defining and animating the street edge along Appleby Line and South Service Road. As part of the MTSA, the proposal emphasizes transit-oriented design through high-quality landscaping treatments along adjacent public streets that promote pedestrian movement and multi-modal mobility.

A 3 m and 6 m landscape strip that leaves room to accommodate high shrubs and dense tree coverage will assist in defining and animating the street edge along Appleby Line and South Service Road, presenting a sense of place, creating screens and buffers, and defining public and private realms. Landscaped strips and islands will be provided adjacent to visible surface parking areas and loading areas, mitigating the impact of on-site operational activities, and assisting in screening these areas from the public realm.

The proposal will seek to use vegetative species that are native, non-invasive, and tolerant to urban conditions such as drought, salt, heat, and disease, with low resource maintenance requirements. The proposed landscape trees and plant species, will be selected based on the appropriate Hardiness Zone, year-round climatic conditions, and visual appearance to promote a sense of place and the characteristics of the area.

A mixture of soft and hard landscapes will be included to enhance the edges of the site. Changes in paving material and pattern will be used to mark essential site thresholds and programmatic changes to increase the development's legibility and distinguish various outdoor activities. Moreover, surface finish materials will be selected to display harmonious texture/ patterns aligning with the area's visual definition.

2.6 Access, Parking and Servicing

Parking is located at the front and rear yards of the proposed building and in an underground parking garage. Retail parking is provided at-grade for easy access by short-term visitors. Additional parking is below grade. The proposed building and parking layout will make efficient use of the property. As the self-storage use generates a low rate of parking, the loading area will have minimal conflict with parking. Landscape treatments will be used to screen surface parking from the public realm. As discussed above, the landscape treatment will contribute to creating a comfortable pedestrian environment around the surface parking.



Figure 25: Proposed Rendering, prepared by TACT Architecture

The proposal seeks to provide a total of 166 parking spaces on the Subject Lands and will consist of 5 accessible parking spaces, at surface level and within one level of underground parking. The configuration of the parking spaces will support safe vehicular circulation while ensuring accessible parking needs are prioritized and situated in close proximity to building entrances and elevators with barrier-free access.

In addition, the parking space arrangements are conveniently located for loading and unloading. Direct access is provided to the retail and reception components on the proposed ground floor.

The proposed pedestrian walkways will be well-delineated around the parking spaces and entrances to avoid conflict between vehicles and pedestrian movement. Accessible parking signs will be implemented and follow universal design principles. As noted, the proposed development has been designed to support multi-modal transportation and will support existing local and regional transit services within walking distance, particularly the Appleby GO Station.

As discussed in the Parking Study by CGH, given the nature of the uses proposed on the Subject Lands, only 166 parking spaces are required to support the development.

The development will connect to the existing municipal infrastructure and will efficiently utilize the services.

2.7 Evaluation Summary

Based on our review of the proposed design, the commercial context, applicable policies of the City of Burlington Official Plan, it is our opinion that the proposal adheres to the existing design direction and policies based on the following:

- The design of the development site will focus on improving the pedestrian environment along Appleby Line and South Service Road and will ensure safe connection from the proposed building to existing pedestrian walkways.

- The proposed building will be appropriately massed along Appleby Line and will create a

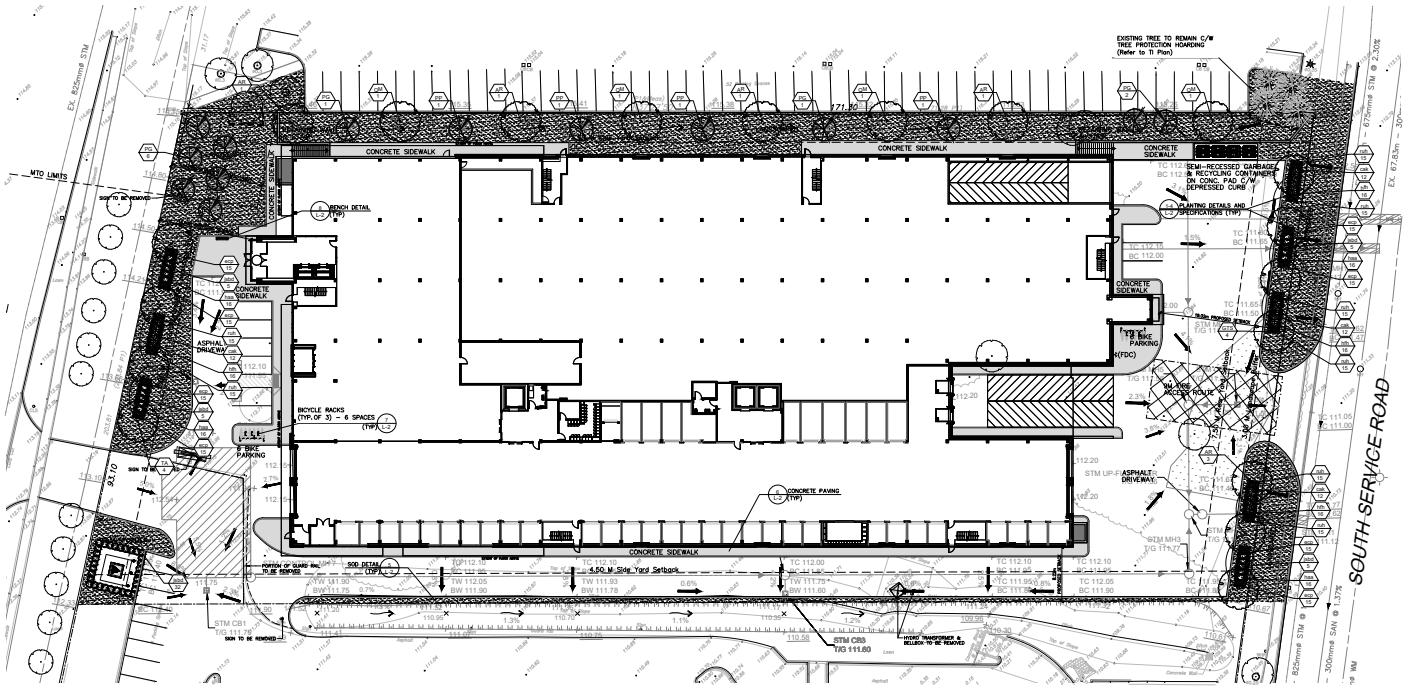


Figure 26: Proposed Landscape Plan, prepared by MHBC

pedestrian friendly atmosphere at grade. The proposed self-storage facility will incorporate retail space to provide animation at grade.

- The massing and scale of the proposed building is appropriate to the existing employment and commercial context and will compliment future mixed use development in the area. The proposal will provide for an appropriate height within a Business Corridor Area.

- The proposed development is adjacent to existing transit facilities along Appleby Line and South Service Road, and within the Appleby GO MTSA area.

- The proposed building, parking layout, and access onto Appleby Line and South Service Road will make efficient use of the property.

Overall, the proposal represents good design and will build upon, and enhance, the existing employment context.

3.0 Policy Analysis

The relevant planning policies analyzed below demonstrate how the proposed Official Plan Amendment and Zoning By-law Amendment supports the intention and goals of the policies. The proposed development is evaluated against polices within the PPS, Growth Plan, Regional Official Plan and City OP (1997 and 2000). The following sections summarize the relevant policies and how they are addressed through the proposed development. A detailed analysis of each policy document can be found in **Appendices C to G**.

3.1 Section 2 of the Planning Act

All planning applications are to have regard to matters of Provincial interest as set out in Section 2 of the Planning Act.

- Protecting the ecological system. The proposed development will not have any negative impacts on the environment;
- The proposed non-residential building will be supported by the existing local transit and will promote patterns of development that reduce impacts on climate change;
- The proposed building will be constructed in accordance with the Ontario Building Code;
- The proposed development will efficiently use land that is currently underutilized, and will further contribute to the housing stock in this area of the City;
- The proposed building will contribute to the mix and range of employment uses within the Business Corridor designation. The proposed redevelopment will assist the City in meeting its long-term needs for growth; and
- The Subject Lands are located in an area designated for growth and development, and not located in an area subject to any environmental, public health or safety concerns.

3.2 Provincial Policy Statement

The PPS was approved by the Ministry of Municipal Affairs and Housing on May 1, 2020 and is applicable to the Subject Lands and this proposal. The PPS provides general policy direction to the Province in matters relating to land use planning and development. Specifically, the PPS outlines policy for Ontario's long term prosperity, economic health and social well-being. These directives help to inform Municipalities' Official Plans and Zoning By-Laws, which then allow for the efficient use of lands and development patterns that support strong, livable and healthy communities that protect the environment and public health and safety, and facilitate economic growth.

Building strong healthy communities is one of the key policy directives of the PPS found in Section 1.0. It helps to inform the management and promotion of efficient development and land use patterns for accommodating an appropriate mix of residential, employment, institutional, recreation, park and open space uses and improving accessibility by removing land use barriers in order to create livable communities. The policies support the promotion of healthy, livable and safe communities through such matters as, intensification, land use compatibility, provision of housing, and the efficient use of public services and infrastructure.

The policies within **Section 1.1.3** guide the development of settlement areas with a focus on intensification and redevelopment. The policies encourage a mix of land uses in order to ensure that the long-term economic prosperity of existing and

planned communities is maintained.

Section 1.3 focuses on the employment policies of the PPS. The policies state that planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs, within compact, mixed-use development. Employment Areas are to be planned, protected and preserved for current and future uses.

The policies in **Section 1.6** require the efficient use of existing water, storm water, sanitary sewer, and transportation infrastructure. New developments are encouraged to utilize and support existing municipal infrastructure and support and enhance existing and planned transportation networks and corridors.

Section 1.7 focuses on how to achieve and support long-term economic prosperity. The policies recognize that promoting redevelopment on underutilized lands can optimize the use of land, resources and infrastructure and that the viability and vitality of main streets is to be maintained and where possible enhanced. The efficient movement of people is an integral component to the long-term economic prosperity therefore providing efficient, cost-effective and reliable forms of transportation integrated within and between different jurisdictions to support projected needs is important for meeting this policy objective.

Land use and development patterns are encouraged to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate adaptation. **Section 1.8** describes that these can be achieved by promoting compact forms and a structure of nodes and corridors, promoting the use of active transportation, and improving the mix of employment and housing uses to shorten commute journeys and decrease congestion.

A full analysis of the relevant Provincial Policy Statements in relation to the proposed amendment can be found in **Appendix C**. In summary:

1. The proposed amendments will permit the development of the lands that support the financial well-being of the Region of Halton and City of Burlington by providing uses which are compatible with the surrounding mix of land uses, and contributes to a complete community in the Business Corridor designation.

2. The proposed amendments will allow a compact built-form that efficiently utilize existing infrastructure without requiring additional servicing and maximizes efficient use of land.

3. The proposed development does not cause undue environmental or public health and safety concerns, and further contributes to a healthy walkable community.

4. The proposed amendments will ensure that the Subject Lands are developed in a manner which is compatible with and supportive of the adjacent commercial and employment uses. The proposed non-residential uses will offer additional services to local residents and commercial businesses within Burlington.

5. The proposed development will comply with all applicable Provincial legislation, including the Ontario Building Code and Accessibility for Ontarians with Disabilities Act (AODA).

6. The proposed development will incorporate low impact development and other sustainable measures, to assist the Province and Region to become resilient to climate change.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS.

3.3 Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan was approved by the Province of Ontario on June 16th, 2006 and amended July 1, 2017,

May 16, 2019 and August 28, 2020. The Growth Plan sets out policies to manage growth in the Greater Golden Horseshoe to achieve compact, complete communities in the future.

The Subject Lands are within the built-up area of the Growth Plan, an area prioritized for intensification by the Growth Plan. The policies within **Section 2.2** discuss the management of growth to accommodate a greater number of people and jobs in order to build complete, compact and transit-oriented communities through the better use of land and infrastructure. Policies within the Growth Plan require development to support and achieve complete communities, within walking distance and accessible for residents and employees.

The Growth Plan identifies the Subject Lands within an area that meets the definition of a Major Transit Station Area, and are located within the adopted Appleby GO Station MTSA. A Major Transit Station Area is defined as an area within an approximate radius of 500 to 800 metres from a Major Transit Station, representing about a 10 minute walk. Policies within Section 2.2 require Major Transit Station Areas to be planned for a minimum density target of 150 residents and jobs combined per hectare for areas serviced by GO transit. These policy objectives are intended to ensure that development within Major Transit Station Areas is planned to provide a sufficient critical mass of potential riders so as to ensure the financial sustainability of the Province's latest transportation infrastructure investments.

Section 2.2.5 addresses the employment policies, and directs that economic development and competitiveness in the GGH will be promoted by making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities, ensuring sufficient land to accommodate forecasted employment growth, and planning to connect high employment densities to transit.

Section 3.0 addresses the necessary infrastructure needed to support growth, such as transit, infrastructure corridors, water and wastewater systems, stormwater management, and public service facilities. Specifically **Section 3.2** speaks to the continued investment to transit infrastructure, including bicycle and pedestrian networks, to meet the policy objectives of moving people, goods, and connecting them to adjacent neighbourhoods and communities.

A full analysis of the relevant Growth Plan policies in relation to the proposed amendment can be found in **Appendix D**. In summary:

1. The proposed amendments will provide for built-form within an intensification area to contribute to creating a complete community. The proposed compact built form of the non-residential building is an efficient and appropriate utilization of land.

2. The proposed non-residential building is compatible with surrounding land uses. The proposal will assist in meeting the daily needs of local residents and employees.

3. The proposed amendments will permit the development of a self-storage, office and accessory retail uses which will allow for the efficient use of the Subject Lands and optimize infrastructure. Local residents and employees will be able to make use of storage and office space as well as local retail uses in proximity to places they live and work.

4. The development permitted by the proposed amendments will incorporate green design measures such as passive and active energy conservation measures to minimize the development's energy consumption and greenhouse gas emissions.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conform to the Growth Plan.

3.4 Provincial Planning Statement, 2024

The proposed Provincial Planning Statement released in August 2024 will replace the PPS 2020 and Growth Plan 2020 effective October 20, 2024. The PPS 2024 provides the policy direction on matters of provincial interest related to land use planning and development, and supports a comprehensive, integrate and long-term approach to planning.

Under the PPS 2024, the Subject Lands are within a "Settlement Area." As per Section 2.3.1, settlement areas shall be the focus of growth and development. Land use patterns within Settlement Areas should efficiently use land and resources, infrastructure and public service facilities that are planned or available, be transit-supportive (as appropriate), freight-supportive and support active transportation. The PPS also directs that planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up area, based on local conditions.

