Planning Justification Report

5209 Stonehaven Drive, City of Burlington

Draft Plan of Subdivision and Zoning By-law Amendment Application

Prepared for Mantella Corporation
by IBI Group

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1 Introduction

IBI Group has been retained by Mantella Corporation (Mantella) to provide an independent professional planning opinion in support of new development on a 0.87 hectare parcel of land municipally located at 5209 Stonehaven Drive, and legally described as Part of Lot 4, Concession 1 S.D.S (Geographic Township of Nelson), Part of Block 28, 29 and 30 (0.30 Reserve), Part of Stonehaven Drive, Registered Plan 20M-857, City of Burlington, Region of Halton. The subject lands are currently owned by Halton District School Board (HDSB) and have been identified by the HDSB as surplus lands.

Mantella wishes to develop 18 residential units, including 10 detached and 8 townhouse units on the subject lands. To permit the proposed development, a Draft Plan of Subdivision and Zoning By-law Amendment to the City's Zoning By-law 2020 are required. This includes an amendment to the current Residential (Orchard Community) RO3 Zone, partially applicable to the subject lands and to rezone the remaining portion of the property from Development (D) Zone to the Residential (Orchard Community) RO3 Zone.

The purpose of this report is to outline the current planning status of the subject lands, to provide a description of the proposal, and includes an extensive review and consideration of the Provincial Policy Statement (2014), Growth Plan for the Greater Golden Horseshoe (2017)), Region of Halton Official Plan, City of Burlington Official Plan and City of Burlington Zoning By-law 2020, the context of the surrounding area and general appropriateness of the proposal from a planning perspective.

2 Site Description and Context

This report applies to approximately 0.87 hectares of land located on the north side of Stonehaven Drive and Bird Boulevard, east of the CN Railway, south of Dundas Street, and west of Sutton Drive and John William Boich Public School. The lands are municipality located at 5209 Stonehaven Drive and legally described as Part of Lot 4, Concession 1 S.D.S (Geographic Township of Nelson), Part of Block 28, 29 and 30 (0.30 Reserve), Part of Stonehaven Drive, Registered Plan 20M-857, City of Burlington, Region of Halton. The subject lands are detailed below in Figure 2.1.

The property currently has frontage along Stonehaven Drive. As detailed in Section 3 of this report, the proposal will involve an extension of Bird Boulevard to accommodate development of the single detached dwellings.

Existing water, wastewater, and storm services are accessible from Stonehaven Drive and Bird Boulevard, as follows:

- **Sanitary Sewer:** A 150 mm diameter sanitary sewer located within Stonehaven Drive, carrying wastewater east towards Orchard Road, as well as another 150 mm diameter sanitary sewer within Bird Blvd, which flows south
- **Water Supply:** A 150 mm diameter watermain within Stonehaven Drive as well as another 150 mm diameter watermain within Bird Blvd
- **Storm Sewer:** A 375 mm diameter storm sewer within the south side of Stonehaven Drive, which flows east and connects to a 600 mm diameter storm sewer within Orchard Road, which then runs south. There is also a 300 mm diameter storm sewer within Bird

Blvd, which runs south. In addition, there are rear yard catchbasins collecting run off from rear lots on Bird Blvd, and a rear yard swale behind Stonehaven Drive lots.

The subject lands are accessible from Stonehaven Drive and Bird Boulevard to the south, which are local roads. The subject lands are relatively flat in nature. A variety of trees, primarily including ash and willow trees, are distributed throughout the site. Street trees are planted along the Stonehaven Drive frontage.

Figure 2.1: Aerial View of Subject Lands



The surrounding land uses are as follows:

- **North:** Dundas Street is located immediately north of the subject lands. Employment and industrial uses are located on the north side of Dundas Street and include the Forterra Brick Factory immediately to the north, and Dufferin Concrete located to the northeast.
- **East:** John William Boich Public School is located to the east of the subject lands. A currently vacant parcel of land is located immediately adjacent to the subject lands, and will be the site of a future park, which is currently under construction. Additional

residential uses are located to the east along Sutton Drive, including a condominium apartment building, currently under construction, located at the southeast corner of Sutton Drive and Dundas Street.

- **South:** Townhouse and detached residential uses are located to the south along Stonehaven Drive and Bird Boulevard. A variety of detached and townhouse units are located further south, and are all located within the Orchard Community.
- **West:** A CN Railway track is located immediately adjacent to the subject lands to the west. A commercial/retail plaza is located on the west side of the rail tracks and have frontage along Appleby Line.

Figures 2.2 – 2.9 provide images of the subject lands and surrounding context.

Figure 2.2: View of the subject lands looking northwest. Dundas Street is visible behind the site



Figure 2.3: View looking north towards the future park and John William Boich Public School. A new condominium apartment building is under construction at Sutton Drive and Dundas Street.



Figure 2.4: Townhouses located on the south side of Stonehaven Drive



Figure 2.5: Detached units located towards the south along Bird Boulevard



Figure 2.6: Built form towards the south along Autumn Harvest Way, including detached (right-hand side) and townhouse (left hand side) units



Figure 2.7: CN Rail line behind the subject lands, to the west



Figure 2.8: Commercial/Retail plaza located to the west of the subject lands, located at Appleby Line and Dundas Street



Figure 2.9: Dufferin Concrete facility, located in the Industrial/Employment Area located to the northwest of the subject lands



3 Site History and Development Proposal

As detailed, the proposal includes the development of 18 residential units. A total of 10 single detached dwellings are proposed for construction along an extension of Bird Boulevard, and 8 street townhouses are proposed along Stonehaven Drive. The proposed lots for the detached units, and townhouse block, are detailed on the enclosed Draft Plan of Subdivision in **Appendix A.**

The subject lands include a portion of property identified as surplus by the HDSB. These surplus lands include the subject property, as well as the adjacent property now owned by the City of Burlington, to construct the future park. In 2013, a Memorandum of Understanding (MOU) was approved by Council to determine how these surplus lands will be developed. The concept proposed through the MOU was the result of a community consultation process which contemplated a variety of development options for these surplus lands. The approved MOU requires the City, among other matters, to assist the Halton District School Board in their efforts to sell the development portions of the land and require that the purchaser of the land develop the land *substantially in accordance* with the approved lot and street layout.

The approved lot and street layout of the MOU includes the development of 9 detached residential lots along an extension of Bird Boulevard and 8 townhouse units along Stonehaven Drive. The MOU proposal also includes the development of 3 detached lots along Orchard Road, located to the east of the subject lands. Development of these lands will involve the submission of a separate Consent application to permit residential development, and do not form part of the Draft Plan of this Subdivision and Zoning By-law Amendment application.

The proposed development subject to these applications remain substantially in accordance with the MOU approved concept. The main item which has been modified includes the addition of one detached lot along Bird Boulevard. In an effort to maintain the general lot width and configuration

of the surrounding existing detached lots, it was determined that this additional lot could be accommodated. The lots continue to remain consistent with the layout and general configuration of the existing subdivision to the south,

The detached lots will range from approximately 12.1m to 13.8m wide, and these sizes account for the irregular lot shapes delineated around the proposed Bird Boulevard cul-de-sac. The townhouse lots will range from 6.7m wide to 14.5m, with the widest townhouse lot situated at the corner of Stonehaven Drive and Bird Boulevard. Built form will remain consistent with the surrounding two-storey detached and townhouse dwellings.

Similar to the MOU approved layout, and detailed on the enclosed Draft Plan, the detached lots will be constructed along Bird Boulevard, which will extend northward from its current terminus at Stonehaven Drive. The 14m right-of-way width will remain along the extended Bird Boulevard.

The existing 3m high sound barrier will be extended along the adjacent CN rail line and will be situated along the required 15m buffer from the rail line. The existing easement (HR190304 and HR368397), located south of Lot 1, granting property owner access to the rear of the sound barrier, will remain and will continue to be accessible. This easement area is identified as Block 2 on the enclosed Draft Plan. The barrier will be located atop a 2.5m high berm and will match the existing grading of the lots to the south.

Additionally, a sound barrier will be placed on the lots adjacent to the Dundas Street right-of-way, for Lots 4-8, to mitigate the identified noise generated from Dundas Street and employment uses to the north. These requirements are detailed in Section 4 and in the Noise and Vibration Study submitted as part of the application.