Section 2.8 of the PPS 2024 outlines that planning authorities shall plan for, protect and preserve employment areas for current and future uses. Employment Areas shall be planned for uses including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities. The proposed development adds employment uses to the Subject Lands in addition to ancillary retail and office uses. Further, the existing restaurant on the Subject Lands provides a use that is in ancillary in nature (less than 30% of the floor area on the Subject Lands), and cumulatively, the ancillary uses on the Subject Lands are less than 50% of the proposed gross floor area. This represents an appropriate mix of employment and permitted ancillary uses on the Subject Lands.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS 2024.

3.5 Region of Halton Official Plan

The Regional Municipality of Halton Official Plan ("RHOP") was adopted by Council on March 30, 1994 and subsequently approved, with modifications, by the Minister of Municipal Affairs and Housing on November 27, 1995. Regional Official Plan Amendments 48 and 49 were adopted by Regional Council and modified and approved by the Ministry of Municipal Affairs and Housing on November 10, 2021 and November 4, 2022, respectively. The current Office Consolidation of the Official Plan is November 4, 2022.

The Subject Lands are located within the Urban Area on Map 1 – Regional Urban Structure. Urban Areas are to accommodate growth that is compact and supportive of transit usage. To provide a range of uses including a balance of employment, residential and community uses. Urban Areas are to accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain high quality, sustainable natural environment and preserve certain landscapes.

The Subject Lands are located within an Employment Area on Map 1C – Future Strategic Employment Areas. The Region of Halton is targeting 26 jobs per hectare in Employment Areas within the Region, and 36 jobs per hectare in Employment Areas within the City of Burlington. Employment Areas are to permit a range of employment uses including but not limited to industrial, manufacturing, warehousing, and office uses.

The Subject Lands are also located within a Major Transit Station Area ("MTSA") on a Priority Transit Corridor and within a Regional Intensification Corridor on Map 1H – Regional Urban Structure. MTSAs are to provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the MTSA area in a pedestrian-oriented urban environment.

Appleby Line is designated as a Major Arterial on Map 3 – Functional Plan of Major Transportation Facilities.

A detailed analysis of the relevant of RHOP policies in relation to the proposed development can be found in **Appendix E**. In summary:

1. The proposed amendment conforms to the policies set out in the RHOP for development in Urban Areas and Employment Areas to provide a self-storage facility, office and accessory retail uses as an efficient and cost-effective uses of land and existing and future infrastructure.

2. The proposed uses are compatible with proposed and existing surrounding land uses and will be accessible to local residents and employees in the surrounding area.

3. The proposed development permitted by the amendment will support a vibrant urban area due to its proximity to a range of commercial, employment, and residential opportunities within the surrounding area.

4. The proposed development will be of high quality in built form and landscape design. The proposed development will include low-impact development measures that contribute to sustainability and climate change objectives in the RHOP.

5. The proposed development does not create any negative impacts on the natural heritage features in proximity to the Subject Lands.

6. The proposed development will optimize existing infrastructure and infrastructure investment within an MTSA and appropriately utilize the Developable Lands at an appropriate density of 2.4 FSI.

In our opinion, the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the RHOP.

3.6 City Of Burlington Official Plan (1997)

The City of Burlington Official Plan 1997 ('OP 1997') was approved by Halton Region, with modifications, on March 5, 1997. Due to a number of appeals, certain parts of the plan were referred to the Ontario Land Tribunal (formerly the Ontario Municipal Board) for a decision. The following Official Plan documents were approved by the Ontario Land Tribunal in 2008. Content and maps were updated in 2019.

The Subject Lands are designated Employment Lands on Schedule A – Settlement Pattern and Business Corridor on Schedule B – Comprehensive Land Use Plan, Urban Planning Area. Appleby Line is a Multi-Purpose Arterial on Schedule J – Classification of Transportation Facilities.

Employment Lands shall permit a full range of industrial/manufacturing and office uses and related services. A maximum of 15% of the total floor area of an industrial building within the Business Corridor may be used for retail uses. The proposed development provides 3.7% of retail, conforming to this requirement. Zoning By-law regulations affecting office uses on Business Corridor lands may permit a maximum floor area ratio of development at any site of up to 0.5:1. An Official Plan Amendment is proposed to permit an increased floor area ratio of 2.4 (0.4 FSI for office), which is suitable within an MTSA area.

The Business Corridor designation permits a wide range of employment uses including office, industrial and related uses. Retail uses shall be ancillary to, and primarily serve, uses, businesses and employees within the surrounding employment area; shall only be permitted on lands having one or more buildings with a total floor area greater than 3,000 sq. m; and occupy no more than 15% of the total floor area. The proposed development provides 3.7% of retail, conforming to this requirement. A restaurant may occupy 100% percent of the total floor area if the total floor area of all buildings on site is greater than 3,000 sq. m. An Official Plan Amendment is proposed to permit the standalone restaurant existing on the Subject Lands, which represents an existing condition

within the Employment Area. The proposal as a whole represents an increase in density to fulfill the MTSA objectives for the area.

A detailed analysis of the relevant of City OP (1997) policies in relation to the proposed development can be found in **Appendix E**. In summary:

1. The proposed self-storage, office and accessory retail uses are permitted in the Business Corridor Area designation which applies to the Subject Lands. The proposed Official Plan Amendment will permit an increase in maximum floor area ratio for the proposed development.

2. The proposed amendments allow for the intensification of built-form along a Major Arterial, Appleby Line, in proximity to the Queen Elizabeth Way highway, and within an MTSA. The proposed development will be developed to provide a compact built-form that is consistent with the Burlington OP designations of Employment Lands and Business Corridor which apply to the Subject Lands.

3. The proposed amendments will allow for the development of a non-residential mixed use building, adding to the mix of employment and retail uses in the surrounding area. The proposal is complementary to and compatible with the future and existing surrounding retail, commercial and employment uses.

4. The proposed amendments conform to the policies set out in the Burlington OP for development in Employment Lands as it seeks to encourage a more efficient and cost-effective use of existing land and infrastructure. The proposed development conforms to municipal infrastructure and transportation policies of the Burlington OP.

5. The proposed development will meet the sustainability and policies of the Burlington OP through the provision of passive and active energy consumption, bicycle parking, and proposed reduced parking spaces.

6. The proposed development will provide high quality landscaping and architecture that complement the surrounding area and help create a sense of place.

Based on the above, in our opinion the proposed applications conform to the Burlington OP (1997), as is proposed to be amended.

3.7 City Of Burlington Official Plan (2020)

The Official Plan for the City of Burlington (2020) ('OP 2020') was adopted by City Council on April 26, 2018 with modifications by the Region of Halton dated November 30, 2020. A number of appeals to the Official Plan were received, however, Section 17(27) of the Planning Act sets outs that all parts of an approved official plan that are not subject to an appeal will come into effect on the day after the last date for filing a notice of appeal which was December 20, 2020.

The Subject Lands are located within Lands designated for Employment Uses and Region of Halton Employment Area on Schedule B – Urban Structure. The Subject Lands are located within a Primary Growth Area on Schedule B1 Growth Framework. The Subject Lands are located within Primary, Secondary and Employment Growth Areas on Schedule B2 Growth Framework and Long Term Frequent Transit Corridors. The Subject Lands are located within the Business Corridor on Schedule C – Land Use. The Subject Lands are located within an MTSA Special Planning Area and along an MTSA Primary Connector, in proximity to the Appleby GO Station MTSA on Schedule H – Appleby GO MTSA Special Planning Area.

Lands designated for employment uses allow for a full range of scales and intensities of development and offer opportunities for employment intensification and development for employment purposes.

Primary Growth Areas are a distinct area within the City's Urban Area that will accommodate the majority

of the City's forecasted growth and shall support the frequent transit corridors and accommodate development that is compact, mixed use, and pedestrian-oriented.

Lands designated Business Corridor permit a range of employment uses, including office, industrial and ancillary employment uses. The permitted uses within the Business Corridor designation include a broad range of office uses; industrial uses that involve assembling, fabricating, manufacturing, processing, warehousing and distribution uses, research and information processing, communications, utilities and transportation uses; and a limited range of accessory retail uses and a full range of accessory service commercial uses. The City encourages a minimum floor area ratio of development of 0.25:1 for office development. The proposed development includes a FAR of 0.22 for office uses across the entirety of the lot. However, revision to this minimum FAR can occur through Zoning By-law Amendment, which is proposed. This represents an increase in density to fulfill the MTSA objectives for the area.

The proposed amendment would increase the permitted office floor area ratio for the development.

Major Transit Station Areas (MTSAs) are to provide a wide variety of land uses and building types and densities oriented to support and facilitate transit and active transportation. MTSAs will contribute significantly to accommodating employment and meeting the City's economic objectives. MTSAs are being considered through an area-specific planning process. Development applications prior to the completion of an area-specific plan or major planning study and the approval of the implementing Official Plan amendments shall implement Regional and Provincial MTSA policies and shall be consistent with the goals and objectives of the existing land use designation as contained in the OP.

Official Plan Amendment 2

On June 18, 2024, City Council adopted Official Plan Amendment No. 2 ("OPA 2") to the City of Burlington Official Plan. The OPA is awaiting final approval from the Province, and is not in full force and effect.

The Subject Lands are located within the "Urban Employment" Precinct on Schedule H: Land Use - Appleby GO Major Transit Station Area. An "Off-Street Trail" is shown bisecting the Subject Lands on Schedule H-1: Appleby GO Major Transit Station Area Transportation Network. Appleby Line is a Major Arterial road, Harvester Road is a Multi Purpose Arterial road and South Service Road is an Industrial Connector road on Schedule H-1. South Service Road has a Public Right of Way Width of 30 m in Table 4: Major Transit Station Area Public Right-of-Way Widths.

Lands designated Urban Employment are to accomodate more intensive offices and additional employment uses in a mid-rise built form that provides access and visibility. Permitted uses on the Subject Lands include industrial, employment, office and major office, and acessory retail uses which serve the day to day needs of employees.

The Appleby GO MTSA area is planned to achieve a minimum density target of 120 people and jobs per hectare with a proportional mix of 40% residents and 60% jobs. It is expected the new development will provide a total of 224 jobs per ha (224 office jobs, 31 accessory retail jobs and 25 jobs for the self-storage[1]) as a stand alone lot. The existing restaurants will provide approximately 81 jobs/ha. This represents approximately 180 jobs/ha for the entire lot.

A detailed analysis of the relevant of City OP (2020) policies in relation to the proposed development can be found in **Appendix G.** In summary:

1. The proposed self-storage, accessory retail and office uses are permitted in the Business Corridor Area designation which applies to the Subject Lands. The proposed Official Plan Amendment will permit an increase in maximum floor area ratio for the proposed development and the existing

1 Calculated based on an approximate rate of 250 jobs per sq. ft. of office gross floor area; 400 jobs per sq. ft. of retail area, and 25 self-storage jobs.

restaurant use.

2. The proposed amendments allow for the intensification of built-form within an MTSA, located along in proximity to the Queen Elizabeth Way highway. The proposed development will be developed to provide a compact built-form that is consistent with the Burlington OP designations of Employment Lands and Business Corridor which apply to the Subject Lands.

3. The proposed amendments will allow for the development of a non-residential mixed use building, adding to the mix of employment and retail uses in the surrounding area. The proposal is complementary to and compatible with the future and existing surrounding retail, commercial and employment uses.

4. The proposed amendments conform to the policies set out in the Burlington OP for development in Employment Lands as it seeks to encourage a more efficient and cost-effective use of existing land and infrastructure. The proposed development conforms to municipal infrastructure and transportation policies of the Burlington OP.

5. The proposed development will meet the sustainability and policies of the Burlington OP through the provision of passive and active energy consumption, bicycle parking, and proposed reduced parking spaces.

6. The proposed development will provide high quality landscaping and architecture that complement the surrounding area and help create a sense of place.

Based on the above, in our opinion the proposed applications conform to the Burlington OP (2020), as is proposed to be amended.

3.8 City Of Burlington Zoning By-Law 2020

The Subject Lands are zoned Office Employment (BC1-62) within the City of Burlington Zoning By-law 2020. Through site-specific exception 62, the BC1-62 zone permits service commercial and office uses. An office building must have a minimum of 85% of the total floor area of the site.

The following are the proposed amendments to the Zoning By-law:

- Addition of self-storage and accessory retail use;
- Permission of stand alone service commercial (restaurant) uses on the lands;
- Proposed retail gross floor area;
- Proposed parking reduction;
- Proposed lot areas.

Proposed Uses and Floor Areas

The proposed self-storage facility is compatible with the proposed uses on-site as well as the surrounding land uses with no undue impacts of a planning nature resulting from the introduction of this use. Furthermore, the proposed self-storage facility provides additional services to meet the needs of local residents and employers.

The proposed amendment to introduce an accessory retail use to a self-storage facility is a permitted use within the RHOP and City OP. The accessory retail use will complement the proposed self-storage and business office uses on site, as well as the existing and planned uses in the surrounding area. In addition, the proposed uses all are suitable for a designated Employment Area.

The standalone restaurant use is an existing use on the Subject Lands that is intended to remain. The zoning permissions do not permit this use as a single use within one building. The existing restaurants provide approximately 81 jobs/ha, and meets the intent of preserving existing employment within the Employment Area.

Parking

Minimum parking requirements ensure the parking/ loading demand generated from the proposed uses can be accommodated on site. The proposed reduction in parking requirements is supported by transit infrastructure located in proximity to the site, as well as the low parking demand of the self-storage use. The proposed parking supports the function of the proposed development as confirmed by the Parking Study prepared by CGH.

Lot Area

Generally, the intent of a minimum lot area is to maintain a scale and massing of development that is consistent with the area, and maintains lotting patterns in the general area. The proposal does not represent overdevelopment nor create adverse impacts on adjacent lands. The proposal is in keeping with the surrounding employment area and is compatible thereto. Further, the proposed Retained and Severed parcels comply with the minimum 45 m lot width, and the lot area requirements for the general BC1 zone (0.4 ha). The lot area requirement of 2.4 ha reflects the site-specific requirement for existing and previous uses on the Subject Lands, and does not reflect the future vision for the Retained and Severed parcels.

The requested Zoning By-law Amendment, provided in **Appendix B**, adds the site-specific provisions regarding the above matters.

4.0 Summary and Conclusions

MHBC has prepared this planning justification report in support of a request for an Official Plan Amendment and Zoning By-Law Amendment by the Owner to permit the development of a non-residential mixed use building.