4 Planning Applications and Supporting Studies

A formal pre-consultation meeting was held on February 1, 2017 between the City of Burlington and IBI Group to determine the submission requirements to facilitate the development of the subject lands. The consultation meeting determined that the following reports will be required to support applications for Draft Plan and Zoning By-law Amendment, in addition to this Planning Justification Report:

- Functional Servicing and Stormwater Management Report
- Traffic Brief
- Air Quality Study
- Noise and Vibration Study
- Phase I and II Environmental Site Assessment (ESA)

The following provides an overview of the findings of each of each of the above-noted required reports. Full copies of each of the report have been submitted with the applications

4.1 Functional Servicing and Stormwater Management Report

A Functional Servicing Report was completed by IBI Group in June 2017, to assess the development proposal in the context of the existing servicing available, and to provide the basis to develop a strategy to ensure the development is fully serviced according City of Burlington and Region of Halton standards.

As noted, the site has access to existing municipal services available within both Stonehaven Drive and Bird Blvd. The report concludes that the existing services have capacity to accommodate the proposed residential units with the strategy proposed.

The General Servicing Plan and Grading Plan provided as part of the complete submission package illustrates that the proposed townhouse units will be serviced via direct water and sanitary service connections to the services within Stonehaven Drive. No upgrades or replacements to the existing servicing are required to service these units. A proposed rear yard swale will convey stormwater to the proposed extension of Bird Blvd to the west, or to the east towards John William Boich Parkette.

Further, the submitted plans illustrate the servicing strategy proposed for the 10 single detached lots arranged around the extension of Bird Blvd. The roadway extension itself maintains the ROW width of approximately 14.27 m, with a pavement width of approximately 7.5 m, ending in a cul-de-sac of 11.5 m radius. This design allows for the extension of existing services within the ROW, including the 150 mm diameter sanitary sewer and the 150 mm diameter watermain.

With respect to storm infrastructure, the storm sewer from Stonehaven Drive and Bird Blvd will be extended along the proposed extension of Bird Blvd, through the provision of a 1200mm diameter storm pipe. Quantity control is required for the proposed development in order to control storm flows up to the 100 year storm event to the capacity of the downstream system or pre-development levels. Stormwater management measures have been incorporated into the proposed development, in consultation with the City. The 1200mm diameter storm pipe will provide the necessary storage to achieve the necessary quantity control, pervious paving will be incorporated on all private driveways.

A proposed rear yard swale for Lots 7 and 8 will convey stormwater to a 250mm catchbasin proposed at the rear of Lot 7, which will facilitate storm drainage toward the infrastructure placed within John William Boich Parkette. A 3m easement is required surrounding this catchbasin.

Ultimately, the report concludes that the proposed development can be serviced to meet City of Burlington and Region of Halton standards based on the analysis prepared and the strategy proposed. In general, the strategy involves a fairly typical extension of and/or connection to existing services which have adequate capacity.

4.2 Traffic Brief

A Traffic Brief was completed by IBI Group in May 2017, to investigate the trips generated by the proposed development. Specifically, the analysis provided an assessment of the possible impact of the development on the unsignalized intersection of Pathfinder Drive and Orchard Road, based on anticipated future site trips.

Based on the analysis, it is estimated that the proposed development would generally 12 two-way trips in the AM peak hour and an additional 15 two-way trips in the PM peak hour, and will not be noticeable on the road network. It is expected that the majority of drivers exiting and entering the proposed development will choose to travel through the intersection of Pathfinder Drive and Orchard Road, with the highest rate of generated trips traveling through this intersection at a rate of one vehicle every six minutes and one vehicle every seven minutes respectively during AM and PM peak hours. The impact of these directional additional generated trips to the intersection is negligible.

4.3 Air Quality Study

An Air Quality Assessment was completed by Golder Associates in May 2017, to analyze potential issues related to land use compatibility between the proposed development and surrounding sources of emission to air. The assessment includes the identification of existing air quality sources, assessment of land use compatibility and provides an analysis of any negative impacts from an air quality perspective.

Several industrial and transportation sources were identified within a 1km radius of the subject lands. Significant industrial sources identified include the Dufferin Concrete operation, located approximately 120m of the subject lands, and the Forterra Brick Factory, located approximately 50m north of the subject lands. Identified transportation sources include Dundas Street, Appleby Line and the CN Rail corridor.

The Study identifies the recommended separation distances, per the Ontario Ministry of Environment and Climate Change (MOECC) for industrial operations, including a minimum separation distance of 20m for Class I (light industrial) operations, 70m distance from Class II (medium industrial) operations, and 300m for Class III (heavy industrial) operations. The subject lands are identified within the minimum separation distance of identified Class III operations.

To determine potential air quality impacts, a detailed assessment of background air quality was completed using publicly available information. A review of the impacts from local sources, including the identified industrial and transportation sources, was also completed. The review of existing monitoring data indicates that the background air quality in the surrounding area is currently within ambient air quality criteria, which are used in Ontario as an indicatory of good air quality. Furthermore, the report notes that there is already significant residential development in the area and the proposed residential development of the subject lands do not introduce any new elevated receptors that would affect existing industrial facilities' ability to comply with their current approvals from the MOECC.

Predicted concentrations of potential contaminants from transportation sources were predicted to decrease rapidly with distance from the source and all contaminants assessed were below relevant criteria.

The Air Quality Study concludes that it is unlikely that the proposed development would experience elevated levels of air quality above Provincial and Federal criteria and the use of low-rise residential land use would be considered compatible with the current surrounding land uses.

4.4 Noise and Vibration Study

Noise Assessment

Noise and Vibration Assessments were completed for the subject lands, to identify sources of noise and vibration, assess potential impacts to the proposed development and subject lands, and identify mitigation measures to address any identified impacts.

The primary transportation noise sources with potential to impact the site are road traffic from Dundas Street and rail traffic from the CN Rail Line. Additional stationary noise sources were identified as well, and include the Forterra Brick Factory, John William Boich Public School, existing commercial buildings to the northwest and west, and the Dufferin Concrete facility.

To meet transportation source sound level limits, mitigation measures, including ventilation and upgrade façade construction are required at some dwellings.

Significant noise impact from the existing commercial buildings and John William Boich Public School is not anticipated. Noise generated from the Dundas Street, CN Rail Line, the Forterra Brick Factory and Dufferin Concrete were identified to potentially impact the subject lands and a further noise assessment was conducted. The Dufferin Concrete and Forterra Brick facilities both have approvals from the Ministry of Environment and Climate Change (MOECC), which require the facilities to be in compliance with the noise guideline limits at their properties and existing residential dwellings within the vicinity.

The following is proposed to mitigate noise impacts:

- **Lots adjacent to Dundas St:** 3m high sound barrier and 2.5m high berm
- **Portion of lots adjacent to future Park:** 2.5m high sound barrier

- **Lots adjacent to CN Rail:** extension of 3m high sound barrier on a 2.5m high berm

It is noted that the proposed development is feasible with these acoustical mitigation measures.

Vibration Assessment

The purpose of the Vibration Assessment is to address potential vibration impact on the proposed residential development due to train movements on the CN Rail Halton Subdivision line. The maximum overall ground-borne vibration velocities measured on the subject lands, measured at approximately 30m from the railway line, were below the vibration guideline limit pursuant to the Federation of Canadian Municipalities and Railway Association of Canada vibration guideline limits. Similar to the dwellings to the south of the subject lands, dwellings should be located no closer than 30m to the rail right-of-way.

4.5 Phase I and II Environmental Site Assessment (ESA)

Phase I ESA

A Phase I Environmental Site Assessment (ESA) was completed by Peto MacCallum Ltd., for the subject lands, in May 2017. The purpose of the ESA was to determine soil contamination on site and provide an update to previously completed Phase I ESA, which was prepared in advance of site remediation activities completed in 2014.

The ESA Report notes that due to the change in property use from the most recent mixed residential and commercial use to a residential use, a Record of Site Condition is required. Prior to acquisition by the Halton District School Board, the subject lands comprised agricultural use, transitioning to a residential use and culminating in the most recent mixed residential/commercial use as a garden centre and hauling/trucking company between 1971 and 2006. The lands have been vacant since 2006.

The Phase I ESA identifies three (3) potentially contaminating activities (PCAs) and nine (9) off-site PCAs and concludes that a Phase II ESA Update is required.

Phase II ESA

As a result of the findings of the Phase I ESA, a Phase II ESA was completed in May 2017 by Peto MacCallum Ltd., to further analyze and conduct soil sampling and chemical analysis of the subject lands, and update the Phase II ESA which was initially prepared in advance of the site remediation activities undertaken in 2014 on the subject lands. Based on the findings of the Phase II ESA, the chemical quality of the soil met the applicable Site Condition Standards with the exception of two locations, as follows:

- Area A (northeast portion of the site): contamination of a 1,025sq.m area in the fill material, and extends at a depth of approximately 1.5m; and
- Area B (south-central portion of the site): contamination of a 615sq.m area in the fill material, and extends at a depth of approximately 0.5m.

The total estimated quantity of soil/fill which requires off-site disposal is approximately 1,845m^3 and include surface treatment such as pavement structures (pulverized asphalt and gravel). The ground water on the subject lands met the applicable Site Condition Standards.

The Phase II ESA report concludes that a program of site remediation/cleanup will be required before a Record of Site Condition (RSC) can be prepared for the subject lands.

5 Current Planning Status

The following provides a review of the applicable planning policy framework of the subject lands. In considering the planning merits of this proposal, the Provincial Policy Statement, Places to Grow - Growth Plan for the Greater Golden Horseshoe, the City of Burlington Official Plan, and the City of Burlington Zoning By-law 2020 are applicable.

5.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) came into effect on April 30, 2014, and was issued under Section 3 of the *Planning Act*, which requires that all land use planning decisions considered under the *Act* be consistent with the PPS. The PPS provides policy direction on matters of Provincial interest related to land use planning and development.

The PPS focuses growth within Settlement Areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety. It recognizes that the wise management of development may involve directing, promoting or sustaining growth. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns.

The PPS provides policies that support intensification and development, encourage a range and mix of housing, and promotes efficient development and land use patterns. Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns identifies that healthy, livable and safe communities are sustained by:

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

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

c) Avoiding development patterns which may cause environmental or public health and 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;

e) Promoting cost-efficient development patterns and standards to minimize land consumption and servicing costs;

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

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

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

Further, Section 1.1.2 of the PPS 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 20 years. 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. Within settlement areas, sufficient land

shall be made available through intensification and redevelopment and, if necessary, designated growth areas."

Section 1.1.3 of the PPS provides guidance for development within identified settlement areas, which are to be the focus of growth and development. More specifically, Section 1.1.3.2 of the PPS states that "land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

1. efficiently use land and resources;
2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.
4. Support active transportation;

b) a range of uses and opportunities for intensification and redevelopment"

Through Section 1.1.3.3, the PPS directs planning authorities to identify and promote appropriate locations for intensification and redevelopment, particularly for areas showcasing the availability of suitable existing or planned infrastructure and public service facilities. The PPS also directs planning authorities to establish and implement minimum targets for intensification and redevelopment within built-up areas (Section 1.1.3.5).

The PPS further supports promoting efficient densities in Section 1.4.3, stating that "planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of a regional market area by:

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

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

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

The PPS provides a policy framework aimed at promoting complete communities, supporting compact development, and ensuring that new residential development is efficient and cost effective with appropriate densities. Policies further encourage the efficient and effective use of public infrastructure to serve new development.

The proposed development achieves the above-noted intensification and settlement area policies found in Sections 1.1.1, 1.1.2, 1.1.3 and 1.4.3 of the PPS by providing for the efficient use of a currently vacant and unutilized parcel of land. The suitable development of the subject lands, which includes compatible development on an unused property, provides an efficient use of land and avoids environmental or safety concerns associated with major land expansion. The proposed development would add compatible housing types in the form of detached dwellings and street townhouses. This is consistent with the surrounding built form and will accommodate a greater range of housing choice. This will assist in achieving the residential intensification targets for the City of Burlington. Furthermore, the proposed development will utilize the existing municipal infrastructure and public services facilities, which include water / wastewater management, transit, cycling and walking paths. This mitigates the potential inefficient use of resources and facilitates important community connections, integral to forming a 'complete community'.

Sections 1.6.3 and 1.6.6 of the PPS places importance on the use of infrastructure and public service facilities, as outlined in Section 1.6.3a), which states that "before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized". More specifically, Section 1.6.6.1a) states that "planning for sewage and water services shall:

(a) direct and accommodate expected growth or development in a manner that promotes efficient use and optimization of existing:

1. municipal sewage services and municipal water services".

Further, Section 1.6.6.2 states that "intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, where feasible". The subject lands are well serviced by existing infrastructure, including bicycle trails, sidewalks, public transit and underground water, wastewater and sewer services.

Provincial Policy Statement Conclusion:
The subject lands are located within the identified urban area of the City of Burlington, and are adequately serviced by the existing municipal infrastructure. The lands are located adjacent to existing residential development, and the proposed development will contribute to the range and mix of residential forms in this area. The proposal makes efficient use of land through appropriate land uses, built form and density, and is compatible with this context. As such the development proposal is consistent with the Provincial Policy Statement.

5.2 Growth Plan for the Greater Golden Horseshoe (2017)

The *Places to Grow Act, 2005*, provides the legislative framework for the Growth Plan for the Greater Golden Horseshoe (Growth Plan). It also provides the framework for the implementation of the Provincial Growth Plans and includes the process for making and amending growth plans. The Growth Plan was first released on June 16, 2006 and was last updated in July 2017.

The Growth Plan provides a clear direction for building stronger, more prosperous communities by better managing growth in Halton Region to the year 2041, with a projected 2041 population of 1,000,000 and employment population of 470,000. Section 2.2.1 – Managing Growth, addresses the need to accommodate forecasted growth to strategic areas of municipalities. Section 2.2.1.2 outlines that “forecasted growth to the horizon of this Plan will be allocated based on the following:

a) the vast majority of growth will be directed to settlement areas that:
    i. have a delineated built boundary;
    ii. have existing or planned municipal water and wastewater system; 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 the Plan permit otherwise.

Through Section 2.2.1.3, the Growth Plan encourages an integrated planning approach for both upper and lower tier municipalities "to manage focused growth to the horizon of this Plan, which will:

b) be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and development options to pay for these costs over the long term;

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

The subject lands exist within the City of Burlington's delineated built-up area. Properties located within built-up areas of municipalities are encouraged to accommodate intensification development. The proposed development aims to develop a property which is currently vacant and unutilized to provide new housing within an already established residential community. By utilizing the existing municipal infrastructure, including existing public transit, walking and cycling paths, storm, water and wastewater, key Growth Plan goals are achieved to create a livable 'complete community'. The Growth Plan defines complete communities as:

> "Places such as mixed-use neighbourhoods or other areas within cities, towns and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a fully range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their context."

Section 2.2.1.4 encourages the application of policies "to support the achievement of complete communities that:

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

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

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

d) expand convenient access to:

   i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;

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

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

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

e) Ensure 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;

g) Integrate green infrastructure and low impact development.

The variation of density and mix of housing offered by the proposed development fosters appropriate population and residential growth in the City of Burlington. Growth Plan objectives are achieved through proposing a development which utilizes a vacant parcel of land identified for future residential development, and maximizing its development potential in a manner that is consistent and compatible with the surrounding community and built form. The location of the subject lands along transit and bicycle routes assists in further utilizing existing public infrastructure. The proposed development also provides for varying forms of housing through the provision of single detached and street townhouse units of varying size and layout.

The development proposal also represents an ideal opportunity to achieve intensification requirements and support a mix of housing in the City. The Growth Plan provides policies in support of intensification within delineated built-up areas of municipalities, through Section 2.2.2, as follows.

1. By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.
2. By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.
3. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.

Section 2.2.2.4 encourages municipalities to "develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

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

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

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

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

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

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

The subject lands have been identified as surplus lands from the HDSB, and through extensive background research and community consultation, have been deemed suitable to accommodate new housing development. This represents an ideal opportunity to accommodate additional and compatible forms of housing on a currently vacant parcel of land. Section 2.2.6 of the Growth Plan encourages municipalities to develop a housing strategy to "support the achievement of complete communities by:

a) Planning to accommodate forecasted growth to the horizon of this Plan;

b) Planning to achieve the minimum intensification and density targets of this Plan;

c) Considering the range and mix of housing options and densities of the existing housing stock; and

d) Planning to diversify their overall housing stock across the municipalities."

The proposed development of detached and townhouse units reflect the current composition of the surrounding subdivision and further provides a mix of housing options for the residents of Burlington. The proposed development assists in the achievement of Growth Plan intensification targets while also accommodating growth forecasts allocated to the City of Burlington.

The Growth Plan provides policy direction for infrastructure in Section 3.0. The underlying theme of this section is to develop lands, where infrastructure is available or planned, to avoid the unnecessary or unjustified expansion of infrastructure and services. As noted above, the proposed development is located within the City of Burlington Built-up Area and within an existing Plan of Subdivision which has existing municipal infrastructure in place. The proposed development will utilize the existing infrastructure and municipal services available in the area.