The proposed Amendments will allow for the efficient development of the Subject Lands as a part of the Business Corridor designation. The self-storage, office and accessory retail uses are appropriate in this strategic MTSA location as it optimizes access to major road networks and employment/commercial areas. The operation of the self-storage facility departs from traditional warehouse uses and will be complementary to the proposed office accessory retail on the Subject Lands.

Based upon the review of the policy documents, in our opinion, the proposed development is a suitable use in the Employment Area. It meets the intent of Provincial planning policies of the PPS and the Growth Plan. Specifically, the proposed development will contribute to the planning goals of creating a complete community, intensification of built-form, and context sensitive use of land.

The proposed development is permitted in the Business Corridor designation for the Subject Lands, as proposed to be amended. The proposed non-residential mixed use building is compatible with future and existing surrounding land uses with no undue impacts of a planning nature resulting from the introduction of this use. Further, the proposed self-storage facility provides additional services to meet the needs of local residents and employees. The proposed Official Plan Amendment to permit the proposed floor area ratio and to maintain the existing restaurant uses, are keeping with the policies of the Business Corridor designation. The proposed Zoning By-law Amendment to permit the proposed self-storage and accessory retail use, height and design standards is in keeping with the planned function of the Subject Lands and will assist the Region and City to meet the intensification goals of the Official Plan.

The proposed non-residential mixed use building will have architectural finishes and articulation, high-quality design and streetscape that will be complementary to the surrounding buildings. The landscape design of the proposal will improve the public realm along Appleby Line and South Service Road.

The proposed development will reduce the amount of surface parking for a use that has a low parking demand. In addition, the traffic impact of the proposed development is limited. The proposed development permits the efficient use of land that contributes to urban growth.

In summary, in our professional planning opinion, the proposed amendment is in the public interest and represents good planning for the following reasons:

1. The proposed amendments are consistent with the relevant policies of the Provincial Policy Statement.

2. The proposed amendments conform to the relevant policies of the Growth Plan for the Greater Golden Horseshoe.

3. The proposed amendments conform to the applicable policies of the Region of Halton Official Plan.

4. The proposed amendments conform to the applicable policies of the City of Burlington Official Plan 1997 and 2020, as is proposed to be amended.

5. The proposed development is compatible with existing and planned land uses and will contribute a complete community in this area of the City.

6. The proposed amendments will permit a development that optimizes existing municipal infrastructure and provides a compact built-form that represents an efficient use of land.

7. The proposed amendments will allow a development that will conform to the policies on sustainable development and promoting a sustainable community by incorporating low impact development measures, and transportation demand management measures.

8. The proposed amendments will permit a development which is designed at a high level of quality, implementing the urban design policies and guidelines of the City of Burlington.

We certify that this report was prepared jointly by the identified authors and under the supervision of a Registered Professional Planner (RPP) within the meaning of the Ontario Professional Planners Institute Act, 1994.

Respectfully submitted,
MHBC

David A. McKay, MSc, MLAI, MCIP, RPP
Vice President and Partner



Maire Stea, BES
Intermediate Planner

A

Appendix A: Draft Official Plan Amendment

The Corporation of the City of Burlington By-law

Burlington By-law XX-202X

A by-law to adopt Official Plan Amendment No. 135 to amend the existing "Business Corridor" designation of 5051 Harvester Road to permit a 5-storey non-residential building.
File:XXXXX

Whereas the Council of the Corporation of the City of Burlington in accordance with the provisions of Section 17 and 21 of the Planning Act, 1990, as amended, approved the recommendation in community planning department report XXX at its meeting held on XXXX.

Now therefore the Council of the Corporation of the City of Burlington hereby enacts as follows:

1. That Amendment No. XXX to the Official Plan (1994) of the Burlington Planning Area consisting of the attached amendment and supporting documentation is hereby adopted.

2. That this by-law shall come into full force and take effect on the final day of passing thereof.

Enacted and passed this XX day of XXXX

Deputy Mayor Shawna Stolte _____

City Clerk Kevin Arjoon _____

OFFICIAL PLAN AMENDMENT

AMENDMENT NO. XXX TO THE OFFICIAL PLAN

OF THE BURLINGTON PLANNING AREA

CONSTITUTIONAL STATEMENT

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

PART A – PREAMBLE

1. PURPOSE OF THE AMENDMENT

The purpose of this Amendment is to amend the existing "Business Corridor" designation of 5051 Harvester Road to permit a 5-storey non-residential building on the subject lands with a Floor Area Ratio of 2.4.

2. SITE AND LOCATION

The subject lands are municipally known as 5051 Harvester Road and are located on the east side of Appleby Line. The lands are generally rectangular in shape, have a total net lot area of 1.29 ha (3.19 acres) and has 76.2 metres of frontage on Appleby Line.

3. BASIS FOR THE AMENDMENT

a) The subject applications propose intensification that is consistent with the Provincial Policy Statement (PPS), 2020. The PPS promotes a range and mix of uses efficiently uses land, resources, infrastructure, and public service facilities and is supportive of public transit.

b) Intensification of land within built-up, serviced areas of the City makes more efficient use of existing developed lands and meets the intent of the Growth Plan and the Region of Halton Official Plan.

c) The proposed non-residential building consists of a height of 5 storeys, and a Floor Area Ratio of 2.4. The Business Corridor designation permits non-residential uses with a maximum floor area ratio for office use of up to 0.5:1.

d) The subject lands are within close proximity of commercial land uses, various community services and facilities, and is directly serviced by Burlington Transit

PART B – THE AMENDMENT

1. DETAILS OF THE AMENDMENT

Map Change:
Schedule B indicates the lands to be maintained within the designation of Business Corridor with site specific provisions.

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

By adding the following site-specific policy X) at the end of Part III, Land Use Policies – Urban Planning Area, Section 3.4 Business Corridor, Subsection 3.4.3 as follows:

5051 Harvester Road	x) Notwithstanding the policies of Part III, Subsection 3.4.2(b) and (e) of this plan on the lands designated "Business Corridor" and identified as 5051 Harvester Road, the following policies *shall* apply: i) the maximum Floor Area Ratio *shall be* 2.5; ii) service commercial uses are permitted as a standalone use; iii) there is no limit on the percentage of total floor area of any one building used for ancillary uses, including restaurant uses.

2. INTERPRETATION

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

3. IMPLEMENTATION

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

Appendix B: Draft Zoning By-law Amendment

B

The Corporation of the City of Burlington

Burlington By-Law number 202X.XX

A By-law to amend By-law 2020, as amended; 5051 Harvester Road
File No.: XXXX

Whereas Section 34(1) of the Planning Act, R.S.O. 1990, c. P. 13, as amended, states that Zoning By-laws may be passed by the councils of local municipalities; and

Now therefore, the Council of the Corporation of the City of Burlington hereby enacts as follows:

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

2. PART 14 of By-law 2020, as amended, Exceptions to Zone Classifications, is amended by amending Exception 62 as follows:

Exception 62	Zone BC1-62	Map XXX	Amendment 202X.XX	Enacted XXXXXX

For the lands designated as "A" on Schedule "A":

1) **Permitted Uses:**
Notwithstanding the uses permitted in a BC1 zone, the following uses are also permitted:

(a) Service Commercial: Fast Food Restaurant with Drive-Through Facilities

(b) Office Uses: All Office Uses

(c) Self-storage facility

(d) Accessory retail use

2) **Regulations:**

All permitted uses are subject to the following regulations:

(a) Lot Area (minimum):	1.2 ha
(b) Floor area office use (minimum):	0.1 times the lot area
(c) Floor area (maximum):	2.5 times the lot area
(d) Maximum Height	5 storeys, 35 m
(e) Required Parking Spaces	160 parking spaces
(f) Loading Spaces	1 interior space
(g) Accessible Parking Spaces	5 spaces

For the lands designated as "B" on Schedule "A":

3) **Permitted Uses:**
Notwithstanding the uses permitted in a BC1 zone, the following uses are also permitted:

(a) Service Commercial: Fast Food Restaurant with Drive-Through Facilities

(b) Office Uses: All Office Uses

4) **Regulations:**

(a) Lot Area (minimum):	0.8 ha
(b) Landscape strip:	0 m

Floor Area

Office Building:	no minimum floor area required

Fast Food Restaurant: no maximum floor area Except as amended herein, all other provisions of this By-law, as amended, shall apply

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

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

Enacted and passed this XXX day of XXX.

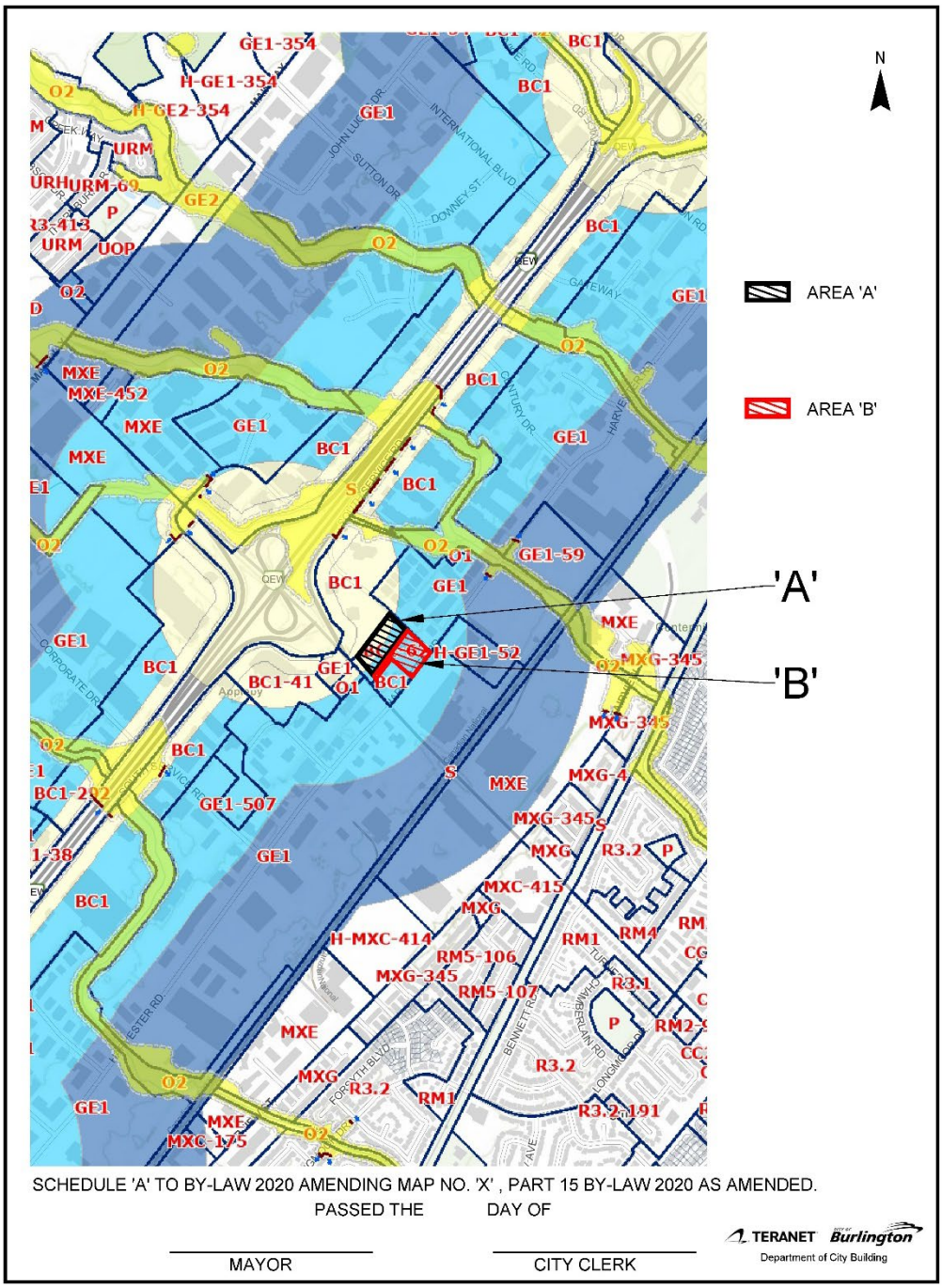
Mayor Marianne Meed Ward _____

City Clerk Kevin Arjoon _____

Explanation of Purpose and Effect of By-Law 2020.XXX

By-law 2020.XXX rezones 5051 Harvester Road to permit a 5-storey non-residential building and existing non-residential uses.

Schedule “A”


N
AREA 'A'
AREA 'B'
'A'
'B'
GE1-354
H-GE1-354
H-GE2-354
URM
URH
URM-69
P
R3.413
URM
UOP
GE2
O2
MXE
MXE-452
GE1
BC1
GE1-59
O1
H-GE1-52
MXG-345
BC1-41
BC1-202
GE1-507
MXC-415
MXG
R3.2
H-MXC-414
RM5-106
RM1
RM4
R3.1
RM5-107
R3.2.191
MXC-175
SCHEDULE 'A' TO BY-LAW 2020 AMENDING MAP NO. 'X' , PART 15 BY-LAW 2020 AS AMENDED.
PASSED THE DAY OF
MAYOR
CITY CLERK
TERANET
Burlington
Department of City Building

Appendix C: Provincial Policy Statement, 2020

C

APPENDIX C: PROVINCIAL POLICY ANALYSIS

The Provincial Policy Statement, 2020 ("PPS") was approved by the Ministry of Municipal Affairs and Housing on May 1st, 2020 and functions as the policy foundation for regulating the development and use of land in Ontario.

The PPS aims to facilitate the construction of healthy, livable, safe communities by encouraging efficient use of land, resources, and infrastructure that in turn contribute to citizens' wellbeing, economic vitality, and environmental protection. The following is a summary of policies within the PPS applicable to the proposal and how the proposal responds to those policies.

The following is an analysis of the proposed Official Plan and Zoning By-law Amendments in relation to the 2020 Provincial Policy Statement.

Section 1.0 Building Strong Healthy Communities

Policy 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1,** describes how healthy, liveable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendments address them.