As detailed in Section 4.1 of this report, a Functional Servicing/Stormwater Management Report was submitted to detail the servicing and stormwater management infrastructure proposed in support of the residential development of the subject lands. Section 3.2.7.1 provides policy direction for stormwater management, encouraging the protection of quality and quantity of water by assessing existing stormwater facilities and systems. Section 3.2.7.2 requires "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 for the settlement area, where applicable."

Appropriate quantity and quality control have been incorporated in the proposed stormwater management strategy to ensure there will be no negative impact to the existing storm system. Further, pervious pavers will be incorporated on all private driveways of the detached and townhouse units, to implement green infrastructure practices and reduce stormwater impact to the existing system.

Growth Plan Conclusion: The Growth Plan provides policy direction aimed at supporting intensification within the Delineated Built-Up area of municipalities, and encourages complete communities and forms of development which utilizes existing infrastructure. The proposed development achieves this direction through providing additional housing choice on a vacant portion of land in the City of Burlington, while utilizing existing community facilities, public transit, and municipal services. The proposed Plan of Subdivision and Zoning By-law Amendment will assist with achieving residential intensification targets and projected population growth allocated for Halton Region through providing new development in an established residential community within the built-up area of the City. As such, the proposed development is consistent with the Growth Plan and represents an appropriate intensification of the subject lands.

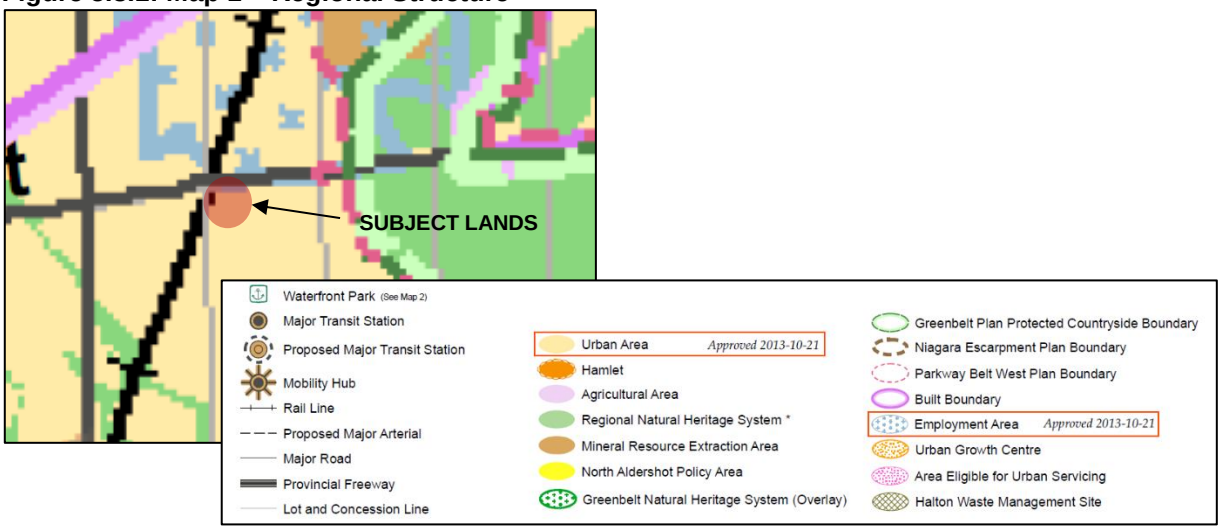
5.3 Region of Halton Official Plan

The Halton Region Official Plan (ROP) was adopted by Council on December 16, 2009. As part of the Region's Official Plan review, the ROP has since been amended through Regional Official Plan Amendments (ROPA) 37 and 38. ROPA 38 is currently under appeal before the Ontario Municipal Board, however, a partial OMB Decision has approved a portion of the ROPA policies under appeal, and have been incorporated into the Interim Office Consolidation of the Regional Official Plan, dated September 28, 2015.

The Region projects a 2031 population of 193,000 for the City of Burlington. Further, a total of 8,300 new housing units are projected to be added within the Built-Up Area of the City between 2015 and 2031. More specifically, a total of 2,758 units are to be accommodated within the built boundary of the City between the years 2017-2021, which is the timeframe within which the subject lands are expected to be developed.

The subject lands are located within the identified Urban Area of the Region, pursuant to Map 1 – Regional Structure (as approved in September 2015), and detailed below in Figure 5.3.1.

Figure 5.3.1: Map 1 – Regional Structure



Section 72 of the ROP identifies key objectives for lands located within the Urban Area which are identified to:

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

72(3) To provide a range of identifiable, inter-connected and complete communities of various sizes, types and characters, which afford maximum choice for residence, work and leisure.

72(4) To ensure that growth takes place commensurately both within and outside the Built Boundary.

72(5) To establish a rate and phasing of growth that ensures the logical and orderly progression of development, supports sustainable and cost-effective growth, encourages complete communities, and is consistent with the policies of this Plan.

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

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

Section 77(2.1) directs municipalities to accommodate 40% of new residential development within the Built-Up Area, echoing Growth Plan policy for intensification development. The proposed development of the subject lands will assist in achieving growth management policies of the ROP. As the lands are located within an identified Built-Up Area of the City of Burlington, the proposed development represents a suitable opportunity to add new housing, and offer housing choice

within the identified urban area. The proposed development will also assist the Region in achieving project new housing targets within the 2017-2021 period.

Furthermore, as the lands are located within an existing residential community, new development on the subject lands represent an ideal opportunity to accommodate growth efficiently by utilizing existing services and infrastructure. The proposed detached and townhouse lots offer new housing in the City at varying densities.

Section 84 of the ROP states that "the goal for housing is to supply the people of Halton with an adequate mix and variety of housing to satisfy differing physical, social and economic needs." Pursuant to Section 86(6)a), the ROP adopts housing targets "that at least 50 per cent of new housing produced annually in Halton be in the form of townhouses of multi-storey buildings". As detailed, 8 of the proposed units on the subject lands will be in the form of townhouse dwellings, which will help the Region to achieve the 50% target.

The ROP also encourages "intensification of land uses for residential purposes such as infill, redevelopment, and conversion of existing structures provided that the physical character of existing neighborhoods can be maintained". The subject lands offer an ideal opportunity to support intensification development of a currently unutilized and vacant parcel of land, which has been deemed surplus from the HDSB, and envisioned for compatible residential development. The proposed townhouse and detached units will be of a built form which is consistent and compatible with the surrounding detached and townhouse units currently comprising the Orchard Community.

ROP Conclusion: The proposed development of the subject lands achieve growth management and housing policies of the ROP, and more specifically assists in achieving growth and housing targets allocated for the City of Burlington. Located within an identified Urban Area of Halton Region, the ROP encourages development in communities which comprise existing services and infrastructure. The ROP encourages the development of a mix of housing, including detached and townhouse developments, and further encourage 50% of new development which occurs annually in the Region to take the form of townhouse units.

5.4 City of Burlington Official Plan

The City of Burlington Official Plan (OP) was approved by the Region of Halton in 1997, and was last updated in July 2015. Part I, Section 4.3 – The Future Built Form and Natural Environment, describes the structure and built form of the City of Burlington, and more specifically, the structure of the Orchard Community, as follows:

> "The Orchard Community comprises several residential neighbourhoods developed with a full range of housing forms, community services and facilities and other complementary land uses. The Orchard Community is expected to have a total population of approximately 13,000 people. The overall number of dwelling units anticipated at full build-out is between 4,000 - 5,300. The overall housing mix of approximately 60 percent low density, 25 percent medium density and 15 percent high density. Development shall be guided by the Orchard Community Secondary Plan."

Policies of the Orchard Community Secondary Plan are incorporated into the City OP. Further, as the subject lands are located within the Orchard Community, the proposed development will help to achieve the projected population and dwelling units. The following additional schedules and designations apply to the subject lands.

SCHEDULE	DESIGNATION
Schedule A – Settlement Pattern	Urban Area
Schedule B – Comprehensive Land Use Plan – Urban Planning Area	Residential – Low Density
Schedule J – Classification of Transportation Facilities: South of No. 1 Side Road	Dundas Street – Major Arterial Pathfinder Drive – Collector Road

The OP provides general design policies which help to guide future growth and development throughout the City. Principles, objectives and policies are provided in Part II, Section 6.0, and are applicable to the proposed development of the subject lands, as follows:

6.2 c) To ensure that the design of the built environment strengthens and enhances the character of existing distinctive locations and neighbourhoods, and that proposals for intensification and infill within existing neighbourhoods are designed to be compatible and sympathetic to existing neighbourhood character.