POLICY	**EVALUTION**
a) *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*	The proposed amendments will permit development of non-residential use within the City's Employment Lands designation. The proposed development represents efficient development and land use and will not negatively impact the financial well-being of the neighbourhood, City and/or Province over the long term.
b) Accommodating an appropriate range and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for the older persons), employment (including industrial and commercial), institutional (including places of worship, centuries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;	The proposed amendments will contribute to a range and mix of employment, office, and accessory retail uses, meeting the needs of existing and future residents and employees of the area.

c) *Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*	The Subject Lands are located in an area designated for growth and development, and not located in an area subject to environmental, public health or safety concerns.
d) *Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*	The Subject Lands are located within a settlement area. No expansion to the existing settlement area boundary is required to accommodate the proposed development.
e) *Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*	The proposed development will utilize existing public services to the Subject Lands, thereby minimizing servicing costs to the Region.
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;*	The proposed building will be constructed in accordance with the Building Code, AODA and all required accessible standards.
g) *Ensuring that necessary infrastructure, electricity generation facilities and transmissions and distribution systems, and public service facilities are or will be available to meet current or projected needs; and*	The proposed development will take advantage of existing infrastructure available to the Subject Lands, reducing servicing costs.
h) *Promoting development and land use patterns that conserve biodiversity and.*	The proposed development is consistent with the development pattern of the Subject Lands and the surrounding community and will have minimal impact on the environment.
i) *Promoting development and land use patterns that conserve biodiversity and consider the impacts of changing climate.*	The proposed development will not have any impacts on the environment and is located near local transit that will promote patterns of development that reduce impacts on climate change.

Policy 1.1.2 states that *sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed*

by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

> **Evaluation:** The proposed amendments will permit employment (self-storage), accessory retail and accessory office development within the Built Boundary and will assist the City in meeting its growth projections.

Policy 1.1.3 – Settlement Areas

This Provincial Policy Statement is applicable to the proposed development as it states that:

> "the vitality of settlement areas is critical to the long-term economic prosperity of our communities…It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures."

Within this policy, the following is relevant:

Policy 1.1.3.1 of the PPS states *that settlement areas shall be the focus of growth and development*.

> **Evaluation:** The proposed development is situated within the City's urban boundary. The proposal represents intensification and redevelopment of an existing underutilized property within the City of Burlington. The proposal is compatible with the existing residential, employment, commercial and environmental uses within proximity to the Subject Lands.

Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) *Efficiently use land and resources;*
b) *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 uneconomic expansion;*
c) *Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
d) *Support active transportation;*
e) *Are transit-supportive, where transit is planned, exists or may be developed; and*
f) *Are freight-supportive.*

> **Evaluation:** The proposed development supports Policy 1.1.3.2 as the proposal will allow for development of vacant land for a high density built form and will connect to the existing and planned municipal infrastructure in the area. The proposed development will provide an efficient use of land and resources by maximizing the developable area of the property. The proposed employment (self-storage), accessory retail and office uses are situated in the Business Corridor in the City OP. The proposed self-storage uses are in proximity to existing residential neighbourhoods and businesses, which will assist in reducing the travel

distance and carbon emissions for users in the community. The proposal will be serviced by public transportation along Harvester Road, Appleby Line and the Appleby GO train station.

Policy 1.1.3.3 of the PPS states that *planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through 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 require to accommodate projected needs.*

Evaluation: The proposed development will facilitate and support appropriate commercial growth within Burlington. The proposed development will assist the City in achieving the required intensification at this location, providing 180 jobs per ha in a MTSA.

Policy 1.1.3.4 of the PPS states *that appropriate development standards be promoted which facilitate intensification, redevelopment, and compact form while maintaining appropriate levels of public health and safety*.

Evaluation: The proposal acknowledges the importance of intensification and compact form. As such, the proposed 5-storey non-residential building represents an efficient development of the lands. The proposal will not result in public health and safety issues.

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

Evaluation: The proposed development is compact and will efficiently utilize public service facilities. The proposed amendments will permit intensification appropriate for the Subject Lands.

Section 1.3 Employment

Policy 1.3.1 states that Planning authorities shall promote economic development and competitiveness by:

a) *providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;*
b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
c) *Facilitating the conditions of economic investment by identifying strategic sites for investment, monitoring the availability of suitable of employment sites, including market-ready sites, and seeking to address potential barriers to investment.;*
d) *Encouraging compact, mixed –use development that incorporates compatible employment uses to support livable and resilient communities within consideration of housing policy 1.4; and*

e) *Ensuring the necessary infrastructure is provided to support current and projecting needs*

Evaluation: The proposed development supports Policy 1.3.1 as the proposal contributes to the mix and range of commercial uses in the area. The addition of self-storage, office and accessory retail uses will provide further opportunities for a diversified economic base in the area and will support the needs of residents and businesses. The proposal will require a minimal amount of infrastructure and will utilize existing infrastructure available to the Subject Lands.

Section 1.6 – Infrastructure and Public Service Facilities

Policy 1.6.6.2 states that *municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.*

Evaluation: The proposed development will take advantage of the municipal sewage services and municipal water services available to service the Subject Lands.

Policy 1.6.6.7 states that *planning for stormwater management shall:*

a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
b) *minimize, or, where possible, prevent increases in contaminant loads;*
c) *minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
d) *mitigate risks to human health, safety, property and the environment;*
e) *maximize the extent and function of vegetative and pervious surfaces; and*
f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

Evaluation: The Functional Servicing and Stormwater Management Report prepared by Crozier confirms the Subject Lands can be readily serviced and meet the objectives of the regulatory agencies with the proposed servicing outlined in their report and accompanying drawings and figures.

Policy 1.6.7.2 of the PPS states that *efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

Evaluation: The Subject Lands are in proximity to bus routes and Appleby GO train station, providing additional opportunities and connections to the City of Burlington. The proposed development will intensify the Subject Lands to support the existing and planned transportation infrastructure.

Policy 1.6.7.4 of the PPS states that *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.*

> **Evaluation:** The proposed density of 180 jobs per ha is in a compact urban form is highly supportive of existing and emerging transit and active transportation options such as cycling and walking.

Section 1.7 Long-Term Economic Prosperity

Policy 1.7.1 states that *long-term economic prosperity should be supported by:*

a) promoting opportunities for economic development and community investment-readiness;
c) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;
d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
j) promoting energy conservation and providing opportunities for increased energy supply;

> **Evaluation:** The proposed development is within and in accordance with a Business Corridor designation in the City OP (as is proposed to be amended). The proposal introduces a use that is complementary to the surrounding employment, office and residential uses. The proposed development represents an intensification of the Subject Lands and will utilize the existing infrastructure available for the site, taking advantage of infrastructure investments. The proposed design is well designed, with the built form framing the streets appropriately to create a sense of place. Lastly, the proposed building incorporates energy conservation measures as well as provides increased energy supply through the solar panels which will be located on the roof of the facility.

Section 1.8 Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 describes how Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

POLICY	**EVALUATION**
a) promote compact form and a structure of nodes and corridors;	The proposed development represents an efficient use of the Subject Lands and will be in a compact form, making an efficient use of land and infrastructure at an appropriate density of 2.1 FSI on the Dymon lot.

b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*	The proposed development is currently in proximity to existing transit stops and Appleby GO train station for employees and visitors to take on active transportation options. The proposal will take advantage of existing facilities connecting the proposed non-residential mixed-use building to the surrounding residential, commercial and employment uses.
e) *Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*	The proposed development is in proximity to the residential and employment uses in the surrounding areas. The introduction of non-residential uses on the development area will help reduce commute time and emissions, allowing residents and employees to have an easy access live-work environment.
f) *Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure, and*	The proposed development will maximize energy efficiency and conservation through sustainable design, building efficiency and reducing automobile dependence.
g) *maximize vegetation within settlement areas, where feasible.*	The proposal enhances the existing vegetation along the north property line as well as provides appropriate streetscaping along Appleby Line and South Service Road.

Section 2.6 – Cultural Heritage and Archaeology

Policy 2.6.2 states that development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

> **Evaluation:** Should any archaeological resources be found during construction, the appropriate authorities will be notified.

Section 3.2 – Human-Made Hazards

Policy 3.2.2 states that sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

Evaluation: No contamination has been identified from previous uses on the Subject Lands.

Based on our analysis, the proposed Official Plan and Zoning By-law Amendments are consistent with the PPS.

D

Appendix D: Growth Plan Analysis

APPENDIX D: GROWTH PLAN ANALYSIS

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan"), as amended on August 28th, 2020, is applicable to the Subject Lands. The management of growth in existing areas, and where it should be taking place, is guided through the Growth Plan as it recognizes the importance of intensification and the way municipalities plan that growth.

An analysis of the Growth Plan policies has been conducted to demonstrate that the Zoning By-law Amendment is in keeping with the direction of the Growth Plan policies. The following is a summary of the key policies that are directly engaged by the proposed development.

Section 1.2.1 Guiding Principles

Section 1.2.1 states that the *successful realization of this vision for the GGH centres on effective collaboration amongst the Province, other levels of government, First Nations and Métis communities, residents, private and non-profit sectors across all industries, and other stakeholders. The policies of this Plan regarding how land is developed, resources are managed and protected, and public dollars are invested are based on the following principles:*

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.*

  Evaluation: The proposal satisfies this vision for growth in the Greater Golden Horseshoe by contributing to vibrant and complete community in an area where non-residential uses are planned. The proposal supports the optimization of existing water, wastewater, stormwater infrastructure and transit infrastructure through its compact built form.

Section 2.2.1 – Managing Growth

Policy 2.2.1.1 provides that the forecasted population and employment growth identified within the Growth Plan will be used for planning and managing growth in the Growth Plan to the horizon of this Plan.

Evaluation: The proposed amendment will permit retail, office, and self-storage uses which will assist in achieving the employment targets for the Region and City as set out in this policy and in Schedule 3 of the Growth Plan.

Policy 2.2.1.2 directs that the forecasted growth should be allocated based on the following priorities:

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;*

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

e) *development will be generally directed away from hazardous lands*.

Evaluation: The proposal supports the Growth Plan's intensification directives by:
- adding accessory commercial uses within the Built Boundary that supports growth in a settlement area with existing and planned public infrastructure;
- providing a use within the settlement area that supports the complete communities intentions of the policies;
- providing an additional self-storage use to the existing mixture of commercial, retail and employment uses, in proximity to transit; and
- proposing a higher intensity built form in an area designated for intensification.

Policy 2.2.1.4 of the Growth Plan requires the proposal to support the achievement of complete communities that provide the following:

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

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*

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*.

Evaluation: The proposed development will contribute to achieving complete community by:

- providing non-residential uses that is appropriately located to serve the needs of existing and future residents and businesses;
- providing conveniences to the community through locating along a Multi-Purpose Arterial designation and in proximity to Highway;
- proposing a high-quality built form with high visual interest;
- the proposed development on the Subject Lands will reduce the demand of vehicles by being located in proximity to transit options thereby reducing travel demands and thus greenhouse gas emissions; and
- providing green infrastructure and low impact development features.

Section 2.2.2 – Delineated Built-up Areas

Policy 2.2.2.2 of the Grown Plan requires *that 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.*

Evaluation: The proposal will contribute to achieving the minimum employment targets within the built-up area for the City of Burlington, providing a total of approximately 180 jobs per ha within a MTSA.

Section 2.2.4.2 states that *major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station*.

Evaluation: The Growth Plan defines major transit station areas as the area within an approximate 500 m to 800 m radius of a transit station, representing about a 5 to 10 minute walk. Given this, the proposal contributes an increase of employment density through a proposal within an area which meets the definition of a major transit station area thus encouraging walking and transit. Appleby GO Station is also an MTSA in the YROP and City of Burlington OP.

Section 2.2.4.3 states that *Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*

c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

Evaluation: The proposal contributes to achieving the minimum density target for an area which meets the definition of a major transit station area by providing an estimated employment density of 180 jobs per hectare, optimizing the nearby investment made by the Province, Region and City.

Policy 2.2.4.9 states that *within all major transit station areas, development will be supported, where appropriate, by:*

a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

Evaluation: The proposed development will supports the Growth Plan's major transit station area policy directives by:

- proposing non-residential building that will add to the mix of uses in the area and support the planned Appleby GO MTSA; and
- proposing a higher density building that will support achievement of transit-supportive densities.

Section 2.2.5 – Employment

Policy 2.2.5.1 states Economic development and competitiveness in the GGH will be promoted by:

a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;
b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;
c) planning to better connect areas with high employment densities to transit; and
d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.

Evaluation: The proposed development will contribute to the overall employment density by making efficient use of the Subject Lands located within an Employment Area designation providing a total of 180 jobs per ha within a MTSA. The proposed accessory retail, office and employment (self-storage) uses will be compatible with existing and future development in the surrounding area.

Section 3.2.2 – Transportation – General

Policy 3.2.2.2 states that *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;
d) offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;

Evaluation: The proposal will connect to the existing public sidewalks that integrate bus stops. The Subject Lands will connect the existing and future employees and guests with the surrounding area.

Section 3.2.7 – Stormwater Management

Policy 3.2.7.2 states that *proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*

a) is informed by a subwatershed plan or equivalent;
b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;
c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and
d) aligns with the stormwater master plan or equivalent for the settlement area, where applicable.

Evaluation: The proposal will integrate stormwater management best practices, such as low impact development techniques and a green roof to meet subwatershed planning requirements in the City as further outlined by the Stormwater Management Report prepared by Crozier.

Based on our analysis, the proposed Official Plan and Zoning By-law Amendments conform to the Growth Plan.

Appendix E: Region of Halton Official Plan Analysis

E

APPENDIX E: HALTON REGION OFFICIAL PLAN ANALYSIS

The Regional Municipality of Halton Official Plan ("RHOP") was adopted by Council on March 30, 1994 and subsequently approved, with modifications, by the Minister of Municipal Affairs and Housing on November 27, 1995. Regional Official Plan Amendments 48 and 49 were adopted by Regional Council and modified and approved by the Ministry of Municipal Affairs and Housing on November 10, 2021 and November 4, 2022, respectively. The current Office Consolidation of the Official Plan is November 4, 2022.

The Subject Lands are located within the Urban Area on **Map 1 – Regional Urban Structure**. The Subject Lands are located within an Employment Area on **Map 1C – Future Strategic Employment Areas**. Appleby Line is designated as a Major Arterial road on **Map 3 – Functional Plan of Major Transportation** Facilities. The Subject Lands are designated Employment Area, Major Transit Station Area (MTSA) and located within the Regional Intensification Corridor in Regional Urban Boundary on **Map 1H – Regional Urban Structure.**

The proposed development site is located within the City of Burlington, under the Region of Halton, as such the RHOP is applicable to the proposed Zoning By-law Amendment application.

Table 2 of the RHOP outlines the Intensification and Density Targets for each municipality. The Employment Area density target for Burlington is *33 jobs her hectare by 2041.*

> **Evaluation:** The proposed development provides for employment uses within an Employment Area, providing for a density of approximately 160 jobs per ha.