6.2 f) To ensure consistency, compatibility and quality in the built environment while allowing for a diverse design expression

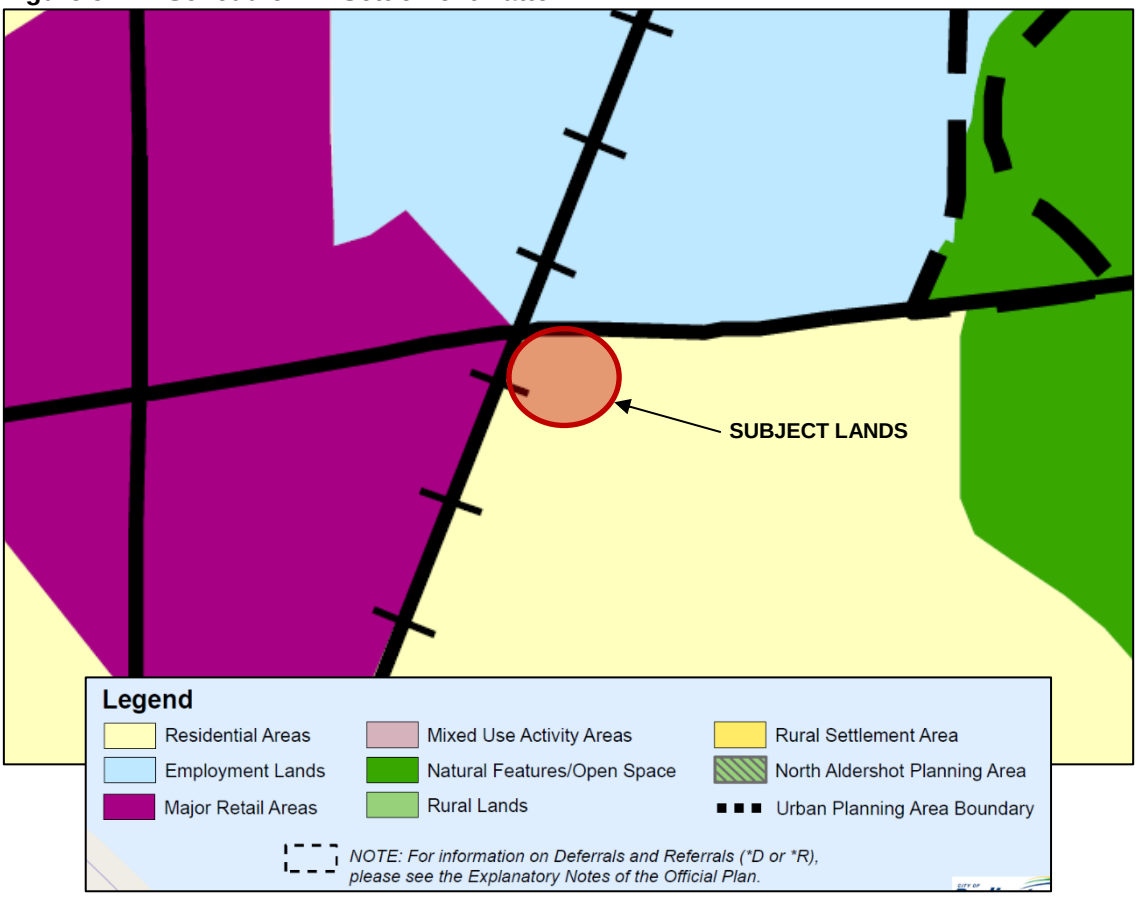
6.3 e) Preference will be given to community design containing more compact forms of development that support higher densities, are pedestrian oriented and encourage increased use of public transit.

6.5 a) The density, form, bulk, height, setbacks, spacing and materials of development are to be compatible with its surrounding area.

The proposed development achieves the intent of many of these general design policies, particularly as the proposal involves compatible development adjacent to existing residential communities. The proposed mix of detached and townhouse developments will remain consistent with the built form of the surrounding residential dwellings of the Orchard Community. The inclusion of townhouse dwellings will help to facilitate more compact development and appropriate densities for the Orchard Community.

The subject lands are identified as “Residential Area”, pursuant to Schedule A – Settlement Pattern, and detailed below in Figure 5.4.1.

Figure 5.4.1: Schedule A – Settlement Pattern



Residential Area policies are provided in Part III, Section 2.0 of the OP. Part III, Section 2.2.1 provides general objectives for housing, as follows:

a) To encourage new residential development and residential intensification within the Urban Planning Area in accordance with Provincial growth management objectives, while recognizing that the amount and form of intensification must be balanced with other planning considerations, such as infrastructure capacity, compatibility and integration with existing residential neighbourhoods.

c) To provide housing opportunities that encourage usage of public transit, pedestrian and bicycle transportation networks and decrease dependence on the car.

e) To provide, where compatible, housing opportunities in proximity to employment areas and residential support uses such as shopping and recreational areas to create opportunities to reduce travel times.

f) To encourage the integration of a wide range of housing types and tenure and discourage large concentrations of higher density residential blocks.

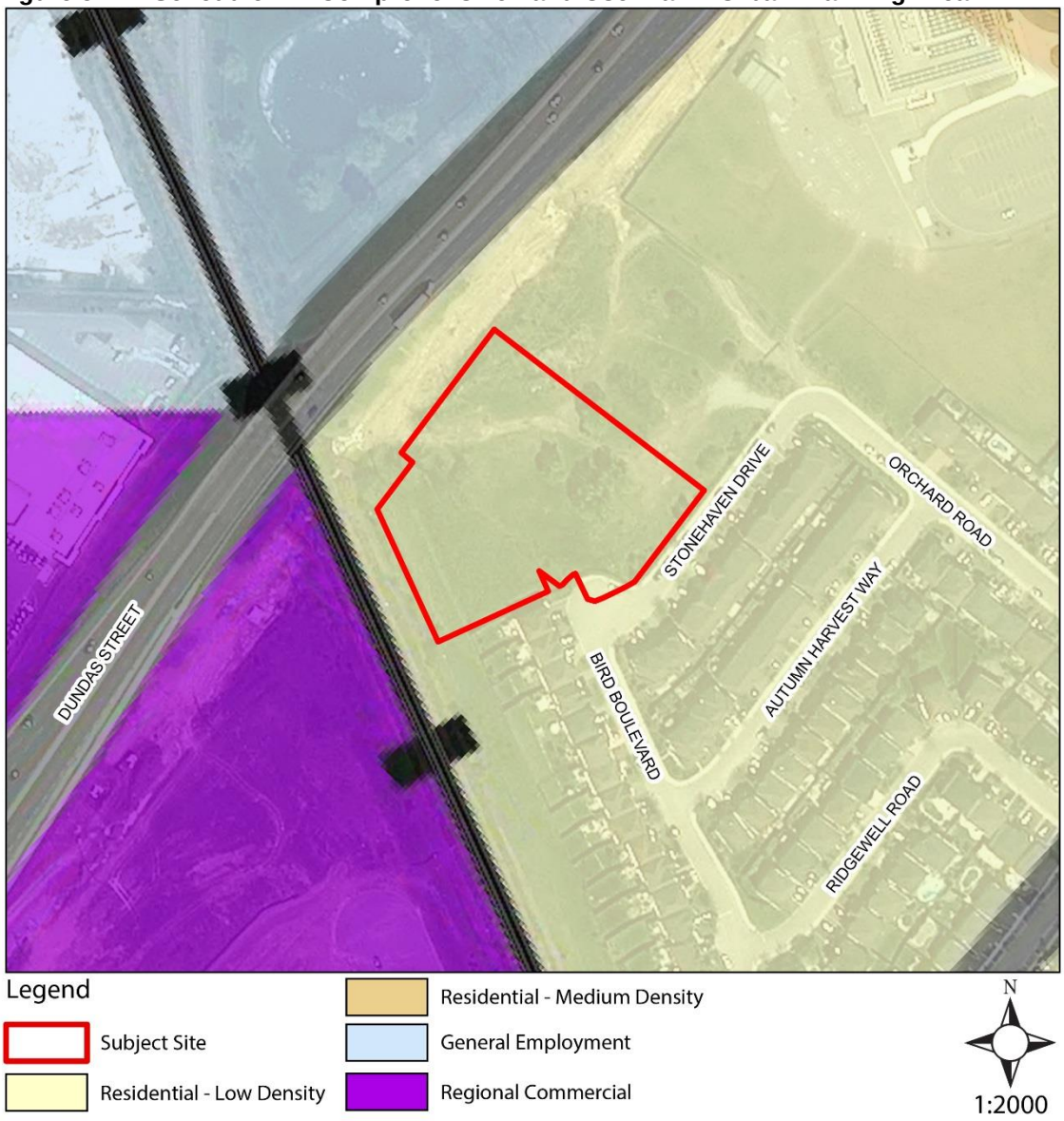
g) To require new residential development to be compatible with surrounding properties.