Section 72 Urban Area and the Regional Urban Structure

Policy 72 provides the following Urban Area objectives:

1) *To accommodate growth in accordance with the Region's desire to improve and maintain regional unity, retain local community identity, create healthy communities, promote economic prosperity, maintain a high quality, sustainable natural environment, and preserve certain landscapes permanently.*
2) *To support a form of growth that is compact and supportive of transit usage and non-motorized modes of travel, reduces the dependence on the automobile, makes efficient use of space and services, promotes live-work relationships and fosters a strong and competitive economy.*
4) *To ensure that growth takes place commensurately both within and outside the Built Boundary.*
6) *To identify a Regional Urban Structure that directs growth to Strategic Growth Areas and protects Regional Employment Areas.*
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.*
9) *To facilitate and promote intensification and increased densities.*
10) *To provide for an appropriate range and balance of employment uses including industrial, office and retail and institutional uses to meet long-term needs.*

10.1) To direct where employment uses should be located and to protect areas designated for such uses.

Evaluation: The proposed self-storage, accessory retail and office development will promote creating a healthy community by locating such uses in proximity to existing public transit, residential development and infrastructure. The Subject Lands are in proximity to these services and encourage walkability and active transportation to serve the needs and reduce the demand of vehicles, thereby reducing travel demands and thus greenhouse gas emissions. The proposed development will further promote a live-work relationship with the existing community and support the local economy. The proposed development foster growth within the urban boundary of the City of Burlington, specifically promoting growth that is compact and supportive of transit.

Policies 74, 75, 76 outline that *Urban Areas consist of where urban services are or will be available to accommodate existing and future urban development and amenities. From this, these areas are planned to accommodate a distribution of population and employment, within a range of permitted uses and creation of new lots in accordance with Local Official Plans and Zoning By-laws.*

Evaluation: The proposed development will provide self-storage, accessory retail and office uses that will be fully serviced by existing municipal services, as confirmed within the Functional Servicing Report prepared by Crozier. The proposed development will conform to the policy direction of the Local Official Plan.

Policy 77(5) outlines the Area-Specific Plans or policies for major growth areas, and shall include:

a) a general statement of the intended character of the area or community,
b) boundaries of the area or community,
c) policies for the protection of the Regional Natural Heritage System and for the protection of public health and safety within hazard lands,
d) capacity targets of population, housing units and employment, including targets for Affordable Housing,
e) land use patterns that promote mixed-use, compact, transit-supportive, walkable communities, including the locations of local facilities for social, cultural, recreational, educational and religious purposes,
f) location, types and density of residential and employment lands that contribute to creating healthy communities through:
  i. urban design,
  ii. diversity of land uses,
  iii. appropriate mix and densities of housing,
  iv. provision of local parks and open space,
  v. strengthening live-work relationship through a proper balance of residential and employment land uses, and
  vi. promoting active transportation and public transit use.
f.1) consideration for land use compatibility in accordance with Regional and Ministry of the Environment guidelines,

g) overall development density for the area or community and, if it is located within the Designated Greenfield Area, how this density will contribute towards achieving the minimum overall development density for Designated Greenfield Areas in the Local Municipality as set out in Table 2 and the Regional phasing as set out in Table 2a,
h) a transportation network that promotes public transit and active transportation, including a strategy for early introduction of transit services,
i) development phasing,
j) storm water management or, if the scale of development justifies, a Sub-watershed Study as per Section 145(9),
k) Environmental Impact Assessments, if any part of the Regional Natural Heritage System is affected in an area not covered by a Sub-watershed Study,
l) an Air Quality Impact Assessment based on guidelines under Section 143(2.1),
m) water and wastewater servicing plans,
n) provision of utilities,
o) a fiscal impact analysis,
p) a community infrastructure plan, based on Regional guidelines, describing where, how and when public services for health, education, recreation, socio-cultural activities, safety and security and Affordable Housing will be provided to serve the community, and
q) an Agricultural Impact Assessment on potential impact of urban development on existing agricultural operations, including the requirement for compliance with the Minimum Distance Separation formulae where an agricultural operation is outside the Urban Area.

Evaluation: The proposed development will provide for employment uses within the Employment Area that promotes the surrounding mixed-use, compact and transit-supportive community. The development will assist the Region in meeting targets for Employment, while also providing for good urban design and adding to the diversity of land uses. The development is also well-serviced by existing transit and pedestrian facilities along Appleby Line / Harvester Road.

Regional Urban Structure

Policy 78.1 states that *the objectives of the Regional Urban Structure are:*

4) To identify Regional Employment Areas and protect them for long-term employment use, while providing flexibility to address changes in the role and function of these areas in relation to prevailing trends in the economy of the Region.
5) To support climate change mitigation by directing growth to areas that will support achieving complete communities and the minimum intensification and density target of this Plan as well as reducing dependence on the automobile and supporting existing and planned transit and active transportation.

Evaluation: The proposed development provides for additional Employment uses within an Employment Area, maintaining the envisioned use for the site.

Strategic Growth Areas

Policy 79 states the objectives of Strategic Growth Areas are:

1) *To provide an urban form that is complementary to existing developed areas, uses space more economically, promotes live-work relationships, fosters social interaction, enhances public safety and security, reduces travel by private automobile, promotes active transportation, and is environmentally more sustainable in order to promote the development of complete communities.*
2) *To provide opportunities for more cost-efficient and innovative urban design.*
3) *To provide a range of employment opportunities, facilities and services in centralized locations that are readily accessible by public transit.*
4) *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support neighbourhoods.*
5) *To create a vibrant, diverse and pedestrian-oriented urban environment.*
6) *To cumulatively attract a significant portion of population and employment growth.*
8) *To support transit and active transportation for everyday activities*
9) *To generally achieve higher densities than the surrounding areas.*
10) *To achieve an appropriate transition of built form to adjacent areas*

Evaluation: The proposed development is located in proximity to Appleby GO station which is identified as a Strategic Growth Area, specifically a Major Transit Station, as per Map 1H in the RHOP. The proposed development will provide an urban form that will use space more economically through a 5-storey non-residential building with self-storage, accessory retail and office uses. The proposed development will create a complete community in the Aldershot GO station area by providing additional employment opportunities within an area that contains existing mixed uses.

Policy 79.3 states it is the policy of the Region to:

1) *Direct development with higher densities and mixed uses to Strategic Growth Areas in accordance with the hierarchy identified in Section 79.2 of this Plan.*
2) *Require Local Official Plans to identify Strategic Growth Areas with detailed boundaries in accordance with the objectives and policies of this Plan, and for Urban Growth Centres, Major Transit Station Areas, and Primary Regional Nodes, in accordance with the boundaries as delineated on Map 1H and Map 6.*
6) *Require the Local Municipalities to ensure the proper integration of Strategic Growth 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.*
7) *Require the Local Municipalities to:*
    a. *include Official Plan policies and adopt Zoning By-laws to meet intensification and mixed-use objectives for Strategic Growth Areas;*
    b. *prescribe in Official Plans and Zoning By-laws minimum development densities for lands within Strategic Growth Areas in accordance with Table 2b, where applicable;*
    d. *promote development densities that will support existing and planned transit services.*

Evaluation: The proposed development meets the intent of requiring mixed uses to be located within a Strategic Growth Area by providing a 5-storey commercial building on the Subject Lands. The proposed development contains appropriate landscaping and buffer areas to provide screening which allows for a smooth built form transition to the surrounding area and therefore, will maintain the existing character of an Employment area.

Major Transit Station Areas

Policy 81 states that objectives of the Major Transit Station Areas are:

2) *To provide a range and mix of transit-supportive uses, such as residential, retail, office and public uses, as well as public service facilities and parks and open spaces that support the area in a pedestrian-oriented urban environment*
3) *To function as an important Strategic Growth Area component of the Regional Urban Structure and leverage infrastructure investment and frequent transit service to accommodate increased densities and transit-supportive growth.*
4) *To achieve multimodal access to stations and support complete communities.*
6) *To protect existing employment uses within and adjacent to Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved. New developments are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.*

Evaluation: The Subject Lands is located within the Appleby GO MTSA, providing a commercial building with self-storage, accessory retail and office uses with access to existing transit uses. The proposed development is compatibility with adjacent development as it is a non-residential use within an Employment Area and therefore, will maintain the physical character of the existing area.

Regional Intensification Corridor

Policy 82.3 states that the *objectives of the Regional Intensification Corridor, identified conceptually on Map 1H, are:*

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

Evaluation: The proposed development provides for a range of employment uses (self-storage, office and accessory retail) within a Regional Intensification Corridor that will accommodate the existing context.

Policy 82.6 states that in *some areas of the Region, the Regional Intensification Corridors are located within Employment Areas. Within these areas, the purpose of the Regional Intensification Corridors is to support a range and mix of employment uses and higher density employment uses, consistent with the policies that apply to Employment Areas in Sections 83 to 83.2 of this Plan.*

Evaluation: The proposed development provides for a range of employment uses (self-storage, office and accessory retail) within a Regional Intensification Corridor that will contribute to the local economic base and therefore, meets the intent of this policy.

Employment Areas

Policy 83 states *The objectives of the Employment Areas are:*

1) *To ensure the availability of sufficient land for employment to accommodate forecasted growth to support Halton's and its Local Municipalities' economic competitiveness.*
2) *To provide, in conjunction with those employment uses within the residential and mixed use areas of the communities, opportunities for a fully-diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.*
3) *To locate Employment Areas in the vicinity of existing major highway interchanges and rail yards, where appropriate, within the Urban Area.*
4) *To recognize the changing nature of employment and to recognize the role of Employment Areas in accommodating a diverse range of innovative employment uses and supporting the overall Regional Urban Structure.*

Evaluation: The proposed development provides for a range of employment uses (self-storage, office and accessory retail) within an Employment Area that will add to the local economic base, and is located near the Queen Elizabeth Way (a highway corridor).

Policy 83.2 states *it is the policy of the Region to:*

(1) Plan for Employment Areas by:
- a) *prohibiting residential uses;*
- b) *prohibiting major retail uses;*
- c) *permitting a range of employment uses including but not limited to industrial, manufacturing, warehousing, and office uses;*
- d) *permitting a range of ancillary uses that are associated with an employment use or supportive of the overall Employment Area, as identified in Local Official Plans in accordance with Section 83.2(6)b) of this Plan;*

….

(2) Plan for, protect and preserve the Employment Areas for current and future use. Development in proximity to major facilities are required to meet the Provincial Policy Statement, 2020 requirements for land use compatibility.

(3) Ensure the necessary infrastructure is provided to support the development of the Employment Areas in accordance with policies of this Plan.
(5) Require development within the Employment Areas to support achieving the density target identified in Table 2 of this Plan.
(6) Require Local Municipalities to plan for Employment Areas by:
a) delineating and protecting the Employment Areas as identified on Map 1H of this Plan;
b) developing policies and land use designations for lands within the Employment Areas that:
i. support accommodating forecast employment growth as identified in Table 1 and achieving the Employment Area density targets identified in Table 2 of this Plan;
ii. identify a range of employment uses, ancillary uses, and sensitive land uses, as appropriate for the planned function of the specific land use designations and their role within the Regional Urban Structure and Local Urban Structures;
iii. require land use compatibility studies for sensitive land uses in accordance with Section 143(12) of this Plan; and
iv. ensure an appropriate interface is provided between the Employment Areas and adjacent non-employment areas and between specific employment designations in the Local Official Plan to maintain land use compatibility.
v. promoting intensification and increased densities in both new and existing Employment Areas by facilitating compact, transit-supportive built form, development of active transportation networks, and minimizing surface parking.

Evaluation: The proposed development proposes employment uses within an Employment Area, including warehousing, office and accessory retail uses, assisting the City and Region in achieving density targets. It is noted that the definition of 'employment area' in the ROP (229.1) is "areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities" and therefore the proposal is in conformity with this definition. The proposed development will utilize existing infrastructure, as outlined in the Functional Servicing and Stormwater Management Report prepared by Crozier.

Urban (Water Supply and Wastewater Treatment) Services

Policy 87 states that *to provide satisfactory levels of urban services in the Urban Area to meet existing and future requirements.*

Evaluation: The proposed development will utilize the urban services to meet existing and future requirements.

Policy 88 provides the following objectives for urban services:

1) to provide satisfactory levels of urban services in the Urban Area to meet existing and future requirements.
2) To provide a staged program for the improvement and extension of urban services:
a) Within the financial capabilities of the Region,

b) Meeting or exceeding provincial environmental standards

Evaluation: The Functional Servicing and Stormwater Management Report prepared by Crozier states the Subject Lands can be readily serviced and meet the objectives of the regulatory agencies with the proposed servicing outlined in this report and accompanying drawings and figures.

Economic Development

Policy 168 states *the goal for economic development is to achieve sustainable economic prosperity for Halton on the basis of its competitive location, innovative businesses, skilled labour force, high quality infrastructure, sustainable natural resources, a positive business environment, and a diversified economic base.*

Evaluation: The proposed development will contribute to the overall employment density by making efficient use of the Subject Lands. The proposed accessory retail, office and self-storage uses will be compatible with existing and future development in the surrounding area.

Transportation

Policy 172 provides the following policies for Transportation:

9) To support the early introduction of public transit service in new development and redevelopment areas and in intensification areas.
9.1) To ensure development is designed to support active transportation and public transit.
10) To promote land use patterns and densities that foster strong live-work relationships and can be easily and effectively served by public transit and active transportation.
12) To support the provision of public transit service, within reasonable walking distance and at reasonable cost, to all sectors of the public, including persons with a physical disability.

Evaluation: The proposed development will contribute to achieving complete community with the following:

- Providing conveniences to the community through the following:
  - Connecting with the community through transportation modes, including public transportation and existing network of walkways;
  - Location in a planned Employment Area of the community; and
- The proposed development on the Subject Lands will reduce the demand of vehicles by being located in proximity to transit options, thereby reducing travel demands and thus greenhouse gas emissions.

Based on the above analysis, it is concluded that the proposed Official Plan and Zoning By-law Amendments conform to the Region of Halton Official Plan.

Appendix F: City of Burlington Official Plan 1997 Analysis

APPENDIX F: CITY OF BURLINGTON (1997) OFFICIAL PLAN ANALYSIS

The City of Burlington Official Plan 1997 ('OP') was approved by Halton Region, with modifications, on March 5, 1997. Due to a number of appeals, certain parts of the plan were referred to the Ontario Land Tribunal (formerly the Ontario Municipal Board) for a decision. The following Official Plan documents were approved by the Ontario Land Tribunal in 2008. Content and maps were updated in 2019.