As discussed in Section 3.0 of this report, the proposed development follows the general layout and form of the Council approved MOU, which envisions the development of detached and townhouse uses of the subject lands. This built form not only implements the approved vision for development but ensures compatibility and consistency with the built form of the Orchard Community. Furthermore, the proposed development is located in close proximity to employment

and commercial opportunities, as well as community amenities and public transit, further fulfilling many housing objectives of the OP.

More specifically, the subject lands are designated Residential – Low Density, pursuant to Schedule B – Comprehensive Land Use Plan – Urban Planning Area, and detailed below in Figure 5.4.2

Figure 5.4.2: Schedule B – Comprehensive Land Use Plan – Urban Planning Area.



Detailed land use policies specific to the Orchard Community is detailed in Part III, Section 2.2.3 states that "residential development in Orchard Community shall be subject to the following:

(i) In Residential-Low Density designations the maximum density of development shall be 30 units per net hectare.

(ii) In Residential-Low Density designations housing forms include predominantly single-detached and semi-detached units, townhouses and street townhouses, duplexes and four-plexes are also permitted.

(iii) In Residential-Low Density designations the housing mix shall not be exclusively single-detached and semi-detached form of housing. Residential development applications will be evaluated by the City to ensure the overall residential density and housing mix will be achieved.

The proposed development will result in a density of approximately 13.68 units per net residential hectare, which falls within the maximum density permissions within Residential – Low Density lands for the Orchard Community. The proposed single-detached and townhouse dwellings remain consistent with the permitted residential built forms for the community.

The proposed development further exemplifies an ideal intensification opportunity within the City, as the subject lands currently form a vacant and unutilized property within an existing residential community in the urban area of the City. Initially envisioned to accommodate uses and development for the HDSB, these lands have remained undeveloped for a considerable amount of time have been identified as surplus by the School Board. These lands are well poised for intensification development.

Part III, Section 2.5 of the OP outlines policies in support of housing intensification throughout the City. Section 2.5.1a) states that "to encourage residential intensification as a means of increasing the amount of available housing stock including rooming, boarding and lodging houses, accessory dwelling units, infill, re-development and conversions within existing neighbourhoods, provided that the additional housing is compatible with the scale, urban design and community features of the neighbourhood".

Section 2.5.2a) provides policies to be considered when evaluating proposals for intensification with established neighbourhoods, as follows:

(i) Adequate municipal services to accommodate the increased demands are provided, including such services as water, wastewater and storm sewers, school accommodation and parkland;

(ii) Off-street parking is adequate;

(iii) The capacity of the municipal transportation system can accommodate any increased traffic flows, and the orientation of ingress and egress and potential increased traffic volumes to multi-purpose, minor and major arterial roads and collector streets rather than local residential streets;

(iv) The proposal is in proximity to existing or future transit facilities;

(v) Compatibility is achieved with the existing neighbourhood character in terms of scale, massing, height, siting, setbacks, coverage, parking and amenity area so that a transition between existing and proposed buildings is provided.

(vi) Effects on existing vegetation are minimized, and appropriate compensation is provided for significant loss of vegetation, if necessary to assist in maintaining neighbourhood character;

(vii) Significant sun-shadowing for extended periods on adjacent properties, particularly outdoor amenity areas, is at an acceptable level;

(viii) Accessibility exists to community services and other neighborhood conveniences such as community centres, neighbourhood shopping areas and health care;

(ix) Capability exists to provide adequate buffering and other measures to minimize any identified impacts.

The proposed development of the subject lands achieves this criteria. Existing municipal services are in place to service the proposed development, and the necessary controls will be implemented to ensure appropriate infrastructure service levels are maintained, particularly related to the

inclusion of stormwater management infrastructure to ensure quantity and quality controls, and reduce stormwater drainage into the existing system. Off-street parking will be provided through the inclusion of driveways and garages for each detached and townhouse dwelling unit. As detailed in the Traffic Brief submitted as part of this application, the existing municipal transportation system can accommodate the proposed increase in dwelling units, and existing transit services can be utilized to support the proposed development.

As noted in this report, compatibility is achieved through the provision of detached townhouse dwellings which will be of similar built form and design of the Orchard Community. The Tree Inventory and Preservation Plan, submitted as part of the application, identify the retention of the existing street trees along Stonehaven Drive to maintain the existing street character. The site's adjacency to existing community and retail services ensure accessibility to these services from the proposed development. Necessary buffers and mitigation measures, such has the installation of noise barriers, form part of this proposal and will minimize identified noise impacts, per the Noise Study submitted as part of the application.

Official Plan Conclusion: The OP stresses the importance of ensuring compatibility of development or intensification development with surrounding uses and built form. The proposed detached and townhouse development, and associated lot sizes, are compatible with the built form of the existing Orchard Community. The proposed development also remains consistent with the MOU development concept approved by Council in 2013 for the future development of these lands.

Site-specific OP policies provide a more detailed vision for development within Orchard Community, and permit detached and townhouse dwellings at a maximum density of 30 units per net residential hectare. The proposed development falls within the maximum density permitted for this community. The site's adjacency and proximity to existing municipal infrastructure, community services, and employment and retail uses, makes these vacant lands ideal to accommodate additional development. The proposed development represents a suitable opportunity to accommodate intensification development within the Built-Up area of the City, and achieves many intensification and development policies of the OP. Overall, the proposed development conforms to the policies outlining the vision for the Orchard Community, and direction to promote residential growth and intensification in the City of Burlington.

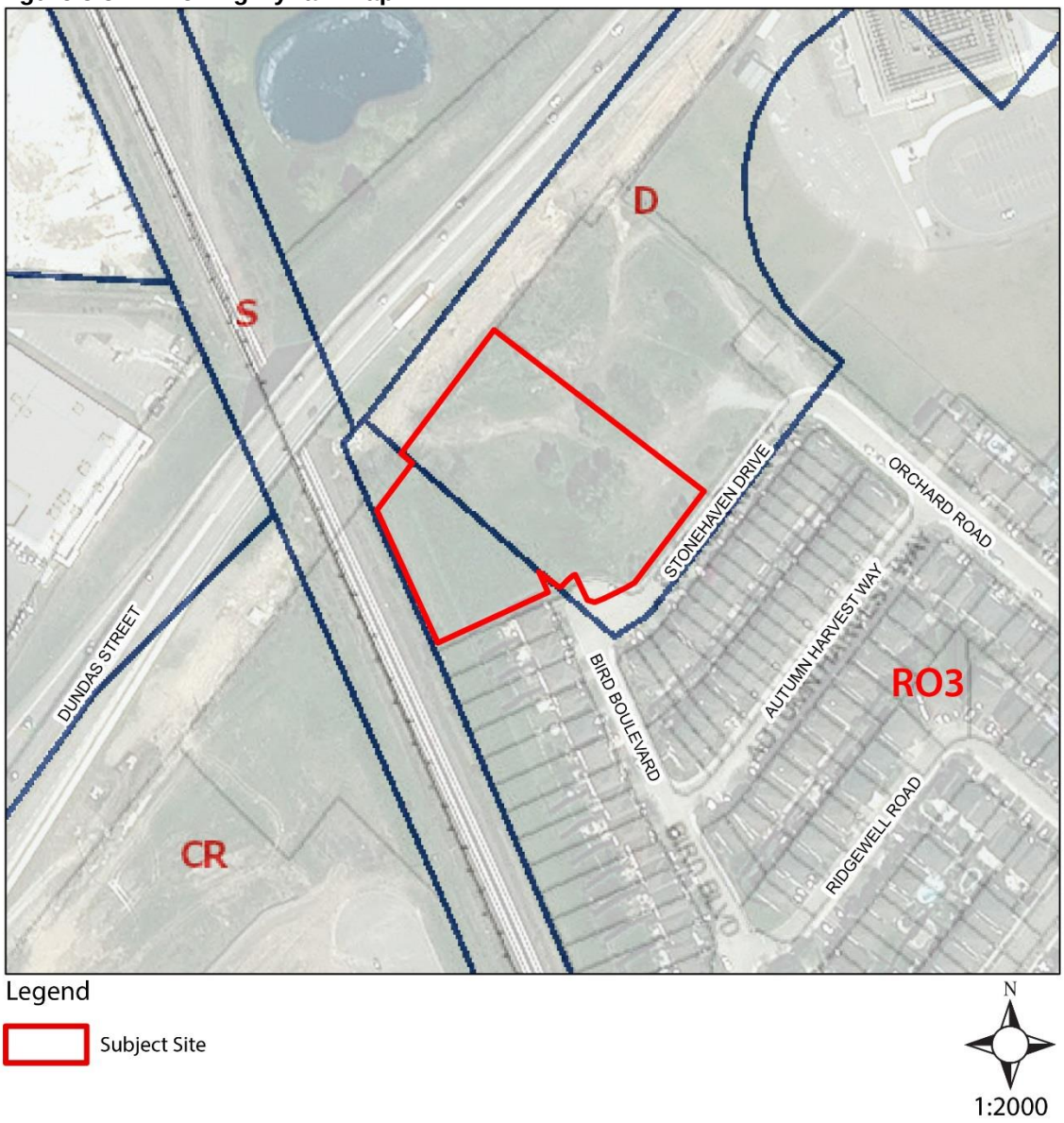
5.5 City of Burlington Zoning By-law 2020

The subject lands are currently zoned "Development" (D) and "Residential – Orchard Community" (RO3) per the City of Burlington Zoning By-Law 2020, and are delineated below in Figure 5.5.1. The majority of the subject lands are located within the "D" Zone, with a small portion at the northwest quadrant located within the RO3 Zone.

Permitted uses within the "D" zone are subject to uses shown in Part 1 – Section 2.21 "Uses Permitted in All Zones", including, but not limited to, schools, long-term care facilities, places of worship, public and private hospitals, public health services, etc.; as well as detached dwellings. Street townhouse dwellings are not permitted within this zone, restricting the envisioned intent of the subject lands. Further, the urban form for detached dwelling uses are more reflective of rural lot sizes and does not achieve the urban built form envisioned for the Orchard Community. A Zoning By-law Amendment (ZBLA) will be required to rezone this portion of the lands from "D" to "RO3".

Permitted uses within the "RO3" zone include a variety of residential dwelling uses, including detached and semi-detached units, duplex, triplex and fourplex buildings, and street townhouse units. A ZBLA is required to provide site-specific standards in support of the development and the proposed lot pattern and built form.

Figure 5.5.1 – Zoning By-law Map



These proposed site-specific provisions within the RO3 Zone, outlined in the ZBLA, will assist in providing greater clarity as to the intended composition of detached and townhouse units and will assist in developing a lot pattern that is consistent with the existing residential development to the south, and support the proposed layout and residential built form. The performance standards of the RO3 Zone, as detailed in the table below, apply to a significantly large area and was established to permit the development of the Orchard Community. Due to the relatively small size of the subject lands, many of these standards, guiding built form and maximum lot size, would result in a disproportionate lot layout, and would not result in compatibility with the existing residential community, or implement the intended vision for the Orchard Community and the approved vision for development on the subject lands.

The following table outlines the current RO3 Zone provisions, and note the standards to which amendments are being proposed in support of the development of the subject lands.

Zoning Regulation	Permitted/Required		Proposed Amendment	
	Detached Dwelling	**Street Townhouses**	**Detached Dwelling**	**Street Townhouses**
Lot Width *Lot depth greater than 30 m	Min. 7.5 m Max. 11 m	Min. 4.8 m Max. 7.8 m	Min. 7.5m	Min. 4.8m
Lot Width *Lot depth less than 30 m	Min. 10.8 m Max. 14 m Corner Lot: Min. 12.6 m Max. 15.8 m	Min. 6.7 m Max. 11 m Corner Lot: Min. 9.7 m Max. 12.8 m	Min. 10.8m Corner Lot: Min. 12.6m	Min. 6.5m Corner Lot: Min. 9.7m
Lot Area	245m²	140m²	N/C	N/C
Front and Exterior Side Yard Setback	3 m – Dwelling 5.5 m – Garage	3 m – Dwelling 5.5 m – Garage	N/C	N/C
Rear Yard Setback	7 m	7 m	N/C	N/C
Side Yard	1.2 m one side, 0.6 m other side	1.2m interior side yard 0 m	N/C	0.5m: interior side yard 1.2m: exterior side yard
Other Yards – Railway Right-of-Way	30 m	30 m	N/C	N/C
Building Height	2 Storeys or 11.5 m	2 Storeys or 11.5 m	N/C	N/C
Lot Coverage (max)	50%	60%	N/C	N/C
Parking	2 spaces per unit; one of which may be provided in an attached or detached garage	2 spaces per unit	N/C	N/C
Additional Area -Specific Standards				
Lot Width (max)	Maximum lot width shall be maintained for 80% of the lots in a registered plan of subdivision.		N/C	
Built Form	Within each section of a plan of subdivision (i.e. a grouping of three or more contiguous lots fronting the same street, bounded by other streets, a subdivision boundary, a zone boundary or other section) the following shall apply: (i) At least one-third of the dwelling units shall have attached garages which shall not project more than 1.5 m beyond the second storey; (ii) One-third of the dwelling units may have attached garages which		Notwithstanding the applicable performance standards of Section 19.1, the Built Form standards of Section 19.4 do not apply. The maximum driveway width shall be 5.5m for all lots.	

Zoning Regulation	Permitted/Required	Proposed Amendment
	project a maximum of 6.5 m beyond the second storey; (iii) One-third of the dwelling units may have attached garages which project a maximum of 3.5 m beyond the second storey. (iv) Not more than 8 contiguous lots shall be 9 m or less in width. (v) Notwithstanding Part 1, Subsection 2.24, a lot width of 11.0 metres or greater may have a maximum driveway width of 5.5 metres, subject to the following regulations: - A garage (attached or unattached) shall not be located closer to a street line than the closest distance between the dwelling unit and the street line.	

As detailed in the table above, the proposed ZBLA will provide site-specific zoning provisions, and include modifications to the following zone standards:

- **Lot Width with Depth Greater than 30m, Detached Dwelling:** 7.5m minimum standard to remain. Maximum removed.
- **Lot Width with Depth Less than 30m, Detached Dwelling:** 10.8m minimum standard to remain. Maximum removed.
- **Lot Width with Depth Less than 30m – Corner Lot - Detached Dwelling:** 12.6m minimum standard to remain. Maximum removed.
- **Lot Width with Depth Greater than 30m, Street Townhouses:** 4.8m minimum standard to remain. Maximum removed.
- **Lot Width with Depth less than 30m, Street Townhouses:** 6.5m (min) proposed. Maximum removed.
- **Lot Width with Depth less than 30m – Corner Lot - Street Townhouses:** 6.5m (min) proposed. Maximum removed.
- **Side Yard Setbacks, Street Townhouses:** 0.5m interior side yard and 1.2m exterior side yard
- **Built Form:** Built form standards, pursuant to Section 19.4, do not apply and a maximum driveway width shall be 5.5m for all detached dwelling lots.

The purpose of the above-noted amendments will assist in developing the lot layout and built form intended for the subject lands. Removing the maximum standard related to lot width will provide the flexibility to provide the envisioned lot width and layout for the development of the subject lands. Existing RO3 Zoning provisions also require maximum lot provisions to apply to 80% of the lots in a registered plan of subdivision. Due to the small size of the property, this provision would result in a disproportionate and inconsistent lot layout for the proposed development. In light of the foregoing, maximum lot width provisions are proposed to be removed.

Additionally, built form standards allocated a maximum percentage of garages to project specific distances from the dwelling. Due to the small amount of lots being developed on the subject lands, and the irregular shape of many of the proposed lots, it is proposed that these standards do not apply to the subject lands. A proposed maximum driveway width of 5.5m would apply to all lots, combined with existing front yard setback stands, would assist in regulating the size and projection of garages to ensure built form compatibility.

The Draft Zoning By-law Amendment is detailed in **Appendix B.**

6 Planning Rationale and Analysis

The following is a discussion of the rationale for the proposed Draft Plan and ZBLA, which will facilitate the development of 10 detached and 8 street townhouse units on the subject lands. The proposed development supports Provincial Policy objectives, is consistent with Regional municipal land use policy, and represents good planning.