The Subject Lands are designated Employment Lands on Schedule A – Settlement Pattern and Business Corridor on Schedule B – Comprehensive Land Use Plan, Urban Planning Area. Appleby Line is a Multi-Purpose Arterial on Schedule J – Classification of Transportation Facilities.

The following is a summary of the policies applicable to the proposed development.

Part I – 3.0 Guiding Principles

Section 3.0 states the urban and rural environment that is desired for the City of Burlington is summarized as follows:

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

Evaluation: The proposed self-storage, office and accessory retail development will promote creating a healthy and attractive community by locating such uses in proximity to existing and future employment uses, existing public transit, a residential area and infrastructure. The Subject Lands are in proximity to these services and encourage walkability and active transportation to serve the needs and reduce the demand of vehicles, thereby reducing travel demands and thus greenhouse gas emissions. The proposed development will further promote a live-work relationship with the existing community and support the local economy.

The proposed development will help foster growth within the City of Burlington's Employment Lands, specifically, the proposal will promote growth that is compact and supportive of transit.

Part II – Section 2.7 Sustainable Design and Compatibility

Policy 2.7.3 b) states the following as it relates to the site plan stage:

b) at the site planning stage, site plans will be reviewed for Sustainable Development considerations such as, but not limited to:

i. pedestrian movement within the site, to the street and to adjacent neighbourhoods;
ii. access to public transit;
iii. public safety;
iv. public views of the escarpment or lake;
v. energy efficiency;
vi. reflected/waste light;
vii. sensitivity to noise and vibration;
viii. preservation of existing trees and other vegetation;
ix. changes to topography and drainage patterns;
x. development guidelines for healthy communities; and
xi. appropriate protection and stewardship measures for greenways and/or watercourses as defined in adopted watershed and sub watershed plans.

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

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

f) Energy conservation shall be encouraged through community and site planning, design, and the use of energy-efficient materials and landscaping. When development applications are reviewed, consideration shall be given to energy conservation measures such as the solar orientation of streets and buildings, increased densities, walkability and decreased automobile dependency, and the use of landscaping and building materials.

Evaluation: The proposed development is located within walking distance to local transit lines along Appleby Line and within a 20-minute walk to the Appleby GO station. The proposed development is in proximity to existing housing, shopping, employment and transportation, providing future residents access to amenities within walking distance. The Sustainable Design policies are further discussed in the Urban Design Brief.

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

Evaluation: A Functional Servicing and Stormwater Management Report has been prepared by Crozier, which indicates that stormwater and groundwater quality control for

the proposed development will be met, providing an enhanced level of protection as stated by the MECP.

Part II – Section 3.0 Transportation

Policy 3.2.2 states the following policies as it relates to transportation:

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

j) Reduced parking ratios and/or standards and/or on-street parking ratios and/or standards may be permitted subject to evaluation by the City of the appropriateness of such standards, and implemented through the approval of development applications or other City initiatives.

k) Opportunities for the sharing of parking in mixed use developments will be considered subject to an evaluation by the City.

Evaluation: The proposed self-storage, office and accessory retail development supports active transportation and pedestrian movement through a pedestrian-orientated design that is located and well serviced by transit services along Harvester Road and Appleby Line and is in proximity to Appleby GO station.

Part II – Section 6.0 Urban Design

Policy 6.4 states the following public realm policies:

a) Design opportunities to enhance the quality of the public realm shall be encouraged as a part of the design of all municipal undertakings, including public parks and buildings, public streets, natural areas and all municipal engineering projects related to public spaces.

b) Existing streets shall be examined for their qualities as pedestrian spaces and visual links as well as carriers of traffic, and guidelines may be adopted to enhance these qualities.

c) "Traffic-calming" measures shall be implemented in certain areas to enhance the potential for pedestrian activity, through methods such as reduced speeds and road widths and on-street parking.

d) Design opportunities to introduce or improve links where existing areas are inadequately connected to each other or between important public areas shall be encouraged.

e) Improvements to existing streetscapes shall be encouraged when reconstruction occurs and shall be implemented in accordance with Council-approved Urban Design Guidelines, where such guidelines exist.

f) City Council shall place particular emphasis on the design of intersections of major roads in the City as marking major entrances into nearby neighbourhoods, and may require design measures that define these intersections.

g) *The design of all municipal undertakings shall promote adequate visibility of isolated areas from high traffic areas in order to promote public safety*.

Evaluation: An Urban Design Brief has been prepared in support of these applications. The Brief outlines that the proposal adheres to the vision and design direction for this area. The proposed development represents an appropriate development of the Subject Lands, in keeping with the Provincial and municipal policies and regulations. The proposed design will enhance the existing streetscape and create a street edge along all abutting public streets, and offer an active, safe environment to its users. The combination of landscaping and high-quality architectural design will result in a visually appealing design that is welcoming and inviting.

Section 6.5 Design Guidelines Policies

Section 6.5 states the following design guidelines policies:

a) *The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.*
b) *The compatibility of adjacent residential and non-residential development shall be encouraged through site design and buffering measures, including landscape screening and fencing.*
c) *The design of all buildings must recognize pedestrian scale, safety and the perception of safety and access and the preservation of public vistas and views.*
d) *The creation of a continuous and harmonious streetscape environment shall be encouraged with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings.*
e) *All developments shall be designed having regard for public transit accessibility in the Urban Planning Area, convenience and comfort, and access and parking for the physically challenged, and to ensure that the needs of persons with disabilities and other special needs groups are addressed.*
f) *City Council shall require that design plans promote public safety and security, with adequate visibility and lighting and the avoidance of secluded areas.*
g) *The location, amount, position and design of parking areas shall be reviewed to minimize their potential to erode the qualities of the public streetscape, and to lessen their visual impact. City Council shall require landscaped islands and screening in the design of large parking lots.*
h) *The streetscape appearance of major, multi-purpose and minor arterial roads and collector streets shall be enhanced by encouraging buildings to present their main building facades to these roads or to enhance their treatment to avoid the appearance of blank buildings at service entrances.*
i) *Reverse frontage lotting patterns and the use of acoustical walls next to major, multi-purpose and minor arterial and collector roads should be avoided. In addition, side and end elevations of buildings facing major, multi-purpose and minor arterial and collector roads should be designed with an upgraded level of architectural treatment for the purpose of avoiding the use of blank walls facing these roads. Building setbacks from the street are to be minimized along pedestrian and transit-oriented streets.*

j) The functional and visual impact of site servicing, loading, air conditioning and ventilation equipment and waste handling facilities shall be minimized, by integrating them into the building's main structure, by screening or by site design.

k) The City shall review and adopt lighting standards for City streets and facilities in order to minimize sky-glow while not compromising public safety. The impact of lighting associated with new development shall also be reviewed during the site plan approval process to minimize the intrusion and impacts of unwanted lighting into adjacent properties and to minimize sky glow.

m) All development shall be designed having regard for Sustainable Development considerations as set out in Part II, Subsection 2.7.3 of this Plan.

Evaluation: The proposed self-storage, office and accessory retail development provides an appropriate landscape buffer around the lot lines. Parking and loading areas will be screened by the proposed building and landscape buffers to minimize impacts on the public realm. Walkways and entrances will be barrier-free and consistent with provincial legislation guidelines and principles of universal design. The proposed development will ensure a high quality building site design that enhances the existing character of the neighbourhood with a high degree of architectural design. Further urban design features are discussed in greater detail in the Urban Design Brief.

Part III – Section 3.0 Employment Lands

Policy 3.1 states the following Employment Lands principles:

a) Burlington's employment and economic base shall be strengthened by providing a municipal environment that encourages the establishment, retention and expansion of businesses and institutions.

b) The economic strength of the City shall be improved by increasing job opportunities and expanding the assessment base through employment and economic development.

c) Economic development shall occur within the context of a balanced consideration of physical, social, economic and environmental demands and constraints.

d) Employment activities shall develop and operate in a fashion that is compatible with other land uses, especially residential.

e) A full range of industrial/manufacturing and office uses and related services shall be permitted in Employment Lands.

f) Employment activities that attract large numbers of employees shall be served by public transit.

g) A sufficient supply of lands for employment purposes shall be maintained to meet existing and future needs.

Evaluation: The proposed self-storage, office and accessory retail development is located within proximity to existing local transit. The proposed development maintains the employment lands designation on the Subject Lands and increases the City's employment opportunities and meets its overall economic growth objectives.

Policy 3.2.2 (a) states that *a sufficient supply of land designated for employment uses shall be maintained within the Urban Planning Area in order to meet anticipated short and long-term*

needs, including an adequate supply of serviced land and an allowance for choice in terms of location, size of property and servicing needs.

> **Evaluation:** The proposed self-storage, office and accessory retail development will maintain the Employment designation on the Subject Lands and therefore, meets the intent of this policy.

Policy 3.2.2 (b) states that *a maximum of 15 per cent of the total floor area of an industrial or office building in a General Employment or Business Corridor may be used for the purposes of the display and/or for the retail sale of products manufactured, processed, fabricated or assembled on the premises. In the case of industrial and office uses using less than 1,000 sq. m of total floor area, up to 25 per cent of the total floor area may be used for the display and/or for the retail sale of products manufactured, processed, fabricated or assembled on the premises.*

> **Evaluation:** The proposed accessory retail use is 3.7% of the total floor area, conforming with this policy.

Policy 3.2.2 (e) states that *in keeping with the provisions of the Growth Plan for the Greater Golden Horseshoe, development or re-development of permitted uses on lands identified as 'Employment Lands' on Schedule A of the Official Plan within a major transit station area shall have a minimum floor space index of 0.5 and a minimum building height of 2 storeys.*

> **Evaluation:** The proposed development will have a floor space index of 2.4 for the developable area and a building height of 5-storeys and therefore, is in keeping with the provisions of the Growth Plan and Policy 3.2.2(e).

Policy 3.4.1 provides the following Business Corridor objectives:

a) To provide locations in the City for prestige-type offices and industrial uses that require good access and high visibility along major transportation routes.
b) To permit a wide range of employment uses including office, industrial and related uses.
c) To establish high design and development standards for Business Corridor lands.

> **Evaluation:** The proposed self-storage, office and accessory retail development is located along a MTSA Secondary Connector, Frequent Transit Corridor and Transit Support Corridor. The proposed development will ensure a high quality building site design that enhances the existing character of the neighbourhood with a high degree of architectural design.

Policy 3.4.2 states the following general policies for lands designated within the Business Corridor:

a) The following uses may be permitted within the Business Corridor designation:
i. a broad range of office uses; industrial uses that involve assembling, fabricating, manufacturing, processing, warehousing and distribution uses, research and information processing, communications, utilities and transportation uses, and service trades, provided these uses are located within an enclosed building and are unlikely to cause significant pollution or excessive noise; hotel, conference and convention uses;

ii. *a limited range of retail commercial uses such as convenience stores, and a limited range of service commercial and recreation uses such as restaurants, banks and fitness centres, subject to the provisions of Part III, Subsection 3.4.2 e); and*

b) *Zoning By-law regulations affecting office uses on Business Corridor lands may permit a maximum floor area ratio of development at any site of up to 0.5:1.*

d) *A range of building heights and development intensities shall be permitted within areas designated as Business Corridor.*

e) *The retail, service commercial and recreation uses permitted under Part III, Subsection 3.4.2 a) (ii) shall be subject to the following:*

i. *such uses shall be ancillary to, and primarily serve, uses, businesses and employees within the surrounding employment area;*

ii. *such uses shall only be permitted on lands having one or more buildings with a total floor area greater than 3,000 sq. m;*

iii. *no more than 15 per cent of the total floor area of any one building shall be used for ancillary uses, except that a restaurant my occupy up to 100 per cent of the total floor area of any one building if the total floor area of all buildings on the site is greater than 3,000 sq. m., if the total floor area of all restaurants does not exceed 15 per cent of the total floor area of all buildings on the site and if the site abuts and has vehicular access to a major arterial, multi-purpose arterial or minor arterial road; and*

iv. *automotive related uses such as gas stations and car washes are not subject to clauses (ii) and (iii).*

f) *The design and development of Business Corridor areas shall ensure a high degree of compatibility between new prestige industrial and office uses and adjacent non-industrial uses. The following site design and development factors shall be considered for new and/or expanding Business Corridor uses:*

i. *off-street parking shall be located away from adjacent uses;*

ii. *loading areas shall be located to avoid conflict between pedestrian and vehicular traffic away from adjacent uses and adjoining roads;*

iii. *outdoor storage areas shall be fenced and/or screened;*

iv. *the number and location of vehicular access points shall be limited to minimize disruption to traffic flows;*

v. *lighting shall be directed to minimize impacts on adjacent uses;*

vi. *the proposal provides convenient access to public transit services;*

vii. *the proposal includes features to promote public safety;*

viii. *off-street parking areas, loading areas and site service areas shall be screened and landscaped; and*

ix. *urban design considerations contained in Part II, Section 6.0.*

Evaluation: The proposed self-storage, office and accessory retail development will require an amendment to this plan to permit a maximum office floor area ratio of 0.22 (total lot area pre-severance) to permit the proposed development in order to implement the direction of the previous MTSA policies which call for a maximum of 0.5:1 FAR. The proposed development will ensure a high degree of architectural design to maintain the existing character of the area. The proposed development is located in proximity to local

bus routes along Harvester Road and Appleby Line as well as Appleby GO station. Pedestrian entrances will be designed to ensure they are clearly accessible from the public sidewalk and to allow for continuous pedestrian circulation throughout the proposed development. Pedestrian-scaled lighting and landscaping will complement the existing neighbourhood and add vibrancy to the streetscape and minimize adverse effects. Further design details are provided in the Urban Design Brief.

Further, an Official Plan Amendment is proposed for the Subject Lands to permit a standalone retail or service commercial use that is greater than 15% of the total floor area of any one building. This will permit the existing service commercial use (restaurant) to continue on the Subject Lands upon any future severance.

Based on our analysis, the proposed Official Plan and Zoning By-law Amendment conform to the City of Burlington (1997) Official Plan, as is proposed to be amended.

Appendix G: City of Burlington Official Plan 2020 Analysis

APPENDIX G: CITY OF BURLINGTON (2020) OFFICIAL PLAN ANALYSIS

The Official Plan for the City of Burlington (2020) was adopted by City Council on April 26, 2018 with modifications by the Region of Halton dated November 30, 2020. A number of appeals to the Official Plan were received, however, Section 17(27) of the Planning Act sets outs that all parts of an approved official plan that are not subject to an appeal will come into effect on the day after the last date for filing a notice of appeal which was December 20, 2020.