6.1 Consistent with Provincial Policy Direction

The proposed development achieves several Provincial Policy objectives (PPS and Growth Plan) including the promotion of efficient land use patterns, encouraging a range of mix of housing, supporting compact development, creating healthy and complete communities, and ensuring the availability of necessary infrastructure and community services. Provincial policy provides support for intensification opportunities within built-up areas of communities. The subject lands are located on a vacant and unutilized parcel of land within an existing community in the City of Burlington's urban area.

The proposed development includes the introduction of both detached residential dwellings, as well as street townhouse units, which helps to further encourage more compact development within existing residential community. Existing municipal and community infrastructure will assist in achieving complete communities through providing new housing within an established neighborhood, with access to public transit, employment and retail services.

The property's location within an existing residential community represents a logical location to allow for new development and will help to achieve intensification targets within built-up areas of the Province.

6.2 Conforms with Regional Official Plan Policy

Located within an identified Urban Area of Halton Region, the Regional Official Plan encourages development of communities which contain existing services and infrastructure. The ROP further encourages 50% of new development to occur annually, to be in the form of townhouse units. Echoing Provincial Policy, the Region encourages the logical development of vacant or underutilized parcels, and encourages the incorporation of a variety of housing types to support housing growth in the Region. The proposed development helps to achieve allocated growth targets for Halton Region, and more specifically, contributes to the dwelling unit targets for the 2017-2021 period for the City of Burlington.

6.3 Conforms with City Official Plan Policy

The subject lands are located within the Orchard Community. The City's Official Plan outlines a concrete vision for this community to permit a wide variety of compatible residential uses, including the development of detached and townhouse units. The proposed development conforms to this

vision and aims to achieve similar lot pattern, property sizes and built forms consistent with the existing Orchard Community.

The built form, housing and intensification policies of the OP stress the importance of ensuring compatibility of development with surrounding uses and built form. The proposed detached and townhouse dwellings envisioned for the subject lands will maintain the character of the surrounding developments.

Furthermore, the site's adjacency and proximity to existing municipal infrastructure, community services, and employment and retail uses, makes these vacant lands ideal to accommodate additional development. The proposed development represents a suitable opportunity to accommodate intensification development within the Built-Up area of the City, and achieves many intensification and development policies of the OP. Overall, the proposed development conforms to the policies outlining the vision for the Orchard Community and direction to promote residential growth and intensification in the City of Burlington.

6.4 Consistency with Existing and Proposed Zoning Provisions

Provincial and municipal planning policy all support appropriate and compatible development of new housing. A key objective of Provincial policy is aimed at directing planning authorities to support intensification on underutilized and vacant sites. Region and municipal policy encourages development to be compatible with surrounding communities and built form. The proposed Zoning By-law Amendment facilitates the complete development of the subject lands to permit the kinds of dwellings and urban form characteristic of the Orchard Community. Site specific-standards address the unique nature of the proposed development, as the subject lands are quite small in comparison to the larger Orchard Community. Existing RO3 standards were established to address the development of the larger subdivision, and current standards would result in a lot pattern inconsistent with the intended vision for these surplus lands, and for the larger Orchard Community. Further, some zone standards would not assist in facilitating appropriate development of the irregular lots, created through the extension of Bird Boulevard into a cul-de-sac. The vision for the Orchard Community will continue to be implemented and the amendment will ensure the appropriate development of the subject lands.

6.5 Implements the Council Approved Vision

The Council approved Memorandum of Understanding encourages the subject lands to be developed substantially in accordance with the approved vision. The development proposal of 10 detached and 8 townhouse units will ensure consistency with this approved vision. The proposed Draft Plan and Zoning By-law Amendment are to implement this vision and facilitate the appropriate development of the subject lands.

6.6 Site Suitability

In addition to the housing, intensification, design and infrastructure directions of Provincial and municipal policy, the subject lands are ideally suited to accommodate the proposed development. The location within an existing residential community, its location in the built-up area of the City, its current underutilized state, and its adjacency to existing commercial, retail and employment areas, and existing and planned open space make the proposed development suitable and desirable for the subject lands. The proposed urban form of the development is compatible with the surrounding area and represents a form already present within the community. The site's adjacency to the future park and community facilities will provide future residents of this development will provide access to amenities.

7 Conclusion

Based on the analysis contained in this report, the development of the subject lands to accommodate 10 detached and 8 townhouse units:

- Is consistent with and conforms to Provincial policy in that the proposed development will use land efficiently and effectively, take advantage of existing infrastructure in the surrounding community, achieve intensification targets established for the City of Burlington. The site's adjacency to employment, retail and commercial services are important for achieving healthy and complete communities.
- Supports residential and housing objectives of the Region of Halton by facilitating intensification and development of a vacant and unutilized parcel within the identified Urban Area of the Region through developing compatible development while encouraging the development of compact communities through the provision of townhouse dwelling units;
- Supports the area-specific policies and general zone provisions for development within the Orchard Community by proposing compatible development reflective of the lot pattern, built form, and housing mixture of the community, and encourages intensification development on surplus and undeveloped lands in the City's Built-Up Area;
- Achieves the Council approved vision for development of these lands;
- Applies to lands suitable for the proposed uses;
- Constitutes good land use planning; and
- Is in the public interest.

Based on a review of the subject lands, the surrounding lands, supporting studies, and the applicable planning policy framework, the application represents good planning, will facilitate the development of an underutilized parcel, and add additional housing forms to the City.

Respectfully submitted this 10th day of July, 2017.

Regards,
IBI Group



Michael Lipkus, MES, MCIP, RPP
Senior Planner

I hereby certify that this Planning Justification Report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994 and is for this property only.

Appendix A – Proposed Draft Plan

DRAFT PLAN OF SUBDIVISION

STONEHAVEN DRIVE

SKETCH OF
PART OF LOT 4 CONCESSION 1 S.D.S.
(GEOGRAPHIC TOWNSHIP OF NELSON)
PART OF BLOCK 28, 29 AND 30 (0.30 RESERVE)
PART OF STONEHAVEN DRIVE REGISTERED PLAN 20M-857
CITY OF BURLINGTON
REGIONAL MUNICIPALITY OF HALTON

Exception Zone
(GE1-359)

Existing Regional Commercial (CR)

Utility Zone (S) - Railway Track

Easement
0.02ha.
Subject to easement as in instruments HR190304 and HR368397

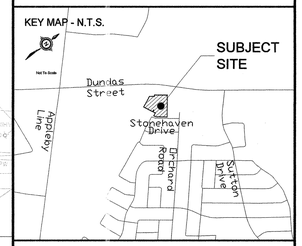
Existing Residential (RO3)

Existing Residential (RO3)

0.02ha to be acquired from the City of Burlington.

4 2 0 5 10 15
1:300 (m)

KEY MAP - N.T.S.



INFORMATION REQUIRED
UNDER SECTION 51 (17) OF THE PLANNING ACT, R.S.O. 1990, c.P.13 AS AMENDED

(a) - AS SHOWN
(b) - AS SHOWN
(c) - AS SHOWN
(d) - AS LISTED BELOW
(e) - AS SHOWN
(f) - AS SHOWN
(g) - AS SHOWN
(h) - MUNICIPAL WATER
(i) - SILT TILL CLAY SILT; & SILTY CLAY TILL
(j) - AS SHOWN
(k) - MUNICIPAL SANITARY & STORM
(l) - AS SHOWN

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

SIGNED _____
ROY S. MAY
ONTARIO LAND SURVEYOR
For: MacKay, MacKay & Peters Limited

DATE JUNE 16, 2017

OWNER'S CERTIFICATE
I HEREBY CONSENT TO THE FILING OF THIS PLAN BY IBI GROUP, IN DRAFT FORM.

SIGNED _____
HALTON DISTRICT SCHOOL BOARD

DATE _____

LAND USE SCHEDULE

LOTS/BLKS	LAND USE	AREA ha	POTENTIAL # OF UNITS MIN	MAX
RESIDENTIAL				
LOTS 1-10	SINGLE FAMILY HOMES	0.60	10	10
BLK. 11	TOWNHOUSES	0.12	8	8
ROW		0.10		
TOTAL		0.82	18	18

#	DATE	BY	DESCRIPTION
1			REVISIONS

APPROVALS

APPROVED: DATE:

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED UNDER THE SUPERVISION OF A REGISTERED PROFESSIONAL PLANNER, WITHIN THE MEANING OF THE ONTARIO PROFESSIONAL PLANNERS INSTITUTE ACT, 1994.

DESIGNED BY:	DA	DATE:	20170616
DRAWN BY:	AW	FILE NUMBER:	105842
CHECKED BY:	ML	SHEET NUMBER:	DP1

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