The Subject Lands are located within Lands designated for Employment Uses and Region of Halton Employment Area on Schedule B – Urban Structure. The Subject Lands are located within a Primary Growth Area on Schedule B1 Growth Framework. The Subject Lands are located within Primary, Secondary and Employment Growth Areas on Schedule B2 Growth Framework and Long Term Frequent Transit Corridors. The Subject Lands are located within the Business Corridor on Schedule C – Land Use. The Subject Lands are located within an MTSA Special Planning Area and along an MTSA Primary Connector, in proximity to the Appleby GO Station MTSA on Schedule H – Appleby GO MTSA Special Planning Area.

The following is a summary of the policies applicable to the proposed development.

Primary Growth Areas

Policy 2.3.2 states the following policies for lands designated for employment uses:

a) *Lands designated for employment uses are identified on Schedule B: Urban Structure. Reference shall also be made to all lands designated for employment uses under sections 8.1 and 8.2 of this Plan and found on Schedule C: Land Use – Urban Area and Schedule E: Land Use – Uptown Urban Centre which together represent areas of land designated to accommodate a full range of manufacturing, warehousing and office uses.*
b) *Lands designated for employment uses allow for a full range of scales and intensities of development and offer opportunities for employment intensification and development for employment purposes.*
c) *Lands designated for employment uses provide for the location of significant diverse areas of current and future employment activities that are required for the city's long term economic development and competitiveness, as these lands represent the principal employment generator in the city and will be guided by the underlying land use designations.*

Evaluation: The proposed development will include self-storage, office and accessory retail uses. The development of the Subject Lands for these employment uses will allow for the continued use of the Employment Lands and contribute to the range of employment uses within the area.

Policy 2.3.3 states the following policies for lands designated within the Region of Halton Employment Area:

a) *The Region of Halton and the City must plan for, protect and preserve the employment area for current and future use.*

b) *Lands identified within the Region of Halton Employment Area are identified as an overlay on Schedule B: Urban Structure, of this Plan in accordance with the Regional Official Plan. In the case of conflict, the Regional Official Plan shall be relied upon. These lands provide, in conjunction with those employment uses within the residential and mixed use area of the community, opportunities for a fully-diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.*
c) *Consistent with the Regional Official Plan, additional employment areas may be requested for addition to the Region of Halton Employment Area through an amendment to the Regional Official Plan or through a municipal comprehensive review.*
d) *All lands identified within the employment area, prohibit residential and non-employment uses, including major retail uses with some exceptions subject to the Regional Official Plan. These lands are subject to the policies of Chapter 5: Economic Activity and may only be considered for conversion to a non-employment use at the time of a municipal comprehensive review, or in accordance with the Provincial Growth Plan.*

Evaluation: The proposed self-storage, office and accessory retail development for the Subject Lands is in keeping with these policies by providing employment opportunities and uses in an Employment Area.

2.4 Growth Framework

Policy 2.4.2 states the following general Growth Framework policies that should be read in conjunction with the Urban Structure and the underlying land use designations:

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

Evaluation: The proposal represents an appropriate intensification of the Subject Lands at a transit supportive density of 180 jobs per ha, thereby implementing this policy.

Policy 2.4.2(1) states the following policies as it relates to Primary Growth Areas:

i. *are identified on Schedule B-1: Growth Framework, of this Plan and are generally located within areas identified in the Urban Structure within the Mixed Use Intensification Areas as Urban Centres and MTSA Special Planning Areas, as identified on Schedule B: Urban Structure, of this Plan, with some exceptions.*
ii. *shall be recognized as a distinct area within the City's Urban Area accommodating the majority of the city's forecasted growth over the planning horizon of this Plan and beyond, and consequently will experience the greatest degree of change;*
iv. *shall be identified as priority locations for City-initiated area-specific planning and for investments in transit as well as other types of infrastructure and public service facilities, including parks to support population and employment growth; and*
v. *shall support the frequent transit corridors and accommodate development that is compact, mixed use, and pedestrian-oriented in nature.*

Evaluation: The proposed development is located within an MTSA Special Planning Area and represents a transit-supportive, pedestrian-oriented and compact built form and will introduce a mixture of self-storage, office and accessory retail uses on the Subject Lands.

Water Resource and Stormwater Management

Policy 4.4.2(2) b) states *stormwater management techniques shall be used in the design and construction of all new developments to control both the quantity and quality of stormwater runoff. The degree of control and techniques used will depend on the conditions in the downstream receiving water bodies. The negative impacts of development on the downstream aquatic environment and adjacent lands shall be avoided or mitigated.*

Evaluation: A Functional Servicing and Stormwater Management Report has been prepared by Crozier, which indicates that stormwater and groundwater quality control for the proposed development will be met, providing an enhanced level of protection as stated by the MECP.

Policy 5.1.2 states the following policies for accommodating employment:

a) *The City will contribute to the development of a Regional Employment Strategy with the Region of Halton, and the Towns of Oakville, Milton and Halton Hills*
b) *The City will promote economic development and competitiveness and the development of complete communities by:*
    i. *providing for an appropriate mix of employment uses including industrial, commercial, public service facilities and institutional uses throughout the city to meet long-term needs;*
    ii. *focusing employment growth primarily in the Employment Area and in mixed use intensification areas;*
    iii. *providing for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
    iv. *planning for, protecting and preserving the employment area for current and future uses which will achieve a significant component of the employment forecasts for the city to the year 2031; and*
    v. *ensuring the necessary infrastructure is provided to support current and forecasted employment needs, including infrastructure and utility requirements of emerging employment.*
c) *The Major Transit Station Areas shall be planned to accommodate employment uses which are compatible with sensitive land uses and contribute to the development of vibrant, mixed use and transit supportive areas.*

Evaluation: The proposed development will provide employment (self-storage), office and accessory retail uses within an Employment Area and a Major Transit Station Area, therefore contributing to the City's employment forecasts and meeting the intent of this policy. The proposed land uses are compatible with the surrounding existing land uses and contributes to the vision of a mixed use, vibrant and transit supportive area.

Section 5.4 Strategic Economic Development Areas

Policy 5.4.7 states the following regarding Major Transit Station Areas:

a) *Over the long-term, Major Transit Station Areas (MTSAs) will contribute significantly to accommodating employment and meeting the City's economic objectives.*
b) *MTSAs are currently being considered through an area-specific planning process that will consider the importance of accommodating employment over the long term in areas targeted for intensification.*
c) *The City will consider tools available to support employment growth within MTSAs, including through the implementation stage of the Mobility Hub area-specific plans.*

Evaluation: The proposed development provides a transit-supportive density (180 jobs per ha) along an identified MTSA Primary Connector and Frequent Transit Corridor as shown on Schedule B2. The proposed development is in proximity to existing transit stops along Appleby Line and Harvester Road as well as regional transit services such as Appleby GO station. The proposed development will increase employment opportunities in proximity to transit services.

Section 6.2.3 Transit

Policy 6.2.3(2) states the following transit policies:

a) *Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, identifies the long-term frequent transit corridors and candidate frequent transit corridors in the city, along with the city's transit support corridors, Primary, Secondary and Employment Growth Areas, Mobility Hub Primary and Secondary Connectors, the GO commuter rail line/Priority Transit Corridor, and the location of Mobility Hubs and Major Transit Stations. Municipal transit services and facilities will be provided in accordance with Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan. The full transit network is not shown on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan. The most up-to-date Burlington Transit schedules and maps should be referred to for information on all routes.*
b) *Long range transit planning will support the city's Intensification Areas with long-term frequent transit corridors and priority will be placed on providing the highest level of transit service in the city's Primary, Secondary and Employment Growth Areas, as shown on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan. Long range transit planning will be coordinated with Metrolinx and other transit agencies to ensure transit service integration within and across municipal boundaries.*
c) *Transit support corridors, as shown on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan, service lower density areas and employment uses and are intended to provide a basic level of service, such as peak service, connecting to the frequent transit corridors.*
d) *The City will undertake long range transit planning to inform any changes to the frequent transit corridors, candidate frequent transit corridors and transit support corridors identified on Schedule B-2: Growth Framework and Long Term Frequent Transit Corridors, of this Plan.*

e) *The city's transportation system and land use development are intended to increase transit modal shares in accordance with Halton Region's Transportation Master Plan, Active Transportation Master Plan and Transportation Demand Management measures.*
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.*

Evaluation: The Subject Lands are located within an MTSA Secondary Connector, Frequent Transit Corridor and Transit Support Corridor and are in proximity to local transit routes along Appleby Line and Harvester Road and the Appleby GO Station. The proposed development represents a transit supportive density of 224 jobs per ha, and incorporates urban design measures that create a transit and pedestrian accessible development. Further, a Transportation Impact Study has been prepared by CGH that concludes the proposed development application is recommended to proceed from a transportation perspective.

Policy 6.2.4(2) states the following active transportation policies:

a) *Municipal cycling facilities shall be provided in accordance with Schedule P: Long-Term Cycling Master Plan, of this Plan. This schedule identifies the long term location of bicycle routes, lanes, priority streets, buffered bike lanes and multi-use paths and connections to adjacent communities, in the Urban Area. Halton Region's Active Transportation Master Plan also identifies cycling facilities in the Rural Area.*
b) *Schedule P: Long-Term Cycling Master Plan, of this Plan shall be updated periodically and these updates shall not require an amendment to the Plan provided the update is in keeping with a Council-approved Cycling Master Plan. In the event of a conflict between Schedule P: Long-Term Cycling Master Plan, of this Plan and the City's Cycling Master Plan, the up to date City's Cycling Master Plan or Halton Region's Active Transportation Master Plan shall prevail.*
c) *A periodic review of the City's Cycling Master Plan and cycling standards will be undertaken.*
d) *Municipal trail facilities shall be provided in accordance with Schedule Q: Trails Strategy, of this Plan. This schedule identifies the location of trail routes and connections to adjacent communities. The Regional Walking Network in Halton Region's Active Transportation Master Plan identifies walking infrastructure on Regional roads.*
e) *Schedule Q: Trails Strategy, of this Plan, shall be modified or updated periodically and these modifications or updates shall not require an amendment to the Plan provided the update is in keeping with a Council approved Trails Strategy. In the event of a conflict between Schedule Q: Trails Strategy, of this Plan and the City's Trails Strategy document, the up to date Trails Strategy document or the Active Transportation Master Plan of Halton Region shall prevail.*
f) *The connection of bicycle routes, cycle tracks and multi-use paths and trails to recreational facilities and other public service facilities will be encouraged.*
g) *Pedestrian and cyclist safety and users of all ages and abilities shall be assessed in the design and development of the active transportation network.*

h) *The continued integration of cycling with transit modes shall be required through adequate and secure bicycle parking and related end-of-trip facilities.*
i) *The reconstruction, rehabilitation and resurfacing of existing streets and the construction of new streets shall include safe, convenient and accessible pedestrian facilities, such as sidewalks and/or multi-use paths.*
j) *Streets, sidewalks and walkways shall be designed to provide more direct active transportation access from the interior of blocks to transit locations and public rights of way. At the site plan application stage, proposed development shall be required to provide direct, safe, convenient and attractive interior pedestrian access through the site.*
k) *The development of streetscapes that are safe, convenient, accessible and attractive for pedestrians and cyclists shall be implemented through the selection of appropriate site-specific measures such as providing wide sidewalks, bike lanes, barriers to protect cyclists, illumination, locating retail and service commercial uses at street level to provide an active street front, encouraging building designs that provide shelter, and providing convenient and sheltered transit stops and bike parking, street furniture, shade trees and other amenities.*
l) *Safe, accessible and unobstructed connections shall be provided where trails and other active transportation infrastructure intersect with streets, roads and other public rights-of-way.*

Evaluation: The proposed development will assist in addressing the above policy by providing safe pedestrian connections to public sidewalks and 24 bicycle parking spaces on site. Pedestrian entrances will be designed to ensure they are clearly accessible from the public sidewalk and to allow for continuous pedestrian circulation throughout the proposed development. Pedestrian-scaled lighting and landscaping will complement the existing neighbourhood and add vibrancy to the streetscape. Further design details will be detailed at the Site Plan Approval stage.

Policy 7.2 (a) states the *design of the public realm shall address considerations, such as, but not limited to, the following:*

i. *improving the quality of public spaces as community destinations and public gathering places through the design of public realm facilities, such as public squares, parkettes or promenades;*
ii. *providing appropriate and consistent treatments for streetscape elements such as sidewalks, pedestrian crossings, lighting, street furniture, signage, street trees and landscaping;*
iii. *improving the quality and convenience of active transportation;*
iv. *creating an attractive and comfortable environment for pedestrian movement while preserving and complementing existing natural features;*
v. *implementing design measures in accordance with The Accessibility for Ontarians with Disabilities Act and other applicable Provincial legislation*
vi. *designing public realm facilities to perform their diverse roles, balancing the spatial needs of people of all ages and abilities, through the application of the principles of Universal Design;*

vii. *improving multi-modal transportation and public space needs in the design of streets and roads;*
viii. *improving the quality of streets, sidewalks and walkways, and cycling facilities to provide more direct active transportation access to transit facilities;*
ix. *enhancing the aesthetic and functional quality of intersections, as marking major entrances into areas and neighbourhoods, where appropriate;*
x. *creating, maintaining and enhancing public views and vistas of significant natural and built features;*
xi. *connecting natural areas with existing parks, open spaces, pedestrian trails and bicycle routes, where appropriate;*
xii. *introducing or improving links where existing public areas are inadequately connected;*
xiii. *identifying opportunities for the placement of public art;*
xiv. *recognizing and 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*
xv. *designing safe, reliable and cost-effective infrastructure and minimizing their visual impact.*

Evaluation: The proposed development will meet the following public realm policies by:

- incorporating barrier free design standards set out through the Ontario Building and meet City requirements;
- incorporating on-site lighting, pedestrian pathways, and access to public sidewalks to create an attractive and comfortable environment for pedestrian movement

Policy 7.3.2(1) states the following urban design policies for Primary and Secondary Growth Areas:

a) *In Primary and Secondary Growth Areas, as shown on Schedule B-1: Growth Framework, of this Plan, development shall promote a transit- supportive and pedestrian-oriented environment and ensure compatibility with adjacent land uses, particularly Established Neighbourhood Areas.*
   i. *The design of development in Primary and Secondary Growth Areas shall address the policies of Subsection 7.3.2 a) of this Plan, where applicable, and additional considerations such as, but not limited to, the following:*
      a. *locating buildings generally parallel to the public street to define the street edge and along the edges of parks, urban squares and other open space features, and in close proximity to the street and transit services;*
      b. *providing appropriate transitions to adjacent land uses, particularly residential uses;*
      c. *massing new buildings to frame adjacent streets in a way that respects the existing and planned street width but also provides for a pedestrian-scale environment;*
      d. *locating building primary public entrances for uses located at grade towards a public right-of-way and visible and accessible from the public sidewalk;*

e. *including direct pedestrian access, including barrier free access from grade level, to the primary public entrances located on the building façade;*
f. *screening or integrating roof top mechanical equipment within the overall composition of the building;*
g. *creating an attractive and connected interface between the private and the public realms;*
h. *creating a continuous streetscape with emphasis on maintaining the continuity of grade-related activity areas, both inside and outside of buildings; and*
i. *providing appropriate outdoor amenity areas and open spaces and promoting the incorporation of private open spaces to the open space network of the immediate community.*

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.*

Evaluation: The proposed development is located within a Primary Growth Area that contributes to a compact, transit-supportive development. The proposed building will be located parallel to the public street (Appleby Line) to define the street edge. The building entrance is located at grade and easily visible and accessible from the street.

Section 7.4 Sustainable Design

Policy 7.4.1(a) *states Official Plan Amendments, Zoning By-law Amendments and site plan applications for high and medium density residential, mixed use, commercial, industrial, office, institutional and public service facilities shall address the following sustainable design measures:*

i. *measures to prioritize pedestrian movement within the site, to the street and to adjacent buildings, sites and neighbourhoods, and other improvements to the public realm to facilitate pedestrian use;*
ii. *safe and direct on-site connections to public transit where available;*
iii. *on-site bicycle facilities;*
iv. *measures to reduce reflected/waste light to mitigate adverse impacts on the night sky;*
v. *parking lot design and landscaping to minimize the urban heat island effect;*
vi. *tree protection measures and planting of non-invasive trees and other vegetation, in accordance with Section 4.3, Urban Forestry, of this Plan;*
vii. *storm water quality, quantity, erosion control and drainage measures, in accordance with Subsection 4.4.2(2) of this Plan;*
viii. *identification of appropriate snow storage areas to reduce the adverse impacts of salt and de-icing practices;*
ix. *a waste management plan with appropriate facilities in accordance with the Region of Halton's requirements; and*
x. *bird-friendly design measures for buildings adjacent to the Natural Heritage System and the Lake Ontario shoreline.*

Evaluation: The proposed development will be well-connected to existing local transit services along Appleby Line and Harvester Road and approximately a 10-minute walk from the Appleby GO station. Appropriate lighting will be provided along paths and sidewalks to minimize adverse impacts on the night sky. The proposed development will incorporate landscaping features along the edges of the site to reduce the urban heat island effect. A Stormwater Management Report has been prepared by Crozier detailing the stormwater management measures to be undertaken.

Policy 7.4.1(b) states that *through the review of Official Plan Amendments, Zoning By-law Amendments, plans of subdivision and site plan applications, the proponent will be encouraged to consider sustainable design considerations such as, but not limited to:*

- *energy efficiency, passive design measures, renewable energy sources and other low carbon building strategies;*
- *potable water conservation;*
- *innovative storm water management techniques such as Low Impact Development measures;*
- *additional sustainable transportation measures such as electric vehicle charging stations that exceed the requirements of the Building Code;*
- *sustainable building materials and resources;*
- *indoor environmental and air quality;*
- *additional measures to mitigate the urban heat island effect;*
- *maintenance, monitoring and communication of sustainable building features; and*
- *other innovative sustainable design approaches or technologies.*

Evaluation: The proposed self-storage, office and accessory retail development has been designed in a manner that incorporates enhanced sustainable design through the use of materials and colours that will be detailed at the Site Plan stage.

8.1.2 Major Transit Station Areas

Policy 8.1.2(2)(b) states that *in advance of the completion of area-specific plans or major planning studies and the approval of the implementing Official Plan amendments for the Major Transit Station Areas, the policies contained in Subsection 8.1.2 of this Plan, shall apply to development applications in the MTSA Special Planning Areas and Urban Growth Centre, as shown on Schedule B, of this Plan.*

> **Evaluation:** The proposed Official Plan and Zoning By-law Amendments are within a MTSA Special Planning Area (Appleby GO) and will meet the intent of the policies contained in Subsection 8.1.2, as discussed below.

Policy 8.1.2(2)(d) states that *development applications preceding the completion of an area-specific plan or major planning study and the approval of the implementing Official Plan amendments shall have regard for the Province's Mobility Hubs and Transit Supportive Guidelines, shall implement Regional and Provincial major transit station area policies and shall be consistent with the goals and objectives of the existing land use designation as contained in this Plan.*

> **Evaluation:** The proposed development and associated Official Plan Amendment are seeking approvals prior to the adoption of the area-specific plan for the Appleby GO MTSA. The proposed development implements Regional and Provincial MTSA policies and will be consistent with the Business Corridor through an Official Plan Amendment to increase the maximum density and Floor Area Ratio to transit supportive levels.

Policy 8.1.2(2)(e) states that *development in MTSAs should be planned to achieve transit-supportive densities in accordance with the Province's Transit Supportive Guidelines and the existing and planned level and type of transit service. The full extent of maximum development permissions on lands located in each MTSA may not be achievable on every site, due to site-specific factors including, but not limited to, compatibility, environmental impacts, hazard lands, transportation issues, cultural heritage resources and/or infrastructure capacity.*

> **Evaluation:** A Transportation Study has been prepared in support of this application and will include a detailed analysis on how the proposed self-storage, office and accessory retail development will be a compatible and transit supportive within an MTSA.

Policy 8.1.2(2)(f) states that *the design and development of MTSAs shall promote these areas as multifunctional activity centres and focal points for a variety of activities that are characterized by a mixed use and compact built form of development, pedestrian-orientation, greater accessibility to public transit and higher intensity development.*

> **Evaluation:** The proposed self-storage, office and accessory retail development is located within an MTSA Special Planning Area (Appleby GO) and represents a transit-supportive, pedestrian-oriented and compact built form. The ground level retail will activate the street and provide natural surveillance. The proposed development supports existing and planned local transit services and active transportation by providing a reduced parking rate.

Policy 8.1.2(2)(g) states that *development shall contain a mix of land uses and transit supportive development that supports the achievement of complete communities through a more compact built form, while ensuring compatibility with surrounding areas is achieved.*

> **Evaluation:** The proposed self-storage, office and accessory retail building is compatible with surrounding land uses as the development is surrounded by a mix of commercial and residential uses. The proposed development is located in proximity to local transit and within walking distance to Appleby GO station, and therefore supporting the achievement of complete community.

Policy 8.1.2(2)(j) states that *transportation demand management (TDM) measures shall be addressed, and form part of the City's evaluation of opportunities for reduced parking standards in proposed development, subject to the policies of Subsection 6.2.10, Transportation Demand Management.*

> **Evaluation:** A Transportation Study has been prepared and addresses all TDM measures and modes of transportation and demonstrates how the proposed self-storage, office and accessory retail development will support active transportation.

Policy 8.1.2(2)(k) states that *development applications shall incorporate minimal parking at grade or above grade through the provision of underground parking, except in areas immediately adjacent to a rail line or other areas where a buffer is required, where applicable.*

> **Evaluation:** The proposed self-storage, office and accessory retail development will incorporate reduced at grade and underground parking spaces (for a total of 178 parking spaces where 314 are required) and therefore, encouraging active transportation and local transit use.

Policy 8.1.2(2)(l) states that *new green spaces such as trees and landscape areas, parks and open spaces shall be provided as part of development applications, which may include, but are not limited to, dedication of parkland, Privately-Owned Publicly Accessible Spaces (POPS) and/or trees and landscape areas located between a public right-of-way and a building, to be provided to the satisfaction of the City.*

> **Evaluation:** The proposed self-storage, office and accessory retail development will incorporate appropriate trees and landscape buffers along South Service Road and Appleby Line as demonstrated on the Landscape Plans prepared by MHBC.

Policy 8.1.2(2)(r) states that *in addition to the development criteria in Subsection 12.1.2 (2.2) c), the following development criterion shall be satisfied when evaluating all development applications within each MTSA: the development shall be consistent with the vision and intent of the MTSA typology and policies contained in Subsection 8.1.2, Major Transit Station Areas, and maintain the land use vision established in the land use designations of this Plan.*

> **Evaluation:** The proposed development is consistent with the vision and intent of MTSA policies contained in Subsection 8.1.2. An Urban Design Brief has been prepared in support of the proposed development to demonstrate how the proposal contributes to achieving MTSA objectives for design excellence.

Policy 8.1.2(3) states the following for development applications preceding an area-specific plan:

b) For the Burlington GO, Aldershot GO and Appleby GO MTSA Special Planning Areas, as identified on Schedule F: Burlington GO MTSA Special Planning Area; Schedule G: Aldershot GO MTSA Special Planning Area; and Schedule H: Appleby GO MTSA Special Planning Area, of this Plan, the applicable objectives and policies for the underlying land use designations on Schedule C: Land Use-Urban Area, the objectives and policies for MTSAs in Subsection 8.1.2 of this Plan, and any other applicable policies of this Plan, shall apply.

c) Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within MTSA Special Planning Areas preceding the completion of an area-specific plan shall have regard for Provincial guidelines for mobility hubs and transit, and shall implement Regional and Provincial major transit station area policies. In addition, applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within the Burlington GO, Aldershot GO and Appleby GO MTSA Special Planning Areas, shall have regard for the Mobility Hub Opportunities and Constraints Study (2014).

d) Multi unit residential developments in MTSAs should incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

e) All development proposals requiring a Transportation Impact Study shall address all modes of transportation, giving priority to active transportation and transit considerations, including frequent transit corridors.

f) Applications for Official Plan Amendments, Zoning By-law Amendments and site plan approvals within MTSAs shall submit and implement, to the satisfaction of the City, an urban design brief prepared by a qualified person. The brief shall demonstrate how the proposed development contributes towards achieving MTSA objectives for design and how the development is consistent with the policies contained in Chapter 7: Design Excellence, of this Plan, and any applicable design guidelines.

g) All development within MTSAs shall consider opportunities to provide improved walking and cycling connections.

j) Development within MTSAs preceding the completion of an area-specific plan shall be subject to the applicable policies of Subsection 7.3.2 of this Plan.

Evaluation: The proposed development is consistent with the Provincial and Regional policies for MTSAs as mentioned above. A Transportation Impact Study has been prepared and demonstrates how the proposed development supports active transportation. Further, an Urban Design Brief has been prepared to demonstrate how the proposed development achieves design excellence through MTSA objectives.

Section 8.2 Employment

Policy 8.2.2 states the following general policies for Employment:

a) A sufficient supply of land designated for employment shall be maintained within the Urban Area in order to meet anticipated short and long-term needs, including an adequate supply of serviced land and an allowance for choice in terms of location, size of property and servicing needs

b) Limited display and/or retail sale of products manufactured, processed, fabricated, assembled or warehoused on-site, and located in the same premises as the primary use, may be permitted as follows:

i. the proportion of the area of a building devoted to the display and/or sale of products shall be limited in the Zoning By-law, so that the space is accessory and clearly subordinate to the primary use of the building.

c) The accessory retail and service commercial uses permitted under Subsections 8.2.3(2) a) (ii) and 8.2.4(2) a) (ii) of this Plan shall be subject to the following:

i. such uses shall be ancillary employment uses as defined in Chapter 13: Definitions, of this Plan;

ii. no more than fifteen (15) percent of the total floor area of any one building shall be used for accessory uses, except that a restaurant may occupy up to one hundred (100) percent of the total floor area of any one building if:

a. the total floor area of all buildings on the site is greater than three thousand (3,000) sq. m.;

c. the site has access to a Major Arterial or Multi-Purpose Arterial Street, Urban Avenue, or Industrial Connector as identified on Schedule O-1: Classification of Transportation Facilities-Urban Area, of this Plan;

d) Where accessory retail and/or service commercial uses are proposed on an existing occupied employment site that would exceed the maximum fifteen (15) percent total floor area set out in Subsection 8.2.2 c) (ii) of this Plan, such a proposal may be considered by the City through a site-specific Zoning By-law amendment, without the need for an amendment to this Plan, where the following criteria are addressed to the satisfaction of the City:

i. the proposed use shall meet the definition of ancillary employment use as defined in Chapter 13: Definitions, of this Plan;

ii. the proposed use shall maintain and support the employment function of the site and shall in no case exceed thirty (30) percent of the total floor area of all existing buildings on the site;

iii. the applicant shall demonstrate that there are no unacceptable adverse effects on the surrounding area related to noise, vibration, dust or odour, or unacceptable adverse impacts related to traffic and parking, and that the surrounding existing or permitted uses are compatible with the proposed use;

iv. the proposed use shall have direct access to existing or planned transit; and

v. the proposed use is, or shall be, pedestrian and active transportation accessible.

Evaluation:

An Official Plan Amendment is proposed to the 1997 OP for the Subject Lands to permit a standalone retail or service commercial use that is greater than 15% of the total floor area of any one building. This will permit the existing service commercial use (restaurant) to continue on the Subject Lands upon any future severance. The proposed development

is located within the Appleby GO MTSA and in proximity to local transit routes along Appleby Line and Harvester Road, with pedestrian access and bicycle parking proposed on site.

8.2.4 Business Corridor

Policy 8.2.4(2) states the following policies for the Business Corridor Designation:

a) The following uses may be permitted within the Business Corridor designation:
  i. a broad range of office uses; industrial uses that involve assembling, fabricating, manufacturing, processing, warehousing and distribution uses, research and information processing, communications, utilities and transportation uses, and service trades, provided these uses are located within an enclosed building and are unlikely to cause significant adverse effects such as noise, vibration, odours or dust; hotel, conference and convention uses;
  ii. a limited range of accessory retail uses such as convenience stores, and a full range of accessory service commercial uses such as restaurants and banks, subject to the provisions of Subsection 8.2.2 c) and d) of this Plan;

b) A range of building heights and development intensities shall be permitted within areas designated as Business Corridor.

c) The City will encourage a minimum floor area ratio of development of 0.25:1 for office development in Business Corridor Lands in order to promote more efficient use of land. Any modification 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 Business Corridor designation are maintained.

Evaluation: The proposed development is located within the *Business Corridor* designation as per Schedule C – Land Use in the City OP and will introduce a mixture of self-storage, office and accessory retail uses to the Subject Lands which is permitted under this designation. The application is seeking an amendment to the Zoning By-law to permit the 0.22 Floor Area Ratio for accessory office uses on site.

Based on our analysis, the proposed Official Plan and Zoning By-law Amendment conform to the City of Burlington (2020) Official Plan.



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